

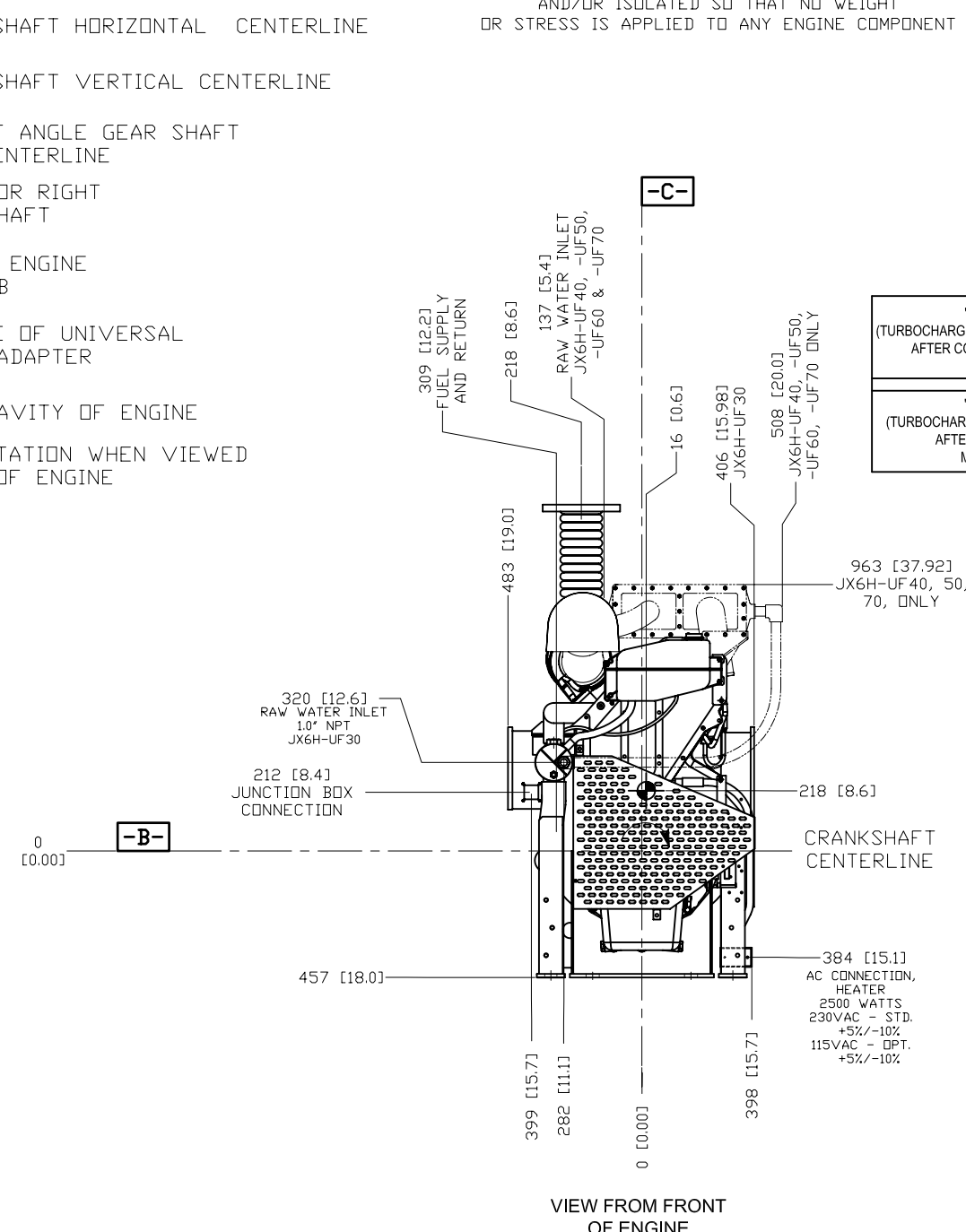
8 7 6 5 4 3 2 1

DATUMS:

