Experience Perfection

FOR SALE
1971 PORSCHE 914-6 GT FACTORY TEAM CAR

Chassis No. 914 143 0140

This is a very special 914-6 GT, not only was it one of the 38 factory built cars, it was also a factory owned team car. This car was built for international rally competition and competed as a factory entry in the 1971 Monte Carlo rallye.

In addition to the normal GT items; fiberglass front and rear lids, bumpers and rockers, fender extensions, front oil cooler and oil lines. The car is fitted with a unique center hand brake which is used in a rallye driving technique that help rotate the car in slower corners. The car is also fitted with a spare tire, extra driving lights on the hood and in the bumper and a navigators seat and associated timing gear.

There were only 3 factory Werks cars built in 1971

All three were built specifically for the Monte Carlo rallye in 1971. This particular car did not finish the rallye due to gear box problems. It was then used by the factory as a practice car for the Targa Florio. The factory then sold the car directly to Recaro who painted the car in the companies colors and logos and added additional equipment converting into the F1/FIA safety car/fire prevention car. It was the first car ever used as a safety car in competition worldwide! After two years it went back to the factory and was sold through Porsche to the first private owner. Sometime between the Targa practice and when the car was hence sold Porsche installed a RS motor in the car (still in the car). The car was in a private collection for over 20 years and no races, accidents or modifications were ever done on this car. It is the most original (other than the engine) factory GT in the world. All body panels are believed to be original and you can still see in the roof, trunk lid and front deck lid the holes that were utilized for lights, antennas, fire ext. lines, etc. etc. that you can see in the vintage photos.



canepa
DESIGN

WWW.CANEPA.COM
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PORSCHE

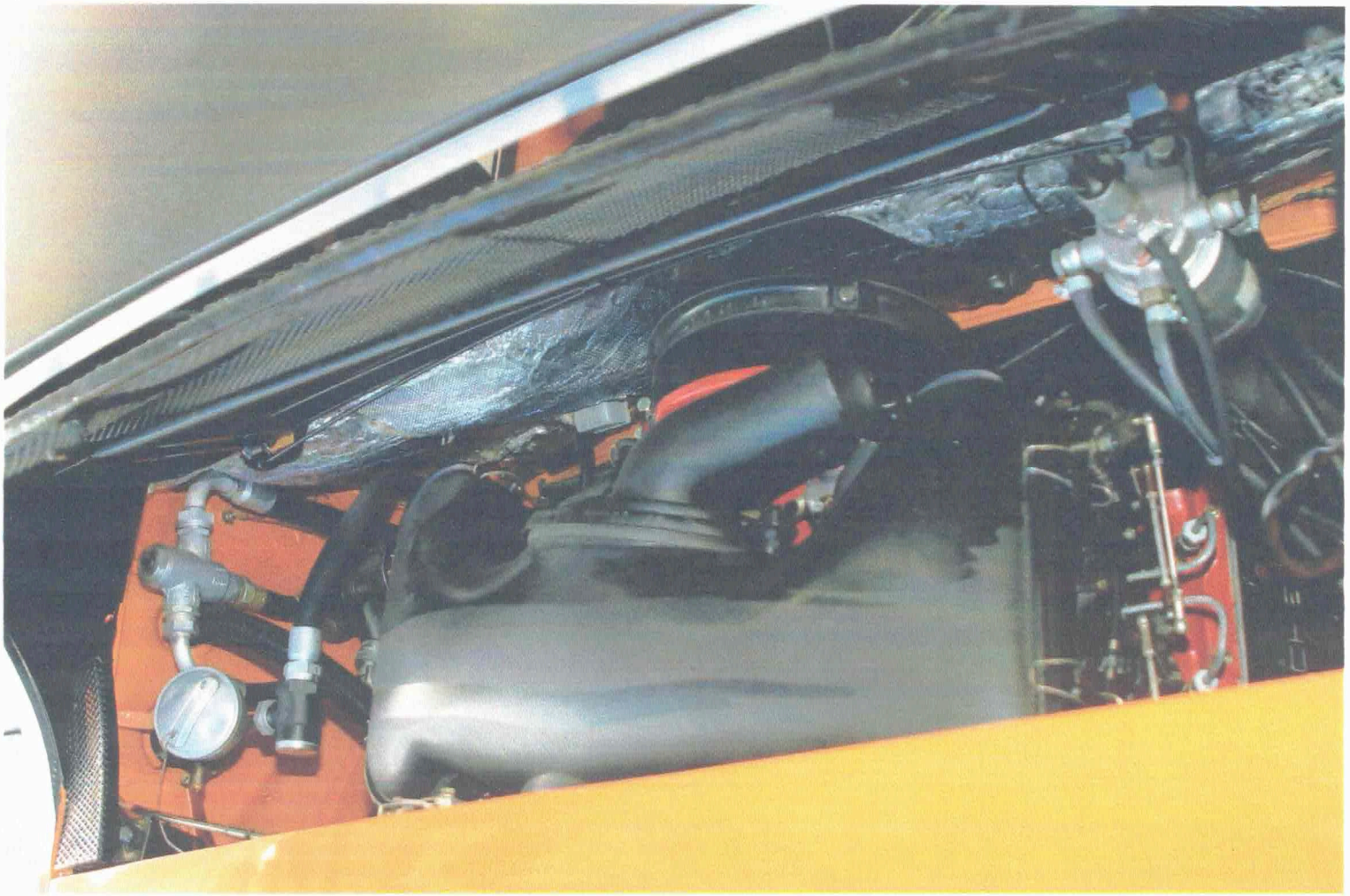





SHELL


17
S-Y7715
CIBIE


17
RALLYE MONTE-CARLO
S-Y7715
PORSCHE
CIBIE
DUNLOP




PORSCHE
S-04624
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CIBIE
CIBIE
CIBIE
S V 7715

Wiring digram
Diagrama de cablage
Schêma de câblage

1 Disconnect the battery
Disconecte la batería
Deconnectea la batterie

2 Run leads
Prepare los cables
Posez les fils conducteurs

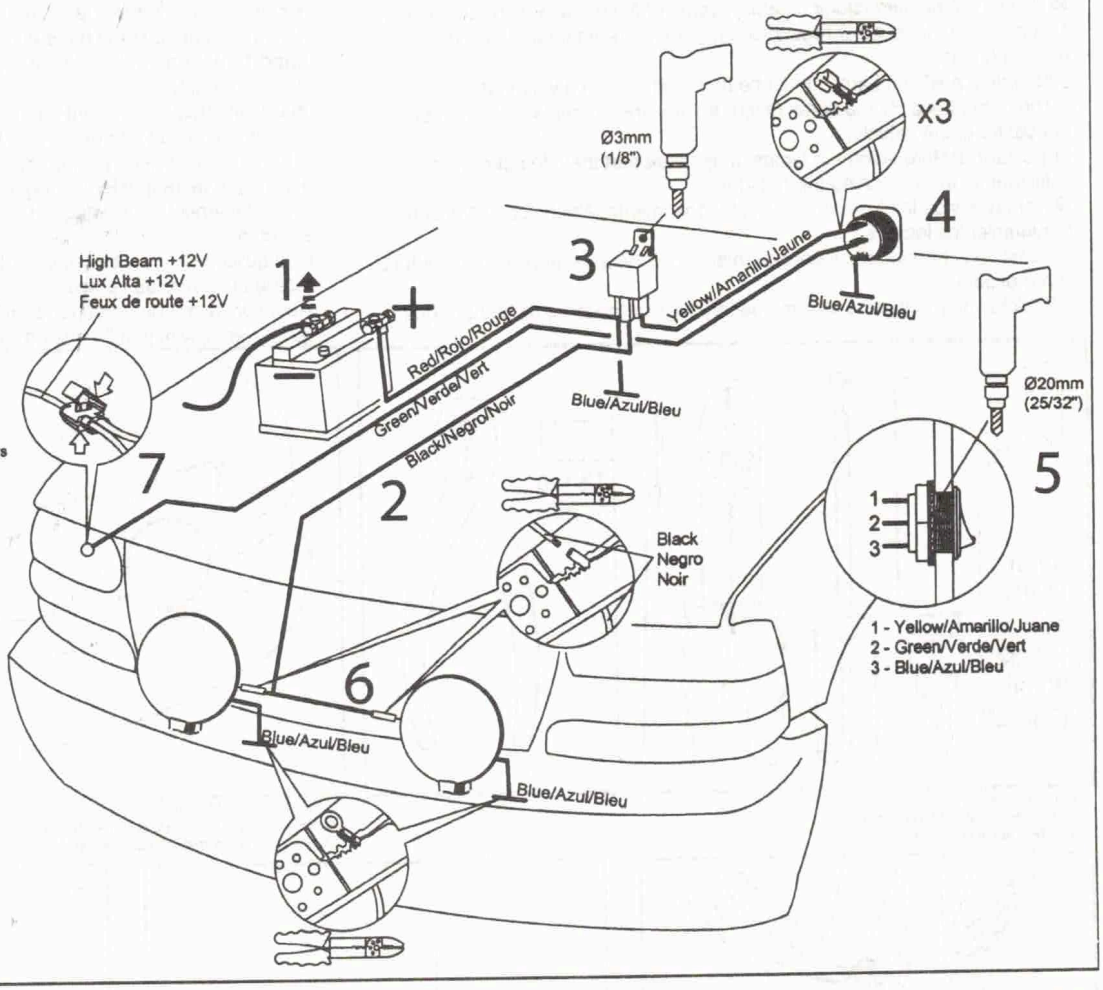
3 Fix relay
Asegure el relevador
Procédez à la fixation du relais

4 Connect switch
Conecte el switch
Procédez au brachement de l'interrupteur

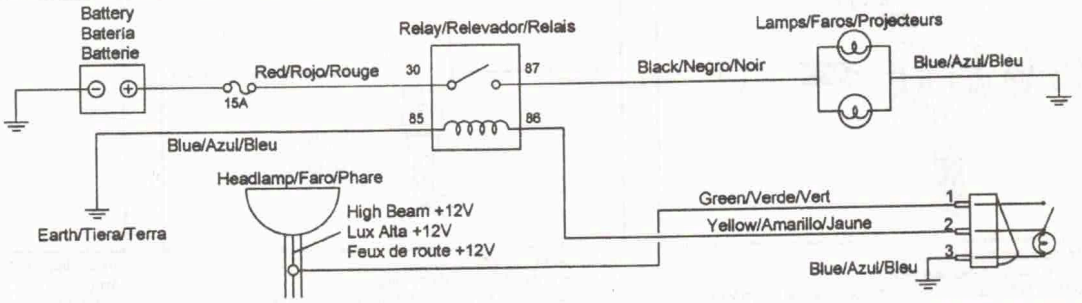
5 Fit Switch
Asegure el switch
Procédez au montage de l'interrupteur

6 Connect lamp
Conecto el faro
Procédez au branchement des projecteurs

7 Connect to highbeam +12V
Conéctelo a la luz alta +12V
A brancher sur les feux de route +12V



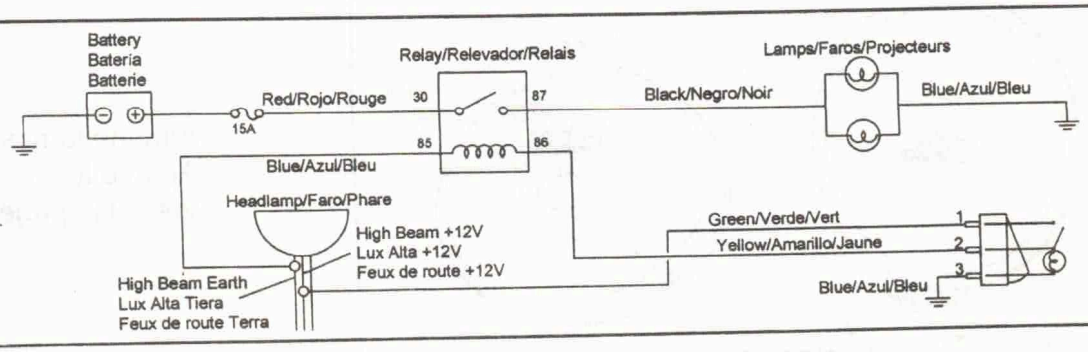
Standard wiring digram
Diagrama de cablage estándar
Schêma de câblage standard



If the lamps illuminate with the high beam and low beam, connect the blue wire on the relay to the earth wire for the high beam.

Si las lámparas iluminan con la luz alta y la luz de cruce, conecte el alambre azul en el relais con el alambre de la tierra para la luz alta.

Si les lampes illuminent avec le feux de route et le éclairage code, reliez le fil bleu sur le relais au fil de la terre pour le feux de route.



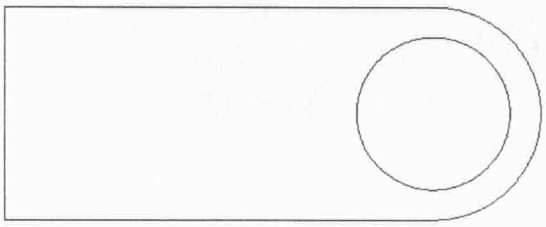
From under the nose of the car use an Allen wrench to remove the two bolts (one on each side) securing the torsion bar protective end cap guards. Use a 17mm socket and ratchet to remove the four bolts (two on each side) that are securing the back side of the front torsion bar mounts. Offer up the new bracket to each torsion bar front housing and secure with the four short bolts and lock washers provided. Do not fully tighten yet. The remaining two long bolts and washers should be fed through the bracket and then passed through the spacer provided (one on each side) prior two threading into the body. Torque all bolts to the factory suggested value of 38 ft/lbs.

You may now reattach your spoiler and valence provided it does not interfere with the bracket. Some spoilers fit with no problem such as the Flex Dam, the "Ultimate" Air Dam, snow plow and the "special edition" spoiler. Most will have to be removed to tow and placed in the car for safekeeping. The good news is that if you mount them carefully this is a quick and painless operation. Units like the 916 fiberglass front bumper or the stock valence must be notched to provide clearance. (Yuck) This might be a good time to upgrade to a "special edition" spoiler? Please don't cutup your stock steel valance. They are a dieing breed.

