



Dieselcraft is a Magnum Group LLC Company  
 PO BOX 7670, Auburn, CA 95604 USA  
 Telephone Toll Free 877-823-7075 Fax 530-823-7078 Email [sales@dieselcraft.com](mailto:sales@dieselcraft.com)  
[www.dieselcraft.com](http://www.dieselcraft.com)

## OC-25 Oil Centrifuge Installation Guidelines

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We have supplied you with the OC-25 centrifuge and the basic fitting and hose kit.

The mounting plate allows you to mount the centrifuge on vertical, horizontal or surfaces in between. The angle of the base does not matter. The centrifuge though must not be more than 11 degrees off of perpendicular.

The air pump can be mounted to the centrifuge base as pictured above or remotely up to 3 feet away if

space does not allow. The pump should run for 10,000 hours but excess heat over 150F, excess road dirt, or direct water contact will reduce its life so if possible remote and protected mounting is best. Pumps mounted improperly void the warranty. These pumps can be rebuilt.

First install the check valve with the arrow pointing into the centrifuge body. If this is installed backwards the centrifuge will not work and if this part is omitted the pump life will be shortened greatly.



Mount the small 3/16 air hose as pictured above. The pump AIR inlet is the outermost connection and the pressure is the inside connection as indicated by the



label. **If you reverse these locations you will pump oil out of your engine.**

The oil inlet is the larger ¼ NPT hole in the side of the centrifuge base. The two smaller holes are 1/8 NPT and are for the air inlets. We have given two locations to best suit your installation. Put the check valve, coupling and 45 degree connector and the hose barb in the best location and the steel pipe plug in the other hole to close it off.

The oil outlet is in the bottom of the mounting plate. Install the 90 degree fitting as pictured.

Install the inlet fitting as pictured. The swivel hose connectors are not used until you locate the mounting position for the centrifuge.

Once the fittings are in the centrifuge and in the mounting plate connect the centrifuge to the mounting plate by removing the centrifuge cover, then the rotor. Put the centrifuge on the mounting studs and install the nuts and tighten.

For your installation you will need to locate an oil pressure point on the engine. A "T" at the oil pressure



Once the unit is mounted and the hoses are in place locate a power source that is only active when the engine is on and running. The fuse box is the most logical place to access that does not require splicing into the wire harness. The RED WIRE must be the

sending units is one. In many cases you will find ports near the oil filter. If in doubt contact the engine or vehicle service people.

You will also need to locate a point to return the oil to the engine. Drilling and tapping the oil filler cap ¼ NPT is sometimes the easiest. Some engines have visible plugs near the oil filter and some diesel engines have inspection plates that can be drilled and tapped. If in doubt contact the engine or vehicle service people.

Once you have located the mounting position and the pressure and return points you can now determine the hose length needed.

The supplied swivel connectors are called "push lock" connectors. NO clamps are need. Use a hair dryer or hot water to soften the hose and then push it onto the connector so the hose is fully forward to the yellow stop.

HOT WIRE. And the Grey wire is the ground. DO NOT REVERSE THE WIRES. YOU WILL DAMAGE THE PUMP. Install the supplied Fuse Block between the power source and the motor in the RED WIRE.

