



## FBM S2000 Cut Off Switch

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### STEP 1:

Remove your stock trunk key cylinder from the trunk. IT IS VERY IMPORTANT TO REMOVE THE STOCK ROD CONNECTING THE KEY CYLINDER TO THE TRUNK LATCH MECHANISM. IF YOU DO NOT REMOVE THIS ROD IT WILL EVENTUALLY GROUND OUT AGAINST THE KEY SWITCH.

Save the keyhole ring!

### Step 2:

Route the harness up through the trunk lid, and attach the blue, red, and green terminals to the trunk switch. Use the following diagram to connect the harness to the switch and latch:

GREEN WIRE- BOLT this terminal to "I" (ignition) on the trunk switch

RED WIRE- BOLT this terminal to "B" (battery) on the trunk switch

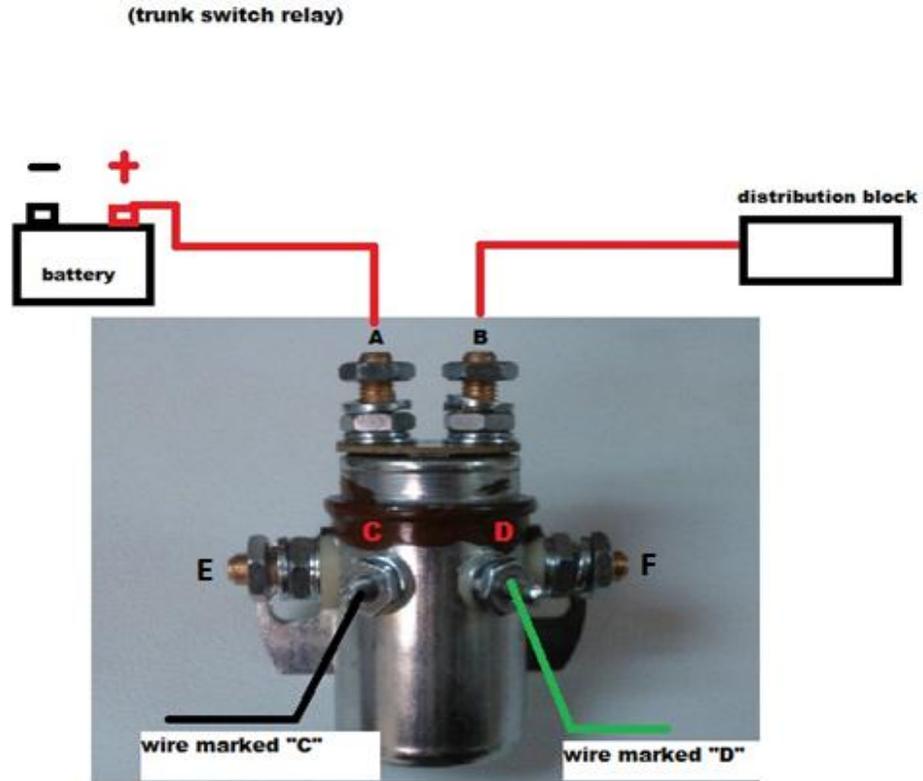
BLUE WIRE- BOLT this terminal to "S" (start) on the trunk switch

After securely bolting the wires to the switch, bolt the switch into the trunk lid, re-using the keyhole ring.

Locate the OEM 3 wire connector on the OEM trunk latch mechanism. There should be 3 wires. They are BROWN, BLACK, and BLUE. Using the supplied wire tap, tap into the BLUE wire on the trunk latching mechanism, and attach the BLUE MALE spade terminal. (It is recommended for this connection to be made by soldering the wires together for those who are electrically inclined)

### Step 3:

At the other end of the harness, attach the ring terminal marked "+" to the positive battery terminal, the "-"(battery negative) ring terminal to the battery negative and attach the "D" ring terminal to the "D" pole on the trunk switch relay. Attach the ring terminal marked "C" to pole "C" on the trunk switch relay. Attach ring terminals "E" and "F" to the side poles of the relay. Polarity is unimportant.



Step 4:

Now it is time to attach the main positive battery cable to trunk switch relay. Cut the cable, then using the supplied ring terminals, attach the battery side to pole "A", and the distribution block side to pole "B" as seen in the diagram. Bolt the trunk switch relay to the side of your battery box.

Step 5:

Run the dual red wires to the alternator. At the alternator connector, cut the black/yellow wire. Leave enough room to crimp the supplied terminals onto both ends of the cut wire. At this time you can crimp the terminals onto both ends of the cut alternator wire.

