

EGT Probe Manual

Thank you for your purchase of your Raceme Ultra EGT probe Kit.

This manual will instruct you how to connect the probe kit to your Ultra as well as how to select the EGT gauge on one of the dashboards.

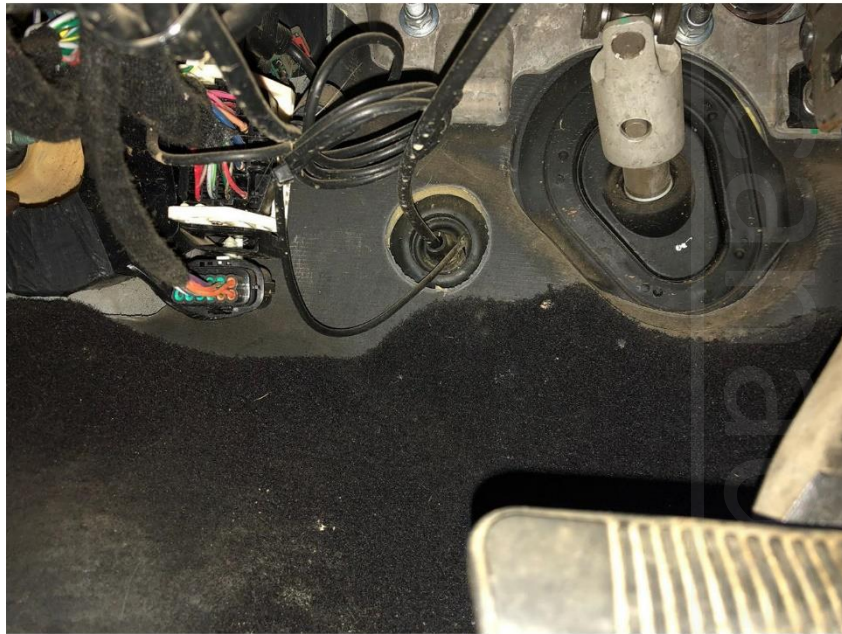
Physical installation



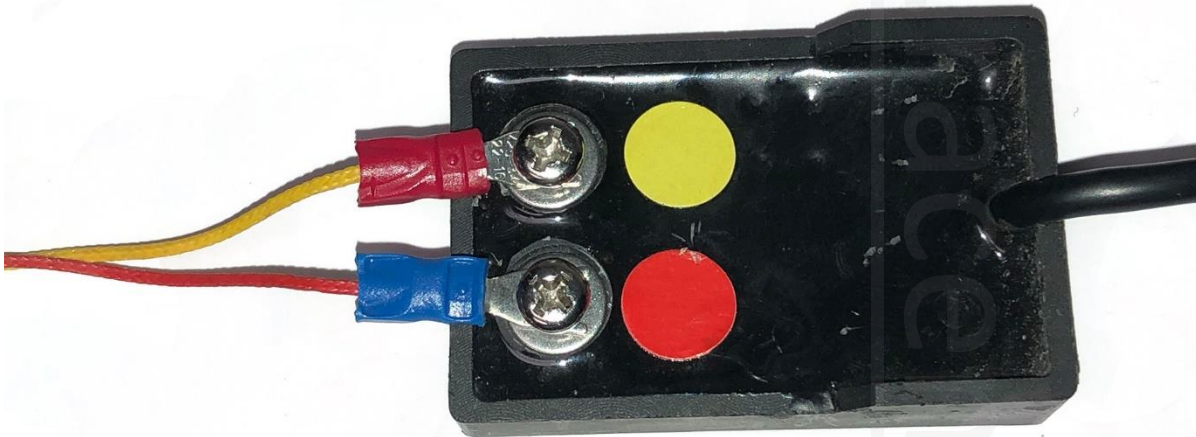
The Raceme Ultra EGT Probe kit consists of three main pieces. The Module, the Probe, and the fitting. It is recommended the module be mounted inside the truck with the rest of the tuner components. This practice will prevent the small white four wire connector from being damaged while trying to push it through the firewall. The module plugs into the white four pin socket in the end of the controller. Before making this connection, it is recommended the OBD2 connector be unplugged from the port.



Next is the sensor probe. The stainless probe wire can be run through the firewall into the engine bay. A good location to do this is the Transmission shift cable boot located next to the steering column.



Once ran, connect the two probe wires to the two module screw terminals. NOTE: Connect using the wire colors, not the crimp connector colors.



Run the probe wire toward the passenger side of the engine. It is also recommended to cover the stainless probe wire with some wire loom as the stainless braid is abrasive and can rub through engine components.

Lastly, is the Probe fitting. The fitting is a compression fitting and consists of three pieces. The adapter, the ferrule, and the nut. Pay close attention to the ferrule as it is easy to lose, should you take the fitting apart. The fitting will thread in the exhaust manifold by either drilling and tapping the manifold to 1/8th NPT, or installing into the rear block off plate of the EGR cooler delete kit. Either location will be sufficient for accurate temperature readings.



