

SECURE Idle

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FORD INSTALLATION INSTRUCTIONS

Explorer 1998-2001

PN: SI 440 U

"SECURE IDLE" is an ignition switch bypass device designed to provide all the electrical functions that the OEM ignition switch normally provides.
For proper operation and long term performance, do not deviate from the wire connection instruction.

For each wire connection, remove approximately one half inch of insulation from the OEM wire, but **DO NOT** cut the wire into. Cutting the wires causes high resistance and a possible failure point. Strip app. one half inch of insulation from the end of the "SECURE IDLE" wires to be attached to the OEM wires. Wrap the "SECURE IDLE" wire around the bare area of the OEM wire and solder the connection. Tape the connection thoroughly after it cools.

DO NOT use "Scotch Lock" type pinch thru connectors. These connectors cannot handle the higher amperages of the ignition circuits, and will void the "SECURE IDLE" warranty.

Use the attached wiring diagram to locate the correct wire and pin location.

INSTALLATION

1. Remove the lower dash panel under the steering column to access the OEM ignition switch which is mounted on the steering column.
Mount the "SECURE IDLE" unit near the ignition switch.
2. Locate a good metal ground and connect the BLACK "SECURE IDLE" wire using the ring connector provided.
3. Locate the OEM ignition switch and wiring.
Remove the insulation from the Gray/Yellow wire, Pin A4, Circuit 687, and attach the RED 14 Ga. "SECURE IDLE" wire according to the above instructions.
This OEM wire will be hot in RUN only.
4. Locate the GRAY/YELLOW wire, Pin A2, Circuit 687.
Attach the WHITE 14 Ga. "SECURE IDLE" wire according to the instructions.

This OEM wire will be hot in RUN.

5. Locate the LT. GREEN/VIOLET wire, Pin I1, Circuit 1050.

Attach the YELLOW "SECURE IDLE" wire according to the instructions.

This OEM wire will be hot in RUN ONLY.

6. Locate the YELLOW wire, PinB4, Circuit 37.

Attach the GRAY "FUSIBLE LINK" wire according to the instructions.

Connect the RED 10 Ga. wire to the "FUSIBLE LINK" by way of the quick disconnect connector.

This OEM wire will be hot at all times.

7. Locate the RED/LT. BLUE wire, Pin START, Circuit 32.

Cut this wire into, being sure to leave enough room to strip back the ends and install Butt connectors.

Strip back the ends of the OEM wires app. one quarter of an inch. Crimp on the BLUE 14/16 Ga. Butt connectors.

Connect the GREEN "SECURE IDLE" wire to the RED/LT. BLUE wire end which leads back into the wire harness.

Connect the BLUE "SECURE IDLE" wire to the RED/LT. BLUE wire end which leads to the ignition switch.

This OEM wire will be hot in START ONLY.

8. Locate the BLACK/LT. GREEN wire, Pin A1, Circuit 297.

Attach the VIOLET "SECURE IDLE" wire according to the instructions

This OEM wire will be hot in ACC. and RUN.

9. Connect the BROWN "SECURE IDLE" wire to either of the following options:

1. to Back Up Lamps, BLACK/PINK wire at the transmission Park/Neutral Switch. (do not use with flashing Back Up Lights).

2. to Park Brake Pedal Switch, LT. GREEN/RED wire.

3. to a customer supplied SPST Switch, BROWN wire to Pin 1, customer supplied wire from Pin 2, to Ground.

TESTING THE "SECURE IDLE" "U" UNIVERSAL UNIT

1. With the shift lever in "PARK"

OPTION 1. Follow standard test procedure.

OPTION 2. Depress Park Brake Pedal, then follow standard test procedures.

To disengage "SECURE IDLE" unit, insert the ignition key and turn to the RUN position, release the Park Brake.

OPTION 3. Turn the SPST switch to the ON position, then follow standard test procedures.

To disengage "SECURE IDLE" unit, insert the ignition key and turn to the RUN position, turn the SPST switch OFF.

Testing the "SECURE IDLE" Unit

1. With the shift lever in "PARK" turn the key to the "ON" or "RUN" position. Push and release the

"RED" push button switch. This activates the "SECURE IDLE" unit.
You will hear a single click when the button is pushed.

2. Turn the key to the "OFF" position. Test all OEM electrical functions, ie: blower motor, power windows, radio, etc.
3. Turn the key to the "START" position, the starter motor should not crank.
4. Pull the shift lever from "PARK" into "DRIVE", then back into "PARK". This resets the "SECURE IDLE" unit.
Turn the key to the "OFF" position.
5. Start the vehicle; activate the "SECURE IDLE" unit by pushing and releasing the "RED" push button.
6. Turn the key to the "OFF" position and remove the key. The vehicle will remain running as it is now under "SECURE IDLE" control, and the steering wheel and the gear shift lever are locked.
7. Recheck all "RUN" and "ACCESSORY" electrical functions while the vehicle is under "SECURE IDLE" control.
8. With the brakes applied, insert the key and turn to the "ON" or "RUN" position. Move the gear shift lever from "PARK" to "DRIVE" then back to "PARK". This resets the "SECURE IDLE" unit and the vehicle is now back under OEM ignition switch control.
9. Turn the key to the "OFF" position and the engine will stop.
10. Tie wrap all loose wires and replace the removed panels.
11. To disable the "SECURE IDLE" unit, pull apart the quick disconnect. It is located on the "RED" 10 Ga. wire coming out of the "SECURE IDLE" unit.
12. Instruct all drivers on the proper operating, reset procedures, and the location of the quick disconnect of the "SECURE IDLE" unit.
13. In the unlikely event that the engine will not turn off after the unit has been reset, the driver should disable the unit by pulling apart the quick disconnect.
14. If the engine stalls while under "SECURE IDLE" control, the unit must be reset before the engine can be restarted.