

INSTALLATION INSTRUCTIONS FOR UNIVERSAL DISENGAGEMENT SWITCH KIT #250-4206

THIS UNIVERSAL DISENGAGEMENT SWITCH KIT IS DESIGNED TO FIT BOTH BRAKE AND CLUTCH APPLICATIONS FOR MOST U.S. AND IMPORT VEHICLES. PLEASE TAKE A FEW MINUTES TO READ THESE INSTRUCTIONS TO ASSURE PROPER APPLICATION TO YOUR VEHICLE.

If installing the **Universal Disengagement Switch** on a **Clutch/Brake pedal** and a **M10-1.25** threaded hole exists, and meets the **minimum 2"** in **FIGURE 2**, follow **Steps 1-5**. If installing the **Universal Disengagement Switch** on a **Clutch/Brake pedal** and a **M10-1.25** threaded hole does **NOT** exist, or the **minimum 2"** in **FIGURE 2** is **NOT** met, you will need to install the **Mounting Bracket** supplied in the kit. For this procedure, follow **Steps A-D** on **PAGE 4** and **Steps 4 and 5** on **PAGE 2**.

Step 1: Locate pedal assembly and existing **STOP BOLT BRACKET** on vehicle, See **FIGURE 1**.

Step 2: Measure and record the position of the pedal. Remove existing **STOP BOLT** and **JAM NUT(S)**. Thread the **JAM NUT** onto the **UNIVERSAL DISENGAGEMENT SWITCH**.

Step 3: Thread **UNIVERSAL DISENGAGEMENT SWITCH** into threaded hole that **Stop Bolt** was removed from. Adjust **Switch** so the plunger is completely depressed and the pedal is in its position as measured in **STEP 2**.

NOTE: IF THERE IS INSUFFICIENT THREAD LENGTH FOR PROPER ADJUSTMENT, INSTALL THE BRACKET - DISENGAGEMENT PEDAL AS PER STEP B ON PAGE 4 OF THIS INSTRUCTION GUIDE. Tighten **JAM NUT** firmly to secure the **SWITCH** in place. Ensure the pedal will return to its proper position as measured in **STEP 2**. If it does not, loosen the **JAM NUT** and simply rotate the **SWITCH** in the appropriate direction to obtain the original pedal position. Tighten the **JAM NUT** securely.

CAUTION: Do NOT connect any Violet wire directly to vehicle ground in a clutch application

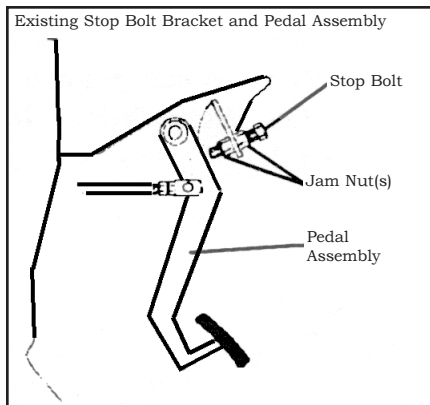


Figure 1

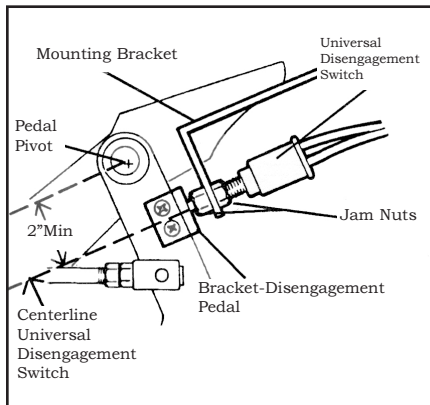


Figure 2

Step 4: Using the **Scotch Lock(s)** supplied in the kit, connect for...

A. CLUTCH APPLICATION: Connect either **Violet Wire** of the **DISENGAGEMENT SWITCH HARNESS** to the **Violet Wire** in the **CRUISE CONTROL MAIN WIRING HARNESS**, as shown in **FIGURE 4**. Connect the other **Violet Wire** to the ground side of the vehicle brake switch, as shown in **FIGURE 4A**.

REFER TO FIGURE 3 AND SEE SCHEMATIC A ON PAGE 3.

B. BRAKE APPLICATION: Connect either **Violet Wire** of the **DISENGAGEMENT SWITCH HARNESS** to vehicle ground. Connect the other **Violet Wire** to the **Violet Wire** in the **CRUISE CONTROL MAIN WIRING HARNESS** as shown in **FIGURE 4**

REFER TO FIGURE 3 AND SEE SCHEMATIC B.

C. COMBINATION CLUTCH AND BRAKE APPLICATION: Connect either **Violet Wire** of the **DISENGAGEMENT SWITCH HARNESS** to be connected for the **CLUTCH APPLICATION** to the **Violet Wire** in the **CRUISE CONTROL MAIN WIRING HARNESS** as shown in **FIGURE 4**. Connect either **Violet Wire** of the **DISENGAGEMENT SWITCH HARNESS** to be connected for the **BRAKE APPLICATION** to vehicle ground. Connect the remaining **two (2) Violet Wires** from both **DISENGAGEMENT SWITCH HARNESSES** together as shown in **FIGURE 4**.

