

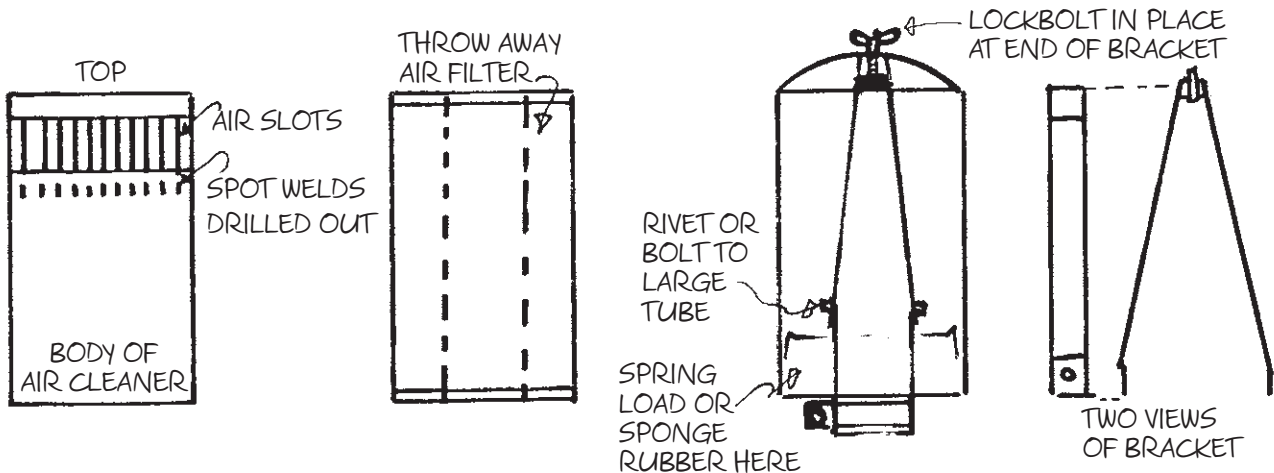


# TClinic

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## MODIFYING A STOCK TC AIR CLEANER by Joe Douglass

This modification to the standard TC air cleaner allows the canister to remain “stock” in appearance. The difference is that the modification actually filters the air entering the carburetors instead of snatching occasional dust particles in a tangle of oily, wire mesh.



Step 1 - Drill through the half dozen or so spot welds around the circumference of the body about 1" below the air intake slots. This allows the insides to separate from the shell.

Step 2 - Using a blunt chisel or a screwdriver and hammer, tap at the edge of the top and bottom, driving off the shell. The top comes off completely, the bottom comes loose only. Be careful to preserve the original shape of the shell and two end pieces.

Step 3 - Holding the shell and using a 2x4 and mallet, tap (towards the bottom end) the insides and slip them out. Discard small pipe and flanges.

Step 4 - Drill out welds that hold the one flange on the large tube. This allows the flange to slide toward the bottom end piece. The little stub tube can be left in or removed.

Step 5 - Make U shaped bracket and rivet or bolt arms of the U onto the end of the large tube. This bracket, with a bolt locked in place at the end of the U, will hold the ends securely over the body. 10/32" is a good bolt size.

Step 6 - Drill the stud out of the top. A drill that just clears 10/32" will take out the stud while leaving the boss. Cut away the wire screen and lead pad.

Step 7 - With a 1/4" wide screwdriver, open up the crimped edge on both the top and bottom end plates so they slide over the body. Doesn't take much—keep it tight.

Step 8 - Place the cartridge in body tight against the top. Judge the distance the flange on the large tube is above the bottom when in place, and either spring load or use sponge rubber pads to keep the flange tight against the cartridge.

Step 9 - Plug up the four (on mine) holes in the bottom of the aluminum air manifold. A 5/16" SAE tap should go right in. Use aluminum rod, threaded. Leave a shoulder to prevent the rod from going through.

Additional Hints: Make U bracket long enough to butt against the top when tightened down properly to avoid distorting the top or other components. The cartridge is CLARK 668788. There is a PUROLATOR number also. It is designed for an engine of about 200 plus cubic inches and, therefore, should last many miles on an engine as small as the TC's.

First printed by TCMG in 1970

**2002 Update**

Purolator filter number is A20029