



Restoration • Repair • Maintenance • Parts
4721 Tidewater Ave, Suite A Oakland, CA 94601
(510) 534 5464 vintageautoservice@gmail.com

INVOICE

INVOICE NO: 1727

DATE 11/20/2024

CLIENT



CAR

Model XK SS

Milage 999

Chass No. P1B77502

DESCRIPTION	CONDITION	QUANTITY	PRICE
Bonded fiberglass heat insulation sheet	New	2	\$237.52
Fiberglass exhaust wrap	New	1	\$60.97
PARTS TOTAL			\$298.49

HOURS OF LABOR	HOURLY RATE	TOTAL LABOR
26	\$230	\$5,980

Short Summary

- Storage of car from 3/12/24 to 6/3/24
- Labor (please see attached SOW)
- Jet Hot exhaust headers: \$495.95

PARTS + LABOR	\$6,278.49
SUBLET LABOR	\$495.95
STORAGE	\$600.00
ENVIRONMENTAL	\$0.00
FREIGHT	\$93.45
TAX CHARGE	\$30.60
Balance Due \$	7,498.49

Terms & Instructions

Credit cards will have a processing fee of 4% Please make checks payable to "Vintage Auto Service"

11.22.2024

1956 Lynx XKSS
PIB77502

Storage:

Due to extremely limited space, all storage is charged per car, monthly, and without prorate. This vehicle was received in mid March, and occupied 1 storage spot for the remainder of that month. The car was then in storage for all of April and May.

Our initial estimate was that we would begin working on it the week of June 1. Our workload prevented us from beginning work on this vehicle until late June. As such, no fee is being charged for storing the car during the month June. Only for March through May.

Date	Note
March 12, 2024	Car received.
March 12 - March 31	Storage - \$200
April 1 - April 30	Storage - \$200
May 1 - May 31	Storage - \$200
June 1 - June 18	Free to you – Delay is on our part

Engine Removal: 15 Hours

1. Drain engine oil, and cooling system.

2. Disconnect throttle linkage, choke cable, and fuel lines from carburetors.
Disconnect vacuum line from intake manifold and remove intake manifold from cylinder head.
3. Disconnect breather hoses from front of cylinder head and from camshaft covers.
4. Disconnect cooling hoses from water pump, and header tank.
5. Disconnect wires from back of dynolite unit, and remove dynolite from side of engine block.
6. Disconnect exhaust headers from mufflers, unbolt from cylinder head, and remove from car.
7. Remove clutch slave cylinder from bell housing.
8. Disconnect driveshaft from output shaft on transmission.
9. Unbolt upper shock eyes from subframe, and disconnect sway bar eyes from lower control arms. Undo tie rod ends and upper ball joints from uprights.
10. Disconnect and remove reaction plate from chassis.
11. Remove shift knob from shifter.
12. Undo engine mounts and transmission mount from tailshaft.
13. Undo rear stabilizer mount.
14. Remove engine and transmission from car.
15. Remove starter and transmission from rear of engine.
16. Prepare engine for shipping by placing onto pallet and boxing starter in order to ship unit to Vintage Jag Works. Securely fasten assembly onto pallet.

Heat Insulation: 11 Hours

1. Remove driver's side seat cushion and steering wheel. Measure, cut, and fit paper templates for each interior face of the driver's side footwell. Test-fit and refine until fitment meets expectations. Transfer template outline onto bonded aluminum-fiberglass sheet of heat insulation material. Sheer insulation along markings. Peel adhesive backing and fit each sheet of insulation to its corresponding face within driver's footwell / pedal box.
 - a. **2 Hours**
2. Repeat above process on passenger side footwell.
 - a. **2 Hours**
3. Observe that the original Lynx battery box is open on one side, providing a large hole for hot air from the engine compartment to pass into the cockpit. Measure and cut paper template panels for creation of battery box. Cut panels for battery box out of sheet metal. Use metal break to form angles. Fit in car, and rivet together in situ. Modify battery tie-down for clearance.
4. Measure, cut and fit templates for insulating new battery box. Cut and apply bonded aluminum-fiberglass insulation sheets to battery box where possible.
 - a. **3 Hours (total for both steps 3 and 4)**
5. Strip original styrofoam heat insulating material from vehicle underbody and engine compartment panels. Clean remnant adhesive with solvent and scrape until surfaces are clean and clear.
 - a. **1.5 Hours**
6. Measure and trim paper templates to fit underside panels. Transfer template outline onto bonded aluminum-fiberglass sheet of heat insulation material. Sheer insulation along markings. Peel adhesive backing and fit each sheet

of insulation to its corresponding face in transmission tunnel and on pedal box panels nearest to exhaust manifolds.

