



2006-2007 GM Duramax 6.6L LLY / LBZ

*Edge Evolution Programmer
Installation Instructions & Manual*

OLD P/N: EEC1000

NEW P/N: 25002



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Manual Version 7

THIS IS A HIGH PERFORMANCE PRODUCT. USE AT YOUR OWN RISK.

Do not use this product until you have carefully read the following agreement.

This 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 its terms and conditions

DISCLAIMER OF LIABILITY

Edge Products, LLC and its successors, distributors, jobbers, and dealers (hereafter **SELLER**) shall in no way be responsible for the product's proper use and service. THE BUYER HEREBY WAIVES ALL LIABILITY CLAIMS.

The **BUYER** acknowledges that he/she is not relying on the **SELLER's** skill or judgment to select or furnish goods suitable for any particular purpose and that there are no liabilities which extend beyond the description on the face hereof and the **BUYER** hereby waives all remedies or liabilities, expressed or implied, arising by law or otherwise, (including without any obligations of the **SELLER** with respect to fitness, merchantability and consequential damages) or whether or not occasioned by the **SELLER's** negligence.

The **SELLER** disclaims any warranty and expressly disclaims any liability for personal injury or damages. The **BUYER** acknowledges and agrees that the disclaimer of any liability for personal injury is a material term for this agreement and the **BUYER** agrees to indemnify the **SELLER** and to hold the **SELLER** harmless from any claim related to the item of the equipment purchased. Under no circumstances will the **SELLER** be liable for any damages or expenses by reason of use or sale of any such equipment.

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.

LIMITATION OF WARRANTY

Edge Products, LLC (hereafter "**SELLER**") gives Limited Warranty as to description, quality, merchantability, fitness for any product's purpose, productiveness, or any other matter of **SELLER's** product sold herewith. The **SELLER** shall be in no way responsible for the product's open use and service and the **BUYER** hereby waives all rights other than those expressly written herein. This Warranty shall not be extended or varied except by a written instrument signed by **SELLER** and **BUYER**.

The Warranty is Limited to one (1) year from the date of sale and limited solely to the parts contained within the product's kit. All products that are in question of Warranty must be returned shipping prepaid to the **SELLER** and must be accompanied by a dated proof of purchase receipt. All Warranty claims are subject to approval by Edge Products, LLC.

If the **BUYER** sends back a failed unit that is out of warranty and chooses to buy a refurbished unit, the refurbished unit will only carry a 60 day warranty. If the **BUYER** purchases a new unit at a predetermined discounted rate, it will have the standard 1 year warranty.

Under no circumstances shall the **SELLER** be liable for any labor charged or travel time incurred in diagnosis for defects, removal, or reinstallation of this product, or any other contingent expenses.

Under no circumstances will the **SELLER** be liable for any damage or expenses insured by reason of the use or sale of any such equipment.

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 SIXTY (60) 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.

AFTERMARKET PRODUCTS AND YOUR VEHICLE'S WARRANTY

Many of our customers ask, "Will your product void my vehicle's manufacturer's warranty?" While the answer is straightforward from a legal standpoint, we also want to educate our customers (and after-market consumers) on some industry realities and offer some common sense precautions to minimize your risk.

Consumers of aftermarket products are protected by The Federal Magnusson-Moss Warranty Act. The Act states that if something breaks on your car and you take it in for warranty repair, the dealer must honor your warranty unless they can prove that whatever modifications you have added to your car actually caused the problem.

While as a consumer you have strong legal protection regarding your vehicle's warranty, there is also a practical reality that different automotive manufacturers and dealers have greatly varying views on aftermarket products, in particular those that produce horsepower, such as performance enhancement chips, modified intake manifolds, or aftermarket exhaust systems. There are dealers and manufacturers out there that will use the presence of a horsepower upgrade to void your vehicle's warranty. They will do this regardless of whose product you are using. Any aftermarket company that does not acknowledge this is misleading you.

The bottom line is that while the law protects the consumer and provides for enforcement of the warranty, it is very difficult for most people to hire an attorney and fight a voided warranty. Edge recommends that you **always disconnect and/or remove any performance device or programmer before you take your vehicle to a dealer for any service**, in order not to interfere with Diagnostic equipment.

This warranty is void for any new products purchased through auction websites. Warranty is valid only for new products purchased through Authorized Dealers (proof of purchase required for all warranty claims).

All Edge modules and programmers are built to operate with OEM calibrations. When you take your vehicle to a service center they may, by your request or otherwise, update your vehicles calibrations. Therefore it is important that you return your vehicle to stock before taking it in for service. Edge updates its active products (i.e. those currently being manufactured) to work effectively with updated OEM calibrations. However, this process can take some time as Edge is not always made aware of calibration changes made by the OEM. In the case of discontinued products, Edge cannot ensure that your unit will work effectively if you take your vehicle to a dealership and you are given, by your request or otherwise, a new calibration.

Programming your vehicle may expose existing defects in your vehicle's PCM that could disable your vehicle. It is advised that you do not program your vehicle in remote locations in case of vehicle failure.

If you have used another tuner/programmer on your truck, you will need to program your truck back to stock before using the Evolution.

Failure to return to stock may result in PCM failure or engine damage.

About the Evolution

Congratulations on purchasing the *Evolution* by Edge Products, LLC, the leader in truck performance and power gain technology. The following manual contains information and instructions on the proper use of the *Evolution*. Please read carefully before proceeding to program your vehicle.

Note: Read the product disclaimer and the *Getting Connected* section before programming your vehicle.

Note: At the back of this manual, we have included commonly used acronyms. This should help while using the *Evolution*.

Stock Program

The *Evolution* automatically makes a backup of your stock program from your PCM before writing a new program onto your PCM. This assures that you will have the stock program if/when you desire to reprogram your vehicle to its original stock program.

It is strongly recommended prior to returning your vehicle to a service center or emissions check that you return your vehicle's computer to the stock program. In the event that the service center re-flashes your vehicle's computer (a common practice) and you have NOT returned it to stock, your *Evolution* programmer will be not work properly. If this happens, call our technical support at (888) 360-EDGE and they can help you recover your *Evolution* for a small fee. Follow the steps included in this manual for returning your program to stock.

Economy Program

This setting is the lowest level setting. It has been specifically tuned for optimum fuel economy, we recommend using this level for daily driving.

Towing Program

This setting is tuned specifically for towing. When towing a heavy load, we recommend you using this setting.

Performance Program

This setting is a high performance level, not recommended for towing.

Extreme Program

This is the highest setting for the *Evolution*. The fuel injection and timing strategies are aggressively tuned to extract the maximum performance from your vehicle without sacrificing drivability or durability.

**DO NOT TOW IN THE EXTREME PERFORMANCE PROGRAM.
DOING SO MAY CAUSE DAMAGE TO YOUR VEHICLE.**

Power Levels

The following power gains are representative of an actual test vehicle. These gains were measured on a Super Flow Dyno at an altitude of 4400 Ft. above sea level, and represent power delivered to the rear wheels of the test truck. The only modification made to the test truck was the addition of the *Evolution*. Power gains may vary somewhat on a different vehicle or in different geographic settings.

Economy –	30hp	60tq
Towing -	60hp	135tq
Performance -	85hp	185tq
Extreme -	100hp	220tq

PIDs

The *Evolution* allows the user to view up to 4 PIDs at one time. There are 22 different PIDs to choose from. Below is a list and description of each:

- RPM (Revolutions Per Minute) – Engine speed.
- MPH (Miles Per Hour) – *Note: Dash display may be +/-3 MPH off from the digital display due to mechanical differences in the spring, etc. used to control the gauge.*
- ECT (Engine Coolant Temperature) – Degrees F.
- LOAD (Engine Load) – Calculated engine Load
- GEAR (Current Gear) – Current gear. A ‘lock’ symbol will appear next to the gear number once the torque converter locks.
- TFT (Trans Fluid Temperature) – Degrees F.
- BST (Boost Press) – PSI

- MAF (Mass Air Flow) – Grams Per Second
- IAT (Intake Air Temperature in manifold) – Degrees F.
- DFRP (Desired Fuel Rail Pressure) – PSI – This is what pressure the PCM would like the fuel rail pressure to be at.
- AFRP (Actual Fuel Rail Pressure) – PSI – This is the actual pressure in the fuel rail.
- OSS (Output Shaft Speed) - RPM
- MAP (Manifold absolute Pressure) - kPa
- MIT (Main Injection Timing) - Degrees
- BAT (Battery voltage) - Volts
- CFR (Calculated Fuel Rate) – mm³
- VPOS (Turbo Vane Position) - %
- APP (Accelerator Pedal Position) - %
- IATT (Intake Air Temperature in intake tube) – Degrees F
- BARO (Barometric Pressure) - kPa
- FTMP (Fuel Temperature) - Degrees F
- DIDL (Desired Idle) - RPM
- EGT (Exhaust Gas Temperature) – Degrees F

Diagnostics

The *Evolution* is also a powerful diagnostics tool. You can view any diagnostic trouble codes (DTCs) your vehicle may have, which in turn allows you to fix them. It will also allow you to turn off that annoying “Check Engine” light when the problem has been addressed (no more expensive trips to the dealer for a diagnostics scan).

0-60 and Quarter Mile time

Another feature of the *Evolution* is the ability to determine your quarter mile times as well as your 0-60 times, 60 foot times, and has a unique Christmas Tree starting sequence. This is very easy to use and not all tuners have this feature.

Alerts

A feature that might come in handy is the alerts. If you would like to know when a certain parameter, such as transmission temperature, reaches a certain value you can set an alert to that value. As the preset value is reached, the *Evolution*'s screen will flash red and display which alert was triggered and the current value for that particular alert parameter.

