Ford 7.3L Diesel Programmer

Reprogram 4
Power

JET Performance Products
17491 Apex Circle, Huntington Beach, CA 92647
(714) 848-5515 • Fax: (714) 847-6290

© 2007 JET Performance Products
INSTALLATION INSTRUCTIONS OVERVIEW

Your vehicle has an onboard computer that controls the engine and transmission. The JET programmer reprograms your factory computer according to your specifications with JET Performance Products Tuning.

To reprogram your vehicle’s computer, simply plug the programmer cable into the vehicle’s diagnostic connector, located under the dash panel on the driver’s side. Set the parking brake. Next, turn the ignition key to RUN but do not start the engine. It will then identify your vehicle and ask a series of questions on its LCD screen.

When completed, turn the key to OFF and disconnect the cable from the diagnostic connector. Now you’re “Engineered for Power”.

JET Performance Product’s tuning can be stored in only one vehicle. When you install JET Performance Product’s tuning program into your vehicle, the programmer reads and stores your vehicle’s factory programming. You can use the Programmer to restore your stock programming if it should ever become necessary.

You may also reconnect your programmer at any time to modify the programming. Simply reconnect the JET Performance programmer, answer the necessary questions, and program your vehicle.

PROGRAMMING INSTRUCTIONS

1. Locate the Data Link Connector (DLC) under the driver’s side of the dash panel.

2. Plug the Programmer cable into the DLC. Make sure the cable is plugged in completely to ensure a good connection.

3. Set the parking brake to turn off the DRLs (DayLight Running Lamps)

IMPORTANT:

• DO NOT LEAVE THE VEHICLE WHILE PROGRAMMING IS IN PROGRESS.

• MAKE SURE THE VEHICLE BATTERY IS FULLY CHARGED BEFORE PROGRAMMING.

• IF THE VEHICLE HAS BEEN PROGRAMMED USING ANOTHER MANUFACTURERS PROGRAMMER, YOU MUST RETURN THE VEHICLE TO STOCK PROGRAMMING BEFORE USING THE JET PROGRAMMER.

• DO NOT DISTURB OR UNPLUG THE CABLE UNTIL THE PROGRAMMER INSTRUCTS YOU TO DO SO.

• DO NOT OPERATE ELECTRICAL ACCESSORIES (RADIO, WINDOWS, WIPERS, ETC.) WHILE PROGRAMMING.
• DO NOT ATTEMPT PROGRAMMING WHILE THE VEHICLE IS CONNECTED TO A BATTERY CHARGER.

4. The programmer will perform some self tests and then the following will appear on the screen:

**TURN IGNITION ON, PRESS ANY KEY**

Now turn the ignition key to the RUN position (BUT DO NOT START THE VEHICLE).

*Note: During the programming process you will be required to cycle the key on/off several times.*

Press any key and the following screen will appear:

**Y PROGRAMMING**

**N SCAN TOOL**

5. Press Y to enter Programming Functions and continue with step 6 UNLESS THE FOLLOWING MESSAGES APPEAR:

- **“NOT FOR THIS VEHICLE”** Call JET Customer Service
- **“SOFTWARE NEEDS TO BE UPDATED”** Call JET Customer Service
- **RESTORE FACTORY PROGRAMMING** This message will appear after you have previously updated your vehicle with the JET Programmer, answer Y to this option to return your vehicle to its stock programming answer N to continue.

Press N to enter Scan Tool Functions (see Page 6)
ENGINE TUNING

MODIFY ENGINE TUNING Y/N?

6. Press **Y** to Modify Engine Tuning and select **Stage 1**, **Stage 2**, **Stage 3**, **Stage 4** or **Stage 5** tuning. Press **N** to leave Engine Tuning stock and continue to **step 8**.

   *(See below for a detailed explanation of each tuning selection. With any Diesel engine upgrade that is designed to increase the power output of your engine JET recommends the use of an EGT gauge to insure you do not exceed recommended EGT temps.)*

   **Stage One Tuning** can be used to tow any weight up to your vehicles towing capacity, this program will give you around a 30hp gain and can be used for all around use.

   **Stage Two Tuning** is also for all around use and can be used to tow any weight up to your vehicles towing capacity, this program will give you about a 50hp gain.

   **Stage Three Tuning** is a 65hp gain program that can be used to tow weights up to 12,000 lbs., never under any circumstances exceed the manufactures recommended towing capacity for your vehicle.

   **Stage Four Tuning** is an all around use and light towing program that can be used to tow weights up to **6000 lbs**. Exceeding this 6000 lbs may cause serious damage to your truck, **do not exceed** this recommended towing capacity. This program will give you gains in the 80hp range.

   **Stage 5 Tuning** is a **No Towing** program that will provide gains of 100hp, this program is never to be used on any vehicle that is hauling or towing anything of significant weight!

   *(Warning: Using the Stage 5 program while towing will cause damage to your truck. JET Performance Products, Inc. will not be liable for any damage caused to your truck if you do not follow this warning!!)*

7. Use **Arrow Keys** to scroll though the Engine tuning options and Press **Y** to select.

   **AUTOMATIC TRANSMISSION Y/N?**

8. Press **Y** if you have an Automatic Transmission and proceed to **step 9**. Press **N** if you have a manual transmission and proceed to **step 12**.
MODIFY SHIFT POINTS Y/N?
This allows you to change the Wide Open Throttle (WOT) shift points in your Automatic transmission for the 1-2, 2-3 and 3-4 shift points. You can select to increase or decrease your shift points based on the mile per hour you want to raise or lower your shift points.

Note: Raising your shift points too high will allow the engine to hit the factory RPM limiter before the transmission can shift, use this option carefully and do small changes at a time. If you do get to the RPM limiter simply lower the mph change that you made and reprogram.


