

# [POWER COMMANDER V]

## FUEL AND IGNITION

### 2013-2015 Can-Am Maverick

#### 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
- 5 Zip-ties

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

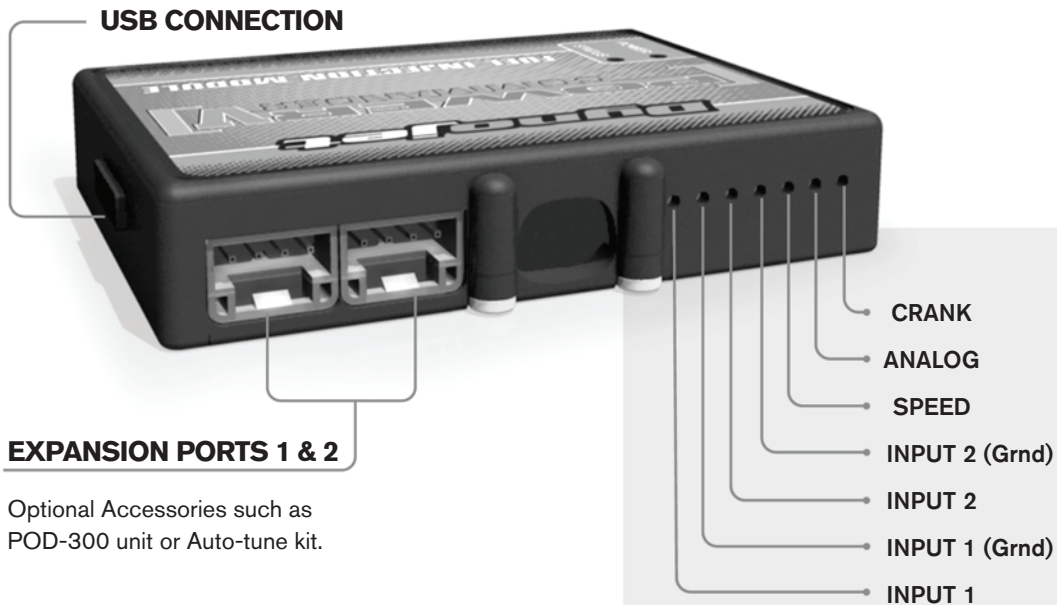
YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT:  
[www.powercommander.com](http://www.powercommander.com)

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**Dynojet**

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 [www.powercommander.com](http://www.powercommander.com)

# 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 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.

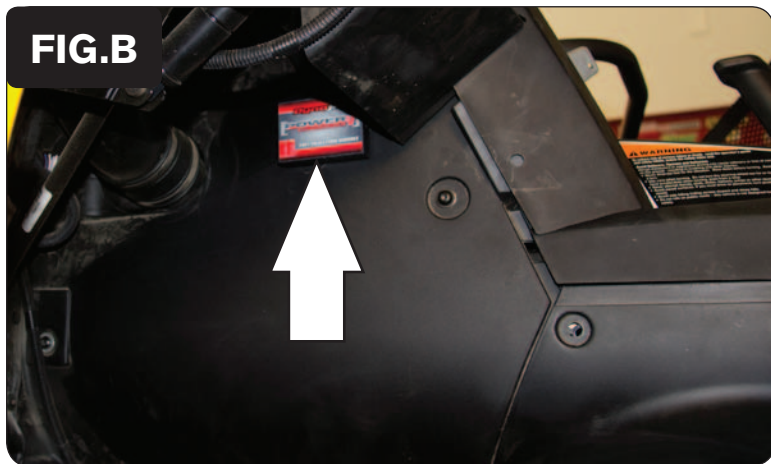
### Crank-

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.