Records

While the *Evolution* is displaying parameters of your truck it will record the highest value the parameters have reached. These records can be viewed and reset at any time.

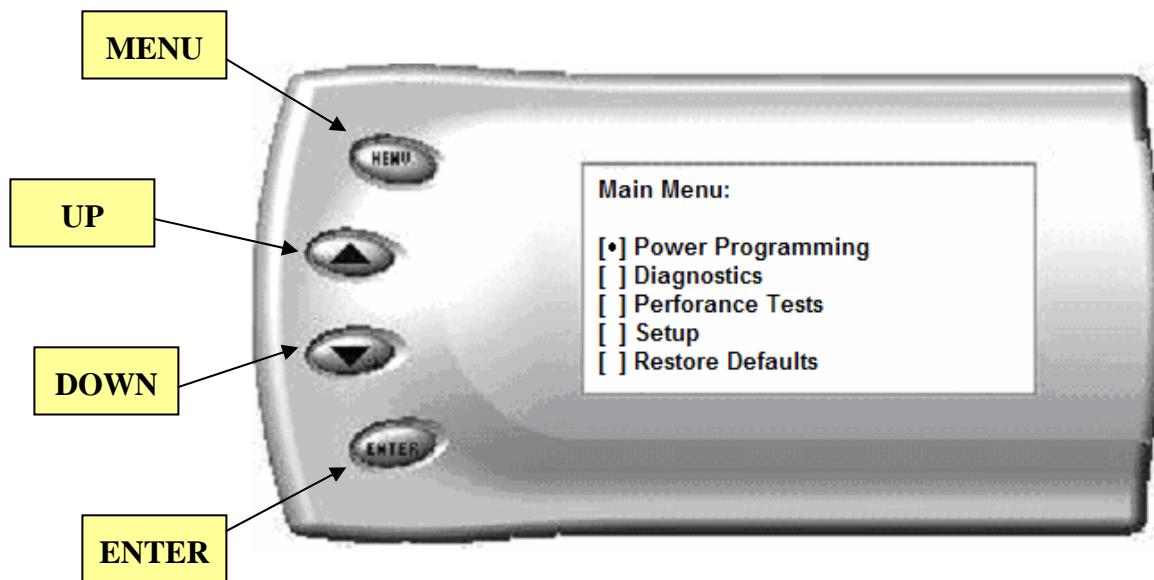
Custom Options

While programming your vehicle, you have the option to change your tire size value, which can correct your odometer readings that result from changing tire sizes.

Speed limiter, is also a parameter that you can change while programming your vehicle.

Display and Keypad

The following picture is a sample *Evolution* screen. Great effort has gone into making the *Evolution* programmer very simple to use. The [UP] and [DOWN] arrow keys are used to scroll through options on the screen. The [ENTER] key is used to select desired options from a menu or move to the next screen. The [MENU] key is used to enter the Main Menu from the parameter display or return to the previous screen. This version of the *Evolution* also has the option to change the backlighting color of the display to a wide range of colors.



NOTE: The evolution uses a LCD display which has inherent limitations in operating temperature. If your screen is black, blank, or distorted and the temperature is above 158 degrees F (70 degrees C), please allow the device to cool and then it should work correctly. At extremely low temperatures the display will update very slowly. Again wait for the device to warm to normal operating temperatures for the screen to function properly.

Getting Connected

INSTALLING THE THERMOCOUPLE

It is necessary to tap a small hole into your exhaust manifold to insert the EGT sensor. **The EGT probe must be mounted in the exhaust manifold before the turbo to operate properly.** Drill the hole using a 5/16 or a 21/64" drill bit, then tap it with a 1/8" NPT tap. Once the hole is drilled and tapped, run the motor at idle for 10 to 15 seconds to clear the few remaining shavings from the manifold. Once the engine has been run, screw in the stainless fitting and insert the EGT sensor by sliding it into the hole (*see figure A*) and tightening the back end stainless fittings.

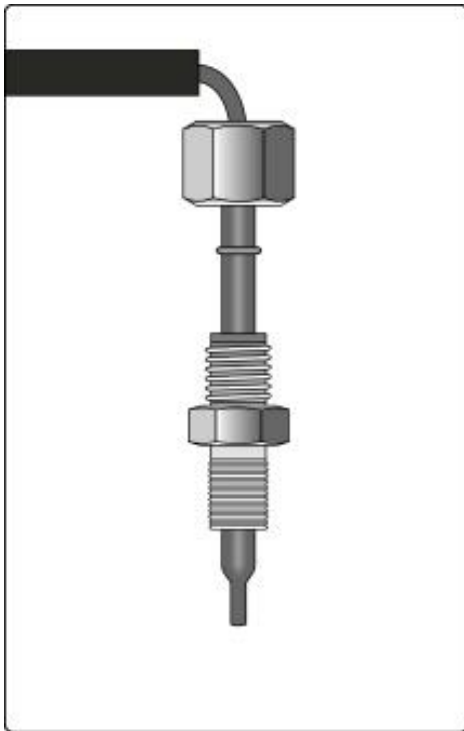


Figure A

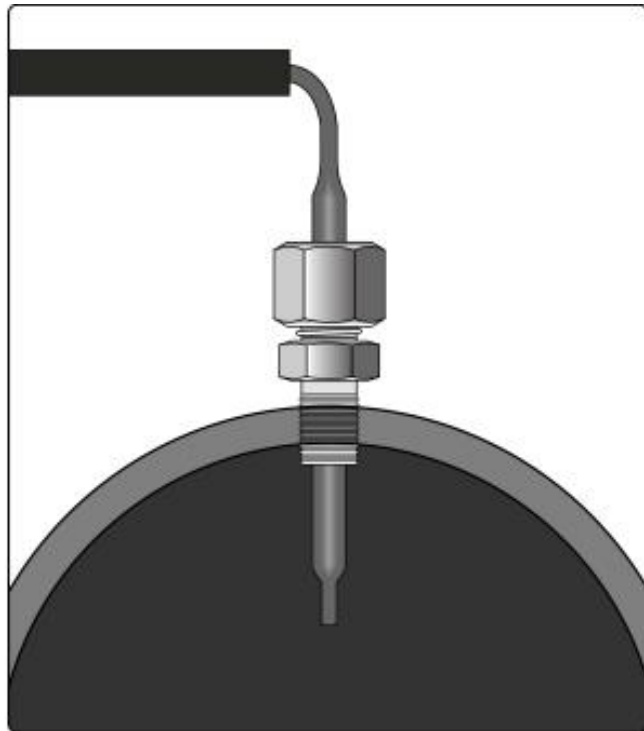


Figure A-1



The EGT thermocouple installed into the drilled and tapped exhaust manifold

Figure B



Tip: Pulling back the wheel splash guard provides easy access to the exhaust manifold for tapping the EGT cable.

Figure C

Run the thermocouple wire along the top of the fire wall. There are three small black clips on the top of the fire wall, slide a zip tie behind each clip and secure the Thermocouple cable with the zip ties, this will hold the cable up and out of the way of moving engine parts. (See *Figure D*)

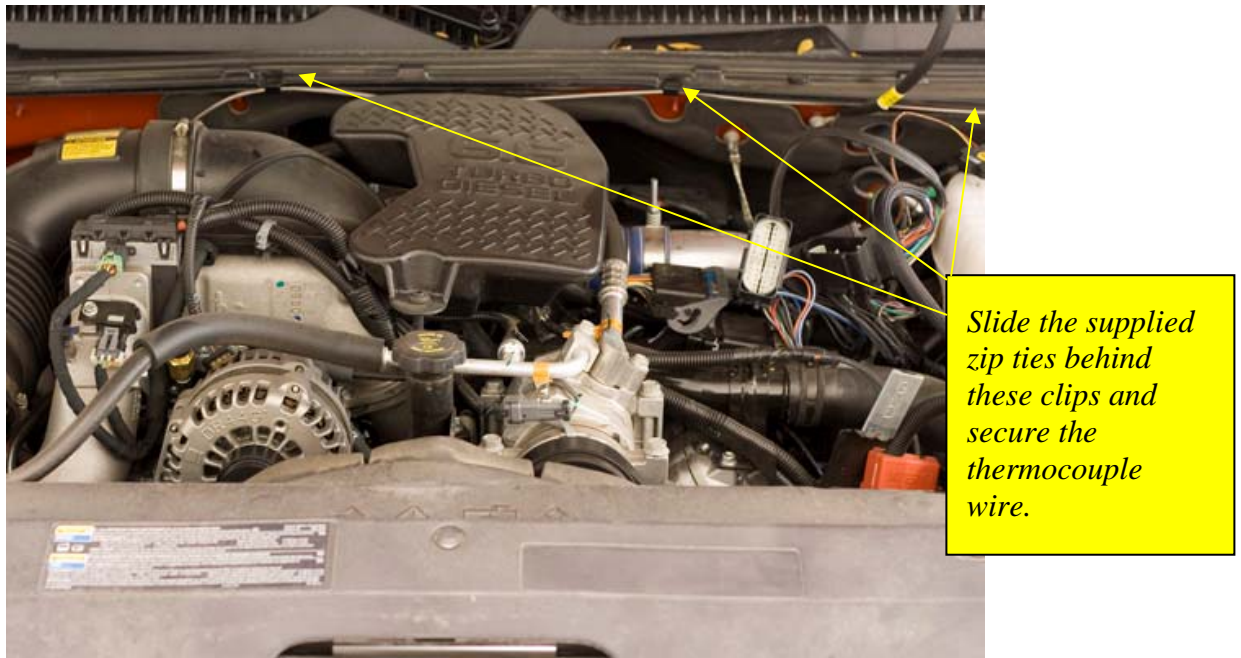


Figure D

You will need to run the connector side of the thermocouple through the fire wall and connect it to the OBDII connector. Use the main grommet on the firewall (as shown in figure E)

