

*Dave Burnham's Citroën
Repair and Restoration*

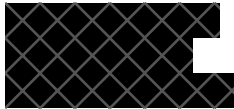
559 Youngs Road
Delanson, NY 12053
(518)875-6956

Invoice

DATE

11/17/2016

BILL TO



SHIP TO



CAR MODEL, Y... MILEAGE
ID 19 P 74,725

QTY	ITEM	DESCRIPTION	RATE	AMOUNT
1	used	Used 3 main bearing flywheel	100.00	100.00T
1	Sublet	Lighten the flywheel at a local machine shop they took off 19 pounds start weight was 45 lbs finished weight 26 pounds	250.00	250.00T
1	Sublet	Balance the flywheel	45.00	45.00T
1	D371 1A	Stub axle with brake disc NOS	291.20	291.20T
1	used	Used stub axle with brake disc	125.00	125.00T
1	Shipping	Shipping for the brake disc with other parts from Europe Fed Ex economy	65.00	65.00T
2	Sublet	Clean up both brake discs on a lathe	60.00	120.00T
1	V275139	Pressure plate, D series through 65' the last NOS clutch we could find	298.90	298.90T
1	V375133	clutch disc, D-series thru 65	195.00	195.00T
1	DS314 01	housing for thrust bearing w/bearing	109.20	109.20T
1	Shipping	Shipping For clutch parts	19.86	19.86T
2	BB6306	6306 stub axle output sealed bearings	45.00	90.00T
2	ZC9408451	Differential bearing, early ID/DS	48.00	96.00T
1	ZC9620047	rear bearing on input shaft.	25.00	25.00T
1	ZC9620081	bearing, needle for 2nd gear early ID/DS gearbox	31.25	31.25T
1	ZC962009...	Needle bearing 3rd gear	26.27	26.27T
1	ZC962008...	needle bearing 4th gear	21.00	21.00T
1	BB6204	bearing, cam front DS, TA	34.40	34.40T
1	ZC9620 1...	needle bearing thrust reverse gear	13.69	13.69T
2	boot Early...	XL CV stretch boot for ID/DS early inner drive shaft	25.25	50.50T
1	Shipping	For Axle boots from AU	25.00	25.00T
1	Misc.	Time sert tool kit for 12 X 1.25 cost us \$95	25.00	25.00T
2	timesert	Timesert, 12mm thread repair	4.79	9.58T
2	620088	Bearing on the front of shaft in transmission special flanged	271.35	542.70T
1	DM335 05A	Synchro ring 2nd gear early ID	822.25	822.25T

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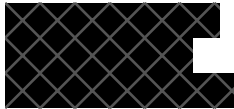
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3	D335 73	Spring for synchro	4.70	14.10T
1	Shipping	Shipping for the three parts above	52.00	52.00T
1	DM335 15A	Set of mesh plungers for 2nd gear	52.92	52.92T
1	25100009	O ring, clutch slave, DS & SM, seal for staring dog on ID/DS transmission	11.90	11.90T
1	D314 29	Seal, transmission upper shaft through 65'	24.10	24.10T
1	D314 32	Gasket, input flange for gearbox	3.00	3.00T
1	D331 2A	gasket, transmission front bearing	3.00	3.00T
1	D331 7	Gasket for gearbox cover	9.45	9.45T
2	D331 79	gasket, stub axle thru 65	8.70	17.40T
1	D332 84	lock tab, transmission upper shaft front nut	4.14	4.14T
1	D332 312	spacing washer for rear ball bearing	4.00	4.00T
1	D332 320	Thrust washer for sealing bush 5.2mm	3.00	3.00T
1	D335 82B	internally toothed ring 2nd and 1	7.00	7.00T
2	D333 83	half washer between 2nd and 3rd mainshaft pinions; 2.89 to 2.92mm thick	4.00	8.00T
2	DM335 16A	Synchro, third and 4th gear through 65'	116.44	232.88T
2	D343 97	(5411592) Shim, differential adjusting 2.9mm. D-series, SM	3.00	6.00T
2	D343 98	(5411600) Shim, differential adjusting 3.0mm, D-Series, SM	3.00	6.00T
2	D371 5	Axle shaft seal	87.36	174.72T
1	D371 95	locking screw for ring nut retaining axle bearing	3.00	3.00T
2	DS413 87A	seal, ball joint upper, nylon; thru '65	2.51	5.02T
1	DS443 94	sealing cup on steering rod ball pin	3.29	3.29T
3	D443 95	Rubber washers for steering ball joint	5.93	17.79T
3	used	9mm X 25 bolts for the brake support	2.00	6.00T
1	used	9mm X 39 bolt for the brake support	2.00	2.00T
1	used	9mm X 54 bolt for the brake support	3.00	3.00T

