

*Dave Burnham's Citroën
Repair and Restoration*

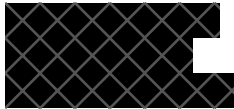
559 Youngs Road
Delanson, NY 12053
(518)875-6956

Invoice

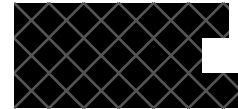
DATE

4/25/2010

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SHIP TO



CAR MODEL, Y... MILEAGE
ID 19 P 21,459

QTY	ITEM	DESCRIPTION	RATE	AMOUNT
2	26208069	hose bong, 11mm hose & shift grommet	2.35	4.70T
1	26208089	hose bong, 18mm hose	2.85	2.85T
4	1590	line seal, 9mm brake fluid	1.80	7.20T
1	1586	Seal, super fat 14mm nut for brake fluid	3.29	3.29T
2	Ligarex	Ligarex clamps	1.85	3.70T
1	hardware	37 washers, 3 nuts, 5 bolts, 2 springs	32.00	32.00T
1	Castrol L...	Castrol LMA brake Fluid, quart	13.59	13.59T
1	Misc.	Fabric for padding between hydraulic tank and battery tray	3.00	3.00T
1	used	used original ID brake line	10.00	10.00T
0.5	736102	ft., #4 gauge battery cable	4.25	2.13T
1	BP332	battery cable lug, #4	2.00	2.00T
2	Fuse	ATC 5 and 20 fuses	0.60	1.20T
2	094303	fuse holders	4.06	8.12T
1	electrical	2 electrical spade connectors, 6 ring connectors, 5 butt connectors, wire and heat shrink	12.00	12.00T
10	4mm female	4MM female connector Citroen type	2.79	27.90T
7	4MM Male	4MM Male Citroen type electrical connector	2.79	19.53T
1	Misc.	17 Color codes for wire connectors, 20 rubber insulators for female connectors	15.00	15.00T
2	Grommet, ...	Grommet	3.00	6.00T
1	Carburetor	Solex carb kit	34.00	34.00T
1	used	Carb fuel nozzle	10.00	10.00T
1	used	135 main jet	5.00	5.00T
1	DM142 168	thrust sleeve, nylon, for cable sheath (pedal side). Length 30mm. Since 2/58.	8.00	8.00T
1	DM142 16...	thrust sleeve, nylon, for cable sheath (carb. side); length 17mm.	8.00	8.00T
1	DM142 29c	cable for accelerator control; 700mm long. Luxe, left hand steering.	25.00	25.00T

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TOTAL

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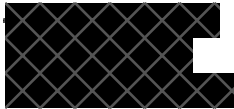
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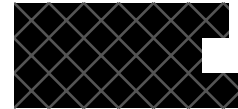
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1	used	Fluid reservoir cap gasket	2.00	2.00T
1	chemicals	chemicals, sealer, cleaner	4.00	4.00T
1	Body	Small pieces of Hardoura	6.00	6.00T
2	used	Silver chevrons sent down to Don	6.00	12.00T
1	used	closing plate for the head in the rear without temp sensor	8.00	8.00T
1	Gasket	For closing plate DM 112 88	5.56	5.56T
1	used	Tool kit with 3 wrenches, 1 spark plug wrench, and the best tool bag we could find. Still missing the wood handled screw driver.	50.00	50.00T
1	DS564 99	valve for washer reservoir	15.00	15.00T
1	DS564 54a	joint for nozzle, Confort, since 9/58	8.00	8.00T
1	DS564 55b	Washer connecting tube	5.00	5.00T
0.2	washer	gal., windshield washer	3.95	0.79T
1	A961 53	Grommet, 2CV window prop and DS hood prop	5.27	5.27T
1	Misc.	Drain plug gasket	1.00	1.00T
1	recharge	Recharge sphere (RF was flat)	20.00	20.00T
1	Gasoline	filled gas tank	44.00	44.00
1	ID Mirror ...	Mirror, inside ID on dash	5.00	5.00T
58	Labor	hourly rate; Labor covers from April 9, 2010 through April 27, 2010. Total hours worked on the ID for this segment was 65.93 we charged for 58. Installed a new seal on the accelerator cable where it passes through the firewall. Replaced the cable and both cable end stops. Finished a few items on the brakes and bled the system. Rebuilt the + battery cable (the end of the cable was detaching). Made and installed felt protection strips for the hydraulic tank mounts at the front of the battery tray. Shortened the high pressure pump pick up hose.	70.00	4,060.00T

