RACING FILTER CATALOG
WE LOVE RACING

When WIX Filters began making its performance-driven products in 1939, the first Daytona race was still 20 years down the road.

In developing the WIX Racing line, WIX engineers have worked with more than 25 different racing teams. We have tested and competition proven our superior-crafted materials and designs in thousands of miles of actual race conditions.

WIX Racing oil and air filters are designed to cover a full range of racing series, including NASCAR Sprint Cup, Nationwide, Camping World Truck and ARCA, as well as dirt track, off-road and drag racing.

We also offer remote mount oil filter bases and racing fuel filters.

HOW TO USE THIS CATALOG

First, determine what type of engine performance and protection you need. If increased engine torque and maximum horsepower are the objectives, then our lowest restriction pure racing media Advanced Performance (AP) oil and air filters are recommended. However, if endurance and better engine protection are needed, then use our High Efficiency Endurance (HEE) Media oil and air filters.

CAUTION: NOT INTENDED FOR STREET USE

Racing performance parts are sold “as is” without any warranty. No implied warranty for fitness or merchantability is included. The buyer assumes all risks related to the use of this product. New vehicle and equipment warranties are voided when this product is used in competitive racing or on modified, high-performance engines. Not intended for street use. Installation on a street or highway-driven vehicle may be a violation of state or federal law.
Advanced Performance (AP) oil filters use a media that is rated at a Frazier airflow of approximately 267 CFM and wire backed. The unique wire backing provides a very stable base for a media blend of fiberglass, polyester and cellulose. This media is resistant to the high temperatures and water levels in the oil that can plug standard media types. Our Advanced Performance media is designed to provide a high positive oil flow with low restriction.

**OIL FILTER FEATURES**

- Heavy-walled can and cover to withstand the extreme burst pressures (up to 500 psi).
- High temperature nitrile baseplate gaskets withstand extremely high racing temperatures (up to 300°F).
- Zinc chromate-plated baseplate provides low surface friction and is corrosion free.
- Spiral-wound center tube provides increased collapse pressure and enhanced flow pattern.
- Metal end caps provide element strength and prevent filtering bypass.
- Individually sealed to protect against contamination by environmental dust or dirt.
High Efficiency Endurance (HEE) oil filters use a media rated at a Frazier airflow of approximately 75 CFM. This media contains a higher resin content than our Advanced Performance oil filters to trap and hold smaller contaminants and provide higher efficiency.

Our High Efficiency Endurance filters also include the same component features as the Advanced Performance filters: high burst pressure can, high temperature rubber components, zinc chromate baseplate, metal end caps and spiral center tubes.

**OIL FILTER FEATURES**

- Heavy-walled can and cover to withstand the extreme burst pressures (up to 500 psi).
- High temperature nitrile baseplate gaskets withstand extremely high racing temperatures (up to 300°F).
- Zinc chromate-plated baseplate provides low surface friction and is corrosion free.
- Spiral-wound center tube provides increased collapse pressure and enhanced flow pattern.
- Metal end caps provide element strength and prevent filtering bypass.
- Individually sealed to protect against contamination by environmental dust or dirt.
Advanced Performance air filters use our unique patented design (U.S. Patent 5,873,920). Our wire-backed gauze Reemay® media allows maximum airflow while minimizing restriction to boost horsepower. With a Frazier airflow of approximately 880 CFM, these air filters have the lowest restriction of any racing filter available.

AIR FILTER FEATURES

• High-performance media is designed to provide increased airflow.

• Wire mesh gauze media support contributes to rigid filter construction by ensuring consistently stable pleats at high airflow volumes.

• Outer screen of expanded metal protects the filter media and supports the filter assembly.

• Molded plastisol top and bottom ensure a positive seal between the filter and the air intake housing.

• Inner screen of epoxy-coated steel wire withstands corrosion and ensures stability of the filter element.
High Efficiency Endurance air filters use a media specifically developed to filter out harmful contaminants while providing low restriction. With a Frazier airflow of approximately 73 CFM, this is an ideal air filter for the late model, sportsman and modified racers who run primarily on dirt tracks.

