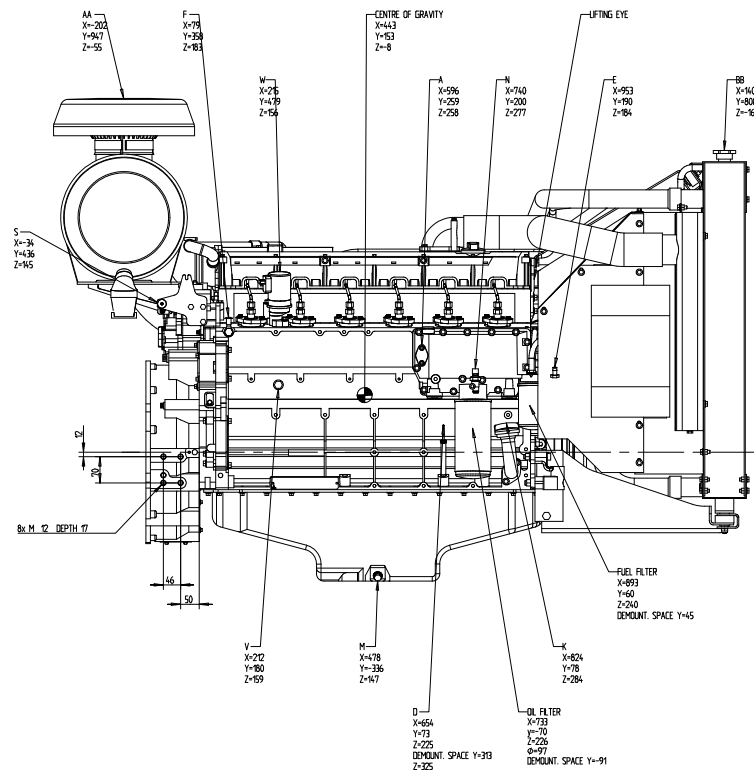
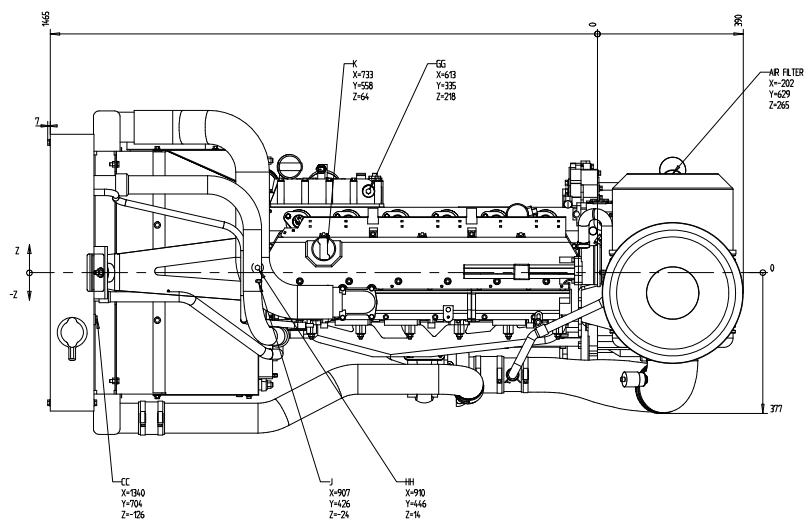




- C = ENGINE HEATER OPTION
- Cx 2x COOLANT DRAIN MxBx15
- D = OIL DIPSTICK
- E = FUEL INLET, FOR HOSE INTERNAL Ø12
- F = FUEL RETURN AND VENT SCREW, FOR HOSE INTERNAL Ø10
- G = EXHAUST OUTLET, TURBO INER Ø46
- J = AIR VENTING FOR COOLANT FILLING, THERMOSTAT HOUSING
- K = 2x OIL FILLER CAP
- L = COOLANT TEMP SWITCH/SENDER MxBx15
- M = 2x OIL DRAIN PLUG MxBx15
- N = OIL PRESSURE SENDER MxBx15 OPTION
- S = SPEED FINE ADJUSTMENT
- U = CONNECTION POWER RELAYS HEATER FLANGE
- V = OIL PRESSURE SWITCH MxBx15
 INCLUDED AT 70 WHEN OIL PRESSURE SENDER NOT ORDERED
- W = STOP SOLONOID
- AA= AIR FILTER TOP
- BB= WATER FILLING + PRESSURE CAP
- CC= COOLANT LEVEL SWITCH OPTION
- FF= CHARGE AIR COOLER DRAIN MxBx15
- GG= TO ENGINE HEATER EXTERNAL MxBx15
- HH= FROM ENGINE HEATER EXTERNAL MxBx15

SCALE 15

