

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 FRONT OF ENGINE

CAUTION

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

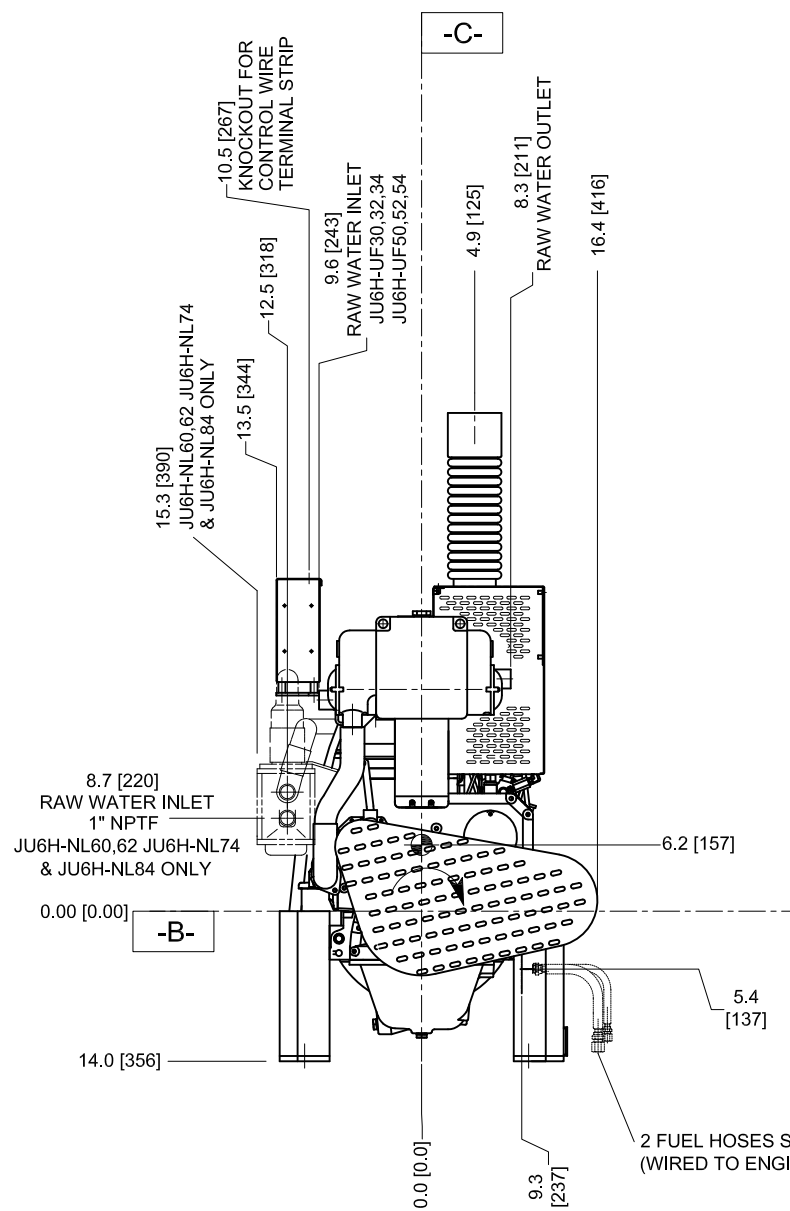
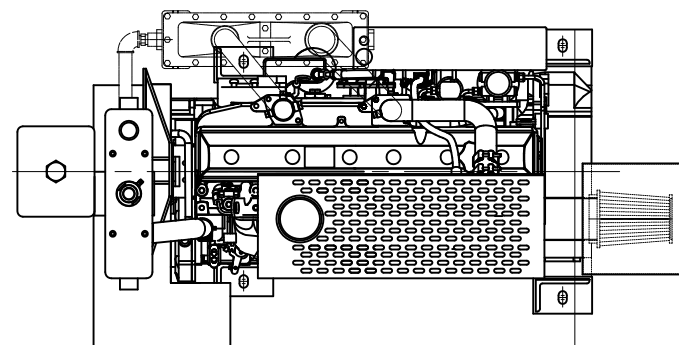
ATTENTION

