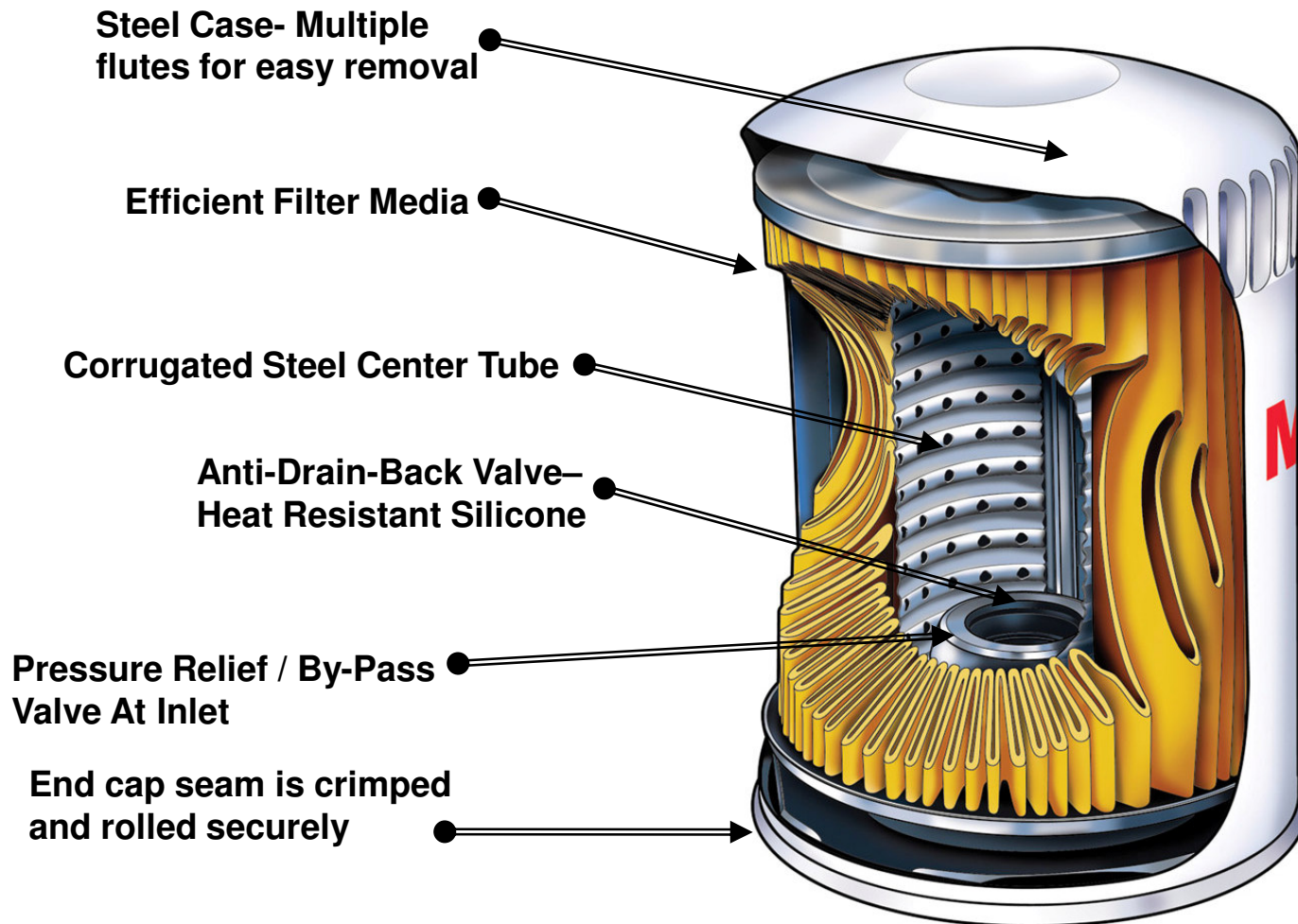




# **Oil Filter Cut-Away Comparison Kit**

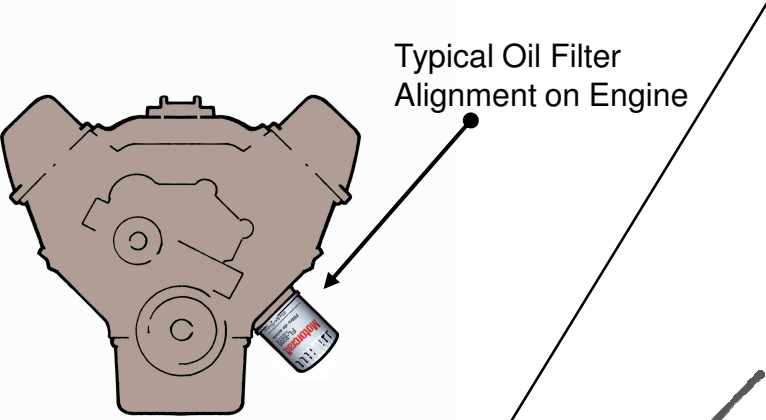
# Motorcraft Oil Filter Construction



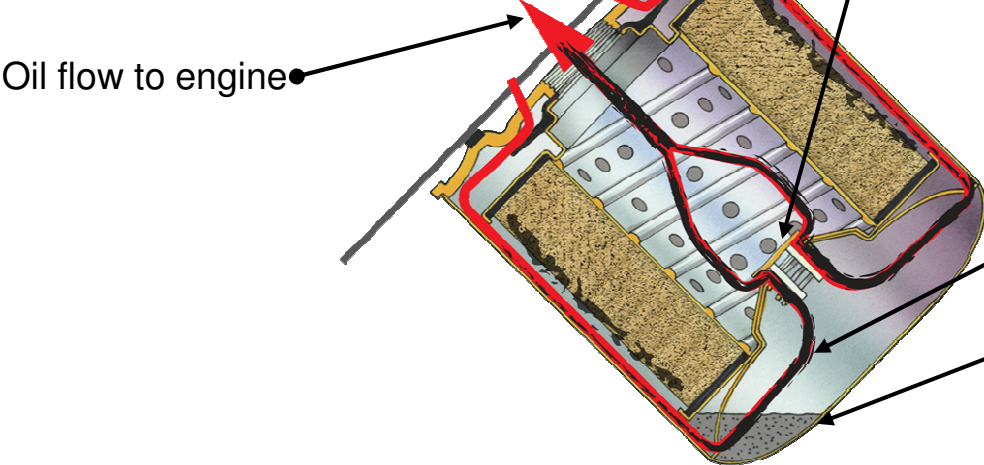
# Motorcraft Features & Benefits

<b>Motorcraft Oil Filters</b>	<b>Aftermarket Oil Filters</b>
<p><b><u>Pressure Relief Valves</u></b></p> <ul style="list-style-type: none"><li>○ Feature an up-front (threaded-end) pressure relief valve design which prevents unfiltered oil from reaching the engine</li></ul> <p><b><u>Anti-Drain Back Valve</u></b></p> <ul style="list-style-type: none"><li>○ Top selling Motorcraft oil filters utilize silicone rubber anti-drain back valves for higher heat resistance</li></ul> <p><b><u>Center Tubes</u></b></p> <ul style="list-style-type: none"><li>○ Corrugated steel center tubes that withstand pressure surges and prevent leakage</li></ul> <p><b><u>Quality Construction</u></b></p> <ul style="list-style-type: none"><li>○ Motorcraft filters have well-bonded end plates and consistent pleat spacing</li><li>○ High-quality steel case and base</li></ul> <p><b><u>Media Area</u></b></p> <ul style="list-style-type: none"><li>○ Filter media is formulated to meet Ford OEM requirements and media area is larger for optimal efficiency and capacity</li><li>○ Pleat number and height equate to more filtering surface area and greater filtering capacity</li></ul>	<p><b><u>Pressure Relief Valves</u></b></p> <ul style="list-style-type: none"><li>○ Many aftermarket filters use a dome-end design relief valve which may allow unfiltered oil into the engine</li></ul> <p><b><u>Anti-Drain Back Valve</u></b></p> <ul style="list-style-type: none"><li>○ Many aftermarket anti-drain back valves are constructed of nitrile rubber that can become brittle over time when exposed to hot oil</li></ul> <p><b><u>Center Tubes</u></b></p> <ul style="list-style-type: none"><li>○ Many aftermarket filters have plastic center tubes</li></ul> <p><b><u>Quality Construction</u></b></p> <ul style="list-style-type: none"><li>○ Some aftermarket filters are not well bonded, allowing unfiltered bypass</li><li>○ Some aftermarket filters may use lower-quality steel case</li></ul> <p><b><u>Media Area</u></b></p> <ul style="list-style-type: none"><li>○ Aftermarket filter media is not designed to meet Ford's requirements and the media area is typically smaller</li></ul>

