

8 7 6 5 4 3 2 1

**DATUMS**

- A- - MOUNTING FACE OF FLYWHEEL
- B- - ENGINE CRANKSHAFT HORIZONTAL CENTERLINE
- C- - ENGINE CRANKSHAFT VERTICAL CENTERLINE
- D- - PUMP OR RIGHT ANGLE GEAR SHAFT HORIZONTAL CENTERLINE
- E- - END OF PUMP OR RIGHT ANGLE GEAR SHAFT
- F- - REAR FACE OF ENGINE HALF FALK HUB
- G- - MOUNTING FACE OF UNIVERSAL DRIVE SHAFT ADAPTER
- CENTER OF GRAVITY OF ENGINE
- CLOCKWISE ROTATION WHEN VIEWED FROM FRONT OF ENGINE

**CAUTION**

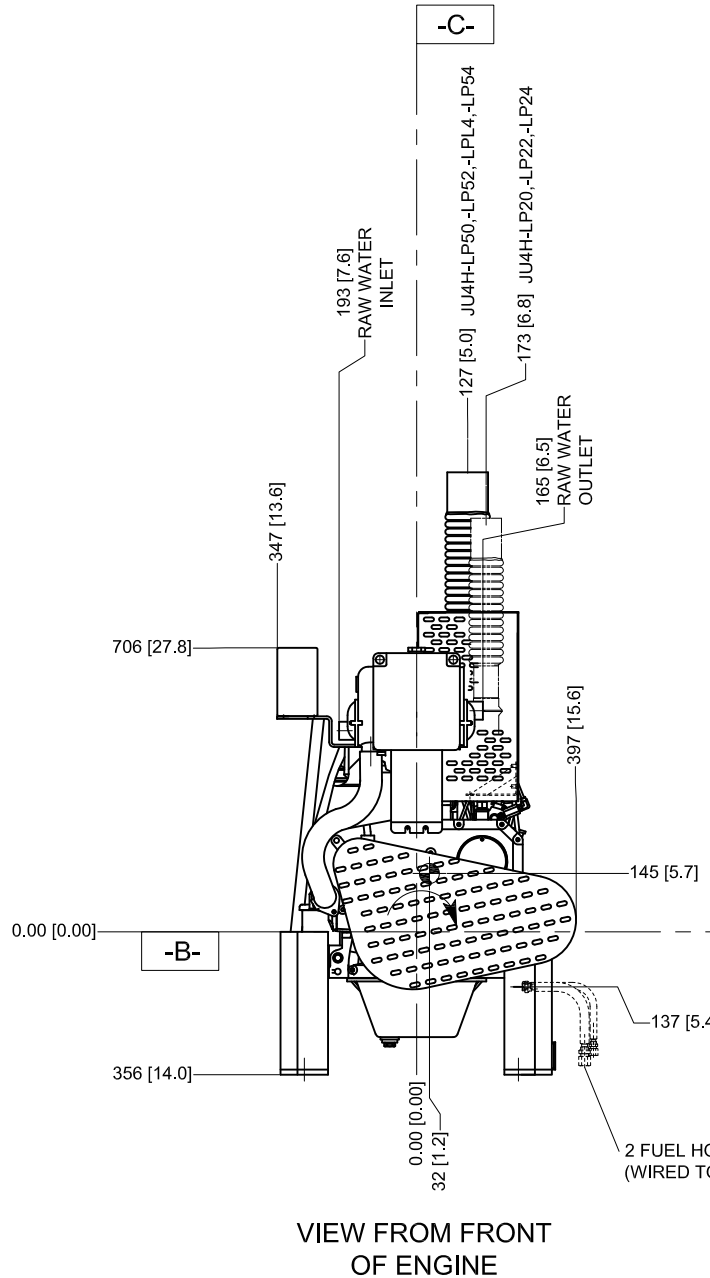
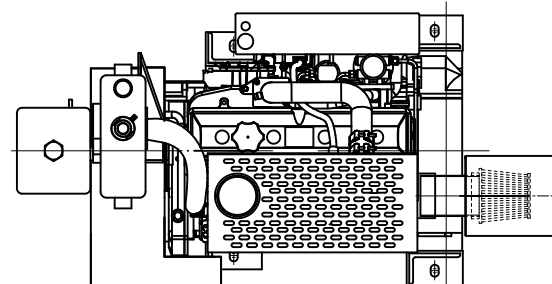
ALL PLUMBING MUST BE SUPPORTED AND/OR ISOLATED SO THAT NO WEIGHT OR STRESS IS APPLIED TO ANY ENGINE COMPONENT

