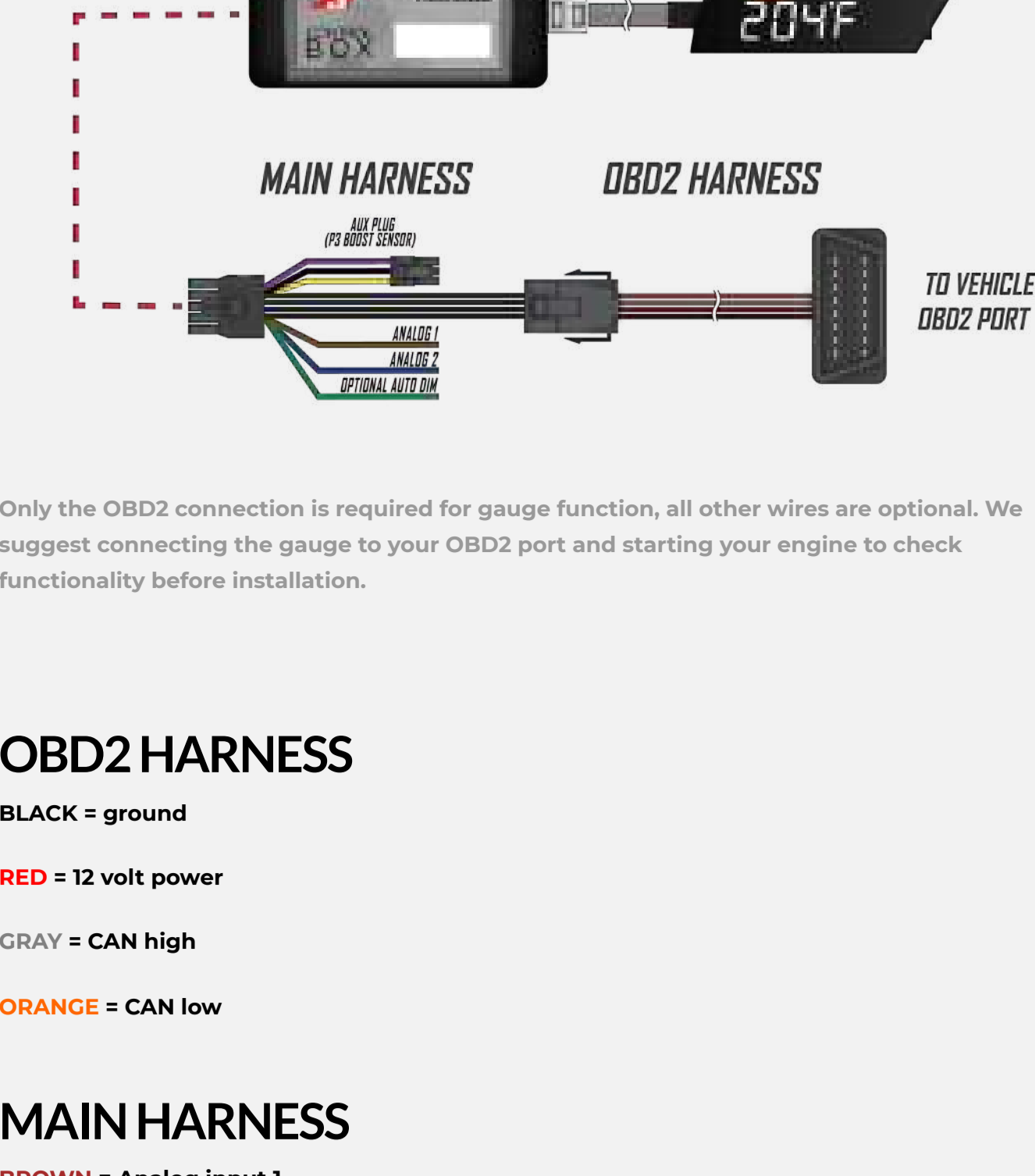


# P3 V3 General Setup



Only the OBD2 connection is required for gauge function, all other wires are optional. We suggest connecting the gauge to your OBD2 port and starting your engine to check functionality before installation.

## OBD2 HARNESS

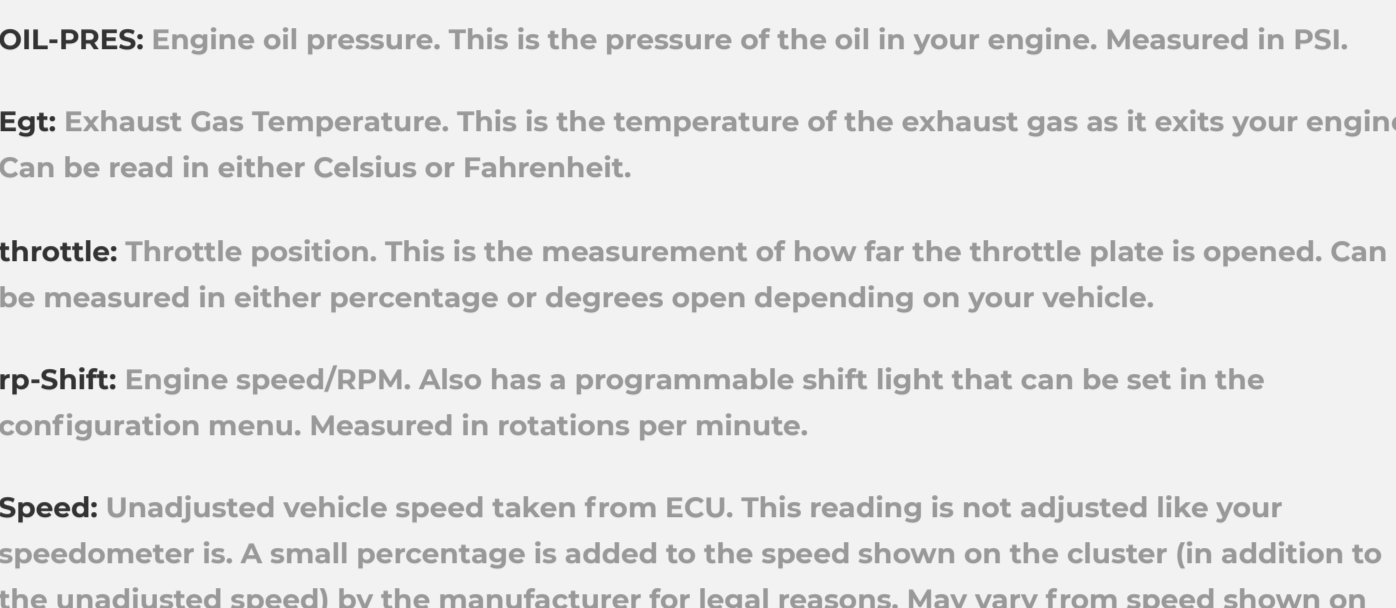
- BLACK** = ground
- RED** = 12 volt power
- GRAY** = CAN high
- ORANGE** = CAN low

## MAIN HARNESS

- BROWN** = Analog input 1
- BLUE** = Analog input 2
- GREEN** = Display dimmer wire
- YELLOW/BLACK/PURPLE** = Analog boost sensor (ABS) connection

## P3 V3 Operation Details

### BUTTON FUNCTIONS (Running Mode)



**Available Readouts**  
**\*all readouts are not available on all models - see product page for your vehicle to verify available readouts\***

- boost:** Boost/Vacuum. Can be read from MAP sensor through the OBD2 port or by add-on analog boost sensor. Can also be read by wire tapping T-MAP sensor on some BMWs. Boost is shown in PSI and vacuum is shown in inHg. Can also be configured to read boost/vacuum in BAR.
- Coolant:** Coolant temp. Unlike the needle on your dash, this will show you your exact coolant temp. Can be read in either Celsius or Fahrenheit.
- AfR:** Air/Fuel Ratio. Shows you how rich or lean your engine is running. Measured in XX.XX parts air to 1 part fuel.
- IAT:** Intake air temperature. This is the reading of the temperature of the air entering the engine. Can be read in either Celsius or Fahrenheit.
- IAT2:** Post-cooler / heat exchanger. This is the reading of the temperature of the air entering the engine. Can be read in either Celsius or Fahrenheit.
- OIL:** Engine oil temperature. This is the temperature of the oil in your engine. Can be read in either Celsius or Fahrenheit.
- CAC-Air:** Charge air cooler temperature. This is the temperature of the air in your charge air cooler. Can be read in either Celsius or Fahrenheit.
- IgnTr:** Ignition timing. This shows the time at which the spark plug is fired in relation to the position of the piston. Measured in degrees before or after TDC (Top Dead Center)
- tRAnS:** Transmission fluid temperature. This is the temperature of the fluid in your automatic transmission. Can be read in either Celsius or Fahrenheit.
- OIL-PRES:** Engine oil pressure. This is the pressure of the oil in your engine. Measured in PSI.
- EgT:** Exhaust Gas Temperature. This is the temperature of the exhaust gas as it exits your engine. Can be read in either Celsius or Fahrenheit.
- throttle:** Throttle position. This is the measurement of how far the throttle plate is opened. Can be measured in either percentage or degrees open depending on your vehicle.
- rp-Shift:** Engine speed/RPM. Also has a programmable shift light that can be set in the configuration menu. Measured in rotations per minute.
- Speed:** Unadjusted vehicle speed taken from ECU. This reading is not adjusted like your speedometer is. A small percentage is added to the speed shown on the cluster (in addition to the unadjusted speed) by the manufacturer for legal reasons. May vary from speed shown on cluster. Can be measured in either MPH or Km/h.
- batt:** Battery Voltage. This can be used to monitor battery and alternator performance. Measured in volts.
- 0-60:** 0-60 acceleration timer. Starts automatically as soon as vehicle speed leaves 0.0 MPH and stops automatically as soon as vehicle speed reaches 60 MPH. Time will display until vehicle comes to a stop. Measured in seconds. (Reads 0-100 when configured to Km/h)
- 0-100:** 0-100 acceleration timer. Starts automatically as soon as vehicle leaves 0.0 MPH and stops automatically as soon as the vehicle reaches 100 MPH. Time will display until vehicle comes to a stop. Measured in seconds. (Reads 0-160 when configured to Km/h)
- 60-130:** 60-130 acceleration timer. Starts automatically as soon as vehicle speed goes above 60.0 MPH and stops automatically as soon as the vehicle speed reaches 130 MPH. Time will display until vehicle comes to a stop. Measured in seconds. (Reads 100-210 when configured to Km/h)
- 60-0:** 60-0 braking timer. Starts automatically as soon as vehicle speed drops below 60.0 MPH and stops automatically as soon as the vehicle speed reaches 0 MPH. Time will display until vehicle begins moving again. Measured in seconds. (Reads 100-0 when gauge is configured to Km/h)
- 100-0:** 100-0 braking timer. Starts automatically as soon as vehicle speed drops below 100.0 MPH and stops automatically as soon as the vehicle speed reaches 0 MPH. Time will display until vehicle begins moving again. Measured in seconds. (Reads 160-0 when configured to Km/h)

### Peak Recall

**PEAK RECALL:**  
 The gauge offers peak recall of the PEAK VALUE on the selected mode, since the last recall, or since the vehicle was started. In addition to this, for 2008+ model year cars the gauge also stores peaks for EgT, Air, Coolant in the background, so that you can switch to that mode later, after a lap for example, and recall your peak temperatures. A quick tap of the left button will show your peak value.

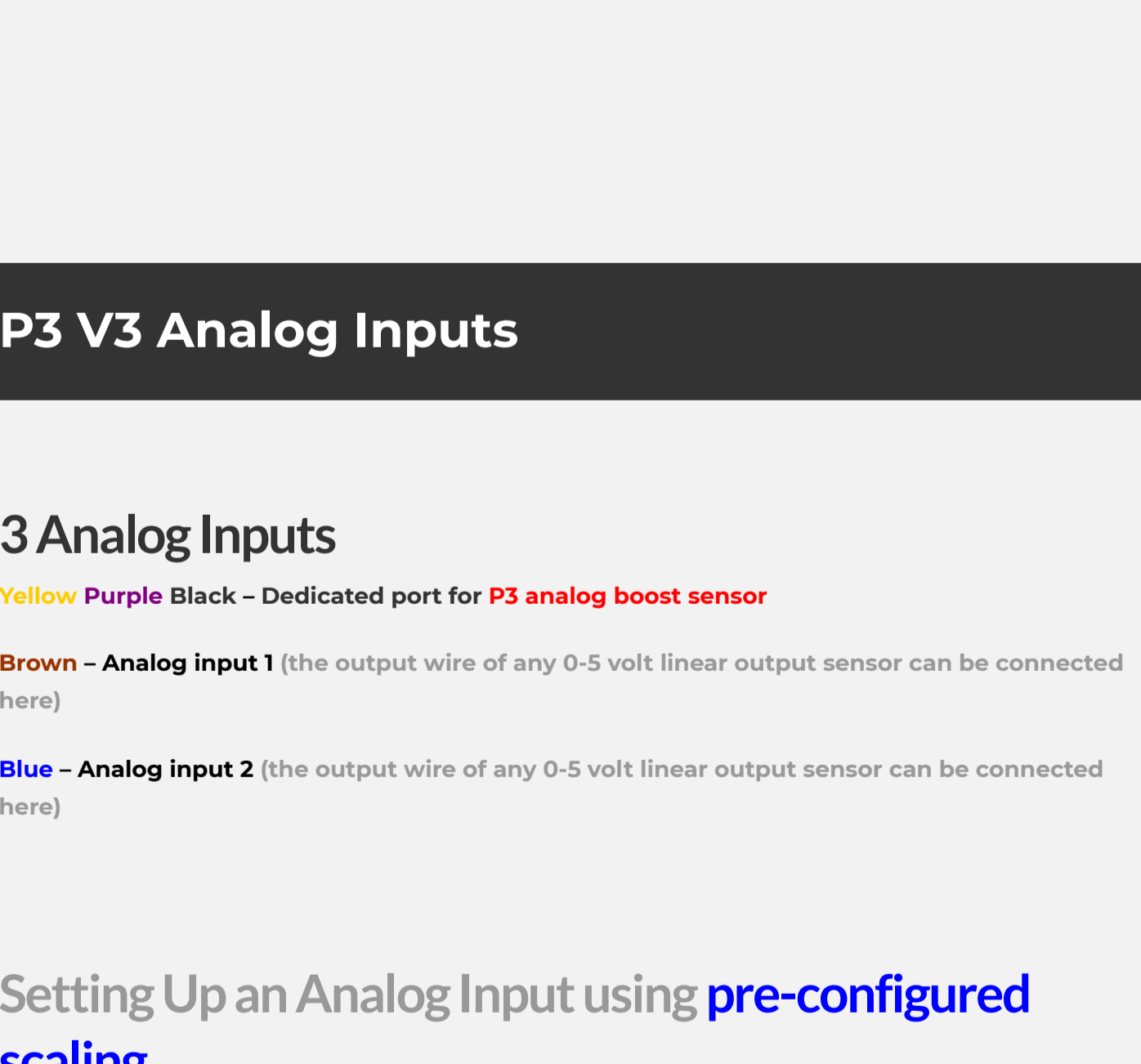
### Code Reading / Code Clearing

**CODE READING:** Code reading is performed automatically on startup. You can also read codes on the fly by entering the "d.t.c." option in configuration menu and tapping the left button.

