

[POWER COMMANDER V]

FUEL AND IGNITION

2016 Polaris Ranger XP900

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!**

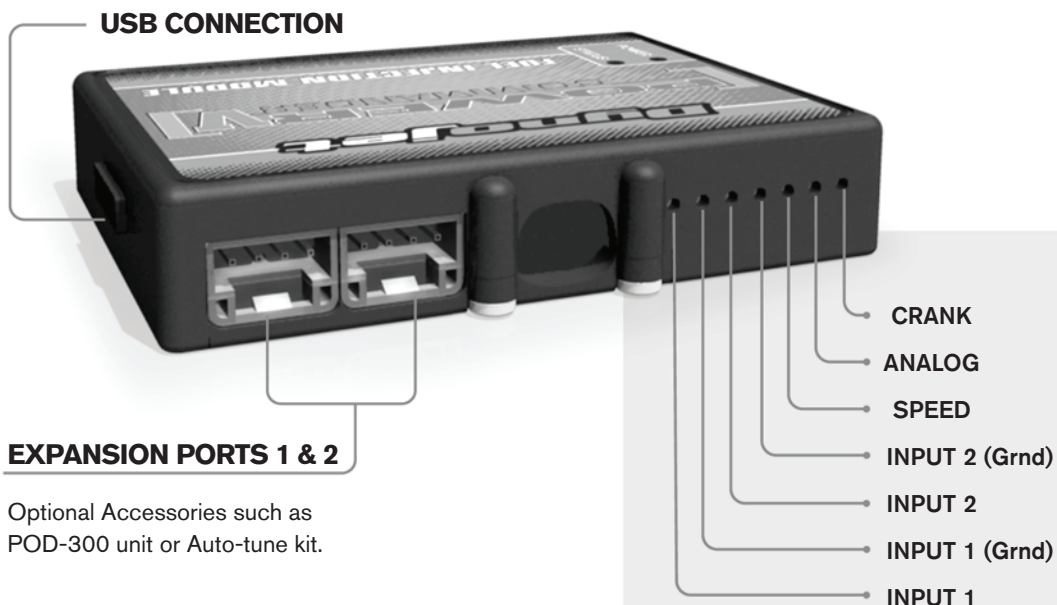
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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

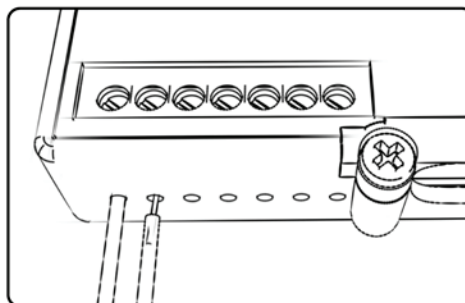


Optional Accessories such as
POD-300 unit or Auto-tune kit.

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-

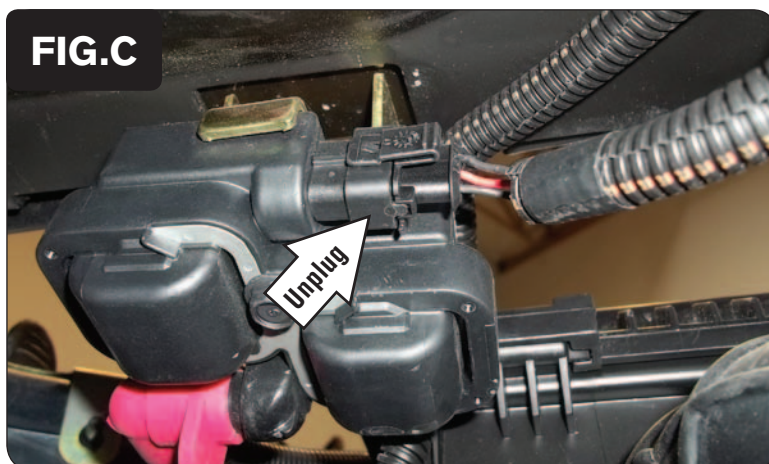
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



- 1 Raise or remove the seats to access the ECU compartment and raise the cargo bed to access the engine.
- 2 Use the supplied Velcro strips to secure the PCV module in the ECU compartment (Fig. A).
Clean surfaces with the supplied alcohol swab before applying the Velcro.
- 3 Route the PCV wiring harness through the rubber grommet outside of the ECU compartment and towards the engine.



