



P3 Gauge Configuration

800-280-6966

16 So. Hunt Road, Amesbury, MA 01913
☎ 978-388-7769 | ☎ 978-388-4202

Affected Vehicles: 2007+ BMW models with P3 Gauge
Product(s): P3 Vent Gauge
Subject: initial start-up configuration and setup

Congratulations on purchasing and installing your P3 Vent Gauge! This is one of our favorite products because of its ease of use and the amount of useful information it returns. Upon initial startup with the new gauge, it will run through a series of setup options and settings. Here is a helpful guide on its setup and use.

Configuring the Gauge

For version 2.1+ simply hold both buttons to enter the config menu, you can do this at any time! Saving your settings: your settings will not be saved until you exit the config menu by HOLDING the right button until the gauge resets.

Config Button Functions:

Left Button TAP = Change Value

Left Button HOLD = Change Value fast repeat

Right Button TAP = Change to next config mode

Right Button HOLD = EXIT config menu and SAVE settings.

Default	Values	Fuction
D.On	On or Off or On.A or On.P	Turn the gauge display ON or OFF or ON-Auto-Dimming (if you have attached the green wire to your dimmer line) or ON-Persistent-Dimmer (for dimmer setting not resetting on restarts.)
En.Y	Y or N or b	English units? No = Metric, Y = English, b = Boost only (boost in PSI, rest in metric)
Pr0.1	0.1 or 0.5 or 1.0	Pressure resolution/decimal point. 0.1 = tenths, 0.5 is rounded to 5 tenths, 1.0 = whole numbers only
U.bg.Y	Y or N	Vacuum bargraph in boost mode – set to N for no bargraph while in vacuum
SL.57	30 – 80	Shiftlight activation RPM x 100 , default is 5700
Bst.d	d or A or n	Boost reading – digital or analog or none. (analog is for gauges with boost sender and tubing to manifold). Digital is used for N55 only.
A1.N	Y or N	Enable or disable the first analog input (brown wire)
A2.N	Y or N	Enable or disable the second analog (blue wire)
Clr.C	None	Hold the first button to clear codes.
Cal.b	None	Calibrate the analog boost sensor to your ambient conditions. — tap left button after confirming engine is off
tsi	n54, n55, A.n55, F30, n63, AnLg	Select engine type – this will enhance the accuracy of the gauge. A.n55 is for N55 engine with voltage tap on the OEM sensor connected to analog 2. AnLg mode forces the gauge to use analog only, no CANBUS communication. NOTE: for A.n55 and F30 modes, the 2nd analog input (BLUE WIRE) is configured to allow you to attach this wire to the 0-5v output of the manifold pressure sensor on the engine and use analog boost (bSt.A) which will then use this connection for boost readings.
Flo.N	Y or N	Enable or disable the first analog input (brown wire) to be methanol injection flow — will add “Flo” and “Bst-Flo” gauge modes.