

# [POWER COMMANDER V]

## FUEL AND IGNITION

### 2015 Polaris Sportsman Ace 570

#### Installation Instructions



#### PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Dual Lock Velcro strips
- 1 Alcohol swab

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

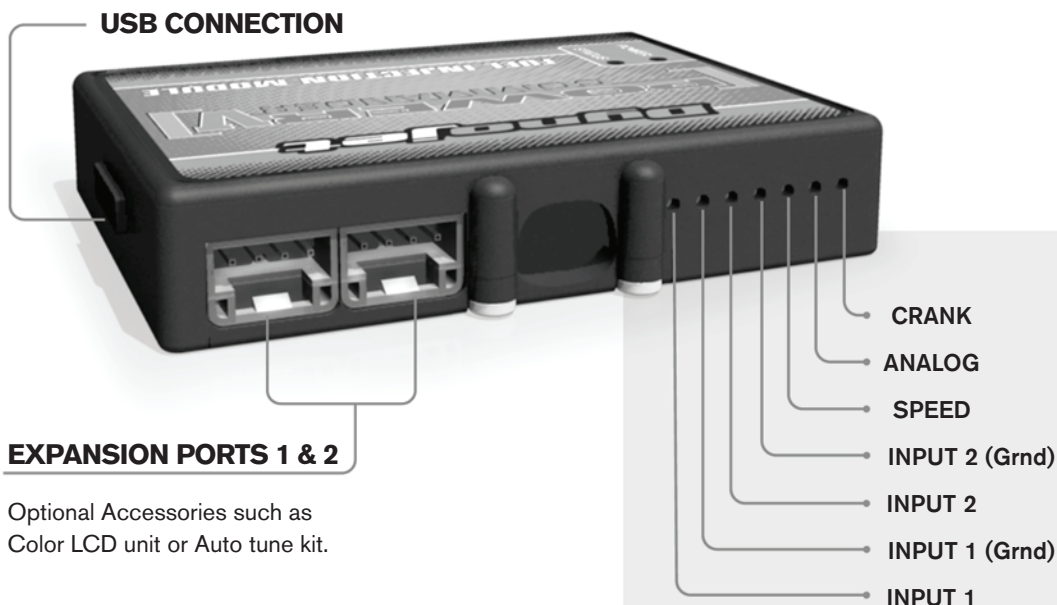
YOU CAN ALSO DOWNLOAD THE  
POWER COMMANDER SOFTWARE AND  
LATEST MAPS FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**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:

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-

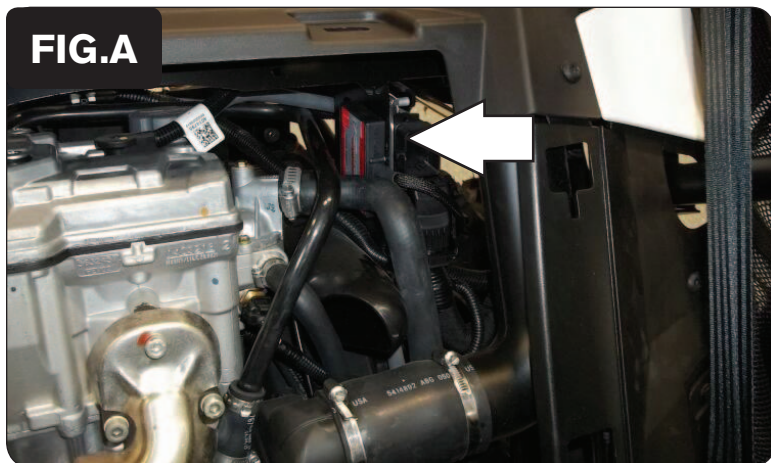
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 Remove the seat, the engine access panel behind the seat, and the engine access panel at the bottom of the cargo bed.
- 2 Using the supplied Dual Lock strips, secure the PCV module to the stock ECU mounting bracket left of the engine (Fig. A).

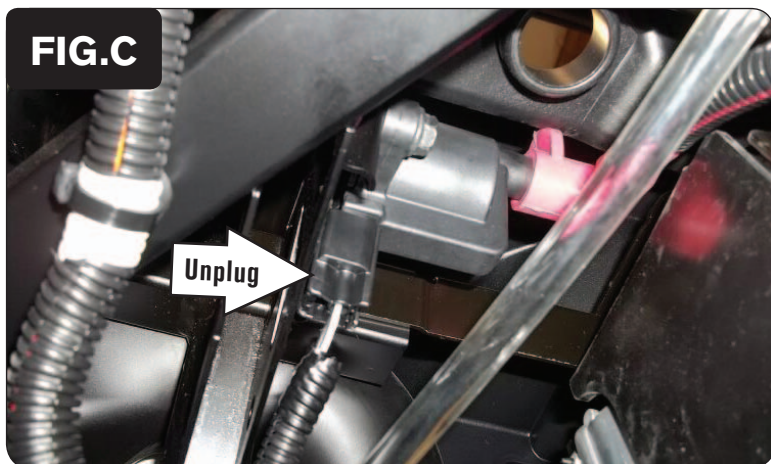
*Clean both surfaces with the supplied alcohol swab prior to applying the Dual Lock adhesive.*

- 3 Route the main PCV wiring harness into the rear left fender well and the PCV BLACK wire with the small ring lug to the vehicle's battery.



