



- A = ENGINE HEATER (OPTION)
- C = 2x COOLANT DRAIN M14x1.5
- D = OIL DIPSTICK
- E = FUEL INLET, FOR HOSE INTERNAL Ø12
- F = FUEL RETURN AND VENT SCREW, FOR HOSE INTERNAL Ø10
- G = EXHAUST OUTLET, TURBO INNER Ø54
- J = AIR VENTING FOR COOLANT FILLING, THERMOSTAT HOUSING
- K = 2x OIL FILLER CAP
- L = COOLANT TEMP SWITCH/SENDER M14x1.5
- M = 2x OIL DRAIN PLUG M18x1.5
- N = OIL PRESSURE SENDER M14x1.5 (OPTION)
- S = SPEED FINE ADJUSTMENT
- V = OIL PRESSURE SWITCH M14x1.5
(MOUNTED AT 'N' WHEN OIL PRESSURE SENDER NOT ORDERED)
- W = STOP SOLENOID
- AA = AIR FILTER TOP
- BB = WATER FILLING + PRESSURE CAP
- CC = COOLANT LEVEL SWITCH
- FF = CHARGE AIR COOLER DRAIN M8x1
- GG = TO ENGINE HEATER (EXTERNAL) M26x1.5
- HH = FROM ENGINE HEATER (EXTERNAL) M26x1.5

SCALE 1:5

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