POWER COMMANDER V

FUEL AND IGNITION

2016 Polaris RZR XP1000 Turbo

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

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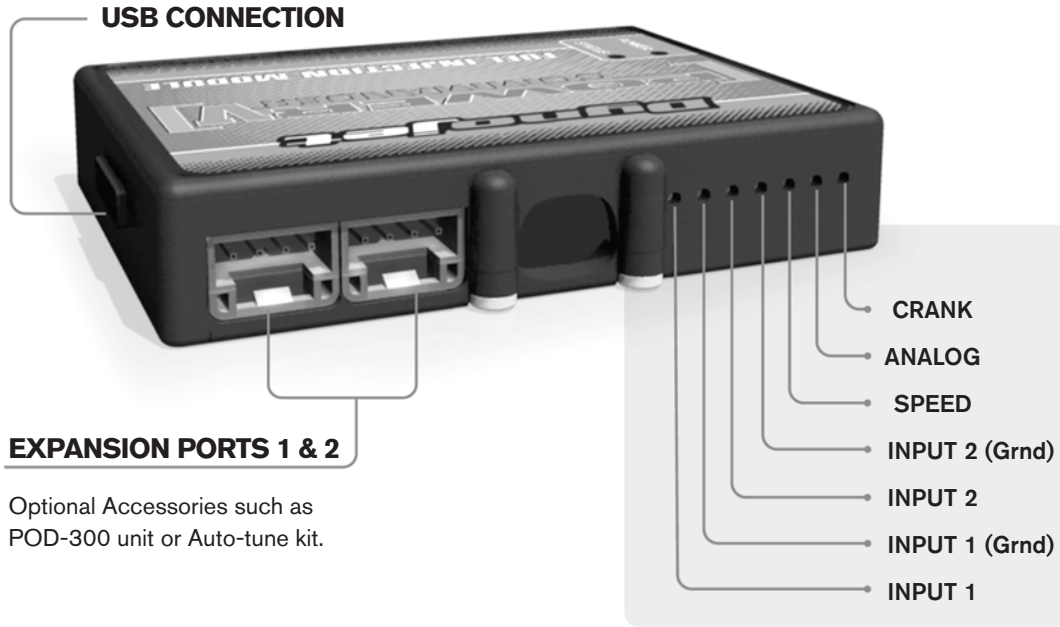
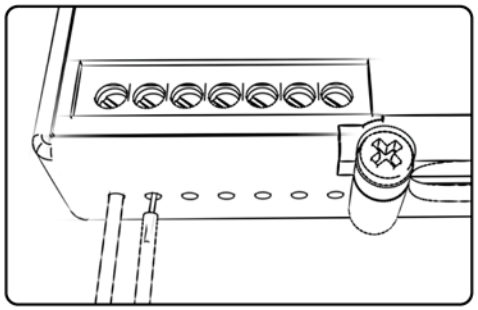
POWER COMMANDER V
INPUT ACCESSORY GUIDE



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 is 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

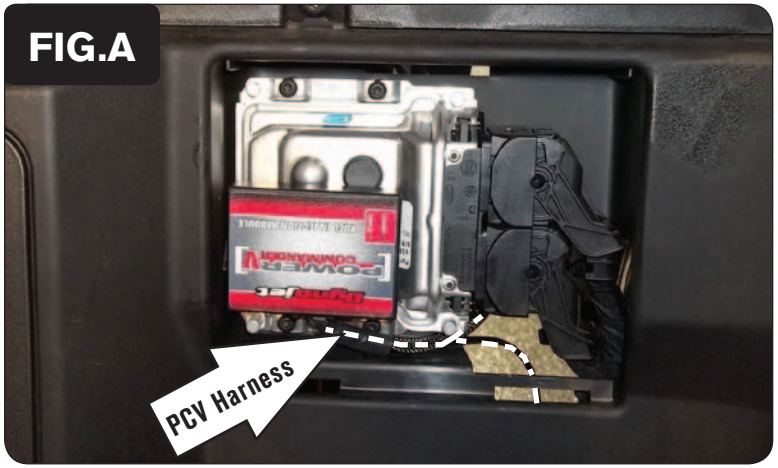
Map - (Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will 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.)

