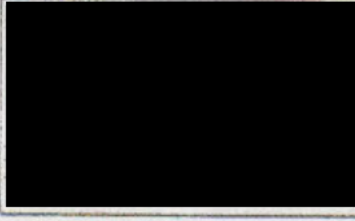



Performance Fabrication

BAR #: AM 106753
EPA # CAL 000209802
1701 Industrial Rd.
San Carlos, CA 94070
Phone: 650-595-3663 FAX: 650-595-3732

Work Order No.
000029438

Order Date 11/12/25 12:06 pm
Started: 02/02/26 06:43 pm

 35 ford coupe red
Lic: ?/CA 8Cyl 350 Eng
Vin:
Eq: AT AC PS

Quotes
1 02/23/26 10:37am13258.42
 in person.

updates Labor: \$0.00

1-12-25 12:25 fuel system, engine was hydraulic locked. needs injectors and regulator. ? inj rbld 450, new aprox 960 regulator ?? plugs, 6hr=1050 labor estimate. oil and filter --- stopped to think maybe I missed a cold start valve, need to verify and call back. Stopped the quote at this point.
1-13-25 2:05 removed all the injectors and mocked up the rail off the car yet still plumbed to the car, ran the fuel pump and had no injector leaks- all stayed dry. no electrical signals connected. One by one we powered up the injectors and #3, #5, #2 and #8 do not spray at all!!
11-19-25 11:05am 2009 nevada purchase then never driven since.
12/4/25 11:58-- computer is smoked-can not repair. 3500 replacement or used plus 950.00 to re program.
we will keep looking, but recommending at this point the rebuilt. In the mean time we will trace back the wiring fro the computer to confirm proper connections.
12/9/25 5:35pm left message that I had found computer and call for an update.
12/9/25 5:57pm
found a gauranteed used for 950 plus 40 shipping. May have a guy to re program for for 750? not sure till i speak directly to him. (racer customer contact) Have chased the wires as best we can with out removing the carpet and seats etc. - gas gauge does not work, leave it?

no start Labor: \$0.00

complaint of engine wont start, tries to at times but wont fire off completely. , Engine is known to have run many years ago, but no current history. Customer has installed a new fuel pump but that did not cure the issue. When we first went to start, the engine turned slightly and stopped- like a dead battery but when watching the engine rotate it turns a small amount and stops immediately-like it frozen or stuck. Removed spark plugs to find the engine is completely full of fuel and is hydraulic locked. Fuel poured out of the spark plug holes as we turned it over by hand. Blew air into the cylinders and sprayed marvel oil into the cylinders to hopefully prevent any scoring. We left the plugs out for the remainder of the work until we were ready to start. Installed a fuel pressure gauge to check system pressure and pump function. When the key is turned on the pump runs but does not shut off. The computer should allow it to run for 3 seconds then shut it off untill it sees a rpm signal. We were looking into this and noticed during the time of us trying to figure out why the pump stays on we had fuel coming back out of a couple cylinders. Next test was we sourced a code reader for this electronic system. It would not give any codes and the code light was acting very strange as far as flashing and color change. Next we removed the fuel rails and kept all the injectors and fuel lines together in place, but up and out of the manifold enough to be able to see if the injectors are spraying. Some of the injectors were spraying all the time and others were not spraying at all. Are the ones that are not spraying because they are not getting a signal or are they bad or plugged.

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Work Order No.

000029438

no start

The fuel coming thru the system is awful- its dark yellow and has a trace of brown to it as it pools in the bucket. We took the injector lines and cross over tube off the car, set it up over a bucket, made fuel line extensions so the feed and the return were still coming from the car and ran the pump. None of the injectors leaked. so the fuel into the engine is from a command error. We manually tested the injectors by power them up under pressure. There were 3 or 4 that were bad=no flow, and the others poor fuel spray. Choice is to send these ones out for cleaning or to buy new ones. New ones were the choice. The ECU is the cause of the fuel issue and why it wont start/run. We did some research and found a company that could bench test the computer (ecu) and sent them the ecu. They tested and said it was dead- likely had a battery connected backwards once upon a time and that shorted out the ecu. We were told it was not repairable. We sourced a good used ecu from a wrecking yard, sent it to them and they tested and re-programmed the ecu for this engine. Re installed the ecu and made all the connections. As a precaution we added a 10 micron filter under the hood temporarily to protect the new injectors. Changed the engine oil and filter and started the engine. The engine ran fine at idle but any crack of the throttle it would stumble and die. Ran it to the point the cooling fans kicked on and then Used the code reader and found a code 34 for a bad map sensor. Replaced the map sensor and re tested. Engine is much more responsive as you crack the throttle and will now go into gear with out dying. Used the scan tool to check the ignition timing, it calls for 10* at idle, it was at 14* we left it alone for now. next step was to get it on the road and see what happens.

