July 2026

GX630, GX690 and IGX800 Wiring Update

Dear Customer,

Starting July 2026 all BAR Products with a Honda GX630, GX690 and IGX800 engine will have their emergency stop and low water switches wired differently. All serial numbers after #***7360*** will be wired with normally open emergency stops.

This change eliminates the need to install a relay and cut into official Honda wiring, mitigating wiring failures.

The normally open emergency-stop part number is ***125 85.804.120***. This includes the contact block and yellow 'EMERGENCY STOP' enclosure.

A drawing of the new wiring method will be attached to this communication.

Important notes:

- Float switch will need to be installed in the opposite orientation for normally open builds. Please see example below.



- Installation should only be completed by a competent technician. Disconnect battery/ignition power before modifying wiring. Confirm operation of E-stop and low-water shutdown before returning unit to service.

- When triggering E-stop or low water switch, red engine light will illuminate and the engine will stop. Engine will not restart until switches have been resolved, followed by turning key to 'off'. Restart the machine when ready.



Figure 1: Engine light highlighted in red.

Aim

The purpose for this change is to reduce the complexity of building and servicing units with GX630, GX690 and IGX800 engines. The normally closed method requires the removal of the engine starter block and cutting into the official wiring which required additional work, introduced a possible point of failure.

The proposed normally open wiring allows for a plug and play solution, no cutting into wires necessary.

Methods

Installation of a new NO Switch

You will require the following parts and tools to complete this wiring:

Part Name	Part Number	QTY
Normally Closed Emergency Stop	*125 85.804.120*	1
Jetter Float Wiring Kit *	*125 85.804.547*	1

*Wiring kit's lengths are based on the standard wire routing and positioning, if this does not meet your requirements you will need the following alternative parts list:

Part Name	Part Number	QTY
Normally Closed Emergency Stop	*125 85.804.120*	1
Water Float Switch	*165 SF-0920*	1
6.3 X 0.8MM MALE/FEMALE CONNECTOR RED	*56130***	1
6.3MM RING TERMINAL RED	*56174***	1
4.3MM SPADE TERMINAL RED	*56162***	2
Wire **		xx
Solder Wire		xx
Soldering Iron		1
Heat Gun		1
Scissors		1

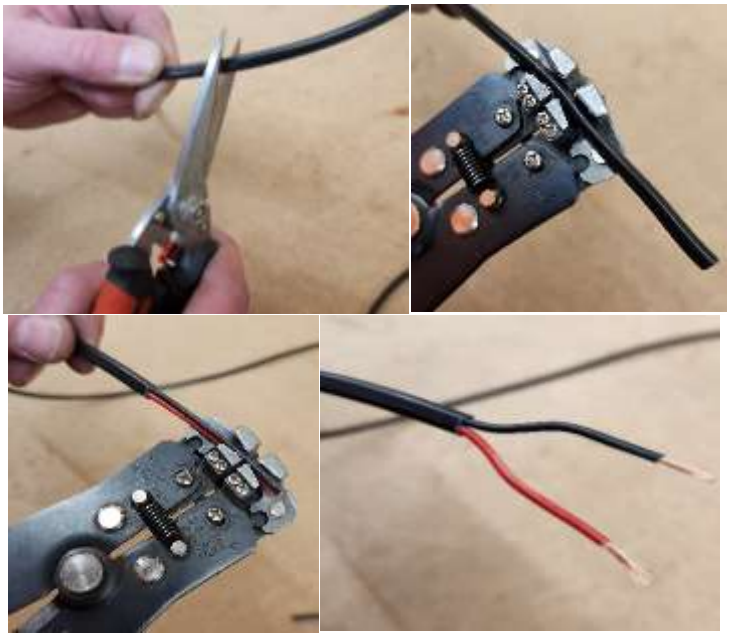
**Must crimp securely into the terminals listed in the table above.

***Narva Part number

DIY Wiring (GX630, GX690 & IGX800)

It is recommended you have a copy of the wiring diagram present during this process.

