[POWER COMMANDER V]

FUEL AND IGNITION

2015 Odes UTV
Dominator 1000 / Raider 1000

Installation Instructions

PARTS LIST

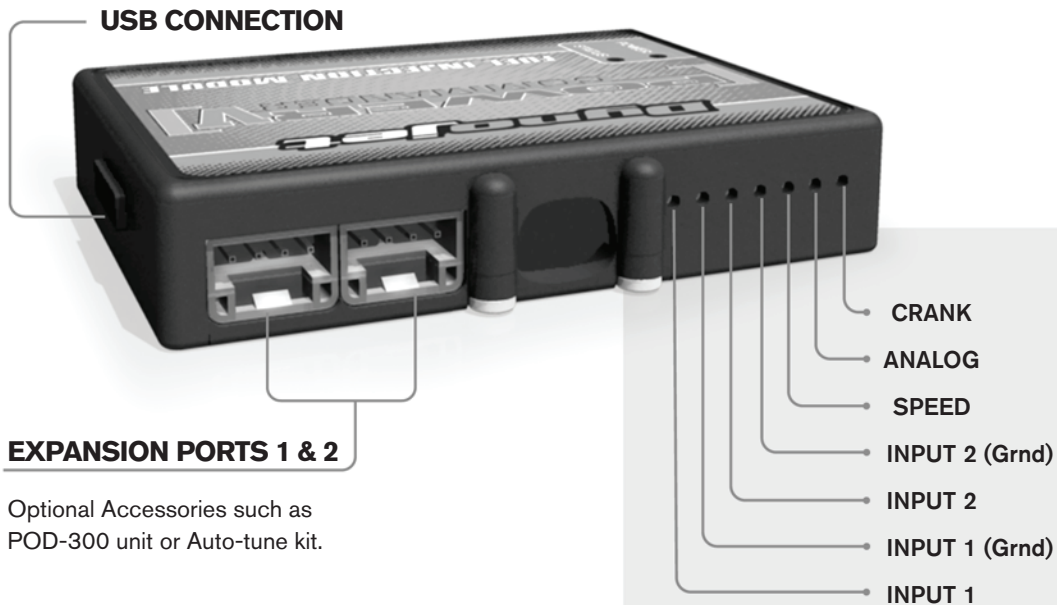|	
1	Power Commander
1	USB Cable
1	Installation Guide
2	Power Commander Decals
2	Dynojet Decals
2	Velcro strips
1	Alcohol swab

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

ACCESSORY INPUTS

USB CONNECTION

CRANK
ANALOG
SPEED
INPUT 2 (Grnd)
INPUT 2
INPUT 1 (Grnd)
INPUT 1

EXPANSION PORTS 1 & 2

Optional Accessories such as POD-300 unit or Auto-tune kit.

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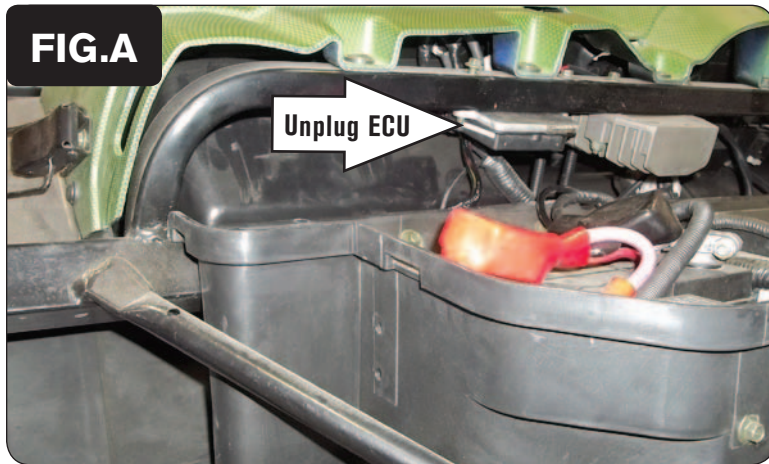
Speed- If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent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

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.

FIG.A

Unplug ECU

FIG.B

FIG.C

1   Locate and unplug both of the vehicle's stock ECU connectors (Fig. A).

The ECU is on the frame, under the hood and next to the battery. Unbolt the ECU to access the plugs.

2   Plug the PCV wiring harness in-line of the ECU and both of the stock wiring harness connectors (Fig. B).

The connectors are indexed so that they can not be plugged in incorrectly.

3   Using the supplied Velcro, secure the PCV module to inner panel at the location shown in Figure C.

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

Tuning Notes: The 0%-50% throttle range can only be tuned with the PCV if the stock O2 sensors are unplugged. However, unplugging them will cause a warning light to illuminate on the dash.