You are now ready to attach you Reese, Draw-Tite or EMPI tow bar, tow chains and lights. Don't forget to turn you key on to unlock the steering column so that your car follows you. A word of warning....**DO NOT REVERSE WHILE TOWING WITH A TOW BAR!** You will bend the bar and possibly damage your car. **Please read and comply with the manufacturers instructions provided by the manufacturer for utilizing their product.**

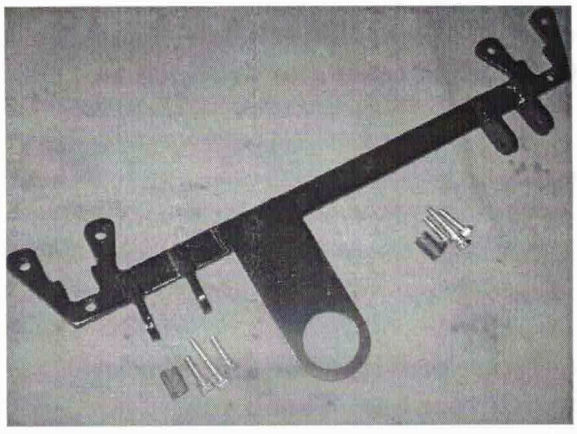
Many weekend racers have found that the flat tow is a great way to get their car to the track without having to provide storage for a trailer. Many teeners like to tow their car to events (MUSR or WCC for example) so that they have a comfortable and air conditioned ride to and from the event. My wife loves to drive her 914 once we get there, but would arrive in a very bad mood if we had driven the 914 five hours to get there. I've found that even if you don't keep the bracket attached to your car, it is a handy unit to keep just in case. Happy towing.

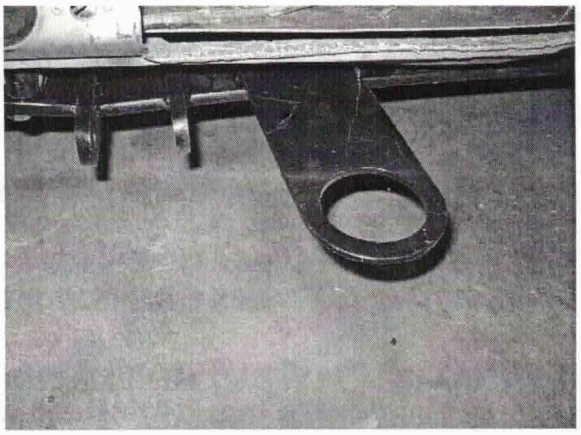
There is also a race eye option with these bars. For an additional $7.50 I will weld on a NASA, PCA and SCCA compliant tow eye. Keep in mind that this eye is rather low and may become buried in DEEP gravel traps. Please contact me with specific placement (left, right or center), the type of spoiler and the distance that you would like to protrude. The box is also larger, so you will have to add $5 to the base shipping charge calculated above.



Another option is for an additional $5 I will include a raw steel eye that is 8" long so that you may drill and bolt it to the 3/8" x 1 1 ½" crossbar. My only suggestion in this case is that you should only mount it on the left or right as the drilled holes will weaken the bar in the center.

I would also suggest that the owners paint this eye in a bright red color for identification.



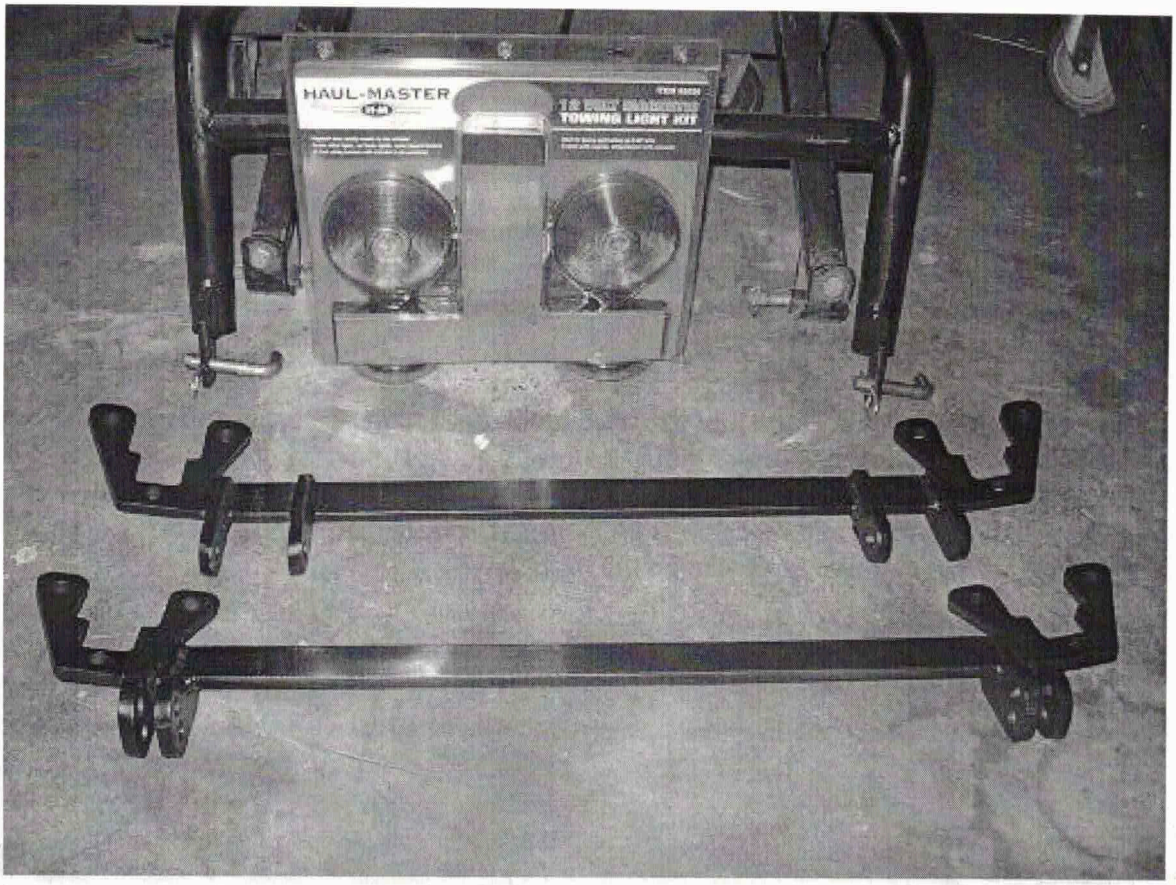




I do not manufacture or provide these tow bars and have no intension of competing with these companies. I am merely providing a means for 914 owners to utilize these products safely in transporting their cars. Which brings up my next point……..

Safety chains…..Neither of the above mentioned manufactures provides a safety chain kit with their tow bars. Reese does provide one as a separate billable item #R74954 for $40.15. It is my recommendation that if you are utilizing one of these towing products, you should also utilize a pair of safety chains that run from your tow vehicle hitch to the 914 you are towing. **Check your local laws before towing for the details.** My bracket has a very convenient cross bar of 3/8" by 1 ½" steel that provides a good mounting point for your chains. Please don't skimp on safety. Your life and other lives are at stake.

Lights are also necessary when towing a vehicle. While there may be a 914 electrical guru out there that will show you how to tap into your Porsche lighting system, I prefer a set of stand alone tow lights. The Haul Master #93036-1VGA, sold by Harbor Freight seems to work well. At $24.95 list and $19.95 on sale, they are a deal. These have a magnetic base and will do the trick. The best place to locate them in my experience is on the engine lid.



The tow bar brackets are available it two varieties based on the type of tow bar you have available. The EMPI Super Beetle bar is popular as it has a low price of roughly $60 at your local VW store. You only need to buy the bar and the two pins. The Super Beetle base plate is not needed. EMPI (or their dealers) sell the bar and pins by themselves. The bar for use with a 2" ball is EMPI #3131-7 and the pins are EMPI #3138.



3131



3138

Instructions

It is always a good idea to enlist the assistance of a fellow 914 owner when tackling this job. The front bumper is an unwieldy item to handle on your own. While there are a few tricks to removing and installing the bumper on your own, you do risk damage to your bumper, your car or yourself if you try it on your own. In the absence of another Porsche owner, a neighbor or spouse will do.

Set the cars handbrake and turn the steering wheel fully to the left. Starting under the right front fender, utilize your ratchet, 13mm socket and long extension to remove the two bolts that secure the bumper to the nose of the car. When removing the final bolt, be sure to have your helper holding the bumper so that it is not allowed to droop.

At this time you may pull the bumper away from the car about ½" (don't pull further or the bumper could damage the paint on the other side of the car when it pivots) and offer up the bracket. This is where the helper is really worth the iced tea you are paying them with. You must align the bracket with the holes in the body, the holes in the "dog bone" and the holes with captured nuts in the bumper. Reinstall the two mounting bolts but only hand tighten them.

Now turn the steering wheel fully to the right and repeat the bolt removal procedure under the left side wheel well. Install the bracket on the left side and hand tighten the bumper bolts.

Now that both sides are in place, properly tighten the four bolts that secure the bumper. The bracket is only 1/8" thick and it should be possible to compress the "dog bones" enough to draw the bumper as close to the body as it was when you removed it.

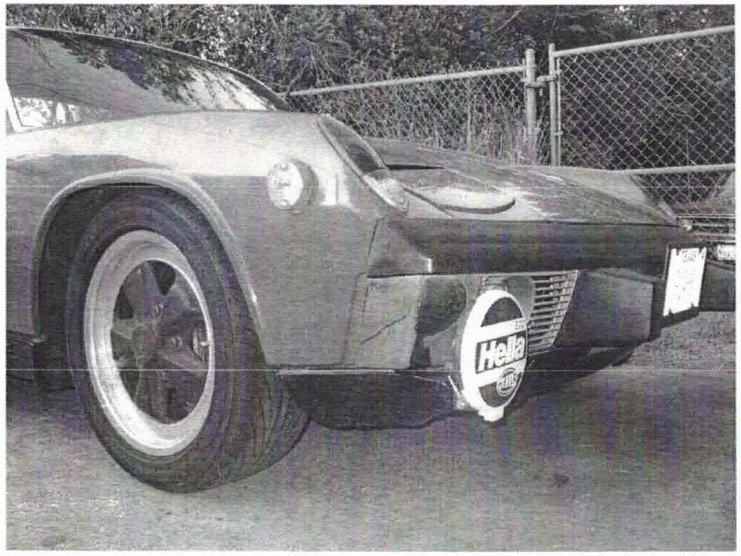


After the bumper is secure you can move forward with mounting your choice of lights to the brackets and get on with the task of wiring the units.

Thank you:

The brackets will give you years of service and a much easier method of mounting your monster driving lights to the front of your 914. Thank you for your order and please tell others if you are pleased with your purchase.

Outboard Driving Light Brackets for your 914

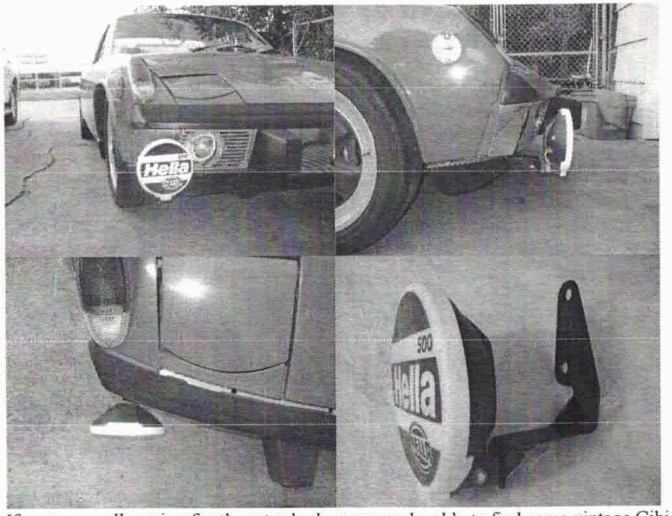


Why?

Many owners like the addition of auxiliary lights to enhance their vision when traveling at reasonable speeds at night. Canyon carving and night autocrosses are especially well suited for this type of enhancement. Some owners just like the retro look that is reminiscent of the original factory cars with hood mounted auxiliary lights. Regardless of your motivation, there is now a bolt on solution to your need to light up the night.

Design

The outboard driving light brackets are designed to sandwich behind the "dog bone" bumper mounts on 70-74 914s and later models that have been retrofitted with these early bumpers. These units are equipped with a 9/16" mounting hole to allow fitment of a wide range of driving lights. The most popular is the Hella 500 series driving lights which can be found at a wide range of outlets including your FLAPs. (friendly-local-autoparts-store) Most kits include a switch, relay, wiring and instructions to guide you.



If you are really going for the retro look, you may be able to find some vintage Cibie or Carrello lights. That really sets you apart from the crowd!

Legality

While mounting these lamps on your car may not create any issues with your local authorities, there are some states that won't allow these lights to be mounted. In some cases they will allow them to be fitted, but must be covered when driving on public highways. The Hella 500 units come with a nice set of clip on covers. Let me recommend that you check your local laws before purchase.

Contents of the kit

Two light brackets in black powder coat
These instructions

Tools required

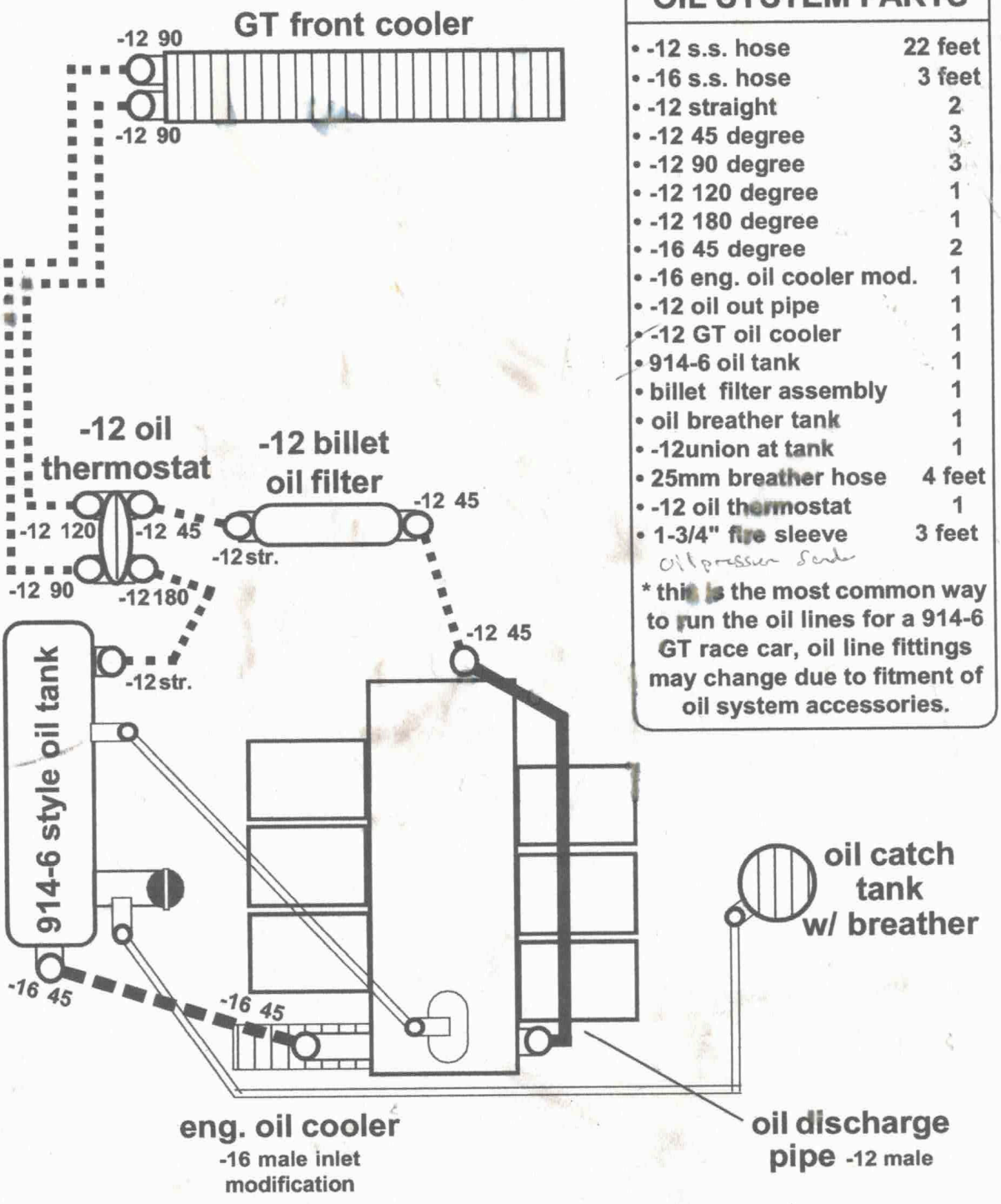
13mm socket
3/8" ratchet
Long 3/8" extension
One helper
Patience

