

Beige Mirabello

FULVIA

2nd SERIES

COUPE
SPORT

**OWNERS NOTES:
2. RESTORATION**

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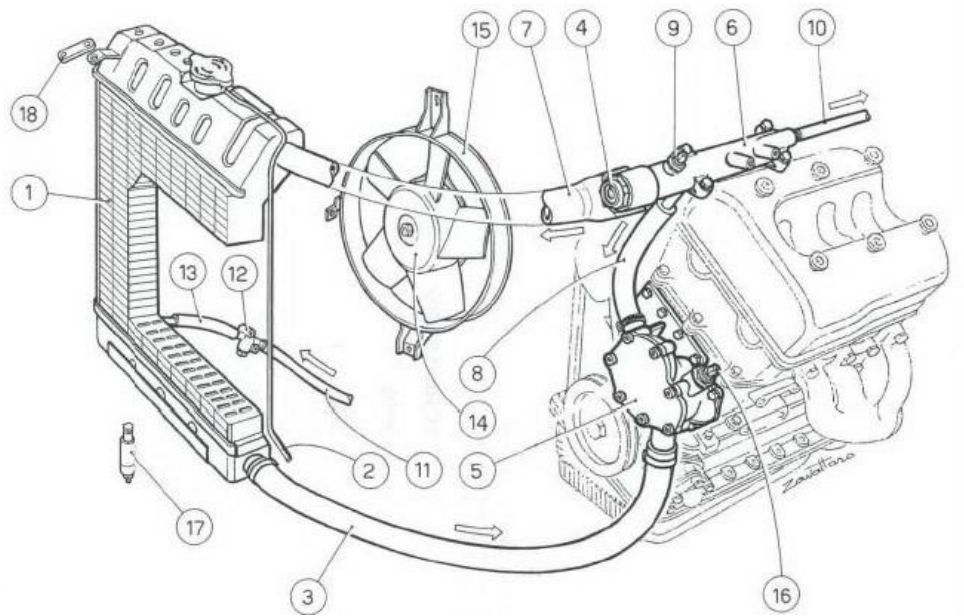
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6.1 Heating & Cooling Systems

6.1.1 Overview

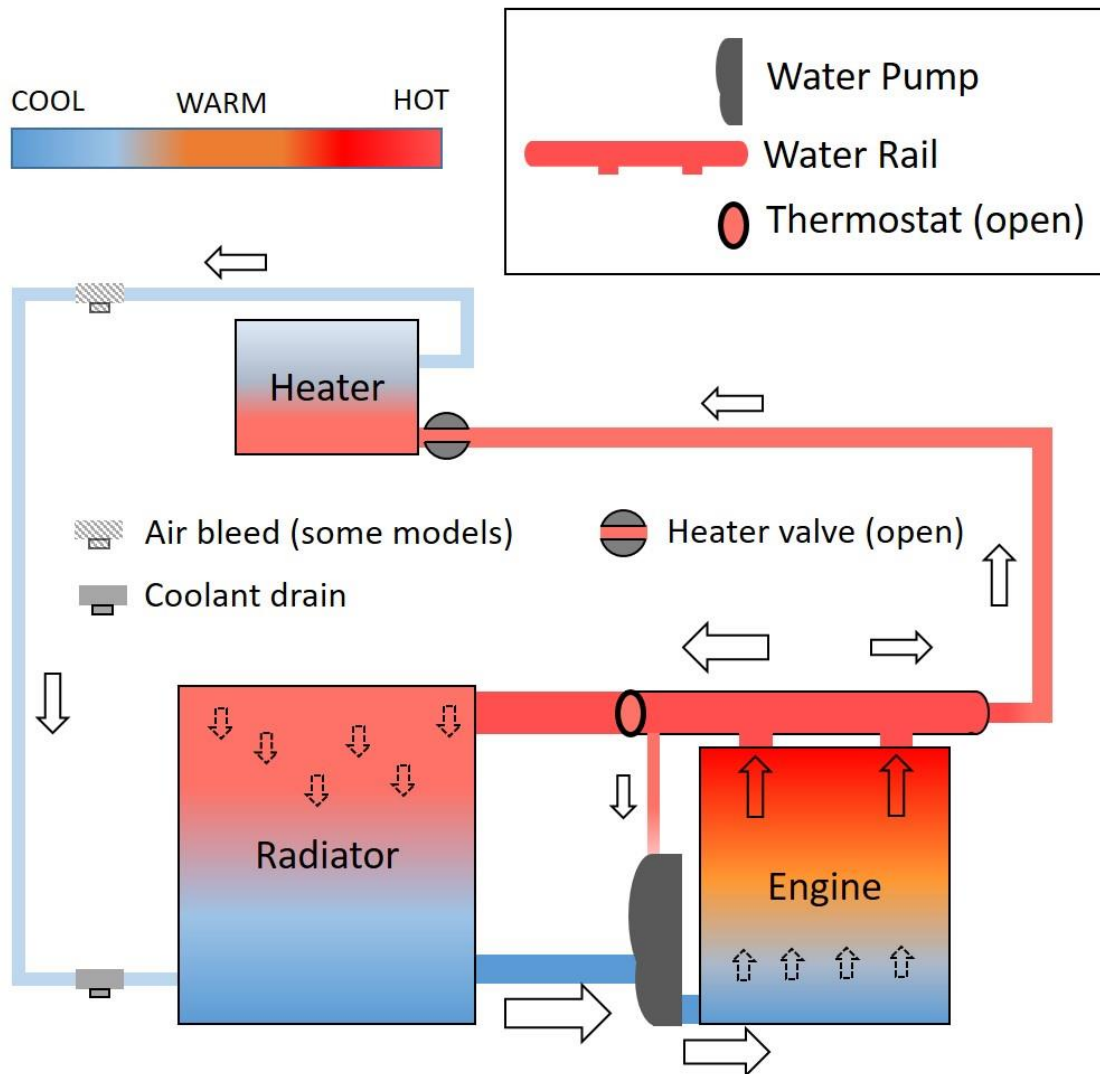


[From the Concise Repair Shop Manual, Lancia S.p.A. 1972]

- | | | |
|-------------------------------|------------------------|----------------------------------|
| 1. Radiator | 2. Overflow hose | 3. Bottom Hose (Radiator Outlet) |
| 4. Thermostat | 5. Coolant Pump | 6. Coolant Rail (Engine Outlet) |
| 7. Top Hose (Radiator Inlet) | 8. Bypass Hose | 9. Temperature Gauge Transmitter |
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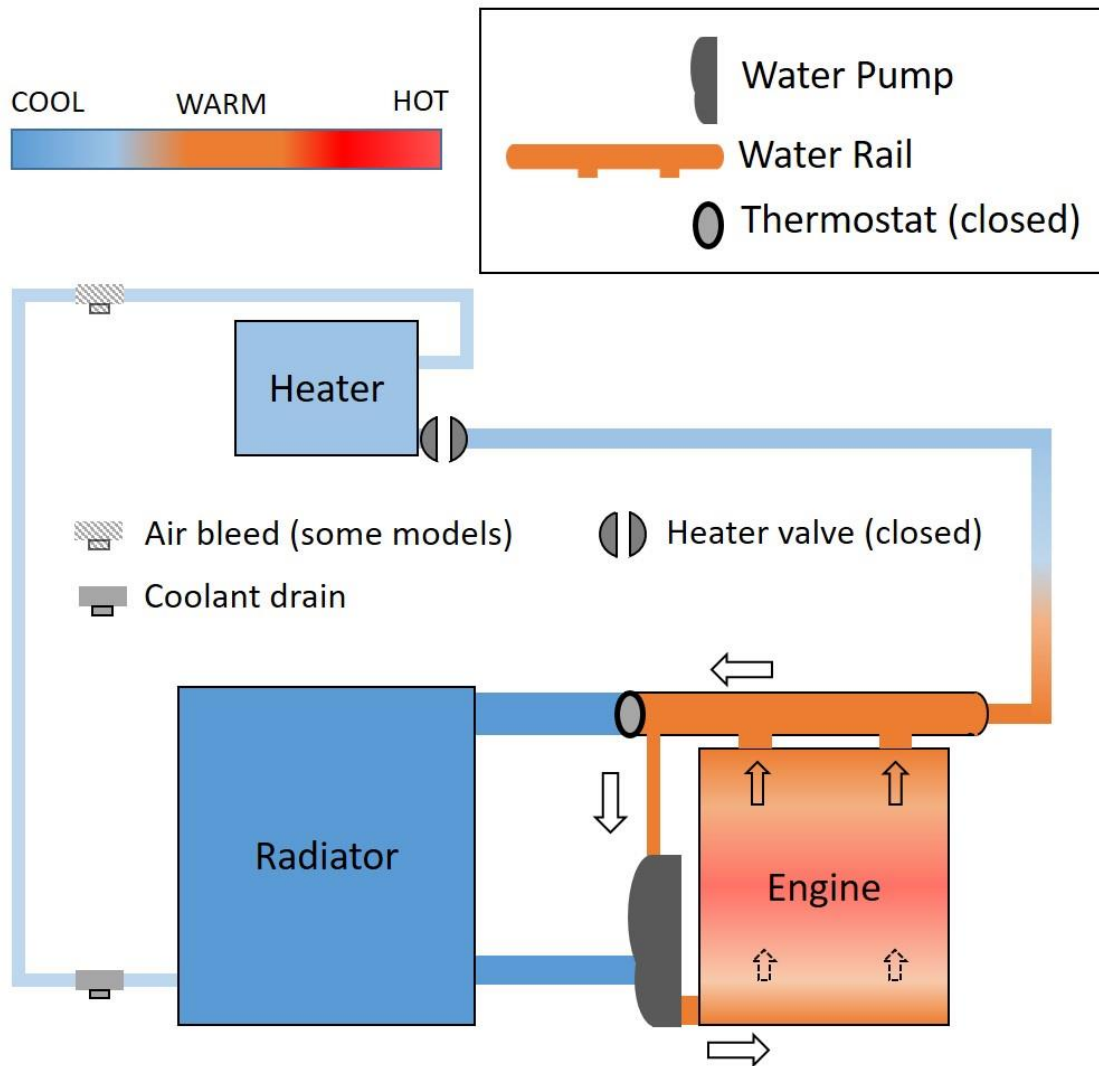
The cooling system consists of a Radiator (1) containing a reservoir of coolant. The coolant is drawn through the Bottom Hose (3) and into the engine via a Pump (5). Coolant exits the pump through a hole in the rear face of the pump and is distributed to channels at the bottom of the engine block. In normal running, when the thermostat (4) is open, coolant is pumped to the top of the engine assisted by convection as it warms. At the top of the engine, hot coolant exits through two channels in the intake manifold where it collects in the Coolant Rail (6). From here hot coolant returns to the radiator via the Top Hose (7) or some may pass into the cabin heater via the heater supply hose. To permit limited coolant circulation when the engine is cold and the thermostat is closed, a small proportion also re-enters the pump via the bypass hose (8) where it is sent back into the engine.