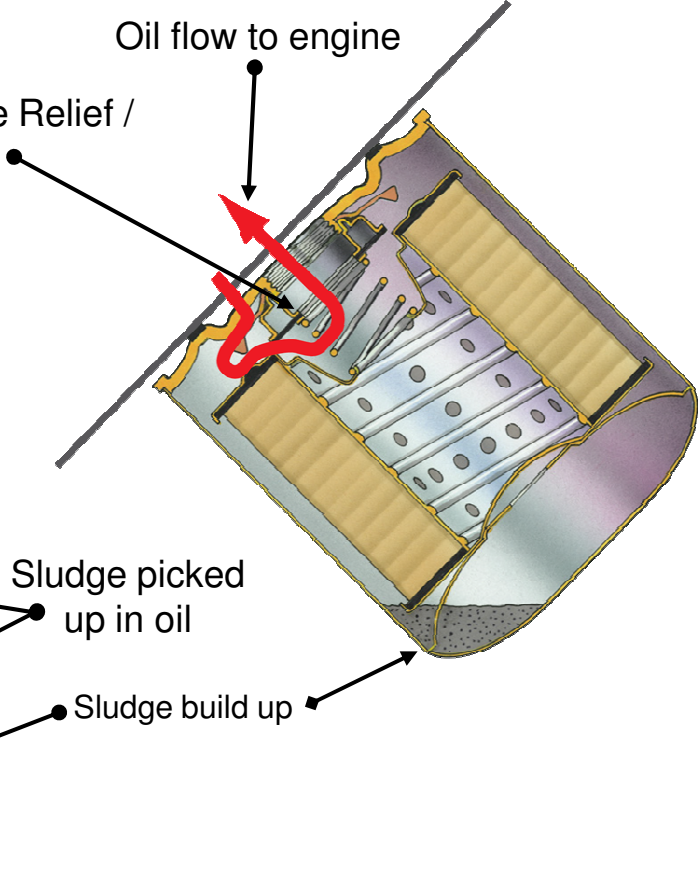
# Motorcraft Design Advantages



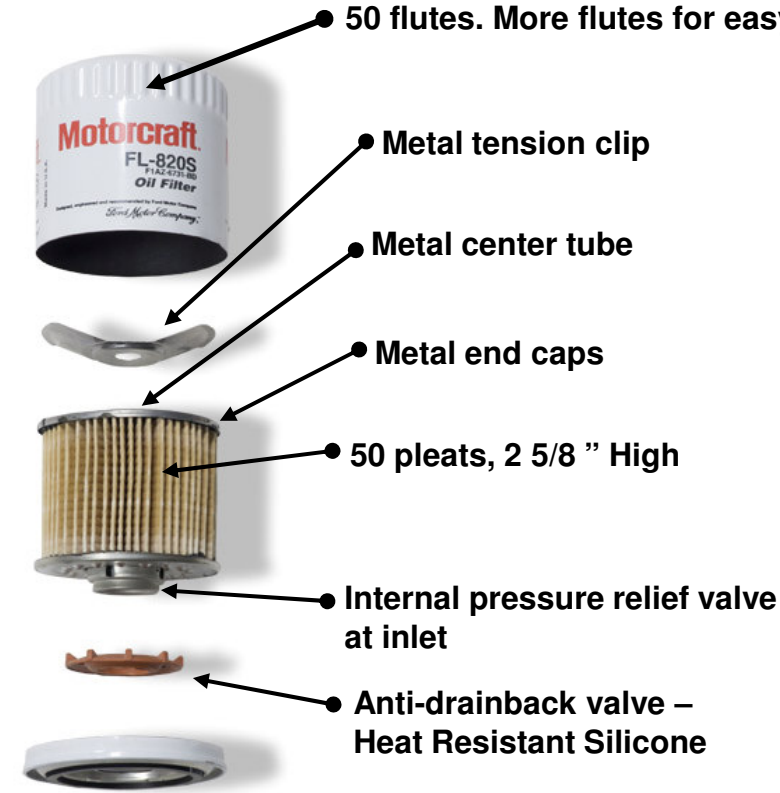
## Aftermarket



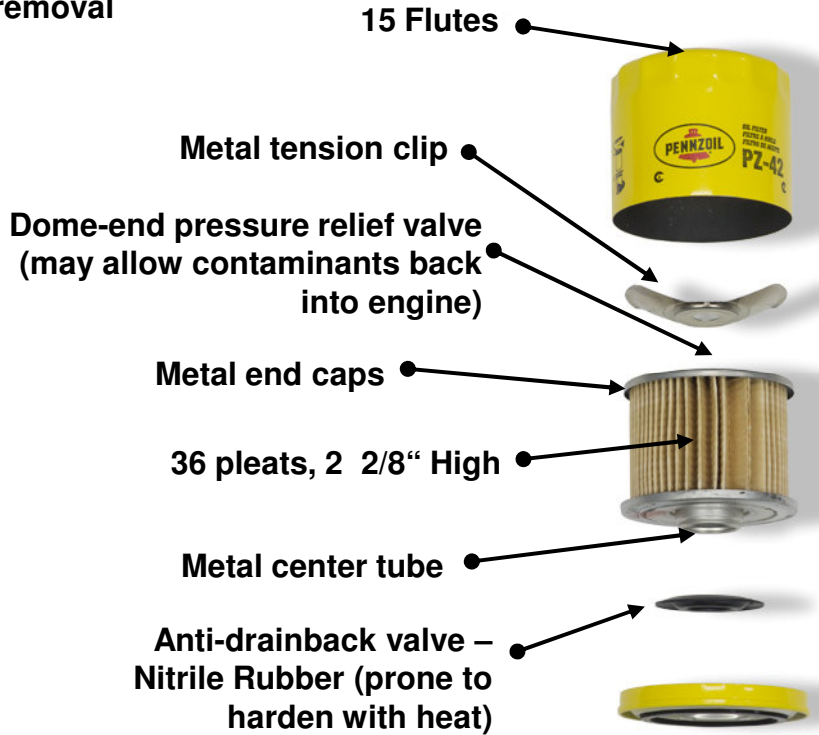
## FL-820S



# Motorcraft vs. Pennzoil

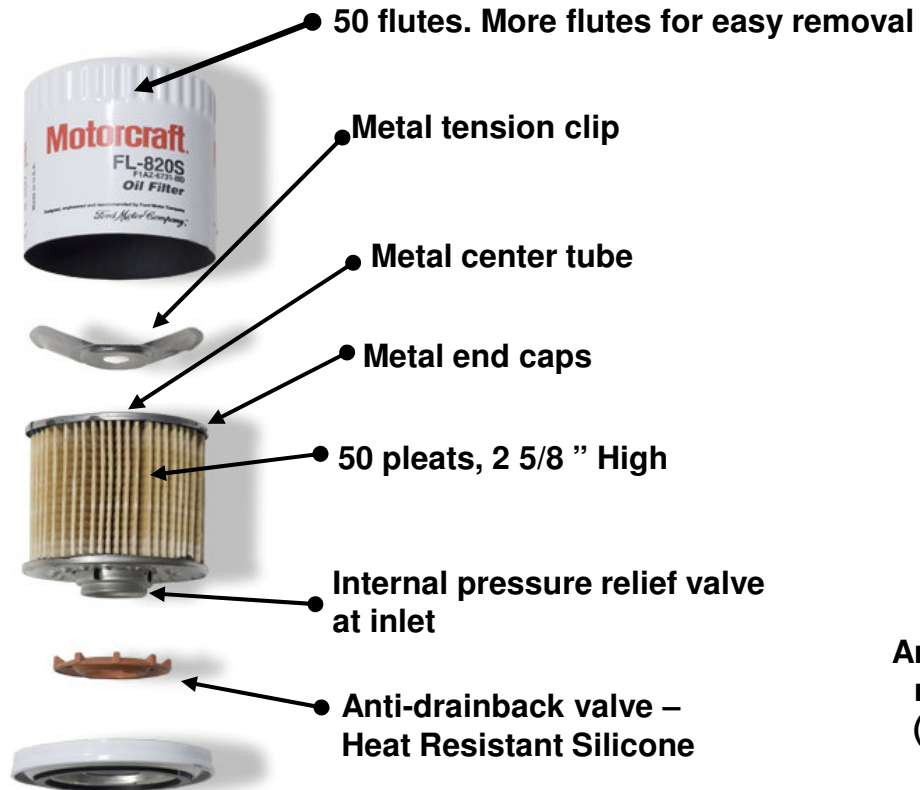


**FL-820S**



**PZ-42**

# Motorcraft vs. Fram

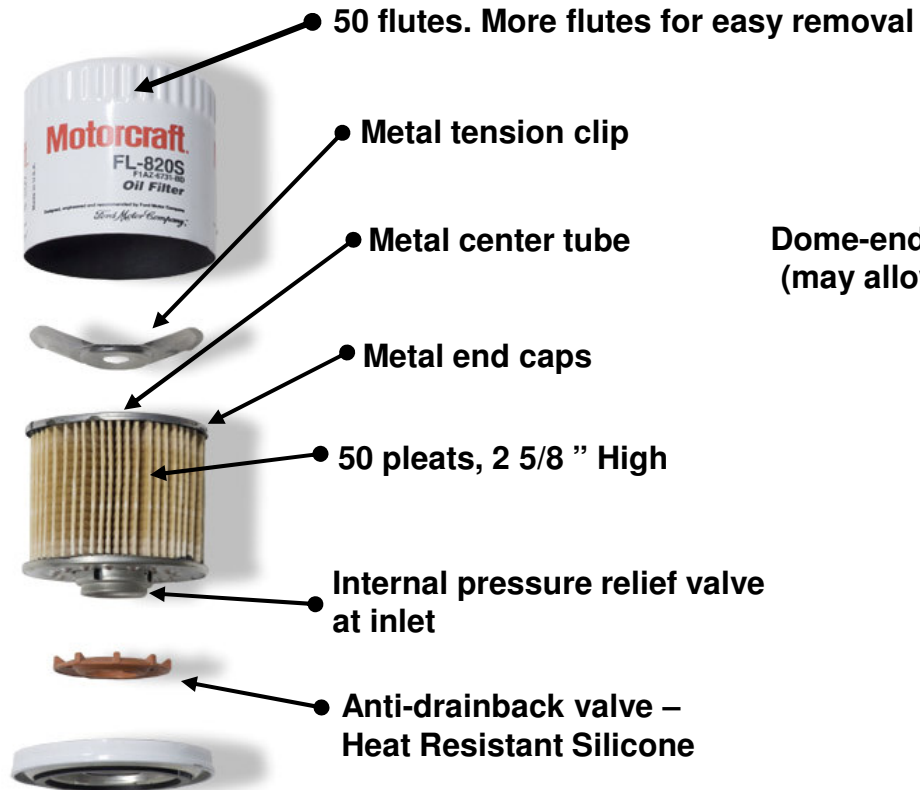


**FL-820S**

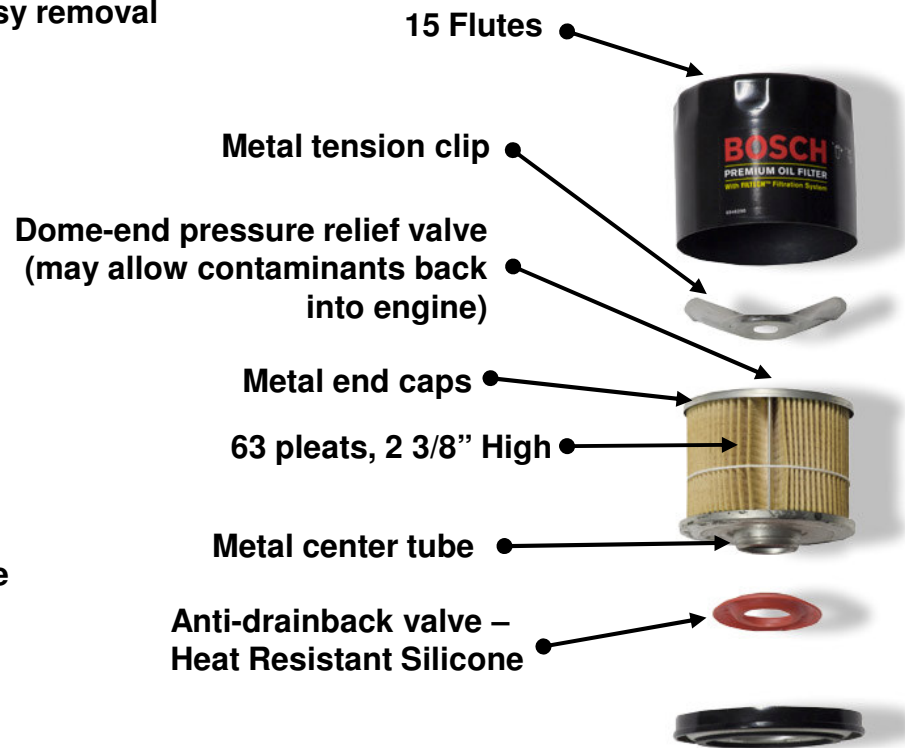


