[POWER COMMANDER V]

2009-2012 CanAm Spyder RS

Installation Instructions

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2	Power Commander Decals
2	Dynojet Decals
2	Velcro strips
1	Dual Lock strip
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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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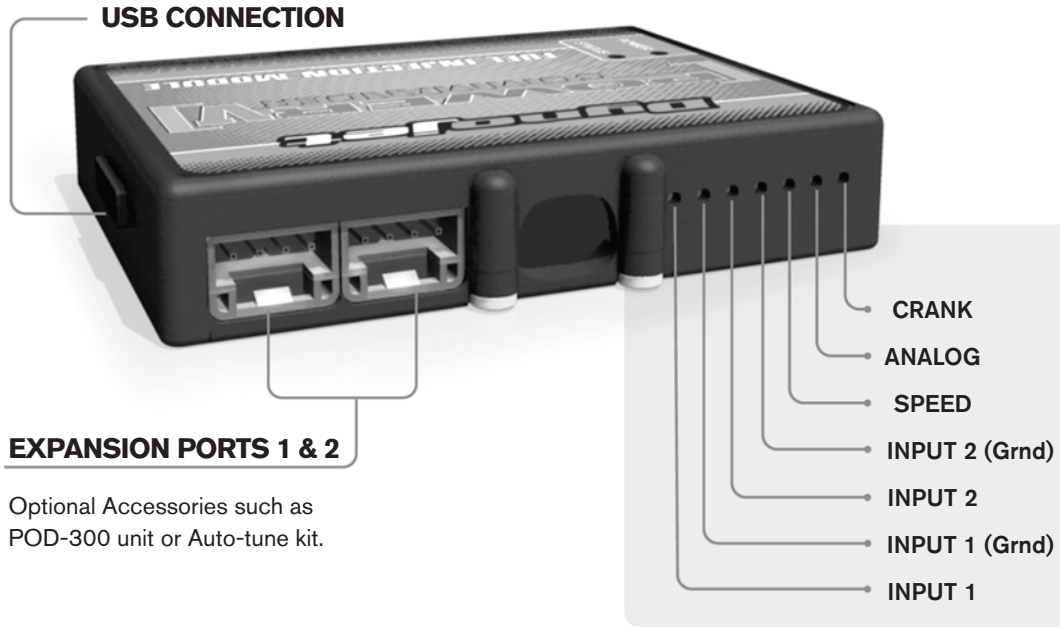
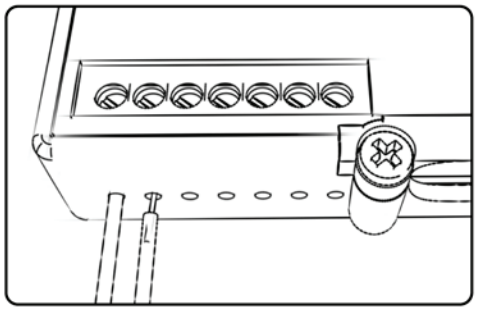
POWER COMMANDER V
INPUT ACCESSORY GUIDE



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.

