

List of Modifications

Chrome:

Front suspension complete
Steering column
Windshield frame and components
Pedal Assembly
Brake booster
Rear-end assembly
Shock arms
Front and rear sway bars
Front bumper guards and brackets
Licence plate bracket
Hand bracket
Brake line T's
Steering column brace
Engine oil pan
Engine Mount
Blower oil line
Engine oil line
Hood hinges
Prop rod
Trunk supports
Trunk catch assembly
Hood catch assembly
Wire wheels
Door handles (interior)
Door hinges
Door stops
Grill
Front brake callipers
Front rotors
Rear callipers
Rear rotors
Front and rear backing plates
Front spring pans
Stabilizer link kits
Dimmer switch bracket
Gas pedal
Trunk hinges
Steering column support
Paint PPG
Custom colour
Yellow base pearly in clear
Signature Series car- Jule logo in the following:
Horn button
Centre of seat
Interior lights
Cam covers
Fender flash read "Supercharged"
Front grill badge reads "100-12"
Horn button reads "V-12"
Engine:
Rear wheel DYNP Horse At 5, 000
RPM 380
Max RPM 8, 500
Electrical:
Bare bones wiring kit

4-way flashes
GM style
Transmission:
Kessler bell housing
TKO 3550 Tremac 5 speed (new)
3 position shift location
Drive shaft 12" spicer U joints
0.68-1 in 5th

Exhaust:

Custom built header to collector
2 ½" Exhaust pipes-full welded
Magnoflo muffler-full welded
Custom Built Side exit oval tail pipes-full welded
Jet coated (silver)

Interior:

Portugal Leather –Very Soft
Bone White leather interior-all areas are leather
Dash modified to accommodate 6 instruments (original) BT7 Dash
Lacara Steering wheel (reverse dish) done by Martin Jansen
Dash White Bone leather and body colour
Jule Diamond logo interior lights in Kick Panels
Jule logo in horn button
Jule logo stitched in centre of bench seat
Custom door panels
No inner door handles-same as 100-4
Roof Bowes extended 2" to accommodate longer doors
Custom built 1 piece tinted side curtain polished aluminium frames
Mercedes black on black canvas top and tonneau
Wilton wool black carpet
Armacord custom fit trunk kit
Seat modified to accommodate top frame-to be hidden
Custom made shifter –S.S.
Custom made shifter boot
Chromed Hinges, steering column, door, stops
Cock pit surround polished
Windshield Assembly chromed
Cable hood release
Cable trunk release
Parcel tray mod for Am-FM CD player and voltage gauge
Polished Aluminium:
Cock pit surround
Blower

Dis. Blanking Plate
Intake
Cam covers
Blower mounting plate
Radiator catch can
Master Cyl. Brakes
Master Cyl. Clutch
Master Cyl. Reservoir (stainless steel)
Brake booster master cyl.
Front shock housings
Rear shock housings
Lowe engine pulley
Steering hub and horn button
Side curtain frames

Body Modifications:

3000 Front fenders-aluminium
BT7 Doors 2" Longer than 100-4 door handles have been removed
100-4 Rear fenders
100M Hood
Trunk Lid-Hinges removed-trunk handle removed cable release
Front Shroud 100-4 Original
Rear Shroud 100-4 bumper holes and hinge holes removed
Dual Trunk Lid Support
Rear wheel arches-widened- 4" and radius hand built
Custom built Jule Chassis-specific to V12 conversion
Fire wall recessed
Air box modified
Floor pans read-100 as prototype
100's-made by Jule Enterprise only
Custom built rear bulkhead complete
Front toe boards modified for V12
Custom-built front wheel arches
Front rad support modified to clear blower pulley
Front bulkhead made from scratch- no (butchering) factory
Built Appearance
Pockets in rear fending well for roof bows
Interior light switches-in door stops
Custom built transmission tunnel
Front bumper guards and brackets
Rear Licence plate bracket
Modified cam covers
Engine- Jag 1976 V12 5.3 L 326 C.I
Custom built blower pistons
Comp ratio- 8-5-1
Redline 8,500 RPM
Aluminium Fly Wheel
Comp. Clutch
High torque starter

Custom built intake and fuel rails
(polished aluminium)
Custom built water manifolds (polished
aluminium)
Blanked out dist plate (polished
aluminium)
Trigger ignition- crank shaft
Custom built headers- jet coated side
exit
Vortec V2 blower (polished aluminium)
Custom built front engine plate,
supports, blower, idler, pulley, alternator
and belt tension-serpintink belt system
Custom built lower engine pulley
(polished aluminium)
Block sanded and detailed for painting
-200 hrs

Suspension and Brakes:

Custom built stainless steel clutch and
brake res.
BJ8 front disc all chrome
1" front sway bar-chrome
1" rear sway bar- chrome
Currie custom rear-end 31 spline full
lock possi-chrome
Ford rear disc brakes –chrome
BJ8 front and rear shocks polished and
chrome
Rack and pinion steering Mustang □
Front suspension Healey –chromed
I did it steering column –chromed
Bj8 brake booster polished and chrome
Brake lines-hand formed stainless steel
Modified spindle arms (zero bump
steer)
Fuel-Ford Racing #42-Injectors
Aero-motive 11401 Fuel Pump
Aero-motive fuel filter
High pressure isolator - Aero-motive
Aero-motive adjustable fuel reg
Fuel Line Pro rack stainless braided
hose
Fuel in 10 hose
Return #4
All-fitting performance (Aero –quip
fittings)
Custom built aluminium Fuel tank

Engine Management System:

Computer – electromotive
Type- TEC 3R
Crank Trigger
Mat sensor
Map sensor
DFU 2 -6coils
TPS sensor
CLT sensor
1 AC control
LC-1 O2 sensor –innovative

Instruments:

Auto Meter Classic
Fuel level and sender
Fuel pressure
Boost vacuum
Tach
Speedo 160MPH
Volts
Water temp oil pressure (original)
Body and Chassis Modification:
Narrowed rear spring perches for 9"
Ford rear end
Front filler panel on shroud to
protect rad

Rear Axle:

Currie 9" Ford
3.23-1 Ratio
31 Spline
Full Lock Positraction