**PH-2**

# Motorcraft vs. Bosch

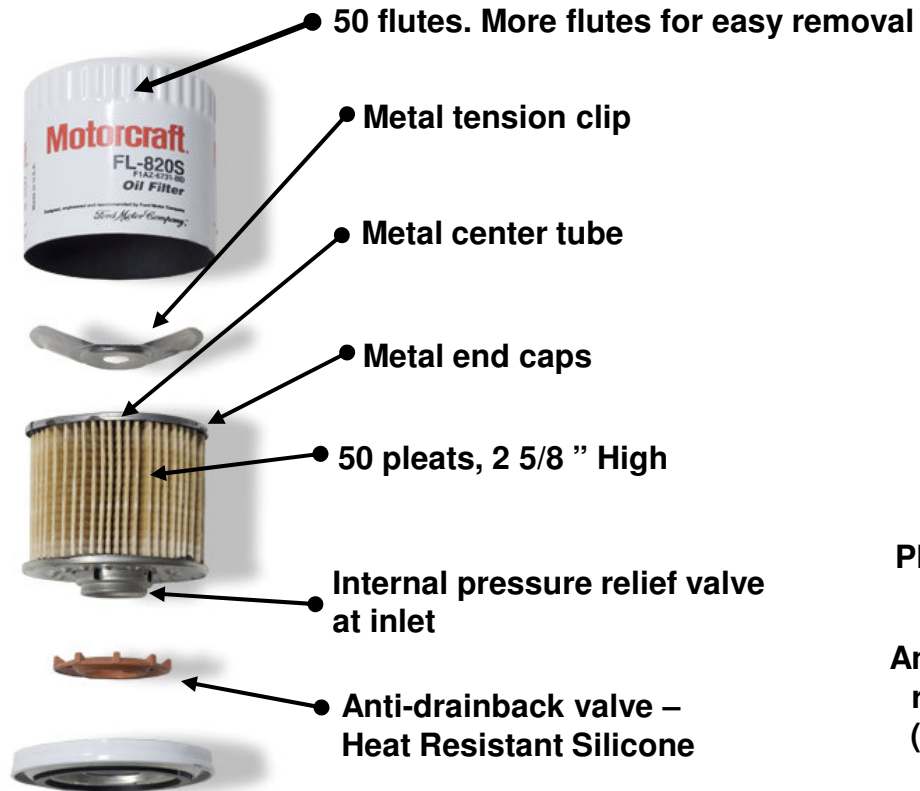


**FL-820S**

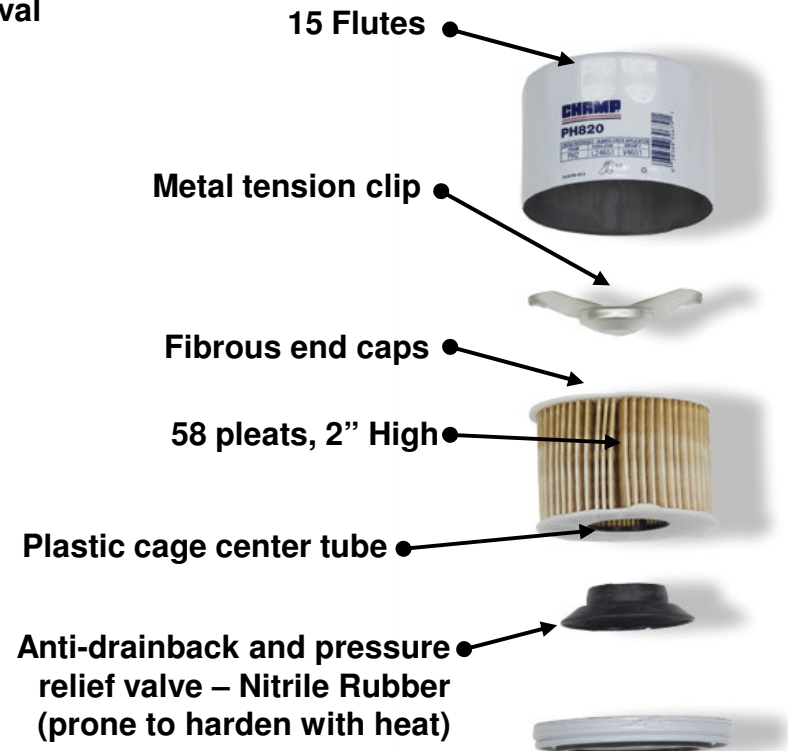


**#3410**

# Motorcraft vs. Champ

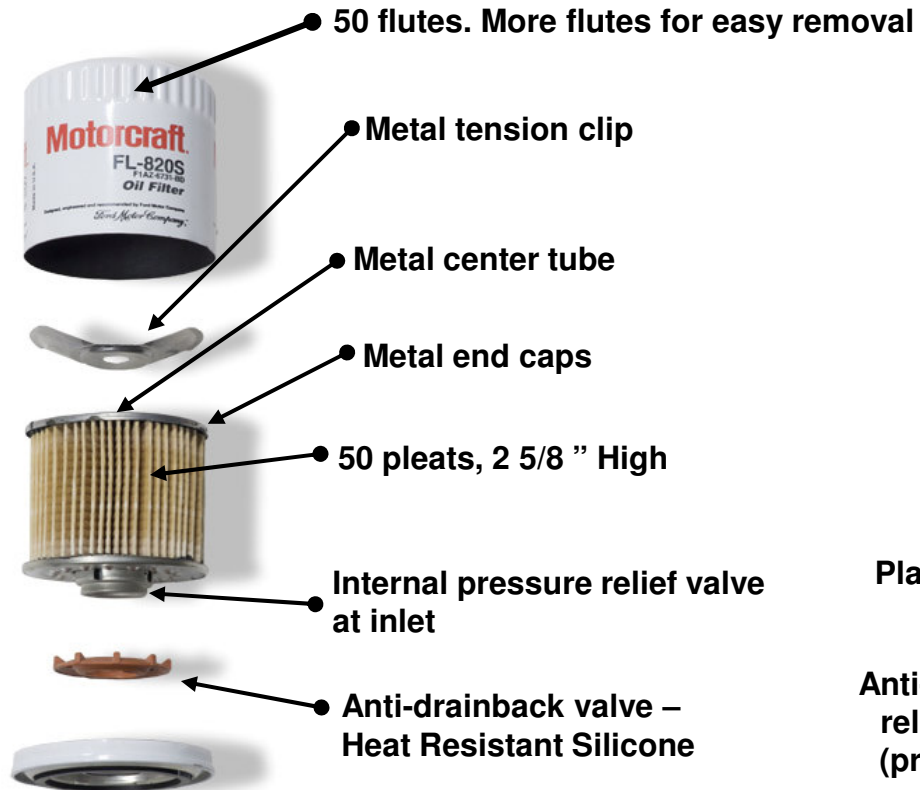


**FL-820S**

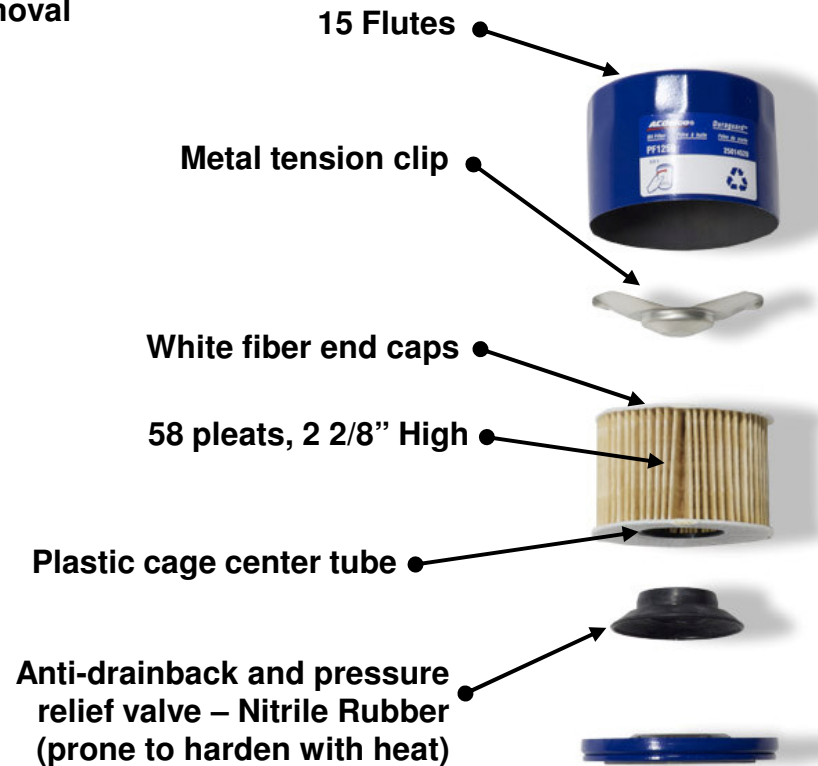


**PH-820**

# Motorcraft vs. AC-Delco

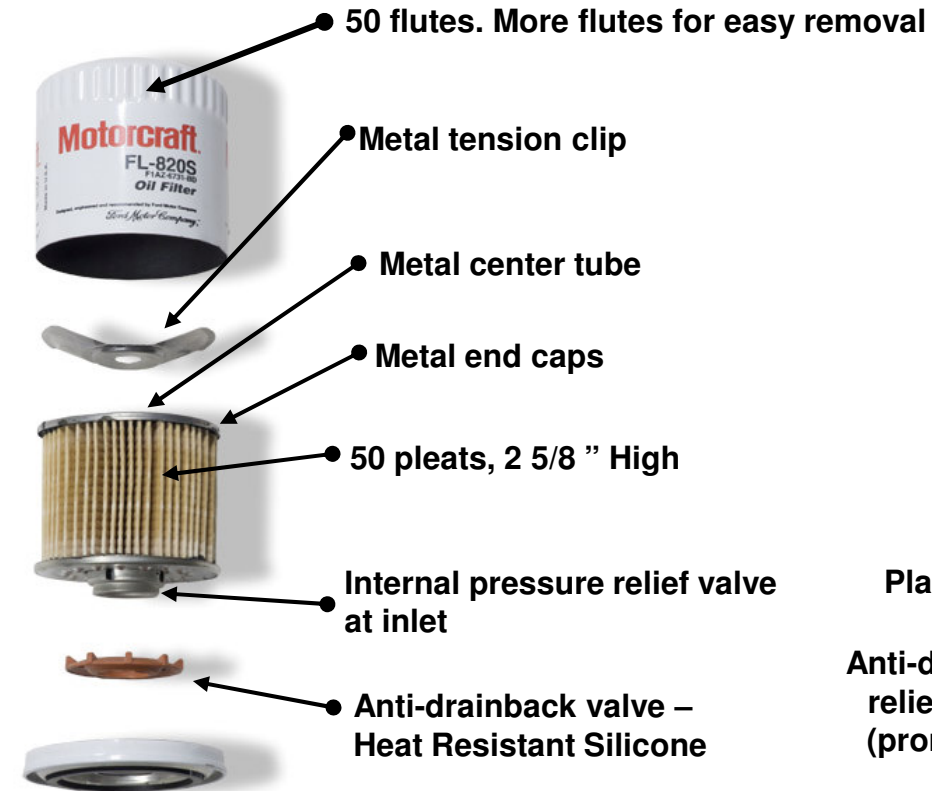


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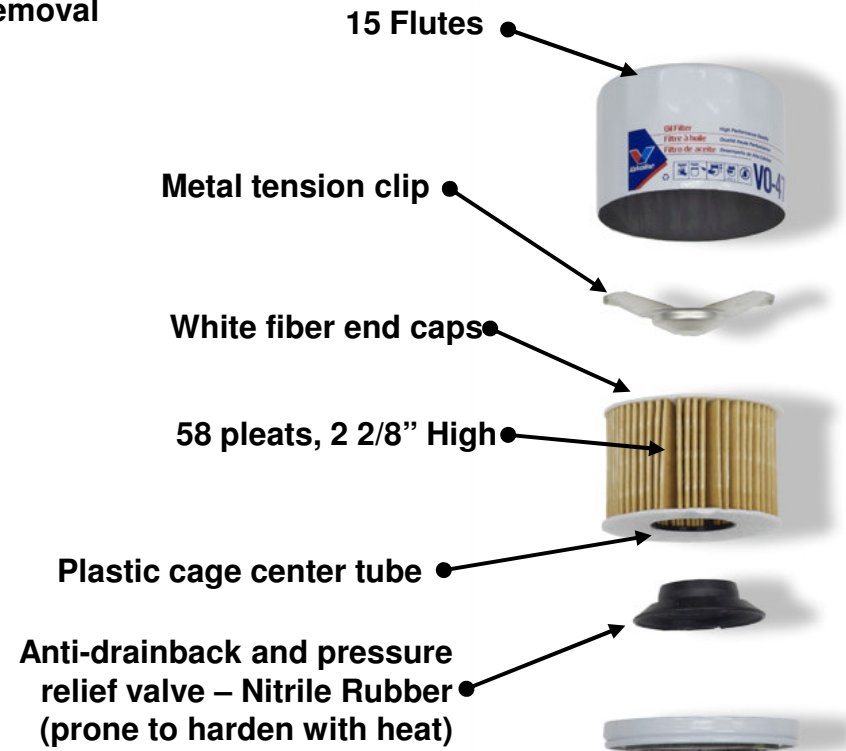


