

**PENNTEX IDLE CONTROLLER
PART # PX-1008 FOR
1996-97 4.6L LINCOLN TOWN CAR**

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 extensions for controller are available.)
- 2) Plug idler harness into idle controller and route harness under dash.
- 3) Connect the red wire from idler to a purple w/ orange striped wire (18 AWG) at the back, lower right corner of the under-dash fuse box. This wire is an ignition tap and should be +12v when the ignition is in the run position.
- 4) Connect the orange wire from idler to a white w/ pink striped wire (14 AWG) in ignition switch harness (this is a one inch dia. bundle of large gauge wires in the center of the dash by the steering column). This wire will pull to ground through the park/ neutral switch and the starter relay when the gearshift is in park or neutral.
- 5) Connect the green wire from idler to a light green wire (18 AWG) on the brake light. This wire should be +12v only when the brake pedal is pressed.
- 6) Connect the black wire from idler to chassis ground.
- 7) Drill 1/2" dia. hole through firewall approx. 4.5" to the left of the steering column as marked in figure I -A. Be careful not to drill through anything on the other side of firewall. Feed harness through to grommet.
- 8) Mount circuit breaker & relay to fender skirt as shown in figure 2-A.
- 9) Route harness along upper firewall to relay. Secure any loose wires or harness away from sharp edges, moving parts and heat sources.
- 10) Connect the blue wire to relay terminal #85.
- 11) Connect the gray wire to relay terminal #86.
- 12) Connect the circuit breaker to the +12v battery terminal on the main fuse box as in figure 2-B.
- 13) Check to insure that the solenoid's idle control nut and cable housing are fully retracted.
- 14) Mount solenoid on fender skirt as shown in figure 2-C.
- 15) Ground the negative terminal of the solenoid to the battery ground on the fender as in figure 2-D.
- 16) Connect the positive terminal of the solenoid to relay terminal #87.
- 17) Secure ALL loose wires away from heat sources, sharp edges or moving parts.
- 18) Remove "4.6 LITER" air intake cover by removing 10mm nut in figure 3-A. This may require using a wrench to hold the 10mm nut under the cover.
- 19) Remove cruise control throttle linkage from pivot by pulling upward from engine figure 4-A.
- 20) Remove cruise control cable housing mount from throttle bracket (5/16" bolt) figure 4-B.
- 21) Mount idler throttle cable to supplied idler bracket and idler linkage adapter as in figure 5.

- 22) Re-attach control cable and idler cable to throttle body as shown in figure 6. Idler throttle cable should loop through linkage adapter with the loop on the back or side opposite of the cruise control linkage so as not to interfere with throttle operation.
- 23) Leave approx. 1/2" of slack in idler cable to insure downward swivel of linkage adapter.
- 24) Operate throttle lever manually to insure obstruction free downward swivel of pivot adapter without hanging or jamming.
- 25) Secure cable away from heat sources, sharp edges or moving parts.
- 26) Reinstall air intake cover.
- 27) Reconnect all battery ground cables.

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 Idler" 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 gearshift 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 12.75 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. Alternator must also be capable of putting out more current than vehicle draws at a given RPM.
- 5) Press brake to insure idle speed returns to normal.
- 6) Installation complete.