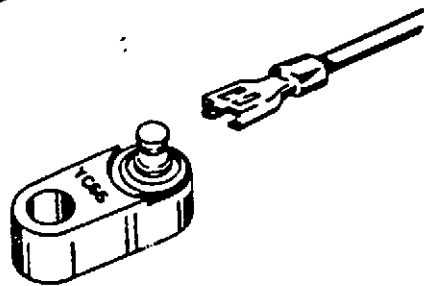


# HIGH TEMPERATURE SAFETY SWITCH KITS

**YC-66-G-S1 FOR MODEL VG4D**

**YC-66-D-S1 FOR ALL OTHER MODELS**



## DESCRIPTION

The high temperature safety switch is protection against an engine overheating and causing damages which result in costly repairs. The switch is mounted at a specific location on the cylinder head and will automatically stop the engine when head temperatures rise beyond a safe degree. Because of the low cost and simplicity of this unit, we confidently recommend its use wherever high temperature protection is required.

## CONTENTS

The YC-66-D switch is included in a universal kit for all Wisconsin engine models listed below, with the exception of Model VG4D which requires a YC-66-G switch. The YL-357-42 wire assembly can be uncoiled to suit any required length, and the SD-233 instruction decal should be mounted on the shrouding near switch.

The following are engine model designations and the respective capscrew and washer required to mount the switch. **OBSERVE CAREFULLY AND USE THE PROPER CAPSCREW AND WASHER.**

### YC-66-D-S1 for Models:

ACN, BKN, TE, TF, THD, TJD, VE4D, VF4D, VH4D

XD-22 Capscrew, 5/16"-18 x 1 1/4" long.

PH-77-A Washer, 3/8" I.D.

AEH, AEN, AENL, AGND, S-10D, S-12D, S-14D, VR4D

XD-31 Capscrew, 3/8"-16 x 1 1/4" long.

PH-22 Washer, 3/8" I.D.

V-465D, V-461D, V-460D (Standard engine equipment)

Mount to cylinder head and block stud. Refer to engine instruction and parts manual for installation.

### YC-66-G-S1 for Model VG4D

XD-32 Capscrew, 3/8"-16 x 2" long.

H-22 Washer, 3/8" I.D.

PH-377-B Grommet

## INSTALLATION

**Note:** This high temperature safety switch will not work satisfactory unless it is mounted in the correct location on the cylinder head. Therefore, attach switch to the proper cylinder head boss as shown in illustration pertaining to your particular engine model. Use the proper capscrew and washer, as specified in the preceding chart, and discard old screw and washer.

The switch terminal must not touch any part of the engine; the magneto or distributor will be shorted out and the engine would not start. Therefore, it will be necessary on some engines to cut a notch in the cylinder head cover, to provide clearance for the switch terminal. Refer to specific engine illustration for correct notching dimensions.

## INSTALLATION PROCEDURE

To install the YC-66-D or YC-66-G high temperature safety switch, refer to the illustration on the following pages that pertain to your respective engine. The switch terminal must not touch any part of the metal shrouding, and must be mounted to the cylinder head bolt boss specified.

1. Remove and discard the cylinder head capscrew and washer at the location shown.
2. If necessary, mark and cut notch in cylinder head cover for switch terminal clearance.
3. Mount YC-66-D switch or YC-66-G (for VG4D) to cylinder head, with the proper size capscrew and washer.
4. Connect wire assembly YL-357-42 from terminal on high temperature switch to magneto ground switch terminal, or if battery ignition is used, to the distributor or timer terminal. See wiring diagrams.

The installation of the high temperature safety switch is complete and the engine is ready to be started.

## OPERATION

The high temperature safety switch is preset by the manufacturer to automatically short out the ignition system and stop the engine before cylinder head temperature becomes critically high. Consequently, a waiting period of about 10 minutes will be required before the switch has cooled off sufficiently to restart the engine. An overheated engine will score the cylinder wall, burn out connecting rod and crankshaft bearings, also warp piston and valves. The cause of the overheating condition will have to be remedied before the engine is re-started.

