

**M-597 IGNITION CUT-OFF SWITCH
INSTALLATION AND MAINTENANCE INSTRUCTIONS**

NOTICE

Only an electrically competent individual should attempt to install this product to insure proper fit and trouble free operations. Installation must comply with US Coast Guard or applicable agency requirements. Please, store these instructions near this product for the owner's future use. User assumes all responsibility for determining suitability of this product for his application.

WARNING: Disconnect all battery cables at battery before attempting to install this product.

STEP 1: Select a location for M-597 switch convenient to boat operator position that is flat and free of obstructions for at least 2" behind mounting surface.

STEP 2: Cut a 1 5/16" diameter hole and mount M-597 switch with two (2) screws. If mounting area selected is fiberglass, this area should be covered with masking tape prior to drilling or cutting to prevent chipping.

STEP 3: Wire switch as follows:

CAUTION: ALL ELECTRICAL CONNECTIONS SHOULD BE PROTECTED WITH PROPER INSULATION TO PREVENT POSSIBLE SHORTING.

A. For outboards with grounding type emergency stop circuits, use configuration "A" - See figure 1.

NOTE: For boats with more than one motor, use one M-597 switch for each motor. **Mercury and Mariner outboard: Early Models:** connect one lead to engine ground, and connect the other lead to engine Mercury tilt switch at terminal block.

Late Models: Connect one black lead to black or ground wire in control box. Connect the other lead to black/yellow wire in control box.

OMC - JOHNSON/EVINRUDE: Connect black lead to engine ground. Connect the other lead as follows: 1969-1972 V-4 : blue wire. 1969-1971. 3 cylinder : blue wire. All other late model engines : black/yellow wire.

NOTE: ON ENGINES WITH A GROUNDING TYPE STOP BUTTON, CONNECT BLACK LEAD TO ONE TERMINAL (GROUND IN THE CASE OF A ONE WIRE INSTALLATION) AND CONNECT THE OTHER LEAD TO REMAINING TERMINAL.

B. For outboard, inboard/outboard engines that require an open circuit to stop engine, use configuration "B" - see figure 1.

NOTE: For boats with more than one ignition switch, use one M-597 switch for each ignition switch wiring. Locate power lead to engine ignition. Cut power lead and connect one wire from M-597 switch to one end of cut power lead. Connect the second wire from M-597 switch to the other end of cut power lead thus placing the switch in series with the ignition circuit.

NOTE: If additional wire is required to complete installation, use only stranded insulated wire - 16 gage minimum.

STEP 4: Place molded black plastic loop end of lanyard (PN. M-598) over handle of toggle switch in M-597 housing and push handle of switch into the run position as marked on housing.

STEP 5: Reconnect all battery cables.

OPERATION CHECK:

STEP 6: Connect metal belt clip and lanyard securely to boat operator in such manner to insure proper operation of switch.

STEP 7: With boat in water and engine at neutral and idle, pull lanyard until it disengages from the switch and cut off engine to verify proper installation. With additional checks complete, replace loop on lanyard over toggle switch and move switch into run position.

CAUTION: THIS M-597 SWITCH WILL NOT PERFORM ITS FUNCTION UNLESS IT IS TETHERED TO BOAT OPERATOR THROUGH LANYARD (PN. M598)

MAINTENANCE INSTRUCTIONS: Maintenance inspection of this switch is the owner's responsibility and must be performed as follows:

NORMAL SERVICE: Every 50 hours of operation or once per month (whichever is less).

SEVERE SERVICE: Every 25 hours of operation or twice per month (whichever is less). Operation in salt water areas is considered "SEVERE SERVICE".

The following checks must be done periodically:

1. Check all mounting hardware for adequate tightness to mounting panel.
2. Check all electrical connections.
3. Check wire for abrasions or cuts, replace if necessary.
4. Check lanyard and lanyard ends for possible damage, replace if necessary.
5. Check switch and lanyard for proper operation as outlined in step 7 above.
6. If ambient temperatures are below freezing or above 70° C / 158° F., periodic inspections during use are strongly recommended.

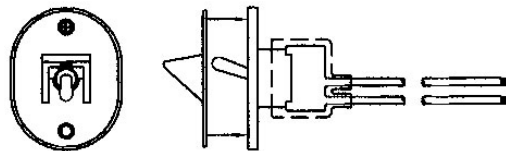


FIGURE 1 - CONFIGURATION "A"

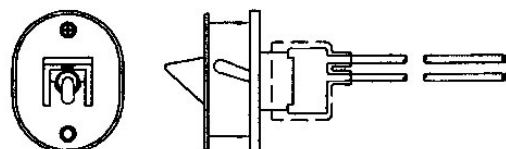


FIGURE 1 - CONFIGURATION "B"