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**815-564-7812**

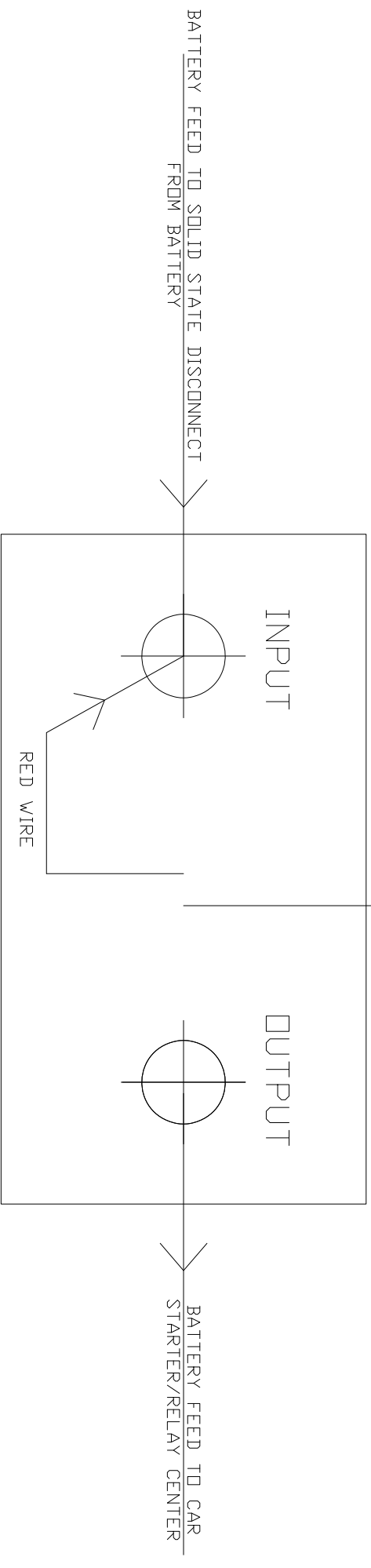
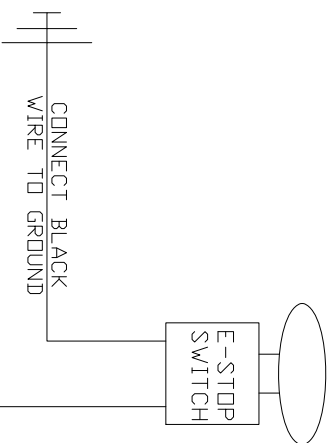
Intro:

The RaceWire Solutions Continuous Duty Battery Disconnect offers a superior way to run a battery kill switch for a Racecar in comparison to a mechanical on/off switch. Its resistance against accidental shutoff (from tireshack/vibration/etc) as well as its corrosion resistance (internally) make this disconnect switch a perfect option for your current or new build.

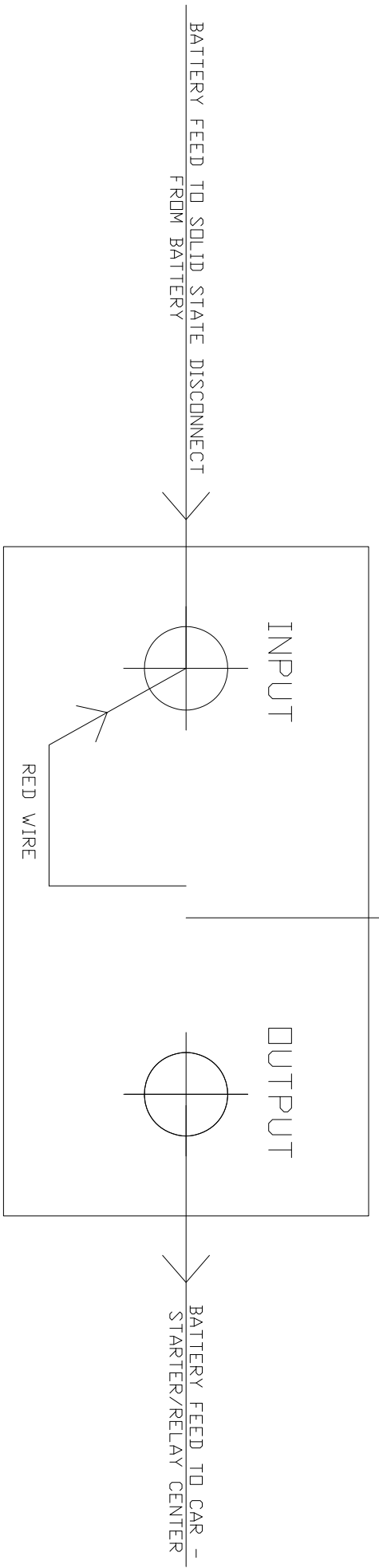
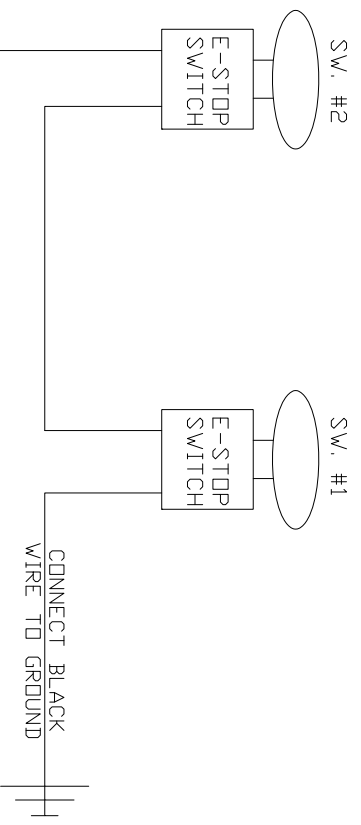
Installation: This kill switch comes with all necessary components. We suggest keeping the kill switch in a dry location to resist corrosion on the lugs themselves, however, its placement can be anywhere otherwise. It can be mounted upside down, right side up, side ways etc. The reference the picture below. The Ground wire on the duetsch connector needs to be connected to one side of the push/pull switch, or the estop output wire in a switch panel. The other side of the push/pull switch needs to be connected to battery ground. The +12v control has been pre-wired for you to the battery input stud.

The main battery cable in and outs are oriented per this illustration. Please hook these up correctly: IN means power coming from the battery, OUT means going to whatever you are powering. When the push pull switch is in off mode, this connection will not exist and power WILL NOT flow through the disconnect relay.

If you have an alternator, these need to be wired to the INPUT stud or DIRECT TO THE BATTERY.



RACEWIRE SOLUTIONS  
SOLID STATE 200/300 AMP  
WIRING DIAGRAM  
(SINGLE ESTOP SW.)



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SOLID STATE 200/300 AMP  
WIRING DIAGRAM  
(DUAL E-STOP SW.)