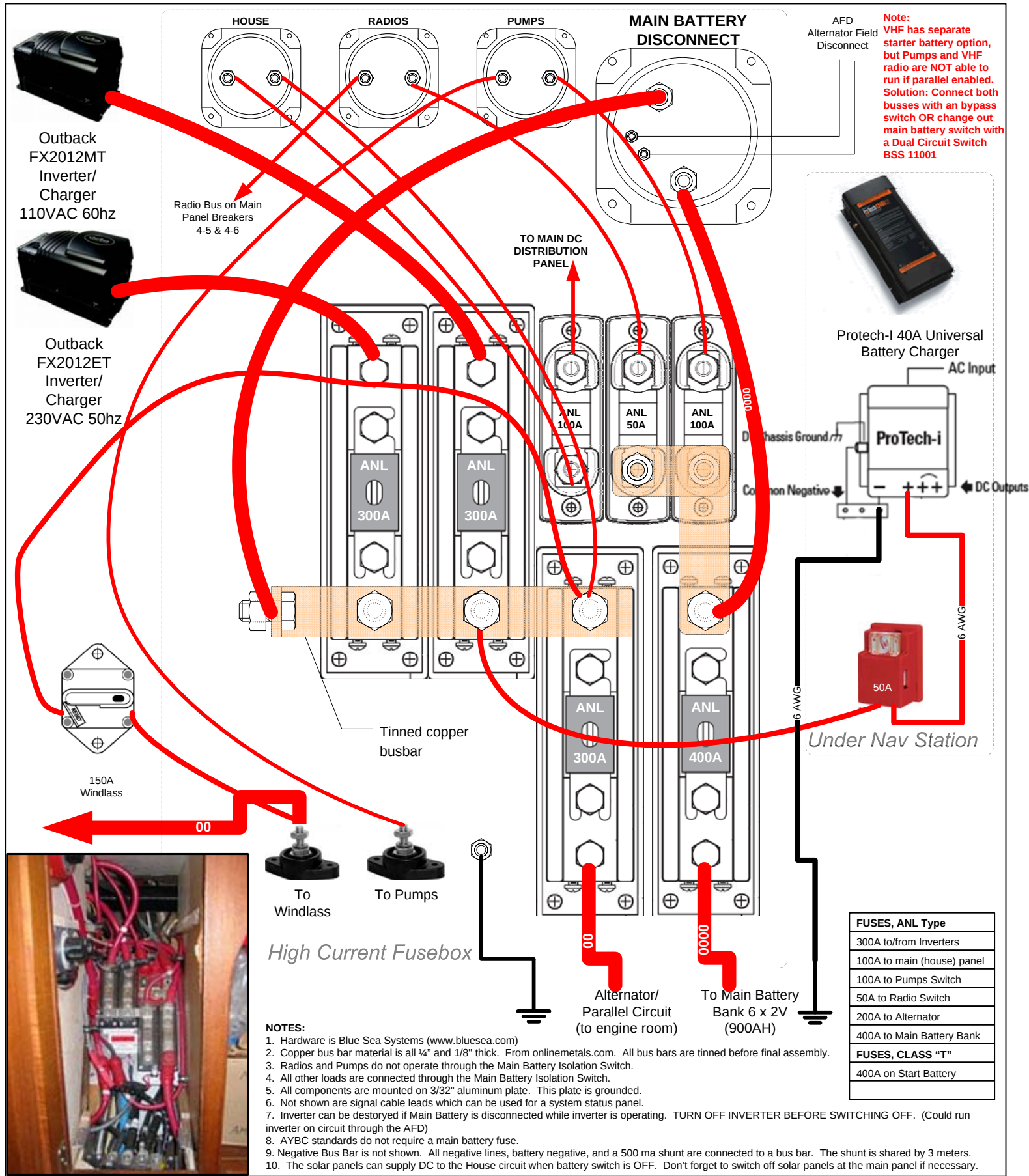
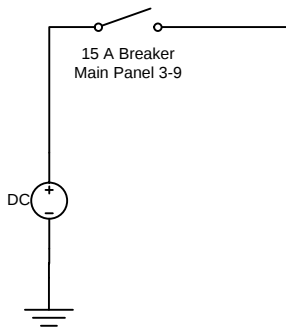




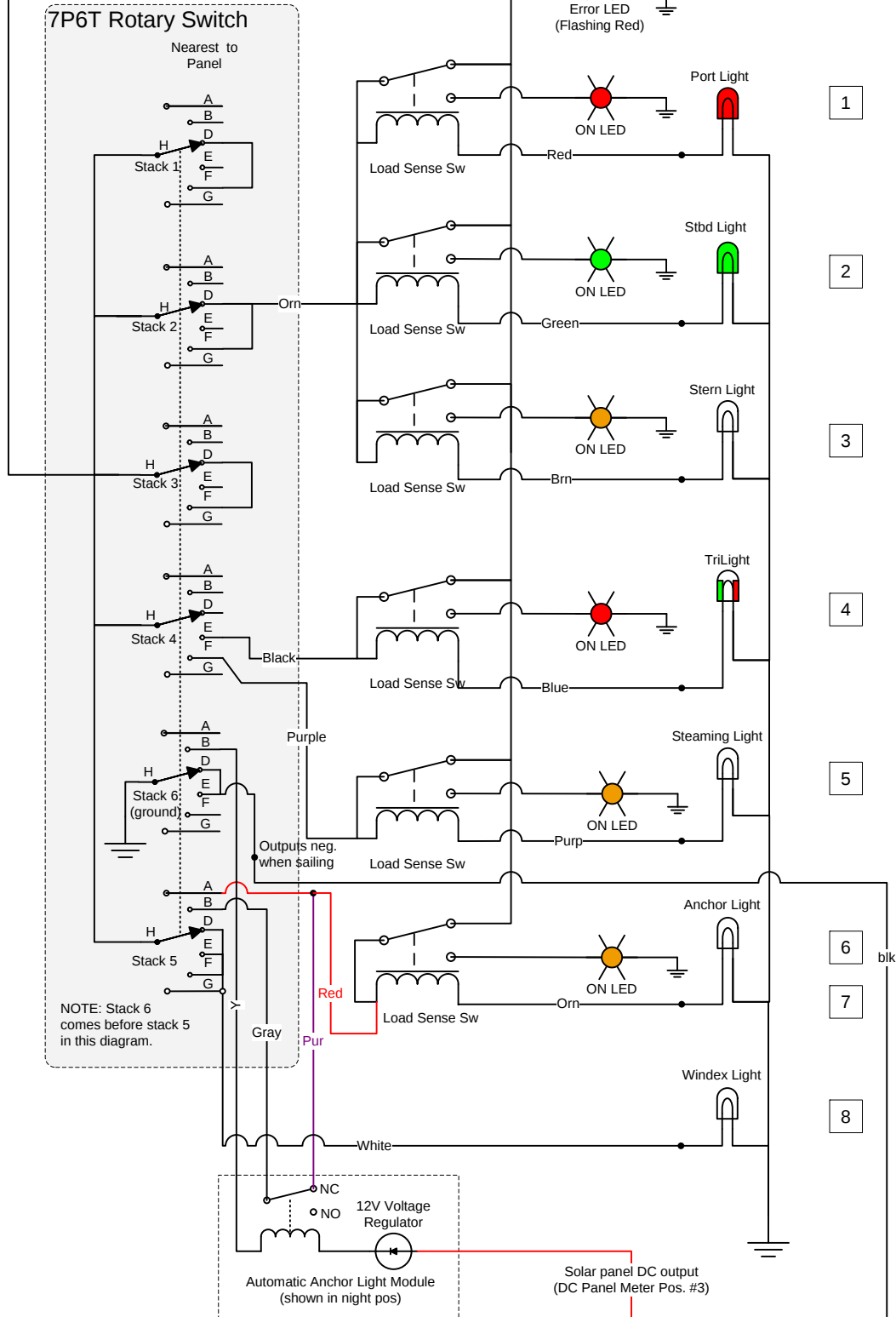
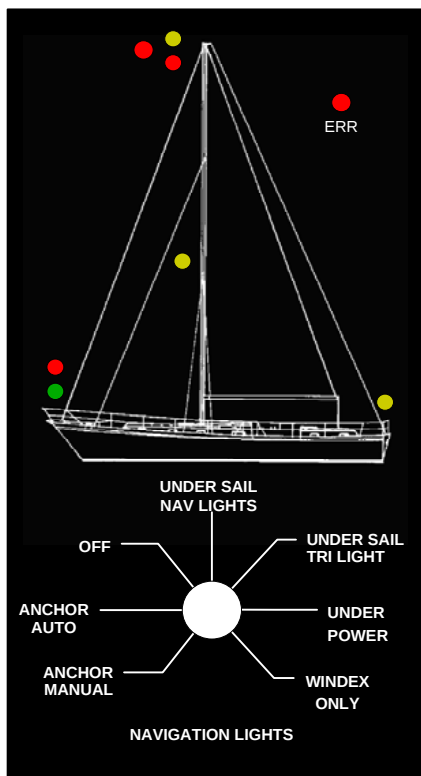
FUSES, ANL Type
300A to/from Inverters
100A to main (house) panel
100A to Pumps Switch
50A to Radio Switch
200A to Alternator
400A to Main Battery Bank
FUSES, CLASS "T"
400A on Start Battery

S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE				PAGE	
DC Wiring Schematics - High Current Fusebox				1 OF 26	
REV.	DESCRIPTION	DATE	BY	DC_WiringSchematic__Rev_L.vsd	
L		15/02/12	JMS		



A	Anchor Light (Manual)
B	Anchor Light (Auto)
C	OFF (not shown at rt.)
D	Sailing (Deck Lights)
E	Sailing (TriLight)
F	Motoring/Motorsailing
G	Windex Only
H	center pole

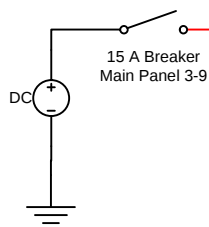


S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

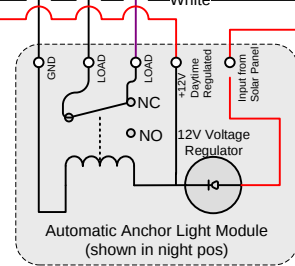
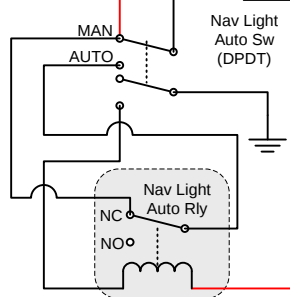
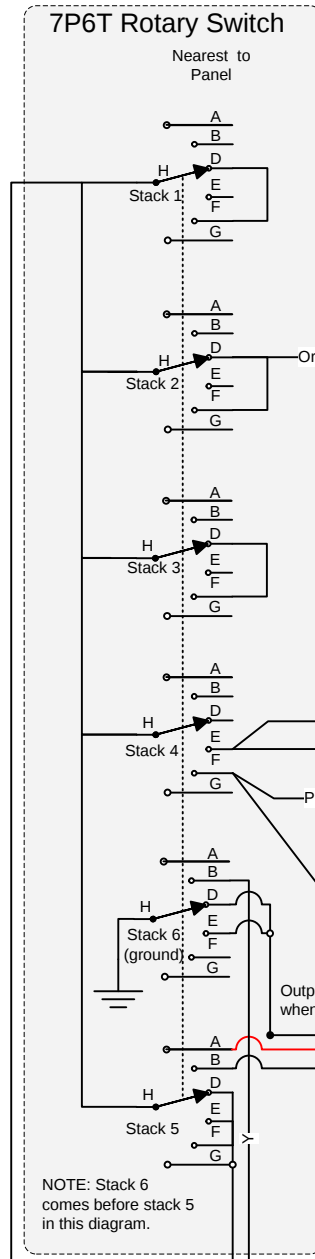
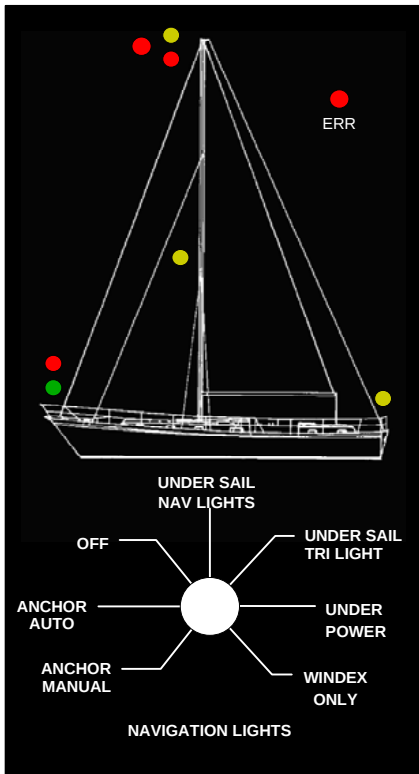
TITLE		PAGE	
DC Wiring Schematics - Navigation Lights		2 OF 26	
REV.	DESCRIPTION	DATE	BY
L	Context Switch For Navigation and Running Lights	15/02/12	JMS



