



This kit contains battery, ignition and ground feed wires for your fuel injection system. Also included is a memory bypass kit. This kit allows the ECM and radio/clock to retain memory when the master disconnect has been switched off.

## WIRING

**IMPORTANT:** Since there are “MANY” types of fuel injection systems now on the market, the instructions below are suggestions on power feed connections to your system. “ALWAYS” follow the manufacturer’s instructions when installing a system. Disconnect the POSITIVE battery cable before making any wire connections.

**BATTERY FEED:** The red wire connects direct to the battery hot side of the starter solenoid or to the positive battery post. Depending on the F/I system being installed, this wire can have a HIGH amp load and SHOULD NOT be connected to your fuse panel. This wire may also need to be fused which will be noted in your manufacturer’s wire harness installation instructions

**IGNITION CONNECTION:** The orange wire is connected to #1 on the Express, Bare Bonz fuse panels or to a keyed ignition source (hot with the key in run and crank). **NOTE: After you wired in the ignition connection, check it with a test light, make sure this wire remains hot with the key in the run position and crank position.**

**BATTERY GROUND:** The Black ground wire from the plug runs direct to the battery. Do not consider grounding the battery to the frame and then the engine to the frame. Run the battery ground directly to the engine.

**MEMORY BYPASS:** The cap covering the fuse does double duty by providing a mounting tab for the fuse. A 3 amp ATC fuse has been supplied to protect the circuit. We have provided long wires with this kit so after connecting to the master disconnect switch, the fuse can be mounted in an “accessible” location. After mounting the fuse holder and cap run the wires to the master disconnect switch.

**IMPORTANT: Be sure to route the wires carefully especially when running through sheet metal or other potential sharp surfaces. Use rubber grommets and/or wire clamps to protect the wires.**

Cut the red wires to length and connect them to both large battery studs on the rear of the disconnect switch using the terminals supplied. The wires can be connected to either terminal on the switch.

**NOTE:** Always turn the MASTER switch on before attempting to start the engine. The 3 amp fuse is designed to protect your electronics by blowing at a load more than 3 amps. If the fuse blows, any settings to be lost. Be sure to carry a replacement fuse incase one maybe needed. Using a standard fuse avoids a re-setting device that may be damaged, unavailable or difficult to reach.