**PF-1250**

# Motorcraft vs. Valvoline

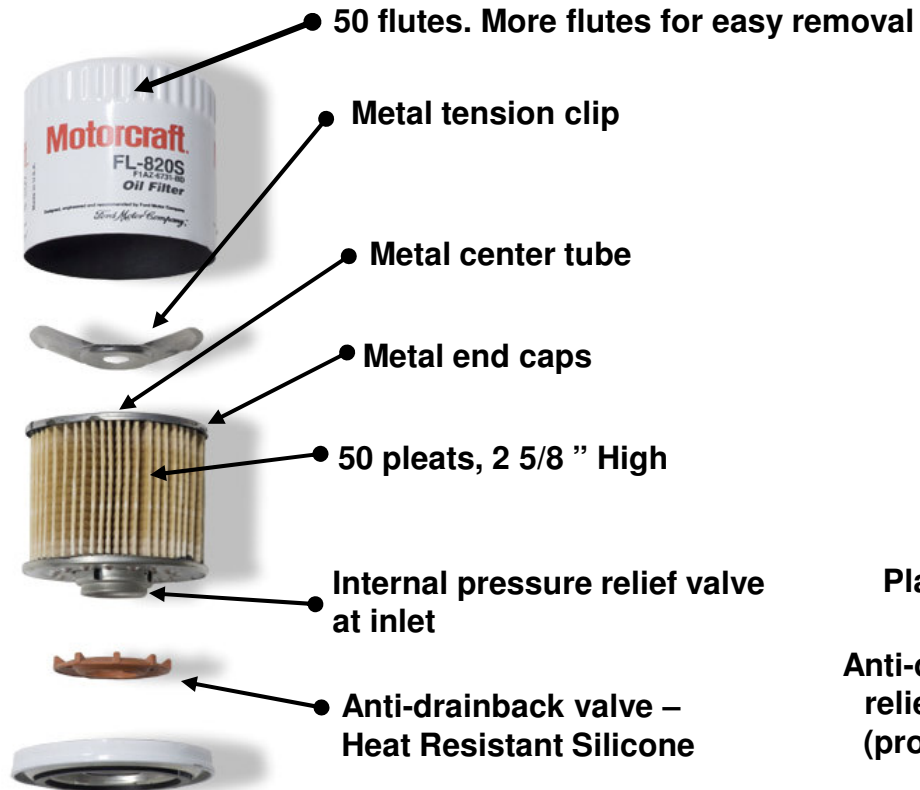


**FL-820S**

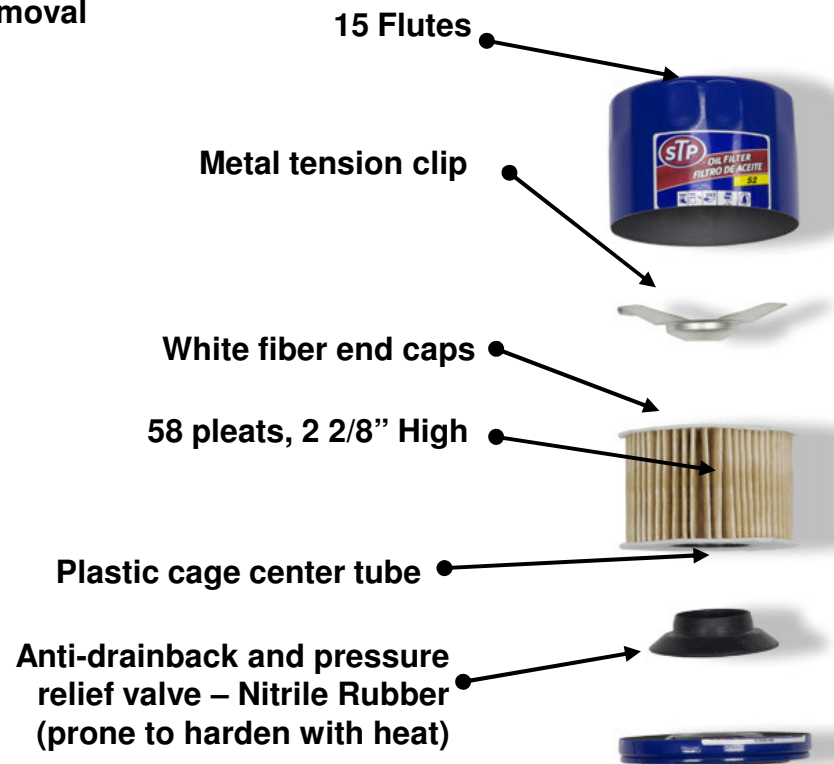


**VO-47**

# Motorcraft vs. STP

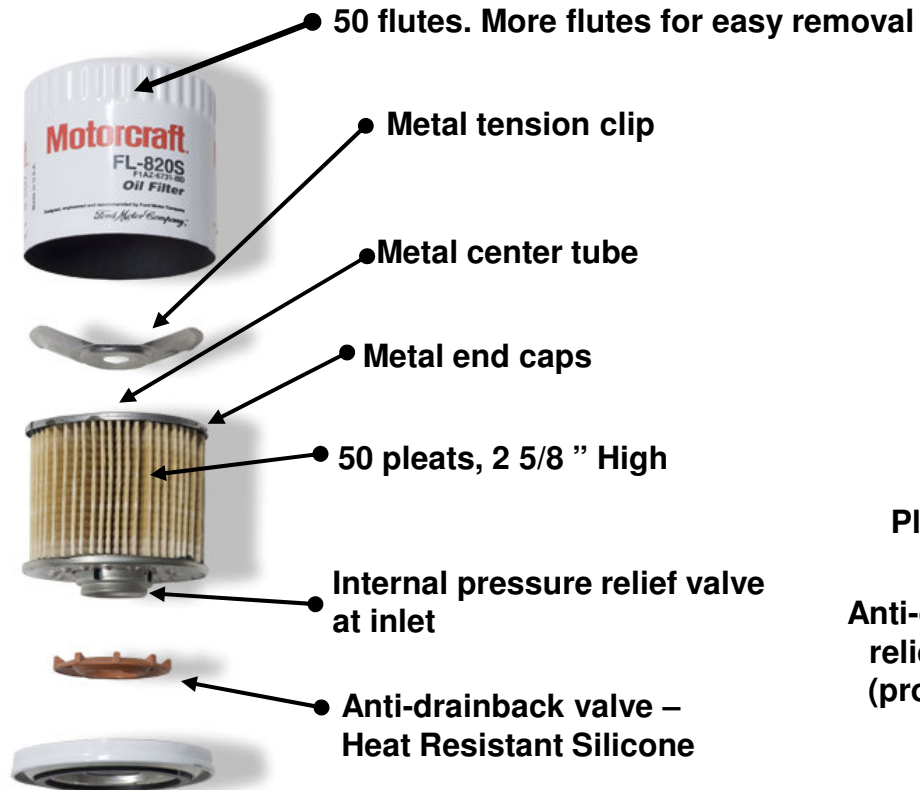


**FL-820S**

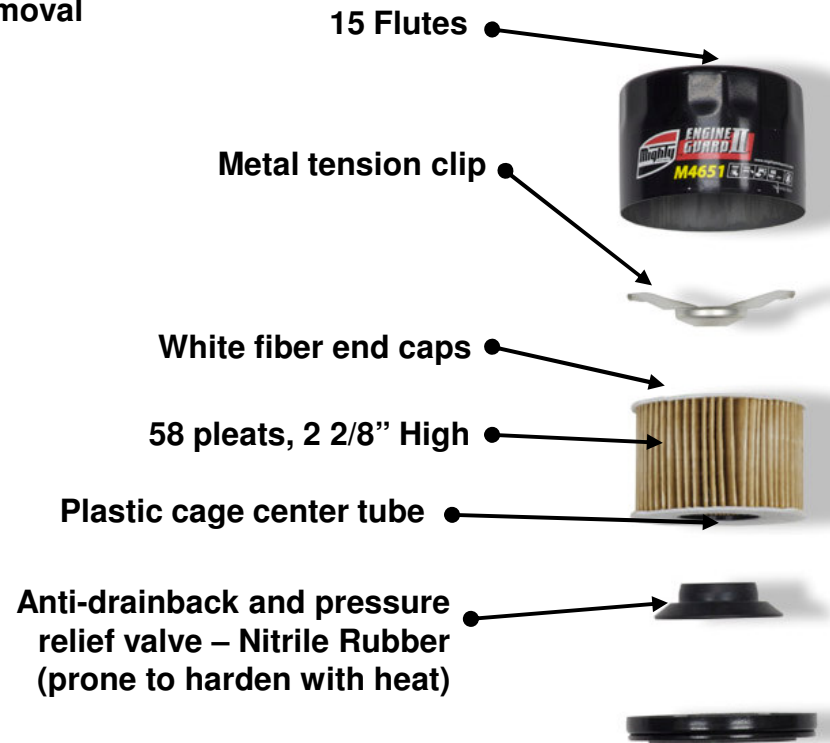


**S-2**

# Motorcraft vs. Mighty

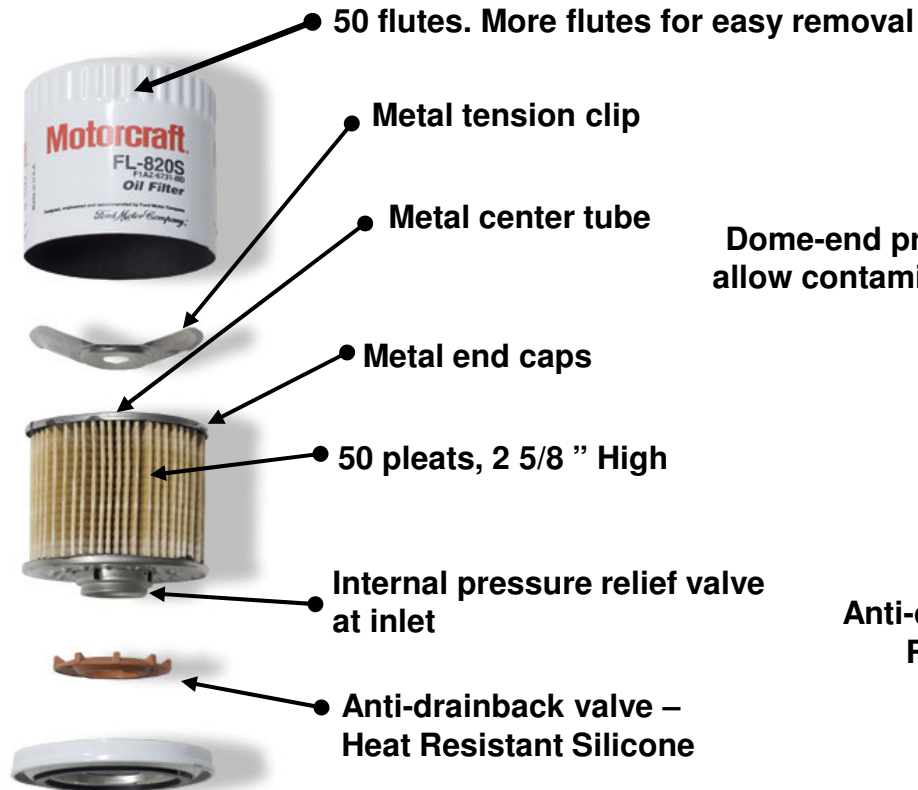


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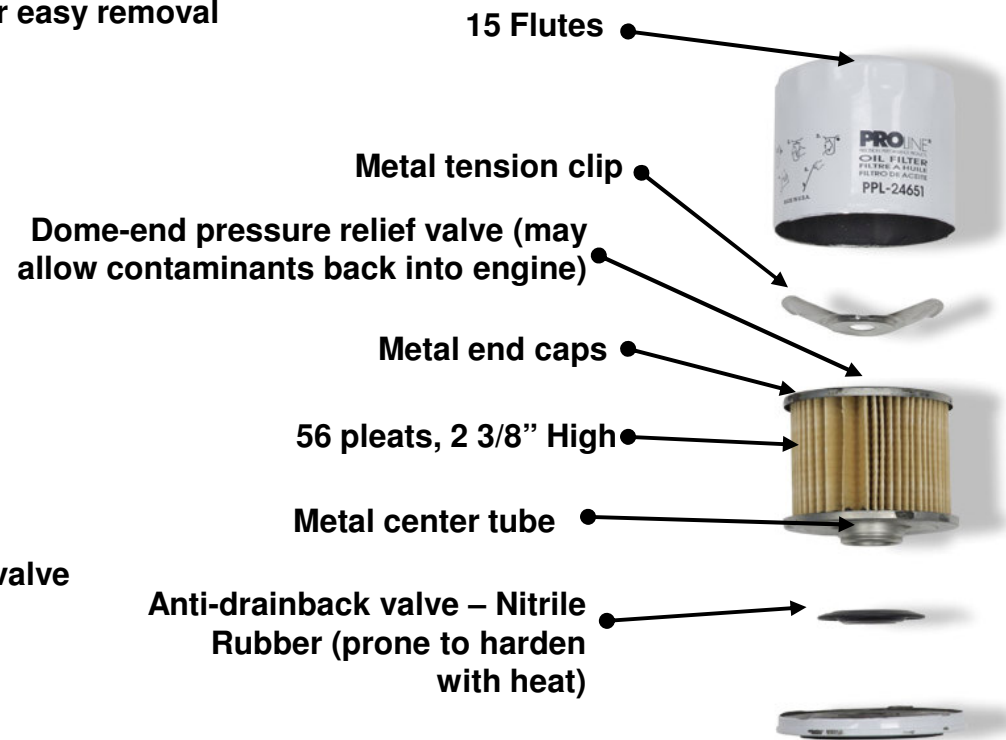


