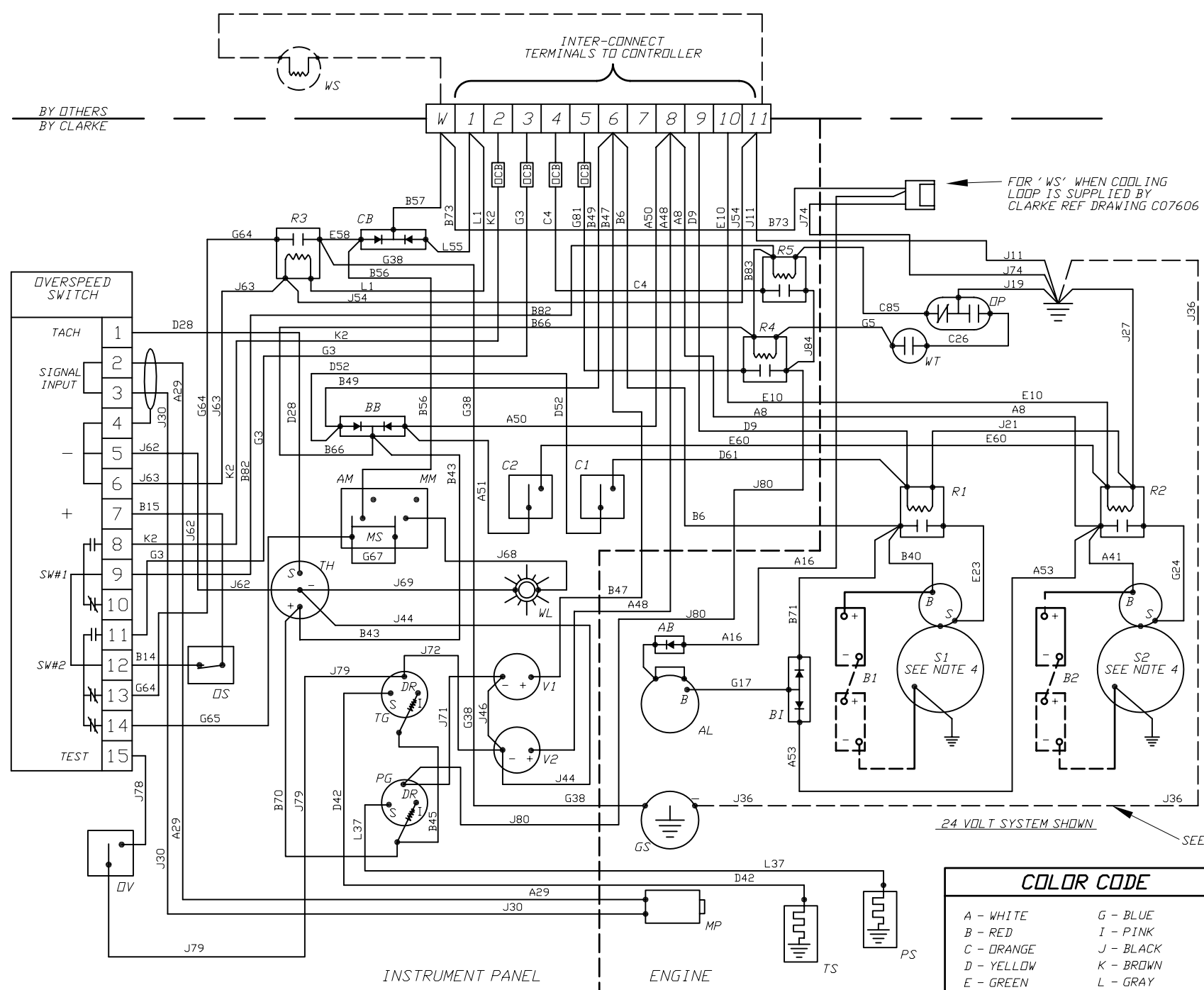
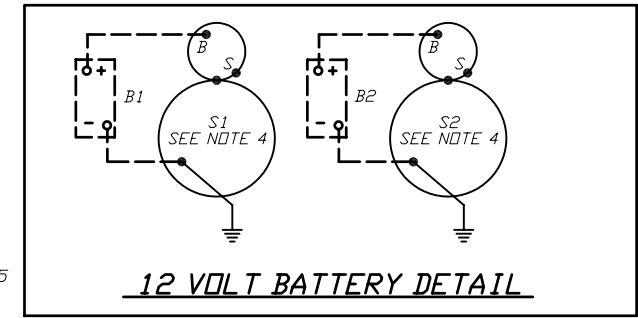


SYM	REVISION	ECN#	DRWN	APVD	DATE
M	UPDATED DRAWING	139	SK	KJK	22AUG02
N	CHANGED J44 WIRE FROM V1 TO V2, ADDED J71 WIRE TO V1 TO PG, REMOVED J72 WIRE FROM V1 TO TG, CHANGED J72 WIRE WAS V2 TO PG, NOW IS V2 TO TG, ADDED G65 WIRE FROM MS TO OVERSPEED SWITCH #14, CHANGED B66 WIRE FROM #14 TO #9	139	MAL	KJE	14OCT02
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	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 - OIL 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 - 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 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 HEREON 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		
	DATE	21JAN94		W /ELECTRIC GAUGES & DUAL STARTERS		NEGATIVE GRD. 12 OR 24VDC		
	ENGR	JTWHITNEY		SIZE		PART NO.		
UNLESS OTHERWISE SPECIFIED TOLERANCES ARE:	CHK		B		C07575		REV	Q
USAGE:	INSP:	SERIES CODE:	SCALE:	UNITS:	SHEET OF		1 1	
5, 7, 8 & 1000	N	MP	NONE	NONE	1 1			