

## Fume-A-Vent Crushproof Diesel Tailpipe Adapters

Date 7/12

Part No. DSR-XXXX

Tailpipe Adapters

TAB 10-C



DSR-600

F800

DSR600-6

DSR-8600

Fume-A-Vent offers a Diesel Application Series of tailpipe adapters that are also crushproof. The DSR Series feature a neoprene rubber material and can withstand temperatures to 600°F. These are our most popular Diesel adapters. Larger Adapters come with a support brace inside the large diameter.

An optional Spring Clamp (SC) is always available on these adapters. The clamps attach the tailpipe more securely. A Plug is available on the DSR600 and 600-6; the Plugs cap off the line to stop air flow and eliminate unwanted suction.

Always select an adapter with at least 1/2" diameter clearance around the tailpipe. Some systems

| Model         | I.D. | Length | O.D. | Application  | Fits Tailpipe O.D. | Fits Hose Size |
|---------------|------|--------|------|--------------|--------------------|----------------|
| DSR600        | 4"   | 16"    | 6"   | Diesel Stack | Up to 5 ½"         | 4" or 5"       |
| DSR600-SC     | 4"   | 16"    | 6"   | Diesel Stack | Up to 5 ½"         | 4" or 5"       |
| DSR600-SC-P   | 4"   | 16"    | 6"   | Diesel Stack | Up to 5 ½"         | 4" or 5"       |
| DSR600-6      | 6"   | 16"    | 6"   | Diesel Stack | Up to 5 ½"         | 6"             |
| DSR600-6-SC   | 6"   | 16"    | 6"   | Diesel Stack | Up to 5 ½"         | 6"             |
| DSR600-6-SC-P | 6"   | 16"    | 6"   | Diesel Stack | Up to 5 ½"         | 6"             |
| DSR8600       | 5"   | 16"    | 8"   | Diesel Stack | Up to 7 ½"         | 5" or 6"       |
| DSR8600-SC    | 5"   | 16"    | 8"   | Diesel Stack | Up to 7 ½"         | 5" or 6"       |
| DSR9600       | 6"   | 16"    | 9"   | Diesel Stack | Up to 8 ½"         | ACT 600 Only   |
| F800          | 4"   | 16"    | 8"   | Diesel Stack | 7"                 | 4"             |



DSR9600

The DSR-9600 is designed to be used with our ACT600 Dynamometer Hose only. It has a higher resistance to heat for load testing such as that seen with Dynamometer Testing and large diesel engines.