FilterMAG

So you've spent a boatload of money building up the ultimate engine. The car runs 10s, is perfectly streetable, and looks killer. You jump in and start it up to show it off to one of your friends. As you cruise along, you notice your oil pressure is running low. You don't think too much of it and continue your trip. One day a week later, it sounds like you have gravel in your engine and the car dies.

Ok, so maybe this is a little exaggerated...maybe not. Some engines last for what seems to be forever, hitting over 200,000 miles with lots of abuse, while others fall on their face after 50,000 miles or less. Why is this?

Many different things are to blame. If an engine is built right, the biggest cause of failure that I've seen is contamination inside the engine. Well, maybe #2 right after trying to put too much power through a given combination, but contamination is still at the top of the list. So what can a person do to help keep contamination down? Let's see...we have to stay on top of regular maintenance items, but is that enough?

Looking for common sources of engine wear, we examined the oil as it's the lifeblood of our engines. Sure, using the right oil and the right viscosity are important. After about 10k miles we recommend switching to a full synthetic oil to minimize wear. Moving on to the oil filter, we found they are not all created equal. After much research, we became very picky about the filers we use. So now we have good oil and we're using a good filter...what's left?

What we found to be very interesting is that most oil filters only catch particles 25micron (at best) or larger. That's pretty good, isn't it? We thought so, until we learned a bit more. Most engine damage is caused by particles in the 2-20 micron range. So how do we filter those out? To answer this question, we turned to FilterMAG:

Reported to filter particles down to 2 microns in size, they looked very promising. Considering how much an engine build costs, it's cheap insurance.

We decided to pick up that insurance on our Project Hollow Point. Since it sees receives a regular dyno flogging and is driven daily and we need it to stay in tip top shape, we figured that as cheap as the FilterMAG is, it only makes sense.

Install time is about 30 seconds. Here's what you do:

1. Lay under the front of the car. This is performed best when changing the oil.

2. Look at the oil filter installed on the car.

3. Place the FilterMAG on the block side of the filter.

4. Push it towards the oil filter slightly and you'll feel it clamp itself onto the filter.

That's' it!

UPDATE: After driving the car for a touch over 3,000 miles with the MAG in place, the oil and filter were changed and the oil filter was cut open. It was difficult to cut the filter open without disturbing the placement of the MAG, which would have moved the particles it had captured on the inside. The method we ended up using to accomplish the filter disembowelment was crude, but worked.

Some things to note: This was on a car with less than 40,000 miles that is a daily driver. It has had synthetic oil since 6,000 miles and religious servicing.
The white "spots" in the pictures are from imperfections in the filter housing, not particles. The rectangular shapes are the outlines from the magnet.

The amount of metal that was removed from circulation by the oil on a car that was taken car of this well I find almost frightening. For less than $50, this is VERY good security for your high dollar engine.

Written by Lee Wilson

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