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Custom OutLook Pod



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BULLY DOG

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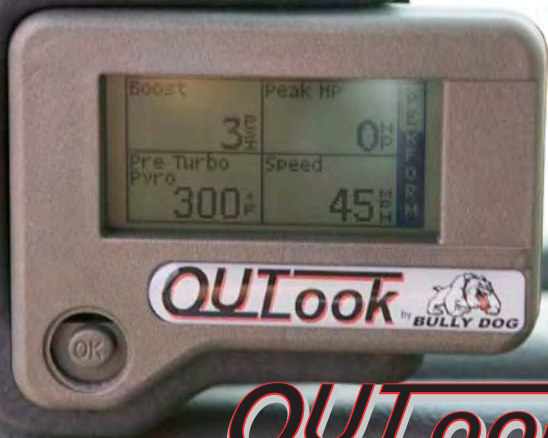
Call: 866-bulldog (866-285-5936)



BULLY DOG

#1 IN PERFORMANCE

INSTALLATION MANUAL



OUTlook

Vehicle Application	OutLook Part#
'99-'03 7.3L Ford Power Stroke	40173





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 17 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

You have just purchased the most technologically advanced vehicle monitor available for diesel pickups manufactured by Bully Dog Technologies. The Outlook monitor comes with more user friendly features than any other vehicle monitor in the market place.

Note: This set of instructions outlines how to install and operate the Outlook Monitor on the Ford 7.3L Power Stroke. The Outlook Monitor was designed by Bully Dog's engineers to not only serve as electronic gauges, but to keep your vehicle safe by automatically defueling the engine based on EGTs (exhaust gas temperatures)

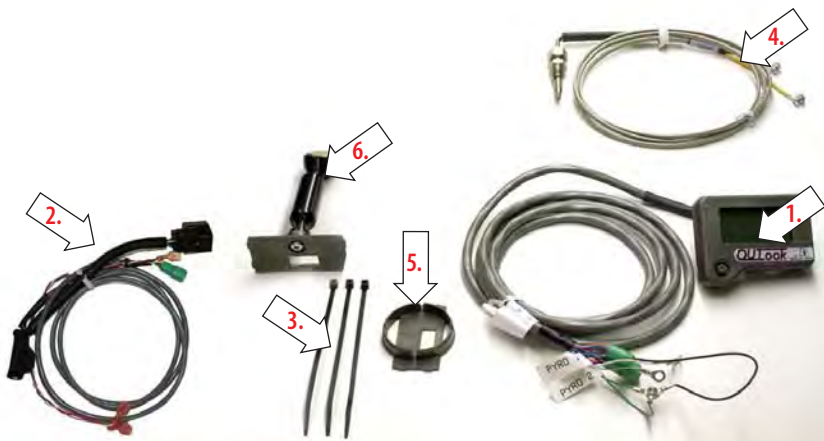
Note: This instruction set and the included Outlook Monitor were specifically designed for the '99.5-'03 7.3L Ford Power Stroke.

BILL OF MATERIALS

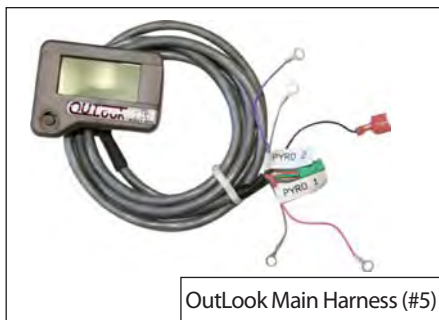
- 1. Outlook Monitor with Main Harness
- 2. Map Sensor Harness
- 3. Zip Ties
- 4. Pyrometer Probe
- 5. Pillar Pod Mount
- 6. Windshield Mount

TOOLS NEEDED

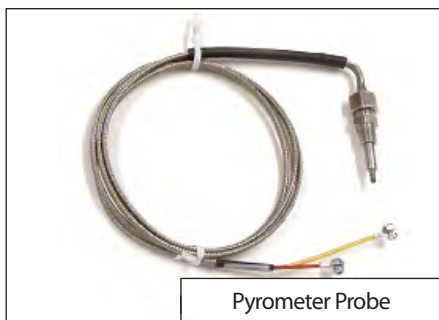
- Flat Head Screw Driver
- Phillips Screw Driver
- Wire Strippers
- Electric Drill
- 5/16" Drill Bit
- 1/8" Pipe Tap
- 5/16" Wrench
- 9/16" Wrench
- 5/8" Wrench
- Electrical Tape



