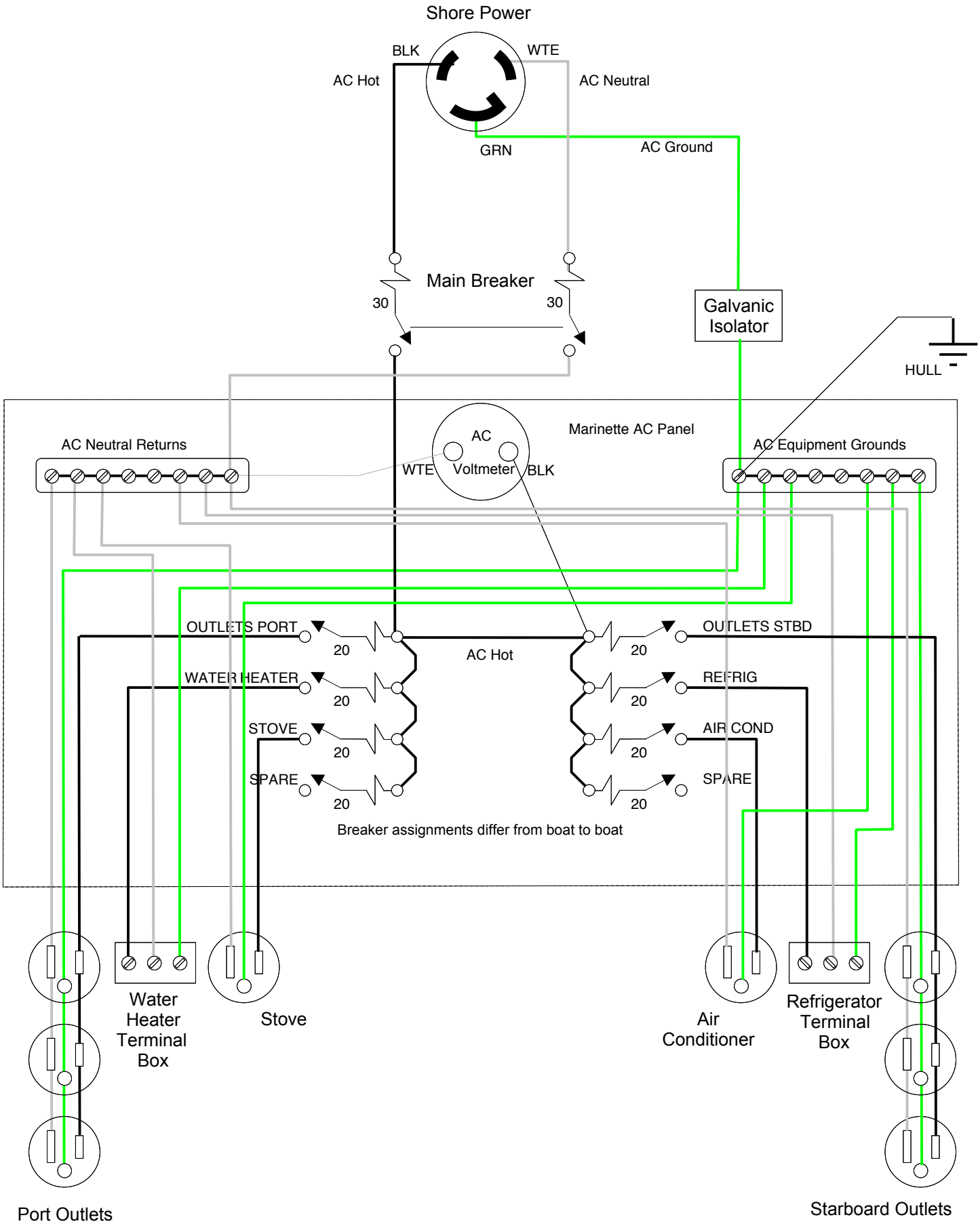
