POWER COMMANDER V

FUEL AND IGNITION

2015 Polaris RZR 900

Installation Instructions

PARTS LIST

1	Power Commander
1	USB Cable
1	Installation Guide
2	Power Commander Decals
2	Dynojet Decals
2	Velcro
1	Alcohol swab
1	Posi-tap

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT: www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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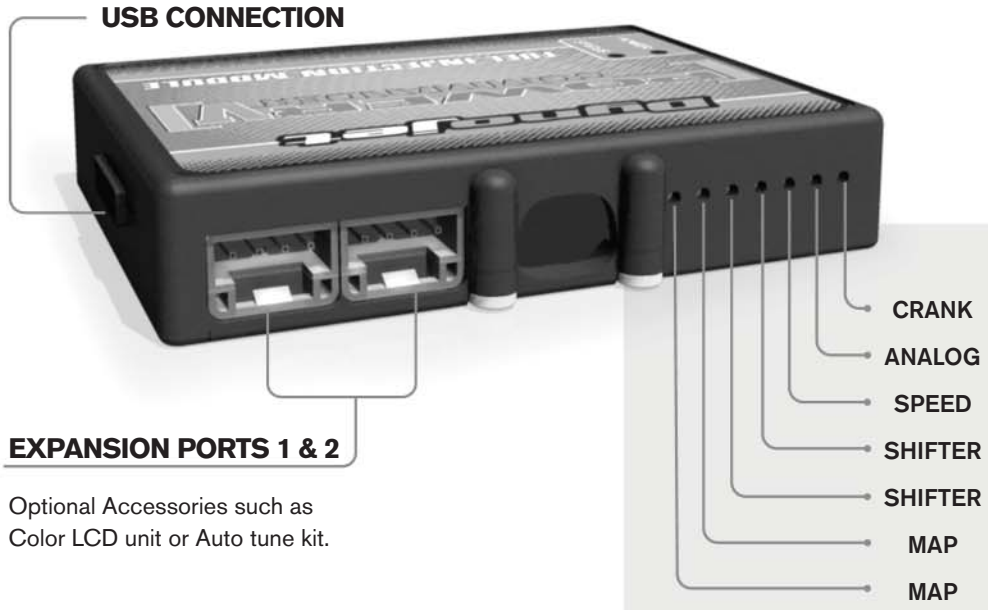
POWER COMMANDER V
INPUT ACCESSORY GUIDE

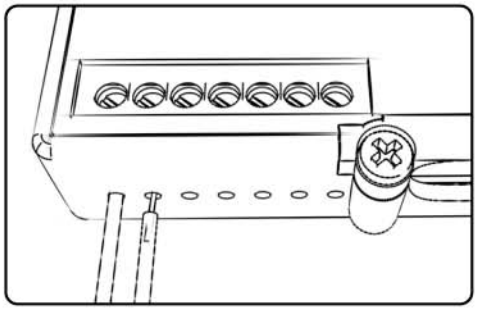


Optional Accessories such as
Color LCD unit or Auto tune kit.

Wire connections:

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

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



ACCESSORY INPUTS

Map

The PCV has the ability to hold two different base maps. You can switch on the fly between these two base maps when you connect 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.

Shifter

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.

Speed

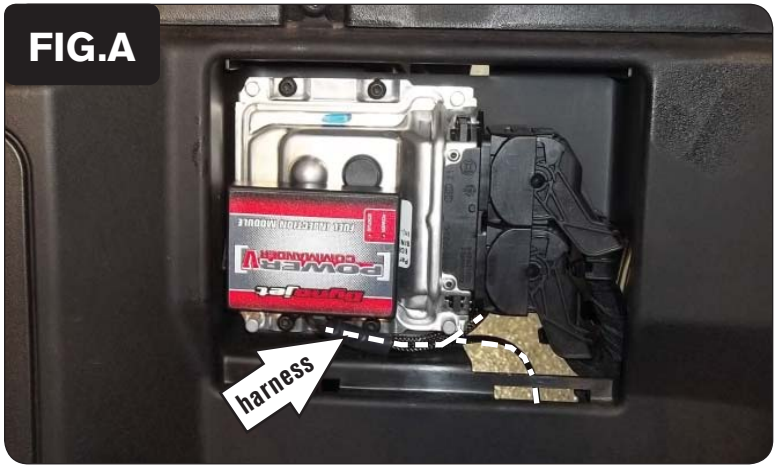
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to display vehicle speed in the control center software and on the LCD accessory.