Schematic Diagrams



In normal operation, with the engine and coolant at their operating temperature, the thermostat (situated at the end of the water rail) is open and low-temperature coolant can be pumped freely from the bottom of the radiator into the engine, where it rises through its water channels. At the top of the engine, hot coolant exits through the inlet manifold and is collected in the cylindrical water rail. From there, most is returned to the top of the radiator through the top radiator hose, while a smaller proportion is passed to the cabin heater. Coolant that has travelled through the cabin heater is then returned to the radiator.

A third outlet from the water rail, the bypass hose, allows some hot coolant to re-enter the water pump, where it is immediately pumped back into the engine. Although this slightly reduces the cooling efficiency of the system, the presence of the bypass hose protects the pump from excessive back pressure when the engine is cold and both the thermostat and cabin heater valves are closed. By allowing coolant to circulate around the engine while it is warming up, the bypass hose also reduces temperature gradients and hotspots in the engine (see diagram below).



The water pump, thermostat and hoses have limited lifetimes, but all are commercially available and can be replaced without specialist tools or knowledge. Radiators are also easily removed and can be professionally repaired, re-cored or replaced with after-market items. The cabin heater and its associated controls are the least accessible parts of the system. However, with care and patience, their refurbishment can also be tackled by owners and this is described in section 6.1.4.

6.1.2 Coolant Choices

The normal operating temperature for a car engine lies in the range 90-105°C, and any coolant system must be able to operate efficiently in the range. Above 110°C, differential thermal expansion of engine components can cause distortion and gasket failure and so additional measures, e.g. use of electrical fans to increase airflow through the radiator and the cabin heater, can be taken to avoid this.

Traditionally, mixtures of water and ethylene glycol, containing 20-50% glycol, have been used as the coolant. For the Fulvia, the use of a traditional IAT (Inorganic Acid Technology) antifreeze such as Bluecol is generally recommended. These contain additives, including phosphates and silicates, to provide some measure of corrosion resistance within the engine.

At normal atmospheric pressure (sea level), the boiling point of a 20-50% glycol mixture lies between 102°C and 108°C. As the engine temperature approaches 100°C, the vapour pressure of the coolant increases and, by providing an airtight seal, the radiator cap allows the pressure in the cooling system to rise. At these higher pressures, the coolant boiling point is increased so that it remains a liquid, even when the engine temperature exceeds 100°C. However, if the temperature rises further and its vapour pressure exceeds the set limit of the radiator cap, coolant will immediately vaporise, throughout the system, as its pressure drops. Since vapour has a very low thermal conductivity, local hot-spots will be created within the engine block and damage can result. Even at normal operating temperatures, slower pressure losses caused by the failure of coolant hoses or the water pump would lead to the vaporisation of weak coolant mixtures, hence the routine use of 50% ethylene glycol is recommended. Note that ethylene glycol is extremely toxic to small humans, animals and fish and should be disposed of at a recycling point, not into the drainage system.

In recent years, waterless coolants containing 100% propylene glycol have been adopted by many high-end car manufacturers and have also been used successfully in classic car and racing applications. Propylene glycol has a low freezing point (-60°C) and a high boiling point (187°C), at atmospheric pressure. In use, there will be a small positive pressure inside the system arising from the expansion of air in the cooling system, but the coolant will not boil even if the radiator cap is removed or pressure is lost while the engine is hot, eliminating the risk of vaporisation and local heating. No modification to the engine thermostat or radiator cap is required, although rubber hoses should be replaced with silicone items (see <https://classicsiliconehoses.uk/product-options/> for suitable choices). In the absence of water, corrosion and the formation of deposits within the coolant channels are eliminated.

The lower heat capacity of propylene glycol when compared to 50% ethylene glycol:water allows the engine to warm up more quickly than a water-ethylene glycol cooled engine, under the same conditions. A waterless coolant will also cool down more quickly as it passes through the radiator and, provided the Fulvia radiator and pump are in good condition, any increase in the (steady) running temperature will be limited to a few degrees. However, when the car is stationary or if airflow through the radiator is obstructed, the engine temperature will rise more rapidly and to higher temperatures if using a waterless coolant. Hence it is important to monitor the temperature gauge and ensure that the engine fan thermo-switch operates at the correct temperature (90°C) or can be manually switched on when necessary.

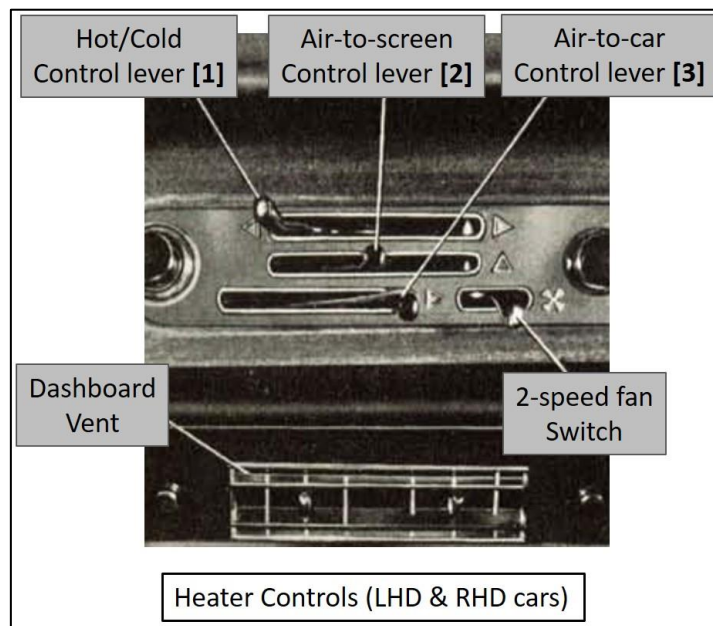
6.1.3 Cabin Heater Design and Location

Controls for the temperature and flow of air to the windscreen and cabin are located on the dashboard, with corresponding vents in the dashboard and between the dashboard top and windscreen. These items are linked to a heater, located behind the fusebox, which contains a small radiator (the heater matrix), that is also connected via a mechanical valve to flow- and return-pipes from/to the engine and radiator respectively (see Section 5.4.1).

Access to the control wires that connect the sliding levers to the heater box requires removal of the dashboard top and the wooden fascia panel and is assisted by removal by some of the lower trim panels. The mechanical valve and connections its connection to the engine and radiator at the side of the heater box can be accessed from the passenger's foot well.

6.1.4 Heater Controls and Heater Box Repair

Three levers control the coolant and air flow through the heater core and its vents (see figure below). These levers should all operate smoothly and without requiring excessive force. Typically, problems arise with the operation of the Hot/Cold control lever [1] which is connected to a mechanical valve mounted on the side of the heater box, in the passenger foot well. Common problems with the heater controls are (a) levers that are stiff or jammed, (b) the shaped ends of levers have broken off, often in an attempt to overcome jammed or stiff operation, and (c) no hot air can be obtained due to failure of the water valve or the operation of control rods and cables.



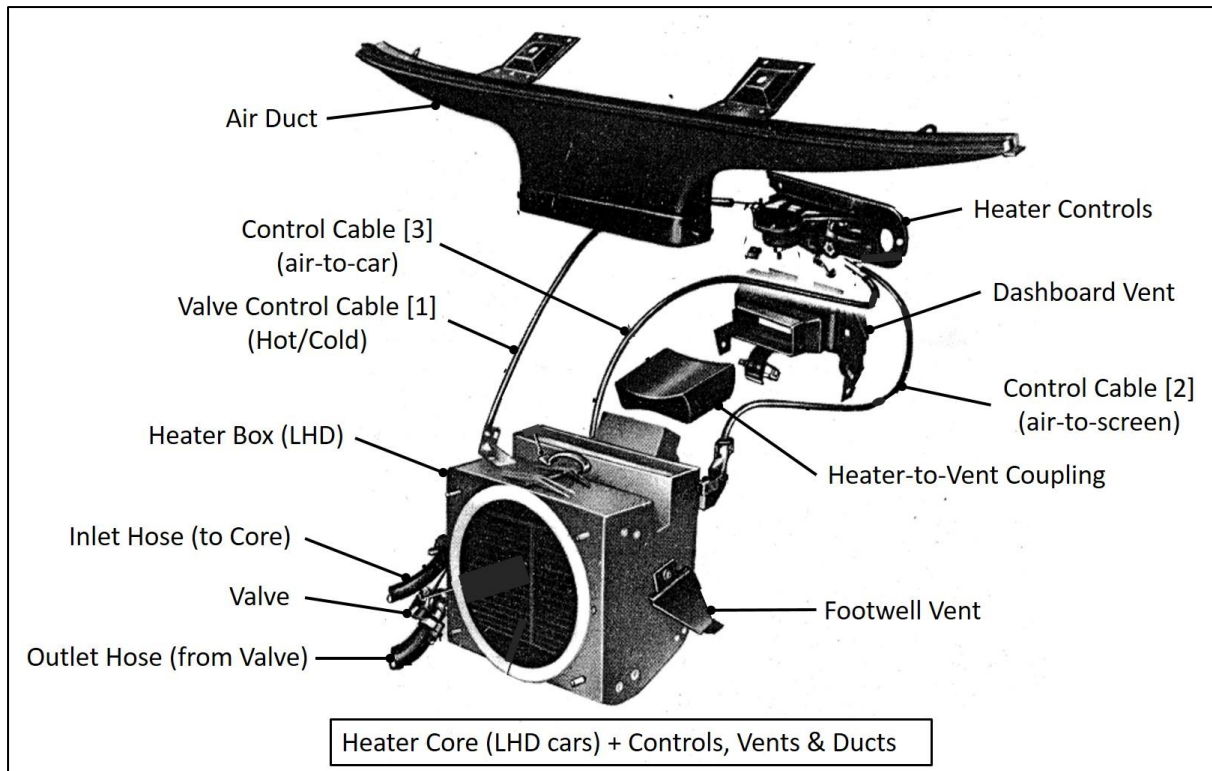
Lever [1] is connected, via a Push-Pull cable and a hinged plate, to two control rods which are mounted on the side of the heater. These are accessed from the passenger foot-well (the left side in right-hand-drive cars). One of the rods opens and closes the external valve, controlling coolant flow, while the other rod opens and closes an internal flap within the heater box, allowing air to flow upwards through the heater core.