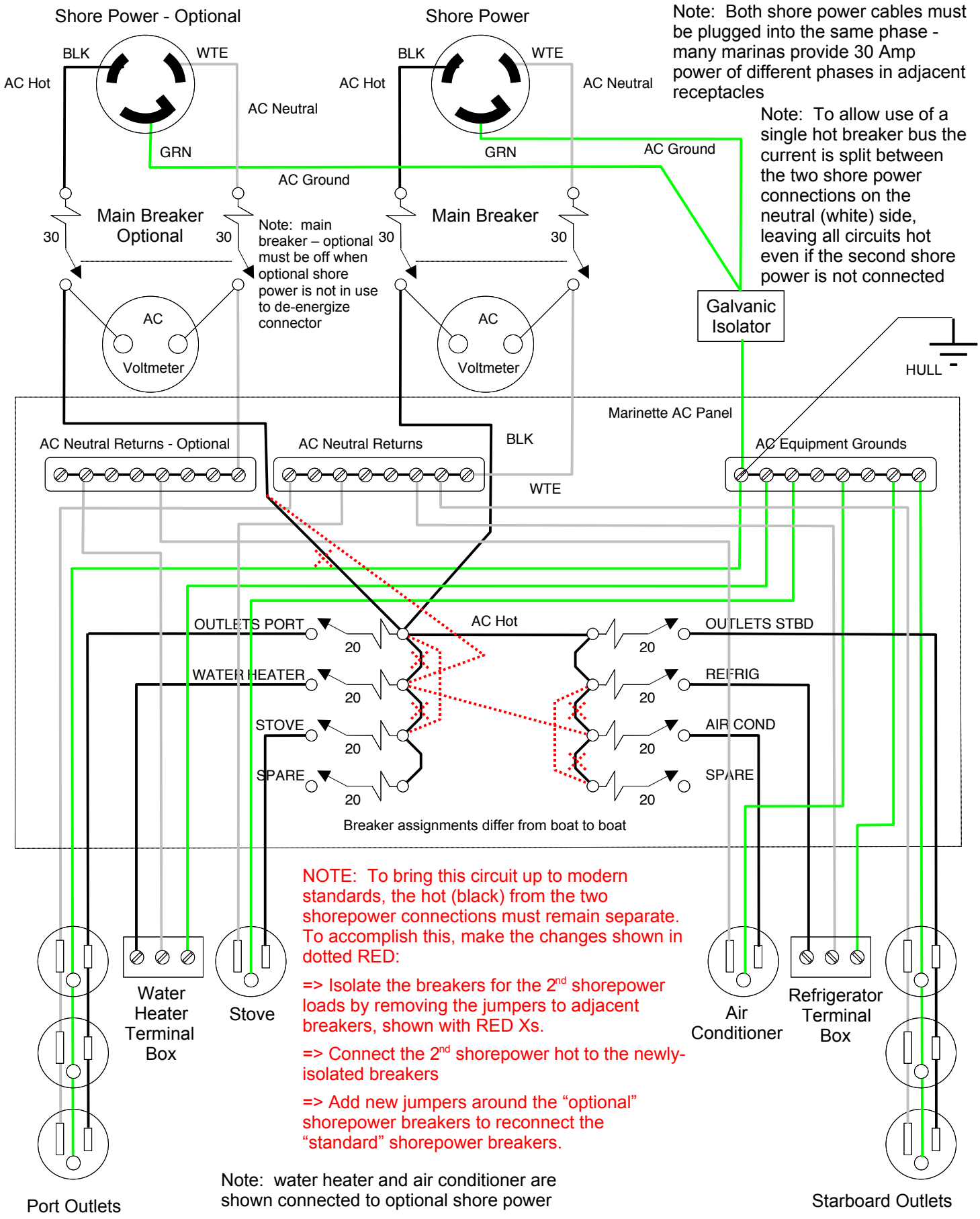