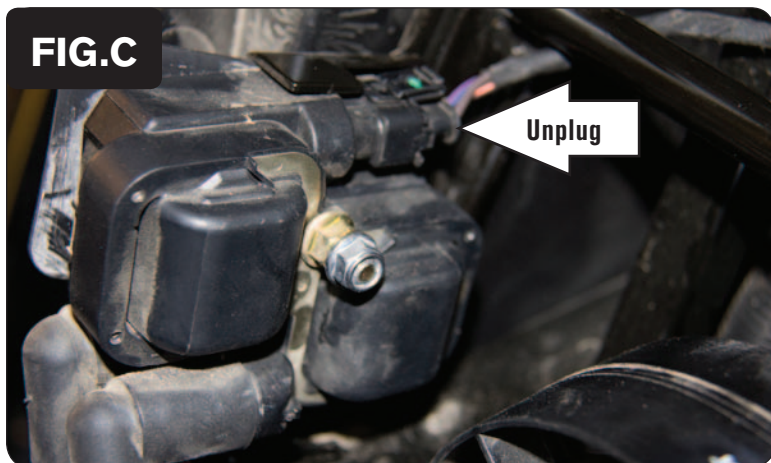
**\*WARNING\*** - This unit will only be compatible with the Maverick Max if the first 6 digits of the 12 digit serial number is 131202 or higher.

- 1 Remove the seats. Open the glove compartment. Remove the switch panel on the dash, the passenger handle-grip, and the three engine compartment cover panels (top, left, and right).
- 2 The motor compartment will be exposed as shown in Figure A.



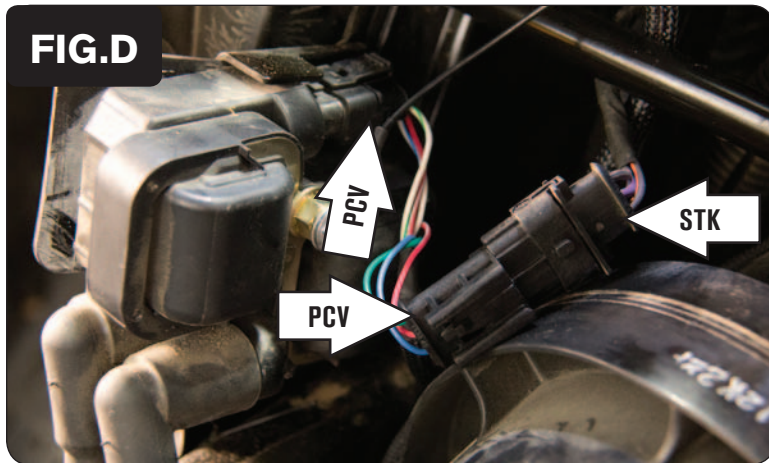
- 3 Using the supplied Velcro, secure the PCV to the top of the driver-side kick panel under the dash (Fig. B).

*Make sure to clean both surfaces with the alcohol swab before attaching.*

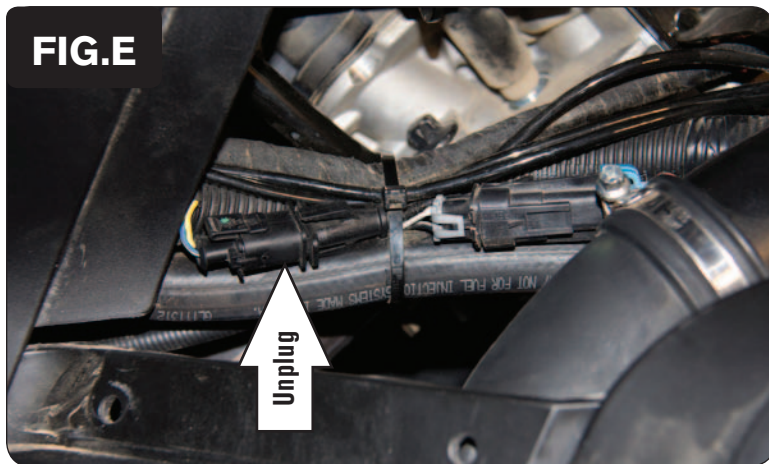


- 4 Locate and unplug the stock wiring harness from the vehicle's Ignition Coil (Fig. C).

*The Ignition Coil is located at the dash left of the intake plenum on the opposite side of the kick-panel that the PCV module is secured.*



- 5 Plug the PCV wiring harness in-line of the Ignition Coil and the stock wiring harness (Fig. D).