Levers [2] and [3] are connected, again via Push-Pull cables, to hinged couplings that act directly on flaps within the heater box. These flaps control the air flows that are directed to the windscreen [2] and to the dashboard vent [3]. Unlike the heater valve, the locations of these flaps and their couplings are the same for both LHD and RHD cars. The cable of lever [2] is attached to a coupling on the upper left-hand side of the heater box while that of lever [3] attaches to its upper right-hand side.

Corrosion and scale build-up in the heater valve introduces resistance to lever [1] and can lead to kinking of the control cable. Problems with the free movement of the internal flaps are less common, but all levers will be affected if the various metal, plastic and felt washers that are contained within the heater controls have corroded or decayed (see later for their removal).

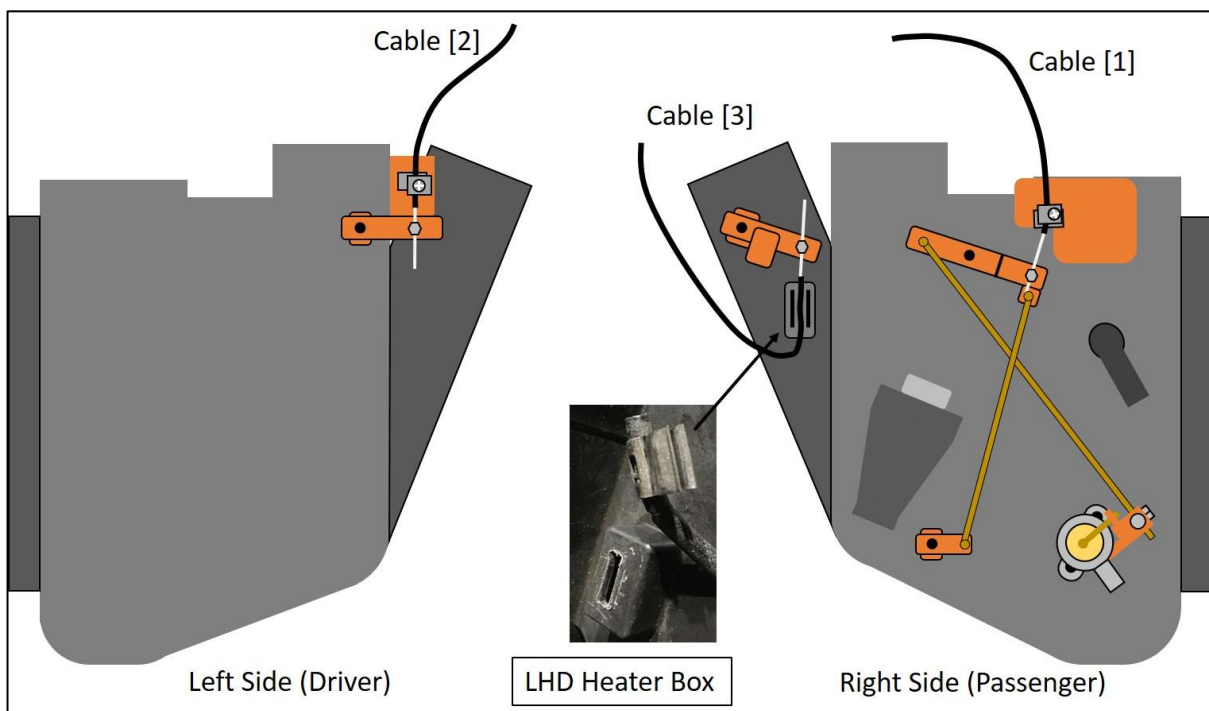
Replacement of the heater valve is a relatively straightforward operation which only requires the coolant to be drained, the outlet pipe removed from the valve and its control rod disconnected after loosening the barrel nipple which attaches it to the valve. Replacement valves are available from a number of suppliers. Note that the same valve was used for both LHD and RHD cars, even though it is mounted on opposite sides of the heater box. In consequence it has a different orientation in either case and, for RHD cars, the control rod passes below the valve on its right-hand side. In contrast, for LHD cars, the control rod passes above the valve on its left-hand side (see figures below). While lever [1] is disconnected from the valve, its action should be checked. If resistance to its free movement is still present, then its cable may be bent, kinked or otherwise damaged.

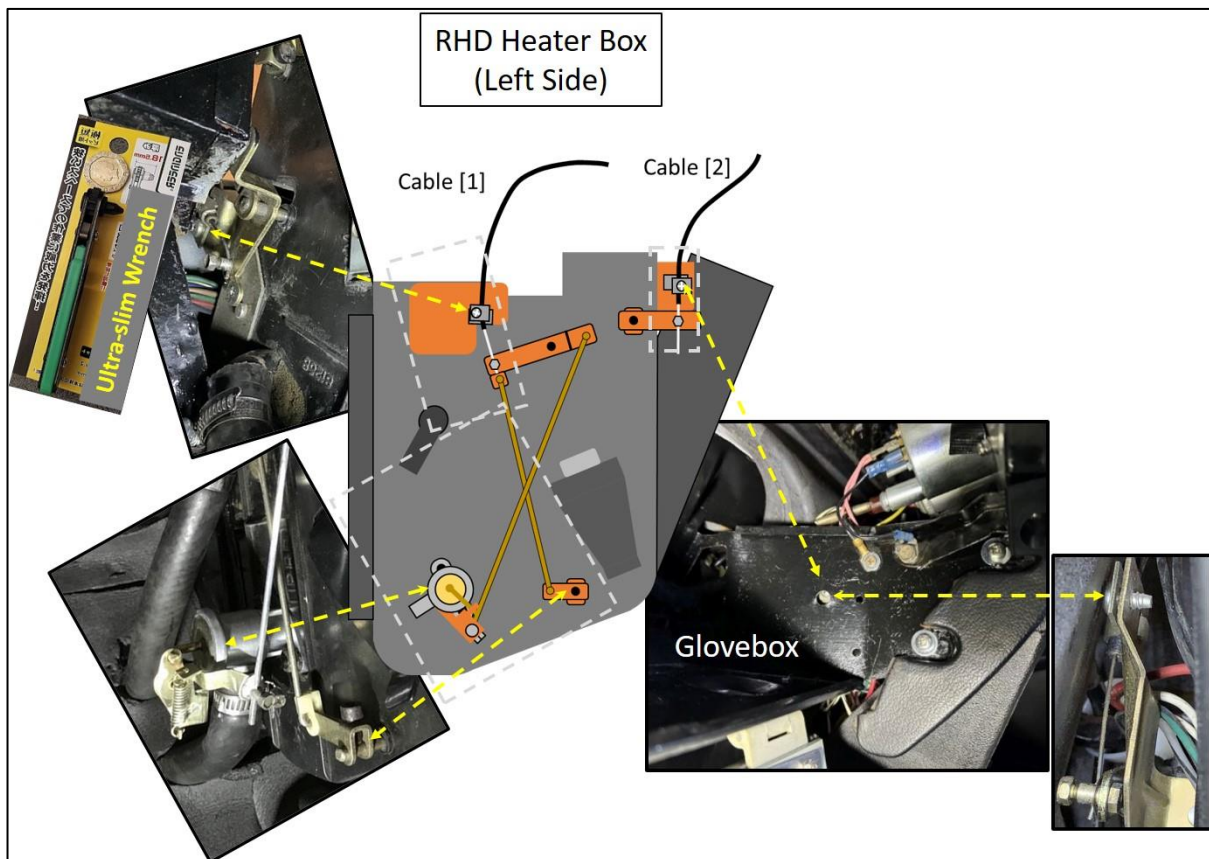
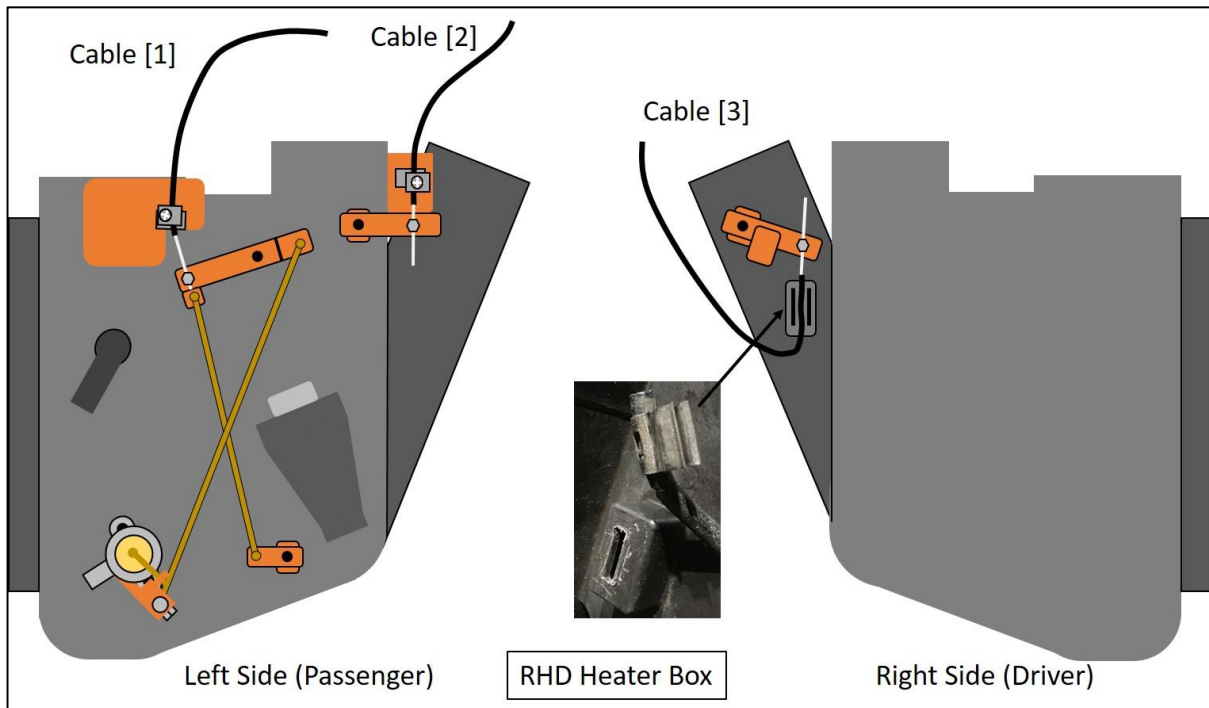
If damaged, the control cables will need to be removed and repaired or replaced. Since many of the cable fixings are hidden behind the dashboard and the lower panels, it is necessary to start by removing the dashboard and dashboard top, as described above. It is also recommended to remove some or all of the lower panels, particularly the panel below the glovebox, to improve visibility and access. Before going further, we recommend a study all the available diagrams of the heating system, contained in the Lancia Parts Manual, some of which are reproduced here.



