

CONRAD STEVENSON Restorations

1523 4th Street, Berkeley, CA, 94710-1706 phone: (510) 526-4516

date 12/11/20

1961 Alfa Romeo Sprint Speciali

License Plate: Na Vin# AR*177305, Motor # AR*00120*01518

Mileage: 69858km

Labor

Change jets and tune car.

add gas and note:

Fuel, gage is not working.

Diff oil pan is leaking and has loose/stripped threads on sump hardware

Shift boots not fitted correctly.

Brakes feel very wrong, pedal stays down and does not return consistently. **2.5 hours**

Remove brake master/pedal box to address brake pedal staying down and not returning.

Rework master cylinder/pedal box noting that it is missing a key internal dimpled washer that allows fluid to pass through internal holes, this may have been the cause of the pedal not returning. Set cotter pin and secure master.



This is the dimpled steel washer that was missing and preventing the fluid to be able to return to the reservoir.

Light hone and polish of bore to inspect, appears to be in good condition. Fit new seal kit with new correct dimpled washer. Add pedal stop screw and adjust free play with master installed to pedal box. Refit pedal box, connecting lines and note original aluminum heat shield is missing.

3.75 hours

R&R all wheel cylinder seals. Remove brake shoes, get rear shoes relined by Porterfield. Take rear drum to machine shop to have them turned lightly to remove deep grooves. Bleed and adjust brakes.

Note: very rough and over tightened front wheel bearing assembly, deep marks from roller bearings. Remove races and fit new bearings and grease seals.



New seal kits and repaired adjuster.



New rear brake shoe material was needed to replace material that was damp and crumbling away from aluminum shoes.

R&R gas tank to sort fuel sender. Float stuck and gasket blocking movement. Free up and reinstall. Test, works. Install lead sealing ring in place of fabric ring, leaking. Drain and refill tank.

R&R differential sump gasket, differential seal, heli-coil 6mm stud.

Note the outer shift boot was loose on top of shifter. These boots while not new were hard and likely to crack. Also not incorrect shift lever nut and bolt, this is a special bolt that needs to be able to tolerate a higher torque than most 7mm bolts. Fit new boots, important top seal(missing) and secure with correct nut/bolt.

R&R brake reservoir with new one to address leaks from the old canister.

Note trouble with throttle linkage that was bent very close to shorting out on the large hot power lead to starter motor. Straighten bent link, extracting frozen steel link end.

Replaced four ends with newer plastic type(non conductive), shrink-tube and bend linkage to fit. Lube bell crank blocks.

R&R wrong ground strap with new one.

Remove oil pressure line that had hose clamps securing a black hose to the original taper spiral fittings(these would tend to slip off due to the taper.) Fit correct Ferrari type brown spiral wound hose with new Ferrules.

R&R fuel hose filter to carbs.

Help with L door limit adjustment.
 Fill steering box, trans, diff with 90W.
 Tighten battery cable clamps.
 Install new water hose manifold to heater valve.

40 hours

Remove drivers door to correct the hinge to prevent door from over opening and causing severe body damage. With door removed weld additional steel and the integral steel casting to engage stop sooner. Refit door and note much better.



Welding additional material to hinge to keep door from hitting bodywork.

Remove instrument and check calibration of water temp in a test setup, reads 5 degrees cooler but OK otherwise - 190 degrees is 185 degrees.

Secure loose tack clamp knurl nuts and install tested instrument gauge.

Assist in front brake shoe re-install, note one of the adjusters is no longer turning(loosened crimp.) remove problem shoe and make 3 tack welds to secure and repair adjuster. Refit shoes and drums. Adjust brakes.

Note: hood prop slipping and bending, fit new correct rubber stop.

4.0 hours

Total Labor

50.25 hours x 120\$/hour = \$6030.00

Sub labor

Turn rear brake drums	\$50.00
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Parts

Master cylinder seal kit	\$65.00
Main fuel jets 125	\$42.00
Main air jets 180	\$42.00
Idle jets 50 F11	\$36.00
Front brake seal kits, special order for cup type seals	\$155.00
Porter field rear shoe re line + shipping	\$198.55
Differential oil pan gasket	\$14.42
6mm heli-coil – stripped differential sump stud casting	\$5.50
2 quarts 90 W oil	\$19.80
New trans plug and copper o-rings	\$21.43

