

NUMBERS ON BACK OF CONTROL BOX:
1) 4-DIGIT DATE CODE
2) BOX SERIAL NUMBER

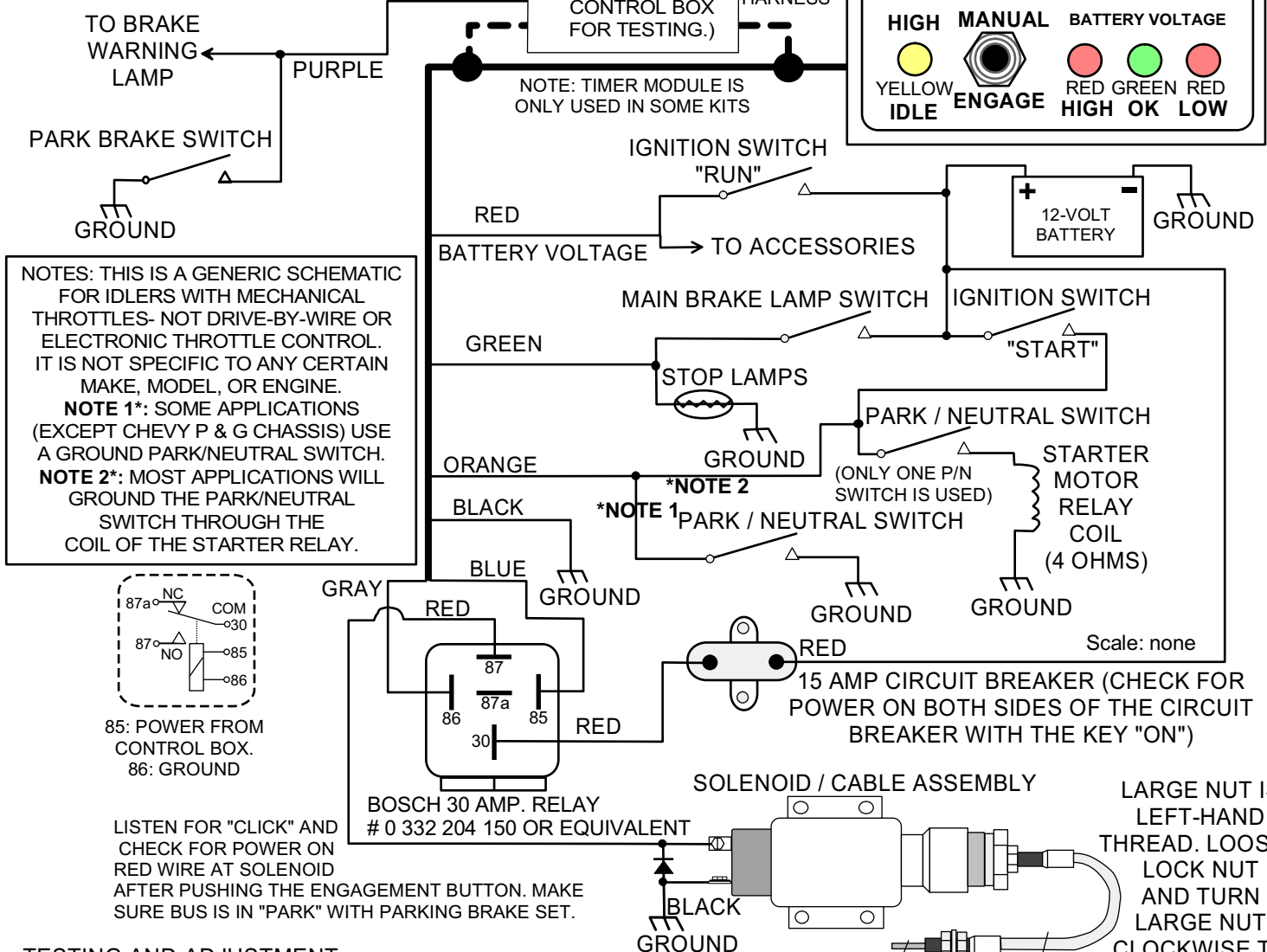
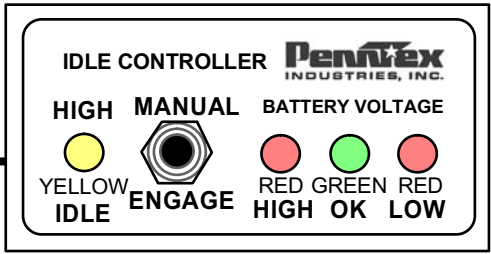
PENNTEX INDUSTRIES HIGH IDLER TESTING INFORMATION

