

My decade long journey to build a mediocre 1G!

* condensed all photos at bottom

Dsm's pollute another young mind:

(2005) I remember the first time I felt that wide eye'd butterfly sensation(kind of like a kid that gets what he truly wants for christmas), but it was a dsm. My father and myself went out to find a new car for him due to his accident. I remember going to a few different places first, However, nothing really stuck out. That was until I laid my eyes on this bright red car that caught my attention right away(had no clue at the time what a DSM was???!!!). Surprisingly, it was sitting in a euro used car lot right next to all the BMW's, Audis, Etc... I walked up to it, looked it over, and just knew I wasn't letting my dad leave without this car! I mean a dad is supposed to take financial advice from his 15 year old kid right??? needless to say, We drove home that day in a perfect mind condition 92 eagle esi 2.0. (cut me some slack) at that time I had zero knowledge of this car, it's power options, or even WTF a eagle talon was. However, I was hooked and had to find out more.



summer of 2005(my fathers 1992 eagle talon esi)

Photo courtesy of "DSMTalk.com"

I started researching and found out there was this entire community of people with this car. They kept saying "DSM THIS" and/or "DSM THAT". Soooo, here comes WTF does that mean? obviously, I figured that out fairly quickly. I was able to find this community of "DSM" enthusiast by the means of the intro web and good ole' dial up internet on a little car forum known as DSMTalk. Yes, I was one of those kids that posted ignorant stuff such as (I want to make 400hp), with no real game plan or knowing anything that it takes to get there. The only thing I knew was HP numbers were badass, especially the higher they go! I cant knock my young self because I'm still like that. the only difference is hp goals changed because everyone else seems to be making 900+ these days ;).

Dsm forums is where I started to learn so little, but so much. What I mean by that is I spent about a good year just learning about the car, its relationships between the eclipse, talon, lazor and the different generations. I've always been a huge gear head and had a real thirst for automotive racing no matter what type/style. So when I learned the different power options from my dads 1GB 2.0 N/T and then found out about the turbo all wheel drive version or TSI AWD. Here comes that WTF moment once again!!!! You mean to tell me that there is a car just like my fathers, but has so much more ass to whoop in it??? We must learn more.

Got life figured out!:

The year is 2006, Im 16 years old, a junior in high school, I finally have a drivers license, and a ever growing day by day obsession for DSM's. Like any summer, I found myself down at the local best buy for the friday "car hangouts". Which consisted of a dominate amount of "fart can" honda civics and other cars alike. Then most saturdays, I spent my days at the drag races. I truly fed off of those times, and were the only times I was genuinely excited and really intuned with everything going on around me. However, I just felt something missing. I knew what it was, because it was obvious at that point. I had no car in general to call my own, nothing I could tweak, adjust, or race to really be in the middle of everything and not be on the outside looking in. I didn't want a car just to be 16, but build something that all my "BRO's" around me couldn't see potential in. I needed that 1G Eagle Talon , and no other car ever crossed my mind since that summer day in 2005 .

The chosen one.....gen:

I began online searching, posting, and watching the forsale ads every where for a 1G. It didn't take long to find what I was looking for. Came across a 1991 Eagle Talon TSI AWD on autotrader, and everything about the car said to get it. The owner was based in the Chicago, Il

area, which was only a stones throw from me. Referring back to all my great research I did the past year, the car and modifications done were what I was looking for. The car appeared to be in almost perfect body condition. Which during those days were hard to find, even comparing dsm's left today! After going over every aspect my pea size brain could remember to look for in these cars. Ensure the mods the owner did were not botch jobs, also, the car isn't just thrown together with home depot specials.

