

PENNTEX IDLE CONTROLLER
'95-UP DODGE 360 GAS VAN CHASSIS

PI-1006

INSTALLATION:

*****Disconnect the Ground Cable from ALL Batteries.*****

- 1) Mount Idle Controller (inside vehicle) in a location that is both easily accessible to driver and within wiring harnesses reach. (Harness extension for Controller is available) (For ex. see fig. 1)
- 2) Plug idler harness into Idle Controller and route harness under dash.
- 3) Drill a 1/2" hole through firewall between brake cable and steering column as marked in fig. 2-A. Feed harness through to grommet. Route harness to fuse box on radiator support bracket.
- 4) Connect the orange wire from idler to the brown w/orange stripe wire from the Neutral/Park switch. This wire should be grounded when the gear selector is in Neutral or Park. On the '95 chassis this wire can be found at the black connector by the windshield wiper motor (fig. 4-A). On the '96 chassis this wire can also be found at the fuse box that is under the hood (fig. 3-A).
- 5) Connect the red wire from idler to a source that provides +12v when the ignition switch is on run position.
- 6) Connect the green wire from idler to the white w/tan stripe wire (14 AWG) from the brake light switch (fig. 2-B). This wire should be +12v only when the brake is pressed.
- 7) Connect the black wire from idler to chassis ground.
- 8) Mount circuit breaker & relay on radiator support behind hood latch as shown in fig. 5.
- 9) Connect the blue wire to relay terminal #85.
- 10) Connect the gray wire to relay terminal #86.
- 11) Connect the C.B. to the +12v battery terminal on main fuse box as in fig. 3-B.
- 12) Check to insure that the solenoid's Idle Control nut and cable housing are fully retracted.
- 13) Mount solenoid on radiator support under air duct as shown in fig. 6. Use one of the mounting screws to ground the negative terminal on the solenoid.
- 14) Connect the positive terminal of the solenoid to relay terminal #87.
- 15) Secure all loose wires away from heat sources, sharp edges or moving parts.
- 16) Remove air cleaner.
- 17) Mount idler throttle bracket w/OEM bolt as shown in fig. 7-A.
- 18) Route solenoid's cable to throttle body and attach to idler bracket as shown in fig. 7-A. Secure cable away from heat source, sharp edges or moving parts.
- 19) Attach idler throttle cable to throttle body using linkage adapter as shown in fig. 7-B.
- 20) Leave approx. 1/2" of slack in cable and tighten the screws on the linkage adapter. (Fig. 7-B).
- 21) Operate throttle lever manually to insure obstruction-free downward swivel of pivot adapter without hanging or jamming.
- 22) Re-install air cleaner.
- 23) Reconnect all battery ground cables.

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TESTING AND ADJUSTMENT:

1. Turn ignition switch to run position, but DO NOT START ENGINE. The "low" battery indicator (red) should be lit. After 10 seconds the "High Idle" indicator (yellow) should light up.
2. Press the brake pedal. The "High Idle" indicator (yellow) should turn off. Release the brake and it should come back on with no delay.
3. Put the emergency brake on, press the brake pedal and move the gear shift to "Drive". Release the brake pedal. The "High Idle" indicator (yellow) should not be lit. Put the shifter in "Neutral". The "High Idle" indicator should light. Put the shifter in "Park".
4. Start engine and press the "manual engage" button. Allow engine to warm up. Turn on all possible engine and electrical loads. Using solenoid's adjustment nut, adjust engine RPM to a level adequate to maintain battery voltage above 12.75volts (1000 to 1500RPM). Tighten solenoid's locking nut after final adjustment. Alternator may take a few minutes to recharge batteries before voltage can rise. Alternator must also be capable of putting out more current than vehicle draws at a given RPM.
6. Press brake to insure idle speed returns to normal.
7. Installation complete.

