

RE: 1994 Mustang GT build

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[Hide Details](#)FROM: jeff@corvettetuners.com

Wednesday, November 30, 2011 7:39 PM

TO: Gerald Jellema

Unfortunately, I do not have any input on the Mcleod master cylinder. I have never dealt with it in this specific application. We have used them many many times on the Corvettes, and have never had one leak. Mcleod is one of the very best clutch companies on the market. I can see them making something that leaks. But then again, I dont have any direct knowledge. As long as your source of information is someone who has actual first hand experience, on more than one occasion, I would listen to them. If its just an opinion, or something that happened to someone they know, then I would not listen to it. That being said, I dont see anything wrong with going the other way either.

As for the noise, as I have said before, If you want it to go away you need to remove all of the smog parts on the car including the smog pump. Its that simple. If this is a course you want to take it can certainly be done, but the chances of you passing a visual smog is slim to none. The other way around it is to convert back to a completely operational smog system.

Its not really a bad idea to swap out the tank for a newer version. The only way you will find something larger, is if you run an aftermarket fuel cell. This is something I definately WOULD NOT do. They can be a total pain in the butt when it comes to proper fueling during turning, and/or stopping aggressively. The OEM replacements are only \$155.00 so its not bad at all.

I do not think the onboard controls of the steering wheel will work in an aftermarket wheel. I've never seen it done before. Now, we have taken later model mustang steering wheels, and mounted them in the earlier cars. This gives you the newer look, and still allows you to have all of your normal controls.

I completely disagree with the cluster issue, and having to swap the entire unit out. That should not be necessary. Someone is not being totally honest with you. As for the switch, I told you that. All it needs is the headlight switch. That is all. Nothing more, and nothing that isnt about 15 min worth of work. The3 AC Delco switch is \$39.95

Last but not least, I am sure that in todays economy you will find a business who is willing to do the work for less. Maybe even much less. I'm sure you could shop it around, and get it even less. Unfortunately when you have different people do different work, it turns into a cluster Fxxx of a job. Almost always resulting in the car turning out poorly. When building a custom car, it is crucial that the companies you choose to work with, you trust their word. You trust that what they are telling you is correct, and in your best intrest; Not just due to a dollar figure. Anyone can quote you what you want to hear. They can run down to the nearest hydraulic shop and buy the lines and fittings necessary. They can run down to the local muffler shop, and grab the 39.95 catalytic converters, and slap them on. They can probably even save you hundreds of dollars by doing so. But at the end of the day, you get what you pay for. We may not be the biggest and most high tech shop on the planet, but when your car is here, it is gone through with a fine tooth comb. As we did with your car, we went over every single wire, and took proper care of the build. I could have had Chance spend another 30 hours on that car fixing all of the spliced electrical connectors under that car, but I had already had him on that car for a total of 77 hours. That is not including Myself or anyone else. That was just him. Point being is while I am very confident that part for part, our price is spot on. But it can always be done for "Cheaper".

If you do not feel comfortable enough with our abilities, pricing, and/or honesty, then I encourage you to seek out a new company to have your car maintained. It is important that you don't jump around from shop to shop looking for the best prices. That may be the way to go in general repair, but it is a death sentence to a car that has been custom built. It is tabu to ever stray away from the shop that has the intimate knowledge of your car. So with that said, I am afraid that if/when the time comes that other shop0s begin performaing mechanical work on your car, we will no longer be interested in the project.

I know this is a very very delicate subject, and if not said properly, it sounds like saying "You either give us the work or we dont want to talk to you anymore". That is why I am trying to explain it from a point of view that hopefully makes the best sense.

In a nutshell, we steer away from working over other shops work. Nine times out of ten we end up re-doing their work to suit our specific needs; visa ersa for the other shop. Not to mention when something goes wrong, fingers get pointed every which way.

This is why I encourage you to really look at your car as a project. Interview the companies and stick with the ones whom you choose to go with. Dont jump around. If you dont like the shop, or the work, just drop them and move to another shop that best suits your needs. DO NOT price shop for work. It is guaranteed to screw up your car. I'm not saying to get charged whatever they want, but I am saying dont do any of the work until you have found a shop that you trust is giving you the honest and best price for your build.

I apologize for the long email, I just wanted to give you a little advice from someone who has been on the other end as a customer as well. I price shopped, and ended up doing the same work 3 times over a 13 month period. Never again..

Kind Regards,

Jeff Gooss
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----- Original Message -----

Subject: Re: 1994 Mustang GT build
 From: Gerald Jellema <maxvoni@yahoo.com>
 Date: Wed, November 30, 2011 4:02 pm
 To: "jeff@corvettetuners.com" <jeff@corvettetuners.com>

Hi Jeff. I am going to have everything done. Getting a second estimate in a couple of days. I will get back to you as soon as I get that estimate. Presently cash reserve is on hold for the interior--having a custom console put in Monday, and the interior redesigned to fit my needs.

I had my odometer and interior dash light problem checked by Decatur Auto Electric, and it appears to be a module--electricity goes to this module but does not flow out. It has to be replaced. As far as the odometer--there is a possibility that the cluster will have to be replaced, because it is tied into the speedometer.

