

## Under Hood Mount, Two-Stage Filtration For Large Construction & Mining Equipment

The FTG Cycloflow™ Air Cleaner is another two-stage air cleaner with a built-in pre-cleaner. This air cleaner has axial seal style filters. The FTG is typically mounted under hood with the service cover on the outside for access.

### Applications

- Allows 32-59 m<sup>3</sup>/min. airflow throughput per air cleaner
- Horizontal installation
- Sustained temperature tolerance: to 82 °C

### Ideal for

- Large industrial and construction equipment: crawler tractors, crane loaders, excavators and air compressors with large engines operating in severe dust environments
- Agricultural machinery
- Mining equipment
- Oil and gas hydraulic fracturing (fracking) equipment
- Off-highway vehicles

### Air Cleaner Features

- Unique, flared inlet allows maximum airflow with low restriction
- 21" body diameter
- Two-stage filter system — the first stage removes up to 85% of incoming dust with a tangential air inlet
- Inlet on side, outlet on end (G flow)
- Already tapped to accept filter service indicator (1/8"-27 NPT male)
- Safety filter protects engine inlet during filter change out
- Vacuator™ Valve automatically releases the pre-cleaned dust
- Housing is metal and coated with a black, corrosion- and chemical-resistant polymer paint
- Mounting the unit directly to the engine is not recommended; excessive engine vibration can cause premature air cleaner structural failure

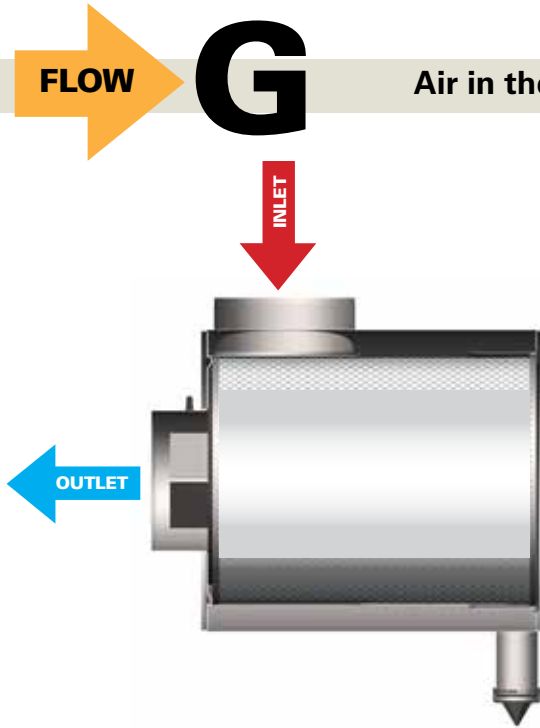


### Accessories

- Mounting bands (order separately).
- If the installed air cleaner will be exposed to rain, snow or debris, an **inlet cap** can prevent moisture ingestion.
- A **service indicator** measures the airflow restriction across the filter, thereby showing how much useful life the filter has left and when to replace the filter (see Accessories section of this catalog).

*Note:* Outlet tapped to accept filter service indicator (1/8"-27 NPT male).





