

[POWER COMMANDER V]

FUEL AND IGNITION

2015 Polaris RZR XP1000

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
- 1 Posi-tap
- 1 O2 Optimizer

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

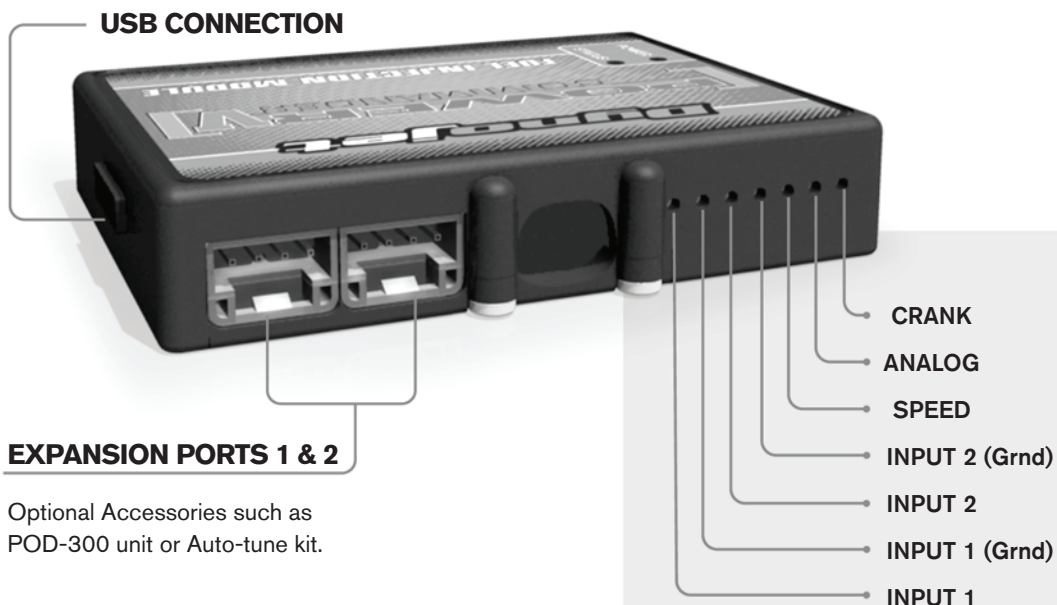
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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

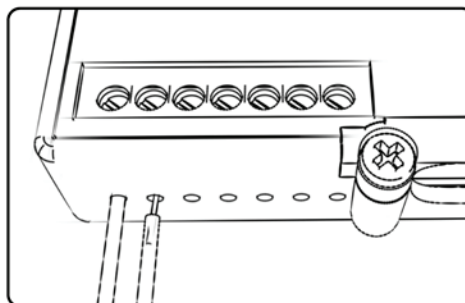


Optional Accessories such as
POD-300 unit or Auto-tune kit.

