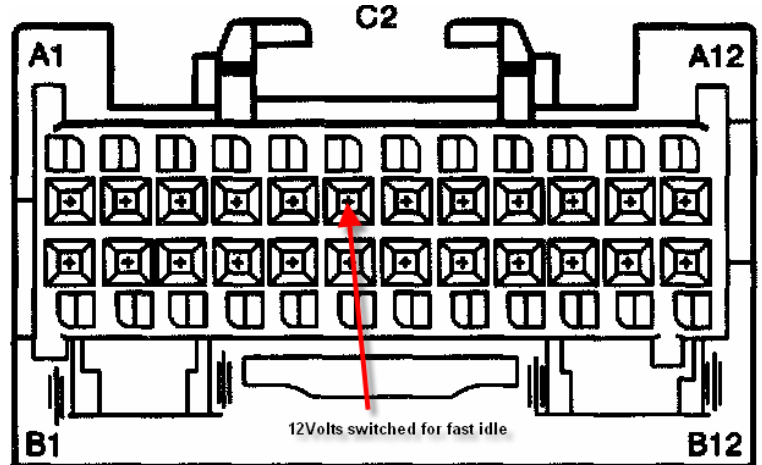# Fast Idle Upgrade for 1994-1995 6.5 Turbo Diesels

1. Remove the glove box liner.
2. Remove the PCM.
3. Remove the center 24 pin connector from the ECM.
4. Remove the row lock for the top row A which is the top side of the connector.
5. Crimp a 20 gauge wire to a terminal pin GM#12089649.
6. Insert the pin with the attached 20 gauge wire in the empty cavity A6, making sure the pin locks in the connector.
7. Re-install the row lock, and plug the connector back into the ECM.
8. Place the ECM back into its bracket and re-secure.
9. Attach the wire to a two position on/off switch that supplies pin A6 with 12Volts (fused) when the key is in the run position.

12Volts switched for fast idle

This will normally provide a fast idle of 1100 RPM until the brake is depressed or gear is selected. If the idle does not return to normal, make sure you toggle the switch off.

Fast Idle Upgrade for 1996-2005 6.5 Turbo Diesels

1. Remove the glove box liner.
2. Remove the PCM.
3. Remove the center 24 pin connector from the ECM.
4. Remove the row lock for the top row B which is the bottom flat side of the connector.
5. Crimp two lengths of 20 gauge wire to two terminal pins GM#12089649.
6. Insert one pin with the attached 20 gauge wire in the empty cavity B8, making sure the pin locks in the connector. Insert the other to empty cavity B7.
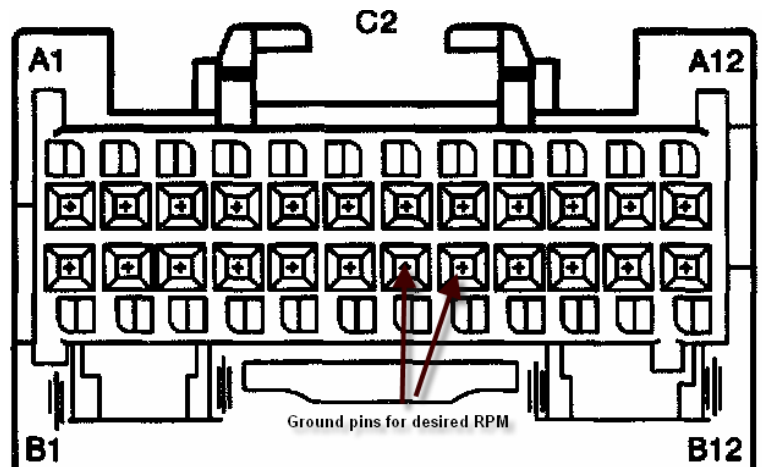7. Re-install the row lock, and plug the connector back into the ECM.

Wire your switch as follows:
For **1070** RPM- ground pin B8 only.
For **1360** RPM-ground pin B7 only.
For **1600** RPM- (good for PTO) short B7 and B8 together to ground.

8. Place the ECM back into its bracket and re-secure.
9. Attach the wire to a two position on/off switch that grounds pins B7 and B8.

Ground pins for desired RPM

This will normally provide a fast idle of 1100 RPM until the brake is depressed or gear is selected. If the idle does not return to normal, make sure you toggle the switch off.

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