

CENTRI™ AIR PRECLEANERS

HIGH EFFICIENCY, LOW RESTRICTION

“FULL” LIFETIME WARRANTY!

ISO 9001
Registered

40 LUBRICATION
YEARS Technologies
AN UNCOMMON TECHNICAL RESOURCE



USE CENTRI™ IN:

- CONSTRUCTION
 - MINING
 - QUARRIES
 - FORESTRY
 - SEMI-TRUCKS
 - AGRICULTURE
 - GENSETS
 - SNOW REMOVAL
 - LANDSCAPING
 - STATIONARY ENGINES
 - PNEUMATIC BLOWERS
HANDLING EQUIPMENT
- AND *MANY MORE!*

CENTRI™ DELIVERS:

- Up to 12 times Longer Filter Life!
- Low restriction!
 - High Efficiency with Up to 90%+ of Contaminant Removal!
 - Reduced Operating Costs!
 - Increased Engine Life and Performance!
 - On-line Web Help at www.centriprecleaner.com

CENTRI™ FEATURES:

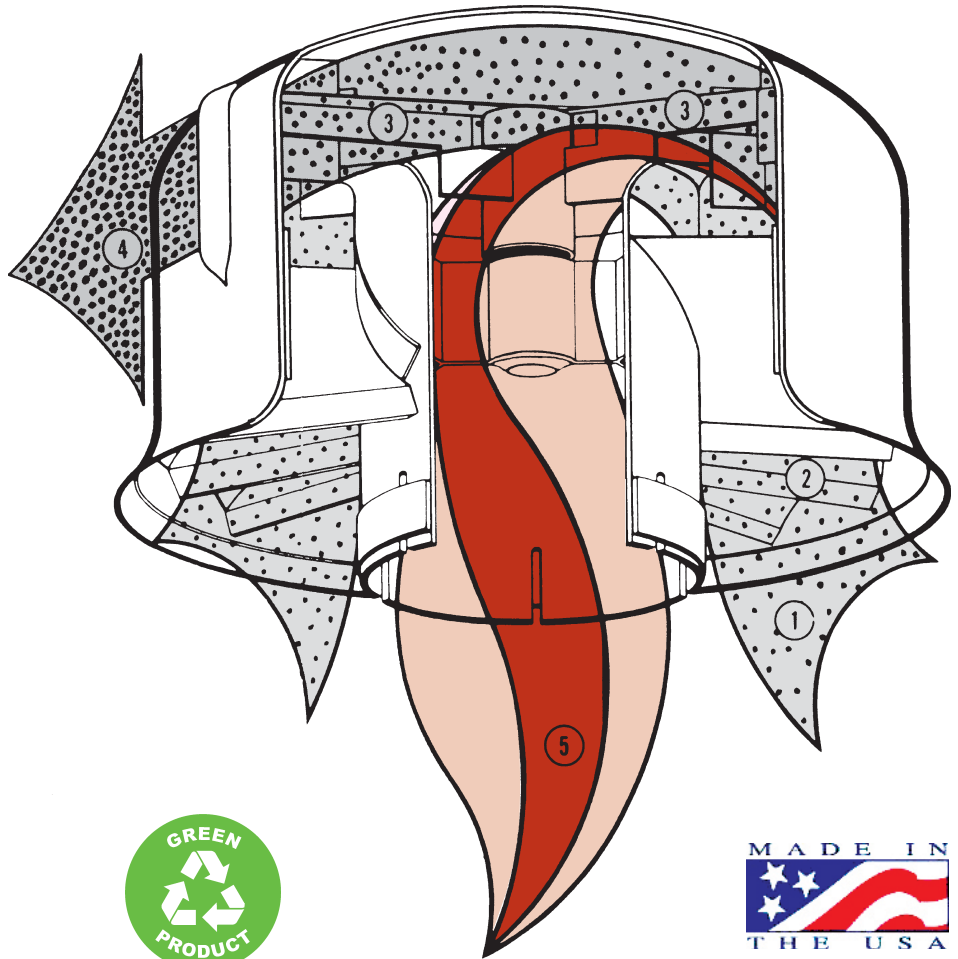
- Tough, Non-Rusting, Stainless Steel and Aluminum Construction!
- “Full” Lifetime Warranty on entire **CENTRI™** unit!
- Totally Maintenance Free Operation!
- Easy Installation at any angle, even inverted, in just minutes!
- Lightweight/Low Profile Design!
 - Years of “on the job” proven Dependability!