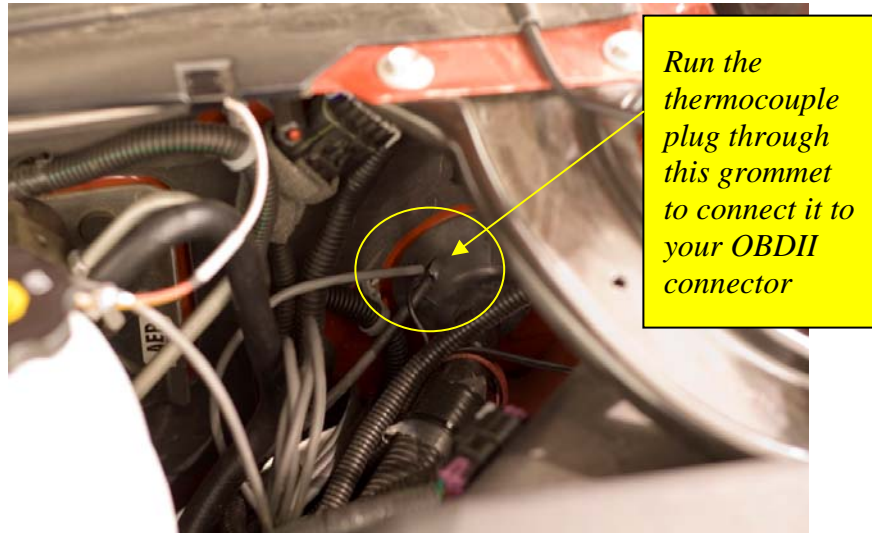


Figure E

Run the cable up under the dash and secure it with the supplied Zip ties. Locate the OBDII connector cable in your kit, and connect the end of the thermocouple to the port on the right side of the OBDII connector.



Figure F

INSTALLING THE EVOLUTION

The *Evolution* programmer connects to the diagnostic port of your vehicle. Follow these steps to install the *Evolution*:

1. Begin by turning your ignition key to the OFF position. Locate the black diagnostic (OBDII) connector (Figure #1) under located directly to the left of the E-brake release handle. As you sit in your vehicle, it could be located to the left of your left knee. Sometimes the cover to this connector will be labeled “Data Link.”



Figure #1

2. With the driver's side door open, remove the access panel on the left side of the dashboard (Figure #2) and pull the end of the OBDII cable outwards (shown in Figure #3). Remove the two Torx screws using a #15 torx bit, and snake the cable behind the panel with the vent up to the A-pillar. Replace the screws, and the access panel. The cable should be protruding from the dashboard up along the A-pillar and be able to move freely when pulled (Figure #4).



Figure #2



Figure #3



Figure #4

3. With roughly 8 to 10 inches of cable fed through the dashboard, set the Pod onto the dashboard (shown in Figure #5) with the end of the cable protruding through the front of the Pod. Remove the Dash Bezel by sliding your fingers behind it and pulling firmly toward the steering wheel. Slide the tab on the bottom of the pod behind the bezel, and snap the bezel back into place.



Figure #5

4. To secure the pod: locate the metal brackets and the pod in your evolution box. Note that the brackets are numbered and should be placed in the appropriate numbered locations inside the pod. Use the permanent double sided tape to secure the brackets to the inside of the pod, be sure that the numbers match.

NOTE: Be sure to check the position of the brackets while the Pod is resting in it's desired location on the dash prior to attaching them to the Pod with the double sided tape.

Clean the pod location on the dash with hot soapy water and rinse, or use 70% Isopropyl alcohol. Make sure dash is completely dry. Attach the supplied Velcro to the bottom of the mounting brackets in the pod. Leave the protective backing on the bottom piece of Velcro, and test fit the pod so you have an idea of where you want it. Once you have determined the appropriate positioning, remove the backing paper from the Velcro, place the pod in it's desired location, and firmly press down on the brackets (through the front of the pod) to secure the Velcro in place.

5. Insert the rubber gasket into the Pod, and connect the Evolution to the cable (Figure #6).



Figure #6

6. Any excess cable may be stuffed behind the *Evolution* or may be pulled back through the dash to eliminate slack. The result of the installation is shown in Figure #7. Be sure to use the supplied cable ties to secure any excess cable underneath the dash to prevent the cable interfering with proper pedal operation.



Figure #7

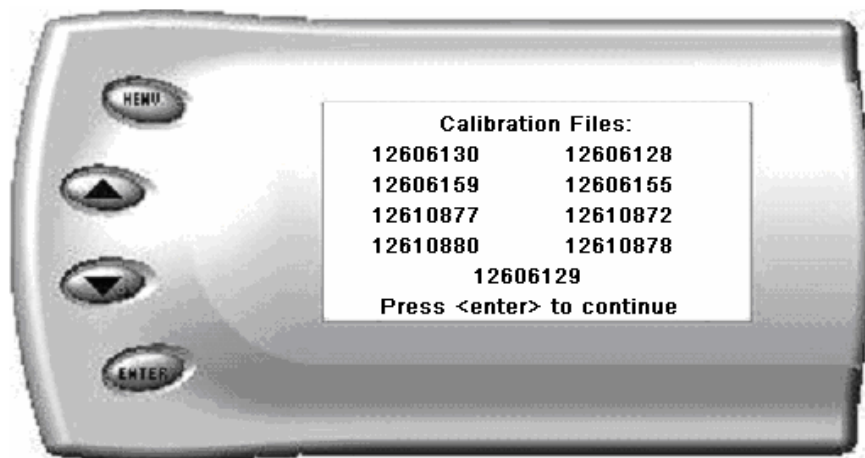
7. With the Pod and *Evolution* securely in place, turn the ignition key ON, then plug the cable into the OBDII connector (Figure #8).



Figure #8

Note: Unplug the OBDII connector if the truck will be sitting for a long period of time. This will eliminate unnecessary power draw.

The *Evolution* logo will display followed by your calibration files. After you agree to the disclaimer by pressing [ENTER], the following screen will be displayed:



These are the calibration file names for the truck that the *Evolution* is currently connected to.

Note: If no file names are shown, disconnect from the OBDII plug and reconnect after 5 seconds. When you come to the screen again, the code should be available.

8. After pressing [ENTER], a disclaimer screen will be displayed, read this screen carefully and press [ENTER], the main display will come up.



Note: Parameters and values might vary.

9. There are five boxes that will be displaying information about your vehicle. The black box in the top right corner displays which level is currently programmed onto your vehicle.

- 0 – Vehicle is currently at stock.
- 1 – Vehicle has been programmed to *Economy* (Level 1).
- 2 – Vehicle has been programmed to *Towing* (Level 2).
- 3 – Vehicle has been programmed to *Performance* (Level 3).
- 4 – Vehicle has been programmed to *Extreme* (Level 4).

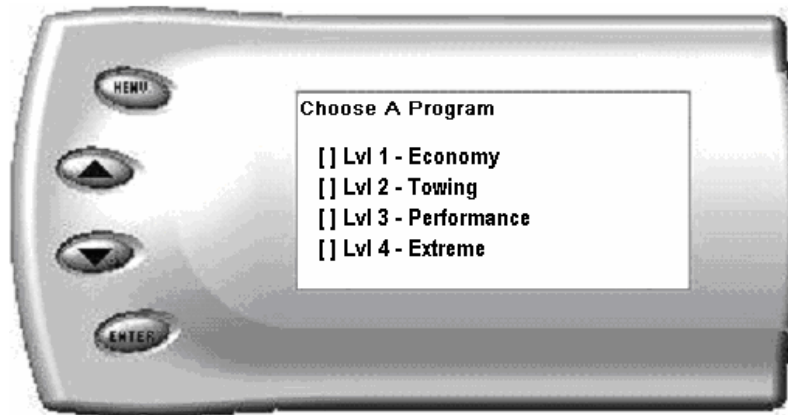
The other four boxes can show up to 4 PIDs (Parameter IDs) of your vehicle. By default, they are your vehicle's RPM, BST (boost), TFT (transmission fluid temperature), and EGT (exhaust gas temperature). Optional parameters and display formats may be selected in the *Changing Display* section of this manual.

10. From this display, press [MENU] to select and use other features of the *Evolution*. The display backlight brightness can also be controlled from this display by using the [UP] and [DOWN] arrow keys.

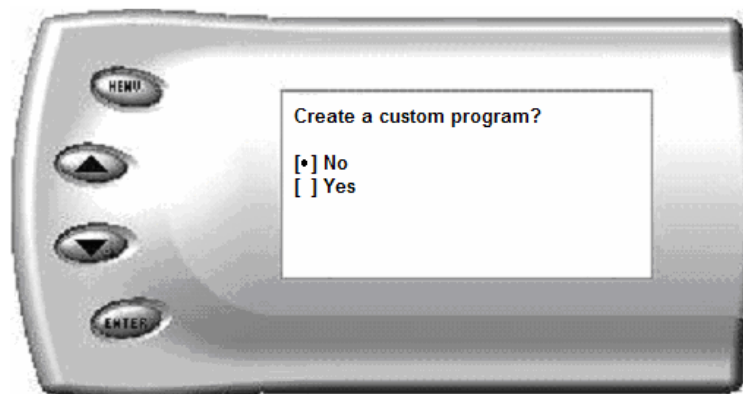
Power Programming

"Caution: Vehicle manufacturers do not recommend vehicle programming in extreme temperature. Please see the service manual of your vehicle to ensure that programming is being done in accordance to the original equipment manufacturers specifications."

