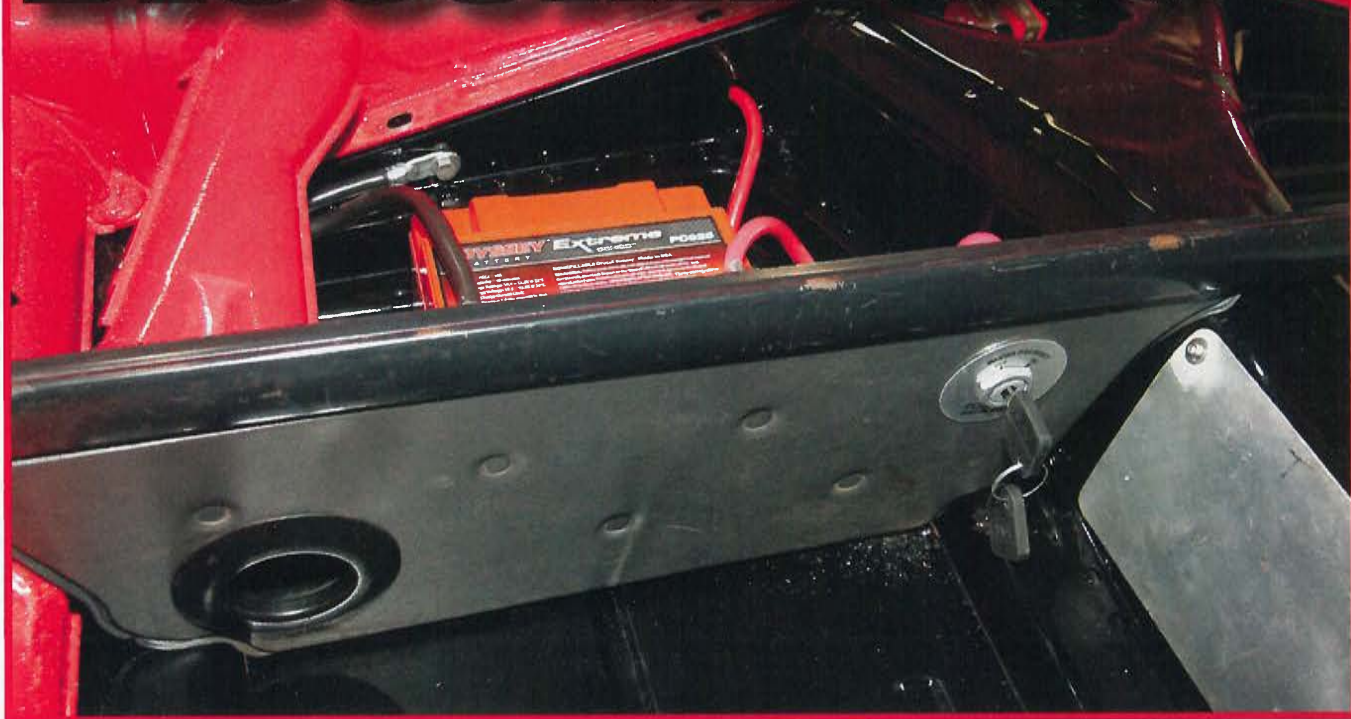


DISCONNECT!



Adding a battery cut-off switch to your Bug is an easy job, thanks to a new kit from Super Beetle Solutions

BY BRUCE SIMURDA

There are several reasons for adding a battery disconnect switch to your VW. One of the most important reasons is security, as you can cut-off all electrical power to your vehicle and walk away with the key. Another is for safety, as it reduces the possibility of electrical fires while the vehicle is in storage. No more lifting the back seat out. And now, there is an easy way to add this device to your 1954-1979 Beetle with Super Beetle Solutions' (superbeetlesolutions.com) new Coupe Disconnect Switch, made in the U.S.A. and available from Mid America Motorworks (MAM part #300518 for coupe and 300517 for convertible). This kit comes complete with everything you need to add a disconnect switch to your Bug, including battery cables, keyed cut-off switch, mounting bracket, and miscellaneous connectors.

