CLARKE FIRE PUMP DRIVERS
EPA NSPS TIER 1 ENGINE MODELS
VT APPLICATIONS

LISTED DRIVE SHAFTS

<table>
<thead>
<tr>
<th>ENGINE MODEL</th>
<th>DRIVE SHAFT MODEL</th>
<th>DN: K</th>
<th>COUPLING MODEL</th>
<th>DN: A</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUMP-8BA29, 31, 33, D1, D8</td>
<td>C0520-51</td>
<td>0.14</td>
<td>TC25-11.5-55 FS</td>
<td>19.35</td>
</tr>
<tr>
<td>JUMP-8BA49, 51, 53, 57, M1, M7, M9</td>
<td>C0520-51</td>
<td>0.10</td>
<td>TC35-11.5-61 FS</td>
<td>19.05</td>
</tr>
</tbody>
</table>

NOTES:
1. The drive shaft is designed to operate at a 2° angle with the input and output shafts in parallel. The engine crankshaft is to be set with a parallel offset of 0.36 ± "K" inches vertically above the pump shaft and 0.00" ± "K" inch parallel offset horizontally right or left of the pump shaft. Refer to the certified drive shaft instructions manual for alignment instructions.
2. Base must be completely filled with grout per NFPA 20.
3. Engine is CW (clockwise) rotation when viewed from the radiator/front.
4. All dimensions are in inches.
5. Suction and discharge flanges drilled per ANSI B16.1 (if applicable).

CERTIFIED FOR:

CUSTOMER ORDER NO:  
IDENTIFICATION NO:  
APPROVAL:  
FLANGES:

<table>
<thead>
<tr>
<th>PUMP DATA</th>
<th>SIZE</th>
<th>MODEL</th>
<th>CURVE NO.</th>
<th>GPM</th>
<th>HEAD (FT)</th>
<th>ROTATION</th>
<th>SUCTION</th>
<th>DISCHARGE</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>ENGINE DATA</th>
<th>MAKER</th>
<th>MODEL</th>
<th>HP</th>
<th>RPM</th>
<th>VOLTAGE</th>
<th>POLARITY</th>
<th>MAX ALTITUDE</th>
</tr>
</thead>
</table>

SHOP ORDER:  
CERTIFIED BY:  
TOTAL WEIGHT  
DATE:  
08MAR15

NOT FOR CONSTRUCTION, INSTALLATION OR APPLICATION PURPOSES UNLESS CERTIFIED.