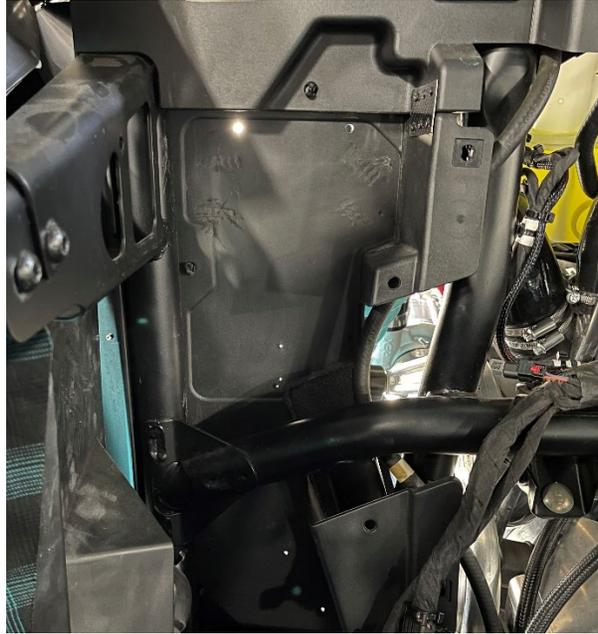




## RZR Pro R + 94953f

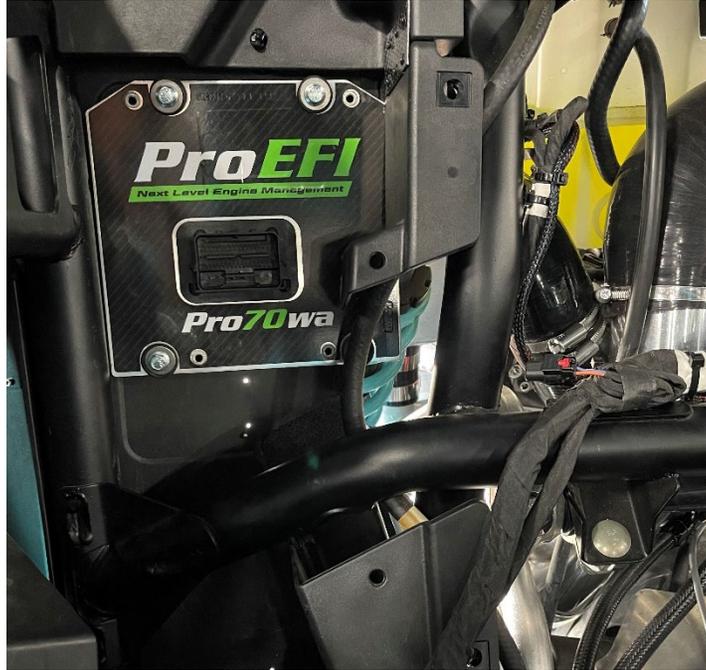
- **Step one remove passenger seat at the rear firewall**
  - **Pull the harnesses through the seat for seat removal**
  - **Remove the seat using the quick release handle under the front of the seat to be removed on a 2 seater. On a 4 seater this is in the headrest area**
- **Remove the Stock ECU by removing the quick release snap cover over the ecu.**
  - **Unbolt the stock ecu with a T20 Torx**
- **It may be necessary to shave down the original mounting tabs for fitment. Place the ProEFI ECU in the desired mounting spot and mark the holes at each of the mounting locations for the ProEFI ECU. These will be qty 3 1/4" holes and M6 bolts will be used to mount the Pro70wa ECU to the surface.**
- **Plug the ProEFI 4953f Jumper harness in to the Pro70wa ECU and then plug in the other side to the stock Wiring harness so you can layout the accessory devices to be mounted in the appropriate positions.**
- **Mount Ignitor shown in Figure A**
- **Mount Relay shown in Figure B**
- **Mount Expansion module (if Applicable) Shown in Figure C**
- **Plug in Aux Output harness (Part#....) and route to appropriate connections in the engine bay.**
  - **Secure any wires with zip ties to keep them away from moving parts and exhaust.**
- **Plug in Aux Input harness (Part#....) and route to appropriate connections in the engine bay.**
  - **Secure any wires with zip ties to keep them away from moving parts and exhaust.**
- **Mount Boost Control Solenoid (Part#....If Applicable). See Boost control instructions for Hose plumbing based on the Turbo or Supercharger kit you have.**