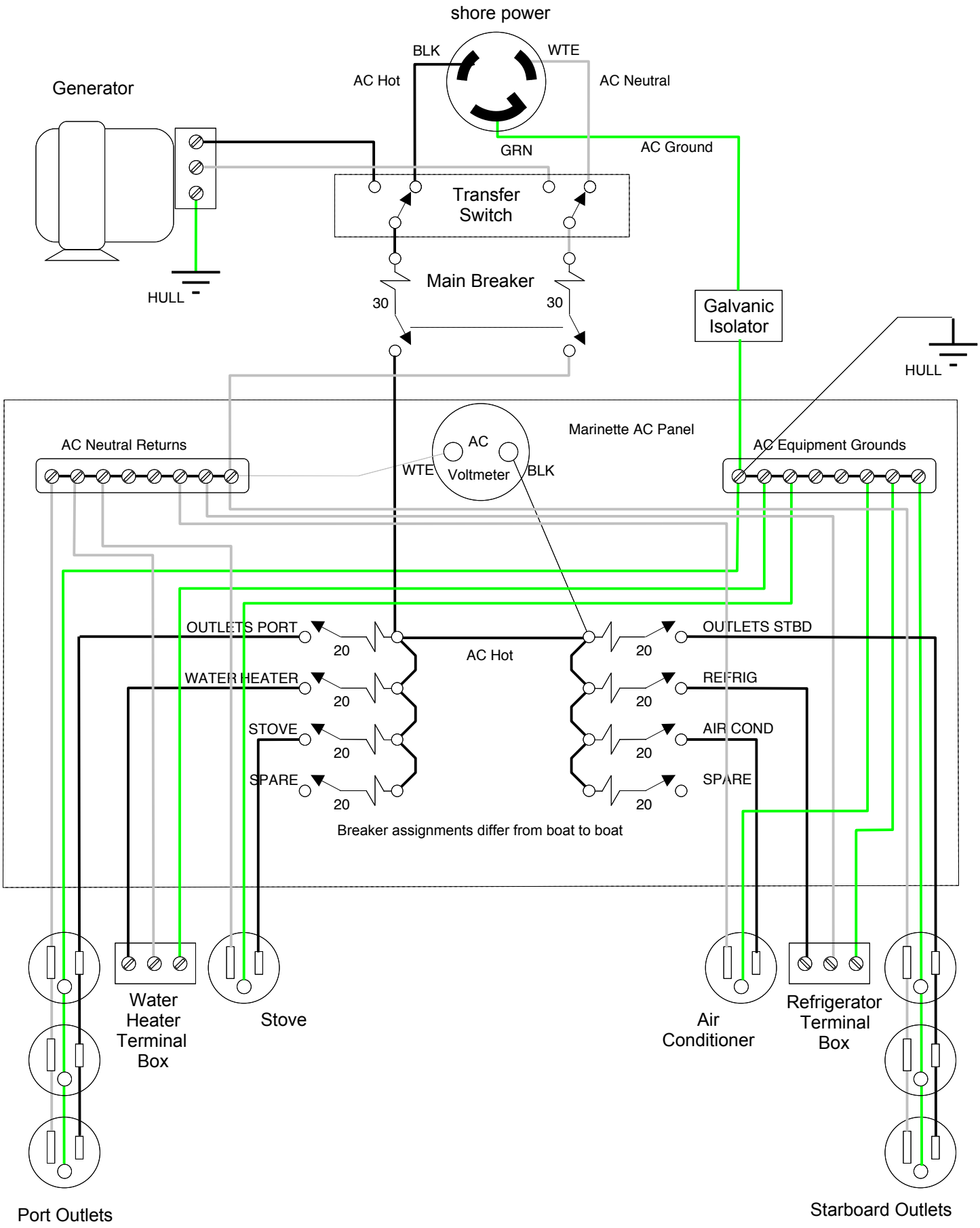


