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## **FORD (POWERSTROKE) HIGH IDLE KIT**

2005-2016 Ford 6.0L, 6.4L & 6.7L Pickup

**Part #: 1036610**

**PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION**

## ***Tools Required***

- 1/16" Allen Key
- 1/8" and 9/32" Drill Bit
- Wire Strippers

## ***Optional Accessory***



2000106 – Switch Bracket x1

## ***High Idle Kit Information***

This high idle kit allows the user to control the engine RPM while stationary by interfacing with the SEIC (stationary engine idle control) wiring found in all Ford Power Stroke diesel trucks (8500gvw and up). The operator may idle the engine anywhere between 1200-2400RPM on 2005-2010 trucks, and 900-3000RPM on 2011-2016 trucks.

This kit is great for faster warm-ups, extended idling, maintaining battery voltage under high electrical demands or running power take-off equipment such as hydraulic pumps, compressors and generators.

BD Engine Brake Inc.

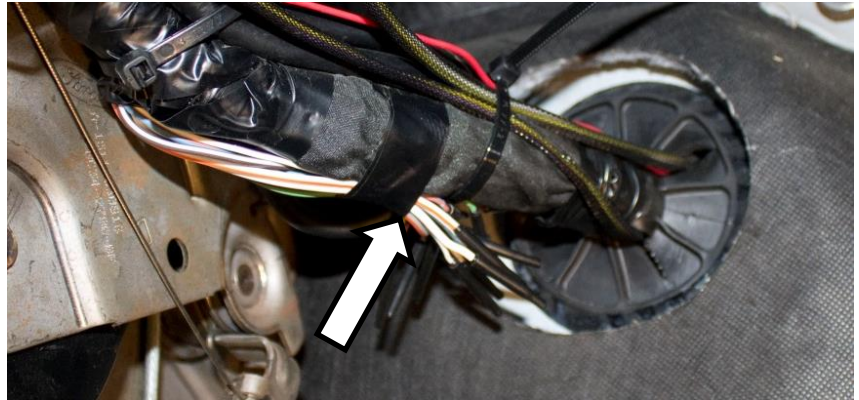
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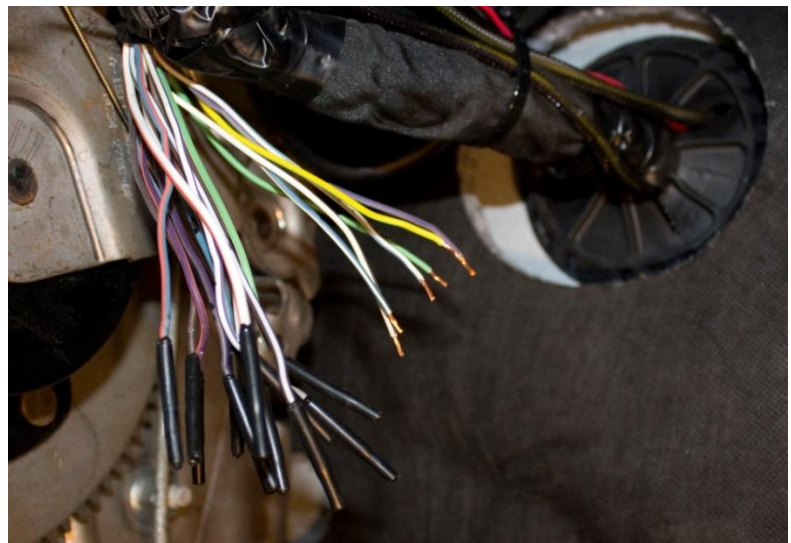
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## Installation Instructions

1. Locate the customer access wiring blunt cut wires below the dashboard. These should be taped to the wiring harness behind the emergency brake release handle. (2012 model shown)



2. Cut the tape holding the wires in place. Identify and separate the appropriate wires for your model year vehicle. (see table below) Some years have a label with this information taped to the harness. Cut the heat shrink tubing off the ends and strip the wires.