Once installed, slide the probe through the nut, then ferrule, then fitting and tighten the nut to secure the probe. Do not overtighten. In most cases, you can sink the probe until the 90 deg bend is at the fitting. This will ensure the sensing part of the probe is in the direct line of the exhaust flow.

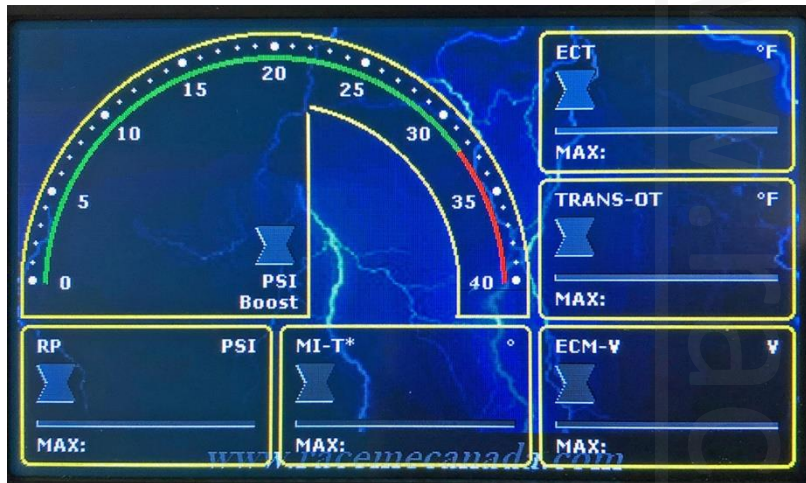
Tuner instructions

Once the physical connections are complete, reconnect the OBD2 connector and turn ignition to the run position with out starting the truck.

From the gauge display, touch once on the screen to enter the temporary menu, from there, select PID CONFIG.



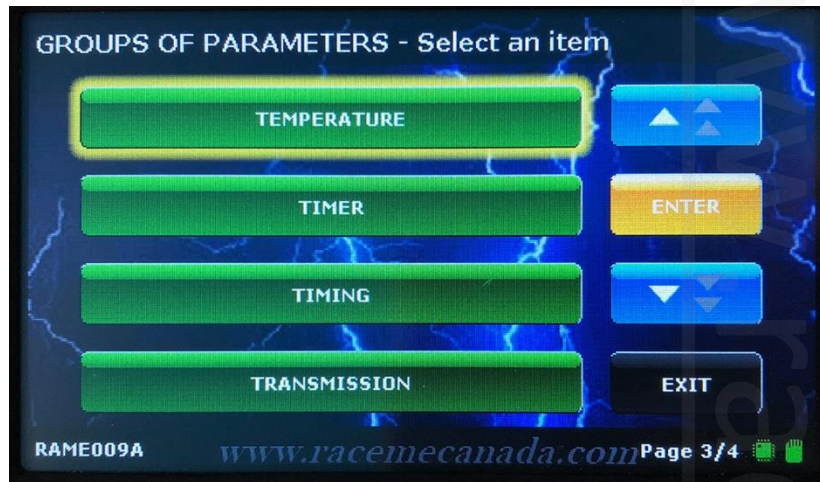
Select whichever gauge you desire to SET as EGT sensor.



Next, select CHANGE.



and from the list of parameters, scroll to TEMPERATURE.



Once there, find parameter labelled RACEME EGT SENSOR TEMP.



Return to dashboard will return you to the gauges. The gauge you selected should now read EGT temperature.

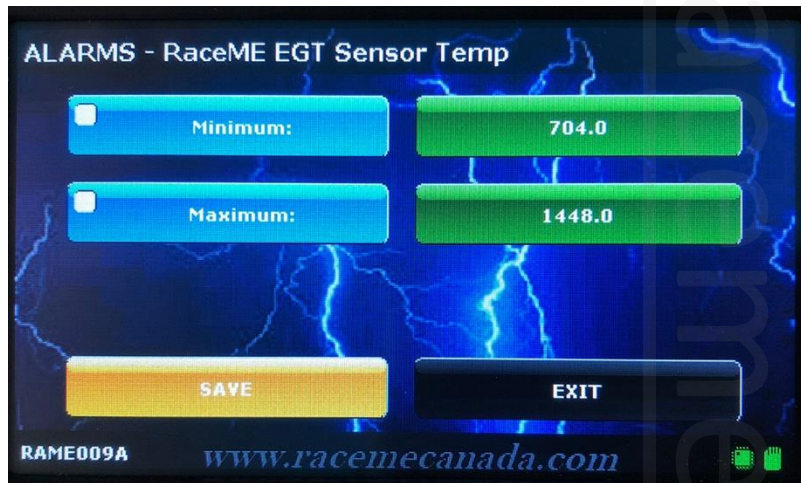


If the RACEME ULTRA EGT SENSOR TEMP does not show up in the list of temperature parameters, it's because the module was plugged into controller while the tuner was connected to power. To

