

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

1955-1972 REMOTE MOUNT MASTER DISCONNECT KIT

With so many accessories being added to our cars these days there is always a small drain on the battery when the car is turned off. Many times, if the car sits for a week the battery will go dead. This can be cured by disconnecting the battery but who wants to be messing with the battery each time you are done driving the car? A manual remote on and off battery switch can be installed, but they have to be installed where you can get to them easily and they can look pretty ugly. A new electrical remote solenoid kit P/N 22-200 has been developed. This kit has a continuous-duty solenoid that is operated by a small remote push-button switch. The push button switch can be mounted anywhere on the car. This kit can also be an excellent theft deterrent.



Parts Needed:

22-200 Remote Mount Master Disconnect Kit

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

1/2" Wrench
Pliers
Cutters
Hammer
Punch
Razor Knife

Time Frame:

2 Hours

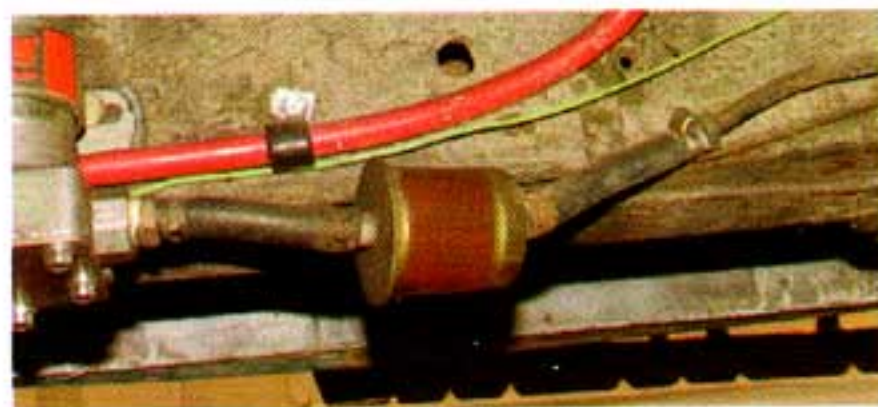


Photo #1: The Master Disconnect Solenoid will install inline on the positive battery cable. On

our 1956 sedan delivery project car the battery has been relocated to the back of the car. We will mount the disconnect solenoid on the side of the frame for this application. If the battery was in the stock location the solenoid could be mounted down low on the fire wall or out of site down on the frame next to the forward body mount.

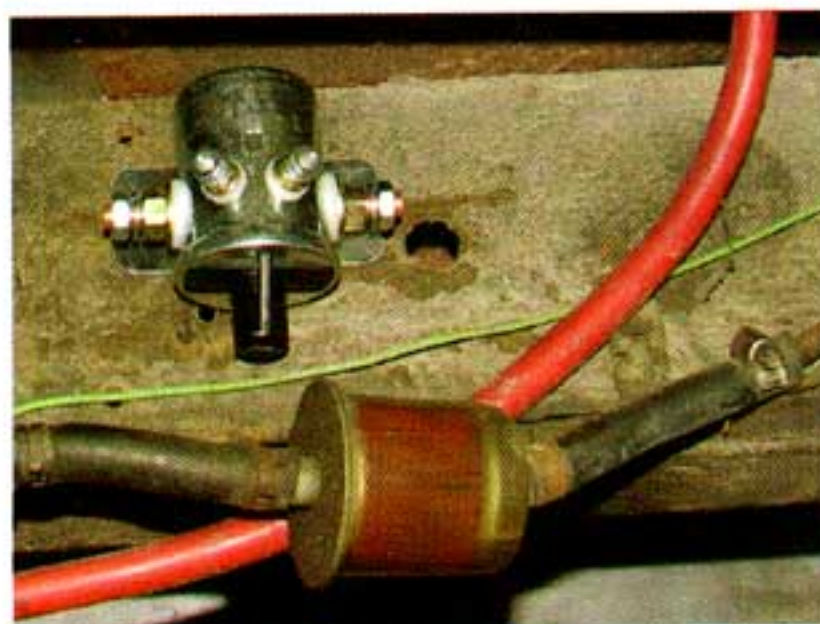


Photo #2: The disconnect solenoid has a mounting bracket already attached. Using two self-tapping screws, mount it to the inside of the frame.