10. Press Y to modify the 1-2 shift and use the Arrow keys to change mph up or down and press Y to select, do the same for the 2-3 and 3-4 shifts. Press N to leave stock..

MODIFY SHIFT FIRMNESS Y/N?
Answering Yes to this selection will reduce the slippage between gears and increase the shift firmness from gear to gear. Answering No will leave the shift firmness stock.

11. Press Y to increase shift firmness, Press N to leave Stock and proceed to step 12.

MODIFY SPEED LIMITER Y/N?
This allows you to modify the factory speed limiter that is programmed into your computer. Most vehicles have speed limiters that are based on the tires that are installed on the vehicle from the factory. Each tire has a speed rating that is indicated by a letter designation that is located on the sidewall of the tire. For your safety and the safety of others never exceed the speed rating on your tires or the posted legal speed limit at any time.


13. Press The Arrow keys to modify the speed limiter based on your tires ratings and Press Y.
MODIFY CHOICES

14. Press Y to modify choices, Press N if choices are correct and programming will begin.

15. Programming has begun, do not disturb the cable, key position or operate anything in the vehicle during the programming process unless instructed to do so.

NOTE: During programming, vehicles equipped with driver information centers will display various service messages - these are nothing to be concerned about and will go away when programming is complete.

16. When programming is complete, the Programmer will display Programming Complete, turn the ignition key off and unplug the cable from the Data link connector (DLC).

17. That’s it! Programming is now complete. Please store your JET Performance Programmer in a safe dry place in its original packaging. You will need the programmer in the future to return your vehicle to stock or modify your settings.

18. Start the vehicle and verify that the service engine light is NOT on. If your vehicle will not start, see below for details on what to do if your vehicle won’t start after programming.

What To Do If Your Vehicle Won’t Start After Programming

In some vehicles with the Passive Anti Theft System (PATS), the programming process will set an error during the programming process that will prevent the vehicle from starting. Normally if PATS is set the theft light on the dash will be blinking rapidly. If your vehicle won’t start after programming do the following:

1. Remove the keys from the ignition, all the way out!
2. Put the ignition key in the ignition switch.
3. Turn the key to the run position, but DO NOT start the vehicle.
4. The Theft light on the dash should be blinking rapidly, about three blinks per second.
5. After about 30-45 seconds the Theft light will start to blink slowly and/or go out.
6. After this happens, turn the key off, take the key out of ignition. DON’T TRY TO START THE VEHICLE YET.
7. Wait 15-20 seconds the insert the key into the ignition.
8. Turn the key to the run position, but DO NOT start the vehicle.
9. The Theft light should now be blinking about 1 blink per second, this indicates that the PATS system has returned to normal mode.
10. If the Theft is blinking normally, about 1 blink per second, you can now start the vehicle. If you still have a rapidly blinking Theft light repeat the procedure.
The JET Performance Programmer also functions as a Scan Tool for GM OBDII equipped vehicles. This allows the user to read and clear any stored data trouble codes in the system and monitor 15 different outputs from the vehicle.

We have included a list of DTC’s so you will know what code is stored in your vehicle. (This list may or may not include all available codes for all vehicles. Check a factory repair manual for your vehicle.)

Please NOTE: The Scan Tool included in the JET Performance Programmer is included as a convenience only. The interpretation of these codes and their effects are best left to an experienced automotive technician. **The JET technical department WILL NOT help you interpret or diagnose any codes, please see your local dealer or technician.**

Connecting the JET Programmer Scan Tool:
1. Locate the Data Link Connector (DLC) under the driver’s side of the dash panel.
2. Plug the Programmer cable into the DLC. Make sure the cable is plugged in completely to ensure a good connection.
3. The programmer will perform some self tests and then the following will appear on the screen.

**TURN IGNTN ON PRESS ANY KEY**

Now turn the ignition key to the RUN position but do not start the vehicle and the following screen will appear:

**Y PROGRAMMING**

**N SCAN TOOL**

4. Press N to continue to the Scan Tool section of the JET Programmer and the following screen will appear:

**Y DTC READER**

**N MONITORING**

5. Press Y to continue and get DTC’s or N to continue to the real time monitoring.

If you selected Y and there are any DTC’s stored in the system they will be displayed in numerical order, use the arrow keys to scroll through any stored codes. If no DTC’s are found the message on the screen will read NO DTCS stored. You can press any key to continue to the CLEAR DTCS screen. Press N and the programmer will return to the starting screen.

