

PENNTEX INDUSTRIES HIGH IDLER TESTING INFORMATION

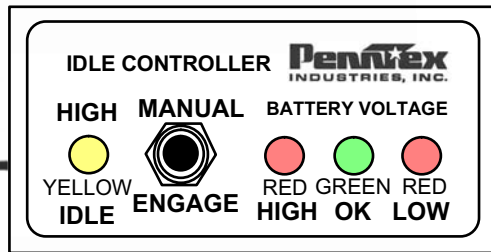
PARTS:

- CONTROLLER BOX: PI-0101
- SOLENOID ONLY: PI-0268
- CABLE ONLY: PI-0110
- SOLENOID & CABLE: PI-0144
- TIMER ASSEMBLY W/ JUMPER HARNESS: PI-0193
- PHONE FOR PARTS & TECHNICAL: 877-590-7366

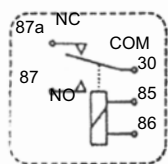
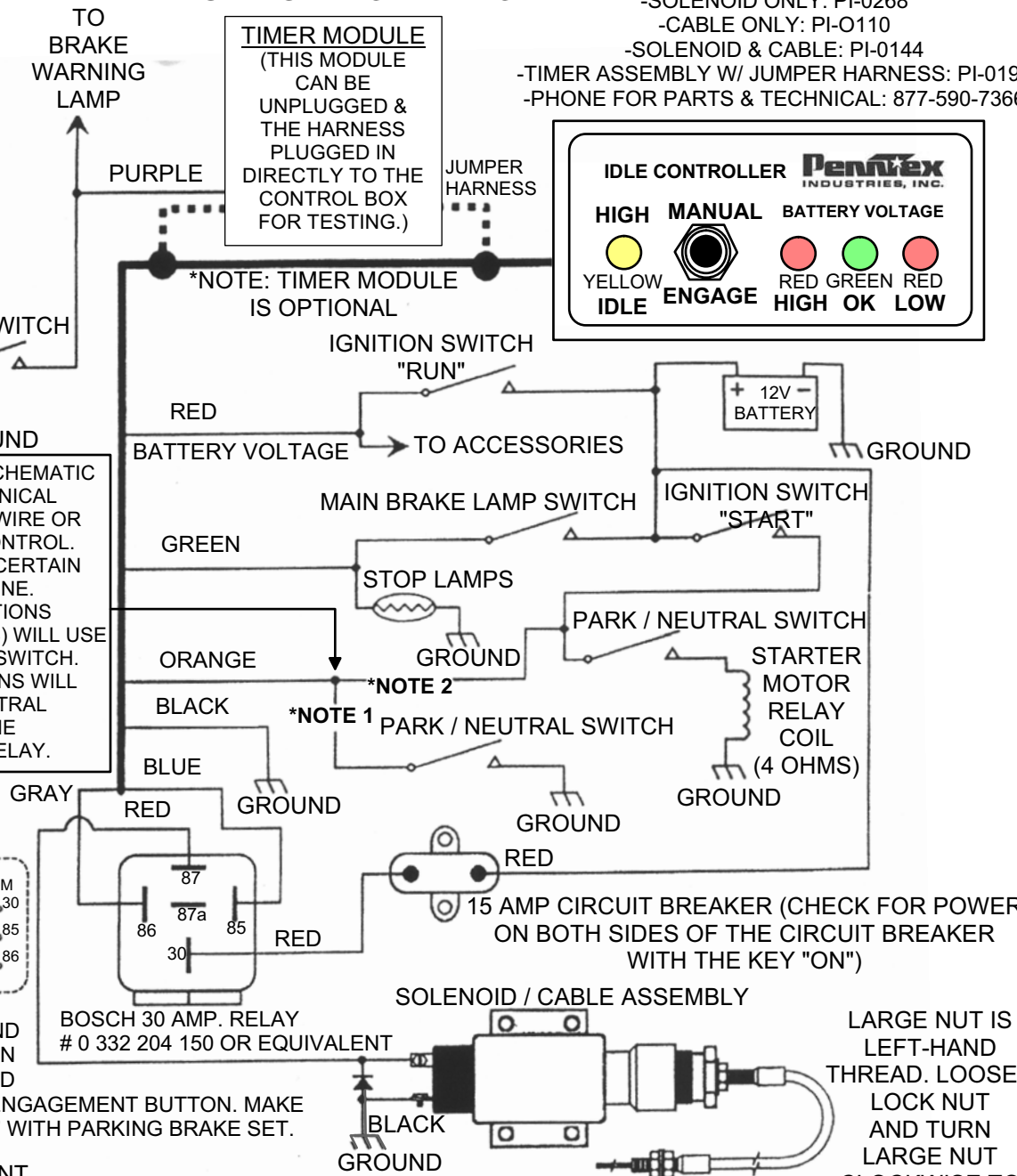
NUMBERS ON BACK OF CONTROL BOX:
1) 4-DIGIT DATE CODE
2) BOX SERIAL NUMBER

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

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) WILL USE A GROUND PARK/NEUTRAL SWITCH.
NOTE 2*: MOST APPLICATIONS WILL GROUND THE PARK/NEUTRAL SWITCH THROUGH THE COIL OF THE STARTER RELAY.



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.

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

TESTING AND ADJUSTMENT

1. Set park brake. 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. 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 "HIGH IDLE" indicator (yellow) 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 "HIGH IDLE" indicator should not light. Put the shifter in "Park". The "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 "HIGH IDLE" indicator is not lit. Engage the park brake.
5. Start engine and press the "manual engage" button. Allow engine to fully 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'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.
6. Press brake to insure idle speed returns to normal. (Idler does not automatically disengage when voltage goes up.)

(SCHEMATIC TAKEN FROM ORIGINAL DRAWING BY RICK WYLIE)