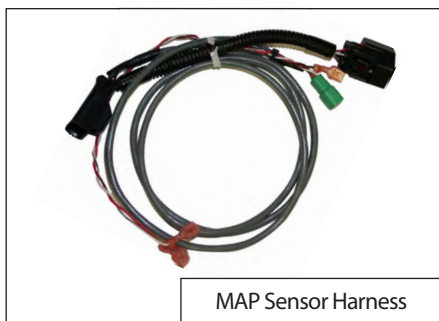
HARNESS TYPES



OUTLOOK MAIN HARNESS: The Outlook monitor main harness, page 2 #1, has an Outlook monitor on one end and both green and pink connectors on the other. These connectors. The Outlook Main harness also has two sets of thermocouple wires labeled Pyro 1 and Pyro 2, which can connect to two different pyrometers.



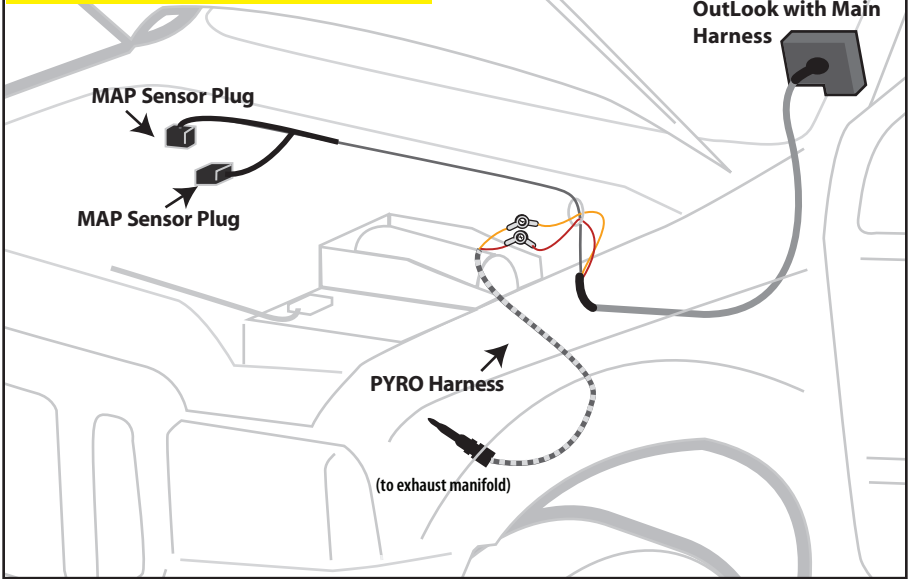
PYROMETER PROBE: The Pyrometer Probe, page #2 #4, is a steel braided cable with a pyrometer probe tip on one end and red and yellow wire connections on the opposite end.



MAP SENSOR HARNESS: The Map Sensor Harness, page 2 #2, is made up of green and pink connectors on one end. There are two additional pink connectors, but these are not used on the 7.3L. On the other end of the cable is a black connector and a black receiver. The green and pink connectors will plug into the cable coming off of the Outlook Monitor. The black connectors will plug into the map sensor.

FORD HARNESS LOCATION OVERVIEW

IMPORTANT: On FORD applications most of the install takes place inside the cab of the vehicle



INSTALLING THE MAP SENSOR HARNESS

In the steps on this page you will install the Map Sensor Harness



Map Sensor Harness (#5)

1. Locate the map sensor in the engine bay.



Map Sensor and receiver

2. Unplug the map sensor and plug in the Map Sensor Harness into the vehicle map sensor. Then plug the original vehicle map sensor into the receiver found on the map sensor harness.

3. Run the end of the Outlook harness over to the driver's side of the vehicle and leave for the moment.



Map Sensor cabling next to firewall

INSTALLING THE OUTLOOK MAIN HARNESS

In these steps you will install the Outlook Main Harness running the cable through the firewall and then connecting the Map Sensor Harness.

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



OutLook Main Harness (#5)



Ford 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. Run the end of the Outlook Main Harness down and underneath the

dash on the driver's side and through the firewall.

4. With the cable run into the engine bay, connect the green and pink connectors together. The 7.3L install does not require the other two pink connectors. Use electrical tape to tape the connectors out of the way.

5. 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 17.

