



REV. NO.	DATE	REV.	REVISION RECORD	APP. OR. BY
2129	2-29-53	A	ADDED 51A AND 72A ALT. DIAGRAMS	WRM
2401	8-5-54	B	RECEIVED POWER FROM PREHEAT TO AMP. ALTERNATOR	MKM
2476	9-14-54	C	CHANGED WIRE FROM #10 RED IN THE ORIGINAL PANEL TO #14 BLK TO #10 RED IN THE ORIGINAL PANEL	WRM
2625	9-29-54	D	REVISED DIAGRAM OF OPTIONAL LESTER ALTERNATORS TO CORRECT CONNECTIONS	WRM
2922	2-28-58	F	ADDED RESISTOR WIRE BETWEEN "1" TERMINAL OF PREHEAT SOLENOID AND AMP.	HFW
2922	2-28-58	F	IN OPT. ALTERNATORS, BROWN WIRE WAS NOT USED. BROWN WIRE WAS CONNECTED TO PIPES TO AND FROM DIESEL ENGINE - RESULTING IN AMP. ALTERNATOR AND A 30 AMP. 115/120V ALTERNATOR THIS BLACK WIRE IS USED.	HFW
4131	1-24-59	G	ADDED 108B TO THE WIRING DIAG.	JRS
4707	9-19-59	H	ADDED 108B TO THE WIRING DIAG.	DJS
5082	10-24-61	J	ADDED CURRENT TIMER	TSM
5579	7-7-62	K	ADD 98A AND 108A ALTERNATOR	GA
5674	2-11-62	L	CHANGE REGULATOR	GA

**NOTES:**

- THIS PRODUCT IS PROTECTED BY A MANUAL RESET CIRCUIT BREAKER LOCATED NEAR THE STARTER. EXCESSIVE CURRENT WILL CAUSE THE BREAKER TO TRIP AND THE ENGINE WILL SHUT DOWN. THE BULLDOZER OWNER MUST BE SURE THAT THE INSTRUMENT PANEL, WIRING, AND ENGINE ARE INSTALLED TO PREVENT CONTACT BETWEEN ELECTRICAL DEVICES AND SEAWATER.
- AN ON-OFF SWITCH SHOULD BE INSTALLED BETWEEN THE BATTERY AND STARTER TO DISCONNECT THE BATTERY IN AN EMERGENCY AND WHEN LEAVING THE BOAT. A SWITCH WITH A CONTINUOUS RATING OF 15 AMPS. AT 12 VDC WILL SERVE THIS FUNCTION. THIS SWITCH SHOULD NOT BE USED TO MAKE OR BREAK THE CIRCUIT.
- THE PINK WIRE AT PLUG 2 IS UNUSED AND SHOULD BE INSULATED, CAPTAIN PANEL ONLY.
- THE GRAY WIRE AT PLUG 2 IS UNUSED AND SHOULD BE INSULATED, ADMIRAL PANEL ONLY.

**PRESTOLITE/LEACE-NEVILLE 90 AMP. ALT.**

**MITSUBISHI 50 AMP. ALT.**

**UNIVERSAL PROPULSION PRESTOLITE 51 AMP. ALT.**

**PRESTOLITE 72 AMP. ALT.**

**LESTER 100 AMP. ALT.**

**REGULATOR (MOUNT IN S. COOL LOCATION)**

**DISCONNECT JUMPER FOR USE WITH TWO BATTERIES.**

**REGULATOR (MOUNT IN S. COOL LOCATION)**

**WIRING DIAGRAM - ALL MARINE DIESEL PROPULSION ENGINES**

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