REFER TO FIGURE 3 AND SEE SCHEMATIC C ON PAGE 3.

Step 5: Plug **Mating Connectors** together, see **FIGURE 3**. Verify Switch is operating with a Volt Meter or Test Light and Test Drive.

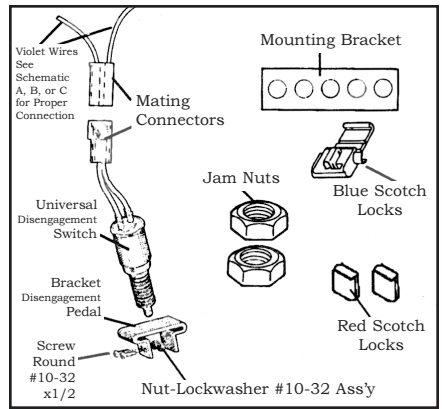


Figure 3

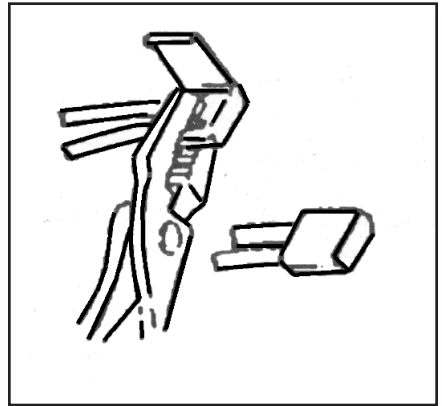


Figure 4

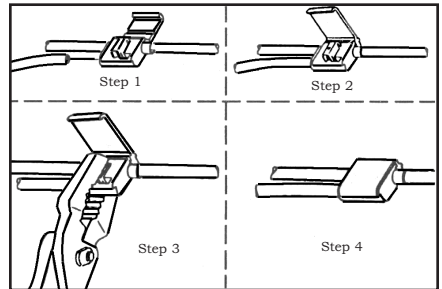
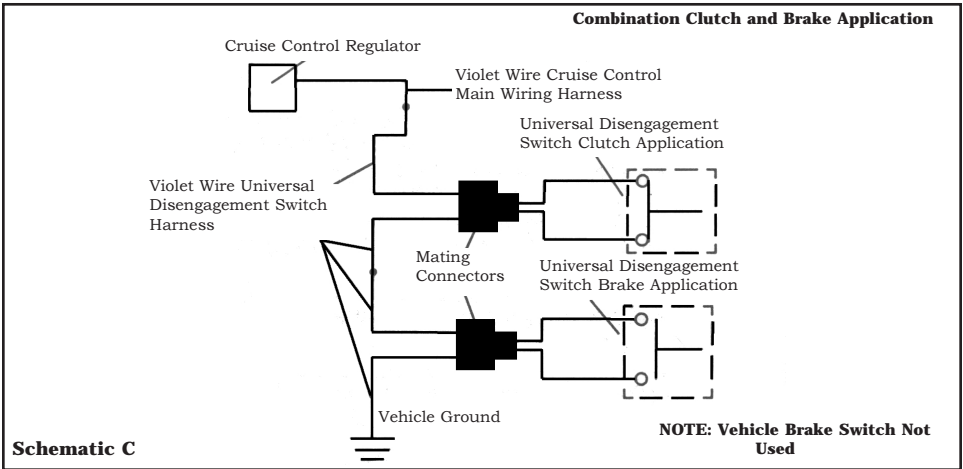
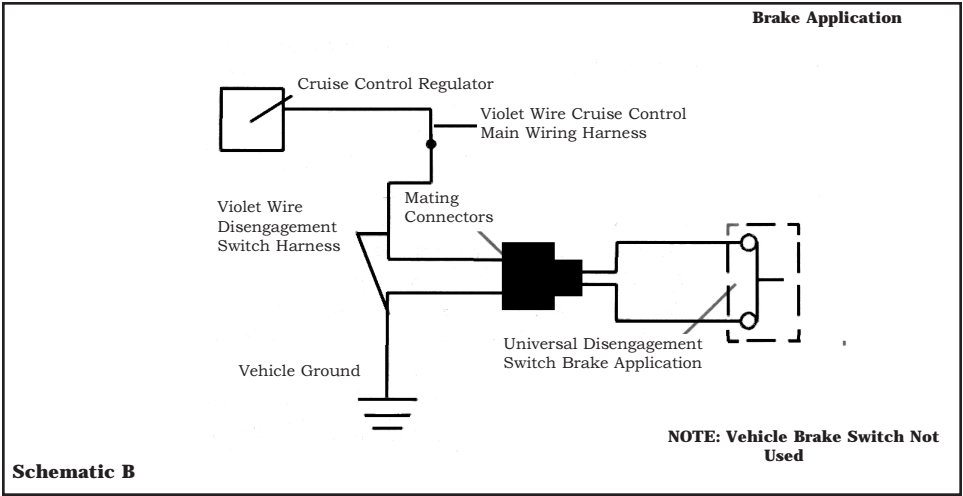
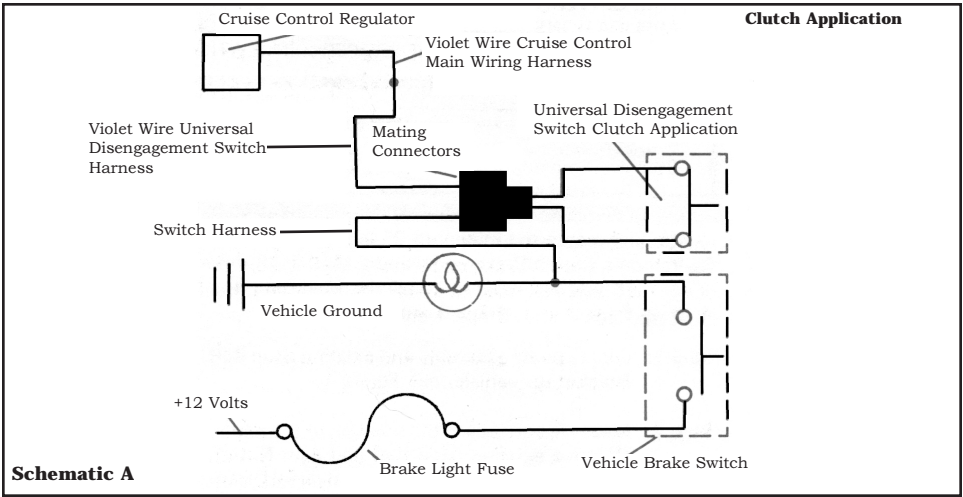


