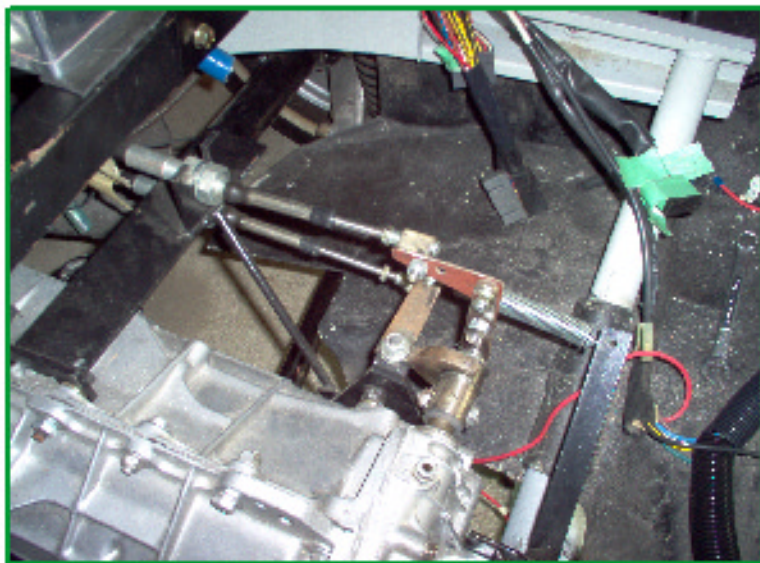
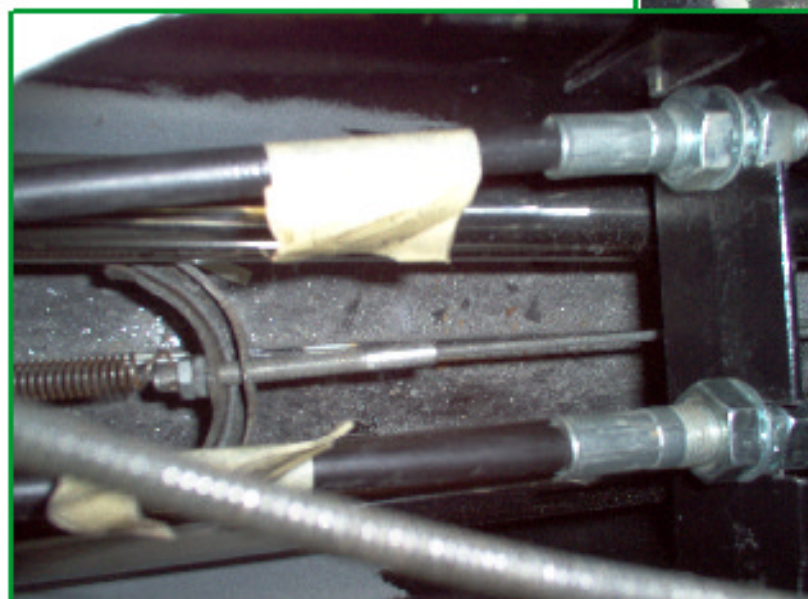


I used the John Pels cable shifter kit. This avoids the hassle of redesigning the solid linkage, and should contribute to more a precise and direct feel.



Measuring for the location of the cable mount in the backbone.



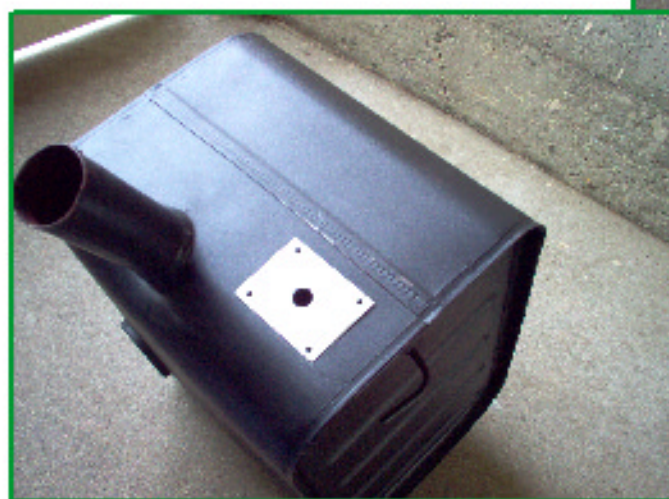
Inside the backbone.



The 1/4" output line from the original gas tank will not be enough to support a fuel injection system. I built a 3/8" line, and installed it on the top of the tank. The original return line will still be used.

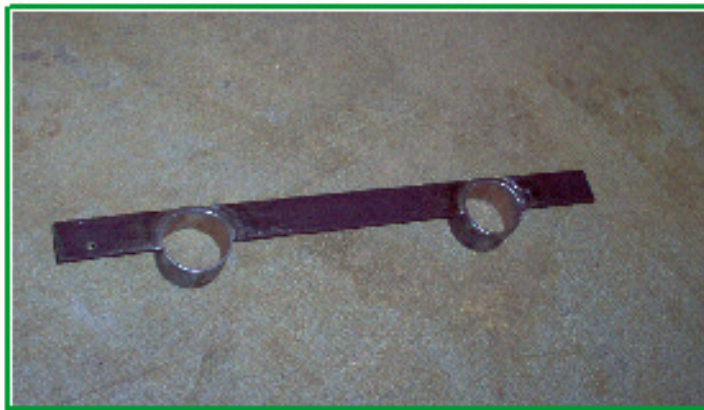


The new fuel pump will be installed below the level of the bottom of the tank, in order to prevent fuel from draining back inside.

