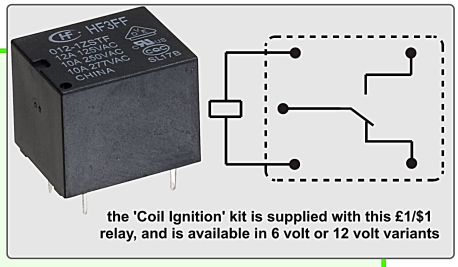
tap open
oil flowing

switch open
no current flowing

relay not energised
ignition circuit works as normal



the 'Coil Ignition' kit is supplied with this £1/$1 relay, and is available in 6 volt or 12 volt variants

Tech: contacts used on the switch side of the relay are Normally Closed
When the relay coil is not energised, the switch side
is in a closed state so current can flow.

Kingpin Components Oil Tap with Cutout Switch for Coil Ignition

When the ignition key is turned on, but the oil tap is still closed, the relay is energised. This opens the electronic ignition, or points ignition circuit which means the bike will not start.

Great idea, as when the relay fails, the bike will still run, and you can easily get home.

Personally, I don't like this method, because you are 100% reliant upon a micro relay to make your safety interlock work. It is very small, and this is a dirty, hot and vibratory environmnet. It will fail.
Of course you can add extra warning lights and buzzers to this circuit, but it is additional complexity and more to go wrong.

tap closed
no oil flowing

switch closed
current flowing

relay is energised
ignition circuit is disabled

Tech: contacts used on the switch side of the relay are Normally Closed
When the relay coil is energised, the switch side
is in an open state so current cannot flow.

tap open
oil flowing

switch open
no current flowing

open circuit between arced contact plate and switch body
magneto operates normally.

on an electronic ignition or points ignition bike, I would recommend this is wired into the horn circuit.
when the tap is open, the horn is silent.

Kingpin Components Oil Tap with Cutout Switch for Magneto

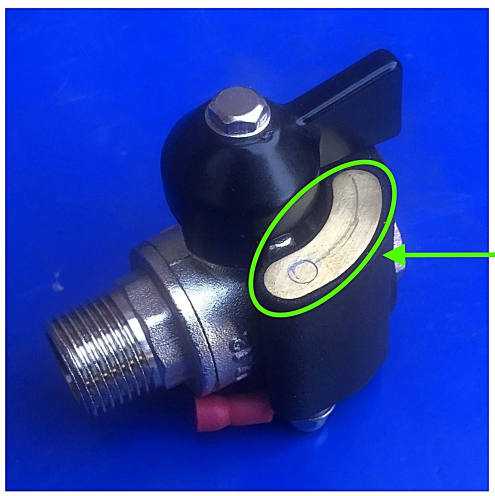
My preference is to use the version of this tap for Magneto ignitions. It is exactly the same valve/switch but does not include the relay (hence the lower cost)

Wire a 'hot' lead (usually a W (white) wire from the Ignition switch) via this tap to the PB (purple/black) cable that goes to the horn.

When the Ignition key is turned on, but the oil tap is still closed, the horn will sound.

Reliable, lower cost, simple, effective and most importantly no reliance upon a small micro relay which means less to go wrong.

It is important to note that this valve MUST be used between two hoseltails and NOT be screwed directly into (earthed through) the oil tank in this scenario. It also means that you cannot use stainless steel braided hose.



tap closed
no oil flowing

switch closed
current flowing

closed circuit between arced contact plate and switch body
magneto is earthed (same as pressing kill switch)

on an electronic ignition or points ignition bike where this is wired in to the horn circuit, the horn would be sounding if the ignition is turned on, and the tap is in any other position than fully open.