



2008-2009

Mitsubishi Lancer Evolution

Dynojet CMD-1112



2191 Mendenhall Drive Suite 105, North Las Vegas, NV 89081

1-800-992-4993

www.dynojetcmd.com

©2009-2010 Dynojet Research, Inc. All Rights Reserved.

2008-2009 Mitsubishi Lancer Evolution - CMD-1112 - Installation Instructions

This manual is copyrighted by Dynojet Research, Inc., hereafter referred to as Dynojet, and all rights are reserved. This manual, as well as the software described in it, is furnished under license and may only be used or copied in accordance with the terms of such license. This manual is furnished for informational use only, is subject to change without notice, and should not be construed as a commitment by Dynojet. Dynojet assumes no responsibility or liability for any error or inaccuracies that may appear in this manual. Except as permitted by such license, no part of this manual may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, recording, or otherwise, without the prior written permission of Dynojet.

The Dynojet logo is a trademark of Dynojet Research, Inc.

Any trademarks, trade names, service marks, or service names owned or registered by any other company and used in this guide are the property of their respective companies.

Dynojet Research, Inc., 2191 Mendenhall Drive, North Las Vegas, Nevada 89081, USA.

Printed in USA.

Part Number: ICMD-1112 Version 02 (04/2010)

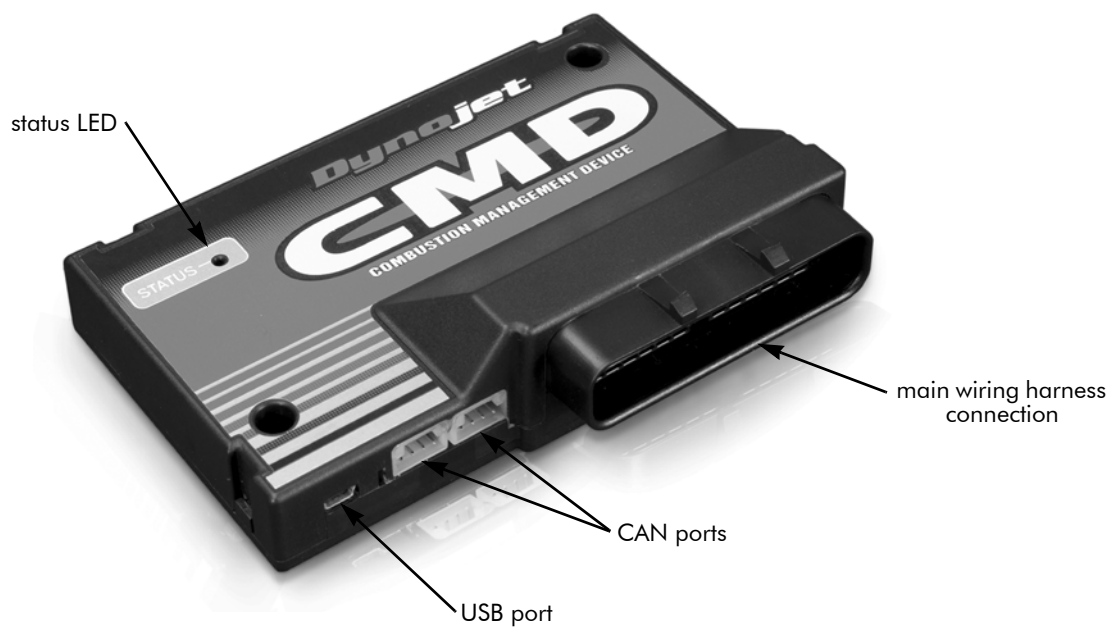
PARTS LIST

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

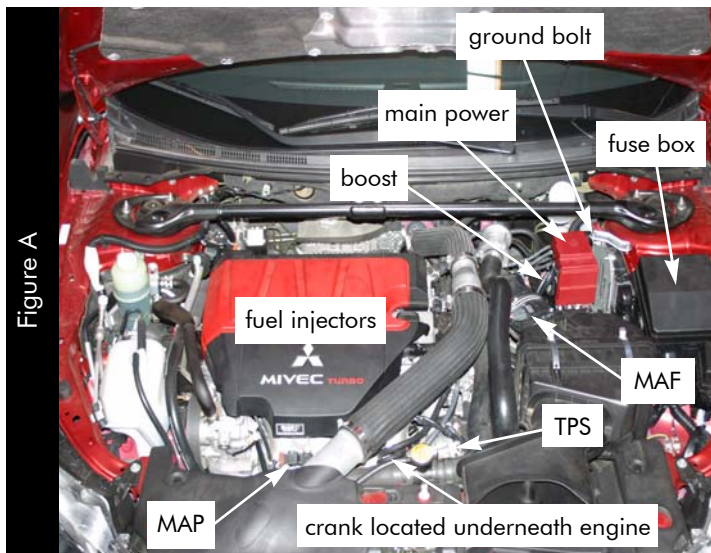
TOOLS REQUIRED

- 10mm socket with ratchet
- 12mm socket with ratchet
- zip tie cutters
- mini flat blade screwdriver

CMD MODULE OVERVIEW



VEHICLE OVERVIEW

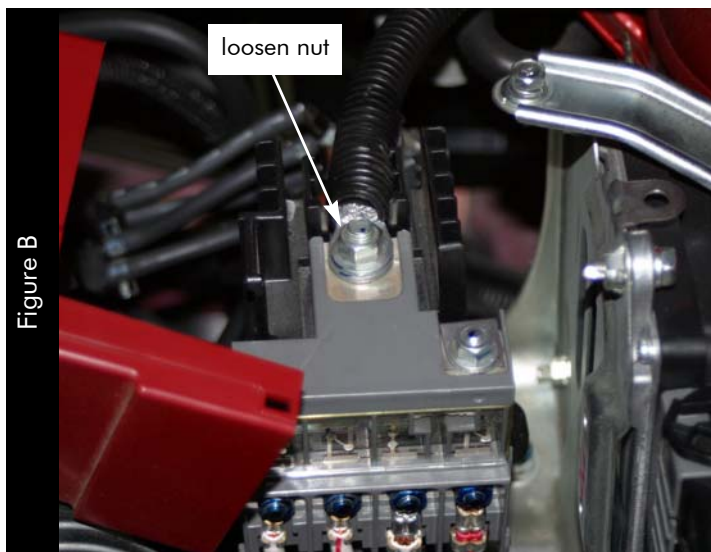


INSTALLATION

- 1 Using a 12mm socket with ratchet, loosen the nut on the main power distribution block and remove the main power cable.



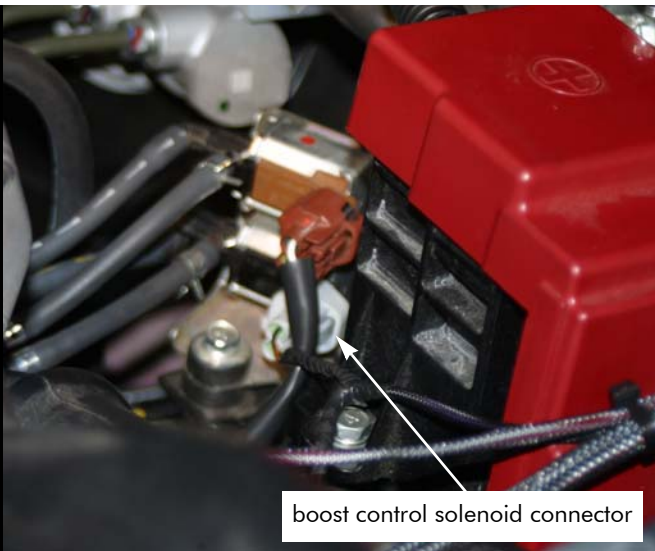
Live power. Dynojet recommends covering the end of the cable with electrical tape to avoid shorting the main power lead.



- 2 Remove the red and black engine cover.



Figure D



- 3 Locate the boost control solenoid connector.
The boost control solenoid connector is located near the main power distribution and the air box as shown in Figure A and D.
- 4 Unplug the boost connector from the boost solenoid.