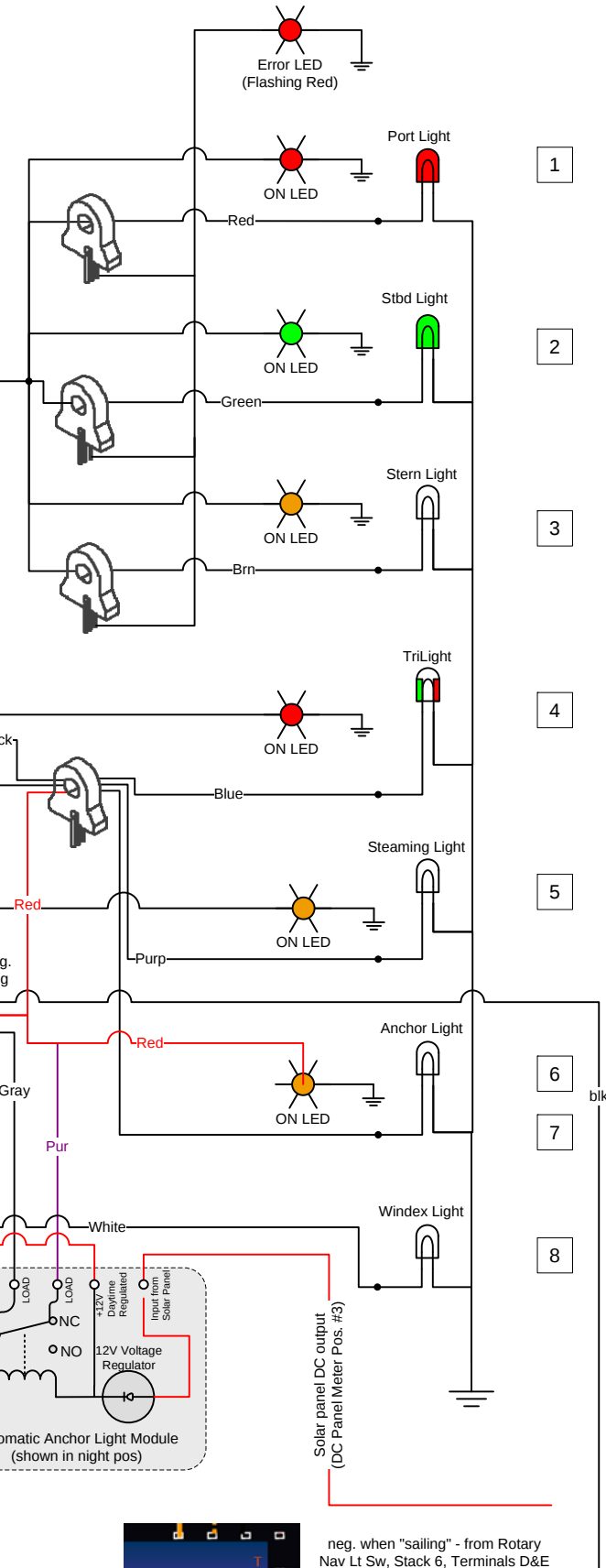
neg. when "sailing" - from Rotary Nav Lt Sw, Stack 6, Terminals D&E



- A Anchor Light (Manual)
- B Anchor Light (Auto)
- C OFF (not shown at rt.)
- D Sailing (Deck Lights)
- E Sailing (TriLight)
- F Motoring/Motorsailing
- G Windex Only
- H center pole

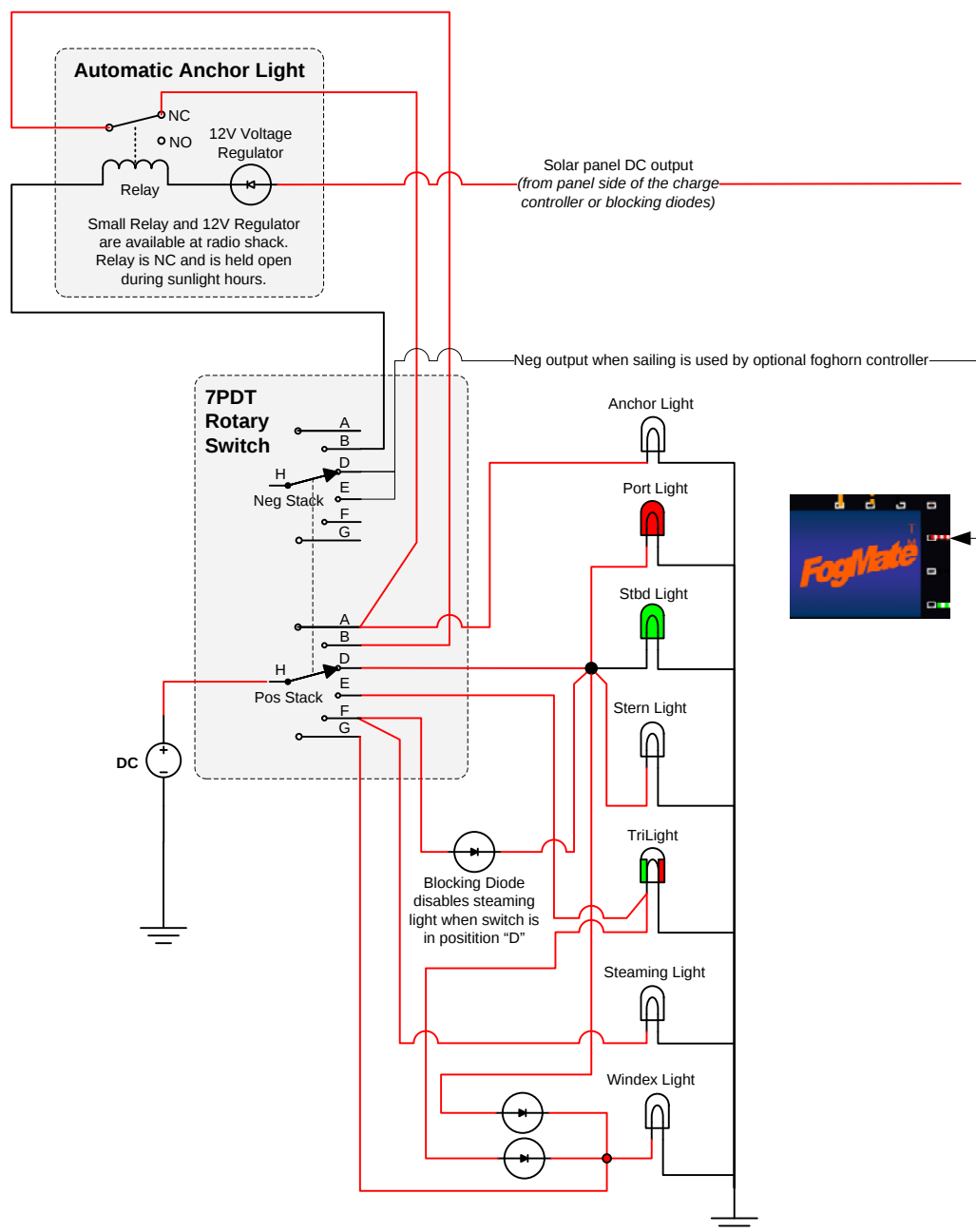
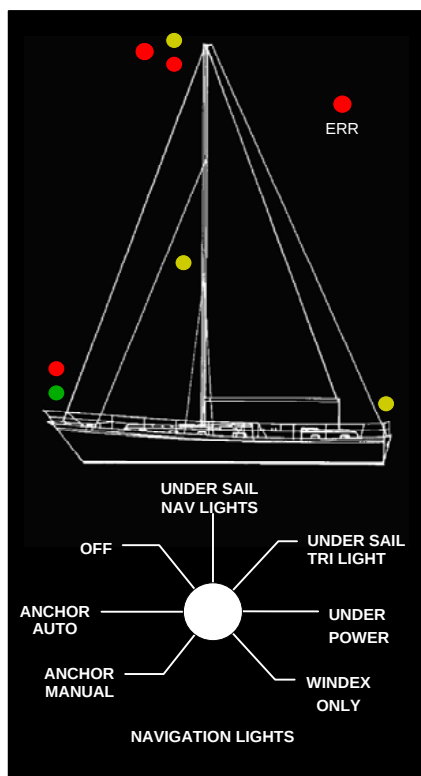


neg. when "sailing" - from Rotary Nav Lt Sw, Stack 6, Terminals D&E



S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)			
TITLE		PAGE	
DC Wiring Schematics - Navigation Lights 2		3 OF 26	
REV.	DESCRIPTION	DATE	BY
L	Context Switch For Navigation and Running Lights	15/02/12	JMS

A	Anchor Light (Manual)
B	Anchor Light (Auto)
C	OFF (not shown at rt.)
D	Sailing (Deck Lights)
E	Sailing (TriLight)
F	Motoring/Motorsailing
G	Windex Only
H	center pole



7PDT Rotary Switch

- 7 pole double throw is minimum rotary switch
- A Positive and a Negative stack are required.
- Not all poles shown. Pole C is OFF.
- A switch with more poles can be used, e.g. 8PDT or 11PDT which will eliminate the need for blocking diodes. I.e. the Steaming light and the Windex light can have their own stack.
- If a "windex" position is not desired, a 6PDT switch will suffice.
- The amp rating of the switch should match the amp draw of largest load (usually the deck light combination), or an relay can be used to enable the higher load lights. Incandescent Nav lights can draw 1 to 2 amps each depending on wiring and wattage. The combination of ports/stbd/stern/steaming can be as much as 8 amps, so a 10 amp @ 12V rating would be just right.

S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

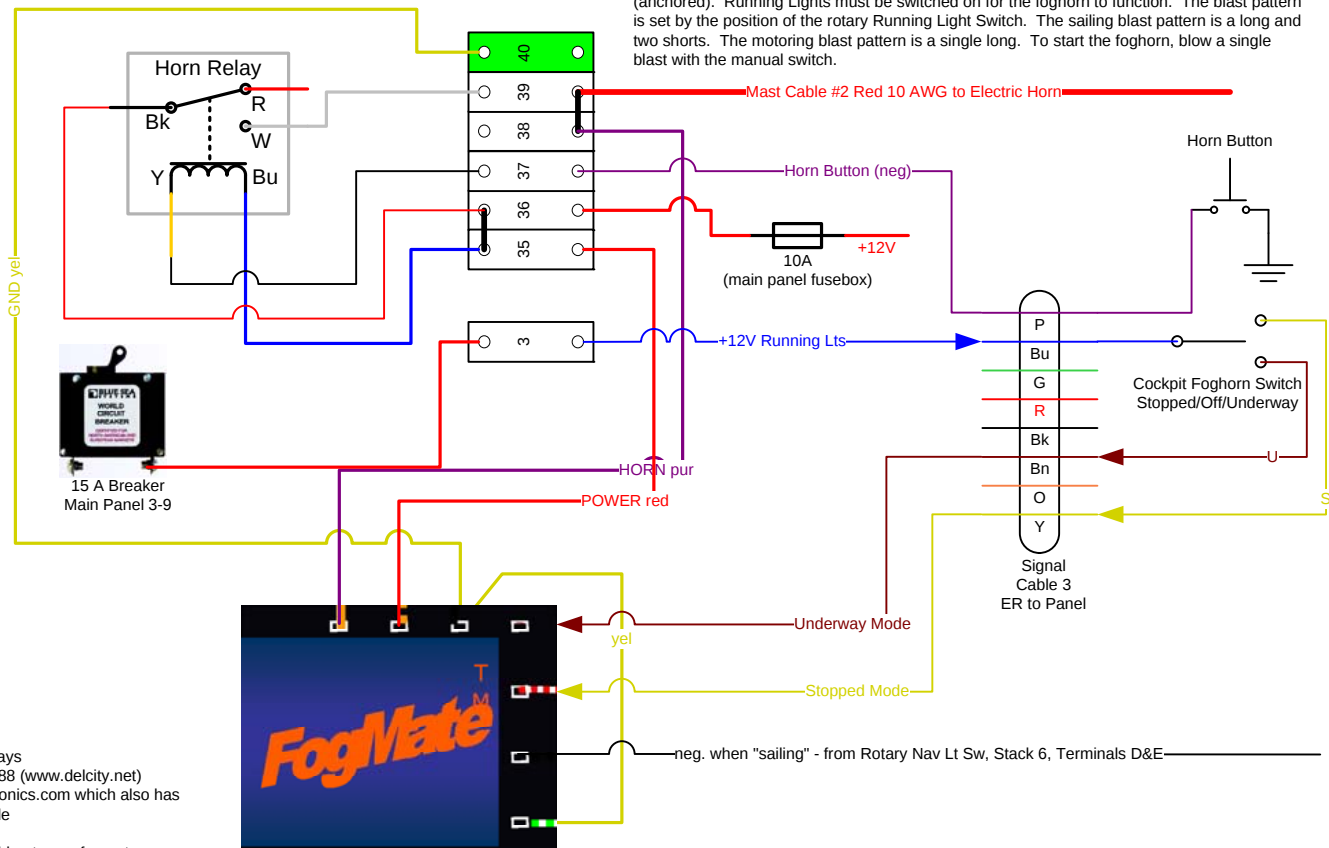
TITLE		PAGE	
DC Wiring Schematics - Navigation Lights (Alternate Design)		4 OF 26	
REV.	DESCRIPTION	DATE	BY
L	Context Switch For Navigation and Running Lights	15/02/12	JMS

HORN AND FOGHORN

HORN AND FOGHORN

The horn is sounded manually by grounding the Horn Relay coil from the Horn Button push switch in the cockpit. It operates at all times. The Horn Relay is an automotive relay. See note below.

The foghorn is enabled by setting the Cockpit Foghorn Switch to Underway or Stopped (anchored). Running Lights must be switched on for the foghorn to function. The blast pattern is set by the position of the rotary Running Light Switch. The sailing blast pattern is a long and two shorts. The motoring blast pattern is a single long. To start the foghorn, blow a single blast with the manual switch.



