Description
This Fume Exhauster-Blower is designed for continuous operation to exhaust dirty air or supply fresh air to equipment operators. It is ideal for exhausting fumes and smoke from welding, soldering, brazing and etching operations or to supply fresh air into tanks, manholes and other confined areas.

The frame is ideal for portable or stationary mounting. All units come with a tote handle, inlet nozzle and 10 feet of inlet or discharge hose. Continuous duty, TEFC motors are standard. EXP motors available on most models.

EBR models have a cast aluminum wheel and a 14 gauge steel blower housing.

EBM models have a forward curve multi-vane, steel wheel and a cast aluminum blower housing.

EBR models are AMCA Type B spark resistant. EBM models are AMCA Type C spark resistant.

General Safety Information

⚠️ DANGER ⚠️ DO NOT use this blower in any flammable or explosive atmosphere it was not designed for. Be sure to consult with a Cincinnati Fan Sales Engineer, the National Fire Protection Association (NFPA) or your local fire marshal before using this blower in any flammable or explosive environment or location.

⚠️ DANGER ⚠️ There is a high speed blower wheel inside the blower housing and a cooling wheel in the end of the motor. Both can amputate fingers or grab loose clothing or neck ties. Also, wear safety glasses when operating this blower. Disconnect or lock out power to the motor and let the motor come to a complete stop before attempting ANY inspection, service or moving.

⚠️ DANGER ⚠️ High voltage electrical power can cause a severe shock and electrocution. Disconnect or lock out power to the motor before attempting ANY inspection, service or moving of this blower.

⚠️ DANGER ⚠️ This blower contains inlet and discharge guards designed for your safety. NEVER operate this blower without both guards in place. Should the guards become defective, altered or missing, this blower should NOT be used until the guards are replaced. See NOTE on page 3.

⚠️ WARNING ⚠️ Follow all local electrical and safety codes, as well as the National Electrical Codes ( NEC ), National Fire Protection Association ( NFPA ) standards and Occupational Safety and Health Act ( OSHA ). All electrical connections and wiring should be performed ONLY by qualified personnel. Make sure your power source conforms to the power requirements of the blower motor.

⚠️ CAUTION ⚠️ DO NOT locate this blower in a corrosive atmosphere, or where the ambient temperature will exceed 104°F (40°C). DO NOT exhaust any air, gas or fumes which can exceed 150°F (66°C).
Specifications

<table>
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<table>
<thead>
<tr>
<th>Material Type</th>
<th>Wheel Size</th>
<th>Inlet &amp; Outlet Size</th>
<th>Hose Size</th>
<th>Nozzle Opening Size</th>
<th>Full Load APMs</th>
<th>Approx. Ship Wt.</th>
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<tr>
<td>EBR-50</td>
<td>9 x 2 7/8</td>
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<td>EBR-150</td>
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<td>EBM-25</td>
<td>6.3 x 3.5</td>
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<td>EBM-100</td>
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<td>6” x 12”</td>
<td>8” x 8”</td>
<td>11.2</td>
<td>3.2</td>
<td>64</td>
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</tbody>
</table>

(1) Maximum CFM with 10 feet of hose and nozzle on the inlet or discharge. Removing the hose and nozzle will overload the motor. Airflow will be reduced 5-15 CFM for each additional foot of hose or duct and about 15-20 CFM for each 90° elbow.

(2) Maximum static pressure at which there will be no airflow. SP (static pressure) is measured in inches of water gauge (SPWG).

(3) Starting amps are approximately 6-7 times the full load amps. Full load amps shown are for TEFC motors and subject to change with motor types of brands.

Unpacking

When unpacking the exhauster, carefully inspect for any damage that may have occurred during transit. Check for loose parts, missing parts or damaged parts.

Assembly

Model EBR and EBM blowers are shipped fully assembled except for the accessory parts.

Standard Accessory Parts:
(1) 10 foot long hose section
(2) Hose clamps
(3) Nozzle

The hose section should be connected to the inlet or the discharge of the blower with one hose clamp. The nozzle should be connected to the hose with a second clamp.

NOTE: If you will be installing the hose on the discharge of the blower to blow air, the nozzle is not required. If the hose will be used on the inlet, to exhaust air, the nozzle should be used to maintain the specified CFM.

