



BULLY DOG

#1 IN PERFORMANCE

INSTALLATION MANUAL



Vehicle Application	Part#
Dodge 5.9L Power Pup '03-'04	42566
Dodge 5.9L Power Pup W/ Outlook '03-'04	42569
Dodge 5.9L Power Pup '04.5-'05	42567
Dodge 5.9L Power Pup W/ Outlook '04.5-'05	42570
Dodge 5.9L Power Pup '06	42572



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TROUBLESHOOTING:

If you have questions during the installation of this product, please visit www.bullydog.com/Product_Updates.php.

The latest version of these instructions can be found at the same location. Please review the Troubleshooting section on page 21 before calling technical support to cover most common issues.

Technical support is available by calling 866-bullydog (866-285-5936).

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INTRODUCTION

Welcome to the world of increased power, performance and economy brought to you by the leader in performance, Bully Dog Technologies. This set of instructions outlines how to install and operate both the Power Pup downloader with and without the Outlook Monitor on the fly.

Note: This instruction set and the downloader are made exclusively for the 5.9L Dodge Cummins engine '03-'06. This module will not work on any other vehicle other than the stated make, model or year.

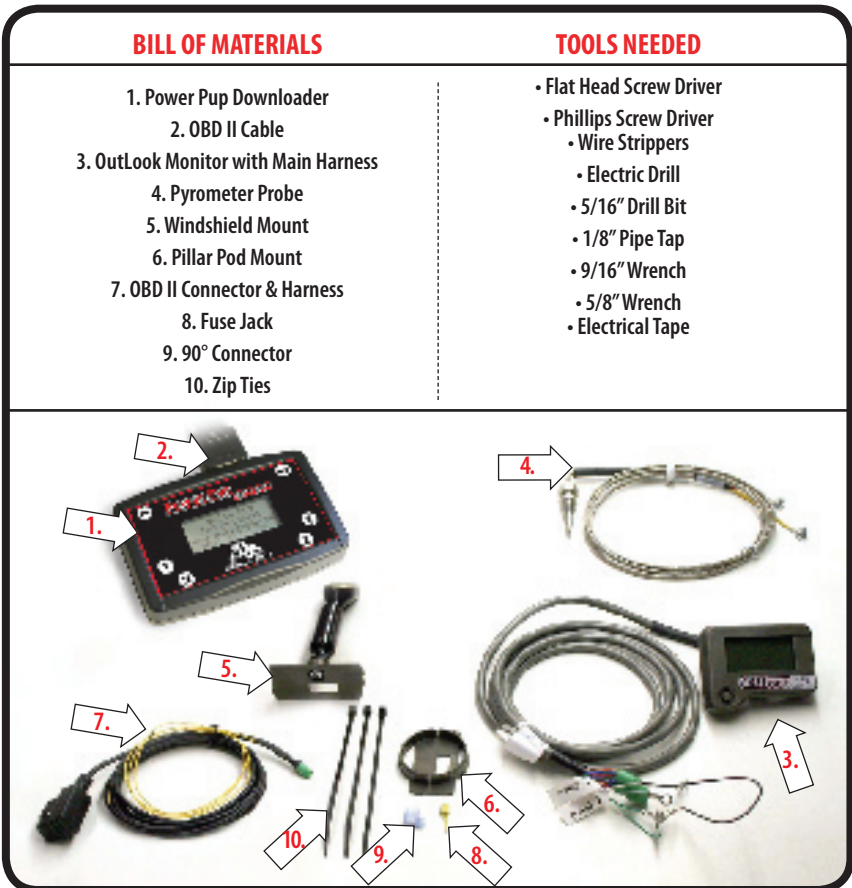
Note: There is no combo package for the '06 5.9L Cummins. However, the Outlook Monitor (Part #40166) is compatible and will work with the Power Pup.

BILL OF MATERIALS

1. Power Pup Downloader
2. OBD II Cable
3. Outlook Monitor with Main Harness
4. Pyrometer Probe
5. Windshield Mount
6. Pillar Pod Mount
7. OBD II Connector & Harness
8. Fuse Jack
9. 90° Connector
10. Zip Ties

TOOLS NEEDED

- Flat Head Screw Driver
- Phillips Screw Driver
- Wire Strippers
- Electric Drill
- 5/16" Drill Bit
- 1/8" Pipe Tap
- 9/16" Wrench
- 5/8" Wrench
- Electrical Tape



HARNESS DESCRIPTION

OPERATING INSTRUCTIONS (INITIAL DOWNLOAD)

IMPORTANT: The steps on this page are performed on all part #s.

1. Make sure that your key is in the ignition in the off position before you plug the downloader into the vehicle. The downloader will later prompt you to turn the key to the run position.



2. Connect the cable that comes with the downloader into the top of the downloader and then into the OBDII port. The OBDII port is the diagnostic port located underneath the dash on the driver side of the vehicle (see OBDII Picture Below).
3. Watch the downloader light up to display its first screen. Then follow the instructions given to you on the screen of the downloader. The rest of these instructions cover the main points of operating the downloader, but screen-to-screen guidance is listed on your Downloader.



If a Downloader is ever interrupted during a download it may go into recovery mode. refer to page 20 for recovery instructions.

