

[POWER COMMANDER V]

2017 Can-Am Maverick X3

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 Zip-tie
- 1 O2 Optimizer
- 1 Positap

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

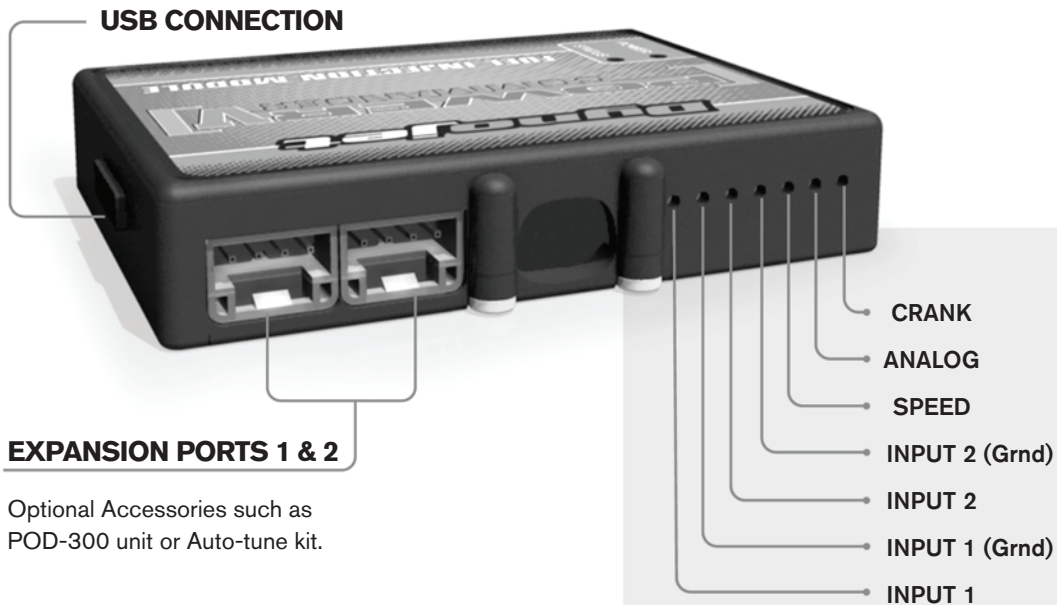
YOU CAN ALSO DOWNLOAD THE POWER COMMANDER SOFTWARE AND LATEST MAPS FROM OUR WEB SITE AT:
www.powercommander.com

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



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-

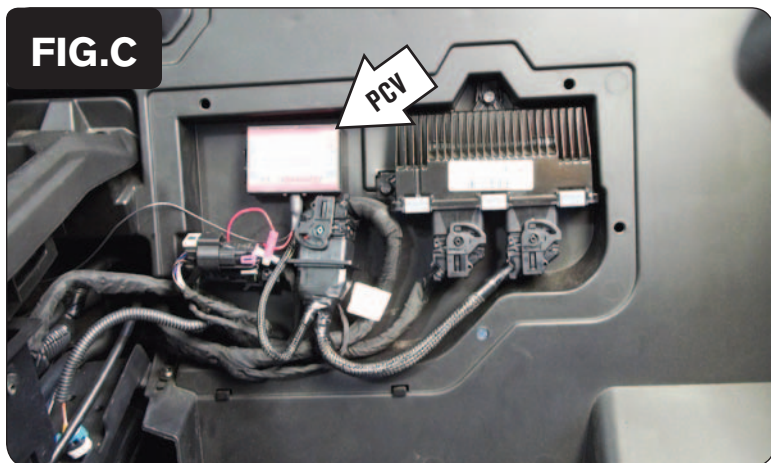
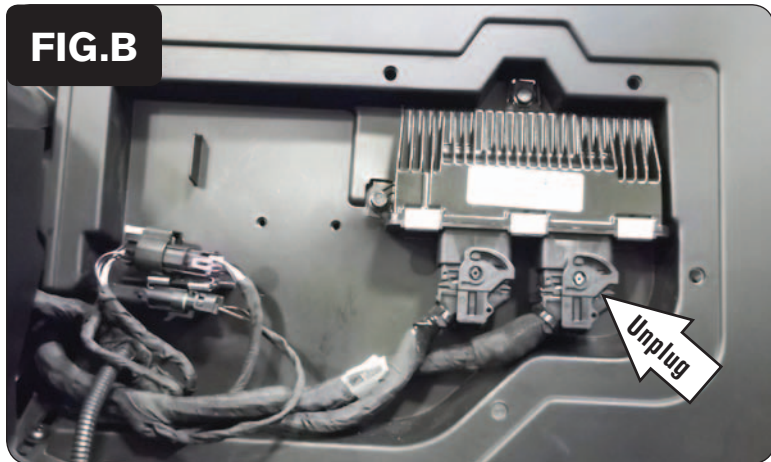
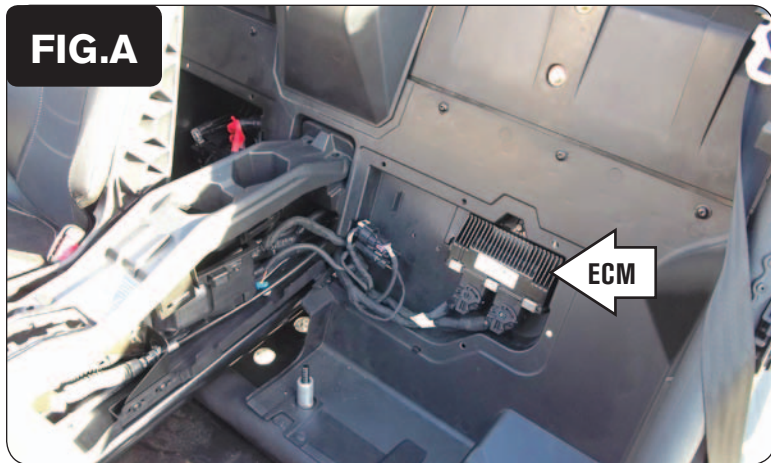
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent 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. Slide the passenger's seat as far forward as possible.
- 2 Remove the access panel to the ECM compartment located behind the driver's seat. Remove the access panel to the battery compartment located behind the passenger's seat.
- 3 Remove the side panels of the center console (Fig. A).