6. If there are DTC’s stored and you want to clear them continue to the CLEAR DTCS Y/N screen and select Y.

If you selected N you now will be in the real time monitoring mode

7. You will now need to start the vehicle to get the readings. After you have started the vehicle you can access and view the information by using the UP and DOWN arrow keys to get to the next parameter. You can exit the monitoring anytime by pressing the N key. After you are finished with your monitoring session simply turn the vehicle off and unplug the programmer.
P0433 Heated Catalyst Efficiency Below Threshold (Bank 2)
P0434 Heated Catalyst Temperature Below Threshold (Bank 2)
P0440 Evaporative Emission (EVAP) System
P0441 Evaporative Emission Control System Incorrect Purge Flow
P0442 Evaporative Emission (EVAP) System Small Leak Detected
P0443 EVAP Purge Solenoid Valve 1 Control CKT
P0444 Evaporative Emission Control System Purge Control Valve Circuit Open
P0445 Evaporative Emission Control System Purge Control Valve Circuit Shorted
P0446 EVAP Vent Solenoid Valve Control System
P0447 Evaporative Emission Control System Vent Control Circuit Open
P0448 Evaporative Emission Control System Vent Control Circuit Shorted
P0449 Evaporative Emission (EVAP) Vent Solenoid Control Circuit
P0450 Fuel Tank Pressure Sensor Circuit
P0451 Evaporative Emission Control System Pressure Sensor Range/Performance
P0452 Fuel Tank Pressure Sensor Circuit Low Voltage
P0453 Fuel Tank Pressure Sensor Circuit High Voltage
P0454 Evaporative Emission Control System Pressure Sensor Intermittent
P0455 Evaporative Emission (EVAP) System Leak Detected
P0460 Fuel Level Sensor Circuit
P0461 Fuel Level Sensor Performance
P0462 Fuel Level Sensor Circuit Low Voltage
P0463 Fuel Level Sensor Circuit High Voltage
P0464 Fuel Level Sensor Circuit Intermittent
P0465 Purge Flow Sensor Circuit Malfunction
P0466 Purge Flow Sensor Circuit Range/Performance
P0467 Purge Flow Sensor Circuit Low Input
P0468 Purge Flow Sensor Circuit High Input
P0469 Purge Flow Sensor Circuit Intermittent
P0470 Exhaust Pressure Sensor Malfunction
P0471 Exhaust Pressure Sensor Range/Performance
P0472 Exhaust Pressure Sensor Low
P0473 Exhaust Pressure Sensor High
P0474 Exhaust Pressure Sensor Intermittent
P0475 Exhaust Pressure Control Valve Malfunction
P0476 Exhaust Pressure Control Valve Range/Performance
P0477 Exhaust Pressure Control Valve Low
P0478 Exhaust Pressure Control Valve High
P0479 Exhaust Pressure Control Valve Intermittent
P0480 Cooling Fan Relay 1 Control Circuit
P0481 Cooling Fan Relay 2 Control Circuit
P0482 Cooling Fan 3 Control Circuit Malfunction
P0483 Cooling Fan Rationality Check Malfunction
P0484 Cooling Fan Circuit Over Current
P0485 Cooling Fan Power/Ground Circuit Malfunction
P0500 Vehicle Speed Sensor (VSS) Circuit
P0501 Vehicle Speed Sensor Range/Performance
P0502 Vehicle Speed Sensor (VSS) Circuit Low Input
P0503 Vehicle Speed Sensor (VSS) Circuit Intermittent
P0504 Idle Control System Malfunction
P0505 Idle Control System Malfunction
P0506 Idle Speed Low
P0507 Idle Speed High
P0510 Closed Throttle Position Switch Malfunction
P0512 Start Switch Circuit
P0520 Engine Oil Pressure Sensor/ Switch Circuit Malfunction
P0521 Engine Oil Pressure Sensor/ Switch Circuit Range/Performance
P0522 Engine Oil Pressure Sensor/ Switch Circuit Low Voltage
P0523 Engine Oil Pressure Sensor/ Switch Circuit High Voltage
P0530 A/C Refrigerant Pressure Sensor Circuit Malfunction
P0531 A/C Refrigerant Pressure Sensor Circuit Range/Performance
P0532 Air Conditioning (A/C) Refrigerant Pressure Sensor Circuit Low Voltage
P0533 Air Conditioning (A/C) Refrigerant Pressure Sensor Circuit High Voltage
P0534 Air Conditioner Refrigerant Charge Loss
P0550 Power Steering Pressure (PSP) Switch Circuit
P0551 Power Steering Pressure Sensor Circuit Range/Performance
P0552 Power Steering Pressure Sensor Circuit Low Input
P0553 Power Steering Pressure Sensor Circuit High Input
P0554 Power Steering Pressure Sensor Circuit Intermittent
P0560 System Voltage
P0561 System Voltage Unstable
P0562 System Voltage Low
P0563 System Voltage High
P0565 Cruise Control On Signal Malfunction
P0566 Cruise Control Off Signal Malfunction
P0567 Cruise Control Resume Signal Malfunction
P0568 Cruise Control Set Signal Malfunction
P0569 Cruise Control Coast Signal Malfunction
P0570 Cruise Control Accel Signal Malfunction
P0571 Cruise Control Brake Switch Circuit
P0573 Cruise Control/Brake Switch A Circuit High
P0574 Vehicle Speed Too High - Cruise Control Disabled
P0575 Cruise Control Related Malfunction
P0576 Cruise Control Related Malfunction
P0577 Cruise Control Related Malfunction
P0578 Cruise Control Related Malfunction
P0579 Cruise Control Related Malfunction
P0580 Cruise Control Related Malfunction
P0600 Serial Communication Link Malfunction
P0601 Control Module Read Only Memory (ROM)
P0602 Control Module Not Programmed
P0603 Control Module Long Term Memory Reset
P0604 Control Module Random Access Memory (RAM)
P0605 Control Module Programming Read Only Memory (ROM)
P0606 Control Module Internal Performance
P0608 Control Module VSS Output “A” Malfunction
P0609 Control Module VSS Output “B” Malfunction
P0615 Starter Relay Control Circuit
P0620 Generator Control Circuit Malfunction
P0621 Generator L-Terminal Circuit
P0622 Generator F-Terminal Circuit
P0650 Malfunction Indicator Lamp (MIL) Control Circuit
P0654 Engine RPM Output Circuit Malfunction
P0655 Engine Hot Lamp Output Control Circuit Malfunction
P0656 Fuel Level Output Circuit Malfunction
P0700 Transmission Control System Malfunction
P0701 Transmission Control System Range/Performance
P0702 Transmission Control System Electrical
P0703 Brake Switch Circuit Malfunction
P0704 Clutch Switch Input Circuit Malfunction
P0705 Trans Range Switch Circuit
P0706 Trans Range Switch Performance
P0707 Transmission Range Sensor Circuit Low Input
P0708 Transmission Range Sensor Circuit High Input
P0709 Transmission Range Sensor Circuit Intermittent
P0710 Transmission Fluid Temperature Sensor Circuit Malfunction
P0711 TTF Sensor Circuit Range/Performance
P0712 Transmission Fluid Temperature (TFT) Sensor Circuit Low Input
P0713 Transmission Fluid Temperature (TFT) Sensor Circuit High Input
P0714 Transmission Fluid Temperature Sensor Circuit Intermittent
P0715 Input/Turbine Speed Sensor Circuit Malfunction
P0716 Input Speed Sensor Circuit Intermittent
P0717 Input Speed Sensor Circuit Low Input
P0718 Input/Turbine Speed Sensor Circuit Intermittent
P0719 Brake Switch Circuit Low Input
P0720 Output Speed Sensor Circuit Malfunction
P0721 Output Speed Sensor Range/Performance
P0722 Output Speed Sensor Circuit Low Input
P0723 Output Speed Sensor Intermittent
P0724 Brake Switch Circuit High Input
P0725 Engine Speed Input Circuit
