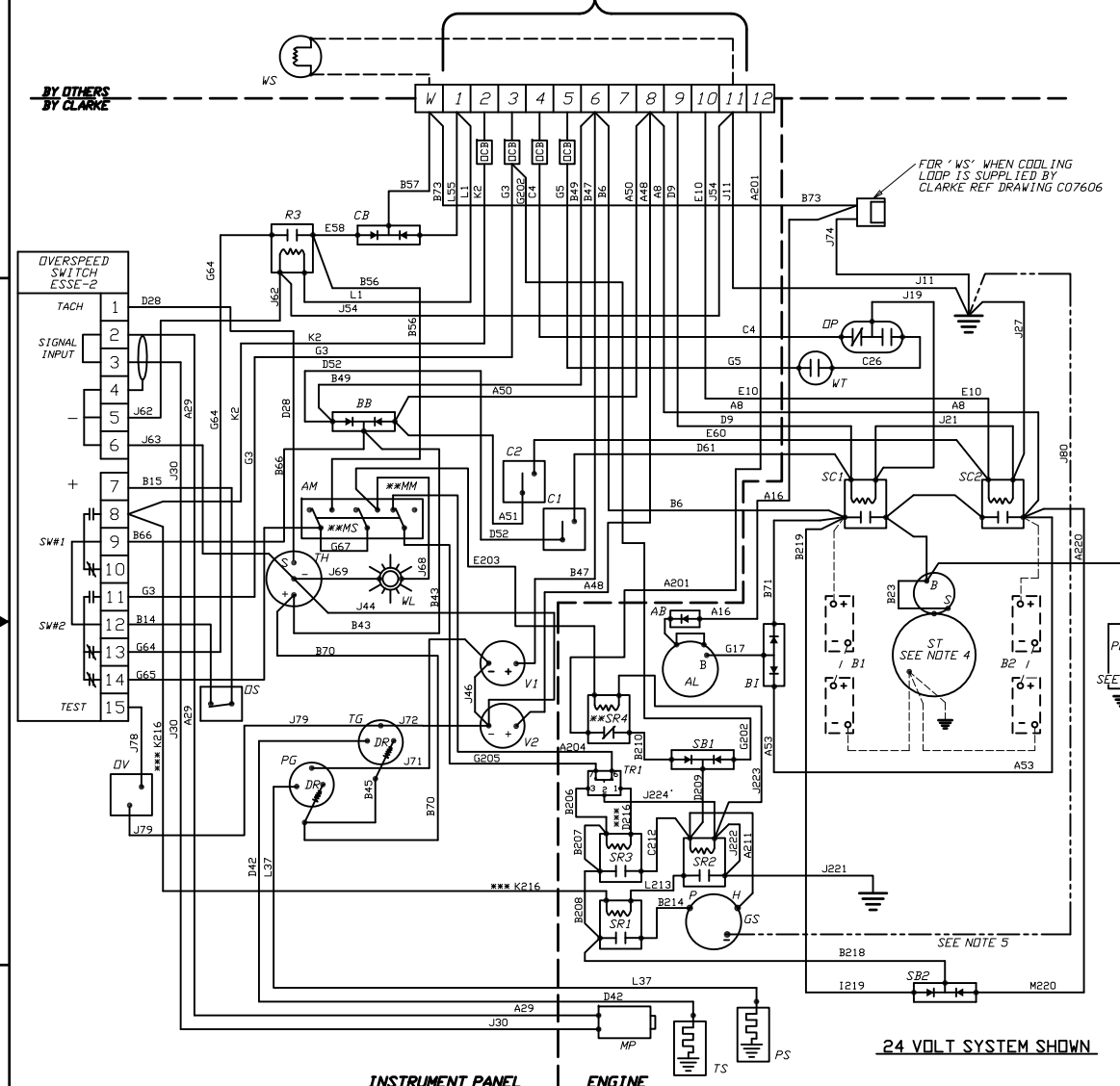


SYM	REVISION	ECN#	DRWN	APVD	DATE
A	ISSUED DRAWING		KJK	KJK	14MAY01
B	(**) CLOSED SR4, MOVED E203 TO MM SIDE OF MS		SK	KJE	11JUL02
C	CHANGED J44 WIRE FROM V1 TO V2, ADDED J71 WIRE TO V1 TO PG, REMOVED J72 WIRE FROM V1 TO TG, CHANGED J72 WIRE WAS V2 TO PG, NOW IS V2 TO TG. REMOVED G59 WIRE. TERMINAL LOCATIONS CHANGED WITH NEW SPEED SWITCH	139	SK	KJE	18NOV02
D	(***) WIRE # WAS 215	486	MJD	KJE	15SEP05
E	ADDED DCB TO TERMINAL #'S 2, 3, 4, 5.	1642	MJD	KJE	27MAY09
-	UPDATED w/ LATEST TITLE BLOCK, ADDED CNTRLD DWG BOX	6309	MAL	MPD	02JUN21

