

**PENNTEX IDLE CONTROLLER
FOR
'95 CHEVY 6.5L T.D. G-VAN D-B-W**

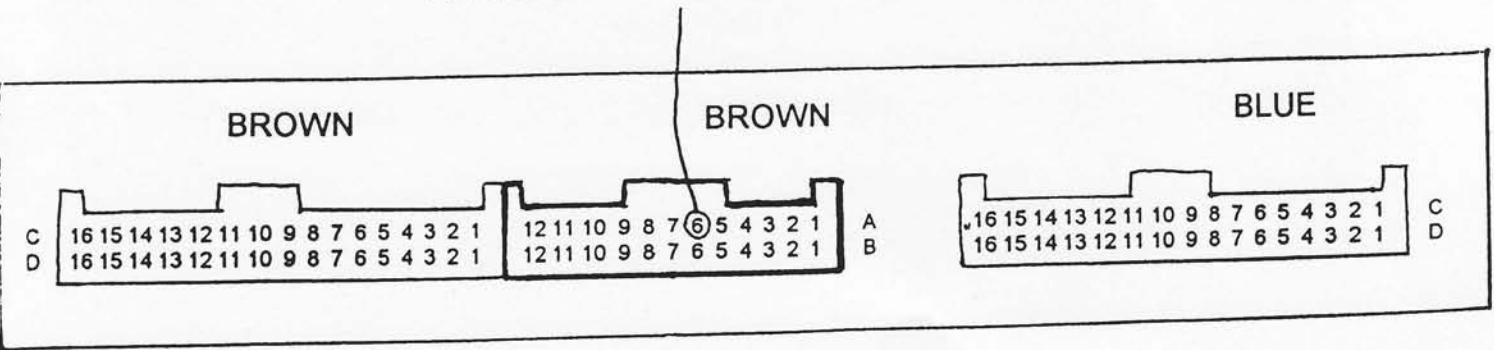
PI-1010

INSTALLATION:

******* DISCONNECT THE GROUND CABLE FROM ALL BATTERIES *******

1. Mount the idle controller (inside vehicle) in a location that is both easily accessible to driver and within wiring harnesses reach.
2. Connect the red wire from the idler to a source that provides +12 volts when the ignition switch is in the run position (ex. Yellow wire to radio from fuse box).
3. Connect the green wire from idler to a white wire on the brake light switch. This wire should be +12v only when the brake pedal is pressed. If the hazard circuit intermittently pulls this wire to +12v, two 6 amp. rectifiers may need to be installed as shown in fig.1-A. This wire might also be more accessible at the steering column connector as in fig. 1-B.
4. Connect the orange wire from idler to an orange w/black stripe wire from the left side of the Neutral/Park switch. This wire should be grounded only when the gear selector is in Park or Neutral. The switch is mounted on top of the steering column, near the fire wall (fig. 2 & 3). Some chassis that have mechanical park/neutral lockouts in the steering column do not use these terminals. If these terminals are not in use, then connect one to the idler and the other to ground. Some switches may not have terminals for the Park/Neutral part of the switch. If so see fig. 3. This switch may need to be adjusted if its position is disturbed during installation.
5. Connect the black wire from idler to chassis ground.
6. Remove glove box.
7. Disconnect the center connector from the PCM.
8. Remove the lock on the top of the connector that corresponds to row A.
9. Insert the terminal on the pink wire from the idler into cavity A6 (this is the sixth hole from the right in the back (wire side) of the connector shown below), Ensure that the terminal locks into the connector.
10. Reinstall the connector in the PCM.
11. Reinstall the glove box.
12. Secure all loose wires and harnesses away from heat sources, sharp edges or moving parts.

PINK WIRE FROM IDLER TO A6



TESTING

1. Reconnect all battery ground cables.
2. Turn ignition switch to the "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.
3. Press the brake pedal. The "HIGH IDLE" indicator should turn off. Release the brake and it should come back on with no delay.
4. Put the emergency brake on, press the brake pedal and move the gear selector to "DRIVE". Release the brake pedal. The "HIGH IDLE" indicator should not be lit. Put the shifter back in "PARK".
5. Start the engine and press the "MANUAL ENGAGE" button. The "HIGH IDLE" indicator should light and the engine RPM should increase to 1068 rpm. Turn on all electrical loads. After the alternator has charged the battery up to 12.75 volts the "LOW" indicator should turn off and the "OK" indicator should turn on. Alternator may take a few minutes to recharge batteries before voltage can rise. Alternator must also be capable of putting out more current than the vehicle draws at a given RPM.
6. Press brake to insure idle speed returns to normal.
7. Installation complete.