1M = 3 Feet
5M = 15 Feet

PATRICK MOTORSPORTS

PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

914-6 oil line layout for the GT front cooler w/ 914-6 style tank



OIL SYSTEM PARTS

• -12 s.s. hose	22 feet
• -16 s.s. hose	3 feet
• -12 straight	2
• -12 45 degree	3
• -12 90 degree	3
• -12 120 degree	1
• -12 180 degree	1
• -16 45 degree	2
• -16 eng. oil cooler mod.	1
• -12 oil out pipe	1
• -12 GT oil cooler	1
• 914-6 oil tank	1
• billet filter assembly	1
• oil breather tank	1
• -12union at tank	1
• 25mm breather hose	4 feet
• -12 oil thermostat	1
• 1-3/4" fire sleeve	3 feet

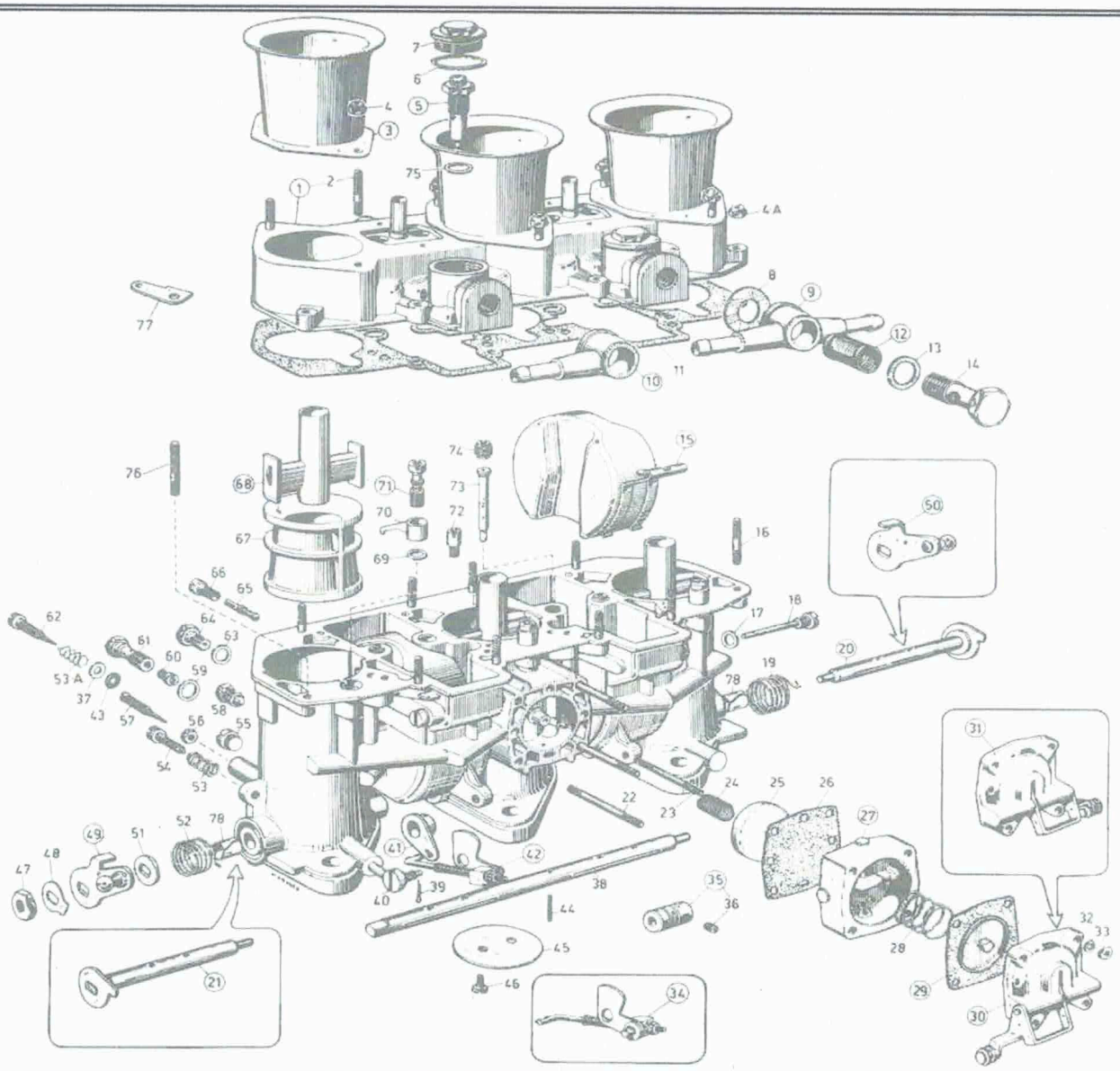
Oil pressure Sender

* this is the most common way to run the oil lines for a 914-6 GT race car, oil line fittings may change due to fitment of oil system accessories.

PHONE 602-244-0911 FAX 602-244-0900
4025 EAST MADISON PHOENIX, ARIZONA, U.S.A., 85034

WEBER

WEBER CARBURETORS
40, 46 IDA 3C/3C1 31300.001/002 31360.001/.002



ORIGINAL SETTINGS			
Venturi - 40 IDA	.30 mm	**Emulsion Tube - 40 IDA**	F26
Venturi - 46 IDA	.42 mm	**Emulsion Tube - 46 IDA**	F24
Auxiliary Venturi	4.5 mm	**Idle Jet - 40 IDA**	.55 mm
Main Jet - 40 IDA	1.25 mm	**Idle Jet - 46 IDA**	.70 mm
Main Jet - 46 IDA	1.70 mm	**Pump Jet**	.50 mm
Air Corrector Jet - 40 IDA	1.80 mm	**Needle Valve**	1.75 mm
Air Corrector Jet - 46 IDA	1.45 mm	**Float Measurement**	See Tech Manual

WEBER

WEBER CARBURETOR PARTS LIST
40, 46 IDA 3C/3C1 31300.001/002 31360.001/002

KEY NO.	QTY	DESCRIPTION	PART NUMBER	KEY NO.	QTY	DESCRIPTION	PART NUMBER
1	1	Carburetor Cover	31726.002	44	1	Spring Pin	58445.001
2	6	Stud	64970.002	45	3	Throttle Plate-40mm	64005.087
3	3	Air Intake	52845.005	45A	3	Throttle Plate-46mm	64005.006
4	6	Nut	34725.003	46	6	Screw	64520.027
4	10	Nut	34725.003	47	1	Nut	34715.014
5	2	Needle Valve	79508.*	48	1	Washer	55520.002
6	2	Gasket	41530.035	49	1	Throttle Lever 40 IDA 3C1	45034.028
7	2	Plug	61002.005	49A	1	Throttle Lever 46 IDA 3C1	45034.007
8	2	Gasket	41530.004	50	1	Throttle Lever 40 IDA 3C	45034.027
9	1	Filter Body	10356.005	50A	1	Throttle Lever 46 IDA 3C	45034.011
10	1	Filter body	10356.002	51	1	Washer	55555.019
11	1	Gasket	41710.001	52	1	Spring	47610.071
12	2	Filter Gauze	37022.001	53	1	Spring	47600.060
13	2	Gasket	41530.001	53A	3	Spring	47600.060
14	2	Plug	12715.014	54	1	Throttle Adjusting Screw	64590.005
15	2	Float	41015.007	55	3	Progression Hole Inspection Screw	61015.009
16	9	Stud	64955.012	56	3	Nut	34705.001
17	2	Gasket	41530.017	57	3	Air Adjusting Screw	64750.002
18	2	Fulcrum Screw	64900.012	58	3	Choke fixing Screw	64840.003
19	1	Spring	47610.072	59	3	Gasket	41540.001
20A	1	Shaft 40 IDA 3C1	10015.419	60	3	Main Jet	73801*
20B	1	Shaft 46 IDA 3C1	10015.458	61	3	Jet Holder	52590.001
20C	1	Shaft-oversize(40 & 46mm)	10016.442	62	3	Idling Mixture Adjusting Screw	64750.004
21A	1	Shaft 40 IDA 3C1	10015.415	63	2	Gasket	41530.008
21B	1	Shaft 46 IDA 3C	10015.457	64	2	Plug	61002.006
21C	1	Shaft-oversize(40 & 46mm)	10016.443	65	3	Idling Jet	74403*
22	2	Stud	64955.011	66	3	Jet Holder	52570.005
23	2	Stud	64955.017	67	3	Choke-46 IDA	71504*
24	1	Spring	47600.128	67A	3	Choke-40 IDA	71502*
25	1	Pump Valve	64190.004	68A	3	Secondary Venturi 40 IDA	71103*
26	1	Diaphragm	47405.011	68	3	Secondary Venturi 46 IDA	71104*
27	1	Pump Body	39174.002	69	3	Gasket	41530.012
28	1	Spring	47600.012	70	3	Pump Jet	76201*
29	1	Diaphragm	47407.010	71	3	Delivery Valve	64290.005
30	1	Pump Cover IDA 3C1	32486.009	72	1	Pump Exhaust Valve	79701*
31	1	Pump cover IDA 3C	32486.010	73	3	Emulsioning Tube	61440.151
32	4	Spring Washer	55525.007	74	3	Air Corrector Jet	77201*
33	4	Nut	34705.003	75	2	Gasket	41530.022
34	1	Tie rod 40 IDA 3C	61287.002	76	1	Stud	64955.005
35	1	Shaft Coupling	32272.001	77	1	Plate	52150.006
36	4	Screw	64600.001	78	2	Bushing	52130.010
37	3	Washer	55510.018	Not Shown	2	Top Cover Screen 46 IDA	37012.003
38A	1	Shaft 40 IDA	10005.407**	Not Shown	4	Screw for Above	64700.007
38B	1	Shaft 46 IDA	10005.412**				
38C	1	Shaft-oversize(40 & 46mm)	10006.408				
39	2	Split Pin	32610.006			* Calibrated Part	
40	1	Fulcrum Screw	64895.003			** Replacement throttle shafts are not drilled for accelerator pump actuation	
41	1	Lever	45027.007				
42	1	Tie Rod 40 IDA 3C1	61287.001				
43	3	O' Ring	41565.002				



Weber Carburetors



40IDA Weber Carbs

Hello, I am a distributor for PMO carburetors and Weber parts. Please use our secure shopping cart at www.youroil.net to place an order.

Valuable **PMO** info is available at --PMO Info

PMO Now Has a Website!! www.pmocarbs.com

This link provides jet sizes for various Porsche engines. These are intended to be a starting point in selecting jets – the actual sizes you will need may be different than this table suggests as each engine is in a different state of tune, is driven differently & is maintained differently in different environmental conditions. Also, some sizes can be calculated using the formulas at the bottom of this page.

Weber Jet Settings

PMO has provided written instructions about adjusting and tuning the Webers which I found to be very helpful.

- Weber Tuning, Adjusting and Synchronizing instructions -

There are 2 sets of instructions, each slightly different but with the same result. The 1st set consists of 3 pages and is for a conversion from Fuel Injection to Webers. The 2nd set contains 5 pages and is useful when converting from Webers to PMOs. However, I found it useful to read the info in both sets of instructions.

A diagram of the 40IDA-3C1 carb is also provided below.

40IDA-C1 Diagram
CIS to Weber Page 1
CIS to Weber Page 2
CIS to Weber Page 3
Weber Carb Adjust Page 1
Weber Carb Adjust Page 2
Weber Carb Adjust Page 3
Weber Carb Adjust Page 4
Weber Carb Adjust Page 5

Misc Comments From PMO

We recommend NGK BP5ES Spark Plugs.
The Spark Plug Gap should be .036"

1. Idle Air Jet Passageways

These get blocked off frequently by incorrect installation of air cleaner gaskets and/or air cleaner bases. See diagram in instructions. The problem was corrected in late 2002 by manufacturing air cleaner bases which only go on one way and air cleaner gaskets with extra holes. These item are available from PMO.

2. Float Needle Valves

We started out with viton float needle valves which have a somewhat blunt viton tip. Historically, these have been the choice for off-road cars.We changed to the Weber float needle valves when we found quality control problems with the viton valves. After that, we went to the double-ball type. Both didn't work as well as the viton ones for holding fuel level. Consequently, we went back to viton, but we now individually inspect every valve. As a footnote, not even the viton valves will hold the fuel level in some cases where solid motor and transmission mounts are used. For race cars, we recommend the clubsport mounts which can be stiffened by modification. WEVO recently developed urethane motor mounts which should be the best of both worlds.

3. Leaning Out Cruise and Idle

For street cars, the idle and cruise conditions can be leaned out if necessary by opening up the air screws to 1 or 2 turns initial setting. This leans out idle and cruise by giving more air without more throttle. Ideally, at idle, the cross section of the throttle plate covers the first transition port and the engine idles as sufficient speed with 6 to 8 degrees spark advance. Idle speed can be adjusted with the air screws without disturbing the throttle settings.

4. Reducing Injection Quantity

We have found that race engines often need varying levels of injection quantity. Coming out of a turn, too much injection quantity can actually cause bogging. PMO has different float bowl check valves to adjust the injection quantity up or down. Rob King at S-Car-Go has cut the injection quantity down to almost nothing with excellent results. The normally installed float bowl check valves have a .5 mm side hole for bleed back. The larger the bleed back hole the less injection quantity. The valves come in increments of .1 mm up to 1 mm. We have 1.5 mm valves for people who want to almost eliminate injection quantity but still start the engine.