SCREEN OPTIONS

DOWNLOADER: *Select this option to download a power program.*

1. Select the "Downloads" option from the main menu and turn the key to the run position without starting the vehicle. The downloader will then read and save the vehicle's stock information.



2. Once the downloader has saved your stock information you will be prompted to select which power level you want. Choose between Stock, Tow, Performance & Extreme. Once you have chosen your power level, follow the instructions given by the downloader.



DESCRIPTION	HORSEPOWER GAINED	RECOMMENDED USE
Extreme	+140.2 HP 248.4 lbs. ft.	Racing, must use pyro and boost gauges. Modified transmission highly recommended.
Performance	+77.9 HP 148.6 lbs. ft.	Driving and light towing. Must use pyro and boost gauges.
Tow	+53.8 HP 103.7 lbs. ft.	Light to heavy towing applications. Pyro and boost gauges highly recommended.
Stock	+0	Choose the stock setting to return to stock.

Horsepower Figures on this Chart are derived from a 2005 Dodge Cummins diesel with an automatic transmission.

SCREEN OPTIONS

PTO CONTROLLER

This feature is only available on '03-'05 vehicles. The PTO Controller is an accessory tool that makes it possible to raise and lower the vehicles idle RPMs. The PTO can be used to run accessory PTO devices such as winches and generators.

USING THE PTO:

Once the PTO Controller is selected from the main menu the vehicle can be started, then press "Y" on the downloader face to activate the process. Use the up and down arrows on the downloader face plate increase or decrease the engine RPMs by increments of 100 RPMs up to 1900 RPMs. When finished using the PTO Control, press "N" to stop the process and press "N" once more to exit.

RETURNING TO STOCK:

Plug in the downloader and select the download option from the main menu. Once in the power level selection menu, highlight 0 and press "Y". Then follow the instructions set out on the downloader. When finished, the downloader will have returned the vehicle to stock power level with the speed limiter intact and the transmission shift patterns to stock.

DTC FUNCTION (Diagnostic Trouble Code)

Once selected from the main menu the DTC function will display all diagnostic trouble codes on your vehicle. This function allows you to read and erase trouble codes off of the vehicles ECU. To erase DTCs, simply press "Y" and all DTC codes will be erased. If no DTCs are displayed then just unplug the downloader and cycle the key.



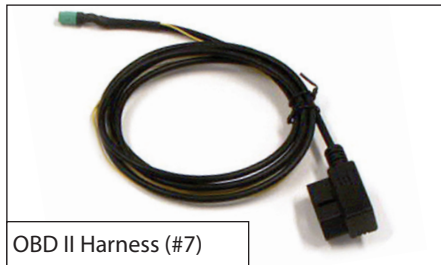
Note: If you purchased an OutLook with your Power Pup Included with this product are three individual wiring harnesses. Please see the name, pictures, and descriptions of each of the harnesses below. The instructions for your truck in this manual will refer to the different harnesses by name.

OUTLOOK MAIN HARNESS: The OutLook monitor main harness, page 2 #3, has an OutLook monitor on one end and two green connectors, one with female pins and male shell and one with male pins with a female shell, at the other end. Of the green connectors on the Outlook Main harness, the one with the male pins and female shell connects to the OBD II Harness as described above. The second green connector, the one with the female pins and male shell, connects to a Sub-Harness if your truck uses one. Also on the same end as the two green connectors, the Outlook Main harness has two sets of thermocouple wires labeled Pyro 1 and Pyro 2, which can connect to two different pyrometers. Finally, on the Outlook Main harness is a single black wire. This black wire comes from the factory connected to the Pyro 2 connections and is used as a ground for unused pyrometer probe wires on the Outlook Main harness.



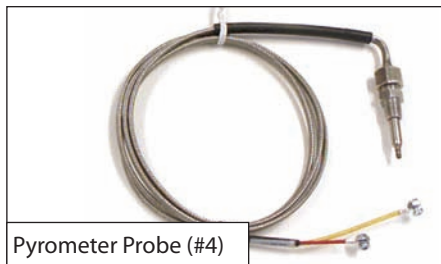
Outlook Main (#3)

OBD II HARNESS: The OBD II Harness, page 2 #7, has green a plug with female pins and male shell, which connects to the Outlook Main harness that has male pins and female shell. In addition to the green plug on the OBD II Harness, the yellow wire which is the Power Wire for the Outlook monitor. On the opposite end of the OBD II Harness is the OBD II connector, a rectangular plug in appearance from which the OBD II Harness is named.



OBD II Harness (#7)

PYROMETER PROBE: The Pyrometer Probe, page 2 #4, is a steel braided cable with a pyrometer probe tip on one end and red and yellow wire connections on the opposite end.



