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.

Stainless steel coolant tubes.

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

Toyota thermostat housing.
The original pedals were extremely rusty and corroded.

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

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

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.
The new logo for 363's rear hatch is a modified version of the badge from the modern Europa S.
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 phosforic 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.
Using black carpet from Canadian Tire, the plenum is now covered.
363 has been wired using high quality waterproof components.

Buss bars and new switches.

Modern fuse box.
Rear buss bar under construction.

Primed aluminum relay panel.

Relay panel, painted, and with grounded rivnut sockets.

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

The wiring begins....
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.
Early in this restoration, I realized that I lacked the skills required for the certain stages in the resto-mod of 363. The engine wiring was one of these stages.

Thankfully, the previous owner of my Toyota 4age engine put me in touch with an excellent Victoria mechanic. Chris Macdonald has extensive previous experience with Toyota engines, and I was confident that he could sort out the wiring.

We tackled the wiring across two days, separated by a couple of weeks. The first day came to an end when we realized that a critical ECU plug was missing. A few days later, a helpful Super 7 owner in Vancouver sent me the plug, and we were back in business. Chris made another trip up from Victoria, and on April 11, we finished the wiring.

When we attempted to start the engine for the first time, the engine would turn, but not start. The culprit turned out to be the ignitor. Chris realized that the ignitor required a case ground, which the fiberglass body would not provide. Once a ground wire was attached to the ignitor case, the engine began to show signs of life. Some lively backfiring led us to loose spark plugs, and then incorrectly attached plug wires. Easy stuff!

When these minor issues were corrected, I turned the key, and after a very short period of turning over, she started right up. The sounds were all good, and we got oil pressure quickly.

The next day, it was time for a drive. So on Monday, April 12 2010, Europa 46/0363 hit the streets under her own power for the first time in many years. It was a short trip, just down the street and back, but it was fun to finally have the car move without me pushing.

There are some bugs to work out, which I expected. After warm-up, the engine seems to "hunt" for the correct idle. The Toyota guys seem to agree that it's probably related to air pockets in the cooling system. The brakes need re-bleeding, and there's a slight bump as one of the rear wheels turns. The transaxle still leaks from the output shafts, but I'm just going to bite the bullet and take it to a shop for that particular repair. I've had it out enough times....I'm done with transaxle removal.

So a milestone has been reached. There are still challenges to come, and buckets more money to pour in, but it feels quite good to have the machine working.
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