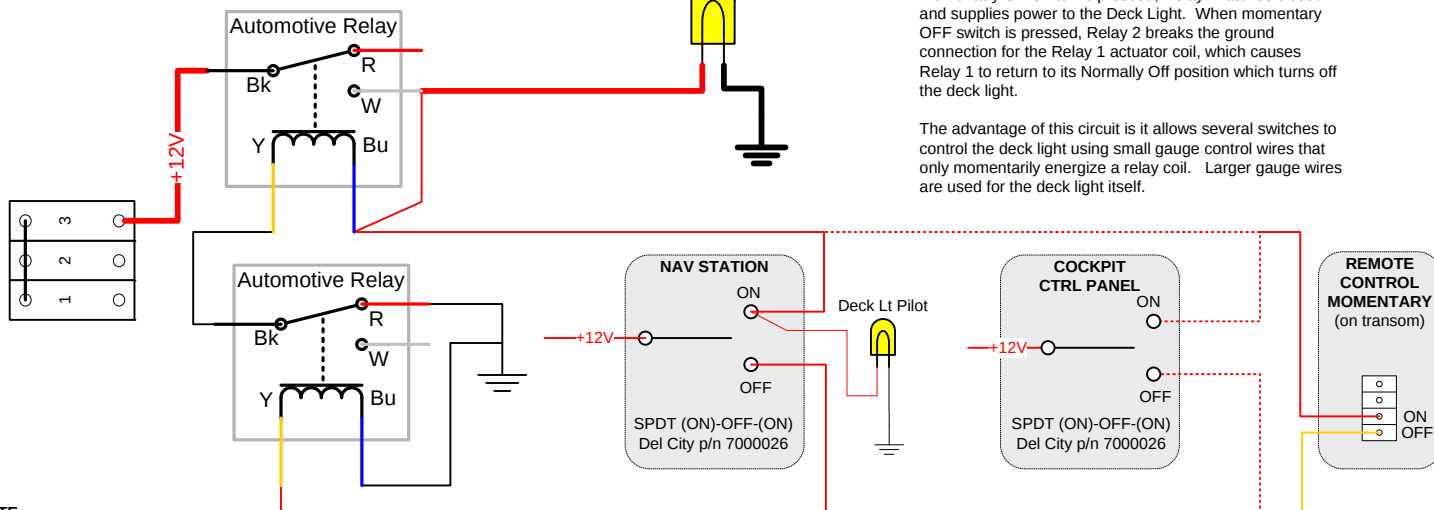
DECK LIGHT SCHEMATIC

DECK LIGHT

DECK LIGHT ON/OFF SWITCHES

The schematic shows the OFF position. When a momentary ON switch is pressed, Relay 1 latches closed and supplies power to the Deck Light. When momentary OFF switch is pressed, Relay 2 breaks the ground connection for the Relay 1 actuator coil, which causes Relay 1 to return to its Normally Off position which turns off the deck light.

The advantage of this circuit is it allows several switches to control the deck light using small gauge control wires that only momentarily energize a relay coil. Larger gauge wires are used for the deck light itself.

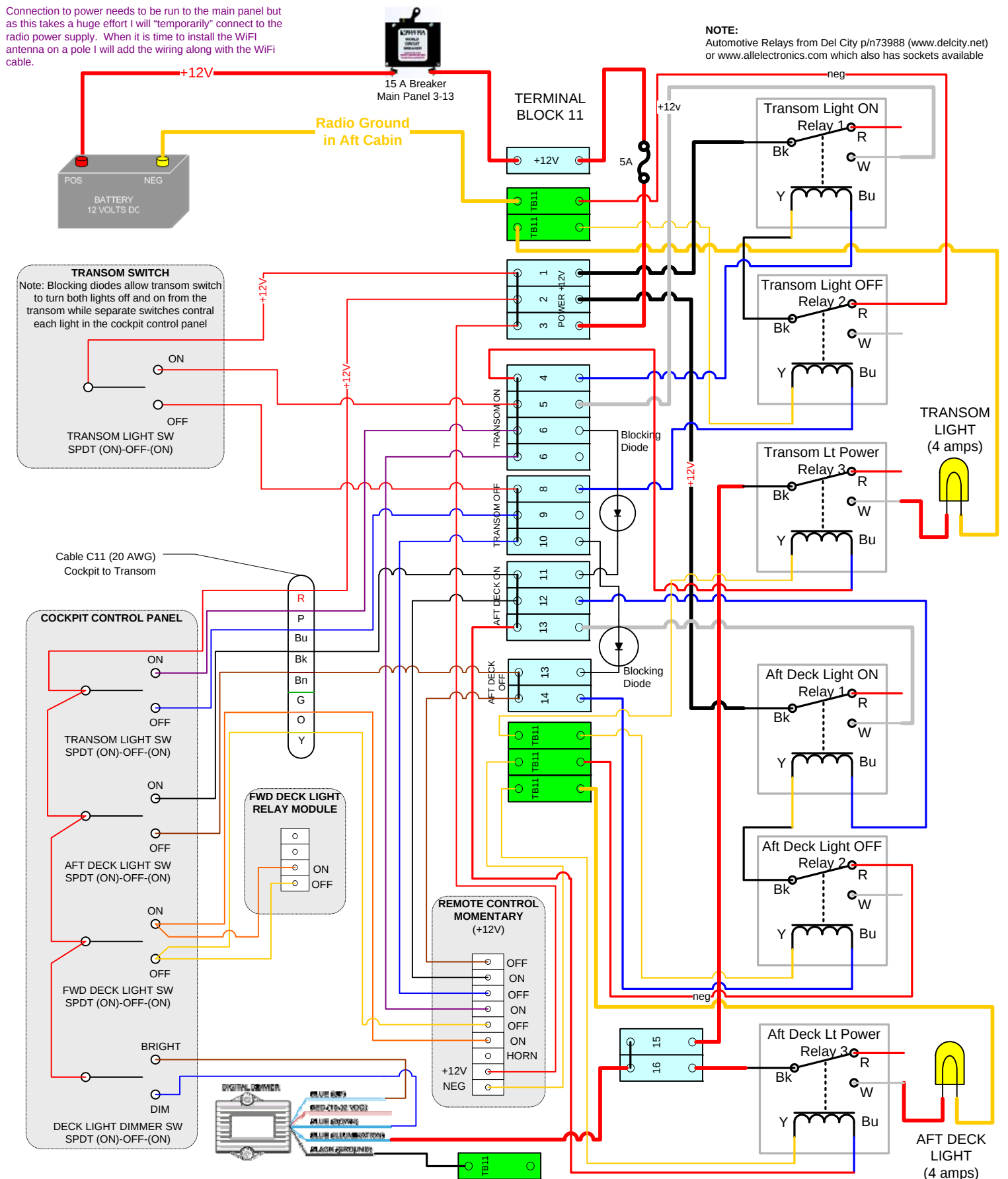


S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE		PAGE	
DC Wiring Schematics - Horn, Foghorn & Forward Deck Light Design		5 OF 26	
REV.	DESCRIPTION	DATE	BY
L	added Fogmate and Horn Relay	15/02/12	JMS

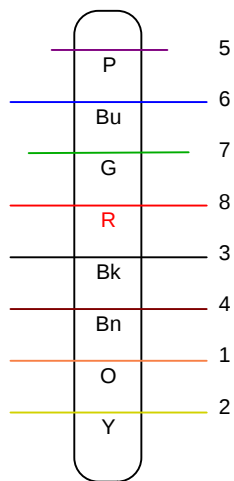
Connection to power needs to be run to the main panel but as this takes a huge effort I will "temporarily" connect to the radio power supply. When it is time to install the WiFi antenna on a pole I will add the wiring along with the WiFi cable.

NOTE:
Automotive Relays from Del City p/n73988 (www.delcity.net) or www.allelectronics.com which also has sockets available



S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE		PAGE	
DC Wiring Schematics - Transom & Aft Deck Lights		6 OF 26	
REV.	DESCRIPTION	DATE	BY
L	Relays and Terminal Block are behind aft cabin transom cover	15/02/12	JMS

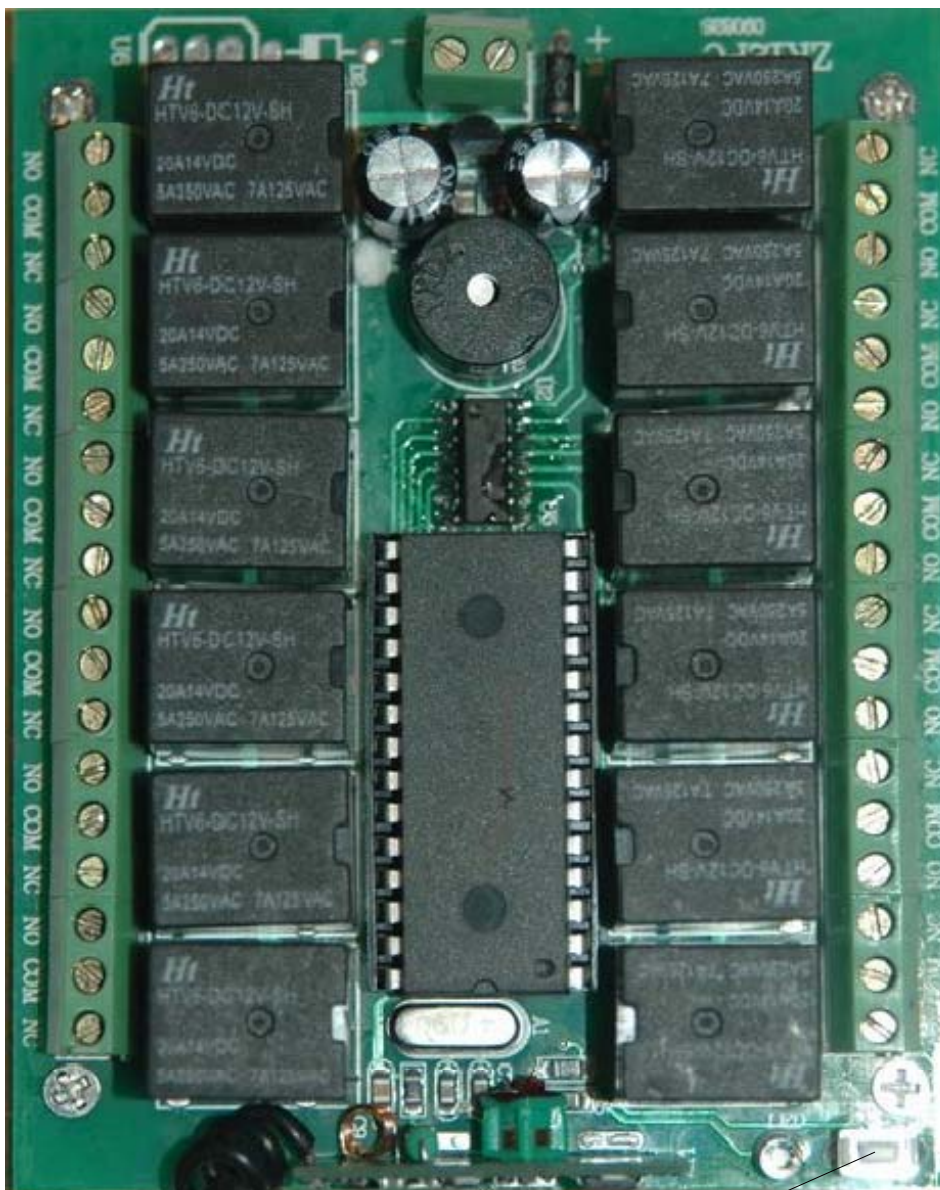


Button 6

Button 7

Button 1

Button 12



"Learn" Button

Press and Release

Select 3 for latch mode

Select 6 for momentary mode

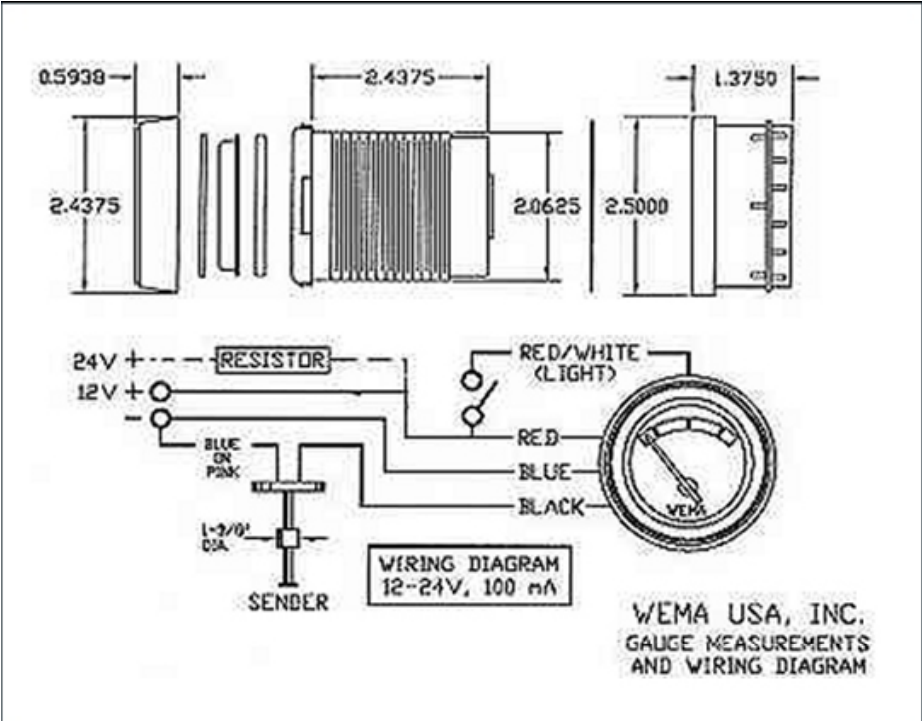
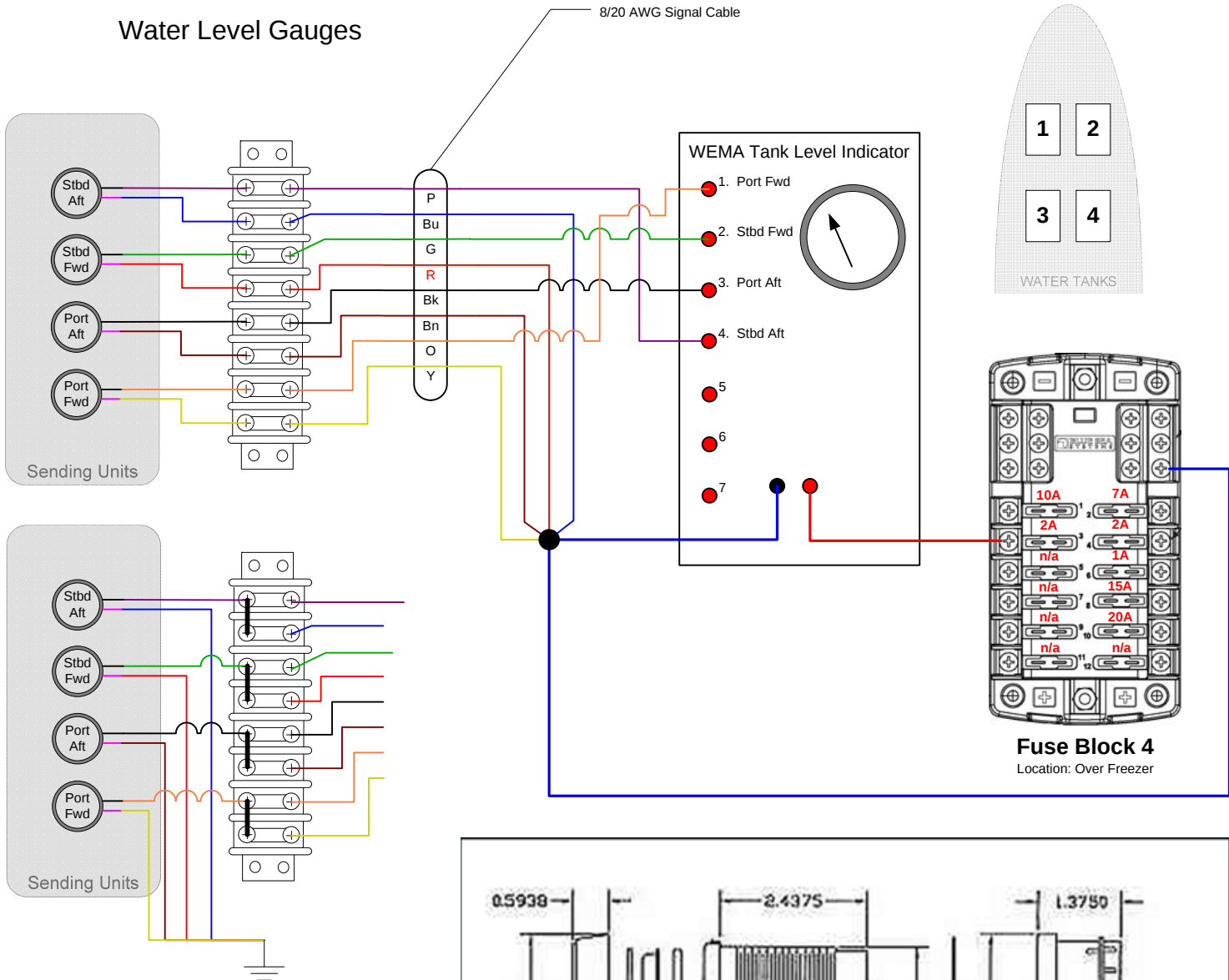
Select 9 for toggle mode