**DANGER**

This blower contains inlet and discharge guards designed for your safety. NEVER operate this blower without both guards in place. Should the guards become defective, altered or missing, this blower should NOT be used until the guards are replaced. See NOTE on page 3.

Installation

**Portable:** This unit is equipped with a tote handle for portability. It also has three (3) rubber vibration pads mounted under the base and front support plate. These pads are to help keep the unit stable and prevent movement on fairly uneven surfaces.

**DANGER**

DO NOT use this unit to exhaust air from a confined space. This can cause death by asphyxiation. DO NOT place or operate ANY exhauster/blower inside a tank or confined area that contains, or did contain, any volatile fumes, gases or liquids. A fire and/or explosion can still occur. DO NOT locate this blower in a corrosive atmosphere, nor where the ambient temperature will exceed 104°F (40°C). DO NOT exhaust any air, gas or fumes which can exceed 150°F (66°C).

**Permanently:** If the blower will be mounted in a permanent location, the (3) rubber pads should be removed before bolting the unit to the floor, wall, bench, dolly, etc. Drill out the rivets that hold the rubber pads in place using a 1/8” drill bit. The blower can be installed with the motor in any position, including vertical. The blower should be bolted using 5/16 bolts through the 4 holes in the base and the 2 holes in the front support plate. Use shims to eliminate vibration.

**Operation**

For exhausting contaminated air:

If you will be using this blower to exhaust contaminated air from an operation such as welding, the fumes collected should be piped to the outside. Locate the unit as close as possible to both the operation and the outside of the building. The airflow will be reduced by about 5-15 CFM for every additional foot of hose or duct installed, not including the 10 foot section of hose supplied with the unit. Each 90° change in airflow direction (as with an elbow) will reduce the airflow approximately 15-20 CFM.

**Suggested Welding Nozzle Locations**

<table>
<thead>
<tr>
<th>WELDING ZONE</th>
<th>PLAIN DUCT</th>
<th>FLANGED NOZZLE OR CONE NOZZLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 6’ from arc or torch</td>
<td>335</td>
<td>250</td>
</tr>
<tr>
<td>6’ to 9’ from arc or torch</td>
<td>755</td>
<td>560</td>
</tr>
<tr>
<td>9’ to 12’ from arc or torch</td>
<td>1335</td>
<td>1000</td>
</tr>
</tbody>
</table>

(4) Per American Conference of Governmental Industrial Hygienists in the Industrial Ventilation Manual of Recommended Practices.

For supplying fresh air:

This blower can also be used to blow fresh air into a confined work space such as a tank or man hole.

**DANGER**

It is the responsibility of the operator/user to ensure that sufficient ventilation (airflow) will be supplied and the air supply hose will be positioned in accordance with all applicable safety codes governing the use of a blower being used to supply fresh air to a confined area.

**IN NO CASE SHOULD THE BLOWER BE INSTALLED OR PLACED INSIDE THE CONFINED AREA THAT IS TO BE VENTILATED.**
**ELECTRICAL**
All models with 1 Phase, TEFC motors (up to 1 HP) come with an 8 foot power cord, plug and on-off switch pre-wired for operating on a 115 Volt, 1 Phase, 60 Hertz power supply. The following motors will require the customer or user to supply and install, all required electrical wiring and switches:
- a. All 1 phase motors, 1-1/2 HP or larger.
- b. All 3 phase motors.
- c. All EXP (Explosion Proof) motors.
- d. All motors for operation on a 50 Hertz power supply.
- e. Any special motors required by customers specifications.

**WARNING** It is the purchasers or users responsibility to follow all local electrical and safety codes, and the National Electric Codes ( NEC ), National Fire Protection Association ( NFPA ) standards and Occupational Safety and Health Act ( OSHA ) when supplying and installing any electrical connections to the blower motor. All electrical connections and wiring should be performed ONLY by qualified personnel. Make sure your power source conforms to the power requirements of the blower motor.

**MAINTENANCE**
**Motor:** Keep the motor clean as excessive dirt or dust will prevent the motor from properly cooling itself. Use no more than 40 psi air to blow off motor. Keep motor dry. The bearings in the motor are sealed for life and do not require any additional lubrication.