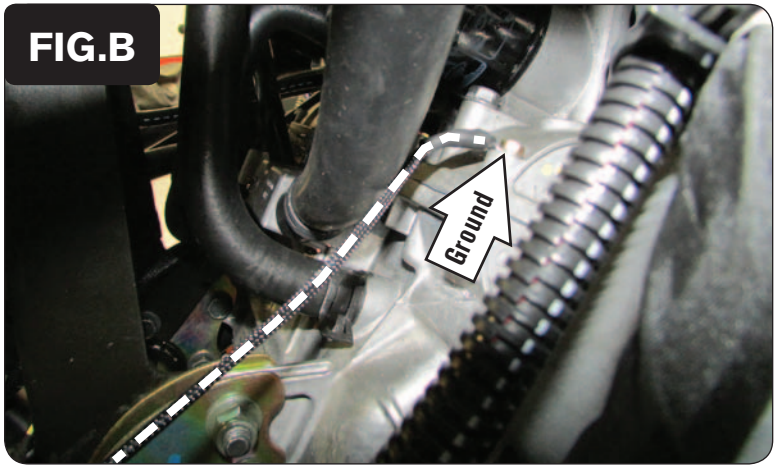
Shifter- (Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

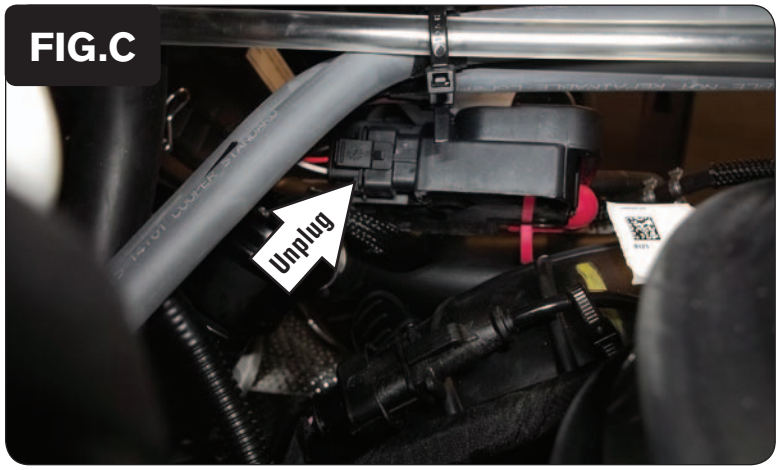
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

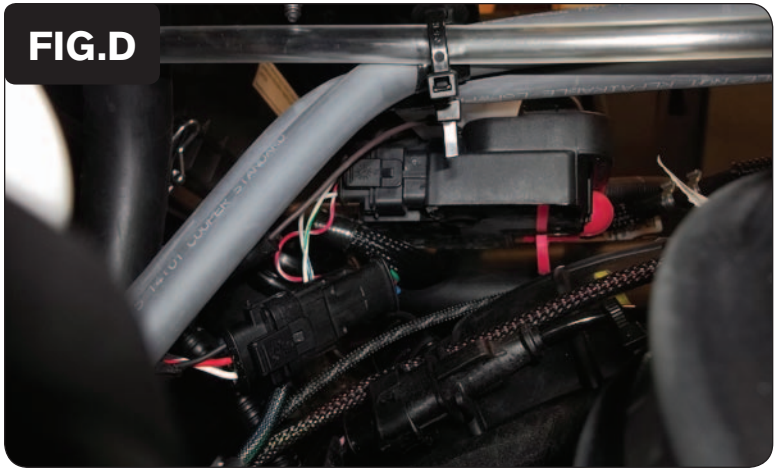
5 Use the supplied Velcro strips to secure the PCV module to the top of the ECU (Fig. A).

