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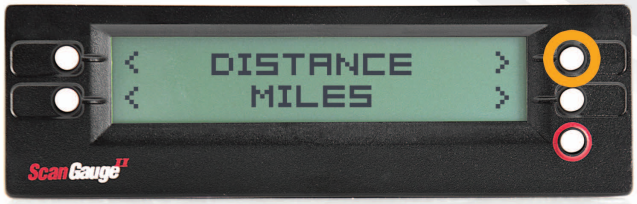
ATTENTION!

If you purchased your Scan Gauge II for a Ford 6.0L diesel, your Scan GaugeII is ready to use. If you have purchased a Scan Gauge II for a Ford 7.3, 6.4 or 6.7 please read the following directions to select the correct X-gauges for your engine size. *See inside for instructions.

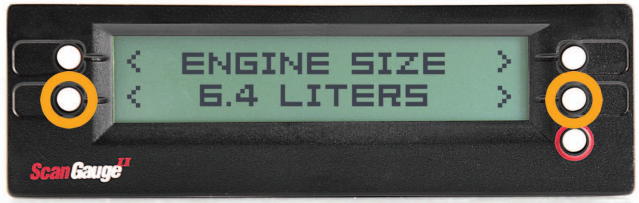
1. Upon key on, locate the bottom right option labeled "MORE". Select this.

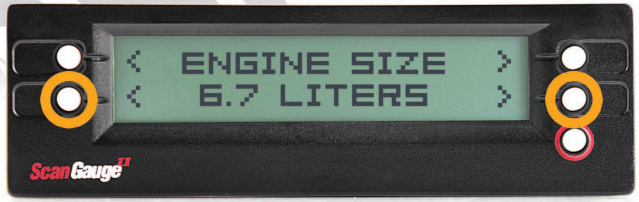
2. Locate the bottom left option labeled "SETUP". Select this.

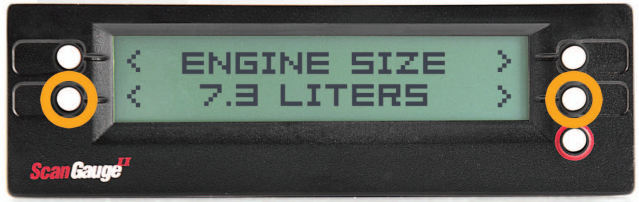
3. Locate the top right button but note that it WILL NOT have a label. Select this button until the screen displays "ENGINE SIZE".



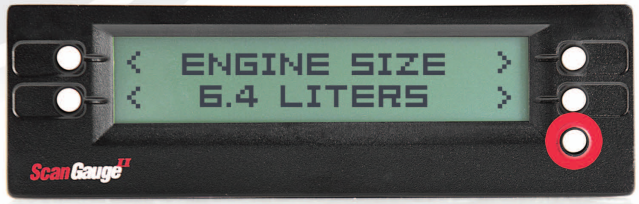
4. Using the bottom left and right buttons, select your appropriate engine displacement size.







5. When you have the correct engine size displayed on your screen, select the red circled button to confirm.



SCAN GAUGE II

FORD 6.0L P.I.D'S

(PARAMETER INFORMATION DISPLAY)

EOT= ENGINE OIL TEMPERATURE (°F)

Important for monitoring the effectiveness of a stock OEM (Original Equipment Manufacture) oil cooler. *See Below

IPR = INJECTION PRESSURE REGULATOR (%): 0%-85%

Sometimes used for advanced diagnostics.

BST = TURBO BOOST (PSI): 0-31 PSI

Monitor turbo boost. Sometimes used for advanced diagnostics.

FMP = FICM MAIN POWER (VOLTS)

Indicates FICM output voltage to injectors. Should be 48V±1 **See Below

VGT = VARIABLE-GEOMETRY TURBOCHARGER (%)

High Percentage = Closed Vanes
Low Percentage = Open Vanes
Indicates computer request for turbo output.

ICP = INJECTOR CONTROL PRESSURE (PSI): 0-4000 PSI

Measures high pressure oil going to the injectors. Sometimes used for advanced diagnostics.

ECT = ENGINE COOLANT TEMPERATURE (°F)

Watch for overheating, failing water pump, failing radiator, and other cooling system issues. Also important for monitoring the effectiveness of an OEM oil cooler.

TFT = TRANSMISSION FLUID TEMPERATURE (°F)

Monitor transmission temperature.

EBP = EXHAUST BACK PRESSURE (PSI)

Gauge pressure in the exhaust system just before the turbo.

FLP = FICM LOGIC POWER (VOLTS)

Indicates FICM input voltage. Sometimes used for advanced diagnostics.

VLT = BATTERY VOLTAGE (VOLTS):

Monitors system battery voltage.

FIA = INTAKE AIR TEMPERATURE (°F)

Incoming air temperature at air filter.

*A plugged up and ineffective OEM oil cooler is a hidden problem. Fortunately, testing the OEM oil cooler is easy. With the truck warmed up and driving on the highway, watch the EOT and ECT values. The ECT and EOT should stay about the same if the OEM oil cooler is flowing well. However, if there is a 15°F difference or more, this is a strong indicator that the oil cooler is no longer effective. An ineffective oil cooler can cause early injector failure, high pressure oil pump failure, as well as issues with the turbo, gears, cam, lifters and even the EGR cooler. The oil cooler is the corner stone to a healthy engine. Learn more at **BulletProofDiesel.com**

**When the FICM voltage drops below 48V, this could be a strong indicator that the FICM power supply is failing. A low voltage power supply can lead to early injector failure, hard starts, and decreased engine performance. After verifying that the charging system and batteries are in good shape, then it is time to test the FICM. Check BulletProofDiesel.com for videos that show how to test and verify proper FICM voltage.

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