7mm shift lever correct nut and bolt	\$12.00
1 inner shift boot	\$19.84
1 outer shift boot	\$31.60
1 original inner shift boot clamp	\$20.00
3 new brake flex lines	\$102.60
4 new throttle link ends	\$48.00
1 differential oil seal	\$18.92
1 original gas tank lead seal for filter screen/drain plug	\$20.00
13 gallons 91 octane fuel	\$55.00
1 new brake fluid reservoir	\$108.21
1 new trunk lid prop stop	\$16.00
1 quart DOT 4 non silicon brake fluid	\$16.00
1 master cylinder seal kit	\$65.80
Complete set of front wheel bearings and seals	\$212.00
OEM brown oil pressure line hose and Ferrells	\$165.00
Parts total	\$1,345.67

Invoice totals

Labor	\$6,030.00
Sub labor	\$50.00
Parts	\$1,345.67
Tax	\$124.47
Grand total	\$7,550.14

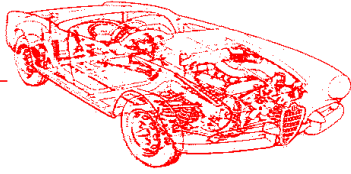
1523 4th street, Berkeley, ca 94710

I hereby acknowledge receiving the estimate for the repairs requested and the necessary parts and grant permission for the work to be carried out. I will allow additional work to be carried out if notified by phone. I hereby grant permission for the car to be driven on the highway or elsewhere for the purpose of inspection and testing. An express mechanics lien is acknowledged on the car to secure the amount of the repairs. Not responsible for loss or damage to cars or articles left in car in case of fire theft or any other causes beyond my control.



Date _____





CONRAD STEVENSON Restorations

1523 4th Street, Berkeley, CA, 94710-1706 phone: (510) 526-4516

date 01/04/21

1961 Alfa Romeo Sprint Speciali

License Plate: Na Vin# AR*177305, Motor # AR*00120*01518

Mileage: 69858km

Labor

Car not starting trouble shoot and carb link continued. Thermostat remove and test.

1.0 hours

Remove carb bell crank and carb support, cut and reconfigure both bell crank and support bracket so that full throttle can be obtained and linkage is straight and away from battery cable at starter motor.

Trouble shoot ignition , removing ignition wires that were crimped tightly between intake manifold and head. Fit new wire set. Remove after market ignition module. Trouble shoot poor starter motor/battery. Fit a larger used higher output battery and replace old positive terminal end. Start and test drive car.

6.5 hour



Remade carb support bracket to clear carb linkage, new spark plug wire set.

7.5 hours x 120\$/hour = \$900.00

Parts

New spark plug ignition wire set	\$65.00
Battery(better used high output) and new positive cable end.	\$120.00
4 NGK BP7es spark plugs	\$18.40
Parts total	\$203.40

Invoice totals

Labor	\$900.00
Sub labor	\$0.00
Parts	\$203.40
Tax	\$18.81
Grand total	\$1,122.21

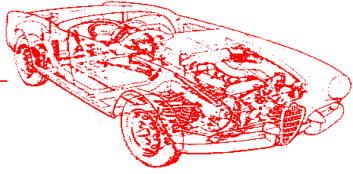
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Date _____





CONRAD STEVENSON Restorations

1523 4th Street, Berkeley, CA, 94710-1706 phone: (510) 526-4516

date 08/26/21

1961 Alfa Romeo Sprint Speciali

License Plate: Na Vin# AR*177305, Motor # AR*00120*01518

Mileage: 69858km

Labor

After discussing project with the owner, on the stiffness of the engine to turn over. We agreed to remove motor and get to the bottom of the issue and the owner would store car while motor issue is resolved.

Drain fluids, removing radiator(filled with water no anti freeze) non alfa rubber hardware insulating mounts, distributor and oil filter. Note very clean oil from motor, with no obvious signs of bearing material in oil.

Draining transmission and note A VERY LARGE (11mm)SINGLE BALL BEARING came out in oil.

Also very large drain plug fitted, a correct drain plug was able to thread in so no thread damage.

Transmission output drive shaft coupling very old and cracked.

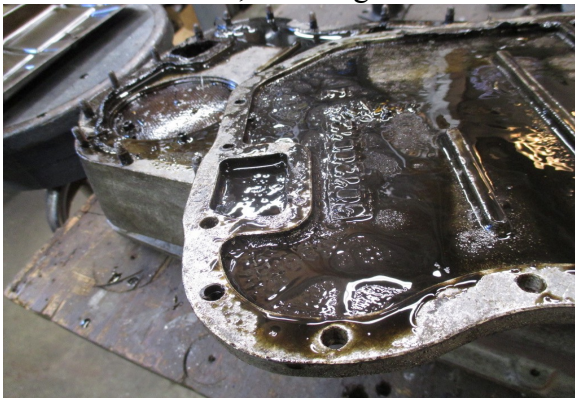
Failing transmission rear bushing and worn with play drive shaft spline.

