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Ford High Idle Kit

1036612

2017-2022 Ford F250/F350/F450/F550/F600
6.7L Diesel *

*May be used on 6.2L, 6.8L, 7.3L gasoline with minor modification. See page 2.

For 2016+ F650/F750 see BD part number 1036610




PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION

Tools Required

- 1/16" Allen Key
- 1/8" and 9/32" Drill Bit (optional)

Kit Contents

1306613	1306618	1300133
		
Control Module Qty: 1	Wire Harness Qty: 1	Tie Wrap (Short) Qty: 6

1003331	2000109	1330052
		
High Idle Sticker Qty: 1	Bracket Qty: 1	Screw Qty: 2

High Idle Kit Information

This high idle kit allows the user to control the engine RPM while stationary by interfacing with the SEIC wiring found in Ford Power Stroke diesel trucks. This wiring harness comes with a plug in connector for quick connection to the factory wiring.

The operator may idle the engine anywhere between 900-3000RPM.

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.

NOTE This kit is not applicable to the gasoline 6.2L, 6.8L or 7.3L engines without first changing the pinout of the BD wiring harness connector.

Gasoline Applications

This high idle control kit may be installed on a 6.2/6.8L/7.3L gasoline application. Two wires in the connector must first be moved to a different pin location. The available idle speed will be 800-2400RPM on gasoline models.

	Diesel (as supplied)	Gasoline (modified)
Black wire	Pin 6	Pin 16
Red wire	Pin 10	Pin 18

Installation Instructions

Locate the fuse box behind the passenger side kick panel (below the glove box).



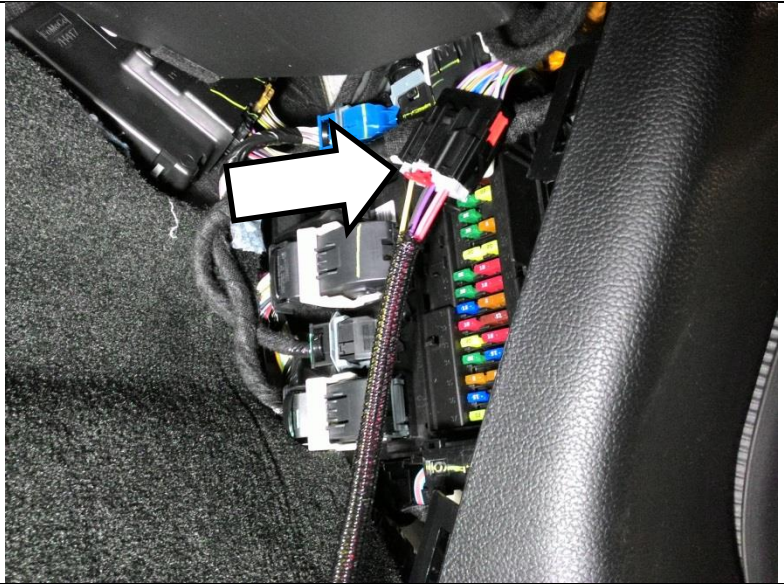
Pull off the access panel cover as shown.



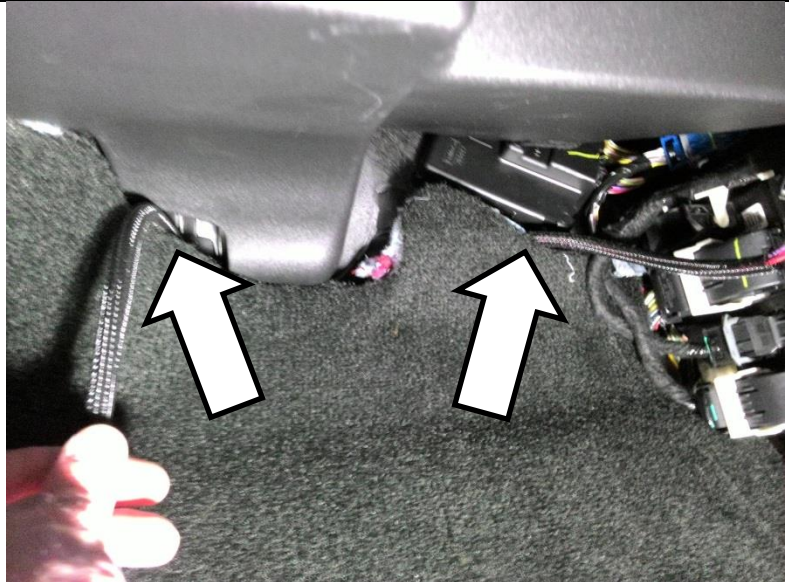
Locate and disconnect the OEM up-fitter wire pigtail. This pigtail will not be used so it may be left in the glove box or tucked back in the fuse box area.