FIG.A

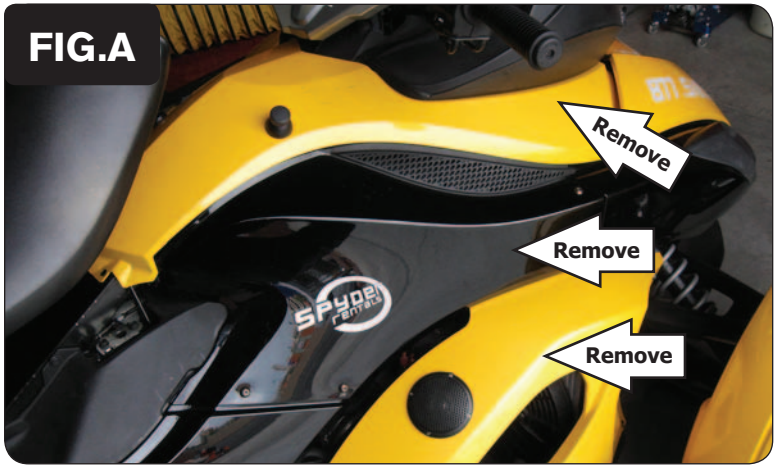


FIG.B

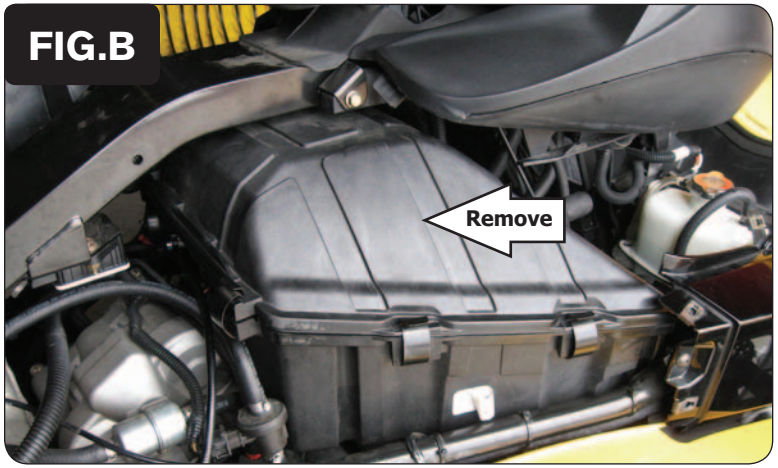
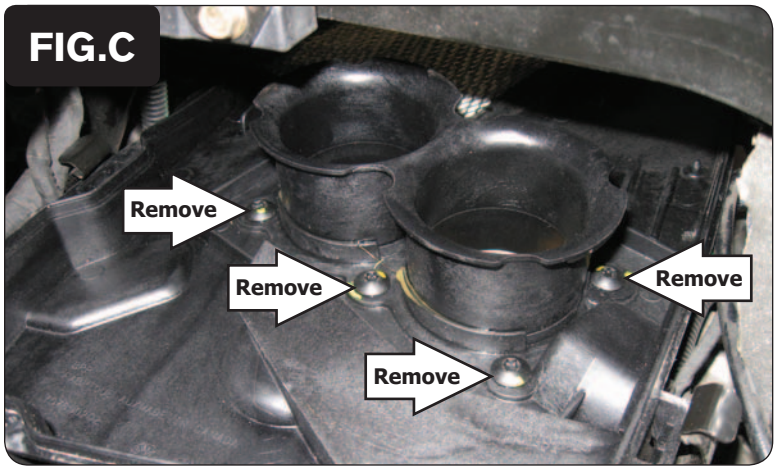


FIG.C



1 Remove the cosmetic covers on both the right and left sides (Fig. A).

2 Remove the air box cover by releasing the clips around the edge of the air box (Fig. B).

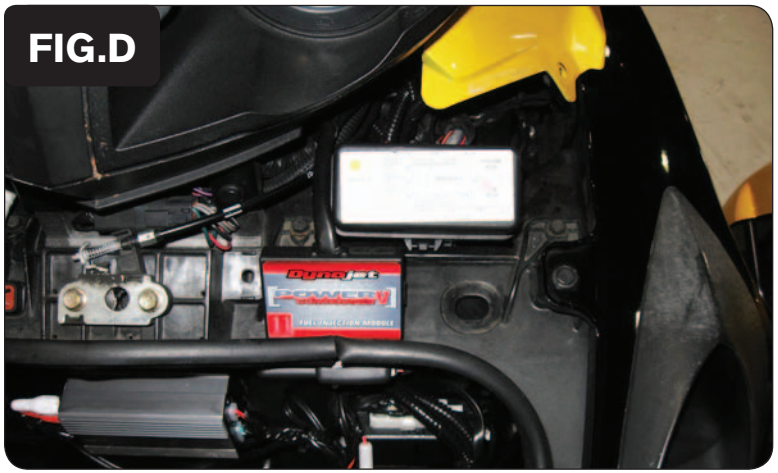
3 To remove the air box base, remove the 6 bolts around the velocity stacks (Fig. C).

Only 4 bolts are visible in Figure C.

4 Cut the 3 zip-ties on the left side of the air box that secure the wiring harness.

5 Pull the air box base out the right side.

This allows access to the fuel injectors.

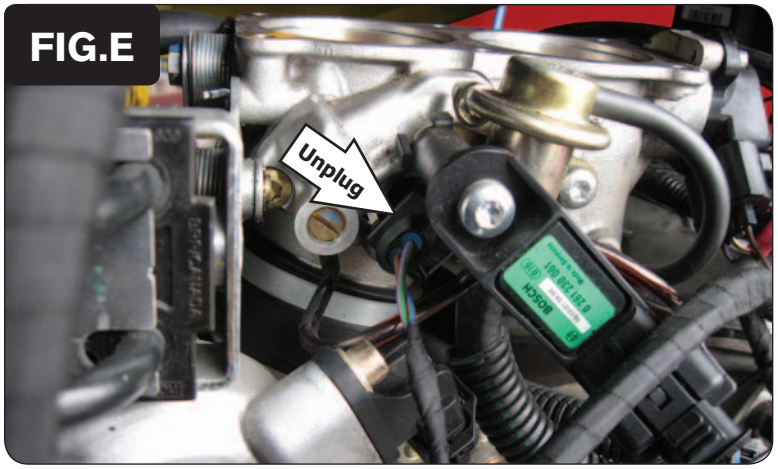


6 Using the supplied Velcro, secure the PCV unit in place next to the fuse box (Fig. D).

This is located under the front storage hatch. Make sure to clean both surfaces with the alcohol swab before attaching.

