

*Dave Burnham's Citroën  
Repair and Restoration*

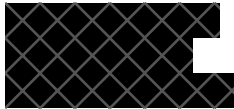
559 Youngs Road  
Delanson, NY 12053  
(518)875-6956

# Invoice

DATE

7/22/2016

**BILL TO**



**SHIP TO**



CAR MODEL, Y... MILEAGE  
ID 19 P 74480

QTY	ITEM	DESCRIPTION	RATE	AMOUNT
6	Hanger ru...	Rubber hanger strap 130mm long overall	12.15	72.90T
1	DS0-4814	Tail pipe set, stainless, ID/DS 19->62	613.17	613.17T
1	DS0 110	Muffler, stainless steel, ID/DS19 >62	1,344.22	1,344.22T
1	DS0-107E	Head pipe stainless steel, ID/DS19 >62	268.87	268.87T
2	DM182 7a	joint, round copper, between pipe and exhaust outlet under body; 28x35. Since 5/60. (see also Y210974)	2.00	4.00T
6	DX182 87	sponge, exhaust hanger twin tailpipe	5.76	34.56T
4	DM182 64	half collar for rear fixing of outlet pipe. -->6/61, 6/61-->.	4.00	16.00T
5	Hanger ru...	Rubber hanger strap 130mm long overall	12.15	60.75T
2	DM182 101	Clamp, exhaust tailpipes rear D ->9/62	4.00	8.00T
2	DM182 76	half clip (collar) securing outlet pipe under body	8.00	16.00T
1	DM112 88	Gasket, clean out plate D-thru 65 side	5.28	5.28T
1	5402981	Gasket, fuel sending unit 2CV, DS, TAV	6.69	6.69T
5	5410472	Spacer for exhaust strap hangers DS	2.50	12.50T
1	Gasoline	filled gas tank	20.00	20.00T
		Subtotal: parts		2,482.94
15	Labor	hourly rate: Total number of hours worked on the car was 18 we are charging for 15 Removed the old exhaust system then test fit and modified the new stainless steel system to fit. The tail pipes were cut in 3 pieces for shipping. After getting the proper lengths sorted out needed to be TIG welded back together. We had to make a slight cut and weld in the front pipe for body clearance also. We installed all new hangers and foam rubber buffers. The middle secured nut in the body gas tank area that holds the tail pipes was stripped we welded in a new nut and smoothed out the bent metal from a previous repair in that area as best as we could without removing the fuel tank.	80.00	1,200.00T

Thank you for your business.

**TOTAL**

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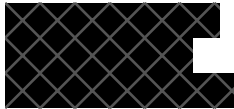
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Removed the rear seat and fuel tank cover to look inside the fuel tank. The tank looks really clean inside and the sending unit looks to be quite new.

We drained the tank to check the in tank fuel filter pick up it was also in excellent condition.

We installed a new gasket then filled the tank with fuel to check for leaks. Then reassembled the tank cover and rear seat.

Don reported that he felt some engine misfiring or uneven running. We checked the distributor dwell, it was at 62 and should be 59 we re set it. Adjusted the timing to 10 BTDC (rod in the hole) with the manual retard set two notches from full retard. The distributor hold down clamp was not super tight we tightened that.

The coolant cover on the driver side rear of the head was leaking (this is over the distributor) we replaced the gasket in that spot.

Checked the gearbox oil level it was good.

Verified the clutch adjustment was correct and that the shift linkages were correct also. In driving the car we are sure that the 3rd gear Synchro is completely shot and all the others are week so the grinding between shifts will not be able to be fixed without a gearbox rebuild.

We looked into the oil leakage from the engine. We cleaned the oil from the engine and transmission the drove the car. Most of the oil is coming from the front crankshaft seal area and from the distributor mount sleeve. We might be able to eliminate some of the distributor sleeve oil leak with sealer and by installing an O ring on the distributor. The front crankshaft seal is difficult. The seal in that area is a labyrinth type seal so to do anything to it means removing the flywheel and tightening up the labyrinth halves or removing the crankshaft and re boring new labyrinth

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seals to fit the crankshaft. These leak often so this repair is not always 100% effective.  
Set the tire pressures to 28 front and 25 rear. Citroen recommends 24 front and 20 rear but we find this is too low.  
In checking the front tire wear we checked the Toe in and it was set to 2 mm and it should be between 1 and 3 so its fine. Camber tested OK with the old fashioned Citroen camber gages.  
test drove the car it really runs great with lots of power:-)

NOTES:  
To get the transmission to shift better we will need to rebuild the gearbox. We could also try and turn the brake discs when the transmission is apart to get rid of some of the brake shaking. Below is a list of the parts Carter says we may need if we do the transmission rebuild.  
We might be able to make the engine oil leaks a little better with some effort. Over filling the engine will make it worse and also parking with the nose of the car down hill will make it worse. It would be best to try to fix this when doing the transmission job but we could also make it worse its not a straight forward seal replacement.

Research into parts needed for gearbox work. Parts likely to be needed include these items:  
1DS231-100gasket for clutch housing  
1D314-29seal for input shaft  
1D331-2agasket for front cover  
1D331-7gasket for cover  
2D331-79gasket for output shaft housing

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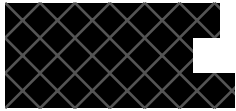
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		1D332-84lockplate		
		1DM335-05asynchronizer ring 2nd		
		1DM335-15aset of meshing plungers 2nd		
		2DM335-16asynchronizer ring 3rd & 4th		
		1D371-1shaft with brake disc left		
		1D371-1shaft with brake disc right		
		2D371-5axle seal		
		2ZC9010530Ubearing for axle shaft		
		1ZC9620047Urear bearing		
		1ZC9620081Uneedle bearing 2nd		
		1ZC9620083Uneedle bearing 4th		
		2ZC9620088Ufront bearing		
		1ZC9620094Uneedle bearing 3rd		
		1ZD9492400Useal for starting dog		
		Sales Tax	8.00%	294.64

Thank you for your business.

**TOTAL** \$3,977.58