One or more of the following conditions may be the cause of the engine overheating and being shut off by the high temperature safety switch.

Restricted cool air circulation.

Part of air shroud removed.

Dirt between cooling fins on cylinder and head.

Carburetor incorrectly adjusted.

Ignition spark timed wrong.

Low grade of gasoline.

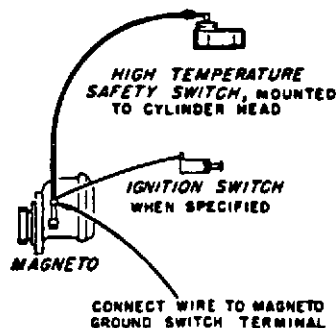
Engine overloaded.

Carbon or lead deposits in cylinder head.

Restricted exhaust.

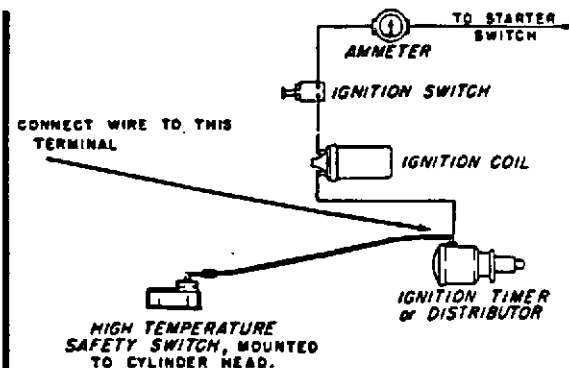
Engine operated while detonating, due to low octane gasoline or heavy load at low speed.

Neglect of air cleaner maintenance.