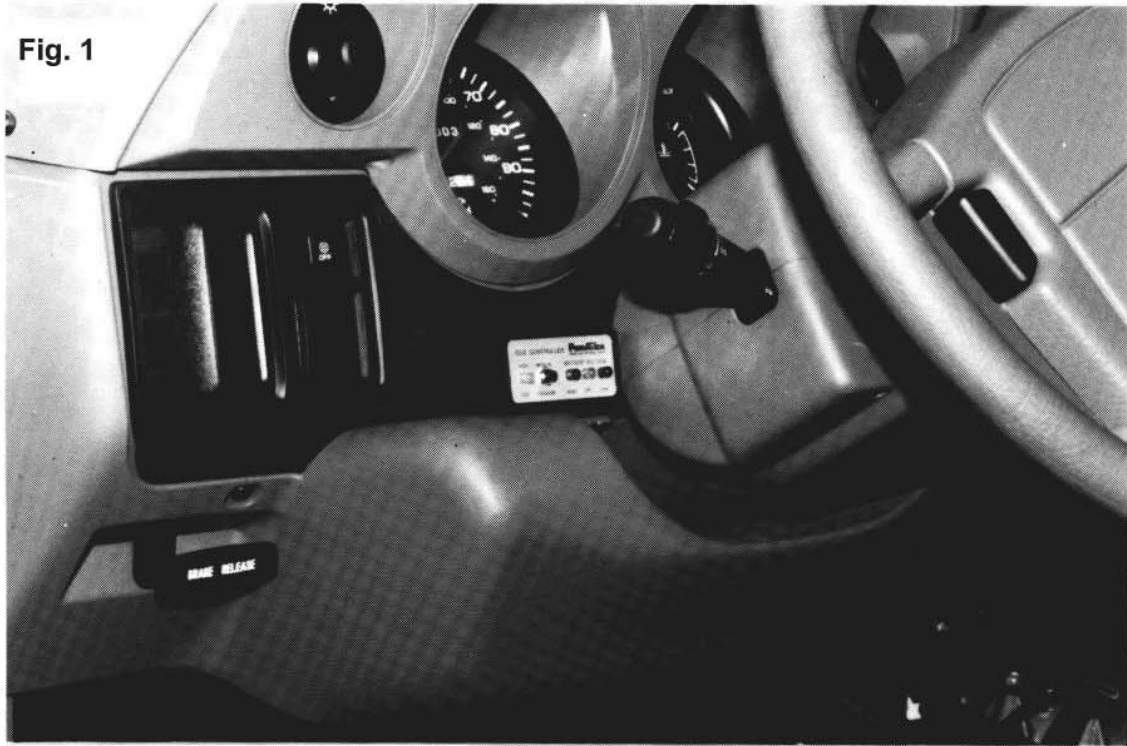


Fig. 1

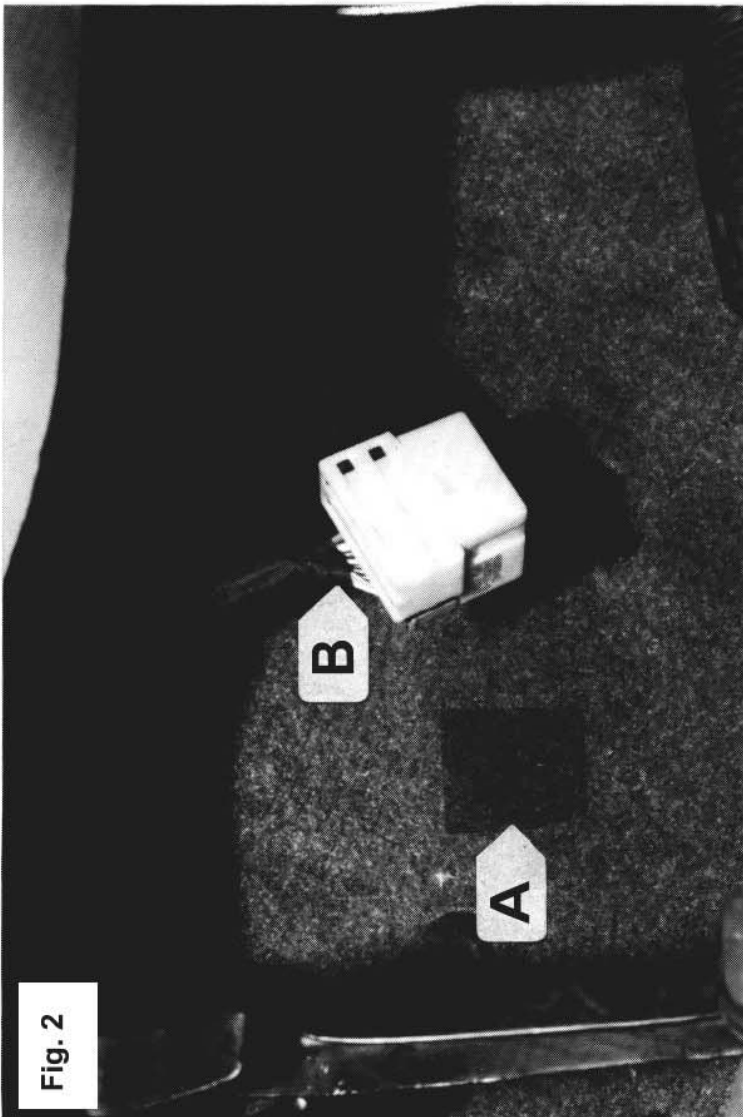


