Key-switch Conversion

From 5-pin switch to 7-pin switch

1. Disconnect the negative (-) battery cable from the battery.

2. Remove the nut on the old key-switch and pull out of the dash area towards the headlights.

3. Unplug the old key-switch from the 5-pin plug.

4. Working with **one wire at a time**, cut the wire as close to the 5-pin pug as possible. Use tape and label each wire as shown in Figure I.

5. Strip about ¼” of insulation from each wire and install the included terminals to each wire except the white wire.

6. Twist the white wire together with the white jumper wire supplied and install a terminal to these two wires.

7. Plug the wires into the new 6-pin key-switch plug as shown in Figure II. **Note: the Black Chassis Ground wire will plug into the back of the new key-switch.**

8. Plug the new 6-pin plug onto the back of the new key-switch. Plug in the Black Chassis Ground wire into the back of the new key-switch.

9. Drill the hole in the dash to 13/16” diameter to accept the new key-switch.

10. If installing into a Max IV, install a shim onto the boss of the new key-switch.

11. Insert the new key-switch into the hole and install the lock washer and plastic nut. **Carefully** tighten down the nut until it is snug. Install the rubber bezel to the nut.
BACK SIDE OF IGNITION SWITCH CONNECTOR NEW STYLE

BLACK TO ENGINE (IGN. KILL)

GREEN TO STARTER SOLENOID

WHITE TO ENGINE (RECTIFIER)

BLACK TO CHASSIS GROUND

WHITE JUMPER

RED TO LIGHTS (+)

NOTE: WIRE 'A' CAN BE USED FOR KEY OPERATED ACCESSORIES

FIGURE 6x6World.com
BACK SIDE OF
IGNITION SWITCH CONNECTOR
OLD STYLE

GREEN TO
STARTER
SOLENOID

RED TO
LIGHTS (+)

BLACK TO
CHASSIS
GROUND

B+ RED
ON OLD ONES

WHITE
TO ENGINE
(IGN. KILL)

BLACK
TO ENGINE
(RECTIFIER)

FIGURE 1