**MAGNETO IGNITION**

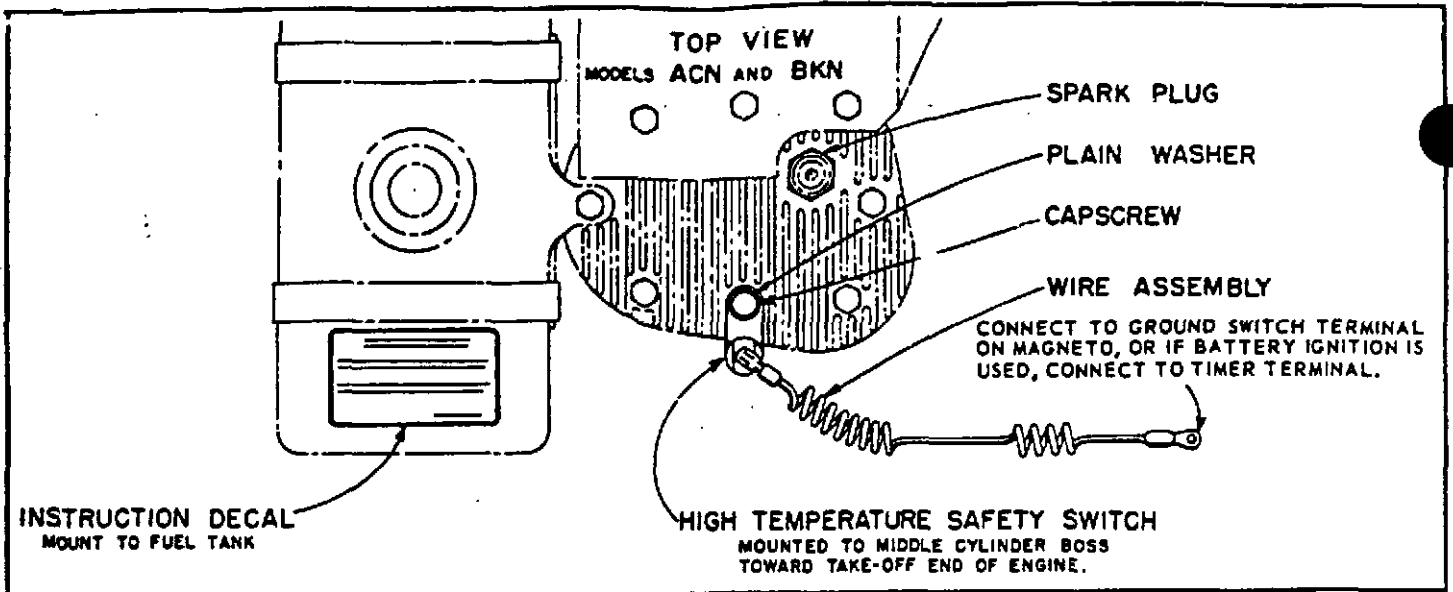
## WIRING DIAGRAMS



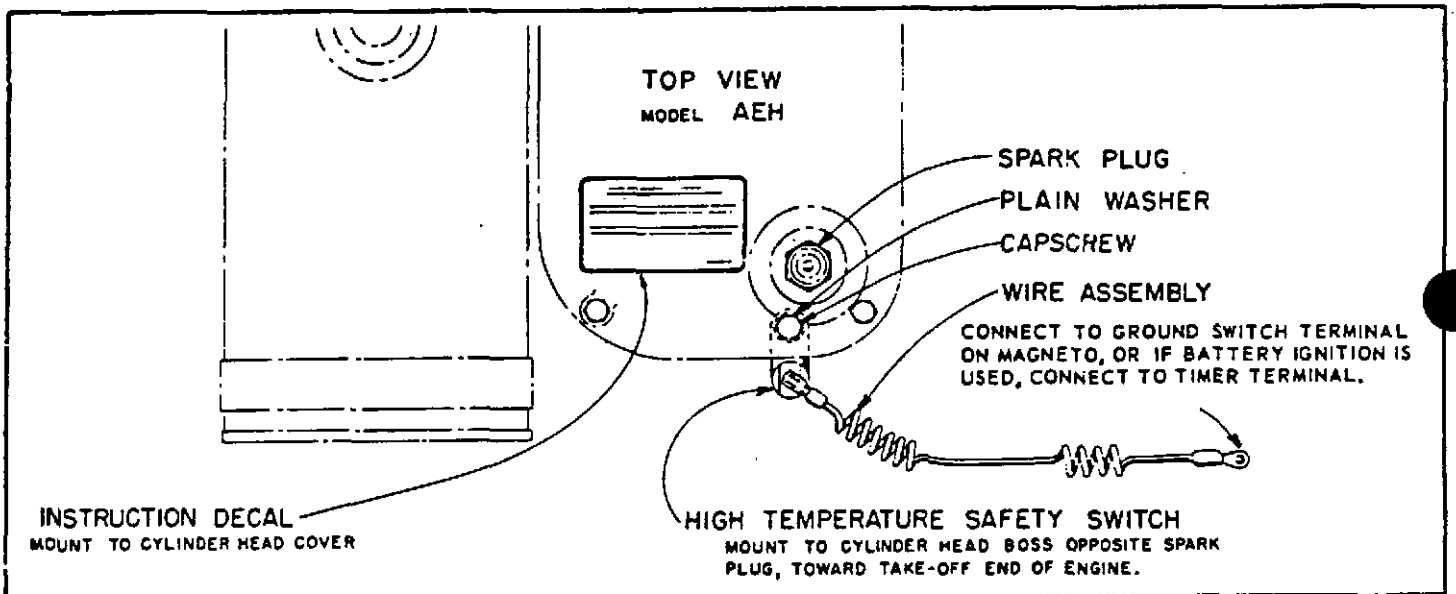
**BATTERY IGNITION**

**WIS-CON TOTAL POWER CORP.