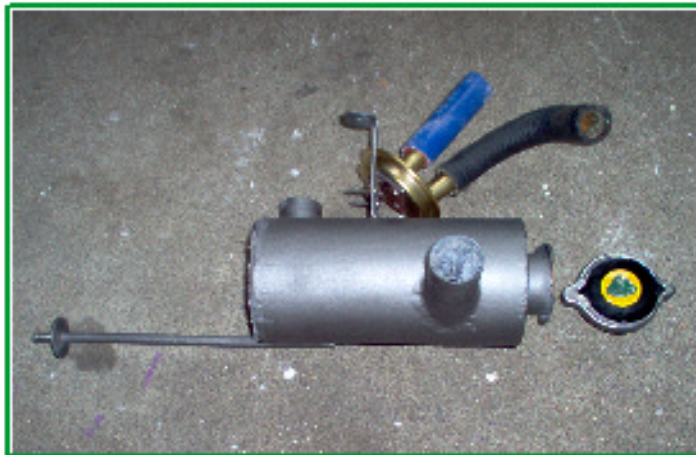




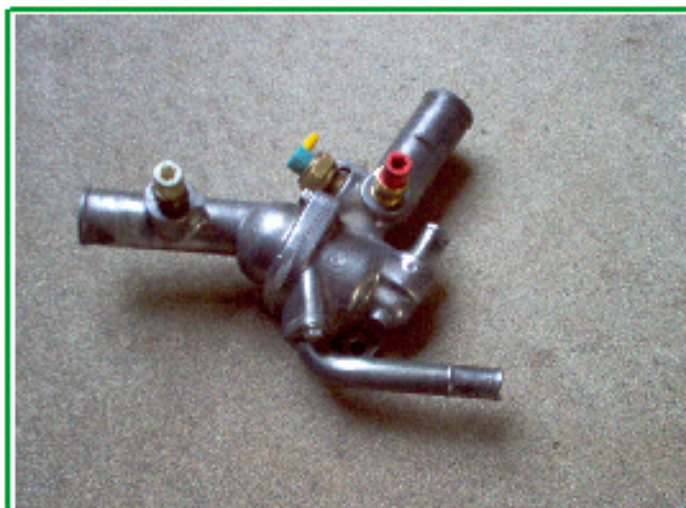
Mounts for the silicon coolant hoses.



New swirl pot from a Twin Cam. This was relined using a POR15 tank lining kit.



Toyota thermostat housing.



Stainless steel coolant tubes.

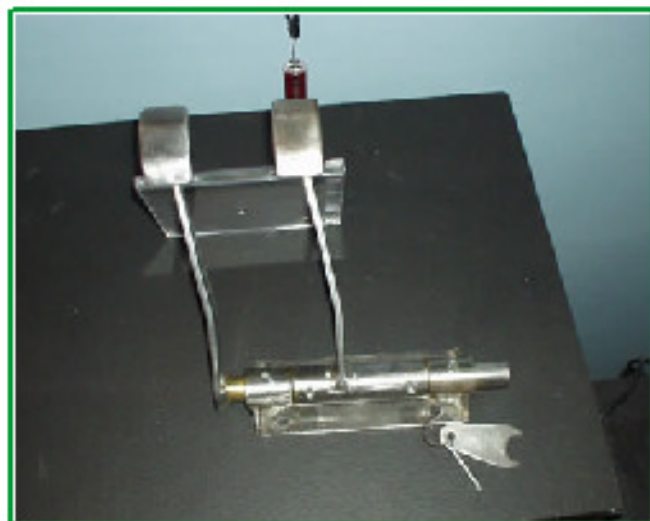




The original pedals were extremely rusty and corroded.



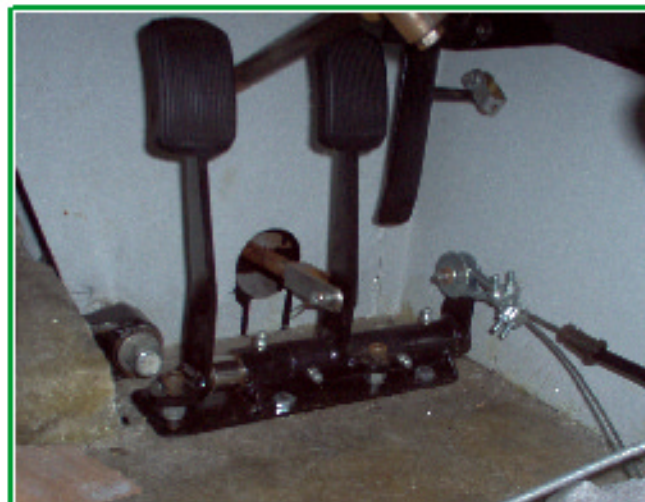
The initial design was close, but incomplete, and needed further refinements.



An entirely new pedal assembly was created. The new center shaft is stainless steel, wrapped in oilite bushings. Also note the new grease nipples.



In order to prevent the pedals from falling back into the car, tabs were welded to the base of each pedal, then drilled and tapped for allen bolts.



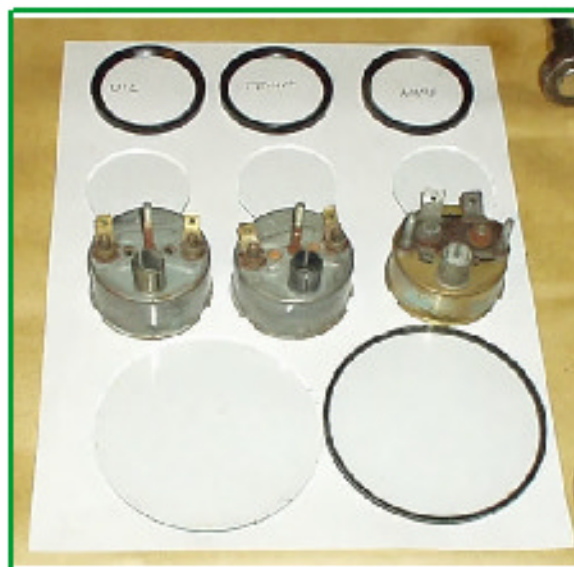
The completed pedal assembly, painted, and mounted in the car.



The gauges were in very bad condition. The cases were rusty, and the lettering on the faces had faded into unreadability.



