

6 Pole Switch

Main power feed from Battery to Starter Motor is self explanatory.

Circuit 2: For early harness (pre 1979), cut main feed into back of ignition switch connector , Black/Yellow tracer wire, and connect circuit 2 in between. For late harness types this wire should be Red/Light Green tracer.

Circuit 1: For early harness, the main power feed out of the Alternator should be Red. This runs back to the fuse box – fuse No. 1. Splice a piggy back wire from here to circuit 1, then from there thru the resister to ground. For late harness this wire should be Yellow.

That's it.

Explanation

When switch is “ON” power is fed thru main line and circuit 2 is open. Car starts and runs. Circuit 1 is closed.

When switch is “OFF” power is cut thru main line & circuit 2. However circuit 1 is now open and any residual current from Alternator is fed thru the resister to ground. Result car stops.



starcote MASTER BATTERY SWITCH.

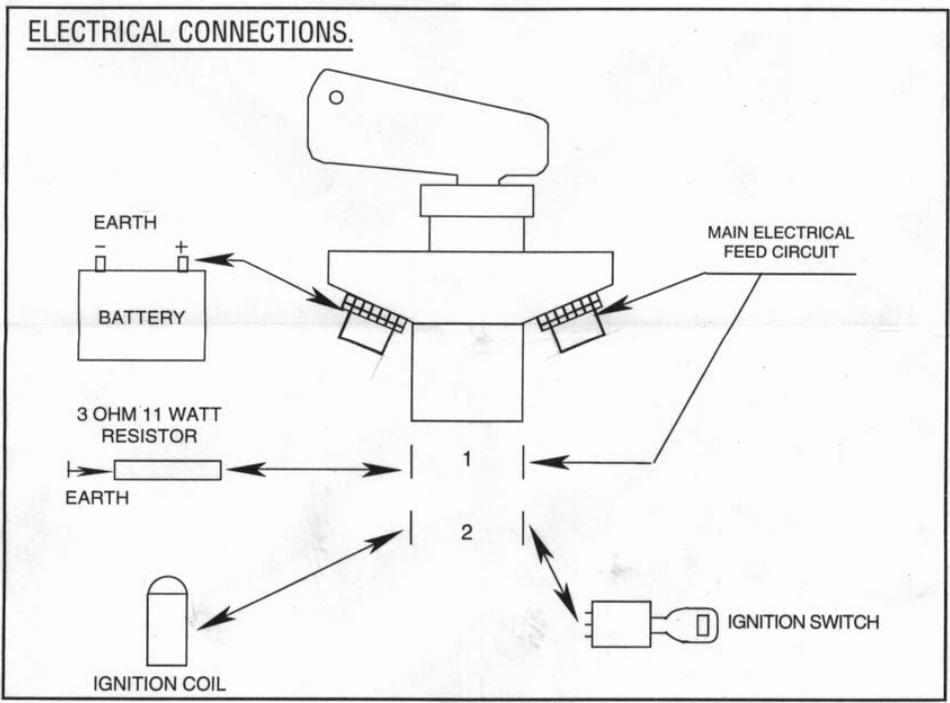
FITTING INSTRUCTIONS.

Starcote Master Battery Switch has been designed to eliminate the possibility of the Alternator Circuit being damaged due to a heavy voltage surge, that can occur with the use of a heavy duty single circuit On/Off Switch.

When turned to the Off position the engine will be automatically stopped due to the secondary switch function whereby the Ignition circuit is cut. This prevents engine "Run-On" and is a vital safety factor especially in competition use.

Starcote Master Battery Switch is also a very simple and effective Anti Theft device, for Cars Lorries, Boats and agricultural vehicles:

ELECTRICAL CONNECTIONS.



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