Fig. 1-A
 green wire
 connection
 to Brake

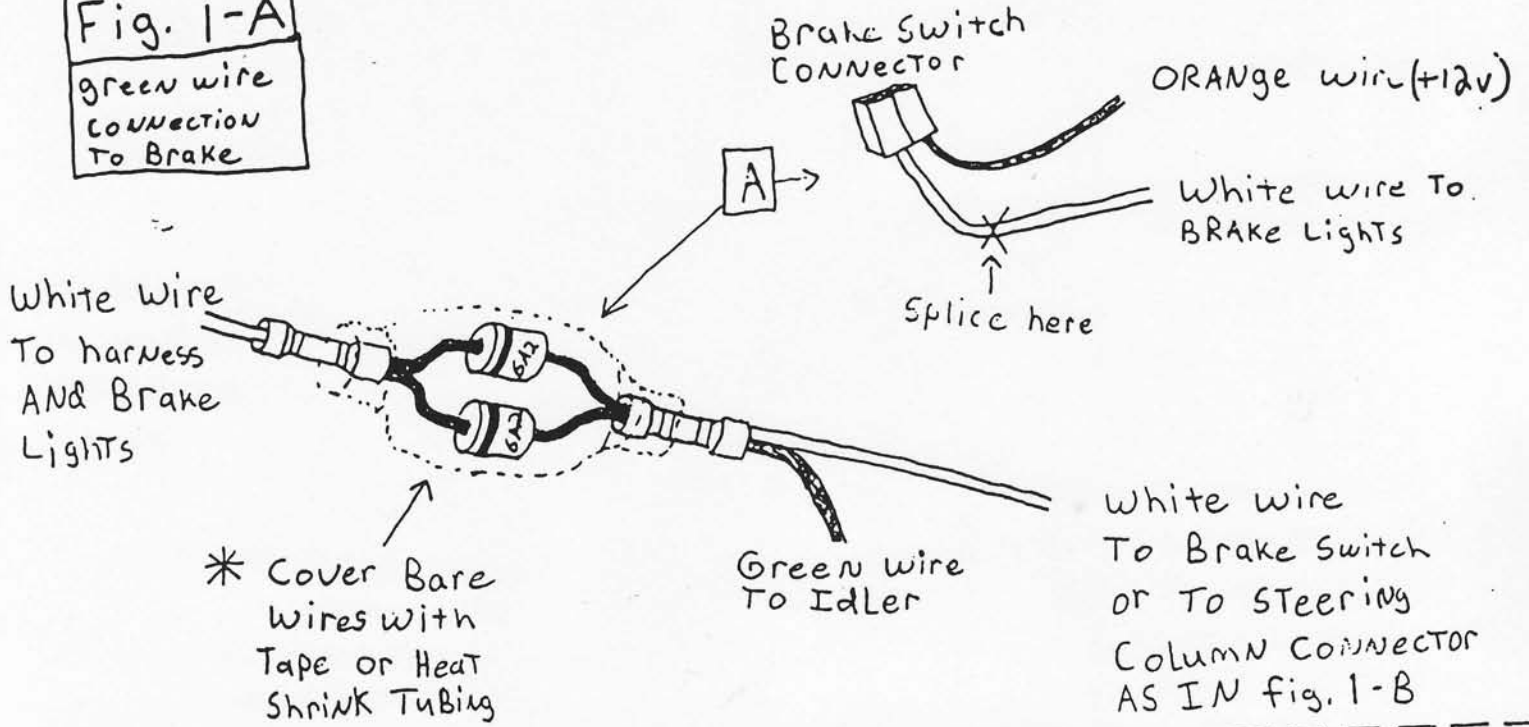


Fig. 1-B
 green wire
