2000 AC Air Filter housing modification to replace filter.

First it is necessary to read Paul Alting von Geusau article "Suggestions for Improvement of the Triumph Roadster 2000 Air Filter", March 2004 Review.
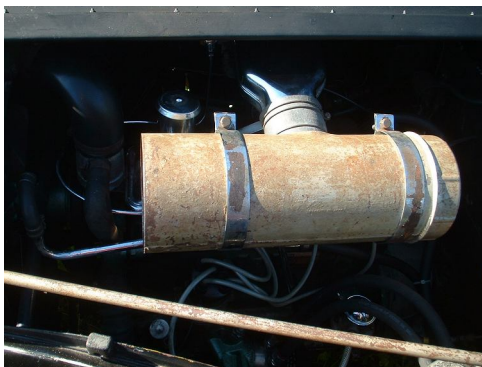
After reading the suggestions for improvement, I set about trying to remove the filter cap. I found that I could not get a screwdriver (without fear of creating more visible damage than necessary) under the lip, to create a hold for a pair of pliers to continue easing the crimp up above the cylinder lip. After considering the problem, I sharpened a 3mm screwdriver and tapped gently under the lip and pierced the cylinder lip, this I continued to do gently taking about an hour till the cap came free.

With the cap off, I was able to prise up gently the lip on the cap and thereby freeing the ring that was the remains of the cylinder lip. The next job was cleaning, and I can only say the filth over the years was immense, the crank case breather filter was solid oil.

After cleaning, it was necessary to file the "serrated edge" effect of the cylinder to a smooth finish and generally tidy up the edges.

Now, the replacement filter, this I decided could be home made from basic materials, foam rubber, a fine mesh backing plate, and an old tee-shirt.

The replacement filter fits neatly into the front containing area (the AF cap), slides over "mushroom" of the centre spindle, is crimped slightly each side, and then slid home into the filter cylinder.

I have now completed restoration and found an air filter that with little modification fits the AF cap perfectly. The filter I am told is for a Citroen C15D, circa.1978. The circular metal membrane fits the curvature of the inner "mushroom", this needs to be cut on the 9th row, I used clipping pliers between each hole then flattened with straight pliers turning slightly inwards. The inner foam rubber needs to be trimmed to about 5mm greater than the metal membrane. This then fits very snugly in the AF cap and is crimped the same as above.