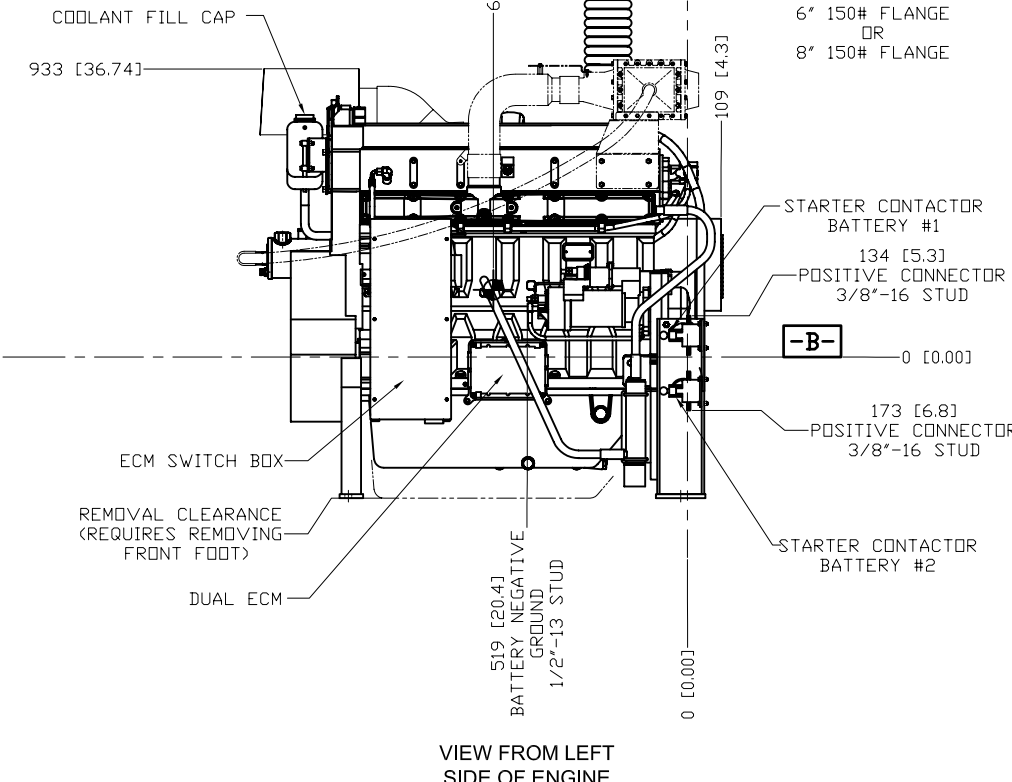
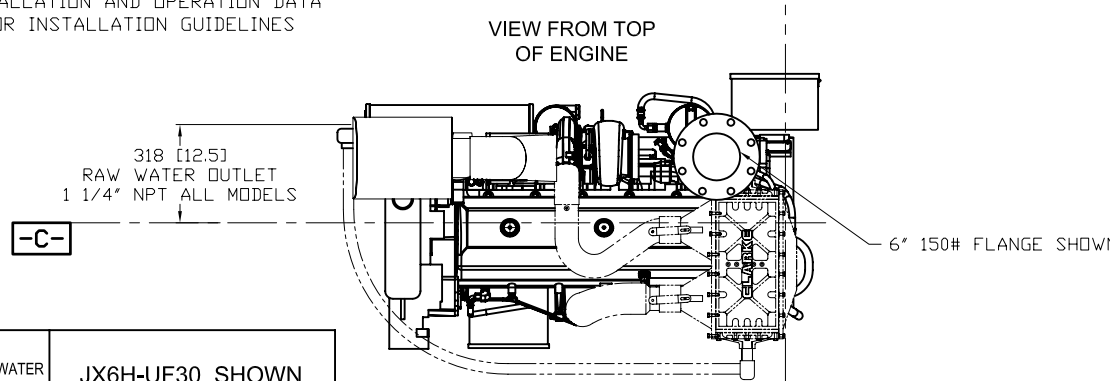
- A- - MOUNTING FACE OF FLYWHEEL
- B- - ENGINE CRANKSHAFT HORIZONTAL CENTERLINE
- C- - ENGINE CRANKSHAFT VERTICAL CENTERLINE
- D- - PUMP OR RIGHT ANGLE GEAR SHAFT HORIZONTAL CENTERLINE
- E- - END OF PUMP OR RIGHT ANGLE GEAR SHAFT
- F- - REAR FACE OF ENGINE HALF FALK HUB
- G- - MOUNTING FACE OF UNIVERSAL 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



"TJWA" (TURBOCHARGED w/ JACKET WATER AFTER COOLING) MODEL	JX6H-UF30 SHOWN
"TRWA" (TURBOCHARGED w/ RAW WATER AFTER COOLING) MODELS	JX6H-UF40, JX6H-UF50 JX6H-UF60, JX6H-UF70 IN PHANTOM



