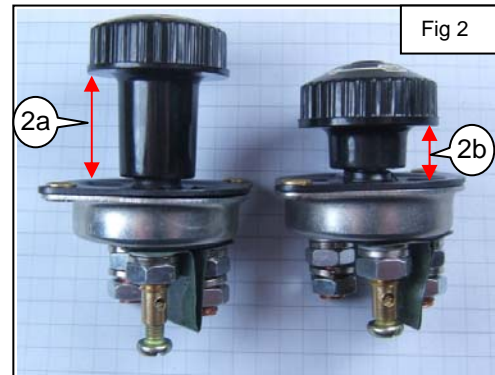
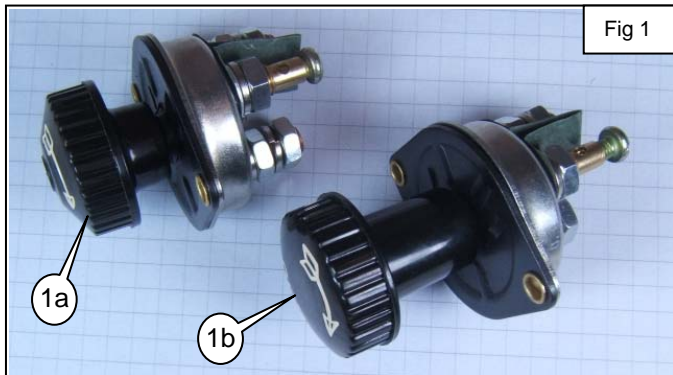


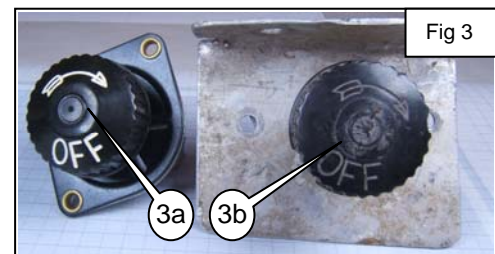
1 **Supplemental Information & Instructions**  
2 **for**  
3 **145-771 or 1B2804 or SSB103 Battery Cut-Off Switch**  
4 **Austin Healey**



16 **The Austin Healey Battery Master Switch...**

17 From the Concours Guidelines:

18 *"The battery master switch was the same part number from*  
19 *beginning to end of production, and varied only in its mounting.*  
20 *It had a short stem (about 5/8 inch long) under the fluted part of*  
21 *the knob. The top of the knob is molded with the text "OFF"*  
22 *and a direction arrow." That switch was identified in the factory*  
23 *parts books as 1B2804.*