The gauge cases, rings, and glass covers have been cleaned, and it's time to restore the faces.







The gauges were a major project. The upper gauge faces were seriously faded, with very little color or definition left in the lettering.

With the help of Marty Shepard, I did a high resolution scan of the faces. We traced the lettering using vector lines, this allowed infinite size changes without degradation.



The faces were stripped, and repainted black using PlasticKote Super Enamel. We then applied a frisket film, and using the vector file, laser-cut the new lettering into the frisket. Finally, the faces were painted white using two light coats of white Tamiya model paint. After the frisket was peeled off, and the cases cleaned and painted with POR15, the gauges were reassembled.

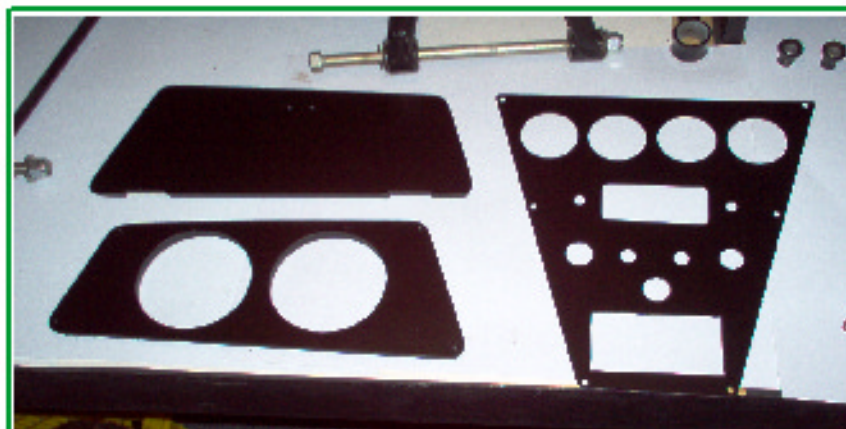
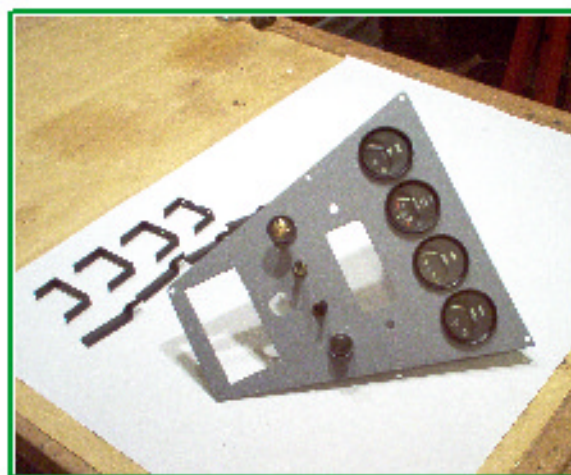


The tach and speedometer faces were in good condition, and only required cleaning and paint.





Dash assembly.





All chrome needed restoration.





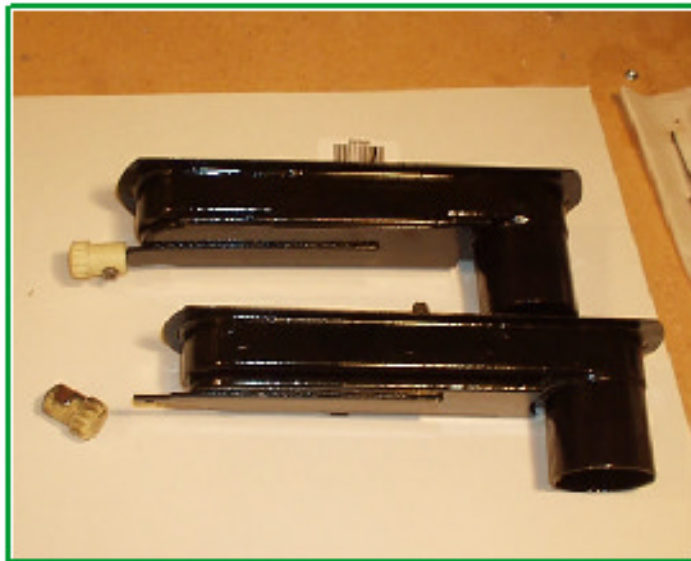




Restoration of heating ducts and dash vents.



Dash vents, cleaned, painted, and lubed.



Closeup of vent knobs, before and after cleaning.



The doors had a few stress fractures, which were easily repaired.



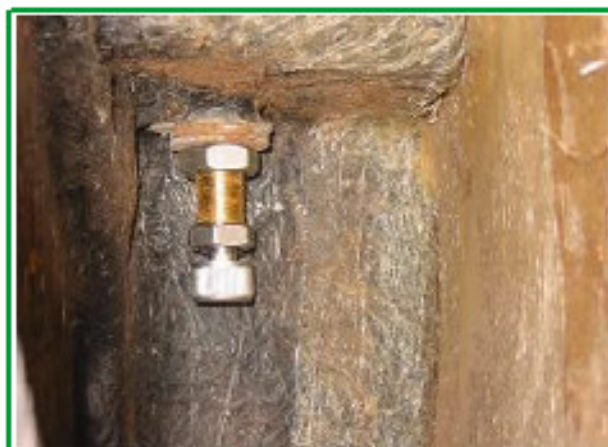
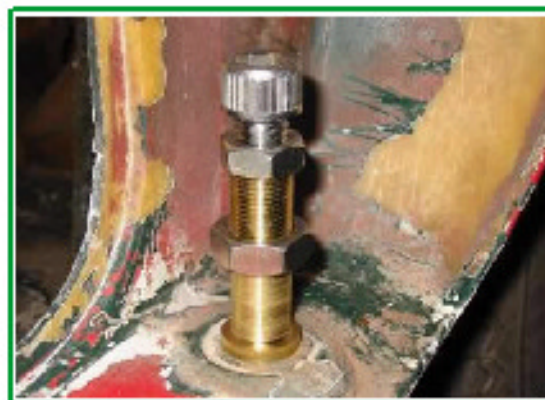
The doors are primed and masked.



