Ford Gasoline Programmer

JET Performance Products
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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) or turn off headlamps.

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:

**PROGRAMMING DTC READER**

5. Use the UP/DOWN **Arrow Keys** and press **ENTER** to select 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.

Use the UP/DOWN **Arrow Keys** or press **ENTER** to select DTC Reader Functions (see Page7)

**ENGINE TUNING**

6. Use the UP/DOWN **Arrow Keys** and press **ENTER** to select **JET EZ Programming** *(The JET EZ Programming option is engineered to give you the best performance with the easiest installation. By selecting this option the JET Performance Programmer will download the most up to date JET Performance tuning software to increase horsepower and torque based on your fuel grade selection. In addition, automatic transmission equipped vehicles will get improved shifting patterns and increased shift firmness. JET EZ Tuning is a great choice when you want more power without the need for custom tuning.)* **OR FOR CUSTOM PROGRAMMING** See Page 3
Use the UP/DOWN **Arrow Keys** and press ENTER to select **Custom Programming** Options. (The Custom Programming option on the JET Performance Programmer allows the user to install JET Performance Engine tuning based on your fuel grade selection. In addition it allows the user to select custom changes such as shift points, shift firmness, rev limits, and speed limiters based on tire ratings. If you have changed the tires or gears on your vehicle and need to correct the speedometer because of the changes this is the program you will want to use.)

**MODIFY ENGINE TUNING? YES or NO**

7. Use **Arrow keys** to scroll through fuel grade options and press ENTER to select. **NOTE:** All of the fuel selections will provide performance gains, for maximum results the use of premium fuel is recommended.

**NOTE:** **NOT ALL OF THE FOLLOWING OPTIONS ARE AVAILABLE ON ALL VEHICLES IF THE OPTION IS NOT AVAILABLE FOR YOUR VEHICLE IT WILL NOT APPEAR ON THE SCREEN**

**AUTOMATIC TRANSMISSION**

8. Select **YES** if you have an automatic transmission; if you had previously selected JET EZ Programming, programming will begin immediately see step 23, if you are doing Custom Programming continue with step 9.

Select **NO** if you have a manual transmission and please note the following; If you had previously selected JET EZ Programming, programming will begin see step 23, If you are doing Custom Programming continue with step 12.

**SHIFT POINTS**

*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 raise or lower the shift points. **NOTE:** If you raise your shift points more than 1 or 2 MPH it may be necessary to raise the RPM Limiter also.*

9. Select **YES** to modify shift points and continue with step 10, Select **NO** to leave shift points stock and continue with step 11

10. Select **YES** to modify 1-2 shift, use **Arrow Keys** to move mph up or down and press ENTER to select, do the same for 2-3, 3-4 shifts. Select **NO** to leave stock.

**SHIFT FIRMNESS**

11. Select **YES** to increase shift firmness, Select **NO** to leave stock.
RPM LIMITER

Allows you to change the Factory programmed RPM limiter in your vehicle by increasing the limit 100 RPM at a time up to the maximum change of 800 RPM. As noted in the shift point section it may be necessary to change this if you change the shift points.

12. Select YES to modify RPM limiter and continue with step 13, Select NO to leave RPM limits stock and continue with step 14.

13. Press Arrow Keys to select RPM limit change and press ENTER to select.

SPEED LIMITER

This allows you to modify the factory speed limit that is programmed into your computer. Most vehicles have speed limiters 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. 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.

14. Select YES to Modify Speed Limiter and continue with step 15, Select NO to leave stock and continue to step 16.

15. Press Arrow Keys to modify speed limiter based on tire rating and press ENTER to select.

MODIFIED THERMOSTAT Y/N?

This option changes the temperature that the electric fans turn on/off based on the thermostat that you are using. Included are options for 160 degree, 180 degree and 195 degree thermostats.

16. Select YES to modify Thermostat temperature and continue with step 17, Select NO to leave stock and continue with step 18.