S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

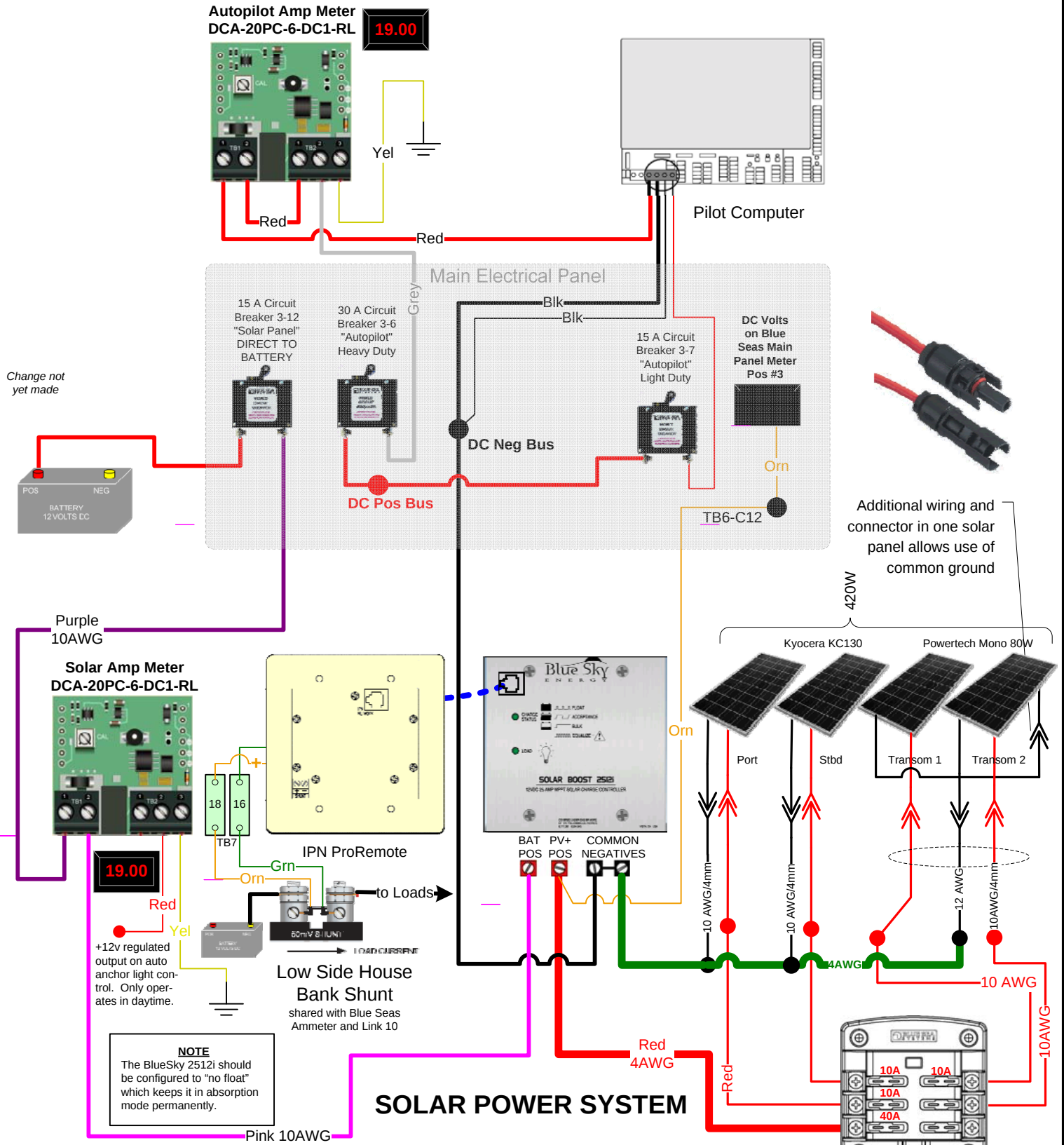
TITLE		PAGE	
DC Wiring Schematics - 12 Channel Remote Control		7 OF 26	
REV.	DESCRIPTION	DATE	BY
L	Controls Deck Lights with Remote. Location: Transom	15/02/12	JMS

Water Level Gauges



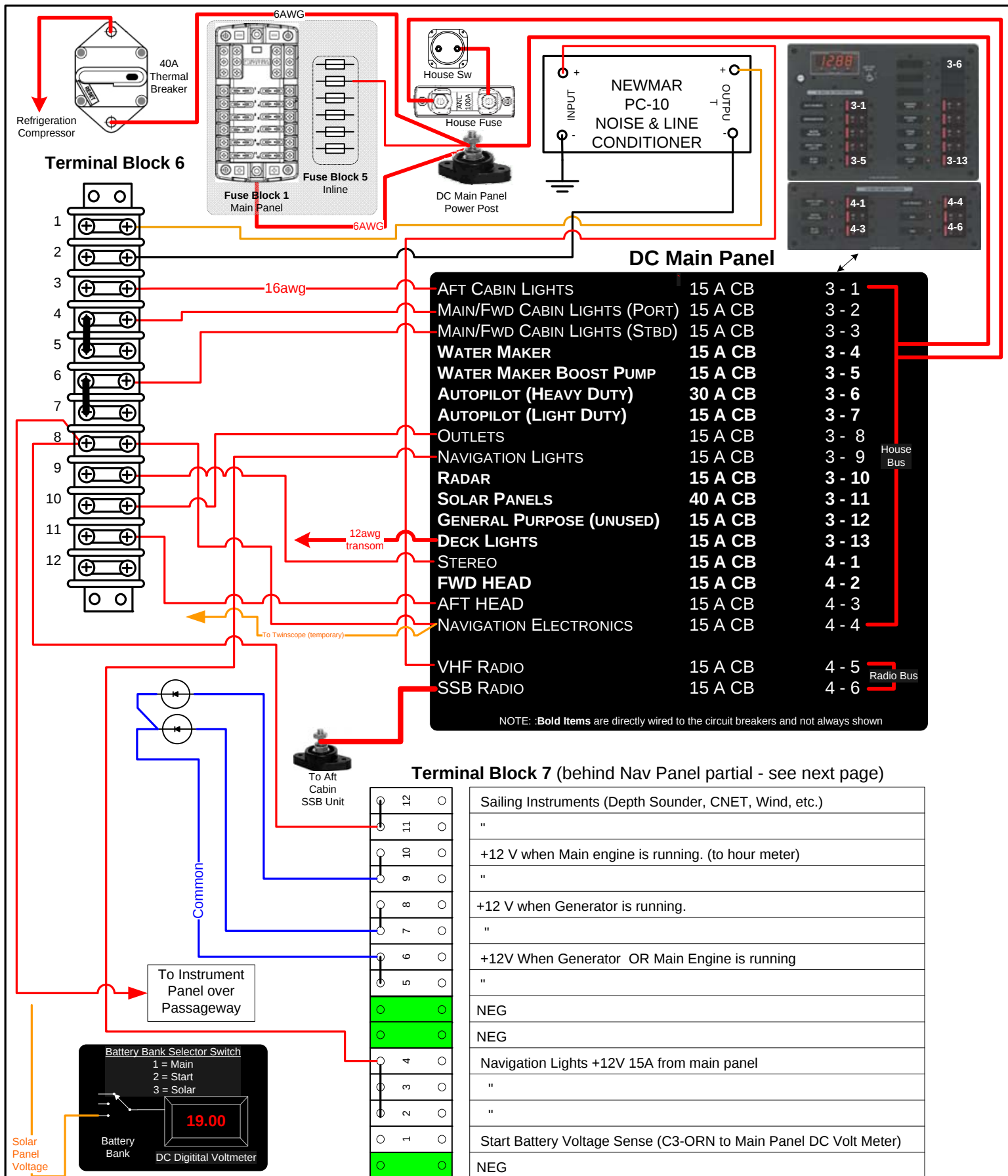
S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)			
TITLE		PAGE	
DC Wiring Schematics - Water and Fuel Gauges		8 OF 26	
REV.	DESCRIPTION	DATE	BY
L		15/02/12	JMS

AUTOPILOT HEAVY DUTY POWER CIRCUIT



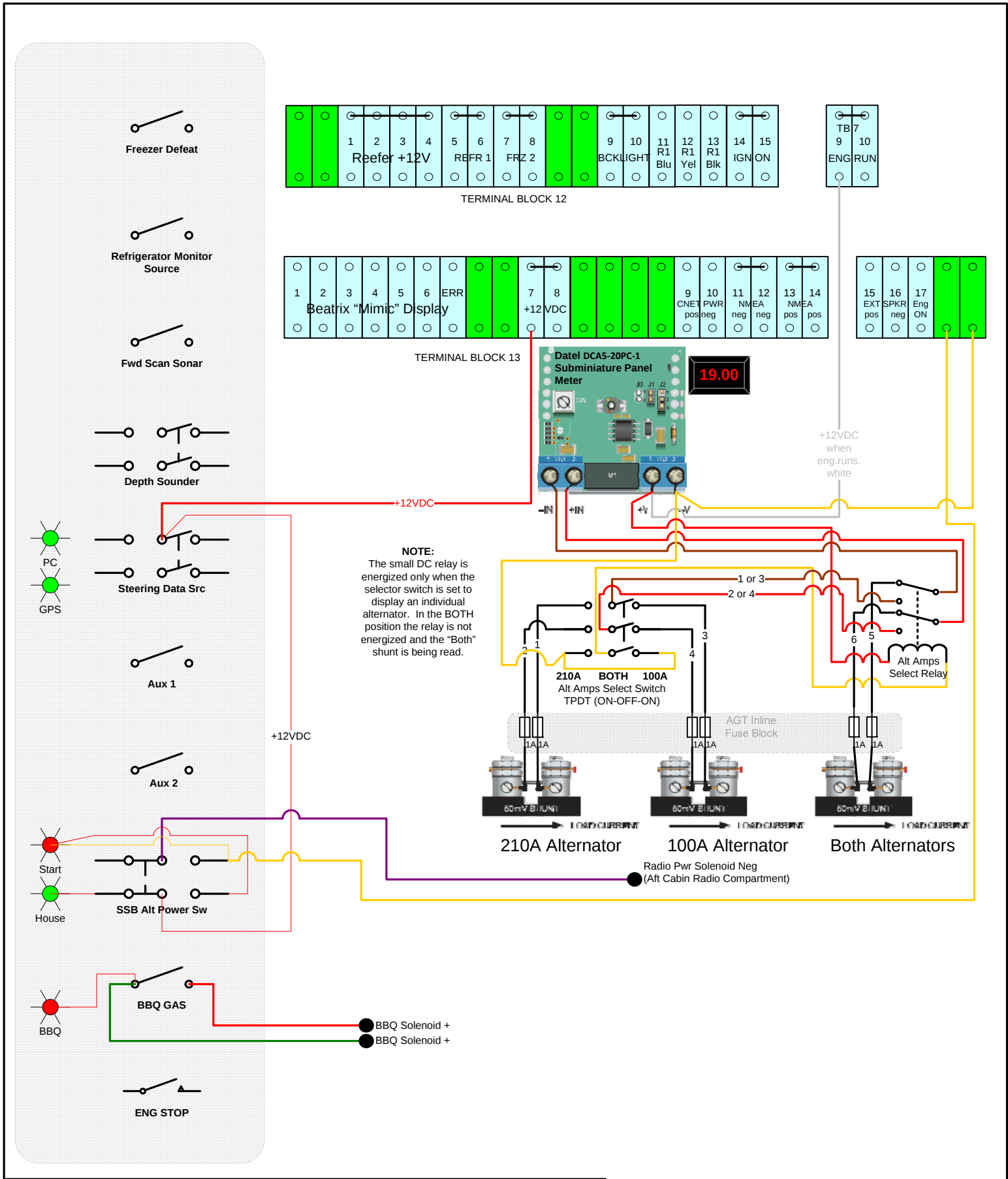
S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE		PAGE	
DC Wiring Schematics - AutoPilot & Solar Power Wiring		9 OF 26	
REV.	DESCRIPTION	DATE	BY
L	PVC & Datel DCA-20PC Panel Meters Connections	15/02/12	JMS