 connection
 to Brake

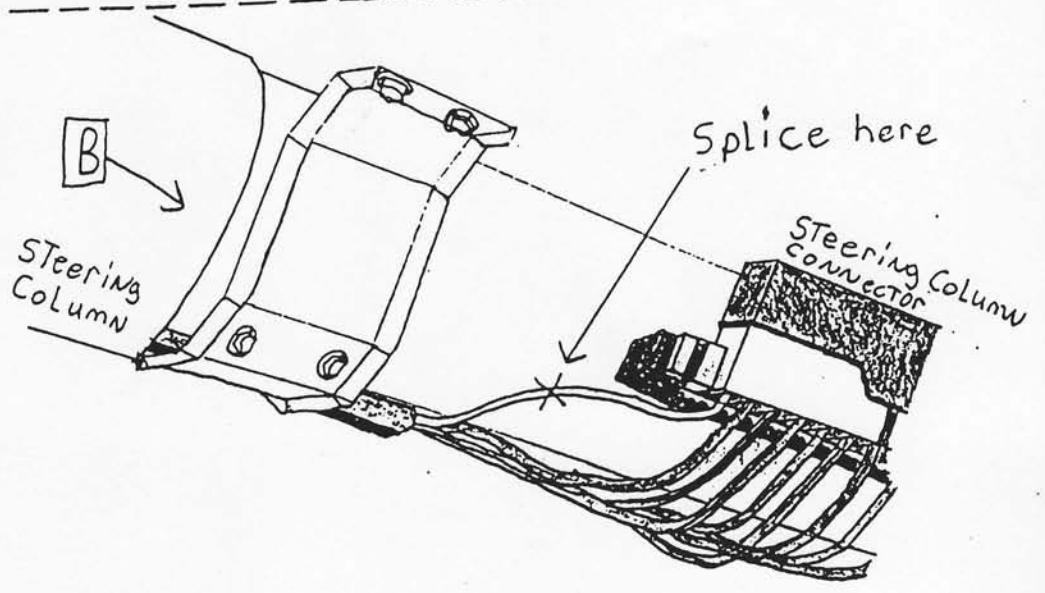
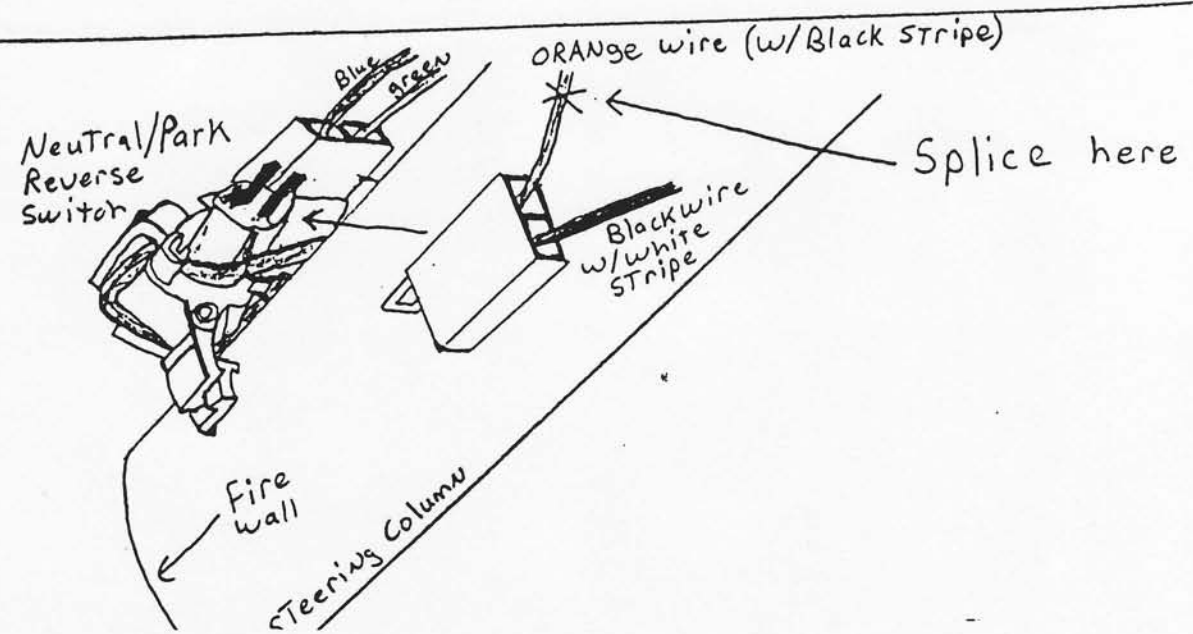


