

HOW THEY BUILT IT: WORLD'S MOST SPECTACULAR CONCEPT CAR

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HOT ROD



GM HOLDEN'S FACTORY CUSTOM THAT WORKS!

ALL-NEW HARDWARE THAT WILL BLOW YOUR MIND IN 2006!

29 BREAKTHROUGH SPEED PARTS

ENGINE • SUSPENSION
BOLT-ONS • TOOLS • MORE

DON'T MISS THE 440CI
SMALL-BLOCK MOPAR

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BAM! YOUR ENGINE BLEW UP. HOW TO FIND OUT WHAT WENT WRONG!

HOT ROD WHERE IT ALL BEGAN

TESTED: PURE POWER!
Reusable Oil Filter

TEST AND TUNE

QUICK TEST

THE PURE POWER OIL FILTER

Here's an oil filter that we're happy to pay \$200 for. It's the Pure Power Lifetime Filter System from a company known for performance lubricants. It's a convenient spin-on-style filter that's available for most engine applications, but it features a removable, cleanable stainless-steel filter element captured in a billet-aluminum housing that's burstproof to 1,000 psi and leakproof with Viton seals. Remote filter setups are also available.

The immediate benefit is that you can take it apart, clean it, and reuse it so you never have to buy a filter again. However, we also see it as a valuable engine diagnosis tool, as it's easier than cutting apart a conventional filter to see if there's any bearing material or other badness circulating in the engine. Also, according to Pure Power, its element is 90 percent more efficient at removing particles of 10 microns or smaller. Pure Power says that, while some filters claim to remove smaller particles, the elements in those filters are so restrictive that the oil cannot pass through them—therefore, the oil is not filtered because the bypass is constantly open. In the Pure Power filter, all the oil must pass through the element. We've used them enough now on the dyno and in our Bonneville race car that we believe in them. —DAVID FREIBURGER

> Here are the components of the Pure Power filter: the can, the element cap, the element, and the spin-on adapter. Our only complaint is that sometimes during removal from the engine the can unthreads rather than the adapter coming off the engine, and then there's a big oil spill.



> Kelly Tidwell of Pure Power warned us of this. For the first inspection, the stainless-steel element will likely collect a lot of fuzz that was shed by the furry elements of typical throwaway filters. That's stuff that won't get caught by the Filter Mag we've been using. This is just some of the crud that was trapped by the Pure Power filter after we first used it on the 492ci big-block that we tested last month.



> In this comparison to a standard throwaway filter, you can see that the oil-entry slots on the Pure Power filter can flow a lot more volume than the smaller holes of the regular setup. Pure Power claims that between this and the free-flowing element, the billet filter can process double the oil volume.



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