4. Secure the BLACK wire with the small ring lug to the negative (-) terminal of the vehicle's battery (Fig. B).

*You may need to loosen the panel above the battery to gain access to it.*



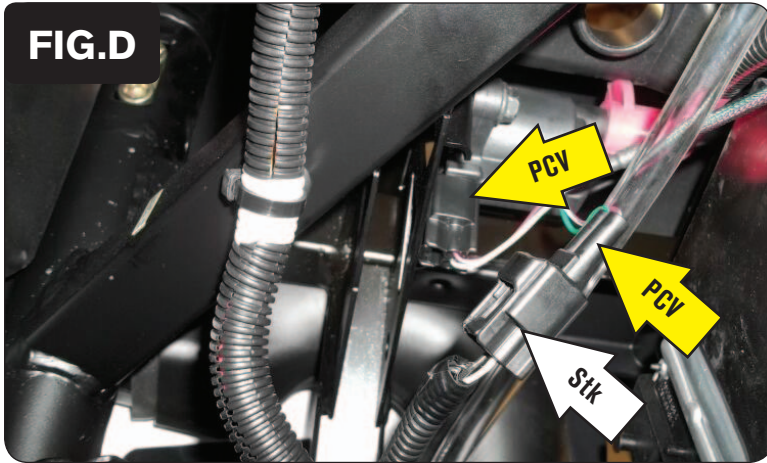
- 5 Locate and unplug the stock BLACK 2-pin connector from the vehicle's Ignition Coil (Fig. C).

*The coil is located on the frame rail inside of the rear left fender well. You can trace the spark plug wire to it.*

*This picture was taken while looking up at the coil from inside the fender well.*

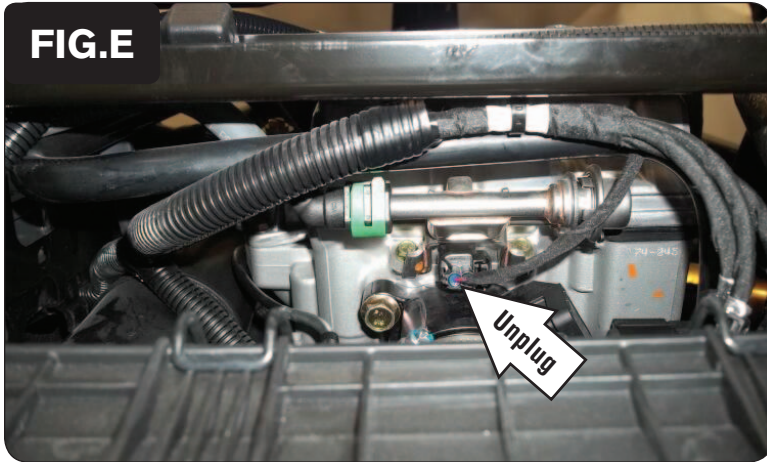


**FIG.D**



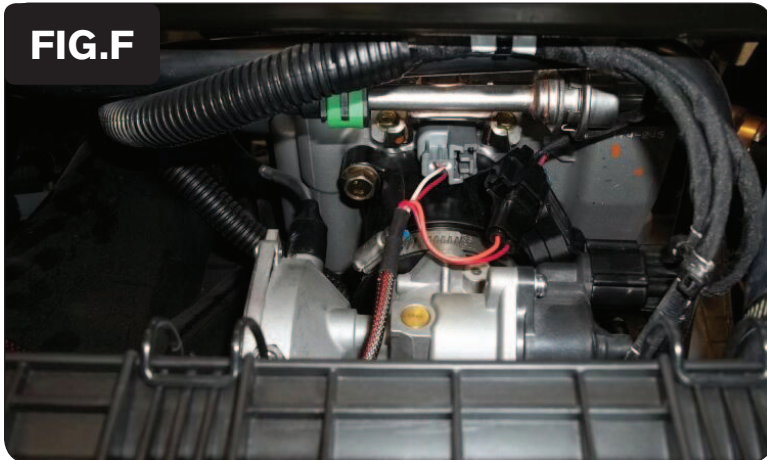
- 6 Plug the pair of PCV wiring harness leads with GREEN colored wires in-line of the Ignition Coil and the stock wiring harness (Fig. D).
- 7 Continue routing the PCV wiring harness towards the top of the throttle body.