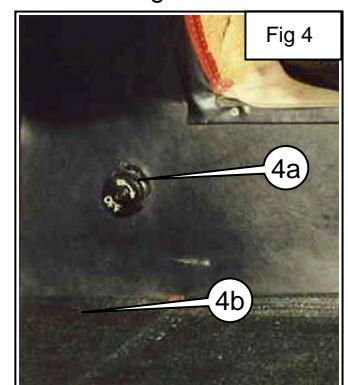


24 **About the Moss Switch**

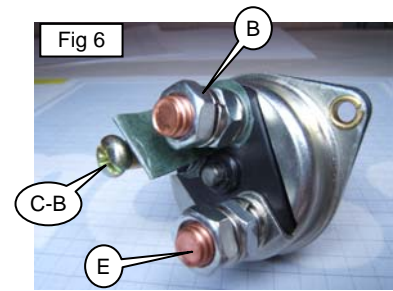
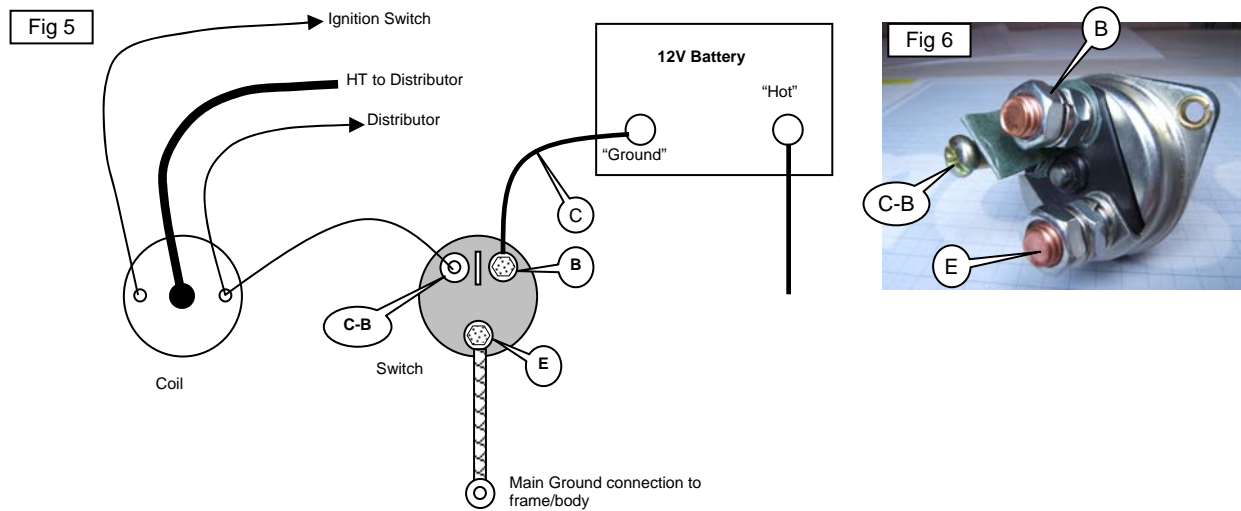
25 For many years the only thing that has been available is a switch with a much taller knob. It has been around  
26 so long that many people have not seen anything else. When we decided to make this switch, we went back  
27 to the long obsolete 1B2804. As you can see, the knobs have a different shape (1a, 1b), and our switch (2b)  
28 is much shorter than the switch that has been sold for this application. The one thing we could not do was to  
29 cast in the Lucas Logo. Our knob has a circle (3a) where the Lucas logo (3b) would go. We are not Lucas and  
30 we do not have the right to put their logo on products we manufacture. This switch carries all the current  
31 flowing from the battery to the frame. There have been complaints about some of the switches on the market  
32 heating up, which causes the internal spring to fail, at which point the switch is useless. Bear in mind that the  
33 original starter can draw as much as 200 amps as it starts to crank over that big six cylinder engine. While  
34 that usually drops to about 150 amps once the crank is rotating, the load is significant. We have our switches  
35 made by a company that is owned by an electrical engineer, and we have tested these switches with a 200  
36 amp load for **5 minutes**. The switch remained cool to the touch. This is not something that is likely to happen  
37 in use, but it is nice to know that the switch can handle it. In discussing this with people who rebuild the Lucas  
38 starters for a living, it was pointed out that after 5 minutes at 200 amps, the starter will be smoking...

39  
40 **Special note for BN6-BN7 owners**

41 Having the "short-knob" switch back in production means the owner of a BN6 or  
42 BN7 can install a switch (4a) that will not make it impossible to flip open the lid (4b)  
43 on the tool/jack compartment.



50 **Installation Notes**



71 Attach the cable (Fig 5, C) that connects the battery to the frame to terminal "B". (Fig 5B, Fig 6B)

72 The switch is attached to the chassis at terminal "E" (Fig 5E, Fig 4E). *The switch now controls the connection of the battery to the chassis; when "off", the battery is NOT connected to the chassis.*

73

74

75 The Austin Healeys have a white-black wire from the distributor side of the coil to the "C-B"

76 (contact breaker) connection on the switch. *Wired this way, the battery switch serves as an ignition*

77 *kill switch. When the switch is "off", the coil is isolated.* (Fig 5, "C-B", Fig 6, "C-B")

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95 *Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website:*

96 <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>

97 *If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.*



100 **Moss Motors, Ltd.**

440 Rutherford Street, Goleta, California 93117

In the US & Canada Toll Free (800) 667-7872 FAX (805) 692-2510 (805) 681-3400

101 **Moss Europe Ltd.**

Hampton Farm Industrial Estate, Hampton Road West, Hanworth Middlesex, TW13 6DB

In the UK: 020-8867-2020 FAX:- 020-8867-2030

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