1. Measure length of wire required to route water float switch to low oil wiring, adding ~50mm for the ground.
   If float switch wires reach oil wiring, skip to step 6.
   If not, trim wire to required length and strip 15mm sheathing off the ends using wire stripper.



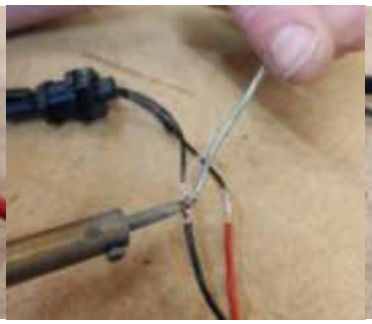
2. Cut float assembly (165 SF-0920) wires using scissors. Strip 15mm sheathing off the ends using wire stripper.



3. Cut two 30mm black heat shrink tubing *(56612/20***)* and slide them on the two wires of the float assembly.




4. Splice the two wire ends of the float assembly and twin core cable and solder the connection using solder wire and soldering iron**.**


5. Slide the heat shrink tubing previously cut onto the soldered connections and shrink it using a heat gun.




6. Cut 200mm of black heat shrink tubing (56612/20***) using scissors. Slide heat shrink onto the float assembly cable to cover the exposed twin cable soldered earlier. Shrink the tubing using heat gun.



7. Trim wire and strip sheathing off the ends using wire stripper.

8. Cut two 80mm black heat shrink tubing *(56612/20***)* and slide them on the two wires of the float assembly.

9. Measure length of wire required to route Emergency Stop to low oil wiring, adding 70mm for routing within E-stop enclosure. Trim wire and strip 70mm sheathing off the ends using wire stripper.

10. Crimp the exposed red wired to 6.3MM RING TERMINAL RED.

Installation Procedure

1. Remove insulated female blade terminal, taking care not to bend or damage both male and female blades.



2. Attach insulated female blade terminal onto the male piggyback blade terminal on E-stop/float wiring.



3. Carefully plug piggyback female terminal to the exposed male blade of the oil switch. Ground ring terminal attached to black wires as seen below.



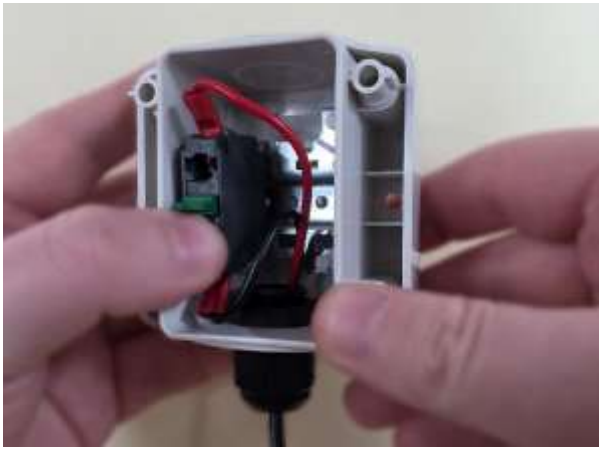
4. Route wire to your desired mounting point of E-stop




5. Feed spade terminals through cable gland. Insert forked terminals into normally open contact block, tightening with Philips head screwdriver. Ensure wires are secure before proceeding.



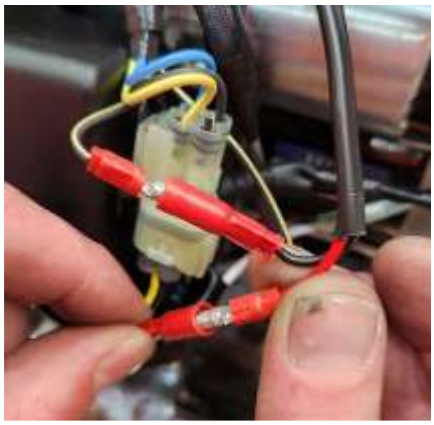

6. Clip normally open contact block into e-stop enclosure.



7. (If applicable) Route Float switch to water tank, **ensure it is mounted in the normally open orientation.**

Retrofitting a Normally Open Switch to GX630 and GX690

1. Disconnect the twin-core bullet connectors from the black/yellow wires, then connect the black/yellow bullet connectors to each other.