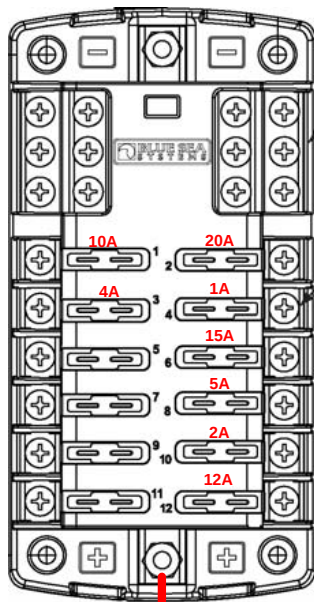
S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE		PAGE	
DC Wiring Schematics - Main Electrical Panel Connections		10 OF 26	
REV.	DESCRIPTION	DATE	BY
L	Terminal Block 6 Connections to DC Main Panel	15/02/12	JMS



S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)				
TITLE			PAGE	
DC Wiring Schematics - Main Nav Panel			11 OF 26	
REV.	DESCRIPTION		DATE	BY
L	Terminal Block 6 Connections to DC Main Panel		15/02/12	JMS

	Horn Power
	+12V for Cellular Repeater Power Supply (to Aux 1 Switch)



+12V DC to Cockpit Control Panel (not installed)
+12V DC to Pin 11 on Water Heater Select Relay
Diesel Heater
NavPanel Supply (LEDS & meters, Strobe Light power)
Handheld VHF Charger
12V Socket in Cockpit (stbd fwd corner)



Main Panel
3-12
General
Purpose

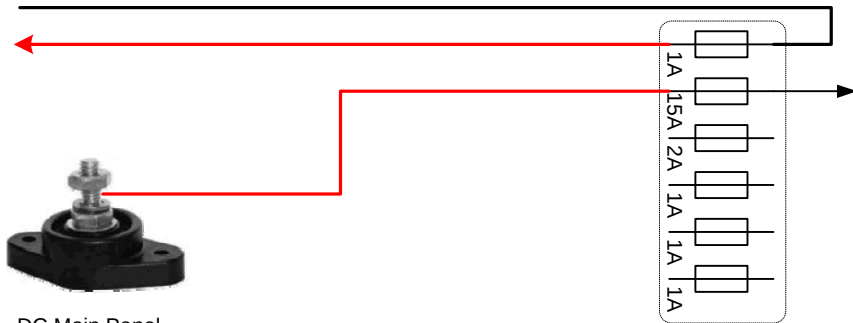
6AWG

Fuse Block 1
ATO
Main Panel

NOTE:

Change FB1 thusly:

- Move Diesel Heater to inline Fuse direct to battery as below
- Move DC Main Panel Bus to 30A OPD
- Move Refrigerator to Direct Bus
- Add distribution post for DC MainPanel Bus



DC Main Panel
Power Post

Fuse Block 5
Inline ATO
Main Panel
(overhead)

AC1-3 Anchor Controller +12V – 1A
To Wallas Diesel Heater – 15A – <u>Must be direct to Battery</u>

S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE		PAGE	
DC Wiring Schematics - Fuse Blocks 1 and 5		12 OF 26	
REV.	DESCRIPTION	DATE	BY
L	Fuse Blocks	15/02/12	JMS

○	40	○	Fogmate Ground
○	39	○	To CNET Reboot Switch – provides neg to Cetrek Multi on Nav Panel and Wind Interface
○	38	○	"
○	37	○	Horn Power - To Horn via Mast Cable #1 Red 10AWG
○	36	○	Horn Power - To Fogmate & To Horn Relay (yel)
○	35	○	From Horn Button (neg)
○	34	○	Horn Power (fused 10A at Fuse Block 1)
○	33	○	"
○	32	○	Bilge Cycle Counter (Red 16 AWG) to Bilge Pump Controller (White 18 AWG)
○	31	○	Solar Amp Meter terminal TB1-2 to Blue Sky 2512i Controller BAT POS post (Pink 12AWG)
○	30	○	Solar Amp Meter terminal TB1-1 to "Solar Panel" 25A Circuit Breaker 3-12 (Purple 12AWG)
○	29	○	A/P Amp Meter terminal TB1-1 to Pilot Computer Heavy Duty Supply Pos (Red 12AWG)
○	28	○	A/P Amp Meter terminal TB2-2 to "Autopilot" 30A Circuit Breaker 3-6 (Grey 12AWG)
○	27	○	NEG - (AC3-Yel to CH30-J Ground)
○	26	○	+12V (Fused 5A) from Anchor Windlass OPB via Anc.Lkr (AC1-3 Black) (AC3-Red to CH30-F)
○	25	○	UP (AC1-1 white) (AC3-Purple to CH30-H)
○	24	○	DOWN (AC1-2 green) (AC3-Green to CH30-G)
○	23	○	SENSOR GND (AC2 bare) (AC3-Brown to CH30-A)
○	22	○	FWD SENSOR (AC2 red) (AC3-Blue to CH30-C)
○	21	○	AFT SENSOR (AC2 black) (AC3-Black to CH30-B)
○	20	○	Link 10 #7 – Low Voltage Alarm (Purple) (goes to ground when activated)
○	19	○	Link 10 #5 - +12V DC Meter Power (Red) (fused direct from main bus)
○	18	○	Link 10 #4 & DC Digital Meter- Main Batt Voltage Sense (Blue)
○	17	○	"
○	16	○	Link 10 #3 & DC Digital Meter- Shunt Sense Lead Battery Side (Orn)
○	15	○	IPN-ProRemote Shunt Connection + (Orn)
○	14	○	Link 10 #2 & DC Digital Meter- Shunt Sense Lead Load Side (Grn)
○	13	○	IPN-ProRemote Shunt Connection - (Grn)
○	12	○	Link 10 #1 & DC Digital Meter - DC Meter Neg (Blk)
○	11	○	
○		○	+12V from "Navigation Electronics" OPD (unused)
○		○	" to VHF Smart Splitter +12V
○		○	AIS / Splitter Neg

○	10	○	+12 V when Main engine is running. (connects hour meter & C3-RED from eng room)
○	9	○	" (connects to TB7-6 below via blocking diode). Connects to Eng Stop Switch, alt ammeter.
○	8	○	+12 V when Panda generator is running. (NOT USED – NO MORE PANDA).
○	7	○	" (connects to TB7-6 below via blocking diode)
○	6	○	+12V When Panda OR Main Engine is running
○	5	○	Engine Stop (connect to neg)
○		○	NEG
○		○	NEG
○	4	○	Navigation Lights +12V 15A from main panel
○	3	○	" to C3-BLU (+12V to Fogmate Mode Switch in Cockpit)
○	2	○	"
○	1	○	Start Battery Voltage Sense (C3-ORN to Main Panel DC Volt Meter)
○		○	NEG

TITLE	PAGE	REV.	DESCRIPTION	DATE	BY
		L			
S/V BEATRIX - KELLY-PETERSON 44 #286 (1980) DC Wiring Schematics - Terminal Block 7	13 OF 26			15/02/12	JMS

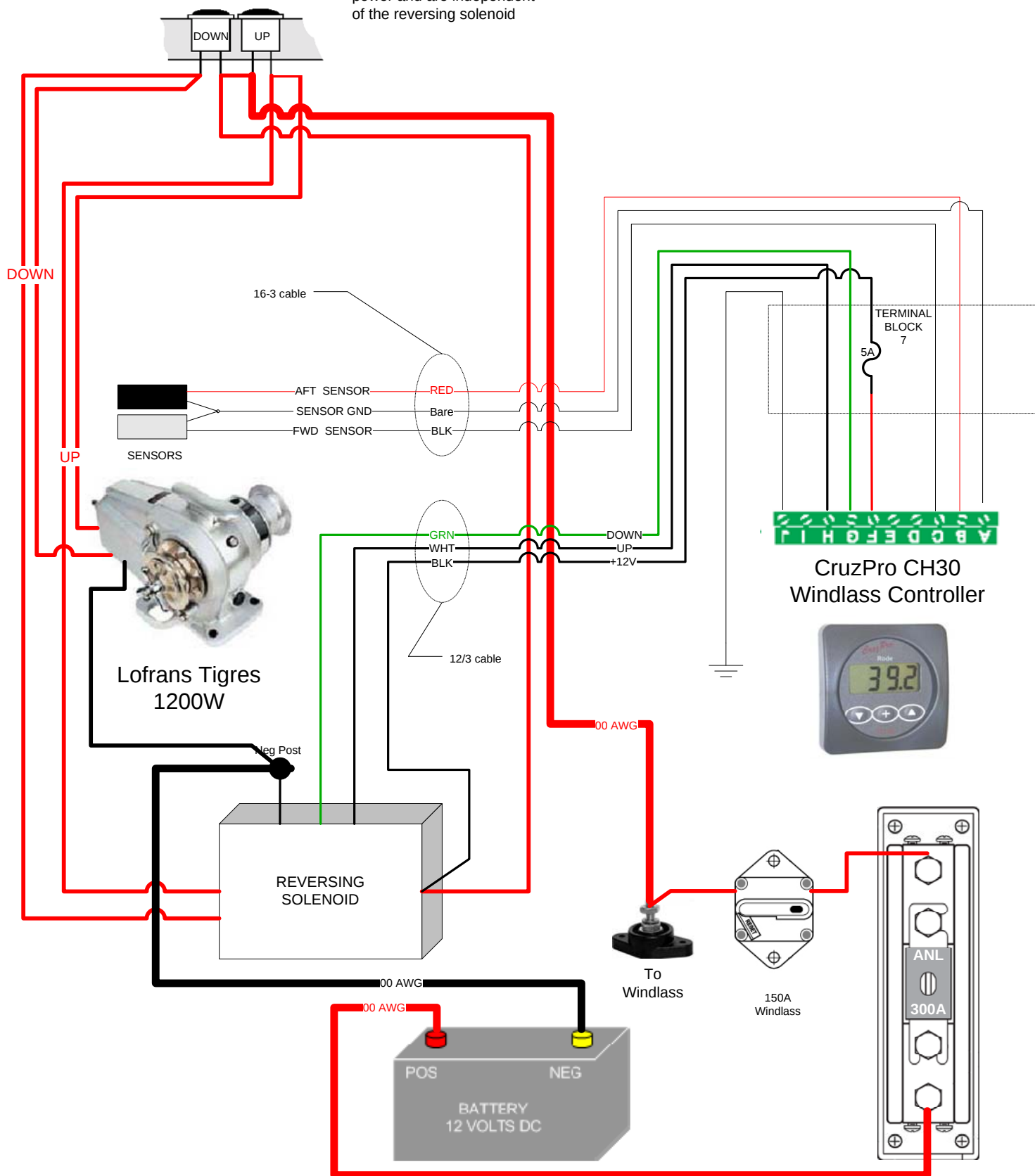
TB NUMBER	LOCATION	PRINCIPAL FUNCTIONS
1	Engine Room	Engine Room Controls
2	Engine Room	Engine Room Controls
3	Engine Room	Engine Room Controls
4	Engine Room	Engine Room Controls
5	Engine Room	Engine Room Controls
6	Power Cabinet Aft Wall	Main Switch Panel Connections
7	Behind Nav Panel	Link 10, Foghorn, Horn, Nav Lights, Solar Ammeter, 12V Eng Run, etc.
8	Power Cabinet Back Wall	AC Power Distribution (110V & 230V)
9	Main Cabin Stbd Lkr 3	Network Connections for CNET/NMEA devices: wind, repeater, NDC, NSW, GPS, Serial Port Combiner
10	Network Panel ¹	CNET/NMEA Nav, Radar,
11	Transom	Aft Deck Lights & Dinghy mount solar
12	Nav Panel	Refrigeration, panel backlighting, IGN on
13	Nav Panel	Mimic, CNET & NMEA, 12V power, Ext speaker

NOTES:

1. Over Stbd Passageway

Deck Switches

Deck Switches deliver full power and are independent of the reversing solenoid

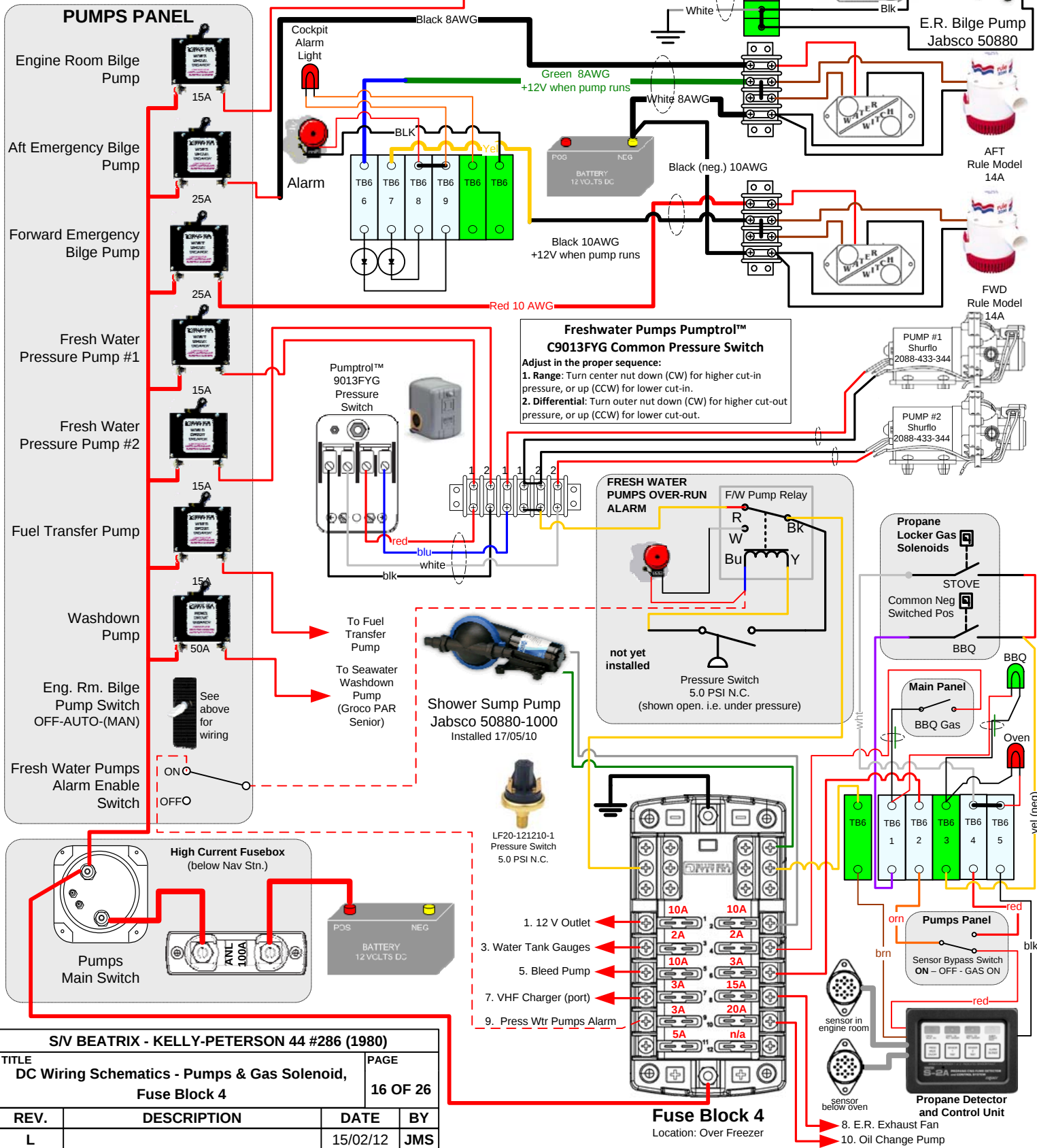


S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE				PAGE	
DC Wiring Schematics - Anchor Windlass and Controls				15 OF 26	
REV.	DESCRIPTION	DATE	BY	DC_WiringSchematic_Rev_L.vsd	
A		15/02/12	JMS	Scale: n/a	

