

[POWER COMMANDER V]

FUEL AND IGNITION

2013-2014 Polaris Ranger 800

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro strips
- 1 Alcohol swab
- 2 Zip ties

**THE IGNITION MUST BE TURNED
OFF BEFORE INSTALLATION!**

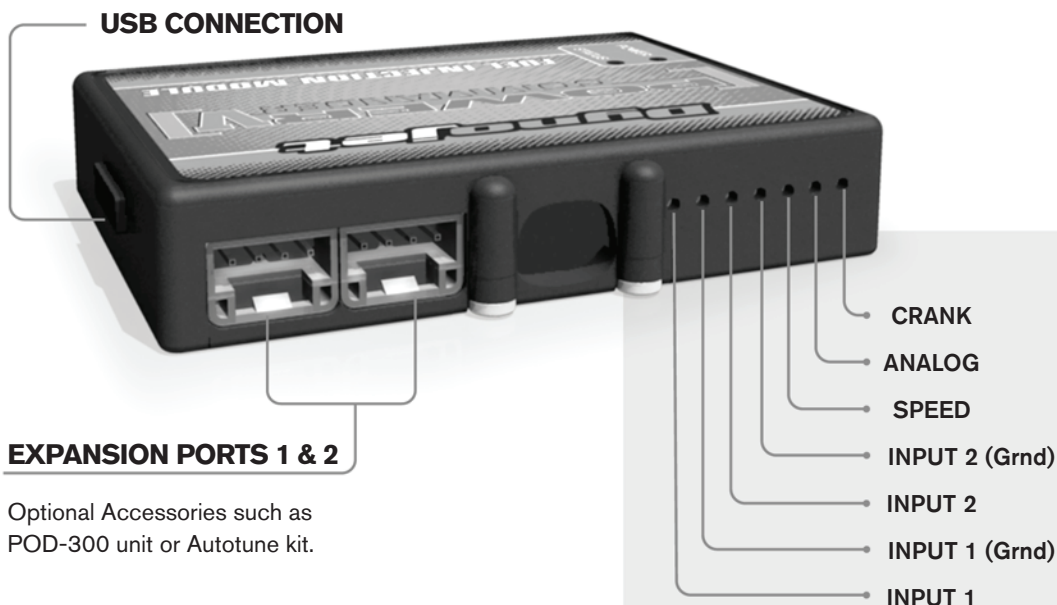
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

POWER COMMANDER V INPUT ACCESSORY GUIDE



Optional Accessories such as
POD-300 unit or Autotune kit.

Wire connections:

To input wires into the PCV first remove the rubber plug on the backside of the unit and loosen the screw for the corresponding input. Using a 22-24 gauge wire strip about 10mm from its end. Push the wire into the hole of the PCV until it stops and then tighten the screw. Make sure to reinstall the rubber plug.

NOTE: If you tin the wires with solder it will make inserting them easier.



ACCESSORY INPUTS

Map -

(Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will hold a base map and the other position will let you activate the learning mode. When the switch is "CLOSED" Autotune will be activated. (Set to Switch Input #1 by default.)

Shifter-

(Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

Speed-

If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent kill times when using a quickshifter.

Analog-

This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

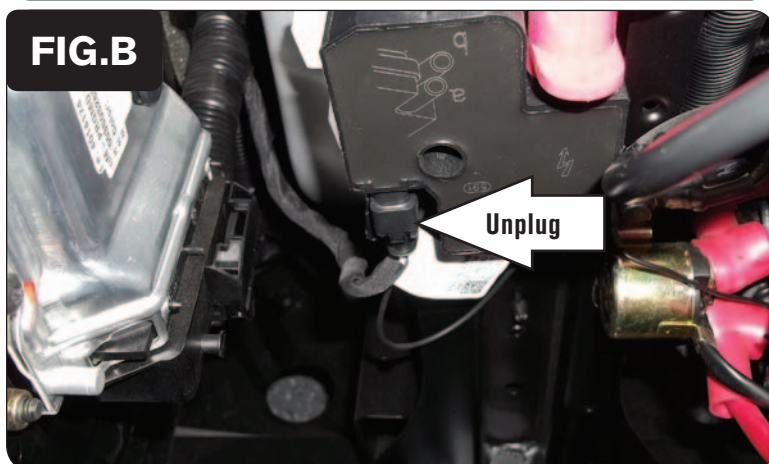
Crank-

Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



- 1 Lift the cargo bed and remove the bench seat.
- 2 Using the supplied Velcro strips, secure the PCV module to the front of the battery box directly under the driver's side of the seat (Fig. A).

Use the supplied alcohol swab to clean the surfaces prior to applying the Velcro adhesive.