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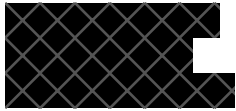
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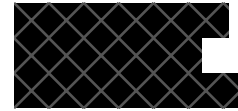
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Fabricated a mounting bracket using existing holes to mount the battery disconnect and driving light switch and indicator.
 Installed the wiring, indicator and switch for the driving lights. All wires were run as correctly as we could down the fenders. The accessories power terminal inside the dash board was broken we repaired that. Fuses were installed behind the dash to power the driving lights through a relay. This should be very reliable and also reversible in the future. No holes were drilled and no wires were cut. Removed the 4 non stock relays from the spare tire cross bar.
 We inspected the wiring at the driving lights and replaced many of the insulation sleeves on the wiring connectors. We sorted out a lot of non stock wiring in the front fenders for the headlights and removed some scotch locks that were being used to feed some of the fender lights.
 Repaired some twisted together wires for the horn. Cleaned out the falling down insulation inside the front fender air duct channels.
 Holes were drilled in the rear wheel bearing housings and 50cc of gear oil was installed. This should loosen up any petrified grease and keep it good for a long time.
 On the front wheel bearings we used an existing hole to inject bearing grease. We greased all the pivot points.
 In an attempt to get the engine to run better we checked the points dwell again it was 54 and has no significant deviation. The ignition timing was re checked and advanced a little bit more. While checking the carburetor we found the fuel spray nozzle had been broken and cleverly repaired with a brass sleeve but it sat to high. We cleaned the carburetor and installed a NOS nozzle. This fixed 70% of the un even running. By installing a richer main jet (from 125 to 135) that got rid of the rest of the running

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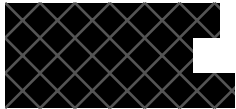
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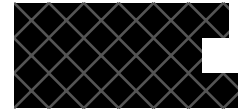
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unevenness.
 Checked the charging system voltage it was 13.4 V at 2000 RPM.
 Replaced the rear clean out plate in the back driver side of the cylinder head with a plate that doesn't have a temp sensor (a non stock temp sensor was welded in place in Europe).
 Cleaned and lubricated the shift link ball sockets.
 Replaced the interior mirror glass.
 Located all the tools we could for the tool bag bead blasted and painted them.
 Replaced some of the nozzles and check valves in the windshield washer system to get the washers to work. Replaced the hood grommets for the nozzles.
 Reassembled all the closing panels and installed the fenders for the last time, adjusted the hood latches.
 Cleaned the clock it seems to be running now.
 Checked the front wheel camber and toe in the toe was off we reset that to 1.5mm toe in. The camber is within spec.
 Installed the spare tire protection pads.
 We looked under the car while on the lift and saw that most everything looks great.
 Set the tire pressures (they are set low on IDs in case they look soft).
 24psi Front 20psi rear.
 Test drove the car more and we thought that it rode a little hard and found the passenger side front sphere was flat we recharged that. Sometimes we rebuild them but matching the paint is difficult. If it goes down on pressure again it will need to be rebuilt.
 There were many other items done to the car along the way that were not

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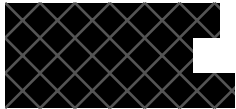
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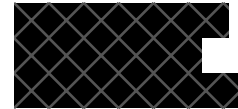
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		individually written up. We did a quick clean up on the car inside and out and delivered it to Ensign Autobody. NOTES: 3rd gear grinds quite often it is a bad syncro inside the transmission. We filled the fuel tank to check for leaks its good no leaks. The passenger side fender at one time was hit and is bent behind the headlight it was difficult getting the headlight situated back in the car correctly. It had been miss installed before. We have not as of yet been able to find replacement hub caps. We charged for 58 hours out of the 65 or so worked on the car some of the discount was because we did not charge for the speedometer glass which did not turn out correctly and some of the hours were because some items had to be done multiple times before it worked correctly. This happens a lot on old Citroens and we try and be fair about how much we charge for.		
		Out-of-state sale, exempt from sales tax	0.00%	0.00

Thank you for your business.

TOTAL \$4,515.83