**M-4651**

# Motorcraft vs. ProLine

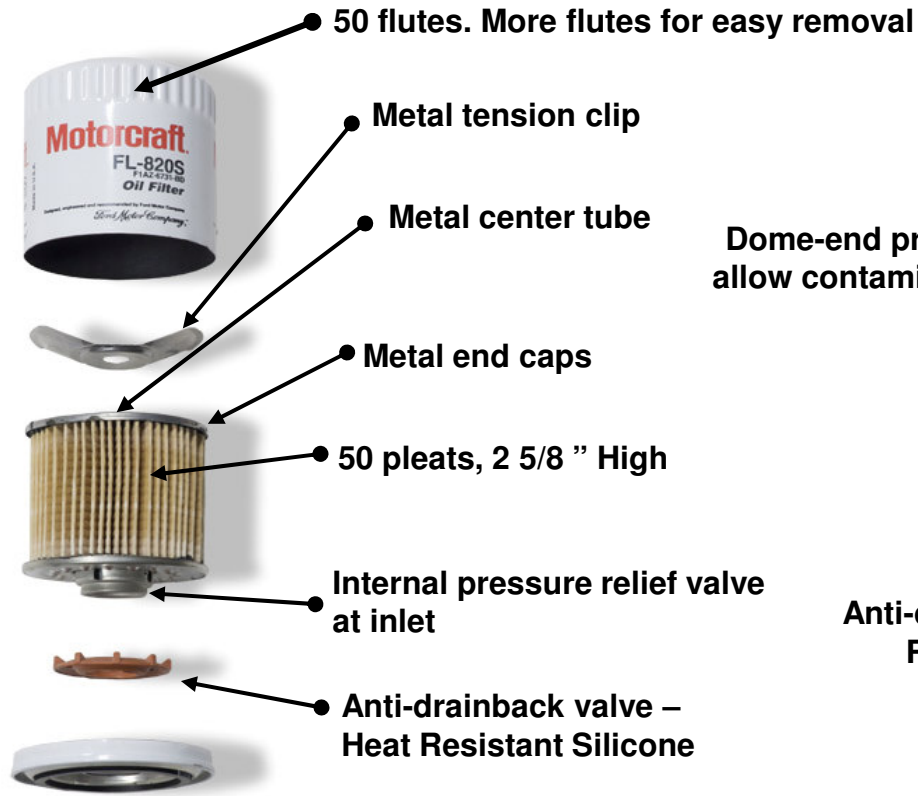


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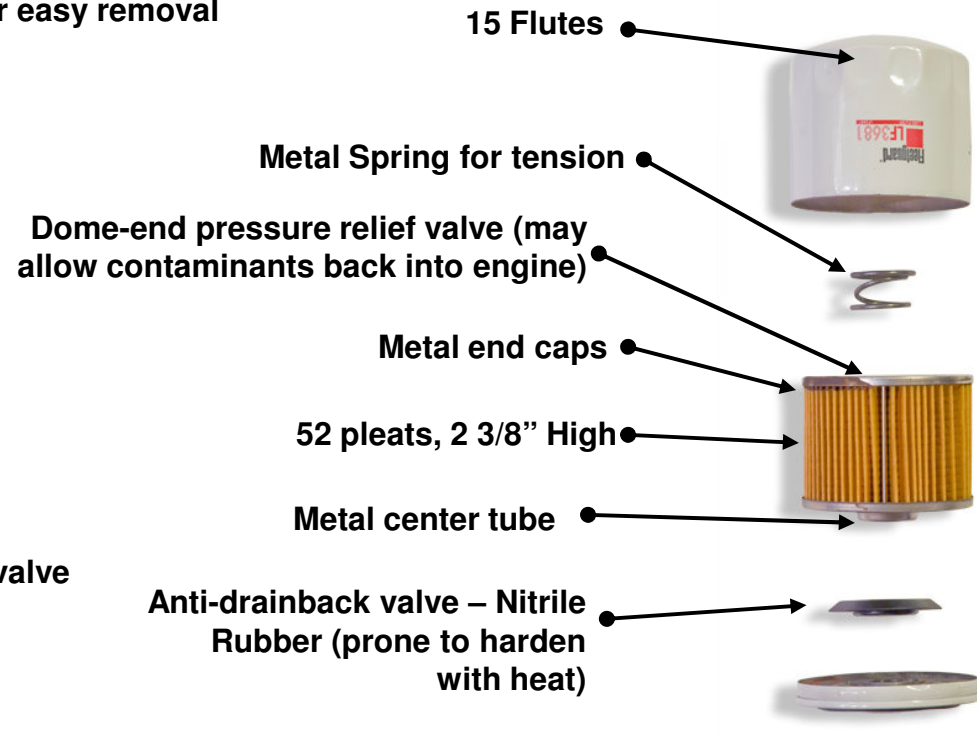