2.0 hours

Remove trans and motor.

6.0 hours

Disassemble motor, checking clearance volume 37.5 cc's give compression ratio of 10.2 : 1



Sledge in oil pan



Incorrect studs, I converted this to correct alfa type.

Remove cams and tappets, head, pistons and cranks shaft. Note use of lock tite on connecting rods and crank hardware. Tap crank main studs and dress nuts. Wash block. Front cover and crank. All parts lock pretty good. Crank did feel stiff to turn. Clean and refit crank and begin looking for issues.

6.50 hours

Fully disassemble Veloce oil pan, inner steel tray, gate house, and lower pan. Very dirty inside here with lots of debris and various parts(nuts, chain parts, thick oil deposits)

Remove valves and springs noting non alfa and missing correct lower spring perch parts. Take parts and hot wash and hand wash all parts along with water pump that has too much play in the bearings.

3.25 hours

Note: *the existing crank has a very poor grind job that does not have the fillets with enough radius and would be prone to failure at this point on all of the journals.*



Fit new crank and determine block is OK. Locate newly finished crankshaft by Sammy Hale, install with new bearing, checking clearances. **2.5 hours**

Clean new crank, and work hardware removing loc-tite. Dress rough welds on flywheel ring gear and assemble parts for balancing and take to Norman racing.

Work on cylinder head cam journal caps, there are signs of unhappy parts, 2 of the caps were not from this head, continued. **4.5 hours**

change out non alfa head studs-

3.5 hours

Work cam journals getting clearance around 0.002, from 3 loose journals.

1.5 hours

Pick up and clean machined cylinder head. Assemble valve train, dressing inner GTA spring perches to get the valve spring to seat correctly. Adjust valves to 0.014 intake and 0.016 exhaust. Clean motor hardware to be re used, noting that there is not enough end play in the piston wrist pins and Carello connecting rods, also there is no end play in the wrist pin. Take rods and pistons to Dan Marvin to have the inside of pistons machined open and check the pin length issue.

Disassemble and clean oil pump, main bearing shells

8.25 hours

Fit crank with new 20 under bearings, clean and fit locking pal nuts(missing.) install front cover with new gaskets and oil seal o-ring. Torque front pulley nut(90 ft-lbs) and set new lock tab. Clean and assemble oil pump, checking wall clearance. 0.002" - good. Assemble oil pan with new hardware. **8.25 hours**

Fit rings, check bearing clearance with new shells(0.002) and ring end gaps(0.013), install pistons torque Carrillo rods to 40 ft-lbs with Carrillo grease.

Wirth degree wheel and dial indicator set cam timing 102.5in,105.5ex. Install oil pump and pan with new gasket. **7.0 hours**

Rebuild water pump, changing bearings and seal, fitting missing snap ring to locate inner bearing. Change speedo drive seal and locate and install a front pulley timing pointer. Mark pulley using rear dial indicator, setting points at TDC, 10 &35 degrees. **3.5 hours**

56.75 hours x 120\$/hour = \$6810.00

Sub Labor

Balance crank and flywheel – Hasselgren Racing Engines	\$385.00
Service cylinder head Dan Marvin – replace intake valves, match ports to intake manifold, blend seats to ports. Resurface mating surface, cut radius and lap valve to seats.	\$1,200.00
Machine Carrillo rods at wrist pin to obtain more end play and locate correct wrist pin retain clips.	\$365.00
Sub labor total	\$1,950.00

Parts

1 Sammy Hale finished crank shaft 20/20 cleaned, heat treated and polished	\$1,400.00
Main bearings 0.020	\$195.00
Rod bearings 0.020	\$120.00
Cam caps – better fit	\$60.00
Correct Alfa head studs for intake, cam shafts and exhaust	\$100.00
1 crank shaft pilot bushing	\$22.50
4 intake valves	\$68.00
Veloce/oil pump to pan pick up seal	\$25.00
Rear oil cover gasket	\$21.00
Front cover gaskets – left and right	\$32.00
1600 head gasket	\$85.00
Front cover oil seal	\$14.20
Main bearing pal nuts	\$40.00
Crank lock tab	\$12.00
Cam lock tabs	\$24.00
Cam lock bolts/nuts	\$20.00
Oil pan gasket	\$55.00
New oil pan nuts and washers	\$35.00
Water pump seal and bearings	\$85.00
Front pulley timing pointer	\$45.00
Rear crank seal	\$48.00
Rear cover gasket	\$8.75
Parts total	\$2,515.45

