Tempe, Arizona | Arizona TPI Newsletter #4 | September 15, 2006

New Compact Air Filter Solves Clearance Problems

For years, we've used a semi-cone shaped air filter from **S&B High Performance Filters** on our Tuned Port conversions and engine swaps. The filter is a washable, re-usable type, very similar to what's available from K&N and other manufacturers. It has an oval shaped mounting flange and can be clamped directly to a Tuned Port throttle body using the supplied hose clamp. The other end of the filter has a chrome cap to make it look nice. Guys who are running speed density Tuned Ports in a hotrod or show car love these because they have a really clean look.

Our new 5-inch TPI filter (on the left) alongside our Standard Filter

Last month we had a customer come into the shop who had just installed a tuned port engine in his classic car. He was looking for an air filter and we recommended our old reliable TPI filter. The customer was concerned that the filter might be too long and interfere with the fan but agreed to give our filter a try. As luck (or lack thereof) would have it, the filter was indeed too long and wouldn't clear the fan. He had been searching for a filter for this vehicle for a while and was beginning to give up hope that he would find a filter that would fit his application.

We sympathize. We've been in this situation before. When you do as many engine swaps and fuel injection conversions as we do, you run into all kinds of clearance problems and learn, pretty quickly, to find all kinds of creative solutions to these situations.

Since we'd seen this type of clearance problem before, we decided to give our friends at S&B a call to see what they could do to help us. They didn't have a shorter filter available but, after some coaxing, agreed to custom-make a shorter version of our old reliable TPI filter.

What they came up with is a filter that's the same width as the old filter but has an overall length, from the base of the mounting flange to the end of the chrome cap, of just 5 inches. That's a full **1¾ inches shorter** than our old TPI filter.

This new filter worked perfectly in the customer's car and we're sure it's going to come in handy in some of our future projects. It might solve a clearance problem that's been plaguing your project as well! If you think it will, let us know. We're the only ones who have this new filter and it's **only $38.50!**

New Tuning Software

We recently acquired new software for tuning and modifying computers on late model vehicles. We now have **HP Tuner**, which allows us to make changes to '97 and later Chevy's and Pontiacs. This software is quite sophisticated and even allows us to modify the 2006 Corvettes and SSRs. A popular enhancement for SSR owners is to change rear-end gears. When this is done, the computer must be modified to reflect the change so that the speedometer reads correctly. We now have the capability of doing this type of modification and much more!

For earlier vehicles such as the LT-1 cars, we are now using **Dynamic Spectrum from Jet Performance** Products. This allows us similar capability to HP Tuner but for the earlier vehicles.

If you've modified your computer controlled GM car and need the computer modified to accommodate the changes call Joe for an appointment.

Disk Brakes Anyone?

Most people know that we do fuel injection repair and maintenance and that we convert a lot of carbureted cars to fuel injection. They may also know that we are pretty well known for doing engine swaps into a variety of vehicles. And of course we do a great engine rebuild. But how many of you know that we also do disk brake conversions?

We've done a number of conversions lately on older vehicles from drum brakes to the much more effective disk brakes. We can convert a vehicle to **front disk brakes** only, leaving the original drum brakes on the rear. Or, we can convert to **four-wheel disks** for the **ultimate in stopping power!**

These conversions can be done using stock GM parts from later model vehicles whose brake parts happen to bolt up to the earlier vehicle. The nice thing about this type of conversion is that replacement parts are readily available when they wear out.

We've also been doing conversions to after-market disk brake systems from companies such as **Baer** and **Wilwood**. These systems feature larger rotors and multi-piston calipers for improved braking. They also have "the look" with huge cross-drilled rotors and powder-coated calipers. Equip your '55 Chevy with one of these systems and you'll think you're driving a brand new Corvette when you hit the brakes.

Disk brakes offer a number of advantages over drum brakes. First, they are not as affected as drum brakes by being wet. Disk brakes dissipate heat better so they won't get overheated and fade as easily. And they're easier to maintain than the old-fashioned drum brakes.

Remember, give your car the ability to stop well and then think about making it go fast! Having a car with excellent brakes can mean the difference between having an accident and avoiding one.

If you'd like to discuss the available options for converting your car to disk brakes, call Joe, our friendly service manager.

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