to starter contactor solenoid lead

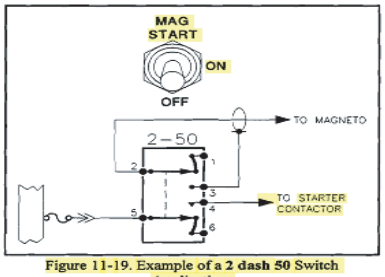


Figure 11-19. Example of a 2 dash 50 Switch Application.

I copied the 2-50 switch wiring from AEC to my drawing of the left ignition switch, along with my guess of how the wiring goes to the mag.

20awg

to mag

left ignition

mag shield engine ground here?

(2-50)

left ignition switch

up: mag/start
ctr: on
dwn: off

20awg

to main power bus

**Note 2: r/e 2-50 mag switches**
Note that p-leads are grounded out with the switches in the lower, OFF position. The center position of each switch un-grounds a mag, allowing the engine to run. The spring loaded upper position of the left mag switch controls both magneto and starter contactor. The starting circuit is completed through lower, MAG OFF contacts on the right mag switch. This interlocking prevents inadvertent engine cranking with the right mag energized.

I don't know how the right ignition switch would be wired. Would it need to be the same kind (2-5 or 2-50), or could it be a 1-3 or other kind?

right ignition

(2-50)

right ignition switch

up: ?
ctr: ?
dwn: ?

**Note 3 r/e shielding**.
Use shielded 20 or 22AWG wire to control the mags. Attach the shield to engine ground at the magneto end. Attach the shield to one and only one switch terminal at the cockpit end as shown. In the switch OFF position, the shields are used as a ground return for the magnetos. In the MAG ON position, the shields are protection from electrostatic coupling of magneto noise. The shields should not be attached to any form of ground at the panel, just the magneto switch.