Plug in the BD High Idle wiring harness to this connector.



Tuck the wire from the BD High Idle kit behind the carpet/under the dash towards the driver side of the cab. You can remove the lower center console trim to make this easier. Wire may be secured with supplied zip ties.



Remove the aluminum knob by loosening the 1/16" Allen set screw. Remove the nut and washer to install the switch.



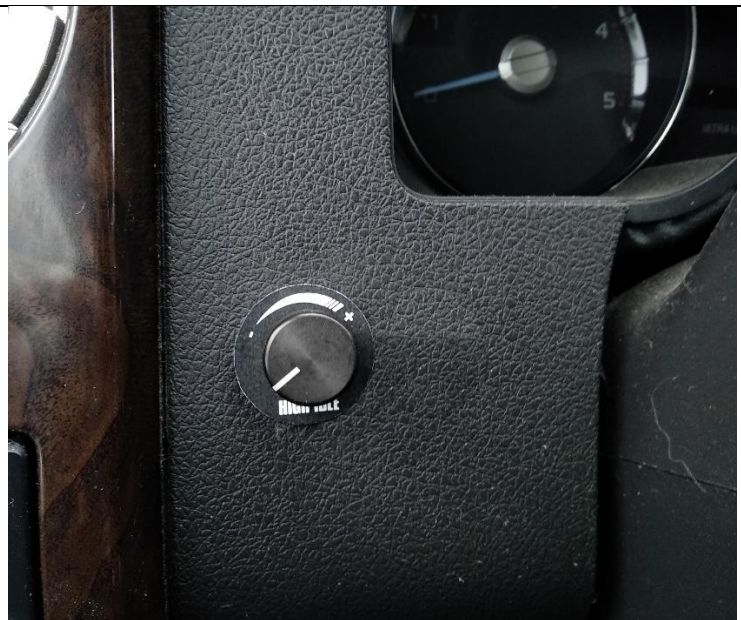
Installation with bracket.

Use the supplied self-tapping screws to secure the bracket to the bottom of the dashboard. Install switch through the bracket. Apply the decal and reinstall the nut, washer and knob. Attach to harness.



Installation without bracket.

Drill a 9/32" hole in the dash to mount the switch. Beside the first hole, drill a 1/8" hole for the locator tab. 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. Plug harness into back of switch.



If mounting in the knee bolster, be aware of the reinforcement plate behind the bolster which will limit the available spaces to mount the switch.



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. The adjustment range is 900-3000 RPM (or 800-2400RPM for gasoline engines).

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. Turn the high idle off and back on to restart it.

Note. The high idle feature will be disabled 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 monitors will also be disabled when in high idle mode. See disablers section below.

Disablers for the High Idle

Vehicle Conditions to Enable SEIC	Vehicle Conditions that Disable SEIC
Parking brake applied	Parking brake disengaged
Foot off service brake	Depressing service brake
Vehicle in PARK	Vehicle taken out of PARK
Foot off accelerator pedal	Accelerator pedal depressed
Vehicle speed is 0mph	Vehicle speed is not 0mph
Engine at a stable base idle speed	
Transmission oil temp above 20 F	Transmission oil temp exceeds 240 F
Engine coolant temp above 20 F (diesel)	Engine coolant temp exceeds 234 F
Engine coolant temp above 40 F (gas)	Engine coolant temperature limit
	Catalyst temperature limit

Troubleshooting and Diagnosis

1. In case the high idle mode is not operating as expected, use the disabler condition charts for the corresponding engine as shown above to ensure the conditions of operation are met. Ensure that the vehicle is stationary with a steady idle before engaging the high idle controller.
2. If following the disabler condition chart does not reveal any issues, then verify that the connector and wires are securely fit.
3. If the conditions for normal operation are met and the wiring is correctly done, then follow up by checking the switch. The switch must receive 12V from the yellow wire connected to the module and return 12V on the violet wire to the vehicle. In order to confirm this, use a multimeter to measure the voltage between the violet wire and the black wire. In case the voltage on the violet wire is not 12V then check that the yellow wire is supplying 12V to the switch by measuring the voltage between the yellow and black wires.
4. If the switch is functioning as expected, then measure the voltage on the RPM control wire. Connect a multimeter between the pink wire and black wire and ensure that turning the knob changes the voltage reading between 0 and 5V. If there is no voltage on the pink wire then check the red reference wire. Measure the voltage between the red and black wires to ensure it is 5V.
5. If the steps above do not reveal any apparent issues, then contact BD technical support for further assistance.