

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: bulldog.com

Doc.# 42002 v1.0.0

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



For Free Technical Support
Call: 866-bulldog (866-285-5936)



BULLY DOG

#1 IN PERFORMANCE

INSTALLATION MANUAL



OUTlook P.E.

Vehicle Application	OutLook Part#
'98.5-'00 Dodge 5.9L Cummins	40267
'01-'02 Dodge 5.9L Cummins	40268





TROUBLESHOOTING:

If you have questions during the installation of this product, please visit www.Bulldog.com/Product_Updates.php. The latest version of these instructions can be found at the same location. Please review the Troubleshooting section on page 24 before calling technical support to cover most common issues. Technical support is available by calling 866-bulldog (866-285-5936).

TABLE OF CONTENTS

INTRODUCTION	PG. 2
BILL OF MATERIAL	PG. 2
HARNESS DESCRIPTIONS	PGS. 3-4
OUTLOOK INSTALLATION	PGS. 5-14
'98.5-'02 Sub-harness Installation Overview	pg. 5
'98.5-'00 Sub-harness Installation	pg. 6-7
'01-'02 Sub-harness Installation	pg. 7-8
OBD II Harness Installation	pg. 9
Outlook Main Harness Installation	pg. 10
Pyrometer Installation	pgs. 11-13
Mounting Instructions	pg. 14
OPERATING INSTRUCTIONS	PGS. 15-22
Navigation/Joystick Operation	pg. 15
Using the Outlook / Selecting the Correct Vehicle	pg. 15
Vehicle Selection Details	pg. 16
General Display	pg. 17
Main menu / Menu Items	pgs. 18-20
Outlook Display Options	pgs. 21-22
PYROMETER PROBE CALIBRATION PROCEDURE	PG. 23
TROUBLESHOOTING	PG. 24
PRODUCT WARRANTY & DISCLAIMER	PG. 26

INTRODUCTION

The OUTLOOK w/Power Enhancement In-Cab Monitor is a Sleek In-cab Controller/Monitor/Gauge/Power Module combination Featuring Advanced High Tech Performance and Monitoring - Like No Other Product on the Market! Differing from our other Outlook Monitors, this product will monitor your vehicle diagnostics and add up to 60 horsepower on 1998.5-2002 Dodge 24 valve Cummins diesels, this product is also adjustable on the fly.

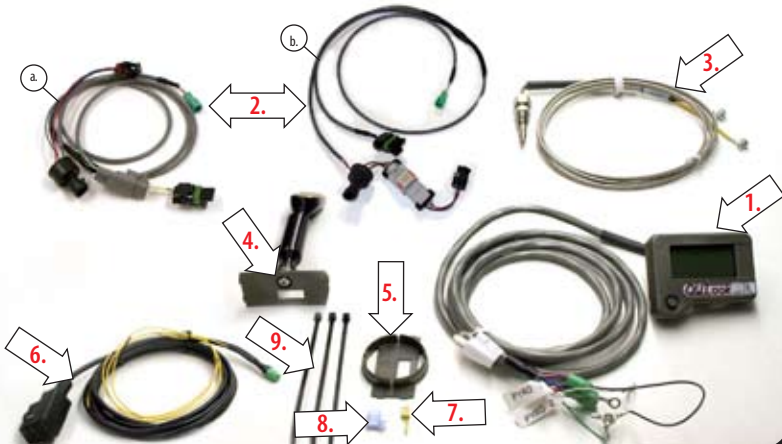
Note: This instruction set outlines how to install and operate the OutLook monitor on the '98.5-'02 5.9L 24 Valve Dodge Cummins diesel pickups. This product will not work on any other vehicle other than those stated.

BILL OF MATERIALS

1. OutLook Monitor with Main Harness
2. OutLook Sub-harness
 - a. '98.5-'00,
 - b. '01-'02
3. Pyrometer Probe
4. Windshield Mount
5. Pillar Pod Mount
6. OBD II Connector & Harness
7. Fuse Jack
8. 90° Connector
9. 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



Note: Included with this product are four 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.

