High Velocity Dual-Flow® Filter Improves On OEM Design

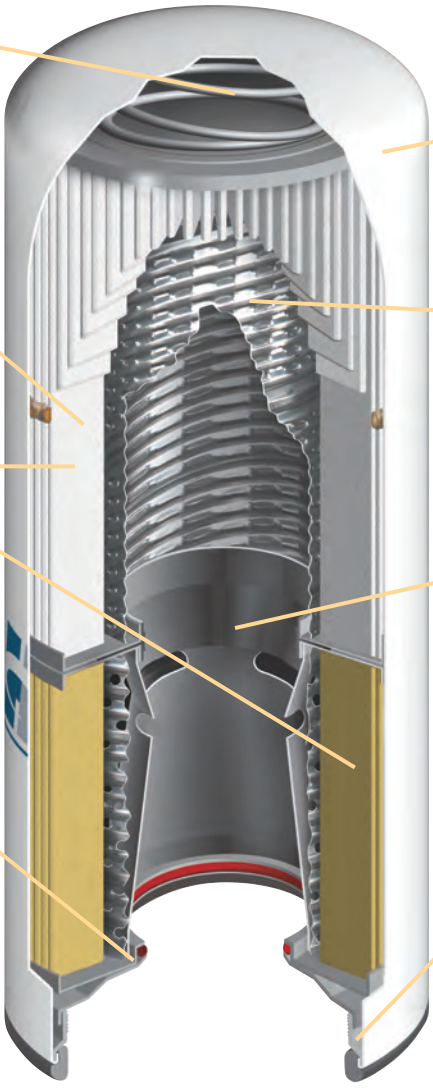
HIGH Velocity® Dual-Flow HASTINGS PREMIUM FILTERS®

Steel Coil Spring keeps its shape, maintaining a positive load pressure on the elements.

100% Synthetic Microglass™ Media specifically developed to increase structural strength, efficiency and contaminant capacity.

Patent Pending Design provides maximum contaminant holding capacity and contaminant removal efficiency, while minimizing flow restriction during operation and cold start-ups.

Heavy-Duty Steel Retainer and End Cap are welded together to prevent the post seal from dislodging.



Heavy-Duty, All-Metal Housing provides unequaled burst- and pulse-withstanding strength.

Spiral Wound Louvered Centertube with fluted ribs allows for maximum flow and adds strength to resist pressure surges.

High Velocity Dual-Flow Nozzle uses a venturi-type cone to balance the flow between the elements, taking advantage of the positive filtering properties of each.

Heavy-Duty Steel Baseplate is joined to the can with a J-lock seam, reducing the possibility of leakage due to high pressure.

Illustration is representative of the LF498 and LF499. The LF515 utilizes a proven steel baseplate with a double-rolled, tuck lock seam.

Protecting your engine

Hastings Premium Filters' High Velocity Dual-Flow® lube filters provide improved engine protection during extended oil drain intervals, high idle time and harsh operating conditions. ISO 4548-12 laboratory tests, performed per Cummins Engineering Standard 10765, prove Hastings Filters' High Velocity Dual-Flow design surpasses the OE in contaminant removal efficiency and contaminant holding capacity. The patent pending design of the High Velocity Dual-Flow filters provides maximum filtration, while the heavy-duty construction insures dependable operation. For performance, strength and value, Hastings is your best choice in aftermarket filtration.

HASTINGS PREMIUM FILTERS®

Dual-Flow Filters For Cummins Engines

Hastings Premium Filters' High Velocity Dual-Flow® line includes patent pending dual-flow lube filters to be used on Cummins ISM, ISX and Series 600 engines as replacements for the Fleetguard Venturi™ filter line.

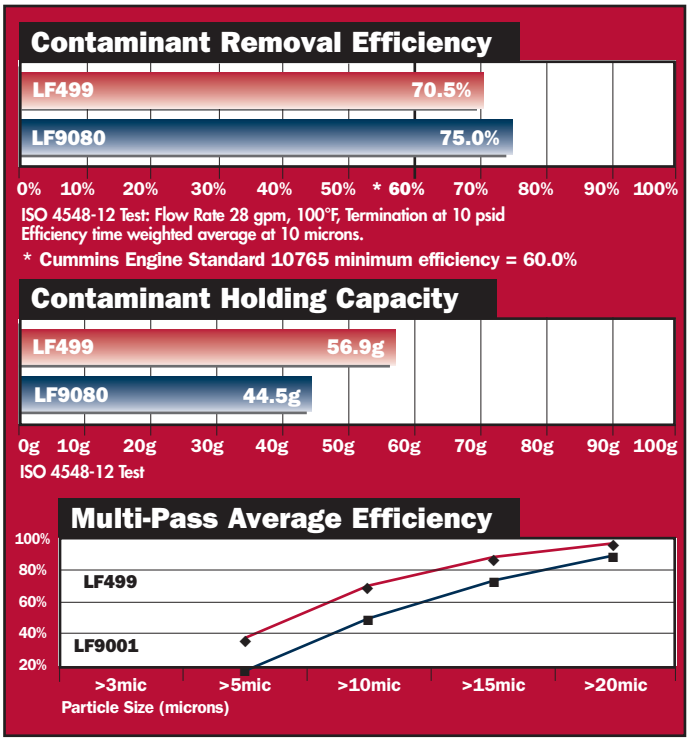
There are differences between standard dual-flow lube spin-on filters and the High Velocity Dual-Flow designs.