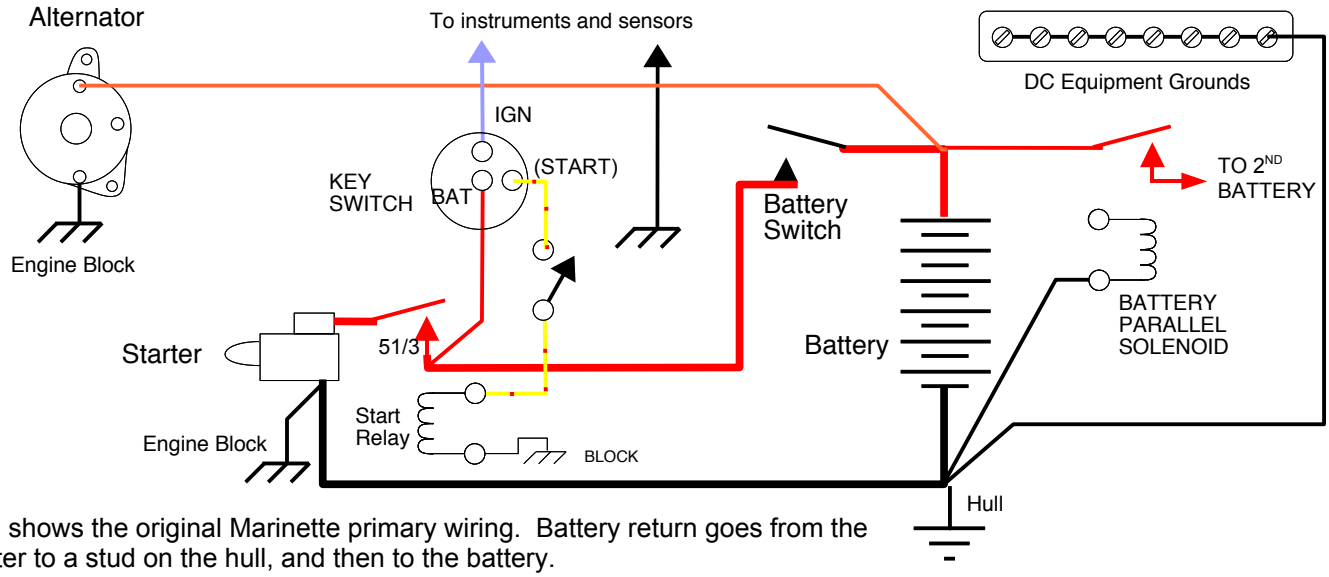
Typical Marinette AC Wiring



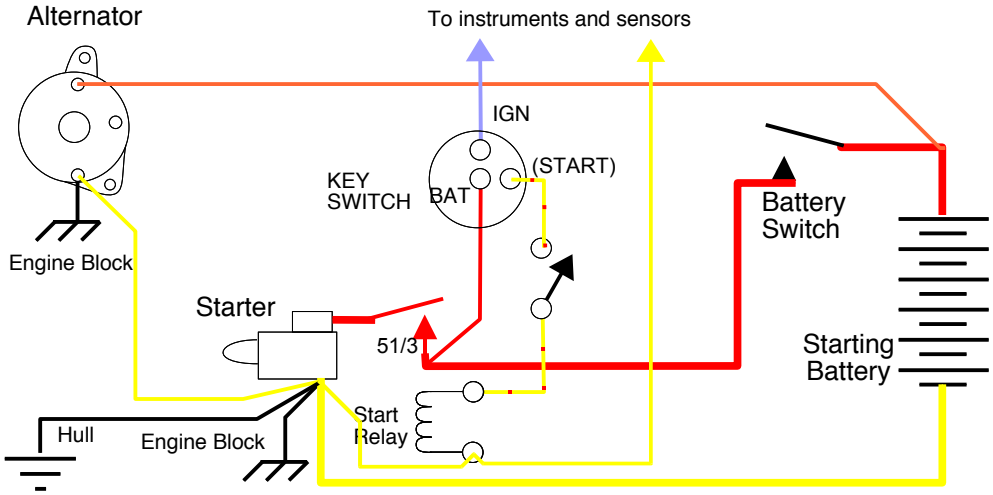
Older Marinette AC Wiring with Two Shore Power Cables



