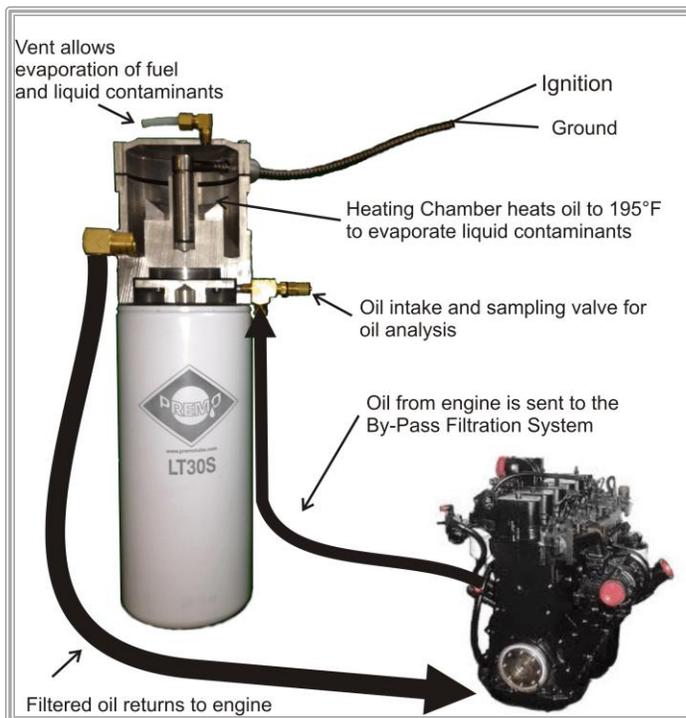




Premo-Plus®

By pass, oil filtration system



How it Works:

The Premo Plus® unit can be easily installed on virtually any diesel or gas engine as a by-pass filtration system, not affecting the normal engine full flow oil system. Oil enters the inlet part at the side, under the normal operating pressure. It is then channeled down through the spin-on 3 micron filter where dirt and wear metal particles are trapped. Free of dirt and wear metals, the oil then flows up through a metering jet that allows 4 to 5 gallons of oil per hour into the evaporating chamber where it flows over an electrically heated surface in a fine thin film. Dirt free oil is heated to 195F degrees and the fuel

dilution and water contaminants are evaporated and discharged through the upper vent tube. Clean and re-refined oil returns to the engine by gravity. The repetition of this cycle, as your engine is running, guarantees a clean engine at all times and insures longer life and reduced maintenance costs. To put it simply, your engine is running on clean oil....every day, every mile.

Premo-Plus® filters are constructed with synthetic fibers. This means 98.7% of particles 3 microns and larger are removed on each pass through the filter. Typical paper lube filters allow harmful 30-40 micron particles to pass unfiltered through the engine, creating wear. Using Premo-Plus® filters is like changing your oil every 2 to 4 hours.



Trucks - Marine - Agriculture - Construction - Generators

Contaminant description



Contaminated oil before filtering



Oil filtered of liquid and solid contaminants. Microspheres from 0 to 3 microns as a result of the special filtration. 3 micron particles serve to remove the laquer incrustations on the engine as well as polish the metal surface. They do not cause wear.



Acid contaminants - we do not have them as we remove the water that would react with the sulfur in the oil.



Wear metals responsible for wear and increase in temperature



Condensation and water from the oil itself



Unspent fuel

Description of the Premo Filter

1. Entrance of the oil and valve for oil sampling
2. Special spin-on filter cartridge ISO rated 16889 B3>200 at 3 microns (99.7% efficient at 3u)
3. Pressure reducer hole for the filtered oil particles that might block the entrance to the evaporation chamber.
4. Plexiglass cover to see the flow of the oil in the evaporation chamber after the filtration of the particulates over 3 microns.
5. Heater element with rapid thermal initiation
6. Evaporation chamber for the liquid contaminants by means of evaporation tube.
7. Return of clean filtered oil to the reservoir.



**IT'S LIKE CHANGING YOUR OIL
EVERY 2 TO 4 HOURS!**

- ✓ **KEEPS OIL CLEAN AT ALL TIMES**
- ✓ **REDUCES OIL CHANGES**
- ✓ **REDUCES OIL DISPOSAL COSTS**
- ✓ **REDUCES WEAR ON ENGINE**
- ✓ **INCREASED FUEL ECONOMY**

Premo-Plus® spin-on filters should be changed every 30,000 to 50,000 miles on trucks and every 600 to 1,000 hours on construction equipment.

Full flow filter should be changed once per year.

Ask your representative for an ROI analysis.

Info we will need to do your ROI analysis

1. Current oil change interval _____
2. Cost of oil filter _____
3. Quarts of oil used _____
4. Cost of oil per quart _____



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