

**WARNING..**Do not attempt to return any switch that has been modified. Be certain that this product will fit your transmission.

**DO NOT OPERATE SWITCH UNTIL INSTALLED- SWITCH IS PRESET AT FACTORY FOR NEUTRAL POSITION !**

### Mounting Instructions

Switch mounts on top of the transmission aluminum case above the rear pan bolt mounting holes. This is why we sent you two new thinner bolts that will slip through the existing pan bolt holes. The switch is **NOT** mounted so that it touches the pan itself. Some filing or trimming may be necessary due to the variances in the aluminum trans cases. If major modifications are necessary, you probably have the wrong switch / trans combination.

Block wheels and set hand brake before shifting trans to neutral. Remove the nut that holds the shifting arm to the selector shaft and slide on the new switch control lever. Put the shifter in "neutral position". Years ago the switches came pinned in neutral but as of this writing, they no longer do. See diagram with angle for setting to neutral. Adjust as necessary. Simply hold lever tight while retightening nut on shifter arm shaft.

### Wiring Instructions

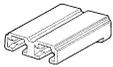
#### Neutral Safety Switch Connection



This circuit interrupts (brakes) the wire running from the ignition switch to the starter solenoid not allowing the starter to be engaged unless the transmission is in park or neutral. If you are using our Component Panel wiring kit our purple and blue wires will plug right in, if not locate the wire running from the ignition switch to the starter solenoid and install the terminals provided.

Plug the wires into the neutral safety connector and plug the connector in to the switch.

#### Back-Up Light Connection



Run a wire from a 12 volt ignition source and from the back-up lights down to the N/S switch and install the terminals provided. Plug the terminals into the connector and then plug the connector in to the switch.

### Testing the Circuit

Disconnect coil or distributor wire so car cannot start. Try cranking car in all gears. The engine should crank in PARK and NEUTRAL position only. If it cranks in DRIVE or REVERSE, the switch should be adjusted by moving the switch control lever that you bolted to the original trans shaft. Sliding this forward or to the rear is how adjustment is made.

**Caution... Since this is the switch that prohibits starting in gear, extreme care should be taken to check initial adjustment and periodic checks to assure that the vehicle will not start in drive or reverse. and cause injury or damage to driver, passengers, the vehicle or anyone nearby. THIS IS A MUST! We cannot be responsible for final adjustment.**

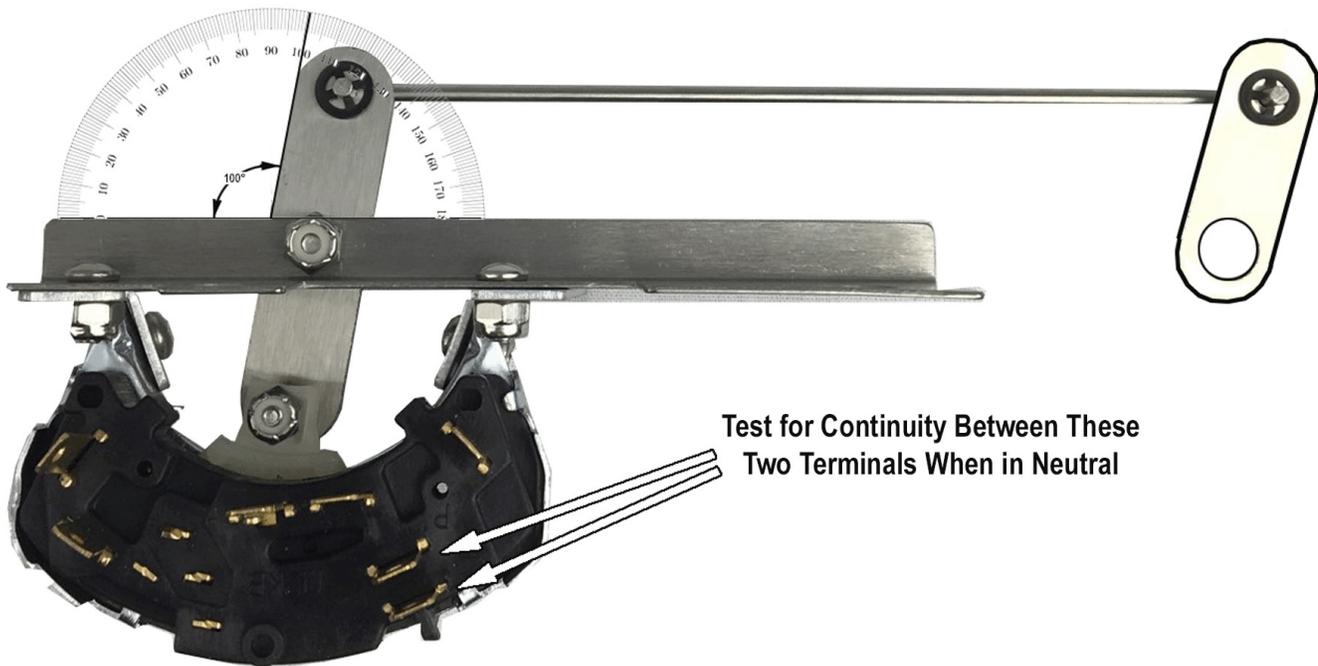
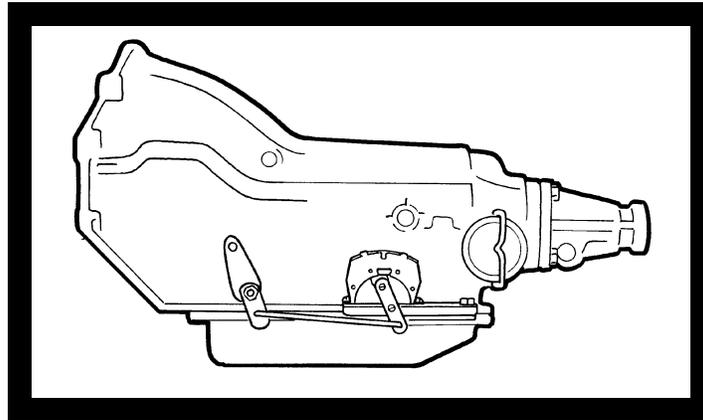
#### Kugel Komponent Arm

If you are installing the neutral safety switch onto a Kugel adjustable shifting arm, a nut extension will have to be used. RON FRANCIS WIRING offers this extension (Part # KN-3) to make this connection easy.

# NS-400

## Neutral Safety Switch

Fits GM 400 Turbo Transmissions



Test for Continuity Between These  
Two Terminals When in Neutral

A Product of:

**RON FRANCIS**  
*Wiring*

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