OBD II HARNESS: The OBD II Harness, has a green male plug, which connects to the Outlook Main harness. 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 is the OBD II connector which will plug into the OBD II port under the driver's side of the dash.



OBD II Harness (#6)

OUTLOOK MAIN HARNESS: The Outlook monitor main harness, has an Outlook monitor on one end and two green connectors, one male and one female, on the other end of the harness. Of the green connectors on the Outlook Main harness, the female plug connects to the OBD II Harness described above. The green male plug, connects to a Sub-Harness. 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 (#1)

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



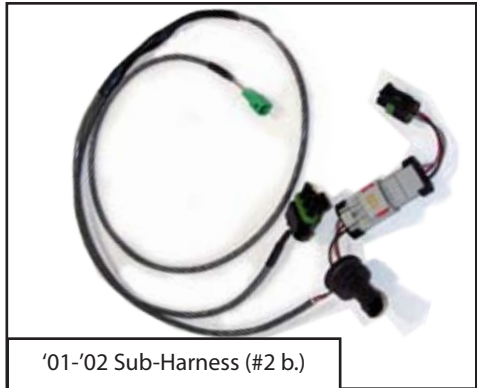
Pyrometer Probe (#3)

'98.5-'00 OUTLOOK SUB-HARNESS: This is the most complex harness; on one end is a green plug (female) identical to the plug on the end of the Outlook Main Harness. On the opposite end of this harness are two other plugs: one is a Data Link Plug and the other is a Map Sensor Plug. The Data Link Plug has one end to it which is a three prong connector with a green bushing. The Data Link Plug also has a grey triangular plug which comes before the three prong plug that is separated and used for installs on 1998.5-1999 models. The Map Sensor Plug is actually two plugs, one male and one female, that are circular with the male end having a purple bushing.



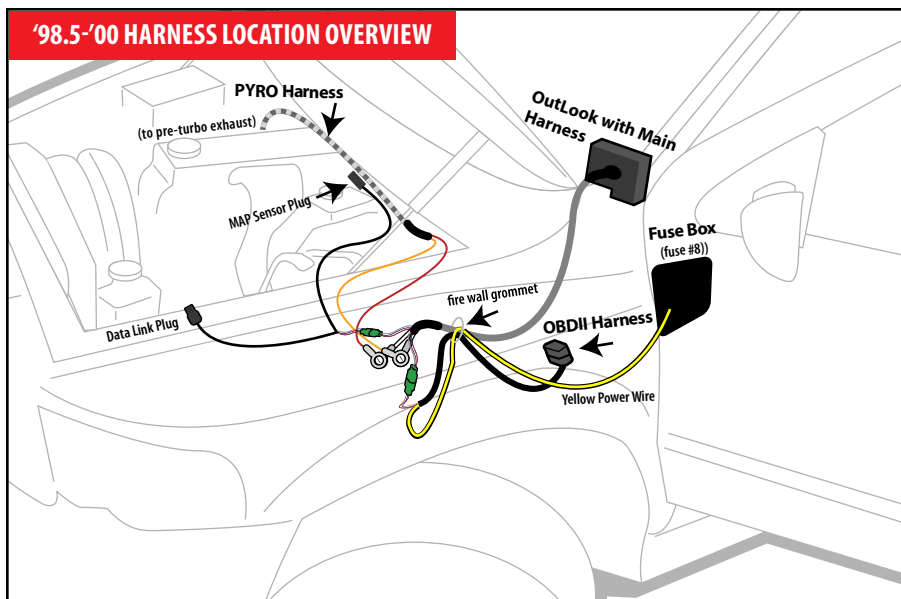
'98.5-'00 Sub-Harness (#2 a.)