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

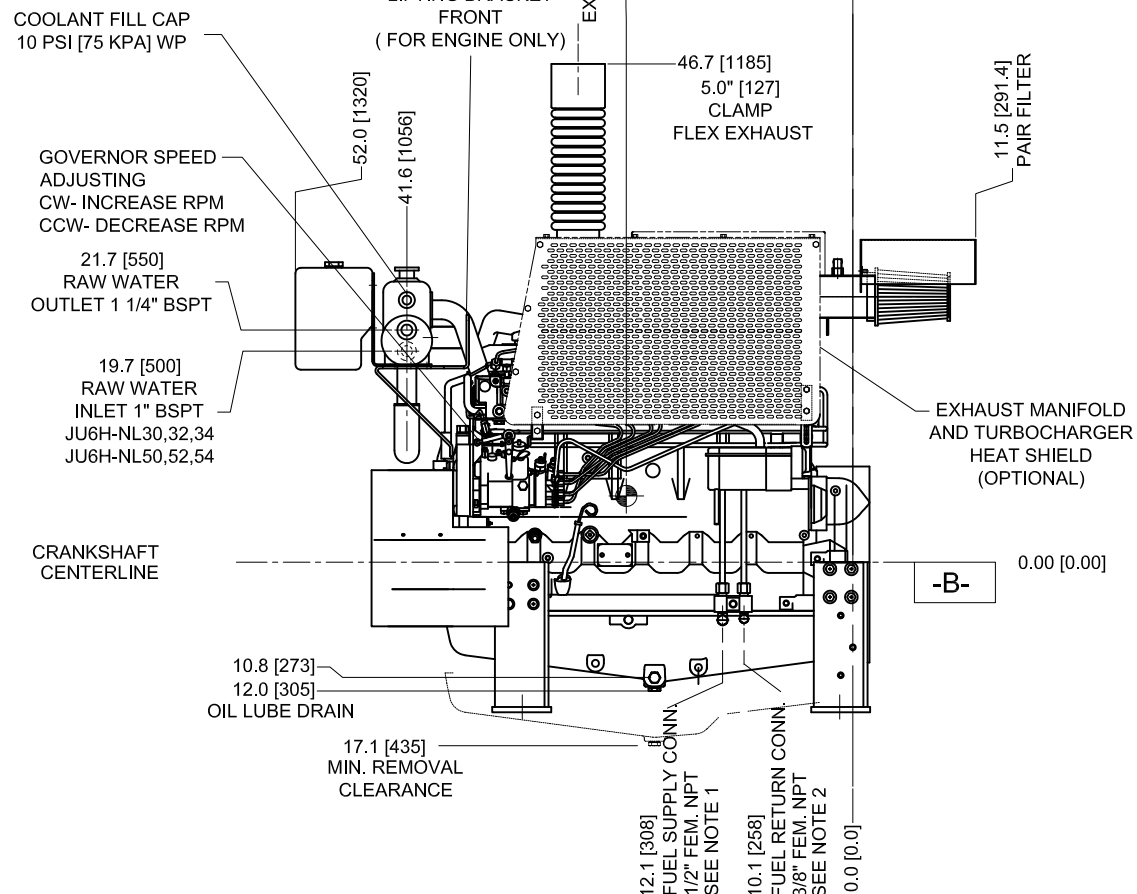
JU6H-NL30, -NL32, -NL34
 JU6H-NL50, -NL52, -NL54
 JU6H-NLM4
 SHOWN

JU6H-NL60, -NL62
 JU6H-NL74, -NL84, -NLR4
 *JU6H-NLKAPG, -NLKARG
 JU6H-NLKASO, -NLKAQ8
 IN PHANTOM

VIEW FROM TOP OF ENGINE



VIEW FROM FRONT OF ENGINE



VIEW FROM LEFT SIDE OF ENGINE

NOTES:

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

*FOR ENGINES BUILT IN UK BEGINNING JULY, 2006

DRAWING SUBJECT TO CHANGE WITHOUT NOTICE

DO NOT SCALE

SYM	REVISION	ECN#	DRWN	APVD	DATE
K	CORRECTED LOCATION OF FUEL PUMP CENTERLINE, REMOVED DRIP GUARD	1622	KJM	KPE	13JAN09
L	ADDED DRIP GUARD	1622	ASC	KPE	07JUL09
M	UPDATED CENTER LOCATION OF SLOTS - PAGE 2	1901	ASC	KPE	01MAR10
N	ADDED ENGINE MODELS -UFAAPG & -UFAASO	2159	JCA	KPE	25FEB11
P	*MODEL WAS -UFAAPG	2159	JCA	KPE	07MAR11
Q	ADDED NEW COOLANT TANK	2215	DGP		10MAY11

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UNPUBLISHED-ALL RIGHTS RESERVED UNDER THE COPYRIGHT LAWS.		
MACHINE TOLERANCES		
DECIMAL	mm	inch
X.	±1.5	
X.X	±0.8	±0.06
X.XX	±0.3	±0.03
ANGULAR: ±0.5°		
SIMILAR TO		

CLARKE
 Fire Protection Products, Inc.