NOTES:

1. The wires to the ER bilge pump are triplex 12 or 10 gauge. Triplex in this gauge is only available in white/black/green. This is normally an AC wire but is used in this instance for DC.
2. The color coding and unusual connections (e.g. green 8AWG to blue 18AWG) and both black hot and black ground on the forward pump are artifacts of working with existing wiring. The heavy green wire to the aft pump (now used for the alarm) was originally for a manual override of the "float" switch before I decided to eliminate the manual override on the emergency pumps.
3. The design of the system is that the emergency bilge pumps are always "on" and alarmed and do not have a manual override. To test the pumps turn the breaker off and on and it should run for a few seconds. Test the Water Witch once a week. (Failure on these units is about 0.25% and usually early in their lifetime).



S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

REV.	DESCRIPTION	DATE	BY
L	DC Wiring Schematics - Pumps & Gas Solenoid, Fuse Block 4	15/02/12	JMS

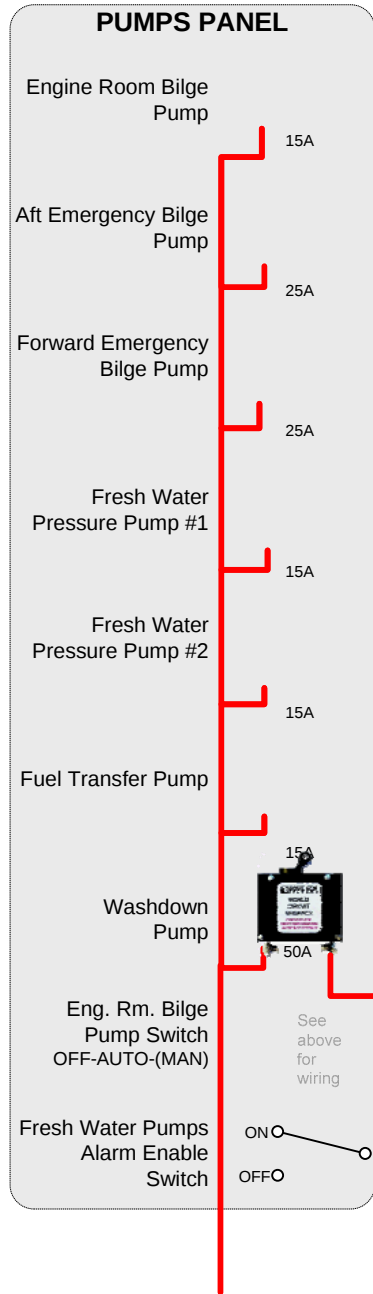
PAGE
16 OF 26

I remember some time a few years ago I last bought a bunch of 1N4000 series diodes, and 1N4007 cost hardly at all more, and I had a little need of some higher voltage ones.

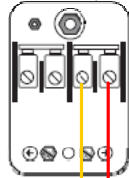
As for value of the resistor to shorten dropout time: Figure how much voltage you can comfortably handle, resistor and diode combined. In most applications, you also have to add the power supply voltage, such as when

the application is a transistor switching a relay.

Subtract the diode voltage (.6 or .8 volt or whatever), and the power supply voltage in the likely event this adds to what the switching transistor or whatever has to bear. The remaining voltage is voltage drop of the resistor, peak. Divide that by the maximum coil current (usually the worst case steady state coil current) and that is a resistor value - use the next available lower available value.



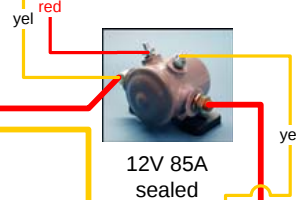
Pumptrol™
9013FYG
Pressure Switch
(behind galley
flour bin)



**Freshwater Pumps Pumtrol™
C9013FYG Common Pressure Switch**

Adjust in the proper sequence:

1. **Range:** Turn center nut down (CW) for higher cut-in pressure, or up (CCW) for lower cut-in.
2. **Differential:** Turn outer nut down (CW) for higher cut-out pressure, or up (CCW) for lower cut-out.



12V 85A
sealed



**GROCO
P9000**
max 60PSI flow
to 11GPM
(under galley
sole)



Pump Motor
1750 RPM
12VDC 1/3HP
27 AMPS

Plumbing: Inlet and outlet are threaded 3/4" NPT. The pump is reversible in rotation, so the inlet and outlet ports will be determined by motor rotation. If motor rotation is CCW facing the motor shaft, the pump port closest to the motor will be the inlet.

S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE		PAGE	
DC Wiring Schematics - Washdown Pump		17 OF 26	
REV.	DESCRIPTION	DATE	BY
L		15/02/12	JMS

FUEL TRANSFER PUMP AUTOMATIC SHUTOFF FOR TANK OVERFLOW PREVENTION

- Pressure switches
 - Mounted in vent line at tank level or in top of tank.
 - Normally Closed Switch will open when pressure reaches 0.25 PSI = approx 100 mm (4") of head.
- Operation (Filling)
 - Fuel Alarm System Switch **ON**. Fuel Transfer Pump Switch **OFF**. Target Selector Switch set to tank being filled.
 - When tank is full, fuel is pumped up the vent line; pressure switch opens almost immediately.
 - Alarm sounds when target tank is full. Select new target tank or turn system **OFF**
- Operation (Fuel Transfer)
 - Fuel Alarm System Switch **ON**. Fuel Transfer Pump Switch **ON**. Target Selector Switch set to tank receiving the fuel.
 - When tank is full, fuel is pumped up the vent line; pressure switch opens almost immediately.
 - Alarm sounds when target tanks is full and the Fuel Transfer Pump is disabled.
 - Alarm Relay is latched in activated position to keep pump disabled.
 - Pump will not restart until Target Selector Switch is re-set to a new, non-full tank and the System Switch is reset.
- Operation (Polishing or Pumping to External)
 - Fuel Alarm System Switch **ON**. Fuel Transfer Pump Switch **ON**. Target Selector Switch set to **POLISH**.
 - The Fuel Transfer Pump can now be run regardless of tank level.
 - Turn Time-Delay Switch to start pump and set polishing time (or to allow for external pumping out of the boat).
 - Never** leave the Target Selector Switch in **POLISH** mode when polishing is finished.
 - Always leave the switch set to **OFF** (best) or to the **DAY** target tank.
- Failure Mode
 - This is a fail-safe circuit; if a pressure switch has a disconnected wire, the pump will not run.
 - The Fuel Transfer Pump will not run unless both the Fuel Alarm System Switch and the FTP Switch is **ON**.
- Target Selector Switch
 - Pump will not run unless a not-full target tank is selected: **DAY**, **STBD**, or **PORT**; or if in **POLISH** mode.
 - If target is **DAY**, **STBD**, or **PORT** is not full the pump will automatically shut down when that tank is full.
 - Note that if pumping to **EXT**, then Target Selector Switch can be set to any non-full tank or **POLISH**
 - Selector switch should normally be be set to **OFF** or **DAY**.



Auto Relay



Relay Socket

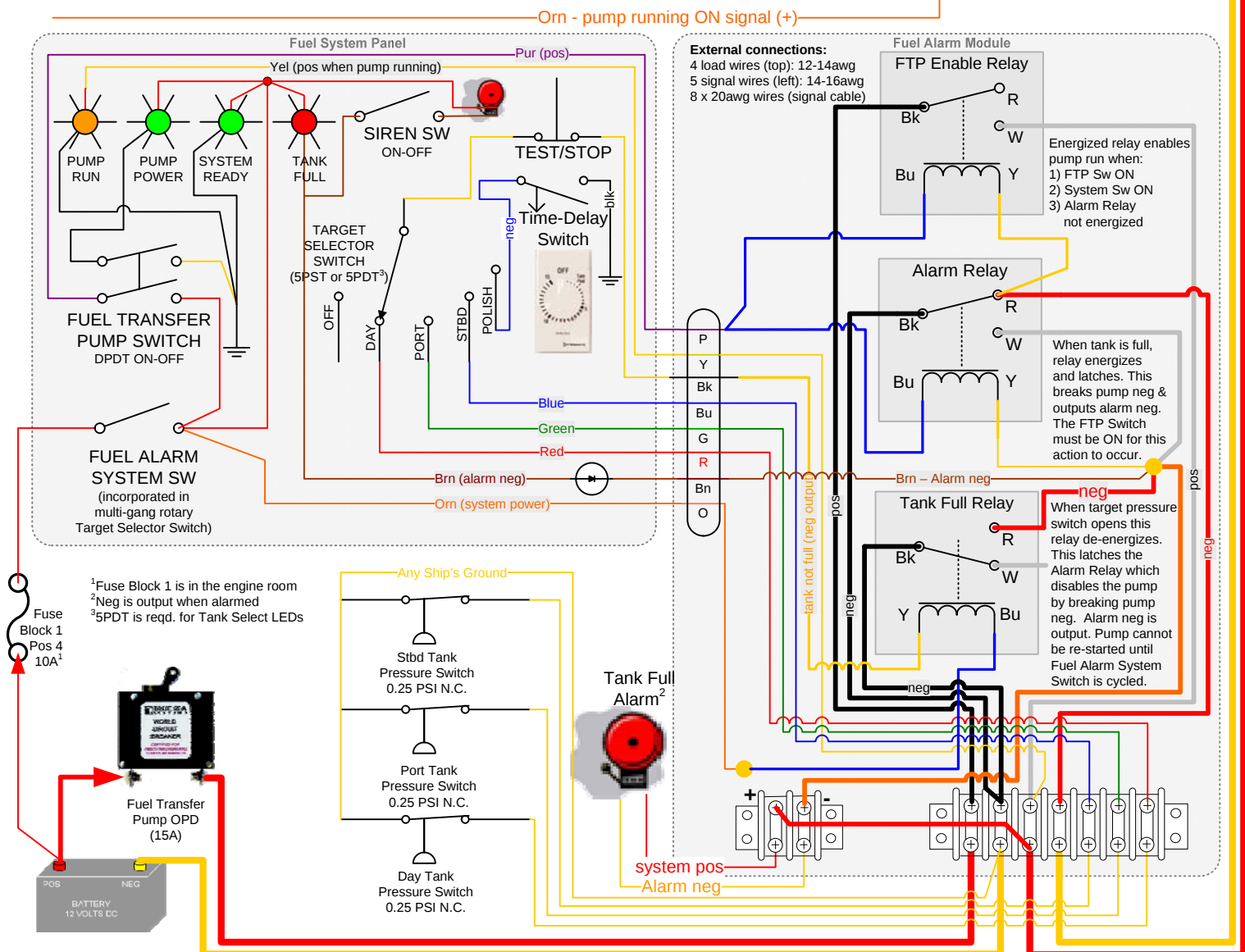


LF20-121210-1 Pressure Switch 0.25 PSI N.C. (will open with ~ 9" head of diesel)

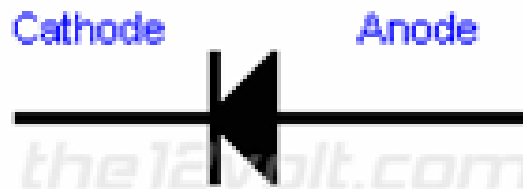


Fuel Transfer Pump Oberdorfer Bronze Gear Pump OB 991-43 C82

<http://www.mamcoswitches.com/pressure-switches/lf20.html>

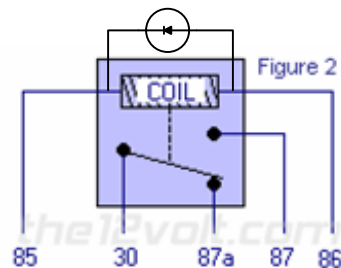
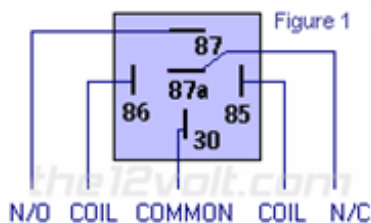
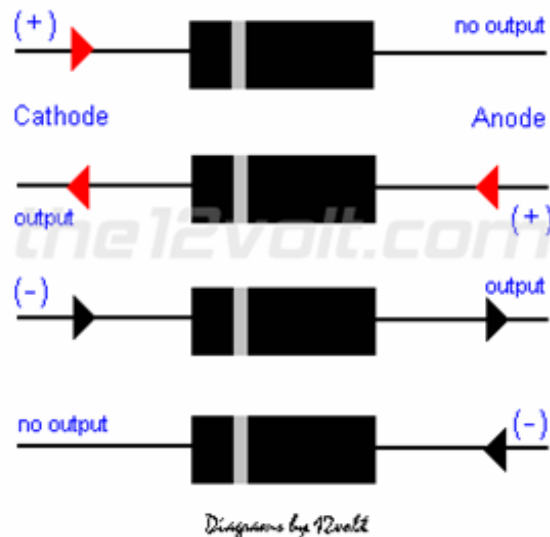


