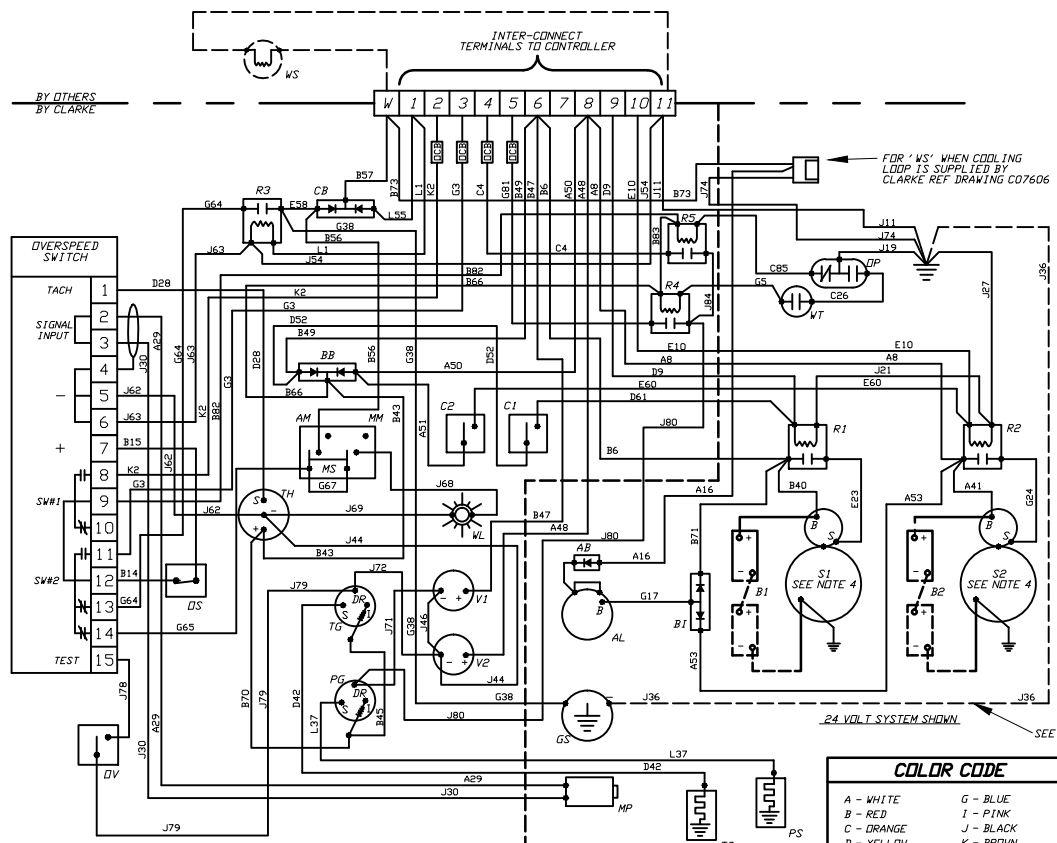


C07575

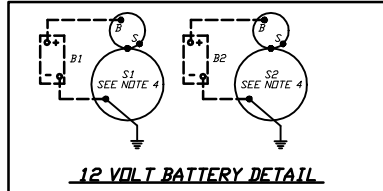
REV Q

SYM	REVISION	ECN#	DRWN	APVD	DATE
M	UPDATED DRAWING	139	SK	KJK	22AUG02
N	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, ADDED G65 WIRE FROM MS TO OVERSPEED SWITCH #14, CHANGED B66 WIRE FROM #14 TO #9	139	MAL	KJE	14DCT02
P	ADDED R4, R5; ADDED WIRES B83, C85, J84	1642	MAL/MJD	KJE	14MAY09
Q	ADDED DCB TO TERMINAL #'S 2, 3, 4, 5.	1642	MJD	KJE	27MAY09



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. D.
B2 - BATTERY #2	R4 - WATER TEMP ALARM RELAY N. D.
BB - BATTERY BRIDGE	R5 - LOW DIL. PRESSURE ALARM RELAY N. D.
BI - BATTERY ISOLATOR	S1 - STARTER #1
CB - COOLANT BRIDGE	S2 - STARTER #2
C1 - CRANK(MANUAL) SWITCH-BATT #1	S1 - STARTER ISOLATOR
C2 - CRANK(MANUAL) SWITCH-BATT #2	SW#1 - CRANK TERMINATE
DR - DROPPING RESISTOR (24V ONLY)	SW#2 - OVERSPEED
GS - GOVERNOR SOLENOID	TG - TEMPERATURE GAUGE (WATER)
MM - MANUAL MODE POSITION	TH - TACHOMETER - HOURMETER
MP - MAGNETIC PICK-UP	TS - TEMPERATURE SENDER (WATER)
MS - MODE SELECTOR	V1 - VOLTMETER / BATT #1
DCB - OVER-CURRENT BREAKER	V2 - VOLTMETER / BATT #2
DP - DIL. PRESSURE 20#	WL - WARNING LAMP, *CONTROLS NOT IN AUTOMATIC POSITION*
DS - OVERSPEED RESET N. C.	WS - WATER SOLENOID VALVE (PROVIDED BY OTHERS)
DV - OVERSPEED VERIFY @ 67%	WT - WATER TEMPERATURE N. D. SW 205°F
PG - PRESSURE GAUGE (LUBE)	



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	

- 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)
 - PDF ONLY - ALL OTHER HAVE INTERNAL GROUND.

FOR CLARKE ENGINES BUILT BEGINNING MAY 2009

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.

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	DMPOTTER	CLARKE	NAME WIRING DIAGRAM, ENGINE W /ELECTRIC GAUGES & DUAL STARTERS NEGATIVE GRD. 12 DR 24VDC
UNLESS OTHERWISE SPECIFIED TOLERANCES ARE:		DATE	21 JAN 94		
USAGE: 5, 7, 8 & 1000		ENGR	JTWHITNEY		
INSPI: N		CHK		SIZE	PART NO.
SERIES CODE: MP				C07575	
SCALE: NONE				REV	Q
UNITS: NONE				SHEET OF 1 1	