**DRAWING SUBJECT TO CHANGE WITHOUT NOTICE**

**DO NOT SCALE**

REV	DESCRIPTION	ECN#	DWN	APVD	DATE
E	ADDED TOP VIEW OF ENGINE	935	SK	KRE	13FEB06
F	REWORD FUEL SIZE CALLOUT, ADDED NOTES 1&2, DIM FROM DATUM -A- TO REAR MOUNT HOLE WAS 1114mm, DIM FROM DATUM -A- TO FRONT MOUNT HOLE WAS 1114mm, DIM FROM DATUM -A- TO FLEX EXHAUST CENTER LINE WAS 223mm	1022	MWL	KRE	31AUG06
G	REMOVED "OPTIONAL" WORDING FROM FLEX EXHAUST CALLOUT ADDED ENGINE MODEL BOX- "SHOWN" & "PHANTOM", REWORDED TITLE BLOCK NAME	1157	JJW	KRW	19DEC06
H	<P.2> DISTANCE BETWEEN ENGINE FEET BOLT HOLES WAS 1082	1408	ASC	KRW	29NOV07
J	ADDED DRIP GUARD TO NEW LOCATION	1201	KJM	KRE	12MAY09
K	SAE HOUSING WAS A #2	1943	SK	KRW	08JUL10

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YES  NO

**CLARKE**  
Fire Protection Products, Inc.

CONTROLLED DRAWING

DRWN S.KORENBLIT NAME S.KORENBLIT

DATE 21SEP04

ENGR K.J.KUNKLER

MATERIAL

MACHINE TOLERANCES

DECIMAL	mm	inch
X.	±1.5	
X.X	±0.2	±0.06
X.XX	±0.3	±0.03

ANGULAR: ±0.5°

SIMILAR TO

INSTALLATION DRAWING, FIRE PUMP ENGINE JX6H-UF MODELS

PART NO. D546 REV K

SCALE NTS UNITS MM [INCH]

