

# TECH

## K&P Engineering Stainless Steel Micronic Oil Filter

Staff Report – Photos by Mark Chryst

Here is something I thought I'd never see...a high tech, billet aluminum reusable oil filter that is simply screwed into place. It occupies the position formerly held by the stock oil filter. In the past, all of the space age filters used adapters or hoses, or some other means of getting the oil to the filter. Not here, it's a direct replacement for the stock filter. There the resemblance ends.

K&P's combination oil filter/oil cooler has seven times the filtration capacity of paper filters. The filter's performance is rated ASTM F316 and the housing actually acts as an oil cooler. It also has magnetic pre-filtering to grab any stray ferrous particles that can damage a motor. The filter element is made from medical grade type 304 stainless steel Micronic filter cloth, a one inch square of this material flows a whopping 1.9 gallons of oil per minute at only one psi of pump pressure. Because of the very low internal pressure differential of the filter, oil pressure comes up more rapidly at startup than with any paper filter, and very little bypass oil reaches the motor during a cold start. How easy is it to install? It's as easy as installing a stock oil filter. When its oil change time you simply clean the filter media, inspect it for damage and reuse.



K&P Engineering's Stainless Steel Micronic Oil Filter provides cool clean oil to keep your Harley-Davidson® Big-Twin running longer and more reliably than ever before. For added performance use Royal Purple Max-Cycle engine oil.



The stock filter in the stock location will be replaced by the high-tech K&P unit which also acts as a very efficient oil cooler.

Since we are changing the filter, an oil change is in order. Remove the drain plug.



Stainless Steel Micronic Oil Filter



2 Drain the oil into a pan.



3 Reinstall and tighten the oil drain plug.



4 Loosen the oil filter using an oil filter wrench.



5 Remove the filter and allow it to drain in the recycle pan.



6 Install the bypass spring in the K&P filter housing.



7 Next, install the filter element into the housing.



8 The filter element should slide easily into place on top of the bypass spring.



9 Slip the included oil seal into its slot in the housing.



10 Lubricate the seal with a finger load of clean oil.



11 Slip the oil filter wrench onto the K&P filter housing.



12 Thread the K&P housing onto the filter receptacle.



13 Use a wrench to tighten the filter until it is tight, then add an eighth of a turn.



### Stainless Steel Micronic Oil Filter



The oil of choice for the new filter is Royal Purple 20W-50.



Fill the oil tank to the proper level.

**BEFORE**
**AFTER**

**K&P ENGINEERING**  
Stainless Steel Micronic Oil Filter  
Part # S4

[www.kandpengineering.com](http://www.kandpengineering.com)

**ROYAL PURPLE**  
Max-Cycle 20W-50 Oil

281.354.8600  
[www.royalpurple.com](http://www.royalpurple.com)

There it is, the K&P oil filter and oil cooler combo. It's available in plain billet aluminum finish, black anodized, chrome and black chrome.