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FRI JUL 31 PM 9:57

Wyoming, Mi.

Dear Sir/Mam:

I found your name/address in a book published by the State of Mich in which they said you are a good source of technical information about testing and repairing cars. I was wondering if there was a federal agency that deals with that issue. I realize you may not be the right agency to help me I also know that in your job you will know which one may be able to help me. There is a state agency to go to, however there is a problem with going to them. Their job is to protect the public from crooked mechanics and garages. They seem to think it is the other way, that their job is to protect crooked mechanics and garage owners from the public. Anyone going to them end up having to go to court anyway. My thought is, if I can get technical information from you no one would question it. I am NOT asking you to lie. I have got enough of that from the Mich. State Dept. I am NOT asking you to 2nd guess anyone. I am NOT asking you if the socalled mechanic used the correct procedures or not. I am NOT asking you to tell me what that socalled mechanic came up with. The ONLY thing I am asking you to do is answer direct and specific questions.

To give you an example of the lack of honesty on the part of the people at the state agency. My car, a 95 Pontiac Grand Am, was taken to a garage because it would not start. I got a call that the coils were absolutely no good, that they had to be replaced, for \$458. When I went to get my car the bill was over \$1400 because they replaced a lot more then the coils, which is illegal in Mich without the owner's consent. I also got the old coils back and put them back in my car. That has been almost a year ago, including trips outside of Mich. I am still using those coils that a mechanic said were no good. I filed a complaint against him with the state agency. A woman from there said that although the coils were no good they would still work as GM designed them to by replacing something eles in the car. Anyone with half a brain will know that can NOT be true. If they are no good, they are no good and they are not going to work regardless of what eles is replaced. Here is another problem. The people today will NOT help anyone. I went to a GM dealership and asked the service manager if it was true that a junk coil will still work as designed by replacing some other part in the car. His answer was, I didn't work on the car. What kind of an answer is that and what difference does that make? If its true, its true and if its not, it not. I have talked to other mechanics about this. They say the same thing I did. If the coil is junk it is NOT going to work under ANY condition. However they will not put it in writing because they would be saying the people at the state agency was in fact covering up for the mechanic and/or garage owner. The mechanics/garages get their license from that agency. That agency has no control over you or your job. Therefore there is no reason for you to be afraid to answer the following questions in writing. I am asking that you answer the questions on the sheet of paper they are on and sign your name and address at the bottom so the judge will know who provided me with the information. I don't want anyone saying my wife did it.

Mania
8/1/06

Following are some questions I would like to ask you to answer. I will leave a space between them so you can put your answer at the end of each question.

- 1: They say to test the ignition system in my car they remove the shroud from the engine and invert it and reattach the wire harness and attach spark plugs and ground them. Does that sound right?
- 2: If the answer to #1 above is yes Is it really reliable, or is it just a fancy way of guessing?
- 3: Is there any truly reliable way to test the coils while they are installed in a car? If so how?
- 4: If the answers to #2/3 is yes and the mechanic follows the procedure correctly is there any truly genuine legitimate reason for making such a major mistake that the coils are bad and must be replaced. Remember the issue here is the coils, NOT something eles.
- 5: This is one question so many people have trouble answering without changing the wording of the question. It is very critical that you answer this question exactly as it is worded. Don't change the wording. Is it true that coils which a licensed mechanic said is no good, they have to be replaced, still work as they were designed to work by replacing some other part in the car? Remember the mechanic said the COILS, NOT something was bad. Even assuming a weak coil may work for awhile, do you truly think it would work for almost a year and many thousand miles?
- 6: What does the oil/air seperator have to do with the car starting or not starting, if anything? It is perfectly clear. It is NOT plugged up.
- 7: Is it true you have to remove the timing chain cover to check the timing?
- 8: Is it possible to check timing components for wear without putting them back in the car?
- 9: Is it possible to have excellent compression if you have a damaged head and/or timing problem?
- 10: If the head is damaged to the point it has to be replaced would you have to keep adding coolant?
- 11: Is it possible for the timing chain cover to get full of crud if it is installed and sealed right?
- 12: Is it common practice for mechanics to always replace plugs, caps and sensors when they replace coils without checking to see if they are bad? Is there a reliable way of testing these things?
- 13: Is it common practice for mechanics to remove a cover, I.e. timing chain cover and take a picture of the inside of the cover and never tell the owner of the car about it?

I am NOT asking you to 2nd guess anyone. I am NOT asking you to tell me if the socalled mechanic followed the correct procedure or not. I am NOT asking you what he did or came up with.

Thank you very much.

Respectfully Yours,