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-

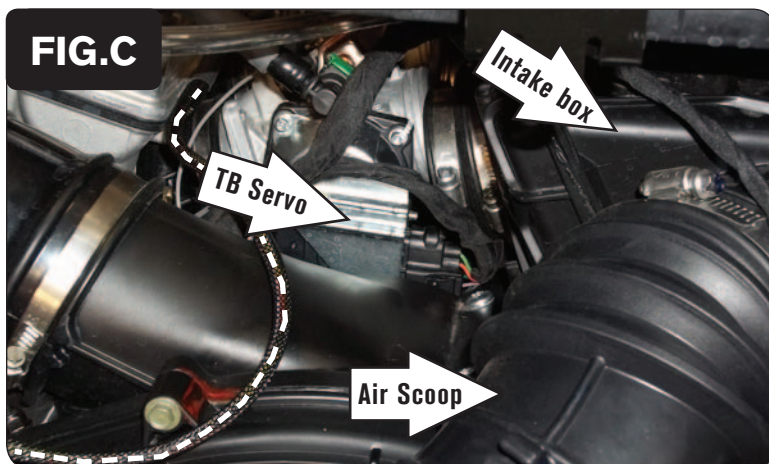
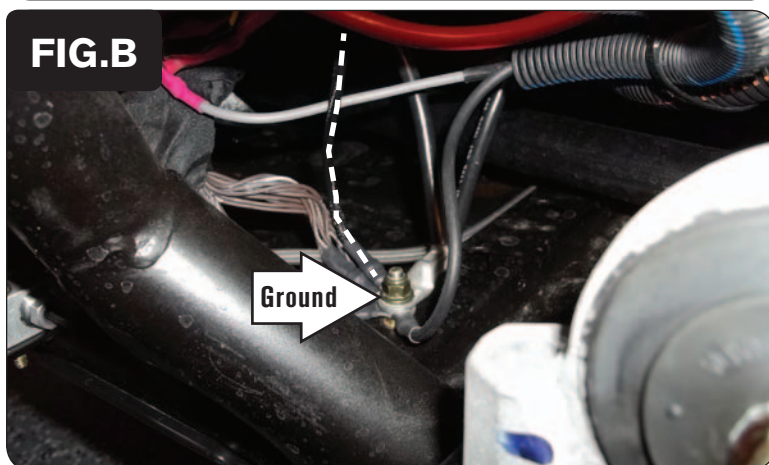
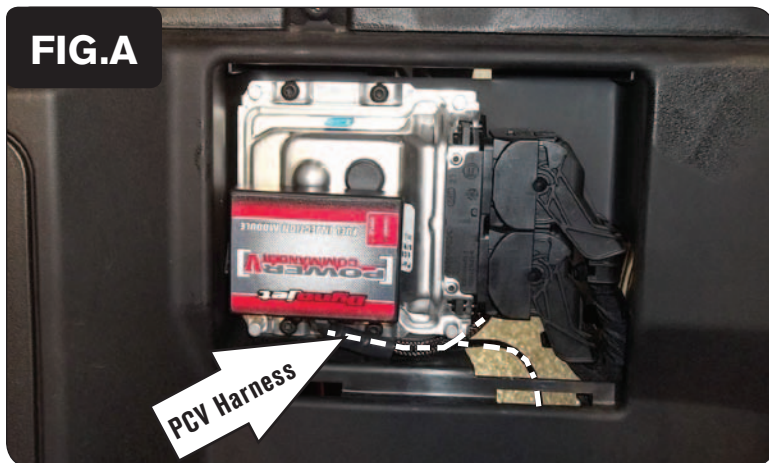
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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 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 Use the supplied Velcro strips to secure the PCV module to the top of the ECU (Fig. A).

Clean the surface on the ECU with the supplied alcohol swab prior to applying the Velcro.

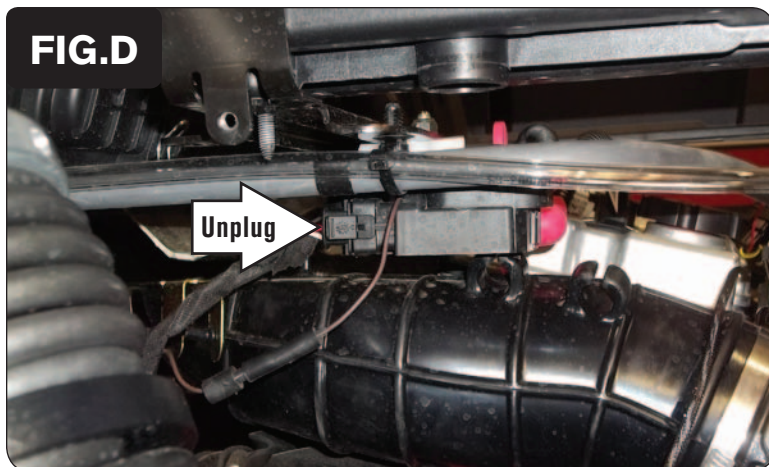
- 6 Route the PCV ground wire with the ring lug to the common ground on the skid plate just below the ECU.

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

- 7 Secure the PCV ground wire with the ring lug to the common ground bolt (Fig. B).

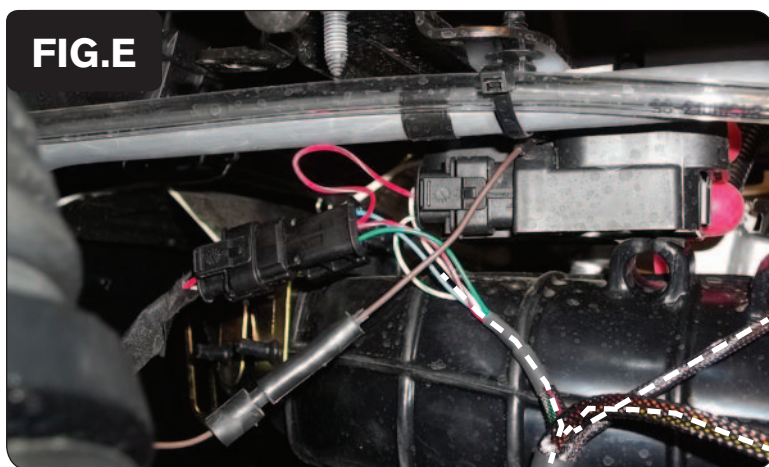
- 8 Remove the intake air scoop that runs along the left side of the engine.
- 9 Loosen the intake box at the throttle bodies and remove the single bolt at the bottom of the box that secures it to the vehicle chassis. Loosen the intake box from the throttle bodies (Fig. C).

