



RZR TURBO LAUNCH CONTROL MODULE PAGE 1

****DOES NOT FIT PRO XP****

Thank you for purchasing your launch control/anti lag module from AA! This module is designed to build boost at a stand still for a quicker holeshoot and spool of the turbo. Keep in mind this **MUST** be used in conjunction with our tunes which have misfire detection desensitized. This module should also not be used with the stock catalytic converter in place, so make sure you have an aftermarket exhaust, or your catalytic converter removed. The module comes programmed from us at your desired launch RPM, but you can configure this yourself using the Dynojet C3 software. Read the instructions below for installation and use, then get ready to hang on!

*****Make sure to read page 2 where we talk about launch RPM or clutch damage may occur*****



Step 1: Remove the drivers seat (or rear driver side on 4 seat models) and the panel covering the ECU. Remove your AA launch switch from the wire harness, then run all wires through the opening in the firewall with the ECU wire harness. Mount the LCM box on the ECU using the Velcro strips. Make sure surfaces are clean before using the Velcro.



Step 2: Install the ignition coil LCM wires. Locate your ignition coil near the blow off valve on the drivers side of the RZR. Unplug the ignition coil connector, then plug the LCM connector on the coil, and to the OEM connector. This puts the LCM module in series to interrupt our ignition signal.



Step 3: Locate the vehicle ground wires mounted on to the frame on the drivers side of the vehicle, just below the fire wall where the ECU harness comes out. Remove the 10mm nut and install the LCM black ground wire, then tighten the nut back up.

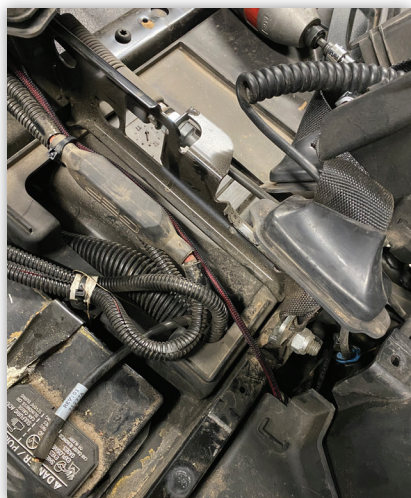


Step 4: Install your crank position sensor wires. The crank position sensor is located on the passenger side of the vehicle, near the transmission cable mount. Route the LC wire harness under the charge tube and over the intake runners nicely. Unplug the factory sensor, then plug in the LCM harness connectors. Make sure to use zip ties to hold the connectors and wires securely to the vehicle.



RZR TURBO LAUNCH CONTROL MODULE PAGE 2

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Step 5: Route your switch wires. Remove your center cup holder plastic to gain access needed to route. This is removed with a T40 torx and push pop rivets. Route the wires from the LCM module with the ECU wires through the firewall, then back through the center of the seats. Run wires along the others that are in the same location from the factory. Go through the front firewall, then back through to the switch panel. You'll need to remove the hood and on many models the dash piece to gain access. This is pretty basic wire routing, if you need more help, many youtube videos are out there to show you in greater detail.



Step 6: Hook up the launch switch. The red wire should go on the side of the switch with our logo (bottom side) and the two black wires should go on the middle and top side. Orientation of the black wires does not matter, either one can go to either terminal. Snap the switch in that's about it.

Step 7: Be sure all wires are well routed and zip tied, then put all plastic panels, seats... ect back in place.

Using your LCM Module: Launch control should always be used with caution, and setup properly for your clutch engagement. Clutch engagement can be tested by having the vehicle in high range, then slowly pressing the pedal down while looking at RPM. The RPM where the vehicle starts to move is your engagement RPM. We are wanting launch control to be right at engagement RPM. We double check this by using launch control without holding the brake. The vehicle should just barely want to move if setup properly. If the vehicle is lurching and really trying to move, you need to get a higher stall spring, a fresh clutch spring, or lower launch RPM.

To engage launch control fire the vehicle up and make sure the vehicle is at an idle (module will not engage launch mode if vehicle is at over 1500 RPM). Now press and hold the launch switch while giving the vehicle throttle. Go full throttle and the vehicle should hold at your desired launch RPM. Most will hold the brake at the same time to keep vehicle from creeping forward. When ready to accelerate, drop the brake and launch switch at the same time and the vehicle will take off.

To use this module you want our clutch kit, or any other clutch kit with a higher stall than factory. Our standard clutch kit comes with a blue/yellow spring with 1800-2000 RPM stall. Our solid blue spring is our high stall spring can be purchased and has a stall of 2300-2500 RPM. This spring requires 2 magnets added to each AA clutch arm on an already well clutched vehicle. If fully loaded purchasing heavier weights may be necessary. We also have other spring options for more of a medium engagement RPM.

Adjusting Launch RPM: For more information on this go to our tech section and read our post on using/adjusting your LCM. Basic rundown is download the Dynojet C3 software(from dynojet.com), plug in your LCM via the supplied USB, then go to "feature inputs and selections" then click "launch control" and you'll see target RPM. Change this value as desired, click "send map" up top, and that's it.