



COMBUSTION MANAGEMENT DEVICE

2002-2006

**Subaru Impreza WRX**

Dynojet CMD-1010



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## 2002-2006 Subaru Impreza WRX - CMD-1010 - Installation Instructions

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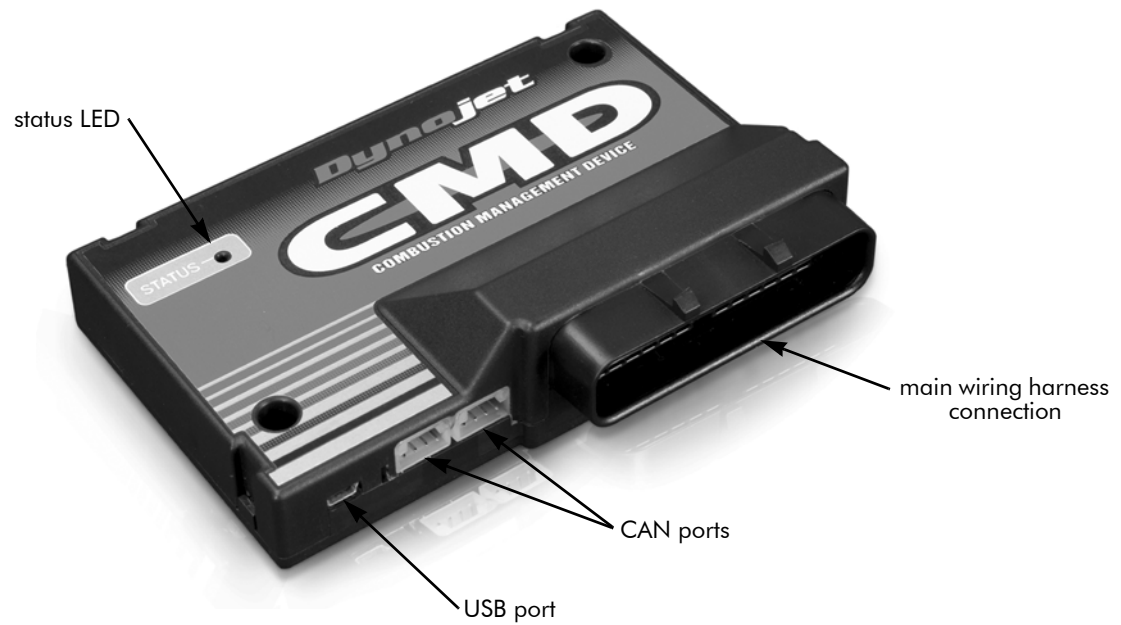
## PARTS LIST

quantity	description
1	CMD Module
1	Dynojet Master Control Center Software
1	Instruction Manual
1	Registration Card
1	CMD Plug & Play Harness
1	Dynojet CAN-Link Cable
1	USB COM Cable
2	CAN Port Seals
1	USB Port Seal
2	Dual Lock Fasteners
6	Zip Ties
1	Alcohol Swab
1	Restrictor

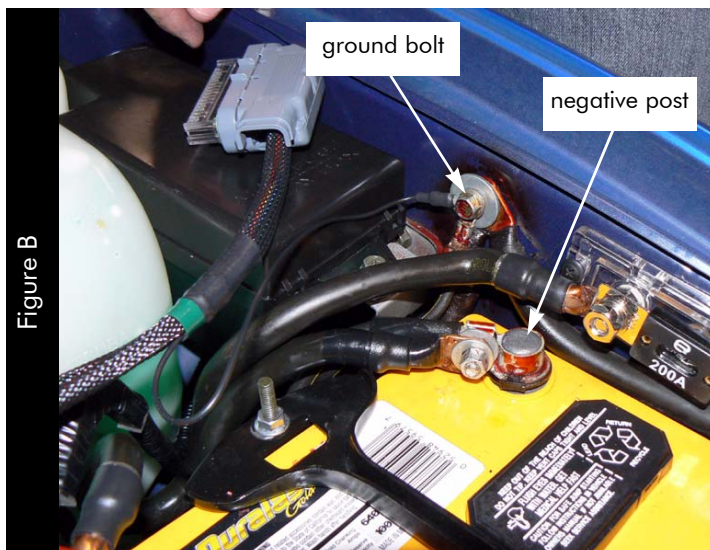
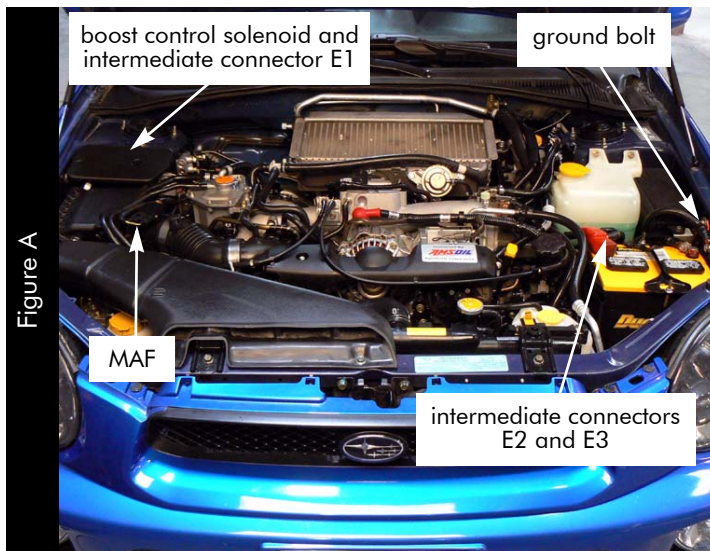
## TOOLS REQUIRED