Pyrometer Probe (#4)

INSTALLATION STEPS

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Power Pup Operation

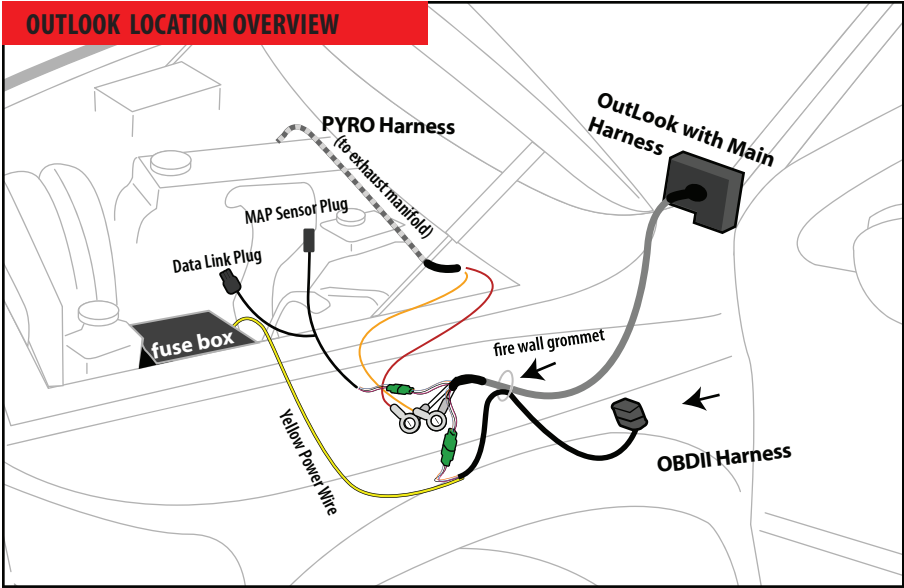
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OUTLOOK LOCATION OVERVIEW



INSTALLING THE OBD II HARNESS

IMPORTANT: This step is performed with the Outlook installation.

In this step you will connect the OBD II plug, page 2 #7, connect the power wire, and run the green connector through the fire wall.



OBD II Harness (#6)

CONNECTING THE OBD II PLUG:

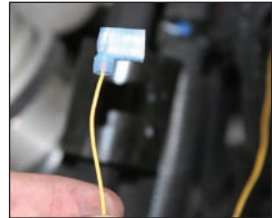
Plug the OBD II Harness into the OBD II Port located on the bottom side of the dash on the driver's side of the vehicle.



OBD II Port

CONNECTING THE YELLOW POWER WIRE:

1. Prepare the yellow power wire by stripping the end of the wire about ¼". Connect the blue 90° connector to the end of the Power Wire using crimping pliers. The location may vary depending on vehicle make.
2. Locate the fuse box: Dodge fuse boxes are located under the hood inside the engine bay. Please see your owners manual for more details on fuse box locations. Once inside the fuse box, locate the appropriate fuse depicted in the vehicle-specific picture at right.
3. Remove the fuse, indicated in the picture and insert the fuse jack. Make sure that the fuse jack is placed on the dead side of the fuse to ensure that the Outlook monitor is protected by the fuse as well. Use a volt meter to verify the dead side of the fuse. With the fuse pulled and the truck powered on but not started, the volt meter should read 0 volts on the fuse jack to ground. Problems that can occur if the incorrect fuse is used for this connection: the power may stay on continuously even with the key off; or, the Outlook monitor can receive power at the incorrect time of the power-on/starting cycle of the vehicle.
4. Connect the yellow power wire to the fuse jack, place the fuse back into the slot, and close the fuse box.



Yellow Power Wire w/90° connector



Dodge: Fuse #28

WARNING: For the Outlook to function properly, all fuses must be pushed in completely.

INSTALLATION STEPS

INSTALLING THE OUTLOOK MAIN HARNESS

IMPORTANT: This step is performed on all vehicles.

In this step you will run the Outlook Main harness, page 2 #3, behind the weather stripping and connect the Outlook Main harness to the OBDII Harness, page 2 #7.

1. For a clean install, first peel-back the weather stripping next to the dash on the driver's side door.



OutLook Main Harness (#1)



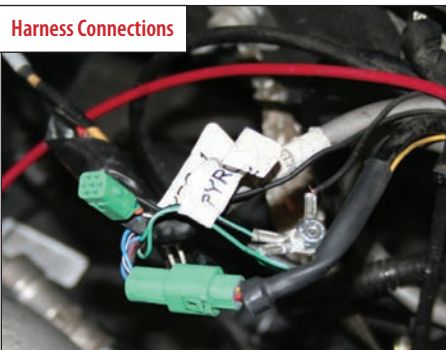
Dodge Install

2. Set the Outlook Monitor up on the driver's side dash and run the Outlook wires down behind the dash to conceal the wiring. Remove the side dash panel to assist in running the wiring. Reinstall the side dash panel and the weather stripping.

3. On the inside of the cab, connect the green plug with the female pins and male shell on the end of the OBDII Harness to the green plug male pins and female shell on the Outlook Main harness.

4. Go inside the cab of the vehicle to test the install before going any further. Turn the ignition to the run position: at this point the Outlook should light up and display a vehicle selection screen. If the screen does not light up, please refer to the Trouble Shooting section on page 21.

5. Secure all wiring to ensure that it is safe from extreme heat and moving parts using zip ties provided. Be sure save some zip ties for the Pyrometer Probe or Probes.

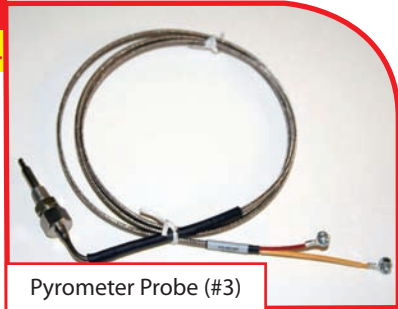


Harness Connections

INSTALLING THE PYROMETER PROBE:

IMPORTANT: This step is performed on all vehicles.

