186 Magee Ave. • Stamford, CT 06902<br>(203) 661-2555<br>www.millermotorcars.com




## JOB\# 1 CHARGES

LABOR-
J\# 1 OOASZCCO
CHECK CAR OVER HOURS: $32.75 \mathrm{TECH}(\mathrm{S}): 50.787$
7336.00

CLIENT STATES PLEASE PERFORM FULL CHECK OVER ON VEHICLE.
INSPECT BRAKES, TIRES, BATTERY ETC.

1. RUNS POORLY. DUMPING FUEL, ENCINE KNOCKS.

MAP SENSOR WIRING ISSUE.
2. BODY ISSUES, PAINT DEFECTS, CRACKED BODY WORK, MISSING

BOLTS, DAMAGED BODY WORK, MISSING STRIKERS FOR TRUNK BECAUSE
THERE IS NO PROVISION FOR RELEASING THEM.
missing mirror detents, they were never developed.
PASSENGER OUTSIDE DOOR HANDLE
BROKEN(REMOVED AND SOURCED).
3. TIRES ALL OVER 10 YEARS OLD AND DRY ROTTED, WHEELS ALL DAMAGED, RF TIRE FLAT
4. BRAKE PADS AT 8MM. DRIVING THE CAR, THE BRAKES ARE

COMPLETELY INEFFECTIVE. THEY AREN'T POWER BRAKES, AND NEED
TO BE BLED, POSSIBLY REPLACE MASTER CYLINDER IF NEEDED.
5. MAJOR OIL LEAKS ON THE ENGINE AND TRANSMISSION. (VALVE

COVER GASKETS, THE TRANS PAN GASKET AND MODULATOR)
6. AIR FILTER NEEDS TO BE REPLACED.
7. AXLE BOOTS NEED REPLACEMENT.
8. CLIMATE CONTROL, ALL EMISSIONS CONTROL SYSTEMS ARE CAPPED OFF.
9. INFOTAINMENT SYSTEM NO SOUND.
12. REPAIRED REAR SPOILERS 50 THEY ARE WORKING

CORRECTLY NOW. THE RIGHT SPOILER WAS SEIZED UP WITH RUST AND THE MOTOR WAS LOCKED UP.
13. BRACKET FOR FRONT ACCESSORY DRIVE IS MISSING, NEEDS TO BE FABRICATED.
14. BELTS/HOSES OTHER ENGINE INCIDENTALS AS neEded.
15. VEHICLE AS WAS DEVELOPED, NO TRUNK RELEASE, NO PROPS FOR FRONT STORAGE COMPARTMENT ON EITHER CAR.
STRAICHT TIME 2/28/2019 FROM 12:30-4:30 IS PUTTING CAR TOGETHER FOR THE SHOW.

| PARTS -----QTY-- | NUMBER- | -DESCRIPIION... | PRICE- |  |
| :---: | :---: | :---: | :---: | :---: |
| 1 | 56-864 | C-TEK TENDER | 178.50 | 178.50 |
| 2 | RU-1790 | AIR FILIER | 105.73 | 211.46 |
| 1 | 35051 | CRIMP TOOL | 173.40 | 173.40 |
| 1 | SFL-1628 | VALVE COVER CAKS | 115.43 | 115.43 |
| 1 | DEI-010603 | HEAT SLEEVE | 194.61 | 194.61 |
| 1 | 34049 | IGN WIRE 8.5MM | 387.90 | 387.90 |
| 1 | MT-34 | BATTERY | 207.90 | 207.90 |
| 2 | 8852 | SPARK PLUG BOOT | 70.51 | 141.02 |
| 1 | 8853 | SPARK PLUG Boot | 74.31 | 74.31 |
| 1 | TOS-18629 | TANS PAN GASKET | 40.73 | 40.73 |
| 1 | TCI-350001 | TRANS MODULATOR | 75.37 | 75.37 |
|  | BCH-W5DP0 | SPARK Plugs | 72.32 | 578.56 |
| 1 | 316-50002 | HANDLE | 54.15 | 54.15 |
| 2 | 60654 | THROTTLE BODY GA | 11.84 | 23.68 |
| 1 | 2441061 | battery tie down | 21.34 | 21.34 |
| 1 | DS116 | dimmer Switch | 28.50 | 28.50 |