**

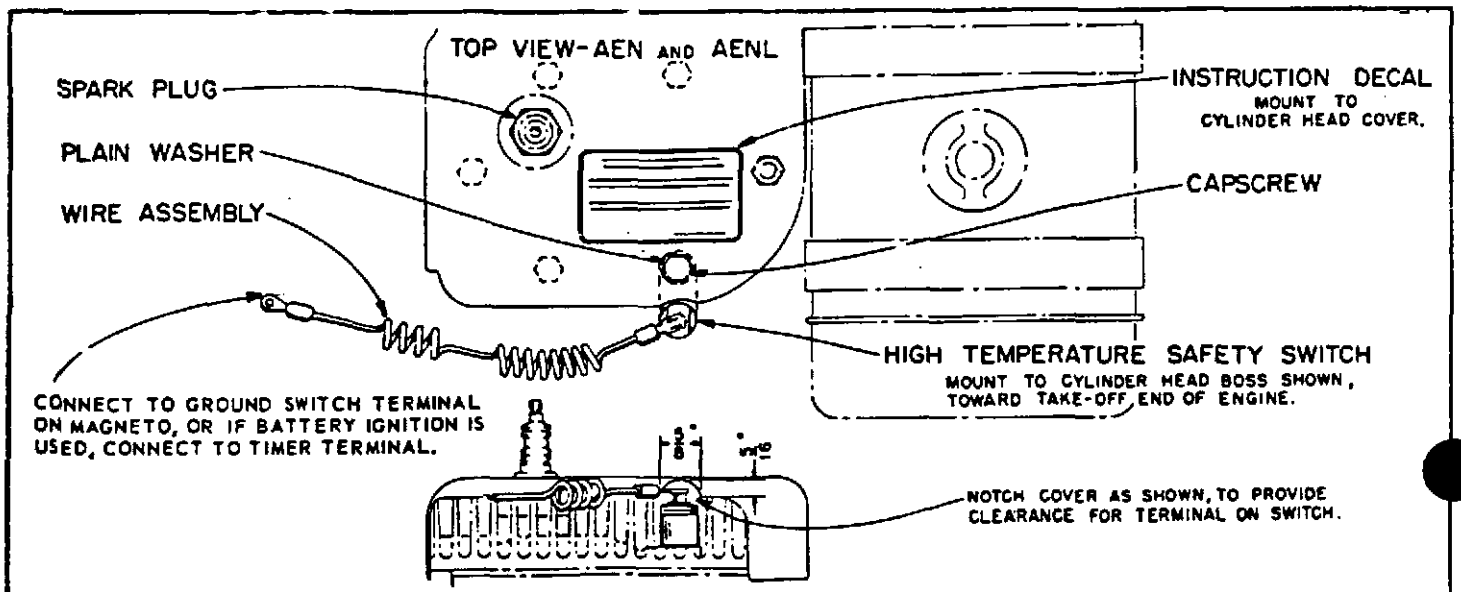
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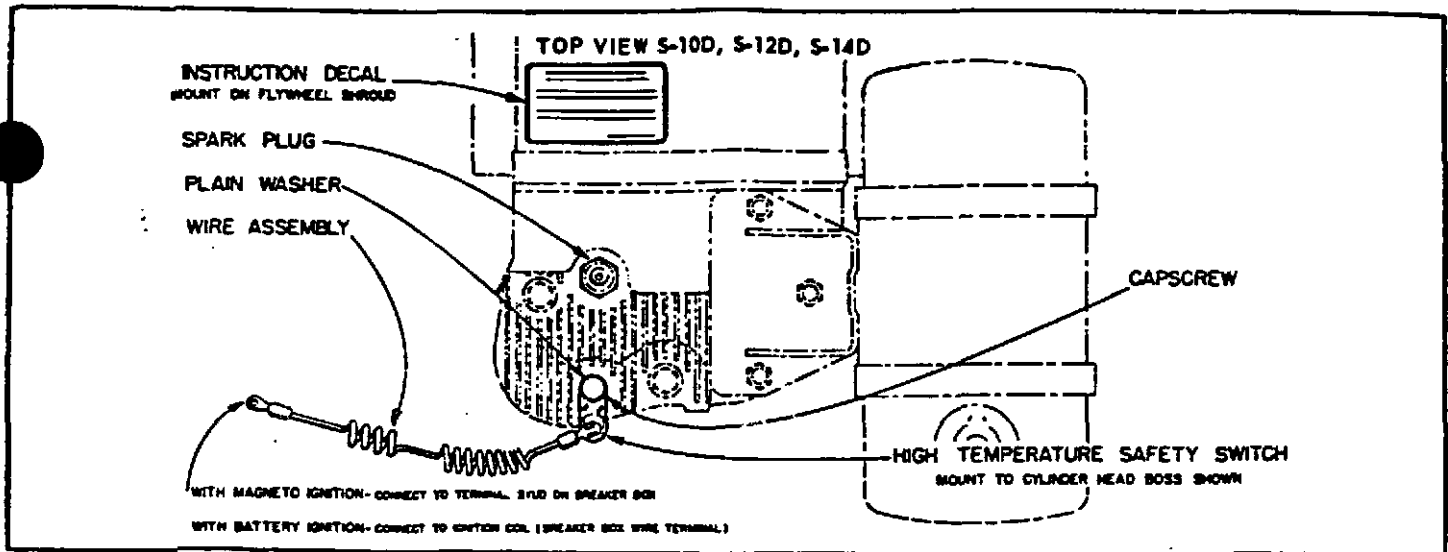
HI-TEMP. SAFETY SWITCH MOUNTING ON ENGINE MODELS ACN and BKN



