APPENDIX F ELECTRICAL DISCONNECT SPECIFICATIONS

Per GCR 11.1.3.3, an electrical disconnect switch (battery cut-off switch) must be installed on all cars competing in the POC Racing Program. The switch must be wired such that electrical power to all circuits, except electrically operated on-board fire systems, is disconnected. Recommended is a six pole cut-off switch that will disconnect the positive circuit of the battery, the fuel pump or DME relay, and provides alternator diode protection when the electrical power is cut with the engine running at speed. A two pole switch that disconnects only the battery is not permitted.

The switch may be mounted in the trunk compartment but must be located rearward of the front suspension strut towers. A pull wire passing to the outside may be used to operate the switch. The preferred location of the pull wire is on the driver's side of the car, and must be clearly visible with its position marked with the approved master switch "OFF" decal as shown below. The decal can be placed on the windshield glass or the bodywork, as close as possible to the pull wire. It is recommended that the pull wire be painted red for visibility. A permanently mounted switch or pull wire permitted in alternate location providing position is clearly marked with approved decal and easily accessible from outside of the vehicle.

The cut-off switch can be installed by fabricating a simple bracket to firmly attach the switch to the bodywork in a location that is behind the front strut towers. Braided wire can be used as the pull wire by threading it from the switch handle to the outside of the hood. The exposed end of the braided wire should have a loop to facilitate the holding and pulling of the wire. Pulling the wire should easily activate the cut-off switch, stopping the engine even when it is running at speed.