OTHER AVAILABLE SERVICES
Full detail
Ceramic coating
Paint correction
Vehicle styling enhancements
Paintless dent removal
Touch up and chip removal
Lower front bumper repairs
Damaged wheel repairs
Custom wheel fabrication
Window tinting
Stereo system upgrades
Satellite radio systems
Radar detectors
Leather repair
Clear protective film
Car covers
Upholstery products
Apparel and accessories
Transport of your vehicle
anywhere in the
Continental US.

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| CUSTOMEA NO. 32945 | $\begin{aligned} & \text { ADVISCA } \\ & \text { DAN } \end{aligned}$ |  | $6{ }^{\text {TRM }}$ NO $V E C T$ |  | $\begin{array}{\|l} \hline \text { invoice date } \\ 07 / 10 / 23 \end{array}$ | ZZCS106000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | LICENSE No. | ${ }^{\text {milea }}$ | 2,323 | $\begin{array}{\|l\|l} \text { CoLOR } \\ \text { TEAL } \end{array}$ |  |
|  | YEAR f MAKE T MCDEL <br> 93/OTHER MAKE/VECTOR WX-3/COUPE |  |  |  | delivegr date $01 / 31 / 19$ | $\begin{gathered} \text { DELVEFYY MLESS } \\ 2,623 \end{gathered}$ |
|  | 1 V |  |  |  | SELIING DEALEF NO. | PRODUCTION DATE |
|  | TTENO- PO.NO. |  |  |  | $\begin{array}{r} \text { R.0. DATE } \\ 02 / 24 / 21 \\ \hline \end{array}$ |  |

MO: 2623

HEADS, HEADGASKET, AND PISTONS. SUSPECT PRE-IGNITION EVENTS CAUSED BY FAILED FUEL SYSTEM before repairs. ENGINE WAS SENT OUT to OLSEN ENGINES IN NY FOR A COMPLETE REBUILD. SEE REBUILD SHEET.

