

OIL TAP WITH CUT OUT SWITCH FITTING INSTRUCTIONS

Should it be necessary to dismantle the Oil Tap with Cut Out Switch, be careful when removing the nylon housing from the tap body - there is a very small spring trapped underneath. Take care not to lose it!

Wiring for use with a magneto ignition system

Terminal A: not used

Terminal B: not normally used (but see note* below)

Terminal C: add a new wire (shown in blue) to the magneto's cut out terminal



*Note: The other side of the Switch is Terminal B which is connected internally to the body of the Tap itself. This means that the necessary connection to earth is achieved automatically when the Tap is screwed into either the oil tank or the crankcase as required. However, if the oil tank is rubber mounted or if the Tap is fitted to rubber oil pipe on both sides, it will be necessary to add a new wire (shown in dotted grey) from Terminal B to a good earth connection on the frame or the engine.

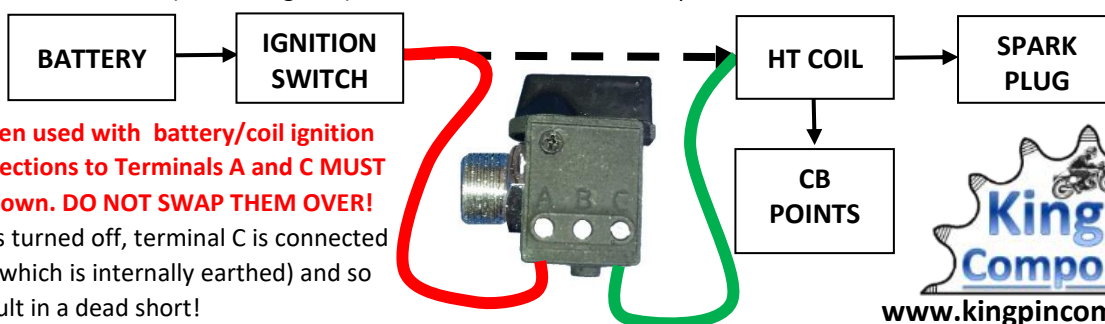
Wiring for use with a battery/coil ignition system

Find the original wire fitted between battery/ignition switch and the HT coil (shown in dotted black) and then remove it.

Terminal A: add a new wire (shown in red) from battery/ignition switch to terminal A on the Oil Tap with Cut Out Switch

Terminal B: not used

Terminal C: add a new wire (shown in green) from Terminal C on the Oil Tap with Cut Out Switch to the HT coil



CAUTION: When used with battery/coil ignition systems, connections to Terminals A and C MUST be made as shown. DO NOT SWAP THEM OVER!

When the oil is turned off, terminal C is connected to terminal B (which is internally earthed) and so this would result in a dead short!