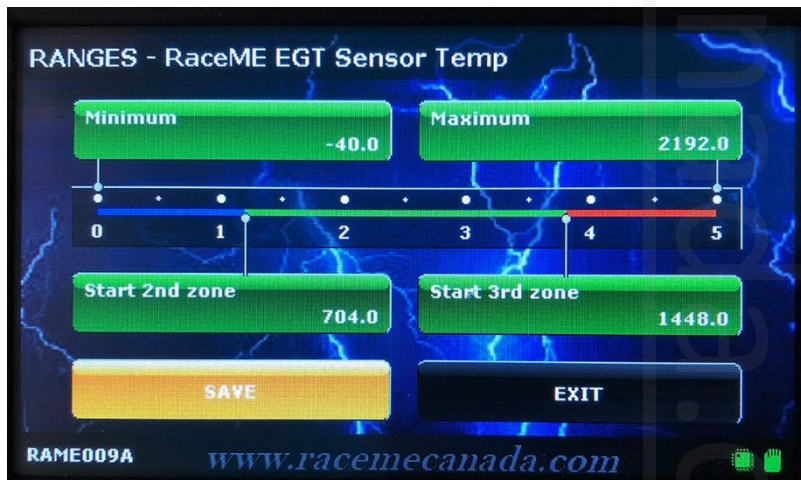
correct this, unplug the OBD2 cord for 1 minute and restart this section again.

Advanced options include :

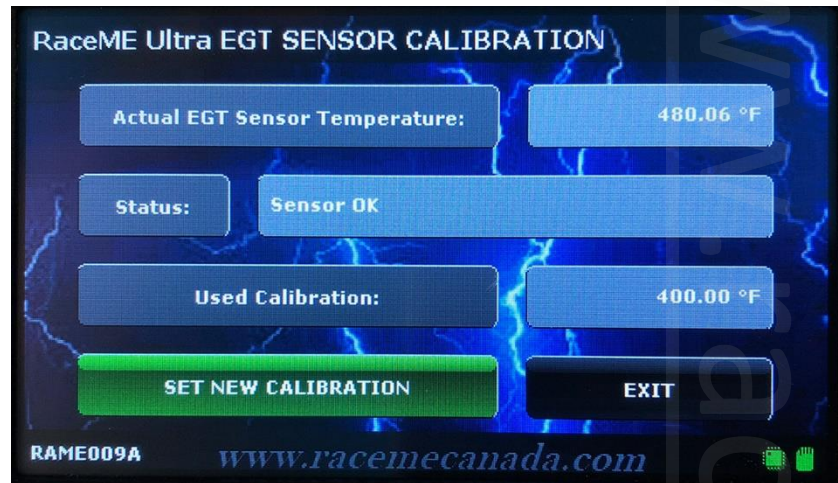
Alarms- Set a minimum or maximum alarm that when exceeded will beep and flash a warning light on the right side of the display.



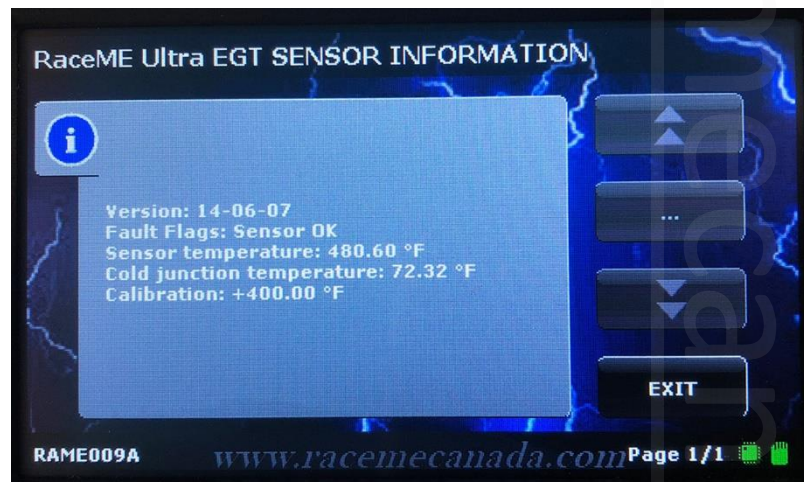
Ranges- Allows configuration of the gauge such as the start and end ranges as well as the adjustability of the cold and hot zones



Sensor Calibration- This allows the user to enter an offset to the output reading of the sensor.



In the event the EGT parameter stops reading, the status of the sensor can be checked by navigating to: MAIN MENU – INFO – RACEME ULTRA EGT SENSOR TEMP.



Under FAULT FLAGS, one of the following messages can appear: Sensor

OK – Sensor connected and displaying no fault.

Sensor open - A connection error between the EGT probe and the EGT Module.

Short to ground or grounded sensor – A grounded sensor or faulty sensor.

Sensor not found – A connection error between the white four pin connector and the controller.