



Before.



After.

1968-'72 CB/CL350 Air Filter Rebuild

By Dennis Moore

The NOS air filters for these old 350s are rare and expensive. Aftermarket filters are pricey as well. Stock filters can be rebuilt easily and for minimal cost.

Using a hair dryer on cool setting, I shot air across one of the stock air filters at a point opposite the rubber outlet boot. I held my palm slightly away from the boot to feel the air flow. I repeated this after replacing the stock accordion filter element on the other filter with the 1/2" low-density urethane foam and felt notably better air flow.

Stock Element Removal

The stock filter element overlays an interior metal screen and is glued to both sides of the filter casing at its top and bottom edges. Use a utility knife to cut the filter element at the edges,



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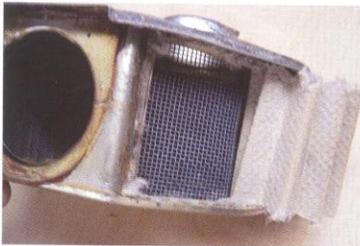
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Some say "no we can't", Brown's says "we will try, if it can be done we will do it."



being careful not to cut too deep and damage the screen. Remove any filter element residue with the knife but leave the glue line in tact as it helps secure the screen.

New Foam Installation

This 1/2" low-density urethane sheet foam (green) can be purchased at a fabric store at nominal cost. Often there are off-cut pieces at discount. If not, the foam comes in 24" wide rolls or sheets and can be cut to your specs. Cut a foam strip 2" wide by 12" long. Wrap the strip firmly around the screen. Secure the ends of the strip to the filter casing on either



side of the outlet opening with a bead of hot glue underneath the foam and at its edges.

Before using the rebuilt filter, lightly spray filter oil on the foam element. A 5-1/2 oz. aerosol spray can of foam filter oil costs about \$7. The foam element can be easily replaced by cutting along the hot glue bead at the ends of the foam strip. Replacement intervals will depend on riding frequency and conditions. ●



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