**Air in the Side, Out the End** (standard flow filters)

### When Selecting an Air Cleaner . . .

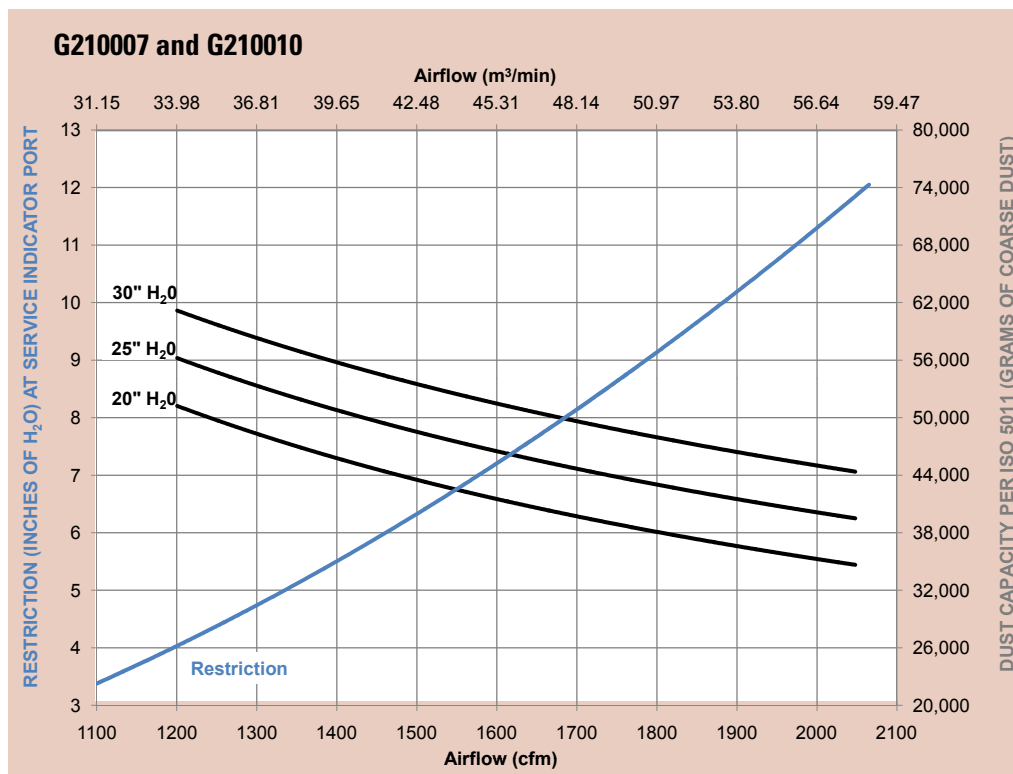
Determine the airflow requirements of your engine, then find the corresponding cfm airflow in the table below. The restriction numbers (shown in inches of water) indicate the approximate initial restriction of each model air cleaner at that cfm. When calculating total initial restriction of the entire air intake system, include the restriction caused by ducting, elbows, and pre-cleaners. See pages 271-272 for ducting restriction estimates.

The only difference in these two models is the position of the inlet on the air cleaner body. For location and dimensions, see details on next page.

### Initial Airflow Restriction

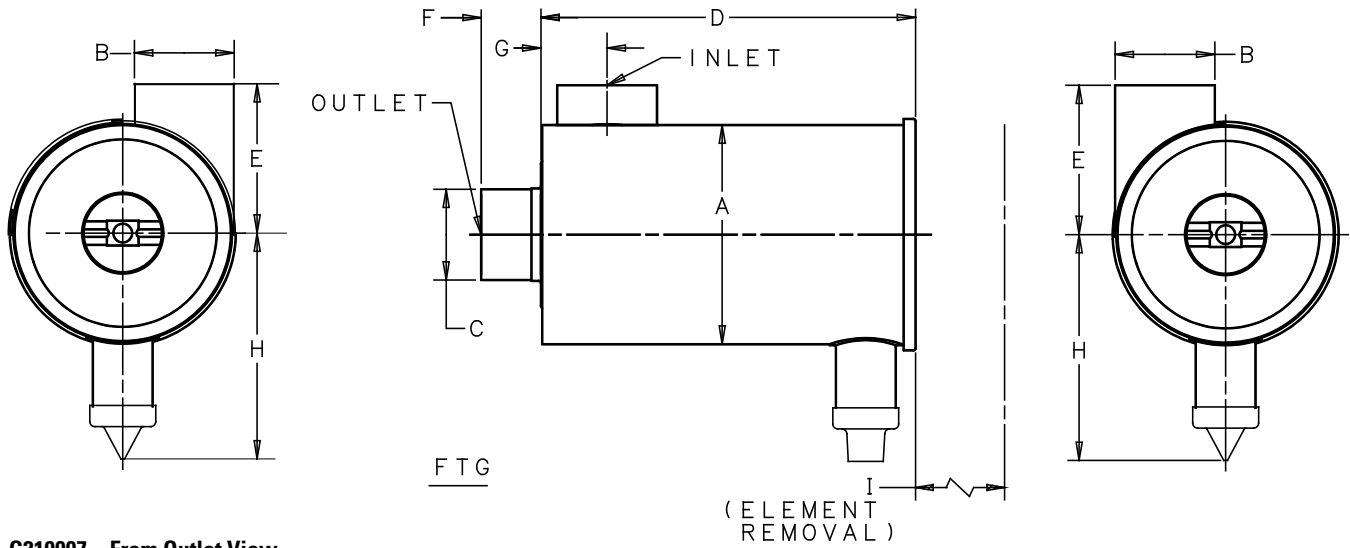
Airflow CFM @ H <sub>2</sub> O			Air Cleaner Models	Weight	
6"	8"	10"		lbs	kg
1465	1680	1870	G210007 / G210010	88	40