* Note that the Heater Inlet, Outlet, Valve and Control Cable [1] are present on the opposite side in RHD cars [adapted from the Lancia Parts Manual]

Simplified cartoons of LHD and RHD heater boxes and the points of attachments of their cables are shown below:





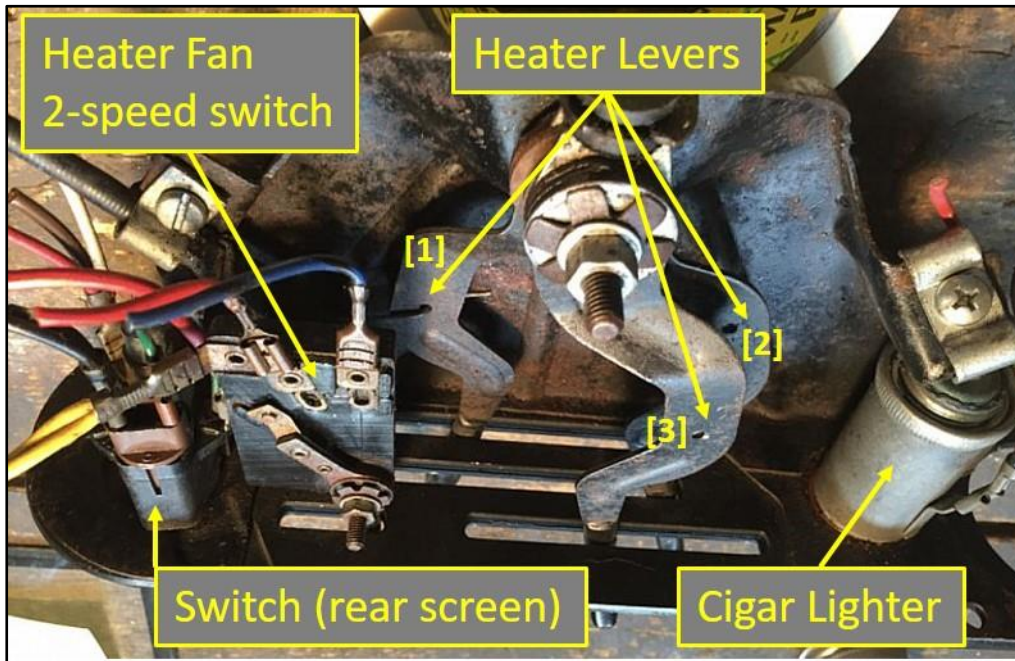
Each cable fixing has separate clamps for its sheath and its wire core. For both LHD and RHD cars, access to these clamps is more difficult on the passenger side, being restricted by the proximity of the side of the glovebox. The wire of cables [1] and [2] are gripped by machine screws and can be disconnected using a thin open-ended spanner; however their sheath clamps are secured using small Phillips screws which require the use of a short angled screwdriver or an ultra-thin wrench with a Phillips hex bit. This is particularly problematic for cable [2], whose bracket projects away from the heater box, bringing the screw head very close to the side of the glovebox in RHD cars. In some cars, this screw can be accessed via a small hole in the side of the glovebox. If this hole is not already present, it may be necessary to estimate the position of the screw and drill one ($\phi = 6\text{-}8\text{mm}$).

The clamps of cable [3] are mounted on the right-hand side of the heater vent chimney, which is connected, via a rubber coupling, to the dashboard vent. This chimney is narrower than the heater box itself, leaving significantly more space to access the clamps, even on LHD cars where the glovebox lies on this side. In contrast to cables [1] and [2], the sheath clamp of cable [3] consists of a barrel-shaped metal clip whose edges push into slots on a moulding on the vent chimney. This clip can be removed by compressing the barrel using a pair of needle-nosed pliers, while gently pulling it away from the heater. When all three cables connected to the heater box have been freed from their clamps, attention can turn to extracting the heater controls from the instrument panel.

Removal of the dashboard top, rotary switches and the wooden fascia panel exposes the heater control unit and its fascia panel (see section 5.2.1). After removal of three screws, the panel and the heater control unit can be pulled forward. Before doing this, it is recommended to note the routes taken by the cables through the obstructions (brackets and wires) below the dashboard. This can be assisted with photographs or by leaving pieces of string in place of the cables as they are removed.

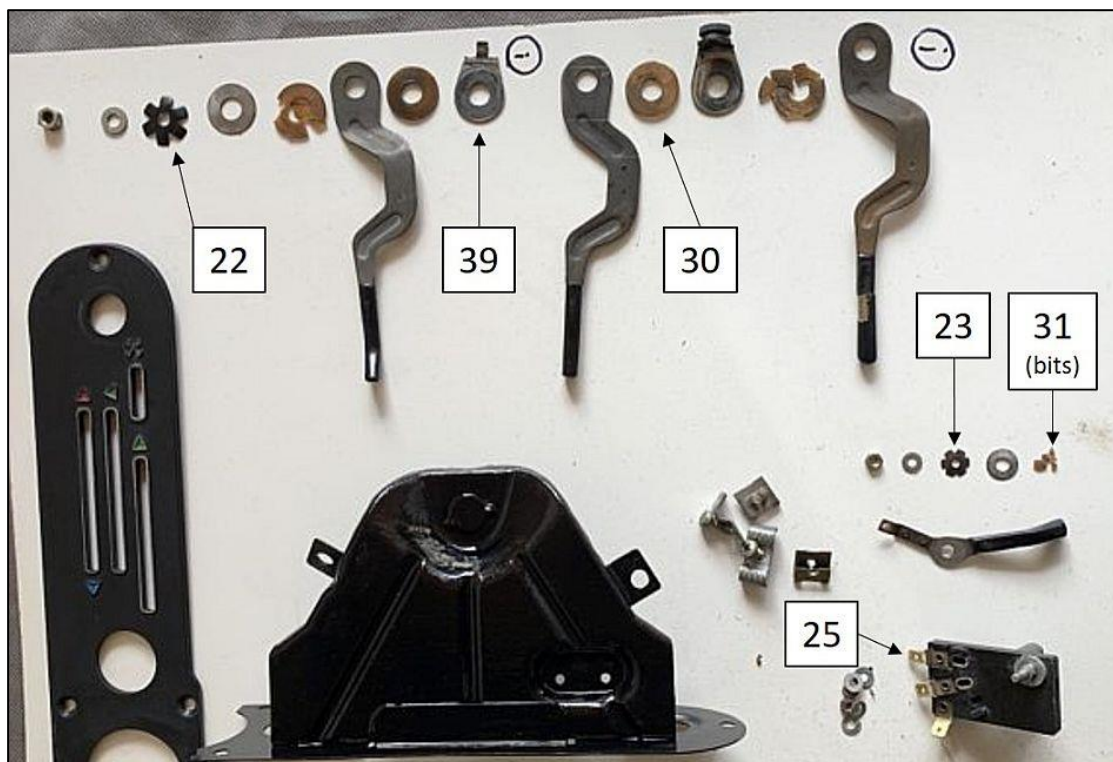
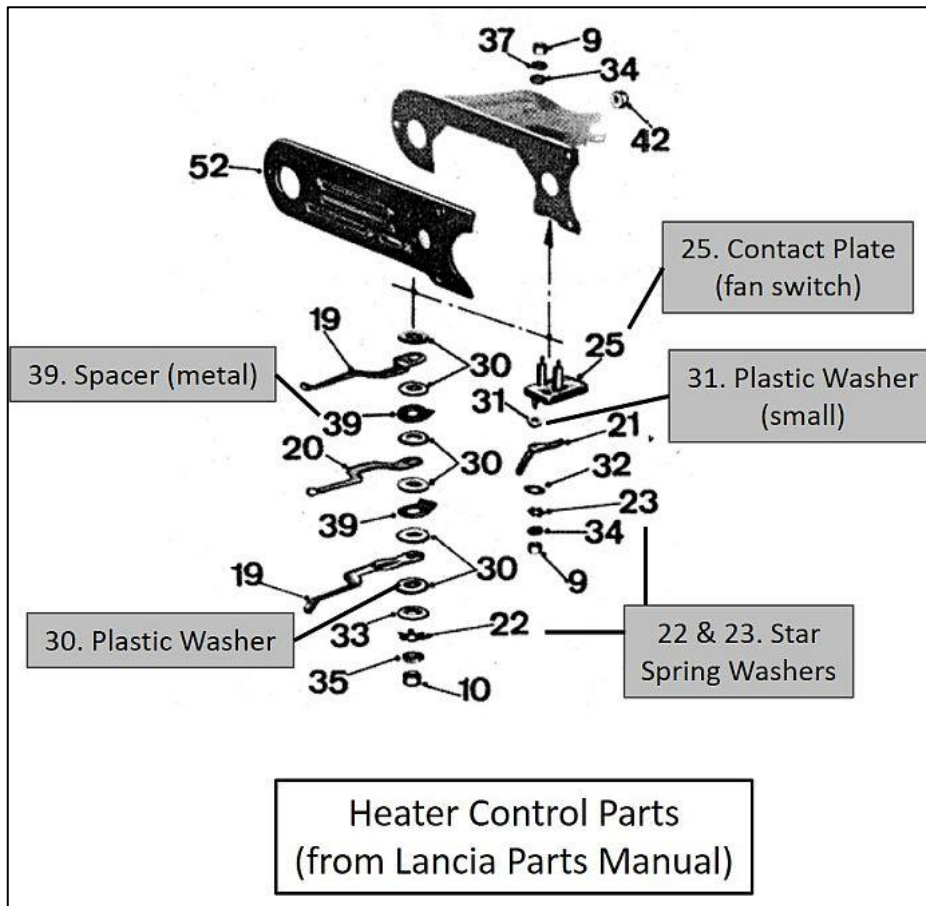
As the unit is withdrawn, it is also necessary to record and remove the electrical connections from the switches and cigar lighter which are attached to the fascia panel. For the cigar lighter, this is best done by unscrewing the large knurled ring at the rear of the lighter. This frees the lighter from its outer sheath, which, after disconnection of its plug-in junction, can remain in place as the panel is removed. Unfortunately access from below, through the fusebox, is prevented by the dashboard vent and its coupling to the heater box. Consequently the electrical units must be disconnected from above, after removal of the dashboard top. Inspection of this area through the windscreen and the use of a small telescopic inspection mirror during disconnection will help.