P0726 Engine Speed Input Circuit Range/Performance
P0727 Engine Speed Circuit No Signal
P0728 Engine Speed Input Circuit Intermittent
P0730 Incorrect Gear Ratio
P0731 Incorrect 1st Gear Ratio
P0732 Incorrect 2nd Gear Ratio
P0733 Incorrect 3rd Gear Ratio
P0734 Incorrect 4th Gear Ratio
P0735 Gear 5 Incorrect ratio
P0736 Reverse incorrect gear ratio
P0740 TCC Enable Solenoid Circuit Electrical
P0741 TCC System Stuck Off
P0742 TCC System Stuck On
P0743 TCC Enable Solenoid Circuit Electrical
P0744 Torque Converter Clutch Circuit Intermittent
P0745 Pressure Control Solenoid Malfunction
P0746 Pressure Control Solenoid Performance or Stuck Off
P0747 Pressure Control Solenoid Stuck On
P0748 Pressure Control Solenoid Circuit Electrical
P0749 Pressure Control Solenoid Intermittent
P0750 Shift Solenoid A Malfunction
P0751 1-2 Shift Solenoid Valve Performance - No First or Fourth Gear
P0752 1-2 Shift Solenoid Valve Performance - No Second or Third Gear
P0753 1-2 Shift Solenoid Circuit Electrical
P0754 Shift Solenoid A Intermittent
P0755 Shift Solenoid B Malfunction
P0756 2-3 Shift Solenoid Valve Performance - No First or Second Gear
P0757 2-3 Shift Solenoid Valve Performance - No Third or Fourth Gear
P0758 2-3 Shift Solenoid Circuit Electrical
P0759 Shift Solenoid B Intermittent
P0760 Shift Solenoid C Malfunction
P0761 Shift Solenoid C Performance or Stuck Off
P0762 Shift Solenoid C Stuck On
P0763 Shift Solenoid C Electrical
P0764 Shift Solenoid C Intermittent
P0765 Shift Solenoid D Malfunction
P0766 Shift Solenoid D Performance or Stuck Off
P0767 Shift Solenoid D Stuck On
P0768 Shift Solenoid D Electrical
P0769 Shift Solenoid D Intermittent
P0770 Shift Solenoid E Malfunction
P0771 Shift Solenoid E Performance or Stuck Off
P0772 Shift Solenoid E Stuck On
P0773 Shift Solenoid E Electrical
P0774 Shift Solenoid E Intermittent
P0780 Shift Malfunction
P0781 1-2 Shift Malfunction
P0782 2-3 Shift Malfunction
P0783 3-4 Shift Malfunction
P0784 4-5 Shift Malfunction
P0785 3-2 Shift Solenoid Circuit Electrical
P0786 Shift/Timing Solenoid Range/Performance
P0787 Shift/Timing Solenoid Low
P0788 Shift/Timing Solenoid High
P0789 Shift/Timing Solenoid Intermittent
P0790 Normal/Performance Switch Circuit Malfunction
P0800 Reverse Inhibit Control Circuit Malfunction
P0803 1-4 Upshift (Skip Shift) Solenoid Control Circuit Malfunction
P0804 1-4 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P1031 HO2S Heater Current Monitor Control Circuit Banks 1 and 2 Sensor 1
P1032 HO2S Heater Warm Up Control Circuit Banks 1 and 2 Sensor 1
P1105 Secondary Vacuum Sensor Circuit
P1106 Malfunction Absoluate Pressure (MAP) Sensor Circuit Intermittent High Voltage
P1107 Malfunction Absoluate Pressure (MAP) Sensor Circuit Intermittent Low Voltage
P1108 BARO to MAP Sensor Comparison Too High
P1109 Secondary Port Throttle System
P1111 Intake Air Temperature (IAT) Sensor Circuit Intermittent High Voltage
P1112 Intake Air Temperature (IAT) Sensor Circuit Intermittent Low Voltage
P1113 Intake Resonance Switchover Solenoid Control Circuit
P1114 Engine Coolant Temperature (ECT) Sensor Circuit Intermittent Low Voltage
P1115 Engine Coolant Temperature (ECT) Sensor Circuit Intermittent High Voltage
P1116 ECT Signal Unstable or Intermittent
P1117 Engine Coolant Temp. Signal Out-Of-Range Low
P1118 Engine Coolant Temp. Signal Out-Of-Range High
P1119 ECT Signal Out-Of-Range With TFT Sensor
P1120 Throttle Position (TP) Sensor 1 Circuit
P1121 Throttle Position (TP) Sensor Circuit Intermittent High Voltage
P1122 Throttle Position (TP) Sensor Circuit Intermittent Low Voltage
P1125 APP System
P1130 HO2S Circuit Low Variance Bank 1 Sensor 1
P1131 HO2S Circuit Low Variance Bank 1 Sensor 2
P1132 HO2S Circuit Low Variance Bank 2 Sensor 1
P1133 HO2S Insufficient Switching Bank 1 Sensor 1
P1134 HO2S Transition Time Ratio Bank 1 Sensor 1
P1135 HO2S Lean Mean Bank 1 Sensor 1
P1136 HO2S Rich Mean Bank 1 Sensor 1
P1137 HO2S Bank 1 Sensor 2 Lean System or Low Voltage
P1138 HO2S Bank 1 Sensor 2 Rich or High Voltage
P1139 HO2S Insuff. Switching Bank 1 Sensor 2
P1140 HO2S Transition Time Ratio Bank 1 Sensor 2
P1141 HO2S Heater Control Circuit Bank 1 Sensor 2
P1143 HO2S Bank 1 Sensor 3 Lean System or Low Voltage
P1144 HO2S Bank 1 Sensor 3 Rich or High Voltage
P1145 HO2S Cross Counts Bank 1 Sensor 3
P1145 HO2S Cross Counts Bank 1 Sensor 3
P1146 HO2S Insufficient Switching Bank 2 Sensor 1
P1147 HO2S Insufficient Switching Bank 2 Sensor 1
P1148 HO2S Transition Time Ratio Bank 2 Sensor 1
P1149 HO2S Lean Mean Bank 2 Sensor 1
P1150 HO2S Rich Mean Bank 2 Sensor 1
P1151 HO2S Bank 2 Sensor 2 Lean System or Lo
P1152 HO2S Bank 2 Sensor 2 Rich or High Voltage
P1153 HO2S Cross Counts Bank 2 Sensor 2
P1154 HO2S Heater Control Circuit Bank 2 Sensor 2
P1155 HO2S Bank 2 Sensor 3 Lean System or Low Voltage
P1156 HO2S Bank 2 Sensor 3 Rich or High Voltage
P1157 HO2S Cross Counts Bank 2 Sensor 3
P1158 Bank to Bank Fuel Trim Offset
P1159 Fuel System Lean During Acceleration
P1160 Engine Oil Temperature Circuit
P1161 EOT Circuit Performance
P1187 EOT Sensor Ckt. Low Voltage
P1188 EOT Sensor Ckt. High Voltage
P1189 Engine Oil Pressure (EOP) Switch Circuit
P1190 Engine Vacuum Leak
P1191 Intake Air Duct Air Leak
P1200 Injector Control Circuit
P1201 (Alt. Fuel) Gas Mass Sensor Circuit Range/Performance
P1202 (Alt. Fuel) Gas Mass Sensor Circuit Low Frequency
P1203 (Alt. Fuel) Gas Mass Sensor Circuit High Frequency
P1211 Mass Air Flow Circuit Intermittent High
P1212 Mass Air Flow Circuit Intermittent Low
P1214 Injection Pump Timing Offset
P1215 Ground Fault Detection Indicated
P1216 Fuel Solenoid Response Time Too Short
P1217 Fuel Solenoid Response Time Too Long
P1218 Injection Pump Calibration Circuit
P1219 Throttle Position Sensor Reference Voltage
P1220 Throttle Position (TP) Sensor 2 Circuit
P1221 Fuel Pump Secondary Circuit Low
P1222 Injector Control Circuit Intermittent
P1225 Injector Cylinder 2 Intermittent
P1228 Injector Cylinder 3 Intermittent
P1231 Injector Cylinder 4 Intermittent
P1234 Injector Cylinder 5 Intermittent
P1237 Injector Cylinder 6 Intermittent
P1240 Injector Cylinder 7 Intermittent
P1243 Injector Cylinder 8 Intermittent
P1245 Intake Plenum Switchover Valve
P1250 Early Fuel Evaporation Heater Circuit
P1257 Supercharger System Overboost
P1258 Engine Coolant Overtemperature - Protection Mode Active
P1270 Accelerator Pedal Position Sensor A/D Converter Error
P1271 Accelerator Pedal Position (APP) Sensor 1-2 Correlation
P1272 Accelerator Pedal Position Sensor 2
P1273 Accelerator Pedal Position Sensor 1
P1274 Injectors Wired Incorrectly
P1275 Accelerator Pedal Position (APP) Sensor 1 Circuit
P1276 Accelerator Pedal Position Sensor 1 Circuit Performance
P1277 Accelerator Pedal Position Sensor 1 Circuit Low Voltage