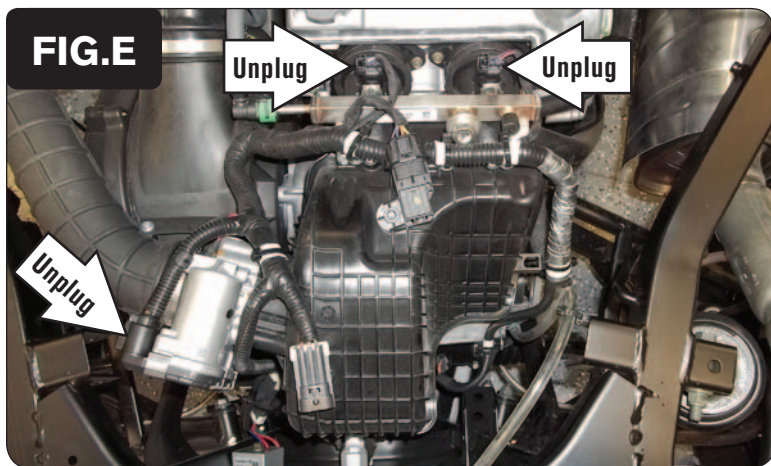
- 4 Route the PCV ground wire with the small ring terminal towards the vehicle's battery compartment, and secure the PCV ground wire to the stock common ground bolt on the skid pan shown in Figure B.



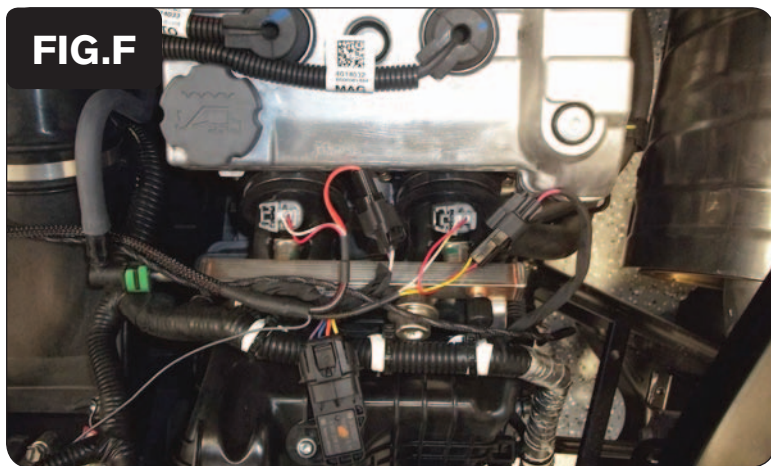
- 5 Locate and unplug the vehicle's Ignition Coil (Fig. C).



- 6 Plug the pair of PCV connectors with BLUE and GREEN colored wires in-line of the Ignition Coil and the stock wiring harness (Fig. D).