**CAUTION** ALWAYS wear eye protection when blowing off motor.

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**Blower wheel and steel components:** The blower housing and steel components are maintenance free and should not require any maintenance during the life of the blower. If an abnormal vibration should develop, it may indicate excessive wear or damage.

**DANGER** Never operate a blower with a damaged or severely worn blower wheel. The wheel may disintegrate at the normal operating speed and high speed fragments may cause property damage, severe personal injury and death.

If you do start experiencing abnormal vibration, turn off and lock out power to the motor BEFORE you attempt ANY type of inspection of the blower assembly.

If the blower wheel has become excessively dirty, it should be removed from the blower housing and cleaned. After cleaning, remove the 2 set screws that hold the wheel on the motor shaft and discard them. Never use set screws more than once. Use only knurled, cup-point set screws with a locking patch. After cleaning, the balance of the wheel MUST be checked BEFORE re-installing the wheel onto the motor shaft.

After re-installing the blower wheel and housing, the inlet and discharge guards MUST be replaced. NEVER operate the blower without the guards in place.

**NOTE:** If the inlet and/or discharge guards should become defective, broken or lost, please immediately contact us or our local sales office, for your area, for FREE replacement guards. The serial number on the blower nameplate is required to get free replacement guards.

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**Troubleshooting Chart**

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>POSSIBLE CAUSE(S)</th>
<th>CORRECTIVE ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhauster will not start.</td>
<td>1. Blown fuse or circuit breaker. Fuse or circuit breaker too small.</td>
<td>1. If blown, replace fuse or reset breaker. If too small, replace with a higher amperage rating.</td>
</tr>
<tr>
<td></td>
<td>2. Low line voltage.</td>
<td>2. If power supply voltage is more than 10% less than the motor nameplate voltage, check size of wiring from main switch to motor. If wire size is sufficient, contact your power company.</td>
</tr>
<tr>
<td></td>
<td>3. Material wedged between wheel and housing.</td>
<td>3. Disconnect or lock out power to motor. Remove material that may be wedged between wheel and housing.</td>
</tr>
<tr>
<td></td>
<td>4. Defective switch.</td>
<td>4. Replace switch</td>
</tr>
<tr>
<td></td>
<td>5. Defective motor.</td>
<td>5. Replace motor.</td>
</tr>
<tr>
<td>Low Flow.</td>
<td>1. Wrong motor rotation.</td>
<td>1. Rewire for proper rotation. For 3 Phase, interchange two of the power leads.</td>
</tr>
<tr>
<td></td>
<td>2. Excessive lengths of hose.</td>
<td>2. Test air flow with less hose. Relocate blower as needed.</td>
</tr>
<tr>
<td>Blowing fuses or circuit breaker.</td>
<td>1. Defective plug, cord or switch.</td>
<td>1. Replace defective part.</td>
</tr>
<tr>
<td></td>
<td>2. Faulty internal wiring.</td>
<td></td>
</tr>
</tbody>
</table>

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**Maintenance**

**Blower wheel and steel components:** The blower housing and steel components are maintenance free and should not require any maintenance during the life of the blower. If an abnormal vibration should develop, it may indicate excessive wear or damage.

**DANGER** Never operate a blower with a damaged or severely worn blower wheel. The wheel may disintegrate at the normal operating speed and high speed fragments may cause property damage, severe personal injury and death.

If you do start experiencing abnormal vibration, turn off and lock out power to the motor BEFORE you attempt ANY type of inspection of the blower assembly.

If the blower wheel has become excessively dirty, it should be removed from the blower housing and cleaned. After cleaning, remove the 2 set screws that hold the wheel on the motor shaft and discard them. Never use set screws more than once. Use only knurled, cup-point set screws with a locking patch. After cleaning, the balance of the wheel MUST be checked BEFORE re-installing the wheel onto the motor shaft.

After re-installing the blower wheel and housing, the inlet and discharge guards MUST be replaced. NEVER operate the blower without the guards in place.