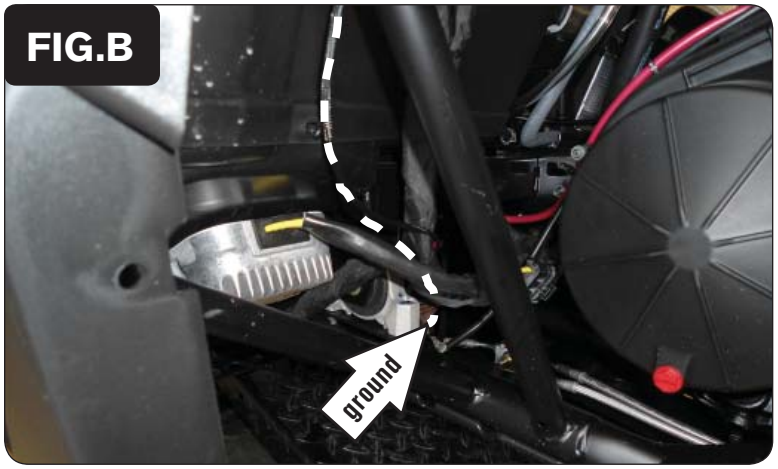
Analog

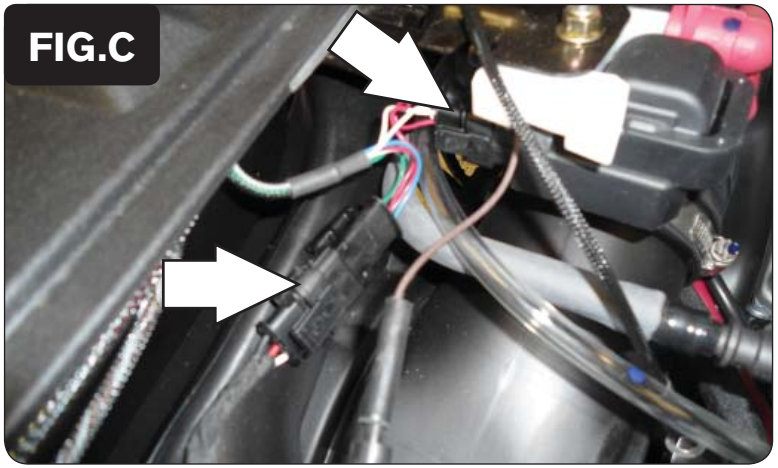
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

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 Remove the driver's seat.

2 Remove the small plastic panel behind the driver's seat to access the ECU.

3 Remove the panel at the bottom of the cargo bed to access the top of the engine.

4 Feed the PCV wiring harness through the hole in the firewall by the ECU.

5 Using the supplied velcro, secure the PCV module to the top of the ECU as shown in Figure A.

Make sure to clean both surfaces with the alcohol swab before attaching.

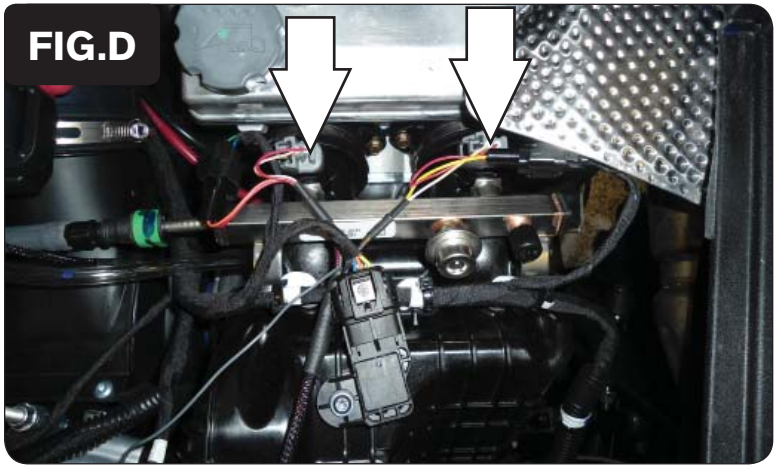
6 Route the PCV ground wire with the ring lug to the common ground on the skid plate just below the ECU as shown in Figure B.