'01-'02 OUTLOOK SUB-HARNESS: As the harness comes packaged it is ready for installation on the 2001 model year. On one end is a green plug (female) identical to the plug on the end of the Outlook Main Harness. On the opposite end of the harness is a data link plug which is a three prong connector with a green bushing and the map sensor plugs. The map sensor plugs as is comes is ready for installation on a 2001 model year, the 2001 model pickups need the oval shaped connectors, male and female, for installation. The large grey plugs connected between the male and female oval connectors are for installation on 2002 model years, simply unplug the large grey plugs and plug the oval plugs together to install on a 2002 model.

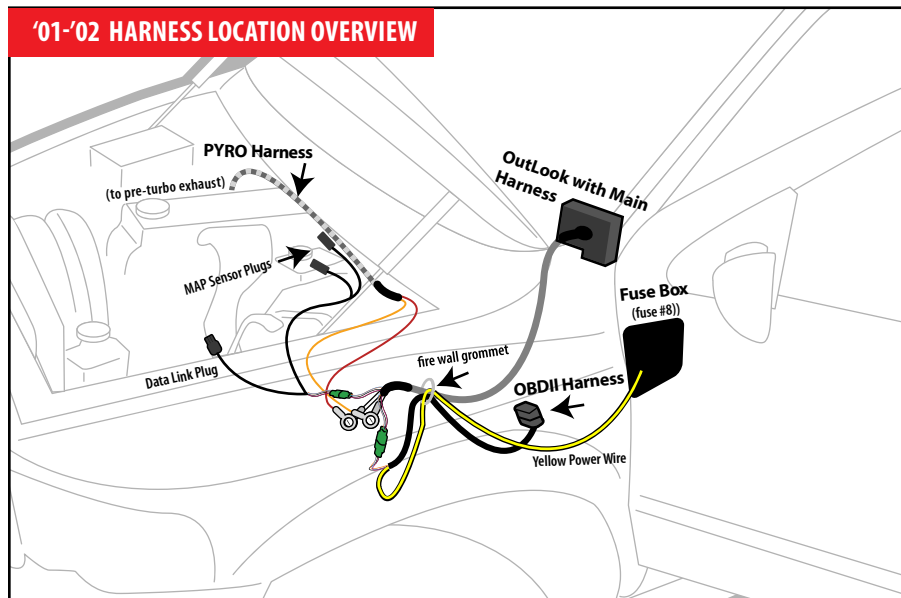


'01-'02 Sub-Harness (#2 b.)

'98.5-'00 HARNESS LOCATION OVERVIEW



'01-'02 HARNESS LOCATION OVERVIEW



INSTALLING THE '98.5-'00 SUB-HARNESS

IMPORTANT: Skip these steps if your vehicle is not a '98.5-'00

In these steps you will connect both the Data Link Plug and Map sensor Plugs.

DATA LINK PLUG: Due to vehicle differences between years the sub-harness installs differently.

Steps for '98.5-'99 Vehicles: Before installation begins the three prong adaptor on the data plug must be removed at the grey triangle. Separate the male and female ends of the grey triangle plug by pressing down on the snap on the male end of the plug and pulling the two pieces apart. Once they are separated installation can begin.

1. Locate the data plug inside the engine bay of the vehicle, towards the front of the engine bay near the radiator on the driver side and down about one foot. The vehicle data plug is triangular and grey (Male).

2. Plug the data plug from the Outlook Sub harness to the stock data plug; press the plugs together firmly until the snap connector is secure.

Steps for '00 Vehicles: This year will utilize the three prong connector with the green bushing to make the data link between the Outlook and the vehicle. Do not separate the triangle connector for this year of vehicle.

1. Locate the three prong connector on top of the fuel lift pump which is on the driver's side of the engine directly below the map sensor.

2. Plug the data plug from the harness to the stock data plug; press the plugs together firmly until the snap connector is secure.

MAP SENSOR PLUG FOR '98.5-'00 VEHICLES:

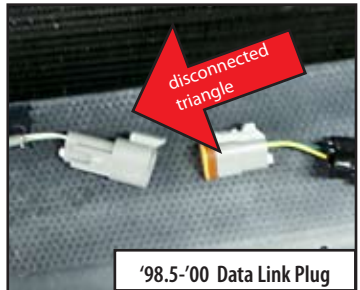
1. Locate the stock Map Sensor connection behind the fuel filter canister on the driver's side of the engine. This plug goes directly into the side of the engine.