I have heard from two sources that the McLeod hydraulic clutch leaks and has to be replaced after a short time. The second option you suggested may be better. If you have different information, we can discuss the possibility of installing one, ie the warranty, and people you know that have installed them on their car etc.

Being as old as the car is, I am thinking that the catalytic converter will need to be changed out. With all the work I am having done, will the whining disappear when I put the car in 3rd and 4th gear? You indicated it was because some smog devices were not usable, but still attached to the car.

Lastly since I am going to do all the fuel line work, I am thinking that there may be a chance of inserting a bigger fuel tank. The gas tank on the mustang is 15 gallons.

Interested in the steering wheel--my only concern is whether the cruise and gadgetry on the present column will be usable on the new steering wheel.

I am planning to have the exterior work done after the holidays. If the 303 and other items are sold, I may have the work done earlier. 1500 is an excellent buy for that engine--new they are 3975. Let me know? In any event, I will let you know how things stand.

Thank You
 Gerald Jellema

From: "jeff@corvettetuners.com" <jeff@corvettetuners.com>
 To: Gerald Jellema <maxvoni@yahoo.com>
 Sent: Wednesday, November 30, 2011 8:47 AM
 Subject: Re: 1994 Mustang GT build

Gerry,

I completely understand. Please don't think that we are nearly overcharging you. The amount, and scope of the work is not small in any way.

The clutch job is pretty standard, and is in line with every other car that is done. The catalytic converters are normally somewhat easy, but with your car having all of that smog stuff that needs to be removed, as well as the fixing of the exhaust hangers, its just going to be a ton of time and welding.

The fuel line is the biggest part. Most custom fuel systems can run into the 2+ thousand dollar range. The setup we were going to use on your car is the best of the best. It is 3000psi rated Teflon lined stainless steel braided line with stainless steel fittings. It is literally the best you can go with. Not the most expensive, just the best. It guarantees a lifelong zero issue system. Plus, It's modular so if you ever had to fix something it would be a quick and very cheap fix.

You already knew about the pillar pod cost, so that was no surprise.

Unfortunately, when you combine all of this work, it gets extremely expensive. Your basically doing 4 seperate expensive jobs.

IF you want to, you could very easily keep the catalytic converters on your car, and just have us cut and cap the smog lines. We could then remove all of the bad junk yet, keep the cats you have. They might survive till summer. This way you could spread out the costs. I will only charge 100.00 to cover the costs of pulling the system and welding up the parts. I would only
 Do this though if it was a budgetary issue.

Normally, I don't like to half ass a job but your fuel system is very very bad and dangerous. It's already seeping, and is only a matter of time before its a full fledged leak. This will end up leaking directly onto your exhaust. With the custom

system that is currently installed, the fuel pressures are already higher than factory. I don't recommend holding off to much longer.

Thanks again for your business. It is sincerely appreciated. I know I'm hard as hell to get ahold of, and probably give the impression that I don't have time for you. I don't do a very good job of suppressing my day to day business frustrations; but I truly do care about you as a customer, and have taken a personal liking to your car project. I am proud to be a part of it. Not very many people resurrect an older car, and do it as clean as you.

If you want to hold off and do it the other way, I completely understand. I just don't want you risking hurting the car because you think you are being overcharged. I would rather prefer to explain it to you line by line, so that you can see it and understand it.

Regards,

Jeff

From my Android phone on T-Mobile. The first nationwide 4G network.

----- Reply message -----

From: "Gerald Jellema" <maxvonj@yahoo.com>

To: "jeff@corvettetuners.com" <jeff@corvettetuners.com>

Subject: 1994 Mustang GT build

Date: Wed, Nov 30, 2011 6:59 am

Hi Jeff. I am going to wait on these repairs. Thanks for the bid.

Thank You
Gerald Jellema

From: "jeff@corvettetuners.com" <jeff@corvettetuners.com>

To: maxvonj@yahoo.com

Sent: Tuesday, November 29, 2011 3:07 PM

Subject: 1994 Mustang GT build

Hey Gerry,

I'm trying to wrap up these cars, so I don't have much time on the phone. Jen told me about you wanting to break up the work. I'm sure for budget reasons, it is much easier. I have one suggestion though. The times quoted were taking into consideration of some components already being off the car. For instance, since we were doing the clutch and Catalytic converters, this meant we already had to take the exhaust off. This results in less labor charged on the fuel system. I would prefer not to charge you to take it off twice.

In order to keep the costs from fluctuating, I highly suggest we do the Catalytic converters at the same time as the fuel. This will allow both of us to take advantage of the work overlapping each other, and having less labor. If not, the labor will go up by separating them. We have to remove the exhaust in order to do the fuel lines. By not doing the exhaust work, I will have to add some of those labor hours to this build; which is something I don't really want to do, because that means you will have to pay twice.

We will need to order all of the parts in, which will take a few days. If you are able to make the parts payment relatively soon, we can schedule your car to come in on Monday, 12/12. As long as we don't have any major hurdles, you will be able to pick your car up after 5pm on Tuesday 12/13.

Please let Jen or I know how to proceed.

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