From the main screen, press [MENU] to enter the main menu. Then select *Power Programming*. The following screen appears:



1. Select the level that best meets your needs. For more information about each level, read the *About the Evolution* section in this manual (pg. 4). Confirm your selection by pressing [ENTER] on the following screen. After confirming, the evolution will prepare the stock files, save the stock files, and then the screen below will appear:



2. You have the option to change certain parameters of the level you chose. If you would like to learn more about what parameters are available and how to use them, then read the *Custom Options* sections

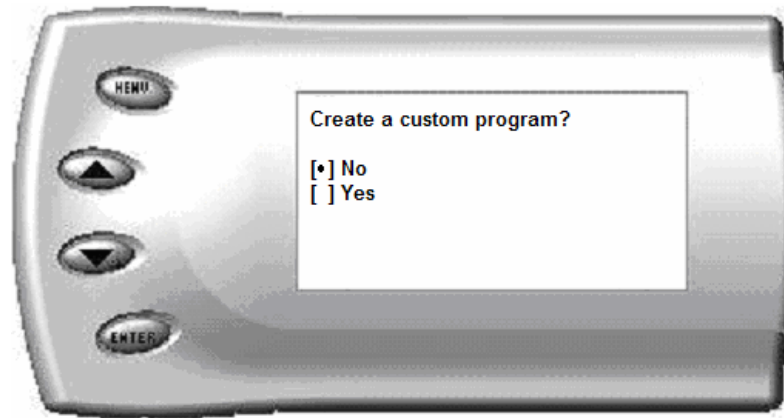
in this manual. To use the standard program without customizing options, simply press [ENTER] (choose NO).

3. The *Evolution* will ask you to make sure the engine is off and the key is on.
4. During the first use, the *Evolution* will read the original calibration from your PCM and then build all the necessary programs. This step is skipped during all further programming operations.
5. The *Evolution* will erase your PCM and then write the selected calibration (level) onto the PCM. This process takes approximately 15 seconds to complete. If at any time you receive an error message, refer to the *Troubleshooting* section at the back of this manual for further instructions.
6. When the *Evolution* is done programming, the following screen will appear.



Custom Options

When preparing to program your vehicle, you will have the option to change certain parameters. Choosing YES when prompted to “Create a custom program?” will load the *Custom Options* menu.



Custom Options are provided to allow for flexibility based on driver preferences. Any option customization done by the user is not warranted by Edge Products. Please use at your own discretion.

The following customizable options are available:

Tire Size

The *Evolution* has the ability to correct for changes in tire size. If you have changed your tires to a different size the PCM will miscalculate vehicle speed which can affect shifting as well as the speedometer. Correcting the tire size will allow the PCM to accurately calculate vehicle speed and odometer readings. You will not need to change the value displayed if you are running factory size tires. After choosing to set your tire size, the follow screen appears:



The numbers on this screen represent the circumference (in mm) of your tire size. The default value the *Evolution* displays is the current value stored in the PCM. Adjust the tire size by pressing the [UP] and [DOWN] arrow keys.

The following table will help you determine your tire circumference by matching your tire size with the common sizes listed. For example, if your tire size is 285/ 65-18, the value (circumference) you enter into the *Evolution* is 2600. You may also use the formula provided to determine your approximate tire circumference. Finally, you may also measure your tire's circumference by marking your tire and rolling it one complete revolution and measuring the distance in inches or millimeters. If you measure in inches, multiply the distance by 25.4 to convert to mm. (ex. 91.3 inches x 25.4 = 2319 mm). The Evolution supports tire sizes ranging from 2000mm to 3500mm in increments of 1mm.

<u>Width</u>	<u>Ratio</u>	<u>Rim</u>	<u>Circumference</u>	<u>Tire Size</u>	
265	70	16	2441mm	33	2632mm
275	70	16	2485mm	35	2792mm
305	70	16	2617mm	37	2951mm
215	75	16	2289mm	38	3031mm
245	75	16	2430mm		
265	75	16	2524mm		
285	75	16	2618mm		
295	75	16	2666mm		
305	75	16	2713mm		
315	75	16	2760mm		
325	75	16	2807mm		
265	70	17	2521mm		
285	75	17	2698mm		
315	75	17	2840mm		
275	65	18	2559mm		
285	65	18	2600mm		
285	60	18	2510mm		
325	60	18	2660mm		

Circumference Equation:

$[(\text{width} * \text{ratio} * 0.02) + (\text{rim} * 25.4)] * 3.1415$

Steps:

1. Multiply **Width**, **Ratio** and **0.02**
2. Multiply **Rim** and **25.4**
3. Add Step #1 with Step #2
4. Multiply Step #3 with **3.1416**
5. The result will be the circumference of your tire in mm.

Note: if your tire size is not listed use the above formula

Note: Setting the tire size larger than 2900 mm may result in an ABS Warning light and the disabling of your ABS System.

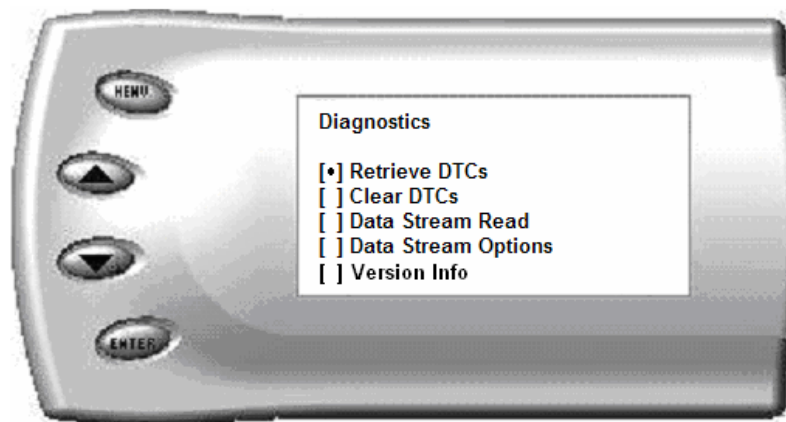
SPEED LIMITER

The evolution will allow you to raise your speed-limiter in increments of 5 mph starting at 40 mph, and ending at 200 mph.

Diagnostics

The diagnostics scanner included with your *Evolution* is a powerful tool that allows you to view and clear diagnostic trouble codes (DTCs) on your vehicle, as well as record a data stream (5 parameters of your choice) for 1 minute. DTCs are the messages your vehicle's computer stores when it detects a problem with your vehicle. The "Check Engine" light on your dash is activated by the presence of most DTCs.

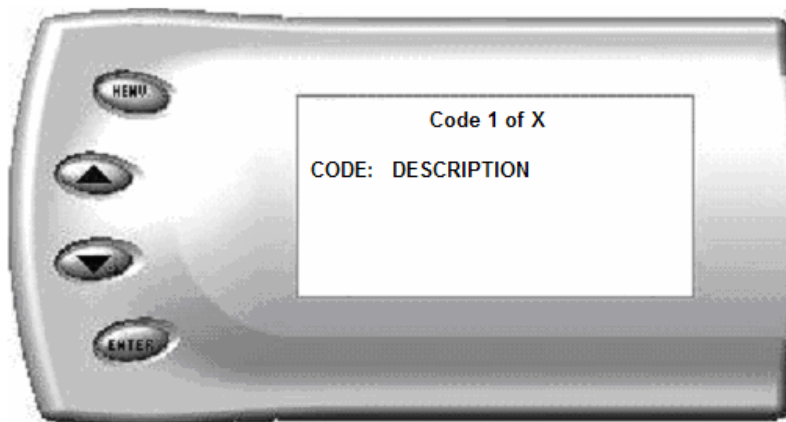
If you selected *Diagnostics* from the main menu of the *Evolution*, the screen displays the following message:



Retrieving Codes

If you want to retrieve and view the DTCs on your vehicle, select the *Retrieve* option. Make sure your ignition is in the ON position.

After selecting the *Retrieve* option, any stored DTCs will appear on the screen like the following example:



Press [MENU] to exit the DTC list and return to the previous menu.

If you have no trouble codes, the following screen will appear:



Clearing Codes

If you want to clear the DTCs on your vehicle, select the *Clear DTCs* option.

After selecting the *Clear DTCs* option, any current stored DTCs will be cleared from your vehicle and the “Check Engine” light will go out.

However, if you do not address the issue that originally caused the DTC, the DTC will set again and the “Check Engine” light will come back on. Once the DTCs have been cleared, press [ENTER] to return to the previous menu.

Data Stream Read

The *Evolution* has the ability to record 5 vehicle parameters for 1 minute. It will record each parameter every ½ second. The stored data can be retrieved by plugging the *Evolution* into a USB port on a computer via the supplied USB cable and accessing the data via the Lightning® utility software. The Lightning® software allows you to display stored data values as well as graph the data. See “Lightning® PC Software Overview” section for more information.

Data Stream Options

This will allow you to choose which 5 parameters you wish to record for the data stream.

Version Info

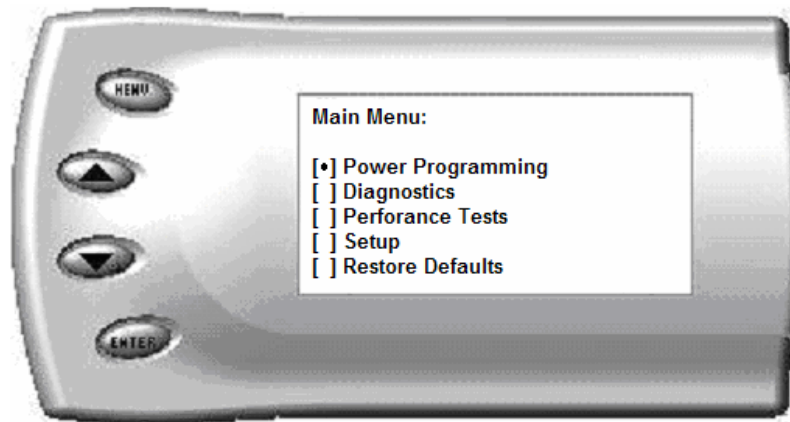
This displays the current Boot loader, Firmware, and Calibration versions installed on your *Evolution*. Your vehicle's calibration numbers are also shown. Using the Lightning® software, you will be able to access online updates to ensure your *Evolution* is always up to date.