The best way to cut engine operating costs!

The Return On Investment (R.O.I.) Multiplier

How CENTRI™ Air Precleaners cut costs!

1. Dirty air enters the CENTRI™ which is clamped onto your equipment's air intake pipe.
2. Specially designed vanes, curved and angled to precisely direct air flow, move the dirty air toward the stainless steel impeller.
3. The dynamically balanced, one piece spinning impeller (the only moving part) creates a tornado inside the housing.
4. The centrifugal force of the tornado expels the heavier-than-air dirt particles, chaff, dust, snow, rain, etc., out the discharge louver.
5. Cleaned air enters the engine intake pipe, and the filter element has only the very light particles to remove.



Note that there are no external piping, evacuator valves, bowls, braces or brackets, which can malfunction and affect the efficiency of the CENTRI™ Precleaner.

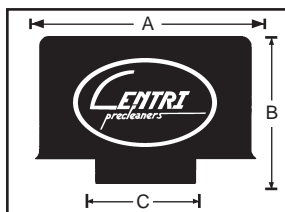
The results?

- Cleaner Air for your Equipment!
- Longer Filter Element Life!
- Increased Engine Life!
- Increased Engine Performance!
- Reduced Operating Costs!



SPECIFICATIONS

Model No.	DIMENSIONAL			WEIGHT	C.F.M. RANGE
	A inches	B inches	C inches		
EX-20	5 1/4	3 3/8	2	1	50 to 100
	133	86	51 (2")	455g	1.4-2.8
EX-25	6 1/2	4 1/4	2 1/2	1 3/4	100 to 200
	165	108	64 (2 1/2")	795g	2.8-5.6
EX-30	6 1/2	5	3	2 3/4	150 to 275
	165	127	76 (3")	1,247g	4.2-7.8
EX-40	8 7/8	5 7/8	4	3 3/4	200 to 400
	225	149	102 (4")	1.7kg	5.6-11.3
EX-50	11 1/4	7 1/2	5	6 1/2	350 to 700
	286	190	127 (5")	3kg	10-20
EX-60	12 3/4	7 3/4	6	7 1/4	500 to 950
	324	197	152 (6")	3.30kg	14-27
EX-70	14 3/4	8 1/2	7	9 1/2	750 to 1350
	375	216	178 (7")	4.3kg	21-38
EX-80	14 3/4	8 1/2	8	9 1/2	950 to 1600
	375	216	203 (8")	4.3kg	26.6-44.8



CUBIC FEET PER MINUTE (C.F.M.) OF AIR FORMULA

For all engines the C.F.M. can be determined by using the following formula: engines equipped with twin air intake pipes, divide the engine C.F.M. by two and apply the proper CENTRI™ Precleaner to each of the pipes.

2 CYCLE ENGINES

$$\text{C.F.M.} = \frac{\text{C.I.D.} \times \text{R.P.M.} \times \text{Vol. Eff.}}{1728}$$

4 CYCLE ENGINES

$$\text{C.F.M.} = \frac{\text{C.I.D.} \times \text{R.P.M.} \times \text{Vol. Eff.}}{3456}$$

VOLUMETRIC EFFICIENCY

Diesel Engines -	Blower-Scavenged.....	=1.40
	Turbocharged.....	=1.90
	Turbocharged - Innercooled.....	=2.10

VOLUMETRIC EFFICIENCY

Diesel Engines -	Normally aspirated.....	= .85
	Turbocharged.....	=1.60
	Turbocharged - Aftercooled.....	=1.85
	Turbocharged - Innercooled.....	=1.95

Gasoline Engines -	up to 2500 r.p.m.....	= .85
	2500 to 3000 r.p.m.....	= .80
	3000 to 4000 r.p.m.....	= .75

Gasoline Engines -	up to 2500 r.p.m.....	= .80
	2500 to 3000 r.p.m.....	= .75
	3000 to 4000 r.p.m.....	= .70

C.I.D. - Cubic Inch Displacement R.P.M. - Revolutions per Minute Vol. Eff. - Volume Efficiency

To convert Metric Displacements to C.I.D. for use in the formulas, use the following conversion factors:
 Displacement in Cubic Centimeters (cm³) x 0.06102 = C.I.D.
 Displacement in Liters x 61.02 = C.I.D.

Distributed By:



Phone: 413-788-Lube (5823)
www.LubeTechnologies.com