Photo #3: With the positive battery cable disconnected from the battery, cut the battery cable using a large pair of cutters, hack saw or a cut off wheel. Make sure there will be enough cable left on each side of the solenoid to connect to the main studs.



Photo #4: The master disconnect kit includes new ends for the cut battery cables and an installation tool. Strip the insulation back about 1" on the battery cables and install the new battery cable ends. The kit includes a tool to help crimp the new ends onto the battery cables. Using a center punch and hammer dimple the battery cable ends onto the cable.

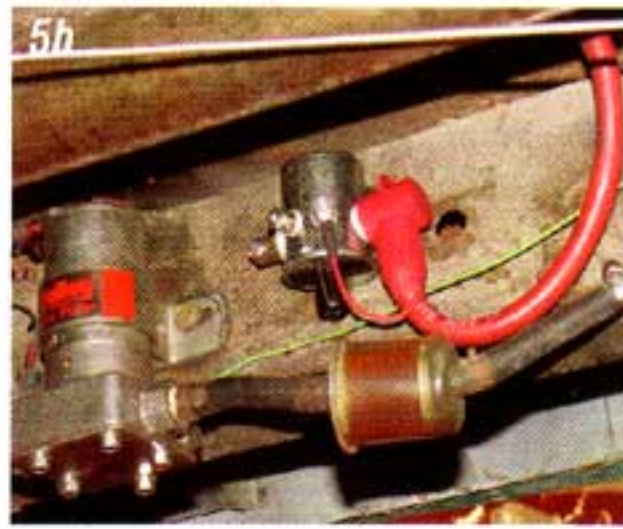
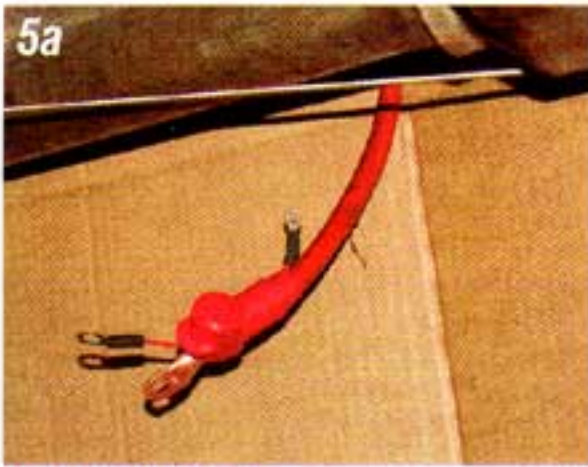


Photo #5a & 5b: Boots are provided that install over the new ends of the battery cables at the solenoid. There is a red 14-gauge jumper wire that connects from the battery side of the new solenoid to the small stud on the face of the solenoid. With the battery cable and jumper wire connected, slide the boot up over the stud on the battery cable.

Photo #6: Connect the solenoid side of the battery cable and install the boot.

