

ISON

MOTORCYCLE FILTERS

THE NEWEST, MOST COMPLETE
AND BROADEST RANGE OF MOTORCYCLE
FILTERS ON THE EUROPEAN MARKET



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Technical
Specifications

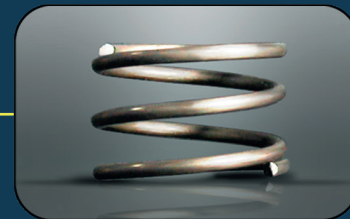
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POSITIONING ISON

ISON is the perfect alternative for motorcycle filters on the market covering over 98% of all motorcycles on the European Market.

ISON filters match and even exceed OEM specifications. With many years of experience in OE automotive and heavy duty machinery, we co-developed a fully new motorcycle filter range. In a comparison test ISON filters scored best in longevity and Filter efficiency, compared to its main competitors.



STEEL TENSION SPRING

Designed with heat treatment process to maintain stability of tension between filter element and canister.



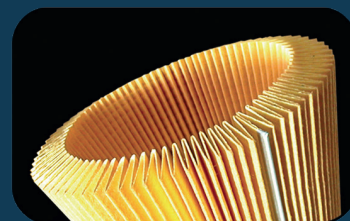
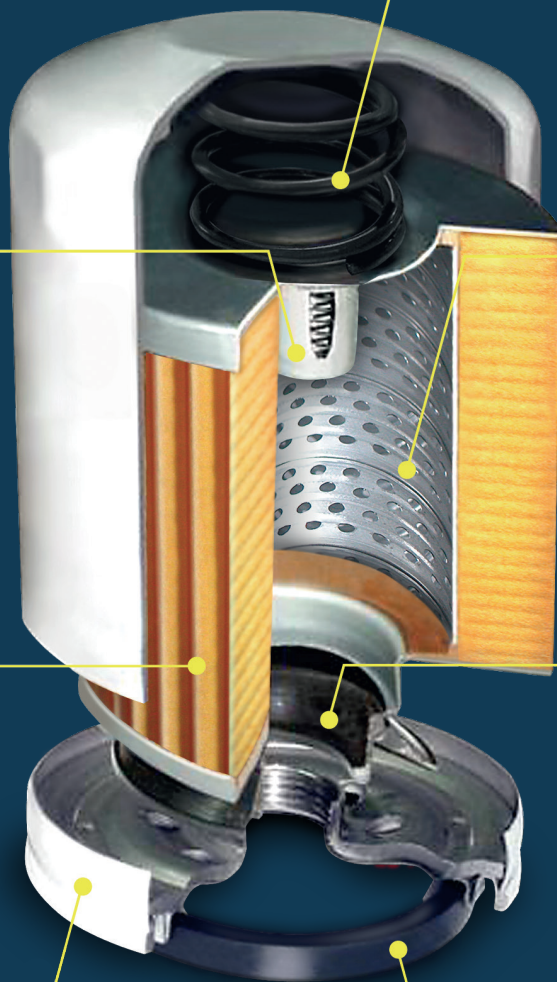
BYPASS VALVE

To ensure oil flow in filtration system to continually lubricate the engine at the termination pressure point.



SPIRAL PERFORATING TUBE

High structural strength to prevent the element filter from collapsing and to provide a better flow.



FILTRATION MEDIA

Optimal filtration media specifications to ensure maximum filtration efficiency & lifetime of filter.



ANTI DRAIN BACK SEAL

To prevent the oil in the filter from draining back to the crankcase.



IN-BOND SEAM

Double-lock seam between the plate and the canister to increase burst strength ability



SQUARE SEAL GASKET

For multifitting & enhanced sealing area. Also to prevent the gasket from slipping out.



ISON FILTERS TESTED AS PREMIUM ON MARKET

The newest, most complete and broadest range of motorcycle filters tested best in comparative benchmark.



N°	TYPE OF TEST	DESCRIPTION
1	IMPULSE	Standard JIS
2	BURST STRENGTH	is the pressure to which the filter can withstand. This must be minimum 17 kg/cm ² . ISON is at 33 kg/cm ² .
3	DRAIN BACK	is the flow of oil that comes back through the holes at the bottom or side of the filter. This depends on the design of the filter and also on the fitting. This should always be BENEATH the maximum standard of 100 ml.
4	PRESSURE DROP	is the difference between the initial and the terminal pressure. This depends on the media or filter material. It should never be out of standard.
5	FILTER EFFICIENCY	Initial Efficiency: during the first 11 hours of the test.

Full Efficiency: MOST IMPORTANT issue: this gives the percentage of dirt that can be absorbed by the filter. If it is too low, too much dirt can go through the filter which could damage the engine.

Lifetime: Another critical point. How long the filter can operate in a test environment with polluted liquid before it is saturated and the bypass valve opens.

DHC: Dust Holding Capacity. Indicates how much dust the filter can contain. The more dust it can contain, the longer the life of the filter will be.

SPIN ON FILTER COMPARISON

between ISON and equal filters from different manufacturers

N°	TYPE OF TEST	CONDITION	FILTER TESTED				
			ISON 204	Brand 1	Brand 2	Brand 3	
1	IMPULSE	Temperature Base pressure Peak pressure Frequency Standard	100±2 °C 2 kgf/cm ² 9 kgf/cm ² 90 cpm Min. 50.000 cycles	75.000 Cycles (No leak)	75.000 Cycles (No leak)	75.000 Cycles (No leak)	75.000 Cycles (No leak)
2	BURST STRENGTH	Test fluid Time Standard	ISO VG 22 1 minute Min. 17.0 kg/cm ²	33,0 kg/cm²	28,0 kg/cm ²	30,0 kg/cm ²	27,5 kg/cm ²
3	DRAIN BACK	Test fluid Temperature Duration Standard	ISO VG 100 80±3 °C 6 hours ≤ 100ml	71 ml	60 ml	87 ml	31 ml
4	PRESSURE DROP	Test fluid Temperature Flow rate Standard	ISO VG 100 73±3 °C 10 liter/minute ≤ 0,3 kg/cm ²	0,22 kg/cm²	0,15 kg/cm ²	0,19 kg/cm ²	0,13 kg/cm ²
5	FILTER EFFICIENCY	Test fluid Temperature Flow rate Standard - Initial Efficiency - Full Efficiency	ISO VG 100 80±3 °C 10 liter/minute ≥75% ≥85%	Initial Efficiency 77,05% Full Efficiency 92,35% Life time 42,58 hrs DHC 24,34 gr	Initial Efficiency 68,94% Full Efficiency 82,21% Life time 20,20 hrs DHC 9,96 gr	Initial Efficiency 55,64% Full Efficiency 94,51% Life time 34,56 hrs DHC 19,59 gr	Initial Efficiency 72,08% Full Efficiency 86,38% Life time 40,75 hrs DHC 21,12 gr



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