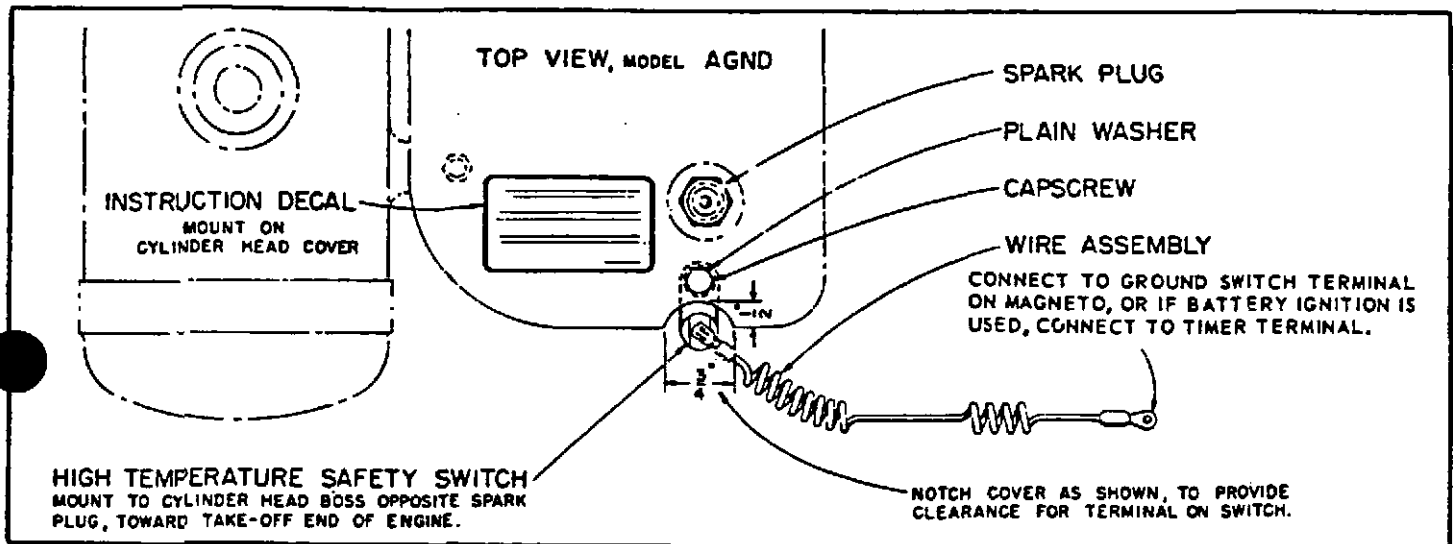
HI-TEMP. SAFETY SWITCH MOUNTING ON ENGINE MODEL AEH