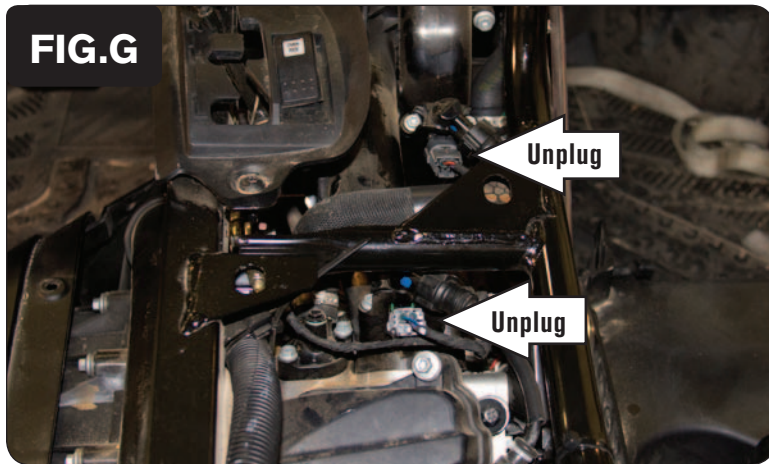
- 6 Route the PCV wiring harness branch with the pair of 2 pin connectors with BROWN colored wires downward to the Vehicle's Crank Position Sensor connectors.

*This connector is located left of the front cylinder head.*

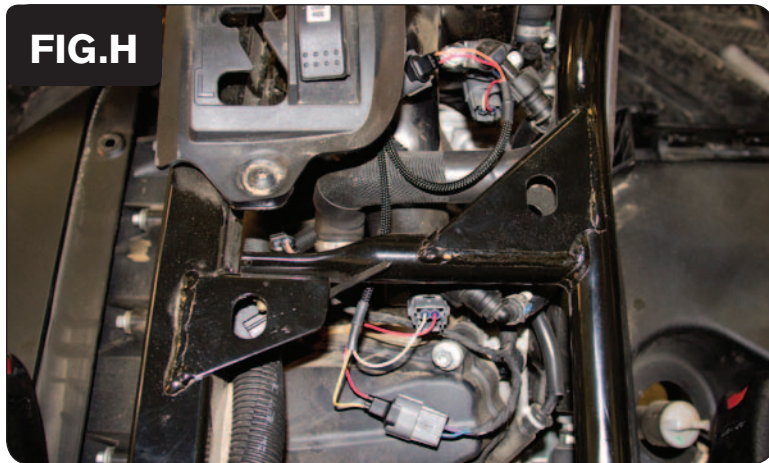
- 7 Unplug the stock Crank Position Sensor connectors (Fig. E).



- 8 Plug the PCV wiring harness in-line of the stock Crank Position Sensor connectors (Fig. F).



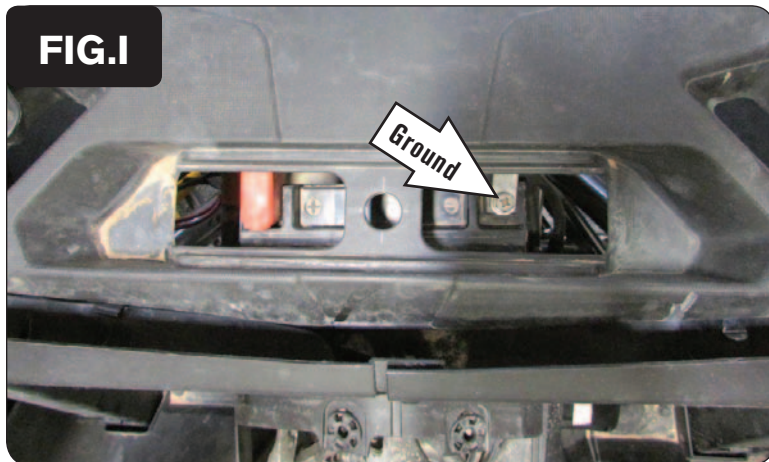
- 9 Route the PCV wiring harness branch with the 2 pairs of Fuel Injector connectors (ORANGE and YELLOW colored wires) rearward towards the top of the engine.
- 10 Unplug the stock wiring harness from the front and rear Fuel Injectors (Fig. G).