**CODE CLEARING:** To clear codes you will need to follow the steps listed below -

- 1- Make sure your vehicle is KOEO (key on, engine off)
  - 2- HOLD both buttons until you see "Conf" appear (display will then automatically switch to "d.t.c.")
  - 3- HOLD the left button until "CLrd" is displayed. (display will show "HoLd" while holding the button and then switch to "CLrd" once clearing is completed)
- (In some situations a code clear may be completed while the engine is running but KOEO is recommended)

## Configuring your P3 V3



### CONFIGURABLE PARAMETERS

#### Read / Clear Diagnostic Trouble Codes

**d.t.c.** = TAP left button to read DTCs / HOLD left button until "CLrd" is shown to clear DTCs

#### Boost Setting

- bSt.A** = Analog boost using P3 analog boost sensor (plugged into P3 V3 main harness)
- bSt.b** = Analog boost from tapping output wire of MAP sensor with analog input 2 (see "Analog Inputs" section for details)
- bSt.c** = OBD2 boost from charge pipe MAP sensor (Audi 3.0t, VW EA888, diesel)
- bSt.d** = OBD2 boost from vehicle MAP sensor
- bSt.E** = BMW E chassis digital boost from charge pipe MAP sensor
- bSt.F** = BMW F chassis digital boost from charge pipe MAP sensor
- bSt.0** = Digital boost for Audi/VW FS1
- bSt.1** = Digital boost for Audi/VW TSI/TFSI
- bSt.2** = Future use
- bSt.3** = Future use
- bSt.4** = Alternate digital boost for BMW N54
- bSt.5** = OBD2 diesel boost
- bSt.6** = OBD2 rescaled MAP reading for 6th gen Camaro (all models)
- bSt.7** = Future use
- bSt.8** = Alternate digital boost for BMW N63
- bSt.9** = Future Use

#### Analog Input 1 (brown wire on P3 V3 main harness)

- A1.n** = Analog input disabled
- A1.Y** = Opens sub-menu for manually configuring sensor input values (see "Analog Inputs" section for details)
- A1.EC** = Pre-configured setting for P3 ESVA Ethanol content output (brown wire on P3 ESVA)
- A1.Ft** = Pre-configured setting for P3 ESVA Fuel temp output (blue wire on P3 ESVA)
- A1.LC** = Pre-configured setting for LC-2 wideband o2 output (yellow wire on LC-2 wideband)

#### Analog Input 2 (blue wire on P3 V3 main harness)

- A2.n** = Analog input disabled
- A2.Y** = Opens sub-menu for manually configuring sensor input values (see "Analog Inputs" section for details)
- A2.EC** = Pre-configured setting for P3 ESVA Ethanol content output (brown wire on P3 ESVA)
- A2.Ft** = Pre-configured setting for P3 ESVA Fuel temp output (blue wire on P3 ESVA)
- A2.LC** = Pre-configured setting for LC-2 wideband o2 output (yellow wire on LC-2 wideband)

#### Boost Units Setting

- b.PSI** = Boost read in PSI
- b.bAr** = Boost read in BAR

#### Boost Pressure Resolution

- Pr.0.1** = Boost shown down to 1/10th units
- Pr.0.5** = Boost rounded down to nearest 1/2 unit
- Pr 0** = Boost rounded down to nearest whole unit

#### Shift Light Setting

**SL.80** = Shift light set to 8000 RPM. Can be set from "SL.30" to "SL.90" (3000 RPM to 9000 RPM)

#### Temperature Units Setting

- dEg.F** = Temperature shown in Fahrenheit
- dEg.C** = Temperature shown in Celsius

#### Speed Units Setting

- SP.EY** = Speed shown in MPH
- SP.E.n** = Speed shown in KMH

#### Speed Calibration Setting

**SC. 0** = 0% change to raw speed in ECU. Can be set from "SC.-9" to "SC.20" (-9% to +20%)

#### Display Dimmer Setting

- d. On** = Default, display will be in "bright" mode each time vehicle is started
- d.On.A** = Auto-dim, if more than 5 volts is sensed on green dimmer wire the display will dim. If less than 5 volts is sensed on the green dimmer wire the display will be in "bright" mode.
- d.On.P** = Persistent, display will stay in "bright" mode until the user manually changes to "dim" mode and vice versa

#### Power Control Option

- pCo.A** = Automatic, the gauge will turn on and off with engine
- pCo.b** = Button, the gauge will not turn on after engine is started until the left button is pressed for 1 second (pressing right button for 1 second will show battery voltage)
- pCo.S** = Switched, the gauge will be on as long as it is connected to power

#### OBD2 / Analog Mode Setting

- Obd2** = The gauge will communicate over the vehicle network to pull data from the ECU
- AnLg** = The gauge will only use the OBD2 port for power and ground. It will not communicate on the network and will only be able to read battery voltage and the 3 analog inputs

#### Car Configuration (internal settings for vehicle communication)

- cc. A** = See Configuration Chart for your model
- cc. Y** = See Configuration Chart for your model
- cc. E** = See Configuration Chart for your model
- cc. F** = See Configuration Chart for your model
- cc. H** = See Configuration Chart for your model
- cc. L** = See Configuration Chart for your model

#### Low Priority Mode (for use with other OBD2 devices)

- LP.n** = Low Priority Mode OFF
- LP.Y** = Low Priority Mode ON

#### Air Fuel Ratio/Lambda

- AfR.A** = Air/Fuel Ratio
- AfR.L** = Lamda

#### Calibrate Analog Boost Sensor (engine must be turned off)

**CAL.b** = Tap left button and display will show "OpEn Air SnSr" (to verify your engine is off) then show "tAP.1". Tap the left button and then display will flash back and forth and then shut off. Your analog sensor is now zeroed out at atmospheric pressure

#### Factory Reset

**F.SEt** = Hold the left button until dots appear at the bottom of the screen to reset to factory default settings

## P3 V3 Analog Inputs

### 3 Analog Inputs

- Yellow Purple Black** - Dedicated port for **P3 analog boost sensor**
- Brown** - **Analog input 1** (the output wire of any 0-5 volt linear output sensor can be connected here)
- Blue** - **Analog input 2** (the output wire of any 0-5 volt linear output sensor can be connected here)

### Setting Up an Analog Input using pre-configured scaling

#### \*directions shown for analog 1, directions are same for analog 2

- 1- Enter the configuration menu of your gauge by holding both buttons until you see "Conf"
- 2- Tap the right button until you see "A1.n" for Analog 1 (**brown wire**)
- 3- Tap the left button to change it from "A1.n" to "A1.Y"
- 4- Tap the right button to select a pre-configured scaling setup ("EC"=ethanol content from **ESVA** / "Ft"=fuel temp from **ESVA** / "LC"=Air/Fuel ratio from **LC-2 wideband kit**)
- 5- Hold the right button until the screen turns off to save/exit the menu

### Setting Up an Analog Input using manual sensor scaling

#### \*directions shown for analog 1, directions are same for analog 2

- 1- Enter the configuration menu of your gauge by holding both buttons until you see "Conf"
- 2- Tap the right button until you see "A1.n" for Analog 1 (**brown wire**)
- 3- Tap the left button to change it from "A1.n" to "A1.Y"
- 4- Tap the right button until you see "A1.dp" (this is the decimal point setting)
- 5- Wait for the screen to cycle to "9999" and then tap the left button to place the decimal point
- 6- Tap the right button to move on to "AL.Ln" (this is the maximum sensor value)
- 7- Tap/hold the left button to set your minimum sensor value
- 9- Tap the right button to move on to "AL.Hn" (this is the maximum sensor value)
- 10- Tap/hold the left button to set your maximum sensor value
- 11- Tap the right button to move on to "A1.bl" (this is the lowest value for bargraph illumination)
- 12- Tap/hold the left button to set your lowest bargraph value (no bars illuminated)
- 13- Tap the right button to move on to "A1.bn" (this is the highest value for bargraph illumination)
- 14- Tap/hold the left button to set your highest bargraph value (all bars illuminated)
- 15- Hold the right button until the screen turns off to save and exit the menu

5 Volt Power Source: If your sensor requires a 5v power source, you can use the **purple** wire on the gauge harness as your power source.

## P3 V3 Troubleshooting Checklist

### 1 - Start your engine

- Your gauge is designed to turn on and off with your engine automatically. Start your engine, your gauge should power up within a few seconds of startup.

### 2 - Check your connections

- 1- OBD2 port connection
- 2- OBD2 harness to Main harness connection
- 3- Main harness to Control box connection
- 4- Control box to display connection

### 3 - Check your configuration settings

- 1- **With your engine off** HOLD both buttons until you see "Conf" then release (the gauge will then switch to the "d.t.c." setting)
- 2- TAP the RIGHT button once and write down what the gauge displays (it should be your boost setting - "bSt.x")
- 3- TAP the RIGHT button again and write down the next setting
- 4- Repeat steps 2-3 until you have written down all the settings
- 5- Compare your settings with the settings listed for your vehicle in the **configuration chart**
- 6- Adjust your settings if necessary by TAPPING the LEFT button once you are on the setting that needs changed
- 7- HOLD the RIGHT button until the screen turns off to save/exit the configuration menu
- 8- Start your engine to retest functionality
- If your gauge still does not function properly, include the list of settings you wrote down in your support request - **we will need this list in order to assist you**

### 4 - OBD2 Fuse

- If you have verified your connections and still cannot enter configuration mode check your OBD2 fuse (reference your vehicle's owners manual for fuse identification)

### ENTER CONFIG MENU

- 1 - Engine and ignition OFF
- 2 - **HOLD** both buttons until `[Conf]` appears

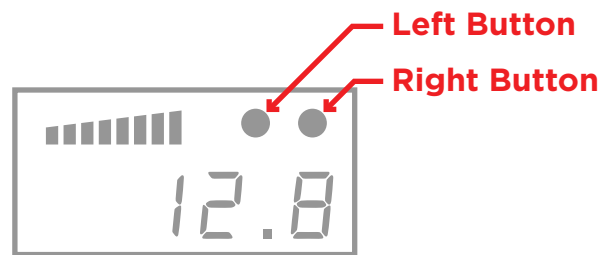
### EXIT CONFIG MENU & SAVE

To exit and save settings, **HOLD** the right button until the display goes blank

### NAVIGATING THE MENU

Left Button =  (left tap)

Right Button =  (right tap)



#### Clear Codes

- `[dt.C]` (**TAP** left to read dtc codes)
- (**HOLD** left button until `[Clr.d]` appears to clear codes)




#### Boost Setting

- `[bSt.A]`  `[bSt.F]`  `[bSt.0]`  `[bSt.9]`

#### AUX Analog Input 1 *(See analog inputs for details)*

- `[A1.n]`  `[A1.Y]`  `[A1.EC]`  `[A1.Ft]`  `[A1.LC]`

#### AUX Analog Input 2 *(See analog inputs for details)*

- `[A2.n]`  `[A2.Y]`  `[A2.EC]`  `[A2.Ft]`  `[A2.LC]`

#### Boost Unit Setting

- `[b.PSI]`  `[b.bAr]`

#### Boost Pressure Resolution

- `[Pr0.1]`  `[Pr0.5]`  `[Pr 0]`

#### Shift Light Setting

- `[SL.30]`  `[SL.90]`

#### Temperature Unit Setting

- `[dE9.F]`  `[dE9.C]`

**R** Speed Unit Setting

SP.E.Y ○ > SP.E.n

**R** Speed Calibration Setting

SC.-9 (L) > ... → SC.20

**R** Display Dimmer Setting

d.On (L) > d.On.A (L) > d.On.P

**R** Power Control Option

PC.o.y (L) > PC.o.b (L) > PC.o.S

**R** OBD2/Analog Mode Setting

Obd2 (L) > AnL9

**R** Car Configuration Setting

cc.A (L) > cc.y (L) > cc.E (L) > cc.F (L) > cc.H (L) > cc.L

**R** Low Priority Mode

LP.n (L) > LP.y

**R** Air Fuel Ratio/Lambda

AFr.A (L) > AFr.L

**R** Calibrate Analog Sensor (Engine Must Be **OFF**)

CAL.b (To Calibrate Sensor, **TAP** left button then wait for **LRP.1** then **TAP** left button again)

(Only appears when set to **bSt.A** )

**R** Factory Reset

F.SEt (To reset gauge, **HOLD** the left button until dots appear at the bottom of the screen)

# Configuration Chart and Install

**\*\*NOTE\*\*** *If no boost setting is listed, set boost setting to “bSt.d”*

**\*\*NOTE\*\*** *If using the analog sensor set boost setting to “bSt.A”*

Audi	5
BMW	21
Chevrolet	44
Fiat	51
Ford	54
Mazda	62
Mercedes	66
Mini	71
Opel / Buick	78
Porsche	80
SEAT	84
Subaru / Scion / Toyota	87
Volkswagen	92

## Audi A3 / TT Vent Install

1



Rotate the ring of the gauge so that it is at the top and the vent is open. Mark the top of the OUTER and the INNER rings so that you can line them up again later.

2



Using a trim tool or pry tool, pry the inner trim ring forward releasing the clips at the 4 locations shown.

3



Remove the trim ring. BE SURE TO KEEP THE TOP POSITION MARKED. Set this piece aside for now.

4



Remove the five horizontal vent slats as shown. They just pop out. Keep these in a safe place if you ever wish to return your vent to stock. Leave the vertical slats in place.

5

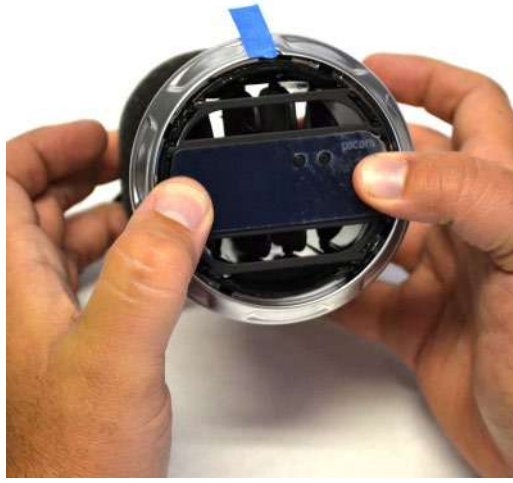


Feed the display cable connector and wire through the far left opening between the vertical vent slats. Feed the wire through and line up the gauge into the front of the vent. The top of the gauge has the logo and buttons, be sure the gauge is installed right side up.



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## 6



Line up the tabs of the metal display bracket to the vent slat positions. Center the gauge perfectly before applying pressure evenly to the sides of the gauge as shown.

## 7



Line up the inner trim ring with the markings that we placed in step 1. Gently insert the ring with no force to get it lined up and seated but not yet clicked into place.

## 8



Apply pressure to the top clip locations as shown to seat the top clips.

## 9



Apply pressure to the bottom clip locations as shown to seat the bottom clips. After the clips are seated you can remove any center markings you applied.

