

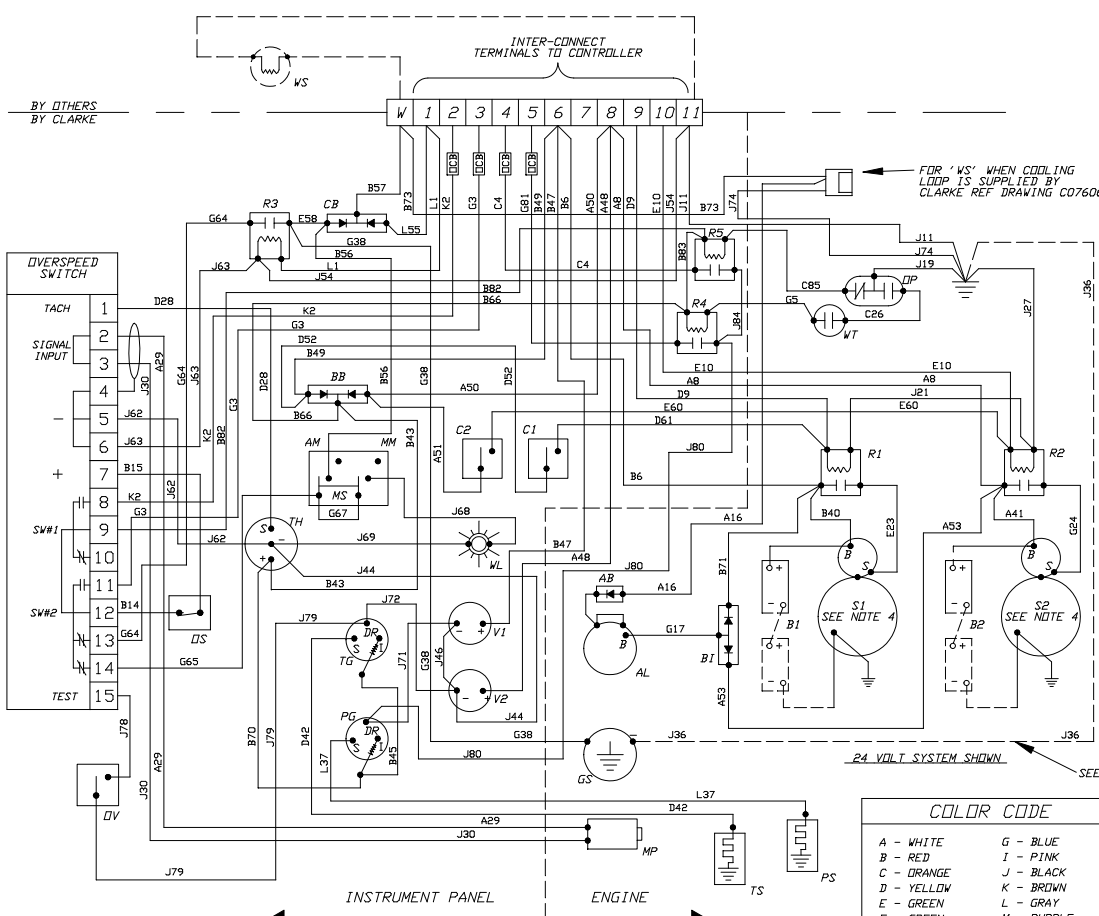
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3

C07575

REV Q

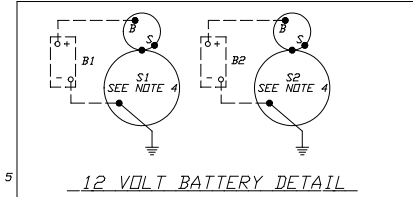
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| SYM | REVISION | ECN# | DRWN | APVD | DATE |
|-----|--|------|---------|------|---------|
| M | UPDATED DRAWING | 139 | SK | KJK | 22AUG02 |
| N | CHANGED J44 WIRE FROM V1 TO V2, ADDED J71 WIRE TO V1 PG, REMOVED J72 WIRE FROM V1 TO TG, CHANGED J72 WIRE V2 TO PG, NDV IS V2 TO TG, ADDED G65 WIRE FROM MS TO OVERSPEED SWITCH #14, CHANGED B66 WIRE FROM #14 TO #9 WAS | 1649 | 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 OIL PRESSURE ALARM RELAY N.D. |
| BI - BATTERY ISOLATOR | S1 - STARTER #1 |
| CB - COOLANT BRIDGE | S2 - STARTER #2 |
| C1 - CRANK(MANUAL) SWITCH-BATT #1 | SI - 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) |
| DP - DIL PRESSURE 20# | TH - TACHMETER - HOURMETER |
| DS - OVERSPEED RESET N.C. | TS - TEMPERATURE SENDER (WATER) |
| DV - OVERSPEED VERIFY @ 67% | V1 - VOLTMETER / BATT #1 |
| PG - PRESSURE GAUGE (LUBE) | V2 - VOLTMETER / BATT #2 |
| | WL - WARNING LAMP *CONTROLS NOT IN AUTOMATIC POSITION |
| | WS - WATER SOLENOID VALVE (PROVIDED BY OTHERS) |
| | WT - WATER TEMPERATURE N.D. SW 205°F |



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 | |

FOR CLARKE ENGINES BUILT BEGINNING MAY 2009

CONTROLLED DRAWING
This is a registered part with FM/LL 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)
 - PDFP ONLY - ALL OTHER HAVE INTERNAL GROUND.

| | | | | |
|---|-------|--------------|---------------|--|
| 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. UNLESS OTHERWISE SPECIFIED TOLERANCES ARE: | DWN | DMPOTTER | CLARKE | NAME WIRING DIAGRAM, ENGINE W/ELECTRIC GAUGES & DUAL STARTERS NEGATIVE GRD. 12 DR 24VDC |
| | DATE | 21JAN94 | | |
| UNLESS OTHERWISE SPECIFIED TOLERANCES ARE: | ENGR | JTWHITNEY | SIZE | PART NO. |
| | CHK | | B | C07575 |
| USAGE: | INSP: | SERIES CODE: | SCALE: | UNITS: |
| 5, 7, 8 & 1000 | N | MP | NONE | NONE |
| | | | | SHEET |
| | | | | 1 |
| | | | | DF |
| | | | | 1 |

4

3

2

1