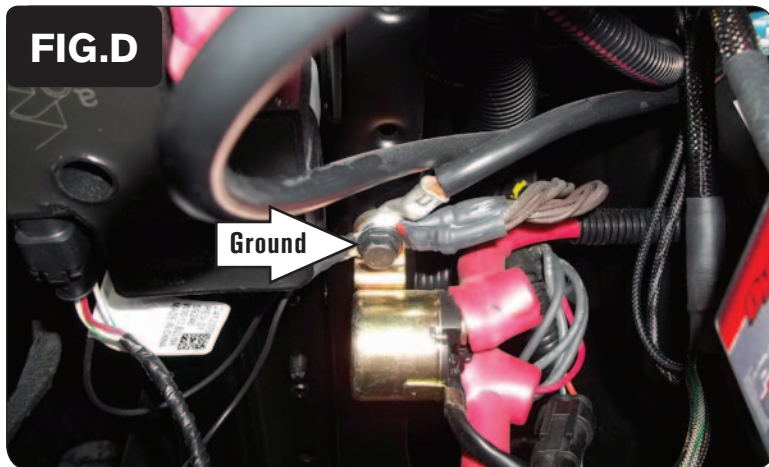


- 3 Unplug the stock wiring harness from the ignition coil (Fig. B).

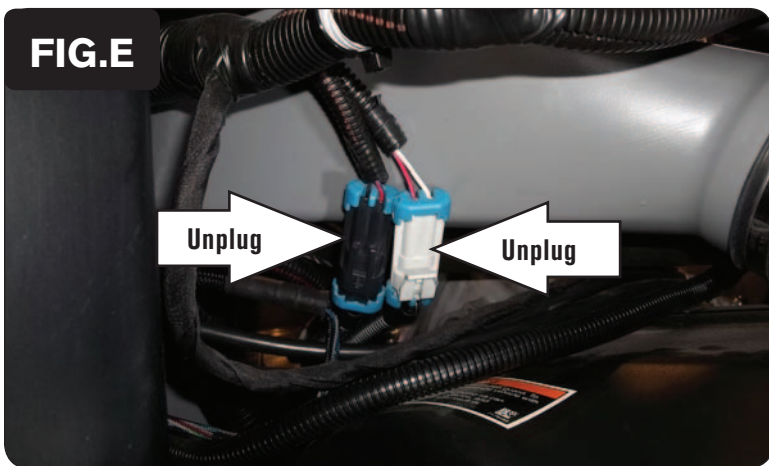
The Ignition Coil is located directly in front of the battery.



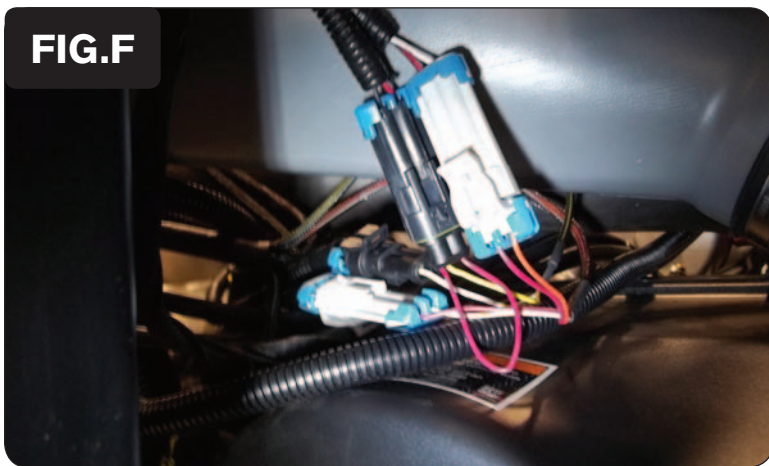
- 4 Plug the mating 3-pin connectors from the PCV in-line of the stock wiring harness and the ignition coil (Fig. C).



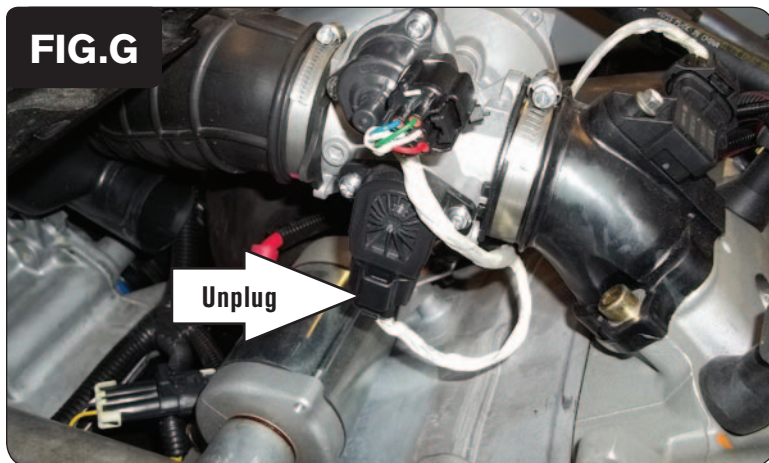
- 5 Secure the PCV ground wire with the small ring lug to a chassis ground source. Specifically we recommend using the bolt on the frame rear of the ignition coil that holds the starter solenoid to the frame (Fig. D).
- 6 Route the rest of the PCV wiring harness rearward and towards the engine.



