



***BD X-MONITOR***  
**1999-2007 Ford 6.0/7.3L Powerstroke**  
**Installation Manual**

Date Purchased \_\_\_\_\_

Purchased from \_\_\_\_\_

Installed by \_\_\_\_\_

**READ THIS MANUAL COMPLETELY BEFORE INSTALLING THIS PRODUCT.**

**OWNER'S MANUAL - LEAVE IN GLOVE BOX**  
 Installation Manual Part # I1087200  
 Printed in Canada

BD Engine Brake Inc.  
 Plant Address: 33541 MacLure Rd. Abbotsford, BC, Canada V2S 7W2  
 U.S. Shipping Address: 88-446 Harrison St, Sumas, WA 98295 U.S. Mailing Address: P.O. Box 231, Sumas, WA 98295  
 Phone: 604-853-6096 | Fax: 604-853-8749 | Internet: www.bd-power.com

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# Kit Contents



**1830030**

## Universal Installation Kit

(Includes thermocouple, bushing, control module vacuum tube boost connection, 6ft of 1/8" air tubing, & fused power wire with ground wire)



**1300838**

**1/8" Boost Fitting**



**1820210**

**Control Module**



**Display Kit (Side Button)**



**1830010**

**Sensor Wire Kit**

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## Welcome

Thank you for purchasing the BD X-Monitor. Your kit should have the items mentioned on the previous page for your installation. This manual is divided into different areas to assist you with your installation and operation of your unit.

## Pre-Installation

If you have existing gauges installed, you may have to determine where to reposition them to accommodate the X-Monitor. The X-Monitor mounts on the driver's side A-pillar panel, or, a custom dash-top universal kit can be purchased as well.

This X-Monitor comes with all the programming to measure exhaust temperature and boost pressure, plus, the option of adding one of the following: automatic transmission temperature (using the OEM sensor), remote temperature sender (for use with differentials for example), exhaust brake backpressure, fuel pressure and aftermarket fuel tank levels.

Here are the standard list measurements:

Exhaust Gas Temperature	<b>(PYRO)</b>
Turbo Boost Pressure	<b>(TURBO)</b>

The above two measurements can be displayed by themselves or you can add one of these options along with them:

Description	Value	BD P/N#
Transmission Temperature	<b>(TRANS)</b>	<b>INCLUDED</b>
Remote Oil Temp	<b>(OIL)</b>	<b>1080127</b>
Auxiliary Tank Level	<b>(FUEL)</b>	<b>1080160 *</b>

\* The fuel tank level accessory kit interfaces with an aftermarket level sender with a range of 240ohms (Empty) to 33ohms (Full). Sender is not included.

The standard kit comes with all the components and wiring to hook up the exhaust temperature, turbo boost pressure and automatic transmission temperature (using the trucks OEM sensor); all other applications will require one of the accessories above to install.

Once the components have been installed, the X-Monitor will have to be programmed to match the application and the measurements being monitored. This will be done via the buttons on the display and will be explained further in this manual. If you wish to change from one optional measurement to another, the X Monitor can be reprogrammed to that application but an additional accessory kit may be required.

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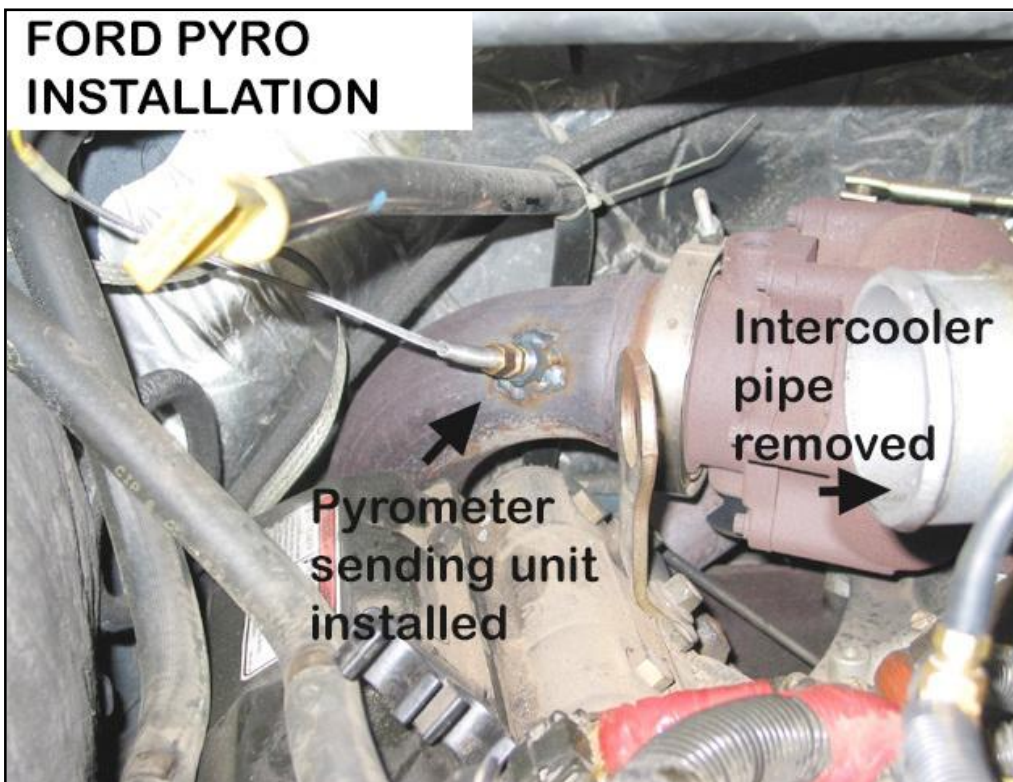
The following sections will give detail on the install of each measurement available but not all will apply to your installation.