An unrestored heater control unit, viewed from behind and underneath in its orientation in the dashboard, is shown below.



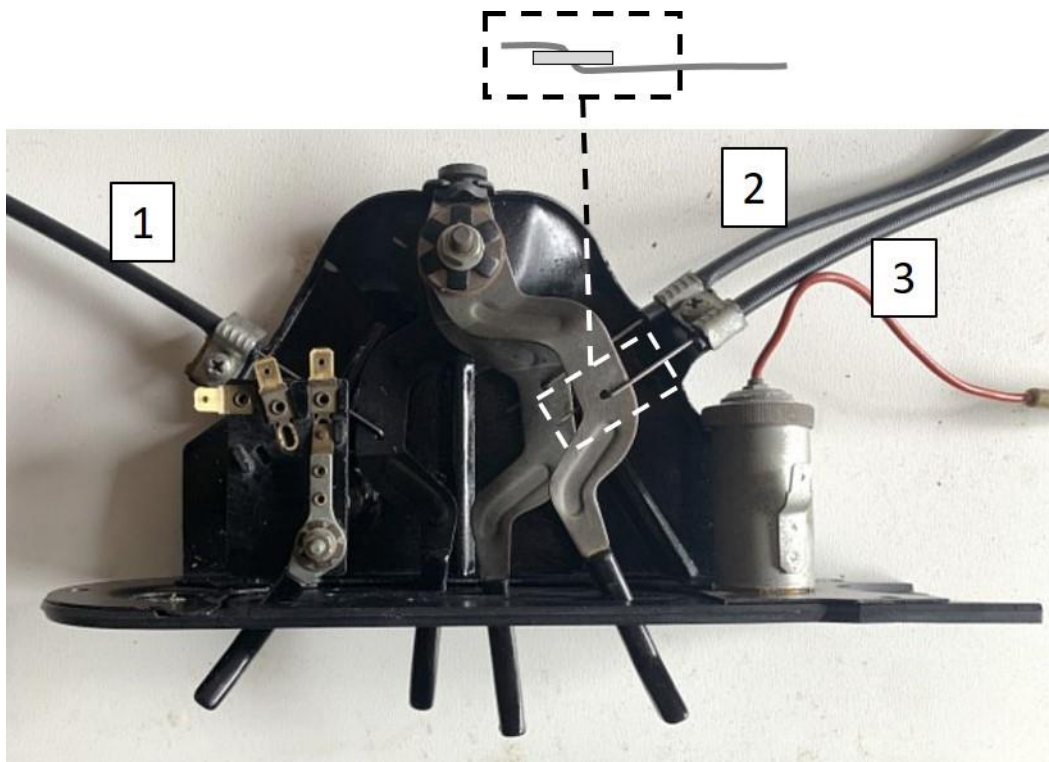
Once the control unit and fascia panel have been removed, dismantling on the bench is straightforward. Note that the control levers and the fan switch must be removed, and replaced, as a unit with the fascia panel since the lever ends are too large to pass through the slots in the panel. Dismantling of the levers therefore starts (and reassembly ends) with the central bolt. The levers are separated and cushioned by an array of flexible plastic washers, spring washers and spacers, some of which may be broken or brittle after 50 years of service. Suitable plastic washers can be obtained from Omicron in the UK and should be replaced as a matter of course. Replacements for damaged or missing lever ends are also available, as are complete levers.

Note also that Lever 1 (item [19] below) is inverted, relative to Levers 2 and 3. This orientation is correct and should be maintained when reassembled, as shown in the official Lancia diagram, adapted from the 1970 Parts Manual (TAV 85a).



The push-pull cables consist of an outer plastic and wound-wire sheath, with an inner stiff wire core. Modern cables may also contain a non-stick (PTFE) liner inside the sheath. Since this is not a job that anyone would wish to do twice in a lifetime, if the cores show any signs of sticking or binding to the sheath or if the inner wire is bent or kinked, they should be replaced with cables of the correct inner and outer dimensions.

When replacing cables, the wire ends which attach to the lever need to be stepped appropriately, by bending. The stepped end is then passed through a small hole in the lever ('under-and-over'), after which the cable sheath can be secured using a clamp attached to the mounting plate. Once secured, the step in the wire prevents it from being withdrawn through the hole in the lever. This arrangement leaves the control wire close to the surface of its lever on both sides and also unable to rotate, preventing the cable end from interfering with other levers or the mounting plate during operation of the heater. Replacement wires can be obtained from Omicron Engineering in the UK (<https://omicron.uk.com/>) and are supplied with their ends pre-shaped.



While on the bench, the fan switch and its wire contacts should also be carefully cleaned, lubricated and tested. Levers and cables should be bench-tested to ensure they are operating smoothly.

During reassembly, care should be taken to minimise bends in the cables. RHD cars have the disadvantage that both cable 1 and cable 3 must swap sides after they exit the heater controls, requiring the use of longer cables. For LHD cars, only cable 3 changes sides. In practice, the most difficult part of reassembly is positioning the sheaths and securing the clamps of the two cables that are obstructed by the glovebox in RHD cars. In these cases, it may prove easier to feed the cables

upwards, through their clamps, before attaching them to the levers and securing them, after having been properly routed.

7.1 The Elephants in the Room

As stated in the introduction, this Guide is not intended to be comprehensive and is limited to jobs where the authors have some direct experience and which can be undertaken in a home workshop or a well-equipped local motor club, without professional assistance. While some of the bodywork repairs described in section 2 require fabrication and welding skills, even the unskilled Fulvia owner can usefully be involved with assessing problems and planning the work, while deciding on the balance to be taken between a restoration to original specifications and the introduction of sympathetic modifications in order to delay future problems. Hopefully this guide will also encourage some owners to assist others in removing old metal and rust, or cleaning and renovating parts as they are removed.

However, some areas, such as the engine, require specialist knowledge and will reward previous experience; or they may be safety-critical, such as the brakes, and should be tested using specialised equipment before using the car on the road. For these reasons, we have so far avoided giving advice in either of these areas, other than describing their routine maintenance in section 1.4.

Information about the design and maintenance of the brake master cylinder given in section 7.1.2 below is intended to help owners understand the Duplex brake system, identify faults and (for some) provide information that would allow the rubber seals to be replaced safely and with confidence. However, work should be left to a professional if unsure or ill-equipped. Testing on the bench and under safe conditions in a workshop or private road are also strongly advised after any repairs.

7.1.1 The Engine

Despite its successes, the V4 configuration of the Fulvia engine has rarely been seen in the industry. While arranging the cylinders in a V allows the length of the engine and crankshaft to be reduced compared to an in-line engine, thus providing advantages of packaging and power-delivery, V4 engines are particularly prone to vibration and the configuration was only used by two car manufacturers, Ford and Lancia. Ford, in its Taunus and Essex engines, added balance-shafts below the cylinders to counteract some of the vibration-inducing offset loads on the crankshaft. However, these shafts add both mass and friction, reducing the power and efficiency of the engine. In contrast, Lancia developed a semi-empirical, asymmetric design of crankshaft for the Fulvia V4, where an offset weight distribution of the crankshaft was used to counteract the offset forces

produced during the engine's firing cycle (1-3-2-4). This solution relied on a long experience of V4 engines gained from Lancia's earlier models, including the Lambda (1922), the Aprilia (1937) and the Appia (1953). While the balance afforded to the crankshaft is very good, it is not perfect and may vary through the rev-range. For the 1971 1600HF engine described here there is an increase in vibration above 3500rpm which decreases again above 4500rpm (approx.) and similar behaviour should be considered normal.