2. Disconnect the stock Map Sensor plug which is a snap style connector. To remove pull out on the snap lever and pull the connector outward from the engine.

3. Connect the male end of the Map Sensor plug coming from the sub-harness to the stock female plug. Then connect the stock male map sensor plug to the female end of the Bully Dog Map sensor plug.



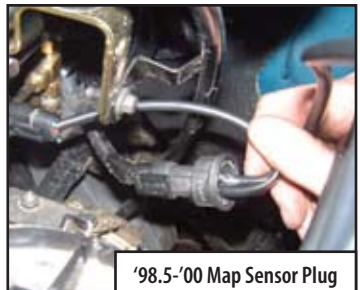
'98.5-'00 Sub-Harness (#2 a.)



'98.5-'00 Data Link Plug



'00 Data Link Plug



'98.5-'00 Map Sensor Plug

INSTALLING THE '01-'02 SUB-HARNESS

IMPORTANT: Skip these steps if your vehicle is not a '01-'02 Dodge Cummins

In this step you will install the '01-'02 Sub-harness which entails connecting the Data Link and the MAP Sensor plugs to the vehicle.

DATA LINK PLUG FOR '01-'02: Three prong plug with green bushing.

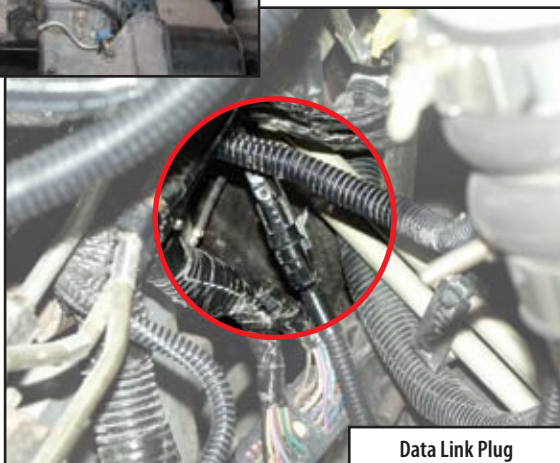
1. Locate the female data plug inside the engine bay of the vehicle about midway back into the engine bay and then straight down 1' to 1.5' on the drivers side of the engine block.
2. Plug the data plug from the sub-harness to the stock data plug; press the plugs together firmly until the snap connector is secure.



'01-'02 Sub-Harness (#2 b.)



Data Link Plug Location



Data Link Plug

MAP SENSOR PLUG: Do to vehicle differences between years the sub-harness installs differently.

'01: As the harness comes the map sensor plugs are ready for installation on the '01 model year so nothing must be done to the map sensor plugs before installation.

'02: Before installation on this model year can begin the plugs must be turned around so that the grey rectangular plugs can be plug into the vehicle and not the oval plugs. To do so simply disconnect the grey plugs and connect the male and female oval plugs together.



'01 MAP Sensor prep



'02 Map Sensor prep

STEPS FOR '01-'02:

1. Locate the stock Map Sensor plug behind the fuel filter canister on the driver's side of the engine. This plug goes directly into the side of the engine.
2. Disconnect the stock Map Sensor plug which is a snap style connector. To remove pull up on the snap lever and pull the connector outward from the connection.
3. Connect the male end of the Bully Dog Map Sensor plug coming from the Sub-harness to the female end of the stock female plug. Then connect the stock male map sensor plug to the female end of the Bully Dog Map sensor plug.



'01 Map Sensor

GREEN SUB-HARNESS PLUG:

Run this side of the Sub-harness over to the driver's side back corner of the engine bay and let it sit while installing the other harnesses.

IMPORTANT: This step is performed on all vehicles.

In this step you will connect the OBDII plug, connect the power wire, and run the green connector through the fire wall.