## **Installation**

**NOTE:** The ground terminals of the vehicle's batteries should be disconnected before performing any welding or taping onto any ECM/PCM wire.

### ***Pyrometer Sending Unit (Thermocouple)***

If your existing exhaust does not have a fitting to install a pyrometer sender unit (thermocouple), you will have to install the bushing supplied in this kit. The best place to locate the thermocouple is in the turbo charger down pipe.



If you have a TURBO MOUNT EXHAUST BRAKE or an after market down pipe installed there may be a 1/4" NPT plug already in the system. Remove this plug and install thermocouple into the 1/4" NPT hole and tighten with an open-end wrench.

If you have an OEM or stock down pipe you will have to drill a hole and then weld the bushing that is supplied with this kit in place. It is recommended that you remove the existing down pipe for ease of drilling and welding but it is possible to install with pipe in place. Install thermocouple into the 1/4 pipe tap hole and tighten with an open-end wrench.

**Note:** Advanced users may drill and tap a hole into the actual exhaust manifold to monitor a more accurate pre-turbo temperature. Experienced installers should only attempt this method. The pyrometer alarm temperature for this installation location should be 1200-1300°.

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## **Thermocouple Wiring**

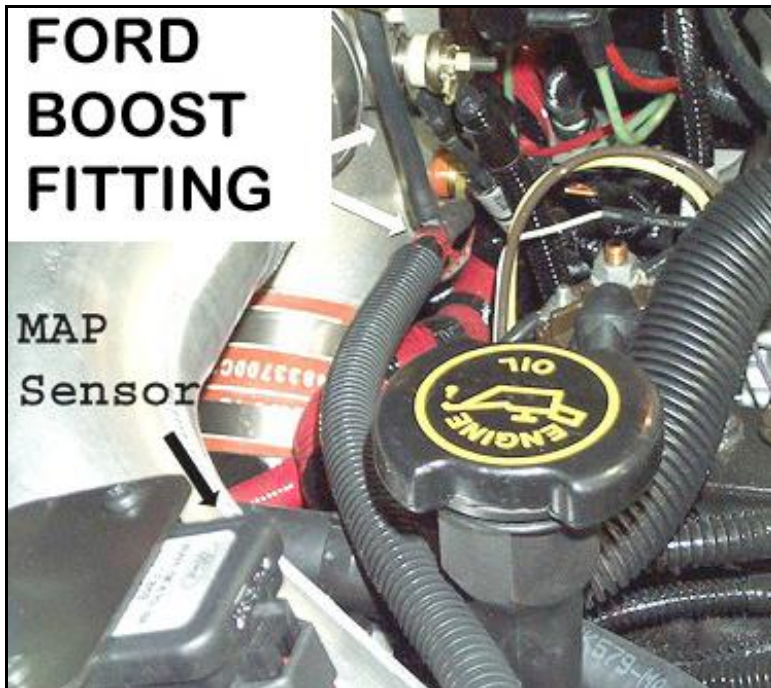
Route the thermocouple wire towards the firewall, taking precaution to keep it away from hot and moving parts, and then pass it through the firewall by piercing a large rubber grommet in the firewall beside the brake booster canister.

**NOTE: Do NOT cut or splice the thermocouple lead wire, as it is special wire that provides correct reading to the gauge. Simply coil any excess wire out of the way. If the thermocouple wire is too short, call factory for longer leads.**

From under the dash, route the thermocouple to the X-Monitor Control Module. Install the wires onto the Control Module as shown in the diagram.

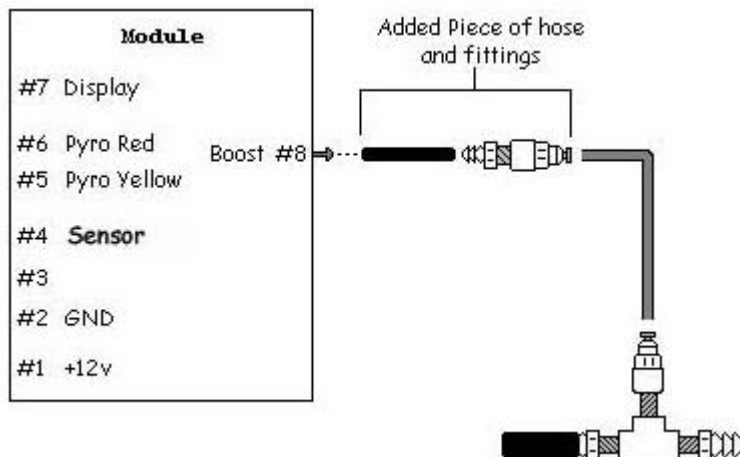
**CAUTION: DO NOT MIX UP THESE WIRES, ENSURE YELLOW TO YELLOW AND RED TO RED OR DAMAGE WILL RESULT AND WARRANTY WILL BE VOIDED.**

## ***Boost Pressure Sender Assembly***



Locate the MAP Sensor hose and follow it along to the intake plenum.

