

Exhaust Requirements

4 Cycle Diesel, No Turbo

Required Exhaust CFM

| Cubic Inch Displacement | RPM | No Load | Light Load | Full Load |
|-------------------------|------|---------|------------|-----------|
| 200 | 750 | 60 | 70 | 90 |
| | 1500 | 150 | 170 | 230 |
| | 2100 | 240 | 290 | 390 |
| 350 | 750 | 100 | 110 | 150 |
| | 1500 | 250 | 300 | 410 |
| | 2100 | 420 | 510 | 680 |
| 500 | 750 | 450 | 160 | 220 |
| | 1500 | 360 | 430 | 590 |
| | 2100 | 600 | 730 | 980 |
| 600 | 750 | 180 | 190 | 260 |
| | 1500 | 440 | 520 | 700 |
| | 2100 | 720 | 870 | 1170 |

4 Cycle Gas, No Turbo

Required Exhaust CFM

| Cubic Inch Displacement | RPM | No Load | Light Load | Full Load |
|-------------------------|------|---------|------------|-----------|
| 50 | 1000 | 20 | 30 | 40 |
| | 3000 | 60 | 90 | 130 |
| | 6000 | 150 | 210 | 300 |
| 100 | 1000 | 40 | 50 | 80 |
| | 3000 | 130 | 180 | 260 |
| | 6000 | 310 | 410 | 600 |
| 200 | 1000 | 80 | 110 | 150 |
| | 3000 | 260 | 360 | 520 |
| | 6000 | 620 | 820 | 1210 |
| 300 | 1000 | 110 | 160 | 230 |
| | 3000 | 390 | 540 | 780 |
| | 6000 | 930 | 1230 | 1810 |
| 350 | 1000 | 130 | 190 | 270 |
| | 3000 | 450 | 630 | 920 |
| | 6000 | 1080 | 1440 | 2110 |
| 450 | 1000 | 170 | 240 | 350 |
| | 3000 | 580 | 810 | 1180 |
| | 6000 | 1390 | 1850 | 2720 |

4 Cycle Diesel, With Turbo

Required Exhaust CFM

| Cubic Inch Displacement | RPM | No Load | Light Load | Full Load |
|-------------------------|------|---------|------------|-----------|
| 500 | 750 | 140 | 180 | 250 |
| | 1500 | 480 | 700 | 1000 |
| | 2100 | 900 | 1380 | 2100 |
| 650 | 750 | 180 | 240 | 300 |
| | 1500 | 630 | 910 | 1290 |
| | 2100 | 1180 | 1790 | 2700 |
| 800 | 750 | 220 | 290 | 370 |
| | 1500 | 770 | 1120 | 1590 |
| | 2100 | 1450 | 2200 | 3330 |
| 950 | 750 | 260 | 340 | 440 |
| | 1500 | 910 | 1330 | 1880 |
| | 2100 | 1720 | 2620 | 3950 |
| 1200 | 750 | 330 | 430 | 550 |
| | 1500 | 1150 | 1680 | 2380 |
| | 2100 | 2170 | 3300 | 4990 |

Definitions

No Load: Vehicle is running for short periods without hydraulics or dyno.

Light Load: Engine is revving for longer periods of time for tune up applications.

*** Full Load:** For dyno applications or hydraulic testing.

* For all full load applications, please consult factory for specific requirements.

Note: These charts show the exhaust CFM that Monoxivent recommends. An allowance for bleed-in air for cooling is incorporated into these numbers.

These values are the total CFM required for the engine - for dual exhaust the CFM per hose would be half of this value.

For 2 Cycle engines, the exhaust requirement should be doubled.

Please Note!

The charts, herein represent a range of potential operating conditions and may be used as a guide for developing system requirements. However, individual requirements vary from application to application. Therefore, it is imperative to determine the range of vehicles to be tested and the specific parameters of testing before an accurate system design can be completed.