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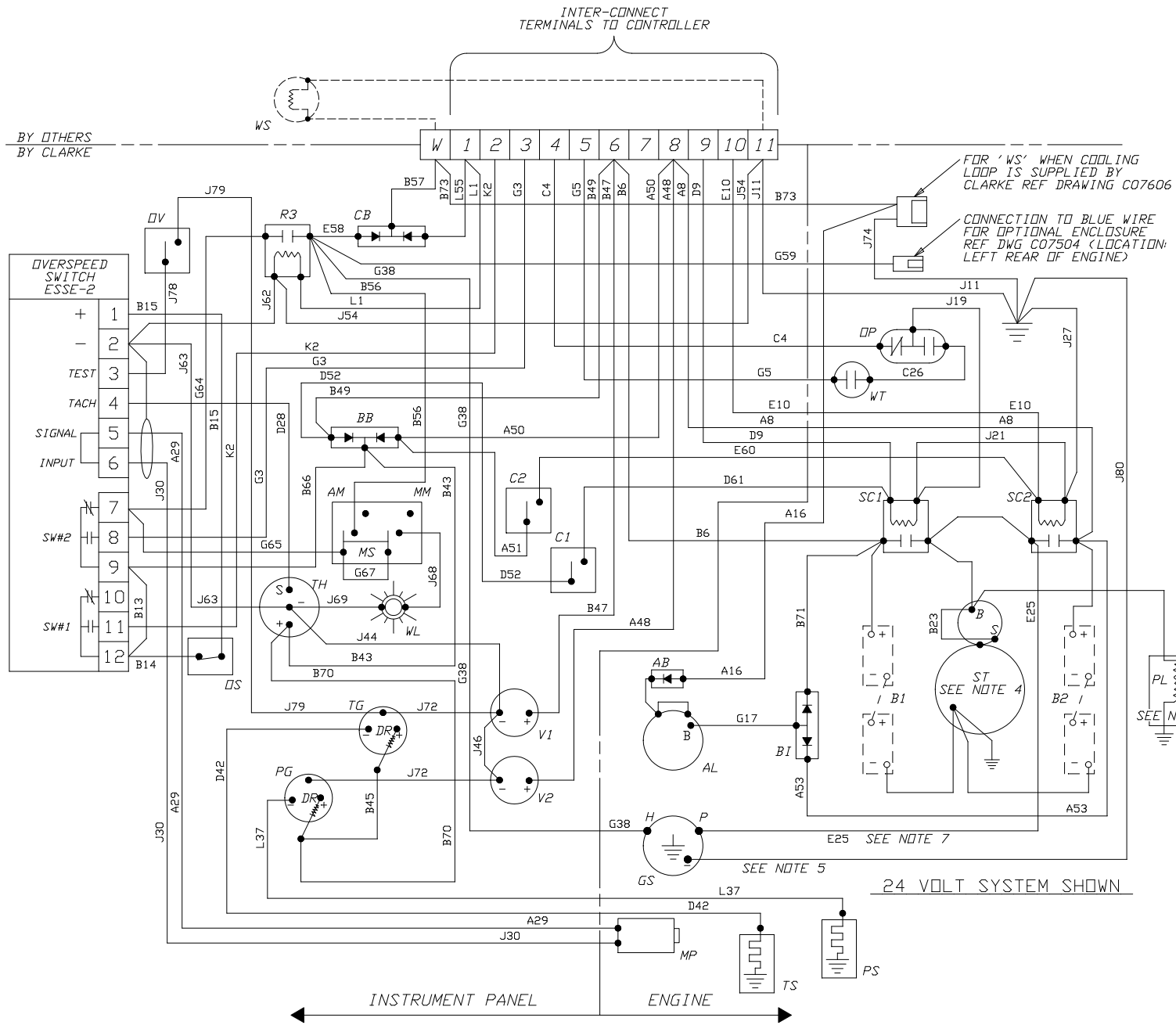
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C07602