OBD II PLUG:

1. Locate the vehicles OBD II plug on the underside of the dash on the middle driver's side of the vehicle.
2. Simply plug the Bully Dog OBD II plug into the vehicle OBD II Plug.



OBD II Harness (#6)

YELLOW POWER WIRE:

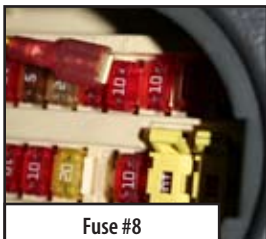
1. Prepare the yellow wire by stripping the end of the wire about .25". Connect the blue 90° connector to the end of the power wire using pliers.
2. Locate fuse #8 inside the fuse panel on the driver's side of the cab on the side of the dash. Remove fuse #8 using needle nose pliers.
3. Insert the fuse jack. Make sure that 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 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.



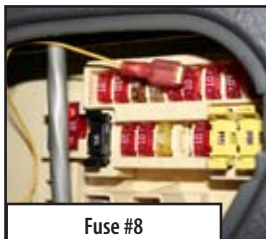
OBD II Port



Yellow Power Wire w/connector



Fuse #8



Fuse #8

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

GREEN PLUG THROUGH THE FIRE WALL:

1. The green plug (male) on the end of the OBD II harness must go through the fire wall into the engine bay. To get through the firewall, use the existing port that runs stock vehicle wiring through the firewall. This may require that you cut a grommet.
2. Once through, from the engine bay pull all of the slack of the OBD II harness from the cab into the engine bay. There will be more slack from the OBD II wire than from the yellow power wire to pull into the engine bay.

INSTALLING THE OUTLOOK MAIN HARNESS

IMPORTANT: This step is performed on all vehicles.

In this step you will run the Outlook Main harness, plugs and wiring through the fire wall and then connect the Outlook Main harness to the OBD II Harness, and the Sub-Harness.



Outlook Main Harness (#1)

1. For a clean install, first peel-back the weather stripping next to the dash on the driver's side door.
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 wiring harness through the fire wall into the engine bay. Use the same hole as you would with the OBD II harness plug. Pull all of the slack from the cab through the fire wall.
4. Connect the green plug (male) on the end of the OBD II harness to the green plug (female) on the Outlook main harness.
5. Connect the green plug (female) on the end of the sub-harness to the green plug (male) on the Outlook main harness.
6. Go inside the Cab of the vehicle to test the install before going any further. Turn the ignition to the run position, the Outlook at this point should light up and display a vehicle selection screen.
7. Secure all wiring to ensure that wiring is safe from extreme heat and moving parts using the zip ties provided.



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").



Pyrometer Probe (#3)

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. Post-turbo mounting is recommended for the easiest 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).

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 24 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.
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 ect. 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).

POST-TURBO MOUNT:

1. Find a location on the exhaust pipe that is 3-6" downstream from the turbo charger output. 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. The cable is not long enough to reach inside the cab so the connection will be made underneath the hood.
3. 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.



Drilling the Exhaust Pipe



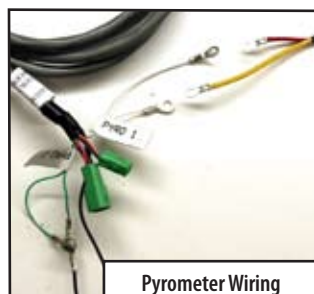
Pyro Probe Installed



Securing Cable

TOOL TIP POST-TURBO MOUNT

When drilling into the exhaust pipe broken drill bits can fall inside. Since it is after the turbo and so no damage will be done to it, thankfully. 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".



Pyrometer Wiring

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 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.



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.

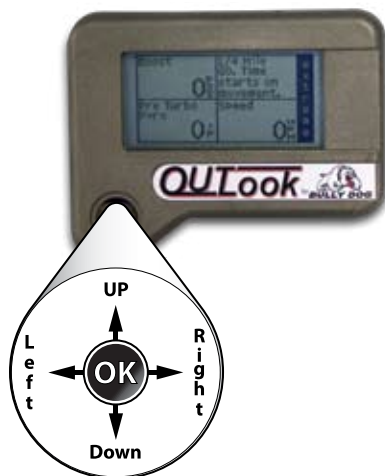
NAVIGATION/JOYSTICK OPERATION

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%. 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.