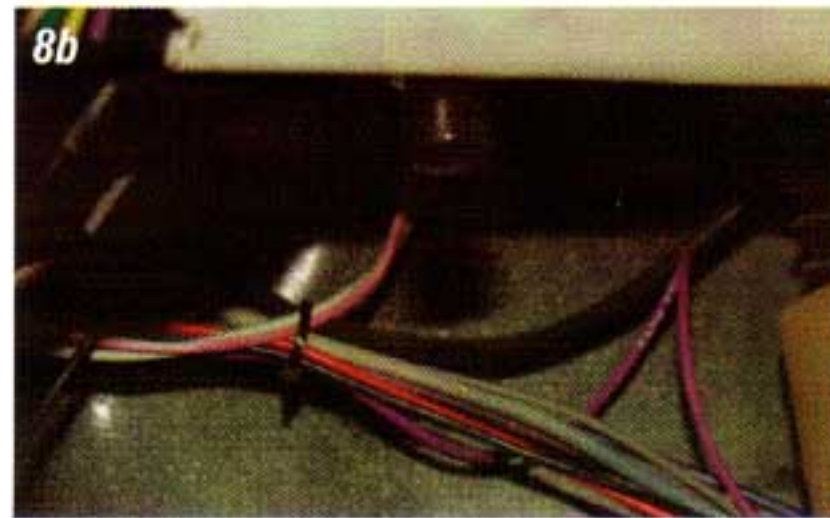
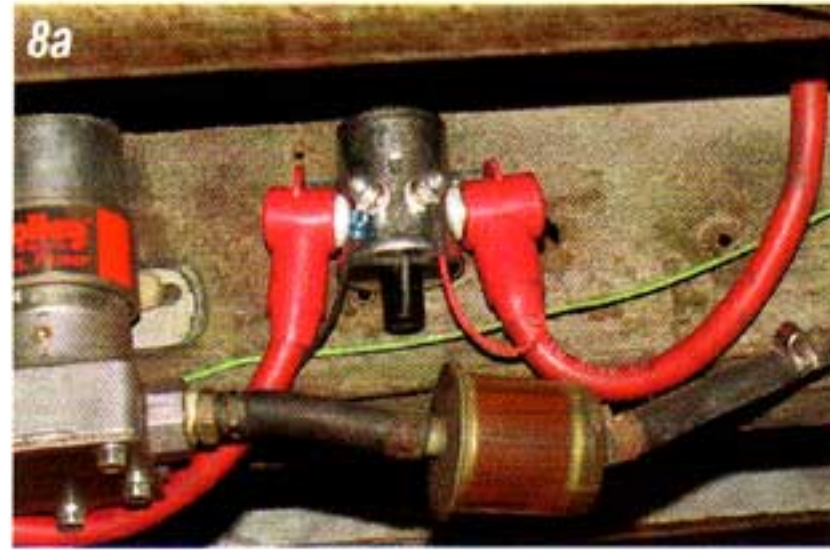


Photo #8a & 8b: The push button switch has two wires. One wire will need to be connected to a good body ground and the other wire connects to the small stud on the starter side of the remote solenoid. To activate the remote solenoid (turn on the power from the battery) push the new push button once. The car will now have full

power from the battery. To deactivate the remote solenoid (turn off the power from the battery) push the button once again. Do not deactivate the solenoid until the car is turned-off. When pushing the button to activate or deactivate the remote solenoid you will hear the solenoid click. We mounted the push button up under the dash so it is hard to see, out of sight but easy to get to.

Good Luck! ✓

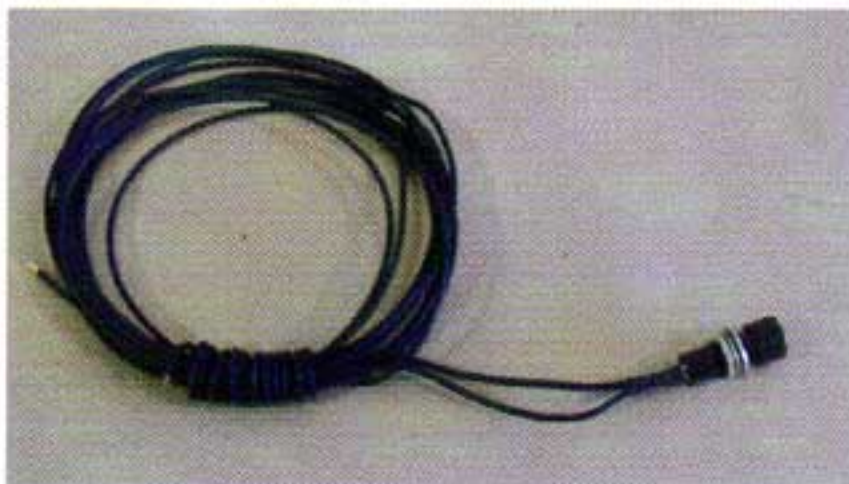


Photo #7: A push-button switch and wire to activate the solenoid is included in the kit. The wire lead is 20 feet long so the push button can be mounted anywhere in or on the car. Choose a secret yet easy to get to spot to install your switch.