**NOTE:** If the inlet and/or discharge guards should become defective, broken or lost, please immediately contact us or our local sales office, for your area, for FREE replacement guards. The serial number on the blower nameplate is required to get free replacement guards.
REPLACING THE MOTOR AND/OR BLOWER WHEEL ON “EBR” MODELS
(To replace a motor and/or wheel on “EBM” models, see page 5)

Required tools: 7/16” Wrench and socket Soft faced mallet
9/16” Wrench or socket Flat screw driver
5/32” Allen wrench Putty knife
(2) Flat pry bars Tube of silicone

1. The Exhauster/Blower motor must be completely disconnected from the power source BEFORE proceeding with the following steps.
2. Disconnect any hose that is connected to the inlet and/or the discharge of the blower.
3. Remove the screws that hold the guard onto the discharge of the blower housing. Keep these screws.
4. Using a 7/16” socket and wrench, remove the nuts and bolts that hold the two blower housing halves together.
5. This step should be completed by 2 people. One, to pry the housing halves apart and one to hold the inlet side of the housing so it doesn't fall and cause an injury. Pry the housing halves apart using a screw driver and mallet if necessary. Start at the discharge and work your way around the housing halves.
6. After you have removed the two housings halves from each other, use a putty knife to remove the silicone sealant from the housing halves.
7. There are two (2) set screws in the hub of the blower wheel. Use a 5/32” Allen wrench to loosen the set screws.
   NOTE: If you are replacing the blower motor and not the blower wheel, you will need to remove the 2 set screws in the wheel and replace them. NEVER USE SET SCREWS MORE THAN ONE TIME. You will need to replace them with 5/16-18 set screws that have a knurled cup point and a nylon locking patch on the side. If you are replacing the blower wheel, the new wheel will have new set screws already installed.
8. Measure the location of the blower wheel hub on the motor shaft. Write it down for future reference.
9. After removing the wheel set screws, place two pry bars behind the back plate of the wheel. Locate the pry bars 180° apart and behind the wheel where the blades meet the back plate of the wheel. This location will give you the best leverage to pry the wheel off of the motor shaft. Gently pry the wheel off of the motor shaft.
10. After removing the blower wheel, check it for any deformities or cracks. If the wheel has ANY cracks, IT MUST BE REPLACED. If the wheel has no cracks, clean any excessive dirt from the wheel and install the new set screws.

   11A. If you are replacing the blower wheel and not the motor, PROCEED TO STEP 12A below.
   B. If you are replacing the motor and not the blower wheel, PROCEED TO STEP 12B below.
   C. If you are replacing both the blower wheel and the motor, PROCEED TO STEP 12B below.

12A. Use a file and emery paper to file down the set screw marks on the motor shaft.
13A. Install the new wheel onto the motor shaft so the keyways in the wheel and the motor shaft are lined up.
14A. Make sure the blower wheel hub is in the same location on the motor shaft as you measured in STEP 8 above.
15A. Install a new 3/16” square key into the keyway of the wheel and motor shaft.
16A. Spin the wheel by hand to make sure the wheel is not rubbing against the back of the blower housing. It should turn very freely.
17A. Tighten the set screw over the key FIRST, to 165 inch pounds. Now, tighten the set screw onto the motor shaft to 165 inch pounds.
18A. Repeat STEP 16A above.
19A. Apply a bead of silicone sealant to the inlet side of the housing lip.
20A. Holding the inlet side of the housing against the motor side of the housing, re-install all the 1/4” bolts and nuts that hold the 2 halves together. Make sure the two housing halves are lined up at the blower discharge and tighten the nuts and bolts.
21A. VERY CAREFULLY, reach into the blower discharge and spin the wheel to make sure it is not rubbing on the inlet side of the housing. If it is, go back to STEP 14A above.
22A. Re-install the guard onto the discharge of the blower using the screws you removed in STEP 3 above.
23A. Reconnect power to the motor and turn ON and OFF. Check for any unusual noise and proper rotation of the blower. The blower should be turning clockwise (CW) when looking over the back of the motor, NOT looking in the inlet of the blower.