It's a bit difficult to tell from this photo, but the door on the left has been cleaned, sanded, and painted satin black.



The previous owner had fabricated nice custom door hinges for the passenger side.

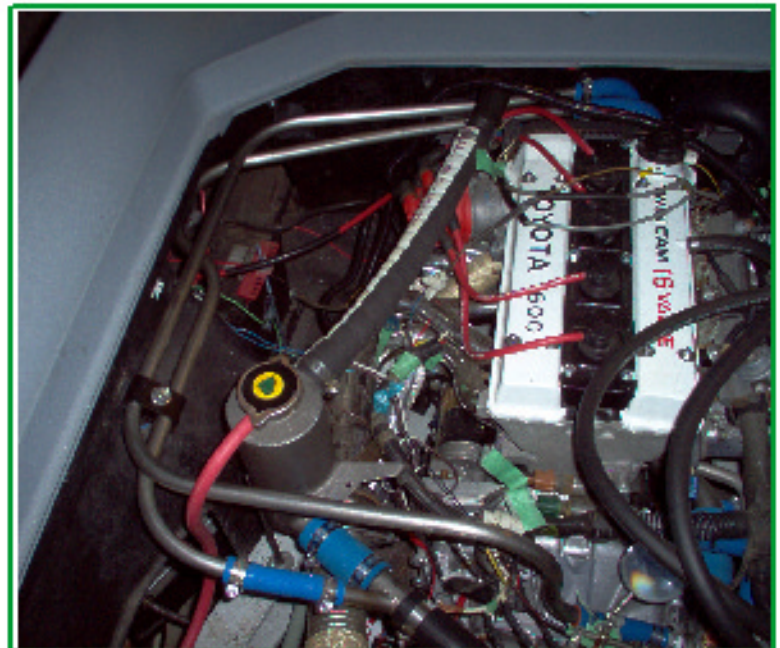




The heater core was re-cored and the case cleaned and painted. The restored steel vents are installed, and the hoses attached.



The swirl pot is from a TC, and is in much better condition than the original. The new pot has been treated with phosphoric acid, and is lined with a tank sealer from POR15.

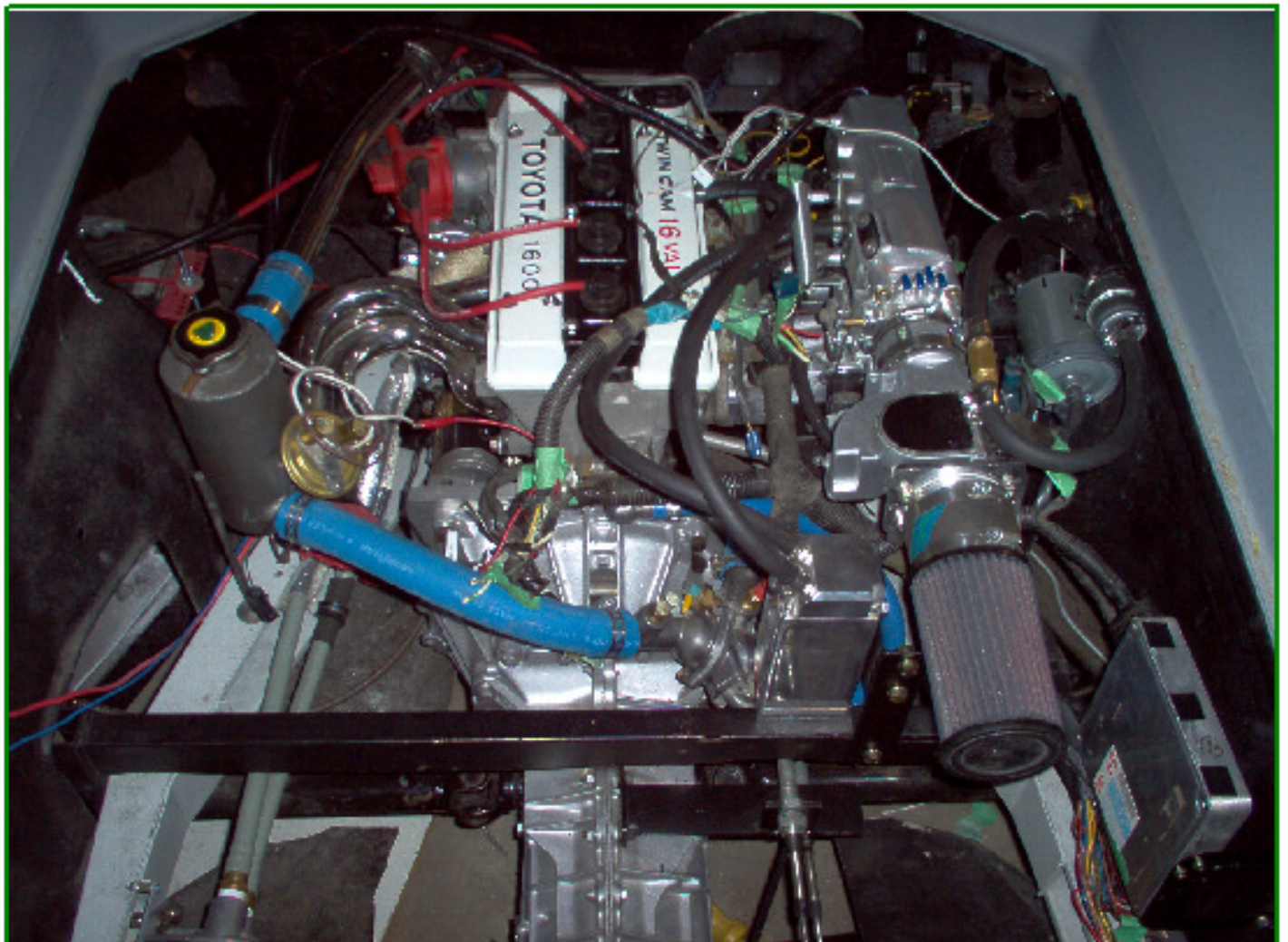
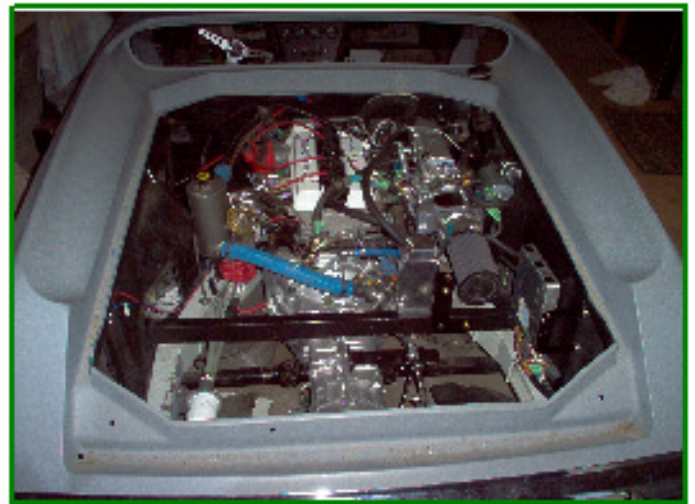