P1278 Accelerator Pedal Position Sensor 1 Circuit High Voltage
P1280 Accelerator Pedal Position (APP) Sensor 2 Circuit
P1281 Accelerator Pedal Position Sensor 2 Circuit Performance
P1282 Accelerator Pedal Position Sensor 2 Circuit Low Voltage
P1283 Accelerator Pedal Position Sensor 2 Circuit High Voltage
P1285 Accelerator Pedal Position Sensor 3 Circuit
P1286 Accelerator Pedal Position Sensor 3 Circuit Performance
P1287 Accelerator Pedal Position Sensor 3 Circuit Low Voltage
P1288 Accelerator Pedal Position Sensor 3 Circuit High Voltage
P1300 Ignitor Circuit
P1305 Ignition Coil 2 Primary Feedback Circuit
P1310 Ignition Coil 3 Primary Feedback Circuit
P1315 Ignition Coil 4 Primary Feedback Circuit
P1320 IC 4X Reference Circuit Intermittent
P1321 Electronic Ignition System Fault Line
P1322 EI System or Ignition Control Extra or Missing
P1323 IC 24X Reference Circuit Low Frequency
P1324 Crank RPM Too Low
P1335 CKP Circuit
P1336 Crankshaft Position (CKP) System Variation Not Learned
P1345 Crankshaft Position (CKP)-Camshaft Position (CMP) Correlation
P1346 Intake Camshaft Position [CMP] Sensor System Performance
P1350 Ignition Control System
P1351 Ignition Coil Control Circuit High Voltage
P1352 IC Output High/Pulse Detected when GND_Cyl. 2
P1353 IC Output High/Pulse Detected when GND_Cyl. 3
P1354 IC Output High/Pulse Detected when GND_Cyl. 4
P1355 IC Output High/Pulse Detected when GND_Cyl. 5
P1356 IC Output High/Pulse Detected when GND_Cyl. 6
P1357 IC Output High/Pulse Detected when GND_Cyl. 7
P1358 IC Output High/Pulse Detected when GND_Cyl. 8
P1359 Ignition Coil Group 1 Control Circuit
P1360 Ignition Coil Group 2 Control Circuit
P1361 Ignition Coil Control Circuit Low Voltage
P1362 IC Cylinder 2 Not Toggling After Enable
P1363 IC Cylinder 3 Not Toggling After Enable
P1364 IC Cylinder 4 Not Toggling After Enable
P1365 IC Cylinder 5 Not Toggling After Enable
P1366 IC Cylinder 6 Not Toggling After Enable
P1367 IC Cylinder 7 Not Toggling After Enable
P1368 IC Cylinder 8 Not Toggling After Enable
P1370 IC 4X Reference Circuit Too Many Pulses
P1371 IC 4X Reference Circuit Too Few Pulses
P1372 Crankshaft Position (CKP) Sensor A-B Correlation
P1374 3X Reference Circuit
P1375 IC 24X Reference Circuit High Voltage
P1376 Ignition Ground Circuit
P1377 IC Cam Pulse To 4X Reference Pulse
P1380 Misfire Detected - Rough Road Data Not Available
P1381 Misfire Detected - No Communication with Brake Control Module
P1390 Wheel Speed Sensor 1 - G - Sensor Circuit
P1391 Wheel Speed Sensor 1 - G - Sensor Circuit Performance
P1392 Wheel Speed Sensor 1 - G - Sensor Circuit Low Voltage
P1393 Wheel Speed Sensor 1 - G - Sensor Circuit High Voltage
P1394 Wheel Speed Sensor 1 - G - Sensor Circuit Intermittent
P1395 Wheel Speed Sensor 2 - G - Sensor Circuit
P1396 Wheel Speed Sensor 2 - G - Sensor Circuit Performance
P1397 Wheel Speed Sensor 2 - G - Sensor Circuit Low Voltage
P1398 Wheel Speed Sensor 2 - G - Sensor Circuit High Voltage
P1399 Wheel Speed Sensor 2 - G - Sensor Circuit Intermittent
P1403 Exhaust Gas Recirculation System Valve 1
P1404 Exhaust Gas Recirculation (EGR) Closed Position Performance
P1405 Exhaust Gas Recirculation System Valve 3
P1406 EGR Valve Pinhole Position Circuit
P1407 EGR Air Intrusion in Exhaust Supply to EGR Valve
P1408 Intake Manifold Pressure Sensor Circuit
P1409 EGR Vacuum System Leak
P1410 Fuel Tank Pressure System
P1415 Secondary Air Injection (AIR) System Bank 1
P1416 Secondary Air Injection (AIR) System Bank 2
P1417 Secondary Air Injection System Relay A Control Circuit High
P1420 Intake Air Low Pressure Switch Circuit Low Voltage
P1421 Intake Air Low Pressure Switch Circuit High Voltage
P1423 Intake Air High Pressure Switch Circuit High Voltage
P1431 Fuel Level Sensor 2 Circuit Performance
P1432 Fuel Level Sensor 2 Circuit Low Voltage
P1433 Fuel Level Sensor 2 Circuit High Voltage
P1441 Evaporative Emission (EVAP) System Flow During Non-Purge
P1442 EVAP Vacuum Sw. High Voltage During Ign. On
P1450 Barometric Pressure Sensor Circuit
P1451 Barometric Press. Sensor Performance
P1460 Cooling Fan Control System
P1460 Misfire Detected With Low Fuel Level
P1480 Cooling Fan 1 Control Circuit High
P1483 Engine Cooling System Performance
P1500 Starter Signal Circuit
P1501 Theft Deterrent System
P1501 Vehicle Speed Sensor Circuit Intermittent
P1502 Theft Deterrent Fuel Enable Signal Not Received
P1503 Theft Deterrent Fuel Enable Signal Not Correct
P1504 Vehicle Speed Output Circuit
P1508 Idle Speed Low - Idle Air Control (IAC) System Not Responding
P1509 Idle Speed High - Idle Air Control (IAC) System Not Responding
P1510 Throttle Control System Performance - Throttle Limitation Active
P1511 Throttle Control System - Backup System Performance
P1514 Airflow to TP Sensor Correlation High
P1515 Electronic Throttle System Throttle Position
P1516 Throttle Actuator Control (TAC) Module Throttle Actuator Position Performance
P1517 Electronic Throttle Module
P1518 Electronic Throttle Module to PCM Communication
P1519 Throttle Actuator Control (TAC) Module Internal Circuit
P1520 Transmission Range Switch Circuit
P1521 Transmission Engaged at High Throttle Angle
P1522 Park/Neutral to Drive/Reverse at High RPM
P1523 Throttle Closed Position Performance
P1524 Throttle Closed Position Performance
P1525 Throttle Body ServiceRequested
P1526 Minimum Throttle Position Not Learned
P1527 Transmission Range to Pressure Switch Correlation
P1528 Governor
P1529 Heated Windshield Request Problem
P1530 Throttle Actuator Control (TAC) Module Internal Circuit
P1531 A/C Low Side Temperature Sensor Fault
P1534 A/C High Side Temp. Sensor Low Voltage
P1535 A/C High Side Temperature Sensor Circuit
P1536 Engine Coolant Overtemperature - Air Conditioning (A/C) Disabled
P1537 A/C Request Circuit Low Voltage
P1538 A/C Request Circuit High Voltage
P1539 A/C Clutch Status Circuit High Voltage
P1540 Air Conditioning (A/C) Refrigerant Overpressure - Air Conditioning (A/C) Disabled
P1541 A/C High Side Over Temperature
P1542 A/C System High Pressure High Temperature
P1543 A/C System Performance
P1544 A/C Refrigerant Condition Very Low
P1545 Air Conditioning (A/C) Clutch Relay Control Circuit
P1546 A/C Clutch Status Circuit Low Voltage
P1547 A/C System Performance Degraded
P1548 A/C Recirculation Circuit
P1554 Cruise Control Feedback Circuit
P1555 Electronic Variable Orifice Output
P1558 Cruise Control Servo Indicates Low
P1559 Cruise Control Power Management Mode
P1560 Transaxle Not in Drive - Cruise Control Disabled
P1561 Cruise Vent Solenoid
P1562 Cruise Vacuum Solenoid
P1563 Cruise Vehicle Speed/Set Speed Difference Too High
P1564 Vehicle Acceleration Too High - Cruise Control Disabled
P1565 Cruise Servo Position Sensor
P1566 Engine RPM Too High - Cruise Control Disabled

