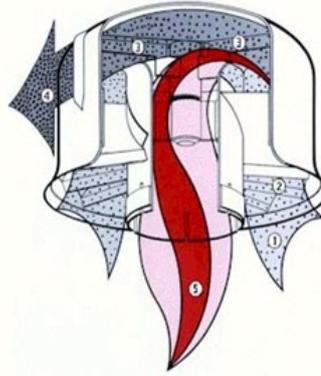


The KLEENair pre-airfilter multiply the lifetime of airfilters 10X

A simple yet effective installation that machinery air intake rain cap. The contaminants before they reach the solution aimed to reduce operating problems in excessively dirty and

The main benefits are that the pre-maintenance; the standard air filter element replacement and wear and increase fuel efficiency. As microns will be ejected by the pre-available in a C.F.M. range from 20 to starting at 1.5" (38mm) up to 9" particularly beneficial for engines that are working in dusty and harsh environments.



replaces the standard OEM unit removes the airborne dust and engines OEM air filter. An ideal costs, service and maintenance dusty working environments.

filter requires no routine will last longer and therefore reduce maintenance costs; reduce engine much as 90% of particles above 10 filter. There are 12 different units 2000 with air intake dimensions (230mm). These units are

SPECIFICATIONS

There are 12 different units available in a C.F.M. range from 20 to 2000 with air intake dimensions starting at 1.5" (38mm) up to 9" (230mm)

FEATURES AND BENEFITS

- Heavy duty, non-rusting aluminum and stainless steel construction, yet lightweight, requiring no additional clamps or supports.
- Self-cleaning, maintenance free design.
- Curved and angled vanes to direct the air flow to maximize cleaning efficiency.
- Stamped one-piece stainless steel impeller is precisely balanced, eliminating vibration, noise, and premature bearing failure.
- Easy installation features allow for mounting the pre-cleaner in any position, including inverted
- Unit fits to existing air intake pipe with clamp
- Air drawn in spins the impeller.
- Air is circulated in the top of the unit and the impeller throws the particles to the outside
- Particles are expelled through the louvre in the housing
- Clean air enters the engine.

HOW DOES IT WORK

The impeller which is the only moving part, spins on a sealed bearing and expels particles through a louver in the housing. The suction of the air being drawn into the air intake spins the impeller.

Although dirt can enter an engine from different sources, the most common path of entry is through the air intake system. Research shows that airborne dirt particles ranging in size from 10 to 100



microns cause the most engine damage. One micron equal 0.000039ths of an inch. The most harmful particles in this range are the silicates. Silicates are a major component of sand. At normal engine operating temperatures, silicates (sand) in the cylinders will crystallize to a diamond-like hardness.