

C6 Remote Fobs

February through April are four great months here in the valley. The temperatures can't be beat, there are car shows just about every weekend, and it's a great time to take road trips across the state before the high temps return. All of this means cars are getting plenty of use, especially the older ones which generally require more attention to maintenance items than the newer ones.

Now would be a good time to do a basic safety check to ensure all the lights are working properly, the tires are the right pressure and in good shape, the brakes get cleaned out and checked for wear, and (especially for the older cars) performing a lube job for all the vital components from suspension to drivetrain. I also tend to use this month or next as a good time to change the oil and filters. It might seem like common sense to do this, but the reality is it likely isn't being done often enough.

I have three generations of Corvettes to maintain, although my '60 is currently under restoration and hasn't seen the road for close to three years. The '08 is pretty simple, mostly just getting an oil change twice a year (March and September). I rely on the service indicators to remind me if any other general maintenance items are required. The '66 (like the '60), will normally get a full lube job once a year, since I typically put less than 1500 miles on the car in that year. What I do with the '66 is to put the battery on a tender to keep it as fresh as possible for the longest period of time, since it doesn't get driven every day like the '08 does. I always take time while any car is up on the lift to check and make sure bushings and fittings look good, I check the wear on the brake shoes (or pads), and I check for any leaks.

On another note – for those C6 owners who may have taken their remote fobs apart to replace the battery and have found that its operation is now intermittent, you may need to check and make sure that the case is not separating, even ever so slightly. I found that I had to apply tape to the case to keep it firmly closed, otherwise I would occasionally have issues opening the car or truck, or even having the car start (getting the “No Fobs Detected” warning). Even when I made an effort to ensure the battery contacts were good, it still came down to taping the case shut.

Cheers!

Garry