

*Dave Burnham's Citroën  
Repair and Restoration*

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

# Invoice

DATE

12/28/2021

**BILL TO**



**SHIP TO**



CAR MODEL, Y... MILEAGE  
ID 76783

QTY	ITEM	DESCRIPTION	RATE	AMOUNT
1	26208089	hose bong, 18mm hose	4.85	4.85T
3	12-22	Clamp, zebra 12-22	2.11	6.33T
1	DM391 77	ring seal; 33x38x2.45, between seat and cap for suspension pump.	4.00	4.00T
1	4826* LHM	seal (C-24826009, 4877) LHM	3.88	3.88T
1	25033009	Back up seal in SM centering piston	4.79	4.79T
2	DM391 87	gasket, paper, for suspension pump; 2 holes, 62mm between centers.	6.00	12.00T
3	H1937	Hose, automatic transmission cooler hose 3/8" per foot	5.63	16.89T
7.6	H226	10 mm braided hose per foot	3.18	24.17T
1.5	Castrol L...	Castrol LMA 12 OZ bottle	18.21	27.32T
1	D235 3	Hose, radiator top thru 65	98.15	98.15T
1	Shipping	Incoming shipping	8.89	8.89T
1	DM211 17a	arm with contact point SEV	18.00	18.00T
1	Condenser...	Condenser with pigtail	11.15	11.15T
1	DM211 16a	rotor, SEV	15.00	15.00T
1	Gasoline	91 non ethanol in the gas tank	30.00	30.00
1	Waste Disp.	Waste disposal, old oil and antifreeze etc	6.00	6.00T
1	22417009	Gasket, drain plug DS engine and DS, SM, 2CV transmission etc.	1.01	1.01T
1	5412331	boot, ball socket rear. D series, SM	13.46	13.46T
1	5412332	retainer clip, for rear suspension rod ball socket DS &SM	3.97	3.97T
1	Ligarex	Ligarex clamp`	2.25	2.25T
4	W6BC	Bosch spark plug	3.00	12.00T
1	used	Used plastic return line to splice into the front boot	8.00	8.00T
1	0541711	Mini screw clamps 7-11	2.39	2.39T
7	5420488	Sleeve, rubber insulator for electrical connectors	1.29	9.03T
2	D437 3	rubber rebound buffer for front arm	10.51	21.02T
4	recharge	Recharge sphere	25.00	100.00T
2	Prestone 5...	Prestone 50-50 antifreeze, gallon	13.31	26.62T

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QTY	ITEM	DESCRIPTION	RATE	AMOUNT
1	705-1225	Clamp, Fuel injection hose 1/4	2.11	2.11T
1	705-1226	Clamp, fuel injection 5/16"	1.89	1.89T
23	Labor	hourly rate: The total number of hours worked on the car was 26 we are charging for 23.	90.00	2,070.00T

We brought the ID in the shop drained the oil replaced the drain plug gasket and put in fresh oil that Don supplied.  
The left rear ball socket boot was ripped we replaced that with a new boot and lubricated both rear ball sockets.  
Removed the left front fender to try and figure out the LHM leaks. We found that the plastic return hose from the front suspension boot had a crack in it we spliced in a new piece of plastic line.  
We also saw that both suspension stops had swelled up and had popped out of their holders from being wet with LHM we replaced both rubber stops.  
We then noticed that three rubber return hoses behind the front gravel shield and in the engine compartment were very soft and had swelled up also. We replaced those with LHM compatible hoses. These were kind of difficult to get to and replace.  
The hydraulic pump had a leak also we replaced all the O rings in the pump and the line seal and two gaskets all the seals had swelled up so they must have been for the incorrect fluid. The poppet valve in the pump was very worn also on both sides so we replaced that and lapped in the sealing surface. The pump seems to work faster now and holds pressure better.  
A bunch of the rubber tension sleeves on the wiring connectors in the engine compartment were cracked or loose we replaced those with new sleeves.

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Replaced the 4 spark plugs with new ones. There was a little oil in each plug hole well we cleaned that out.  
 Tested the suspension sphere pressures. The rears were at 200 and 220 psi and should have been 350 to 380 psi we recharged them.  
 Tested the front suspension spheres they were 560 and 590 psi they should have been about 870 psi we recharged those also.  
 Drained the coolant in the cooling system and put in fresh 50-50 Prestone antifreeze.  
 Checked and topped up the transmission with Dons oil.  
 We re adjusted the clutch cable it was bottoming on the bell housing.  
 We cleaned as best we could all the leaked LHM but it is hard to get it all so it is possible you may still see a drip for a while.  
 The top radiator hose was getting a split in the hose we replaced it with a new one.  
 We drove the car and checked for leaks it seems to be much better now.  
 We put \$30 of 91 non ethanol fuel in the gas tank.  
 Checked the ignition point gap it was too tight the dwell was at 63 and the timing was at 10 after TDC it should have been 10 before TDC. Replaced the points and set the dwell to 56 and the timing to 10 BTDC. We also replaced the condenser, checked the point resistance and various other things in the ignition system because a bucking problem occurred.  
 Eventually we replaced the points with a second set and a second condenser and it ran well. Adjusted the idle mixture and test drove the car quite a lot and it seems to be running well. It likes more choke than I thought it would need when cold but thats OK.  
 The start solenoid to battery connection was loose at the battery we put a screw through the lead and copper joint to tighten that.

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QTY	ITEM	DESCRIPTION	RATE	AMOUNT
		The air cleaner mount busing was loose and we added a rubber piece of hose to tighten that up.		
		Out-of-state sale, exempt from sales tax	0.00%	0.00

Thank you for your business.

**TOTAL** \$2,565.17