12B. Using a 9/16” socket or wrench, remove the 4 bolts that hold the motor side of the blower housing onto the motor. Be careful the blower housing or motor do not fall and cause an injury during this step.
13B. Slide the aluminum shaft collar off of the motor shaft. Keep this collar.
14B. Slide the shaft collar (from STEP 13B) onto the shaft of the new motor. (This collar is required for AMCA Type B spark resistance.)
15B. Re-install the new motor onto the blower housing and re-install the four bolts and washers you removed in STEP 12B above. Now, tighten the bolts.
16B. Go back to STEPS 12A - 23A above to complete the re-assembly.
REPLACING THE MOTOR AND/OR BLOWER WHEEL ON “EBM” MODELS
(To replace a motor and/or wheel on “EBR” models, see page 4)

Required tools: 7/16" Wrench and socket  Soft faced mallet
9/16" Wrench or socket  Flat screw driver
5/32" Allen wrench  Putty knife
(2) Flat pry bar  Tube of silicone

1. The Exhauster/Blower motor must be completely disconnected from the power source BEFORE proceeding with the following steps.
2. Disconnect any hose that is connected to the inlet and/or the discharge of the blower.
3. Remove the screws that hold the guard onto the discharge of the blower housing. Keep these screws.
4. Using a 7/16" socket and wrench, remove the nuts and bolts that hold the two blower housing halves together.
5. This step should be completed by 2 people. One, to pry the housing halves apart and one to hold the inlet side of the housing so it doesn't fall and cause an injury. Pry the housing halves apart using a screw driver and mallet if necessary. Start at the discharge and work your way around the housing halves.
6. After you have removed the two housings halves from each other, use a putty knife to remove the silicone sealant from the housing halves.
7. There are two (2) set screws in the hub of the blower wheel. Use a 5/32" Allen wrench to loosen the set screws.
   NOTE: If you are replacing the blower motor and not the blower wheel, you will need to remove the 2 set screws in the wheel and replace them. NEVER USE SET SCREWS MORE THAN ONE TIME. You will need to replace them with 5/16-18 set screws that have a knurled cup point and a nylon locking patch on the side. If you are replacing the blower wheel, the new wheel will have new set screws already installed.
8. Measure the location of the blower wheel hub on the motor shaft. Write it down for future reference.
9. After removing the wheel set screws, place a pry bar in between the housing and the back plate of the wheel. Locate the pry bar as close to the wheel hub as possible. This location will give you the best leverage to pry the wheel off of the motor shaft. Gently pry the wheel off of the motor shaft.
10. After removing the blower wheel, check it for any deformities or cracks. If the wheel has ANY cracks, IT MUST BE REPLACED.
11. If you are replacing the blower wheel and not the motor, PROCEED TO STEP 12A below.
   B. If you are replacing the motor and not the blower wheel, PROCEED TO STEP 12B below.
   C. If you are replacing both the blower wheel and the motor, PROCEED TO STEP 12B below.

12A. Use a file and emery paper to file down the set screw marks on the motor shaft.
13A. Install the new wheel onto the motor shaft so the keyways in the wheel and the motor shaft are lined up.
14A. Make sure the blower wheel hub is in the same location on the motor shaft as you measured in STEP 8 above.
15A. Install a new 3/16" square key into the keyway of the wheel and motor shaft.
16A. Spin the wheel by hand to make sure the wheel is not rubbing against the back of the blower housing. It should turn very freely.
17A. Tighten the set screw over the key FIRST, to 165 inch pounds. Now, tighten the set screw onto the motor shaft to 165 inch pounds.
18A. Repeat STEP 16A above.
19A. Apply a bead of silicone sealant to the inlet side of the housing lip.
20A. Holding the inlet side of the housing against the motor side of the housing, re-install all the 1/4" bolts and nuts that hold the 2 halves together. Make sure the 2 housing halves are lined up at the blower discharge and tighten the nuts and bolts.
21A. VERY CAREFULLY, reach into the blower discharge and spin the wheel to make sure it is not rubbing on the inlet side of the housing. If it is, go back to STEP 14A above.
22A. Re-install the guard onto the discharge of the blower using the screws you removed in STEP 3 above.
23A. Reconnect power to the motor and turn ON and OFF. Check for any unusual noise and proper rotation of the blower. The blower should be turning clockwise (CW) when looking over the back of the motor, NOT looking in the inlet of the blower.

