

[POWER COMMANDER V]

2014-2016 Can-Am Spyder RT & F3

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 1 O2 Optimizer
- 2 Velcro strips
- 1 Alcohol swab
- 1 Posi-tap
- 1 Zip tie

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

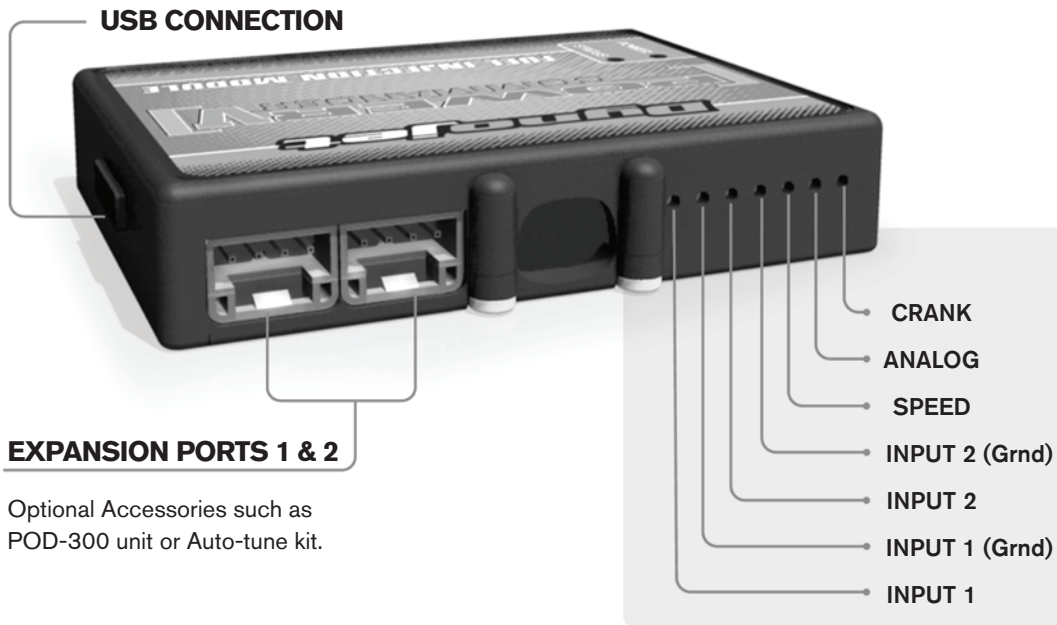
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

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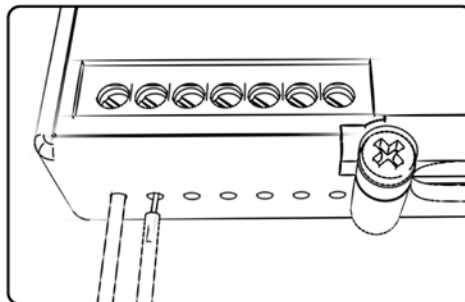
POWER COMMANDER V INPUT ACCESSORY GUIDE



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 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.

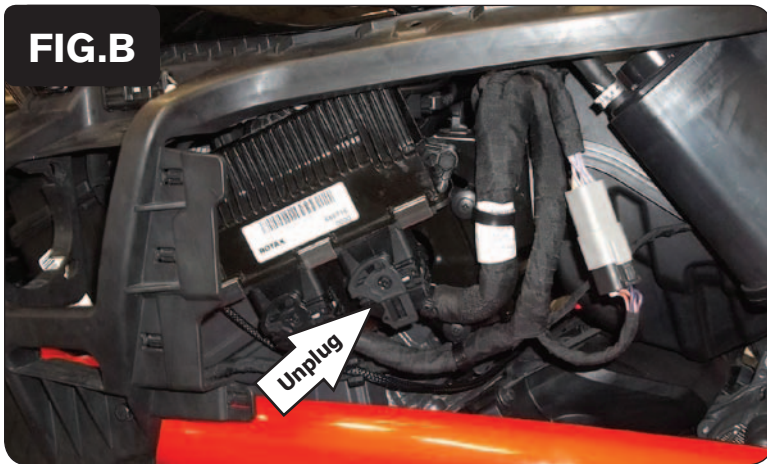
Crank-

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 left side panel to expose the ECU compartment above the engine (Fig. A).

The RT models have much more bodywork to remove than what is shown here on the F3 model.



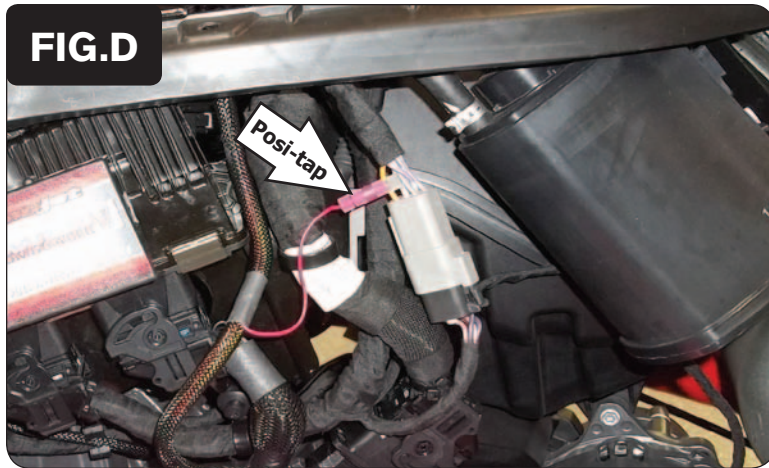
- 2 Unplug the rear most ECU connector (Fig. B).