In this section of the manual you will drill and tap the Pyrometer Probe in the exhaust, either Pre-turbo or Post-turbo, and then connect the Pyrometer Probe wires to the Outlook Main harness. Exhaust Gas Temperatures indicate how hot the motor is getting and can be used to set safety de-fueling parameters (see operating instructions "Set Pyrometer de-fuel Level").



Post-turbo vs. Pre-turbo: You must decide between mounting the Pyro Probe either Post-turbo or Pre-turbo. The difference in location determines what temperatures will read on your Outlook.

It is recommended that you mount both a Pre-turbo and a Post-turbo Pyrometer Probe if a vehicle is running more than 100 horsepower over Stock. On the Outlook display screen, Pyro 1 temps are constantly shown in the bottom left quadrant (If you mount Pyro 1 in a Post-turbo location, the numbers in that quadrant will represent Post-turbo).

A single Pyrometer Probe is the easiest install, and it is recommended that you install the probe Post-turbo on the Dodge Cummins.

Whether you mount Post-turbo or Pre-turbo you need to monitor your temperatures; know what is safe and when to back off. Use the Pyrometer Calibration Procedure on page 20 to figure out what your safety limits are.

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IMPORTANT: At least one Pyrometer Probe is required for Outlook installation.

PRE-TURBO MOUNT:

1. Drill a 5/16" hole into the Exhaust Manifold where all the exhaust runners of the manifold come together just before the turbo exhaust inlet. Then tap the hole with a 1/8" pipe tap and mount the Pyrometer probe in the hole. Use a 9/16" wrench to tighten the probe holder or tube fitting to the down tube. Then tighten the Pyro Probe Cap to the holder using a 5/8" wrench.
2. Run the Pyro Cable up to engine bay and through the firewall to inside the cab so the end meets the end of the Outlook Main harness. Use zip ties to secure the line.
3. Connect the Pyrometer to the Outlook Main harness: if you want Pre-turbo temperatures displayed in the bottom left quadrant on the Outlook screen, connect the Pre-turbo Pyrometer connectors to Pyro 1 connectors on the Outlook Main Harness. Connect the shorter wire from the Pyrometer to the longer wire on the Outlook Main harness labeled Pyro 1 using a 5/16" wrench and a phillips screw driver. Connect the longer wire from the Pyrometer to the shorter wire coming off the Outlook Main harness labeled Pyro 1.
4. If a second Pyro is not used, then connect the remaining Pyro 2 wires to the long black ground wire that is sticking out from the Main Harness using the existing hardware. This will ensure that there is no electrical interference between the Pyro connections. To further protect the connections, wrap all of the Pyrometer connections in electrical tape.

WARNING: If any debris such as drill bits, metal shavings, spews etc. drops inside the manifold, we advise disassembly of the turbo to remove the debris.

TOOL TIP, PRE-TURBO MOUNT

When drilling into the exhaust manifold, metal spews, shavings, and broken drill bits can fall inside. This can be hazardous to your turbo when the engine starts. Try doing four things to avoid this possible problem: One, use a high quality twist bit and a slow speed drill, about 500-800 rpm; Two, start with a small pilot bit about 1/8"; then use the full 5/16" bit after the smaller one has punched through; Three, grease your drill bit in addition to the normal lubricant, this will catch flying spews as they are cut; Four, just prior to punching through into the inside of the manifold, start the engine and build up exhaust pressure on the inside of the manifold (blows spews outside the manifold instead of letting them fall inside).

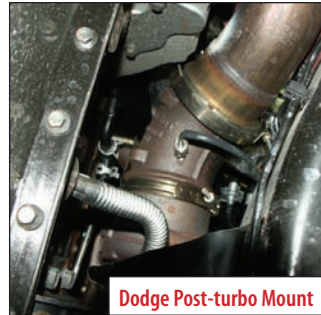
IMPORTANT: At least one Pyrometer Probe is required for Outlook installation.

POST-TURBO MOUNT:

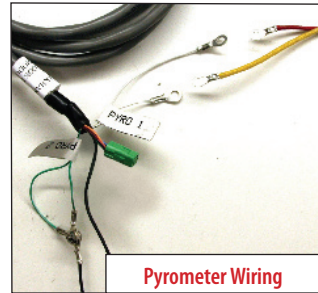
1. Find a location on the exhaust pipe that is 3-6" downstream from the turbo charger output. This may require removing the down pipe in order to drill the hole. Then drill a 5/16" hole and run a 1/8" pipe tap into the hole. Mount the Pyrometer Probe in the threaded hole using a 9/16" wrench to tighten the probe holder or tube fitting to the down tube. Then tighten the Pyro Probe Cap to the holder using a 5/8" wrench.
2. Run the Pyro Cable along the brim of the engine bay so the end meets the end of the Outlook Main Harness and use zip ties to secure the pyro line.
3. Connect the pyrometer end to the Outlook Main Harness. If you want Post-turbo temperatures displayed in the bottom left quadrant on the Outlook screen, connect the Post-turbo connectors to the Pyro 1 connectors on the Outlook Main Harness. Connect the shorter wire from the Pyrometer to the longer wire on the Outlook Main Harness labeled Pyro 1 using a 5/16" wrench and a Phillips screw driver. Connect the longer wire from the Pyrometer to the shorter wire coming off the Outlook Main Harness labeled Pyro 1.
4. If a second Pyro is not used, then connect the remaining Pyro 2 wires to the long black ground wire that is sticking out from the Main Harness using the existing hardware. This will ensure that there is no electrical interference between the Pyro connections. To further protect the connections, wrap all of the Pyrometer connections in electrical tape.