PAGE 1 OF 2

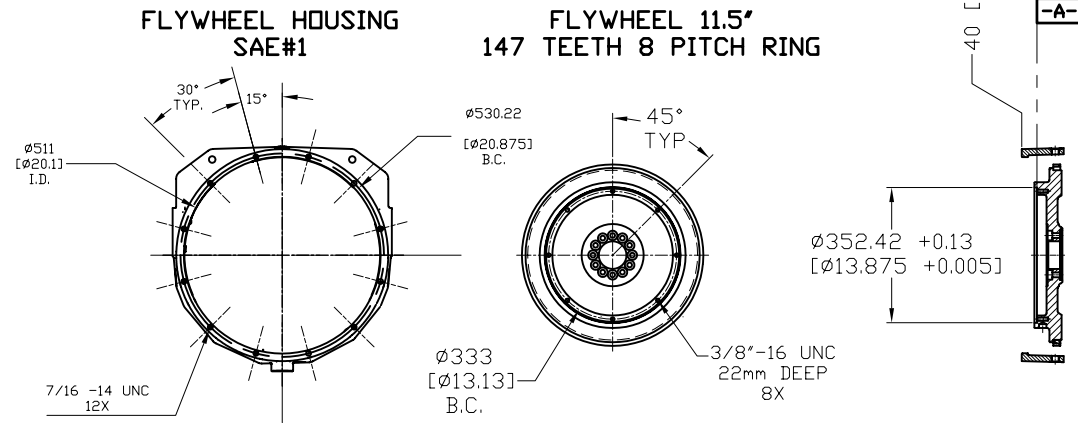
8 7 6 5 4 3 2 1

8 7 6 5 4 3 2 1

H  
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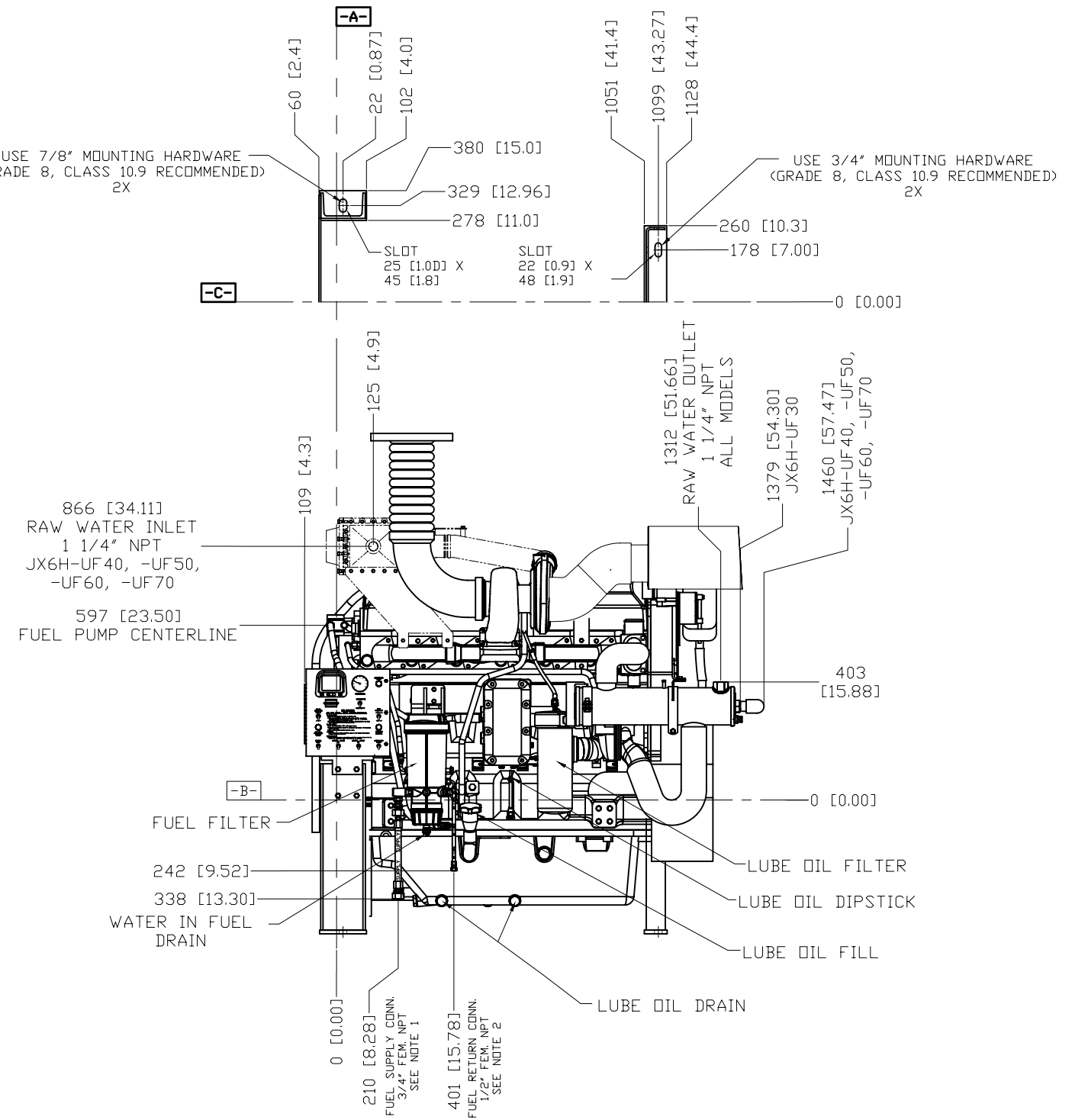
DETAIL DATUM -A-



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

USE 7/8" MOUNTING HARDWARE  
(GRADE 8, CLASS 10.9 RECOMMENDED)  
2X

USE 3/4" MOUNTING HARDWARE  
(GRADE 8, CLASS 10.9 RECOMMENDED)  
2X



NOTES:  
1. FUEL SUPPLY PIPING FROM TANK TO ENGINE SHOULD BE 3/4" MINIMUM PIPE DIAMETER.  
2. FUEL RETURN PIPING FROM ENGINE TO TANK SHOULD BE 1/2" MINIMUM PIPE DIAMETER.

THIS DRAWING AND THE INFORMATION HEREIN ARE OUR PROPERTY AND MAY BE USED BY OTHERS ONLY AS AUTHORIZED BY US. UNPUBLISHED--ALL RIGHTS RESERVED UNDER THE COPYRIGHT LAWS.		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <b>CONTROLLED DRAWING</b>		<b>CLARKE</b> <i>Fire Protection Products, Inc.</i>	
<b>MACHINE TOLERANCES</b> DECIMAL mm inch X. ±1.5 XX ±0.2 ±0.06 XXX ±0.3 ±0.03 ANGULAR: ±0.5°		DRWN S.KORENBLIT DATE 21SEP04 ENGR K.J.KUNKLER		NAME <b>INSTALLATION DRAWING,          FIRE PUMP ENGINE          JX6H-UF MODELS</b>	
SIMILAR TO D542		MATERIAL		PART NO. <b>D546</b>	
		SCALE NTS		UNITS MM [INCH] PAGE 2 OF 2	
				REV <b>K</b>	

8 7 6 5 4 3 2 1