**ATTENTION**

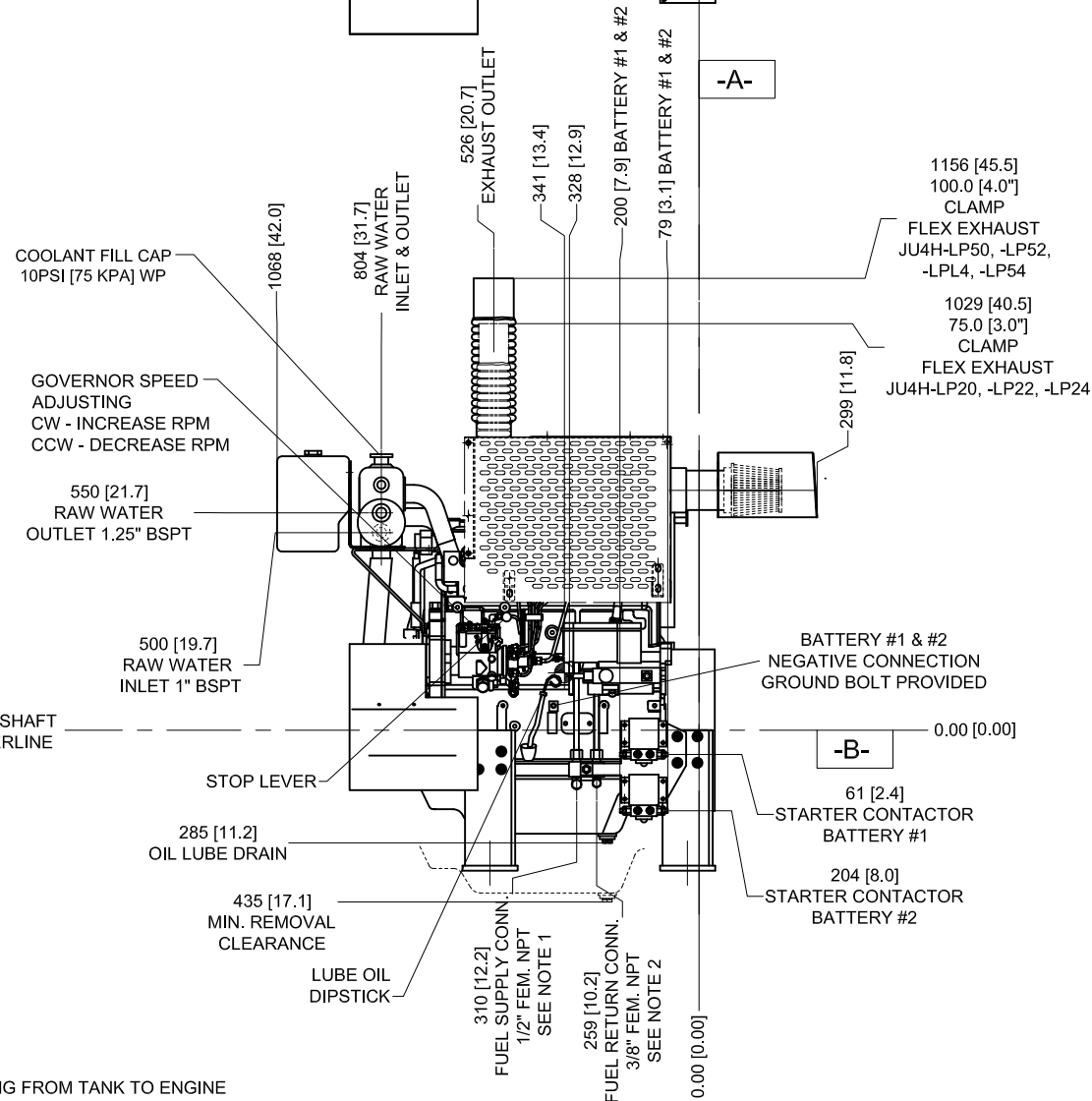
REFER TO THE SPECIFIC MODEL "INSTALLATION AND OPERATION DATA" FOR INSTALLATION GUIDELINES

JU4H-LP50, -LP52, -LPL4, -LP54 SHOWN  
 JU4H-LP20, -LP22, -LP24 IN PHANTOM

**VIEW FROM TOP OF ENGINE**



**VIEW FROM FRONT OF ENGINE**



**VIEW FROM LEFT SIDE OF ENGINE**

- NOTES:**
- FUEL SUPPLY PIPING FROM TANK TO ENGINE SHOULD BE 1/2" MINIMUM PIPE DIAMETER.
  - FUEL RETURN PIPING FROM ENGINE TO TANK SHOULD BE 3/8" MINIMUM PIPE DIAMETER.