Figure E



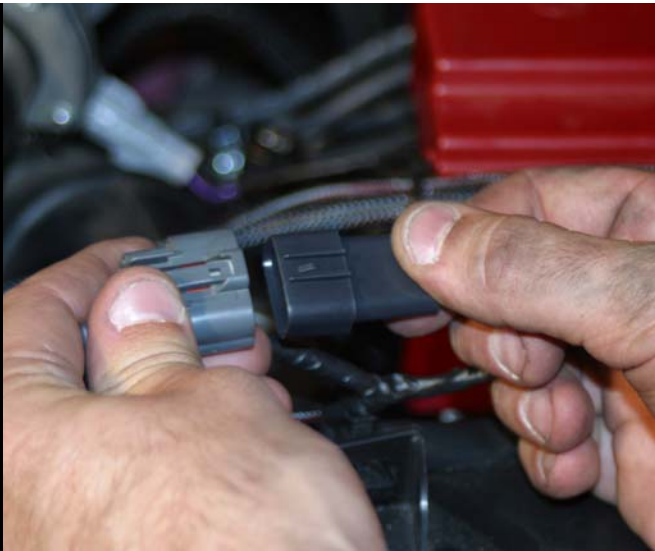
- 5 Attach the male boost connector from the CMD harness to the female OEM connector.
- 6 Attach the female boost connector from the CMD harness to the OEM solenoid.

Figure F



- 7 Locate the MAF sensor connector.
The MAF sensor connector is located near the main power distribution and the air box as shown in Figure A and F.
- 8 Unplug the MAF connector from the MAF sensor.

Figure G



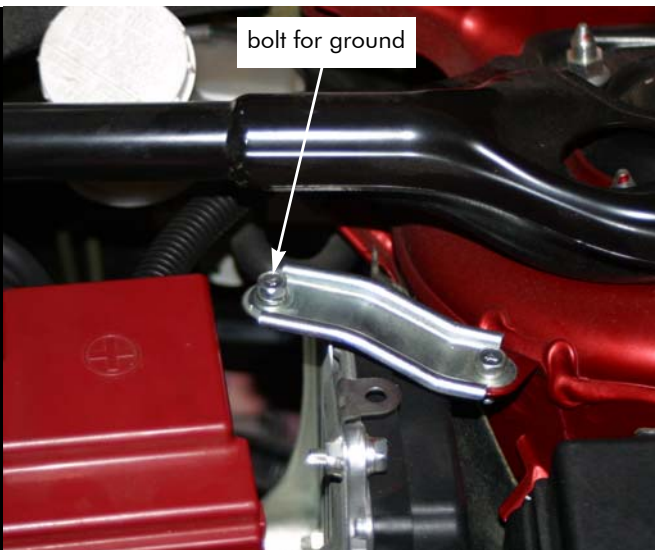
- 9 Attach the male MAF connector from the CMD harness to the female OEM connector.
Note: Verify the connectors are secured properly by giving the wires a light tug.

Figure H



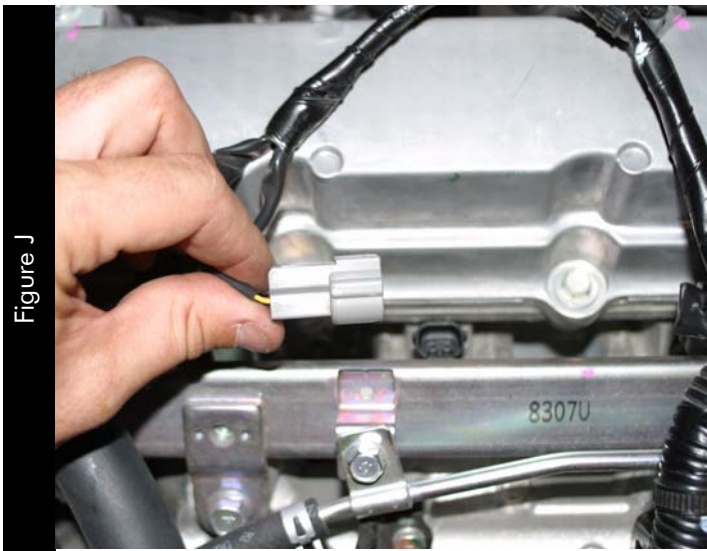
- 10 Attach the female MAF connector from the CMD harness to the OEM sensor located on the factory air box.