This will give easier access to the electrical connector for the Throttle Body Servo and the ignition coil.

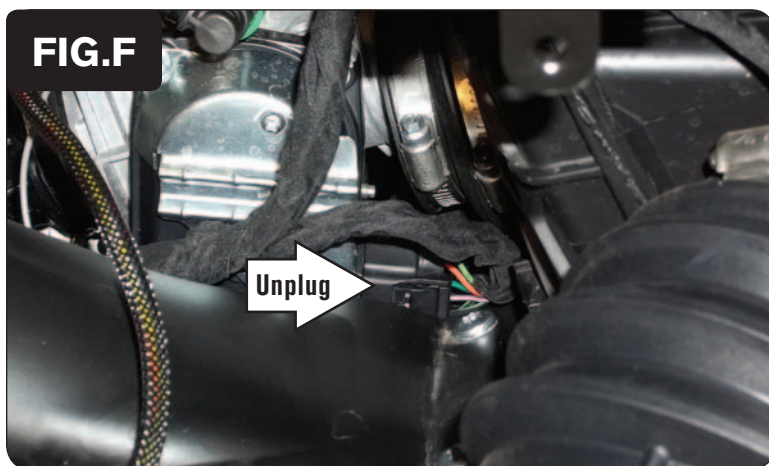


- 10 Locate and unplug the stock electrical connector from the vehicle's ignition coil (Fig. D).

The ignition coil is located left of the engine.



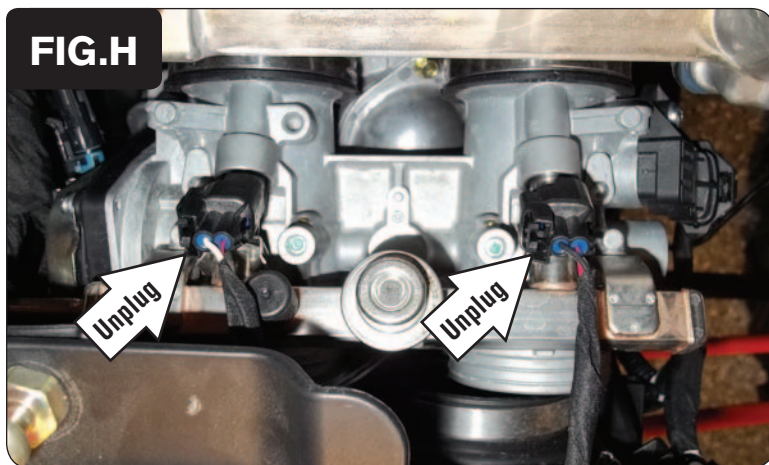
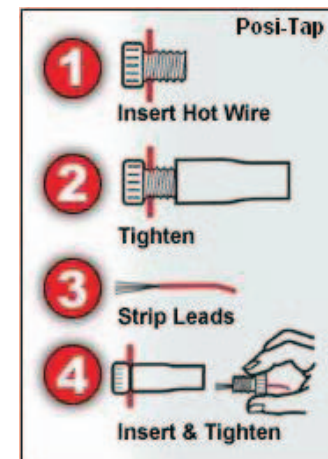
- 11 Plug the pair of PCV wiring harness leads with GREEN and BLUE colored wires in-line of the ignition coil and the stock wiring harness (Fig. E).
- 12 Continue routing the rest of the PCV wiring harness across the top of the throttle bodies towards the right side of the engine.



- 13 Unplug the electrical connector for the throttle body servo on the left side of the throttle bodies (Fig. F).