The bay containing the original Renault engine.

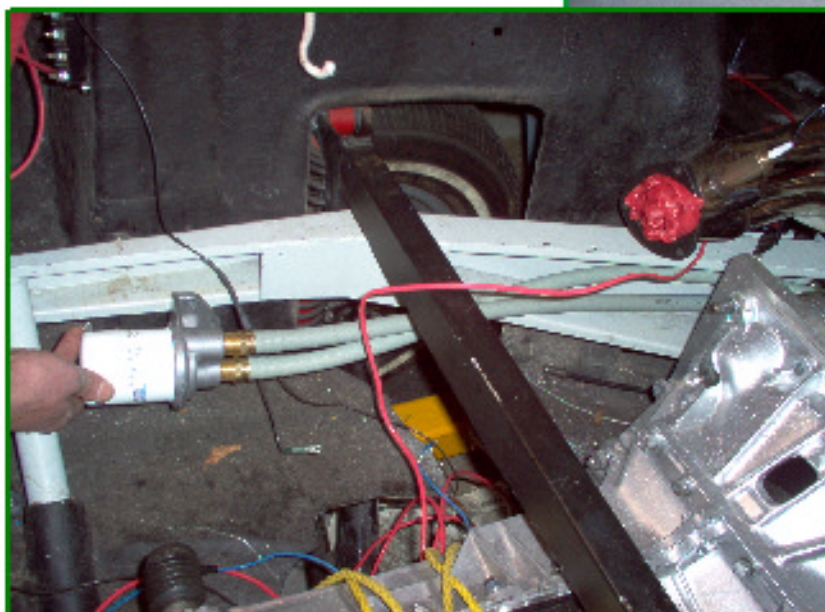
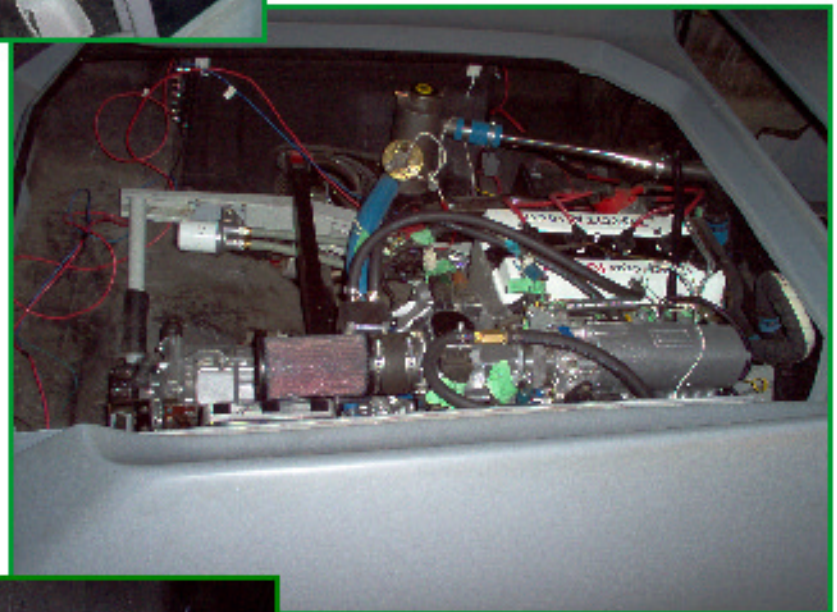


The new Toyota 4AGE in place.





The new engine was installed in the car. Feb 2009.



Due to the tight confines on the exhaust side of the engine, I decided to install a remote oil filter.



These tail lights are unique to the S1 Europa They are sourced from the Lancia Flavia coupe, and are quite rare. The lenses have been removed and polished, the sockets treated with phosphoric acid, and the chrome cases restored.



The gaskets and one socket are new, and the connectors have been replaced.





The headlight buckets needed cleaning and paint.



The radiator, cleaned, re-cored, and painted.





Interior before restoration.



The center console after glueing with 4050.



The seatbelts needed a complete rebuild, which was carried out by a specialty shop in Kelowna.



Restored seatbelts.



Using black carpet from Canadian Tire, the plenum is now covered.