**\*FOR ENGINES BUILT IN UK BEGINNING JANUARY, 2005**

**DRAWING SUBJECT TO CHANGE WITHOUT NOTICE**

**DO NOT SCALE**

| SYM | REVISION  | ECN# | DRWN | APVD               | DATE    |
|-----|---|------|------|--------------------|---------|
| E   | FUEL SUPPLY CONN SIZE WAS 3/8", RETURN SIZE WAS 1/4", ADDED NOTES 1&2, ADDED TOP VIEW, RAW WATER OUTLET SIZE WAS 1.00, REMOVE NPT DETAIL, 1156 DIM WAS 1143 FOR 4" FLEX, FUEL PUMP CENTERLINE WAS 175, FUEL LINE CONN. WAS BSPT | 1022 | MWL  | <i>[Signature]</i> | 29JUN06 |
| F   | ADDED COOLANT RECOVERY RESERVOIR  | 1152 | JJW  | <i>[Signature]</i> | 06DEC06 |
| G   | ADDED AIR FILTER DRIP SHIELD, ADDED ENGINE ROTATION NOTE  | 1263 | MWL  | <i>[Signature]</i> | 23MAR07 |
| H   | UPDATED ENGINE FEET MOUNTING DIMENSIONS   | 1408 | RJT  | <i>[Signature]</i> | 13DEC07 |
| K   | ADDED ENGINE MODEL JU4H-LPL4  | 1510 | MAL  | <i>[Signature]</i> | 19JUN08 |
| L   | CORRECTED LOCATION FUEL PUMP CENTERLINE, REMOVED DRIP GUARD   | 1622 | KJM  | <i>[Signature]</i> | 13JAN09 |
| M   | REMOVED THE AIR FILTER DRIP GUARD   |      | KJM  | <i>[Signature]</i> | 20JAN09 |
| N   | REVISED ENGINE FOOT MOUNTING HOLE LOCATIONS - PAGE 2  | 1901 | JCA  | <i>[Signature]</i> | 28JUL10 |
| P   | ADDED NEW COOLANT TANK  | 2215 | DGP  | <i>[Signature]</i> | 10MAY11 |

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**CONTROLLED DRAWING**

**CLARKE**  
 Fire Protection Products, Inc.

DRWN: MALAUER  
 DATE: 26MAY04  
 ENGR: KJKUNKLER

**MACHINE TOLERANCES**

|         |      |       |
|---------|------|-------|
| DECIMAL | mm   | inch  |
| XX      | ±1.5 | ±0.06 |
| XX      | ±0.8 | ±0.03 |
| XX      | ±0.3 | ±0.03 |

ANGULAR: ±0.5°

SIMILAR TO: **D525**

NAME: INSTALLATION DRAWING, FIRE PUMP ENGINE  
 JU4H-LP20, JU4H-LP22, JU4H-LP24,  
 JU4H-LP50, JU4H-LP52, JU4H-LPL4, JU4H-LP54