**You're Done!**

## 10



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## Audi 8v S3/A3



**1** Take your VIDI out of the packaging. Set aside.



**2** Apply pressure in the central clip holding the vent barrel inner vent to the out vent body housing.



**3** Pull inner vent housing out of outer vent housing.



**4** Set aside inner vent housing.

### WARRANTY & LIABILITY:

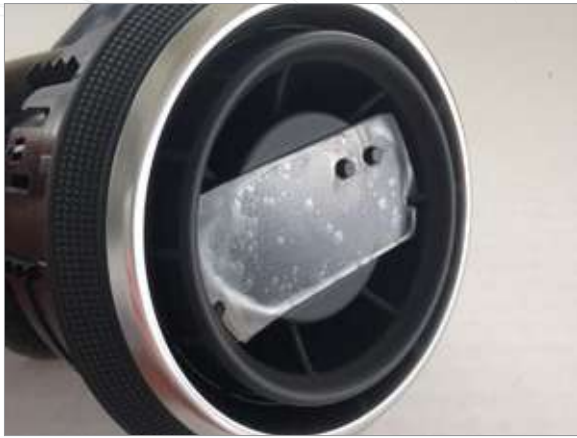
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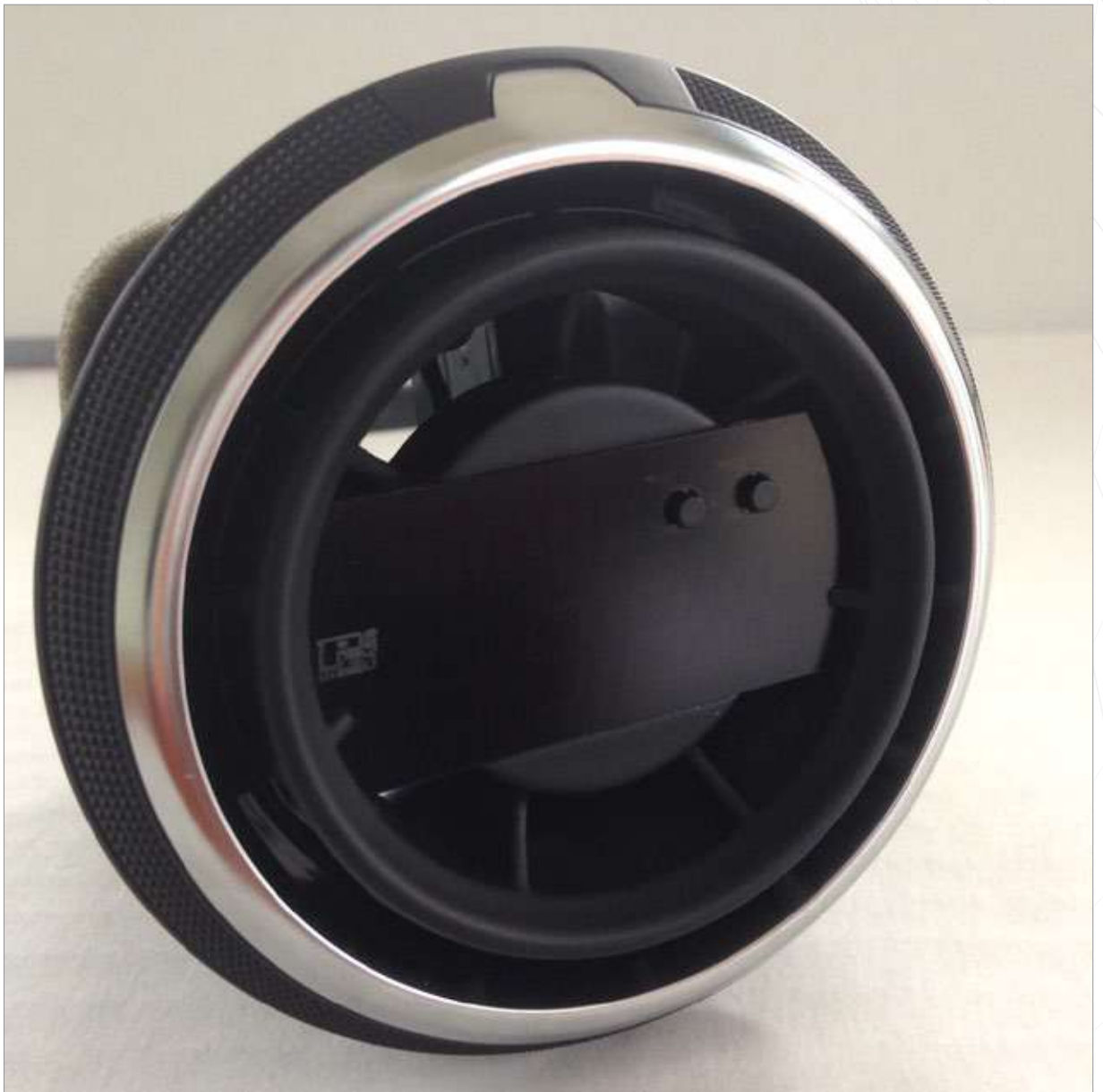
**5** Insert VIDI cable between outer housing wall and far upright as shown.



**6** Insert VIDI housing central clip into center clip housing.



**7** You are now ready to enjoy your p3 cars VIDI!



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## Audi B7 Vent Install



Carefully pry the bottom of the vent open by inserting a flat head screwdriver exactly as shown.



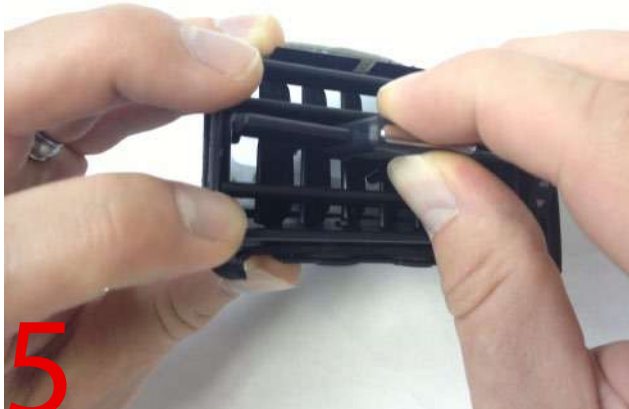
Do this to both clips so that the base of the vent face is free. There is also a clip to the far right.



Repeat on the top of the vent.



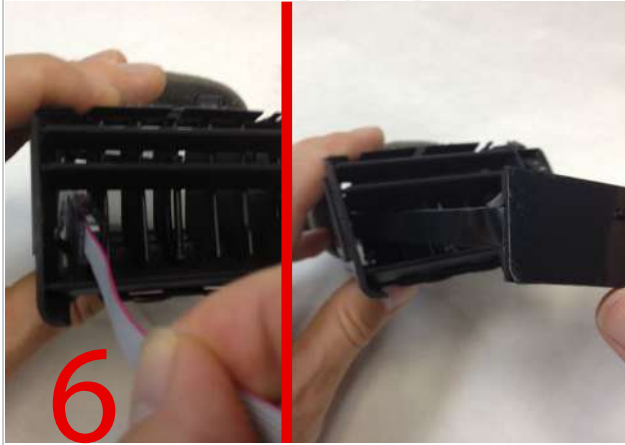
After all clips are free the face will come off.



Remove the center slat with the controller, along with the slat directly below it so that your vent looks like the one shown on the right with 2 missing slats.



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**6** Feed the cable through the far left opening between the inner slats and out the back under the shutoff paddle. The cable is flat enough that it will not interfere with the closure of the vent.



Insert the display face into the vent starting on the side closest to the open close wheel. The P3 display has long prongs on this side.



**8** Apply pressure to the other side to see the gauge fully into the vent. There are small grabber prongs on the P3 display to hold it in place into the slat holes.



**9** Re-install the vent face, taking care to not apply pressure until you are sure the face is lined up properly.

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**10**

## B8 Vent Assembly



**1** Using a flat blade screwdriver, unclip the trim from the vent, be careful that the slats do not fall out.



**2** Place index finger over the central control slat while removing lower slats. This will insure control and up slats remain in the vent and in union with one another.



**3** After the trim is removed the slats will be free to fall out, BE CAREFUL THAT THEY DO NOT ALL FALL OUT, as it is difficult to re-align them if they do.



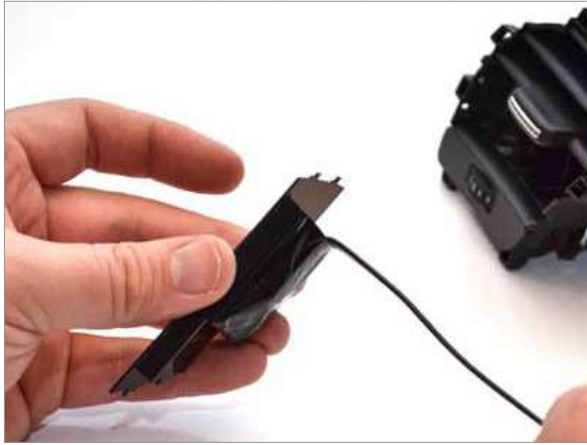
**4** Carefully remove ONLY the bottom slat starting on the side of the vent that is closest to the steering wheel.



**5** Now remove the second from bottom slat, this slat will have a small metal controller bar behind it that will need to unhook from the slat above it as it comes out. Once again, take care that the other slats do not come out.



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**6** Prepare the display unit, make sure the wire comes off the back at a 90 degree angle.



**7** Insert the wire in the vent by squeezing the connector through the left bottom corner as shown. Feed all the wire through.



**8** Peel the protective covering off both sides of the glass face so the tabs are not covered. Insert the tabs on the glass into the holes on the vent as shown here starting with the far side. The gauge should rest inside the slots where the vent slates were before. If the gauge will not sit flush, check that the wire is positioned properly.



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**9** Carefully re-attach the trim to the vent assembly. If you have trouble keeping the parts from falling out, you can use a temporary piece of tape across the right side to hold them in until the trim is in place.



**10** Peel the remaining protective covering off the gauge and it is ready to go back into the car. Follow the generic "in car" instructions for the remainder of the install.



Installation complete!

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## AUDI C7 Install Guide



**1** On the upper left depress the clip releasing the fascia from the housing.



**2** Pull fascia forward to insure all clips are equally released.



**3** Using a very thin flat head screw driver release the bottom clips as shown.



**4** Pry forward on the fascia gently to release the clips from left to right.

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**5** Once the far right clip is released fascia can be pulled free.



**6** You should now have the vent housing and fascia separated.



**7** Starting with the left side loosen the top vent slat.



**8** While leaving the first vent slat free on the left remove the second vent slat.



**9** Once the second vent slat is out pull the top slat downward slightly as shown to loosen.

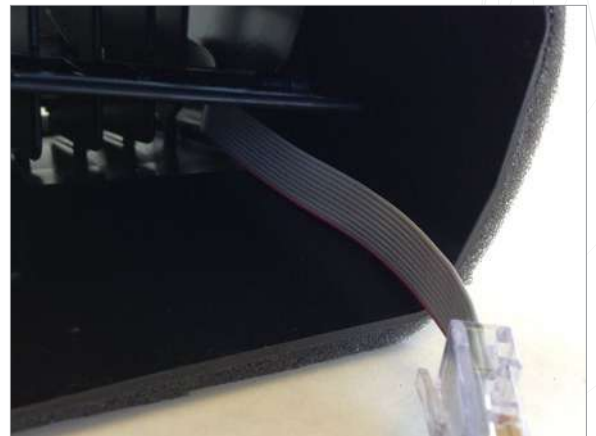


**10** With a small flat head screw driver release vent slat from retainer clip as seen here highlighted by finger.

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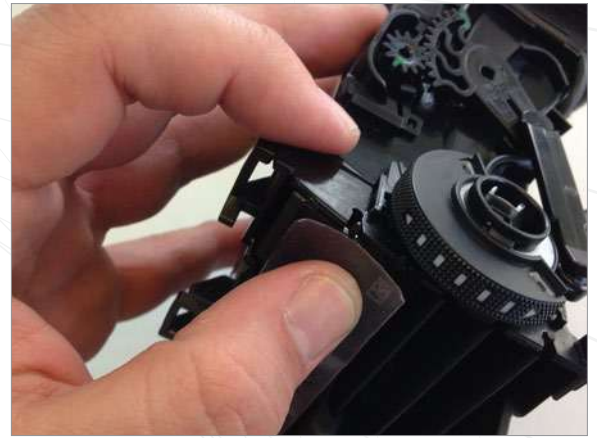
**11** Feed the display cable into the vent housing on the far left side of the vent.



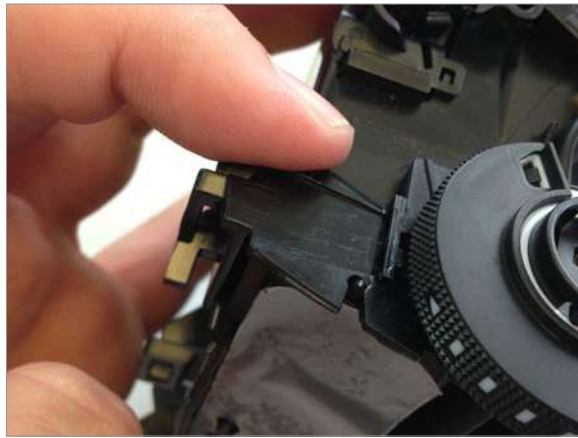
**12** Pull the cable out the rear of the vent.



**13** Install the P3Cars VIDI display on the left first. Make sure the aluminum posts seat all the way into the holes in the side of the vent housing.



**14** Seat the right side of the VIDI display.



**15** Make sure the aluminum post are all the way seated as pictured.



**16** Reinstall vent facia top clips first.



**17** Seat the bottom clips all the way.



**18** They should click into place and hold the facia firmly in place.

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**19** Image of finished gauge.

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# TT MK1 Install Guide



**1** Gently pry off aluminum adjuster ring.



**2** when prying off trim ring be sure to keep as much force as possible to the inner most area of the trim ring.



**3** Remove trim ring and set aside. Notice that the ring has an indexing notch that you will need to line up when reinstalling.



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**4a** Remove slats by loosening slat ends.



**4b**



**5** Lift out vent slats as a single unit and set aside.



**6** Your vent barrel is now ready to accept the P3Cars gauge.



**7** Feed display cable into the Left side of the vent between inner fin and the wall of the vent.



**8** Install into slat recesses Right side first.



**9** Install left side in the slats and assure gauge is sitting flat. This does NOT require pressure.



**10** Align notch to indexing mark on ring.

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**11** Center aluminum adjuster ring and prepare to reinstall.



**12** Seat trim ring with a positive "click" to insure ring is secure.



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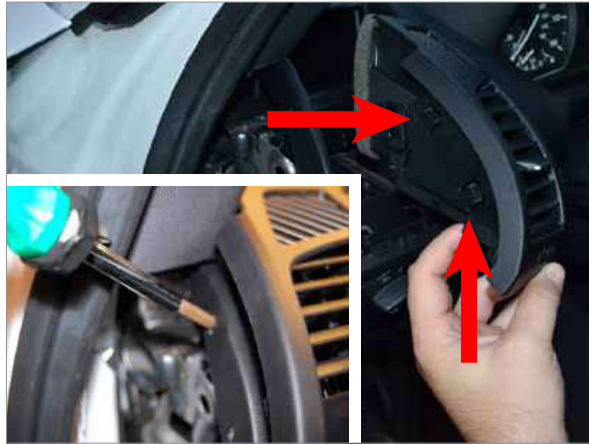
## BMW 135 / 1M Basic Installation



**1** With the driver's door open, pull off the rubber door seal, it is just a friction fit. Now we have access to the edge of the dash and kick panels.



**2** Remove the side dash cover as shown. It is easiest to start at the bottom of the panel first.



**3** There are 2 SQUARE holes in the dash left of the vent, these holes allow you to press the vent's tabs through the holes to release the vent from the dash.



**4** Remove the light switch panel by removing two #20 torx screws at the top, and one at the bottom as shown.

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**5** If you ordered a model pre-installed into the vent, then you are ready to install into the car. If you did not purchase the gauge pre-installed, assemble the vent gauge into the vent.

### FOR N54 CARS (2007-2010), and 1M, or BOOSTED e90/e92 M3 INSTALL BOOST LINE TAP.

If you have a car with n54 engine, you will need to install the included plug and play boost line tap to get a proper manifold boost reading into the gauge.



**6** Remove the lower dash cover below the steering wheel by removing the three #20 torx screws shown here. Lay this cover down into the footwell.



**7** Remove the side kick panel cover screws, first remove the Phillips screw holding the hood pop lever, then the screw behind the lever. 2 screws total.



**8** Flex this panel forward to get access to the OBD2 port and the trunk pop switch. You will need to pull the rubber door seal forward to free the panel.