Install the other end of the fitting with the 3" hose onto the fitting of the plenum as shown in the photo.



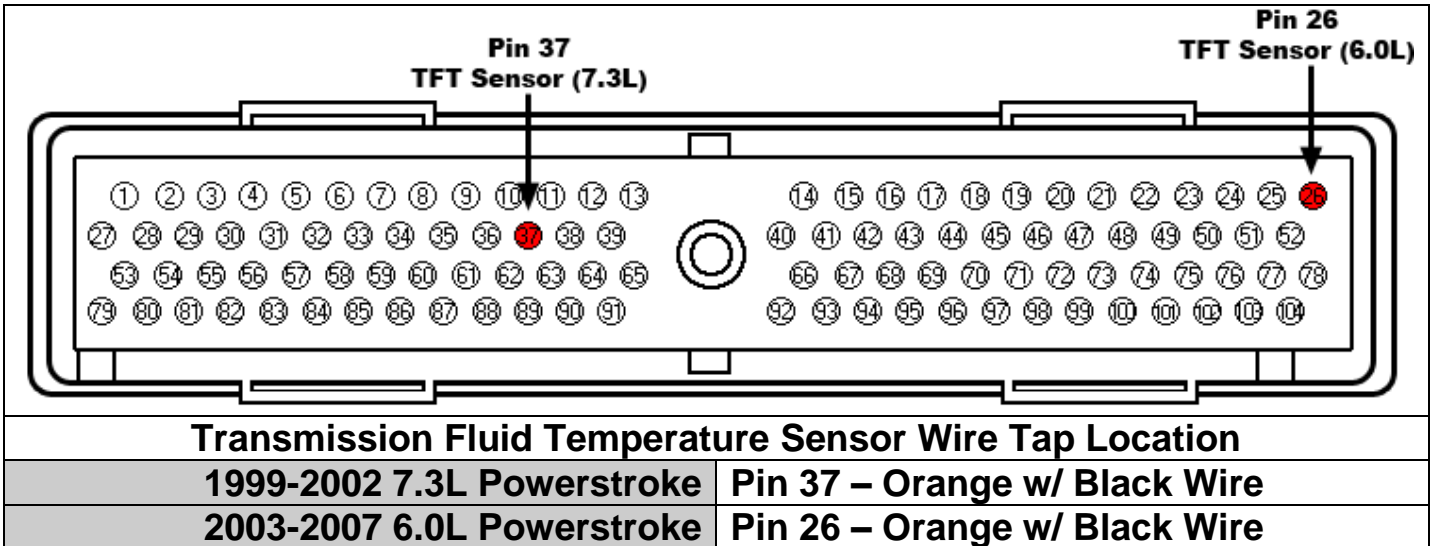
Connect the supplied tubing to the fitting and route to the inside the cab. Push this end into the supplied fitting (see diagram to the left) and connect the short section of rubber hose to the pressure sensor on the back of control box.

**WARNING:** BE SURE TO USE THE RUBBER HOSE AND NOT THE PLASTIC TUBING WHEN MAKING THE CONNECTION TO THE CONTROL BOX.

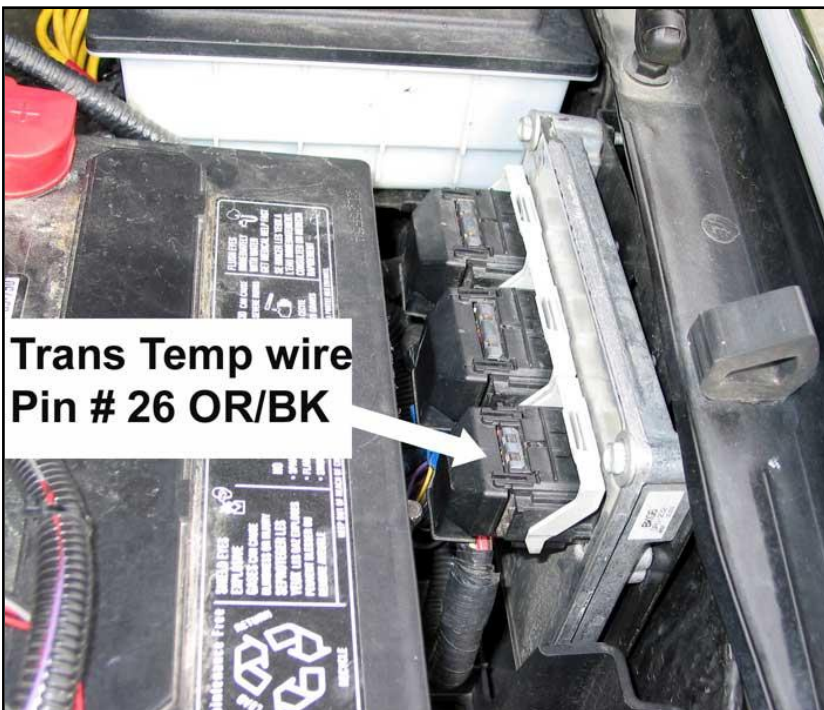
NOTE: The module should be mounted with the boost fitting pointed down to avoid condensation from entering the module.