Figure I



- 11 Locate the 10mm bolt on top of the PCM cradle.
- 12 Secure the CMD ground wire to this bolt.

Figure J



- 13 Route the CMD harness under the boost and bypass hoses to the top of the engine near the coils.

Zip ties are provided for a clean installation. Make sure to leave enough room for engine movement.

- 14 Locate and disconnect the injector connectors.

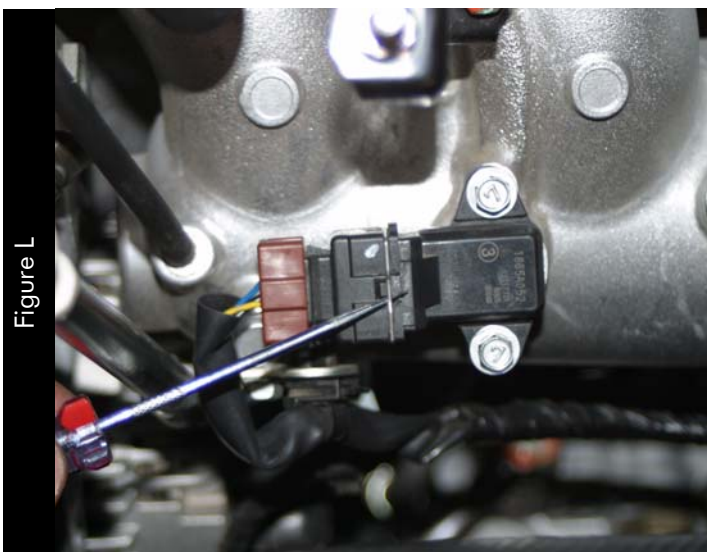
Figure K



- 15 Attach the connectors from the CMD harness to the injectors and the OEM harness connectors.

- connect the orange wire to cylinder #1
- connect the yellow wire to cylinder #2
- connect the green wire to cylinder #3
- connect the blue wire to cylinder #4

Figure L

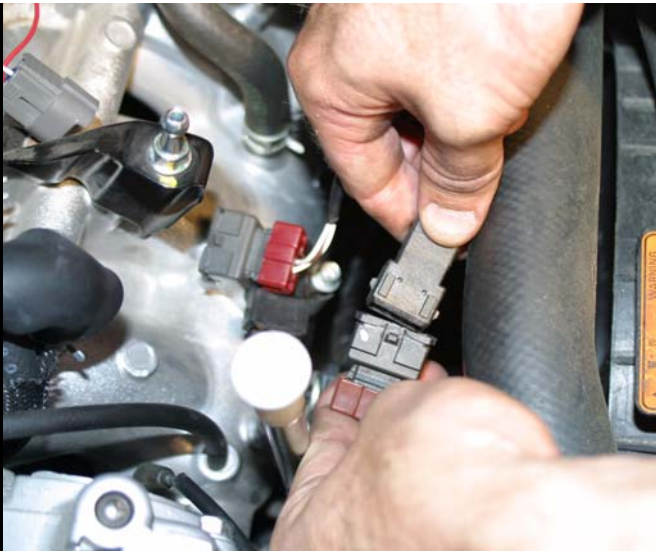


- 16 Locate the MAP sensor as shown in Figure A and Figure L.

- 17 Unplug the MAP connector from the MAP sensor.

Use a pick or small flat blade screwdriver to pry the metal retainer clip up to release the connector. Be careful not to lose this clip as it will be reused.

Figure M



- 18 Attach the connectors from the CMD harness to the MAP sensor connector and the OEM connector.

Figure N



- 19 Locate the TPS sensor as shown in Figure A and Figure N.
- 20 Unplug the TPS connector from the TPS sensor.

Figure O



- 21 Attach the connectors from the CMD harness to the TPS sensor connector and the OEM connector.