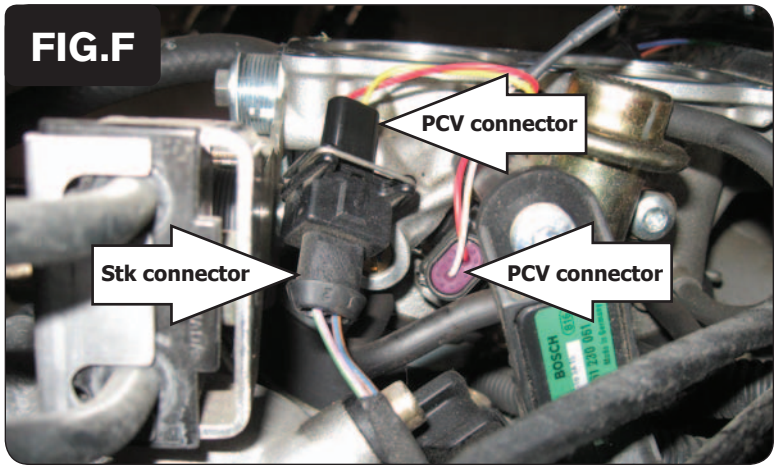
7 Route the PCV harness down the left side of the vehicle and go towards the throttle bodies.

The harness will be secured in place in a later step.

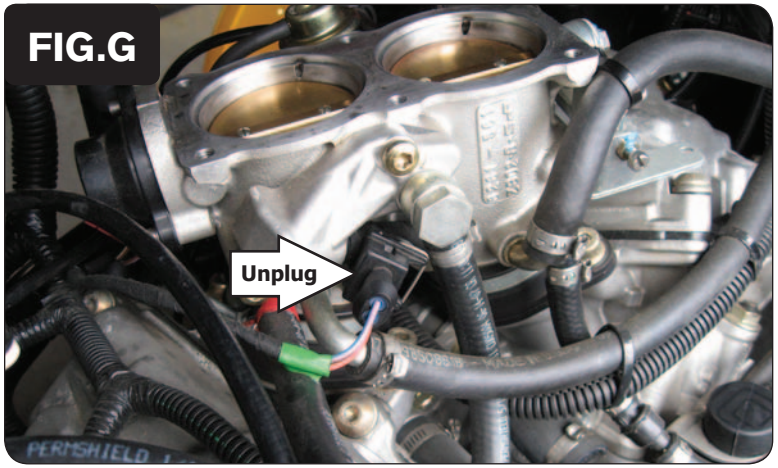


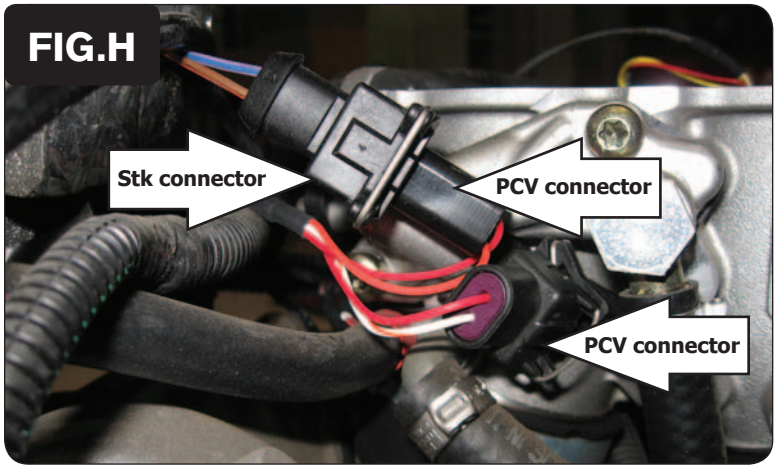
8 Unplug the stock wiring harness from the rear fuel injector on the left side of the throttle bodies (Fig. E).