### **Automatic Transmission Temperature Sensor**

Locate the transmission temperature sensor wire at the PCM connector on the vehicle.



Install the gray Posi-Tap provided, attach the monitor wire to this connector and route the wire into the cab to the control box. Install the female connector to the connection marked 'Sensor' (see "Control Box Installation" diagram on page 8).

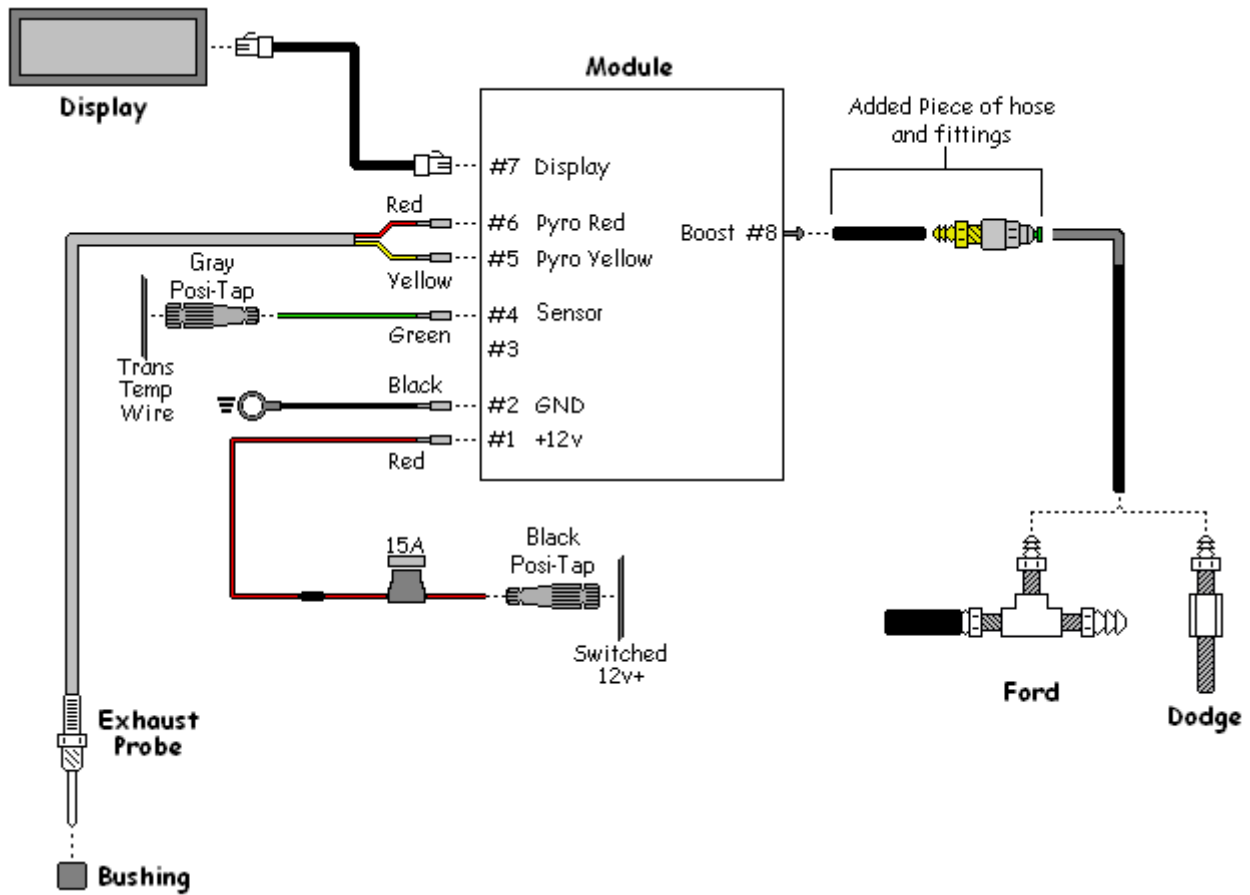


**Ford 6.0L Computer Location**

Locate the transmission temperature sensor wire at the PCM connector on the vehicle.

Install the Posi-Tap provided and attach the male end of the monitor wire to this connector and route the wire into the cab to the control box. Install the female connector to the connection marked 'Sensor' (see "Control Box Installation" diagram on page 8).

