

[POWER COMMANDER V]

FUEL AND IGNITION

2016 Polaris General 1000

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!**

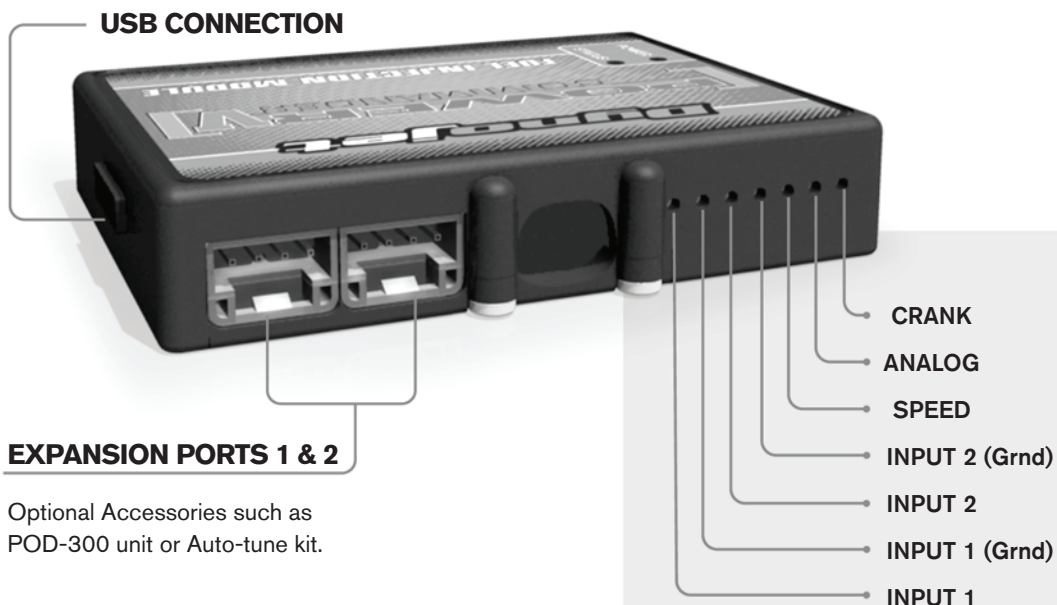
THE LATEST POWER COMMANDER
SOFTWARE AND MAP FILES CAN BE
DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

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-

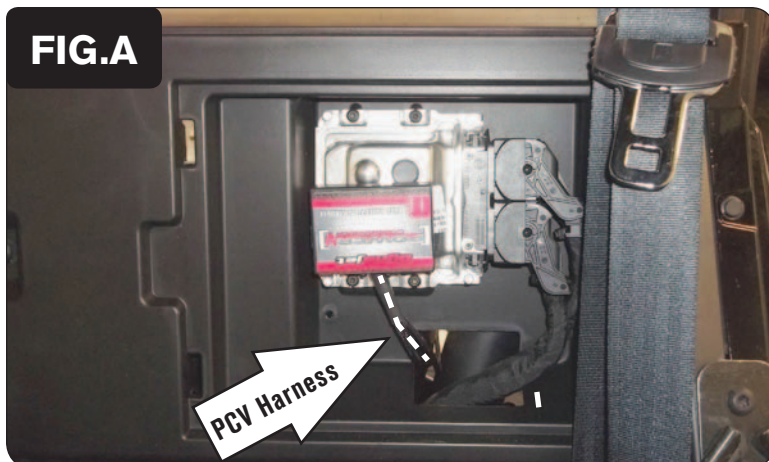
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

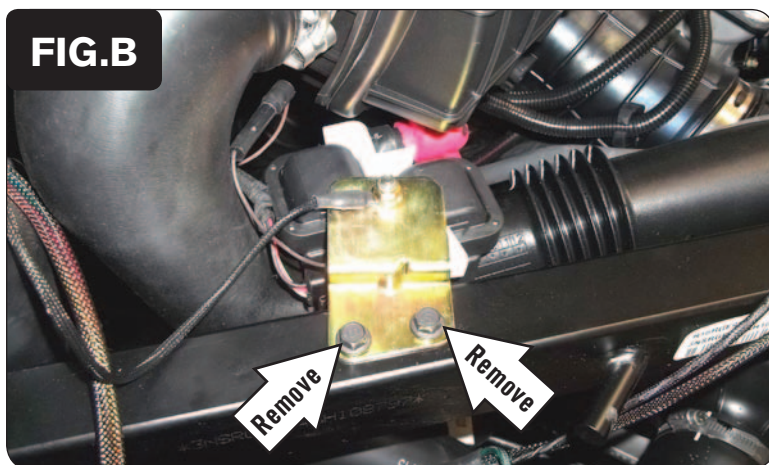
Crank-

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.