- 10mm socket with ratchet
- zip tie cutters
- flat blade screwdriver

## OVERVIEW: CMD MODULE



## OVERVIEW: VEHICLE



- 1 Using a 10mm socket with ratchet, loosen the nut and remove the negative battery cable from the negative post of the battery.
- 2 Using a 10mm socket with ratchet, remove the grounding bolt from the inner fender.

This grounding bolt is located on the drivers' inner fender behind the battery as shown in Figure B.



- 3 Using a 10mm socket with ratchet, remove the two bolts holding the windshield washer reservoir.



Figure D



- 4 Lift the reservoir out of its place and unplug the green washer pump connector from the washer pump at the bottom of the reservoir.

Figure E



- 5 Locate and disconnect the two front wiring harness plugs (E2 and E3).

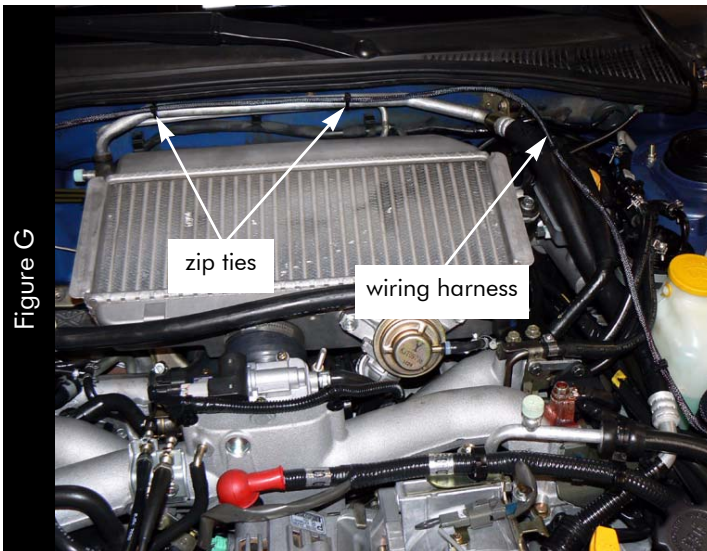
The E2 and E3 plugs are located behind the battery box.

Figure F



- 6 Attach the female connectors from the CMD harness to the two front wiring harness plugs (E2 and E3).
- 7 Attach the male connectors from the CMD harness to the stock connectors.

Figure G



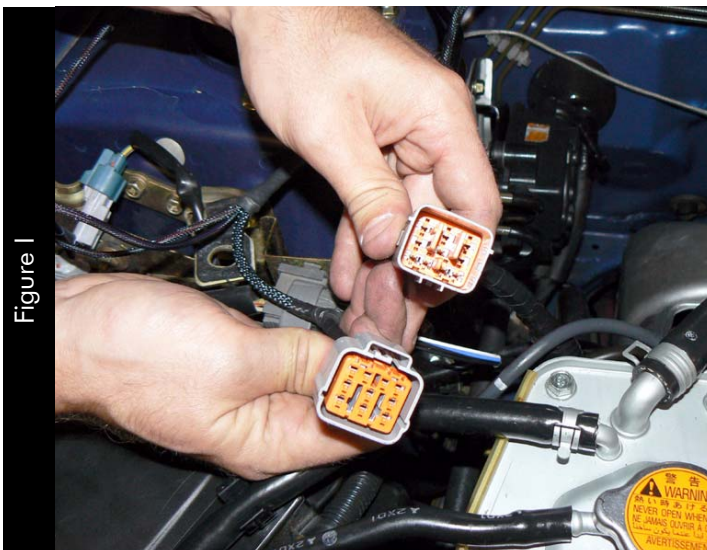
- 8 Reinstall the windshield washer reservoir, making sure to plug the green pump connector back in.
- 9 Bolt the ground wire from the CMD harness to the grounding bolt on the drivers' inner fender.
- 10 Route the CMD wiring harness around the back of the engine, across the A/C lines, and over to the boost control solenoid location. Zip ties are provided for a clean installation.