P1567 Active Banking Control Active - Cruise Control Disabled
P1568 Cruise Servo Stroke Greater than Commanded in Cruise
P1569 Cruise Servo Stroke High While not in Cruise
P1570 Traction Control Active - Cruise Control Disabled
P1571 Traction Control Torque Request Circuit
P1572 ASR Active Circuit Low Too Long
P1573 PCM/EBTCM Serial Data Circuit
P1574 Stoplamp Switch Circuit
P1575 ExtendedTravel Brake Swith Circuit
P1576 BBV Sensor Ckt. High Voltage
P1577 BBV Sensor Ckt. Low Voltage
P1578 BBV Sensor Ckt. Low Vacuum
P1579 P/N to D/R at HighThrottle Angle - Power Reduction Mode Active
P1580 Cruise Move Circuit Low Voltage
P1581 Cruise Move Circuit Low Voltage
P1582 Cruise Direction Circuit Low Voltage
P1583 Cruise Direction Circuit High Voltage
P1584 Cruise Control Disabled
P1585 Cruise Control Inhibit Output Circuit
P1586 Cruise Control Brake Switch 2 Circuit
P1587 Cruise Control Clutch Control Circuit Low
P1588 Cruise Control Clutch Control Circuit High
P1599 Engine Stall or Near Stall Detected
P1600 TCM Internal Watchdog Operation
P1601 Serial Comm. Problem with Device 1
P1602 Knock Sensor (KS) Module Performance
P1603 Loss os SDM Serial Data
P1604 Loss of IPC Serial Data
P1605 Loss of HVAC Serial Data
P1606 Serial Communication Problem with Device 6
P1607 Serial Communication Problem with Device 7
P1608 Serial Communication Problem with Device 8
P1609 Loss of TCS Serial Data
P1610 Loss of PZM Serial Data
P1611 Loss of CVRTD Serial Data
P1612 Loss of IPM Serial Data
P1613 Loss of DIM Serial Data
P1614 Loss or RIM Serial Data
P1615 Loss of VTD Serial Data
P1617 Engine Oil Level Switch Circuit
P1619 Engine Oil Life Monitor Reset Circuit
P1620 Low Coolant Circuit
P1621 Control Module Long Term Memory Performance
P1622 Cylinder Select
P1623 TransmissionTemp Pull-Up Resistor
P1624 Customer Snapshot Requested - Data Available
P1625 TCM System Reset
P1626 Theft Deterrent Fuel Enable Signal Not Received
P1627 A/D Performance
P1628 ECT Pull-Up Resistor
P1629 Theft Deterrent System - Cranking Signal
P1630 Theft Deterrent Learn Mode Active
P1631 Theft DeterrentStart Enable Signal Not Correct
P1632 Theft Deterrent Fuel Disable Signal Received
P1633 Ignition O Switch Circuit
P1634 Ignition 1 Switch Circuit
P1635 5 Volt Reference Circuit
P1636 PCM Stack Overrun
P1637 Generator L - Terminal Circuit
P1638 Generator F-Terminal Circuit
P1639 5 Volt Reference 2 Circuit
P1640 Driver-1-Input High Voltage
P1641 Malfunction Indicator Lamp (MIL) Control Circuit
P1642 Vehicle Speed Output Circuit
P1643 Engine Speed Output Circuit
P1644 Traction Control Delivered Torque Output Circuit
P1645 Evaporative Emission (EVAP) Vent Solenoid Control Circuit
P1647 Driver 1 Line 7
P1650 Control Module Output B Circuit
P1651 Fan 1 Relay Control Circuit
P1652 Powertrain Induced Chassis Pitch Output Circuit
P1653 Oil Level Lamp Control Circuit
P1654 Cruise Control Inhibit Output Circuit
P1655 EVAP Purge Solenoid Control Circuit
P1656 Driver 2 Line 6
P1657 1-4 Upshift Solenoid Control Circuit
P1658 Starter Enable Relay Control Circuit
P1660 Cooling Fan Control Circuits
P1661 MIL Control Circuit
P1662 Cruise Lamp Control Circuit
P1663 Oil Life Lamp Control Circuit
P1664 1-4 Upshift Lamp Control Circuit
P1665 Driver 3 Line 5
P1666 Driver 3 Line 6
P1667 Reverse Inhibit Solenoid Control Circuit
P1669 ABS Unit Expected
P1670 Driver 4
P1671 Driverrrr 4 Line 1
P1672 Low Engine Oil Level Lamp Control Circuit
P1673 Engine Hot Lamp Control Circuit
P1674 Tachometer Control Circuit
P1675 EVAP Vent Solenoid Control Circuit
P1676 Driver 4 Line 6
P1677 Driver 4 Line 7
P1680 Driver 5
P1681 Driver 5 Line 1
P1682 Driver 5 Line 2
P1683 Driver 5 Line 3
P1684 Driver 5 Line 4
P1685 Driver 5 Line 5
P1686 Driver 5 Line 6
P1687 Driver 5 Line 7
P1689 Delivered Torque Circuit Fault
P1690 ECM Loop Overrun
P1691 Coolant Gage Circuit Low Voltage
P1692 Coolant Gage Circuit High Voltage
P1693 Tachometer Circuit Low Voltage
P1694 Tachometer Circuit High Voltage
P1695 Remote Keyless Entry Circuit Low
P1696 Remote Keyless Entry Voltage High
P1700 Transmission Control Module (TCM) Requested MIL Illumination
P1701 Trans. MIL Request Circuit
P1705 P/N Signal Output Circuit
P1740 Torque Reduction Signal Circuit
P1743 TP Signal from ECM
P1760 TCM Supply Voltage Interrupted