The final Lancia design gave a very compact engine with a low centre of gravity that contributed to excellent road holding. Production versions of the Fulvia V4 also had a red-line at 6200rpm (6500rpm for HF models) and proved highly reliable in competition, demonstrating the success of the design. However, the complexity and precision of the engineering limits the ability of all but a few home mechanics (and not all professional mechanics) to work on the engine. We are not members of that few.

7.1.2 Replacing the Brake Master Cylinder Seals

The Fulvia S2/Fulvia3 brake system is a dual-circuit design which uses a 21mm Master Cylinder containing two chambers. The rear chamber acts on both the rear callipers and the small (lower) pistons of the front callipers (the 'Mixed circuit') while the front chamber acts only on the large (upper) pistons of the front callipers (the 'Duplex circuit').

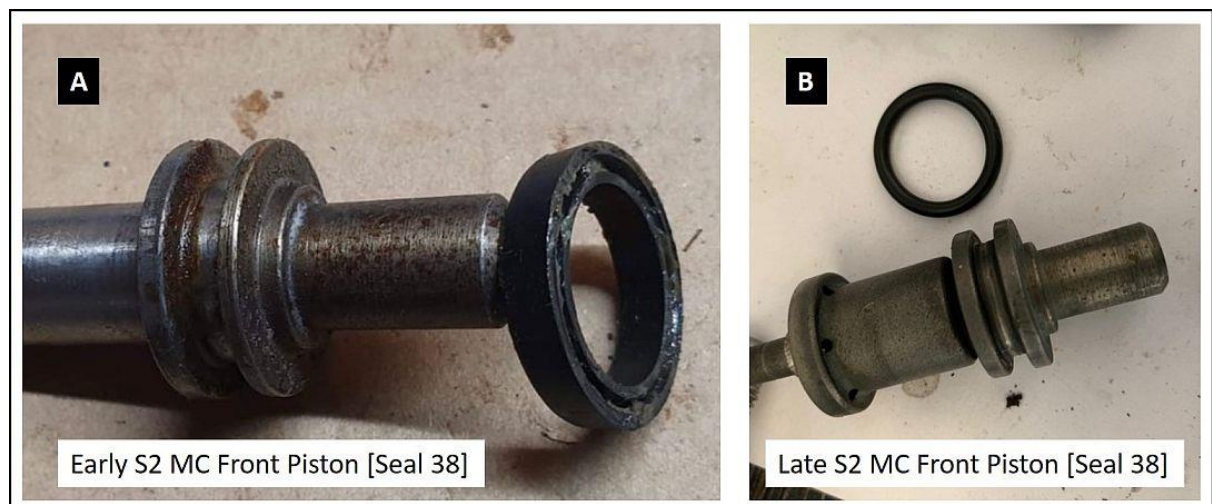
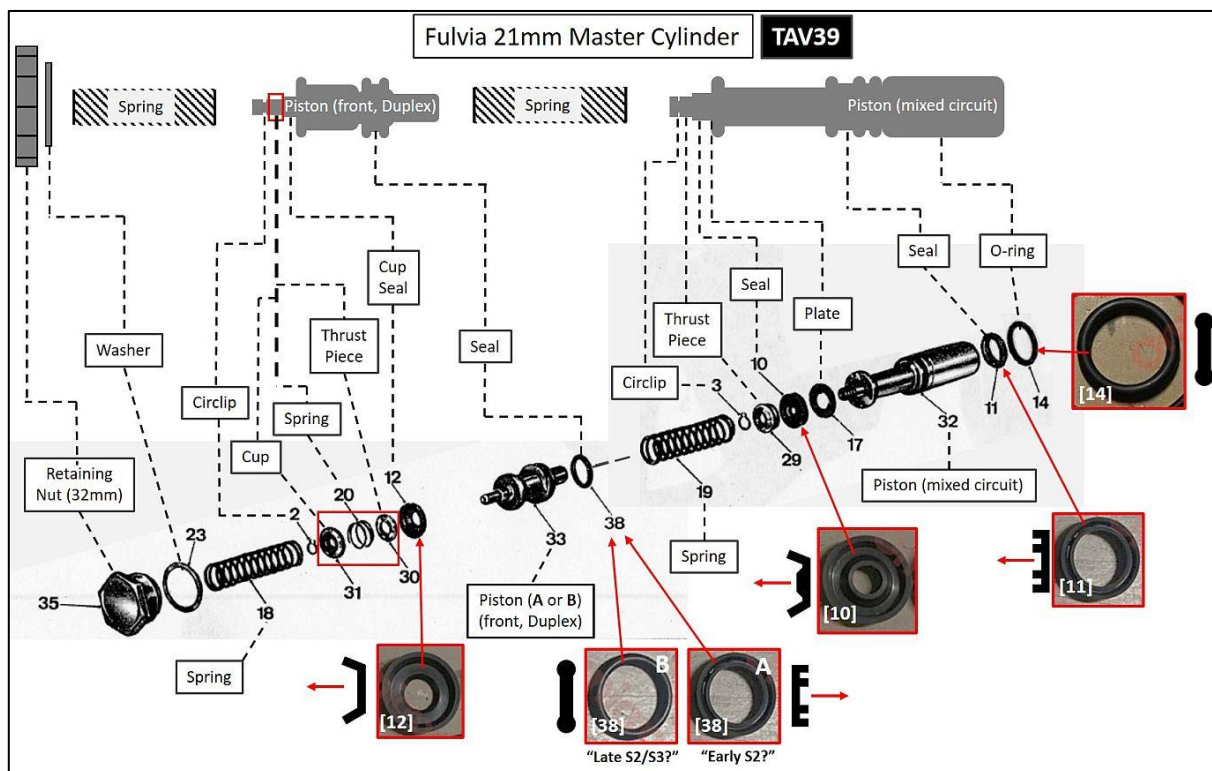
The brake pedal acts on the rear piston, via the brake servo. The rear piston is connected via a spring to the front piston whose motion is resisted by a second spring, and these springs control the relative braking efforts of the mixed and duplex circuits. As the brake pedal is depressed, braking effort is first applied to the mixed circuit; as pedal effort is increased, additional effort is supplied to the front callipers via the duplex circuit.

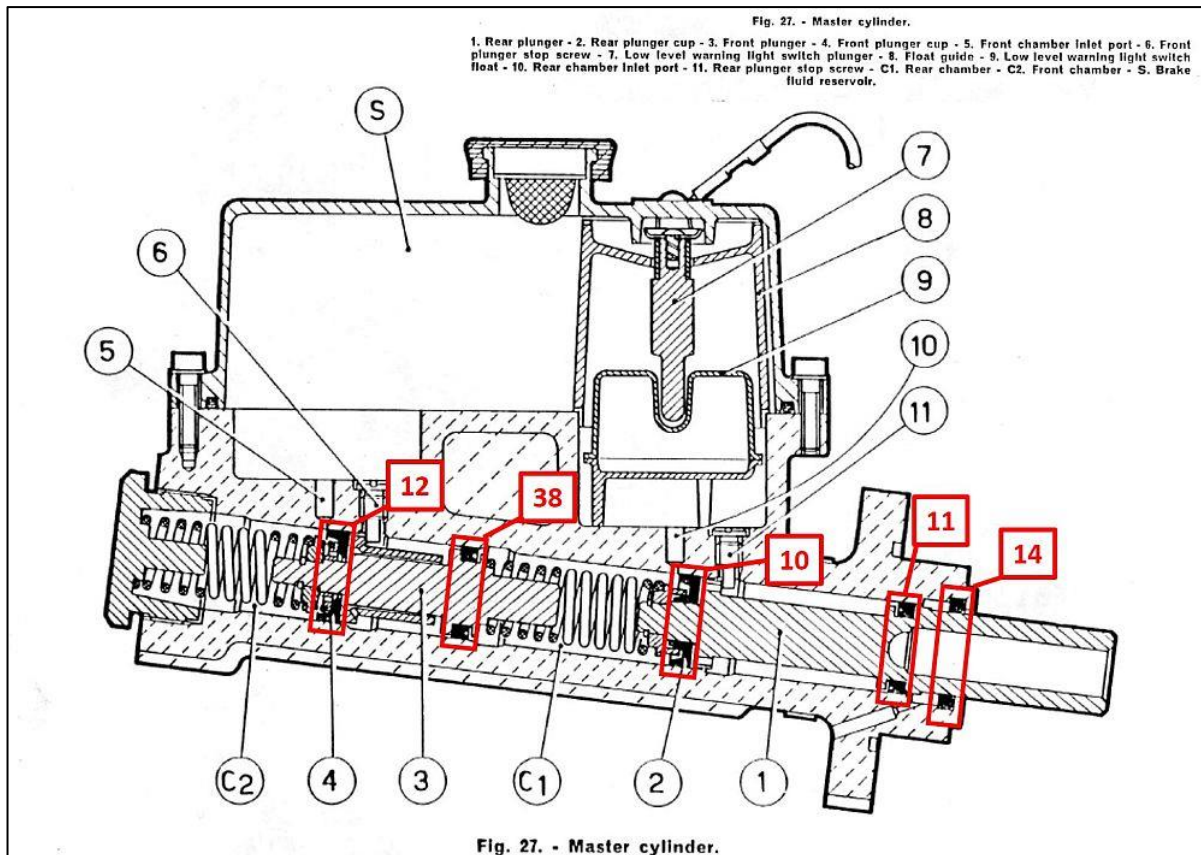
Wear in the piston seals can lead to a spongy or soft pedal action or one that lowers slowly to the floor when pressure is applied. Master cylinder seals for the S2/Fulvia3 are readily available and can be replaced without specialist tools. However, the proper functioning of the brakes is essential for safety, so owners who undertake replacement of the seals must also be critical of the overall state of the master cylinder and the condition of its other components before re-installation. Owners should also test the system thoroughly before driving the car on a public road. If there are any concerns, advice must be sought from an accredited professional.

