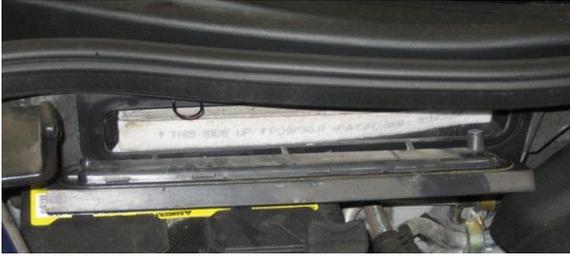


## Cabin Filters

An often neglected, yet relatively simple to replace, item on C6 cars is the Cabin Filter. After a good monsoon season, and especially if your Corvette is a daily driver like mine, even within a 1-year period the filter can become sufficiently dirty that it needs to be replaced. Information regarding the filter and pictures of its location are in your owner's manual if you just want to cut to the chase. The AC Delco number is CF131C, or 15861929. I'm sure Bruce would be happy to source this part for you.



The filter is assessable via a clip-on door on the passenger side of the firewall (engine compartment side) just below the hood weatherstrip. Wide-body cars tend to be a little more involved as the oil line from the sump will get in the way of having it come straight out (I don't have direct experience with this – just what I've read about it). Undo the clips and remove the door, then carefully pull out the existing filter (it does take a little finessing to get it out). Just do the reverse

with the new filter.

I try and make sure I check the filter in late September (when the monsoons are pretty much over), and again early April (when possibly tree leave debris has gotten to the filter). You can probably vacuum the filter to get a little more life out of it, but once the dust embeds itself it is time to replace.



## Going high tech on older cars

With both my '60 and my '66, I have found that while the cars ran fine with traditional points, I seem to constantly have nagging (but non-serious) issues with idle (consistency/smoothness) and high RPM (lack/drop in power). That is, until I replaced my points with a modern, breakerless ignition.



In both cars, I found the changeover to be quite noticeable, as most recently I did the '66 and overall both idle and high RPM operation was improved. Both worked ok with points, and each was set up to factory dwell and advanced specifications, but I always felt it could be better.



The path I took was to do with a single-wire Breakerless SE setup offered by [Lectric Limited](#) and other suppliers (see picture at left). It helps to keep the stock appearance of a point system, and will work for single and dual point systems. I ran this system in my '60 for at least three years without an. But this is the more expensive of the solutions out there. Other options are likely of the two/three wire variety (+12, GND, Coil-), from manufactures like Mallory (picture at right) and Pertronix. They are just as effective, but tend to cost

less.



Installation took about 30min, and can be done with the distributor in the car.

After the install, I recheck the timing (no need to check dwell) and idle, making any adjustments due to the changeover. Then just go out and enjoy. Some people who have gone to this conversion tend to keep a spare set of points in the car just in case, but I feel that these electronic setups will exceed the longevity and reliability of points.

Cheers!

Garry