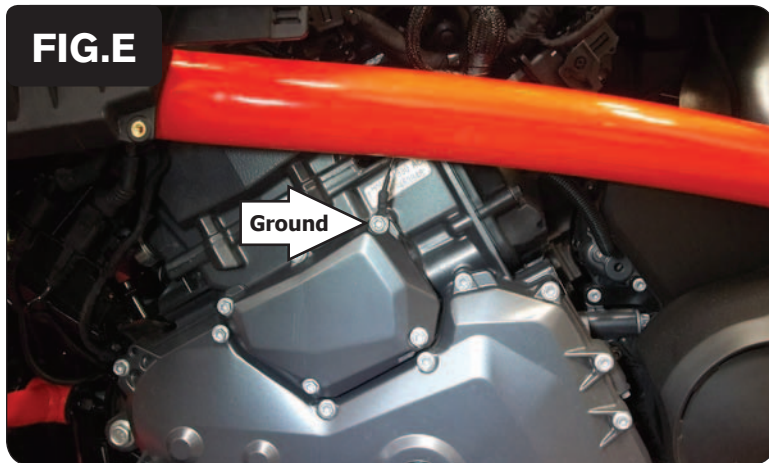
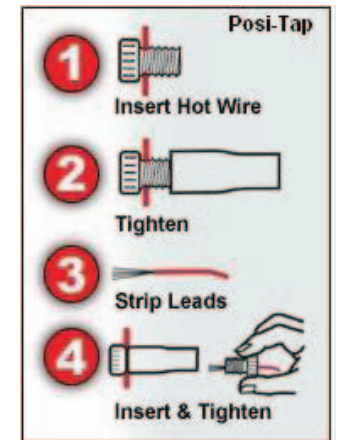
- 3 Plug the PCV wiring harness in-line of the stock wiring harness and the ECU (Fig. C).

- 4 Use the supplied Velcro to secure the PCV module to the ECU.

Clean both surfaces with the supplied alcohol swab prior to applying the Velcro.



- 5 Use the supplied Posi-tap to attach the PCV RED wire to the stock ORANGE/GREEN wire of the GREY 6-pin connector near the ECU (Fig. D).



- 6 Secure the PCV ground wire with the small ring lug to the engine cover bolt shown in Figure E.



- 7 Locate and unplug the stock O2 sensor connector (Fig. F).
This is a 4-pin connector. It sits on the lower part of the frame directly in front of the engine.

FIG.G

- 8 Plug the supplied O2 Optimizer in-line of the vehicle's O2 sensor and the stock wiring harness (Fig. G).
- 9 Use the supplied zip-tie to secure the O2 Optimizer module to the stock wiring.
- 10 Reinstall the bodywork.

Tuning Notes:

The O2 Optimizer for this model controls the stock closed loop area. This area is represented by the highlighted cells shown in Figure H. The O2 Optimizer is designed to achieve a target AFR of 13.8:1. 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 this highlighted area of your fuel table/tables unless instructed to do so by a Dynojet technician. Usually a blanket fuel change value of 0 across the entire closed loop range works well.

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

	% Throttle										
	0	2	5	10	15	20	40	60	80	100	
500	0	0	0	0	0	0	0	0	0	0	
1000	0	0	0	0	0	0	0	0	0	0	
1500	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	
2500	0	0	0	0	0	0	0	0	1	0	0
3000	0	0	0	0	0	0	0	0	-6	-4	0
3500	0	0	0	0	0	0	0	0	-6	-8	0
4000	0	0	0	0	0	0	0	0	-7	-8	-9
4500	0	0	0	0	0	0	0	0	-4	-7	-9
5000	0	0	0	0	0	0	0	0	-7	-9	-9
5500	0	0	0	0	0	0	0	0	-1	-3	0
6000	0	0	0	0	0	0	0	0	0	-4	-2
6500	0	0	0	0	0	0	0	0	0	0	0
7000	0	0	0	0	0	0	0	0	0	0	0
7500	0	0	0	0	0	0	0	0	0	0	0
8000	0	0	0	0	0	0	0	0	0	0	0
8500	0	0	0	0	0	0	0	0	0	0	0
9000	0	0	0	0	0	0	0	0	0	0	0
9500	0	0	0	0	0	0	0	0	0	0	0
10000	0	0	0	0	0	0	0	0	0	0	0
10500	0	0	0	0	0	0	0	0	0	0	0
11000	0	0	0	0	0	0	0	0	0	0	0

FIG.H