

Supplemental Information & Instructions for 145-770 or 1B2804 or SSB103 Battery Cut-Off Switch



Instructions

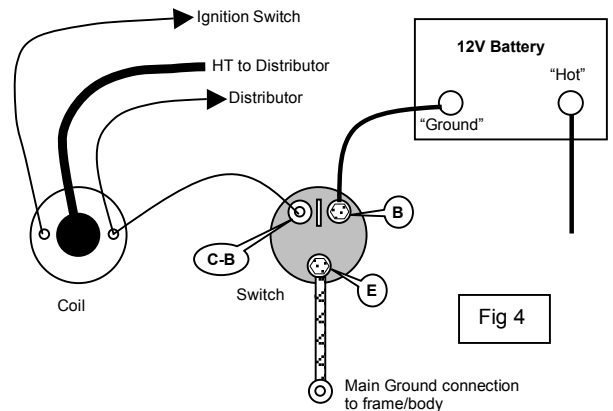
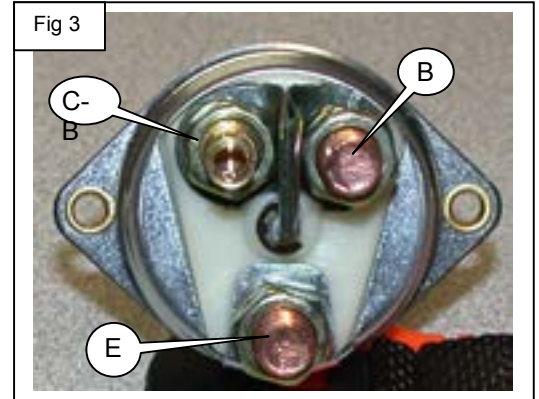
This switch was used in racing applications and as standard equipment on some British cars. If your switch was original equipment, refer to your workshop manual for the wiring connections. The information provided below is necessarily somewhat generic.

Attach the cable that connects the battery to the frame to terminal "B". (See Fig 3, B, Fig 4, B)

The switch is attached to the chassis at terminal "E" (See Fig 3 "E", and Fig 4 "E") *The switch now controls the connection of the battery to the chassis.*

Vehicles equipped with this switch by the factory generally run a white-black wire from the distributor side of the coil to the "C-B" (contact breaker) connection on the switch. Wired this way, it serves as an ignition kill switch. (See Fig 3, "C-B", Fig 4, "C-B")

If you are adding this switch to a car that never had one, this additional functionality is optional.



Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>
If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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