Figure P

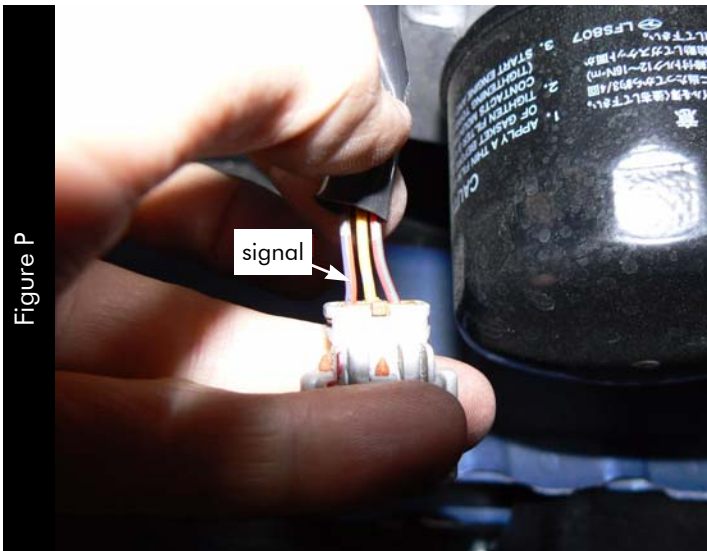


Figure Q

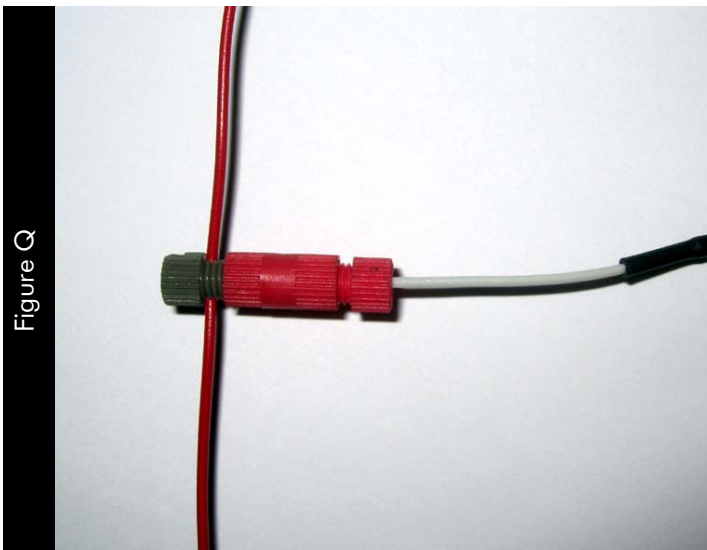


Figure R



- 22 Locate the crank position sensor underneath the vehicle.
- 23 Using the supplied posi-tap, tap the signal wire as shown in Figure P and Q. This wire is red with a lavender tracer.
 - 23a Unscrew the gray end of the posi-tap and put the crank signal wire through the slot.
 - 23b Screw the gray end back into the posi-tap body.
 - 23c Unscrew the red end of the posi-tap.

23d Take the white wire from the CMD harness and pass it through the hole in the center of the red end. Verify the bare wire contacts the metal inside the posi-tap body and screw the red end back in place. The white wire should be secure to the posi-tap at this point.

- 24 Allow for some engine movement and install zip ties where needed.
- 25 Reinstall the engine cover.
Line up the holes in the cover with the bracket below and press back into place.

- 26 Locate a suitable mounting location for the CMD module.
The CMD module fits nicely in front of the fuse box zip tied to the wiring harness.
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.
- 27 Attach the main CMD harness to the CMD module connector and ensure that it locks in place.