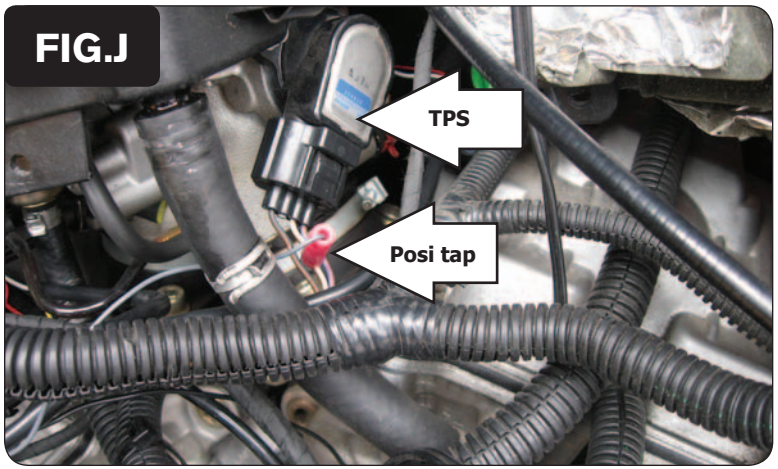
To release the connector squeeze the spring clip into the connector.



9 Plug the pair of PCV leads with YELLOW colored wires in-line of the stock wiring harness and the rear fuel injector (Fig. F).







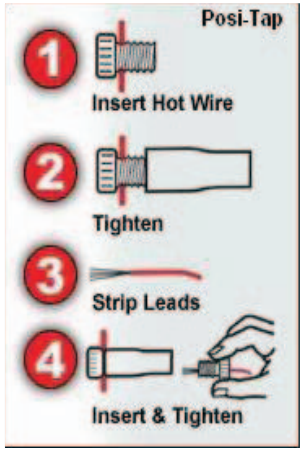
10 Unplug the stock wiring harness from the front fuel injector on the right side of the throttle bodies (Fig. G).

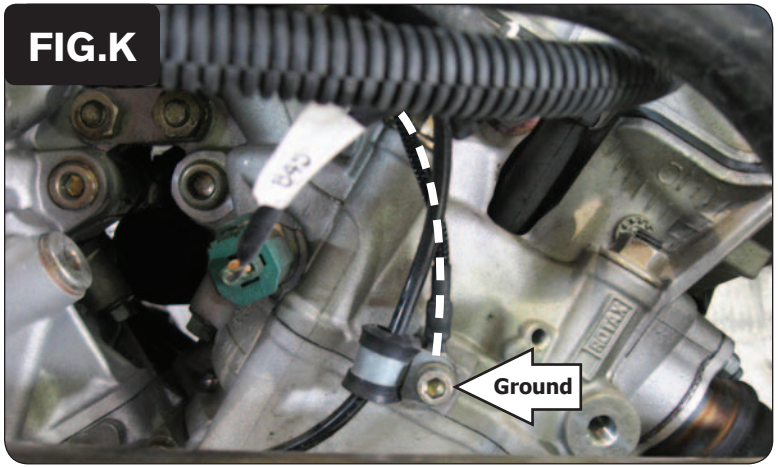
To release the connector squeeze the spring clip into the connector.

11 Plug the pair of PCV leads with ORANGE colored wires in-line of the stock wiring harness and the rear fuel injector (Fig. H).

12 Attach the GREY wire of the PCV to the stock WHITE/BROWN wire of the Throttle Position Sensor using the supplied Posi-tap (Fig. J).

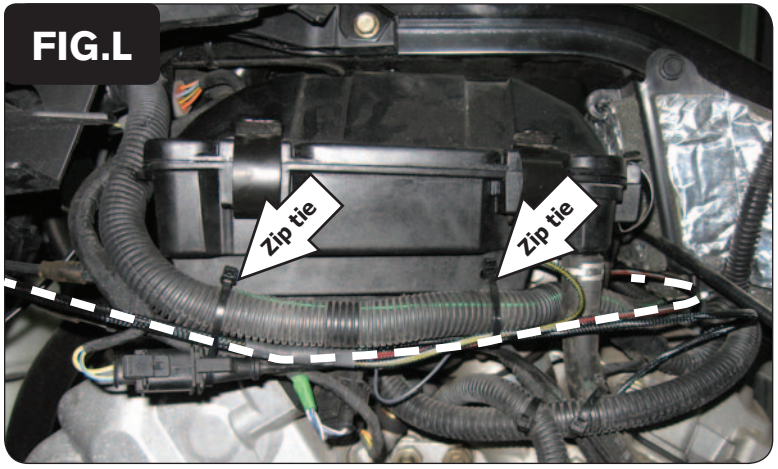
The TPS is located on the left side of the throttle bodies.



