SHIFT LEVER, SHIFTING BELL CRANK UNIT, THROTTLE RETURN SPRING

Here are some common trouble spots on the Europas. If these haven't caused you any trouble yet I would definitely keep an eye on them. Some bad areas are the shift lever and the shifting bell crank unit. The lever's weak spot seems to be where the flat section is machined to bolt into the tubular shift bar. Unfortunately, it is rather difficult to watch this piece, and it would probably be impossible to detect small cracks when the piece is in place. The only help I could offer from my experience is, if the flat section is at an angle to the lever, replace it, because it is probably cracked. If your lever does break when you are out in the boon-docks somewhere, it is possible by removing the arm rest pad and inserting your arm into the center of the frame, to grip the tubular shift arm and in this manner be able to shift enough to get home. (However, try as I might, I never could find reverse.) As far as welding a broken shift arm in lieu of purchasing a new one, all I can say is I had mine welded, and have used it for a year and a half with no difficulties. The only common problem with the shift bell-crank unit, is that the connections loosen up. These nuts should be taken off and re-installed with loc-tite. Then this section should give you no problem.

The next spot to watch is your throttle return spring, these seem to be breaking with too much regularity. A preventive measure that has been tried and been proven without complications is to get another spring of slightly smaller diameter and install it in the middle of the existing spring. At the least, you should carry an extra spring in the car at all times.

Series One cars have some electric problems that have been cured in the Series Two. Most common is the ignition switch (can't be repaired) and the voltage regulator.