Our High Efficiency Endurance air filters also share the same exclusive component features as the Advanced Performance air filters.

**HIGH EFFICIENCY ENDURANCE AIR FILTERS**

**FOR USE ON DIRT, CLAY OR OFF-ROAD TRACKS**

High Efficiency Endurance Air Filter  
Part Numbers:  
42096R  
46946R

**AIR FILTER FEATURES**

- High-performance media is designed to provide increased airflow.
- Outer screen of expanded metal protects the filter media and supports the filter assembly.
- Molded plastisol top and bottom ensure a positive seal between the filter and the air intake housing.
- Inner screen of epoxy-coated steel wire withstands corrosion and ensures stability of the filter element.
Contaminated fuel will cause a big drop in engine performance and overall efficiency resulting in lost power and excessive wear. Our high efficiency media resists water and removes solid particles as small as 7 microns (complete assembly 24003 with 24004 element).

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**RACING FUEL FILTERS**

<table>
<thead>
<tr>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
<th>DIMENSIONS</th>
<th>THREAD CONNECTIONS</th>
<th>MICRON RATING</th>
<th>MAX. FLOW</th>
<th>MAX. OPERATING PRESSURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>24003</td>
<td>Complete In-Hose Filter Assembly</td>
<td>Length - 11” OD - 2-1/4”</td>
<td>3/4” Female Pipe</td>
<td>7</td>
<td>12 GPM</td>
<td>50 PSI</td>
</tr>
<tr>
<td>24004</td>
<td>Element for 24003R</td>
<td>Length - 7-15/16” OD - 1-11/16”</td>
<td>1/2” ID</td>
<td>7</td>
<td>12 GPM</td>
<td>50 PSI</td>
</tr>
<tr>
<td>33900R for Fram HPGC-1</td>
<td>Cartridge Element</td>
<td>Length - 2-1/2” OD - 2-3/4”</td>
<td>21/32” ID</td>
<td>5.9</td>
<td>90 GPH</td>
<td>150 PSI</td>
</tr>
<tr>
<td>33306R</td>
<td>Cartridge Element</td>
<td>Length - 4.03” OD - 1.969”</td>
<td>N/A</td>
<td>7</td>
<td>12 GPM</td>
<td>150 PSI</td>
</tr>
</tbody>
</table>
RACING MOUNTING BASES

These cast aluminum adapters are designed for converting engine mounted spin-on oil filters to a remote mounted position.

These adapters feature double inlet and outlet and female-threaded horizontal ports for connecting the flexible oil lines. Two brass plugs are included for blocking off the unused ports. Mounting holes are provided in the castings for ease of installation.

<table>
<thead>
<tr>
<th>BASE PART NUMBER</th>
<th>DIMENSIONS</th>
<th>FILTER THREADS</th>
<th>OIL LINE THREADS</th>
</tr>
</thead>
<tbody>
<tr>
<td>24764</td>
<td>2–1/2”</td>
<td>3/4–16</td>
<td>1/2” NPT</td>
</tr>
<tr>
<td>24766</td>
<td>2–1/2”</td>
<td>13/16–16</td>
<td>1/2” NPT</td>
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</tbody>
</table>

These are the engine block-off adapters for use on engines where remote filter mounting is required or preferred.

<table>
<thead>
<tr>
<th>BASE PART NUMBER</th>
<th>DIMENSIONS</th>
<th>ENGINE BASE THREADS</th>
<th>OIL LINE THREADS</th>
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<tbody>
<tr>
<td>24730</td>
<td>1–1/2”</td>
<td>3/4–16</td>
<td>1/2” NPT</td>
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<tr>
<td>24734</td>
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<td>13/16–16</td>
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<td>24738</td>
<td>1–3/4”</td>
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OIL FILTER BASES