### FTG Air Cleaner Performance Curves (Restriction & Dust Capacity)\*



\*Results generated using laboratory testing pursuant to ISO5011. Actual performance during use may vary depending on multiple factors, including specific product configuration, external conditions and application.

**FTG Specification Illustrations**



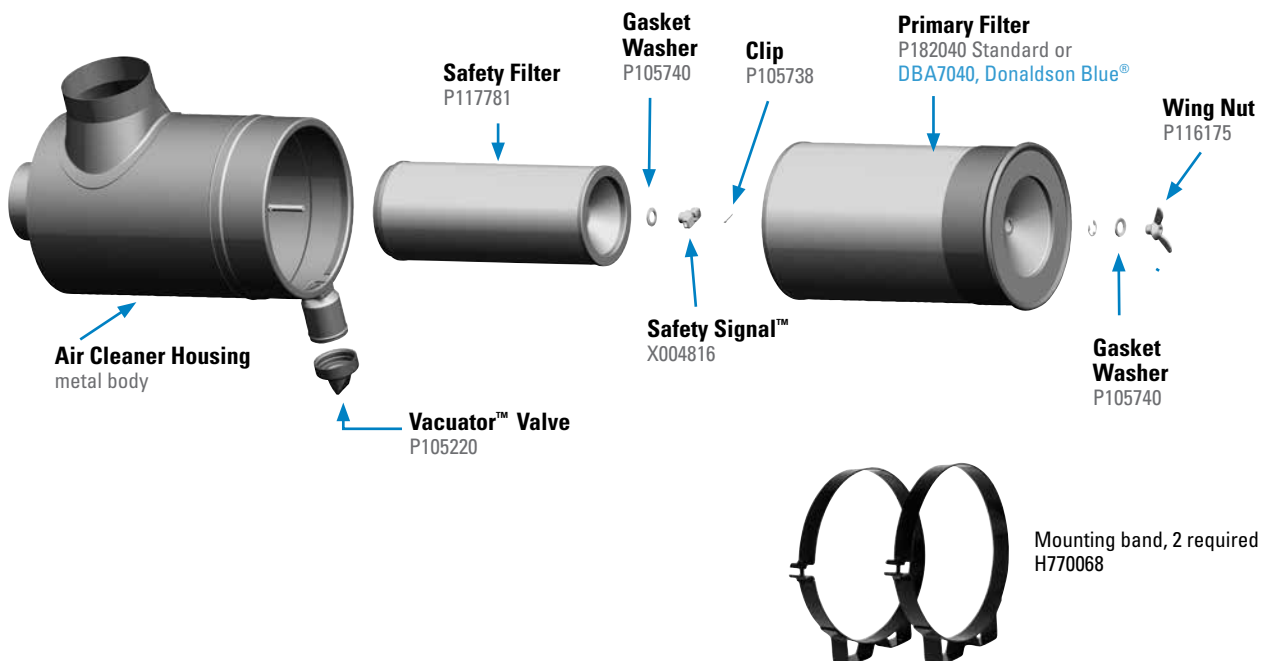
**G210007 – From Outlet View**  
Inlet on RIGHT side of body