- REQUESTED ENGINE MACHINE SHOP TO LiNE UP dRIVE belt and CLEAN INJECTORS WHILE BEING WORKED ON.
- also had cracked inactive secondary air ports removed to stop manifold LEAKS.
-WHEN ENGINE ARRIVED BACK, REFIT PERIPHERALS, EXHAUST AND GEARBOX. RETURN ASSEMBLY TO CAR AND FOUND REAR LID CONTACTS WASTEGATE PIPING AND WILL NOT CLOSE. BEFORE ENGINE REBUILO LID WAS CONTACTING AND A NOTCH WAS MADE IN LID for clearance. now notch is not large enouch. new heads exhaust ports sit ABOUT 10MM HIGHER THAN OLS PORTS. REWORK LID AND LATCHES TO FIT ENGINE.
-refit all components. replace all coolant connectors and clamps and use new COOLANT. USE ENGINE OIL SUPPLIEO BY ENGINE MACHINE SHOP WITH NEW OIL FILTERS.
- COULD NOT GET ENGINE TO IDLE WITH MORE THAN 10 IN-HG VaCuUM and misfires AND STALLS. REMOVE PLUGS AND READ, FOUND CYLINDERS 3, 5 AND 8 APPEAR TO HAVE NO FUEL. ACCESS ECM ORIVERS SIDE INTERIOR AND APPLY GROUND AND POWER TO INJECTOR HARNESS, NOTED SEVERAL INJECTORS DO NOT CLICK LOUDLY AND CYL5 \& 8 DO NOT CLICK AT ALL.
- REmOVEd injectors and bench test, found 3 injectors do not spray, sent INJECTORS TO MARREN INJECTION SERVICES IN CT. FOUND HEAVY CORROSION INSIDE injectors and rebuilt all 8.
-REFIT REBUILT INJECTORS. SET FUEL PRESSURE 43PSI KOEO AND PERFORM FUEL LEAK TEST BEFORE REFITTING MANIFOLD. PERFORM SMOKE LEAK TEST OF MANIFOLD AND VACUUM SYSTEM, PASS.
- CAR RAN ON ONLY 4 CYLINDERS AFTER INJECTOR REBUILD AND REFITTING. REMOVE AND READ PLUGS, FOUND CYL 4,5,7,8 ARE BLACK AND FOULED.
-PERFORM SCOP TEST OF INJECTOR DRIVERS AND FOUND DRIVERS 2 AND 3 WAVEFORM LOOKS NORMAL UNDER CRANKING. WHEN INJECTORS ARE PLUGGED IN, 2 AND 3 LOOK different than 1 and 4. REMOVE CONNECTOR AT INJECTOR harness and PERFORM RESISTANCE TEST, EACH INJECTOR PAIR IS 1.2 OHMS, PASS. APPLY 12 V AND GROUND AND FOUND EACH INJECTOR PAIR CLICKS. REMOVE HOUSING OF CONNECTOR AND FOUND PINS FOR DRIVERS 2 AND 3 back OUT WHEN PRESSURE IS APPLIED. SECURE PINS IN CONNECTOR, NOTE CONNECTOR IS BRITTLE. SECURE CONNECTOR WITH HEAT SHIELDING AS IT IS VERY CLOSE TO WATER PIPE.
-AFTER REPAIRING INJECTOR PINS, FOUND CAR RUNS BETTER BUT STILL ON 4 CYLINDERS. REMOVE AND READ PLUGS AGAIN, NOW CYL $4 \& 7$ ARE WET FOULED AND CYL 588 ARE SOOT FOULED INDICATING TIMING CONCERN. DOUBLE CHECK FIRING ORDER. TURN EACH CYLINDER TO TDC COMPRESSION STROKE AND CONFIRM FIRING ORDER 1-8-4-3-6-5-7-2.
-REMOVE COIL. PACKS AND FOUND CORROSION UNDER COIL PACKS. CLEAN CORROSION AND SWAP COIL PACKS, MISFIRES STILL OCCUR, PULL PLUGS AGAIN AND FOUND SAME RESULTS. CROSS REFERENCED WITH SISTER CAR PURPLE WX3R AND FOUND COIL DRIVERS ARE 1-3-2-4. SWAP COIL PACK WIRES TO MATCH COIL PACK DRIVERS AND NOW CAR RUNS ON ALL 8 CYLINDERS. REMOVE IAC CONNECTOR, SET BASE IDLE AND TPS. REFIT IAC CONNECTOR AND PERFORM PARKING LOT RUNS, CAR IDLES AND RUNS SMOOTH, AND ACCELERATES WITHOUT MISFIRES.
- RECHECK TIRE PRESSURES, WHEEL LUG NUTS, AND ALL FLUIDS. CHARGE BATTERY aND REFIT ALL INTERIOR TRIM.
-DURING FINAL QC FOUND CAR WILL INTEMRITTENLY STALL AND IDLES HIGH WHEN RESTARTED. FOUND TPS SICNAL IS FLUCTUATING. FOUND TPS PINS ARE LOOSE CAUSING INTERMITTENT SIGNAL LOSS OF TPS. CROSS REFERENCE PART GM\#17111471 BUT PART DELIVERED IS NOT CORRECT FIT. CROSS REFERENCE TO 1988 CORVETTE TPS


## OTHER AVAILABLE SERVICES

Full detail

## Ceramic coating

Paint correction
Vehicle styling enhancements
Paintless dent removal
Touch up and chip removal
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Radar detectors
Leather repair
Clear protective film Car covers
Upholstery products
Apparel and accessories
Transport of your vehicle
anywhere in the
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Aclararif



MO: 2623

FROM SENSOR PINS. REWORK ORIGINAL TPS PIN HOUSING TO FIT PINS. NOW SIGNALS
ARE IN LINE WITH GM TPS SPECS. SET TO 0.58 V , ANTHINC BELOW 0.6V IS IDLE PER DK. ENGINE NOW STARTS AND RUNS WITHOUT STALLING. SET IDLE SPEED AND RESET TPS POSITION TO 0.58 V . NOT IDEE SET TO 1200RPM TO AVOID IDLE DROPPING TOO LOW WITH AC ON.
-NOTES FOR WX3 COUPE:
-SPEEDO DOES NOT WORK, NO PROVISIONS FOR SPEEDO SIGNAL ON THIS CAR
-ENGINE OIL DRIPS FROM DRY SUMP TANK, SIZE IS NOT AVAILABLE AND WOULD
require extensive reworking to fit New tank. tank was resealed but is
SLIGHTLY WARPED AND STILL LEAKS. BE SURE OIL IS TOPPED UP BEFORE DRIVING USING DIPSTICK IN TANK CAP.