Figure 5

WARNING:

Make sure that the Disengagement Switch, its Wiring Harness and Mounting Hardware DO NOT INTERFERE with the operation of the Vehicle BRAKE, CLUTCH, or ACCELERATOR System.



INSTALLATION INSTRUCTIONS FOR UNIVERSAL DISENGAGEMENT SWITCH WHEN A M10-1.25 THREADED HOLE DOES NOT EXIST

Step A: Measure and record the position of the pedal.

Step B: Locate a suitable mounting location for the **Mounting Bracket**, see **FIGURE A**. **NOTE: It may be necessary to bend the Mounting Bracket, to ensure the Universal Disengagement Switch** will be properly aligned (within 1/4" centered) with the **Bracket-Disengagement Pedal**, see **FIGURE B**. Install **Mounting Bracket** to ensure the **Switch** will have full thread engagement with the **Jam Nut**, and the minimum distance of **2"** minimum **pedal pivot** will exist, see **FIGURE B**.

Step C: Position **Bracket - Disengagement Pedal** as shown in **FIGURE B**. Tighten both **Screws** as tight as possible without distorting the **Bracket**, but so the **Screw** ends bite into the **Pedal Assembly** and is held secure.

Step D: Thread one of the **Jam Nuts** supplied in the kit onto the **Universal Disengagement Switch**. Insert the **Switch** into appropriate hole in **Mounting Bracket**. Thread the other **Jam Nut** supplied in kit onto the **Switch**. Position the **Switch** so that the plunger is completely depressed when pedal is in its position as measured in **Step A**. Tighten **Jam Nuts** firmly to secure the **Switch** in place. Ensure that the pedal will return to its proper position as measured in **Step A**. If it does not, loosen **Jam Nuts** and rotate them in the appropriate direction to obtain the original pedal position. Tighten the **Jam Nuts** securely.

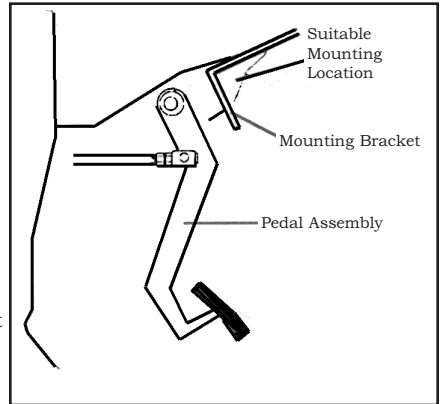


Figure A

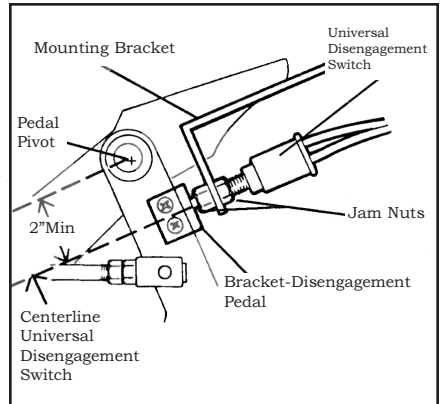


Figure B

WARNING

Failure to install this switch kit according to these instructions or use in other applications is not recommended. Improper installation could cause cruise control disengagement failure when the brake or clutch is applied exposing the vehicle to damage and vehicle occupants to the risk of ACCIDENT, INJURY, OR DEATH

Complete the installation following Steps 4 and 5 on Page 2.