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

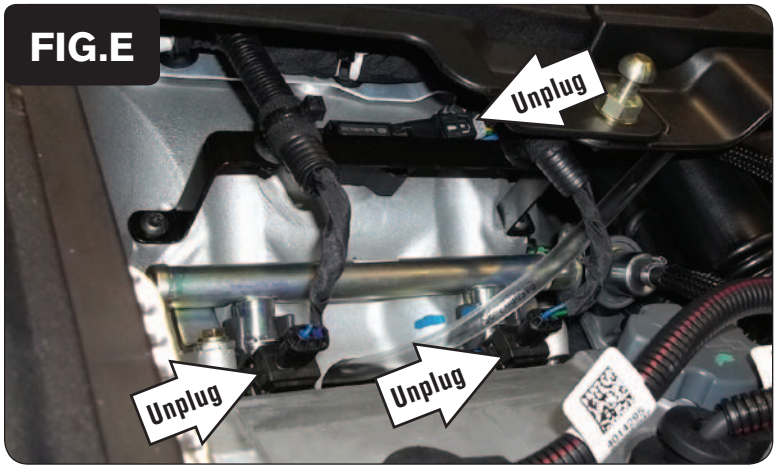
6 Route the PCV ground wire with the ring lug to the forward left corner of the engine case.

7 Secure the PCV ground wire with the ring lug to the engine case bolt shown in Figure B.

8 Unplug the stock wiring harness from the vehicle's Ignition Coil (Fig. C).

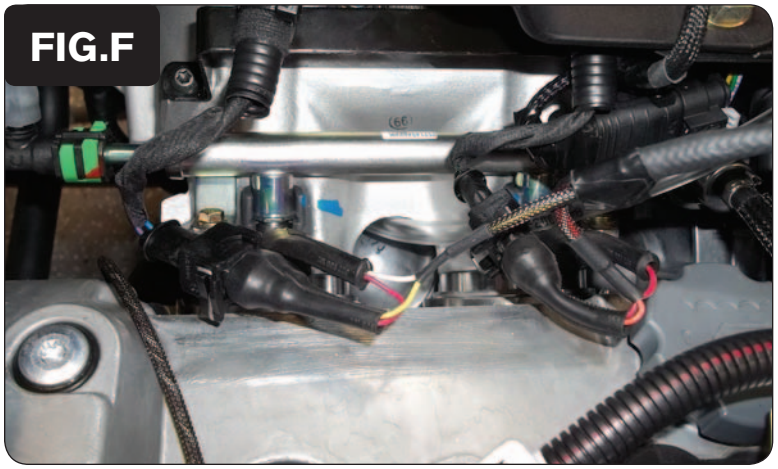


9 Plug the pair of 3-pin PCV connectors with GREEN and BLUE colored wires in-line of the vehicle's Ignition Coil and stock wiring harness (Fig. D).



10 Unplug both of the Fuel Injectors and unplug the stock Manifold Absolute Pressure sensor (Fig. E).

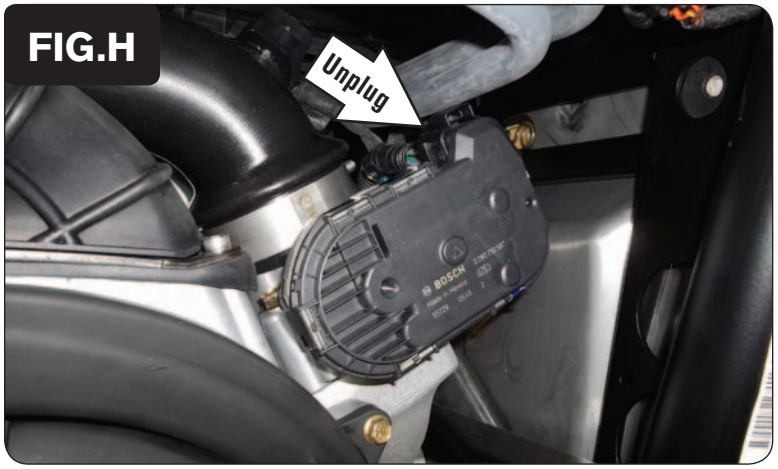
The MAP sensor is located directly on top of the intake manifold, just rear of the injectors. It can be difficult to access. You may need to lift or loosen the cargo bed to get to it.