TITLE	PAGE	REV.	DESCRIPTION	DATE	BY
S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)	18 OF 26	L	Set alarm & stop pump at Tank Full	15/02/12	JMS
DC Wiring Schematics - Fuel Tank Overflow Prevention Circuit (Failsafe Version)					

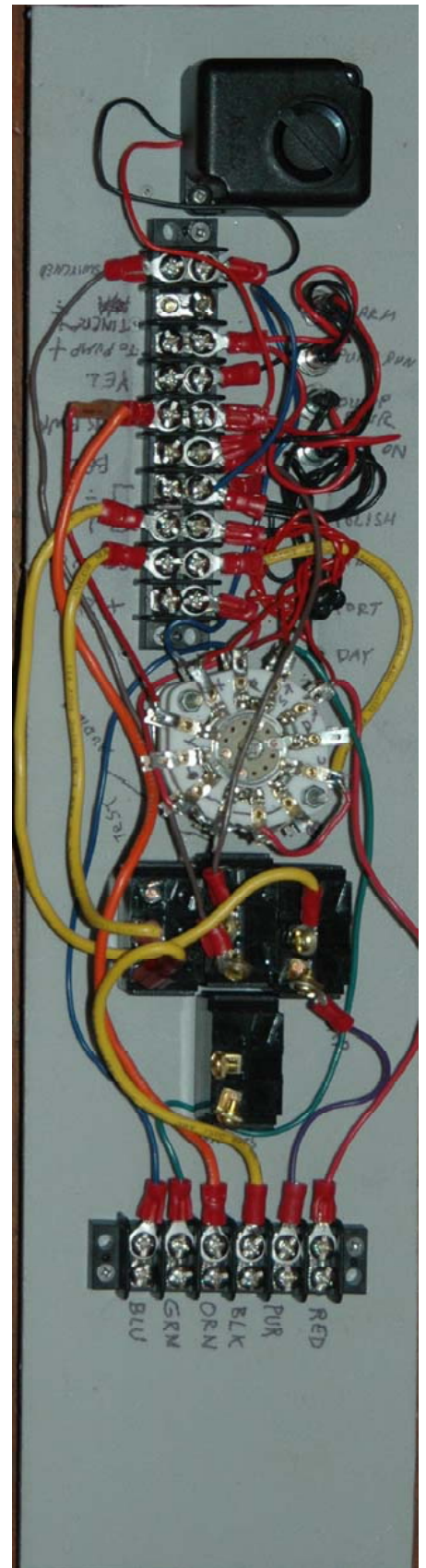


1. Cathode (side with the stripe)
2. Anode (side without the stripe)
3. Anytime the cathode is more positive than the anode, no current will flow.

Common 4000 series diode



SPDT Relay : (Single **P**ole **D**ouble **T**hrow **R**elay) an electromagnetic switch, consist of a coil (terminals 85 & 86), 1 common terminal (30), 1 normally closed terminal (87a), and one normally open terminal (87) (Figure 1).



TITLE	PAGE	REV.	DESCRIPTION	DATE	BY
		L	Set alarm when H ₂ O pressure drops	15/02/12	JMS

S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)
DC Wiring Schematics - Fuel Tank Overflow System Photos

20 OF 26



Propane Detector and Control Unit

Overall Wiring Diagram

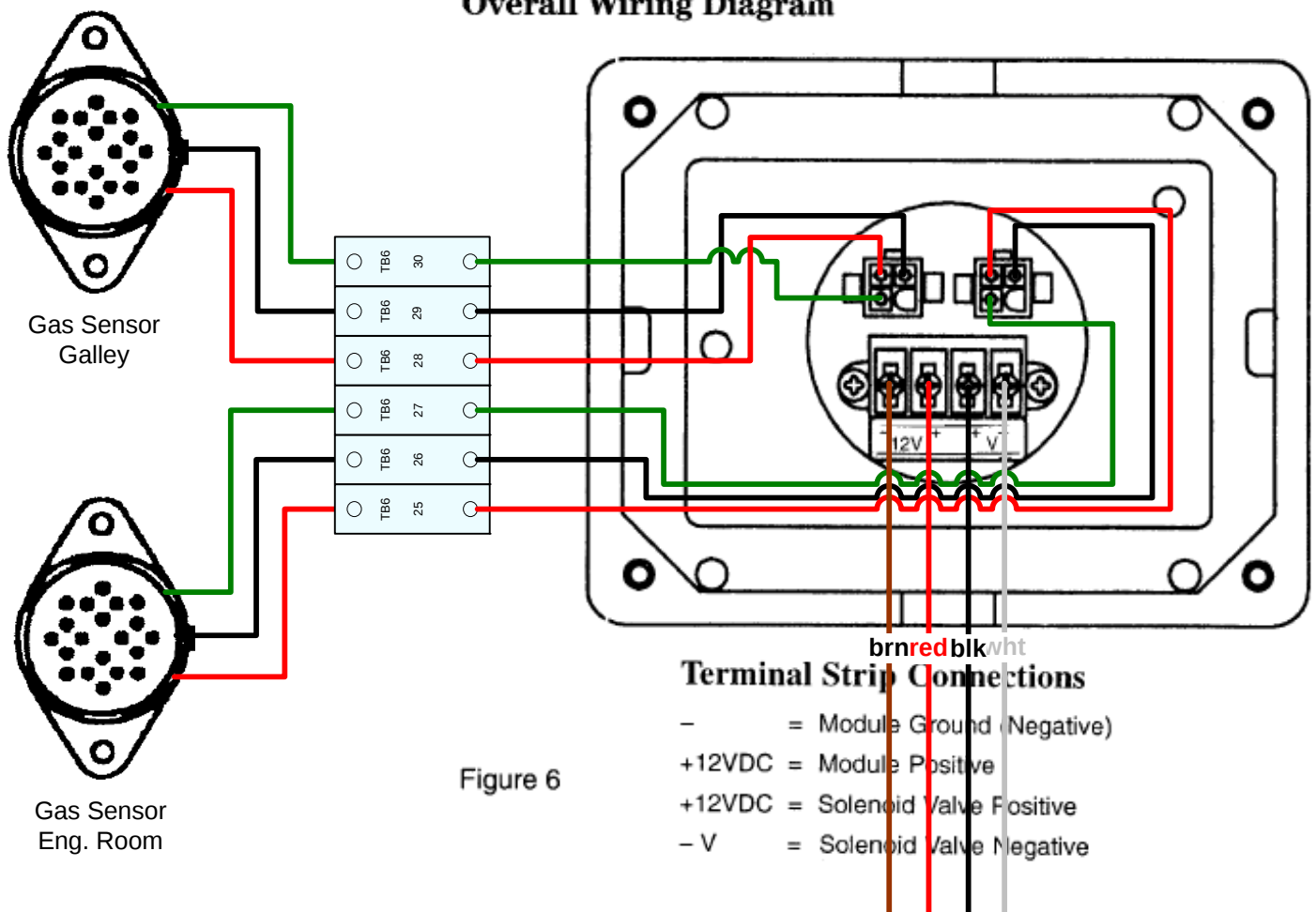


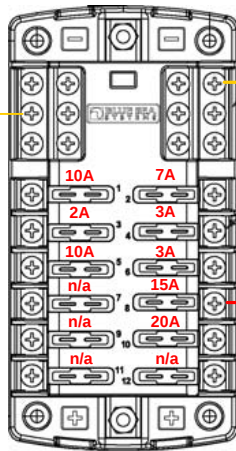
Figure 6

NOTE:

The new replacement of the S-2A has terminals instead of ribbon cable. It also has switched pos and un-switched neg for the solenoid, while the original S-2A only had a switched neg. This was a big pain for installation of the replacment. Wiring had to be changed throughout. The white wire (solenoid net) is not used in the Beatrix installation.

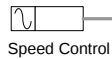
S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE		PAGE	
DC Wiring Schematics - Propane Detector		21 OF 26	
REV.	DESCRIPTION	DATE	BY
L		15/02/12	JMS

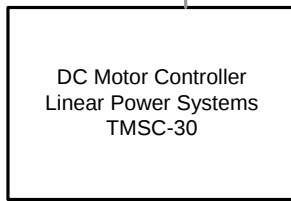


Fuse Block 4

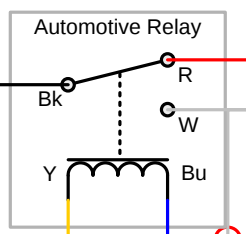
Location: Over Freezer



Speed Control



DC Motor Controller
Linear Power Systems
TMSC-30



Automotive Relay

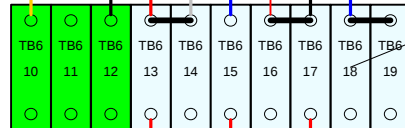
Bk

R

W

Y

Bu



TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

TB6

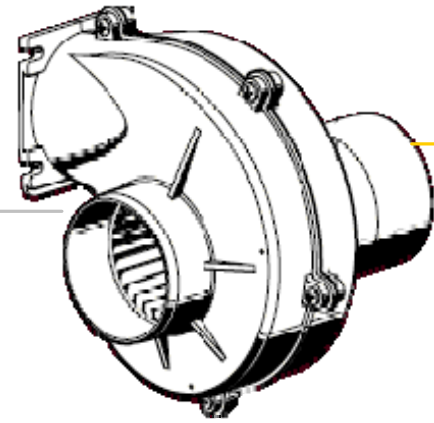
TB6

TB6

TB6

TB6

+12V When Engine
Running



NOTE: The amp draw for the blower is only about 2 amps when it should be 7 or 8. Need to check the fan itself for make/model and rated power draw and check if functioning at full capacity

S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE

DC Wiring Schematics - Engine Room Exhaust Fan

PAGE

22 OF 26

REV.

DESCRIPTION

DATE

BY

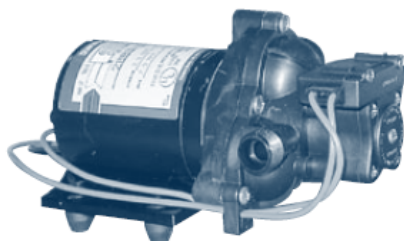
L

Exhaust Fan and Connection to Alarm/Fire System

15/02/12

JMS

SHURFLO



2088 Series

1.6 - 3.8 GPM SHURFLO WATER SYSTEM PUMPS

The Shurflo 2088 series water system pumps feature three independent pumping chambers, a 40 psi pressure switch, will run dry without damage and are able to lift water up to 12 feet! They are available in 12 and 24 vdc in flows up to 3.8 GPM. [See page 138](#) for service parts. An accumulator tank is recommended ([see page 18](#)).

Model	Max. GPM	Volts	Open Flow Amps	Inlet / Outlet	Dimensions (H x W x L)
SF 8050-204-033	1.6	12 vdc	2.4	1/2" MPT & 1/2" Barb	4.08" x 4.5" x 8.38"
SF 2088-423-344	2.8	12 vdc	3.1	1/2" MPT & 1/2" Barb	4.6" x 5" x 8.9"
SF 2088-573-354	2.8	24 vdc	1.7	1/2" MPT & 1/2" Barb	4.4" x 5" x 8.7"
SF 2088-433-344	3.3	12 vdc	3.5	1/2" MPT & 1/2" Barb	4.4" x 5" x 8.6"
SF 2088-574-734	3.6	24 vdc	3.0	1/2" MPT & 1/2" Barb	4.5" x 5" x 9.9"
SF 2088-414-934	3.8	12 vdc	4.5	1/2" MPT & 1/2" Barb	4.4" x 5" x 9.9"

3.3 GPM FLOJET 4105 SERIES SHOWER PUMP

The Flojet 4105 shower and grey water pump will lift water up to 10 feet and will not be damaged by running dry. It can be operated with a manual on/off switch or automatic level control ([see page 30](#)) and comes standard with 1/2" barbed ports. However, 3/4" barbed port fittings ([page 58](#)) and suction strainers ([page 59](#)) are available separately. [See page 138](#) for service parts.

Model Number	Volts	Amps at 10 psi	Max GPM	Inlet/Outlet Ports	Dimensions (H x W x L)
FJ 04105-143	12 vdc	3.6	3.3	1/2" Barb	3 3/4" x 6 1/3" x 8 1/4"

3.8 - 5.0 GPM, 12-24-32 VDC, BILGE AND BAITWELL

If compact size and low cost is important, these Jabsco and Flojet diaphragm bilge pumps are right for you! They will self-prime to 10 feet, run dry without damage, and come complete with a 3/4" suction strainer. Both brands will also function as a continuous duty baitwell pump. [See page 138](#) and [139](#) for service parts.

