



## R&R Microfilter

If the air flow from the AC blower is low, chances are the microfilter is clogged. The microfilter filters the incoming air so the interior of the car remains cleaner and, presumably, the air is cleaner to breathe. A clogged filter reduces the effectiveness of the AC by lowering flow and probably puts additional load on the fan, hastening the motor's demise.

Once I was done (1 hour), the air smelt completely unmoindy and the flow was about 10 times greater!

Look behind the glovebox and you'll see a hinge. The hinge is like a jaw that grabs a steel rod. Pull down on the tab and the hinge opens. The glovebox is released at the back end.

Unhook the glovebox strap. The gold-colored clip can be pried apart and pushed off the grooved pin it holds the strap to. This is easy to do. Keep the strap on so that the box stays level while you tackle the other side.

This is what it looks like once the glovebox is off. The rod on which the box pivots can be seen.

Remove the phillips-head screw holding the carpet section in place and move the section out of the way.

Next, remove the screws (phillips) and fastner (one prong christmas tree) that hold the duct cover in place. Just pry off the christmas tree faster.

Once the fasteners are removed the duct cover can be pushed back to snap it out of two hidden tabs in the front and then eased out. It will still be held on by the leads to the flashlight, but it can be taken out of the way.

The two tabs can be seen in the image.

TIP: When you undo the duct screws, the two shown here will try and fall into a cavity. Insert a piece of stiff card into the cavity from underneath and hold it against the screws as you undo them and you'll be able to get the screws to fall outwards as show here.

Once the duct is off, you'll see the sword (yellow box) and the microfilter cover (red box). Note how the footwell duct screw hole piece is blocking the microfilter cover.

Next remove the screw hole piece in the yellow box. You can reach around and squeeze the top and bottom together and it will click out. This clears the path of the microfilter so that you can later withdraw it w/o impediments.

Next, remove the sword. The tab in the yellow box can be pressed around and squeeze the top and bottom together and it will click out. This clears the path of the cables out of the way.

Next, get out the T30 tor-x screwdriver and remove the screw from the filter cover. You can see how the sword cables block the filter cover (and the filter itself one the cover is off) here. That is why you remove the sword.

Remove the filter cover. Turn the black knob counter-clockwise by about 30 degrees to unlock it. Note how it locks into place by hooking into a slot on the right.

Grab the tab by the yellow box and pull the filter out!

Here are the old and new filters side by side. The old one is so dirty you can barely see it! Note how I used a old cushion to save my knees while working on this project!

This is what it looks like w/o the filter. I think the finned aluminium thing you see there is the evaporator. Notice that I damaged it a bit along the bottom while trying to figure out how to pull the filter back in.

The screw hole piece got in the way and did not allow me to line up the filter correctly and it kept going in such that the inner bottom end dug into the evaporator core. That was before I realized that piece with the screwhole in it came out! Once that piece was out of the way, it was easy to slide the filter in correctly.

I feel bad about damaging the evaporator on such a nice car, but it is a really small part so hopefully it won't stick in my head! Be careful with your car!

If you look at the sword you'll see a track along the top (bigger yellow box) and a tab at the bottom (smaller yellow box). You have to make sure that the top track goes into its slot or the tab will not click. I wondered why the tab was not clicking for a bit before I figured out what was wrong.

The sword goes back into its place! The filter cover is not in place here, but you should probably put that back first.

Once the sword is in, you can put the duct back, followed by the duct cover and the carpet section. There should be no problems with that at all.

Now you have to put the hinges back on the box and the box back into place. See how the hinges are installed. They slide onto the box and then go around the hinge rod. When the tab clamps down, it all locks into place.

The way I did it was to install the strap and shock, then install the hinges on the box and rod, but all loose, then click the box shut, push it to the right as far as possible and then clamp the hinges down. Seems to have aligned right and it does not squeak over bumps while driving.