<table>
<thead>
<tr>
<th>BASE NUMBER</th>
<th>FILTER NUMBER</th>
<th>THREAD SIZE</th>
<th>FILTER HEIGHT</th>
<th>MEDIA TYPE</th>
<th>FLOW RATE GPM</th>
<th>BYPASS VALVE SETTING</th>
<th>ANTI-DRAIN BACK VALVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>24764</td>
<td>51515R</td>
<td>3/4–16</td>
<td>5.17</td>
<td>HEE</td>
<td>28</td>
<td>YES</td>
<td>YES*</td>
</tr>
<tr>
<td>24766</td>
<td>51060R*</td>
<td>13/16–16</td>
<td>5.17</td>
<td>HEE</td>
<td>28</td>
<td>NONE</td>
<td>YES*</td>
</tr>
<tr>
<td>24766</td>
<td>51061R</td>
<td>13/16–16</td>
<td>5.17</td>
<td>HEE</td>
<td>28</td>
<td>NONE</td>
<td>NO</td>
</tr>
<tr>
<td>24766</td>
<td>51069R</td>
<td>13/16–16</td>
<td>4.33</td>
<td>HEE</td>
<td>28</td>
<td>NONE</td>
<td>NO</td>
</tr>
<tr>
<td>24766</td>
<td>51794R</td>
<td>13/16–16</td>
<td>7.82</td>
<td>HEE</td>
<td>28</td>
<td>NONE</td>
<td>NO</td>
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</table>

*The bypass valve is a differential pressure relief valve that will provide sufficient oil flow should the media become plugged.
### OIL FILTERS

<table>
<thead>
<tr>
<th>FILTER NUMBER</th>
<th>THREAD SIZE</th>
<th>FILTER HEIGHT</th>
<th>FILTER OD</th>
<th>MEDIA TYPE</th>
<th>FLOW RATE GPM</th>
<th>BYPASS VALVE SETTING</th>
<th>ANTI-DRAIN BACK VALVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>51060R</td>
<td>13/16-16</td>
<td>5.17</td>
<td>3.6</td>
<td>HEE</td>
<td>28</td>
<td>NONE</td>
<td>YES*</td>
</tr>
<tr>
<td>51061R</td>
<td>13/16-16</td>
<td>5.17</td>
<td>3.6</td>
<td>HEE</td>
<td>28</td>
<td>NONE</td>
<td>NO</td>
</tr>
<tr>
<td>51069R</td>
<td>13/16-16</td>
<td>4.33</td>
<td>3.6</td>
<td>HEE</td>
<td>28</td>
<td>NONE</td>
<td>NO</td>
</tr>
<tr>
<td>51222R</td>
<td>1-1/2-12</td>
<td>6.21</td>
<td>4.6</td>
<td>HEE</td>
<td>28</td>
<td>18–22 PSI</td>
<td>NO</td>
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<tr>
<td>51268R</td>
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<td>3.6</td>
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<td>30</td>
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<td>HEE</td>
<td>28</td>
<td>8–11 PSI</td>
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<td>51794R</td>
<td>13/16-16</td>
<td>7.82</td>
<td>3.6</td>
<td>HEE</td>
<td>28</td>
<td>NONE</td>
<td>NO</td>
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<tr>
<td>57003R</td>
<td>1-1/2-12</td>
<td>6.21</td>
<td>4.6</td>
<td>AP</td>
<td>30</td>
<td>18–22 PSI</td>
<td>NO</td>
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<tr>
<td>57007R</td>
<td>1-1/2-16</td>
<td>5.90</td>
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<td>57008R</td>
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<td>AP</td>
<td>30</td>
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</table>

*The bypass valve is a differential pressure relief valve that will provide sufficient oil flow should the media become plugged.

