Look under the hood of any Classic Car and the first thing to grab you attention is the air cleaner. If you’re in the process of looking for and restoring an original, V-8 Classic Tri-five, air cleaner the following Tech article will not only give you tips for the restoration but will also assure your restoring the correct cleaner for your Classic.

Restoring the Air Cleaner
1. After obtaining the correct air cleaner it will need to be restored before installing on your car.
2. Remove the filter element and wash out the screen in a parts washer. Do not bead blast this piece as particles from the blaster may lodge in the screen and later be ingested into the engine. On all air cleaners with a removable element, you may want to scuff with steel wool and clearcoat the filter top.
3. Strip the painted parts of the air cleaner with a bead blaster, aircraft stripper or a power wire brush.
4. Wash the parts off in the parts washer to remove all paint stripper/bead residue. Wipe the solvent off with a clean rag or blow off with an air hose.
5. Wipe the parts down with enamel reducer and wipe dry.
6. Hammer out and metal finish any dents that may exist. Use an All-Metal filler to fill any remaining dents or pits. Sand the filler smooth.
7. Prime the parts with a self-etching primer such as DuPont’s VariPrime 61SS. Do not prime the inside surfaces of the air cleaner. Scuff sand when dry.
8. Re-prime the parts with VariPrime or DuPont Fill-n-Sand primer to be sure of a uniform surface. When dry, wet sand the surface with 400 grit paper until smooth.
9. Once you are sure the parts are ready for paint, wipe them down with enamel reducer or wax and grease remover. Tack rag the parts off and blow them off with an air hose.
10. There are several types of paint (lacquers and enamels) that may be used. Keep in mind that the original air cleaners were not true semi-gloss black or full gloss black. Original air cleaners were a little shinier than semi-gloss. The best way to obtain this finish is to mix equal parts of semi-gloss black and gloss black or flatten some full gloss black with a little flattening agent. This is what we like to use: One part gloss black Imron, mixed with one part semi-gloss black Imron, add hardener and paint.
11. Once the paint has dried, install any required decals, reassemble and install on the car. Original decals were painted screens and were not stick-on.
**1955 V-8 2 bbl.**

Decal (on top)

- 9 ½-in.
- 8 ½-in.
- 3 ½-in.
- 4 ½-in.

*Some late 1955's may have 1956 V-8 2 bbl. top cover.

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**1956 V-8 2 bbl.**

Decal (on top)

Top

- 2-in.
- 1-in.
- 3 ½-in.
- 2 ½-in.
- 11 ½-in.

*See 1955 V-8 2 bbl. for lower two parts.

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**1957 V-8 2 bbl.**

Decal (on top, toward the front)

- 4 ½-in.
- 1 ½-in.
- 12 ½-in.

Bottom View of Lower Assembly
All 1955 & 1956 4-barrel inner element assemblies are the same.

*Lower portion is same as oval snoot 1955.
*Inner Element Assembly Not Shown.

*No baffle in top cover.

*Lower assembly is same as round snoot 1955.
*Inner Element Assembly Not Shown.
1956 V-8 4 bbl.
*Top cover may or may not have a baffle.

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<th>5 1/4-in.</th>
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<td>4 3/4-in.</td>
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*Lower assembly is same as the two 1955 V-8s.
*Inner Element Assembly Not Shown.

1957 V-8 4 bbl.
*Top cover has baffle.

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