

## **The Oil Filter of Tomorrow!**

K&P Engineering has introduced a version of their high performance oil filter that is aimed at the V-Twin market. Excelling in performance, engineering and appearance over other currently available units, this filter has received many accolades. One example is when Accurate Engineering's Berry Wardlaw was introduced to the filter for the first time at the Cincinnati show, he promptly had the standard chrome filter removed from his "2006 Engine of the Year" and installed a K&P Engineering filter in its place. We took that as quite a complement! Mike Garrison of Engenuity Motors recommends the filters for their ultra high end power plants, and Don Atchison commissioned a custom OEM version for their exotic Ecosse Heretic. Other feedback is echoed in emails from customers who write *"It's not every day we come across such a well engineered product that makes sense"*, and, *"Guys, I just received my filter, and I was struck by how beautiful it is. Rarely do I see a functional product that is so aesthetically pleasing. I haven't installed it, and to be honest, I'm reluctant to. I want to be able to put this in my office and use it as a conversation piece. Nice work!"*

## **About K&P Engineering**

We at K&P Engineering have been involved with motorsports since we were old enough to climb onto something that had wheels and a motor.

For one of us, experience with motorcycles started quite early with removing the family's lawnmower engine and stuffing it into a homemade frame. Loads of fun but it made it hard to mow the grass. For another of us it began as a kid hanging out at the local Harley shop until the owner finally offered up a job. "Official" racing experience goes all the way back to 1967 and includes short track, enduro, and road racing, with a with a 5 year streak of winning the Pikes Peak Hill Climb thrown in for good measure. Then there's the "unofficial" stuff that it's usually not wise to admit to in writing, but we'll just say we're known to bump handlebars with our friends now and then. Our love of motorcycling also includes thousands and thousands of miles of trail riding, canyon carving, road trips and yes, sometimes just cruising.

K&P Engineering was created in 1969 and has been involved in inventing, improving and manufacturing motorsports related items ever since. We started making stainless steel oil filters in 1995 for our own dirt bikes. Friends wanted filters for their bikes so we made a few more, then a few more for their friends... and well, you get the picture. We now make filters for the vast majority of road bikes, ATV's and dirt bikes out there.

Each of our oil filters is carefully assembled by hand and scrutinized by us personally here in the good old USA, not stamped out by a machine or robotically assembled by the bazillions in China. We use the best materials we can find and

take pride in our workmanship. The result is the finest motorcycle oil filter you can buy.

K&P Micronic Stainless Steel Oil Filters... made for enthusiasts by enthusiasts.

- ✓ Setting the industry standard with technological advancements and product design
- ✓ Over 10 years of stainless steel oil filter engineering, manufacturing and testing
- ✓ Technical and sales support available directly from the factory

## **About the product**

### **-Filtration**

ASTMF316 lab tests have shown that the K&P Engineering filters exceed the filtration performance of the V-Twin factory oil filters. They also exceed the filtration performance of the aftermarket oil filters that K&P Engineering has had tested. The bottom line is other filters can and do pass much larger particles

### **-Magnetic Pre-filtering**

A super strength nickel plated Neodymium rare earth magnet is placed in the top of the filter element to pre filter ferrous material out of the oil.

### **-Flow Rate**

Cold oil can get as thick as molasses. Trying to get that molasses through a restrictive paper filter is tough. With around 7 times more flow than a paper filter, K&P Engineering oil filters make it a lot less likely that the bypass valve will open letting unfiltered oil into the engine. Something to think about that the next time you see someone fire up their ride and immediately twist the throttle to show off those new pipes or that brand new \$10,000 engine!

### **-Cooling**

The billet aluminum finned housing also acts as an oil cooler. Customers are reporting between 4 and 7 degrees of oil temperature reduction using the K&P filter over a stock steel filter. Every little bit helps.

### **-Horsepower**

Differential pressure between the outside of a filter element and the inside can get to around 20 lbs at high rpm. The K&P Engineering filter measures less than 1 lb at high rpm, reducing the parasitic horsepower needed to run the oil pump. That leaves more for the rear wheel.

**-Filter element inspection.** Ever wonder what kind of particulates are really floating around in your engine? Backwash the element into a light colored container (the

bottom portion of a milk jug works well) and wonder no more. The take apart design makes this a simple exercise, and you get the benefit of seeing if anything changes over time (perfect for rebuilds or hop ups)

#### **-Appearance**

The very trick billet aluminum filter housing is currently offered in several finishes. The machined finish allows custom finishing to match customers particular design or color scheme. It can be polished, wrinkle painted, anodized, powder coated, or even rubbed to a brushed aluminum finish. The black anodized finish is a great match for blackout schemes. Those looking for the least maintenance and highest shine factor will want the high quality chrome plated housing. "Diamond cut" fins are available on both the polished machine finish, and black anodized housings

#### **-Ease of installation**

Each K&P Engineering spin on filter comes with a cup wrench included in the packaging that mates to the 14 flats milled into the bottom rib of the filter housing. Filter element installation on Twin Cam's no longer requires sensor removal or the use of a filter wrench with a cutout (requiring that annoying filter wrench repositioning every 1/2 " or so).

#### **-Lifetime filter**

**Inspect, Clean, Reuse!**

- ✓ Meets or exceeds filtration of stock filters
- ✓ Magnetic pre filtering of ferrous materials
- ✓ Much higher flow rate and reduced differential pressure reduce the chance of oil bypassing filter media during cold startup and high RPM.
- ✓ Billet aluminum housing acts as an oil cooler
- ✓ Lower differential pressure reduces parasitic horsepower loss at the oil pump
- ✓ Easy inspection of what is being filtered out of the motor
- ✓ Chrome finish for ease of maintenance, or machine finish that is easily polished or otherwise customized by the customer.
- ✓ No twin cam sensor removal necessary for installation or removal of the filter
- ✓ Cup wrench included.
- ✓ 100% designed and manufactured in the USA

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