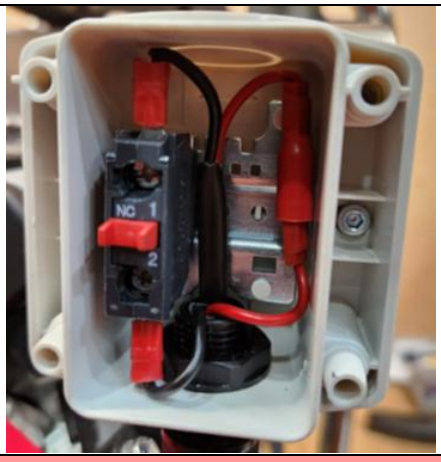
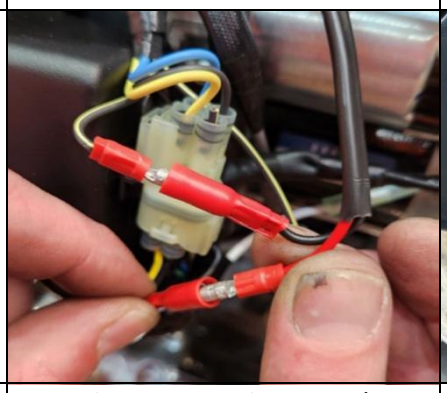
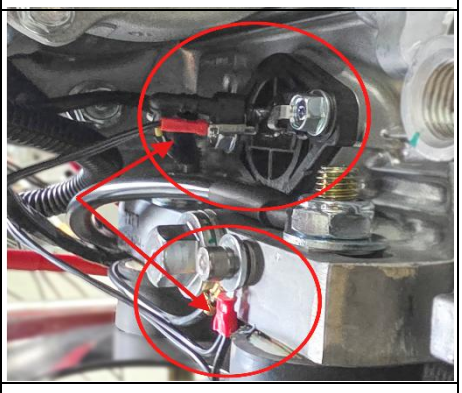
How to identify which E-stop a customer has:

Contact Block Images*			
Contact Block Type	**Normally Closed** (OLD) *Serial Numbers before #7360*		**Normally Open** (New) *Serial Numbers after #7360*
Part Number	**125 85.804.054**		**125 85.804.120**
Description	• Red contact block inside the e-stop. • NC in white text on the front of the contact block.		• Green contact block inside the e-stop. • NO in white text on the front of the contact block.
Engines	**GX630, GX690**	**IGX800**	**GX630, GX690, IGX800**
Wiring Images			
Notes	4 pin connection on the side of the motor, if Black/Yellow wire is crimped with bullet connections with black and red twincore.	Narva relay with wires running to key start block. Wires inside keystarter block require a philips head to access.	Red piggyback terminal plugging into oil switch. Red ring terminal grounding next to oil drain plug.

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***** - Use a Philips head screwdriver to remove the yellow front plate from the E-stop enclosure.
See figure 1 for example.



Figure 1: The screws to remove from front of E-stop enclosure to confirm whether contact block is Normally Open or Normally Closed.

Notes:

Starting in July 2026, Jetter and pressure washers have been built with the new normally open E-stop (*125 85.804.120*) on units with GX630, GX690, & IGX800 engines.

Some customers have been providing documentation detailing how to switch from the pre-June (normally closed) version of the wiring, to the new normally closed wiring should they choose so. **Please ensure that the customer confirms that their wiring matches their e-stop.**

A **float wiring kit** for the new normally open wiring is also avalable as P/N ***125 85.804.457***. This comes with the wires lengths for a JMAS Frame and terminals to plug into the *125 85.804.120* e-stop.