- PARTS:
-SOLENOID PLUNGER: PI-0108
-CONTROLLER BOX: PI-0101
-SOLENOID ONLY: PI-0268
-CABLE ONLY: PI-0110
-SOLENOID & CABLE: PI-0144
-TIMER ASSEMBLY W/ JUMPER HARNESS: PI-0193

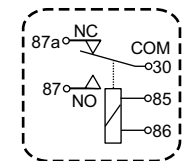
NOTE:
INTERNATIONALS DON'T USE TIMER OR SOLENOID-THEY ARE ALL ELECTRONIC.

GREEN ON: IDLER WILL WORK.
RED ON: TIMER HAS DISABLED IDLER AFTER APPROX. 15 MINUTES OF CONTINUOUS OPERATION.

TIMER MODULE
(THIS MODULE CAN BE UNPLUGGED & THE HARNESS PLUGGED IN DIRECTLY TO THE CONTROL BOX FOR TESTING.)



NOTES: THIS IS A GENERIC SCHEMATIC FOR IDLERS WITH MECHANICAL THROTTLES- NOT DRIVE-BY-WIRE OR ELECTRONIC THROTTLE CONTROL. IT IS NOT SPECIFIC TO ANY CERTAIN MAKE, MODEL, OR ENGINE.
NOTE 1*: SOME APPLICATIONS (EXCEPT CHEVY P & G CHASSIS) USE A GROUND PARK/NEUTRAL SWITCH.
NOTE 2*: MOST APPLICATIONS WILL GROUND THE PARK/NEUTRAL SWITCH THROUGH THE COIL OF THE STARTER RELAY.



85: POWER FROM CONTROL BOX.
86: GROUND

LISTEN FOR "CLICK" AND CHECK FOR POWER ON RED WIRE AT SOLENOID AFTER PUSHING THE ENGAGEMENT BUTTON. MAKE SURE BUS IS IN "PARK" WITH PARKING BRAKE SET.

TESTING AND ADJUSTMENT

1. Set park brake. Turn ignition switch to run position, but do not start engine. The Red "LOW" battery indicator should be lit. After 10 seconds the Yellow "HIGH IDLE" indicator should light up. The Yellow "HIGH IDLE" light being on indicates the Idler is on or will function if conditions are met.
2. Press the brake pedal. The Yellow "HIGH IDLE" indicator should turn off. Release the brake and it should come back on with no delay.
3. Press the brake pedal and move the gear shift to "Drive". Release the brake pedal. The Yellow "HIGH IDLE" indicator should not light. Put the shifter in "Park". The Yellow "HIGH IDLE" indicator should light.
4. If the High Idler is equipped with a timer/park brake module, release the park brake and make certain the Yellow "HIGH IDLE" indicator is not lit. Engage the park brake.
5. Start engine and press the "MANUAL ENGAGE" button. Allow engine to warm up. Turn on all possible engine and electrical loads. Loosen the right-hand thread lock nut on the cable at the solenoid. Using the solenoid adjustment nut, adjust engine RPM to a level adequate to maintain battery voltage above 12.75 volts (1000 to 1500 RPM). Tighten solenoid's locking nut after final adjustment. Alternator may take a few minutes to recharge batteries before voltage can rise. A Battery Charger should be used to recharge the system if the batteries are run down excessively. The alternator must be capable of putting out more current than vehicle draws at a given RPM.
6. Press brake to be sure idle speed returns to normal. (Idler does not automatically disengage when voltage goes up.)

LARGE NUT IS LEFT-HAND THREAD. LOOSEN LOCK NUT AND TURN LARGE NUT CLOCKWISE TO INCREASE IDLE SPEED. RETIGHTEN LOCK NUT.