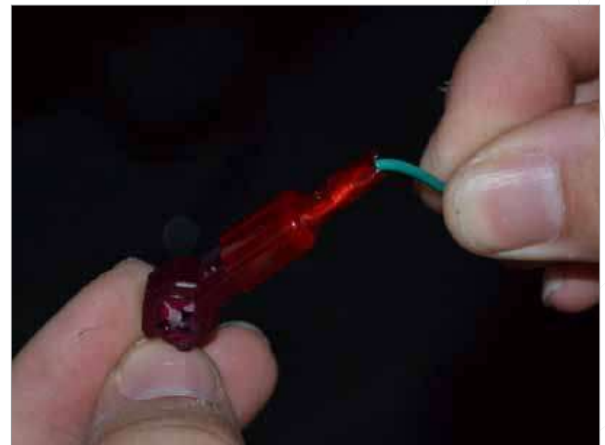


**9** Feed the display wire down to the lower dash footwell area and connect it to the control box.

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**10 (Optional)** To use the auto dimmer, D.On.A function of the gauge, connect the GREEN harness wire to the Red/Gray wire on the TRUNK POP SWITCH with the T-Tap connector. If you do not tap this wire for dimmer, you can use the one-touch manual dimmer option on the gauge.





**11** Plug in the obd2 connector to the car.



**12** Connect the vacuum line and harness to the control box as shown. (note: for versions earlier than 2.1, the vacuum port is on the harness)



**13** Start the engine and make sure the gauge turns on now that everything is hooked up properly, then fully re-install the vent and surrounding panels/trim.



**14** Replace the side kick panel and tuck/secure the control box and harness up above this panel near the other factory wiring.

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**15** Replace the hood pop lever and then replace the footwell cover below the steering wheel.

## You're Done!

## BMW 135 / 1M Vent Installation



**1** Unclip the vent starting on the top right side.



**2** Unclip the other side of the vent and pull it away, taking care to unclip the center clip in the middle of the vent.



**3a** Remove the top of the vent and pivot it forward, and then (3b) unclip the bottom circular tabs.



**3b** Remove the top of the vent completely



**4a** Remove the bottom 3 vent slats ONLY.



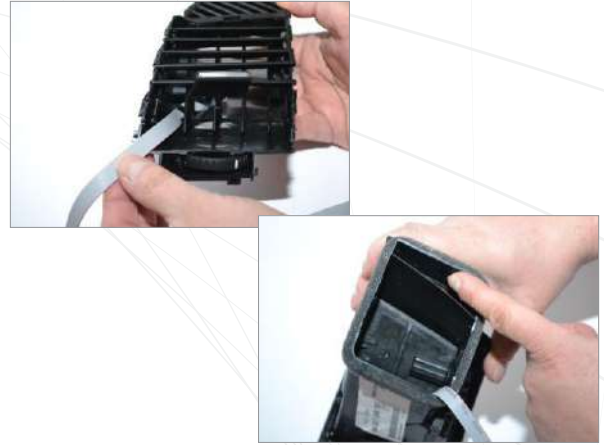
**4b** Remove the top of the vent completely

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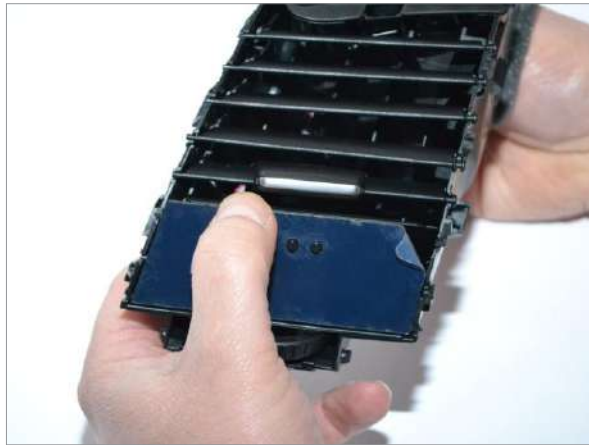




**5** Prepare the vent gauge display - peel off a corner of the protective cover for ease of removal later.



**6** Insert the display cable through the far left side and out of the bottom left corner of the vent.



**7** Feed the entire cable through the back of the vent and install the vent gauge display as shown into the tab slots.



**8** Re-attach the vent face, starting at the bottom with the 2 circular clips.



**9** Work your way up the vent clipping it back together, take care to make sure the metal tabs of the display are in the correct slots.



**10** Check to make sure all is secured and you are DONE! You can remove the display cover now if you wish.

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## BMW 335 Install Guide



**1** With the driver's door open, remove the vent from the car with trim attached. Pull straight out or use a cloth covered screwdriver on the outside of the vent trim. The vent and trim come out as one piece.



**2** Unclip the vent from the trim; release it from the clips on one side and bottom, then pull away to release the other side.



**3** If you ordered a model pre-installed into the vent, then you are ready to install into the car. If you did not purchase the gauge pre-installed, assemble the vent gauge into the vent.



**4** Attach your cars trim to the vent gauge and set the unit aside.

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**5** Remove the light switch assembly to give yourself room to work, it just pulls out.

**Remove the light switch assembly to give yourself room to work, it just pulls out.**

If you have a car with n54 engine, you will need to install the included plug and play boost line tap to get a proper manifold boost reading into the gauge.



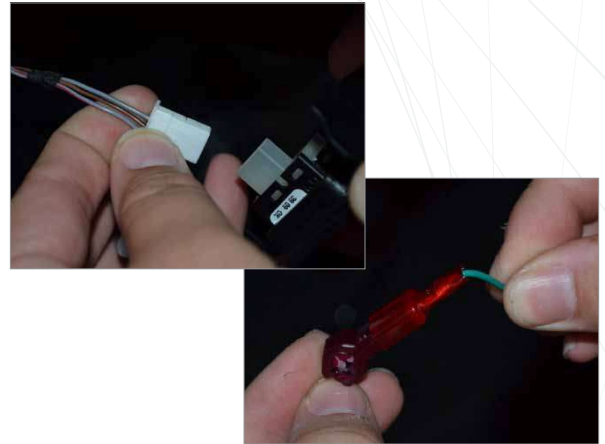
**6** Remove the lower dash cover below the steering wheel by removing the three #20 torx screws shown here. Lay this cover down into the footwell.



**7** Remove the side kick panel cover screws, first remove the Phillips screw holding the hood pop lever, then the screw behind the lever. 2 screws total.



**8** Flex this panel forward to get access to the OBD2 port and the trunk pop switch. You will need to pull the rubber door seal forward to free the panel.

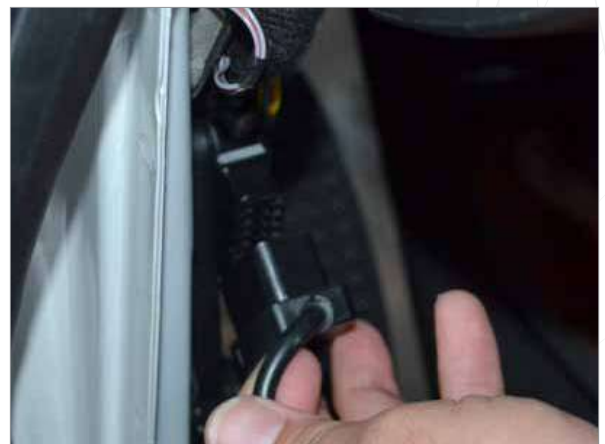


**9** (Optional) To use the auto dimmer, D.On.A function of the gauge, connect the GREEN harness wire to the Red/Gray wire on the TRUNK POP SWITCH with the T-Tap connector. If you do not tap this wire for dimmer, you can use the one-touch manual dimmer option on the gauge.

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**10** Feed the display wire down to the lower dash footwell area and connect it to the control box.



**11** Plug in the obd2 connector to the car.



**12** Connect the vacuum line and harness to the control box as shown. (note: for versions earlier than 2.1, the vacuum port is on the harness)



**13** Start the engine and make sure the gauge turns on now that everything is hooked up properly, then fully re-install the vent and surrounding panels/trim.



**14** Replace the side kick panel and tuck/secure the control box and harness up above this panel near the other factory wiring.



**15** Replace the hood pop lever and then replace the footwell cover below the steering wheel.

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**16** Enter the config menu for the gauge. Configure your engine type. Calibrate the boost sensor to your ambient pressure.  
**Installation complete!**

## BMW 335 Vent Assembly



**1** Unclip the 3 top clips of the vent as shown. You can simply put pressure between the clips and pull forward.



**2** Unclip the front clip on the right side of the vent and flex the front of the vent forward.



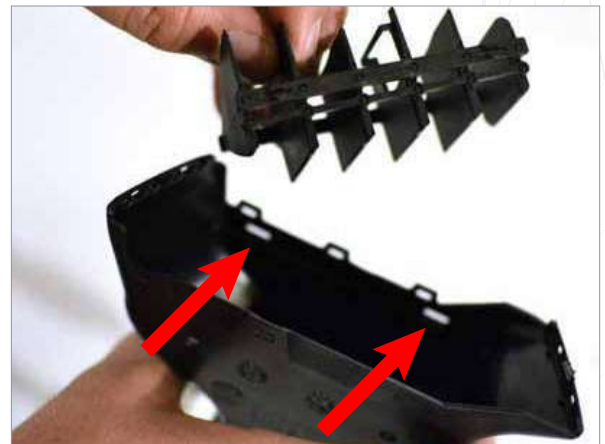
**3** Pull down and forward until the bottom clips release and the entire front cover of the vent will come off.

### WARRANTY & LIABILITY:

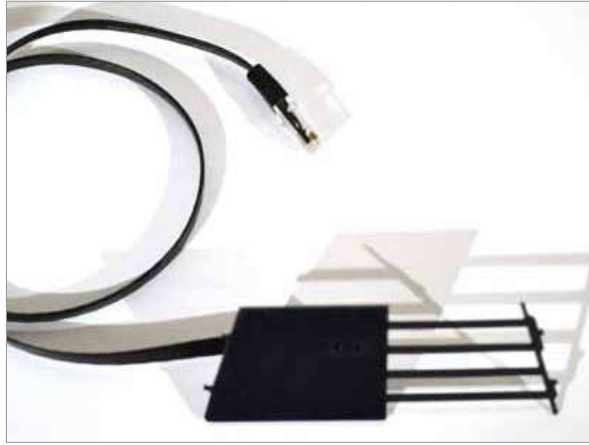
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**4a** Unclip and remove the vent slats from the vent.



**4b** Also unclip the inner vent slats from the tube. You can flex the vent vertically and release them.



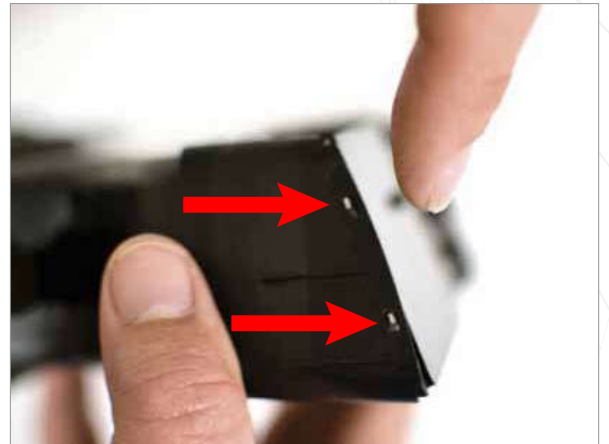
**5a** Feed the cable from the display through the vent and out the rear left side.



**5b** The cable is flat as not to interfere with the vent functions and exit through the back of the vent without any cutting.



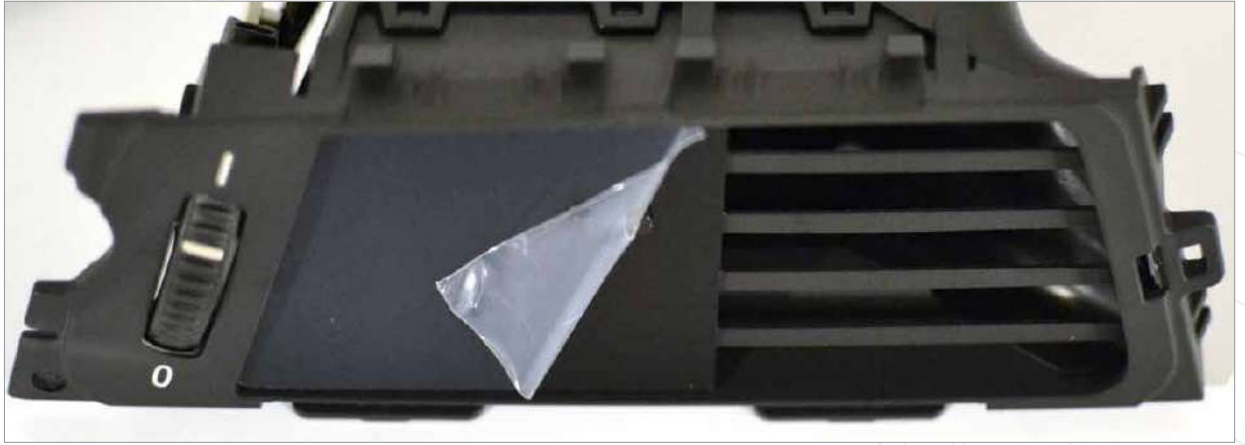
**6** Insert the display into the vent tube and secure its aluminum tabs into the 4 slots, 2 on each side. Feed the excess cable out the rear of the vent.



**7** Re-attach the vent face. **BOTTOM FIRST**, after clipping the bottom side, then clip in the top.



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8

Installation complete!

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## BMW E46



**1** Use an exacto knife cut a line thru the three seam welded regions on the top of the vent.



**2** Bend down and forward to break lower bonds and unclip clips.



**3** Remove bottom two vent slats from the vent slat keeper.



**4** Remove bottom two vent slats.



**5** Starting at the right, as a single unit remove top 3 slats and leave them bound by the keep.

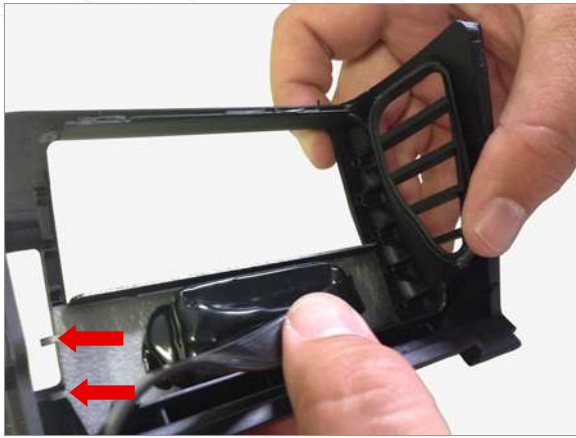


**6** Remove slats from left of vent.

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**7** Install P3Cars gauge into the bottom vent clips left side first and then right side. Make sure clips are seated in these notches.



**8** Reinstall vent slats right side first.



**9** Clip in vent slats on the right one by one.



**10** Insure protective film is free from under the facia trim.

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**11** Feed cable in left most side of vent against vent housing wall.

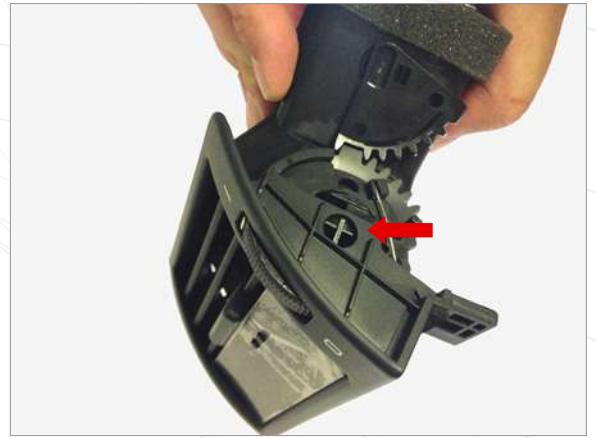


**12** Bring cable out bottom left and under flap.

# P3



**13** Clip front of vent back on rear making sure all seams line up and that lower outer clip is not tucked inside rear of vent housing.