Fig. 2

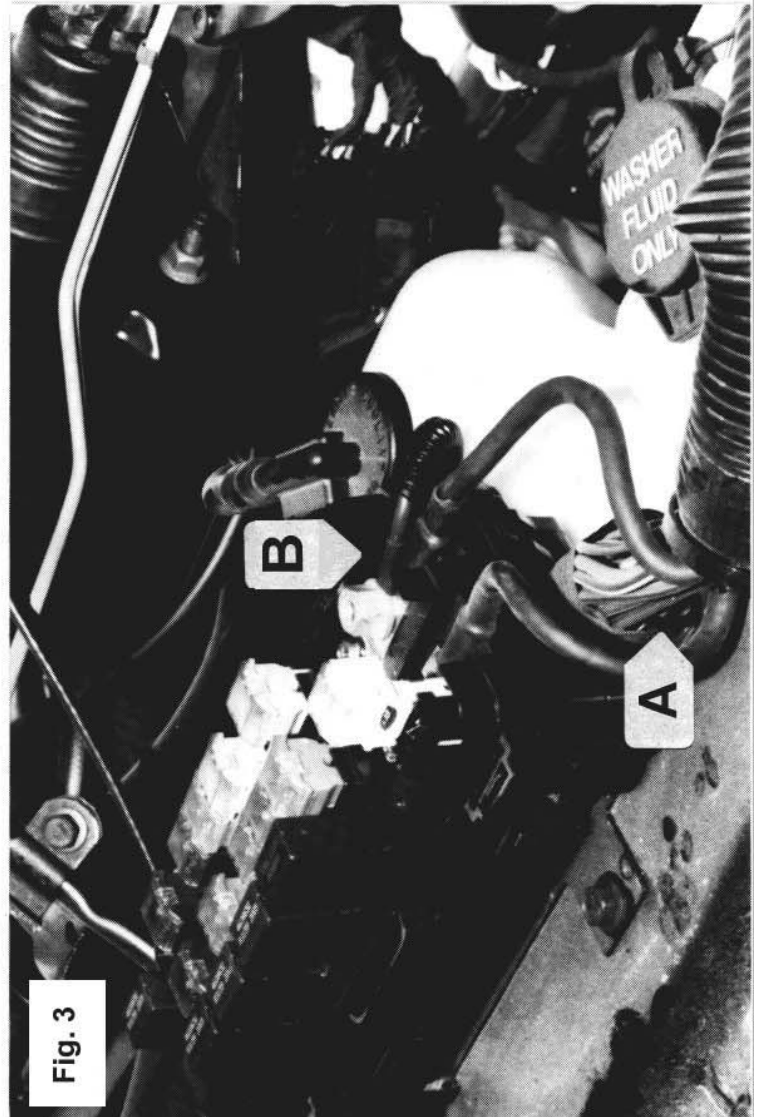


Fig. 3

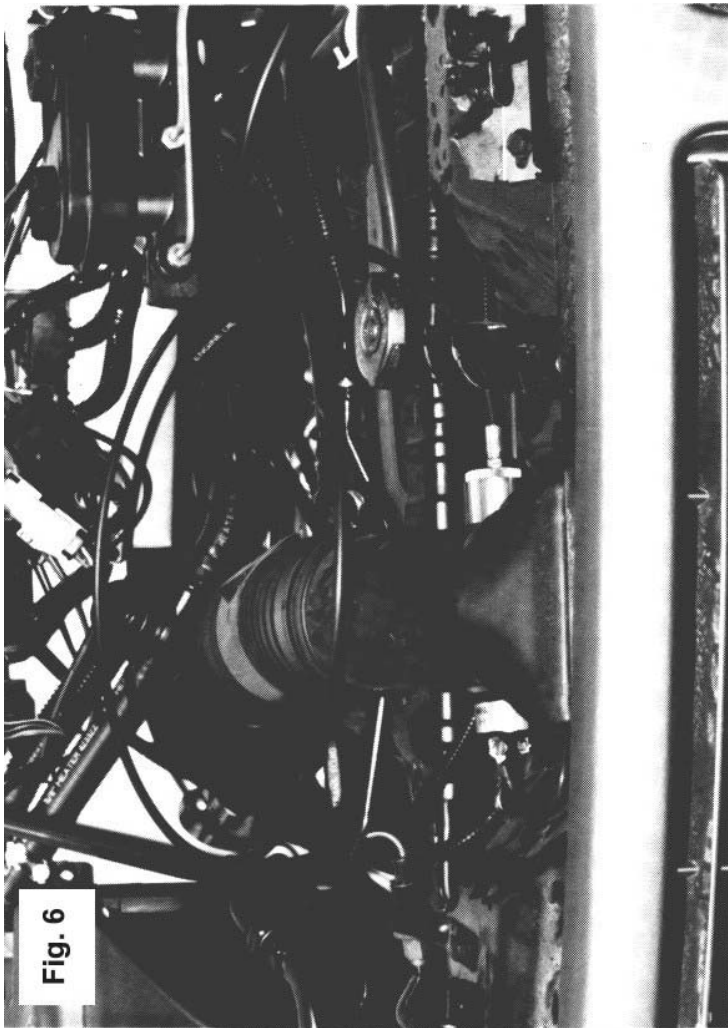


