



**INTERCEPTOR**  
*scan gauge*

*by*



***USER MANUAL FOR GM/FORD***

*FIRMWARE VERSION 2.2*

[www.aeroforcetech.com](http://www.aeroforcetech.com)

***Made in the USA!***

Patent Pending

## **WARNING**

Vehicle operator should focus primary attention to the road while using the *Interceptor*. The information provided by this device should be observed as part of a normal sequence of observations performed in the operation of the vehicle, as with any gauge or other instrumentation. *Interceptor* settings should be changed only during conditions when it is safe to do so. **Focusing on the road should be the primary concern of the driver.**

Aeroforce Technology Inc. shall not be held liable in any way for any incidental or consequential damages to the vehicle, driver, passengers, and or other involved parties or property occurring while using the *Interceptor* scan gauge.

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## INSTALLATION

Read these instructions thoroughly before installation. Also, be sure to check for your vehicle specific notes in appendix A at the end of this manual. There could be important information there concerning your gauge and its installation.

1. **Make sure the car's ignition is turned off.**
2. **Run included 5', or optional 9' main cable, and three wire mini cable, from the OBD2 connector (do not plug in yet) to the location of the *Interceptor(s)*.** The *Interceptor* will fit in any 2 1/16" or 52mm gauge pod, or can be mounted in a custom fashion anywhere within 5 feet of the OBD2 connector. The OBD2 connector is located under the dash on either side of the steering column.
3. **Plug both cables into the back of the *Interceptor*.** See figure 1. Press the *Interceptor(s)* into the gauge pod or mounting hardware.

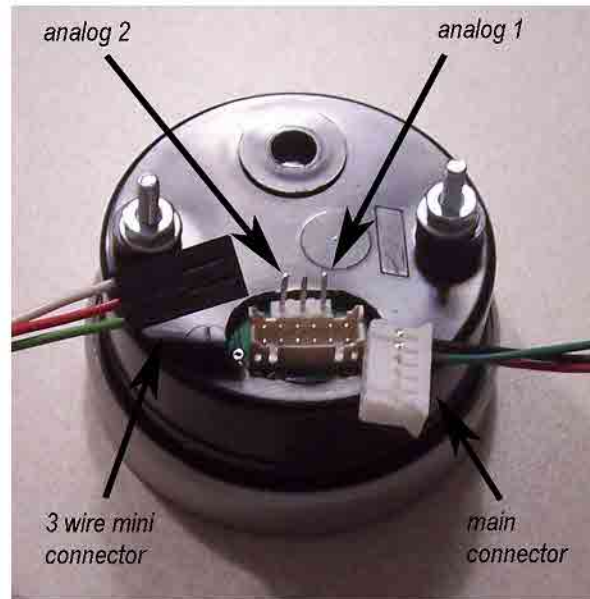


Figure 1

4. **Plug the main cable connector into the OBD2 connector.** See figure 2. The data, ground, and power on most vehicles come from this connector.

5. **Connect 3 wire mini connector power if required\***. Remove the jumper next to the main connector if connecting to external power. This jumper is required for OBD2 port power only. Connect separate **red** power wire, which exits the middle of the 3 wire mini cable as shown in *figure 1*, to a switched 12v line or circuit in the vehicle. These circuits are commonly known as “accessory” circuits because they are only “hot” when the ignition is turned on. A recommended way of doing this step is to use a product called an “*Add a Circuit*”, made by *Littelfuse*, available at most car parts outlets. These kits, which sell for under \$10, allow you to easily use an existing circuit in the fuse block to power an add-on accessory such as the *Interceptor* without the need to cut or splice any wires. The use of this kit is highly recommended, as most of the problems with the gauge can be traced to a poor selection of a 12v wire, or poor connection. If the gauge randomly turns off and on while driving, 90% of the time it is a poor connection to 12v or an improper circuit was tapped into, such as a signal wire to the instrument panel.

**\*This power wire is not needed on most vehicles. The 2005-2007 Cobalt SS and 2005-2006 Redline Ion require this connection, as do some early OBD2 GM and Ford vehicles made from 1994-1998, as well as most Pontiacs made from 1996-2003. If the gauge is not turning on or off properly on these or any vehicle, you can force it on and off at the proper time by removing the small 2-pin jumper on the rear of the gauge and connecting the red wire to switched 12v as described above.**



**Figure 2**

6. **Connect the 0-5v analog inputs (optional)**. You will see 3 pins above the main connector on the back of the gauge as shown in *figure 1*. The 2 outer pins connect