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.

Choose Your Vehicle	
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	
01-02 Dodge w/ other	
98.5-00 Dodge w / other	

VEHICLE SELECTION DETAILS:

The list below provides a description of vehicle type and product compatibility. Use this list to help correctly select vehicle and product type. The Outlook will not work properly if you have selected the wrong vehicle and product combination.

On-the-fly power adjustments and set de-fuel levels are activated on selections highlighted in red

- **'06 DODGE W/POWER PUP DOWNLOADER OR STOCK:**

Used if you have a '06 Dodge Cummins in combination with a Power Pup Downloader or Stock.

- **'06 DODGE W/TRIPLE DOG DOG:**

Used if you have a '06 Dodge Cummins with a Triple Dog Downloader.

- **'03-'05 DODGE W/BULLY DOG MODULE:**

Used if you have a '03-'05 Dodge Cummins with a Bully Dog Rapid Power or Dyno Dominator module.

- **'03-'05 DODGE W/BULLY DOG DOWNLOADER, TORQUE DOG, COMPETITOR'S PRODUCT OR STOCK**

Used if you have a '03-'05 Dodge Cummins with a competitor's product, a Bully Dog Downloader, a Bully Dog Torque Dog, or Stock.

- **'03-'05 DODGE W/ TRIPLE DOG DOWNLOADER:**

Used if you have a '03-'05 Dodge Cummins with a Bully Dog Triple Dog Downloader.

- **'01-'02 DODGE W/ OUTLOOK P.E.:**

Used if you have a '01-'02 5.9L 24 valve cummins

- **'98.5-'00 DODGE W/ OTHER:**

Used if you have a '98.5-'00 5.9L 24 valve cummins

- **'03-'07 6.0L FORD W/BULLY DOG MODULE:**

Used if you have a '03-'07 6.0L Ford Power Stroke along with a Bully Dog Rapid Power or Dyno Dominator plug-in module, a Power Pup Downloader, or Stock.

- **'03-'07 6.0L FORD W/ TRIPLE DOG:**

Used if you have a '03-'07 6.0L Ford Power Stroke along with Triple Dog Downloader.

- **'99.5-'03 7.3L FORD W/COMPETITOR'S PRODUCT:**

Used if you have a '99.5-'03 7.3L Ford Power Stroke with a competitor's product.

- **'06 GM DURAMAX W/ TRIPLE DOG:**

Used if you have a '06 Duramax with a Triple Dog Downloader.

- **'06 GM DURAMAX W/POWER PUP OR STOCK:**

Used if you have a '06 Duramax with a Power Pup Downloader or stock.

- **'01-'05 GM W/BULLY DOG MODULE ONLY:**

Used if you have a '01-'05 6.6L GM Duramax along with a Bully Dog Rapid Power or Dyno Dominator Plug-In Module.