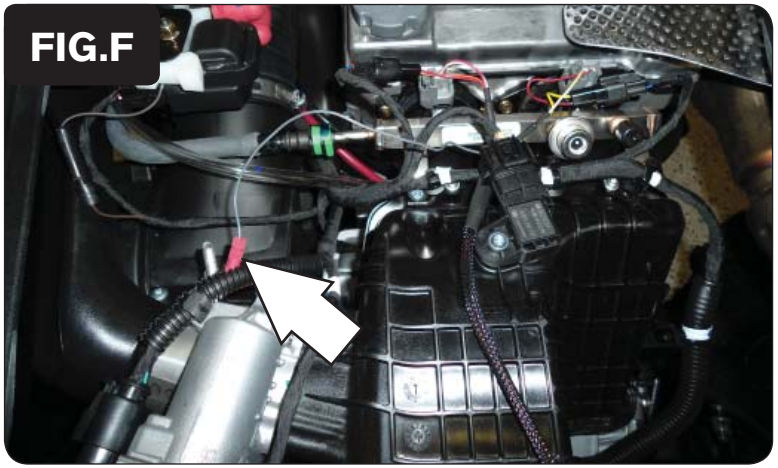
Make sure your harness routing is free and clear of rear suspension movement. Route the ground wire around the front of the rear sway bar.

7 Locate and unplug the stock electrical connector from the vehicle's ignition.

The ignition coil is located left of the engine.

8 Attach the connectors with the green and blue wires from the PCV harness to the ignition coil and the stock wiring harness as shown in Figure C.





9 Route the rest of the PCV wiring harness up over the top of the engine.

10 Locate and unplug the stock wiring harness from both of the fuel injectors as shown in Figure D.

11 Attach the connectors with the orange wires from the PCV harness to the #1 cylinder (left) injector and stock wiring harness.

12 Attach the connectors with the yellow wires from the PCV harness to the #2 cylinder (right) injector and stock wiring harness.

13 Unplug the electrical connector from the throttle body servo as shown in Figure E.

14 Remove the wires from the factory plastic wire loom slightly to find the dark green wire.

15 Using the supplied posi-tap, attach the single unterminated grey wire from the PCV wiring harness to the stock dark green wire on the throttle body servo connector as shown in Figure F.

16 Plug the stock connector back on to the throttle body servo and place the wires back in the factory wire loom.

17 Route the remaining PCV wiring harness branch with the brown wires across the top of the engine to the right side.

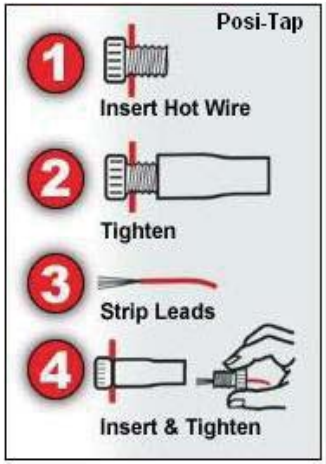


FIG.G

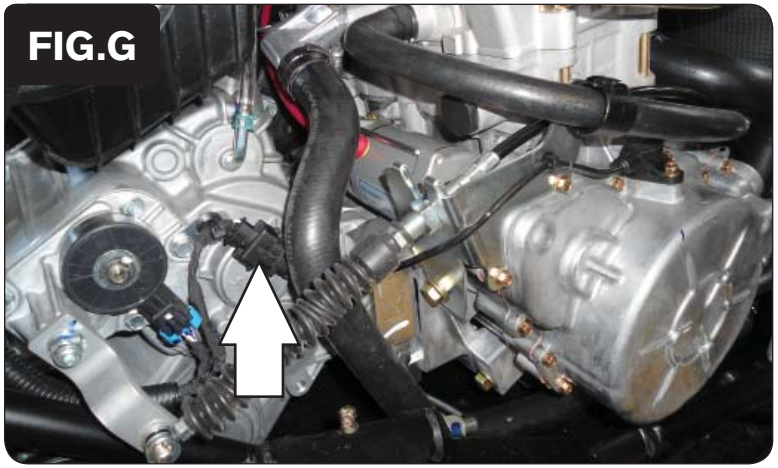


FIG.H

18 Locate and unplug the stock pair of connectors for the engine's Crank Position Sensor (CPS) as shown in Figure G.

This pair of connectors is located on the right hand side of the gear box. You can trace the harness form the sensor at the top of the flywheel cover to this pair of connectors.

19 Attach the connectors with the brown wires from the PCV harness to the stock CPS connectors as shown in Figure H.

20 Zip tie the harness where necessary ensuring it is clear of moving suspension parts and the exhaust.

21 Reinstall the engine cover.

22 Reinstall the plastic ECU cover panel.

23 Reinstall the driver's seat.

Visit www.powercommander.com to download software tutorials.