**It is necessary to also trim the plastic back in the area where it will be mounted. You can use a cutoff wheel or a autobody saw. Be careful to move any existing wires or hoses out of the way to avoid accidentally damaging while cutting.**



**After Removed Stock ECM, Ready for ProEFI ECU Install**



**ProEFI Mounted with M6 Bolts and included spacers after Drilling 3 qty 1/4 Holes**



**Relay and Ignitor (Double sided tape) Install about a foot below ProEFI ECU Then Expansion Module Mounted Under Relay**





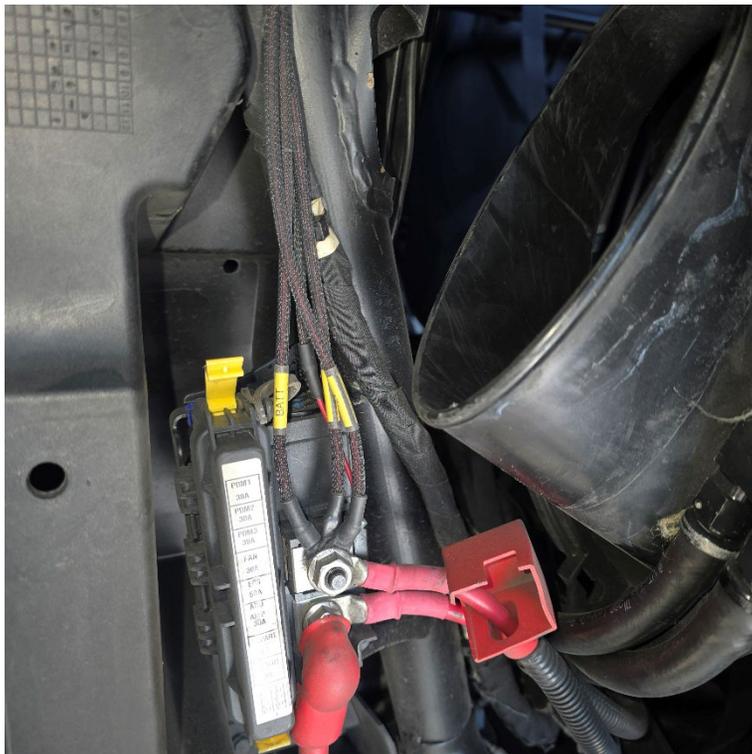
**RZR Pro R Harness Mounted on ProEFI ECU**



**4953f Harness connected to both the ProEFI ECU and then the RZR Header plug installed to the ProEFI 4953f Adapter Harness**



**-Route all power cables across frame rail behind firewall panels. Route behind panel behind drivers seat and down along frame rail towards the junction box. Attach harness to top power lug on junction box on engine side of firewall just behind the drivers seat.**



**Finish by connecting all related sensors and accessories. Secure loose wires with zip ties and keep away from heat and moving objects.**



**4949f Input Aux Harness Connected to 4953f connected to “auxiliary inputs.”**



**-Pro Efi main harness**



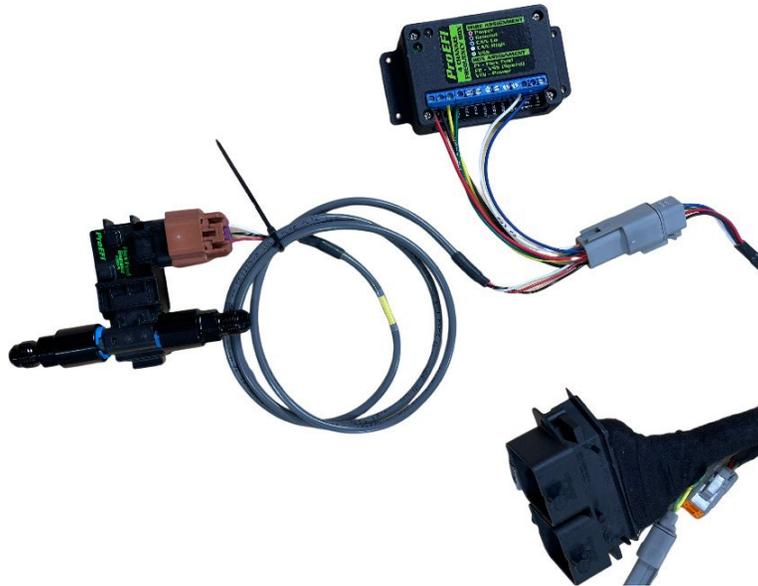
**Pro Efi can cable connected to “comm cable”**  
**Wideband o2 sensor connected to “wideband.”**