Note: Make sure you return your vehicle to stock before attempting an update, or the PC software will not allow you to continue.

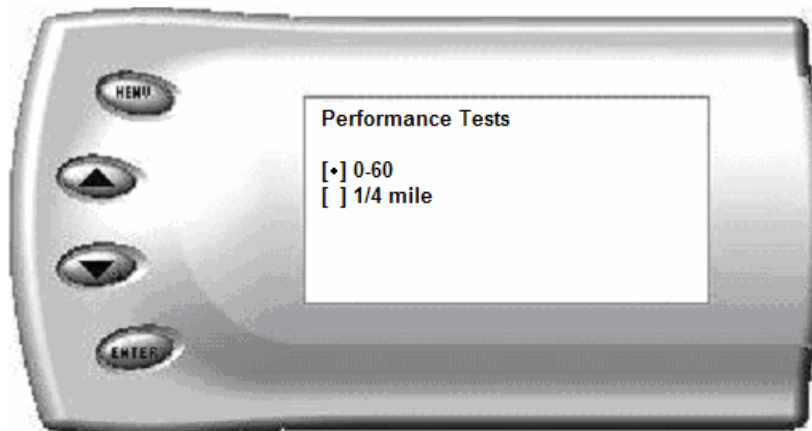
Performance Testing

The *Evolution* allows you to test the performance of your vehicle by timing the 0-60 and the quarter mile times. It is helpful to remember these might not be results you would receive from actual races. Incorrect speedometer reading and tire slippage can cause slight miscalculations in the displayed results. To run these tests, perform the following steps:

1. Press [MENU] and the *Main Menu* screen should appear:



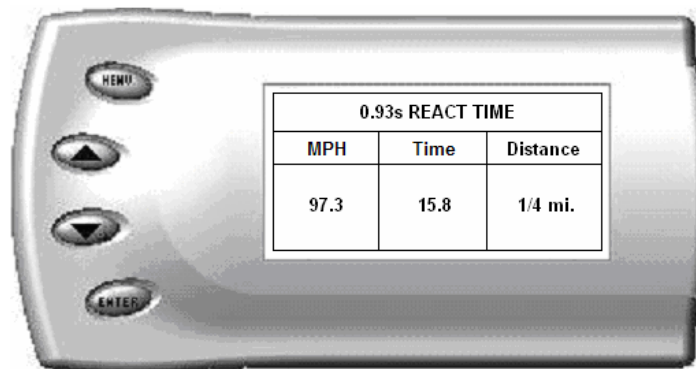
2. Select the *Performance Tests* option. The following screen appears:



3. Select the desired performance test (0-60 screen is shown below). If your vehicle is moving at this time, the *Evolution* will ask you to come to a stop.



4. For the 0-60 MPH run, press the accelerator pedal and the test automatically begins. For the $\frac{1}{4}$ mile test, you will be asked to press a key when ready. It will then cycle through a starting light sequence (Christmas tree) and tells you when to go. As you drive, the screen should be displaying your current speed. When the test is complete (the desired distance or speed is reached), the test will automatically stop and your time will be displayed on the screen as follows (quarter mile result example):



This will show how long it took you to cover 60 feet, $\frac{1}{8}$ mile, and $\frac{1}{4}$ mile. In addition, your MPH at $\frac{1}{4}$ mile will also be shown (see the example above). The best run is stored for later viewing. You may also use the back of this manual to write down your times.

At the end of a $\frac{1}{4}$ mile run, you will see a reaction time at the top of the screen. This time begins when the final yellow light is displayed. The time between the final yellow and the green is a $\frac{1}{2}$ second, so a perfect reaction time is a $\frac{1}{2}$ second. The average person will see a response time of around 1 second. You'll get an "Illegal Start" message if you start before the green and your screen will turn red. You can still finish the run, but the screen will let you know that you started before the green light.

Note: Along with the best speed and time being recorded for viewing in the Records section, your most recent run data will also be stored. This information can later be viewed using the Lightning® software to determine approximate horsepower, etc.

5. After the test is complete, press [MENU] to return to the Performance Menu.

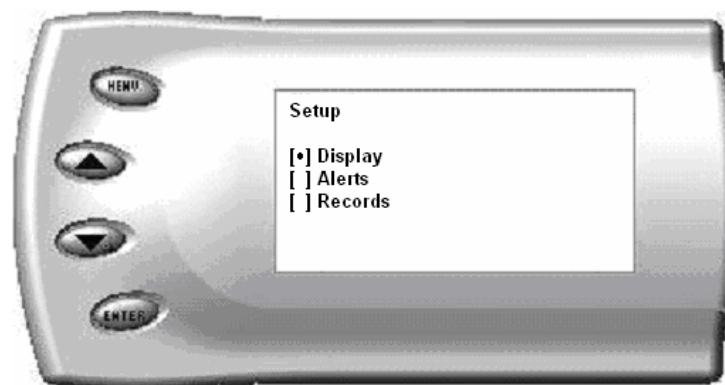
Setup

The *Evolution* gives you even more additional features. You can choose from several different parameters to monitor, how these parameters are displayed, set parameter alerts, and view the highest value that certain parameters have reached.

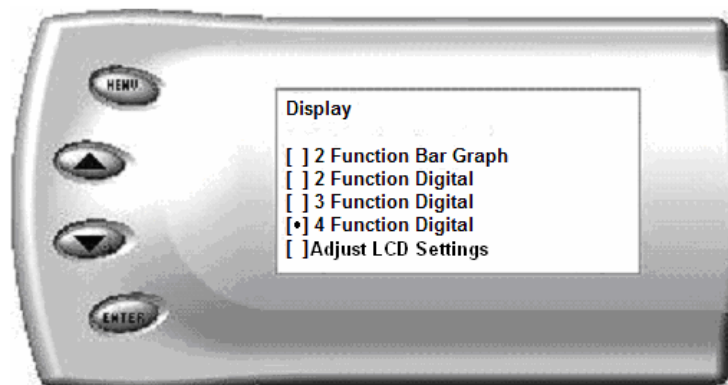
Changing the Display View

The *Evolution* allows you to view multiple engine parameters on the same screen. To select a desired view, perform the following steps:

1. From the *Main Menu* select the *Setup* option. The *Setup* screen appears as follows:

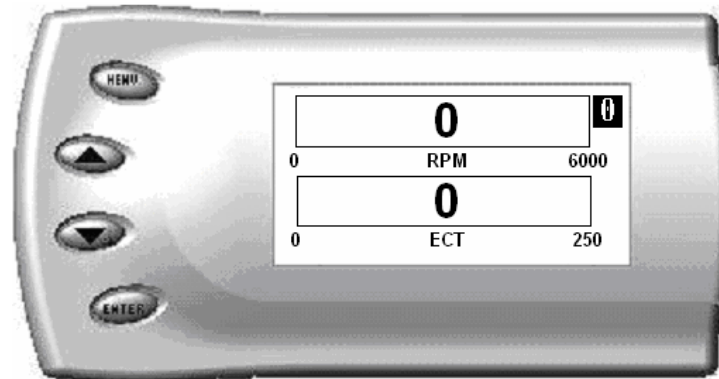


2. Select the *Display* option. The following screen appears:

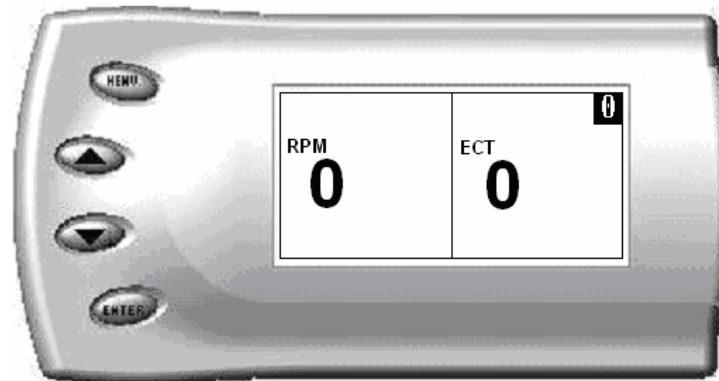


3. Select the desired viewing option by using the [UP] and [DOWN] arrows and pressing the [ENTER] key on the desired display type. Below are examples of the display options:

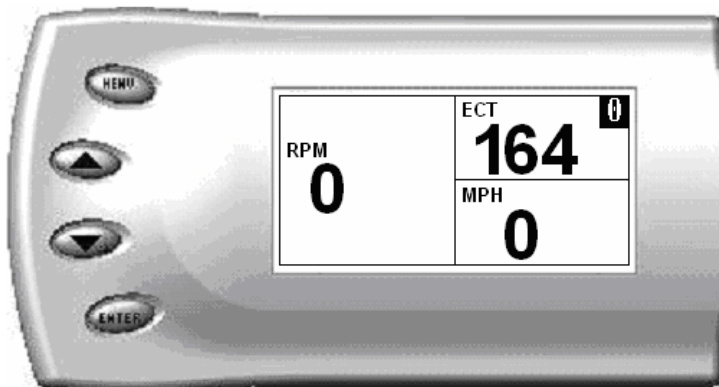
Two Function Bar Graph Display Sample



Two Function Digital Display Sample



Three Function Digital Display Sample



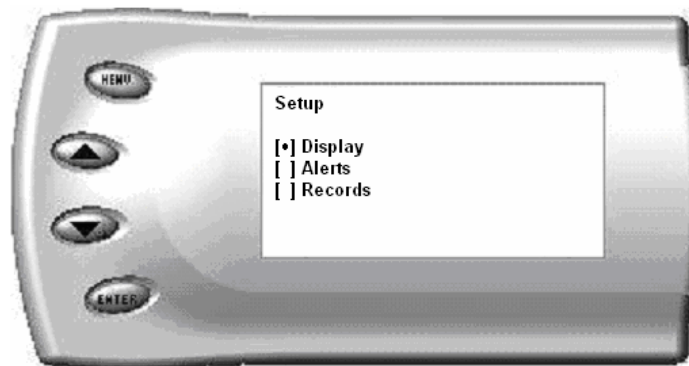
Four Function Digital Display Sample



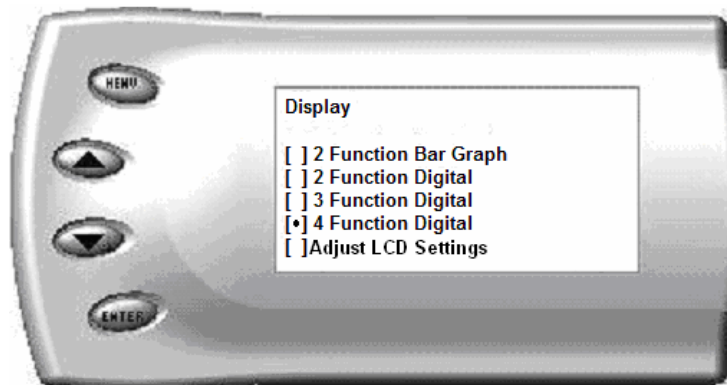
Changing the Variables on the Screen

To change the variables on the screen, perform the following steps:

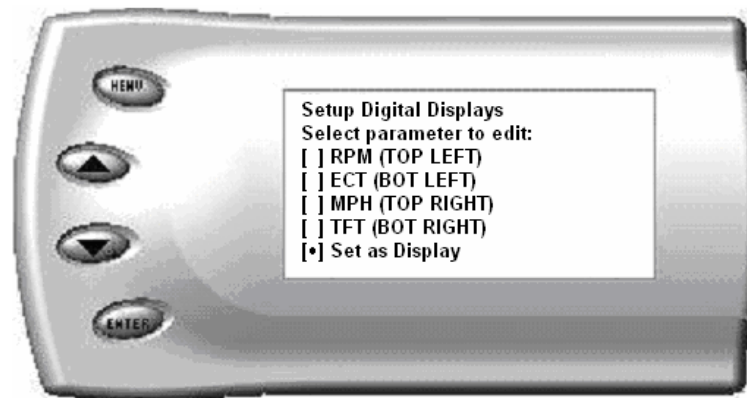
1. From the *Main Menu* select the *Setup* option. The *Setup* screen appears as follows:



2. Select the *Display* option. The following screen appears:



3. Select the style which you would like the parameters to be displayed on your screen and press [ENTER].
4. Depending on which display you select, a screen similar to the following appears:



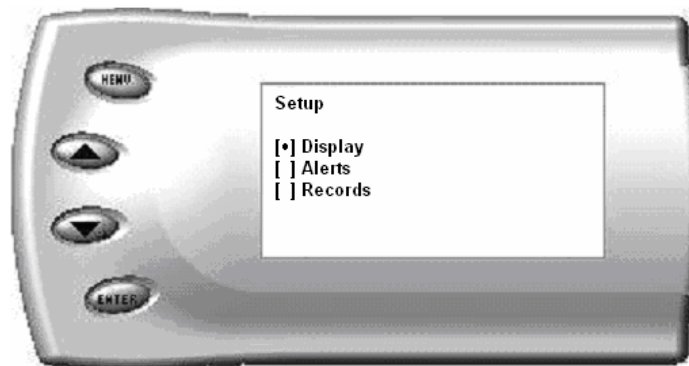
5. This screen lists the current parameters being displayed and their respective positions on the screen (i.e., TOP LEFT, etc.). Select the position you would like to change and press [ENTER]. A list of available parameters will be displayed. Select the parameter you would like to view and press [ENTER]. (A list of commonly used acronyms is located in the back of this manual and a in depth list of the PIDs supported is shown in the “About Evolution” section). Once you have selected your desired parameters, select the *Set as Display* option and press [ENTER]. You will return to the *Setup* menu with your new settings saved.

Changing the Backlighting

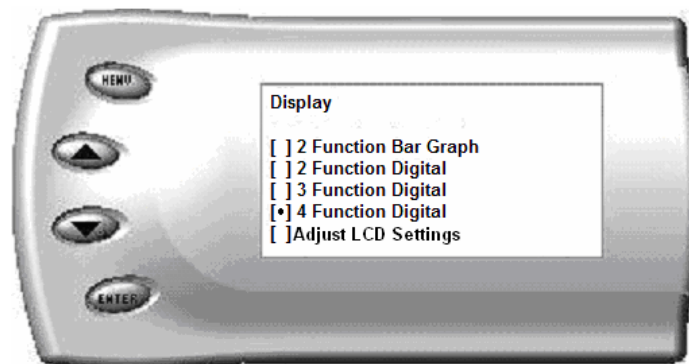
Adjusting the Backlight Color

To change the backlighting color, perform the following steps:

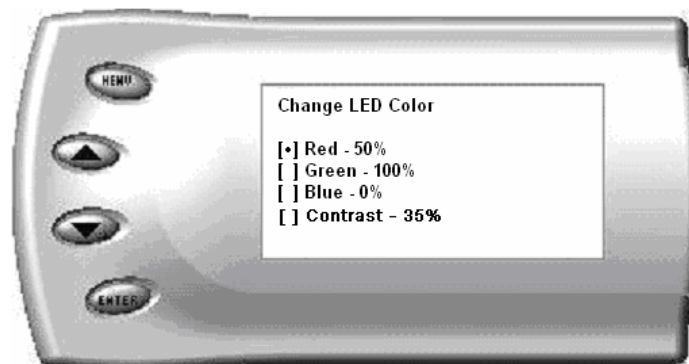
1. From the *Main Menu* select the *Setup* option. The *Setup* screen appears as follows:



2. Select the *Display* option. The following screen appears:

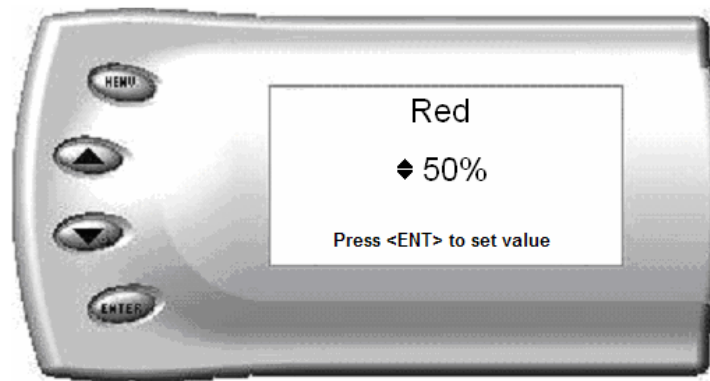


3. Select the *Adjust LCD Settings* option. The following screen appears:



4. Select the color you would like to change.

5. Depending on the color you select, a screen similar to the following appears (example of Red):



6. As you adjust the percentage shown on the screen, you should notice a change in the color of the screen. Once the desired color value has been reached, press [ENTER]. If you would like to return to the previous screen and abort the current color change, press [MENU].

Adjusting the Backlight Brightness

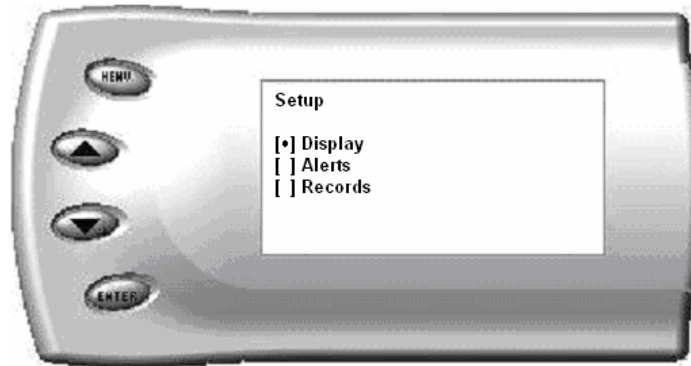
When viewing engine parameters (like the sample below) press the [UP] and [DOWN] arrow keys to adjust the brightness of the display. Each time the button is pressed the backlight will either brighten or dim by 10% of the total brightness. The default setting is 100% brightness.