Typical Marinette AC Wiring with Generator

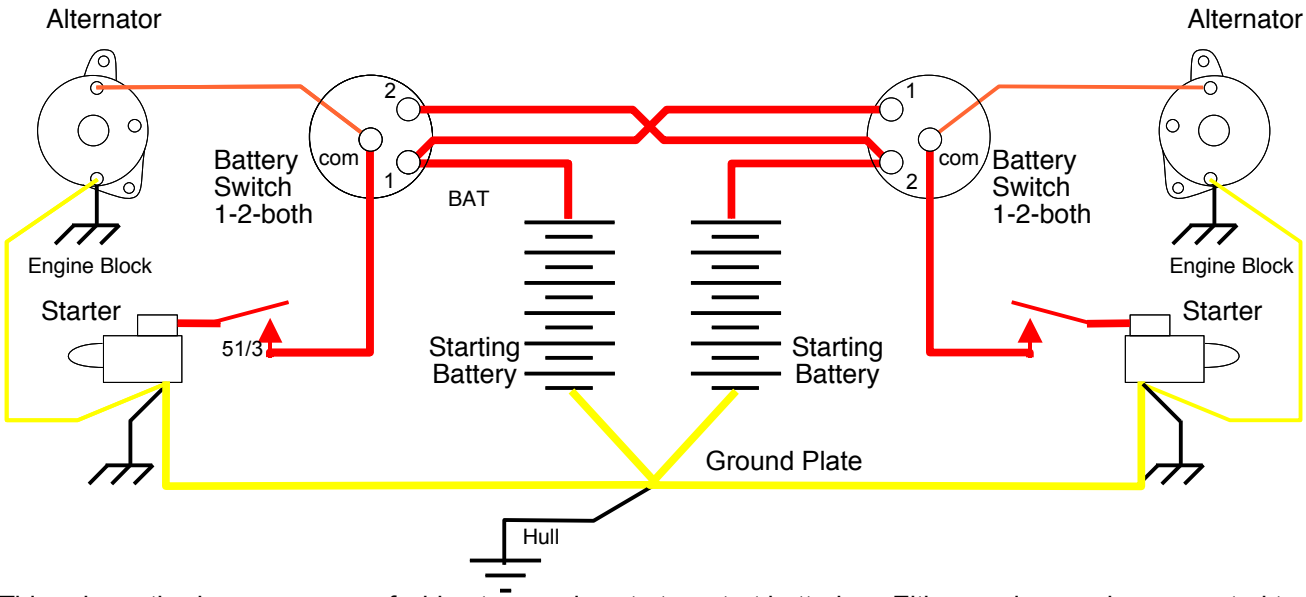


This shows the original Marinette primary wiring. Battery return goes from the starter to a stud on the hull, and then to the battery.



This shows starter wiring for one engine, with the return going directly from the starter ground stud to the battery negative terminal. The engine block is connected to the hull through a second wire. This should be more reliable and deliver more starting current. It requires one less large cable. It is easy to isolate the engine block from the hull for troubleshooting.