	<b>SEIC (Violet)</b>	<b>REF (Red)</b>	<b>RPM (Pink)</b>	<b>RTN (Black)</b>	<b>IGN (Yellow)</b>
<b>2011-2016</b>	YL/GN	WT/BR	GN	GY/VT	WT/BL*
<b>2011.5</b>	YL/GN	WT/BR	GN	GY/VT	YL/OR (Some mid-year 2011s)
<b>2008-2010</b>	YL/GN	WT/BR	GN	GY/VT	VT
<b>2005-2007</b>	OR	OR/RD	OR/YL	OR/BK	WT/LB**

*\*On trucks with factory remote start, install the yellow wire & the red wire from the BD high idle kit to the WT/BR wire on the factory harness. This is because the ignition circuit is not powered when remote started. The WT/BL wire will not be used.*

*\*\* A small number of 05-07 trucks may not have this wire. If not, tap the YELLOW (IGN) onto a switched ignition circuit.*

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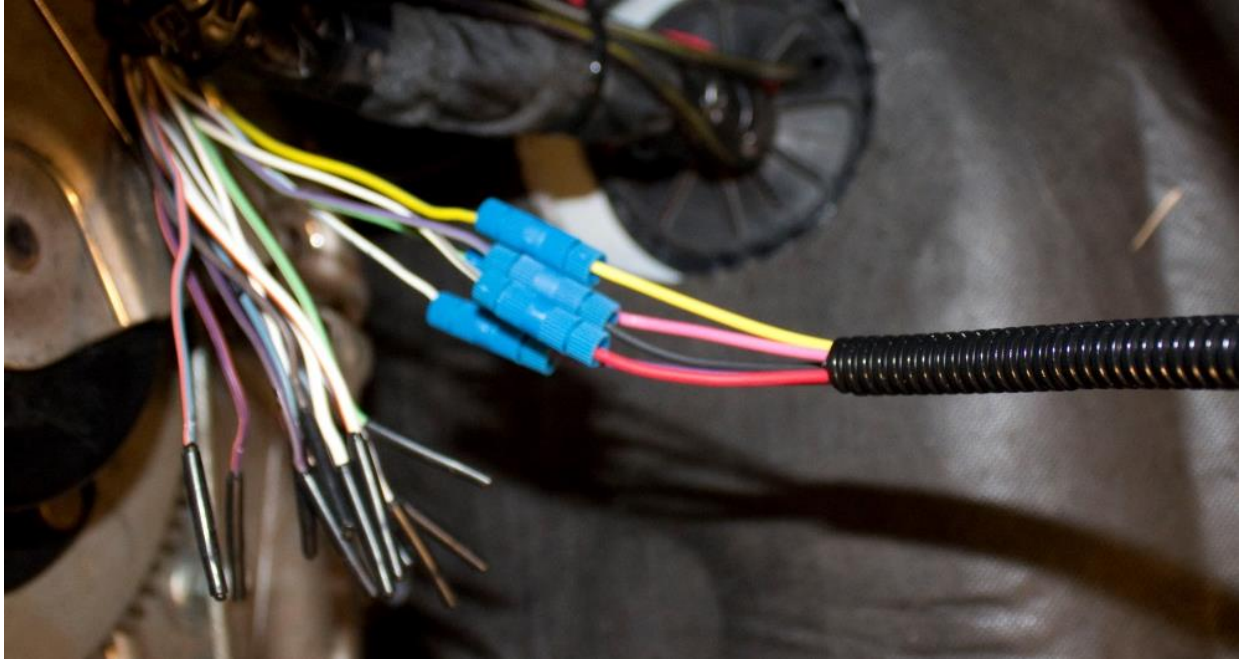
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3. Install supplied posi-lock connectors on each of the five wires. Connect the supplied control harness to the posi-locks according to the chart in step 2. Violet to SEIC, Red to REF, Pink to RPM, Black to RTN and Yellow to IGN. Wires may optionally be soldered for improved durability.



4. Route control knob and harness to preferred location behind the dashboard and secure harness with supplied zip ties. Depending on desired final location for the control knob, removal of the knee-bolster or additional trim panels may be required.

5. Drill a 9/32" hole in the dashboard to mount the switch. Beside the first hole, drill a 1/8" hole for the locator tab of the switch. Use the switch as a guide for location. Apply the switch decal to the dash and insert the switch through the dashboard. Install retainer nut. Install the knob on the switch using a 1/16" Allen key.