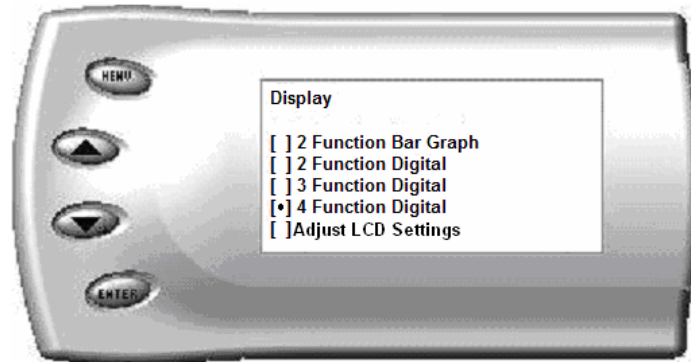
Adjusting the Contrast

To change the contrast, perform the following steps:

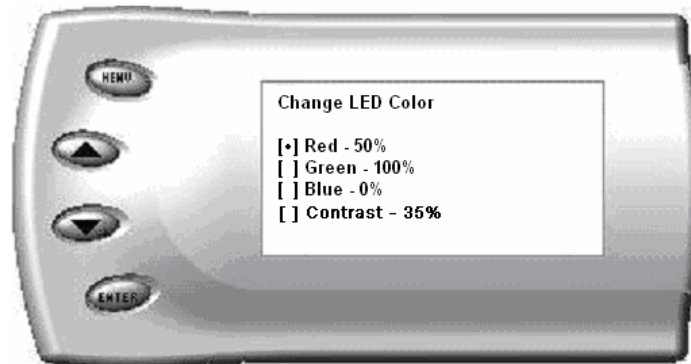
7. From the *Main Menu* select the *Setup* option. The *Setup* screen appears as follows:



8. Select the *Display* option. The following screen appears:



9. Select the *Adjust LCD Settings* option. The following screen appears:

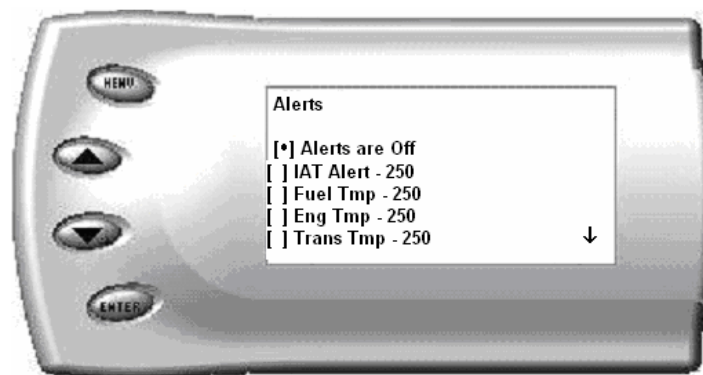


10. Select Contrast, and use the up and down arrows to adjust the contrast to where you'd like.

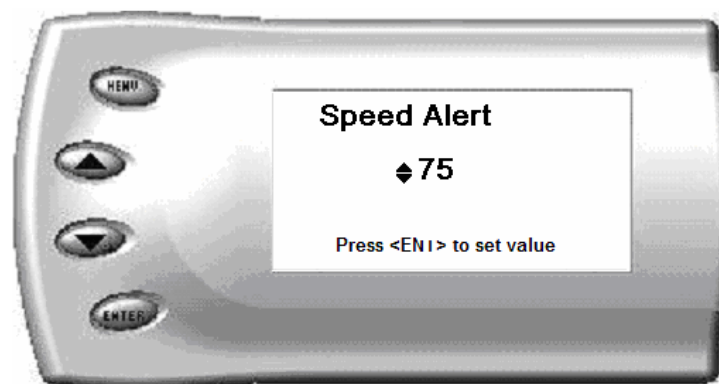
Alerts

If you would like to know when a certain parameter reaches a certain value, you can set an alert for that parameter by following these steps:

1. From the *Main Menu* select the *Setup* option. Then select the *Alerts* option. The following screen appears:



2. By default, the alerts are off. To turn them on, select the *Alerts are Off* option and press [ENTER]. The text line will now read *Alerts are On*. To change the value of a certain alert, select the parameter you want to change and press [ENTER]. The screen similar to the following will appear:



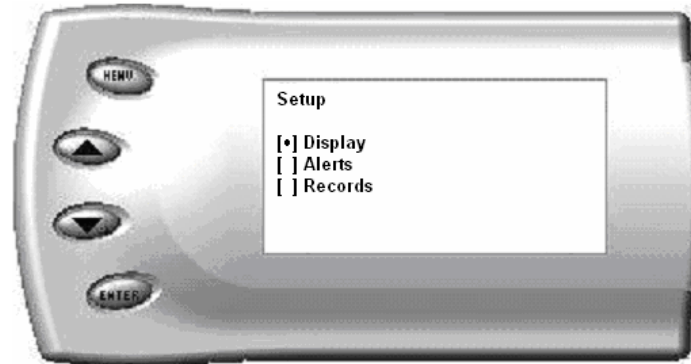
3. Press the [UP] and [DOWN] arrow keys until you have reached the desired value. Pressing [ENTER] will save the current alert value. If you would like to return to the previous screen and abort the current value change, press [MENU].

4. When an alert displays, press any button and the alerts are temporarily disabled. By going back into the Alerts menu, alerts will automatically re-enable. If multiple alerts are engaged, the Evolution will only display one. Example: if you set MPH and RPM alerts to both zero, the first alert the Evolution detects will be the one is displays. Upon pressing a button, all alerts are temporarily disabled until re-enabled.

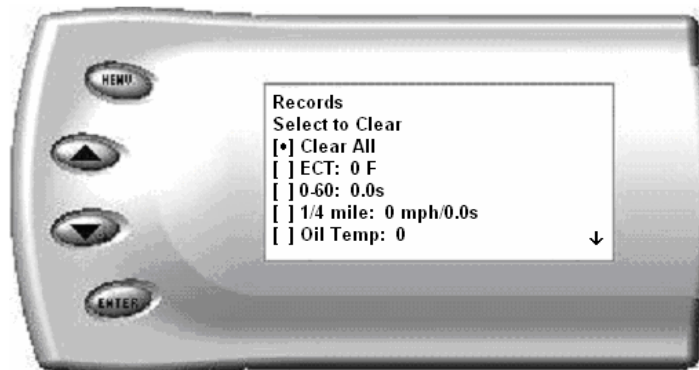
Records

The *Evolution* automatically records the highest value of some of the parameters. To view these records and to reset them, do the following:

1. From the *Main Menu* select the *Setup* option. The *Setup* screen appears as follows:



2. Select the *Records* option. The following screen appears:

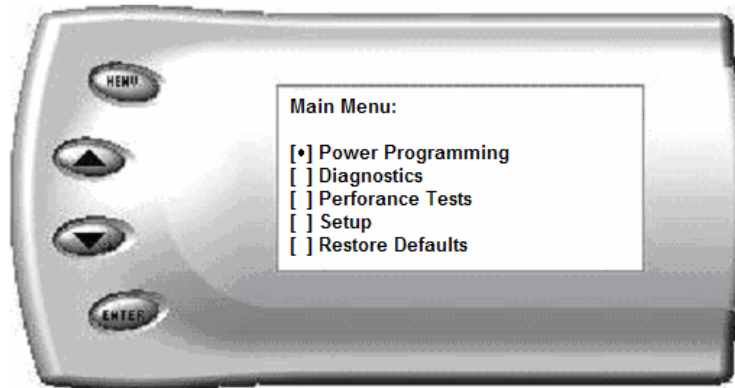


3. This is where you can view all of the current recorded high values. The arrow located at the bottom right corner of the screen indicates there are more parameters than the display can show. Use the [UP] and [DOWN] arrow keys to scroll through the list of records. If you would like to reset a single parameter, select the desired parameter and press [ENTER]. If you would like to reset all of the records, select the *Clear All* option and press [ENTER]. To exit out of this list press [MENU].

Restore Defaults

If you would like to revert back to original factory settings, follow these steps:

1. Enter into the *Main Menu*. The *Main Menu* screen appears as follows:



2. Select *Restore Defaults*. The following screen will be shown:



3. Press [MENU] to return to the *Main Menu*. Many settings will be set back to the default settings. Example: LED colors, contrast, alerts, records, etc. Important programming settings will still remain.

Note: This will NOT program the vehicle back to stock power; this only sets the Evolution back to the factory presets it comes with when new. To program the vehicles power level back to stock, you will need to go into “Power Programming”, and select “Return to Stock”, or power level 0.

Lightning® PC Software Overview

Lightning® software allows the user to update their *Evolution* to the latest version of firmware and calibration files. It also allows you to review data from your vehicle that you've recorded. The software can be downloaded for free from Edge Products website at www.edgeproducts.com, or the CD can be requested by calling (801) 476-3343.

Note: Make sure you install both the SOFTWARE and the DRIVERS that it comes with before hooking up the Evolution to your PC. During the installation you will be given the chance to install the drivers. Just hit the "Install" button when it asks. If you do not do this step and want to install the drivers at a later time the Driver installation can be found in the folder where lightning was installed. This location is C:\EdgeProducts\Lightning3\USB_Drivers\PreInstaller.exe. Failing to do so will cause the software to not work properly with the device.

Connecting the *Evolution* to a PC is as easy as finding an open USB port, hooking the *Evolution* to it and running the Lightning® software. Below is an explanation of the different features available:

Checking for Updates

The Lightning software will check for updates automatically each time it is started. Install the updates when prompted to keep your Lightning current.

In order to update your *Evolution* it must first be connected to your PC via a USB port. You will notice when you first connect it that it will try to connect to the Internet to make sure your stock files are all up to date on your evolution. If your computer is not connected to the Internet then you will not have this valuable function.

If your *Evolution* is not able to program your vehicle because it needs an update or a stock file does not pass the checksum test, then you must connect your computer to the Internet and then connect your *Evolution* to your computer. This will allow our server to update your unit and allow you to program your vehicle.

If your vehicle is one that we have not verified the stock files on, you will be asked if you want to upload those files to our server. This will allow us to

make sure the Evolution has properly read the files and can program your vehicle with confidence that it will be done correctly.

If the files read by the Evolution do not match the ones that we expect we can also download the correct stock files to your Evolution in order to recover your vehicle if something went wrong.