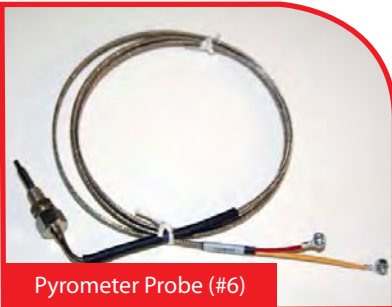


Harness Connections

6. Using zip ties provided, secure all wiring to ensure that wiring is safe from extreme heat and moving parts. Be sure to save some zip ties for the Pyrometer Probe or Probes.

INSTALLING THE PYROMETER PROBE:

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").



Pyrometer Probe (#6)

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. Pre-turbo mounting is generally recommended because it provides more accurate EGT readings and on the Ford Power Stroke it is a much easier install.

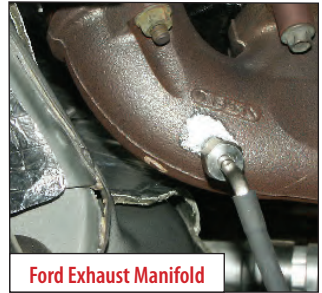
It is recommended that you mount both a Pre-turbo and a Post-turbo Pyrometer Probe if a vehicle is running more than 100 horsepower over Stock. On the OutLook display screen, Pyro 1 temps are constantly shown in the bottom left quadrant (If you mount Pyro 1 in a Post-turbo location, the numbers in that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

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 17 to figure out what your safety limits are.

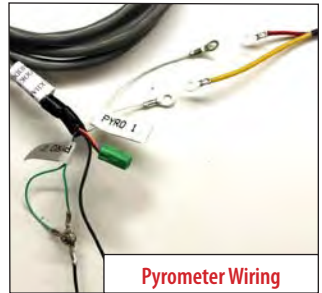
IMPORTANT: At least one Pyrometer Probe is required for OutLook installation.

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 so the end meets the end of the OutLook Main harness and 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. Pyro 1 wires should be connected as follows, Pink to Red and Brown to Yellow.
4. If a second Pyro is not used, then tape the remaining Pyro 2 wires up. 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. Pyro 2 wires should be connected as follows, Red to Purple and Yellow to Gray.



Ford Exhaust Manifold



Pyrometer Wiring

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. The post-turbo mount is much more difficult to do than the pre-turbo mount and is not recommended for the novice mechanic.

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.

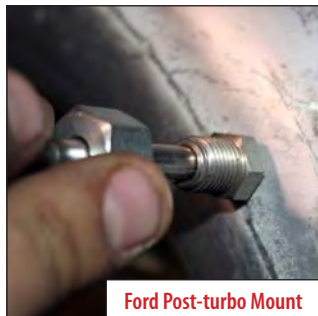
2. Run the Pyro Cable along the brim of the engine bay so the end meets the end of the Outlook Main Harness and use zip ties to secure the pyro line. On the Ford Power Stroke it is easier if you run the pyro cable through the fire wall from the engine bay.

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. If Pyro 2 is used, Pyro 2 wire should be connected as follows: Red to Purple and Yellow to Grey.

TOOL TIP POST-TURBO MOUNT

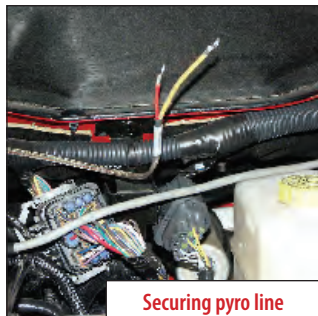
When drilling into the exhaust pipe broken drill bits can fall inside. Since you are drilling after the turbo, there will be no issues with left over debris. Generally you still try to have as clean a drill hole as possible. To avoid this possible problem use a high quality twist bit and a slow speed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



Ford Post-turbo Mount



Pyrometer Wiring



Securing pyro line

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 are 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. (Outlook Pods sold separately)



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.

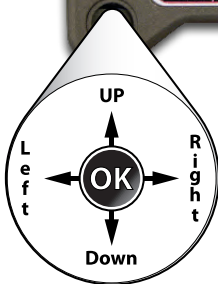
LEFT: Pressing left will take you from the main menu back into the general display. It is also used to reset any performance test.