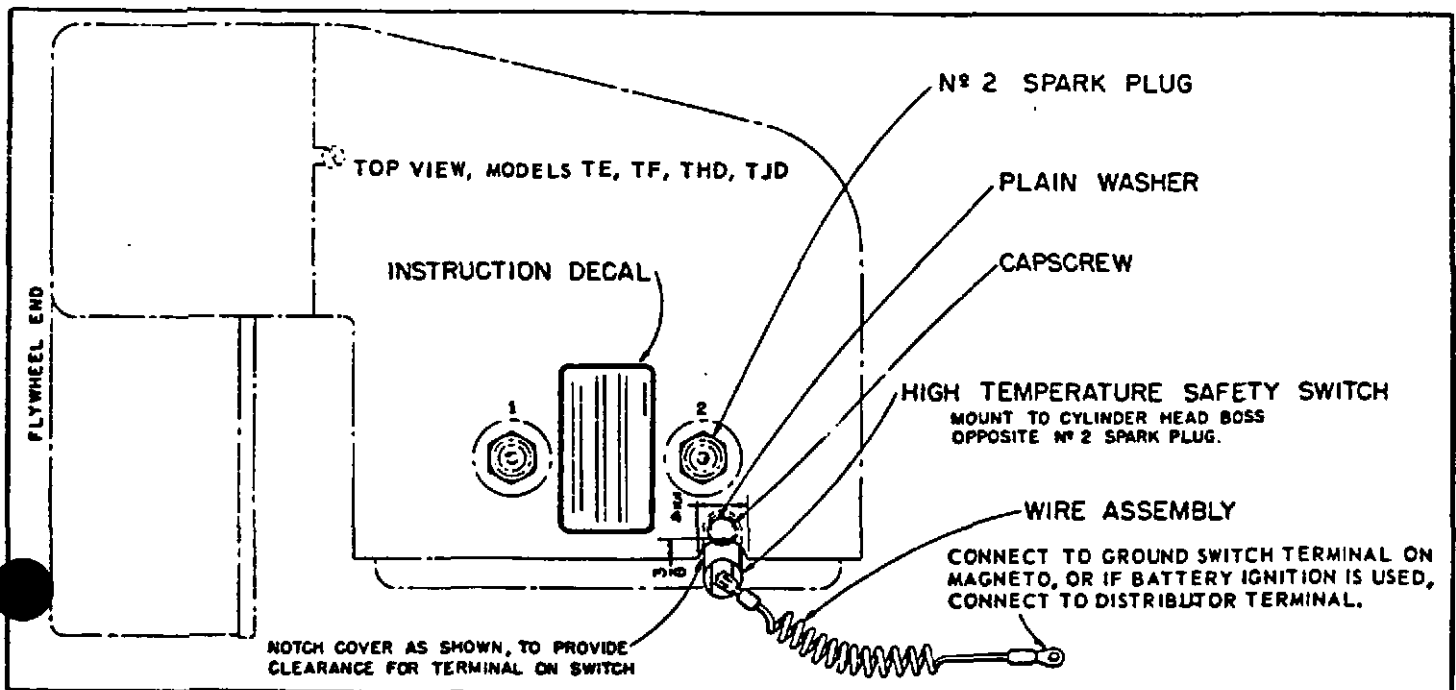
HI-TEMP. SAFETY SWITCH MOUNTING ON ENGINE MODELS AEN and AENL