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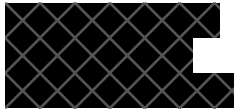
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QTY	ITEM	DESCRIPTION	RATE	AMOUNT
1	5413013	bushing, rubber, for shift lever, DS	5.99	5.99T
1	1100	sphere, main accumulator	90.00	90.00T
1	5420488	Sleeve, rubber insulator for electrical connectors	1.29	1.29T
4	timesert	Timesert, 9mm thread repair	4.79	19.16T
1	96164376	Back up ring for Teflon DS, SM	10.49	10.49T
0.1	Brake Flui...	Dot 3 Fluid, quart	9.18	0.92T
12	D133 14	bushing, motor mount hanger ID19 & DS19 until 65'	13.37	160.44T
1	D231 76	Key, rectangular, 4x4x21, for driving pulley	0.75	0.75T
1	DS231 100	gasket, paper, between clutch housing and cylinder block (40x50x0.1). Since 10/59.	2.00	2.00T
1	Bobby pin,...	clamp, bobby pin type, small	1.75	1.75T
1	ZD9247500	Gasket, filler plug	3.00	3.00T
1	ZD9247800	Gasket, drain plug	3.00	3.00T
2.6	80W90	Qt., GL4 gear oil	5.95	15.47T
2.3	50-50 anti...	50-50 antifreeze	12.39	28.50T
12	used	Washers for the gearbox hangers 9.5 X24 X 2	0.50	6.00T
2	Clear hose	1/4" Vinyl Tubing by the foot	3.95	7.90T
		Subtotal: parts, sublet		4,462.17
60	Labor	hourly rate: The actual number of hours we worked on, searched for parts, and test drove the car, was close to 68 hours. We are charging for 60 Hours. Removed the transmission for rebuilding. We replaced all the synchros, bearings, and gaskets, we spent a lot of time trying to get the clearances correct according to the book specs. This meant replacing a lot of shims and measuring things many times. Many of the clearances when the gear box was disassembled were way off and replacing all the bearings made this process longer than normal but in the end we were able to get all the	80.00	4,800.00T

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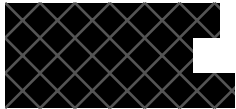
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clearances correct. A few of the parts installed in the gearbox were some of the last NOS parts in the world that we could find. Examined the clutch and replaced all the parts the old parts looked pretty good but we replaced them because we were in there. We searched around the world for new brake discs but only could find one. We took the NOS disc and the best used one we could find to be cleaned up at the machine shop on a lathe. We found a replacement flywheel and took it to our local machine shop for lightening and re surfacing for the new clutch. After that we took it to be balanced. The camshaft pulley key was broken we replaced it we also replaced the front camshaft pulley support bearing. Shimmed the pulley to line up with the water pump and other pulleys. The threads for the caliper mounts in the bell housing were stripped out we installed time sert thread repairs in those holes and in 4 other places one the gearbox. Replaced both inner drive shaft boots we used "stretch" boots and bought a special too to install them. We spent time cleaning all the parts well and also the chassis when the transmission was out. Replaced the shift lever rubber bushings it was a rubber hose before it has correct bushings now. Replaced all the gearbox hanger bushings they were all generic pieces of hose and they also had incorrect spacers and washers we corrected those with used parts. Examined the driveshaft bibax's they look to be in very good condition. Tested the main accumulator it was more than half out of pressure we

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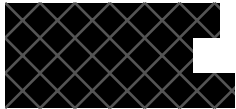
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		<p>replaced it with a new one (painted it black first). Bled the hydraulic system and topped up the fluids. On the cooling system the coolant came out pretty muddy looking so we drained the block flushed the radiator and installed fresh coolant. When we had the driveshafts out we saw that some of the ball joint and tie rod ends were missing protective boots or plastic covers we installed those as needed. Installed drain tubes for the stub axles on the transmission. When the flywheel was lightened the slot that you would insert a pin into for setting the ignition timing is now gone we made a timing pointer to take its place and put a mark on the pulley for using with a timing light. That mark is set at TDC. We corrected some wrong hardware and replaced some wiring tension sleeves when reassembling the car. Test drove the car quite a bit and made adjustments as needed.</p>		
		Out-of-state sale, exempt from sales tax	0.00%	0.00

Thank you for your business.

TOTAL \$9,262.17