- **'01-'05 GM W/ BULLY DOG DOWNLOADER, COMPETITOR'S PRODUCT OR STOCK:**

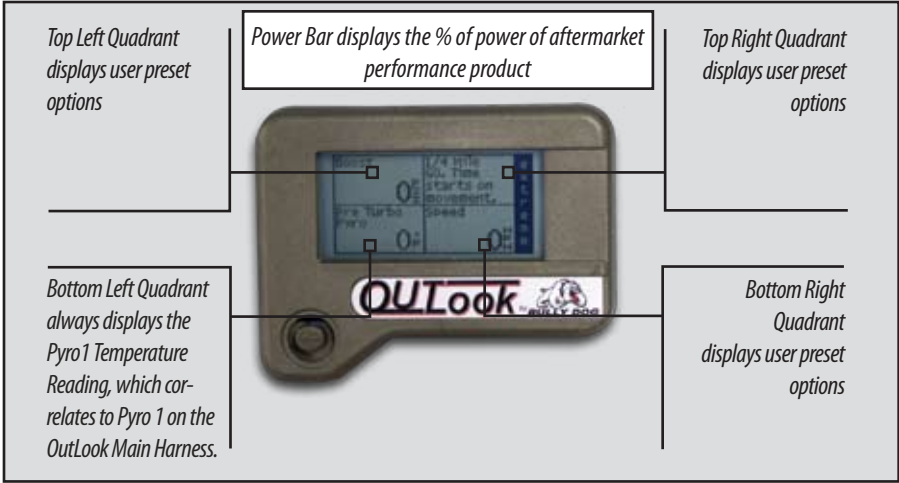
Used if you have a '01-'05 6.6L GM Duramax along with a competitor's product, a Bully Dog downloader, or Stock.

- **'05 GM W/ TRIPLE DOG:**

Used if you have a '05 or newer 6.6L GM Duramax along with Triple Dog Downloader.

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: This Tire size calibrations will not be accurate if adjustments have already been made with a other speedometer recalibration methods.

MAIN MENU ITEMS

NOTE: OutLook Display Options are found on pages 21-22

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.

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

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.

98.5-2002 DISPLAY FEATURES
On The Fly Adjustability
Boost Pressure
Dual Pyrometer Probe (2)
Accurate Speed Display (MPH)
Engine RPM
Horsepower and torque
0-60 times (MPH)
1/4 Mile time
peak boost
peak pyro
peak horsepower
peak torque
fastest 0-60
fastest 1/4 mile

MAIN MENU ITEMS

NOTE: Pyrometer Probe Calibration Procedure is found on page 23

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 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:	01-02 5.9L Dodge w / other
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	
01-02 Dodge w/ OutLook PE	
98.5-00 Dodge w / OutLook PE	

OUTLOOK DISPLAY OPTIONS

The following is a general list of measurements the Outlook monitor can display. 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.

SPEED:

Vehicle rate of travel in Miles Per Hour. This feature does not change the OEM speedometer.

ENGINE RPM:

Number of Crank Revolutions Per Minute.

HORSE POWER AND TORQUE:

Measures engine output to the wheels. Due to all of the factors involved in actual driving, the number calculated by the Outlook may not match those derived from an actual dynamometer.

0-60 TIME IN MPH:

This is a performance test that displays and records how long it takes the vehicle to go from a stand still at zero miles per hour to 60 miles per hour. This is a standard test that automobile manufacturers often use to describe the low end performance of an automobile. To operate this function, simply follow the instructions displayed on the screen in one of the three quadrants chosen to display this performance test. When bad starts occur and the test must be restarted, simply press left on the Outlook Joystick and the performance test will restart itself as well as refresh the screen instructions.

1/4 MILE TIME:

This performance test will display and record how long it takes the vehicle to travel $\frac{1}{4}$ a mile from a complete stand still and how fast the vehicle was traveling at the exact point of completion. If for some reason the test must be restarted, simply press left on the Outlook Joystick and the performance test will restart itself as well as refresh the screen instructions.

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.

PEAK HORSEPOWER:

Highest horsepower ever reached.

PEAK TORQUE:

Highest torque ever reached.

FASTEST 0-60:

Best ever 0-60 time.

FASTEST 1/4 MILE TIME:

Best ever quarter mile time.

Introduction

Harness Description

Outlook Installation

Operating Instructions

Pyrometer Probe Calibration

Troubleshooting

PYROMETER CALIBRATION PROCEDURE

IMPORTANT: This step is performed on all vehicles.

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.
		Make sure that the fuse that the Outlook fuse jack is plugged into is good.
		Make sure that the OBD II Harness is properly plugged into the OBD II 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 is 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 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 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 reading low	Proper Use	The outlook records horsepower and torque from the 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

Introduction

Harness Description

Outlook Installation

Operating Instructions

Pyro meter Probe Calibration

Troubleshooting

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.