TOOL TIP POST-TURBO MOUNT

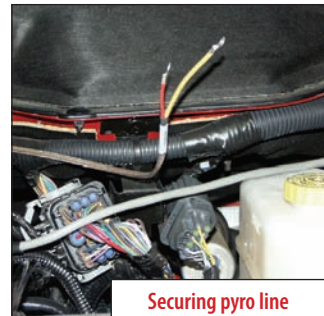
When drilling into the exhaust pipe broken drill bits can fall inside. Since it is after the turbo and no damage will be done. Generally you still try to have as clean a drill hole as possible. To avoid this possible problem use a high quality twist bit and a slow speed drill, about 500-800 rpm and start with a small pilot bit about 1/8".



Dodge Post-turbo Mount



Pyrometer Wiring



Securing pyro line

IMPORTANT: This step is performed on all vehicles.

OUTLOOK MONITOR MOUNTING INSTRUCTIONS

Bully Dog offers three different options for mounting the Outlook monitor, each location option places the Outlook monitor in an easily accessed viewing area for the driver.

WINDSHIELD MOUNT:

1. Locate the windshield mount included with the Outlook monitor. This windshield mount does not come with mounting glue that will stick metal to glass. This glue can be found at any hardware store.
2. Place glue onto the window mount piece with the Outlook monitor Holder detached from the windshield mount piece.
3. Hold the windshield mount piece on the windshield just to the left of the steering wheel for one minute.
4. Let the glue set up as instructed by glue packaging and then slide the Outlook monitor Holder onto the window mount with the Outlook monitor attached.



PILLAR POD MOUNTING:

1. Locate the Outlook pod mount circle that is included with the Outlook monitor and attach the Outlook monitor to the pod mount circle by running the Outlook Main harness through the rectangular hole in the circle and snapping the back onto the Outlook.
2. Follow the instructions for installing the single pillar pod mount that is included in the pillar mount package.
3. Run the Outlook Main harness wires down through the hole in the pillar mount system and connect the Outlook to the other harnesses.
4. Finally, slide the pod mount circle with the Outlook attached into the pillar mount hole.

Outlook Pillar Pod

This custom pillar pod is a perfect fit for your Outlook and can be painted to match your truck's interior. Instructions for this mount come with the pod.



OPERATING INSTRUCTIONS:

This section of the manual describes how to use the joystick to navigate menus and control power levels. Also included are descriptions of each of the menus and sub menus, as well as, showing how to do a performance test.

NAVIGATION/JOYSTICK OPERATION

The joystick moves in four directions: up, down, left, and right. The descriptions below provide an explanation of what each direction is used for while navigating the menus and selecting display options.

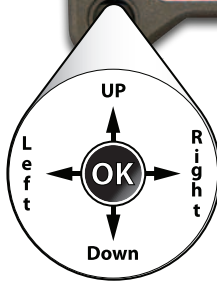
UP AND DOWN: There are two main uses of the joystick up and down direction: One, scroll up and down in the general display to control the vehicle power level. Scroll between Stock, 25%, 50%, 75% and 100%. If using the Outlook with a Triple Dog Downloader, your settings will be Stock, Towing, Performance and Extreme. Also, use the up and down directions to scroll between menu items while in the main menu or any of the sub menus.

RIGHT: Pressing right will take you from the general display into the main menu. See the list of menu items on the next page. Pressing right will also select menu items and navigate to sub-menus.

LEFT: Pressing left will take you from the main menu back into the general display. It is also used to reset any performance test.

USING THE OUTLOOK / SELECTING THE CORRECT VEHICLE

The first time you use the Outlook Monitor it will automatically display the Vehicle Selection Screen. The screen example below shows what the vehicle selection screen looks like on the Outlook. It is extremely important that you select the correct vehicle application, because the Outlook will not work correctly if it is not.



Choose Your Vehicle	
03-07 6.0L Ford w/ BD Mod	
03-07 6.0L Ford w/ other	
99-5-03 7.3L Ford w/ other	
01-05 GM w /BD Module only	
01-05 GM w / other or Stock	
03-05 Dodge w/ BD Module	
03-05 Dodge w / other	

The different screen options describe different vehicle scenarios. Refer to the vehicle selection details on the following page for clarification on when each option should be used. The option details correspond with the screen options top to bottom.