**PPL-24651**

# Motorcraft vs. Fleetguard

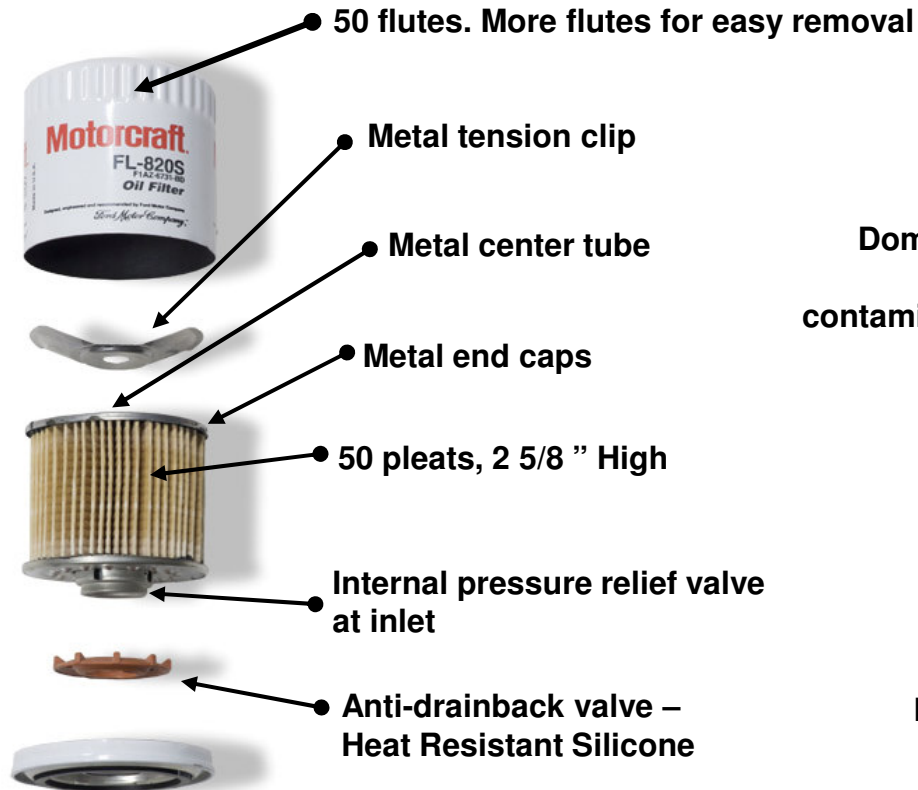


**FL-820S**

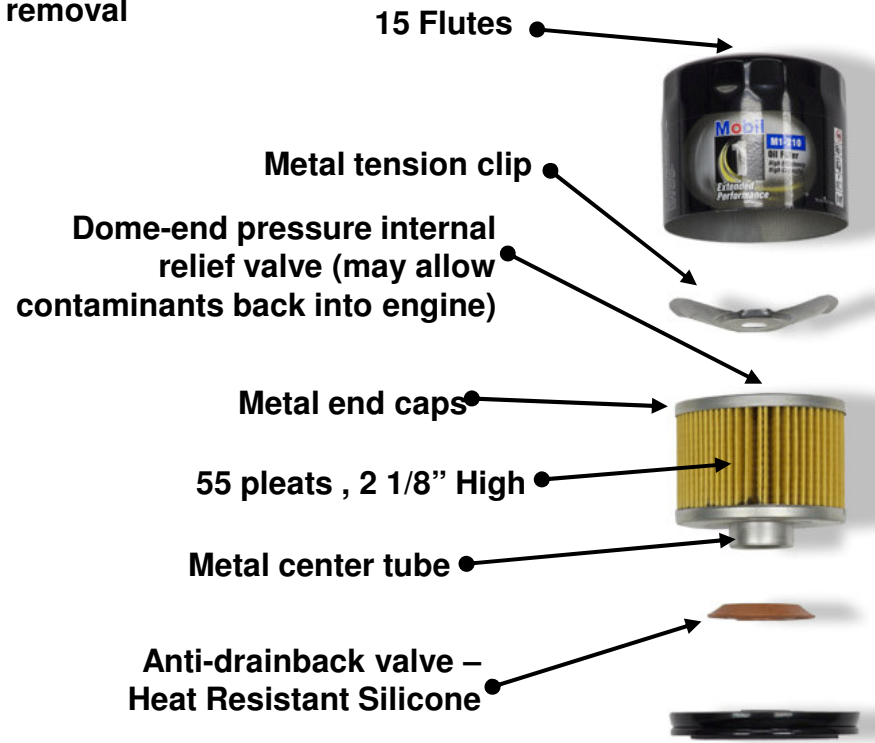


**LF-3681**

# Motorcraft vs. Mobil 1

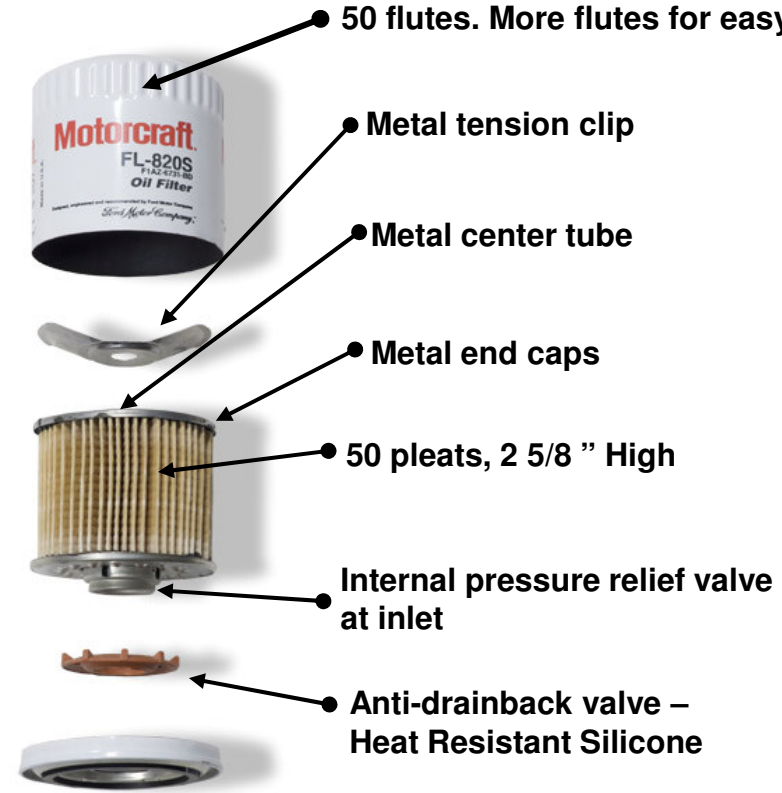


**FL-820S**

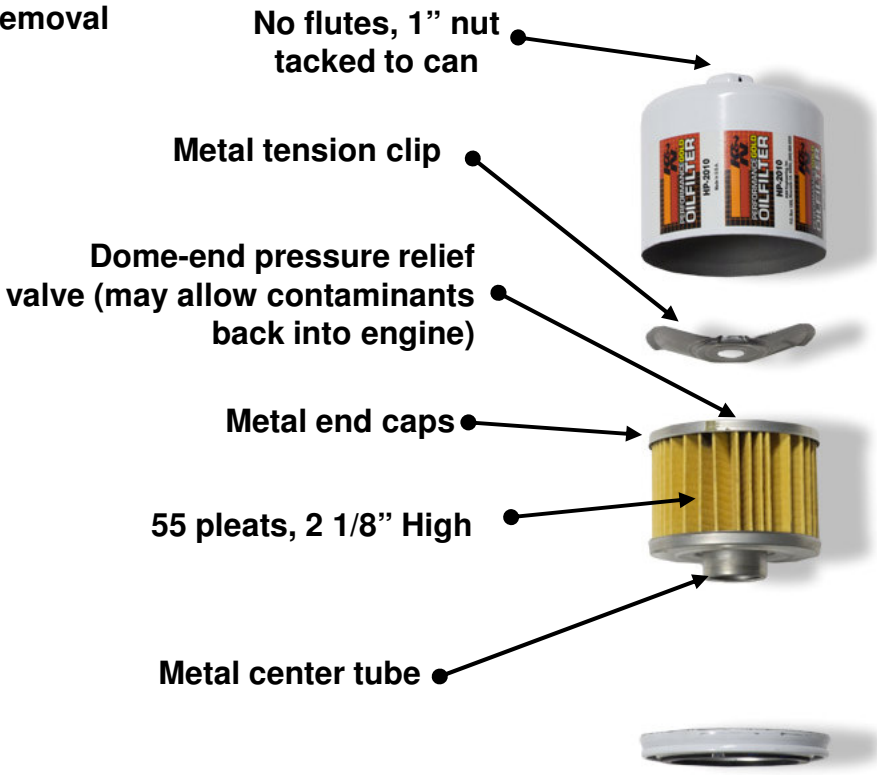


**M1-210**

# Motorcraft vs. K & N

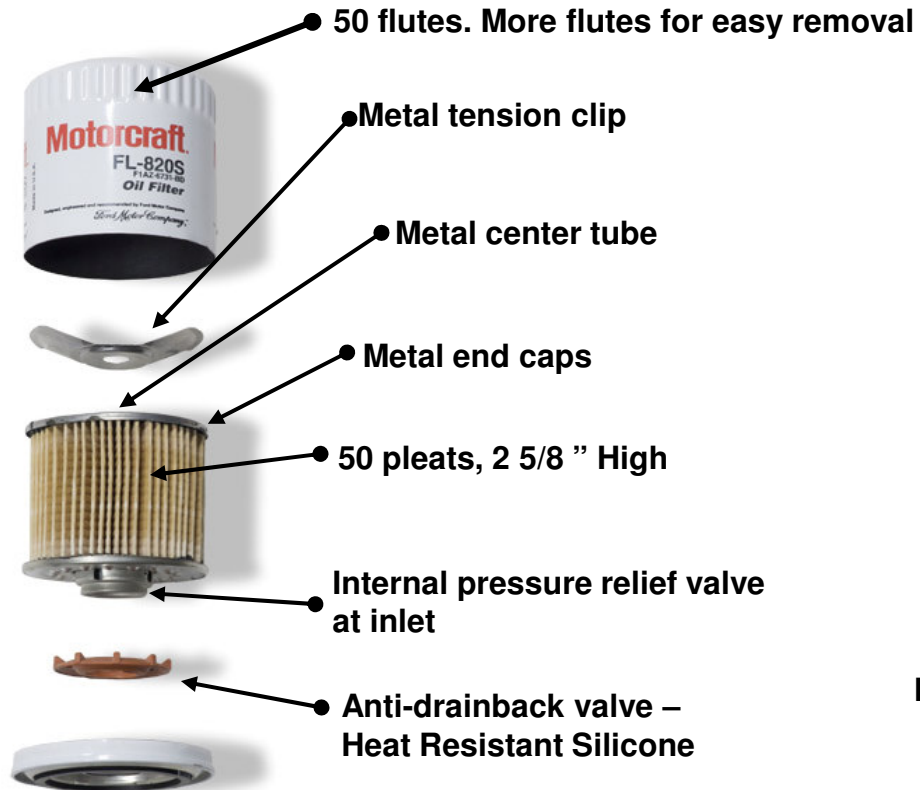