## Wiring Diagram - Control Box Installation

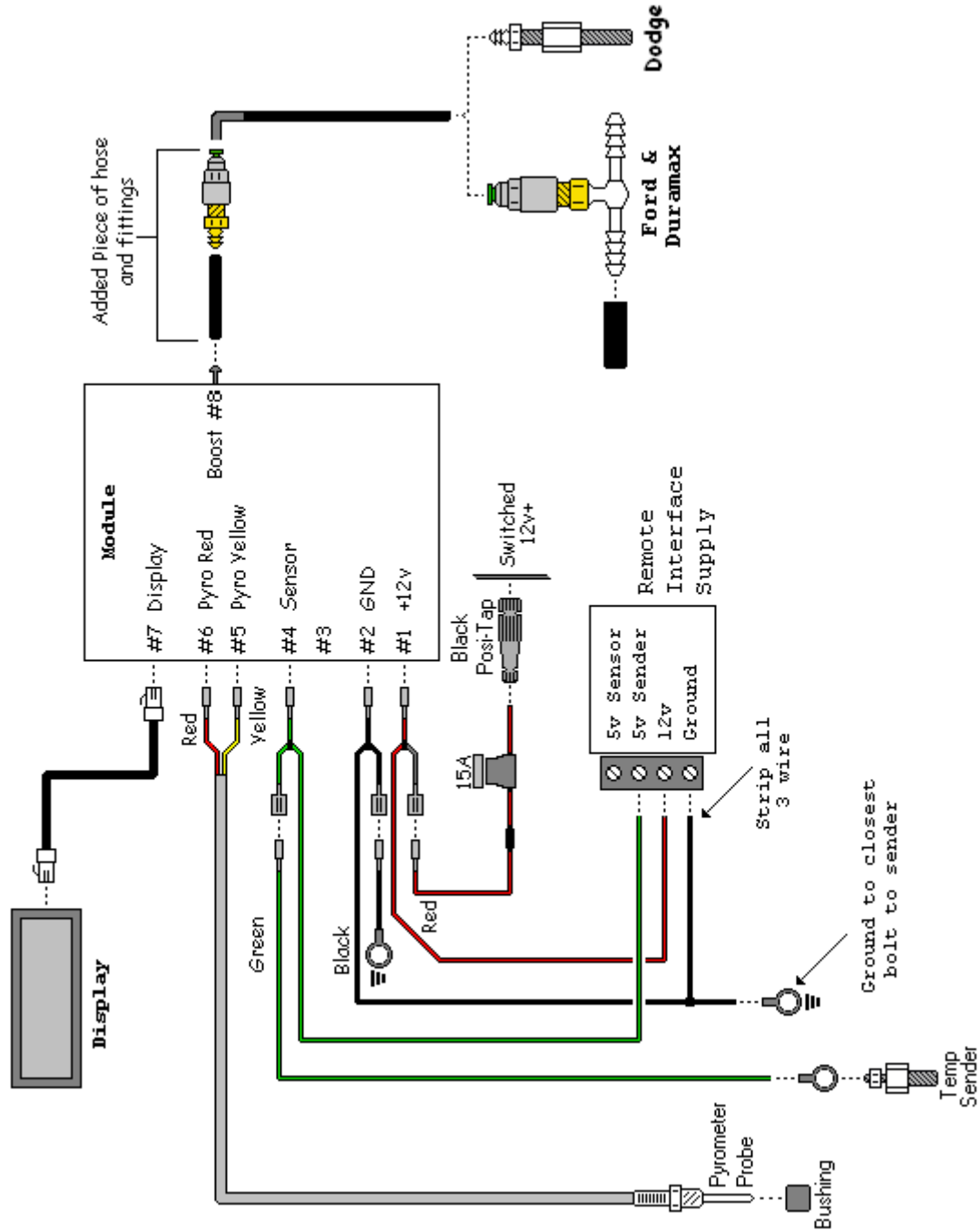


### **Manual Transmission / Diff Temp Sensor**

Using parts supplied in the kit, insert the temperature sender into the large bushing. This will replace the rear differential housing fill plug on the back cover. To monitor the temperature of your manual transmission, locate an appropriate location for the supplied sender to fit.

NOTE: Not all locations will accommodate the size of the sender or the bushings supplied in the kit. An alternative location may need to be found, or a sender or bushing may have to be purchased to be installed in the desired location.