fuel injection system

Labor: \$0.0

GM 19244617	fuel injector-S	8.0 @	130.00 =\$	1040.00
ACD MR43LTS	spark plug-S	8.0 @	4.65 =\$	37.20
ACD 217-3102	injector seal kit-S	1.0 @	28.89 =\$	28.89
GM 12570168	throttle body gasket-S	1.0 @	11.65 =\$	11.65
FEL 70820	GM DRAIN PLUG GASKET-S	1.0 @	2.64 =\$	2.64
JGD 02006	HR2 10W-30 CNV HI ZINC-N	6.0 @	14.99 =\$	89.94
WIX 51069	OIL FILTER SBC SHORT-N	1.0 @	14.95 =\$	14.95
DEL 16237009	used MEFI 3 ECU-S	1.0 @	950.00 =\$	950.00
VPN 125-147	fuel pump sock/filter-S	1.0 @	17.87 =\$	17.87
DELPHI PS10000	map sensor-S	1.0 @	127.00 =\$	127.00
				2320.1

fuel tank

Labor: \$0.0

Fuel tank is really really dirty from fuel that has turned to varnish. the fuel tank is not removable with out removing the body. Due to the rumble seat it is very poor access. We removed the back seat entirely by removing the side pivot. We removed the fuel pump and even though the customer had just installed a new one, it had signs of debris on it and the sock or filter was full on debris. We removed the pump and the sending unit. All that was left of the sending unit was the top flange. The stand plate, the resistor board and the float arm are all gone. We used a bore scope to locate what we could of those items and got out everything we could. The rest we believe has corroded away and is part of the debris lining the tank. In an effort to try and get the tank clean we ran the fuel out of it, Scrapped and cleaned as much as we could access of the tank. we were able to get the drivers side of the tank pretty clean using a chain wrapped in a rag and then a magnet on

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1701 Industrial Rd.

San Carlos, CA 94070

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fuel tank

the underside of the tank to drag the chain around. It did a pretty good job of wiping off the build up. Next we added 5 gallons of fresh gas and shook the car so it would splash the fuel around and try to wash off the build up. we sucked the fuel out and sprayed it back in using an external electric pump to try and wash down the areas we could not access. We then pumped fresh fuel thru the lines and injector rails until we had good clean fuel coming thru. It took about 3 gallons of fuel flow at the end to get a clear fuel flow. The tank is by no means clean, but as it gets driven, the new fuel sloshing around should tend to wash off that varnish build up. For a fuel level sender we tested the gauge and determined the ohm readings needed to reach empty and full and had a custom tube style sender made.

WAL 125-147	fuel pump sock-S	1.0 @	23.95 =\$	23.95	23.95
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Brake lights Labor: \$0.00

Brake lights are not working. This system is using a in line pressure switch to turn on the lights. We bypassed the switch and the lights work. Replaced the switch with a later style switch that required a different wire connector. Re wired as needed and tested and confirmed operation. Later on while driving we were informed we had no brake lights. Returned to the shop and tested for power in to the switch-yes. Questioning if we have a pressure issue since the switch is in the rear brake side of the system. We checked for fluid at the rear calipers and we had good flow at the left rear and not good flow at the right. Inspected the master to find it had just enough fluid to keep the piston cavity full but no reserve in the reservoir. Filled the master cylinder, flushed and bled all four wheels to make sure we had new fluid all the way thru and we had no air trapped in the system. Road tests find a high hard pedal, can not lock up the tires at 35 mph. car stops good but a panic stop will be an issue.

PFBF	BRAKE FLUID DOT3-N	1.0 @	5.00 =\$	5.00	
WIL 300-11181	PRESSURE SWITCH-N	1.0 @	15.35 =\$	15.35	20.35

steering / suspension Labor: \$0.00

road test found a shudder or vibration thru the steering wheel, especially at around 23-25 miles per hour. Likely due to the age of the tires but a inspection is warranted. We racked the car and checked to find the right side tie rod end at the steering arm is loose. The castle nut is in place and there is a cotter pin in place, but the tapered stud is moving in the steering arm. Removed the cotter pin and tightened the nut almost 3 turns. Now the cotter pin hole is above the nut. We added a thick washer spacer below the nut, tightened and installed a new cotter pin. Removed the cotter pin from the drivers side and checked that side. It tightened down 3/4 turn and did not require a spacer. NOTE the steering wheel is not perfectly centered.