**14** Insure that cross hair clip is seated and clipped.



**15** With an hi temp epoxy re bind the front and rear of vent housing at union joint.

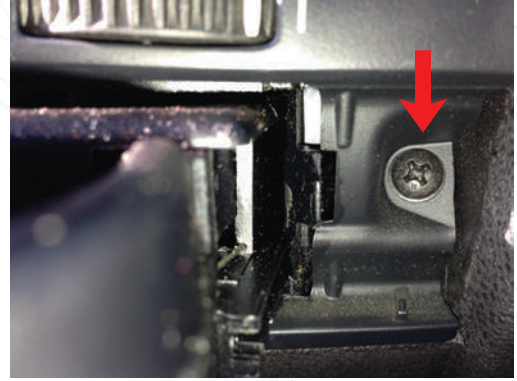


**16** Re-attach the vent face, starting at the bottom with the 2 circular clips.

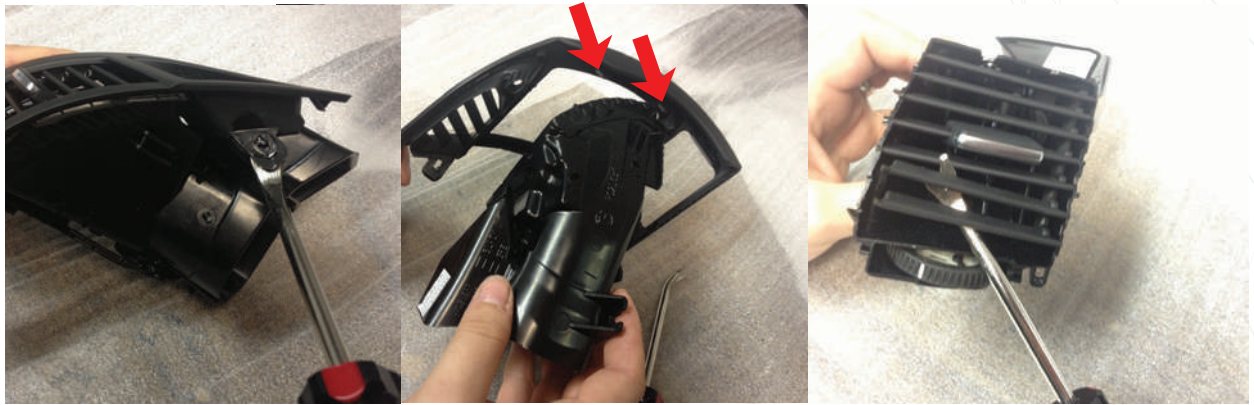
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# BMW E85/E86 Install



**1** Remove the retainer screws holding in the vent and remove the vent from the vehicle. You will need to unscrew the 2 screws shown, remove the vent and cupholder assembly, and then remove the cupholder by unscrewing the TORX screw on the rear of the vent



**2** IF YOUR VIDİ WAS PURCHASED WITH THE PRE-INSTALL OPTION, SKIP STEPS 2 & 3  
 Pop the plastic tab on the back of the vent, and release the 2 clips on the left side of the vent. Remove the entire vent facia, and then pop out the BOTTOM TWO vent slats ONLY.

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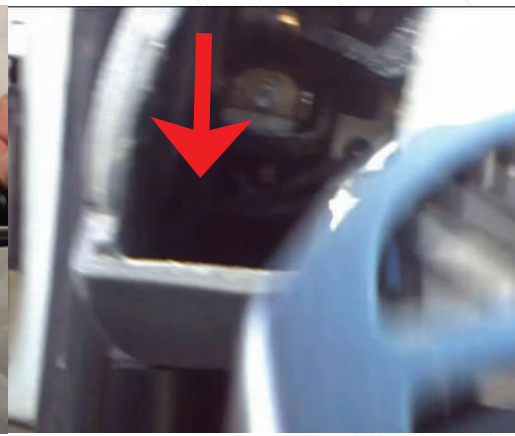
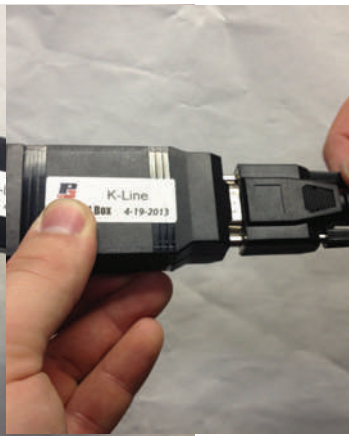


**3** Trim the small tab that protrudes into the area where the VIDİ display will sit. Feed the display cable through the far side of the vent and out the back. Place the display in the place of the 2 lower slats. Replace the vent facia and secure the rear plastic tab with a hot iron or glue.



**4**

Route the HD15 side of the harness connector through the slot show in RED and out the vent opening. Plug the diagnostics connector into the OBD2 Port.



**5**

Plug the VIDI Display cable into the contro box.

**6**

Plug the harness into the control box and tighten the connectors.

**7**

Start car to check function.

ALLOW UP TO 90 SECONDS FOR GAUGE TO ESTABLISH INITIAL COMMS AND DETECT YOUR CAR. A DOT WILL FLASH DURING THIS PROCESS.

RE-INSTALL VENT INTO CAR AND REPLACE SCREWS



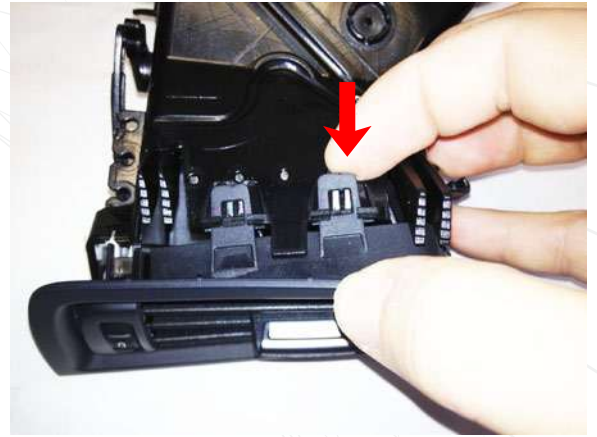
**You are done!**

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## BMW F10 Vent Install



**1** Release the clips on the top of the vent with your finger or a trim pry tool.



**2** Push forward as you release the clips to slide the catch over the retainer



**3** Repeat the clip releasing procedure on the sides and bottom of the vent.



**4** Work your way around the vent releasing all clips until the front face of the vent is free.



**5** Using your fingers flex the top of the vent upwards to release all of the inner vertical slats of the vent. After all inner slats are removed set them aside in a safe place in case you wish to return your vent to stock.



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**6** On the vent face, carefully remove the top two slats, taking care to leave the remaining 3 slats in their proper position and still connected with the vertical metal positioner.



**7** Fully re-unite the vent front with the rear housing and make sure the remaining bottom 3 slats are installed correctly and move up and down as intended.



**8** Feed the cable from the p3 VIDI display unit through the top rear of the vent.



**9** Insert the side of the display shown here into the un-occupied vent slat holes from the vent slats we removed.

#### WARRANTY & LIABILITY:

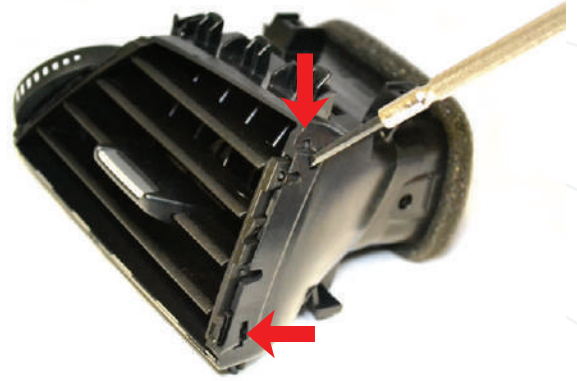
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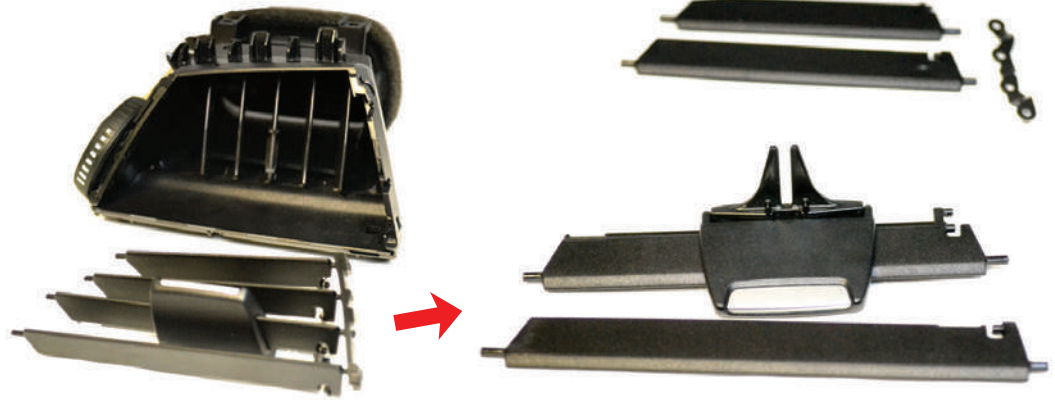
**10** Apply pressure to the other side of the VIDI display unit to complete the installation. Pressing the display in and towards the driver side will make it pop in easily.



# F20 VENT INSTALL

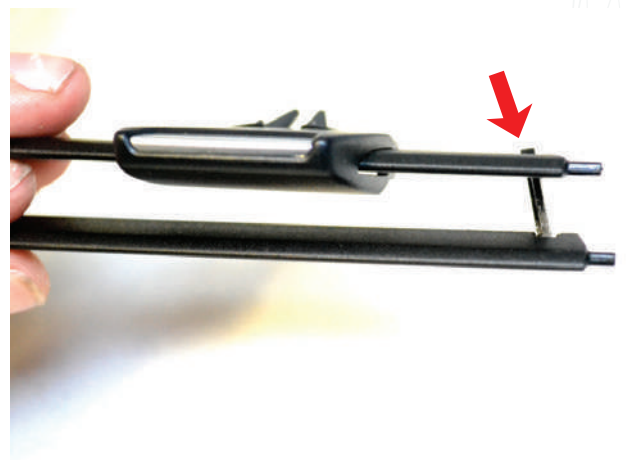


**1** After removing the vent from the car, and removing the trim from the vent, it will look like the photo on the left. Using a flathead screwdriver, release the end of the slat holder on the side furthest from the open/close roller.



**2** Remove the slats from the vent as shown. We will only be re-using the bottom 2 slats, so place the top 2 slats as well as the metal connector rod in a safe place in case you wish to return to stock.

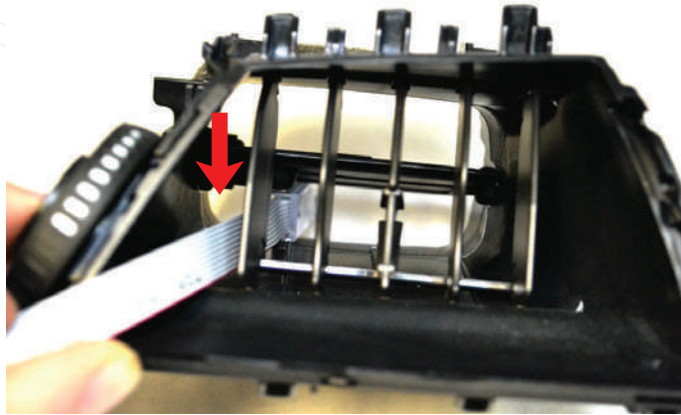
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**3** Connect the bottom two slats using the supplied P3 vent slat connector. It is a small black plastic piece that should have been taped to your VIDI display unit, your unit may contain extra, you will only need one.



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**4** Insert the VIDI Display cable through the FAR LEFT side of the vent and out the back UNDER the open/close flap. Feed all the slack through.



**5** Replace the bottom slats and the vent slat holder on the far side, and insert the P3 VIDI display into the upper 4 holes where the 2 top slats were removed.

**6** Make sure the VIDI display tabs are in the holes, and then press the entire assembly fully into the vent housing.



**7** Replace your trim and re-install into the car! It is also a good idea to test your display by plugging in and starting the car before installing trim panels and tucking wires.

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## BMW Boost Tap Install



**12** Go back out to the car, and remove the lower dash cover below the steering wheel by removing the three #20 torx screws shown above. Then lay this cover into the footwell.



**13** Take the thin nylon boost tubing out of its package, and disconnect it from other hoses. Take a section of a coat hanger, or wire fish tool, and tape the tube to it. Poke a hole through the conduit shown at the extra tiny "tunnel" which is above the clutch pedal. Use a tiny screwdriver.



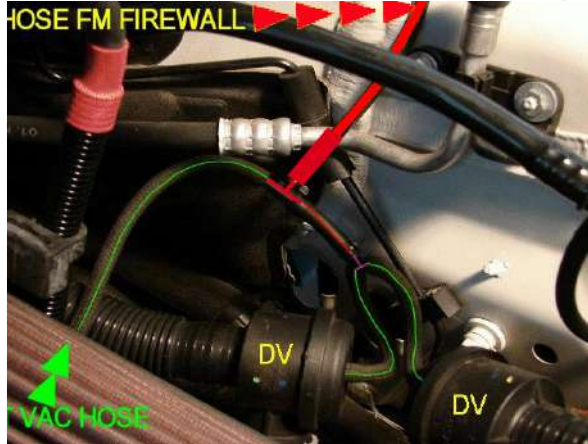
**14** Pop the hood, and remove the driver side cover which hides the brake fluid resevoir. This cover just has clips on either side, and a rubber tab that hold it in place. After removing this cover, set it aside, this is all you need to remove in the engine bay area.



**15** From inside the car, feed 8-12 inches of nylon tubing and coat hanger from step 13 through the conduit hole. Then you will be able to see it pop out under the cover you removed in the engine bay, next to the wire harness, route it as shown. Disconnect the coat hanger, and get some slack.

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**16** Find the "Y" connector that splits the vacuum hose directly before the diverter valves. Unplug the bottom side of the "Y" and insert the supplied vacuum T and tubing as shown. Shove at least a quarter inch of the nylon tubing into this new tap, and secure with a zip tie.



**17** Check that all lines are secure, pull excess slack back into the cabin, and replace the cover back over the brake fluid and firewall area. We are now done under the hood, your tubing should look like this now.

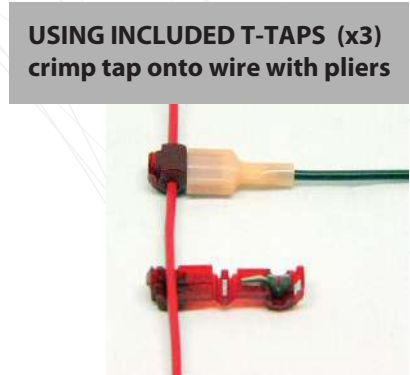
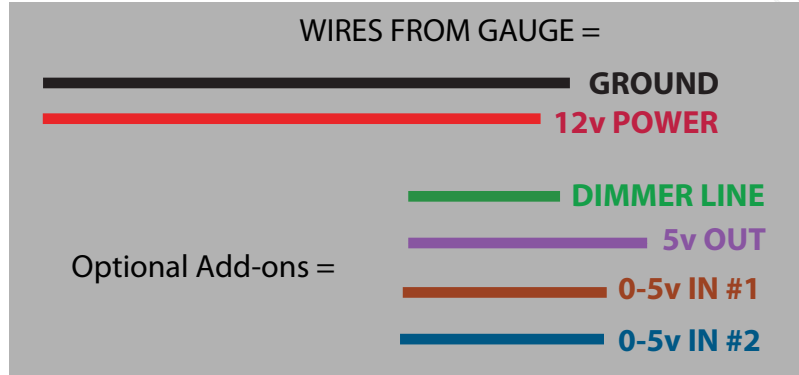
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**FOR STANDARD VERSION ONLY - NOT FOR ENHANCED VERSION**  
**Wiring diagrams for different year BMW 335 and harnesses changes.**

There have been several different power configurations behind the dash of the BMW 335i. To accommodate all possible configurations, please follow these diagrams according to which features your car has. The new P3 harness allows you to use either of these configurations, or a combination of both depending on how you prefer to run the wires. The important part is that each of the RED/GREEN/BLACK wires go to a single proper location.



