

Magneto Relay Kill-Switch – Normally Closed

This switch is intended only to activate/deactivate a high-current relay for the Pro Mag 44. It will NOT work directly with a regular magneto. A “normally open” version of this switch is available for that purpose.

Hard silver contacts are utilized for long life and stick-free operation through over one million cycles. The big red button pushes in and locks to de-energize the relay(s) which grounds the ignition. Twisting the knob clockwise pops the actuator out to supply 12V to the relay(s) in order to unground the ignition.

This dual pole kill-switch is capable of breaking two separate circuits. The capacity of this switch is sufficient to actuate two mag-kill relays on one side of the switch if desired. High-current relays are available from FIE for this purpose. The other side of the kill-switch can be used to turn OFF another circuit simultaneously with engine-kill if desired.

We recommend switching the ground source to the relay as shown in the schematic below. This usually avoids long runs of high-current 12V and lessens the chance of a short and possible fire. If ground is switched and there is a short in the run to the cockpit, the motor simply won't run.

Any ground connections should be to the engine block, battery (-), cylinder heads or directly to the mag itself. NEVER use the chassis as a ground source.

Installation Instructions

1. Insert the actuator through a 7/8" mounting hole from the front of the instrument panel.
2. Couple the collar with the actuator from the back and twist to engage and lock the actuator to the collar.
3. With a small bladed screwdriver, drive the pointed retaining screws firmly into the back of the panel while maintaining desired orientation of collar. Over tightening can result in stripped threads and/or panel distortion.
4. Snap the contact block into place on the back of the collar.
5. Secure the wire connections utilizing the supplied crimp terminals and shrink tubing.

