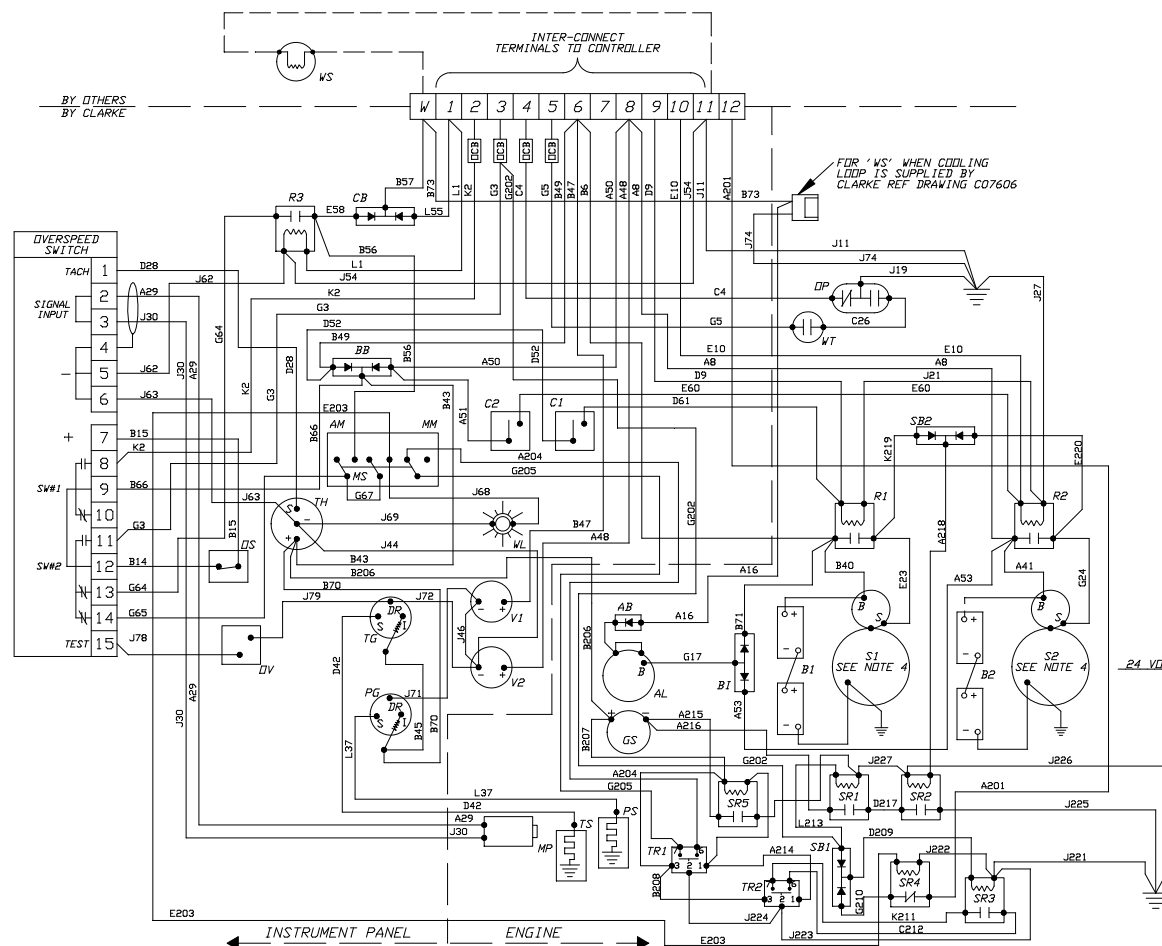
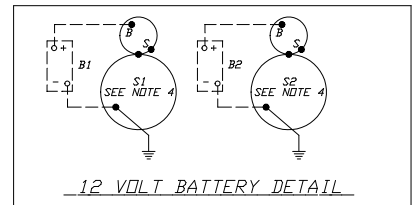


SYM	REVISION	ECN#	DRWN	APVD	DATE
D	ADDED SR5 RELAY		KJK	KTE	07AUG07
E	ADDED DCB TO TERMINAL #'S 2, 3, 4, 5.	1642	MJD	KTE	27MAY09



**LEGEND**

AB - ALTERNATOR BRIDGE	SB1 - SHUTDOWN BRIDGE, TERMINAL STRIP
AL - ALTERNATOR	SB2 - SHUTDOWN BRIDGE, STARTER CRANKING
AM - AUTOMATIC MODE POSITION	S1 - STARTER ISOLATOR
B1 - BATTERY #1	SR1 - SHUTDOWN RELAY, OVERSPEED
B2 - BATTERY #2	SR2 - SHUTDOWN RELAY, CRANKING
BB - BATTERY BRIDGE	SR3 - SHUTDOWN RELAY, ST2 TIMER
B1 - BATTERY ISOLATOR	SR4 - SHUTDOWN RELAY, MODE SELECTOR
CB - COOLANT BRIDGE	SR5 - SHUTDOWN RELAY, SOLENOID PILOT
C1 - CRANK(MANUAL) SWITCH-BATT #1	ST1 - SHUTDOWN TIMER (CONTROLLER)
C2 - CRANK(MANUAL) SWITCH-BATT #2	ST2 - SHUTDOWN TIMER (MODE SELECTOR)
DR - 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, MODE SELECTOR
DCB - OVER-CURRENT BREAKER	TR2 - TIMER RELAY, SHUTDOWN
DP - OIL PRESSURE 20#	TS - TEMPERATURE SENDER (WATER)
DV - OVERSPEED RESET N.C.	V1 - VOLTMETER / BATT #1
PG - OVERSPEED VERIFY @ 67%	V2 - VOLTMETER / BATT #2
PS - PRESSURE SENDER (LUBE)	WL - WARNING LAMP, 'CONTROLS NOT IN AUTOMATIC POSITION'
R1 - RELAY #1 (CRANKING)	WS - WATER SOLENOID VALVE (PROVIDED BY OTHERS)
R2 - RELAY #2 (CRANKING)	WT - WATER TEMPERATURE N.D. SW 205°F
R3 - REMOTE RUN RELAY N.D.	
S1 - STARTER #1	
S2 - STARTER #2	



**COLOR CODE**

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

**CONTROLLED DRAWING**

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

- 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)
  - DETAIL OF TIMER RELAYS, TR1 & TR2. AT THE CLOSE OF CONTACTS AT 6 & 7, TERMINAL 1 OF THE TIMER RELAY BECOMES BATTERY NEGATIVE. TERMINAL REMAINS BATTERY NEGATIVE FOR APPROXIMATELY 60 SECONDS.

THIS DRAWING AND THE INFORMATION HEREIN ARE OUR PROPERTY AND MAY BE USED BY OTHERS ONLY AS AUTHORIZED BY US. UNPUBLISHED--ALL RIGHTS RESERVED UNDER THE COPYRIGHT LAWS.	DWN	KJKUNKLER
UNLESS OTHERWISE SPECIFIED TOLERANCES ARE:	DATE	14MAY01
	ENGR	KJKUNKLER
	CHK	
	INSP	N
USAGE: 5, 7, 8 & 1000	SERIES CODE	MP

CLARKE

NAME

WIRING DIAGRAM, F. P. ENGINE, DUAL STARTER, ENERGIZED TO STOP

SIZE B	PART NO. C07862	REV. E
SCALE: NONE	UNITS: NONE	SHEET OF 1 1

C07862

REV E

B

A