

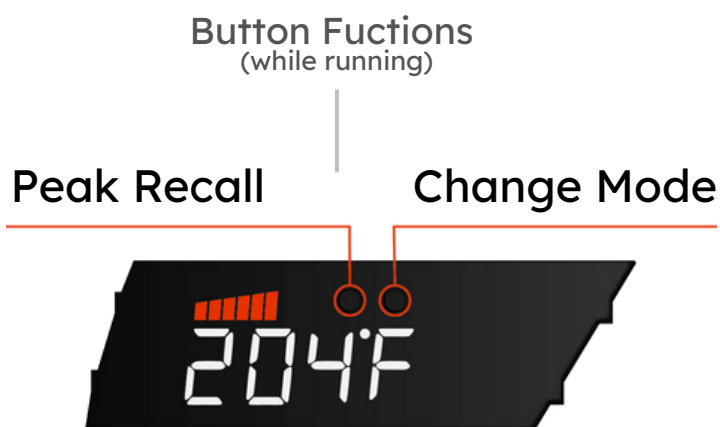
P3 | Setup & Operation

Start quick. Only what matters.

Your gauge runs fully through the OBD2 connection. The additional wires are optional extras.

We recommend plugging it in and starting the engine before full installation to confirm everything is working as intended.

Need more? Check your car's P3 Gauge product page at www.P3.io for additional info, videos or guides to help with installation



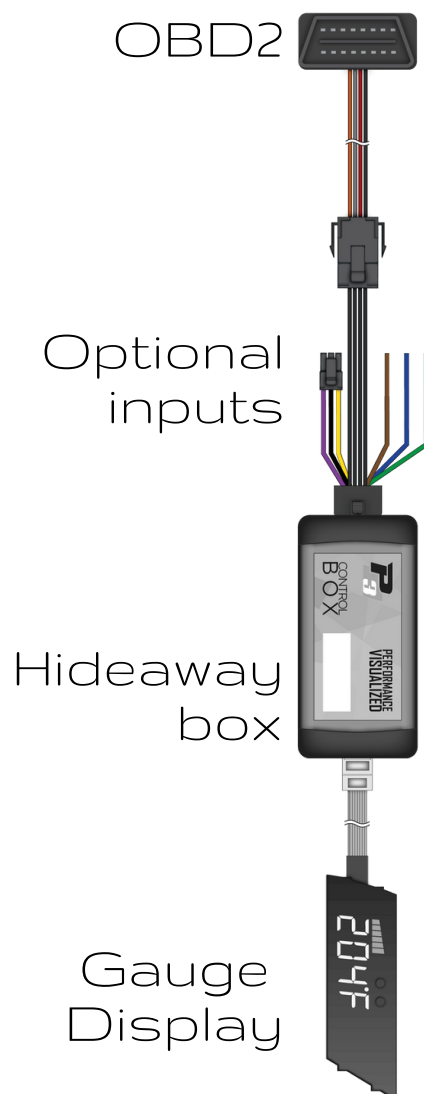
Pressing the peak recall button while on the 0-60 timer will cycle through timers

Main Harness

- **BROWN** = Optional Analog Input 1 (0-5v)
- **BLUE** = Optional Analog Input 2 (0-5v)
- **GREEN** = Optional Display Dimmer Line (0-15v)
- **YLW/BLCK/PRPLE** = Optional P3 Analog Boost Sensor

OBD2 Harness (to vehicle port)

- **BLACK** = Ground
- **RED** = 12v Power
- **GRAY** = CAN High
- **ORANGE** = CAN Low



P3 | Modes & Readouts

Note: Not all readouts are supported on every vehicle.

Check your specific vehicle's product page to confirm compatibility.

Boost / Vacuum (b00st): Measures pressure from your intake system, either through OBD2 or a boost sensor. Shown in PSI and inHg, or BAR if preferred.

Coolant Temp (c00lant): Gives you the real coolant temperature—not just the generic gauge on your dash. Shows in °F or °C.

Air/Fuel Ratio (AFr): Lets you know how rich or lean the engine is running. Displayed in parts air to fuel (XX.XX:1) or configurable to stoichiometric Lambda for gas.

Intake Air Temp (lAt): Tracks the temperature of air entering the engine. Also available post-cooler as IAT2. Useful for monitoring performance. Read in °F or °C.

Oil Temp (Oil): Shows actual engine oil temperature for better insight during spirited driving or track days. °F or °C.

Charge Air Cooler (CAC-Air): Tells you the temperature inside your charge air cooler. Helpful for turbo/supercharged setups. °F or °C.

Ignition Timing (Igntn): Displays when spark is fired relative to piston position, measured in degrees before/after Top Dead Center.

Transmission Temp (trAnS): Automatic transmission fluid temperature. Especially useful for performance builds. °F or °C.

Oil Pressure (Oil-PrES): Real-time engine oil pressure in PSI—an essential readout for engine health.

Exhaust Gas Temp (Egt): Tracks exhaust temp to help prevent overheating and protect turbos/mods. °F or °C.

Throttle Position (throttle): Shows how far the throttle is open—either in percentage or degrees, depending on your vehicle.

RPM / Shift Light (rP-Shift): Live engine speed, with a programmable shift light to match your driving style.

Speed (SPEEd): Displays raw speed directly from the ECU—more accurate than your speedometer, which is slightly inflated by the manufacturer.

Battery Voltage (Batt): Monitors battery and alternator performance in volts.

0-60 / 0-100: Acceleration timers that start when the car moves and stop at target speed. Shows your result until the next stop. (Displays 0-100 and 0-160 when in Km/h)

60-130: Measures mid-range acceleration—great for tuning performance. (100-210 in Km/h)

60-0 / 100-0: Braking performance timers. Start at speed and stop at zero. See your result after each run. (100-0 and 160-0 in Km/h)