6.0L & 6.4L Power Stroke Diesel
Super Duty and Excursion Air Filtration
Q&A

Q: Don't all filters stop the same amount of contaminants from getting into the engine and turbo?

A: Absolutely not! The 6.0L and 6.4L OE filters, produced by Donaldson Company, Inc., stop 99.99% of contaminants the size of one micron or larger. Some aftermarket filters trap only 95%. What does this mean to an owner? Driven in the same conditions, a 95% filter would pass **50 grams of contaminant** through to the engine that would be trapped by the OE filters! Even a 99.00% filter would pass **10 grams of contaminant.** This could mean an early end to your engine or turbo.

Q: Won't aftermarket airbox modifications, which use a lower priced filter, save me money?

A: Don't be fooled by aftermarket tactics of comparing the cost of one filter because you also need to know how often you'll need to change filters. The 6.0L and 6.4L OE filters **hold more than three pounds** of dust, dirt and soot. The aftermarket kits tested by Donaldson Company, Inc. held about half this amount. And don't forget, if these aftermarket replacement filters are less than 99.99% efficient, they pass some contaminant through to the engine that the OE filter would have stopped!

Q: How frequently do the 6.0L and 6.4L OE air filters need to be changed?

A: Everybody's driving habits and environments are different. Owners/Dealers should check the air filter restriction gauge (located on the upper housing of the air cleaner assembly) at each oil change interval to determine when the filter needs to be changed. Some vehicles also have a dash light that will illuminate when the filter needs to be changed. No replacement is necessary until the filter minder (or dash light) gives indication.

Q: My filter minder doesn't seem to move, so shouldn't I check or change the filter to be safe?

A: The filter minder is a gauge that starts registering only after the filter reaches a certain point of being filled. This is why owners do not see it consistently move (like a gas gauge). Rest assured, the filter minder works and there is no reason to check on the filter by removing the airbox cover, thereby increasing the risk of contaminants entering the air intake system. Remember, the 6.0L and 6.4L OE air filters hold more than three pounds of contaminant – so it will take some time to fill!

Q: I want maximum airflow through the system to provide more power. Don't some aftermarket filters provide more airflow than the 6.0L or 6.4L OE air filters?

A: Airflow should not be the determining factor in buying a filter. Think about it: would you ever operate without a filter in place even though you'd get maximum air flow? High airflow generally means the filter is less efficient at stopping contaminants, too. Owners should instead look for the combination of three factors: airflow, how small of contaminant the filter will stop, and how much contaminant the filter will hold. The 6.0L and 6.4L OE filtration systems provide a great combination and it comes standard on all Super Duty and Excursion trucks!

Q: If the 6.0L and 6.4L OE filtration systems are so effective and efficient, why would anybody pay to modify them?

A: Excellent question. It makes no sense to pay hard earned money to go backwards in technology – especially considering that such modifications may even put future warranty repairs in jeopardy. You invested in your 6.0L or 6.4L Power Stroke Diesel truck to provide years of dependable service. Ford engineered it with a great filtration. So just why would anyone pay to modify it?