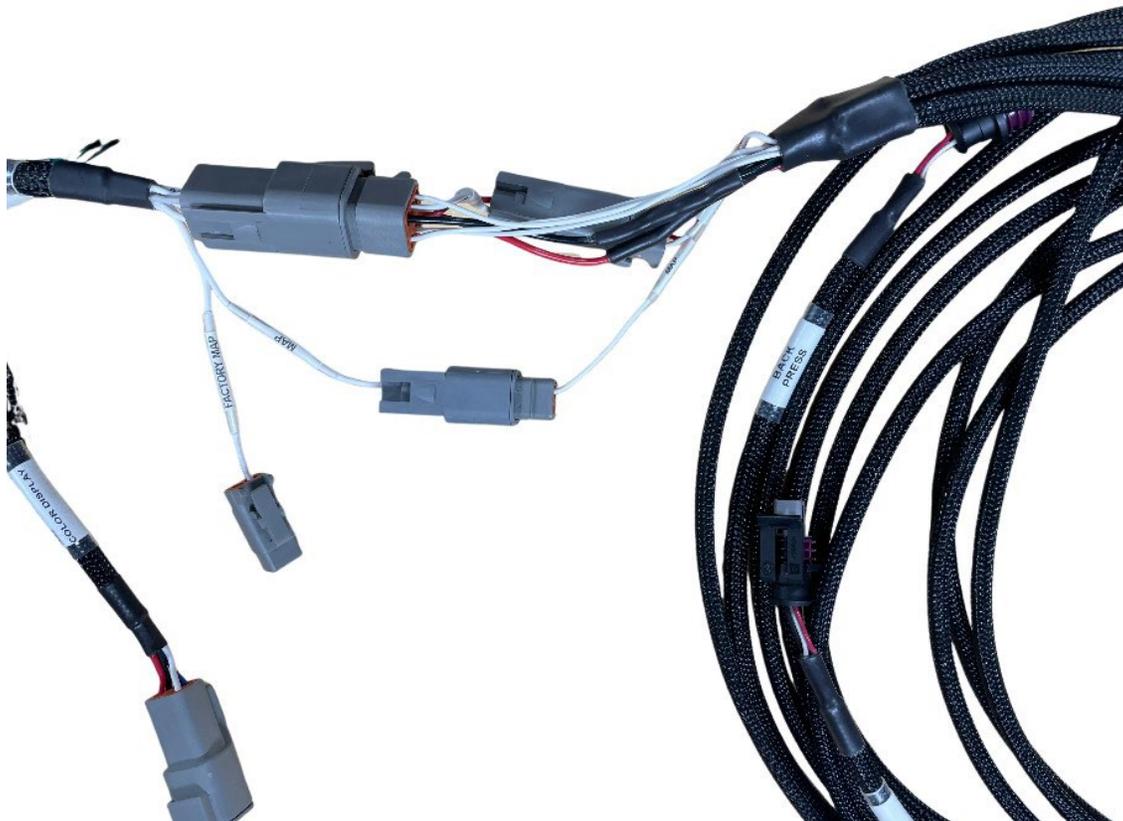
**-Pro Efi dash screen to “color display.”**



**Pro Efi speed box to “expansion module.”**



**Flex fuel sensor connected to “expansion module.”**



**Depending on if you are running factory style map sensor or Pro Efi accessory map sensor, choose accordingly based on what is supplied. External Pro Efi map sensor to “map.” “Factory map” when utilizing factory or gm 3bar map sensor.**