**G210010 – From Outlet View**  
Inlet on LEFT side of body

**FTG Specifications**

Air Cleaner Models	Body Diameter (A)		Inlet Diameter (B)		Outlet Diameter (C)		Housing Length (D)		Inlet Location (E)		Center Line to Valve (H)		Service Clearance (I)		Outlet Length (F)		Inlet Centerline to Outlet Face (G)	
	in	mm	in	mm	in	mm	in	mm	in	mm	in	mm	in	mm	in	mm	in	mm
G210007	21.00	546	10.00	254	10.00	254	24.13	613	13.00	330	17.40	442	24.13	613	3.54	90	5.90	150
G210010	21.00	546	10.00	254	10.00	254	24.13	613	13.00	330	17.40	442	24.13	613	3.54	90	5.90	150

**FTG Service Parts**





This servicing information is provided as a best practices guide. It is not intended to replace or supersede the service instructions supplied by your engine or vehicle manufacturer.

### 1 Check the Restriction

Check the restriction level of the air cleaner filter service indicator. Replace the filter only when the restriction level has reached the maximum recommended by the engine or equipment manufacturer or on a regular service schedule.



### 2 Clean Out the Vacuator™ Valve

Remove the Vacuator Valve and clean out any dust found in the drop tube. Reinstall Vacuator Valve or replace if found worn or damaged.



Make sure the valve is flexible and not inverted, damaged or plugged. Replace it if damaged or if it looks like any of these images. A damaged or missing Vacuator Valve will disrupt the designed flow of air through the air cleaner.

### 3 Gently Remove the Old Filter

Shut off the engine. Loosen and retain the wing nut bolt, remove bolt and washer. Replace both if damaged or worn.

Using the metal handle, pull the dirty filter gently from the housing. Accidental bumping will shake dirt loose inside the filter housing.



### 4 Visually Check the Safety Filter

Visually check the safety filter without removing it. Replace if damaged or every three primary filter changes. Also verify that the safety filter is properly seated in the housing.

If the safety filter is to be replaced, it should be done immediately or the clean air outlet should be sealed. Use a clean cloth to avoid contaminant being introduced to the engine during service.



## 5 Always Clean the Inside of the Housing

Dirt left in the air cleaner housing is harmful to your engine. Use a clean, damp cloth to wipe the inside of the housing before fitting the new filter.

Block the outlet tube of the air cleaner with a small dampened towel prior to cleaning the seal surface to avoid contaminating the induction system.



## 6 Clean the Gasket Sealing Surfaces

An improper gasket seal is one of the most common causes of engine contamination. Make sure that all hardened dirt ridges are completely removed, both on the bottom and top of the air cleaner housing.

## 7 Inspect Your Old Filter and Check for Uneven Dirt Patterns

Your old filter has valuable clues to dust leakage or gasket sealing problems. A dust pattern on the filter's clean side is a sign that the old filter was not firmly sealed or that a dust leak exists. Identify the cause of any leak and rectify it before installing a new filter.



## 8 Inspect New Filters

Before installing the new filters, visually inspect them for shipping damage and gasket integrity. If a filter is damaged, do not install it. If desired, write the date of the filter change on the outer end of the filter end cap.



## 9 Install the New Filters

First, if you're servicing the safety filter at this change-out, seat it properly into position before installing the primary filter. Insert new filters carefully over the center bolt, hand tighten wing nut bolt for both filters.

Make sure the primary filter gasket seats evenly to create a proper seal. If you don't have a good seal, dirty air can by-pass the filter.



## 10 Ensure an Air-tight Fit on all Connections and Ducts

Check that all clamps and flange joints are tight, as well as the air cleaner mounting bolts. Attend to any leaks immediately to avoid dirt entering your engine directly. Reset the filter service indicator.