Figure H



- 11 Remove the boost control solenoid cover by gently prying up on the hold-down thumb plugs.

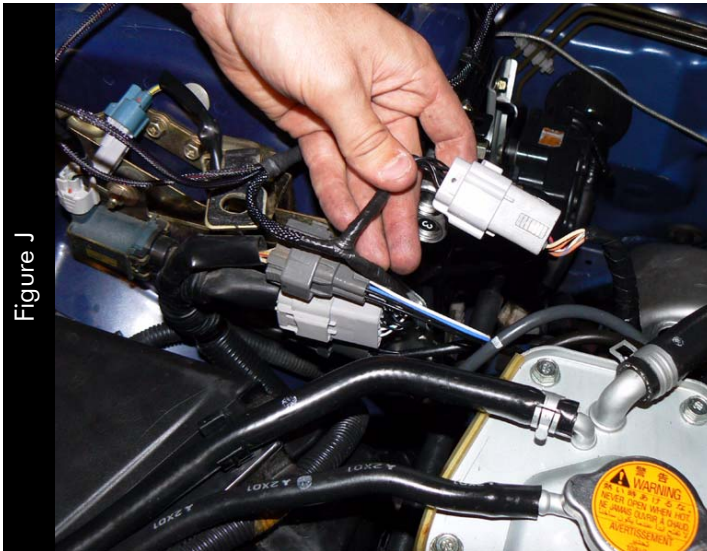
Figure I



- 12 Disconnect the bulkhead wiring harness plug (E1).



Figure J



- 13 Attach the female connector from the CMD harness to the bulkhead wiring harness plug (E1).
- 14 Attach the male connector from the CMD harness to the stock connector.

Figure K



- 15 Unplug the boost control solenoid connector from the solenoid.
- 16 Attach the connectors from the CMD harness to the boost control solenoid connector and the stock connector.

Figure L



- 17 Unplug the MAF connector from the MAF sensor.
- 18 Attach the connectors from the CMD harness to the MAF sensor connector and the stock connector.

Figure M



- 19 Allow for some engine movement and install zip ties where needed.
- 20 Reinstall the boost control solenoid cover.  
Line up the holes in the cover with the bracket below and press the push pins back into place.

Figure N



- 21 Locate a suitable mounting location for the CMD module.  
**Note:** Leave the two connectors on the side of the CMD accessible. This allows you to easily connect to the CMD for programming without having to disturb its mounting location.

The CMD module fits nicely between the washer reservoir and battery as shown in Figure O. Your mounting location may vary.

- 22 Affix the provided adhesive backed dual-lock fasteners to the back of the CMD module as shown in Figure N.

Make sure to clean the CMD and mounting location to remove any oil, dirt, or grease to ensure secure adhesion.

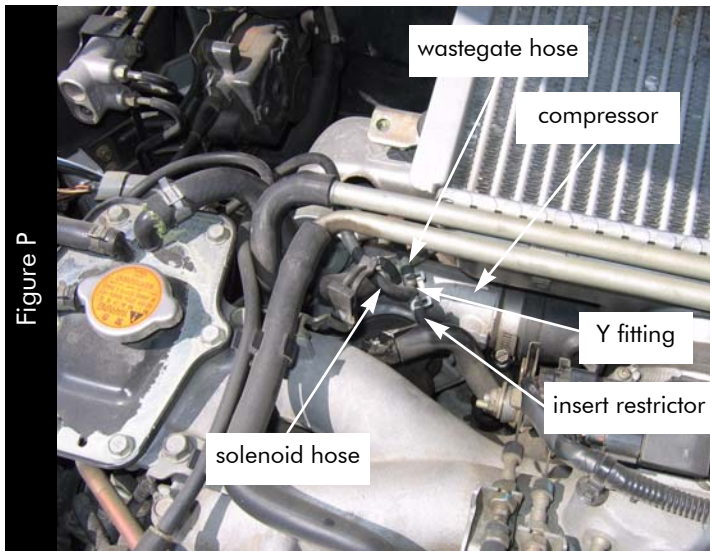
Figure O



- 23 Attach the main CMD harness to the CMD module connector and ensure that it locks in place.