- fuel tank will only read on cauge when at least half tank. the in tank SENSOR IS NOT FULLY COMPATIBLE WITH THE ON DASH READING DUE TO UNAVAILABILITY OF SIMILAR FUEL TANK SENSOR. BE SURE FUEL IS TOPPED UP, USE 93 OCTANE WITH STABIL OR VP FUELS C9
-TRANS OIL DRIPS FROM TRANS PAN. PAN HAS BEEN CUSTOM SECTIONED FOR HIGHER CAPACITY and mating surfaces are not true. sealed as best as possible, PERIODICALLY CHECK TRANS OIL USING DIPSTICK IN ENGINE COMPARTMENT.
-NO WINDSHIELD WIPERS AND WINDSHIELD IS DOUBLE-STICK TAPED IN PLACE
-brakes have no boost or assist. brakes require more than usual pressure WHEN COLD. THIS IS A NORMAL CHARACTERISTIC OF THE BRAKING SYSTEM FOR THIS CAR.
- IdLe hunt is normal per dK, the encine management uses spark advance to CONTROL IDLE SPEED AND IS A UNIQUE CHARACTERISTIC OF THE VECTOR.
-THE WX3 COUPE WAS USED AS A TEST MULE TO PROVE THE REAR RADIATOR COOLING CONCEPT. THOUGH IT WAS DRIVEN BY THE DESIGNERS AND ENGINEERS, IT WAS NEVER FINISHED TO BE USED AS A ROAD CAR. THE BODY IS FIBERGLASS AND VERY HEAVY, the concept seats are not not fully anchored in, and some of the instruments ARE NOT ACCURATE OR DO NOT wORK. THE AXLES are at EXTREME ANGLES duE TO THE BODY WEICHT AND CAUSE AN OSCILLATION AT LOWER SPEEDS. THE ENGINE FITTED TO the car currently is the same base engine used in the ws road car with NOTABLE DIFFERENCES IN THE INTAKE SYSTEM. THE ENGINE COMPUTER IS BY ELECTROMOTIVE AND USES A TPI SYSTEM WITH GM SENSORS. ORIGINALLY, THE CAR WAS designed to fit a quad overhead cam engine that proved to be an engineering CHALLENGE. THE ENGINE WAS SWAPPED WITH THIS ONE BY THE VECTOR ENGINEERS TO focus on proving the rear mounted cooling concept, which is why many of the PATS IN THIS CAR ARE ONE OFF OR NOT COMPLETE. THE CAR WAS ORIGINALLY SILVER, AND REPAINTED IN IT'S CURRENT TEAL TO MATCH WIEGERT'S AQUAJET COMPANY COLOR'S FOR THE 1993 geneva autoshow Where it appeared with it's sister car, the PURPLE WX3R ROADSTER.


## OTHER AVAILABLE SERVICES

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Transport of your vehicle
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THANK YOU FOR YOUR BUSINESS!!

OTHER AVAILABLE SERVICES
$\begin{array}{lr}\text { TOTAL LABOR.... } & 85612.80 \\ \text { TOTAL PARTS.... } & 2425.99\end{array}$ TOTAL SUBLET... 18187.90
TOTAL G.O.G....
TOTAL MISC CHG.
0.00
145.22
$-13205.82$ 6745.39

TOTAL TAX
TOTAL INVOICE \$
99911.48

Full detail
Ceramic coating
Paint correction
Vehicle styling enhancements
Paintless dent removal

CUSTOMER SIGNATURE

Touch up and chip removal
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