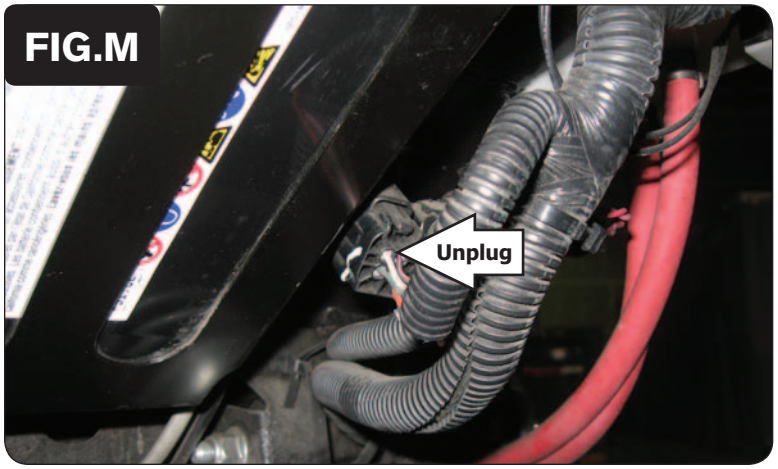


13 Attach the ground wire of the PCV to the rear cylinder head on the left side (Fig. K).

Remove the stock bolt and insert bolt thru the eyelet of the PCV ground wire and reinstall bolt into the head.

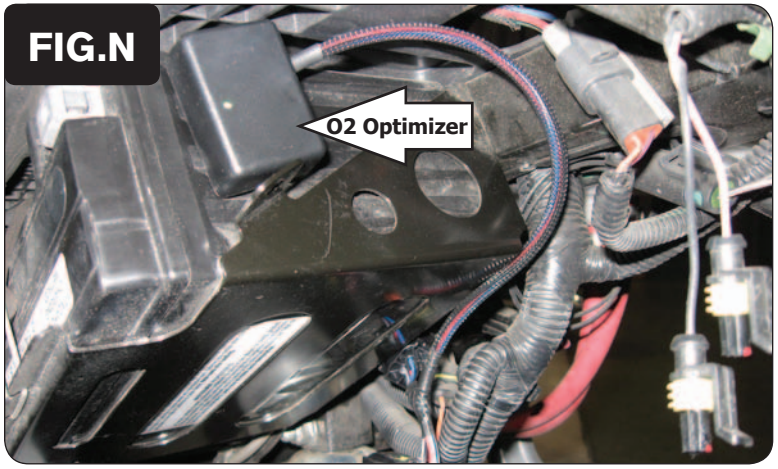


14 Reinstall the air box. Use the supplied zip ties to secure the PCV harness along with the stock harness in the original location.



15 Unplug the stock wiring harness from the O2 sensor (Fig. M).

This connection is located near the battery box. The inner tail section will need to be removed to access this connection.



16 Plug the O2 Optimizer in-line of the stock wiring harness and O2 sensor.

17 Secure the O2 Optimizer the backside of the battery using the supplied Dual Lock strip.

18 Reinstall all of the bodywork.

Map 1 - Fuel - Cylinder 1,2 - Gear 1,2,3,4,5,6

RPM \ % Throttle	0	2	5	10	15	20	40	60	80	100
500	0	0	0	0	0	0	0	0	0	0
750	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0
1250	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0
1750	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0
2250	0	0	0	0	0	0	0	0	0	0
2500	0	0	0	0	0	0	0	0	0	10
2750	0	0	0	0	0	0	0	0	0	10
3000	0	0	0	0	0	0	0	0	8	10
3250	0	0	0	0	0	0	0	3	8	8
3500	0	0	0	0	0	0	0	3	8	8
3750	0	0	0	0	0	0	0	3	8	5
4000	0	0	0	0	0	0	6	0	8	5
4250	0	0	0	0	0	0	6	-4	6	0
4500	0	0	0	0	0	0	11	2	6	3
4750	0	0	0	0	0	0	11	6	6	3
5000	0	0	0	0	0	0	16	12	8	2
5250	0	0	0	0	0	0	16	12	7	2
5500	0	0	0	0	0	0	16	12		
5750	0	0	0	0	0	0	16	12		
6000	0	0	0	0	0	0	16	12		

FIG.O

The O2 Optimizer for this model controls the stock closed loop area. This area is represented by the highlighted cells shown in Figure O. The O2 Optimizer is designed to achieve a target AFR of 13.6:1. To use this O2 Optimizer you must retain your stock O2 sensor (even if using Auto-tune).

It is not recommended to alter the values in the highlighted area unless instructed to do so by a Dynojet technician.

If using the Auto-tune system, do NOT input values in this range of your Target AFR table.