17. Press Arrow Keys to select correct thermostat temperature and press ENTER to select.

MODIFIED TIRE SIZE

Use this selection to fix your speedometer and shift points if you have changed your tire size. You can select from 24 to 44 inch tire sizes in half inch increments.
**NOTE:** If your vehicle is equipped with traction control, exceeding 34 inch tire sizes may cause the traction control to not work correctly. In ALL vehicles: Some tire sizes, depending on what gear is in the vehicle, may cause shifting problems even with the correct setting on the programmer. This usually occurs with tires larger than 38 inches.

18. Select YES to correct for tire size changes and continue with step 19. Select NO for no changes and continue with step 20.

19. Press **Arrow Keys** to select correct tire size and press **Enter** to select.

**MODIFIED GEAR RATIO**

*Use this selection if you have changed the gear ratio in the differential. The selections include both factory and aftermarket gear ratios that may or may not be available for your vehicle.*

20. Select YES to correct for gear ratio changes and continue with step 21. Select NO for no changes and continue with step 22.

21. Press **Arrow** Keys to select correct gear ratio and press Y

**MODIFY CHOICES**

22. Select YES to return to the beginning and Modify Choices to this Custom Tune.

Select NO if choices are correct and programming will begin.

23. Programming has begun, **do not disturb the cable, key position or operate anything in the vehicle during the programming process.**

*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.*

24. 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).

25. 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.

26. Start the vehicle and verify that the service engine light is **NOT** on. If your vehicle will not start, see page 6 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.
JET SCAN TOOL INSTRUCTIONS

The JET Performance Programmer also functions as a Scan Tool for 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:

   
   PROGRAMMING
   
   DTC READER

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

   DTC READER
   
   MONITORING

   5. Select DTC READER OR MONITORING.

   If you selected **DTC READER** 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.

   6. If there are DTC’s stored and you want to clear them continue to the CLEAR DTCS YES or NO screen and select **YES**.

   If you selected **MONITORING** 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 **ENTER** key. After you are finished with your monitoring session simply turn the vehicle off and unplug the programmer.
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<td>Fuel Rail/Sys Pres - Too Lo</td>
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P0151 Oxy Sensor Circuit Lo Voltage Bank 2, Sensor 1
P0152 Oxy Sensor Circuit Hi Voltage Bank 2, Sensor 1
P0153 Oxy Sensor Circuit Slow Response Bank 2, Sensor 1
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P0252 Injection Pump Fuel Metering Control “A” Range/Performance (Cam/Rotor/Injector)
P0253 Injection Pump Fuel Metering Control “A” Low (Cam/Rotor/Injector)
P0254 Injection Pump Fuel Metering Control “A” High (Cam/Rotor/Injector)
P0255 Injection Pump Fuel Metering Control “A” Intermittent (Cam/Rotor/Injector)
P0256 Injection Pump Fuel Metering Control “B” Malfunction (Cam/Rotor/Injector)
P0257 Injection Pump Fuel Metering Control “B” Range/Performance (Cam/Rotor/Injector)
P0258 Injection Pump Fuel Metering Control “B” Low (Cam/Rotor/Injector)
P0259 Injection Pump Fuel Metering Control “B” High (Cam/Rotor/Injector)
P0260 Injection Pump Fuel Metering Control “B” Intermittent (Cam/Rotor/Injector)

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P0651 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0650 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0649 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0648 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0647 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0646 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0645 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0644 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0643 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0642 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0641 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0640 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0639 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0638 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0637 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0636 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0635 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0634 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0633 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0632 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0631 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0630 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
P0629 1-2 Upshift (Skip Shift) Lamp Control Circuit Malfunction
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
P1646 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
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 Switch 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
P1870 Transmission Component Slipping
P1871 Undefined Gear Ratio
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
P1890 ECM Data Input Circuit
P1890 Throttle Position Signal 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.