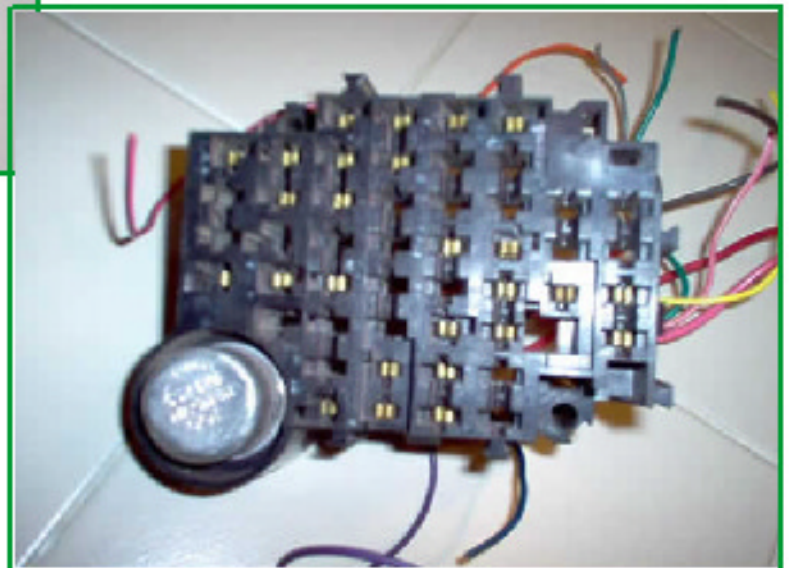
363 will be custom wired using high quality waterproof components.



Bussbars and new switches.

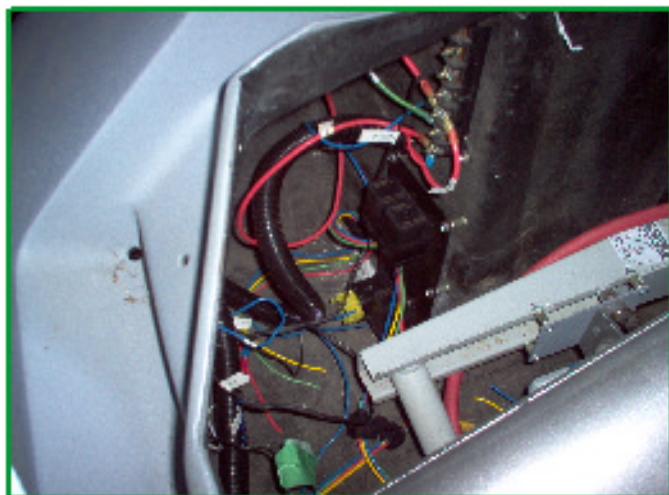


Modern Fuse Box.

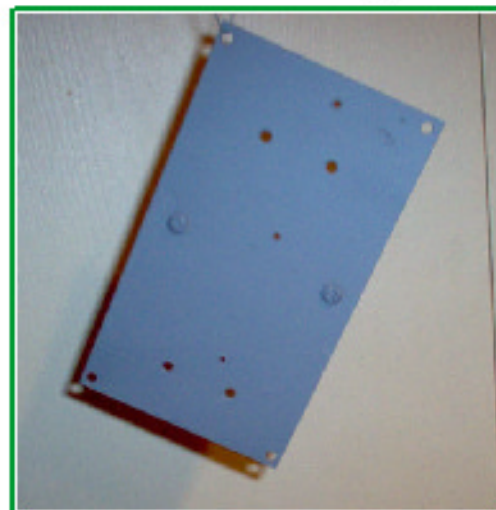




Rear busbar under construction.



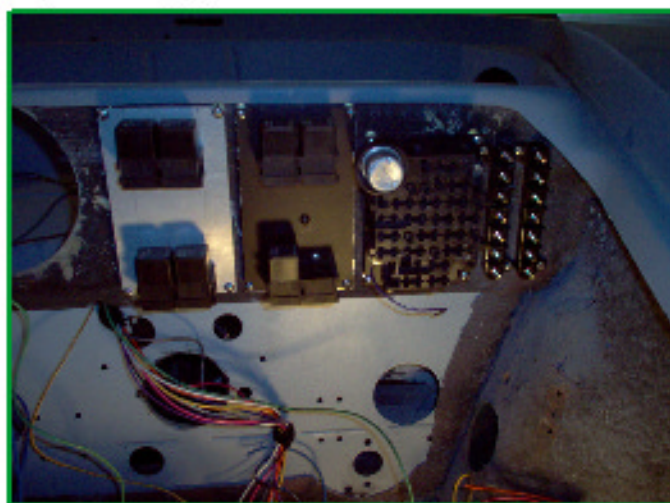
Primed aluminum relay panel.



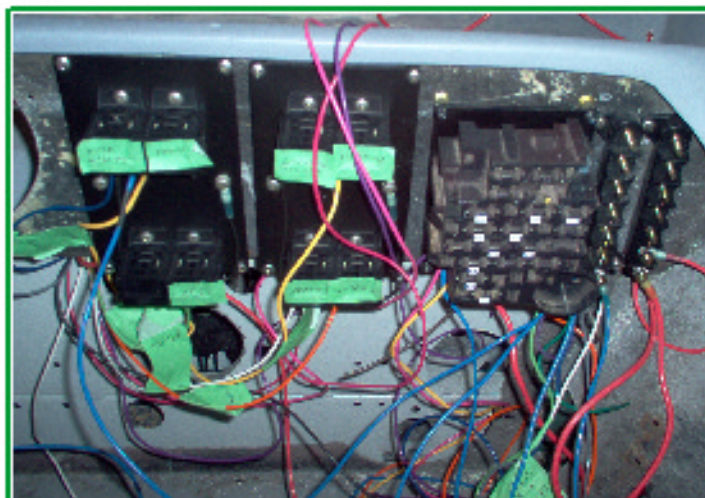
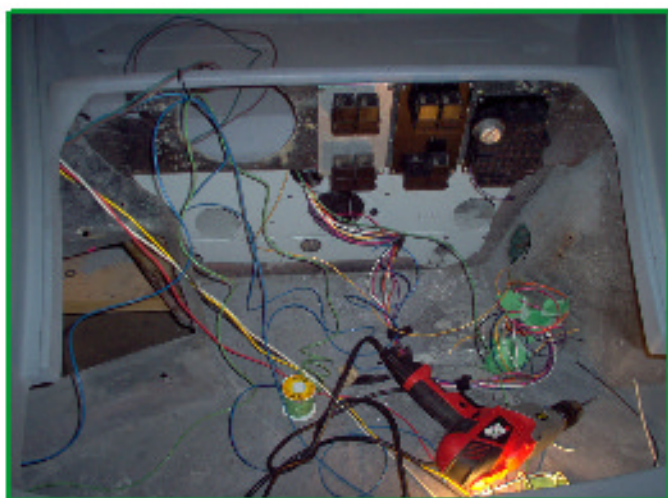
Relay panel, painted with grounded sockets.