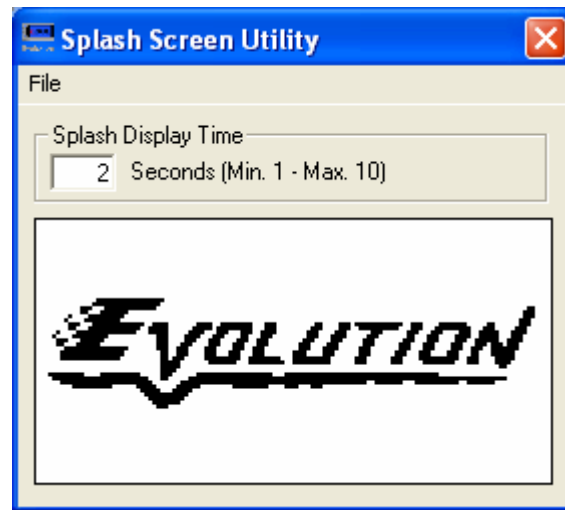
Select the *Updates* menu and click on *Evolution Update Manager*. You will see 2 lists. The one on the left is the Firmware or functionality of the unit and the list on the right is the Calibration or program levels for your vehicle. You can choose from the lists which firmware and calibration you want to update your unit to. You can compare them with the versions listed at the bottom of the window. Those are the current versions in your unit.

Once you have selected the versions you want to update to select the *Update* menu and click on *Apply Selected Updates*.

Note: The Evolution needs to be returned to stock before any updates can be performed. If this is not done, the software will not allow you to continue.

Change Splash Screen

Select the Utilities menu and click on Change Splash Screen. This will allow you to change the introduction screen that is displayed on the Evolution every time the key is turned on. The below screen shot will come up initially:



Select the *File* menu and click on *Load Image*. Select the number of seconds you would like to view the picture for during start-up, and then select the *File* menu again and click on *Save Image*. This will save the image to the *Evolution*. You can repeat this as often as you'd like.

Included with the Lightning® software are a few different images for you to choose from.

Note: Only black and white .BMP images (1 bit per pixel) that are 128 by 64 pixels can be used. The Splash Screen Utility will not allow you to use a picture that doesn't meet these requirements.

Read Stock Calibration

If you get an error from your *Evolution* stating that you need to check for updates (Error Code: 40) right after reading your stock program from the truck and updating the *Evolution* doesn't solve the problem, you will need to send in your stock calibration so that a new calibration file can be created for your vehicle type.

Sending the stock file will be done automatically for you if your computer is connected to the Internet when you connect your Evolution to your computer. You will be asked if you want to upload your files to our server. If you choose yes, then those files will be uploaded. You can then call Tech support and inquire about how long it will take for new calibration files to be created that will match your vehicle.

Horsepower Calculator

Select the *Calculators* menu and click on *HP Calculator*. The following appears:

Horsepower Calculator

File Utilities

1/4 Mile Run Information

60' MPH: 29.357 60' Time: 2.41

1/8 MPH: 71.76 1/8 Time: 9.95

1/4 MPH: 86.314 1/4 Time: 15.55

Weight: 5000 Altitude Comp.: 4200

HP Calculations

Estimated Flywheel HP (Ambient Pressure): 269.85 Vehicle Wt. * (MPH / 228.4)³

Corr. Flywheel HP (Sea Level Pressure): 314.78 HP * (Sea Level / Altitude)

60' vs 1/4 Mile Speed %: 34.012 Typically 30% to 32%

60' vs 1/4 Mile Time %: 15.498 Typically 14% to 16%

1/8 Mile vs 1/4 Mile Speed %: 83.138 Typically 79% to 80%

1/8 Mile vs 1/4 Mile Time %: 63.987 Typically 64% to 66%

Speed vs Time Ratio: 1342.2 Typically 1370 to 1390, although improved launches can yield lower numbers.

NOTICE: This utility is offered strictly for entertainment purposes only. Great effort has been taken to ensure the accuracy of the data, however, uncontrollable circumstances such as wheel spin, shift points, fuel quality, vehicle operating condition, ambient weather conditions and driver input may vary which can result in erratic or inconsistent information. The horsepower values provided are ESTIMATED flywheel horsepower based on calculations derived from approximate vehicle weight and 1/4 mile trap speeds during ideal run conditions.

If you have performed a ¼ mi. run using the utility built into the *Evolution* and connected it to the PC, you can load your saved run by selecting *Utilities* and then *Read 1/4 Mile Data*. All you will have to do is enter truck weight and approximate elevation to get an accurate horsepower rating (at the fly wheel).

To save this run for future viewing, select *File* and then *Save As*. To load a previously saved run, select *File* and then *Open*. You may also change any values on the form to view “what-if” scenarios or previous runs that you didn’t record with the *Evolution*.

Note: Horsepower values are ESTIMATES only and are based on ideal run conditions.

Troubleshooting/Tips

- Tip:* Programming your vehicle may expose existing defects in your vehicle's PCM that could disable your vehicle. It is advised that you do not program your vehicle in remote locations in case of failure.
- Tip:* Keep in mind that the *Evolution* is a high performance product and that not all vehicles deliver the exact same power output when programmed with the *Evolution*. It is recommended that you select a program that will best fit your needs. Whether towing, or traveling long distances at high speeds, choose your power level wisely and keep in mind the condition and tolerances of your vehicle when selecting a suitable power level.
- **NO DISPLAY WITH KEY ON** – If you should get no display when turning the key on, check all of your fuses and make sure your battery is fully charged. Disconnect and reconnect the OBD-II cable to ensure the *Evolution* restarts properly. If the unit restarts but fails to stay on, or fails to turn on when the key is on, there is most likely a communications issue. Contact Edge Products Technical Support for further assistance.
 - **NO START** – If you experience a “No-Start” condition after programming your PCM, return to the *Power Programming* menu and select *Return to Stock*. This will allow the *Evolution* to reprogram the PCM with the factory calibration and recover the PCM. If, after reprogramming, you still have a “No-Start” condition, contact Edge Products Technical Support. A member of our support team can further instruct you on possible recovery procedures.
 - **ERROR 40 or 39** – Connect the *Evolution* to the Lightning Software. Choose ‘Yes’ to the screens that the Lightning Software immediately displays. Make sure the Lightning Software can connect to the internet.

Edge Products Technical Support

(888) 360-EDGE

Please have the Part Number, the Version Number and Manufacture Date prior to calling Tech Support. This will help ensure quick and accurate support.

Commonly Used Acronyms

ACT = Air Charge Temp
ACV = Thermactor Air Control Sensor
AOD = Automatic Overdrive Transmission
APP = Accelerator Pedal Position
AXOD = Automatic Overdrive Transmission
BAT = Battery Voltage
BCM = Body Control Module
BOO = Brake On/Off Switch
BP = Barometric Pressure Sensor
CCD = Computer Controlled Dwell
CCO = Converter Clutch Override
CDR = Crankcase Depression Regulator
CEL = Check Engine Light
CFI = Central Fuel Injection
CHT = Cylinder Head Temperature
CID = Cylinder Identification Sensor
CKP = Crank Position Sensor
CMP = Cam Position Sensor
CPS = Crankshaft Position Sensor
DTC = Diagnostic Trouble Codes
ECA = Electronic Control Assembly
ECM = Electronic Control Module
ECT = Engine Coolant Temp
EDF = Electric Drive Fan Relay
EDIS = Electronic Distributor
EGO = Exhaust Gas Oxygen Sensor
EGR = Exhaust Gas Recirculation
EGRC = EGR Control Solenoid
EOT = Engine Oil Temperature
EVP = EGR Position Sensor
EVR = EGR Valve Regulator
FDM = Fuel Delivery Module
FPM = Fuel Pump Monitor
FRP = Fuel Rail Pressure
HEGO = Heated Exhaust Gas Sensor
IAT = Intake Air Temperature
ICM = Integrated Controller Module
IDM = Ignition Driver Module
ISC = Idle Speed Control
ITS = Idle Tracking Switch
IVS = Idle Validation Switch (Diesel)
KAM = Keep Alive Memory

KOEO = Key On Engine Off
KOER = Key On Engine Running
KS = Knock Sensor
LOAD = Engine Load
LOS = Limited Operation Strategy
LPD = Line Pressure Desired
LUS = Lock-up Solenoid
MAF = Mass Airflow
MAFV = Mass Airflow Sensor Voltage
MAP = Manifold Absolute Pressure
MAT = Manifold Air Temp
MCU = Microprocessor Control Unit
MIL = Malfunction Indicator Light
MPH = Miles Per Hour
OHC = Over Head Camshaft
OSS = Output Shaft Speed
PCM = Powertrain Control Module
PFE = Pressure Feedback EGR Sensor
PIP = Profile Ignition Pickup
PSPS = Power Steering Pressure Switch
RPM = Revolutions Per Minute
SES = Service Engine Soon
SIL = Shift Indicator Light
SPARK = Spark Advance/Retard
SPOUT = Spark Output Signal (from ECA)
STAR = Self Test Automatic Readout
TAPS = Throttle Angle Position Sensor
TCM = Transmission Control Module
TFI = Thick Film Ignition System
TFT = Transmission Fluid Temperature
TGS = Top Gear Switch
THS = Transmission Temperature Switch
TPS = Throttle Position Sensor
TQC = Torque Control
TSS = Turbine Shaft Speed
TTS = Transmission Temperature Switch
VAF = Vane Air Flow Sensor
VAT = Vane Air Temperature
VCT = Variable Cam Timing
VSS = Vehicle Speed Sensor
WAC = WOT A/C Cut-off Switch
WOT = Wide Open Throttle