CONTROLLED DRAWING

DRWN SKORENBLT
 DATE 07JAN02
 ENGR KJKUNKLER

MATERIAL

NAME
 INSTALLATION DRAWING, FIRE PUMP ENGINE
 JU6H-NL30, -NL32, -NL34, -NL50, -NL52, -NL54, -NL60, -NL62, -NL74, -NL84, -NLM4, -NLR4, -NLKAPG, -NLKASO, -NLKAQ8, -NLKARG

PART NO. D526
 REV Q

SCALE NTS UNITS INCH [MM]
 PAGE 1 OF 2

8

7

6

5

4

3

2

1

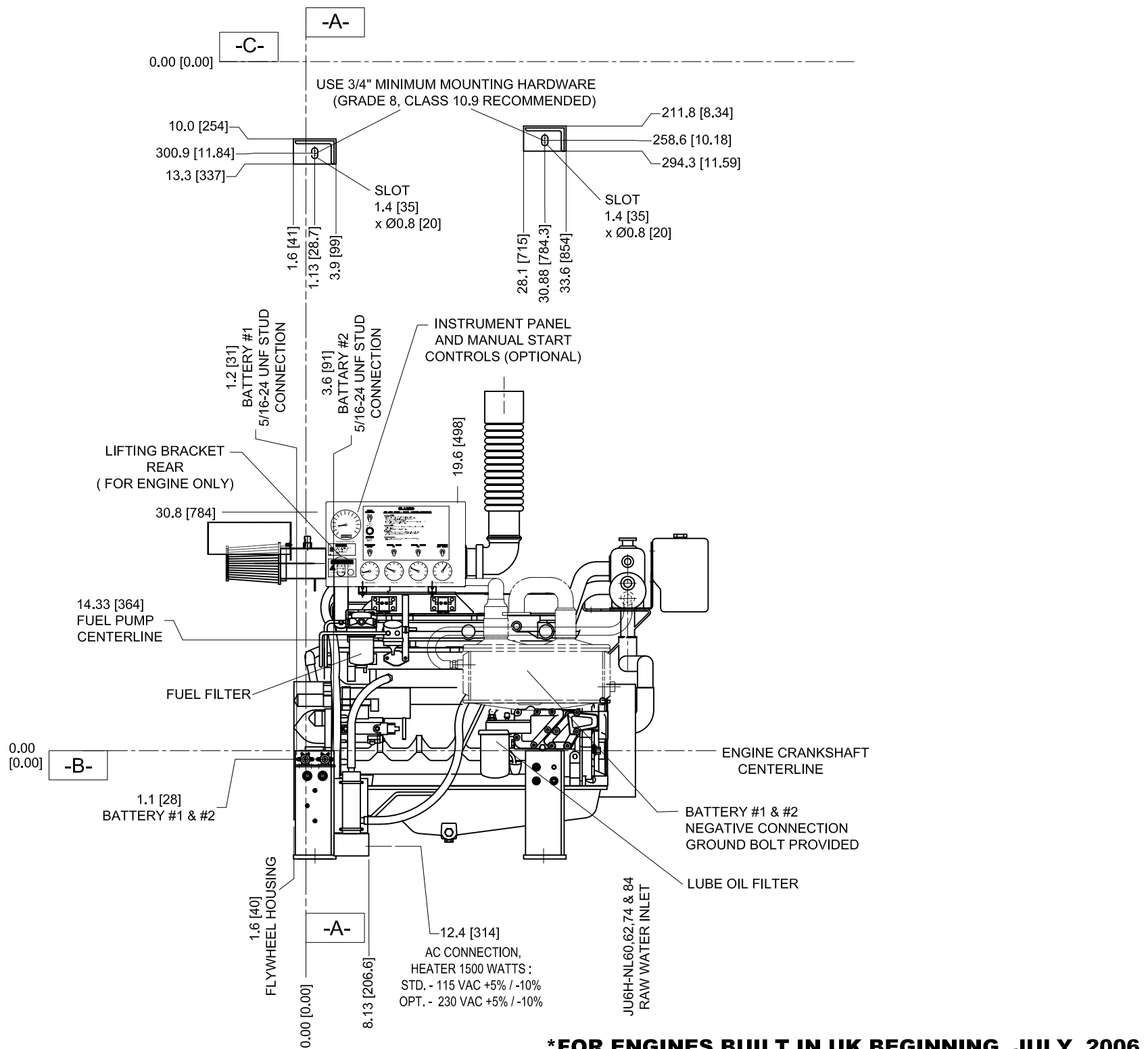
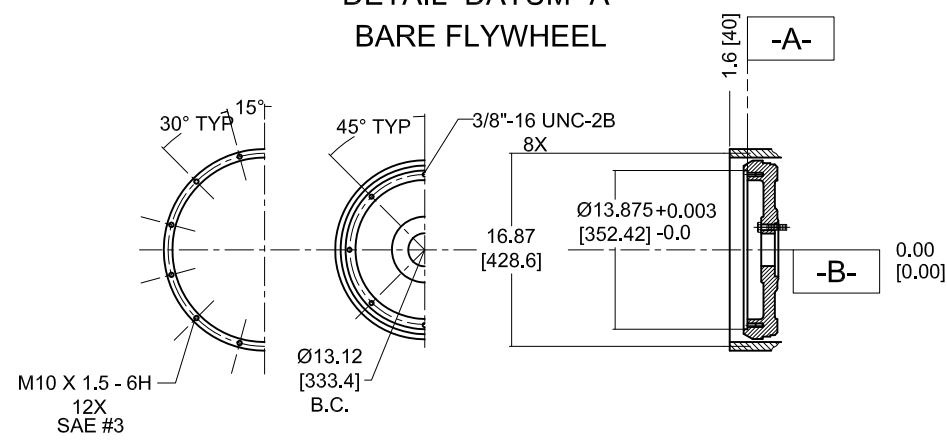
8 7 6 5 4 3 2 1