5. More on Idle Air Jets.

We made these out of brass for the most part. In humid climates they tend to corrode because of the interaction of the brass, the aluminum throttle body and the vegetable material top cover gaskets. We're changing to stainless steel on the idle air jets and looking for a durable paper for the top cover gaskets. If you have a problem with corrosion on the brass idle air jets, this can be removed by soaking in vinegar. Spray the

top cover gaskets with WD40 before putting top covers back on, or check with us about stainless steel idle air jets. We should have the new top cover gaskets by March, 2003.

6. Solid Motor and Transmission Mounts.

I've noticed a proliferation of advertisements for solid motor-transmission mounts for Porsche 911 race cars. I'm sure they sell well because they are CNC machined out of solid aluminum and they look "cool". They are also considered "hardcore". My opinion is that any practical advantage they possess is vastly outweighed by a myriad of disadvantages.

The basic problem with solid mounts in internal combustion reciprocating engines is that they introduce destructive harmonics into the body of the race car and also back into the engine. Everyone has heard the true stories of cracked sheet metal, loosened nuts and bolts, sheared-off exhaust systems and broken engine cases.

The excessive vibration often sticks the float needle valves in carburetors causing flooding and other times aerates the fuel in the float bowls causing a lean condition.

The intense vibration also can knock out components in EFI systems leading to the common full-lean-at-full-tilt-equals-fried-engine syndrome. The additional tooth- rattling vibration and noise increases driver fatigue and the possibility of a crash. And if there is a hard crash, the solid mounts increase the likelihood of catastrophic damage to the engine and transmission.

Given these well known facts, why would anyone use solid mounts? It is because they stop the engine-transaxle unit from twisting, thereby improving shifting. This condition is substantially improved by using the Porsche sport mounts and is totally cured by using a WEVO shifter along with the sport mounts. Frank Eibell in Florida has made and installed anti-torque bars on the transaxle to cure this problem. Jim Patrick in Arizona makes urethane dampened 914-6 conversion mounts. WEVO urethane engine-transmission mounts are available now.

Weber Carburettor Settings

Recommended Settings for Weber Carbs

These are starting points - each engine can vary greatly!

Engine Size & Cam	Main Venturi	Main	Air	Idle	Emulsion Tubes	Notes
1.6L See Below	28	110	200	52	F7	59 356 1600 Super
1.6L	32	130	200	50	F7	356 1600cc
1.7L See Below	28	130	200	55	F11	on 356 w/C heads

1.7 912 (1720 BB)	32	125	180	55	F7	See Note 1 Below
1.7 912 (1720 BB)	32	125	200	50	F11	See Note 2 Below
1.7L (1720 BB)	32	135	200	50	F11	356 1720cc
2.0L	27	110	185	50	F2	Porsche Factory
2.0E	30	125	180	55	F26	
2.0S	32	130	180	55	F3	
2.2E	30	125	180	55	F26	
2.2T	30	125	180	55	F26	
2.2S	32	130	180	55	F3	
2.4T	30	130	180	60	F26	
2.4E	32	135	180	55	F26	
2.4S	32	135	180	60	F3	
2.4 CIS T	30	130	180	55	F26,F3	
2.7 CIS	32	135	180	55	F26	
2.7 CIS w/Tall AV's	34	140	180	60	F3	
2.7 E, S	34	145	180	60	F3	
2.7 E, S w/ Tall AV's	36	155	175	60	F3	

Recommended Settings for Weber Carbs

These are starting points - each engine can vary greatly!

Engine Size & Cam	Main Venturi	Main	Air	Idle	Emulsion Tubes	Notes
1.6L See Below	28	110	200	52	F7	59 356 1600 Super
1.6L	32	130	200	50	F7	356 1600cc
1.7L See Below	28	130	200	55	F11	on 356 w/C

						heads
1.7 912 (1720 BB)	32	125	180	55	F7	See Note 1 Below
1.7 912 (1720 BB)	32	125	200	50	F11	See Note 2 Below
1.7L (1720 BB)	32	135	200	50	F11	356 1720cc
2.0L	27	110	185	50	F2	Porsche Factory
2.0E	30	125	180	55	F26	
2.0S	32	130	180	55	F3	
2.2E	30	125	180	55	F26	
2.2T	30	125	180	55	F26	
2.2S	32	130	180	55	F3	
2.4T	30	130	180	60	F26	
2.4E	32	135	180	55	F26	
2.4S	32	135	180	60	F3	
2.4 CIS T	30	130	180	55	F26,F3	
2.7 CIS	32	135	180	55	F26	
2.7 CIS w/Tall AV's	34	140	180	60	F3	
2.7 E, S	34	145	180	60	F3	
2.7 E, S w/ Tall AV's	36	155	175	60	F3	

Note: Tall AV's = Auxilliary Venturi's

CIS : Indicates CIS Cams

You should go through your Carbs and make a note of all the sizes of the different

components.

This will help in the trouble shooting if you have any problems. Often the sizes of jets are only

finalized by trial & error. Many variables can affect your Webers performance such as fuel available,

elevation of driving area, engine options and the environment. All must be taken into account when

trying to determine the proper jets.

The settings were provided by PMO for the 2.0L and larger.

The Settings for engines smaller than 2.0L are actual inventories provided by 356 owners

Note: 1

The bottom end seems to be a lot leaner but power appears

fairly rich with dull transition to 3200rpm, then excellent

power from 3300-5500. High speed runs with constant

rpm's of 5500+ were not as	powerful as expected. The
engine seems to stop breathing	at 6000rpm and get hot at
highway speeds of 75-80.	
Note 2	
The bottom end seems to be a	lot leaner, burst power is
significantly lower (acc pumps)	mid-range is a little better
and top end is still wanting.	

Last Updated on 3/12/2005
By Larry G Turner Sr

PMO
135-17th St.
Santa Monica, CA 90402

PORSCHE 911 INJECTION TO WEBERS

-Most of the instructions are basically common sense. For instance, rags or paper towels should be placed in open manifold or intake ports to prevent nuts or washers from dropping in. Clean the engine before starting work. Be sure the mixture is correct before any high-speed driving.

-Always clean the carburetors out before installing. They are full of an anti-corrosion fluid and, sometimes, dirt. It's best to remove all the jets and idle mixture screws, along with the slotted plugs covering the transition ports. Put spray carburetor cleaner through the idle passages and down through the air jets. Use compressed air everywhere except in the float chambers. Oil the o-rings on the idle jet carriers before re-installing. If car backfires or doesn't respond to idle mixture screws, repeat this procedure.

-Check the condition of the gas tank. Rust should be removed and tank coated or replaced. It's a good idea to run a water/fuel separator such as a Racor. Always use a metal cannister type fuel filter in front of each carb. The Racor unit, if used, should also be installed after the Pressure Control Unit and in front of the carbs.

-Removing Throttle Bodies and Manifolds. Care to be taken in removing existing manifolds and studs to prevent breaking the studs. If rust or corrosion is present, it's a good idea to thoroughly soak the studs with Liquid Wrench. Leave the manifold in place and just remove the nuts and washers from the studs. Fill the space between the manifold and stud with the Liquid Wrench and let soak for a day or so, tapping on the stud from time to time. Use the double nut technique to remove the studs. If that doesn't work, PMO has a cam action stud remover available for $20. If it feels like a stud is going to break, get professional help. About the handiest tool for getting at the manifold nuts is a Snap-On 1/4" drive 12mm flex socket (TMUS 12mm). Remove the old manifold gaskets after removing the studs. Insert paper towels or rags into the intake ports to prevent anything from falling in. 3.2 engines retain the existing studs.

-The intake ports should be slightly larger than the ports in the bottoms of the manifolds. The 2.4 T intake ports will be smaller and the option is to open them up to the size of the insulators.

-Installing Studs. After the existing studs are removed from the cylinder heads, the new studs are installed. They are in a separate bag along with the insulator plates, instructions, etc. After threaded holes in the cylinder heads are cleaned, the new studs are installed. The short end goes into the cylinder head. Use blue Loktite on the studs; likewise when you install the short end of the manifold studs into the manifolds. Note that the manifold studs are in a plastic bag along with nuts and washers. This bag is taped to the side of one of the manifolds.

-Installing Insulators. The insulators are the 1/4" thick black plastic plates and are installed with a like-shaped gasket on each side. The insulators and gaskets go on top of the cylinder heads underneath the manifolds. On the 2.4 CIS T (non-Calif.) the insulator plates have to be relieved to clear the fuel injector sleeves. Sometimes the manifold has to be relieved also. Install new o-rings with the CIS injector plugs supplied in the kit.

-Installing Manifolds. The manifolds go on top of the insulators. The nuts and washers are reused from the original throttle bodies or manifolds. Use about 10-12

lbs. of torque on the nuts. Tighten the manifolds and carbs from the center to the ends, going back and forth from side to side, like the tightening sequence on an inline six head. The injector plugs are installed with the copper gasket and blue Loktite as a sealant.

-The fuel filter and fuel accumulator components found on Mechanical Injection and CIS Injection cars should be removed. Please check instructions supplied with the Pressure Control Unit.

-The banjo fitting under the oil pressure switch is the oil feed to the mechanical injection pump. A bushing is included to replace the banjo fitting. The return line from the pump just has to be covered with the black cap.

-The 2 or 2.2 liter Mechanical Injection air cleaners can be bolted directly to the carbs. Our K&N Watershield air cleaners have a provision for vapor pick-up from the crankcase and evaporative cannister. Loose wires from the injection system should be removed at the pin connector or taped-off.

-For around town use and normal highway driving, we recommend the new Bosch platinum plugs: WR 8 DP for engines up to 9 to 1 compression ratios and WR 7 DP for higher compression engines. Leave the plugs gapped as they come (.036) on engines with CD ignition. Use your own judgment for off-road competitive driving.

-Ignition Timing. The maximum timing advance should be set at approximately 5500 RPM according to Porsche factory recommendations. About 35-38 degrees for engines to 9 to 1 compression ratios and about 31 to 33 degrees for higher compression engines. 3 liter engines (non-Calif.) seem to work best at around 35 degrees. On 2.4 engines the vacuum line to the distributor comes off and the point plate secured by pushing down the small tab next to the points.

JETTING COMBINATIONS WHICH HAVE BEEN INSTALLED IN CALIFORNIA AIR RESOURCES BOARD EXEMPTED CARBURETOR KITS (D-144).

Chokes	Main Jets	Air Jets	Idle Jets	Emulsion Tubes
2.2 T 30	125	180	55	F26 (D-144-1)
2.0 E 30	125	180	55	F26
2.2 E 30	125	180	55	F26
2.0 S 32	130	180	55	F3
2.2 S 32	130	180	55	F3
2.4 T 30	130	180	60	F26
2.4 E 32	135	180	55	F26
2.4 S 32	135	180	60	F3

-These jetting combinations are for use in the Weber 40 IDA 3C(1) carburetor and are not to be tampered with for the car to remain legal in California.

NON CALIFORNIA INSTRUCTIONS OR OFF ROAD USE ONLY IN CALIFORNIA

-Judgment has to be excercised after car is put into use to determine final jet settings. A flat spot between idle and main stages, coupled with a slow return to idle usually calls for larger idle jets. Light colored eroded spark plugs call for larger main jets or, sometimes, colder plugs. If plugs are quickly fouled, it can be that the plugs are too cold or the idle jets and/or main jets are too large. A too lean idle circuit can sometimes be corrected with the mixture screws. Emulsion tubes usually effect transition but can have lesser effects on other areas. Beware a very light exhaust.

PORSCHE MAILORDER
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WEBER 40 IDA 3C ADJUSTMENT

It's being taken for granted that you have had some experience working with Porsche engines, at least at the tune-up level. Webers are easy to adjust when compared to other Porsche induction systems but they are much harder to adjust than an American two barrel. It takes a certain feel; which usually can be learned.

Before attempting to adjust the carbs the engine must have correct cam and ignition timing along with a careful valve adjustment. The points, plugs, distributor cap, ignition wires, etc., should be in like-new condition. The distributor must be mechanical advance or modified for straight mechanical advance. The compression differential between the cylinders should not exceed 20 psi max. An engine compartment fuel filter will keep the carbs clean longer. When the air cleaner is finally installed, it should have a clean element.

DEFINITIONS:

Front, Back, Left, Right, etc., are defined from your position as you sit in the driver's seat.

The Throttle Body is the main part of the carb. What it doesn't contain is attached to it.

The Mixture Screws thread into the base of each throttle bore. They have springs to maintain a setting and there are three of them in each carburetor. Be careful as you turn these in as they seat in the throttle body. Turning a mixture screw in leans the mixture and turning it out does the reverse.

The Idle Screw is sometimes called the idle stop screw. There is one on the back of each carb and it determines the minimum throttle setting through its action on the throttle arm of the carb. When this screw is turned all the way out the throttle plates rest against the throttle bores.

The Air Screws are similar to the mixture screws in that they operate on the needle valve principle. There are also three of these in each carb and they are located close to the mixture screws. They have an 8 mm lock nut on them to maintain their setting. As they are adjusted out they let air slip around the throttle plates to equalize the volume of mixture entering each cylinder at idle. The basic setting is 1/8 turn from stop. Great care is to be taken since these screws also seat in the throttle body.

Side to Side Balance means equal vacuum between the two sides of the engine through adjusting the idle screws and throttle linkage.

TOOLS needed to adjust the carbs are:
Stubby screw drivers to adjust the mixture and air screws
STE SYNCHROMETER for adjusting vacuum at the air screws (available at Porsche Mailorder)
Two 8 mm combination wrenches plus a 7mm one.

P 226a; a Porsche special tool that allows you to check the float level with engine running (available at PORSCHE MAILORDER). Webers: top two lines.
A small cc measuring vial; useful for measuring the accelerator pump injection quantity

These instructions start with the engine thoroughly cleaned and the manifolds installed with new gaskets. The linkage should be clean and high temp grease added to the ball sockets. An 8 mm open end wrench can be used as a ball joint separator. New gaskets are used under the carburetors when they are installed. The air horn shield is the part of the air cleaner that is clamped to the top of

+CLEAN THE CARBURETORS INSIDE AND OUT BEFORE INSTALLING.
(remove plugs from the float bowl vents on 40mm carbs)

the carburetor by the air horns. A new gasket should go between the air horn shield and the carburetor. A gasket can go under the air horns if you want to be sure of getting an accurate adjustment with the STE.