**FL-820S**

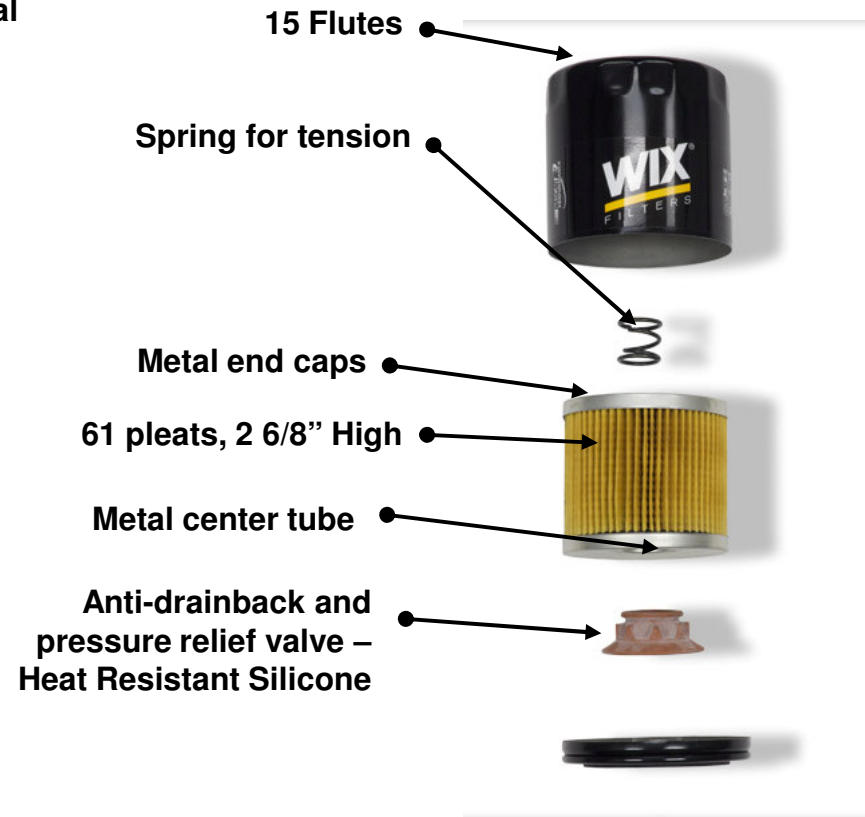


**HP-2010**

# Motorcraft vs. Wix

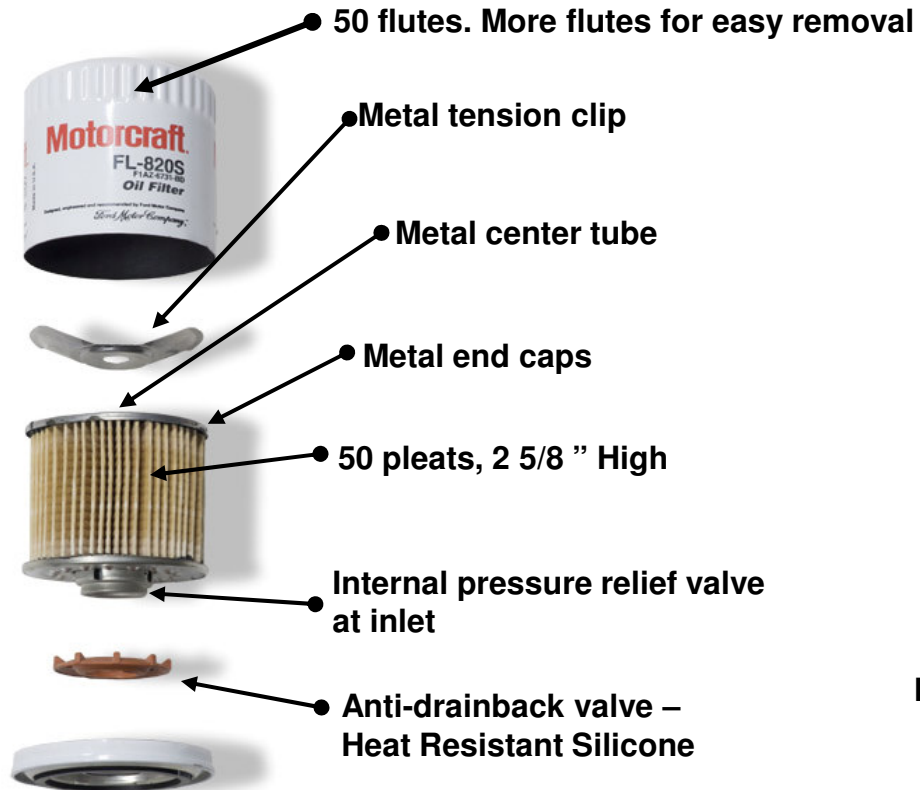


**FL-820S**

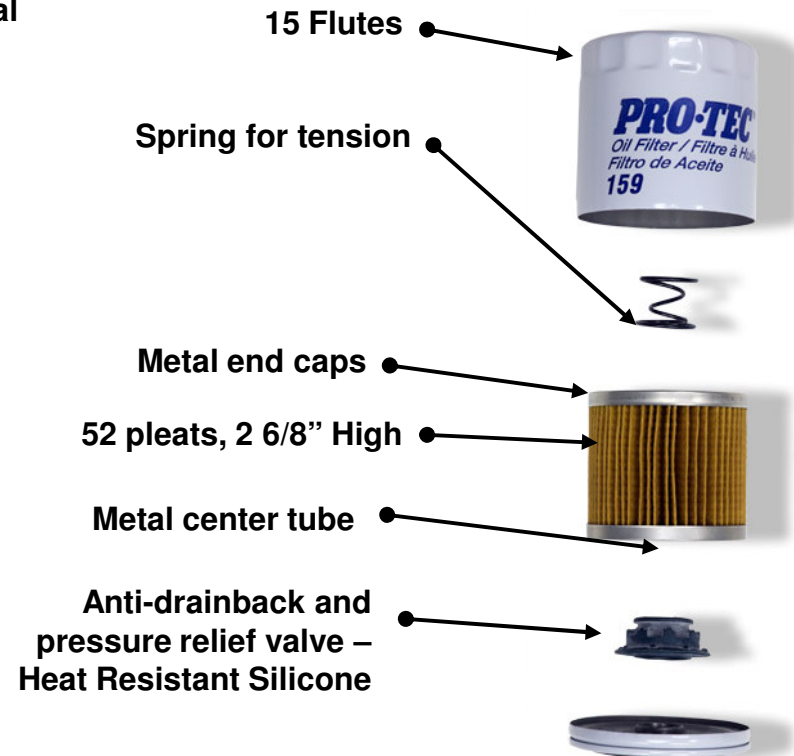


**#51372**

# Motorcraft vs. PRO-TEC

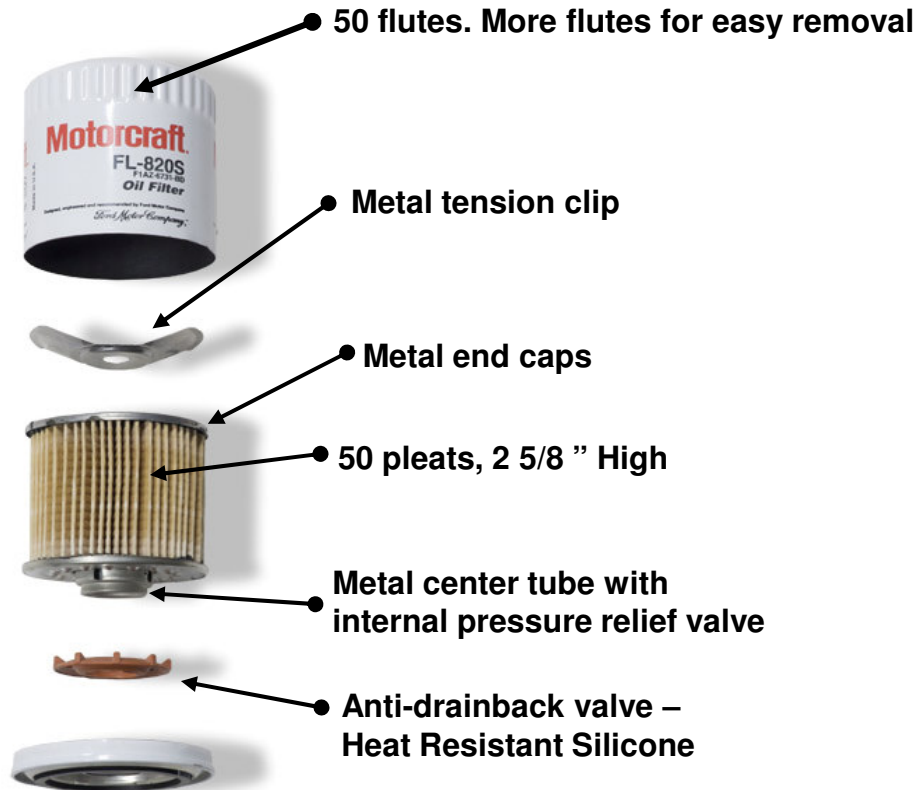


**FL-820S**

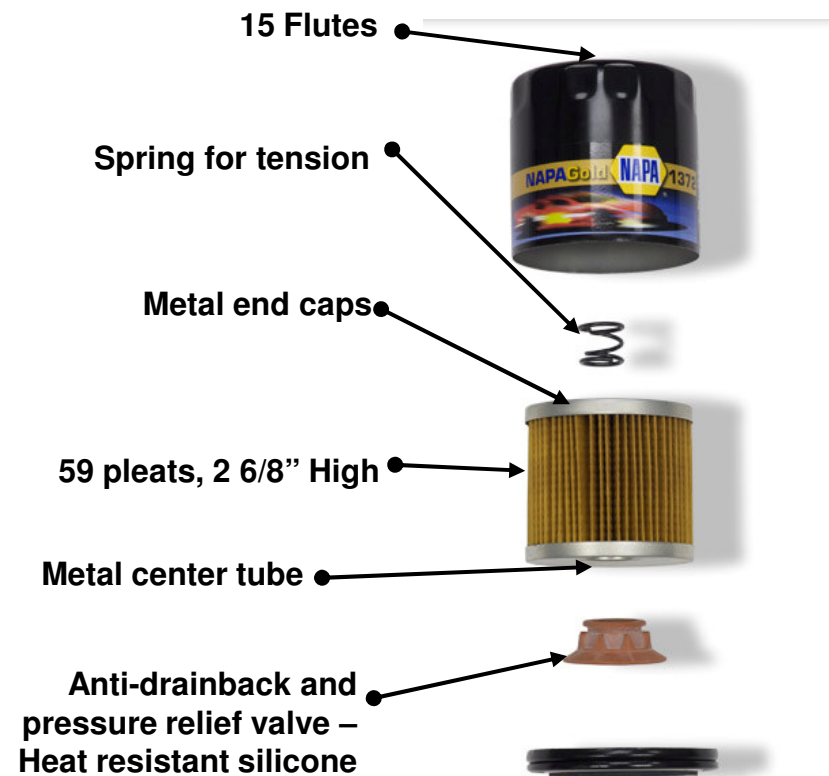