Invoice totals

Labor	\$6,810.00
Sub labor	\$1,950.00
Parts	\$2,515.45
Tax 10.25%	\$257.83
Grand total	\$11,533.28

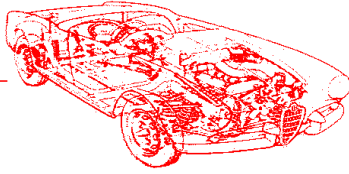
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Date _____





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1523 4th Street, Berkeley, CA, 94710-1706 phone: (510) 526-4516

date 01/19/22

1961 Alfa Romeo Sprint Speciali

License Plate: Na Vin# AR*177305, Motor # AR*00120*01518

Mileage: 69858km

Labor

Remove carbs from intake and dissemble. Signs of water and rust deposits, broken choke actuation levers. **4.5 hours**

Attempt to remove rough feeling throttle shaft bearings, cant break free the screws or extract bearings.



Carbs cleaned and repaired- these have small top covers on correct bodies.

Clean weber bearings lube until free movement and make new leather boots operate freely. Order replacement choke mechs and borrow good parts from inventory. Replace accelerator pump parts. Set float level assembling carbs with new gaskets, seal and needle seats.

Install intake manifold fitting carbs, sealing with fuel resistant sealant.

Tap threads on Veloce cam cover nuts and seal with new gasket.

6.5 hours

Clean and paint oil filter components, reverting to original SS configuration with Veloce spacer to clear oil pan.

Assemble spring and top section make 2 oil sealing gaskets, locate correct upper O ring seal for top of filter canister. Dress damaged threads on block and fit oil filter. Paint carb support strut.

1.25 hours

Modify obtained oil breather, extending up to valve cover height by cutting and adding 4+inches, and welding, clean and paint and make gasket and install.

1.0 hours

Prep motor for test stand, fit generator and improve hardware and source correct new wide belt -5L285 size.



Extended oil breather tube

Note transmission has a failed rear support bushing, to replace remove tail housing and drain last bit of oil. Also note the the shift fork is missing all thick washers and spring loaded washer- was very loose side to side and fork assembly was loose. Locate better shift fork and begin this repair. Based on what I see the gearbox should at least be opened up and checked.

2.5 hours

Clean all parts and reassemble noting GTA or special ratio gear set with lightened gears. Also 1st gear has loose bushing and wear. Locate replacement part and press into gear. Swap heavily worn 2nd gear synchro teeth, fitting gear teeth from 5th gear and installing a better gear teeth to 5th gear. This has the early 101 Dentax type synchros.

Press in new rear tail house bushing. Fit new seals front and rear.

The tail case had a gasket made which is not correct, but after assembly it was found to be needed to get the trans to go into 2nd gear.

8.5 hours

Will take it back apart and see why this is happening it may be the reason for the worn 1st gear as 1st and 2nd share fork and slider. Locate issue after re-disassembly to incorrectly adjusted shift fork, adjust and secure, reassemble and shifts well.



Lightened close ratio original GTA type gear set.



Gear count on main shaft.

Trip to get drive shafts that are rebuilt and balanced at JRL Machine in Petaluma.

2.5 hours

fit motor on test stand and test oil and water temp senders, they read lower than actual, 5 to 10 degrees for the oil temp and 5 degrees C for water.

2.25 hours

Make front muffler changes, extracting small tuber welded inside, cutting off outer flanges and welding together. Remake front Y pipe collector matching pipe inlet along with same to center muffler.

Fill oil and calibrate dip stick to read full with the 7.5 qts by adding an additional 1 ¼ inch to the main tube. Make 2 part bracket that attaches dip stick to intake manifold, paint dip stick assembly and install with sealant at base.

Fit motor on test stand

Clean instrument gauge removing glass and cleaning inside of faces and glass, reassemble and install in car.

Fill oil and water, get gas and start and tune motor on test stand, Changing idle jets from 55F11 to 55F11's. Set timing and adjust carb synchronizing and idle circuits – adjusts well and tunes nicely. Smooth idle and good throttle response, excellent oil pressure.