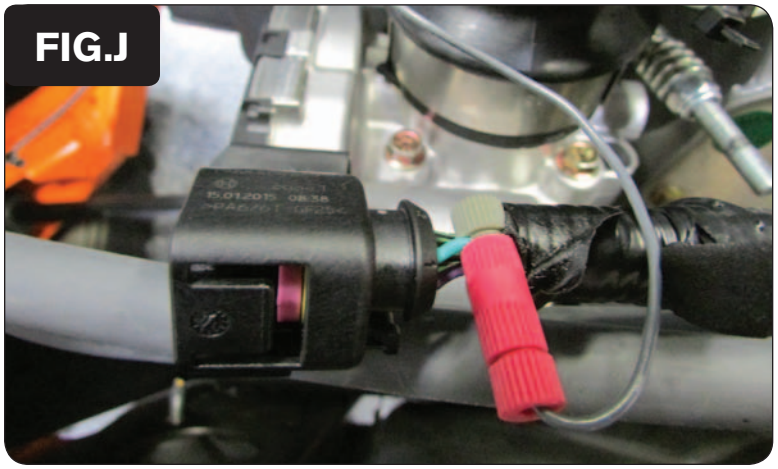
11 Plug the pair of PCV connectors with ORANGE colored wires in-line of the left cylinder Fuel Injector and stock wiring harness.

12 Plug the pair of PCV connectors with YELLOW colored wires in-line of the right cylinder Fuel Injector and stock wiring harness (Fig. F).

13 Plug the pair of 4-pin PCV connectors in-line of the vehicle's MAP sensor and the stock wiring harness (Fig. G).



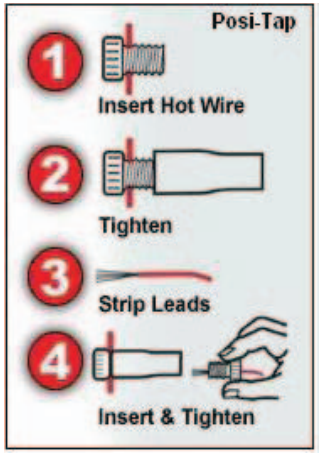
14 Unplug the stock wiring harness from the vehicle's Throttle Body Servo (Fig. H).



15 Use the supplied Posi-tap to attach the unterminated PCV GREY wire to the stock DARK GREEN wire (pin position #1) of the Throttle Body Servo connector (Fig. J).

16 Plug the stock Throttle Body Servo connector back on to the Throttle Body Servo.

17 Route the 3-pin PCV connector pair with BROWN colored wires towards the right side of the engine.



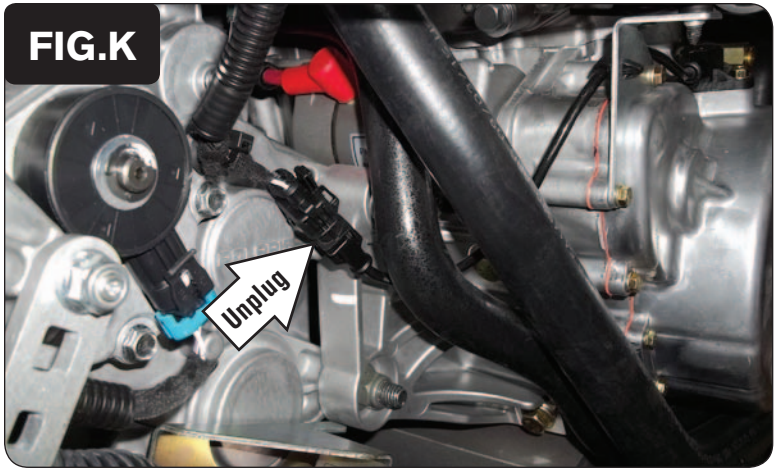


FIG.K

FIG.L

FIG.M

18 Locate and unplug the stock pair of connectors for the engine's Crank Position Sensor (Fig. K).

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.

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

20 Locate the stock O2 sensor in the exhaust.

21 Unplug the stock O2 sensor and plug the supplied O2 Optimizer into the stock wiring harness (Fig. M).

The stock O2 sensor will no longer be used and can be removed from the exhaust if desired and if you have a way to plug the hole in the exhaust.

21 Reinstall the two panels and the driver's seat.

Tuning Notes:

This PCV unit has the capability to make fuel and ignition timing adjustments based on Throttle Position and Manifold Pressure. For more information about Manifold Pressure based tuning, see our video titled "MAP Based Tuning" on our YouTube channel (DynojetResearch).