a. 2 Hour

7. Seal airgaps between cockpit and underbody/engine compartment with heat insulating foil tape.

a. 0.5 Hours



Restoration • Repair • Maintenance • Parts
4721 Tidewater Ave, Suite A Oakland, CA 94601
(510) 534 5464 vintageautoservice@gmail.com

INVOICE

INVOICE NO: 1748

DATE 5/12/2025

CLIENT



CAR

Model XK SS

Milage 999

Chass No. P1B77502

DESCRIPTION	CONDITION	QUANTITY	PRICE
Clutch master cylinder - .070"	New	1	\$156.24
Clutch slave cylinder	New	1	\$106.67
Fuel pre ure regulator	New	1	\$121.08
Weber 45 DCOE choke - 36mm	New	6	\$136.05
3/4" Oil cooler hose	New	6ft	\$105.24
Oil cooler AN adapter -12 male	New	2	\$27.96
12AN Pu h lock 90 degree elbow	New	4	\$143.45
PARTS TOTAL			\$796.69

HOURS OF LABOR	HOURLY RATE	TOTAL LABOR
12	\$230	\$2,760

Short Summary

-Labor: Please See Attached
-Weber tuning: \$425


PARTS + LABOR	\$3 556.69
SUBLET LABOR	\$425.00
FUEL, OIL, GREASE	\$50.04
ENVIRONMENTAL	\$0.00
FREIGHT	\$47.04
TAX CHARGE	\$0.00
Balance Due \$	4,078.77

Terms & Instructions

Credit cards will have a processing fee of 4% Please make checks payable to Vintage Auto Service

5.12.2025

Invoice 1748



*1956 Lynx XKSS
PIB77502*

Clutch Hydraulics: 3 Hours

1. Disconnect clutch master cylinder hardlines from reservoir and feed to slave cylinder.
2. Remove cotter pin and clevis pin from pushrod and unbolt master cylinder from car.
3. Remove circlip retaining pushrod in master cylinder and remove pushrod from master cylinder.
4. Install pushrod into new .070 bore master cylinder.
5. Install new master cylinder onto firewall, reinstall clevis pin and retaining cotter pin. Reconnect clutch hardlines to master cylinder.
6. Remove clutch slave cylinder clevis pin from fork on bellhousing, and remove pushrod from clutch slave cylinder
7. Remove hard line feeding clutch slave cylinder from bottom of slave cylinder.
8. Remove clutch slave cylinder from bellhousing.
9. Install new clutch slave cylinder onto bellhousing.
10. Reinstall slave cylinder pushrod with clevis pin and cotter pin.
11. Bleed clutch hydraulic system and adjust slave cylinder return spring in order to achieve minimal gap between throwout bearing and pressure plate when clutch not in actuation.

Oil Cooler: 2 Hours

1. Determine that oil cooler line fittings are leaking at elbow connecting to oil cooler.
2. Remove lines, source new fittings for Setrab oil cooler to convert to 12 AN in order to match AN fittings required for oil filter boss.
3. Install new 12 AN fittings into oil cooler.
4. Fabricate new cooler lines using old lines as template.
5. Install new oil cooler lines to chassis with strapping to subframe in order to prevent chafing.

Fuel System/ Carburetors/Tuning : 7 Hours

1. Remove fuel lines, disconnect choke cable, and disconnect throttle linkage from all three carburetors. Remove carburetors from intake manifold.
2. Remove grub screws retaining auxiliary venturis and chokes. Remove components from throat of carburetor.
3. Install smaller 36mm choke and replace auxiliary venturi. Reinstall grub screws retaining both components and safety wire grub screws together. Repeat process on remaining 5 throats.
4. Remove carburetor tops with floats and set float level to proper specification. Check needle and seat valve to ensure proper sealing is occurring with float actuation.
5. Reinstall carburetor top/float assembly. Onto carburetor body, and repeat process on both remaining carburetors.
6. Reinstall carburetors onto intake manifold, reconnect throttle linkage, fuel lines, and choke cables.