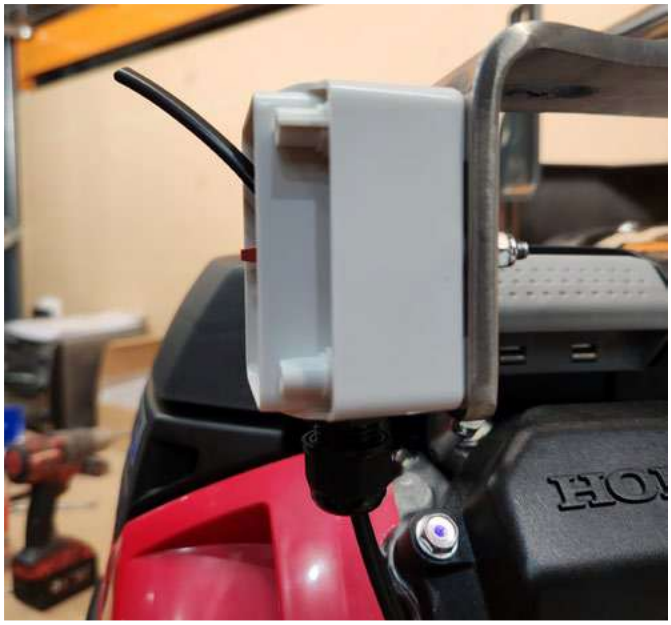


2. Remove screws from e-stop. Use a philips head screwdriver to loosen terminals, disconnect bullet connections in terminal block and remove from contact block. Use pick to lift and unlatch metal tab on back end of contact block.






3. Feed cables through gland at bottom of enclosure. If terminals are proving too difficult to remove, cut ends and remove.



4. You may reuse the remaining twincore wire to float switch.
   Float switch needs to be flipped to normally open orientation.

5. **Proceed with normally open installation.**

Retrofitting a Normally Open Switch to IGX 800

1. Remove cable ties from relay cables. Disconnect Relay





2. Remove the two bolts from the ECU (Electronic Control Unit) and Relay using 8mm socket on Impact Gun.




3. Remove the bolts from the ignition module bracket connecting it to the motor using 10mm socket on 1/4" 150mm extension bar fitted to the Impact gun.



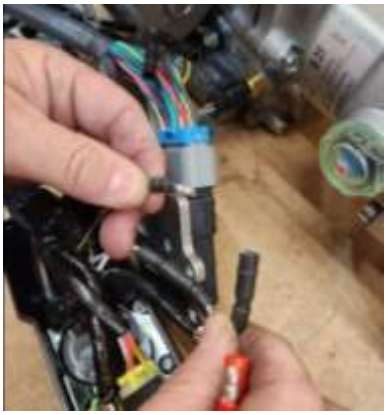

4. Remove the screws from the ignition module bracket using Philips head bit on Impact Gun.




5. Remove the screws from the ignition module using Philips head bit on Impact gun and take off the lid.



6. Disconnect the Red bullets from Black bullets with the white cable and black/yellow cable. Reconnect black/yellow and white wires via the black bullet connections .