Figure S

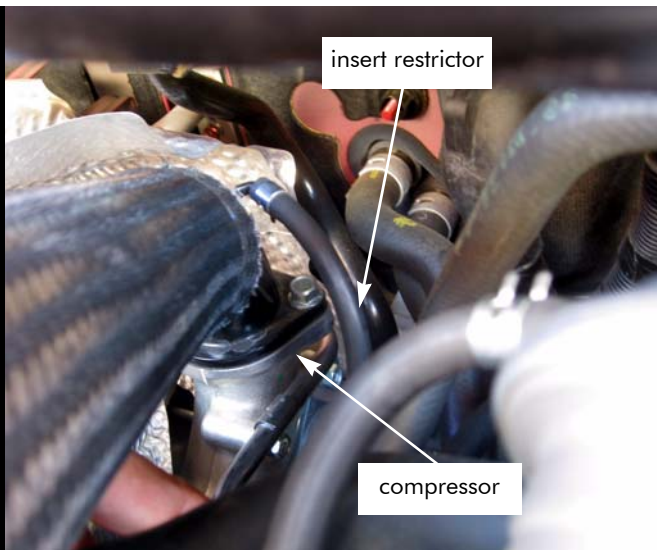


Note: In order to achieve the maximum increase in boost, you will need to install the supplied restrictor. Installation of the restrictor will increase boost by approximately 1 psi with the boost offset table set to 0%. The values in the boost offset table can be adjusted to return the boost levels back to stock (if desired) by using negative values, even with the restrictor in place.

28 Install the optional Dynojet restrictor.

28a Locate the hose from the compressor as shown in Figure S.

Figure T



28b Remove the hose from the compressor as shown in Figure T.

28c Insert the Dynojet restrictor into the hose you just removed. Place the restrictor in the end closest to the Y fitting.

28d Replace the hose to the compressor.

29 Reconnect the power cable to the power distribution post and tighten. Refer to Figure B.

Figure U

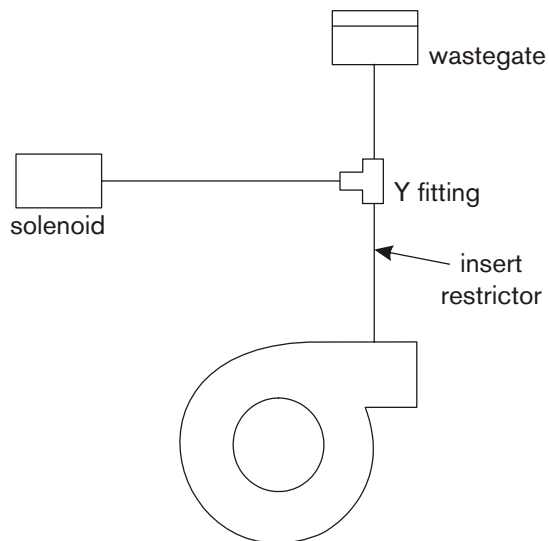
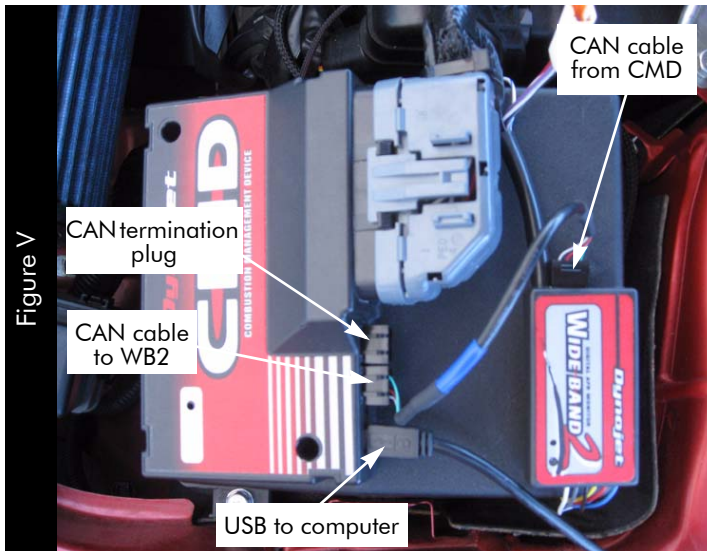


Figure V



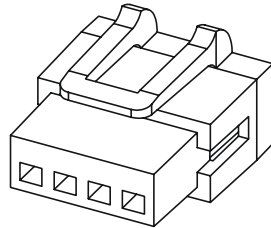
USING AUTOTUNE WITH CMD

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 W



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 V.
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 V and W.