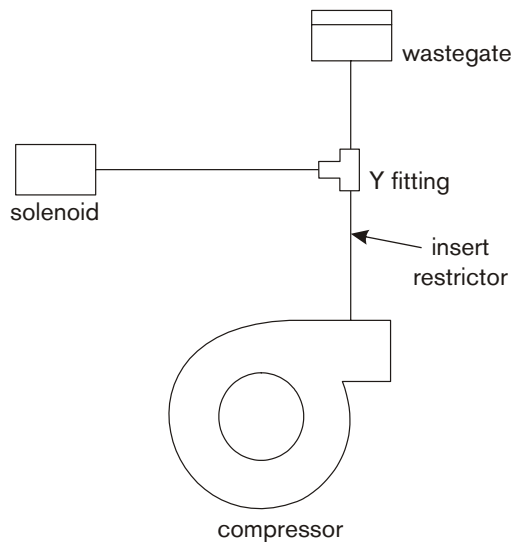
Figure P



**Note:** In order to achieve a 2+ psi boost gain with the CMD installed and mapped properly, you will need to install the supplied restrictor. Installation of the restrictor will increase boost by approximately 2 - 2.5 psi with the boost offset table set to 0%. The values in the boost offset table can be adjusted to return the boost levels back to stock (if desired) by using negative values, even with the restrictor in place. Installing and mapping the CMD for WRX models without the restrictor installed, will only realize a modest boost increase (+ 1 psi with the CMD installed).

24 Install the optional Dynojet restrictor.

Figure Q



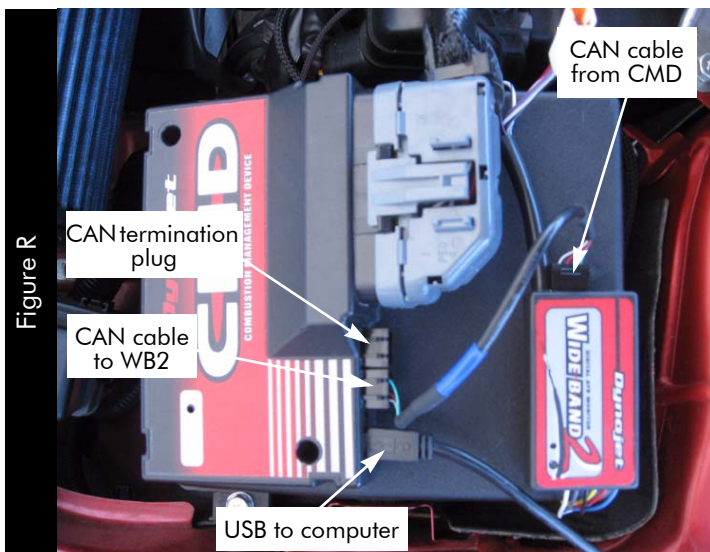
24a Remove the hose running from the compressor to the Y fitting at the Y fitting as shown in Figure P and Q.

24b Insert the Dynojet restrictor into the boost line.

24c Replace the hose to the Y fitting.

25 Reconnect the negative battery cable to the negative post on the battery and tighten.

Figure R



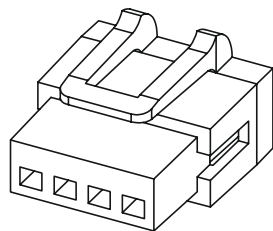
## USING AUTOTUNE WITH CMD

To take advantage of Dynojet's AutoTune feature with the CMD, you first need to install a Wideband 2 (WB2) on your vehicle. The Dynojet Master Control Center software allows you to enable and configure Autotuning.

Refer to the Wideband 2 Installation Guide (P/N 98200017) for more information on installing the Wideband 2.

Refer to the Master Control Center Help for more information on enabling and configuring AutoTune.

Figure S



CAN termination plug

## CONNECTING THE CMD TO THE WIDEBAND 2

- 1 Verify the Wideband 2 is installed correctly. Refer to the Wideband 2 Installation Guide.
- 2 Connect the CMD to the Wideband 2 using the CAN to CAN cable. Refer to Figure R.

The CAN to CAN cable is provided with the CMD.

- 3 In one of the open CAN ports on either module, attach the provided CAN termination plug. Refer to Figure R and S.