7. Install fuel pressure regulator inline just after fuel pump and temporarily install fuel pressure gauge inline at carburetors. Set fuel pressure to 1.75psi at carburetors and remove fuel pressure gauge.
8. Balance throttle linkage across all three carburetors, and set baseline tune with smaller chokes.
9. Work with Weber tuner in order to best tune carburetors for revised setup. Test drive car and observe behavior.
10. Car exhibits miss under light throttle and low load.
11. Ensure Ignition system is functioning properly by installing temporary distributor, cap, rotor, wires and new spark plug set. Remove temporary setup after determining ignition system to not be cause of miss.
12. Remove jet tops from carburetors, remove idle jet holders and replace idle jets with replacement 75F9 idle jets. Retune carburetors and test drive in order to determine if miss persists. Remove idle jets and return to initial set after miss persists with 75F9 Jets.
13. Attempt to address miss again via installation of larger main jets with similar lack of success.
14. Temporarily install air/fuel gauge to car in order to determine car lean/rich conditions under load. Determine car to be running too rich and in need of revised jetting once again.
15. Further research camshafts and Weber behavior with large duration camshafts and determine that camshaft profile likely culprit of miss.

Vintage Auto Service

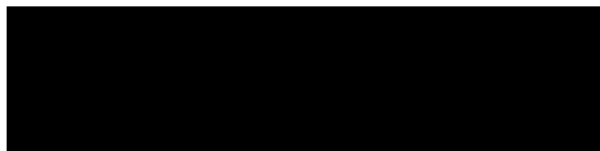
Restoration • Repair • Maintenance • Parts
4721 Tidewater Ave, Suite A Oakland, CA 94601
(510) 534 5464 vintageautoservice@gmail.com

INVOICE

INVOICE NO: 1771

DATE: 5/12/2025

CLIENT



CAR

Model XK SS

Milage 999

Chass No. P1B77502

DESCRIPTION	CONDITION	QUANTITY	PRICE
Camshaft exchange - intake & exhaust	Used	1	\$0.00
Camshaft cover gasket - cometic	New	2	\$69.48
Breather cover gasket - cometic	New	2	\$13.97
Camshaft breather gasket	New	2	\$12.33
PARTS TOTAL			\$95.78

HOURS OF LABOR	HOURLY RATE	TOTAL LABOR
14	\$230	\$3,220

Short Summary:

-Labor: Please See Attached
-Weber tuning: \$700

PARTS + LABOR	\$3,315.78
SUBLET LABOR	\$700.00
FUEL, OIL, GREASE	\$83.10
ENVIRONMENTAL	\$0.00
FREIGHT	\$0.00
TAX CHARGE	\$0.00
Balance Due \$	4,098.88

Terms & Instructions

Credit cards will have a processing fee of 4%. Please make checks payable to Vintage Auto Service .

7.3.2025

Invoice 1771

*1956 Lynx XKSS
PIB77502*

Camshafts: 12 Hours

1. Remove both camshaft covers and breather cover from cylinder head.
2. Remove intake and exhaust camshafts from engine.
3. Source good used set pair of E-Type profile camshafts, and clean up in preparation for installation.
4. Remove all twelve tappets and set shims to baseline of .080 each
5. Install camshafts onto cylinder head and check lash.
6. Remove camshafts and reshim tappets in attempt to achieve proper lash. Reinstall camshafts, check lash, and repeat process until satisfied.
7. Install camshafts for final time, safety wire bolts locking camshafts to sprockets. Use chain tension tool to properly set upper timing chain tension.
8. Clean gasket surfaces on both intake and exhaust camshaft covers, and cylinder head. Reinstall camshaft covers with new gaskets for cylinder head and breather crossover hose.
9. Clean breather cover sealing surface, breather screen, and cylinder head surface. Reinstall breather cover and screen onto cylinder head.