High Velocity Dual-Flow spin-ons have one inlet and one outlet. Oil flowing through the filter is sent directly to the engine to protect vital engine components, rather than a portion being returned to the sump as with conventional dual-flow filters.

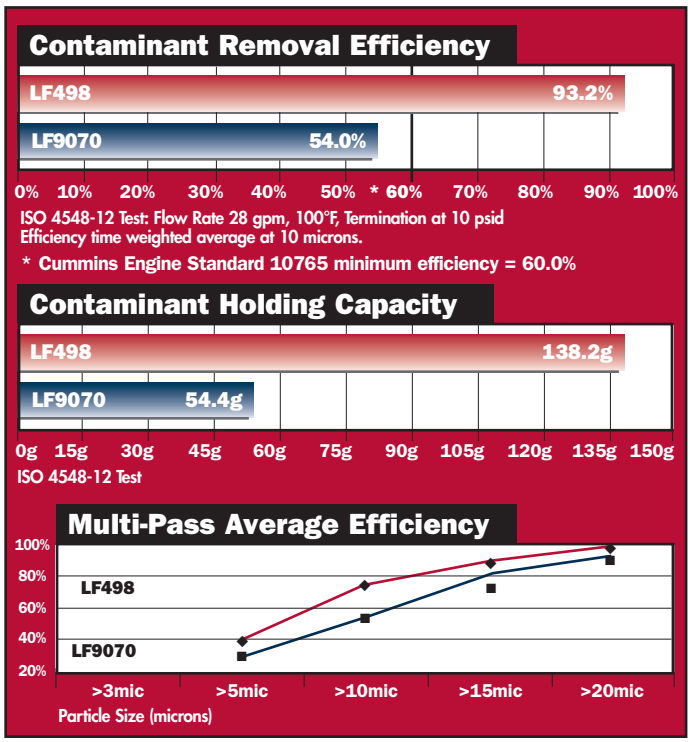
The High Velocity Dual-Flow spin-on design is also superior to standard full-flow/by-pass designs in that a larger portion of the flow travels through the high efficiency element, removing more small contaminants. In traditional full-flow/by-pass designs, only a small percentage of flow, 10% or less, travels through the high efficiency element.

This style of filter will be used on more Cummins applications in the future.

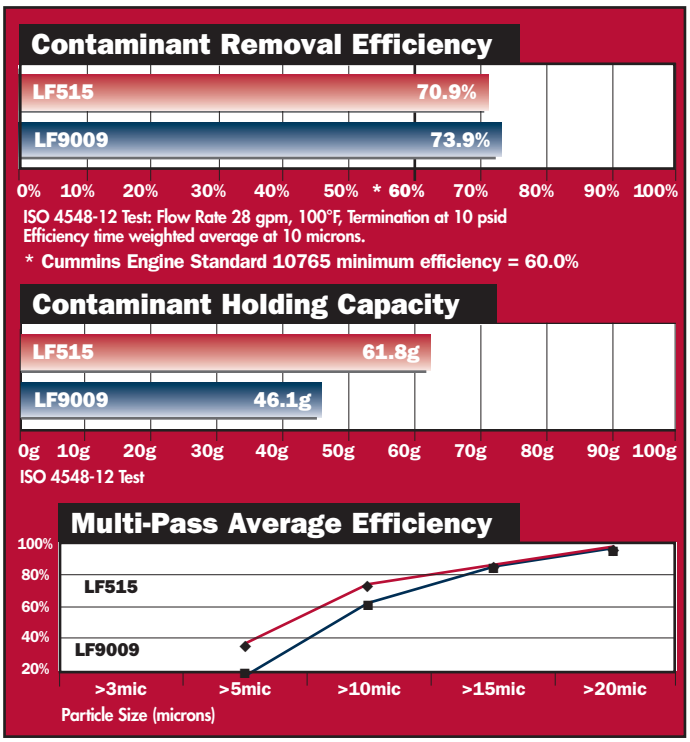
LF499 Performance Specifications



LF498 Performance Specifications



LF515 Performance Specifications



HASTINGS PREMIUM FILTERS®
4400 East Highway 30 ■ P.O. Box 6006
Kearney, NE 68848-6006
PH: 800-887-8836 ■ FAX: 800-210-6906
Internet: www.hastingsfilter.com

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