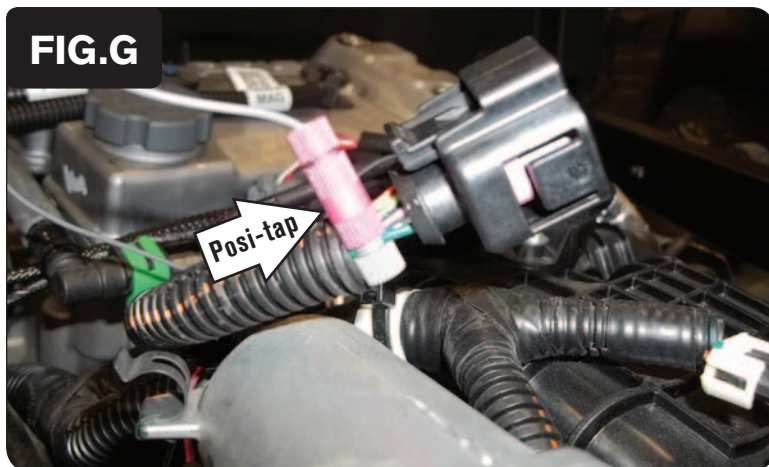
- 7 Unplug both of the Fuel Injectors and the Throttle Body Servo connector (Fig. E).



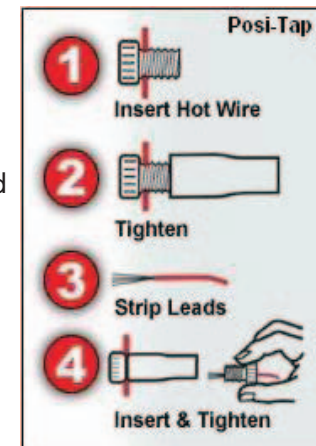
- 8 Plug the PCV wiring harness in-line of the Fuel Injectors and the stock wiring harness (Fig. F).

The pair of PCV connectors with ORANGE colored wires should go in-line of the LEFT cylinder injector.

The pair of PCV connectors with YELLOW colored wires should go in-line of the RIGHT cylinder injector.



- 9 Use the supplied Posi-tap to attach the unterminated GREY wire of the PCV wiring harness to the stock DARK GREEN wire of the Throttle Body Servo connector (Fig. G).

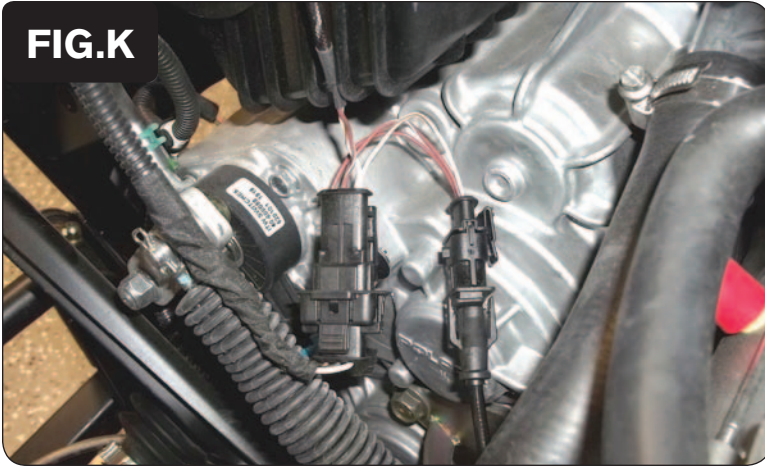


- 10 Plug the stock Throttle Body Servo connector back on to the Throttle Body Servo (Fig. H).



- 11 Route the pair of PCV wiring harness connectors with BROWN colored wires towards the right side of the transmission.
- 12 Locate and unplug the stock Crank Position Sensor connectors at this location (Fig. J).

FIG.K



- 13 Plug the pair of PCV wiring harness connectors with BROWN colored wires in-line of the stock Crank Position Sensor connectors (Fig. K).

FIG.L



- 14 Locate the stock O2 sensor connectors near the vehicle's battery and unplug them (Fig. L).

FIG.M



- 15 Plug the supplied O2 Optimizer into the stock wiring harness in-place of the stock O2 sensor (Fig. M).

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

- 16 Reinstall the seats and lower the cargo bed.

Optional input:

Speed - GREEN/RED wire of vehicle speed sensor (located on right rear of differential, 3-pin connector)