### AIR FILTERS

<table>
<thead>
<tr>
<th>FILTER NUMBER</th>
<th>FILTER HEIGHT</th>
<th>FILTER OD</th>
<th>FILTER ID</th>
<th>MEDIA TYPE</th>
<th>FLOW CPM</th>
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<tr>
<td>42096R</td>
<td>4.05</td>
<td>13.875</td>
<td>11.625</td>
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<td>600+</td>
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<tr>
<td>46926R</td>
<td>3.25</td>
<td>14.000</td>
<td>12.250</td>
<td>AP</td>
<td>1000+</td>
</tr>
<tr>
<td>46927R</td>
<td>3.75</td>
<td>14.000</td>
<td>12.250</td>
<td>AP</td>
<td>1000+</td>
</tr>
<tr>
<td>46928R</td>
<td>3.25</td>
<td>16.000</td>
<td>13.750</td>
<td>AP</td>
<td>1000+</td>
</tr>
<tr>
<td>46940R</td>
<td>4.01</td>
<td>16.000</td>
<td>13.750</td>
<td>AP</td>
<td>1000+</td>
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<tr>
<td>46941R</td>
<td>3.76</td>
<td>16.000</td>
<td>13.750</td>
<td>AP</td>
<td>1000+</td>
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<td>46944R</td>
<td>4.01</td>
<td>14.000</td>
<td>12.250</td>
<td>AP</td>
<td>1000+</td>
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<tr>
<td>46945R</td>
<td>3.01</td>
<td>14.000</td>
<td>12.250</td>
<td>AP</td>
<td>1000+</td>
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<tr>
<td>46946R</td>
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<td>14.000</td>
<td>12.250</td>
<td>HEE</td>
<td>600+</td>
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<tr>
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<td>14.000</td>
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<td>16.000</td>
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<td>AP</td>
<td>1000+</td>
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*Approved for Craftsman Truck Series
### CHRYSLER CORPORATION ENGINES

**ENGINE TYPES** | **PART NO.**
---|---
All 6-Cylinder Engines | 51515R
All Small Block V-8 273, 300, 318, 340 and 360 | 51515R
All Big Block V-8 383, 400, 413, 426 and 440 | 51515R

### FORD MOTOR COMPANY ENGINES

**ENGINE TYPES** | **PART NO.**
---|---
All 4-Cylinder 140 2.3L | 51515R
All V-6 232 3.8L | 51515R
All Small Block V-8 302 5.0L | 51515R
All Small Block V-8 221, 255, 260, 289, 292, 302 and 351C, W or M | 51515R
All Big Block V-8 352, 390, 400, 406, 427, 428, 429, 430 and 460 | 51515R

### GENERAL MOTORS/CHEVROLET ENGINES

**ENGINE TYPES** | **PART NO.**
---|---
All 6-Cylinder Engines | 51069R
4 1/2” Ht. | 51069R
5 1/2” Ht. | 51060R*
5 1/2” Ht. | 51061R
7 3/4” Ht. | 51794R

All Small Block V-8 262, 267, 302, 305, 307, 327 and 350 | 51069R
4 1/2” Ht. | 51069R
5 1/2” Ht. | 51060R*
5 1/2” Ht. | 51061R
7 3/4” Ht. | 51794R

All Big Block V-8 396, 400, 402, 427 and 454 | 51069R
4 1/2” Ht. | 51069R
5 1/2” Ht. | 51060R*
5 1/2” Ht. | 51061R
7 3/4” Ht. | 51794R

*With anti-drain back valve*
## CROSS REFERENCE

### AC DELCO

<table>
<thead>
<tr>
<th>Part Number</th>
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<tbody>
<tr>
<td>A348C</td>
<td>42098</td>
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<tr>
<td>A697C</td>
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<td>A2007C</td>
<td>46940R</td>
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<tr>
<td>PF2</td>
<td>51515R*</td>
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<td>PF25</td>
<td>51069R</td>
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### MOROSO

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### FRAM

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<td>HP4</td>
<td>51060R*</td>
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<td>HP6</td>
<td>51222R / 57003R</td>
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<tr>
<td>HPGC1</td>
<td>33900R</td>
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<td>HPK4</td>
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### MOTORCRAFT

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<td>STP 16X4</td>
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### K&N

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<td>42096R</td>
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<td>07-0008</td>
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<td>07-0025</td>
<td>51069R</td>
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<td>07-0029</td>
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### PUROLATOR

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<tbody>
<tr>
<td>288</td>
<td>57007R*</td>
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*WIX has bypass valve

For reference purposes only. Competitors’ products are not equivalent to WIX’s products. See page 8 for specifications.