Spin-on coolant filters remove corrosion and debris using a high quality supplemental additive and specialized 30 micron coolant compatible filter media. Each coolant filter type was tested by an independent ASTM certified lab to ASTM standards, insuring superior water pump and component protection when compared to all other standard coolant filter.

Par Fit spin-on coolant filters replace standard spin-on filters used on many of the most popular diesel engines including Detroit Diesel, Cummins, Ford, GM, Caterpillar, and Komatsu. See reverse side for a list of popular applications and specifications.

Features and Benefits

- Racor’s certified manufacturing practices insures superior construction, performance, and quality
- Special slow release formula anti-corrosion pills
- Resin treated cellulose media resists water absorption and deformation
- Performance meets or exceeds OEM specifications
- Heavy duty construction
- SCA provides excellent corrosion and cavitation resistance
- Confirmed by independent ASTM registration laboratory

Contact Information

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How They Work

ParFit coolant filters keep the cooling system free of rust and sediments before they clog and coat critical flow paths within the engine. Diesel engine cooling systems require regular maintenance to avoid overheating and costly component failures. The additional protection by slow release supplemental coolant additives (SCA) controls corrosion, stabilizes pH, protects the water pump, and minimizes foaming and cylinder liner cavitation. Between additive health checks and coolant change outs, Parfit coolant filters help keep your system maintenance free.

<table>
<thead>
<tr>
<th>ASTM Tests</th>
<th>Test Description</th>
<th>Results</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASTM D5752</td>
<td>Supplemental Coolant Additives Tests</td>
<td>Pass</td>
<td>Excellent</td>
</tr>
<tr>
<td>ASTM D1384</td>
<td>Corrosion Test for Engine Coolants</td>
<td>Pass</td>
<td>&lt; 1.6 mg average loss</td>
</tr>
<tr>
<td>ASTM D2809</td>
<td>Cavitation Corrosion of Aluminum Pumps</td>
<td>Pass</td>
<td>Excellent results - Rated 10 out of 10</td>
</tr>
<tr>
<td>ASTM D4330</td>
<td>Corrosion of Cast Aluminum Alloys</td>
<td>Pass</td>
<td>Hot test in coolant</td>
</tr>
<tr>
<td>ASTM D2750</td>
<td>Simulated Service Corrosion</td>
<td>Pass</td>
<td>Exposed parts in VG condition</td>
</tr>
</tbody>
</table>

Part Number Cross Reference and Common Applications
(All necessary gaskets and seals included)

<table>
<thead>
<tr>
<th>Parfit</th>
<th>Fleet Guard</th>
<th>Wix</th>
<th>Baldwin</th>
<th>Donaldson</th>
<th>Height</th>
<th>Center Thread</th>
<th>Common Applications</th>
</tr>
</thead>
</table>
| PFC5506 | WF2071      | 24071 | BW5071 | P552071   | 5.4 in. (13.7 cm) | 11/16”-16 UN 4 | Cummins 3315116, 3100304 
Chevrolet/GM trucks– 70, 80, 90, 9005, 9906 series w/ Detroit Diesel engines 
Ford Trucks– 700, 800, 900 xx8000, xx9000 series w/ Ford, Cummins, Cat engines IHC/Navistar-2xxx, 4xxx, 5xxx, 9xxx series Cat, Cummins, Detroit Diesel, 
Nissan, International engines 
Kenworth, Mack, Peterbilt, Western Star, White Trucks Ingersoll-Rand compressors |
| PFC5507 | WF2070      | NONE | BW5070 | P552070   | 4.3 in. (10.9 cm) | 11/16”-16 UN 2 | Cummins 3318157, 3100303 
Cummins 6CT8-3, 6CTAA engines |
| PFC5508 | WF2075      | NONE | BW5075 | P552075   | 6.9 in. (17.5 cm) | 11/16”-16 UN 5 | Cummins 3318318, 3100308 
Cummins NT-A-855(B) engines |

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