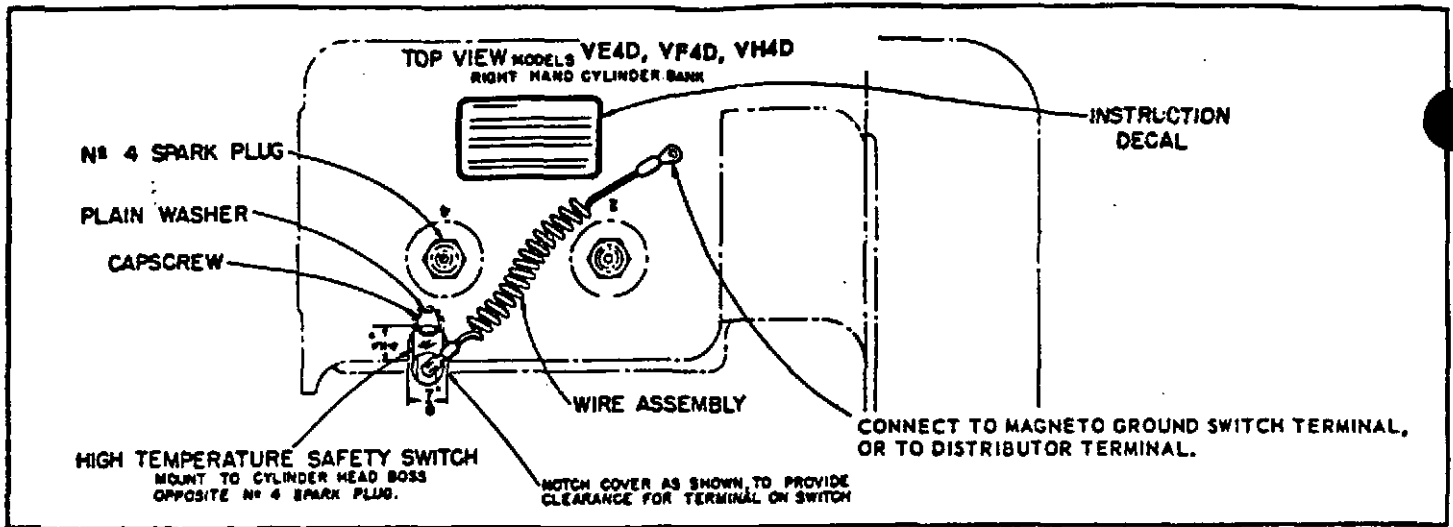
**HI-TEMP. SAFETY SWITCH MOUNTING ON ENGINE MODELS S-10D, S-12D AND S-14D**



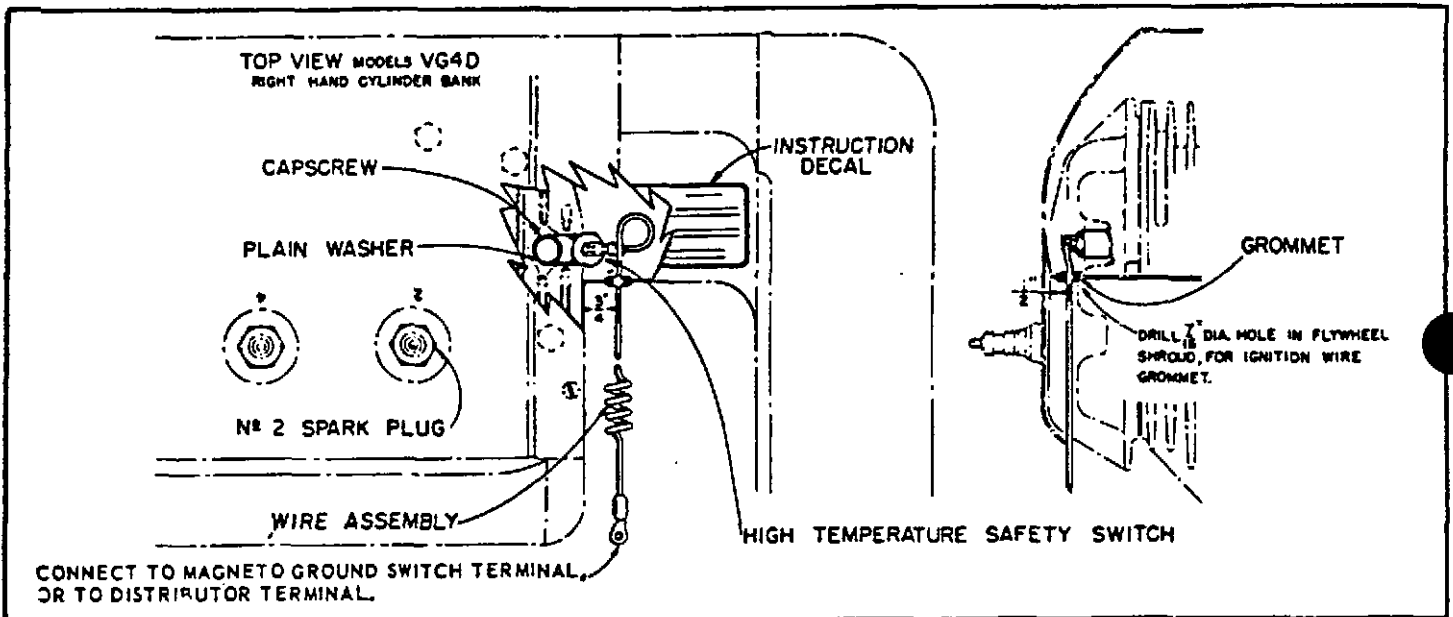
**HI-TEMP. SAFETY SWITCH MOUNTING ON ENGINE MODEL AGND**