PART NO.: **UD124** REV: **P**

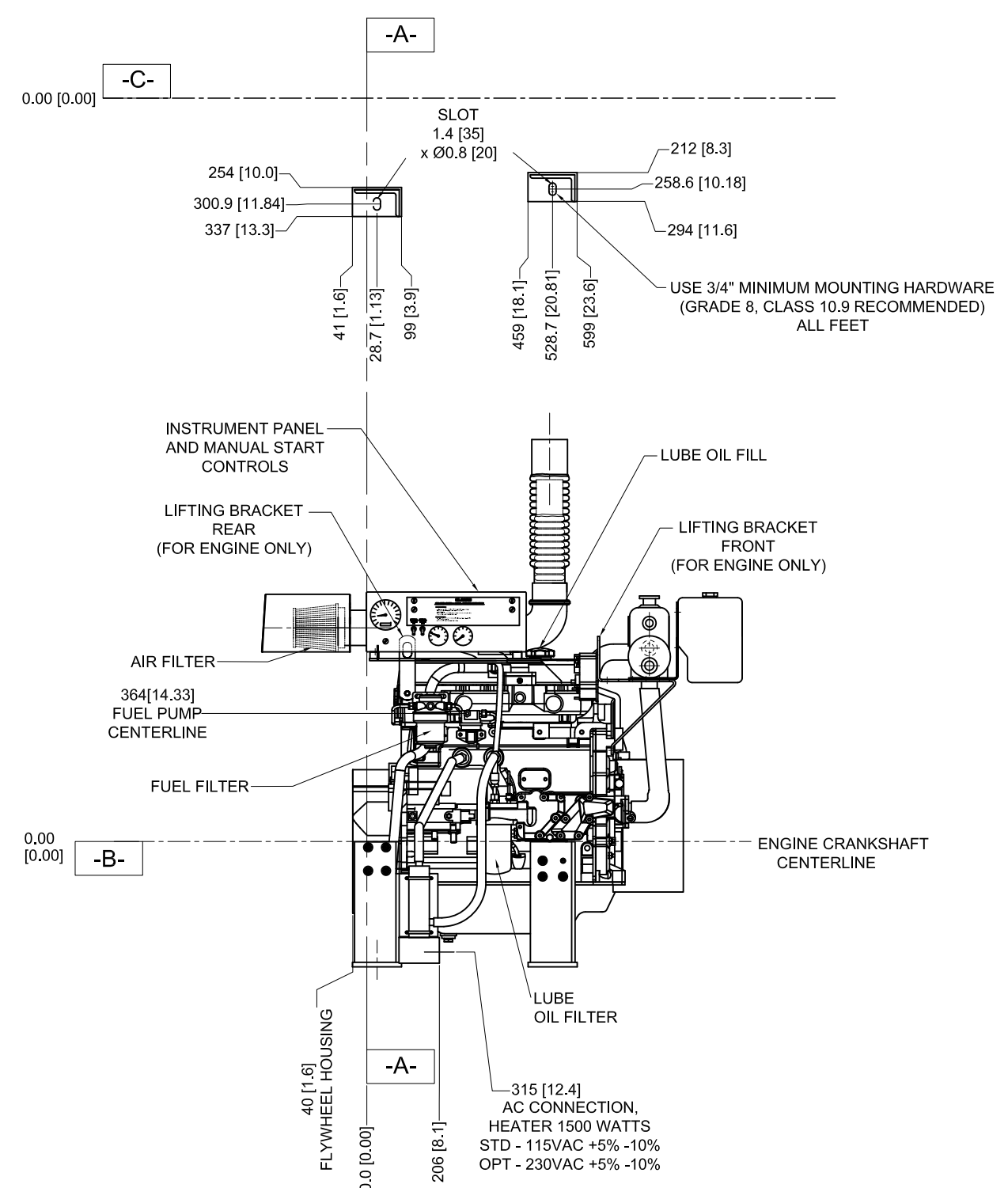
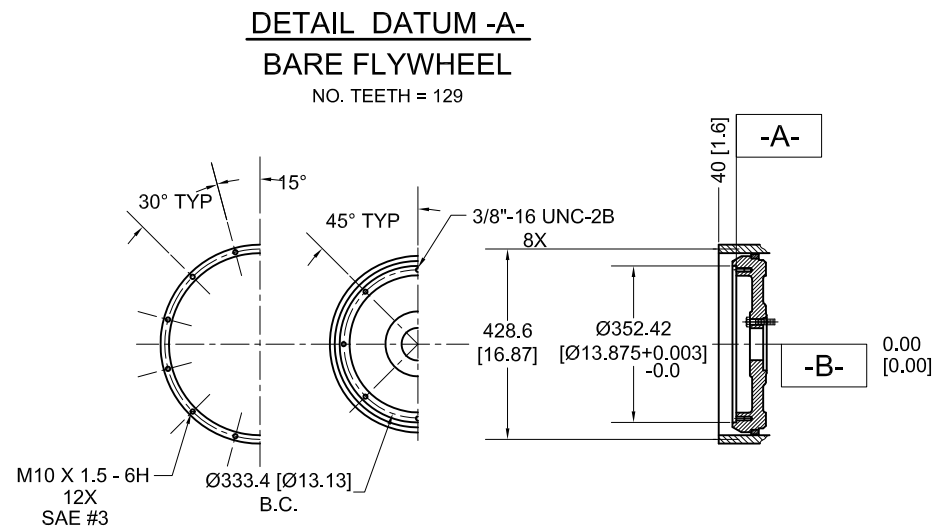
SCALE: NTS UNITS: MM [INCH] PAGE OF: 1 2

8 7 6 5 4 3 2 1

8 7 6 5 4 3 2 1

H  
G  
F  
E  
D  
C  
B  
A

FOR ENGINE SPECIFIC OPTIONS  
SEE [www.CLARKEFIRE.com](http://www.CLARKEFIRE.com)



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|   |           |  |           |                 |  |
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| <b>CONTROLLED DRAWING</b>   |           | <i>Fire Protection Products, Inc.</i>  |           |                 |  |
| DRWN  | MALAUER   | NAME   |           |                 |  |
| DATE  | 26MAY04   | INSTALLATION DRAWING, FIRE PUMP ENGINE                                       |           |                 |  |
| ENGR  | KJKUNKLER | JU4H-LP20, JU4H-LP22, JU4H-LP24, JU4H-LP-50, JU4H-LP52, JU4H-LPL4, JU4H-LP54 |           |                 |  |
| MATERIAL  |           | PART NO.   |           | REV             |  |
| SIMILAR TO  |           | UD124  |           | P               |  |
| D525  |           | SCALE  | UNITS     | PAGE OF         |  |
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