# Wiring Diagram - w/Remote Temp Sensor



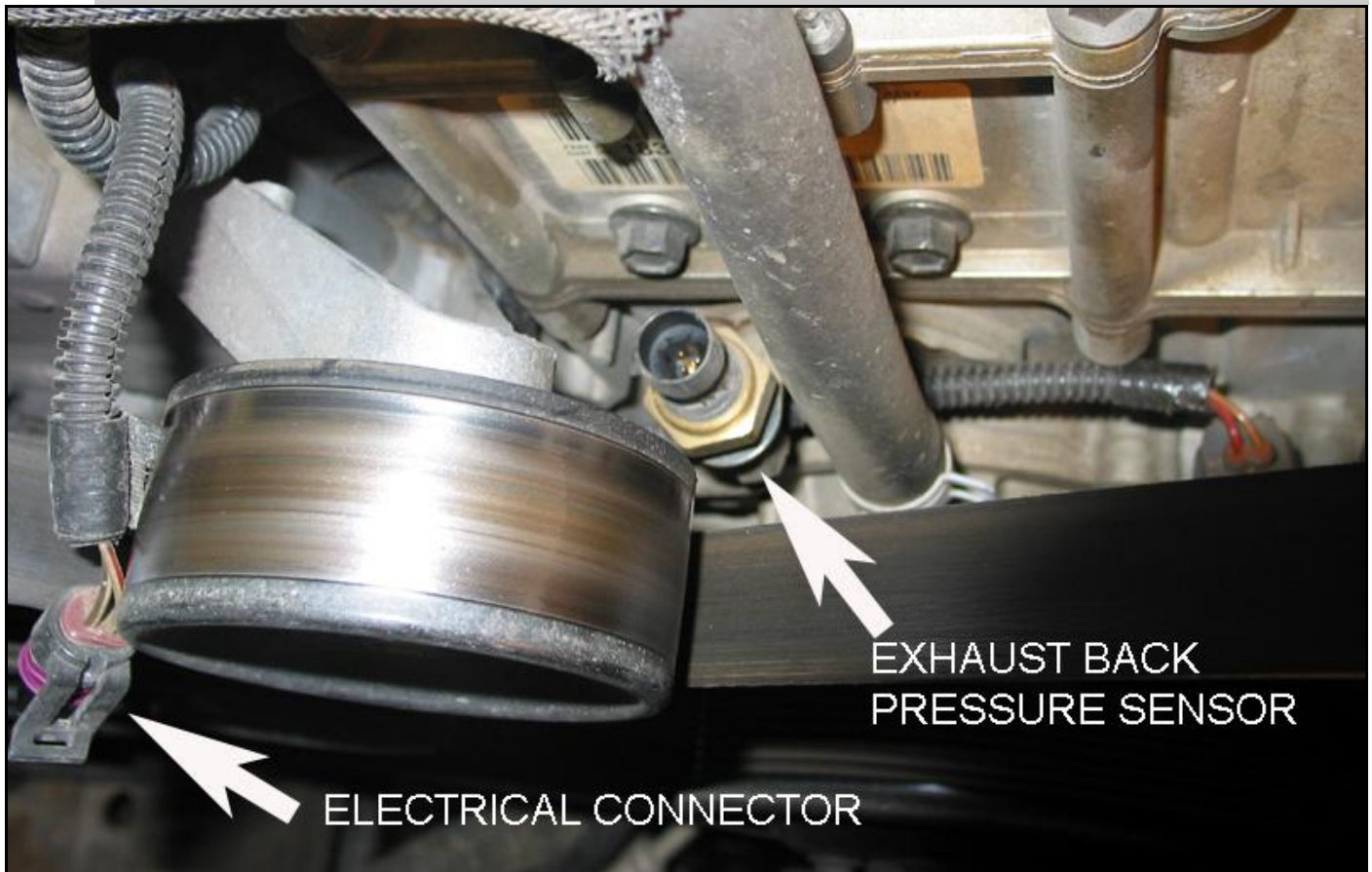
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## **Ford Back-Pressure Sensor**



Locate the Exhaust Back Pressure sensor at the front of the engine, just behind the idler pulley and to the left of the water pump outlet hose.

Install the supplied Posi-Tap connector onto the **Violet with Light Blue** wire (2000 – 07) or the **Pink with Light Blue** wire (1996 – 99).

Connect one end of the supplied sensor wire to this Posi-Tap then run the wire along the driver side of the engine and through the firewall to the control box for the X-Monitor.

Connect the other end to the 'Sensor' terminal of the control box.

**IMPORTANT:** The backpressure sensor port is on the drive side of the turbo charger, therefore the X-Monitor will display the developed backpressure when retarding with an engine brake and will display turbo charger drive pressure when accelerating or cruising.

**NOTE:** You can use the same diagram labeled “Wiring Diagram - Control Box Installation” in the “Automatic Transmission Temperature Sensor” section for wiring; except the wire that is being plugged into the “#4 Sensor” terminal will be tapping onto the wire for the Exhaust Back Pressure Sensor instead of the Transmission Temperature Sensor wire.

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## ***Power and Ground***

Locate a switched 12-volt power source under the dash and install the red wire to it.

Install the other end to the power connector of the control box.

Install the black ground loop to a good ground and install the other end to the ground connector of the control box.

## ***Display Assembly Installation***

**\* \* \* EXTREME CAUTION \* \* \***

**THE DISPLAY IS VERY FRAGILE AND IS INSTALLED AND TESTED AT THE MANUFACTURER. IF YOU MUST REMOVE THE DISPLAY IN ORDER TO PAINT THE PILLAR MOUNT TAKE EXTREME CARE WHEN REINSTALLING. DO NOT OVERTIGHTEN MOUNTING SCREWS OR DISPLAY WILL BE DAMAGED AND WARRANTY WILL BE VOIDED. \* \* \***

Place the display assembly on the A-pillar to determine the best mounting location and mark this location on the pillar. Remove the A-pillar for ease of installation.

Hold the display assembly in place on the A-pillar. Drill 3/16" holes into the corners of the display assembly mount and also through the pillar.

Drill a hole through the A-pillar large enough for the display control wiring connector to pass through. This hole is NOT required if you decide to run wiring along the outside of the A-pillar.