**Boost control Solenoid connected to “Boost.”**

## **TURBO INSTALL**

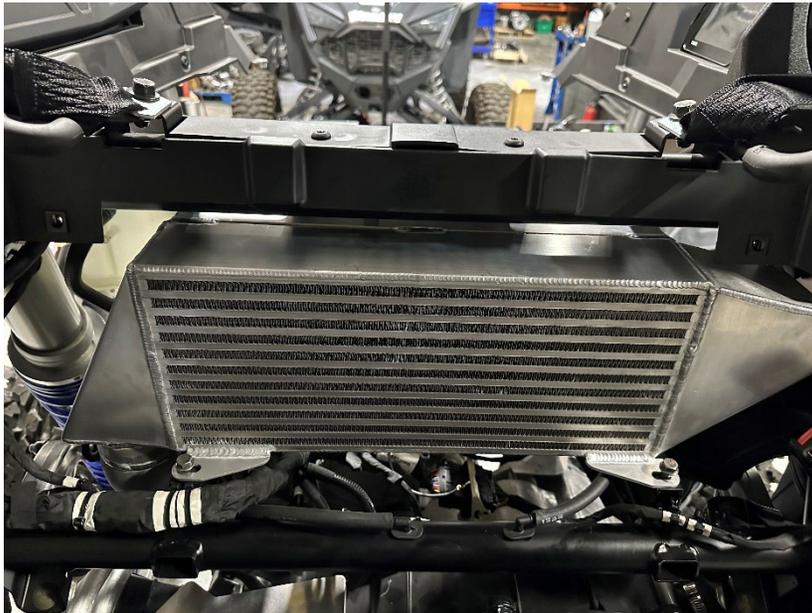
**Removal of the bed is necessary to install the turbo kit.**

**After removal of the factory exhaust header and system, replace or reuse exhaust gasket and install Pro Efi turbo manifold. It may help to install the two lower outer exhaust bolts to slot the manifold onto and help with installation.**

**It will be necessary to clock the turbo to orient in the proper position, see pictures. Be sure that the center bearing section of the turbo is oriented as vertical as possible to aid with turbo feed and drain.**



**To aid in this process, installing the intercooler into position will help locate where the charge pipe and compressor housing are to be set at. Adjust accordingly by loosening the 13 mm nuts holding the turbine and compressor housing together. Make sure to apply even tightness as to avoid binding the compressor wheel. Check for operation and movement of turbine/compressor wheel after installation.**