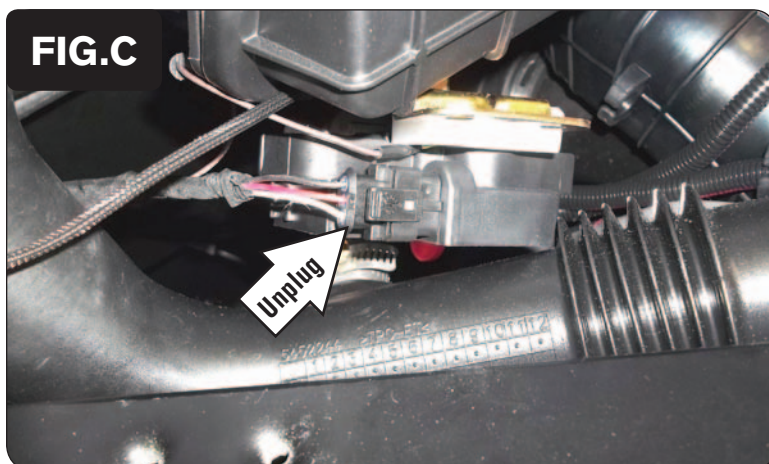


- 1 Remove the driver's seat.
- 2 Remove the small plastic panel behind the driver's seat to access the ECU.
- 3 Raise the cargo bed to access the engine.
- 4 Feed the PCV wiring harness through the hole in the firewall by the ECU.
- 5 Use the supplied Velcro strips to secure the PCV module to the top of the ECU (Fig. A).

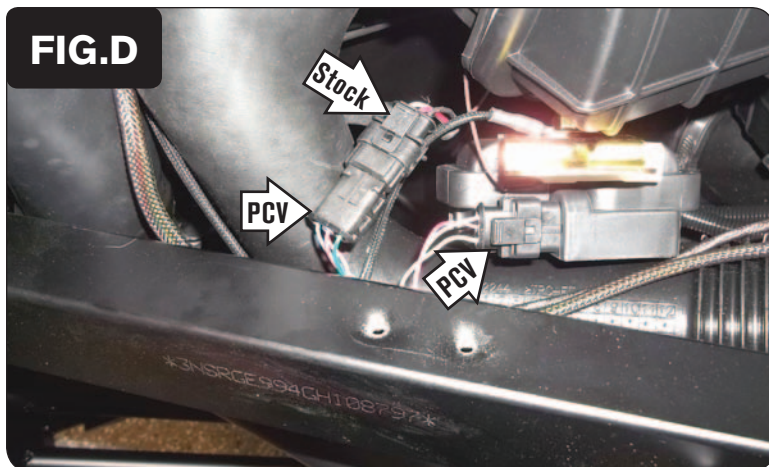
Clean the surface on the ECU with the supplied alcohol swab prior to applying the Velcro.



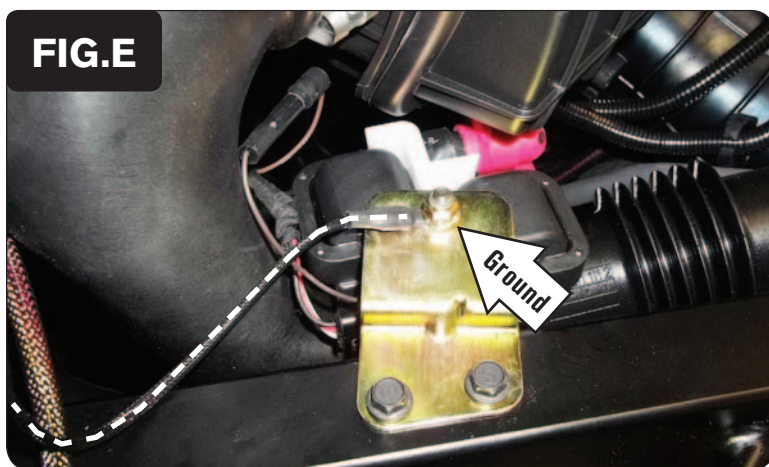
- 6 Loosen the Ignition Coil and its mounting bracket from the vehicle's frame by removing the two bolts (Fig. B).