- 7 Locate and unplug the 2 stock Fuel Injector subharness connectors directly above the CVT clutch housing on the left side of the engine (Fig. E).
There is 1 BLACK connector pair and 1 GREY connector pair.



- 8 Plug the 2 pairs of GREY and BLACK connectors from the PCV wiring harness in-line of the stock Fuel Injector subharness connectors (Fig. F).
- 9 Continue routing the rest of the PCV wiring harness towards the throttle body.

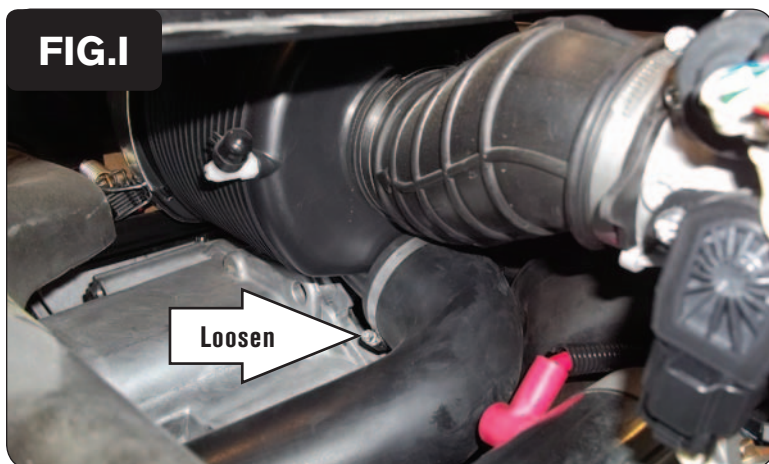


- 10 Locate and unplug the stock wiring harness from the vehicle's Throttle Position Sensor (Fig. G).

The TPS is located on the right side of the throttle body.



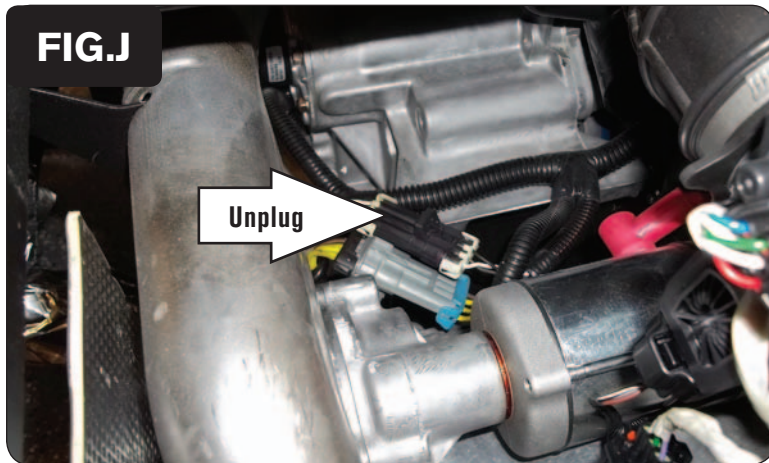
- 11 Plug the mating pair of 3-pin connectors on the PCV wiring harness in-line of the TPS and the stock wiring harness (Fig. H).



- 12 Loosen the intake air tube from the airbox. First loosen the hose clamp (Fig. I). Then pull the tube from the airbox and outward.

This is necessary to access the vehicle's Crank Position Sensor connectors directly under this tube.

- 13 Cut the stock zip ties around the 2 electrical connectors below the intake air tube and rear of the starter.



- 14 Locate and unplug the stock Crank Position Sensor connectors (Fig. J).
This is the BLACK connector pair; not the GREY pair.



- 15 Plug the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. K).
This is the PCV connector pair with the BROWN colored wires.
- 16 Use the supplied zip-ties to secure the wiring where you may see fit. Be sure to keep the wiring free and clear of any hot or moving parts.
- 17 Reinstall the intake air tube to the airbox. Reinstall the bench seat and lower the cargo bed.