**FIG.E**



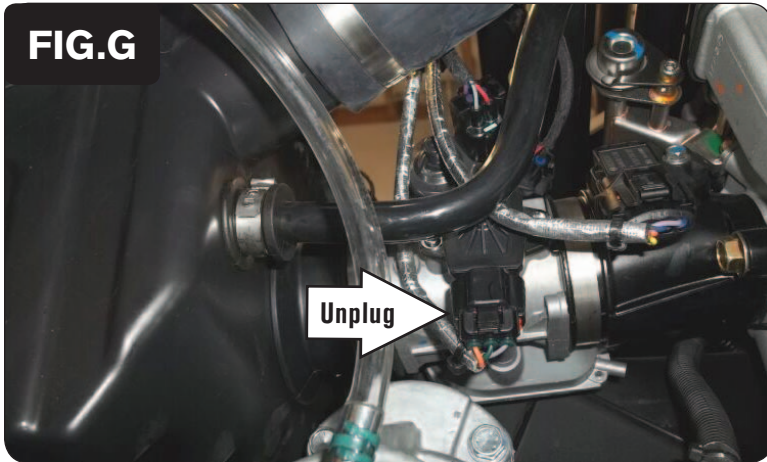
- 8 At the top of the throttle body, locate and unplug the vehicle's Fuel Injector (Fig. E).

**FIG.F**



- 9 Plug the pair of PCV wiring harness leads with ORANGE colored wires in-line of the Fuel Injector and the stock wiring harness (Fig. F).
- 10 Continue routing the PCV wiring harness down the left side of the throttle body and over to the right side of the engine passing beneath the throttle body.

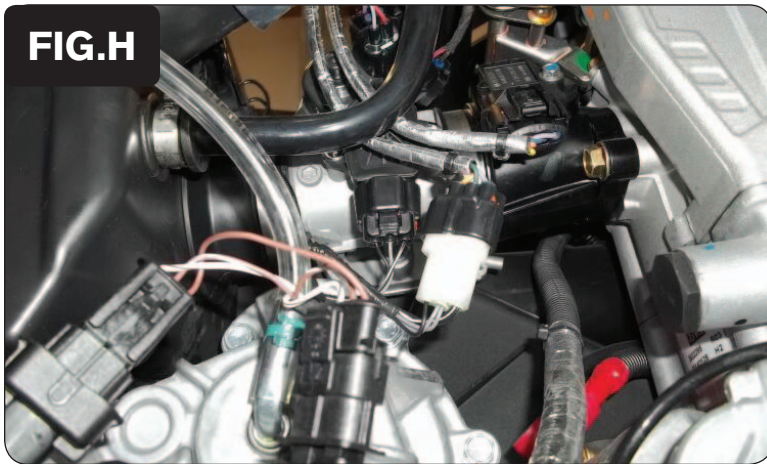
**FIG.G**



- 11 On the left hand side of the throttle body, locate and unplug the Throttle Position Sensor (Fig. G).

*This is a BLACK 3-pin connector.*

**FIG.H**



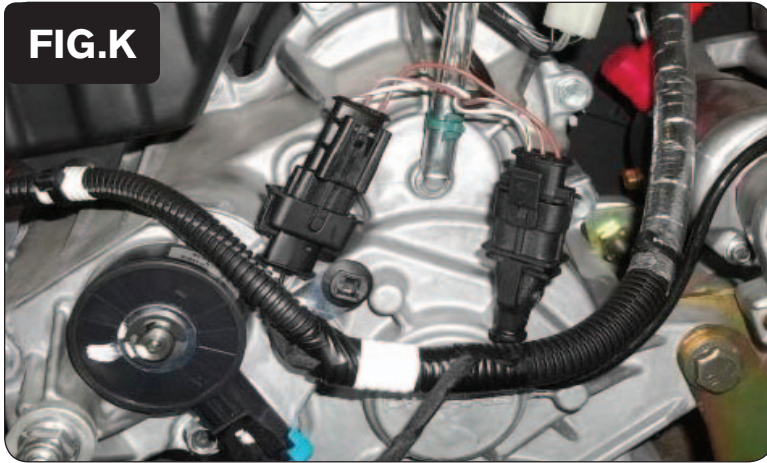
- 12 Plug the matching pair of 3-pin connectors on the PCV wiring harness in-line of the TPS and the stock wiring harness (Fig. H).

**FIG.J**



- 13 On the right side of the engine, locate and unplug the stock connectors from the Crank Position Sensor (Fig. J).

**FIG.K**



- 14 Plug the matching pair of 3-pin connectors on the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. K).
- 15 Reinstall the two access panels and the seat.

**\*To see a video of this installation visit our channel (DynojetResearch) on YouTube.\***