(SCHEMATIC TAKEN FROM ORIGINAL DRAWING BY RICK WYLIE)

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REVISION:
DATE: 03-24-2015



Throttle Cable-Style Penntex High Idler Testing

Information is for static in-shop vehicle test purposes only

Parts information:

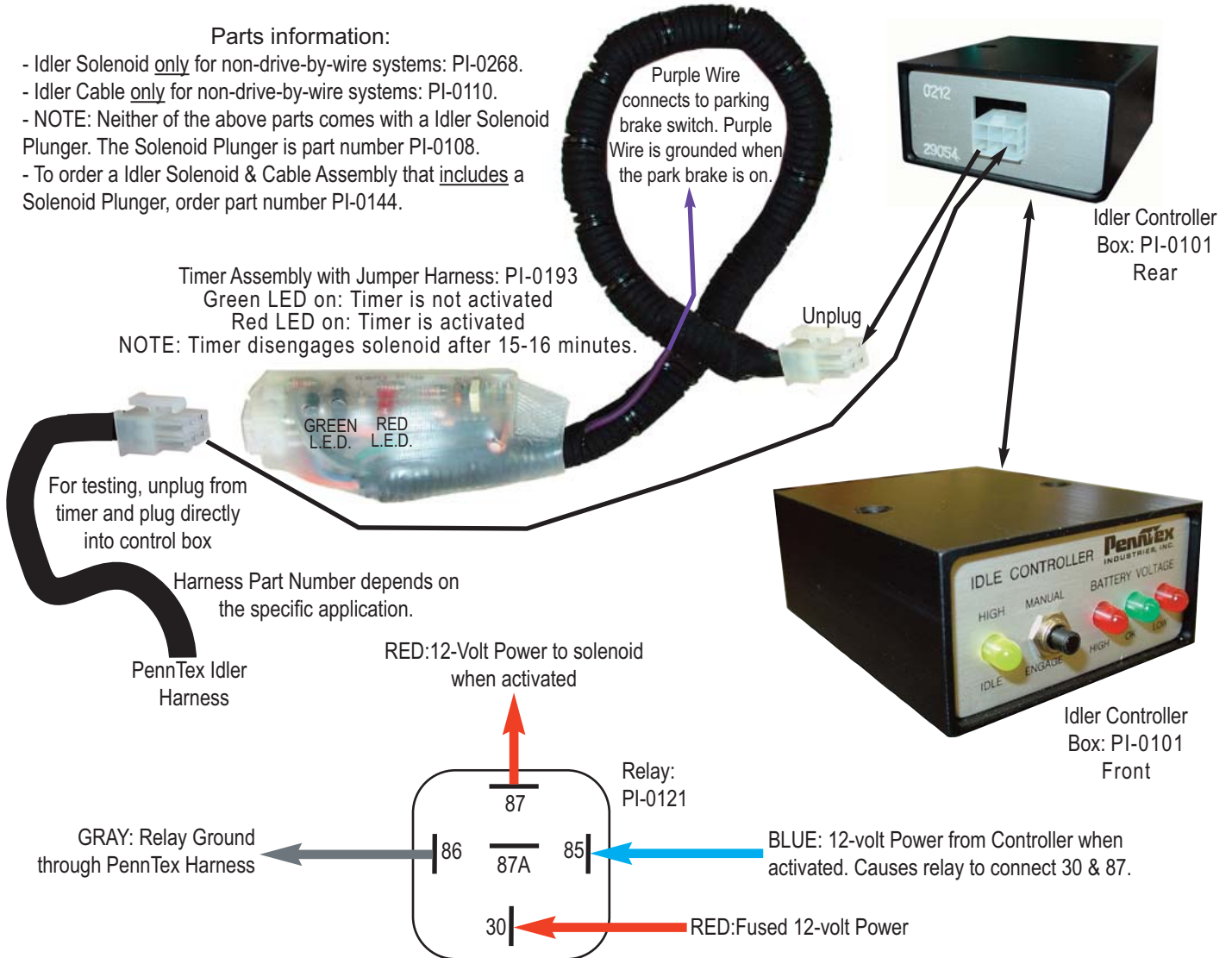
- Idler Solenoid only for non-drive-by-wire systems: PI-0268.
- Idler Cable only for non-drive-by-wire systems: PI-0110.
- NOTE: Neither of the above parts comes with a Idler Solenoid Plunger. The Solenoid Plunger is part number PI-0108.
- To order a Idler Solenoid & Cable Assembly that includes a Solenoid Plunger, order part number PI-0144.