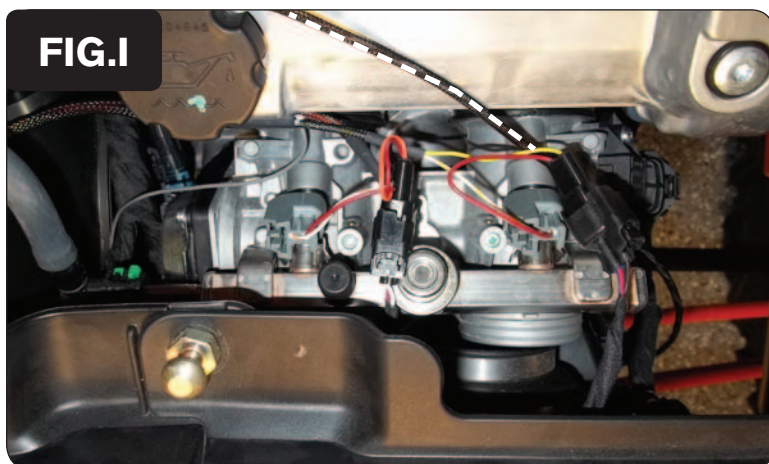


- 14 Use the supplied Posi-tap to attach the single unterminated GREY wire of the PCV wiring harness to the stock DARK GREEN wire of the throttle body servo connector (Fig. G).
- 15 Plug the stock connector back on to the throttle body servo.

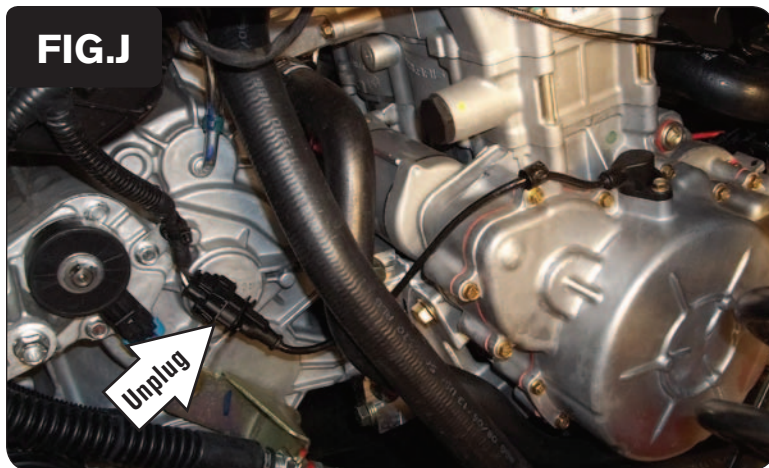


- 16 Locate and unplug the stock wiring harness from both of the fuel injectors (Fig. H).

The fuel injectors are located at the top of the throttle bodies.



- 17 Plug the pair of PCV wiring harness leads with ORANGE colored wires in-line of the #1 cylinder (left) injector and stock wiring harness.
- 18 Plug the pair of PCV wiring harness leads with YELLOW colored wires in-line of the #2 cylinder (right) injector and stock wiring harness (Fig. I).
- 19 Route the remaining PCV wiring harness branch with the BROWN colored wires across the top of the throttle bodies to the right side of the engine.

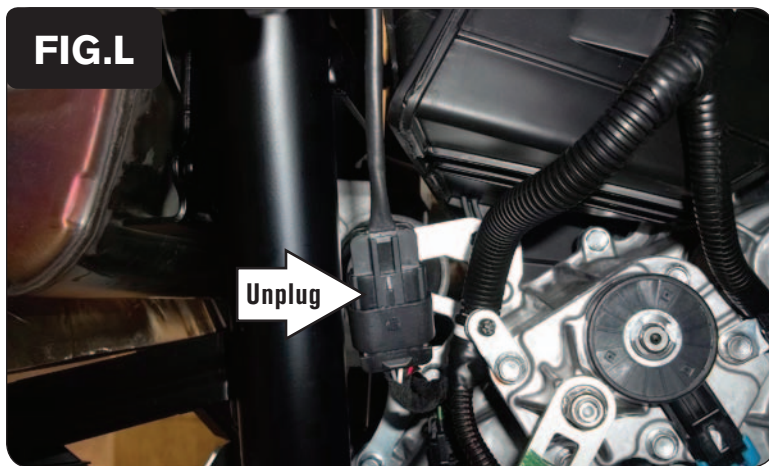


- 20 Locate and unplug the stock pair of connectors for the engine's Crank Position Sensor (Fig. J).

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



- 21 Plug the pair of PCV wiring harness connectors with the BROWN colored wires in-line of the stock CPS connectors (Fig. K).



- 22 Locate the stock O2 sensor in the exhaust (Fig. L). Unplug the stock wiring harness and plug the Dynojet O2 Optimizer into the harness. The stock sensor will no longer be connected to anything and can be removed from the exhaust if desired.
- 23 Reassemble the intake.
- 24 Reinstall the two panels and the driver's seat.

To see a video demonstration of this install, visit our channel (DynojetResearch) on YouTube.