Annotated diagrams, taken from the Fulvia Workshop Manual and the Lancia Parts Manual 1970 showing the construction of the 21mm Master Cylinder are given below. The positions of the rubber seals are shown by red boxes and numbered according to their designations in TAV39 of the Parts Manual. While it is not apparent in this diagram or stated in the manuals, it is important to note

that Lancia used two versions of the front piston, which differed in the style and dimensions of their rear seals (item **[38]** in the diagram), during the production of the S2 & Fulvia3 Series Coupes. Both options should be supplied in S2/Fulvia3 seal replacement kits. However, it is important to note which type is present when dismantling, and refit the correct one (also, do not be concerned that you have an additional seal left over after rebuilding). Earlier cars used a double concentric seal, identical to seal **[11]** but facing in the opposite direction, while later cars had a narrower groove in the front piston and used a circular-sectioned O-ring.

Information contained in Footnote B from later editions of TAV39 indicates that this change was made in 1973, after chassis numbers 22720 (Coupe) and 3547 (HF Coupe). Note also that a second, slightly larger O-ring **[14]** is present on all cars and inserts into a groove in the barrel of the master cylinder near its end (see the Master Cylinder cross-section, below).





If the brake pedal is stiff or seized, first determine if the problem lies with the Brake Servo or the Master Cylinder. To check the action of the master cylinder disconnect it from the servo without removing the brake pipes. After opening a bleed nipple on the mixed circuit, it should be possible to push the rear piston in by hand and expel brake fluid from the bleed nipple. If then replacing the seals, drain the brake fluid, disconnect the brake pipes and the float-sensor wiring and remove the master cylinder from the car. The next step is to remove the plastic reservoir which is held on by 10 cap screws. If they are corroded, penetrating oil may free them but, if not, make slots in their heads and use a screwdriver to remove them. Finally, remove the two piston-stop screws (items 6 and 11, at the bottom of the reservoir wells) and also the brake pipe outlet ports.

The pistons, springs, seals and other internal items can be withdrawn after removing the large retaining nut at the front of the master cylinder. This nut has a fine thread and is usually held fast by a small amount of alloy corrosion. Hold the master cylinder in a vice and use a 32mm socket with a breaker bar or an impact driver to break the seal. Exercise caution while unscrewing the nut, since it is held under some pressure by the internal springs. Once the nut has been removed, push the pistons and their springs out carefully, noting the order of the parts and the arrangements of the thrust pieces, before removing the circlips and dismantling the pistons and seals. Label the springs to ensure that they go back in the order that they were removed; the front spring should be slightly shorter than the rear spring.

While dismantled, remove any corrosion from the pistons using fine wire wool and wash and clean the springs and other metal parts with methylated spirits or brake fluid, before replacing the seals

(in their correct orientations). Avoid the use of aerosol brake cleaners since they can cause seals to swell. While dismantled, check the bore of the master cylinder for scoring or corrosion, as even the slightest defects can cause damage to the seals or seizure of the brakes when in use. Note also that there is a small bleed-hole below the rear of the master cylinder which should be cleared before reassembly, if blocked. Finally, thoroughly clean and lubricate all the internal parts with brake fluid before carefully reinserting the pistons through the front opening.

The front piston is more complex than the rear, in particular, its arrangement of cup, spring and thrust piece, which sit in front of the cup seal, must be able to slide freely on the piston. Before reinstalling the master cylinder on the car, fill the reservoir with brake fluid and press the rear plunger repeatedly until fluid is expelled from the front and rear outlets. In order to limit the amount of air in the system prior to bleeding, first refill the reservoir, then fit the master cylinder to the brake servo and bleed the brakes (mixed circuit, rear - mixed circuit, front – duplex, front and repeat). It may also be advisable to wait for 24 hours before testing the car. Some combinations of aftermarket brake seals and brake fluids have been known to swell with time, with the result that the master cylinder locks, and so the operation of the brakes should always be re-checked before driving on the road.

8.1 Acknowledgements

Firstly, we would thank our families for their patience and understanding, while accepting the nights and days we have spent working on our Fulvias and producing this Guide. We would also like to acknowledge the many members of the UK Lancia Motor Club who answered our questions and provided encouragement through the LMC Forum during the restoration of our cars. In particular we would like to thank Brian Hilton, Tim Heath (the LMC Fulvia Advisor), John Whyatt and Guy Mayers for their advice and guidance. We also thank Andrew Cliffe of Omicron Engineering Ltd., who helped us to understand some of the finer Fulvia technical points and pointed out Lancia's more convoluted, in-series design changes.

GW is fortunate that he found his way to Scuderia Manning at Heath End Garage Farnham, shortly after buying his Fulvia in 1986. Harry Manning advised, educated and taught many *Lancisti* about working on cars, while also demonstrating Lancia's focus on engineering and its unique position in the development of popular motoring. As taught by Harry, GW has never used a hammer on a Lancia. Also my thanks go to the members of the Welwyn Garden Motor Club, particularly Chris Petrie, who guided me through the first restoration of my 1600HF Coupe.

NT is grateful for the advice provided by David Ashworth of Lancia Classic and James Parry of Minera Tyres, whose early help gave him the encouragement to embark on his restoration project. Also thanks go to Geoff Turton of A S Classic Car Restoration in Widnes, whose magical abilities with the welding torch brought a tired car back to concours-winning condition.



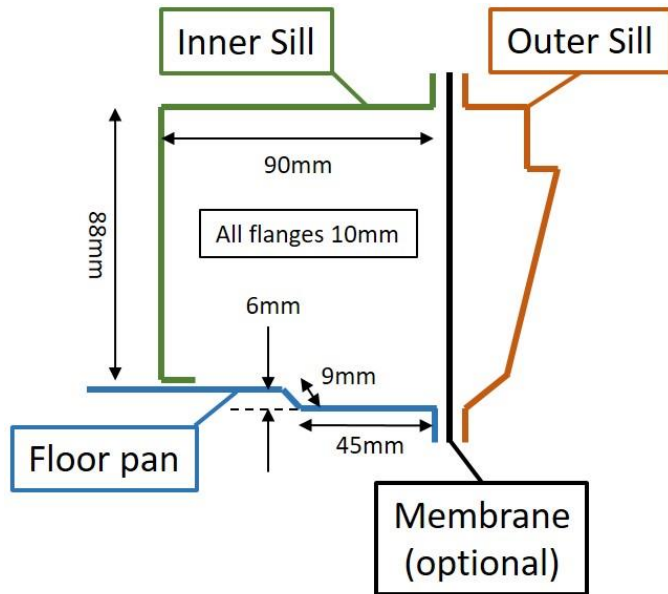
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The descriptions, illustrations and specifications contained in this publication are not to be taken as binding; the Company, therefore, reserves the right, the essential characteristics of the types herein described and illustrated still being maintained, to make, whenever it thinks necessary, any changes in units, parts or accessory supply, howsoever arising, without engagement to promptly bring up-to-date this publication.