7. Fit back the ignition module lid and fit the screws using Philips head bolt on Impact gun.



8. Fit back the screws connecting the ignition module to the bracket.



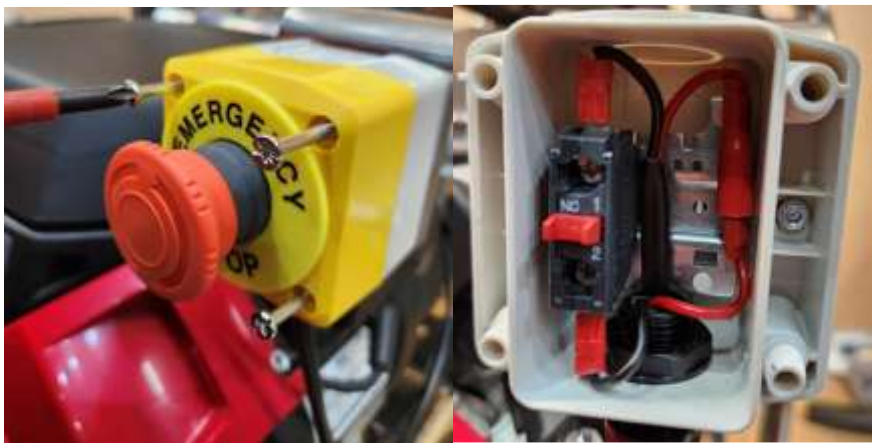

9. Fit the ignition module bracket back to the motor.

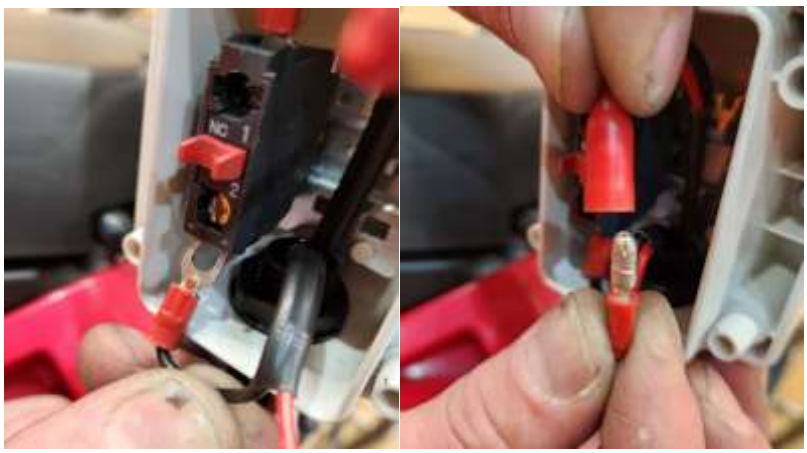



10. Fit the ECU back to the motor. **[Make sure to place the cable loom behind the ECU.]**

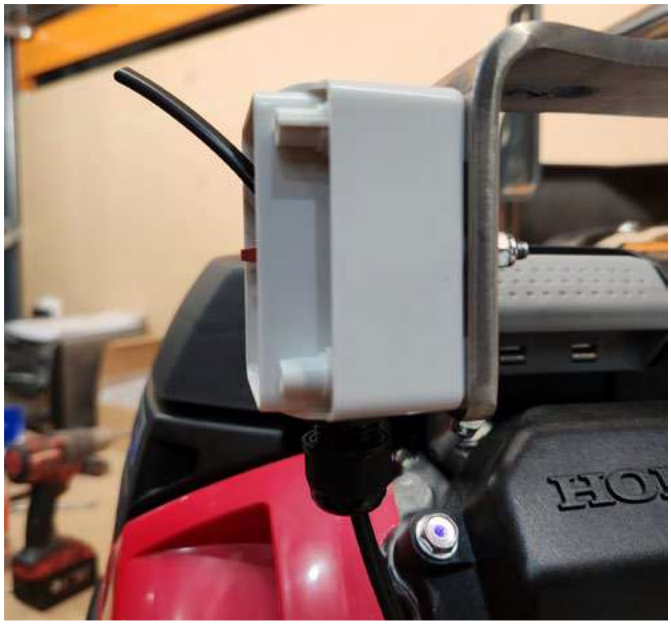


11. Remove screws from e-stop. Use philips head screwdriver to loosen terminals, disconnect bullet connections in terminal block and remove from contact block. Use pick to lift and unlatch metal tab on back end of contact block.





12. Feed cables through gland at bottom of enclosure. If terminals are proving too difficult to remove, cut ends and remove.



13. You may reuse the remaining float switch wire if you choose to wire your own e-stop and float.
    Float switch needs to be flipped to normally open orientation.

14. **Proceed with normally open installation.**