Carburetor Tuning: 2 Hours

Vintage Auto Service

4721 Tidewater Ave, Suite A, Oakland, CA 94601

510-534-5464 | vintageautoservice@gmail.com

1. Remove carburetor main jet lids from all three carburetors.
2. Remove main jets stacks from each carburetor. Replace main jets from 150 main jets to 145 main jets, and reinstall all six main jet stacks.
3. Remove idle jet holders from each carburetor. Replace idle jets from 70 F9 to 65 F8. Reinstall all six idle jet holders.
4. Reset idle mixture screw to two turns out as baseline setting.
5. Start engine and set fuel mixture.
6. Work with Weber tuner in order to better dial-in carburetors to engine.
7. Balance carburetors and throttle linkage for best performance
8. Test drive car with tuner and adjust carburetors as necessary. Repeat process until satisfied with performance of car.

Vintage Auto Service

Restoration • Repair • Maintenance • Parts
4721 Tidewater Ave, Suite A Oakland, CA 94601
(510) 534 5464 vintageautoservice@gmail.com

INVOICE

INVOICE NO: 1778

DATE: 8/9/2025

CLIENT

CAR

Model XK SS

Milage 1,003

Chass No. P1B77502

DESCRIPTION	CONDITION	QUANTITY	PRICE
Speedometer cable	New	1	
PARTS TOTAL			\$0.00

HOURS OF LABOR	HOURLY RATE	TOTAL LABOR
0.5	\$230	\$115

Short Summary:

-Labor: Removal & reinstallation of
speedometer & cable
-Repair of Speedometer: \$508.02

PARTS + LABOR \$115.00

SUBLET LABOR \$508.02

FUEL, OIL, GREASE \$0.00

ENVIRONMENTAL \$0.00

FREIGHT \$84.28

TAX CHARGE \$0.00

Balance Due \$ 707.30

Terms & Instructions

Credit cards will have a processing fee of 4%. Please make checks payable to Vintage Auto Service .

Vintage Auto Service

Restoration • Repair • Maintenance • Parts
4721 Tidewater Ave, Suite A Oakland, CA 94601
(510) 534 5464 vintageautoservice@gmail.com

INVOICE

INVOICE NO: 1792

DATE: 8/29/2025

CLIENT

CAR

Model Lynx XKSS

Milage 1,215

Chass No. P1B77502

DESCRIPTION	CONDITION	QUANTITY	PRICE
Camshaft cover gaskets	New	2	\$80.65
Shift bushing	New	1	\$18.21
Engine oil: 10w-40 full synthetic	New	8 qts	\$124.80
Oil filter: Napa 1231	New	1	\$31.58

PARTS TOTAL \$255.24

HOURS OF LABOR	HOURLY RATE	TOTAL LABOR
8	\$230	\$1,840

Short Summary:

-Labor: Please see attached

PARTS + LABOR \$2,095.24

SUBLET LABOR \$0.00

FUEL, OIL, GREASE \$0.00

ENVIRONMENTAL \$15.00

FREIGHT \$31.99

TAX CHARGE \$0.00

Balance Due \$ 2,142.23

Terms & Instructions

Credit cards will have a processing fee of 4%. Please make checks payable to Vintage Auto Service .

8.29.2025
Invoice 1792

1956 Lynx XKSS
PIB77502

Lash Adjustment: 6 Hours

1. Remove both camshaft covers and breather cover from cylinder head.
2. Check valve lash on intake and exhaust of all six cylinders.
3. Remove camshafts and reshim tappets in attempt to achieve proper lash on valves in need of adjustment. Reinstall camshafts, check lash, and repeat process until satisfied.
4. Install camshafts for final time, safety wire bolts locking camshafts to sprockets. Use chain tension tool to properly adjust upper timing chain tension.
5. Clean gasket surfaces on both intake and exhaust camshaft covers, and cylinder head. Reinstall camshaft covers with new gaskets for cylinder head and breather crossover hose.
6. Clean breather cover sealing surface, breather screen, and cylinder head surface. Reinstall breather cover and screen onto cylinder head.

Shift Handle: 1 Hour

1. Remove shift handle from car, disassemble and inspect.
2. Remove old shift handle bushings in handle carrier, and replace with new bushings.

3. Reinstall shift handle into car and lubricate shift linkage.

Misc: 1 Hour

1. Drain engine oil and remove oil filter. Refill engine with 10w-40 synthetic oil.
2. Inspect header wrap ties on cylinders 1 and 5 at primaries. Tighten as necessary.