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C07575

REV N

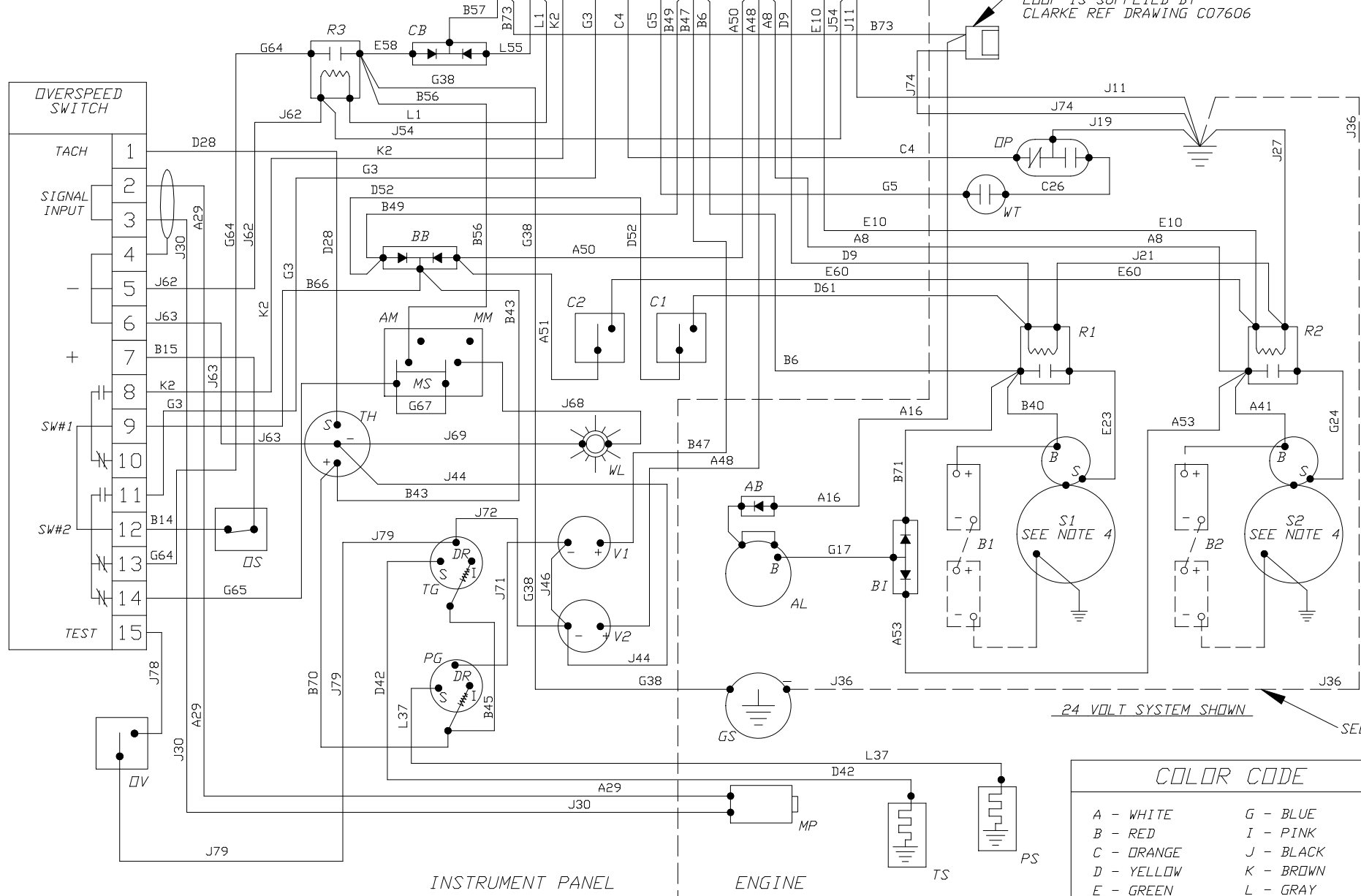
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SYM	REVISION	ECN#	DRWN	APVD	DATE
K	REROUTED GROUND FROM "WS" TO TERMINAL 11		GMS	LD	13MAR00
L	ADDED JU6H MODELS, PUT WIRE J36 IN PHANTOM, ADDED NOTE 5	5	KJK	KJK	23AUG00
M	UPDATED DRAWING	139	SK	KJK	22AUG02
N	CHANGED J44 WIRE FROM V1 TO V2, ADDED J71 WIRE TO V1 PG, REMOVED J72 WIRE FROM V1 TO TG, CHANGED J72 WIRE V2 TO PG, NOW IS V2 TO TG, ADDED G65 WIRE FROM MS TO OVERSPEED SWITCH #14, CHANGED B66 WIRE FROM #14 TO #9	TE39 WAS	MAL	KJE	14OCT02

BY OTHERS
BY CLARKE

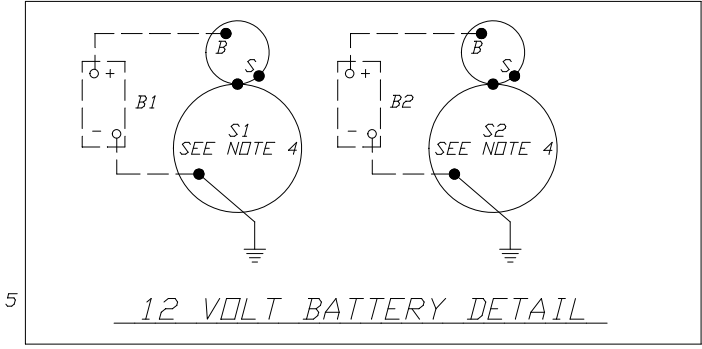
INTER-CONNECT
TERMINALS TO CONTROLLER

FOR "WS" WHEN COOLING
LOOP IS SUPPLIED BY
CLARKE REF DRAWING C07606



LEGEND

AB - ALTERNATOR BRIDGE	PS - PRESSURE SENDER (LUBE)
AL - ALTERNATOR	R1 - RELAY #1 (CRANKING)
AM - AUTOMATIC MODE POSITION	R2 - RELAY #2 (CRANKING)
B1 - BATTERY #1	R3 - REMOTE RUN RELAY N.O.
B2 - BATTERY #2	S1 - STARTER #1
BB - BATTERY BRIDGE	S2 - STARTER #2
BI - BATTERY ISOLATOR	SI - STARTER ISOLATOR
CB - COOLANT BRIDGE	SW#1 - CRANK TERMINATE
C1 - CRANK(MANUAL) SWITCH-BATT #1	SW#2 - OVERSPEED
C2 - CRANK(MANUAL) SWITCH-BATT #2	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 (PROVIDED BY OTHERS)
DS - OVERSPEED RESET N.C.	WT - WATER TEMPERATURE N.O. SW 205°F
DV - OVERSPEED VERIFY @ 67%	
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)
- PDFP ONLY - ALL OTHER HAVE INTERNAL GROUND.

**FOR CLARKE US ENGINES BUILT
BEGINNING 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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	DATE	21JAN94			
	ENGR	JTWHITNEY	NAME WIRING DIAGRAM, ENGINE W/ELECTRIC GAUGES & DUAL STARTERS NEGATIVE GRD. 12 OR 24VDC		
	CHK		SIZE B	PART NO. C07575	REV N
USAGE: 5, 7, 8 & 1000	INSP: N	SERIES CODE: MP	SCALE: NONE	UNITS: NONE	SHEET OF 1 1

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C07575
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