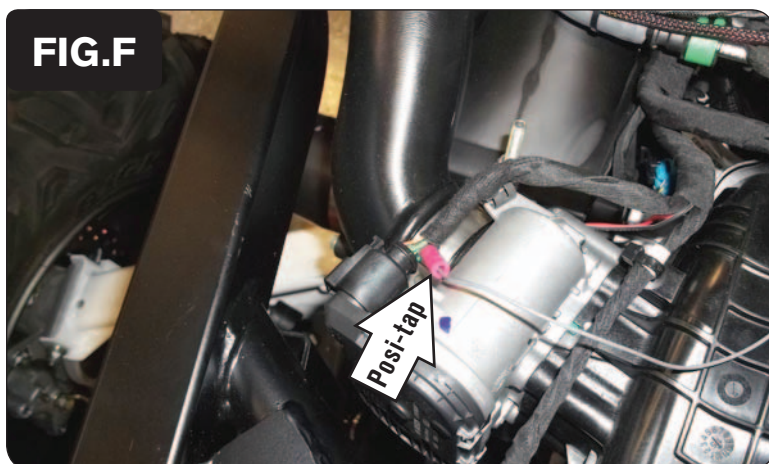
- 7 Unplug the stock wiring harness from the Ignition Coil (Fig. C).



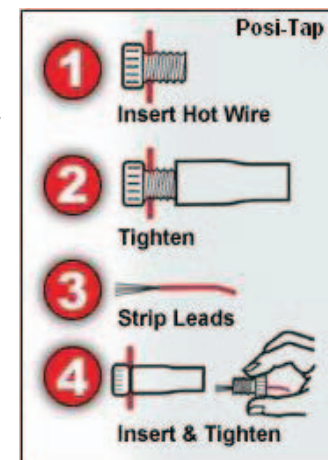
- 8 Plug the pair of PCV wiring harness connectors with BLUE and GREEN colored wires in-line of the Ignition Coil and the stock wiring harness (Fig. D).

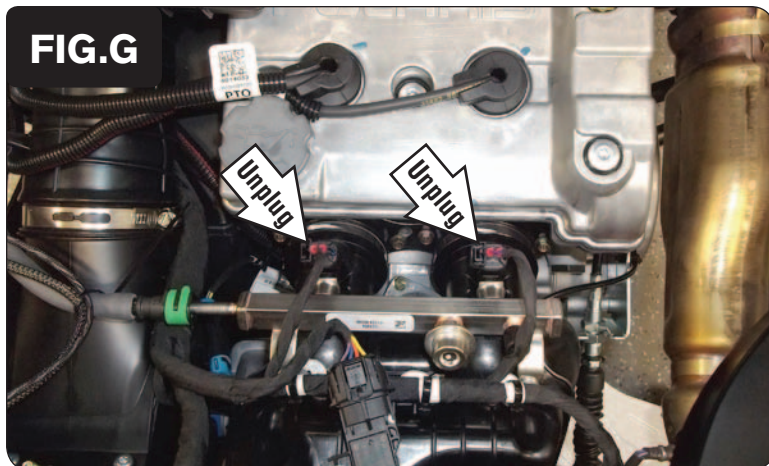


- 9 Reinstall the Ignition Coil and mounting bracket on to the frame.
- 10 Secure the PCV ground wire with the small ring terminal to the bolt at the top of the Ignition Coil mounting bracket (Fig. E).



- 11 Unplug the electrical connector for the throttle body servo, located left and rear of the throttle bodies.
- 12 Use the supplied Posi-tap to attach the GREY wire of the PCV to the stock DARK GREEN wire of the throttle body servo connector.
- 13 After attaching the GREY wire, plug the connector back on to the throttle body (Fig. F).





- 14 Unplug both of the Fuel Injectors. These are located at the top of the throttle bodies (Fig. G).