REV K

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| SYM | REVISION | DRWN | APVD | DATE |
|-----|--|------|------|---------|
| C | ADDED ALTERNATOR BRIDGE | KJK | DMP | 30SEP97 |
| D | REMOVED A16 FROM GS AND REWIRED A16 TO B73 | KJK | JTW | 16APR98 |
| E | ADDED CONTROLLED DWG. NOTE | CPB | JTW | 17APR98 |
| F | ADDED OVERSPEED VERIFY WIRING | SEN | JTW | 16JUL98 |
| G | MODIFIED J79 | MAL | LD | 01JUL99 |
| H | ADDED NOTE 5 | RRW | LD | 23JUL99 |
| J | ADDED TURBO PRELUBE SOLENOID | MAL | KJK | 27NOV00 |
| K | ADDED NOTE 7 | KJK | | 13NOV01 |

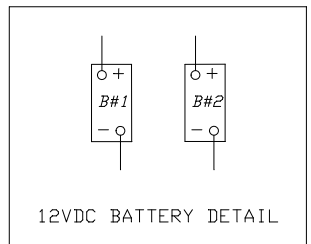


LEGEND

| | |
|----------------------------------|---|
| AB - ALTERNATOR BRIDGE | PL - TURBO PRELUBE SOLENOID |
| AL - ALTERNATOR | PS - PRESSURE SENDER(LUBE) |
| AM - AUTOMATIC MODE POSITION | R3 - REMOTE RUN RELAY N. D. |
| B1 - BATTERY #1 | SC1 - STARTER CONTACTOR BATT#1 |
| B2 - BATTERY #2 | SC2 - STARTER CONTACTOR BATT#2 |
| BB - BATTERY BRIDGE | SI - STARTER ISOLATOR |
| BI - BATTERY ISOLATOR | ST - STARTER |
| C1 - CRANK(MANUAL)SWITCH-BATT#1 | SW#1 - CRANK TERMINATE |
| C2 - CRANK(MANUAL)SWITCH-BATT#2 | SW#2 - OVERSPEED |
| CB - COOLANT BRIDGE | TG - TEMPERATURE GAUGE(WATER) |
| DR - DROPPING RESISTOR(24V ONLY) | TH - TACHOMETER - HOURMETER |
| GS - GOVERNOR SOLENOID | TS - TEMPERATURE SENDER(WATER) |
| MM - MANUAL MODE POSITION | V1 - VOLTMETER / BATT#1 |
| MP - MAGNETIC PICK-UP | V2 - VOLTMETER / BATT#2 |
| MS - MODE SELECTOR | WL - WARNING LAMP, "CONTROLS NOT IN AUTOMATIC POSITION" |
| DP - OIL PRESSURE 20# | WS - WATER SOLENOID VALVE |
| DS - OVERSPEED RESET N. C. | WT - WATER TEMPERATURE N. D. SW 205°F |
| PG - PRESSURE GAUGE(LUBE) | |

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 | |



- NOTES:
- BROKEN LINE () SYMBOLS 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.
 - WIRE E25 IS NOT USED ON IK6 NATURALLY ASPIRATED ENGINES.

FOR CLARKE US ENGINES BUILT PRIOR FEBRUARY 2003

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.

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| 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. | DRAWN | TROY POPE | DETROIT DIESEL- ALLISON 3133 EAST KEMPER ROAD, CINCINNATI, OHIO 45241 |
| | UNLESS OTHERWISE SPECIFIED TOLERANCES ARE: | DATE | 09JAN95 | |
| DECIMAL | MM | IN | | WIRING DIAGRAM, F. P. ENGINE w/ELECTRIC GAUGES NEGATIVE GROUND, 12 or 24VDC |
| .XX | ± | ± | ENGR | |
| .XXX | ± | ± | CHECK | |
| FRACTIONAL | ± | ± | INSPECT | N |
| ANGULAR | ± | ± | SERIES CODE | MP |
| USAGE: | | | SCALE | NONE |
| | | | UNITS | NONE |
| | | | SIZE | C |
| | | | PART NO. | C07602 |
| | | | REV | K |
| | | | SHEET | 1 |
| | | | OF | 1 |

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REV K C07602