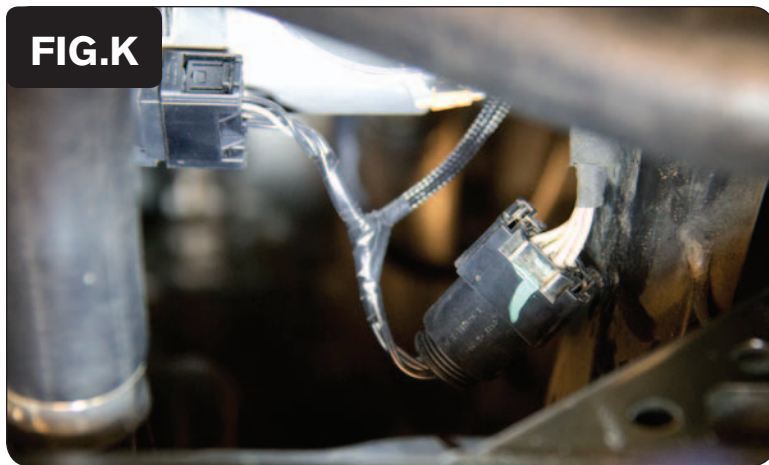
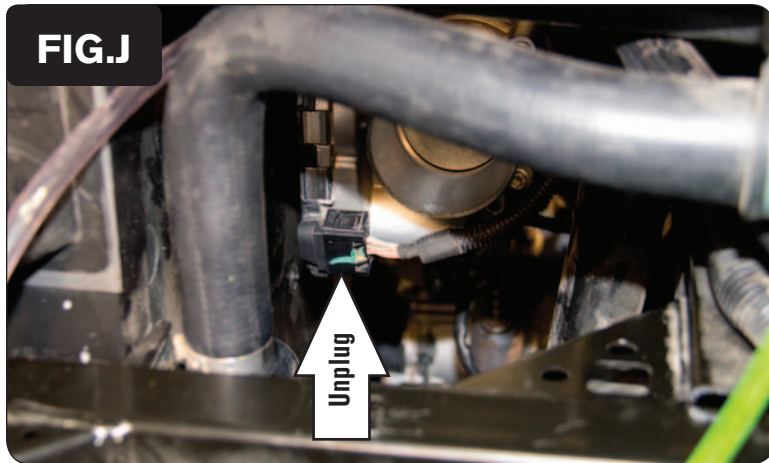
- 11 Plug the PCV wiring harness in-line of the Fuel Injectors and the stock wiring harness (Fig. H).

*The PCV connector pair with the ORANGE colored wires should go in-line with the FRONT Fuel Injector.*

*The PCV connector pair with the YELLOW colored wires should go in-line with the REAR Fuel Injector.*



- 12 Route the PCV ground wire (single BLACK wire with the small ring lug) to the battery (behind the seats), and secure the ring lug to the negative terminal of the vehicle's battery (Fig. I).



- 13 Lift the hood and remove the entire airbox from the front of the vehicle.  
*Removing the airbox will make access to the throttle body much easier.*
- 14 Route the PCV wiring harness branch with the pair of 6-pin connectors towards the front of the vehicle, where you will find the throttle body.
- 15 Unplug the stock wiring harness from the Throttle Body Servo (Fig. J).

- 16 Plug the PCV wiring harness in-line of the Throttle Body Servo and the stock wiring harness (Fig. K).
- 17 Use the supplied zip-ties to secure the wiring harness routing free and clear of any hot or moving parts.
- 18 Reinstall the airbox, engine covers, switch panel, and seats.

**Note:** The Power Commander does NOT override the stock closed-loop area. Fuel changes can be made in the stock closed-loop area by unplugging the stock O2 sensors; but this may cause a Check Engine light to come on.