Install the telephone-type communication cable into the back of the display circuit board and route the wiring through the drilled hole or along the outside of the pillar as preferred.

Insert the supplied ratchet fasteners through the drilled holes and into the A-pillar, securing the X-Monitor display assembly to the A-pillar. Install the A-pillar into place and route the control wiring down to the control box.

Insert the other end of the communications cable into the socket of the control box. Once all connections are made, secure the box in place under the dash and away from moving parts.

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### Programming and Set Up

Press both buttons in on the X-Monitor display and turn on the ignition. You will get a screen that the first line on the display will read "SIDE OR TOP BTN?" and the bottom line reads "SIDE". Let go of both buttons. Press the bottom button to go to the next screen.



You will now get a screen that will read "PART:" on the top line and "1080000" on the bottom line. Using the programming chart located on the next page, find the program number that matches the application and measurements you are going to program the X Monitor for. Press the upper button until the program number appears, then press the bottom button to activate that program. The display will now cycle through the normal start-up screens that will appear every time the ignition is started.



It should display the following:



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# Programming Chart

Application	Pyro	Turbo Boost	Trans Temp	Remote Temp	Brake Press	Oil Press	Fuel Press	Fuel Level	Program #
All Years	•	•							1085000
1996-1998 12V	•	•	•						1085015
1998½-2002 24V	•	•	•						1085010
Late 1999*	•	•	•						1085012
2003	•	•	•						1085011
2004 (305hp)	•	•	•						1085013
2004½-07 (325hp)	•	•	•						1085014
All Years	•	•		•					1085020
All Years	•	•			•				1085030
All Years	•	•					•		1085050
All Years**	•	•						•	1085060
All Years	•	•							1087000
1999-2002	•	•	•						1087010
2003 (7.3L)	•	•	•						1087011
2003-2007 (6.0L)	•	•	•						1087012
All Years	•	•		•					1087020
1999-2007	•	•			•				1087033
All Years**	•	•						•	1087060
All Years	•	•							1086000
All Years	•	•		•					1086020
All Years	•	•			•				1086030
2001-2002	•	•				•			1086040
2003-2007	•	•				•			1086041
All Years*	•	•						•	1086060
Universal	•	•							1080000
Universal	•	•		•					1080020
Universal	•	•			•				1080030
Universal	•	•					•		1080050
Universal**	•	•						•	1080060

\*\* Connects to an aftermarket fuel level sender with a ranger of 240 ohms at empty and 33 ohms at full; optional senders are available.

\* Late 1999 Dodge with 1-1.75V on sensor wire at 40-100°F transmission temperature (Ref. TB#30803)

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## Operation

Once the display has gone through the startup cycle it should end up with the following, default display.



To change the settings and set alarm values there are 2 buttons on the side of the display, the bottom/right (MENU) button cycles through the different modes and the upper/left (MODIFY) button controls the setting of the values.

RECOMMENDED ALARM SETTINGS:	
<b>PYRO *</b>	900 *
<b>TURBO</b>	25
<b>TRANS</b>	200
<b>OIL</b>	Dependant On Location of Sender
<b>B-PSI</b>	User Defined – Consult Exhaust Brake Manual for safe ranges
<b>F-PSI</b>	3
<b>FUEL</b>	25
* <i>This value based on a pyrometer probe mounted post-turbo.</i>	

These are only suggested settings and will vary depending on vehicle condition, performance enhancements and driving techniques.

NOTES: All temperature readings are in Fahrenheit (°F), pressures are in pounds-per-square-inch (PSI) and fuel level is displayed in percentages. All readings are approximate and may vary due to characteristics of sensor, sender or probe, and, certain conditions can cause interference or sway reading.

The alarm settings for fuel pressure (F-PSI), oil pressure (O-PSI) and fuel level (FUEL) are for will display an alarm with the measurement drops below the set value; all other measurements will alarm when the value is above the setting. The history value also works the same where it records the lowest achieved value on F-PSI, O-PSI and FUEL and the highest value on all others.