9.0 hours

Remove motor from test stand. Prep engine bay for motor, removing oil cooler, lines and remote filter that was blocking fresh air intake hose and perhaps full of dirty oil as motor had significant debris in oil pan. Change out incorrect front suspension limit straps, locating and making necessary parts that were lost and rare. Repair starter motor switch end connection, clean and prep engine bay for installation.

7.0 hours

Install motor in car connecting motor mounts and headers.

2.0 hours

Install transmission and clutch with balanced pressure plate, connecting drive shaft front section, starter motor, reworking again carb support bracket, bell crank, paint clutch inspection cover and install correcting hardware for trans bracket and forward chassis bracket. Connect oil pressure line and oil filter. Center motor leveling oil pan and secure chassis motor mounts.

5.25 hours

Repair bent rear axle trailing arm attachments, removing trailing arms, using hammers and pliers bent bent brackets back into place.

Make triangular gussets, dress grease and paint on rear axle and Mig weld gussets in place.

Paint strip and prep trailing arms, prime and paint. Dress rusty long bolts and nuts and reinstall trailing arms.

Fit clutch adjustment linkage.

4.25 hours

Make exhaust system, using provided chrome tip, sectioning and making flush transitions removing and welding, altering to get good fit. Make gussets at mufflers to reduce cracking and act as skid plate deflectors. Add muffler hanger point to car that was cut away. Make 2 exhaust hanger brackets for exhaust system using factory Alfa hanger assemblies. Prep and paint system.

Install drive shaft, fill transmission with Dentax gear oil. Install shifter lever with boot and refit carpet.

Repair damage to chassis at lower front left near sway bar attachment, straightening bent steel, cleaning and welding back into place and paint worked areas.

8.25 hours

Install exhaust after adjusting, fit radiator with new rubber mounts, and 1 shank. Connect heater hoses and fill with water. Replace old heater valve, connect upper throttle linkage with new ends and wire clips.

Connect generator wires, change ends and field wire. Run long air duct hose for driver side vent, combining short hose with new long hose and clamping at both ends (tough routing.)

Lift car and torque rear trailing arms at ride height. Test drive and set idle, run to gas station and add 10 gallons. Car runs very well. Fuel gauge still not working well. **8.0 hours**

Remove fuel sender from tank, remove spare tire (and fill to 40psi), cut away sheet metal to be able to unscrew sender as new tank is off set from opening in trunk. Remove failing cork float and reshape steel arm to accept new plastic float. Also replace sender internal as the tang for low fuel level has cracking rubber insulator and was causing the float arm movement to jam. Test and replace sender-working OK. Take car to Fantasy Junction. **2.5 hours**

75.25 hours x 120\$/hour = \$9030.00



Sub Labor

Plate correct valve cover nuts	\$70.00
Drive shaft rebuild and balance JRL Machine	\$468.50
10 gallons gas	\$65.00
Sub labor total	\$603.50

Parts

Valve cover nuts	\$100.00
2 Weber choke housing and gear lever assemblies	\$90.00
2 weber rebuild kit, gaskets, needle seats, leather boots and springs	\$98.00
Valve cover gasket.	\$42.00
Oil filter housing and aluminum casting and veloce spacer	\$150.00
Wix Oil filter element	\$18.80
Spring, washer and felt for oil filter base seal	\$6.00

Upper casting seal for steel to aluminum	\$15.00
750 series rear engine oil breather tube fitting	\$45.00
Good synchro gear teeth	\$85.00
Slider fork	\$40.00
Front seal	\$16.80
Rear trans seal	\$28.40
1 st gear brass bushing	\$95.00
8 brass 8x1mm exhaust nuts	\$24.00
4 exhaust header gaskets	\$16.80
4 NGK BP6ES spark plugs	\$36.00
7.5 qts Castorl GTX	\$78.98
Fuel for test run	\$10.00
Correct oil pressure line stand off fitting at block	\$32.00
4 55F11 idle jets	\$48.00
1 set of front susp limit stop rubbers Cicognani	\$48.00
2 used original cable limit straps	\$200.00
2 extra large diameter limit strap intermediate washers	\$40.00
2 long shanks 8mmidx10mmmod x32mm long	\$40.00
Lower motor mount hardware	\$6.00
New fuel filter glass bowl element	\$15.70
Fuel filter bowl seal for glass bowl Cicognani	\$18.00
Bell housing hardware, correct 8x1mm shanked through bolts and fine thread new nuts and wavy washers	\$16.80
6 Trans and lower cross member hardware 8x1.25 bolts and nuts	\$24.50
2 Exhaust hangers shank and side plate sets	\$38.00
1 rubber hanger	\$28.50
6 8x1.25 bolts and brass nuts	\$36.00
2 3 bolt brass ex gaskets	\$12.00
Alfa pre bent pipe section under rear axle	\$50.00
18 inches of 2 1/4" steel exhaust pipe	\$32.00
3.8 pints Dentax gear oil 80/90w	\$32.00
Heater valve	\$110.00
2 carb link ends with wire clips	\$32.00
New inline thermostat	\$142.00
4 drive shaft bolts and 8x1mm nuts and washers	\$16.00
1 upper radiator hose	\$18.80
Thermostat short hose	\$10.00
New battery, credit – charged for better used last time	\$65.00
1 long 80mm air duct hose for driver side fresh air	\$105.00
Oil breather hose	\$12.00
1 new plastic float for fuel sender	\$10.00
1 better used fuel sender low fuel warning tang and rubber insulator	\$20.00
Parts total	\$2,254.08