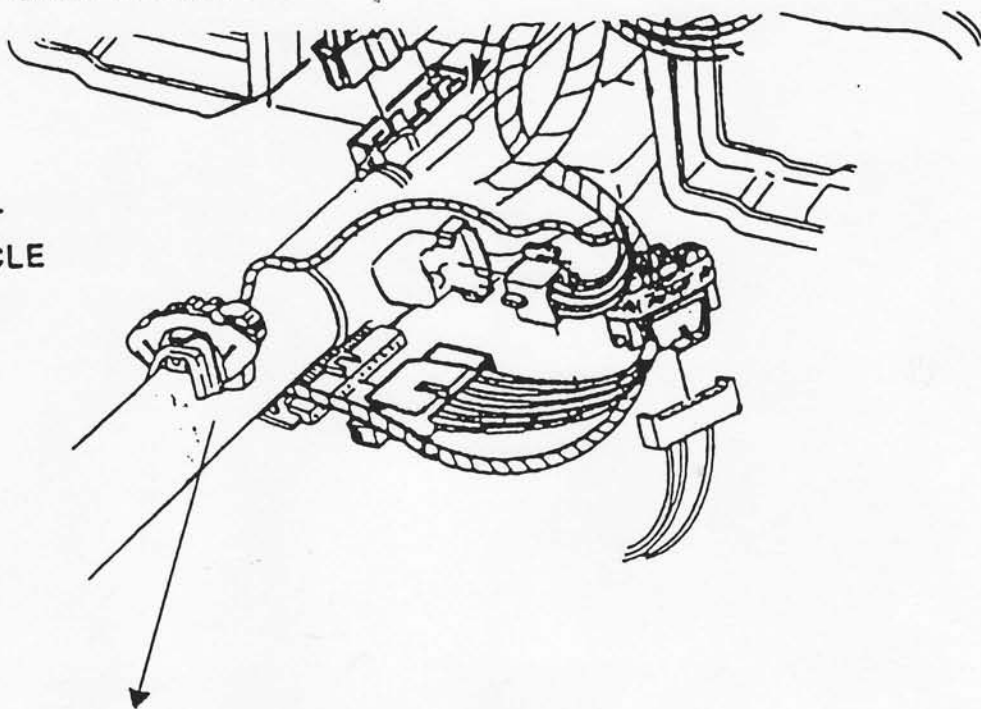
Fig. 2
 ORANGE wire
 connection
 to Neutral/
 Park Switch



GM Park/Neutral & Reverse Switch Connection Update

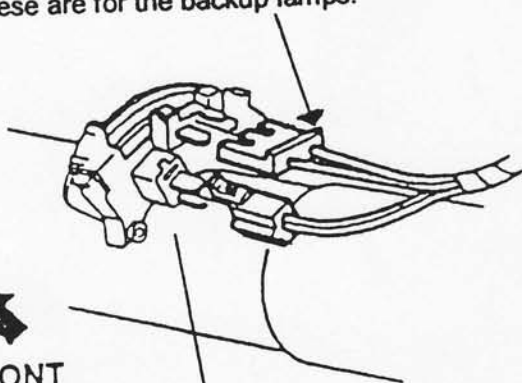
Fig. 3

FRONT
OF VEHICLE



DO NOT USE THE GREEN AND BLUE WIRES !!!
These are for the backup lamps.

FRONT
OF VEHICLE



Steering Column Wiring and Switches

The park/neutral portion of the switch shorts the terminals together when the gear selector is in park or neutral position. The usual colors for these wires are orange and black. Certain chassis do not use this portion of the switch and therefore do not have these wires or connector present. *** Some switches may not have terminals for the park/neutral part of the switch. If so replace switch with GM part # 22514861 or 15705308 or AC/DELCO part # 15679680 or similar. If wires are not present use two 1/4" female quick disconnect crimp connectors to ground the lower terminal (closest to steering column) and connect the upper terminal to the idler's orange wire. **The switch may need to be adjusted for proper operation. Always check for proper idler and backup lamp operation after installation is complete.**