ECU testing/ reflash Sublet: \$630.00

testing of original ECU- not rebuildable.=80.00
Testing of used ECU and then reflash of GM ramjet 350 tune=550.00
replacement ecu info
Volvo penta 4.3 TBI. D8E9 226 hours/623 starts

shipping Labor: \$0.00

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shipping

Original ECU to tester
Used ECU to us=24.00

labor track

Labor: \$9,500.00

11/06- 11/12 s4.5 11/13-11/19 b2.75 11/13-11/19 a.5, p4, s4.5 12/4-12/10 b4.5 ,
s1.0
12/11-12/17 b4 12/18-12/24 p3.5 1/22/2026 -1/28 b2.75, p3.5, s3=38.5
1/29-2/4 B12.25, P3.5=54.25
2/5-2/11s2,p1.25 2/12-2/18 p1.5, b.75==59.75==10456.25

road test notes

Labor: \$0.00

We do not have any speedo operation. The alternator is a one wire conversion and requires about 2500 rpm before it turns on and starts charging. The engine cooling fans will not keep the engine cool in traffic or at a stopped setting. The a/c system does not blow cold air. - *completed*

speedometer

Labor: \$0.00

Speedo is not working, Needle sweeps with ignition on but no reading when driving Rack and to inspect and remove speed signal generator. Found a factory GM speed signal sensor in the 4 speed o/d trans is being used. The issue was the wires to the sensor had been repaired and the splice connections were not making contact. Re-did the connectors and then road tested-all good. Checked speed signal with GPS and it is accurate. - *completed*

Payments to Performance Fabrication

Cost Summary

Status: In process Work Order

Payments: \$12,000.00
1 02/23/26 12000.00 Cash

Labor	9500.00
Parts	2364.44
Sublet	630.00
cc proc fee	437.31
fuel 5 gal 91 oct	25.00
fuel 10 gal	55.00
fuel #3- 5 gal	25.00
Subtotal	13036.75
Tax	221.67
Total	\$13258.42
Payments	12000.00
Bal Due	1258.42

I hereby authorize the above work to be done with the permission of Performance Fabrication. I hereby grant you and/or your employees permission to operate the car, truck or vehicle herein described on street, highways or elsewhere for the purpose of testing and/or inspection. An express mechanics lien is hereby acknowledged on above car, truck or vehicle to secure the amount of repairs thereto. You will not be held responsible for loss or damage to vehicle or articles left in vehicle in case of fire, accident or any other cause beyond your control.

(Signature) _____

Howard Avenue Radiator

1150 Howard Avenue - San Carlos, CA 94070
 EPA # CAL 000 034 863 - REG # 149582

Invoice

Date: 5/12/2026
 Invoice #: 35508

Phone #: 650-595-3540
 Fax #: 650-591-3396

Bill To



TMC 1935 Ford Cab

P.O. No.	Terms	CAR MAKE	YEAR	MODEL	LICENSE	MILEAGE	Phone Number
		Ford	1935	Convertible	9TYA964		
Description		Qty	Rate	List	Amount		
AIR CONDITIONING SERVICE, EVACUATE & CHARGE, LEAK TEST A/C SYSTEM.			175.00		175.		
R134A Freon Per Pound		1.6	45.00		72.		
Air Conditioning Oil & Dye			5.00		5.		
					Subtotal	\$252	

ESTIMATE OF REPAIRS \$ _____
 Includes all parts, labor, handling and Diagnosis. If on closer analysis it is found that additional repairs are necessary, you will be contacted for authorization. pursuant to Division 3 Chapter 20.3, Article 3, Sec. 9884.9 of the California Business and Professional Code
 Number Phoned _____

Revised Amount (If Necessary) _____
 Date _____ Time _____

Person Consenting: _____
 REPLACED PARTS REQUESTED BY CUSTOMER YES ___ NO ___
 I have read and understand the above estimate and terms. I authorize service to be performed, including sublet work and acknowledge receipt of this estimate.

Owner x _____

Sales Tax (9.375%)	\$7
Total	\$259
Payments/Credits	\$0
Balance Due	\$255