



2017+ FORD SWITCH HIGH IDLE

INSTALLATION

THE ROTARY SOTF SWITCH ALSO HAS THE ABILITY TO ENABLE MANUAL HIGH-IDLE ON THE 6.7 POWERSTROKE. THIS INSTALL IS OPTIONAL, IF YOU DO NOT WISH TO INSTALL HIGH IDLE, SKIP THE FOLLOWING STEPS AND IGNORE THE REMAINING FOUR WIRES ON THE SOTF SWITCH HARNESS.

STEP 1

FOLLOWING THE PICTURE, LOCATE THE PASSENGER KICK PANEL ABOVE THE FUSE PANEL

-BLUNT-CUT ACCESS WIRES FOR SEI, "CUSTOMER ACCESS" SIGNAL CIRCUITS FOR CTO,VS_OUT,PARK TRO-N, & 4 PASS-THRU WIRE, ARE BUNDLED TOGETHER AT THE HARNESS ABOVE THE PASSENGER KICK PANEL AND FUSE BOX.

F250/350/450/550
PASSENGER SIDE / KICK PANEL



STEP 2

LOCATE THE **GREEN/ORANGE** WIRE IN THE SEIC PASS-THROUGH HARNESS. SPLICE THE **PINK** WIRE FROM THE SWITCH HARNESS TO THE SWITCH IGNITION **GREEN/ORANGE** SEIC PASS-THROUGH HARNESS. BE SURE TO FUSE UP THE **PINK** WIRE WITH A 10-AMP FUSE.

STEP 3

LOCATE THE **YELLOW/GREEN** WIRE ON THE TRUCK'S SEIC PASS-THROUGH HARNESS IN **PIN 7**. SPLICE THE **BLUE** WIRE FROM THE SOTF SWITCH TO THE **YELLOW/GREEN** WIRE IN **PIN 7** ON THE TRUCK.

STEP 4

LOCATE THE **GREEN** WIRE ON THE TRUCK'S SEIC PASS-THROUGH HARNESS. SPLICE THE **YELLOW** WIRE FROM THE SOTF SWITCH TO THE **GREEN** WIRE ON THE TRUCK.

STEP 5

LOCATE THE **GREEN** WIRE ON THE SOTF SWITCH. SPLICE THE **GREEN** WIRE TO THE **WHITE/BROWN** WIRE ON THE TRUCK.

STEP 6

TO SET THE DESIRED HIGH-IDLE RPM, YOU MUST FIRST DEPRESS THE EMERGENCY BRAKE TO ENGAGE THE HIGH IDLE THEN START AND IDLE THE ENGINE. BE SURE IT IS UP TO OPERATING TEMPERATURE AND YOUR FOOT IS OFF THE BRAKE PEDAL.

STEP 7

TURN THE SOTF SWITCH TO THE "HIGH-IDLE" POSITION. THE ENGINE SHOULD IDLE UP.

STEP 8

USING A SMALL SCREWDRIVER, ADJUST THE POTENTIOMETER SCREW ON THE BACK OF THE SOTF SWITCH UNTIL THE ENGINE IS AT THE DESIRED HIGH-IDLE RPM. THE HIGH-IDLE IS ADJUSTABLE FROM 900-2700RPM. ONCE YOU SET THE DESIRED HIGH-IDLE RPM, YOU CAN TURN THE SOTF SWITCH BACK TO POSITION 1-5, AND THE ENGINE SHOULD RETURN TO IDLE.

STEP 9

FINISH MOUNTING THE SOTF SWITCH ON YOUR DASH AND SECURE ALL WIRES SO THEY DO NOT INTERFERE OR TANGLE WITH THE BRAKE/ACCELERATOR PEDALS AND STEERING COLUMN.