But before installation, which is quite easy and only requires you to drill two small holes to mount the bracket to the seat cross-bar, there are a few things you should know. First, because it cuts electricity throughout the battery circuit of the car, some radios will need a separate hot wire routed to it in order to prevent it from losing memory (we recommend killing the complete system), but this extra wire is

OPTIONAL. Also, it does not disconnect the alternator or generator field circuit. On vehicles equipped with alternators, the engine must be shut off prior to turning off the disconnect switch to avoid potential damage to alternator diodes. For vehicles with generator circuits wired through the starter (through model year 1961), the disconnect will not kill engine power. Once the engine is off, all power is off. And while you're in the area, an important item to check is the chassis-to-transaxle ground strap. These

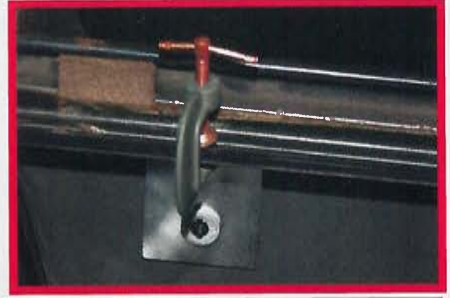


optional. Also, it does not disconnect the alternator or generator field circuit. On vehicles equipped with alternators, the engine must be shut off prior to turning off the disconnect switch to avoid potential damage to alternator diodes. For vehicles with generator circuits wired through the starter (through model year 1961), the disconnect will not kill engine power. Once the engine is off, all power is off. And while you're in the area, an important item to check is the chassis-to-transaxle ground strap. These

seem to have a way of disappearing after the transaxle has been removed for servicing, and is an important component in the overall electrical/starting/charging system. Also, check the battery negative ground wire and clean or replace as necessary.

So follow along as we show the steps involved with the installation of this battery disconnect switch. It's a great addition to any classic VW, whether it's a high powered custom or stock as a rock classic.

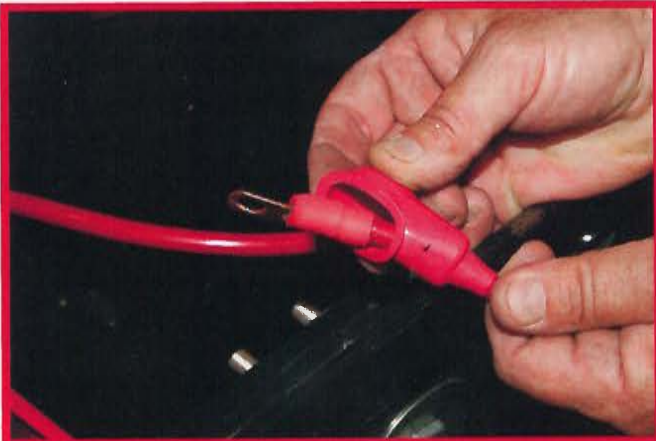
VWWS



ABOVE, the first step is to disconnect the battery ground cable, then remove the cable from the battery to the starter. Next, this bracket must be mounted to the underside of the seat bracket with pop-rivets. ABOVE CENTER, the switch goes through the mount, and then the kick panel at the upper right dimple. It's easy to cut a hole through the dimple with an X-Acto blade or sharp knife. ABOVE RIGHT, the hole in the bracket is then aligned with the hole in the kick panel, and the bracket held in place with a clamp



ABOVE, carefully drill two 1/8-inch holes through both seat and cut-off switch brackets. ABOVE CENTER, the rivets then go through the brackets, and popped in place. ABOVE RIGHT, the switch is installed from the back with the bump (arrow) facing up. Install the faceplate and then the nut, being sure not to overtighten or you may distort the faceplate.



ABOVE, the short cable goes from the battery to the "on" side of the switch, while the long cable goes from the switch to the starter. Be sure to install the protective boots before bolting cables in place. ABOVE RIGHT, the nuts on the switch should be tightened to 12-ft.-lbs. — don't over-torque! BELOW LEFT, here's the completed installation from the rear of the car — neat and clean. BELOW RIGHT, and from the inside, all you see is this small faceplate, hidden behind the front seats. Turn off the switch, take the key and your Beetle is now powerless!