Fig. 6

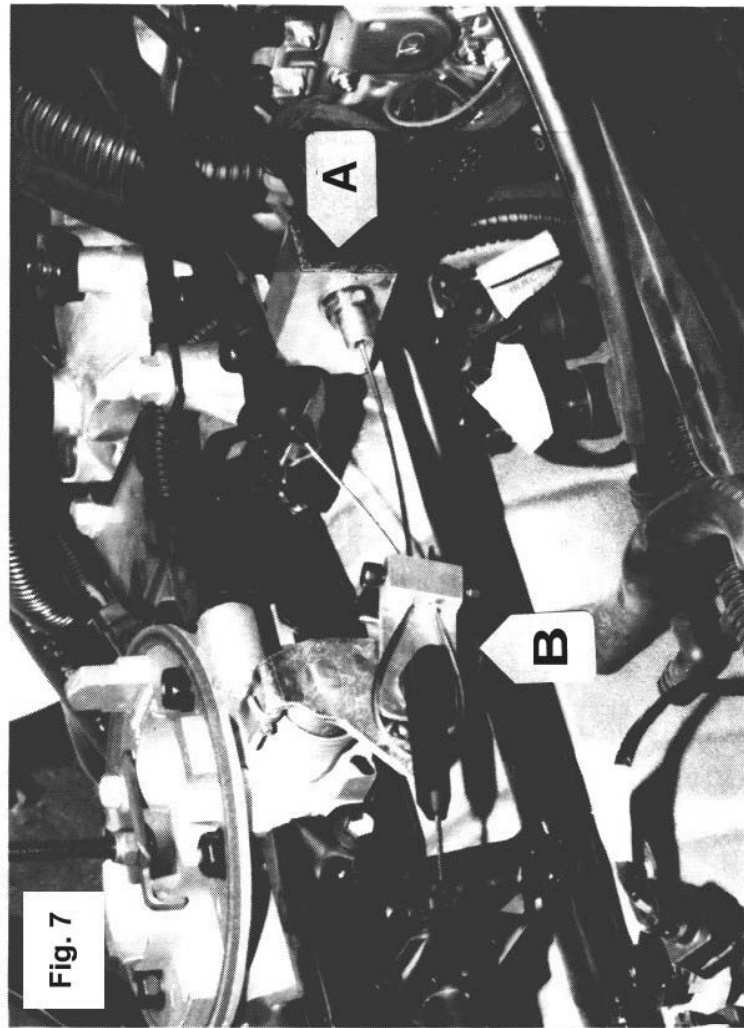


Fig. 7