Eventually, I convinced my old man to take me out to Chicago. Cash in hand, we leave Holland, MI outbound for Chicago, IL. We agree to meet in the White Sox stadium parking lot as a neutral public place..... didn't do much good as it's midnight in Chicago and we have cash on us (dolla dolla bills ya'll). we screamed "please, come rob us" So I was a little hesitant. However, all it took was the previous owner pulling into that parking lot. I knew hearing and seeing this TSi that I was taking it home. Took it for a test drive and before you know it. I have the world's biggest shit-eaten grin on my face for that entire 2 1/2hr drive back to Holland, MI

Initial Purchase Mod List(2006):

- 255 Walbro fuel pump
- RC 550cc injectors
- Evolve 16G
- Evolve exhaust manifold
- 3" SLS intake pipe
- 3" MAF w/ translator
- Evolve O2 housing
- Hi flow CAT
- 3" Thermal R&D catback exhaust
- Findanza flywheel
- ACT 2600 clutch
- No name hard UICP
- Defi boost, EGT, & A/F Gauges
- KYB Gr2 struts
- Other mods, but 2006 was a bit ago to remember :D



2006, The day after I bought the car.

Photo courtesy of DSMTalk.com

Noooo... She wasn't ready!:

Needless to say, I finally had the car I have been obsessing about for a year. However, I realized I was a bit over my head with never owning a turbocharged car or car at all before. I had plenty experience for my age with being around cars and performance cars. Pretty much being a gopher or GO FOR THIS, GO FOR THAT is more proper at the hot rod shop I was always at helping(paid with knowledge).

This time I was on my own and it was my responsibility to maintain, improve, keep running. If something needed to be fixed, tuned, etc... I had to do it. Which a car that not even the best old school hot rod guys can help with.... well thats a bit nerve racking and adds an intimidation factor to it. They knew nothing about multi port fuel injection, turbochargers, ECU's, and it sure as hell confused them when they seen 4 cylinders in it(just kidding, but did get a lot of crap for it).

Not to drag this on, but I knew what had to somewhat be done? Which was, Until I could learn more on tuning, watching your gauges and using that feedback.

- A. leave the boost controller where it's.
- B. Keep my foot out of the throttle
- C. Learn exactly what that black box with MAF TRANSLATOR on it does. (Don't even look at the damn thing).....cough cough
- D. Get actual info and help on everything that controls fuel, air, and spark!

Well, Im 16 with no experience with this car, what path do you think I went down???? Lets just say I should of wrote and tapped those rules to follow every where in the car. I had a lot of fun for about 6 month. It ran super lean, hit detonation twice and thats it. Put a pencil size hole in #1 piston, broke # 4 exhaust valve, melted every spark plug down to melted looking solder, and

of course head gasket.

Words cant describe how I felt. Yeah to some its a eagle talon, but to me thats my car. Some obsess about ferrari, lambo, maserati. I can sit back and respect or like a nice bmw, or whatever. However, these DSM's are my ferrari, LOL. I make it sound like I didnt know how to put my pants on let alone work on a car. Its more showing the side that I failed at.

I spent everyday for over a year trying to learn about. To watch a empty shell of my car be driven off by it's next owner. That day I thought for sure Id never own or see that car again in my lifetime.

You thought wrong!!!!

Or at least I thought wrong. It's 2009, I'm serving in the U.S Army and over seas in Iraq. I make my normal phone calls back home as I usually do. I call my dad, and he out of the blue ask If I wanted to buy my talon back.... and I think he found me another talon. So I verified what he means by that. He tells me the guy that purchased the car reached out to my dad and wanted to give me the first chance at buying the car back before he puts up an add. Being overseas makes it hard sending out money, But I made it happen :)

*engine was rebuilt with a 2.3l stroker kit.





(2009) Picture my wife took after buying back the exact same Talon I owned In high school.

Time to get back at it.

While I could in the army, I would spend my free time doing research and ordering parts for the car.



my wifes (fiance at the time) bedroom from all the car parts I ordered while overseas :D.... She didnt seem as excited as I would be to sleep with all this.



all the new parts laid out(no clue why I saved a screen shot of it all)

Overhaulin only needs a few days??

I had two weeks of mid tour leave from Iraq and a car to put together? why not. That decision right there is something that over the years of working cars has plagued me. I once again didnt do real throughl research on parts to use, or what works together. I guess the excitement of having the car back, and new "better" parts caused my patiences and attention to detail to vanish. It didnt come out all that bad, but looking back at it and knowing what I know now. I should have waited, took my time, and did it right the first time.