2007 - 2009 cars = POWER/DIMMER/GROUND UNDER ASHTRAY  
 2009.5+ cars & 135i = POWER/GROUND IN PASSENGER FOOTWELL DIMMER ON TRUNK POP SWITCH.  
 135 POWER/GROUND UNDER CENTER CONSOLE

335i power location  
 Remove shift knob (just pull up hard) and pop this panel

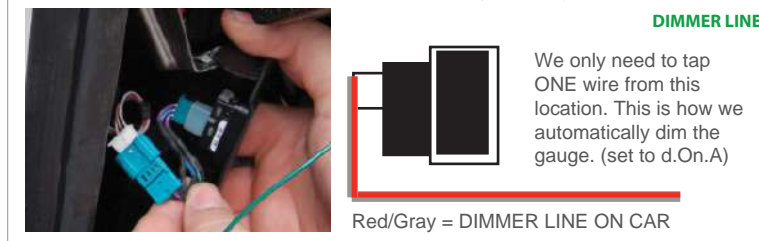


135i power location  
 Pop up this panel for wires



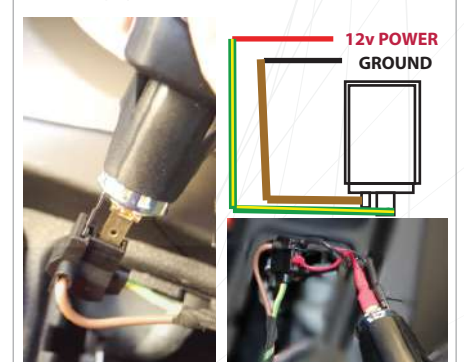
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**DIMMER LINE ON TRUNK POP SWITCH (all cars)**

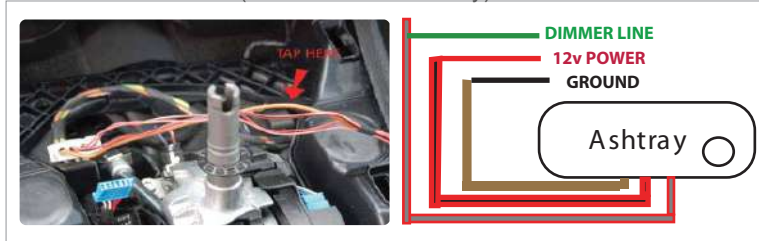


**PASSENGER FOOTWELL (2009.5+)**

In cars made after March of 2009, you can get POWER and GROUND on the new socket in the upper left corner of the PASSENGER footwell. The back of this socket has a GREEN/YELLOW power wire and a BROWN ground wire. If using this location for power and ground, you must use the trunk pop switch for DIMMER.



**ASHTRAY POWER (2007 - 2009 cars only)**



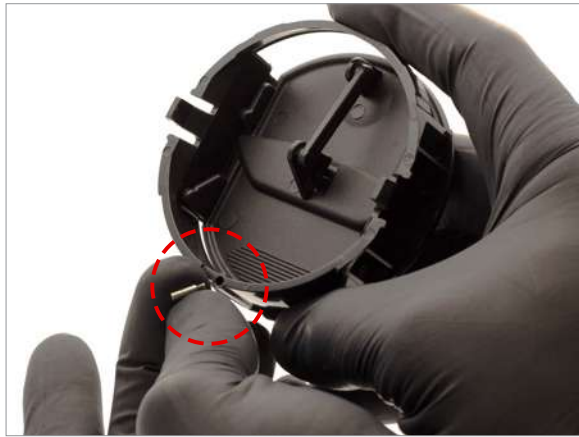
# GEN 5 CAMARO - VENT INSTALL GUIDE



**1** Using a small screwdriver, remove trim ring from vent housing.



**2a** Release locking tabs and remove vent face from vent housing.



**2b** *NOTE\*\* Detent pin can fall out when removing vent face. Be sure to remove and set aside for reinstallation.*



**3** Remove lower vent slat and bracket from vent face.

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**4** Cut and remove highlighted section of honeycomb for cable access.



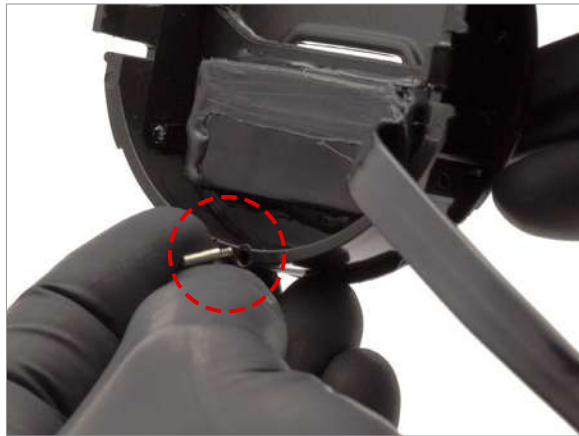
**5** Feed cable through space where mesh was removed.



**6** Install display into vent face.



**7** (optional) apply glue to bottom two tabs of the display



**8a** Replace detent pin.



**8b** Install vent face back into vent housing. Be sure that detent pin stays in position.

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**9** Reinstall trim ring onto vent housing.



**10** You are now ready to install your vent into your vehicle!

# C7 Corvette Install Guide



**1** Remove vent from vehicle.



**2** Use a small screwdriver to remove vent slat assembly from vent housing.



**3** Remove bottom two vent slats from assembly.



**5** Install display into assembly ensuring that pegs on the display are in the vent slat holes on the assembly.

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**6** Feed display cable through vent as shown.



**7a** Make sure both handle and slats are both pushed as far to the right as possible while assembling.



**7b** Reinstall the assembly into the housing.



**8** Use a small screwdriver or knife to cut foam away from the vent housing and feed the wire through as shown.



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**You can now reinstall into vehicle.**



# C7 Corvette Vehicle Installation



**1** Plug the gauge into the vehicle's OBD2 port and start engine to test functionality before installation



**2** Remove trim piece from passenger side of center stack



**3** Remove 2 Torx screws from passenger side of center stack



**4** Remove dash trim that goes over gauge cluster and center stack

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**5** Remove screws as shown



**6** Remove 2 screws from lower dash, below steering wheel





**7** Remove console trim and set aside



**8** Remove rocker panel trim



**9** Remove screw behind trim panel next to door



**10** Set aside small aluminum trim

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**11** Pull lower dash away to gain access to screw



**12** Remove dash trim screw as shown



**13** Pull left side of dash out enough to gain access to back of vent (Right side of dash does not need to be fully removed.)



**14** Release 4 tabs connecting vent to dash trim (outer two shown)



**15** Remove vent, install display and route cable to OBD2 port. (if you did not purchase your gauge pre-installed in an OEM vent reference our display install PDF)

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Follow steps in reverse order to install your gauge



# ND MX5/124 Spider Display Install



**1** Remove vent from vehicle



**2a** Using a small screwdriver release the tab on the bottom of the vent (6 O'clock position)



**2b** Release three remaining tabs under felt at 3, 9, and 12 O'clock positions



**3** Remove trim ring from housing



**4** Squeeze vent into oval shape to release flap pins



**5** Remove flaps from housing

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**6** Remove slat assembly from housing



**7a** Use a screwdriver to spread tabs and release center shaft as shown



**7b** Push center shaft toward front of housing as shown



**7c** Remove center shaft from front of housing

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**8** Feed display cable through housing as shown



**9** Seat display in vent housing (slot shown should in 6 O'clock position when installed in vehicle)



**10** Reinstall trim ring onto vent housing



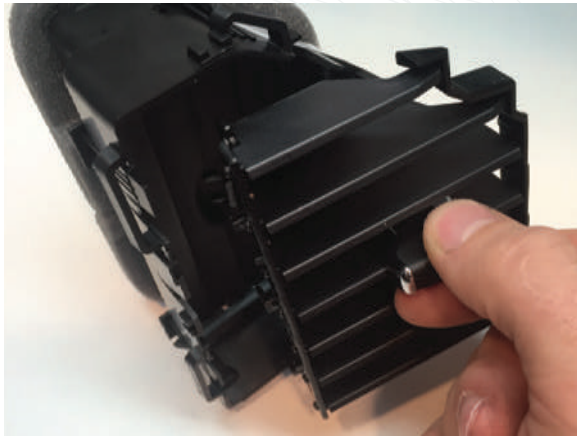
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**You can now reinstall into vehicle.**

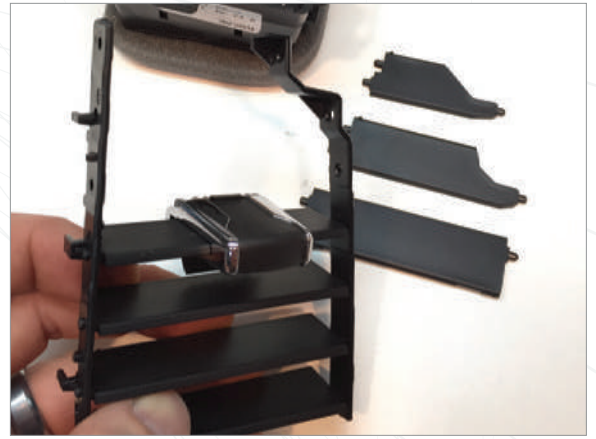


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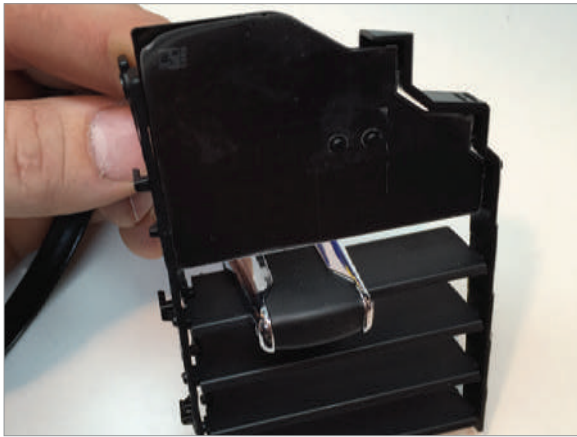
# Gauge Assembly for Ford F150



**1** Remove horizontal slat assembly from the vent housing.



**2** Remove the top 3 horizontal slats from the vent slat assembly.



**3** Insert display into the vent slat assembly.



**4** Remove the vertical slat assembly from the vent housing.

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**5** Measure down 1" from the top of the vent housing and cut a 7/16" slot as shown in picture.



**6** Reinstall vertical slat assembly into vent housing.



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**7** With the horizontal slider all the way to the left and vertical slats all the way open, reinstall the slat assembly with display. (Feed display wire through the slot cut in step 5)



**8** Be sure the display cable is flat against the vent housing so it will not interfere with the vertical slats.



**9** You are now ready to install your vent into your vehicle.

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# VIDI Install Guide for Ford F150



**1** Remove vent housing by pulling straight out with a slight upward motion.



**2** Disconnect the connector at the bottom of the vent housing.



**3** This is how your dash will look once you have completed steps one and two.



**4** Next remove vent fascia trim by releasing the clips on the side of the vent housing.

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**5** Place your vehicles trim on the vent with the P3 Cars VIDI or P3 Boost Gauge installed.



**6** Remove side dash cover panel.





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**7** Feed display cable through the dash vent opening and down the side dash area.



**8** Reinstall side dash cover panel.



**9** Connect display cable to control box. Connect diagnostic cable to control box and tighten. Connect diagnostic port connector. Tuck control box and wires in lower dash recess area and secure as necessary.

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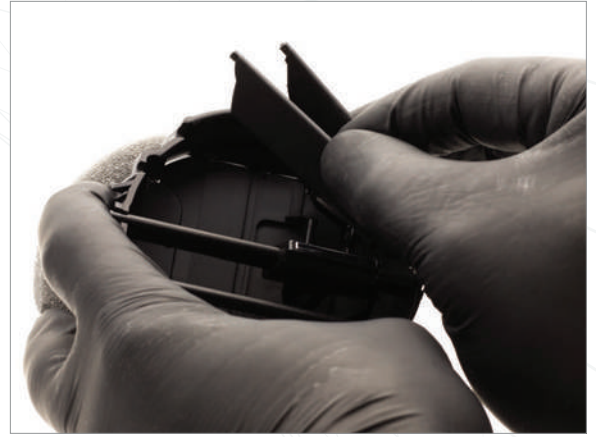


**10** Now you're ready to enjoy your P3Cars VIDI for Ford F-150.

# GEN 5 MUSTANG - VENT INSTALL GUIDE



**1** Release tabs on trim ring to remove it from vent housing.



**2** Remove top two horizontal slats from the vent housing.



**3** Remove leftmost, vertical slat from back of the vent.



**4** Feed cable through space where vertical slat was removed.



**5** Install display into vent housing.



**6** Reinstall trim piece onto vent housing.

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**7** You are now ready to install your vent into your vehicle!

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# GEN 6 MUSTANG - VENT INSTALL GUIDE



**1** Remove silver trim ring from the vent barrel.



**2** Take vent slat bracket out of barrel and remove black trim ring.



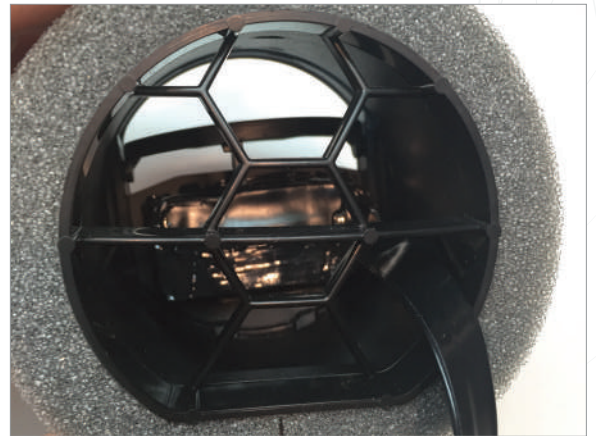
**3** Remove lower vent slat and bracket.



**4** Install display into vent slat bracket. NOTE: Display glass goes behind lip at bottom of bracket.



**5** Snap black trim ring onto bracket and install into vent barrel.



**6** When feeding the display cable through the back of the vent, make sure the cable goes through this hole.



**7** Reinstall chrome trim ring. NOTE: The chrome ring can only be installed in one position. The tab with the two bumps lines up with the flat portion of the barrel.



**8** Your gauge is now ready to be installed in your vehicle. NOTE: Flat part of vent barrel is in the 6 o'clock position when installed in vehicle.