Next, the linkage should be hooked up except for the short ball jointed carburetor rods. If you are converting to Webers from Zeniths, the linkage arm connected to the crossbar on the right side sometimes has to be bent further to the right to allow the short ball jointed carb rod to travel in a totally vertical plane when viewing the mechanism from the rear of the vehicle. Find the idlescrew at the rear of each carb and turn the screw all the way out so that the throttle plates rest against the throttle bore walls. Now turn the screw in until it just touches the throttle arm and then turn it 1/4 turn more. Repeat with the other carb. Now adjust the short ball jointed rods so that they can be snapped onto the throttle arm ball without disturbing the throttle setting. This should give the carbs side to side balance.

Oil the throttle shafts and accelerator pump linkage (henceforth every 3,000 miles) and check for smooth operation. Take the play out of the linkage by shortening the long ball jointed rod that connects the pivot point on the front of the left manifold to the crossbar; making sure that the throttle closes all the way. Next, have someone get inside the car and floor the gas pedal while you are looking into the carbs to make sure the throttle plates rise to a complete vertical position. You may have to adjust the throttle stop behind the pedal. Be sure throttle plates don't go past the vertical position. The throttle stop is at pedal.

You can now hook up the fuel lines. If the original braided fuel lines to the carburetors are old and ragged and you don't want to buy the complete set-up from Porsche you can remove the entire assembly from the car, cut about 1/2" from the metal lines and install high pressure fuel hose and pinchless hose clamps. Don't forget the filters.

You now have all your tools together and are ready to adjust the carbs. The initial adjustment on the Mixture Screws is two turns out from the seats. The Idle Screws are 1/4 turn in after touching the throttle arm on each carb. The Air Screws are 1/8 turn open; 8 mm nuts are lightly locked with the screws being held stationary. When adjusting the RPM use the tach in the dash. Tach-dwell meters have been known to knock out CD units in Porsches. Warm the engine to at least 140 degrees. Unlock the rod from the right carb and evenly turn the idle screws in until the tach reads 1100 rpm. Check the side to side balance of the carbs with the STE to make sure both sides of the engine are pulling equal vacuum. Adjust an idle screw if need be. Pick a barrel and turn the mixture screw in until the engine speed drops and then slowly out again until it runs smoothly. Remember to let the engine speed stabilize after each increment of screw turn. If you found that the engine runs smoothly at less than the initial 2 turn setting then you can turn all the other mixture screws a half turn in and start over. If you need 2 1/2 turns to make the engine run well then do it. 3 1/2 turns out or more usually calls for bigger idle jets.

If the engine doesn't respond when you turn one of the mixture screws in and out it means that the cylinder is not getting ignition or it is not getting idle mixture. If the ignition and compression on the cylinder check out then an idle passage is plugged. Remove the mixture screw and idle jet and blow air back and forth to clear the obstruction. DON'T put compressed air through the float vent. If this doesn't work the idle passages have to be boiled out and possibly checked with a duct guage. Always oil o-rings when replacing idle jets.

After you have the idle mixture initially adjusted you can bring out your STE and adjust the Air Screws. Find the barrel which is pulling the most vacuum,

then adjust the other cylinders to an equal vacuum using the air screws. The cylinder which is pulling the most vacuum you leave alone. Remember to unlock the nuts before adjusting the air screws. Tighten

them by hand as you go along; when you're finished you can tighten them using the 8mm wrench while holding the screw stationary with the stubby screwdriver.

Now readjust the mixture screws until you get the correct adjustment. Usually you'll turn the mixture screw in until the engine slows down and then out again slowly until it runs smoothly and then perhaps another half turn. You want the maximum speed with the least fuel. It takes practice. Sometimes as you turn out the mixture screw it speeds up the engine enough to advance the timing and that immediately adds 300 or 400 rpm. When you turn the idle screws back a hair to correct this the weights flop back and this is what slows the engine. It's best to get your initial adjustment around 1200 rpm and hope the distributor doesn't intercede. Check the side to side balance each time you adjust the idle screws. The mixtures can be a little lean or a little rich but they must be consistent from cylinder to cylinder. Always oil the o-rings on the mixture screws!

When you are finished adjusting the mixture screws back-off the idle screws evenly to 850-950 rpm and check balance. Adjust the rod that attaches to the right carb throttle arm unless it will snap on without moving the throttle. It's imperative to check the balance at 3000 rpm also. Before you put the air cleaner on take a look at the front of the engine in the area of the pressure sender and thermostat. If it's wet with oil put a new o-ring on the thermostat before your clutch gets wet.

NOTE THAT THE INJECTION QUANTITY IS BEST CHECKED BEFORE INSTALLING CARBURETORS.

You check the injection quantity with a narrow cc measuring vial which can be purchased from a pharmaceutical supply house. Attach a wire around it and hang it down to catch the gas as it squirts out of the accelerator pump jet. .8 cc for one complete throttle action is about right. The injection quantity can be varied by adjusting the length of the stroke using the nuts on the threaded shaft. The ignition is turned off during this operation. Start engine to burn out gas each time.

THE FLOAT LEVELS ARE THE FIRST THING TO CHECK AFTER INSTALLING CARBS. It's necessary to check the float level when a carburetor is rebuilt and new needle valves are installed. It's possible to check the float level with the engine running using Porsche tool P 226a. This gauge clamps onto the float bowl after you remove the float bowl plug. Remember to use the fiber washer which comes with the guage and screw the gauge in fairly tight since if it leaks the float won't rise and gas will pour out of the carb when you start the engine. Always wipe up any spilled gas after you install the guage and before you start the engine. If the float level is incorrect, you remove the large brass plug over the float needle valve and add or subtract height by using various thickness washers under the needle valve. The washers are available in the gasket kit. Porsche Mailorder manufactures the gauges. Use a Snap-On 6 point socket, 16mm on the large brass plugs over the needle valves.

If you spend a day tuning your carbs you've gained experience and patience. You have also changed the shape of your knees. Treat the needle seats with respect because they can't be replaced. When adjusting the mixture screws remember that they can all be a little lean, or they can all be a little rich, but they should be one way or the other.

For city and low speed highway driving we recommend hot plugs: W 8 DP for compression ratios to 9.1; W 6 DP for ratios above 9.1 (Gap plugs .034-.036).

Always check for water in the fuel system. Protect your investment!

The carburetors should be checked for percolation in the float bowls after the engine is thoroughly heated and car is allowed to sit. If this condition exists, and it is not due to too high of float level or pressure in the gas tank, the 914-6 phenolic insulators should be placed under the intake manifolds. The part number is: 901-108-131-00. They have to be opened-up for cars with a larger than 32mm port size. A variety of these insulators are available from PORSCHE MAILORDER.

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Adjusting Steps:
Clean carbs
Adjust injection quantity
Install
Adjust float levels
Adjust side to side balance at 3,000 RPM
Adjust Idle Screws, Air Screws, Mixture Screws

(A)

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CARBURETOR INSPECTION, TESTING, CLEANING

NOTE: If these procedures are not adhered to, the GUARANTEE IS VOID. If you come to us six months from now with leaky float bowls, it's TOUGH TOMATOES.

1. Inspect individual carb boxes and remove carburetors. Thoroughly familiarize yourself with the exploded view of carburetor in the adjustment instructions.

2. Go through entire Carburetor Check List which is included in larger box. Especially check for damage that might have occurred in shipping.

3. Remove white rods from float vent tubes. These are there to protect floats from bouncing around in shipping. Sometimes the factory leaves them out.

4. Float bowl leak test:
   a. Remove carb top covers(#1) which are held on by 10 nylock nuts. Lay top covers down in such a way as to protect needle valves(#5). Remove flashing from idle jet inlets per instructions on next page.
   b. Install main jets(#61) into throttle bodies using a 10mm socket. On some carbs they will already be installed.
   c. Carefully fill the float bowls with gasoline and let stand for at least half an hour. Don't fill the float bowls too high since gas will dump out the auxiliary venturies(#68).
   d. Normally, if there is a leak it will be between the float bowl and main venturie area. If this occurs gas will build up on top of the throttle plates. If you fill bowls too high and inside of venturies and outside of carbs get wet from overflow, the carbs have to be emptied and dried. The procedure is then repeated. A leak means a bad carb.

5. Remove main jets and idle jets(#66) along with the idle mixture screws(#62). Be sure to keep track of all the o-rings, washers, springs, etc.

6. Spray at least one can of spray carb cleaner back and forth through the idle passages, down the air corrector jets(#74) into the float bowls, etc. Use compressed air through the same passages but be careful of bouncing the floats around. Do this over a large pan and continue until all the metal chips and pieces of dirt are out of the carbs. Never put compressed air into the float chambers when the tops are on. It will crush the floats.

7. Install all the pieces back into the carbs. The o-rings for the idle jets should be installed onto the holders and oiled so they won't be pinched when installed into the throttle bodies. If the o-rings are still in the throttle bodies, use an idle jet to remove them. ALSO OIL THE O-RINGS ON THE MIXTURE SCREWS OR ELSE THE O-RINGS WILL BE DRAWN INTO THE THREADS: THEREBY BREAKING THE SEAL.
8. Find the cc measuring vial so you can test the injection quantity. Seal off the business end with a lighted match and put notches at .6cc and .8cc. Fill the float bowl in each carb that has the little, brass, barrel shaped valve at the bottom(#72). Hold the measuring vial under the pump jet and measure the squirt as you work the throttle arm. Each action should give you from .6cc to .8cc. You can adjust the quantity by turning the nut on the adjustable pump rod(#43).

Usually, turning the nut out increases quantity. On 161DA carbs, we include another set of intake valves to be used if the injection quantity does not come up to spec.

9. Install the top cover gaskets the same way they came off. Tighten the top cover nuts like you would torque a straight six cylinder head. Start from the middle and work toward the ends, going from side to side. Afterwards, go around the circumference to make sure you hit every one. Don't overtighten. Use the same procedure when tightening the manifolds to the heads, and the carburetors to the manifolds.

CARBURETOR ADJUSTING PROCEDURE

A. Inspect, Clean, Check injection quantities. You just did this.

B. Install carbs.

C. Adjust float levels. See adjustment instructions; page 3.

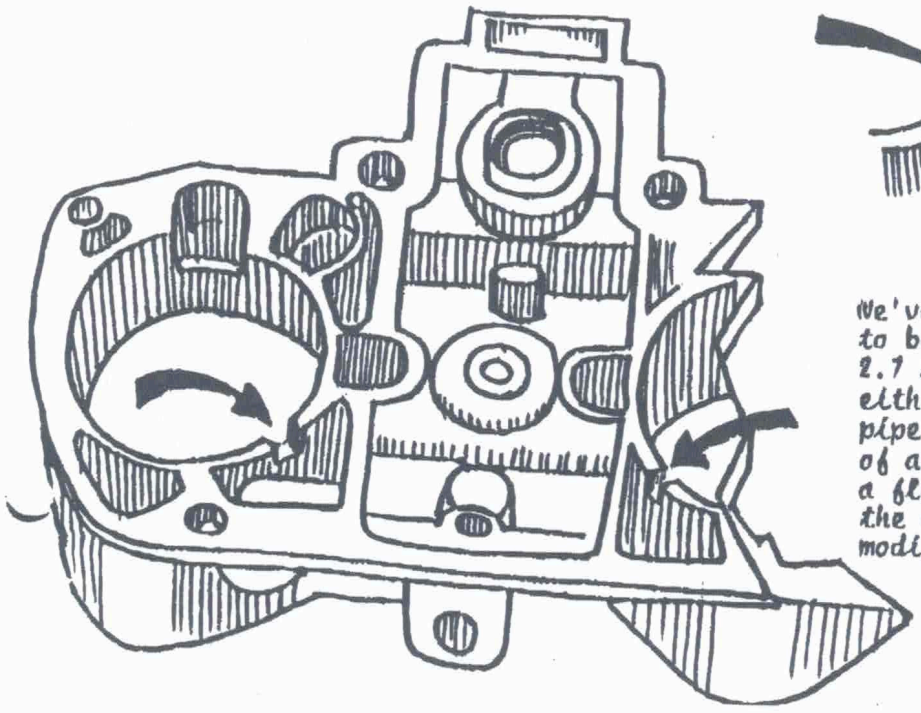
D. Adjust side to side balance at 3,000 RPM. This is probably the most important adjustment after float levels. DON'T hold one side of crossbar to do this. Have someone inside of car.

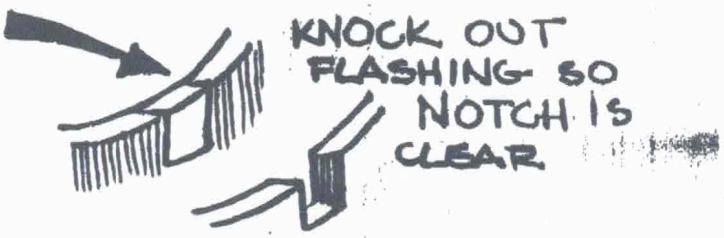
E. Adjust Idle(stop) screws(#54). If vacuum balances at 3,000 RPM and not at idle, the linkage geometry is off. Refer to instructions included with linkage or request the instruction sheet from us. Initial adjustment is 1/4 turn.

F. Adjust Air screws(#57) at around 850-950 RPM using the STE. Use STE to set Idle screws(#54), also. You want both sides of the engine to be pulling the same when you adjust the Air screws. Initial adjustment is 1/8 turn open from stop.

G. Adjust Mixture screws(#62) at 1200 RPM. Use STE for final setting as you slow down idle to 850-950 RPM after you adjust Mixture screws. If engine doesn't respond to Mixture screws, repeat cleaning procedures. See page 2 of instructions. Initial adjustment is two turns open from stop.

(3) Jan NA





A WORD ON MUFFLERS

We've found the stock dual inlet muffler to be the best by far. For engines above 2.7 liters, the muffler should be modified either by twin pipes or a larger exhaust pipe and internal modifications. The use of an aftermarket muffler usually leads to a flat spot. On 1984 and later Carreras the dual inlet muffler also has to be modified to clear the rear motor mount.

Popping on deceleration can sometimes be cured by opening up the mixture screws a bit. Cold weather sometimes calls for a step up on the idle jet because of less atomization. Main jets and idle jets can be decreased .05mm for every 2500' elevation.

	Chokes	Main Jets	Air Jets	Idle Jets	Emulsion Tubes	
2.4 CIS T	30	130	180	55	F26, F3	
2.7 CIS	32	135	180	55	F26	
	34	140	180	55	F26	Tall AV's
2.7 E.S	34	145	180	60	F3	
	36	155	175	60	F3	Tall AV's

-Mufflers. We recommend the stock muffler for all cars through 2.4. The new Bursch steel pack (Walker Super Turbo) muffler is the only after-market muffler we'd recommend for street cars. For racing applications the Bursch is also a good bet along with a modified factory muffler. Call us for details for modifying the stock muffler. For cars used on the track, the Flowmaster (ph. 707/544-4761) could be the best. Use the type designed to fit a Camaro or Transam which is made to fit sideways in the car. These mufflers have an inlet and outlet on each end. Use the 2-1/4" inlet outlet size. Rich at Precision Restoration (ph. 516/931-1258) can supply you with a muffler ready to fit in your car. We don't recommend the "factory sport" muffler because of their noise and likelihood of flat spots.