OPERATING INSTRUCTIONS

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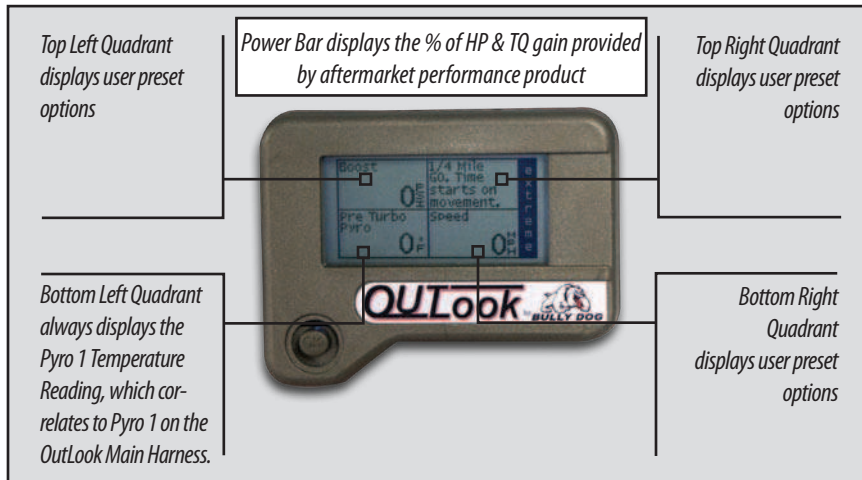
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GENERAL DISPLAY

Once you have selected a vehicle upon initial use, the Outlook will then bring up the general display screen. Below is an example of the general display screen. It has four quadrants which display vehicle diagnostics and performance tests. It also has a power bar which displays the percent of power being used by the vehicle from a performance upgrade.



Main Menu	
Adj Speedmtr to Tire Size	□
Set Top Left Display	□
Set Bottom Right Display	□
Set Pyro De-fuel level	
View Last Ten Readings	
View All-time Highs	
View Current Settings	
View Peak Values	
Clear Saved Peaks	
Vehicle Selection Screen	
Set Transmission Defuel	
Display & Erase DTC's	

MAIN MENU ITEMS

All of the items listed in this selection can be accessed on the Outlook Monitor by pressing right while in the general display.

Adj Speedmtr to Tire Size	
28.00 inches	□
28.25 inches	□
28.50 inches	
28.75 inches	
29.00 inches	
29.25 inches	
29.50 inches	▼

ADJUST OUTLOOK SPEEDOMETER TO TIRE SIZE:

Oversized aftermarket tires will throw off the OEM speedometer reading making it difficult to tell how fast you are really going. This feature will allow you to program in your exact tire size (28" up to 44") and view an accurate speed reading on the Outlook screen in miles per hour.

IMPORTANT: These Tire size calibrations will not be accurate if adjustments have already been made with a Triple Dog Downloader or other speed-o recalibration methods.

MAIN MENU ITEMS

SET TOP LEFT DISPLAY: Select this to enter a sub-menu with a list of Outlook Display Options that you select to view in the top left display quadrant of the Outlook Screen. All of the Outlook Display Options are listed in this instruction set with options specific to this make, model, and year of vehicle.

SET TOP RIGHT DISPLAY: Select this to enter a sub-menu with a list of Outlook Display Options that you can select to view in the top right display quadrant of the Outlook Screen. All of the Outlook Display Options are listed in this instruction set with option specific to this make, model, and year of vehicle.

SET BOTTOM RIGHT DISPLAY: Select this to enter a sub-menu with a list of Outlook Display Options that you can select to view in the bottom right display quadrant of the Outlook screen. All of the Outlook Display Options are listed in this instruction set with options specific to this make, model, and year of vehicle.

The chart below depicts the features available for display in the Top Left, Top Right, and Bottom Right Quadrants of the Outlook General Display Screen.

NOTE: The BOTTOM LEFT DISPLAY quadrant always displays Pyro #1. This quadrant item cannot be changed.

FEATURES	DODGE
On The Fly Adjustability	X
Pyrometer Probe Defuel	X
Transmission Temperature defuel	'06 only
Display and erase DTCs	'06 only
Boost Pressure	X
Dual Pyrometer Probe (2)	X
Accurate Speed Display (MPH)	X
Engine RPMs	'06 only
Throttle Position	'06 only
Coolant Temperature	X
Transmission Temperature	'06 only
Injection Control Pressure	X
Horsepower and Torque	X
0-60 times (MPH)	X
1/4 Mile Time	X
Peak Boost	X
Peak Pyro	X
Peak Horsepower	X
Peak Torque	X
Fastest 0-60	X
Fastest 1/4 mile	X

MAIN MENU ITEMS

NOTE: Pyrometer Probe Calibration Procedure is found on page 24.

SET PYROMETER PROBE DE-FUEL LEVEL: With this menu option a list of temperatures ranging from 900° F up to 1700° F is presented. Based upon where you have installed the Pyrometer Probe (see installing the Pyro Instructions), you will use this option to select the highest temperature you ever want your exhaust gas to reach when de-fueling. We recommend that you use our

Set Pyrometer Probe De-fuel level	
900°	▣
950°	
1000°	
1050°	
1100°	
1150°	
1200°	

Pyrometer Probe Calibration Procedure to find out what your Pyrometer Probe de-fuel level will be. Once a de-fuel level is put in place, if the Exhaust Gas Temperatures (EGT's) reach a level greater than or equal to the set level, the Outlook will automatically lower the horsepower and, in turn, bring EGT's back down to a safe level. This feature has been designed to save the integrity of an engine by preventing unsafe engine temperatures.