# ND MX5/124 Spider Vehicle Install



**1** Plug the gauge into the vehicle's OBD2 port and start engine to test functionality before installation



**2** Move steering wheel to lowest and fully extended position



**3a** Pull dash trim away from dash (See 3b)



**3b** Disengage radio trim from dash trim as shown

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**4** Unplug connector from dash trim as shown



**5** Remove dash trim by sliding towards center of car



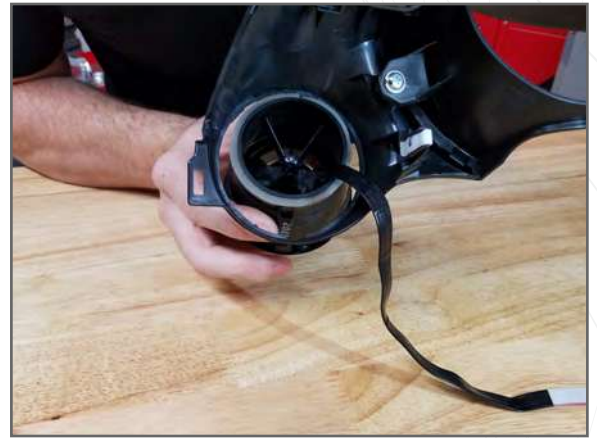
**6a** Release clips to remove vent from dash trim



**6b**



**7** Follow our display install guide to install your display into your OEM vent



**8** Reinstall vent into dash trim (make sure tab is aligned with groove at 6 O'clock position)

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**9** Fold display ribbon cable as shown to help feed it through dash



**10a** Feed display ribbon cable through dash as shown (See 10b)



**10b** Feed cable out under steering wheel (be sure to pull slack through when installing dash trim)



**11** Plug connector back in to dash trim



**12** Replace dash trim (radio trim overlaps dash trim, see 3b)



**13** Connect display ribbon cable and OBD2 harness to control box. Connect OBD2 connector to OBD2 port.

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**14** Secure wiring as perferred being sure to avoid any moving parts





Your installation is now complete

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# Vent Install Guide for Mercedes CLA 250



**1** Rotate trim ring counter-clockwise and remove.



**2** Use a small pick or screwdriver to release the tabs and remove the inner vent ring.

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**NOTE: PICTURES SHOW VENT REMOVED FROM VEHICLE FOR CLARITY**



**3** Using a small pick or screwdriver, spread the bracket and slowly pull vent out of the housing. (Remove vent carefully so that spring and tab do not fall out of the vent)



3-3

(Spread the bracket so to disengage the vent)



3-4

Be careful not to let the spring and tab fall out of the back of the vent



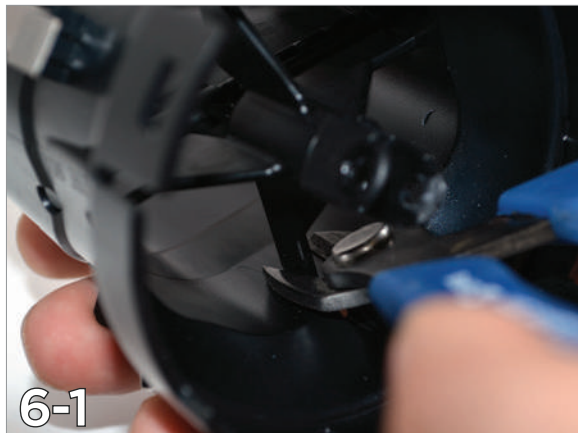
4

With a firm pull, remove the housing from the dash trim.



5

Squeeze the housing to elongate and remove the flaps.



6-1



6-2

6

Cut the 4 points where the frame connects to the housing and remove the frame.

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**7** Taking note of where the top of the housing is, ("Top" is molded into the housing) install the display in the housing so that it will be level when installed in vehicle.



**8** (Matching up the alignment slots) Install the inner vent ring.



**9-1**

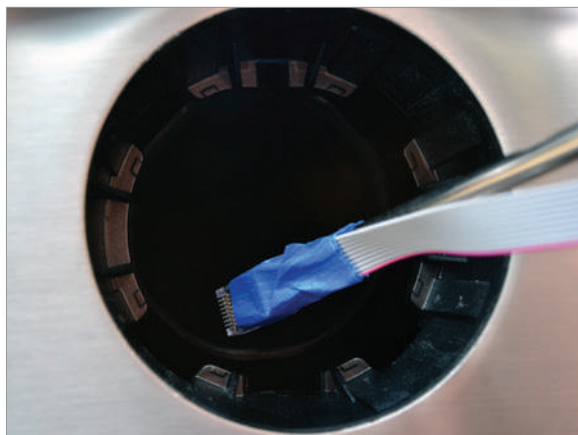
**9** (Matching the alignment tab on the ring to the slot on the housing) Install the trim ring and turn clockwise to lock into place.



**9-2**

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**10** Using a long screwdriver or coat hanger, feed the display cable through the gap toward the gas pedal.



**11** Pull the display cable out between the lower dash trim and the carpet.



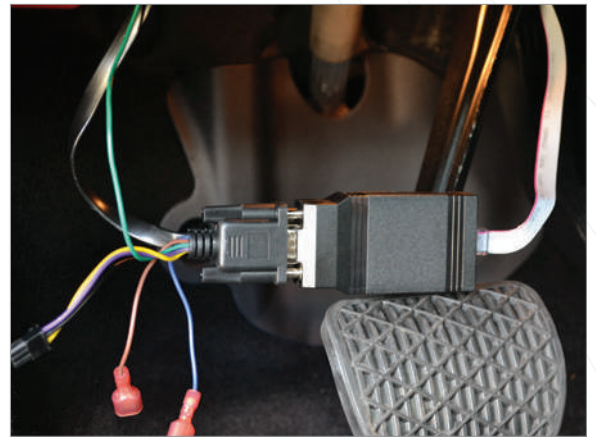
**12** While gently pulling the end of the display cable to take out slack, install the housing back into the trim.



**13** Remove the driver's side dash panel.



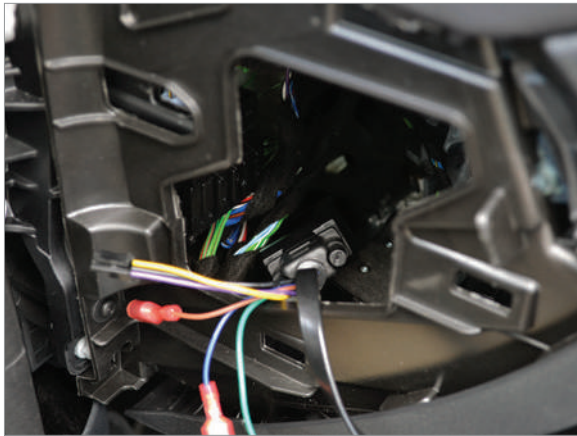
**14** Feed control box end of OBD2 harness down through the dash.



**15** Route both the OBD2 cable and the display cable to the back of the lower dash trim just above the brake pedal and to the right of the hood release. Connect both cables to control box. (Be sure not to allow cables to interfere any moving parts such as the brake/-gas pedals and steering column)

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**16** Gently feed/pull control box up through the dash to the cavity near the dash side panel.



**17** Feed the OBD2 end of the OBD2 harness back down through the dash toward the brake pedal.



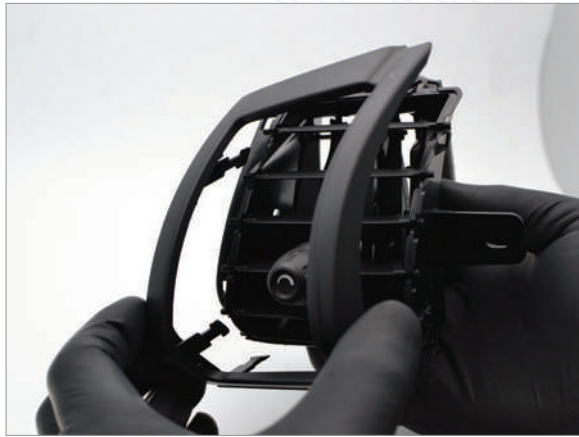
**18** Drop OBD2 connector down just behind OBD2 port to the right of the hood release. Firmly connect OBD2 connector to the OBD2 port.



**19** You are now ready to enjoy your gauge!

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# Vent Install Guide for Mini F56



**1** Release the 8 tabs holding the trim to the front of the housing and remove the trim.



**2** Remove the top 2 horizontal slats from the housing. NOTE: be sure to leave the linkage connected to the lower 4 horizontal slats.



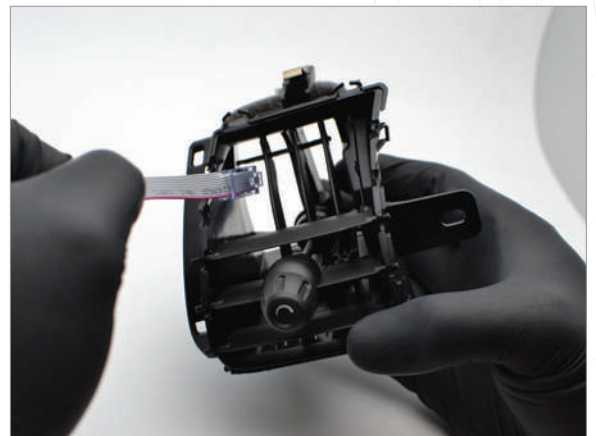
**3** Release the bottom of the left-most vertical slat and push it toward the rear of the housing.



**4** Disconnect the left-most vertical slat from the linkage. NOTE: be sure to leave the linkage connected to the other 3 vertical slats.



**5** Remove the left most vertical slat from the rear of the housing.



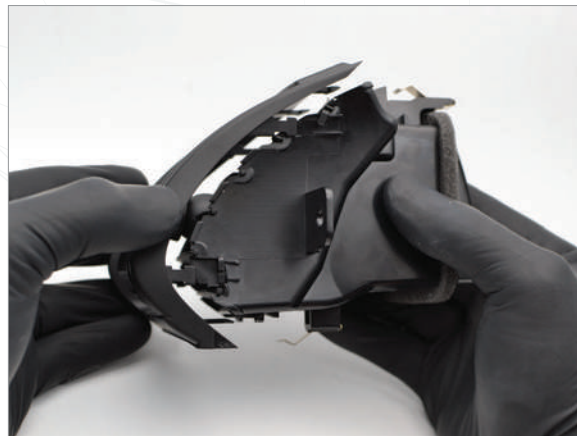
**6** Feed the display cable through the opening on the left side of the vent as shown.

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**7** Position your display so that the bracket lines up with the slots where the top two slats originally were. Be sure that bracket is fully seated back into slots.



**8** Line up the 8 tabs on the trim with the housing and fully seat the trim onto the housing.



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## Mini R53



**1** Using your finger or a soft trim pry tool open the side dash cover panel.



**2** Twist to release the silver appearance trim ring. Use a gentle twisting to the left motion as shown.



**3** You will now need to locate the 4 clip tabs that hold the vent housing in the dash.



**4** Slide a very small flat head screw driver in the middle of each tab where it is open and between the two grab clips that are on each tab as shown.

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**5** Fashion 4 shims roughly the same size as each of the vent's clips. We used an old spray can lid. You could use an old credit card or anything that is plastic, thin and flexible.



**6** While holding the clip down with your small flat head screw driver insert a shim between the clip and the dash.



**7** Once you have inserted all 4 of your shims pull the vent housing straight out toward you.

**9** Plug in the diagnostic port connector into the port under your dash. We recommend you pull off the now superfluous cap and set it aside along with your original vent housing. You can feed the cable up under the lower dash cover between the dash cover and the port itself or if you plan on unplugging it and plugging something else in frequently just feed it back to the left and up between the side firewall and dash trim and up into the side dash area. If you have purchased the extension cable feed it to the right between the port and the lower dash trim piece then up into the side dash area. Connect to control box and tighten connectors. If you have removed your lower dash trim simply grab the display cable and plug it in to the control box and reinstall lower dash trim. If you have left it in place reach your hand into the vent opening feeding the display cable under the steering column (this will be visible between the column and the lower dash panel. Once you have the cable feed as far to the left as you can reach it you can now grab it on the left side in the side dash area and simply plug into the control box.



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**10** Tuck control box and wiring snugly in the side dash area who's panel you removed in step one.

**8** Feed display cable on your VID1 into the vent cavity and to the left.

**11** Install vent firmly in dash. All four clips will make contact.

**12** Reinstall vent trim ring by turning to the right until it clicks on.

**13** Reinstall side dash cover panel.



**14** Now you are ready to enjoy your P3Cars VIDI for Mini R53.

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## Mini R53 Vent Install



**1** With a micro size flat head screw driver release the clip on the left side of the vent housing. It will slide out of it's housing slightly.



**2** Release the clip on the right side of the vent housing.



**3** Release one side of the inner vent housing from the outer vent housing.



**4** Removed the inner vent housing from the outer vent housing.

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**5** Gently move the face of the gauge past the soft inner foam. Be careful to not mar the finish.



**6** Once past the foam insert the side clip into the retainer clip in the side of the vent housing wall.



**7** Insert the other side clip into the retainer clip in the side of the vent housing wall.



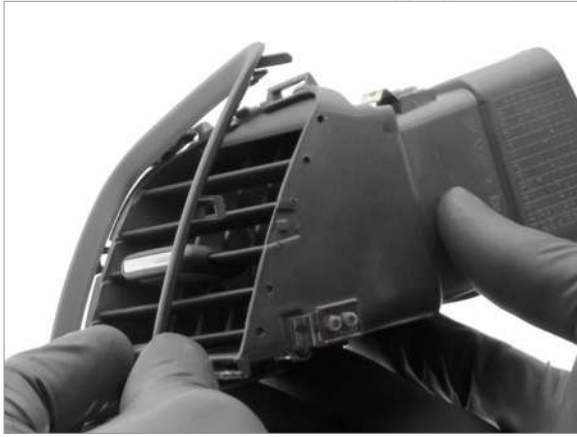
**8** Make sure they are all the way seated and that the gauge face is flush and in front of the foam all the way around.



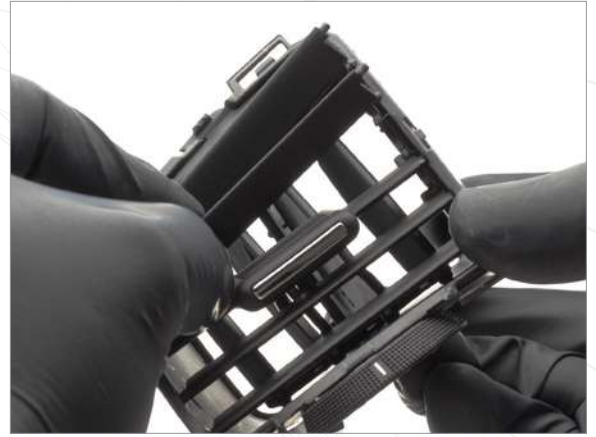
**9** Now you are ready to install your vent housing back in the dash of your mini with the P3Cars VIDI ready to go to.

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# REGAL / INSIGNIA - VENT INSTALL GUIDE



**1** Unclip six locking tabs and remove trim piece.



**2** Remove top two horizontal slats from vent housing.



**3** Remove stationary slat from vent housing.



**4** Feed display cable to left of vertical slats as shown.

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**5** Align right (longer) tabs with holes in vent housing and slide into place.



**6** Gently push display toward right side of housing and slide left side pins into place.



**7** Align 6 locking tabs and push trim piece into place.



**8** You are now ready to install your vent into your vehicle!

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## Porsche Cayenne



**1** Starting on top of the vent release the left most tab connecting the Facia trim to the vent housing.



**2** Release the second top tab.



**3** Release the side tab.



**4** Gently push away Facia trim to ensure tabs are free and continue working.



**5** On bottom of the vent housing release the right most clip.



**6** Release the final clip connecting the Facia trim to the vent housing.

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**7** Remove Facia trim.



**8** You will now be removing the bottom 3 horizontal vent slats. Unclip the slat under the left right control starting at the left most part of the vent housing.