P1779 Engine Torque Delivered to TCM Signal
P1780 Park/Neutra Position (PNP) Switch Circuit
P1781 Engine Torque Signal Circuit
P1790 Transmission Control Module Checksum
P1791 Transmission Control Module Loop
P1792 Transmission Control Module Reprogrammable Memory
P1792 ECM to TCM Engine Coolant Signal
P1793 Transmission Control Module Stack Overrun
P1795 CAN Bus - Throttle Body Position
P1800 TCM Power Relay Control Circuit
P1801 Performance Selector Switch Failure
P1804 Ground Control Relay
P1810 TFP Valve Position Switch Circuit
P1811 Maximum Adapt and Long Shift
P1812 Transmission Over Temperature Condition
P1813 Torque Control
P1814 Torque Converter Overstressed
P1815 Transmission Range Switch - Start in Wrong Range
P1816 TFP Valve Position Sw.-Park/Neu. With Drive Ratio
P1817 TFP Valve Position Sw.-Reverse With Drive Ratio
P1818 TFP Valve Position Sw.-Drive Without Drive Ratio
P1819 Internal Mode Switch - No Start/Wrong Range
P1820 Internal Mode Switch Circuit A Low
P1822 Internal Mode Switch Circuit B High
P1823 Internal Mode Switch Circuit P Low
P1825 Internal Mode Switch - Invalid Range
P1826 Internall Mode Swith Circuit C - High
P1831 PC Solenoid Power Circuit - Low Voltage
P1833 A/T Solenoids Power Circuit - Low Voltage
P1835 Kick-Down Switch Circuit
P1836 Kick-Down Switch Failed Open
P1837 Kick-Down Switch Failed Short
P1842 1-2 Shift Solenoid Circuit Low Voltage
P1843 1-2 Shift Solenoid Circuit High Voltage
P1844 Torque Reduction Signal Circuit Desired by TCM
P1845 2-3 Shift Solenoid Circuit Low Voltage
P1847 2-3 Shift Solenoid Circuit High Voltage
P1850 Brake Band Apply Solenoid Circuit
P1851 Brake Band Apply Solenoid Performance
P1852 Brake Band Apply Solenoid Low Voltage
P1853 Brake Band Apply Solenoid High Voltage
P1860 TCC PWM Solenoid Circuit Electrical
P1864 Torque Converter Clutch Circuit
P1868 Transmission Fluid Life
P1869 Transmission Component Slipping
P1870 Transmission Component Slipping
P1871 Undefined Gear Ratio
P1872 Transmission Control Module
P1873 TCC Stator Temp. Switch Circuit Low
P1874 TCC Stator Temp. Switch Circuit High
P1875 4WD Low Switch Circuit Electrical
P1884 TCC Enable/Shift Light Circuit
P1886 Shift Timing Solenoid
P1887 TCC Release Switch Circuit
P1889 ECM Data Input Circuit
P1890 Throttle Position Sensor Input
P1891 Throttle Position Sensor PWM Signal Low
P1892 Throttle Position Sensor PWM Signal High
P1893 Engine Torque Signal Low Voltage
P1894 Engine Torque Signal High Voltage
P1895 TCM to ECM Torque Reduction Circuit
WHAT TO DO BEFORE TAKING YOUR VEHICLE IN FOR SERVICE