-Headers. The SSI heater boxes are basically headers with sheet steel enclosing them. They come in the new 1-5/8" size for 3 liter and larger engines. If you decide to run headers use 1-1/2" through 2.7 liters; 1-5/8" for engines above. This is a downsize from the old days in racing when everyone could run megaphones.

-Ignition. A Capacitive Discharge Ignition is necessary to burn the type of fuel currently available. The MSD CD unit with a MSD coil is definitely superior to the Bosch or Permatune CD. 911 combustion chambers need as big a spark as possible and the MSD gives multiple sparks. This is even more critical on the 3 liter and larger engines. Contact Barry at International Auto (ph. 313/532-5350 for details. He also has an excellent muffler.

-Emissions. PMO mechanical injection to Weber carburetor kits are legal in California from 1969 through 1973 model years. Other states generally recognize California's emission rules. We'd be happy to send you a copy of our exemption order if you need it to show to your state's equivalent of our Air Resources Board. Even California has rules which put a limit on the repair expense if a car doesn't pass a tail pipe emissions test. Generally, a carbureted car will not pass strict emissions standards, but we were able to prove that converting to carburetion makes a definite improvement over a mechanical injection system as it exists today (and existed over years of testing in hundreds of cases). There are definite problems with today's gasoline in the realm of vapor pressure, octane, flame travel, etc. One fuel additive we've used which gives better combustion and lower emissions is Z-Power. It's a nationally advertised product. A local dealer here in our area is The Factory (ph. (310/823-3228). PMO has a vapor hook-up for the K&N Watershield air cleaners that directs the oil and gas tank vapors into the air cleaners. The vapor hook-up is available at no additional charge.

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NUTS. & WASHERS 3.0

1-911 BACK
KIT 29.95

320.00
RXR BOTH REAR CALIPERS
& ROTORS. MACHINE ROTORS
& INSTAL ALL CALIPERS &
CABELS 4.0

1-D204M
PADS 28.95

1520.00

PAR 129.80

1649.80
PP 1300.00
BAL 349.80

Rich Lambert
4817 Westridge Ave
Fort Worth TX 76108
817-726-5874

Date:7-09-08



Bryan Hale
1976 914-6

Service	Parts	Labor
Front cooler		
Push out dent in front panel		
Cut hole in trunk floor, make screen for trunk floor, paint		
Remove front bumper and front valance		
Cut hole in nose for air intake, paint black, attatch screen		
Fit oil cooler, make mounts, Mount floor for ducting		
Mount cooler and top duct		
Cut holes in trunk for oil cooler lines		
Modify jack spur for oil cooler line--cut, weld notch, paint		
Fit and mount tubes on drivers side		
Make hoses for front cooler, secure to pan		
Modify plate under steering rack to clear hoses		
Remove engine and trans		
Cone screw at shift coupler stripped, knock out pin, remove linkage		
Replace shift bushing in firewall		
Replace crankshaft pulley, remove Clewett pulley		
Remove lower Turbo valve covers, mill for clearance		
Change temp sender		
Install engine sheet metal, new hardware		
Remove axles		
Mount themostat, make bracket for Peterson oil filter, mount filter		
Make hoses		
-Engine case to filter		
-Filter to thermostat		
-Thermostat to oil tank		
-Thermostat to hard line to cooler		
-Return from cooler to thermostat		
Install engine and transmission		
Replace radial shift bushing on transmission, replace shift cup		
Space front of motor down 1/4" for clearance-thermostat, oil filter		
Adjust accelerator linkage at transmission		
Replace axles		
Exhaust		
Remove headers		
Install two Magnaflow mufflers, Weld reducers to modified exhaust flanges 2.5" to 2.0"		
Dent right header to clear existing oil scavenge fitting		

Front bumper Trim bumper to fit, Glue mounts, paint "rubber" Make harnesses for fog light, solder all connections Move right fog light to proper place Modify fog light grills to fit openings, paint Remove tow bar mount, grind to fit body, tap all holes Cut lower valance to clear tow bar mount and body work Paint lower valanc, install Rear bumper Cut second hole in body license light, install grommets Modify holes in bumper for license light, install speed nuts, solder terminals on second wire, clean license lights Trim bumper to fit, paint "rubber", mount to car Fit lower valance, cut holes for exhaust, paint, mount to car Install left rocker panel, space out to clear oil lines Interior Remove toe board and accelerator pedal Remove accelerator stop and clutch pedal stop from old toe board, rivet to aluminum toe board, straighten bent accelerator bell crank Tighten aluminum accelerator pedal, cut off excess bolts, reinstall Remove shifter to install shift rod, adjust shifter Install passenger seat Make reinforcements for seat belt anchors, install passenger side anchors Adjust engine compartment lid, paint small screens Mount crankcase vent Cut hole for vent hose, install grommet Replace fuel filler with early type			
	Parts	0.00	
	Labor	2500.00	
	Sales Tax	0.00	
	Total Amount	2500.00	

Rich Lambert
4817 Westridge Ave
Fort Worth TX 76108
817-726-5874

Date: 7-09-08

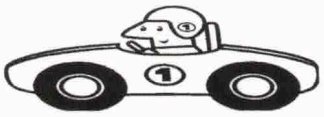


Bryan Hale
1976 914-6

Service	Parts	Labor
Parts		
Aluminum, steel, screen for front, screen for floor	25	
Rubber weathersrip	4	
12' Tubing	64	
4 -12AN weld on fittings	16	
2 -12AN 120 degree fittings	65	
1 -12AN 0 degree fitting	14	
2 Cone screws for shifter	8	
1 Shift bushing firewall	11.5	
1 Radial shift bushing trans	8.5	
1 Shift cup	6	
1 Clutch cable stop "beer tab"	4.5	
1 Crankshaft pulley, used	25	
2 Lower valve cover gaskets	8	
1 Temp sender	20	
2 CV joint gaskets	6	
2 Spacers for motor mount (911 SC suspension spacers) and longer bolts	10	
1 shift coupler used	20	
10 Quarts oil	25	
1 Oil filter Mahle	10	
2 Magnaflow mufflers	150	
2 Flanges	6	
2 Reducers 2.5" to 2.0"	6	
1 Fog light grill used	20	
2 Cans truck bed liner paint	20	
1 License light bulb	1	
New hard ware, electrical connections, clamps, etc.	30	
2 Seat belt anchors	7	
Outside work		
Mill valve covers	50	
Cad plate lug nuts	20	
Parts	660.50	
Labor	0	
Sales Tax	54.49	
Total Amount	714.99	

Rich Lambert
4817 Westridge Ave
Fort Worth TX 76108
817-726-5874

Date:8-29-13



Bryan Hale
75 914-6

Service	Parts	Labor
Drain oil, gas in oil, appears to have leak in engine oil cooler, right chain box cover Remove oil cooler, replace Replace chain box cover, cam oil line, case fitting		
Remove carburetors, disassemble, clean--gas had turned to varnish, everything plugged up Drain gas tank, mount fuel filter, fresh gas, purge fuel system		
Start car, distributor won't advance, remove, disassemble, clean, free up weights, Replace, set timing Will not idle on #5, mixture screw has been broken off in carb body, remove carburetor, repair,		
Make new scavenge line--case to Peterson oil filter, touching headers, need to reroute Bend headers so as not to touch oil cooler fitting		
Drain transmission, remove shift console, replace seal, refill		
Remove valve cover, resurface on belt sander, replace gaskets Replace crankcase vent hose with Carrera hose		
Replace positive battery cable end with Porsche one, replace ground cable with Porsche cable Trim battery so it will fit the battery tray, modify hold down foot		
Fuel pressure regulator will not adjust, replace with new one, change fittins		
Remove gauges, remove bezel and lenses, install silver dots		
Remove cam plug at #6 cylinder, reseal		
		1500

Parts	
1 Valve cover gasket set, silicone bead	35
2 Accelerator pump diaphrams	15
18 Quarts oil	60
1 Oil filter , Mahle	12
1 Carrera vent hose	40
1 Fuel filter with clamp, BMW	20
2 Feet fuel hose	6
7 Pints transmission oil	14
1 Transmission shift seal	4
1 Battery cable end ('73 911)	18
1 356 Porsche ground cable	22
6 Spark plugs	15
1 Fuel pressure regulator	40
2 -12 AN 90 degree fittings	36
2 Feet -12 steel braided oil line	16
Fuel	10

Parts	363.00
Labor	1500.00
Sales Tax	29.95
Total Amount	1892.95

Rich Lambert

Date:6-19-20

817-726-5874



Bryan Hale
1976 914

Service	Parts	Labor
Drain gas tank, add fresh fuel		
Replace battery		
Flush brakes		
Modify fuel pressure gauge		
Repair horn		500
Change oil and filter		
Replace voltage regulator		
Attach seat belt reels		
Tight nut on top of front struts		
Parts		
1 Battery	120	
1 Fuel fitting	5	
9 quarts oil Shell Rotella 15-40	30	
1 Mahle OC54 oil filter	10	
1 Voltage regulator	40	
Brake fluid ATE Dot4	10	
3 Gallons 93 octane fuel	8	
Parts	223.00	
Labor	500.00	
Sales Tax	18.40	
Total Amount	741.40	

Picking Ticket

Egora Group

Shipping/Receiving
11633 Iris Road
Neosho MO 64850

Date 9/6/2008
Order # SA00769606

Ship Via Fedex Home SafeRacer

Ship To

Bryan Hale
4128 Republic Drive
Frisco TX 75034
United States

SKU	Item	Description	Ordered	Committed	This Shipment	Manufactu...
109H	109H	Eye Bolt 20mm	3	3		G-Force
107H	107H	Snap Hook size: 2"	4	4		G-Force
LON613	LON613	SFI HiD Roll Bar Padding	3	3		LongAcre

RETURNS: Items must be returned 15 days from receipt of merchandise in original packaging and original unused and resalable condition. All returns require an RMA number, please call customer service at 866-781-0997 to obtain one. All returns, other than shipping damaged goods or incorrect shipments, are subject to a 15% restocking fee. CUSTOMER MUST PAY FOR SHIPPING ON RETURNS. PLEASE REFER TO OUR COMPLETE POLICY POSTED ON OUR WEBSITE.

PACKING LIST

G-FORCE RACING GEAR

Quality
Innovation
Value

1020 Sun Valley Drive, Roswell, GA 30076
(770) 998-8855 voice · (770) 993-4417 fax

Customer Name: Saferacer.com
Customer: 296701
Cust PO No: 134121

Ship To: Saferacer.com
Bryan Hale
4128 Republic Dr.
Frisco, TX 75034 USA

Shipment	Package	Ship Via	Ship Date	FOB
0000067992	1 of 1	UPS Commercial		Destination

Qty Ordered	Qty Shipped	Qty BO	Part Number	Description	Customer PO	Pkg #
2	2	2	4098BK	BLACK HARNESS PADS	134121	1

PACKING LIST

G-FORCE RACING GEAR

Quality
Innovation
Value

1020 Sun Valley Drive, Roswell, GA 30076
(770) 998-8855 voice · (770) 993-4417 fax

Customer Name: Saferacer.com
Customer: 296701
Cust PO No: 136039

Ship To: Saferacer.com
Bryan Hale
4128 Republic Dr.
Frisco, TX 75034 USA

Shipment	Package	Ship Via	Ship Date	FOB
0000063088	1 of 1	UPS Commercial		Destination

Qty Ordered	Qty Shipped	Qty BO	Part Number	Description	Customer PO	Pkg #
7	7		107W	3" SNAP HOOK	136039	1

Applied Business Concepts
25913 Belle Porte Ave
Harbor City, CA 90710

(310) 539-6183
Fax (310) 326-3913

Sales Invoice 4298
Date 1/7/2008
Customer ID 214-334-6211

Purchase Order ID
Tax Exemption ID

Bill To

Bryan E. Hale
PO Box 801444
Frisco,TX 75034

Ship To

Bryan E. Hale
4128 Republic Drive
Frisco, TX 75380

Quantity	Description	Discount	Unit Price	Item Total
1.00	DP914RSABV - 914 Door panel set RSA style Black Vinyl with webbing pull	15.00%	275.00	233.75
1.00	CS914BSL-B - 914 Carpet set 72+ Black Sliverknot	15.00%	275.00	233.75
1.00	RGBLACKSLIVER - Black Sliverknit Roll Goods Per yard	15.00%	60.00	51.00

Shipping Method	UPS
Salesperson	R. Breshears
Payment Terms	Credit Card
Payment Method	No Payment Received
Memo	4356-0300-2769-8397 x07-10

Subtotal	$	518.50
Discoun 0.00%	$	0.00
Sales Tax	$	0.00
Freight Amount	$	28.00
Total	$	546.50
Amount Paid	$	0.00
Balance Due	$	546.50

PayPal

Packing Slip

Ship To:	Bryan Hale	**Ship From:**	David Lee
Address:	PO Box 801444 Dallas, TX 75380 United States	**Address:**	8103 Wateka Houston, TX 77074 United States
Email:	halebrya@hotmail.com	**Email:**	payment@rennenmetal.com

Transaction ID: 438064114H418170A

Qty	Website	Item Number	Description	Amount
1	n/a	n/a	1 Radio blanking plate #1505, 1 Sticker, tow with down arrow #2001	$22.79 USD

Shipping & Handling: $0.00 USD

Total: $22.79 USD

This is not a bill.

Note: Thanks for paying with PayPal - the safe way to pay online. It was a pleasure doing business with you.