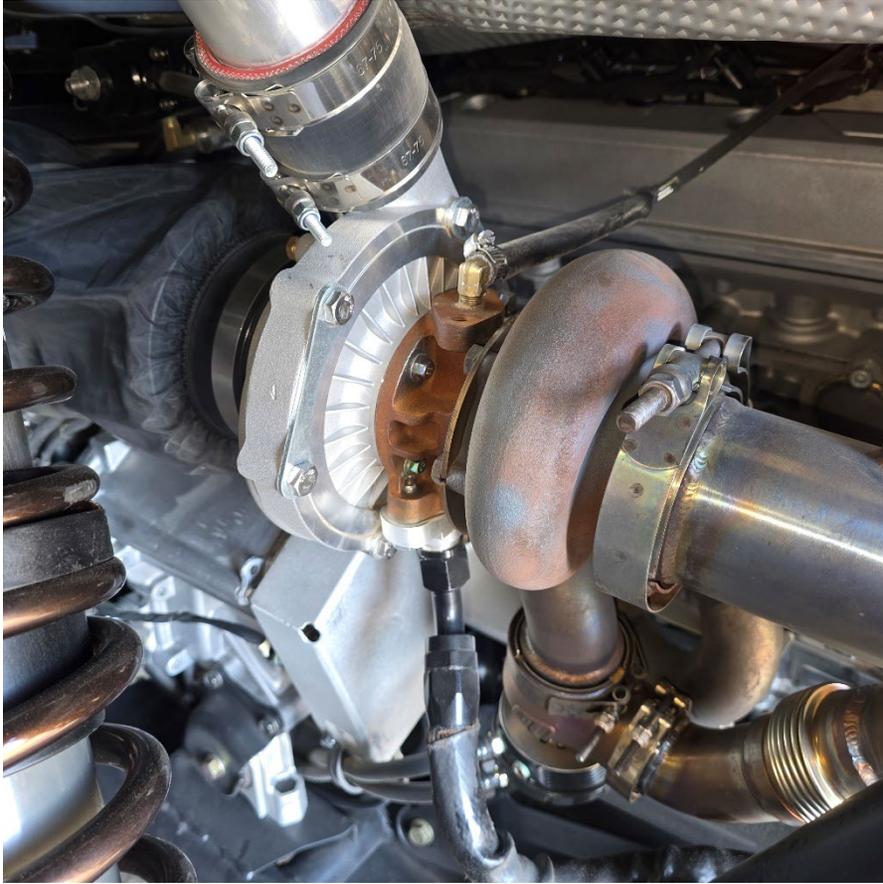




**When tightening vband clamps it is crucial to ensure that they are flush to each other to prevent leaks and avoid breaking clamps.**

**Once the turbo is loosely tightened onto the manifold flange you can move and adjust positioning for the charge pipes and the remainder of the exhaust.**

**Loosely install the downpipe and muffler into position. Do not tighten any clamps down at this point. Ensure that the flanges are mated flush to each other and go together with minimal force before lightly tightening vband clamps. Once you verify all mating surfaces, turbo to manifold, downpipe, wastegate, muffler are all positioned correctly, now you can tighten all clamps. Once vehicle is complete, you can double check by feeling for exhaust leaks. Adjust accordingly.**

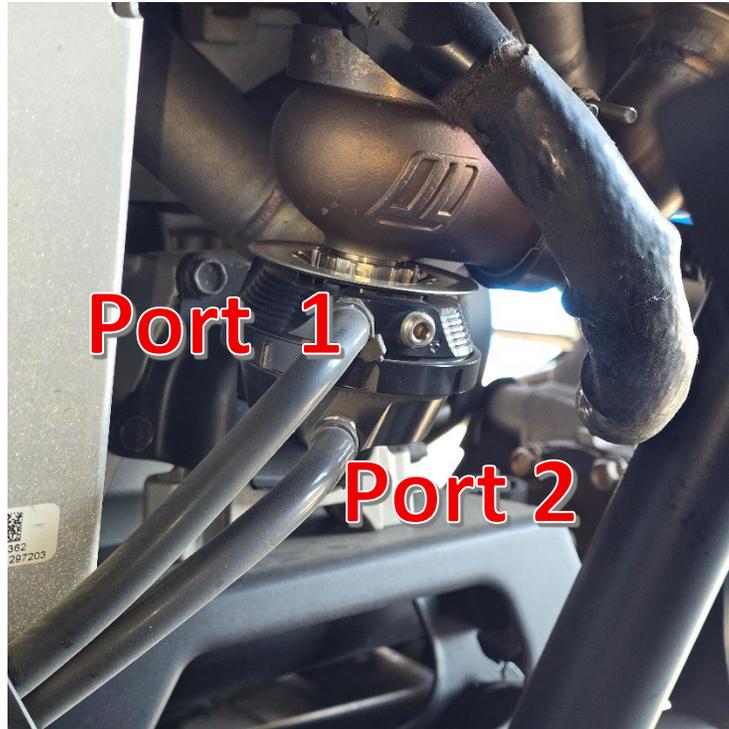


**Shown is the general orientation for the compressor housing once mounted and clocked.**

**Boost control solenoid.**



**Once wire loom harness bolt on top of transmission housing is removed. Drill a hole and utilize BCS mounting hole to mount to bracket with nut and bolt. Reattach wire harness bolt, wire harness clip and BCS back onto mount.**



**With wastegate mounted, the vac line on port 2(left side of BCS) will go to the wastegate. See pictures When mounted it will be the bottom port. Vac line from port 1 will be on a brass T. It will go to the Port 1 barb. The second tee will go to fuel pressure regulator(if equipped) otherwise a straight vacuum line off the first T will go to throttle body for vac reference.**