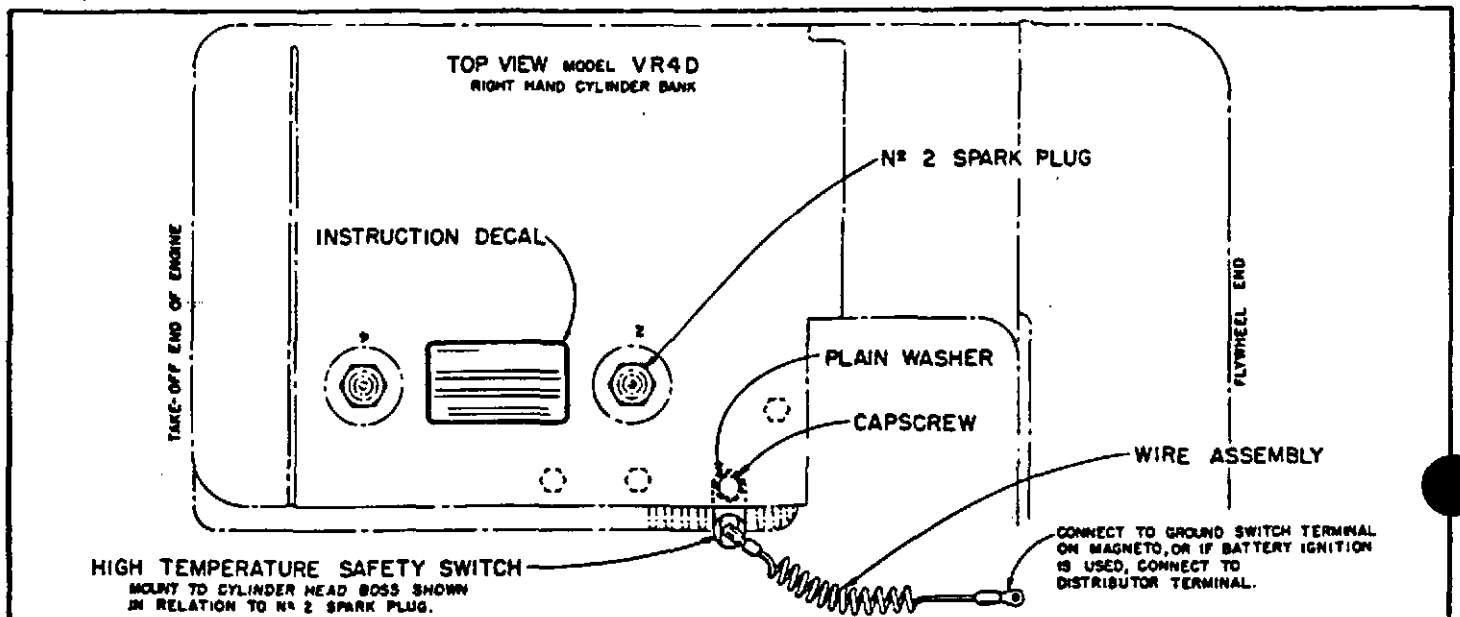
**HI-TEMP. SAFETY SWITCH MOUNTING ON ENGINE MODELS TE, TF, THD AND TJD**



HI-TEMP. SAFETY SWITCH MOUNTING ON ENGINE MODELS VE4D, VF4D, and VH4D



YC-66-G HI-TEMP. SAFETY SWITCH MOUNTING ON ENGINE MODEL VG4D



HI-TEMP. SAFETY SWITCH MOUNTING ON ENGINE MODEL VR4D