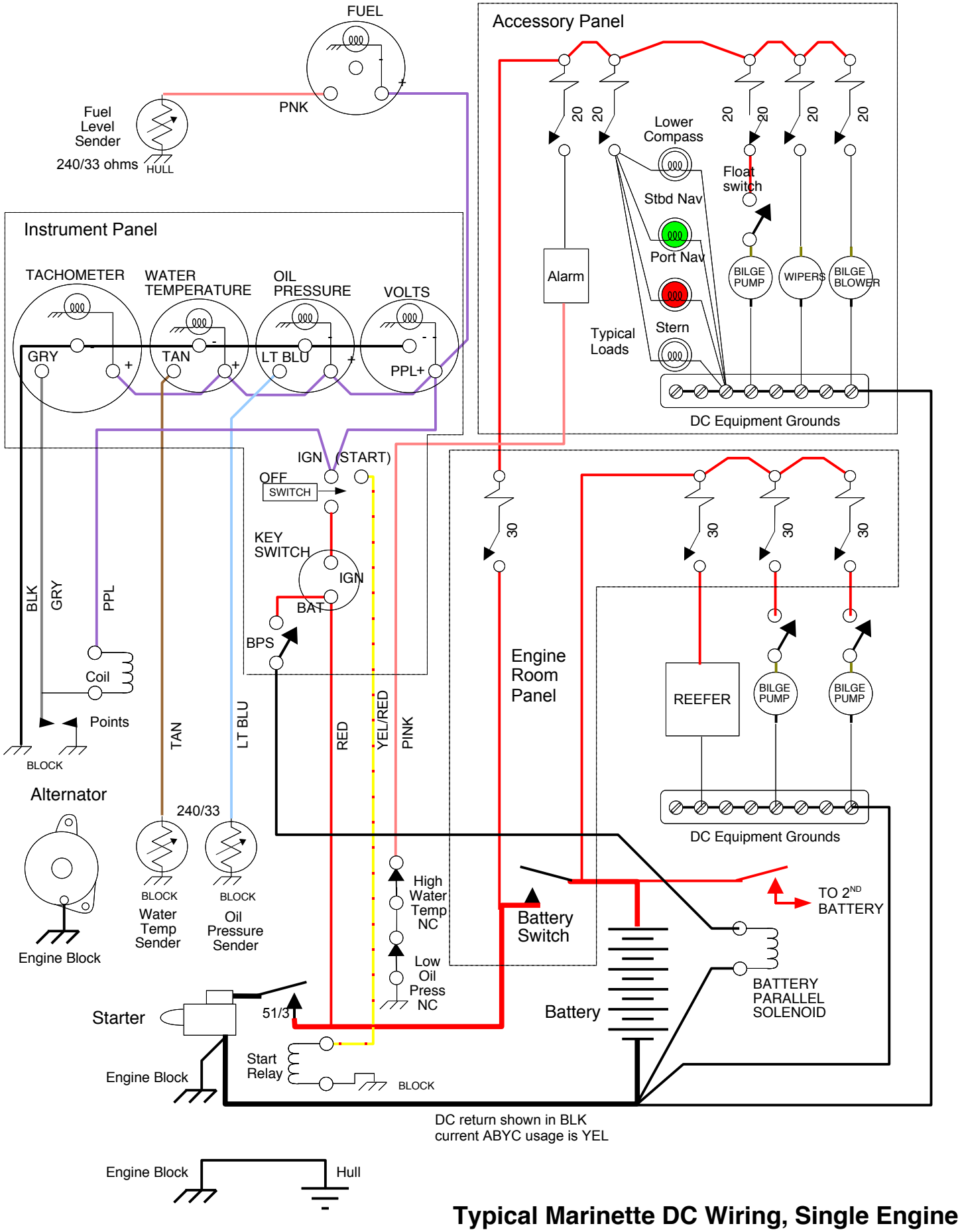
This circuit is standard on many diesels.



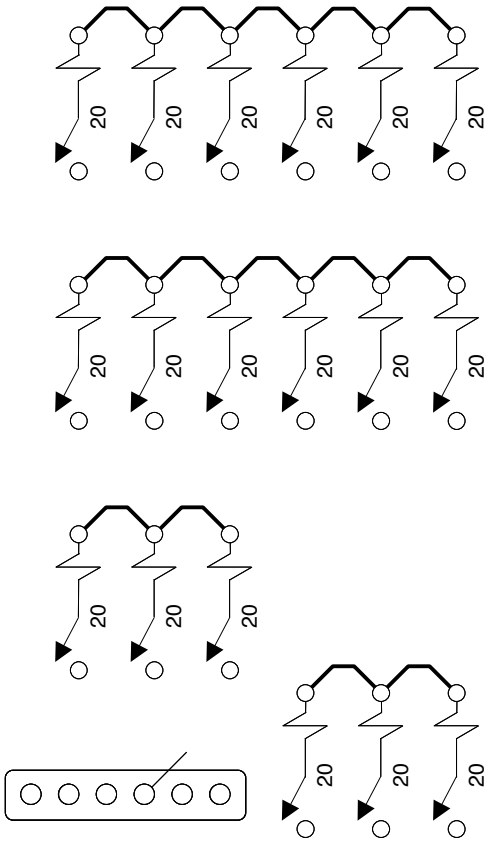
This schematic shows one way of wiring two engines to two start batteries. Either engine can be connected to either battery, or both. There is an issue with the alternators if the switches are moved while the engines are running, and this must be taken care of*. This circuit requires two extra large cables to connect the “1” terminals and the “2” terminals, and a ground plate isolated from the hull that takes return cables from each starter and each battery.

*Some battery switches disconnect the field before switching, otherwise a diode can protect the alternator output from voltage spikes.

Primary Wiring Options



Typical Marinette DC Wiring, Single Engine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