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## Operation

With the engine running, parking brake applied and transmission in park, turn the control knob clockwise until a click is heard. The high idle control is now turned on and the desired engine RPM can be selected by rotating the knob. Range is 1200-2400 RPM on 2005-2010 vehicles and 900-3000 RPM on 2011-2016 vehicles.

If the transmission is shifted out of park, the brake is pressed, parking brake released, throttle pressed or road speed is detected the high idle will be disabled for safety.

**Note.** The high idle feature will be disabled on 2011-2016 trucks until the engine oil and transmission fluid are at least 20°F (-6°C). This is to protect the engine against damage from over revving with cold engine oil. Most emission controls will be disabled when in high idle mode.



## Note Regarding Use of Ford Upfitter Switches

If the installer decides not to mount the control knob on the dash and is satisfied with a fixed high engine idle speed, this kit can be used in conjunction with the factory upfitter switches available on some Ford Power Stroke pickups. Install four of the five wires (RED, BLACK, PINK, VIOLET) as per the instructions above but do not connect the YELLOW wire to IGN power. Instead connect the YELLOW wire to the chosen upfitter switch circuit. As this circuit draws very little current, any of the four switches may be used. Switch 3 or 4 is recommended as they are low power circuits.

Start the engine and turn on the upfitter switch. Rotate the knob on the high idle harness until the desired RPMs are achieved. The high idle can now be locked-out unless the appropriate upfitter switch is turned on. The harness may now be secured below the dashboard and the high idle feature can be turned on and off with the upfitter switch.

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## Disablers for the 6.7L High Idle

<b>SEIC ENABLE-DISABLE CONDITIONS</b>			
Vehicle Conditions to Enable SEIC (all are required)	Vehicle Conditions that Disable SEIC (any one required)	Gasoline Engine	Diesel Engine
Parking brake applied:	Parking brake disengaged:	Yes	Yes
Foot off of service brake	Depressing service brake	Yes <sup>1</sup>	Yes <sup>2</sup>
Vehicle in PARK (automatic trans.)	Vehicle taken out of PARK	Yes	Yes
Foot off of accelerator pedal		Yes	Yes
Vehicle speed is 0 mph (stationary)		Yes	Yes
Brake lights functional	Brake light circuit disconnected	Yes	Yes
Engine at a stable base idle speed		Yes	Yes
Trans Oil Temp above 20°F	Transmission Oil Temperature (TOT) Limit exceeds 240°F.	Yes <sup>1</sup>	Yes
Eng Coolant Temp above 20°F	Engine Coolant Temperature (ECT) above 234°F	No	Yes
Eng Coolant Temp above 140°F	Engine Coolant Temperature (ECT) above 220°F	Yes <sup>1</sup>	No
	Catalyst Temperature Limit	Yes <sup>1</sup>	Yes

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**Disablers for the 6.4L High Idle**

<b>SEIC ENABLE-DISABLE CONDITIONS</b>			
Vehicle Conditions to Enable SEIC (all are required)	Vehicle Conditions that Disable SEIC (any one required)	Gas Engine	Diesel Engine
Parking brake applied.	Parking brake disengaged.	Yes	Yes
Foot off of service brake	Depressing service brake	Yes <sup>1</sup>	Yes <sup>2</sup>
Vehicle in PARK (automatic trans.)	Vehicle taken out of PARK	Yes	Yes
Foot off of clutch (manual trans.)	Clutch depressed	Yes	Yes <sup>2</sup>
Foot off of accelerator pedal		Yes	Yes
Vehicle speed is 0 mph (stationary)		Yes	Yes
Brake lights functional	Brake light circuit disconnected	Yes	Yes
Engine at a stable base idle speed		Yes	Yes
	Transmission Oil Temperature (TOT) Limit exceeds 240 degrees F.	Yes <sup>1</sup>	No
	Engine Coolant Temperature Limit (ECT)	Yes <sup>1</sup>	No
	Catalyst Temperature Limit	Yes <sup>1</sup>	No