USING THE OUTLOOK / SELECTING THE CORRECT VEHICLE

Choose Your Vehicle	
99-03 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	

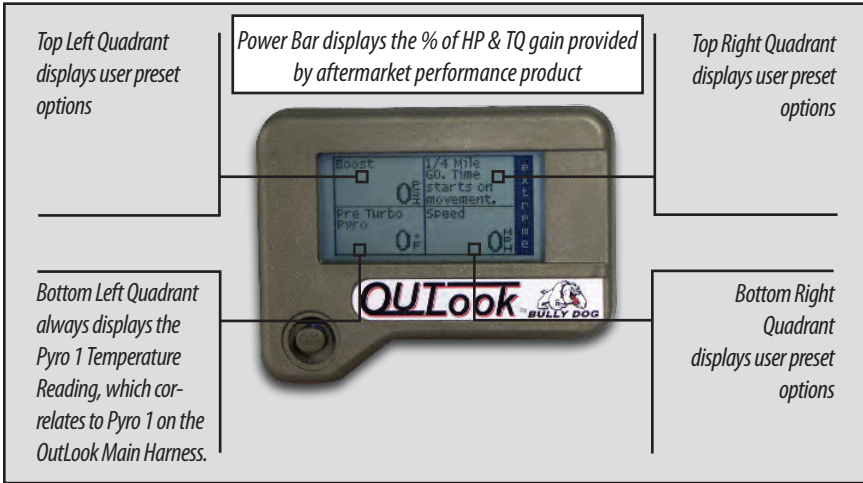
The first time you use the OutLook Monitor it will automatically display the Vehicle Selection Screen. The screen example below shows what the vehicle selection screen looks like on the OutLook. It is extremely important that you select the correct vehicle application, because the OutLook will not work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

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.



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 ITEMS

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

Main Menu	
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	

NOTE: Outlook Display Options are found on page 16

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	FORD
On The Fly Adjustability	X
Pyrometer Probe Defuel	X
Boost Pressure	X
Dual Pyrometer Probe (2)	X
Peak Boost	X
Peak Pyro	X

NOTE: Pyrometer Probe Calibration Procedure is found on page 24

MAIN MENU ITEMS

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 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.

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

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.

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 menu on the following page to erase.

View Last 10 Readings	
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 menu on the following page to erase.

View All-time Highs	
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 Selection::	99.5-03 7.3L Ford w/ other
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

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	
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	

OUTLOOK DISPLAY OPTIONS

The following is a general list of measurements the OutLook monitor can display. For a specific list of measurements for each make, refer to the chart on page 14. Once you select to display one of the options below, it will be displayed either in the top left, top right, or bottom right quadrant of the OutLook monitor screen. Navigate to these items through the main menu by selecting either top right, bottom right or top left.

BOOST PRESSURE:

A measure of air pressure generated by the turbo that is being forced into the engine cylinder. Knowing the pressure will indicate how much stress is being put on the turbo and the engine itself. On a Stock pickup at high acceleration, a turbo will generate 18 to 40 lbs. of boost depending upon year & make of vehicle.

PYRO 1:

Reads the signal received from the Pyro 1 connection on the OutLook Main harness. This measurement is used to de-fuel the engine based on the Pyrometer Probe Calibration Procedure listed previously in the manual. This measurement is permanently displayed in the bottom left quadrant of the OutLook Screen.

PYRO 2:

Reads the signal received from the Pyro 2 connection on the OutLook Main harness. Use this feature to display EGT measurements from Pyro 2 on the screen.

PEAK BOOST PRESSURE:

Highest intake pressure in PSI ever recorded in that vehicle.

PEAK PYRO:

Highest exhaust gas temperature ever reached; with regard to the location of the Pyro, whether the Pyro is installed pre or Post-turbo.

PYROMETER CALIBRATION PROCEDURE

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

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.
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 is 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.

For more information on an up-to-date troubleshooting guide, please visit:
www.bulldog.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.

DISCLAIMER OF LIABILITY

Bully Dog Technologies, LLC. Its distributors, jobbers, and dealers (hereafter Seller) shall be in no way responsible for the product's proper use and service. THE BUYER HERBY WAIVES ALL LIABILITY CLAIMS.

The Buyer acknowledges that he is not relying on the Sellers 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 Buyers hereby waivers all remedies or liabilities expressed or implied, arising by law or otherwise, (including without any obligation of the Seller with respect 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.

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

LIMITATION OF WARRANTY

BULLY DOG TECHNOLOGIES, LLC. (Hereafter "Seller") gives Limited Warranty as to description, quality, merchantability, and fitness for any particular purpose, productiveness, or any other matter of Seller's product sold herewith. The Seller shall be in no way responsible for the products proper use and service and the Buyer hereby waives all rights other than those expressly written herein. This warranty shall not be extended, altered or varied except be 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 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.

Under no circumstances will 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 incurred 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 TEN (10) 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.