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.

Existing Stop Bolt Bracket and Pedal Assembly

Figure 1

Figure 2

Form #2391, Rev. A, 11-02-01
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.

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.
NOTE: Vehicle Brake Switch Not Used

Schematic A

Schematic B

Schematic C

NOTE: Vehicle Brake Switch Not Used
**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.

**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.