The default de-fuel level temperature is 1200° F. If you do not have a Pyrometer Probe hooked up to the Outlook, it acts as though your EGT's are below 100° F and this safety feature will not work. Therefore your engine is susceptible to overheating with the addition of performance upgrades.

SET TRANSMISSION DE-FUEL LEVELS Use this feature to pre-set an automatic de-fuel level for your vehicle. We recommend setting a de-fuel temperature level of 230°F. The default de-fuel level is set to 180 °F.

Set Transmission De-fuel level	
180°	▣
190°	
200°	
210°	
220°	
230°	
240°	

DISPLAY AND ERASE DTC'S If you see a check engine light come on or the vehicle seems to be running abnormally, you will want to use this feature to see if any Diagnostic Trouble Codes appear. Use this feature to display the codes and also to erase them from the vehicle's computer. If the vehicle has recurring trouble codes, research the origin of the code and consult a tech support expert on how to fix the code. For a full listing of Diagnostic Trouble Codes go to: www.bullydog.com/DTC.php

VIEW LAST 10 READINGS This feature lets you view the last Pyro readings taken per key cycle, the last 10 Pyro readings taken per key cycle, the last 10 boost readings per key cycle, and if the features are available to your vehicle it will show you your last 10 quarter mile runs and 0-60 runs. You can also erase the last ten readings. See Clear Peak Values below to erase.

View Last 10 Readings	
Quarter Mile Times	▣
0-60 Times	▣
Peak Boost / Start Cycle	
Peak Pyro / Start Cycle	
Clear Top Ten Values	

VIEW ALL TIME HIGHS Select this and then choose to see your five all time best 0-60 times and quarter mile times. You can also choose to erase your all time highs to make room for new ones. See Clear Peak Values below to erase.

View All-time Highs	
Quarter Mile Times	▣
0-60 Times	▣
Clear Top Ten Values	
	▾

MAIN MENU ITEMS

VIEW CURRENT SETTING: This feature allows you to see how the OutLook has been set up to work with the vehicle. It will display what truck type was selected, what the tire size was set to and what the emergency de-fuel level is set to. This makes it simple to make sure you have these standards set up correctly.

CURRENT SETTINGS	
Truck Selected:	03-05 5.9L Dodge w / BD Mod
Tire Size:	32 Inches
Emergency Power Cutoff:	1250° F

VIEW PEAK VALUES: This feature will show you all of the single all time highs for your vehicle on a single screen.

CURRENT PEAKS	
Boost:	0 PSI
Pyrometer Probe:	000° F
Horsepower	0.0 HP
Torque:	0.0 ft-lbs
0-60 Time:	0.00 Seconds
1/4 Mile Time:	0.00 Seconds

CLEAR PEAK VALUES: This will enable you to erase the peak values that are saved in the OutLook and displayed when you select the View Peak Values main menu option. Clearing the peak values will free up the OutLook to record new values lower than the previously saved peaks.

VEHICLE SELECTION SCREEN: This is the same screen that appears when the OutLook gets installed for the first time. Use this feature if the wrong setting is set or if the OutLook is transferred to a different brand of vehicle.

Choose Your Vehicle	
03-07 6.0L Ford w/ BD Mod	
03-07 6.0L Ford w/ other	
99.5-03 7.3L Ford w/ other	
01-05 GM w /BD Module only	
01-05 GM w / other or Stock	
03-05 Dodge w/ BD Module	
03-05 Dodge w / other	

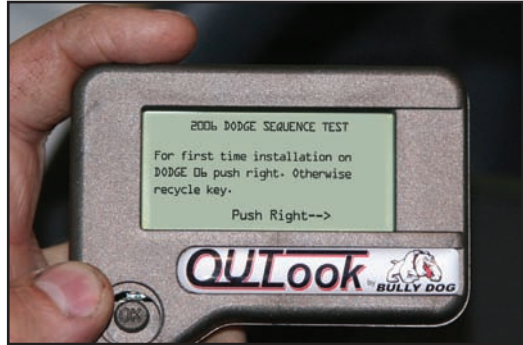
IMPORTANT: Skip these steps if your vehicle is not a '06 Dodge Cummins.

SPECIFIC INSTRUCTIONS FOR '06 DODGE CUMMINS:

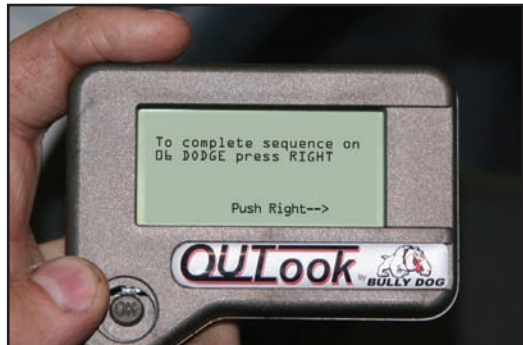
When using the Outlook on the '06 Dodge Cummins the first time the Outlook is installed, immediately after the vehicle is selected, the Outlook will undergo a vehicle sequence test. The screens below illustrate exactly what is seen during the test.

SEQUENCE INSTRUCTIONS:

1. When this first screen appears simply press right on the joystick to continue the sequence test. If you have previously completed the sequence test, then recycle the key. If the screen repeatedly appears, call Bully Dog Technical Support.