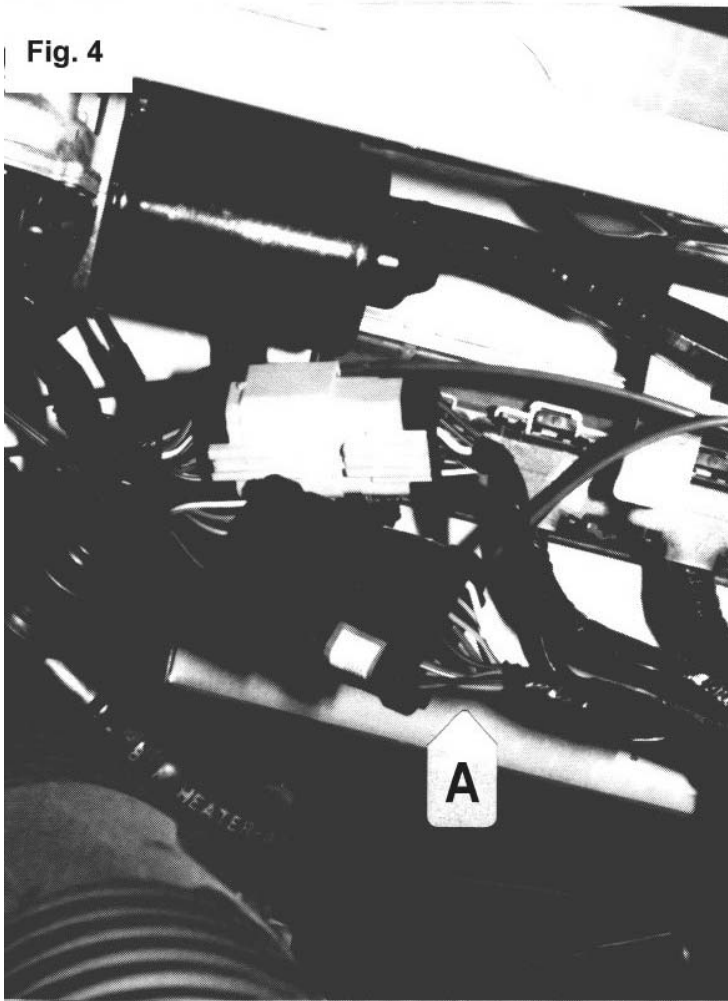


Fig. 4

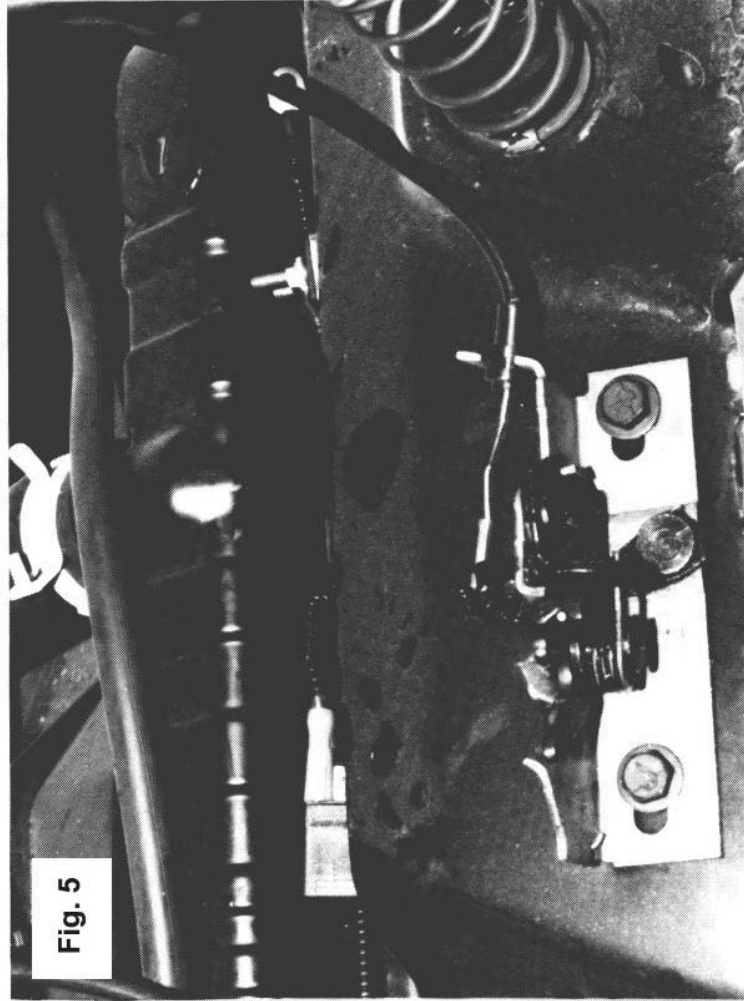


Fig. 5