(2009)

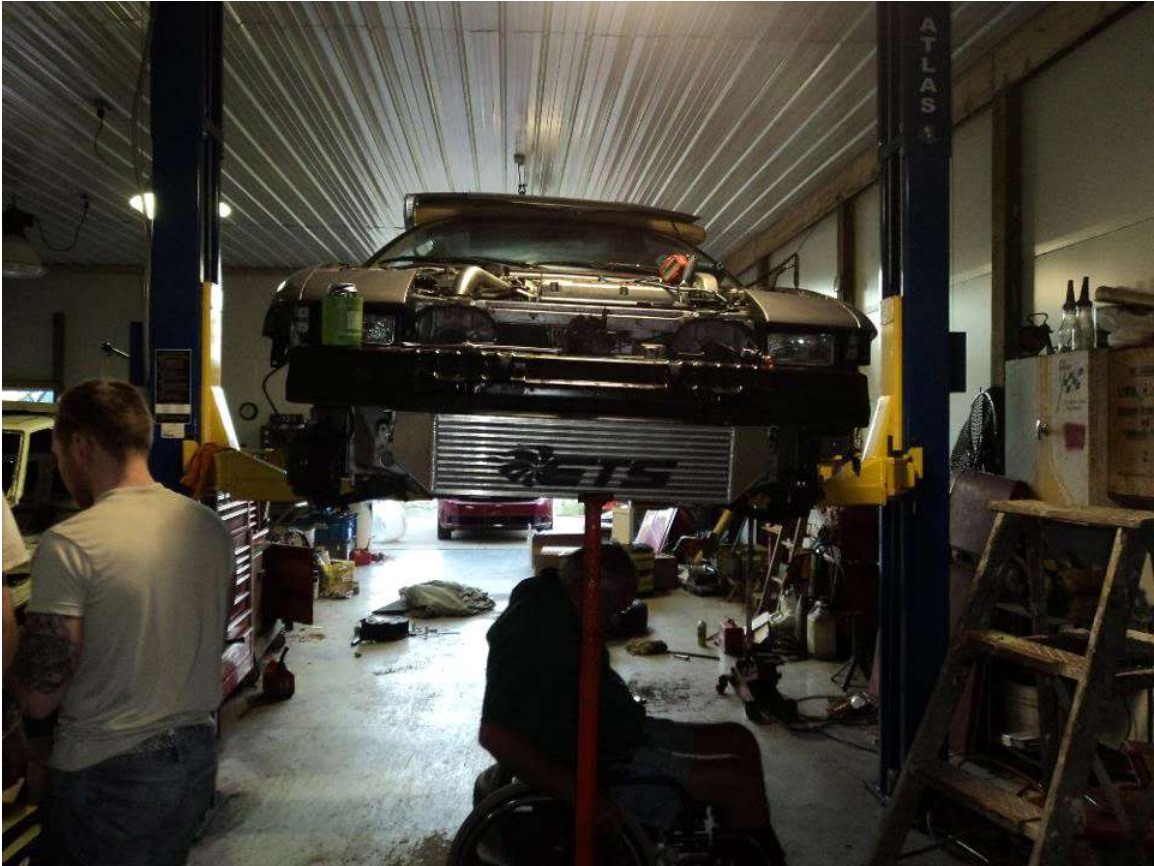
Mod List:

- ETS FMIC kit
- FP port 68HTA
- FP Manifold
- Megan lower springs

-17"tenzo R rims & NanKang Tires



























Since being out of the service

(2012)

Mods:

- DSMLink
- 3" Megan Down pip
- 3" Megan Down pipe
- Megan o2 housing
- FIC fuel rail
- FIC 750cc Injectors
- AEM WB & Boost gauge
- Sparco Seats and Harness's
- other misc.















2016

Mod list:

*mod list is more for going through to clean up the car, adjust things how I should have done in 2006. I Still have a lot for to research, learn from, and implament into my build.









2006



2016



2005



2016