Test fitting electrical components. Left to right, relay panels, fuse box, and busbars.

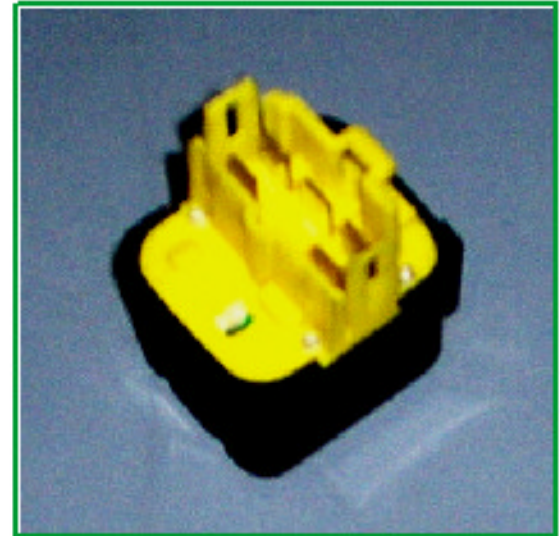
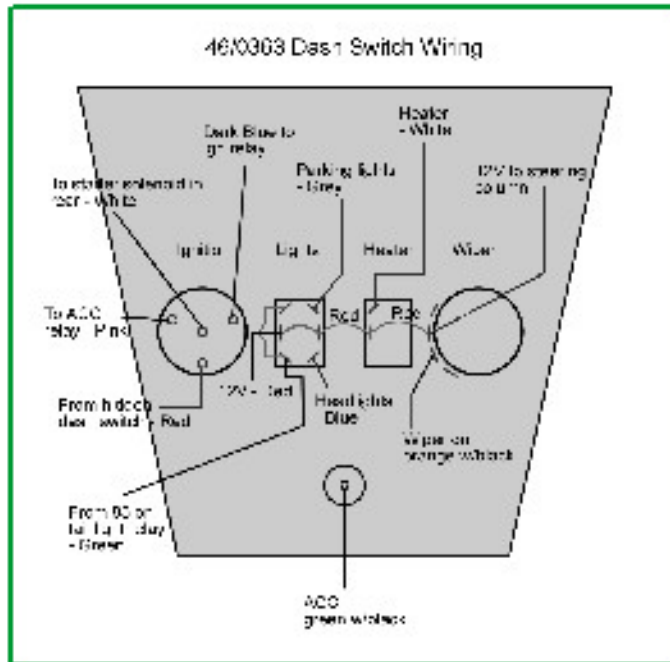


The wiring begins....

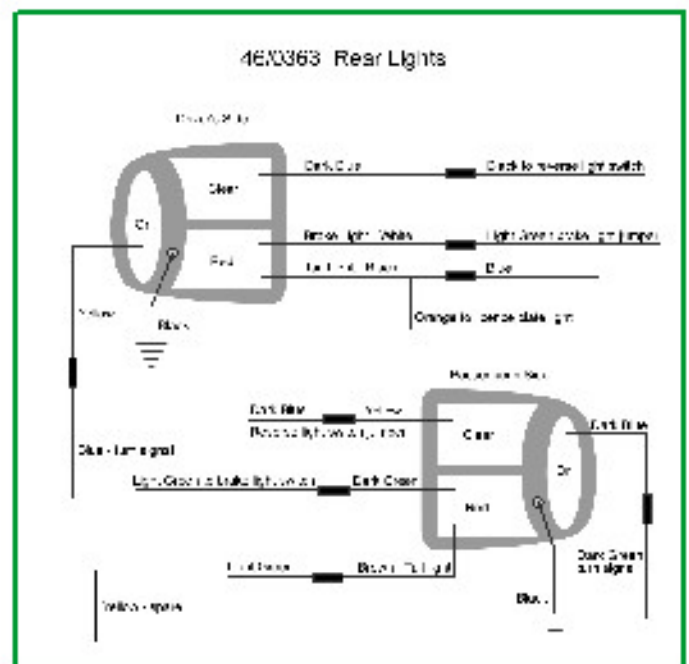
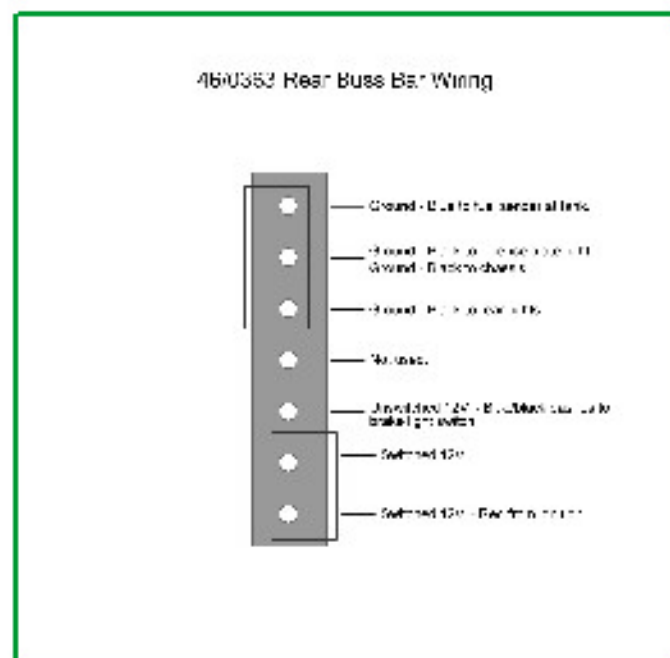


All the new wiring required detailed diagrams.