Vintage Again Reproductions, Inc
2306 SE Access Road
Mount Vernon, TX 75457

Invoice

Date	Invoice #
3/10/2008	100856

PAID

Bill To	Ship To
214-334-6211 **Bryan Hale** **PO Box 801444** **Dallas,Texas 75380**	**Bryan Hale** **4128 Republic Drive** **Frisco,Texas 75034**

S.O. No.	P.O. Number	Terms	Due Date	Ship	Rep	F.O.B.
	xcart	Due on receipt	3/10/2008	3/10/2008	DDV	MT. Vernon,

Quantity	Item Code	Description	Price Each	Ordered	Backordered	Prev. Invoi...	Amount
1	FPTRK	Floor Pan & Trunk Restoration Kit	145.50		0		145.50T
1	SHIPPING	SHIPPING CHARGES	18.50				18.50
		Pay your bills online at: https://www.intuitbillpay.com/por15					

Subtotal	$164.00
Sales Tax (6.75%)	$9.82
Payments/Credits	$-173.82
Total	**$173.82**
Balance Due	$0.00

Phone #	Fax #	E-mail	Web Site
866-226-2762	903-537-3702	sales@stoprust.net	http://www.stoprust.net

YAHOO! MAIL Classic

Print - Close Window

From: sales@rennenmetal.com

To: sales@rennenmetal.com

Subject: Order at your store

Date: Wed, 23 Jan 2008 21:27:28 -0700

Order ID: 685
Customer Details:
Bryan Hale
PO BOX 801444
Frisco, Texas
75380
United States of America
Email: halebrya@hotmail.com
Phone: 214-334-6211
Shipping Details:
Bryan Hale
4128 Republic Drive
Frisco, Texas
75034
United States of America

=> usps priority envelope

Shipping Method: UPS Ground

Product ID: 1505
Product Name: Radio blanking plate #1505
Quantity: 1
Unit Price: $9.95

Product ID: 2001
Product Name: Sticker, tow with down arrow #2001
Quantity: 1
Unit Price: $3.00

Order Total : $12.95
Shipping : $8.77
State Tax : $1.07
Grand Total : $22.79

Thank you for shopping with RennenMetal.com

PATRICK MOTORSPORTS

4025 EAST MADISON PHOENIX, ARIZONA, U.S.A., 85034

PHONE 602-244-0911 FAX 602-244-0900

www.patrickmotorsports.com

INVOICE

Date	P.O. Number	Invoice #
3/3/2008		31335

Bill To	Ship To
BRYAN HALE	
BRYAN & MYSTI HALE 4128 REPUBLIC DR. FRISCO, TX. 75034 mystihale@hotmail.com	BRYAN & MYSTI HALE 4128 REPUBLIC DR. FRISCO, TX 75034

Customer Phone	Customer Fax	Terms	Rep	Ship Date	Ship Method
972-896-6211		SEND CHECK	JEP	3/3/2008	UPS

Qty	Item	Description	Unit Price	Extension
22	HAR200-12	BRAIDED HOSE - AN-12 - STAINLESS STEEL - PER 1 FOOT LENGTH - GOODRIDGE	9.58	210.76
1	HAR1136-12012	HOSE END - AN-12 TO 120 DEGREE SWIVEL - ALUMINUM - GOODRIDGE	28.00	28.00
2	HAR1136-0112	HOSE END - AN-12 STRAIGHT MAX FLOW SWIVEL - ALUMINUM - GOODRIDGE	24.00	48.00
1	HAR1136-18012	HOSE END - AN-12 TO 180 DEGREE SWIVEL - ALUMINUM - GOODRIDGE	29.00	29.00
3	HAR1136-4512	HOSE END - AN-12 TO 45 DEGREE SWIVEL - ALUMINUM - GOODRIDGE	27.00	81.00
3	HAR1136-9012	HOSE END - AN-12 TO 90 DEGREE SWIVEL - ALUMINUM - GOODRIDGE	28.00	84.00
1	OIL09-0452	INLINE FILTER - AN-12 - OIL OR FUEL - STAINLESS STEEL FILTER ELEMENT RATED AT 60 MICRON OR .0023 INCH CAPTURE PARTICLE SIZE - AN-12 IN & OUT - BILLET ALUMINUM HOUSING - RED ANODIZED - PETERSON - LIST: $183.34	168.00	168.00
1	OIL930.107.394.5M	OIL BREATHER HOSE - 24 MM I.D. CLOTH BRAIDED HOSE - SOLD PER METER OR IN ENTIRE 5 METER LENGTH - GENUINE - LIST: $260.85	195.64	195.64
1	OIL-12THER	THERMOSTAT - OIL - AN-12 MALE - 180 DEGREE OPERATION - MOCAL OT2 TYPE	135.00	135.00
1	PMP36OPSUKD	OIL PRESSURE SENDING UNIT CONVERSION - DUAL POLE TYPE FOR OIL PRESSURE AND WARNING LIGHT - FOR USE WITH ENGINE CONVERSIONS - INCLUDES SENDING UNIT AND ADAPTOR FITTING - 10 BAR TYPE - *NOTE: DO NOT USE TEFLON TAPE - GROUND SOURCE	78.00	78.00
1	OIL08-0410	BREATHER CATCH TANK - ALUMINUM 3 INCH DIAMETER - INTERNALLY BAFFLED - 1X AN-12 MALE & AN-8 MALE PORTS - BOTTOM QUICK DRAIN PETCOCK VALVE - INCLUDES INSULATED STAINLESS STEEL CLAMP - LIST: $105.20	98.00	98.00
1	BOD914-106GTS	REAR VALANCE - LOWER 914 6 - FLARED 9.00 INCH - REPRODUCTION OF ORIGINAL 914 6 GT - DEEP TYPE FOR ADDITIONAL MUFFLER CLEARANCE - COMPOSITE	215.00	215.00
1	BOD914GTRB	BUMPER COVER - REAR - 914 6 GT TYPE - INCLUDES MOUNTING BRACKET SET - COMPOSITE	229.00	229.00
1	BOD914GTROCKER	ROCKER SET - PORSCHE 914 GT - FOR 7 & 9 INCH FLARE SET - COMPOSITE	245.00	245.00
1	PMP9146SM-BPC	ENGINE SHEET METAL SET - PORSCHE 914 6 - FOR 2.0L THRU 3.0L ENGINES - HIGH QUALITY STEEL REPRODUCTION KIT - SATIN BLACK PRE POWDER COATED FINNISH	448.00	448.00
1	GROUND	SHIPPING & HANDLING: UPS GROUND	168.35	168.35

PORSCHE AND MID ENGINE CONVERSION SPECIALISTS

SALES - SERVICE - RESTORATION - MOTORSPORT DESIGN - MANUFACTURING - FABRICATION

RETURNS: Merchandise cannot be returned without copy of the invoice and a pre-assigned RMA # obtainable by contacting Patrick Motorsports within 10 days of receipt. Only new, resalable items in complete and original packaging will be considered for return and are subject to a 20% restock fee. Additional freight charges apply on all REFUSED shipments. Applicable credit will be issued to account upon inspection of returned merchandise. SPECIAL OR CUSTOM ITEMS CANNOT BE RETURNED OR CANCELED.
PAYMENT: Any charges incurred in the collection of returned checks by the bank unpaid will be borne by the buyer including court costs and attorney fees. Certifed funds required for COD orders over $500.00
WARRANTY: Limited to manufacturing defects only. This warranty does not apply to normal wear or damage caused by improper installation/break-in, negligence, lack of maintenance, accidents or off-highway use. IN NO EVENT WILL SELLER BE RESPONSIBEL FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES.

Subtotal	$2,460.75
Sales Tax (0.0%)	$0.00
Total	$2,460.75
Payment Received	$0.00
Balance Due	$2,460.75

AUTOMOBILE ATLANTA

505 South Marietta Parkway • Marietta, GA 30060
Phone: (770) 427-2844 Fax: (770) 424-6833
Internet: www.autoatlanta.com

INVOICE

Invoice #: **984439**
Date: **7/23/2008**
Customer#: **159487**

BILL TO:
BRYAN HALE
PO BOX 801444
DALLAS TX 75380

SHIP TO:
BRYAN HALE
4128 REPUBLIC DR
FRISCO TX 75034
US

Phone: **Fax:** **Email:** halebrya@hotmail.com

Your personal sales rep was: Web/Fax
If you have any questions or concerns please call directly for immediate attention.

Make	Model	Year	Engine	Color
Porsche	914	76		

Method Of Shipment: GROUND

Order	Ship	Back Order*	Part Number	Description		Unit Price	Extension
1	1	0	G91455921910	Trunk Front Hard Top Holder; 914 1970-76	N	$16.92	$16.92
1	1	0	BAC2016	Porsche Window Tint	N	$28.60	$28.60
1	1	0	B91451231910	Rear Lid To Glass Rear Window Engine	N	$39.50	$39.50

Special Instructions

- ☐ Visa ☐ WIRE
- ☐ Master Card
- ☐ Amex
- ☐ COD Cert Check/MO
- ☐ COD Comp Chk
- ☐ Cash
- ☐ Mny Ord/C Chk
- ☐ Pers Chk
- ☐ Gift Cert.
- ☐ Merch. Credit
- ☐ Net 30
- ☐ Net 10

Subtotal	$85.02
Core	$0.00
Tax	$0.00
COD/Exp	
S & H	$10.50
Other	
Total	$95.52

$95.52

No returns after 30 days. All prices subject to change without notice. Parts that are replacement, used or reproduction are not approved, guaranteed or warranted by Porsche; use of unapproved parts may negate the Factory warranty, or alter safety, emmission, aerodynamics, or fuel consumption characteristics. No returns without a return number and a copy of this invoice. No returns on special orders (part numbers beginning with "G" or custom parts, electrical parts, or literature. All returns must be pre-paid postage. No refunds on shipping and handling charges. A 20% restocking fee will be charged on all returned merchandise. For items damaged in shipping, please retain all packing materials. Returns for exchanges or merchandise credit only. Refunds will be processed only after 30 days.

THANK YOU FOR YOUR ORDER!

Paragon Products
5602 Old Brownsville Road Unit F-1
Phone # 361-289-8834
Corpus Christi TX 78417

Order #		Invoice Date	Page
39974A		04/23/07	1

Bill To	Ship To
Bryan Hale P.O. Box 801444 halebrya@hotmail.com DALLAS, TX 75380	Bryan Hale 4128 Republic Dr. halebrya@hotmail.com FRISCO, TX 75034

Customer No.	Sales I.D.	Reference #	Source	Terms
17753	/101		/	XXXXXXXX8397 VISA

Ordered By	Warehouse	Phone Number	Total Wt.	Zone	Pkg	Ship Via
	CHRIS	(214) 334-6211	3.1 Lbs		1	5DA

If you have any questions regarding your order please call us at 800-200-9366 or email us sales@paragon-products.com. Returns must include a copy of the invoice or letter with list of items returned.

Qty	B/O	Ship	Item #		Description	Un. Price	Ds	Amount
1	0	1	OC54	3D5	911 Oil Filter	7.0400	--	7.04
1	0	1	JP-750	4C4	356 911/14/30 jack pad	14.9500	--	14.95

MERCHANDISE INVOICE TOTAL $	21.99
SHIPPING & HANDLING $	7.34
STATE SALES TAX $	1.83
INVOICE TOTAL $	31.16
CR. CARD: 4 , APPR:153990$	-31.16

SUMMIT RACING EQUIPMENT
1-800-230-3030
www.SummitRacing.com
1-330-630-3030

GENUINE HOTROD HARDWARE, INC.
1-800-575-1932
www.GenuineHotrod.com

• 1200 Southeast Avenue • Tallmadge, OH 44278 • 330-630-0250
• 960 East Glendale Avenue • Sparks, NV 89431 • 775-352-8787
• 20 King Mill Road • McDonough, GA 30253 • 770-288-3200

Calling Customer Service? Please reference your invoice number.

INVOICE NUMBER	DATE
5094464	12/24/08

CUSTOMER NUMBER	PAGE
10683273	1

INVOICE

GROUND

SOLD TO
BRYAN HALE
PO BOX 801444

DALLAS TX 75380-1444

(214)334-6211

SHIP TO
BRYAN HALE
4128 REPUBLIC DR

FRISCO TX 75034-6326

(214)334-6211

Qty.	Part Number	Part Description	Status*	Unit Price	Extended Amt.
1	HLA-H13750611	VP8 DRIVING LAMP		79.95	79.95

Thank you for your order. As a token of our appreciation, we're giving you $20.00 to use on your next order of $100 or more! Use it on anything we sell-just mention certificate number: ZL45509625 when ordering. But don't wait-you must use your award by 06/22/09!

Ordering by phone? Give the certificate number to the rep. Ordering online? Use the certificate number at checkout. Ordering by mail? Write the number on the Order Form. Shopping in a Summit Retail Store? Just give the cashier the certificate number.

Summit Racing ships in-stock parts the same day when you order by 9 pm EST-no hidden fees or gimmicks. We'll beat any advertised price on any part we have in stock at the time you order-guaranteed!

** DECLARED PART VALUE THIS SHIPMENT ** 79.95 U.S.D.

Total Amount Due	0.00
Delivery & Handling	9.75
Credit Card Charge	89.70

NOTE: If you wish to return an item, see instructions at far right and complete the exchange/return form attached.

Thank You!

*Explanation of status column codes: B/O = backorder C/S = cancel ship S/S = shipped separate

TERRELL GA

YOU CAN TRACK YOUR ORDERS FROM OUR WAREHOUSE TO YOUR DOOR:
GO TO WWW.SUMMITRACING.COM AND CLICK THE ORDER STATUS LINK;
OR, CALL OUR ORDER STATUS HOT LINE: 1-330-630-0220.

P16551223 CCU U0000975

To Return, Tear Along This Perforation

EXCHANGE/RETURN FORM

INVOICE NUMBER	DATE
5094464-7	12/24/08

GROUND
BRYAN HALE
4128 REPUBLIC DR

FRISCO TX 75034-6326

(214)334-6211
WEB PH
TERRELL GA

NOTE: Please read the ***How to Return an Order*** instructions on the back of this form. There is a sample there so you can see how to fill out a return form. Please indicate how you wish us to handle your return by checking either the exchange or refund column beside the part number on the list below. Include the reason code for the return. If you are exchanging merchandise, please fill out the vehicle information box to help us get the correct parts to you. Please provide your daytime phone number in case we need additional information.

Phone: (_____) _____

Reason Codes
- **N.** No longer need the part
- **D.** The part is defective, or missing a piece
- **Q.** I am not happy with the quality of this product
- **W.** Part was not what I ordered
- **I.** I ordered the wrong part
- **S.** Other; please explain

5094464

Qty.	Part Number	Exchange	Refund	Qty.	Reason Code	Explanation
1	HLA-H13750611					

** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **
** PROMO INSERT **

** DECLARED VALUE 79.95

10683273
5094464

From: _____

SUMMIT RACING EQUIPMENT
ATTN: RETURNS DEPT.
1200 Southeast Ave.
Tallmadge, OH 44278

Vehicle Information
Year/make _____
Engine/trans: _____
Other info: _____
E-mail address: _____

E-mail preference:	YES	NO
Order & Shipping Notifications	☐	☐
Newsletter E-mails	☐	☐

Merchandise Exchange: Please Send

Qty.	Part Number	Description

Overseas Service Haus
Import Maintenance Service

North Dallas
17899 Preston Road
Dallas, Texas 75252
(972) 818-1800

Park Cities
6520 N. Central Expressway
Dallas, Texas 75206
(214) 739-3876

Frisco
4210 Preston Road
Frisco, Texas 75035
(469) 252-8300

CUSTOMER	VEHICLE	INVOICE ADMIN.
Bryan Hale 4128 Replublic Dr Frisco Tx 75034 C#:214 334-6211 B#:	1976 PORSCHE 914 Plate : Odomtr: Mi V.I.N.: Unit #: Engine:	INV # 15026 Date 12/21/2006 PO # REG # Tech. AL/AL

Qty	Hrs.	Description	Parts Ea.	Tot.Parts	Labour	Tx	Total	C
6.00		Spark plug (7512 bosch)	3.65	21.90		TX1	21.90	

WO# 6574

Copyright 2006 Autogence Inc - LANKAR

Overseas Service Haus - Frisco
4210 Preston Road Frisco, TX 75034
Tel.#: (469) 252-8300 FAX: (469) 252-8304

Overseas Service Haus, Inc.
Import Maintenance Service

PAID BY:...
12/21/2006 Visa 23.71

Customer acknowledges that he/she has read the reverse side of this repair contract and agrees to the conditions, terms and warranties contained therein.