**9** Remove the next to last horizontal vent slat.



**10** Remove the bottom horizontal vent slat.

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**11** Feed in the display cable between the left most wall of the vent housing and the left most vertical vent slat as shown.



**12a** Insert the P3 Cars VIDI right side first. Ensure that the aluminum bracket tabs are in the top and bottom empty vent slat holes as shown.



**12b**



**13** Insert the left side of the VIDI into the vent housing vent slat slots as shown.



**14** Starting at the bottom of the vent reattach the Facia trip. Ensure the VIDI's protective covering does not get pinched. This will prevent you from being able to cleanly remove the protective covering.



**15** Clamp Facia securely by reconnecting side clip.

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**16** Ensure the right side of Facia makes positive contact and clips into place.



**17** Now you're ready to enjoy your P3 Cars VIDI (Vent Integrated Digital Interface).



**You're Done!**

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## SEAT León MK2



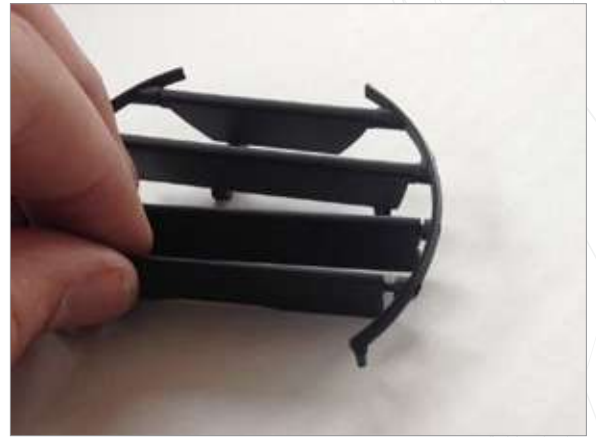
**1** Release the clips on connecting the vent facia to the vent housing.



**2** Release the final clip connecting vent facia to the vent housing.



**3** Set aside vent facia trim.



**4** Release the clip holding the horizontal vent slats.



**5** Remove the bottom vent slat being careful not to break the plastic.



**6** Remove the second from bottom vent slat as above.

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**7** Insert the VIDI display right side first.



**8** Insert the VIDI display into the retainer clip on the left.



**9** Feed display cable in on far left side of vent between the vent wall and the last vertical slat.



**10** Reinstall the horizontal slat retainer assembly with the VIDI now installed.

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**11** Reinstall the trim fascia ensuring clips make firm positive contact.



**12** Ensure all clips are tightly fastened.



Now you are ready to enjoy your P3 Cars VIDI for SEAT Léon MK2

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## FR-S / BRZ / GT86 VENT INSTALL



- 1** Remove the largest outer trim ring by releasing the clips on the sides of the vent.



- 2** Remove the next trim ring in the same manner, and then remove the rotating vent slat carriage.



- 3** Remove the connecting arm from the top flap, and remove the bottom double flap to create room for the gauge. You can squeeze the top and bottom of the circle to flex it open and easily remove the vent flaps.

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**4** Insert the VIDI Display into the carriage. The 2 small tabs fit into the HOLES where the old double flap vent piece was retained. Once again, squeeze the vent ring on the top and bottom to flex it and allow easy insertion.



**5** Feed the VIDI display cable through one of the outer holes on the vent tube rear.

**6** Insert the carriage back into the vent tube and replace the first trim piece.

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**7** Replace the final outer trim ring. The largest section goes on the left side for LHD cars.

**8** RE-INSTALL VENT INTO CAR AND PLUG GAUGE INTO YOUR OBD2 PORT!





# 08-14 WRX/STI Install Guide



**1** Remove vent from vehicle.



**2a** Use a small screwdriver to pry the vent slat assembly out of the housing.



**2b** Remove vent slat assembly from vent housing.



**3a** Cut the top two slats out approximately 1/8th inch from the edge of the assembly as shown.

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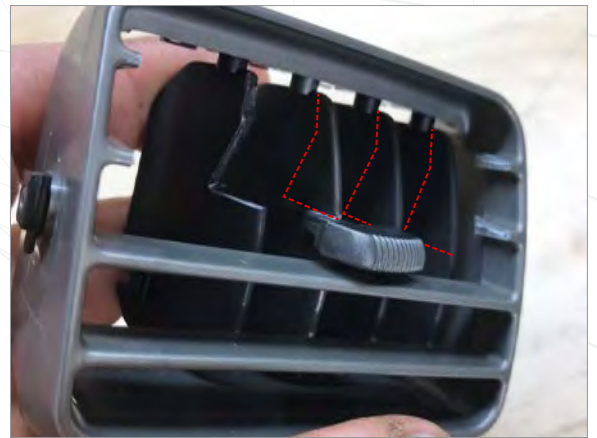
**3b** Remove top two vent slats from the assembly.



**4** Cut the vertical slat connector where shown.



**5** Remove far left (when viewed from front) vertical vent slat.



**6a** Cut relief into vertical vent slats as shown. (this helps keep the display from hitting the vent slats)



**6b** Slats should look similar to this. If display still contacts slats cut further back and retest.



**7** Feed display ribbon cable through left side of vent as shown.

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**8** Push display into vent slat assembly ensuring that both tabs are between the top two vent slats.



**9** Use glue to secure display to assembly where shown.



**10** Feed the ribbon cable through the vent housing as shown.



**11** Roll vent all the way forward and ensure cable is routed as shown. (This will ensure that you have enough slack to move vent through full range of motion)



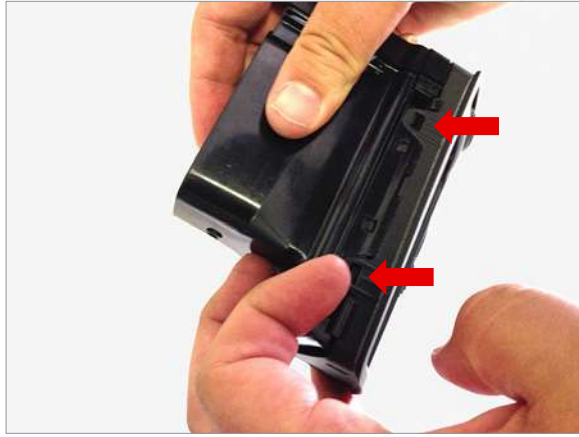
**12** With vent still rolled forward and with cable routed as shown in step 11, close vent flap and pinch cable around bottom of vent housing.

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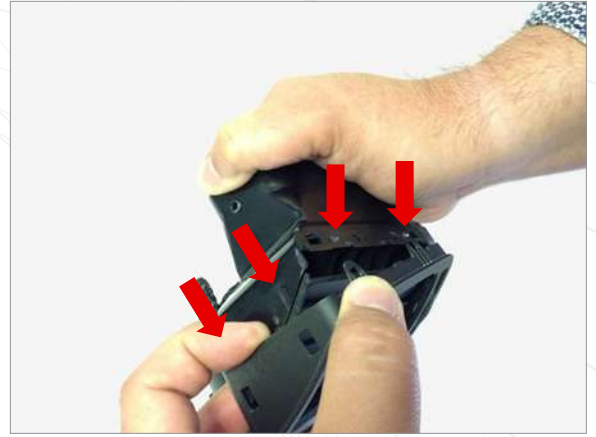


**You can now reinstall into vehicle.**

## Volkswagen Golf Mk4



**1** On the left of the vent housing pull facia away from clips and release top left clip.



**2** Insure both left side clips are free and both top clips are free.



**3** With a smooth thin trim tool or thin flat head screw driver release the round recessed clip on the right. Facia is now free.



**4** Rotate facia trim to the rear underside of vent housing leaving vent slats exposed. PLEASE NOTE you will need to leave the RIGHT side roller , front slats and rear flap in this position for ease of reassembly



**5** Starting from the LEFT side of the vent remove the vent slats



**6** Gently remove the top three vent slats.

### WARRANTY & LIABILITY:

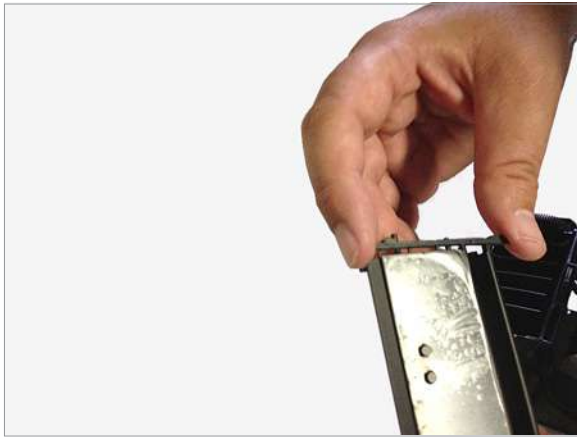
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**7** With a sharp pair of snips clip the three protruding keepers on the keeper rail.



**8** In the side vent slat retainer bars install the P3Cars gauge into the existing vent slat holes.



**9** Do the same for the right side.



**10** Re-attach the vent face, starting at the bottom with the 2 circular clips.



**11** Insert these into the key way inside the roller from frame 10. BE sure that the rear flap is in the closed position as the vent slats and rear flap need to move in synchronicity.



**12** Feed cable in left side of vent housing against bottom left side of vent interior.

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**13** Manually open rear flap and slide cable out bottom left then manually close flap against it.



**14** Clip top clips insuring that the P3Cars display protective covering is NOT stuffed behind fascia.



**15** Clip side clips.

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**16** Installation complete!

## Mk5 Vent Gauge Assembly

Refer to the "Car Installation" instructions for removing your vent from the car.

**WARNING** - Do this assembly in a warm area with lots of light, allow parts to warm up to room temperature or the vent plastic will be brittle.



1

Prepare the vent. Using a flathead screwdriver, unclip the vent face starting with the bottom clips. You may need to rotate the open/close dial to gain access to the lower clips. Press down and forward to slide the bottom clips out.

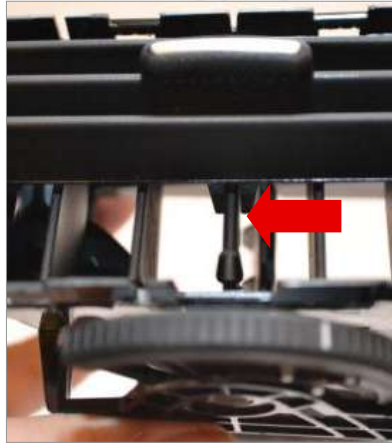


2

Prepare the slats and glass. Carefully remove the 2 bottom slats and set them aside. Then of the remaining 3 slats, swap the bottom and middle of the 3 slats so that the controller is now in the middle as shown. Remove the adhesive backing from the glass back.

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**3** Insert the slats assembly into the vent, lining up the tabs and slat controller, it will fit snugly. Feed the wire through as shown, you may need to kink the wire at a 90 degree angle to keep the wire in place. Line up the glass onto the vent, press to adhere it to the front of the vent frame as shown. After you verify the gauge is fitted as shown, slide on the front of the vent until all 4 clips click into place.

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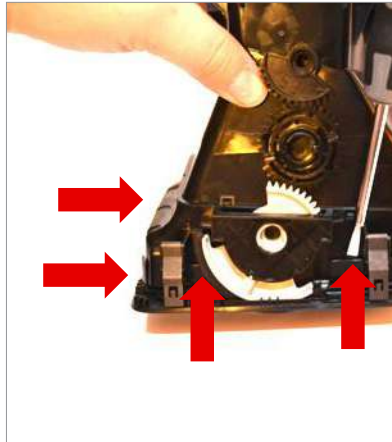
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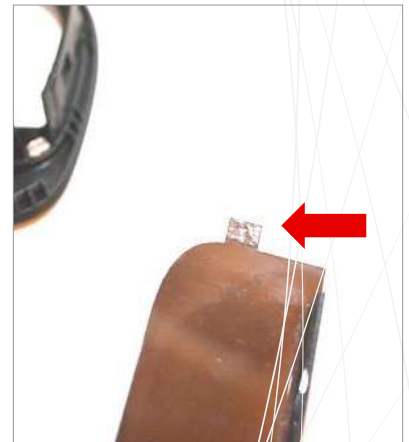
## Mk6 Vent Gauge Assembly

Refer to the "Car Installation" instructions for removing your vent from the car.

**WARNING** - Do this assembly in a warm area with lots of light, allow parts to warm up to room temperature or the vent plastic will be brittle.



- 1 Prepare the vent. Using a flat head screwdriver, unclip the vent face starting with the bottom clips. You may need to rotate the open/close dial to gain access to the lower clips. Wedge the screwdriver behind the vent front at the tab and force it over the tab.



- 2 Remove the slats assembly, then remove ONLY the 2 bottom slats and set aside. Remove the adhesive backing from the glass back.

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**3** Insert the glass into the vent face from behind, make sure the bottom lip of the glass is OVER the bottom ridge of the vent face as shown in the photos below. Clip the slat assembly back into the vent face from behind, pinching the gauge glass in place.



**4** Feed the gauge wire through the far left slat, and line up the slat controller onto the inner slat bar before clipping the vent back together. You may need to clip the left side of the vent last to get all the clips to fasten.

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# Volkswagen Polo 5 Install Guide



**1** Remove vent from vehicle.



**2** Use a small screwdriver to release 8 clips holding trim piece to housing.



**3** Use a screwdriver to remove vent slat assembly from vent housing.



**3b**

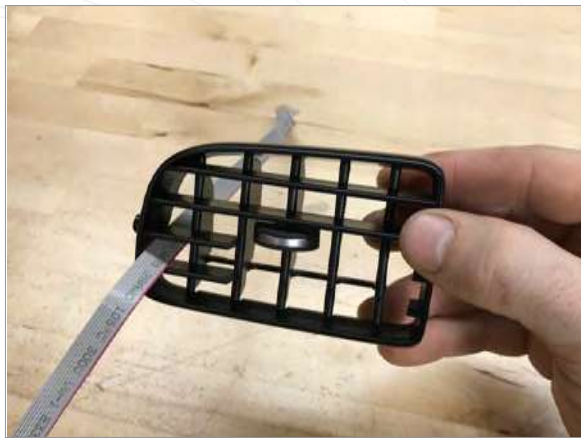
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**4** Use side cuts to remove bottom two slats as shown.



**4b**



**5** Feed ribbon cable through slats as shown.



**6** Install display into slat assembly ensuring that tabs are lined up correctly

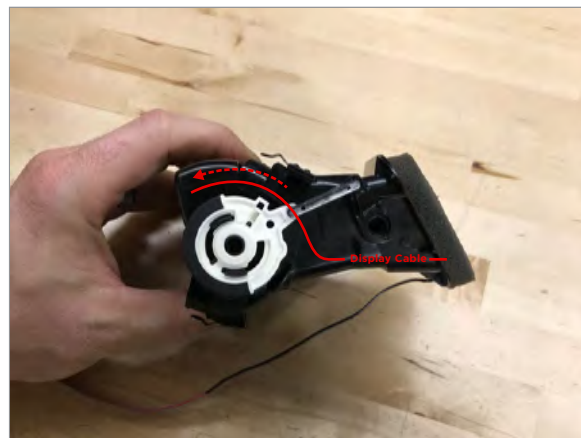


**7** Glue display into place by placing glue on both tabs where shown.



**8** Feed cable through vent housing as shown.

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**9** Roll vent all the way forward and ensure cable is routed as shown. (This will ensure that you have enough slack to move vent through full range of motion)



**10** Cut relief for ribbon cable in back of vent.



**10b** Pull foam away from vent as shown.



**11** Fold ribbon cable around back of vent housing and glue foam back in to place.



**12** Reinstall slat assembly into vent housing.



**13** Reinstall trim on to vent housing.

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