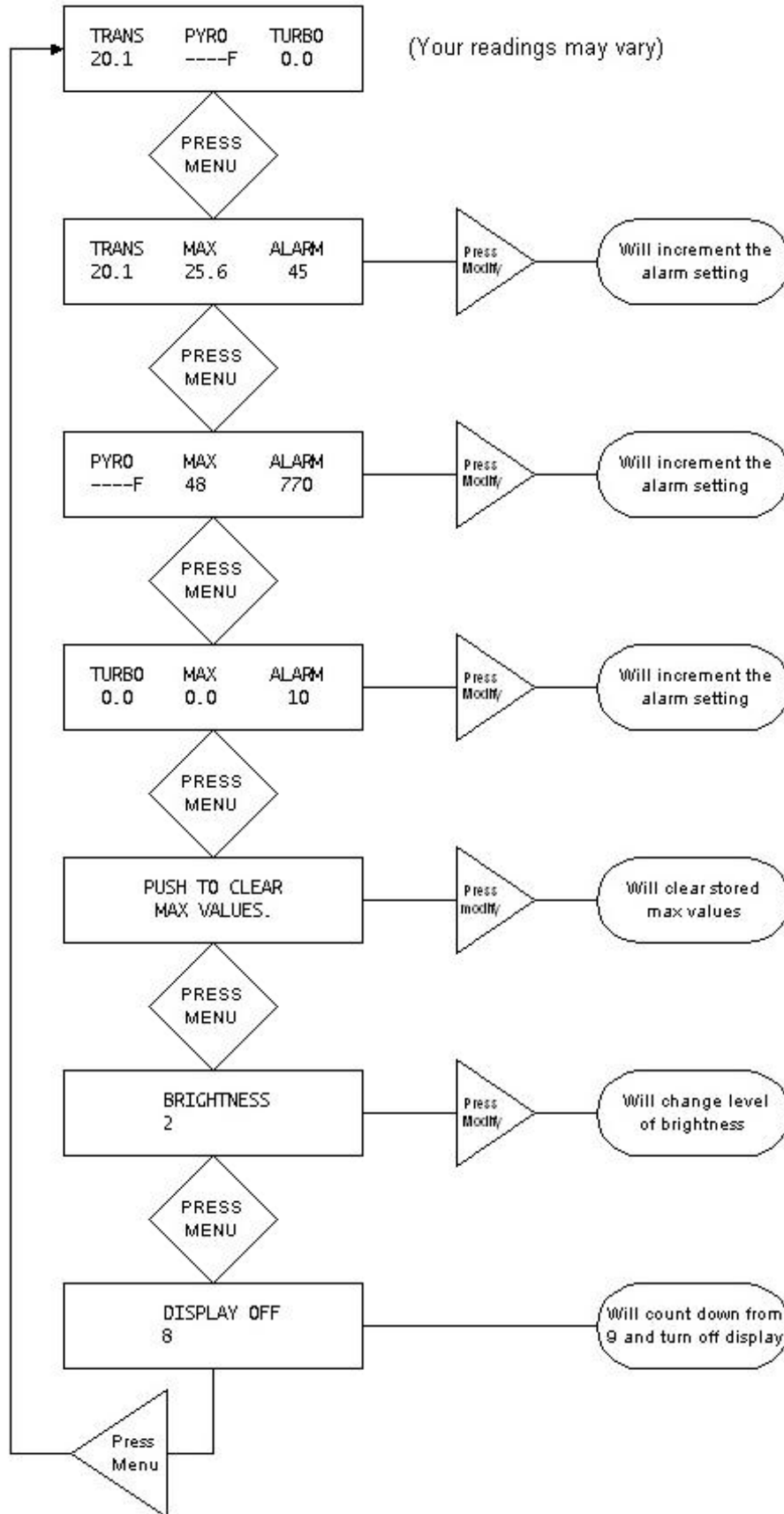
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# X-Monitor Display Settings Flowchart



When placed in Display Shutdown Mode, the X-Monitor counts down from 9 to shut off the display ONLY; all the functions still continue to work in the background. Press the MENU (lower) button to turn the display back on.

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The X-Monitor is calibrated to the thermocouple that is supplied with the kit and may not register accurately if an existing or different thermocouple is used.

If the thermocouple was installed after the turbo, in the exhaust pipe, all temperatures will indicate lower and the maximum safe temperature is 900 degrees.

**DO NOT RUN ENGINE AT HIGHER THAN 900 DEG INDICATED FOR EXTENDED PERIODS OR ENGINE DAMAGE MAY RESULT. DO NOT run transmission at higher than 250 degrees indicated for prolonged periods or transmission damage may result.**

**THE X-MONITOR IS A VERSATILE GAUGE PACKAGE THAT CAN BE PROGRAMMED TO MONITOR DIFFERENT SYSTEMS OF THE VEHICLE. THESE INSTRUCTIONS ARE FOR GENERAL INSTALLATION AND SPECIFIC APPLICATIONS WILL RECEIVE INDIVIDUAL APPLICATION INFORMATION.**

It is recommended that when mounting/securing the X Monitor module or RPS module (used in Back Pressures applications), the barb of the pressure sensor on the modules point downward to prevent any condensation from the tubing collecting inside the modules.

## ***Maintenance & Troubleshooting***

Following the diagrams in this manual, tracing hoses and wiring, checking continuity through electric components or checking for any lines that are disconnected, should solve any problems that may arise.

**NOTE:** Analog signals are naturally affected by RF (radio frequency) noise. To eliminate any possible chance of an erratic signal please choose a clean ground signal for the X Monitor, that is clearly mounted away from the alternator wires or any other voltage sources (positive battery cables, etc.). If for some reason you still have erratic sensor readings try a direct ground connection to the battery.

Thermocouple wires should also be clear from any RF noise sources as well (i.e. alternator, positive battery cables, etc). If the thermocouple signal is erratic then the copper ground wire that is contained inside of the yellow loom can be connected to ground to reduce a small amount of noise. Be sure to connect only one end of this copper wire to eliminate any ground loops from forming.

If you have any problems or need replacement parts, call us at 1-800-887-5030, between 8:30am and 4:30pm Pacific Time.

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