H
G
F
E
D
C
B
A

H
G
F
E
D
C
B
A

FOR ENGINE SPECIFIC OPTIONS
SEE www.CLARKEFIRE.com

DETAIL DATUM -A-
BARE FLYWHEEL



**DRAWING SUBJECT
TO CHANGE
WITHOUT NOTICE**

***FOR ENGINES BUILT IN UK BEGINNING JULY, 2006**

<p>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.</p>	<input type="checkbox"/> CONTROLLED DRAWING		<p>CLARKE Fire Protection Products, Inc.</p>													
	DRWN	SKORENBLIT			NAME	INSTALLATION DRAWING, FIRE PUMP ENGINE										
	DATE	07JAN02	DATE	JU6H-NL30, -NL32, -NL34, -NL50, -NL52, -NL54, -NL60, -NL62, -NL74, JU6H -NL84, -NLM4, -NLR4, -NLKAPG, -NLKASO, -NLKAQ8, -NLKARG												
	ENGR	KJKUNKLER	ENGR													
<p>MACHINE TOLERANCES</p> <table border="1"> <tr> <th>DECIMAL</th> <th>mm</th> <th>inch</th> </tr> <tr> <td>X.</td> <td>±1.5</td> <td></td> </tr> <tr> <td>X.X</td> <td>±0.8</td> <td>±0.08</td> </tr> <tr> <td>X.XX</td> <td>±0.3</td> <td>±0.03</td> </tr> </table>		DECIMAL	mm	inch	X.	±1.5		X.X	±0.8	±0.08	X.XX	±0.3	±0.03	<p>MATERIAL</p>		<p>PART NO. D526</p>
DECIMAL	mm	inch														
X.	±1.5															
X.X	±0.8	±0.08														
X.XX	±0.3	±0.03														
<p>SIMILAR TO</p>		<p>SCALE NTS UNITS INCH [MM]</p>		<p>REV Q</p>												
		<p>PAGE 2 OF 2</p>														

8 7 6 5 4 3 2 1