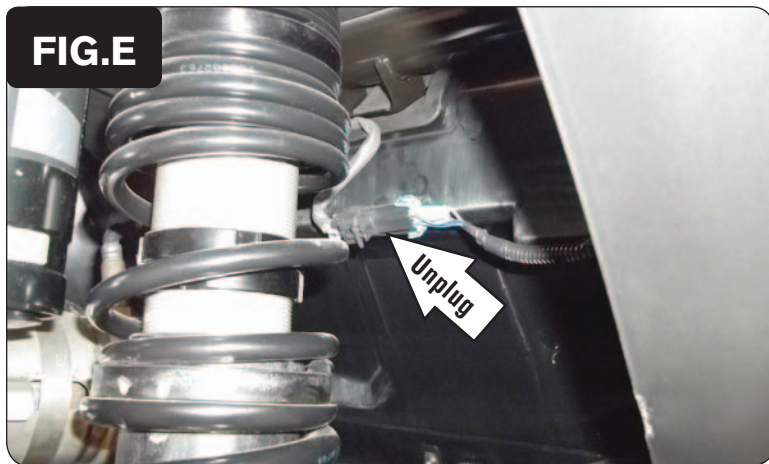
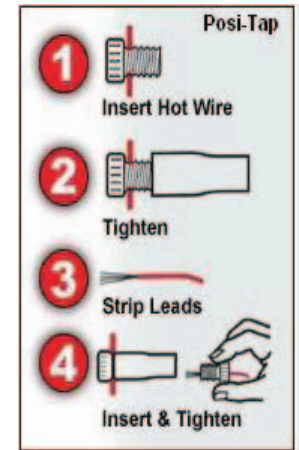
- 4 Loosen the ECM. Unplug the outside ECM connector shown in Figure B.

- 5 Plug the PCV wiring harness in-line of the outside ECM stock connector and the ECM.
- 6 Use the supplied Velcro to secure the PCV module inside of the ECM compartment. Secure the stock ECM (Fig. C).

Clean surfaces with the supplied alcohol swab prior to attaching the Velcro.



- 7 Use the supplied Posi-tap to attach the PCV RED wire to the stock PURPLE/BLUE wire of the 8-pin connector in the ECM compartment.
- 8 Route the PCV BLACK wire with the ring terminal through the center console and to the battery compartment. Attach the BLACK wire to the negative (-) terminal of the vehicle's battery (Fig. D).



- 9 Unplug the stock O2 sensor connector (Fig. E).

This connector can be found near the right rear shock absorber.

- 10 Plug the supplied O2 Optimizer in-line of the stock O2 sensor connectors (Fig. F).
- 11 Secure the O2 Optimizer module to the stock wiring harness with the supplied zip-tie.
- 12 Reinstall the panels and the seat.

Tuning Notes:

The O2 Optimizer helps control the fueling in the stock closed loop area (i.e. 0% - 20% throttle). 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 necessary to fine tune the fuel table in the stock closed-loop area. A blanket fuel change of 5-10 across the entire closed-loop area will usually suffice. If using the Auto-tune system, do NOT input values in this area of the Target AFR table.

The O2 Optimizer will blink while the sensor is being heated up. The unit is not functioning until the light is lit up solid.

