

4

3

C07862

REV E

1

SYM	REVISION	ECN#	DRWN	APVD	DATE
D	ADDED SR5 RELAY		KJK	KJE	07AUG07
E	ADDED DCB TO TERMINAL #'S 2, 3, 4, 5.	1642	MJD	KJE	27MAY09
-	UPDATED W/ LATEST TITLE BLOCK, ADDED CNTRLD DWG BOX	6309	MAL	MJD	02JUN21

D

D

BY OTHERS
BY CLARKE

C

C

B

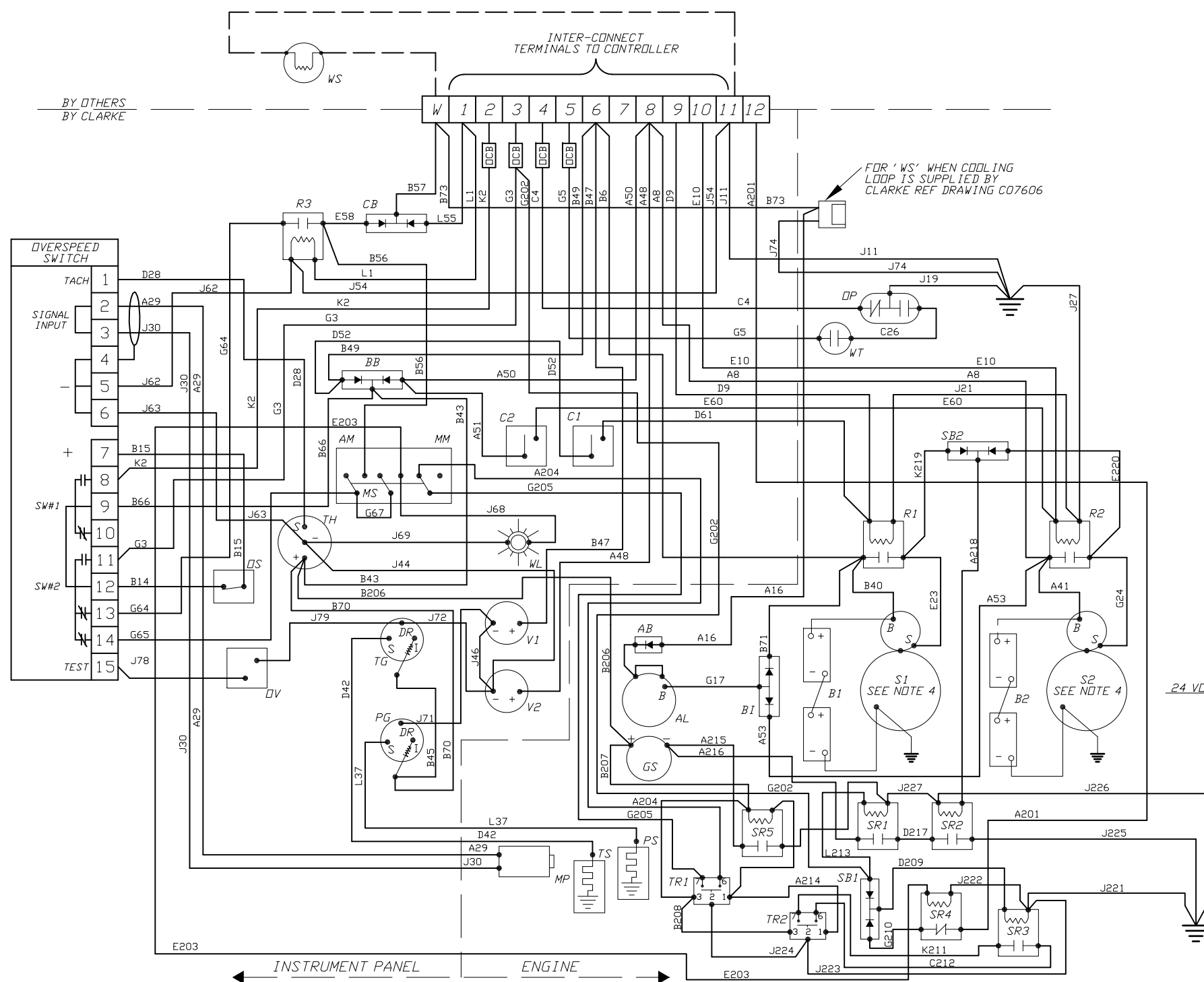
B

B

B

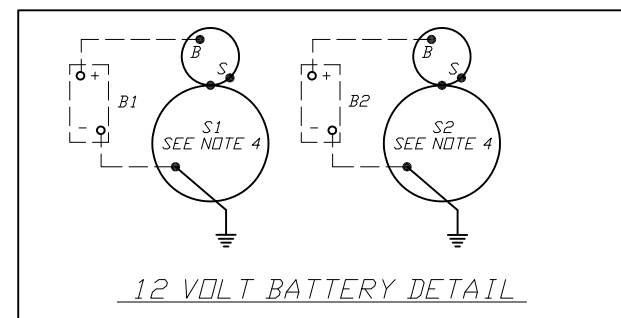
A

A



LEGEND

AB - ALTERNATOR BRIDGE	SB1 - SHUTDOWN BRIDGE, TERMINAL STRIP
AL - ALTERNATOR	SB2 - SHUTDOWN BRIDGE, STARTER CRANKING
AM - AUTOMATIC MODE POSITION	SI - STARTER ISOLATOR
B1 - BATTERY #1	SR1 - SHUTDOWN RELAY, OVERSPEED
B2 - BATTERY #2	SR2 - SHUTDOWN RELAY, CRANKING
BB - BATTERY BRIDGE	SR3 - SHUTDOWN RELAY, ST2 TIMER
BI - 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)
DS - OVERSPEED RESET N. C.	V1 - VOLTMETER / BATT #1
DV - OVERSPEED VERIFY @ 67%	V2 - VOLTMETER / BATT #2
PG - PRESSURE GAUGE (LUBE)	WL - WARNING LAMP, *CONTROLS NOT IN AUTOMATIC POSITION*
PS - PRESSURE SENDER (LUBE)	WS - WATER SOLENOID VALVE (PROVIDED BY OTHERS)
R1 - RELAY #1 (CRANKING)	WT - WATER TEMPERATURE N. D. SW 205°F
R2 - RELAY #2 (CRANKING)	
R3 - REMOTE RUN RELAY N. D.	
S1 - STARTER #1	
S2 - STARTER #2	



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	

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.

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.

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YES NO
CONTROLLED DRAWING

DRWN KJKUNKLER
DATE 14MAY01
ENGR KJKUNKLER

CLARKE®

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

STANDARD TOLERANCE

DECIMAL	mm	inch
X.	±1.5	
X.X	±0.8	±0.06
X.XX	±0.3	±0.03
X.XXX		±0.01

ANGULAR: ±0.5°

CHK
SERIES CODE MP
SCALE NONE
UNITS NONE
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