Invoice totals

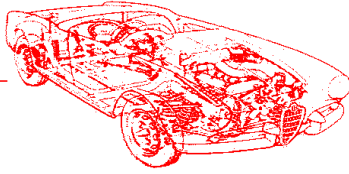
Labor	\$9,030.00
Sub labor	\$603.50
Parts	\$2,254.08
Tax 10.25%	\$231.40
Grand total	\$12,118.98

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1523 4th Street, Berkeley, CA, 94710-1706 phone: (510) 526-4516

date 06/13/22

1961 Alfa Romeo Sprint Speciali

License Plate: Na Vin# AR*177305, Motor # AR*00120*01518

Mileage: 69858km

Labor

Retrieve car, removing rear axle, tearing down axle. Note fuel leak at fuel filter regulator and under hood light wire loose. Locate best price on new fuel filter regulator diaphragm and order from east coast. **4.75 hours**

Remove failing axle bearings, clean and paint rear axle housings and backing plates, tap brake line fittings.

Check torque on ring gear – OK and lock tabs in good order. The main failure of these rear axles is due to the ring gear bolts coming loose- these are nice and snug. Ring and pinion appear to be good and the inside of the diff shows signs of a good recent service.

Carrier bearings are not new but in good condition. Most of the noise likely coming from rear wheel bearings. **5.0 hours**

Re assemble rear brake cylinder to replace due to stripped threads in the aluminum housing. Locate excellent condition housing and fit rebuilt piston seal parts.

Fit new wheel bearings. Replace axle seals. Reassemble rear axle housings. **4.0 hours**

Install rear axle, springs, shocks, dressing terrible thread on upper triangle ball joint nut. Turning new nut to best length, torque and set cotter pin.

Replace failing rear limit straps with correct wide type, extracting hardware and cleaning up original brackets and Lobo bolts, refit with new nuts and painted parts



Axle removed , was disassembled and inspected internals, new rear limit straps fitted.

Fill diff with 2.8 pints, torque drain and filler plugs. Install drive shaft and exhaust.

4.5 hours

Remove leaking fuel filter/glass bowl, disassemble, clean and treat light corrosion, fit new diaphragm, enlarging pin boss diameter slightly and ensuring free movement of diaphragm, reassemble and test. Final torque of trailing arms at ride height.



Cleaned up diff, undercarriage, drive shaft and exhaust in fresh condition.

Test drive, diff noise is better but 2nd gear stopped being able to engage with shifter.

2.0 hours

Drain gear box and remove transmission, disassemble and note that second gear synchro had worn inner parts that became jammed. Locate good replacement internals, fit and reassemble transmission and install in car.

7.0 hours – no Charge



Above are the parts that jammed up due to wear .

Note: windshield washer bag does not have the aluminum retainer bracket.

From and original part, copy and install. This keeps the bag from swinging into your feet when driving in spirited fashion. I left the part in brush finished aluminum but originally the bracket was covered in vinyl.

Clean car, test drive and repair dip stick-broke at top.

2.0 hours

23.25 hours x \$150/hour = 3487.50

Sub Labor

Dip stick repairs	\$50.00
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Parts

Rear Axle bearings	\$290.00
Rear axle seals	\$30.00
2 rear limit straps	\$140.00
1 excellent condition rear brake cylinder	\$70.00
2.8 pint 80/90 w oil	\$15.50
Parts total	\$545.50

Invoice totals

Labor	\$3,487.50
Sub labor	\$50.00
Parts	\$545.50
Tax 10.25%	\$55.86
Grand total	\$4,138.86

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Signed 

Date _____