**INTER-CONNECT
TERMINALS TO CONTROLLER**

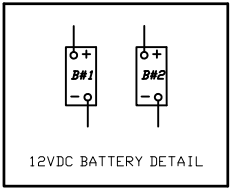


LEGEND

- | | |
|-----------------------------------|--|
| AB - ALTERNATOR BRIDGE | SB1 - SHUTDOWN BRIDGE, TERMINAL STRIP |
| AL - ALTERNATOR | SB2 - SHUTDOWN BATTERY ISOLATOR |
| AM - AUTOMATIC MODE POSITION | SC1 - STARTER CONTACTOR BATT#1 |
| B1 - BATTERY #1 | SC2 - STARTER CONTACTOR BATT#2 |
| B2 - BATTERY #2 | SI - STARTER ISOLATOR |
| BB - BATTERY BRIDGE | SR1 - SHUTDOWN RELAY, PULL COIL |
| BI - BATTERY ISOLATOR | SR2 - SHUTDOWN RELAY, HOLD COIL |
| C1 - CRANK (MANUAL) SWITCH-BATT#1 | SR3 - SHUTDOWN RELAY, MODE SELECTOR SW. |
| C2 - CRANK (MANUAL) SWITCH-BATT#2 | SR4 - SHUTDOWN RELAY, AUTO MODE |
| CB - COOLANT BRIDGE | ST - STARTER |
| CR - DROPPING RESISTOR (24V ONLY) | SW#1 - CRANK TERMINATE |
| GS - GOVERNOR SOLENOID | SW#2 - OVERSPEED |
| MM - MANUAL MODE POSITION | TG - TEMPERATURE GAUGE (WATER) |
| MP - MAGNETIC PICK-UP | TH - TACHOMETER - HOURMETER |
| MS - MODE SELECTOR | TR1 - TIMER RELAY, SHUTDOWN |
| OCB - OVER-CURRENT BREAKER | TS - TEMPERATURE SENDER (WATER) |
| OP - OIL PRESSURE 20# | V1 - VOLTMETER / BATT#1 |
| OS - OVERSPEED RESET N. C. | V2 - VOLTMETER / BATT#2 |
| OV - OVERSPEED VERIFY @ 67% | WL - WARNING LAMP, *CONTROLS NOT IN AUTOMATIC POSITION |
| PG - PRESSURE GAUGE (LUBE) | WS - WATER SOLENOID VALVE |
| PL - TURBO PRELUBE SOLENOID | WT - WATER TEMPERATURE N. D. SW 205°F |
| PS - PRESSURE SENDER (LUBE) | |
| R3 - REMOTE RUN RELAY N. D. | |

COLOR CODE

- | | |
|------------|------------|
| A - WHITE | G - BLUE |
| B - RED | I - PINK |
| C - ORANGE | J - BLACK |
| D - YELLOW | K - BROWN |
| E - GREEN | L - GRAY |
| F - GREEN | M - PURPLE |
| G - BLUE | |



CONTROLLED DRAWING

This is a registered part with FM/UL for use on an approved/ listed fire pump driver. No substitutions are allowed. Consult engineering prior to and regarding any change.

- NOTES:**
- BROKEN LINE (---) SYMBLS INDICATE COMPONENTS NOT SUPPLIED BY CLARKE.
 - REFER TO ENGINE MODEL INSTALLATION DATA SHEET FOR SPECIFIC BATTERY AND CABLE SIZE REQUIREMENTS.
 - 12 VOLT SYSTEM DOES NOT INCLUDE THE TWO (DR) DROPPING RESISTORS. RED WIRES (B) CONNECT DIRECTLY TO PG & TG RESPECTIVELY.
 - SOME MODELS HAVE A STARTER THAT IS INTERNALLY GROUNDED, FOR THOSE THE BATTERY NEGATIVE CABLE (GRD) SHOULD BE ATTACHED TO THE ENGINE BLOCK (ALL PAINT SHOULD BE REMOVED TO BARE METAL)
 - JDFP ONLY - ALL OTHER HAVE INTERNAL GROUND.
 - IK6 TURBOCHARGED MODEL ENGINES ONLY.
 - DETAIL OF TIMER RELAY, TR1. AT THE CLOSE OF CONTACTS 6 & 7, TERMINAL 1 OF THE TIMER RELAY BECOMES BATTERY NEGATIVE. TERMINAL 1 REMAINS BATTERY NEGATIVE FOR 60 SECONDS.

MATERIAL:	THIS DRAWING AND THE INFORMATION HEREON ARE OUR PROPERTY AND MAY BE USED BY OTHERS ONLY AS AUTHORIZED BY US. UNPUBLISHED - ALL RIGHTS RESERVED UNDER THE COPYRIGHT LAWS.	CONTROLLED DRAWING	
		DRWN: KJKUNKLER	NAME:
		DATE: 11MAY01	WIRING DIAGRAM, F. P. ENGINE, SINGLE STARTER, ENERGIZED TO STOP
		ENGR: KJKUNKLER	
STANDARD TOLERANCE:		CHECK:	PART NO. C07861
DECIMAL: .015, .030, .062, .125, .250, .500, 1.000	ANGULAR: ±0.5°	SERIES CODE: MP	SCALE: NONE
USAGE:		SCALE: NONE	UNITS: NONE

