

# High Velocity Dual-Flow™ Filter Improves On OEM Design



**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 unequalled 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.

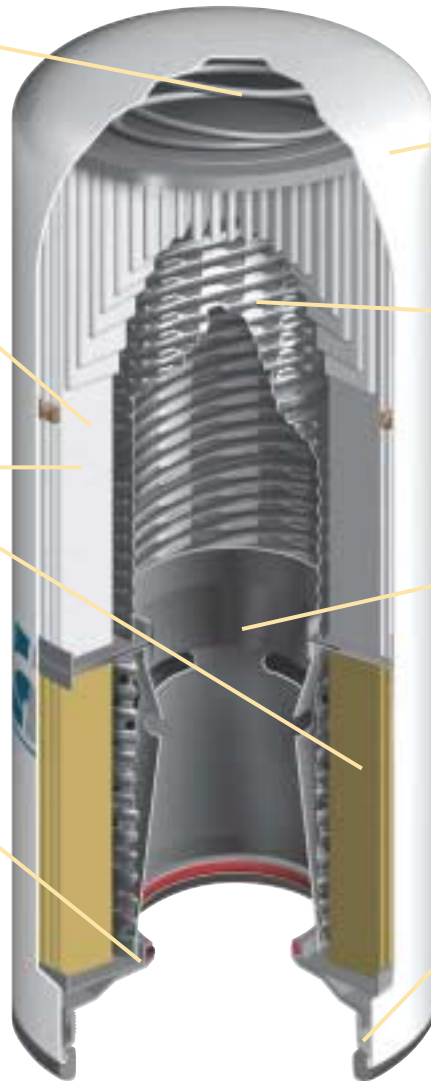


Illustration is representative of the LF498 and LF499. The LF515 utilizes a proven steel baseplate with a double-rolled, tuck lock seam.

## 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.



# Dual-Flow Filters For Cummins Engines

Hastings Filters' High Velocity Dual-Flow™ line includes three 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.

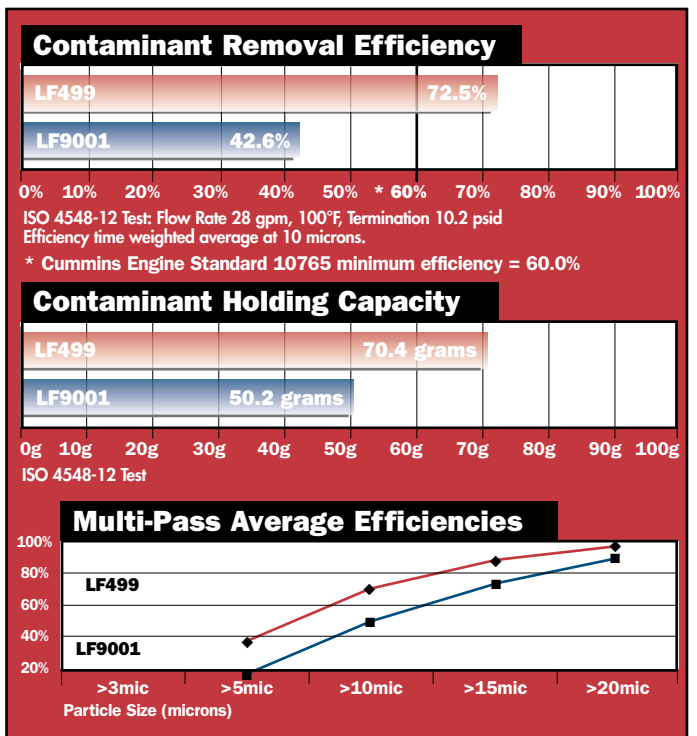
High Velocity Dual-Flow spin-ons have one inlet and one outlet. Oil flowing through the filter is sent directly to the engine to protect vital engine components, rather than a portion being returned to the sump as with conventional dual-flow filters.

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.

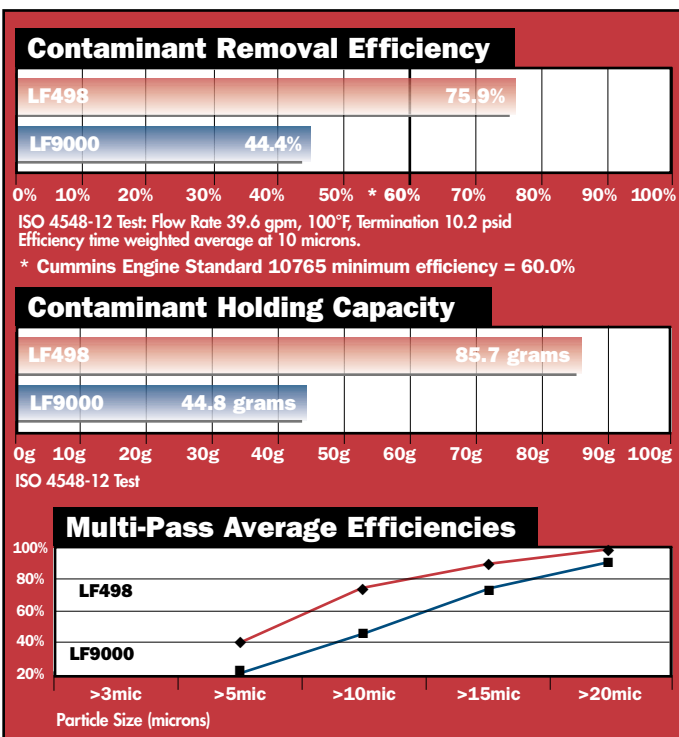
This style of filter will be used on more Cummins applications in the future.

High Velocity Dual-Flow™ is a trademark of Hastings Premium Filters®. Venturi™ is a trademark of Fleetguard®.

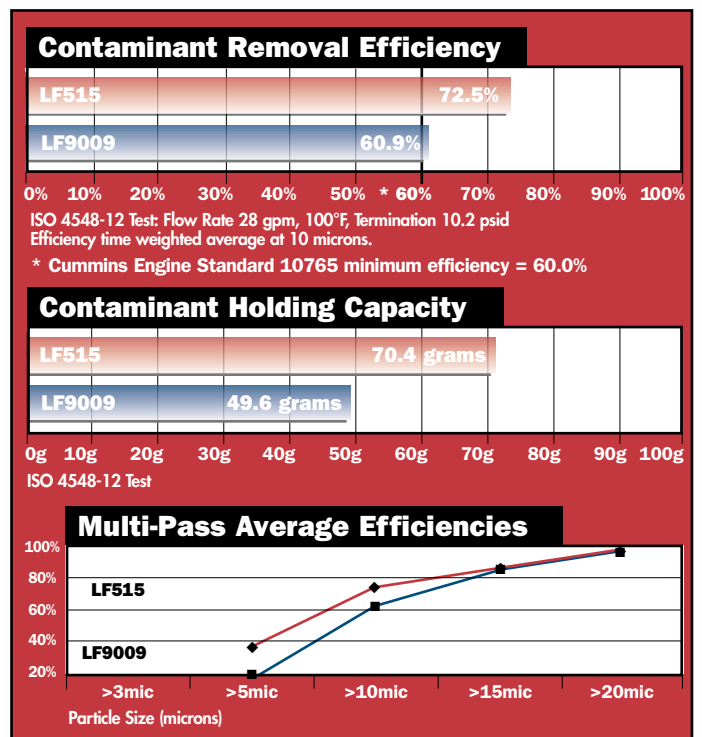
## LF499 Performance Specifications



## LF498 Performance Specifications



## LF515 Performance Specifications



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