If a problem occurs that may require you to take your vehicle to a mechanic or dealership for service, first remove the JET Program and program back to stock. If the problem goes away when you remove the JET Performance Product, call JET and we will troubleshoot the product. However, if returning to stock does not cure your problem, there is nothing wrong with your JET Performance Product and you will need to have your vehicle serviced.

Anytime a diagnostic machine is to be used, the vehicle must be back to stock. Diagnostic machines expect to find the original stock program and often cannot correctly analyze the problem if other devices are installed. Failure to reinstall your system back to stock can result in unnecessary and costly repairs not covered by JET. Before you have any work done on the vehicle that you feel may have been related to the JET Programmer, please call JET at 714-848-5515.

Limited Warranty

JET Performance Products warrants Chips, Modules and Programmers to be free from defects in material and workmanship under normal use and if properly installed. This limited lifetime warranty is to the original purchaser for as long as he or she owns the vehicle on which the product was originally installed, provided all information requested is furnished. If found to be defective as mentioned above, it will be replaced or repaired at the sole discretion of JET if returned prepaid along with proof of date of purchase.

All other products and services performed by JET are warranted in defects in material and workmanship for a period of 6 months from date of purchase. This warranty is to the original purchaser for as long as he or she owns the vehicle on which the product was originally installed. Repair, Replacement, or Credit will be based on the date of purchase. Costs for labor are specifically excluded and are the sole responsibility of the purchaser.

This warranty does not apply to Custom Programming or any product incorrectly installed, modified by the purchaser, or to any product that has been subjected to misuse, negligence or accident.

To obtain warranty service and Return Authorization Number, contact our Customer Service Department at 714-848-5515 between 8 am and 5 pm Pacific Standard Time, Monday through Friday.

Defective Products may be brought or sent prepaid (with Return Number) to JET Performance Products, 17491 Apex Circle, Huntington Beach, CA 92647.