CUSTOMER SIGNATURE

Notice: Customer further acknowledges that his/her motor vehicle is subject to repossession pursuant to section 70.001 ET.AT of the Texas Property Code. Customer's signature below acknowledges Overseas Service Haus, Inc.'s right to repossess the vehicle in the event the customer stops payment or the written order for payment is returned unpaid or the credit card charges are reversed or charged back.

CUSTOMER SIGNATURE

Sub Tot.	21.90	0.00	21.90
		TX1	1.81
		MIS	0.00
		Deductible	0.00
		Total	23.71

Clewett Engineering

P.O. Box 312
Manhattan Beach, CA
90267-0312

Invoice

Date	Invoice #
1/11/2007	3869

Bill To
Bryan Hale 4128 Republic Drive Frisco, TX 75034

P.O. No.	Terms	Project
	CREDIT CARD	

Quantity	Description	Rate	Amount
1	Spark Plug wire Set, 2.0-3.3 Intake, Porsche w/Electromotive RED	138.25	138.25
1	Shipping & Handling	10.00	10.00
		Total	$148.25

Clewett Engineering
P.O. 312
Manhattan Beach, CA 90267-0312
310-406-8788
www.clewett.com

Date: 01/11 15:02

CREDIT CARD SALE

CARD NUMBER: **********8397 K
TRAN AMOUNT: $148.25
APPROVAL CD: 185287
CUST CODE #: 1
TAX : 0
NAME : BRYAN HALE
INV# : 3869

Thank you for your order!

** Customer Copy **

PMB PERFORMANCE

Invoice



Bill To:

Bryan Hale
4128 Republic Drive
Frisco, TX 75034

Ship To:

Bryan Hale Project
H & H Enterprises
902 K Avenue
Suite 100B
Plano, TX 75074

Invoice #: 03122219
Invoice Date: 11/2/2006
Customer ID:

Date	Your Order #	Our Order #	Sales Rep.	FOB	Ship Via	Terms	Tax ID
11/2/06	Verb Bryan		ESS	Sandy UT	USPS	Visa	N/A

Quantity	Item	Units	Description	Model Year	Color	Unit Price	Total
2	NSRC-V	1	V-Caliper		Silver	$197.50	$395.00

Subtotal	$395.00
Tax	$0.00
Shipping	$8.10
Misc.	$0.00
Total Due	**$403.10**

PLEASE RETURN CORES ASAP... OUR BUSINESS DEPENDS ON IT.

REMITTANCE
Customer ID:
Date: 11/2/2006
Amount Due: $0.00
Amount Enclosed: $403.10

◆ Make check payable to: PMB Performance. PayPal: pmbperformance@cs.com ◆

Bryan,

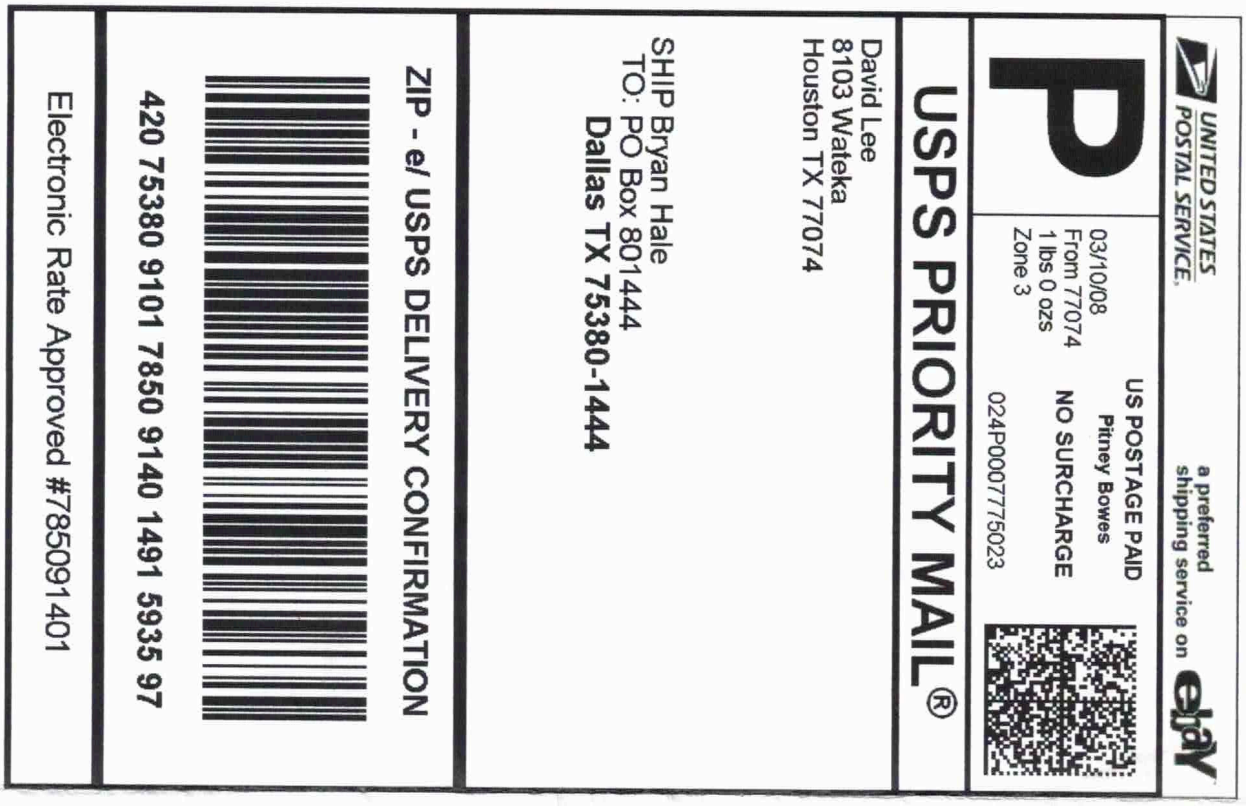
Thanks for your business!

Eric

PMB Performance
1861 Gracey Lane
Sandy, UT 84092

Phone: 801-674-3669
Fax: 801-553-8736 Call First
Email: pmbperformance@cs.com
Web: www.pmbperformance.com

PMB PERFORMANCE



Cut on dotted line

Instructions

1. Adhere the shipping label to the package. A self-adhesive label is recommended. If tape or glue is used, DO NOT TAPE OVER BARCODE. Be sure all edges are secure.
2. Place the label so it does not wrap around the edge of the package.
3. Photocopying or other counterfeiting of US Postage is punishable by fine or imprisonment. 18 U.S.C. Section 501.
4. Please use this shipping label on the ship date selected when you requested the label.
5. For information on pickup options, go to the USPS Pickup page at http://www.usps.com/pickup/welcome.htm.

Online Label Record

Delivery Confirmation Number:

420 75380 9101 7850 9140 1491 5935 97

Print Date: 03/11/08 (GMT) Ship Date: 03/10/08
Priority Mail Postage: $4.60

Electronic Option Delivery Confirmation Fee: NONE

From: David Lee
8103 Wateka
Houston TX 77074

To: Bryan Hale
PO Box 801444
Dallas TX 75380-1444

Shipping label technology provided by Pitney Bowes, Inc.

PayPal

Packing Slip

Ship To:	Bryan Hale	**Ship From:**	David Lee
Address:	PO Box 801444 Dallas, TX 75380 United States	**Address:**	8103 Wateka Houston, TX 77074 United States
Email:	halebrya@hotmail.com	**Email:**	dlee1967@sbcglobal.net

Transaction ID: 058158311P733442M

Qty	Website	Item Number	Description	Amount
n/a	n/a	n/a	Bryan Hale	$12.10 USD

Total: $12.10 USD

This is not a bill.

Note: Thanks for paying with PayPal - the safe way to pay online. It was a pleasure doing business with you.



Ship To:

Bryan Hale
4128 REPUBLIC DR
FRISCO, TX 75034-6326

Order ID: 103-3803830-2441030

Thank you for buying from Empire Racing Parts on Amazon Marketplace.

Shipping Address: Bryan Hale 4128 REPUBLIC DR FRISCO, TX 75034-6326	Order Date: Shipping Service: Buyer Name: Seller Name:	Sep 26, 2013 Expedited Bryan Hale Empire Racing Parts

VERIFIED
READY TO BE SHIPPED

Quantity	Product Details	Price	Total
1	**Porsche Steering Wheel Horn Button in BLACK and RED for 911 914 993 928 968 944 986 930 996 924 996 997 Boxster Cayenne Carrera Targa Panamera Cayman** **Merchant SKU:** SG-KOHB-VVNF **ASIN:** B005K09LW8 **Listing ID:** 0830I5JLZ7M **Order-Item ID:** 49092326091370 **Condition:** New	$17.65	Subtotal: $17.65 Shipping: $12.75 Total: $30.40
			ORDER TOTAL: $30.40

Returning your item:
Go to "Your Account" on Amazon.com, click "Your Orders" and then click the "seller profile" link for this order to get information about the return and refund policies that apply.
Visit http://www.amazon.com/returns to print a return shipping label. Please have your order ID ready.

Thanks for buying on Amazon Marketplace. To provide feedback for the seller please visit www.amazon.com/feedback. To contact the seller, please visit Amazon.com and click on "Your Account" at the top of any page. In Your Account, go to the "Orders" section and click on the link "Leave seller feedback". Select the order or click on the "View Order" button. Click on the "seller profile" under the appropriate product. On the lower right side of the page under "Seller Help", click on "Contact this seller".

PayPal®

Packing Slip

Ship To:	Bryan Hale	**Ship From:**	David Lee
Address:	4128 Republic Drive Frisco, TX 75034 United States	**Address:**	8103 Wateka Houston, TX 77074 United States
Email:	halebrya@hotmail.com	**Email:**	dlee1967@sbcglobal.net

Transaction ID: 1SH01214063057248

Qty	Website	Item Number	Description	Amount
n/a	n/a	n/a	TowBar w/ Race Eye Order	$110.00 USD

Total: $110.00 USD

This is not a bill.

Note: Thanks for paying with PayPal - the safe way to pay online. It was a pleasure doing business with you.

Wheels America
Dallas Location
4480 Mint Way
Dallas, TX 75236
214-330-9866

Invoice: DA-54924

DATE
03/03/2009

Bill To	#156256
bryan hale 4128 Republic Dr Frisco TX 75034 214-334-6211	

Ship To
bryan hale 4128 Republic Dr Frisco TX 75034 214-334-6211

PO	RO	Terms	Ship Via
		COD	Walk In

Item	Description	Qty	Rate	Amount	Tax
205	Wheel Remanufacture Retail Customer	4	122.00	488.00	N
300	Wheel Remanufacture Supplies	4	13.00	52.00	Y
AFT16x9	Wheel 115193-	1	0.00	0.00	N
AFT16x9	Wheel 115194-	1	0.00	0.00	N
AFT16x9	Wheel 115195-	1	0.00	0.00	N
AFT16x9	Wheel 115196-	1	0.00	0.00	N
SalesTax	SalesTax	1	4.29	4.29	N

Thank You!!!

Signature: Print Name:

IV-263546

Total: 544.29

Balance Due: $544.29

WORK ORDER

16x4

X4

Print Legibly

*REQUIRED

Name/Company* Bryan Hale

Address* 4128 Republic Dr.

City* Frisco State* TX Zip* 75034

Home#* 214-334-6211 Cell#

Vehicle Make* Model Year

Hollander Order Taken By

Re-Chrome Wheel? Y N Backside Only? Y N

Wheel Description:

Of Spokes: Color: Size:

Tire Description (Name, Size, Ect.)

Tire: Y N

RTU Trash M/B

New Tire: Y N

Valve Stem

Special Chrome Regular

Center Cap: Y N

How did you hear about us?

Did you remove your center-cap and valve cap?

1. Prepayment is required for ALL retail customers: A refund will be made for non-repairable.
2. In shop time is usually 24 hrs.
3. There is no charge for work done to non-repairable wheels.
4. Chrome wheels take a minimum of 21-45 working days.
5. If you choose to leave your car - We are NOT responsible for theft or damage.
6. If you request us to repair only the back of your wheel, every effort will be made not to damage the front. Unfortunately sometimes this happens, and we cannot be held responsible.
7. Because every effort is made to repair your wheel, sometimes we will not find out your wheel is non-repairable until we work on it (scratched, sandblasting, heating, welding, etc.) Your wheel may be returned to you in cosmetically worse condition then we received it. We are not responsible for the damage done to the non-repairable wheel. Reimbursements will not be given for non-repairable wheels.
8. Wheels America will not be held responsible for center-cap(s) or valve stem cap(s) that are left on the wheels, plastic rivets that are damaged in repair process, stickers that are removed or damaged in repair process.
9. Any wheels left over 30 days will become property of Wheels America.

Lifetime Warranty

Our wheel repairs are guaranteed cosmetically and structurally for life (road hazard and wheel weight corrosion excluded)

By signing you agree that you have read and understand the above and you give Wheels America permission to repair your wheel(s)

SIGNATURE* Bryan Hale Date 3/2/09

PACKING LIST

G-FORCE RACING GEAR

Quality
Innovation
Value

1020 Sun Valley Drive, Roswell, GA 30076
(770) 998-8855 voice · (770) 993-4417 fax

Customer Name: Saferacer.com
Customer: 296701
Cust PO No: 134121

Ship To: Saferacer.com
Bryan Hale
4128 Republic Dr.
Frisco, TX 75034 USA

Shipment	Package	Ship Via	Ship Date	FOB
0000062798	1 of 1	UPS Commercial		Destination

Qty Ordered	Qty Shipped	Qty BO	Part Number	Description	Customer PO	Pkg #
1	1		107W	3" SNAP HOOK	134121	1
1	1		109H	EYE BOLT 20mm	134121	1
2	2		7001BK	PRO 6PT PD- LAP IND-SHLD CAM BLACK	134121	1