12B. Using a 9/16" socket or wrench, remove the 4 bolts that hold the motor side of the blower housing onto the motor. Be careful the blower housing or motor do not fall and cause an injury during this step.
13B. Re-install the new motor onto the blower housing and re-install the four bolts and washers you removed in STEP 12B above. Now, tighten the bolts.
14B. Go back to STEPS 12A - 23A above to complete the re-assembly.
## Replacement Parts List

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Qty. per Unit</th>
<th>Description</th>
<th>Part Number for Model</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>EBR-50</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>Motor, 1 Phase, TEFC 115/208-230 Volt, 60 Hz.</td>
<td>37754</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Motor, 3 Phase, TEFC 208-230/460 Volt, 60 Hz.</td>
<td>37154</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Motor, 1 Phase, EXP 115/230 Volt, 60 Hz. (2)</td>
<td>37152</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Motor, 3 Phase, EXP 230/460 Volt, 60 Hz. (2)</td>
<td>371679</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>Switch; for 115V, TEFC only</td>
<td>—</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>Cord/plug; for 115V, TEFC only</td>
<td>—</td>
</tr>
<tr>
<td>4</td>
<td>1</td>
<td>Tote handle</td>
<td>03018-A9</td>
</tr>
<tr>
<td>5</td>
<td>1</td>
<td>Foam handle grip</td>
<td>31738</td>
</tr>
<tr>
<td>6</td>
<td>1</td>
<td>Key, 3/16&quot; square</td>
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<td>8</td>
<td>1</td>
<td>Motor shaft collar for AMCA B</td>
<td>31694</td>
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<tr>
<td>9</td>
<td>1</td>
<td>Housing; Motor side, CW</td>
<td>34025</td>
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<tr>
<td>10A</td>
<td>1</td>
<td>Discharge guard</td>
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</tr>
<tr>
<td>10B</td>
<td>1</td>
<td>Discharge guard</td>
<td>51381</td>
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<td>1</td>
<td>Blower wheel, C.A. Radial</td>
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<td>11B</td>
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<td>Blower wheel, steel multi-vane</td>
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<td>12</td>
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<td>Housing; Inlet side, CW</td>
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<td>13A</td>
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<td>Inlet guard</td>
<td>29124</td>
</tr>
<tr>
<td>13B</td>
<td>1</td>
<td>Inlet guard</td>
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<td>14</td>
<td>1</td>
<td>Inlet collar</td>
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<td>15</td>
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<td>Hose, 10 foot long</td>
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<td>16</td>
<td>1</td>
<td>Nozzle</td>
<td>51012</td>
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<td>2</td>
<td>Hose clamp</td>
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<tr>
<td>18</td>
<td>1</td>
<td>Front support</td>
<td>03018-A8</td>
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<tr>
<td>19</td>
<td>3</td>
<td>Rubber vibration pads</td>
<td>31043</td>
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</tbody>
</table>

**NOTE:** All nuts, bolts, flat washers and lock washers used on these blowers are available from your local hardware store. All non-metric.

1. Includes 8 foot cord, plug and switch (Ref. Parts 2 and 3). Plug is 3 prong, grounded for use on 115 Volt, 1 phase, 60 Hertz ONLY.
2. These EXP motors are rated for Division 1, Class I-Group D and Class II-Groups F&G, with a T3C Temperature Code. Motors have a 1.00 Service Factor and some type of Thermal Overload Protection. Normally, it is an Automatic Thermal Overload.
3. Order from your local motor distributor, motor repair shop or electrical supply house for the motor brand you have.

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**WARNING!**

Reference parts 10A or 10B and 13A or 13B MUST be in place at all times.
PERFORMANCE CURVES

Fume Exhauster-Blower performance was derived from data as tested per AMCA Standard 210.

All models were tested with 10 feet of flexible hose and a nozzle mounted on the inlet, and with inlet and discharge guards installed.

Maximum 150°F operating temperature.

Notes:
(1) On Models EBR-50, EBM-25 and EBM-100, the tote handle extends above the “C” Dimension.
(2) Model EBR-50 has the same type discharge guard as the EBM models.
(3) These models (with 1 phase, 60 Hz., TEFC motors only) include an on/off switch, 8-foot cord and 3-prong plug prewired for 115 volts.
(4) Length of motor may extend past end of base on some models.

<table>
<thead>
<tr>
<th>MODEL NO.</th>
<th>AA</th>
<th>DD</th>
<th>A</th>
<th>B</th>
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<td>18(\frac{1}{4})</td>
<td>17(\frac{1}{4})</td>
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</table>
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