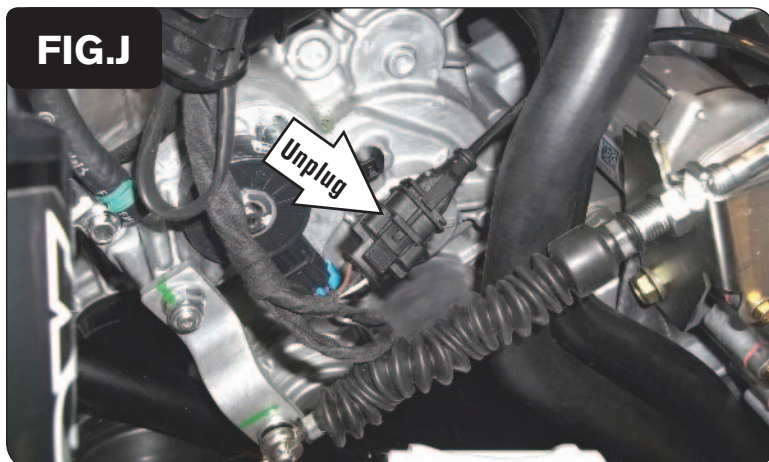


- 15 Plug the PCV wiring harness in-line of the Fuel Injectors and the stock wiring harness (Fig. H).

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

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

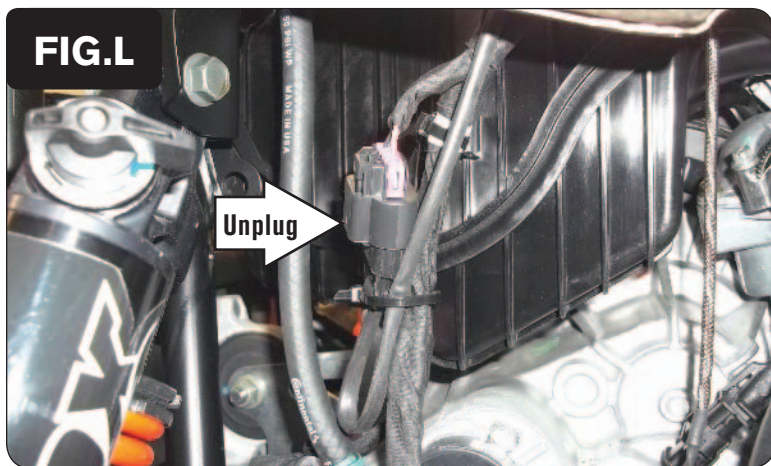
- 16 Route the remaining PCV wiring harness branch with the BROWN colored wires across the top of the throttle bodies to the right side of the engine.



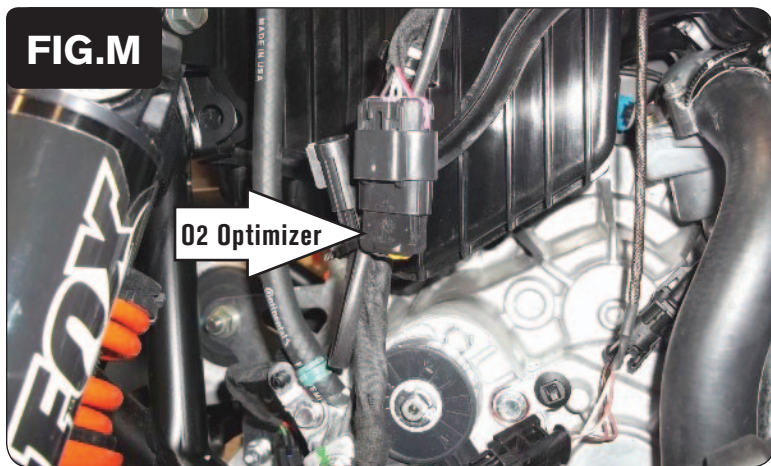
- 17 Unplug the stock Crank Position Sensor connectors (Fig. J).
These are located on the right side of the transmission.



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



- 19 Unplug the stock O2 sensor connectors (Fig. L).
These connectors are located just above and rear of the Crank Position Sensor connectors.



- 20 Plug the supplied O2 Optimizer into the stock wiring harness (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.
- 21 Reinstall the ECU access panel and the driver's seat. Lower the cargo bed.