2. On the second sequence test screen simply press right on the Joystick to complete the test. After the test has been completed, then the Outlook will navigate to the General Display Screen.



RECOVERY MODE:

IN THE EVENT THAT A DOWNLOADER GOES INTO RECOVERY MODE TAKE THE FOLLOWING STEPS TO RECOVER.

1. Press "Y" to recover
2. If an error code is displayed unplug the downloader, wait ten seconds, and then plug it back in.
3. Once the downloader has been plugged back in it will again display a prompt to enter recovery mode, press "Y"
4. Downloader will recover vehicle by returning it to stock.
5. Once vehicle reaches stock the downloading process can safely be restarted.

PYROMETER CALIBRATION PROCEDURE

BEFORE THIS STEP CAN BE COMPLETED, COMPLETELY INSTALL THE OUTLOOK AND ALL OF ITS COMPONENTS.

Important: These steps are performed when using the Outlook Monitor.

1. Vehicle must be set to Stock HP/TQ levels-meaning no HP/TQ modifications of any kind (downloader or plug-in modules).
2. Engine must be put under full load for as long as possible on the hottest day possible. It is suggested to drive up a hill or pull a trailer.
3. During a heavy load pull, record the highest reading.
4. Take that reading and add 150° to the high number and that will be your new de-fuel number that you do not want to exceed.

OUTLOOK TROUBLESHOOTING

CONDITION	POSSIBLE SOURCES	ACTION
Outlook will not turn on	Installation/ Connection	Make sure that the fuse jack is securely fastened to the fuse socket.
		Check that the fuse is working properly where the Outlook fuse is plugged into.
		Make sure that the OBDII Harness is properly plugged into the OBDII port.
Will only display Boost & Pyro	Improper Truck Selection	Check and ensure the proper truck is selected. The 7.3 L Ford will only display this information.
		Make sure you have proper connections everywhere. Also, make sure that there are no bent pins in any of the connectors.
Will only display pyrometer	Improper Truck Selection	Check and ensure the proper truck is selected.
		Make sure you have proper connections everywhere. Also, make sure that there are no bent pins in any of the connectors.
Will not adjust horsepower	Improper Truck Selection	Check and ensure the proper truck is selected.
Back light quit working	Loose connection	Contact Technical Support if the Outlook is otherwise functioning normal.
OutLook will not display proper temperature EGTs	Pyrometer Probe Connections Incorrect	Check the orientation of the Pyrometer Probes, long wire to short and short to long, on the Pyro 1 and Pyro 2 wires for the Outlook Main Harness.
		Make sure that the Pyrometer Probe for the Pre-turbo probe is connected to the Pyro 1 wires on the Outlook Main Harness.
Horse power & Torque readings are low	Proper Use	The outlook records horsepower and torque from 1/4 mile times. The vehicle will have to go all the way through the 1/4 mile as fast as possible to get accurate flywheel horsepower numbers.

For more information on up-to-date troubleshooting guide for the Outlook, go to

www.bullydog.com/Product_Updates.php

WARRANTY & DISCLAIMER

REMEMBER, THIS IS A PERFORMANCE PRODUCT, USE AT YOUR OWN RISK.

This product is not intended to be used to break the law.

Do not use this product until you have carefully read the following agreement. This agreement sets forth the terms and conditions for the use of this product. The installation of this product indicates that the buyer has read and understands this agreement and accepts the terms and conditions. Never exceed recommended vehicle or tire top speed ratings.

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The Seller assumes no liability regarding the improper installation or misapplication of its products. It is the installer's responsibility to check for proper installation and if in doubt contact the manufacturer.

The Buyer is solely responsible for all warranty issues from the manufacturer.

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The Warranty is Limited to one (1) year from the date of sale and limited solely to the parts contained within the products kit. All products that are in question of Warranty must be returned prepaid to the Seller and must be accompanied by a dated proof of purchase receipt. All Warranty claims are subject to approval by BULLY DOG TECHNOLOGIES, LLC.

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IN THE EVENT THAT THE BUYER DOES NOT AGREE WITH THIS AGREEMENT: THE BUYER MAY PROMPTLY RETURN THIS PRODUCT, IN A NEW AND UNUSED CONDITION, WITH A DATED PROOF OF PURCHASE TO THE PLACE OF PURCHASE WITHIN THIRTY (30) DAYS FROM DATE OF PURCHASE FOR A FULL REFUND.

THE INSTALLATION OF THIS PRODUCT INDICATES THAT THE BUYER HAS READ AND UNDERSTANDS THIS AGREEMENT AND ACCEPTS ITS TERMS AND CONDITIONS.

Bully Dog Technologies, LLC is a team built on integrity that is dedicated to leading the vehicle performance industry with an uncompromising code of ethics demonstrated in the soundness of its employees, excellent customer service and superior products.

UNLEASH THE POWER WITH BULLY DOG PERFORMANCE PRODUCTS

Downloaders



Intake Systems



Custom OutLook Pod



Exhaust Systems



See More at: bullydog.com

Doc.# BD42003 v1.0.3

For a full listing of Diagnostic Trouble Codes go to: www.bullydog.com/DTC.php



BULLY DOG

For Free Technical Support

Call: 866-bullydog (866-285-5936)