The elusive Toyota circuit opening relay.

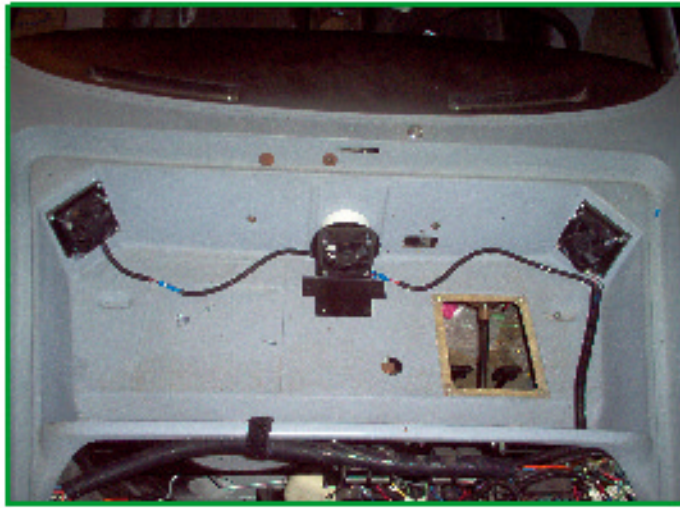


More examples of the new wiring diagrams.

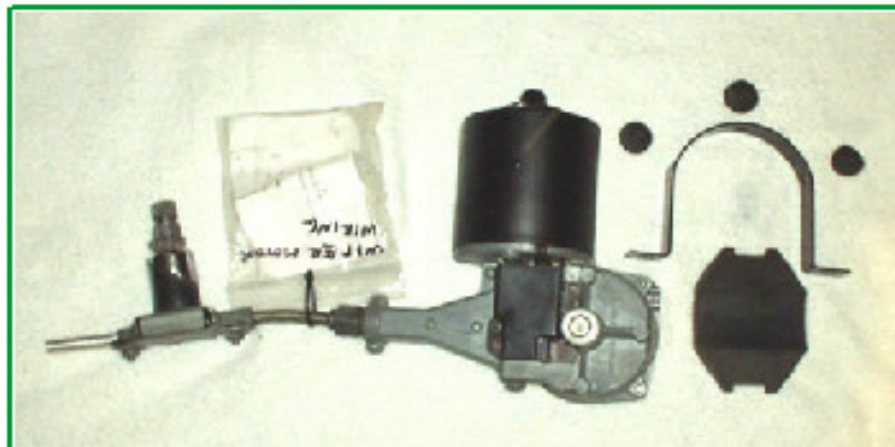
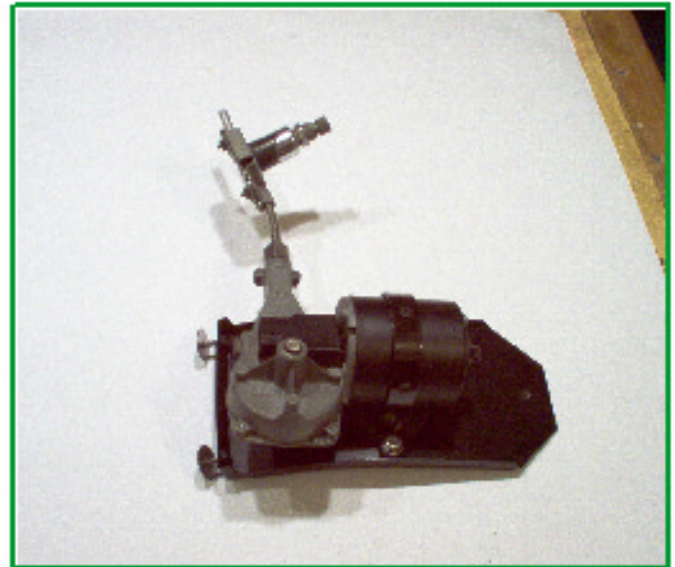




12v fans force air into the cabin through the vents and heater core.



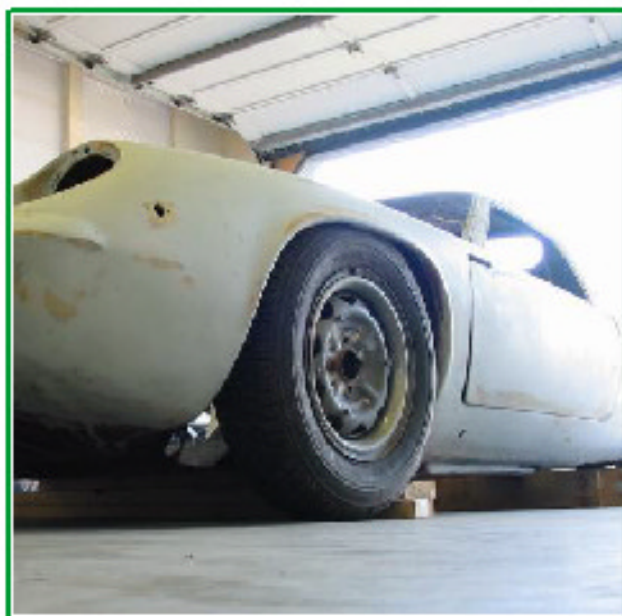
Wiper motor before restoration.



Cleaned, painted, and ready for installation.



Wheels before restoration.



The wheels have been sandblasted, and some cleaning has been done.



After sandblasting, the wheels were painted by Glenn Kozier of Devil's Tail Graphics. Glenn is also helping with the more challenging aspects of the bodywork, and will be painting the entire car.



Wheels with tires mounted.



Seats before restoration.



The new rear deck vents were created by a Europa list member.