Timer Assembly with Jumper Harness: PI-0193

Green LED on: Timer is not activated

Red LED on: Timer is activated

NOTE: Timer disengages solenoid after 15-16 minutes.



Relay operation: There is power to Terminal 30 all the time. When the vehicle is in Park with the parking brake set, and when PI-0193 Timer equipped has been running less than 15 minutes, there is power to Terminal 85 when the "Manual Engage" button is pushed or the vehicle voltage drops below 12.75 volts. Terminal 86 is the ground for the relay, and that wire goes back to the PennTex harness and grounds through the harness. When there is power on Terminal 30, and power on terminal 85, the relay is grounded through Terminal 86, and power from Terminal 30 passes through the relay to Terminal 87. Terminal 87 sends power to the grounded Cable Actuator Solenoid. The PI-0193 timer should automatically reset to 15 minutes if the Idler system shuts off. Depending on system voltage, the Idler may reactivate by itself, or it may need to be manually restarted with the "Manual Engage" button.

PHOTOS ARE NOT TO SCALE

PERFORMANCE, ENDURANCE AND SATISFACTION



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High Efficiency Alternators and
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Penntex High Idler System Parts



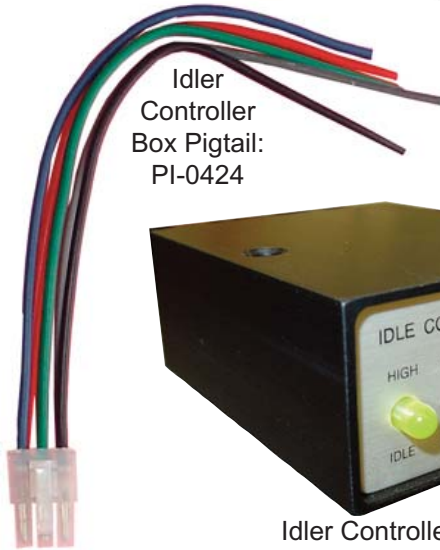
Solenoid & Cable
Assembly: PI-0144



Solenoid only:
PI-0268



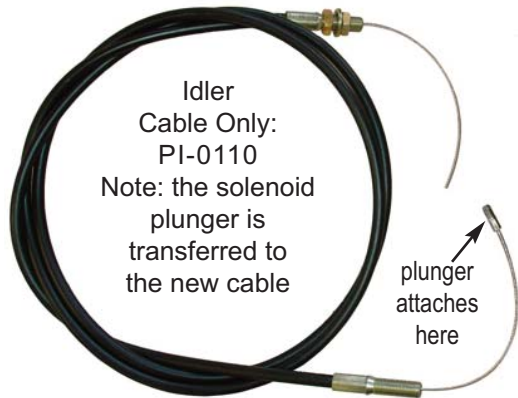
Timer Assembly with
Jumper Harness:
PI-0193



Idle
Controller
Box Pigtail:
PI-0424

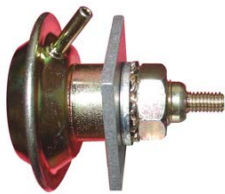


Idle Controller
Box: PI-0101



Idle
Cable Only:
PI-0110
Note: the solenoid
plunger is
transferred to
the new cable

plunger
attaches
here



Vacuum Actuator
PI-0446
(bracket & attaching
parts not included)



Vacuum Valve:
PI-0440

PHOTOS NOT TO SCALE

On this page are assorted replacement parts from various PennTex High Idler kits. These parts can all be ordered from our Warehouse Distributors. INFORMATION LINKS ON OUR WEB SITE:

- PennTex Distributors
- Testing and adjustment of a generic idler system with solenoid & cable actuation
- Removing an Idler cable
- Installing an Idler cable
- Adjusting an Idler cable
- Idler Kit Application List
- Idler Kit Instruction List

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