Model	Brand	Volts	Amps at 10 PSI	Flow GPM	Dimensions (H x W x L)	Port Size
JA 31705-0092	Jabsco	12 vdc	6	3.8	4 1/16" x 4 1/8" x 7 1/4"	3/4" Barb
JA 31705-0094	Jabsco	24 vdc	3	3.8	4 1/16" x 4 1/8" x 7 1/4"	3/4" Barb
FJ 04125-114	Flojet	12 vdc	8	5.0	3.9" x 6.3" x 9.9"	3/4" Barb

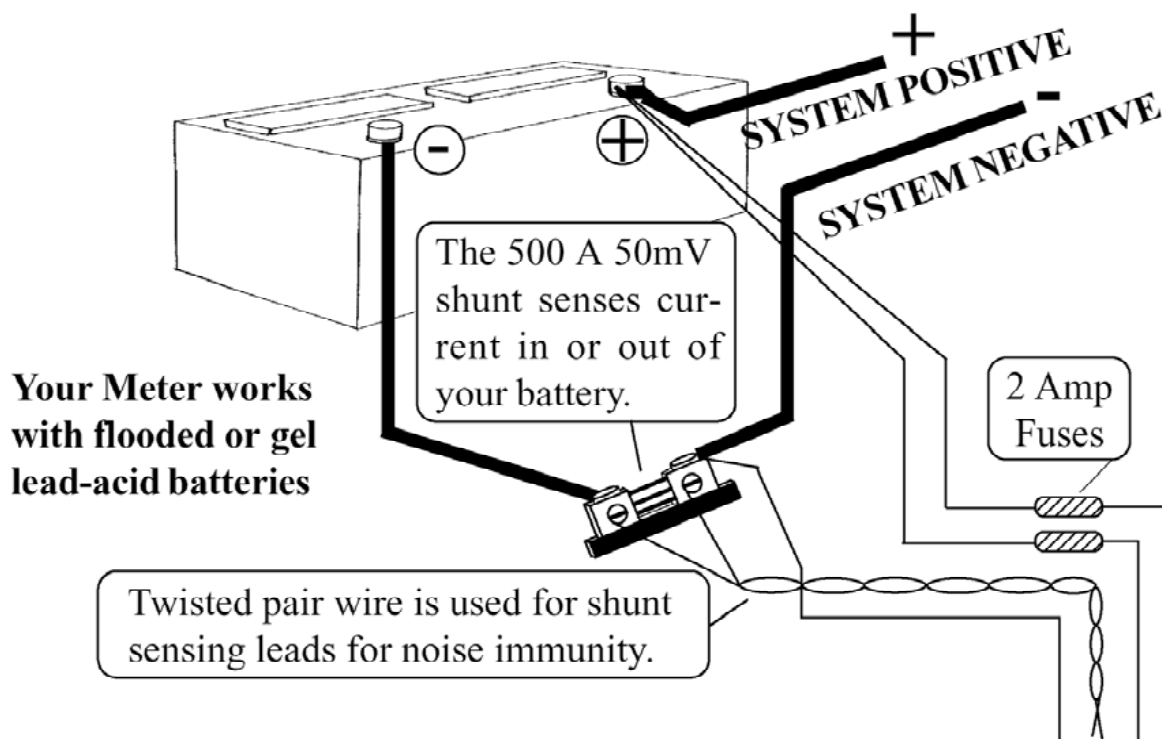
3.7 GPH JABSCO 50880 SERIES SHOWER PUMP

Jabsco's 50880 series shower and grey water pump features a unique, 360° rotating head for flexible installation. This pump self-primers up to six feet and will run dry without damage. No-clog, filterless design means easy maintenance. Complies with USCG 183.410 and ISO 8846 Marine (Ignition Protection).

Model Number	Volts	Amp Draw	Max GPM	Inlet/Outlet Ports	Dimensions (H x W x L)
50880-1000	12 vdc	15A	3.7	3/4" Barb	4.4" x 5.9" x 11.7"

S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

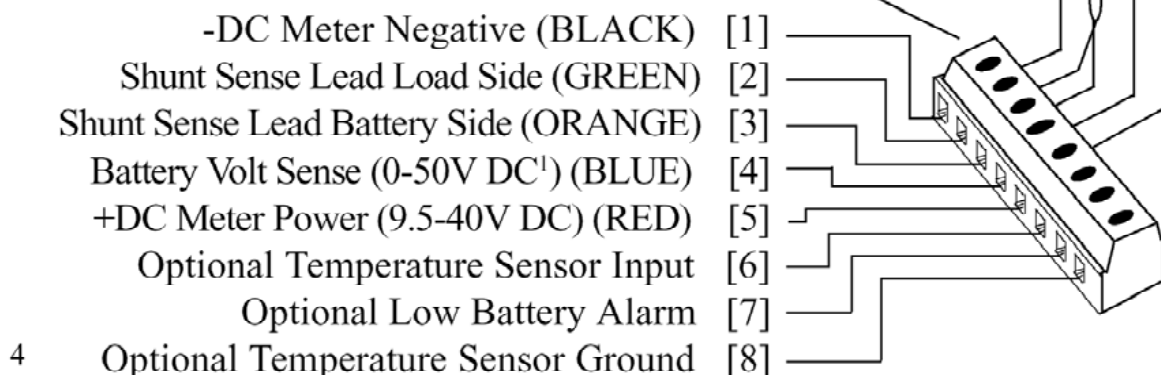
TITLE		PAGE	
DC Wiring Schematics - Pump Specs		23 OF 26	
REV.	DESCRIPTION	DATE	BY
L		15/02/12	JMS



Battery Compartment

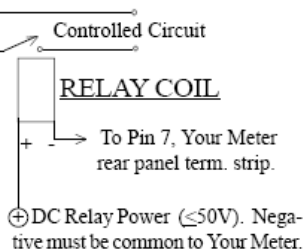
Meter Location

Top Rear View of Meter

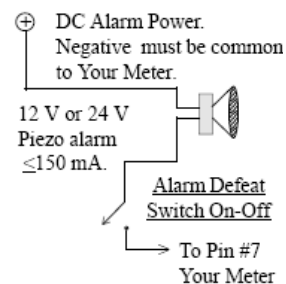


When the link 10 reads 510 amps, the problem could be internal or external. Please disconnect the green wire (# 2 terminal) and orange wire (# 3 terminal) and insert a jumper in its place, it should read zero amps. If it does not read zero then the problem is internal, need repair. Reads zero then the problem is in the green and orange twisted wire, ie open or loose connection.

RELAY DRIVER DIAGRAM



AUDIBLE ALARM



S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

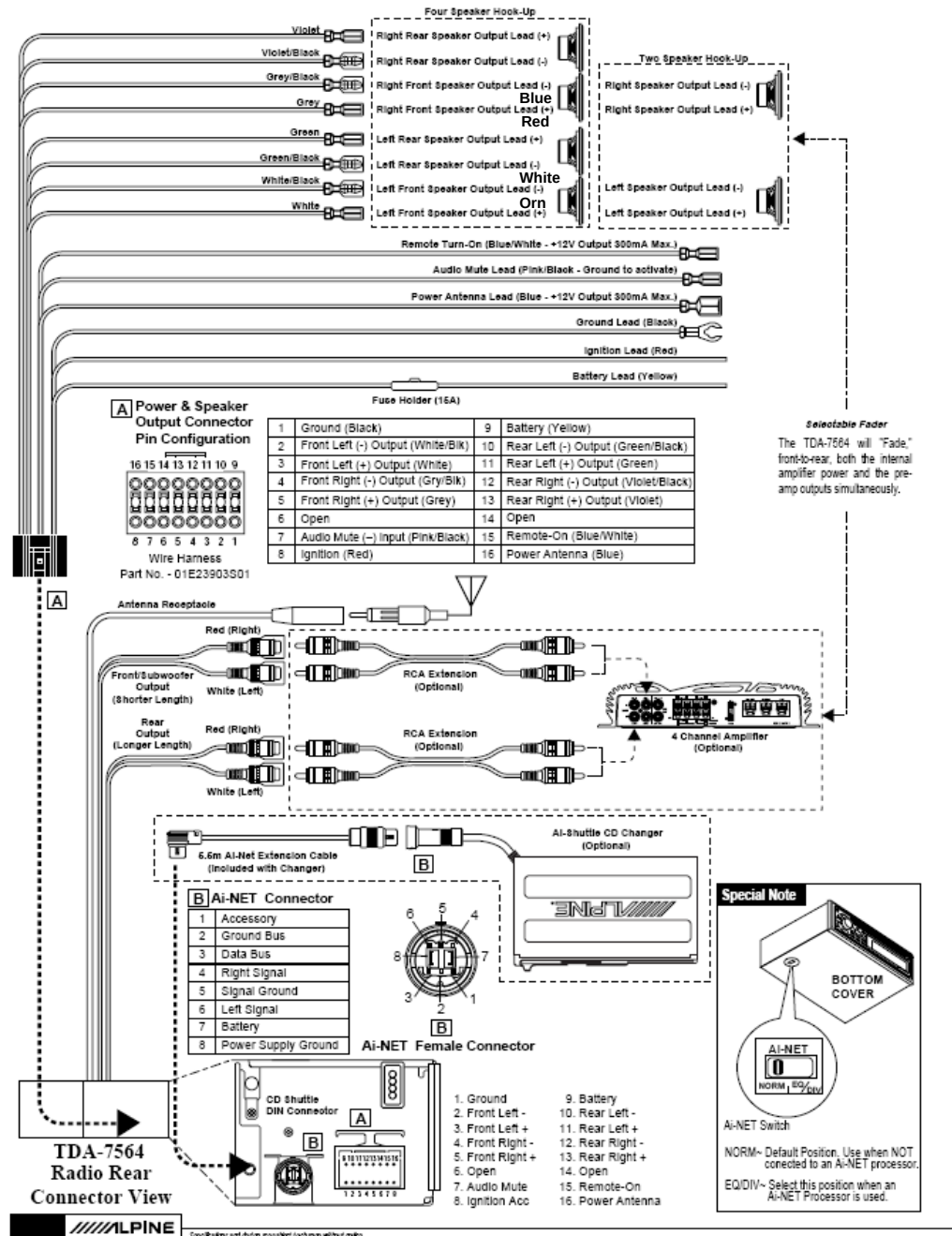
TITLE		PAGE	
DC Wiring Schematics - Link 10		24 OF 26	
REV.	DESCRIPTION	DATE	BY
L	e-Meter Installation	15/02/12	JMS

TDA-7564

In-Dash Cassette/Receiver/Ai-Shuttle Controller

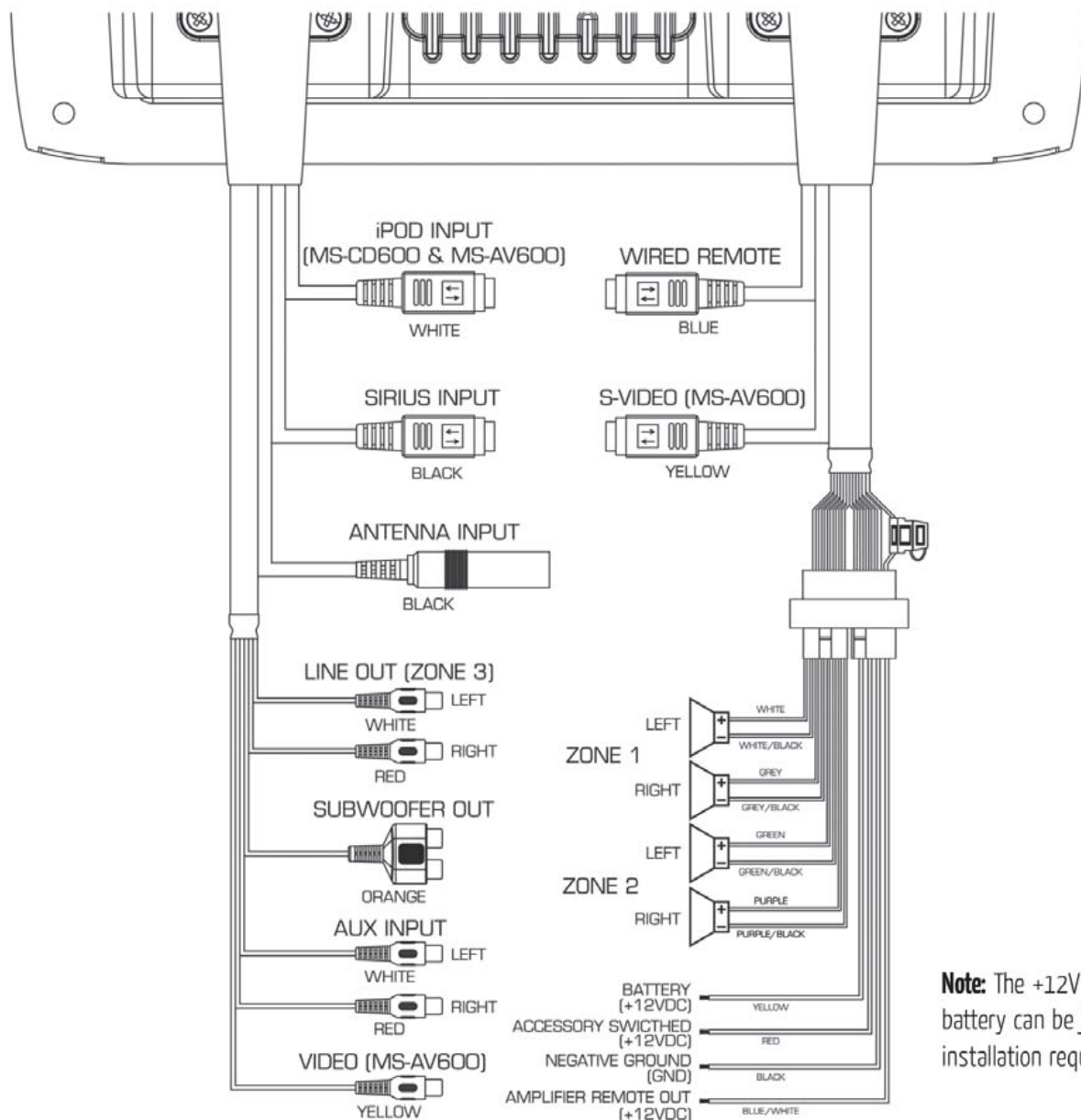
To Cabin Speakers
(Gray Jacketed Cable)

Left Front (+) Orange
Left Front (-) White
Right Front (+) Red
Right Front (-) Blue



S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE		PAGE	
DC Wiring Schematics - Old Stereo		25 OF 26	
REV.	DESCRIPTION	DATE	BY
L	Speaker re-wiring	15/02/12	JMS



Note: The +12V switched and +12V battery can be joined for some installation requirements.

SPEAKER CONNECTIONS

Speaker	Zone	Fusion Unit	Ship Cable	
Front R +	1	Grey	Red	18/4
Front R -	1	Grey/Black	Blue	18/4
Front L +	1	White	Orange	18/4
Front L -	1	White/Black	White	18/4
Rear R +	2	Purple	Red	14/2
Rear R -	2	Purple/Black	Black	14/2
Rear L +	2	Green	Red	14/2
Rear L -	2	Green/Black	Black	14/2

S/V BEATRIX - KELLY-PETERSON 44 #286 (1980)

TITLE		PAGE	
DC Wiring Schematics - Fusion Stereo		26 OF 26	
REV.	DESCRIPTION	DATE	BY
L	Speaker wiring	15/02/12	JMS