**#159**

# Motorcraft vs. NAPA Gold

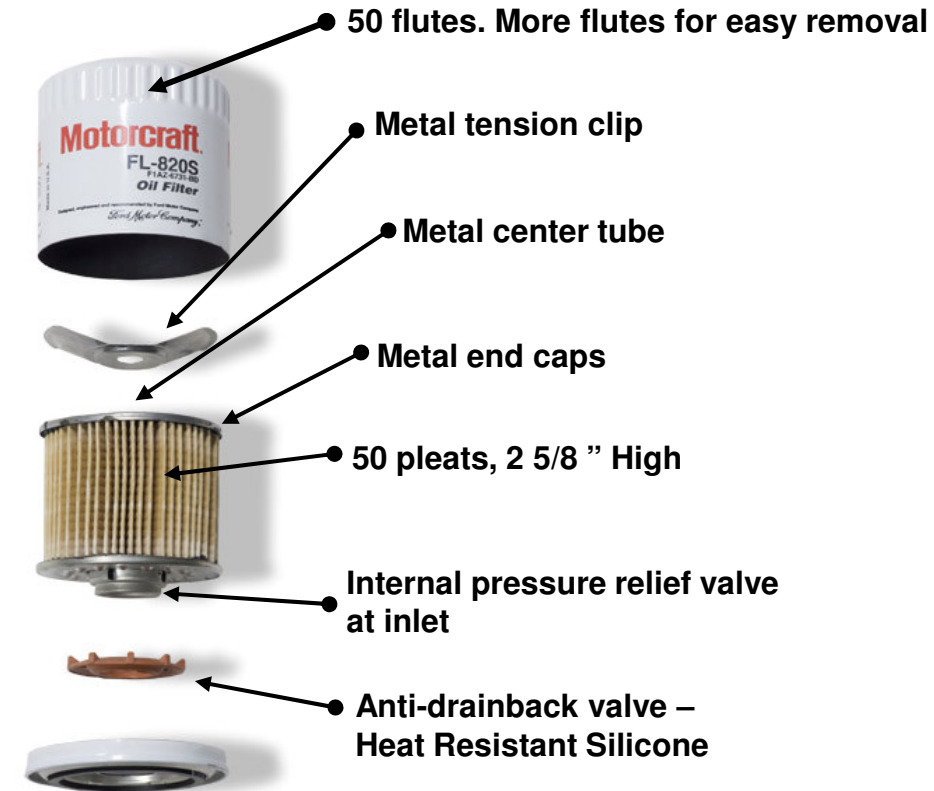


**FL-820S**

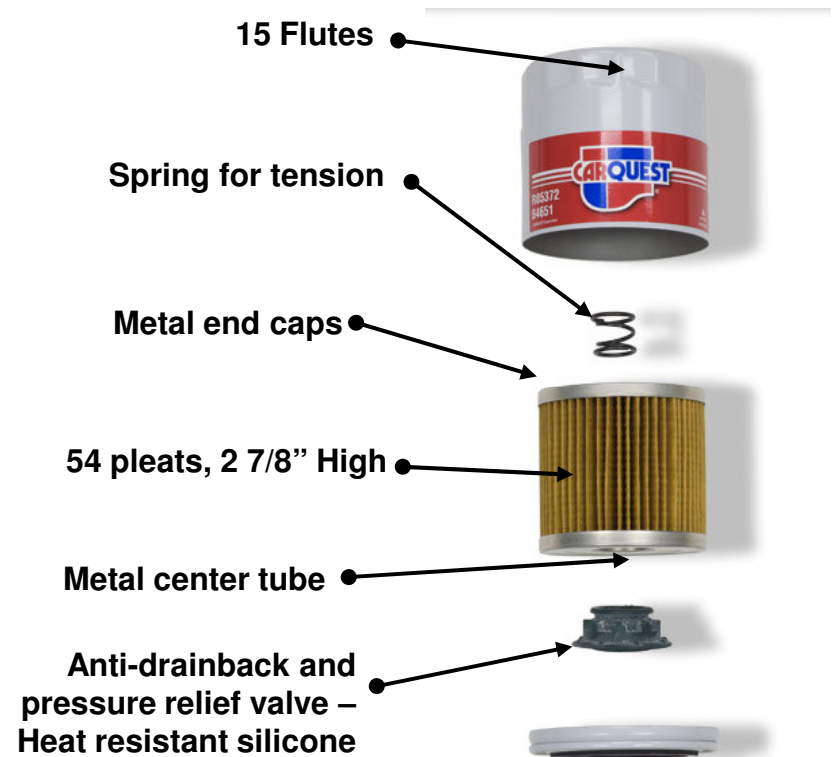


**#1372**

# Motorcraft vs. Car Quest

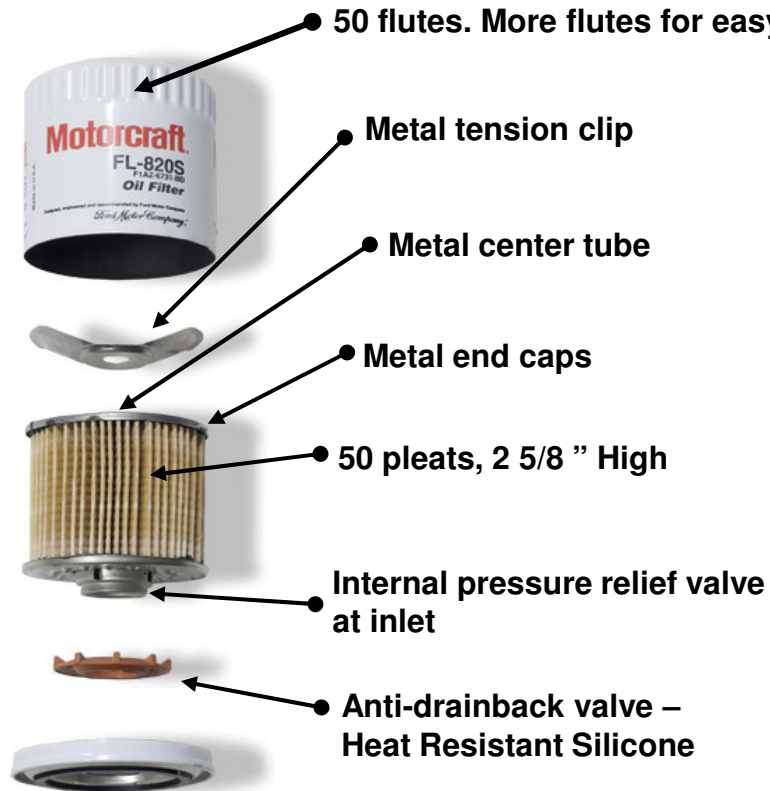


**FL-820S**



**R85272/  
B4651**

# Motorcraft vs. MotorTrend ML2



**FL-820S**



**ML-2**