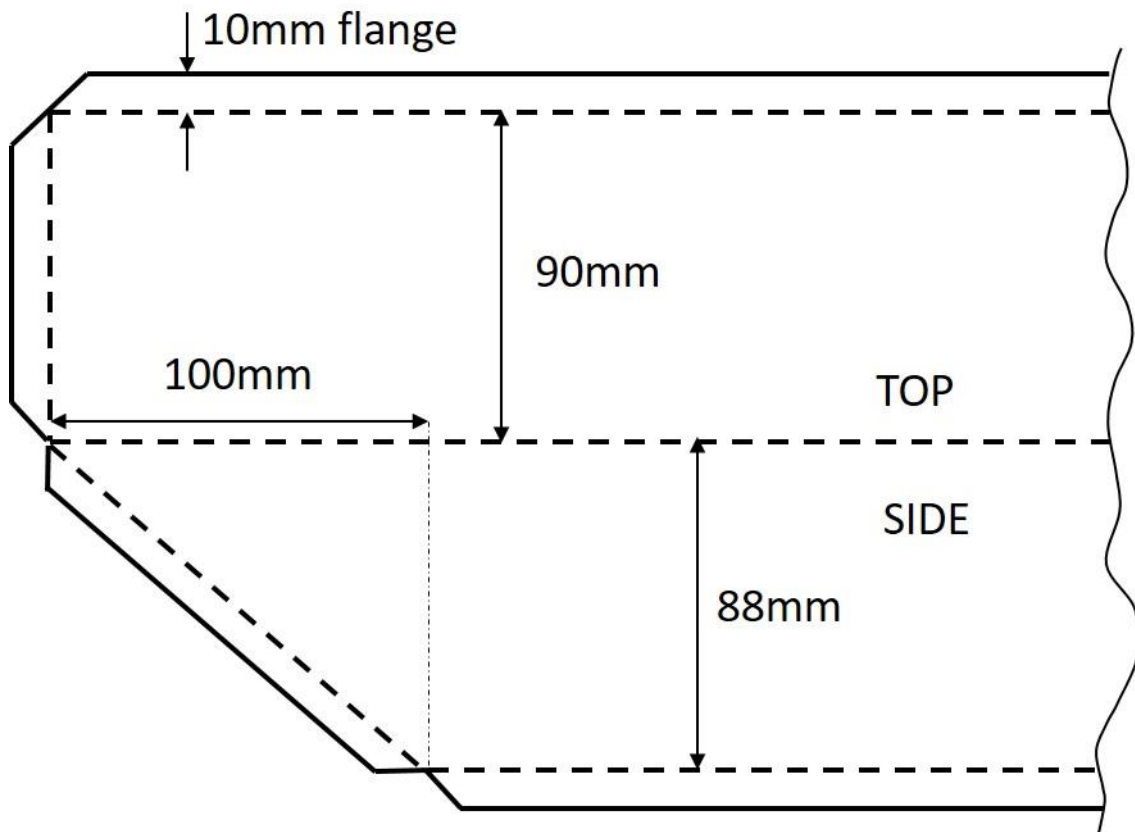
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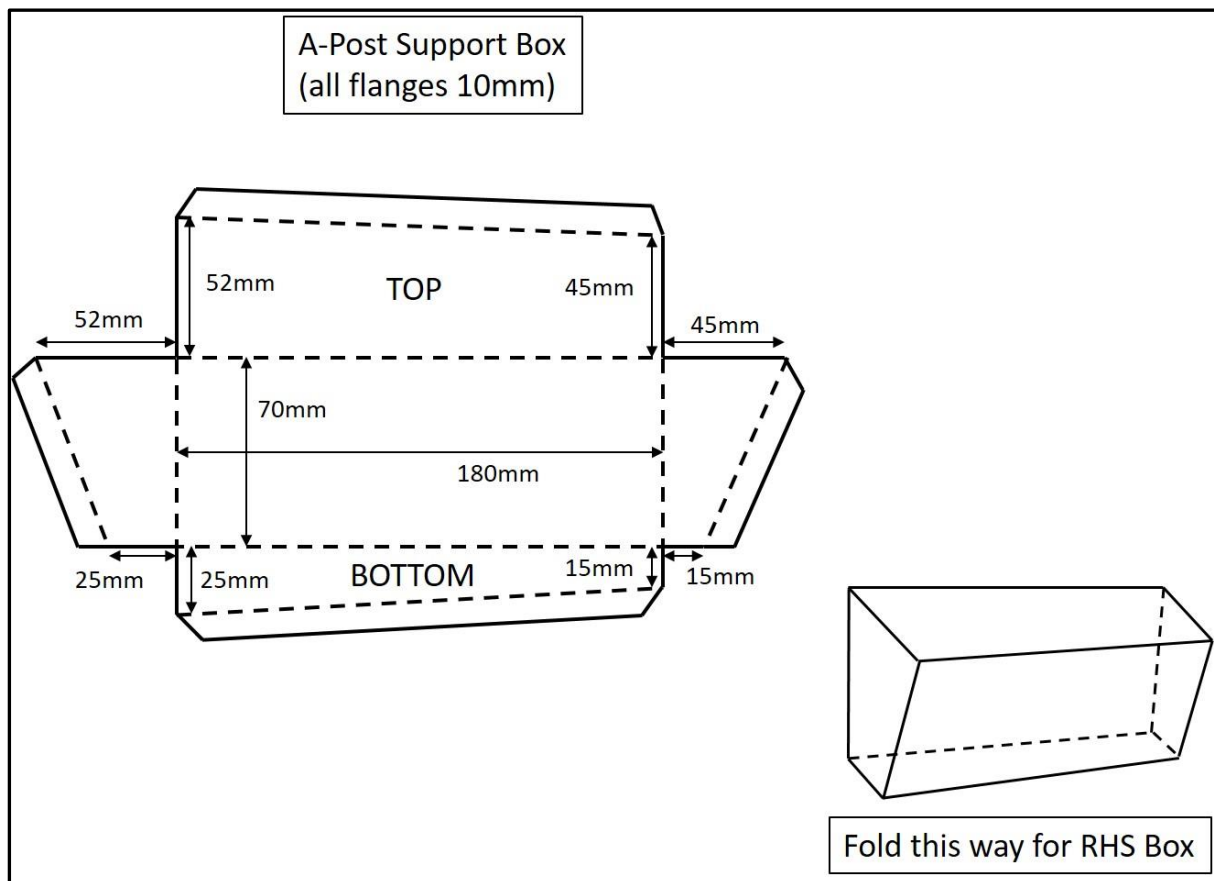
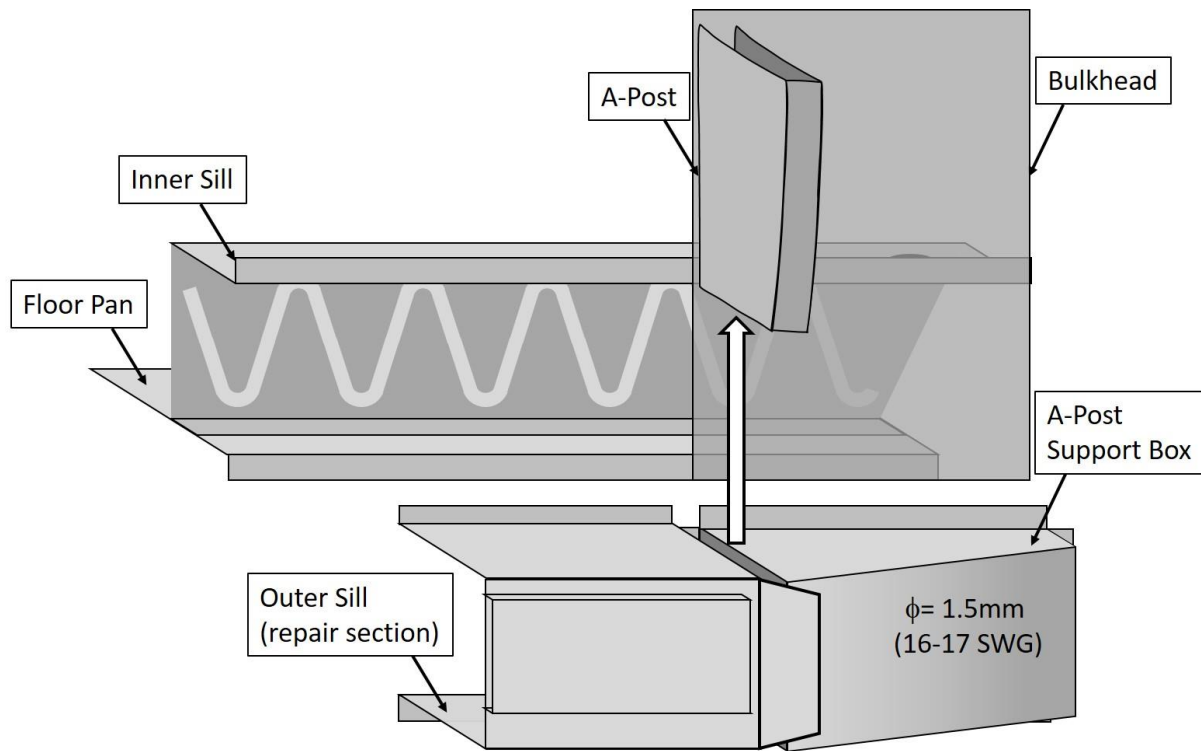
Appendix 1. Inner Sill Cutting Plan & Folding



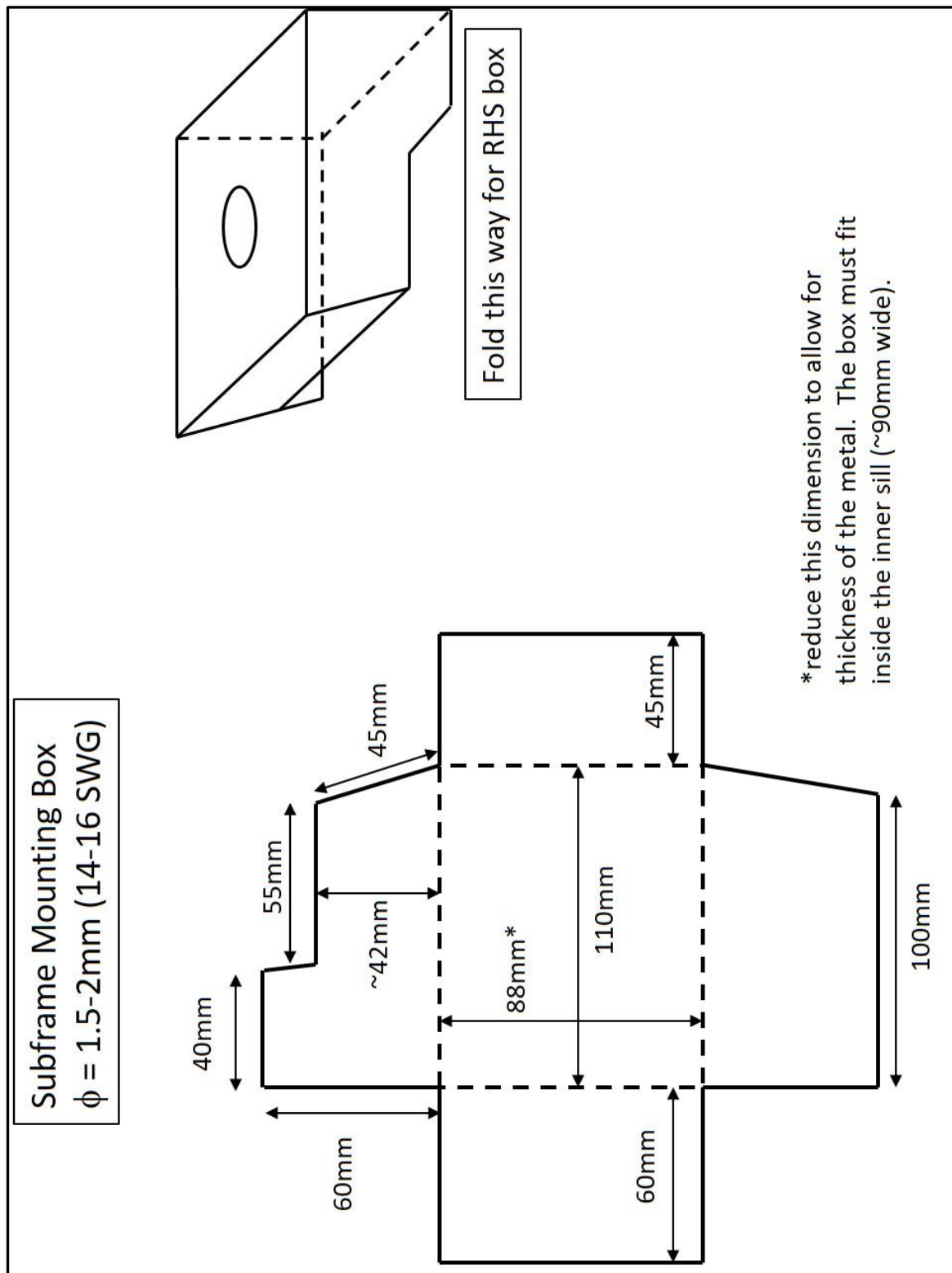
Inner Sill Pattern (front)



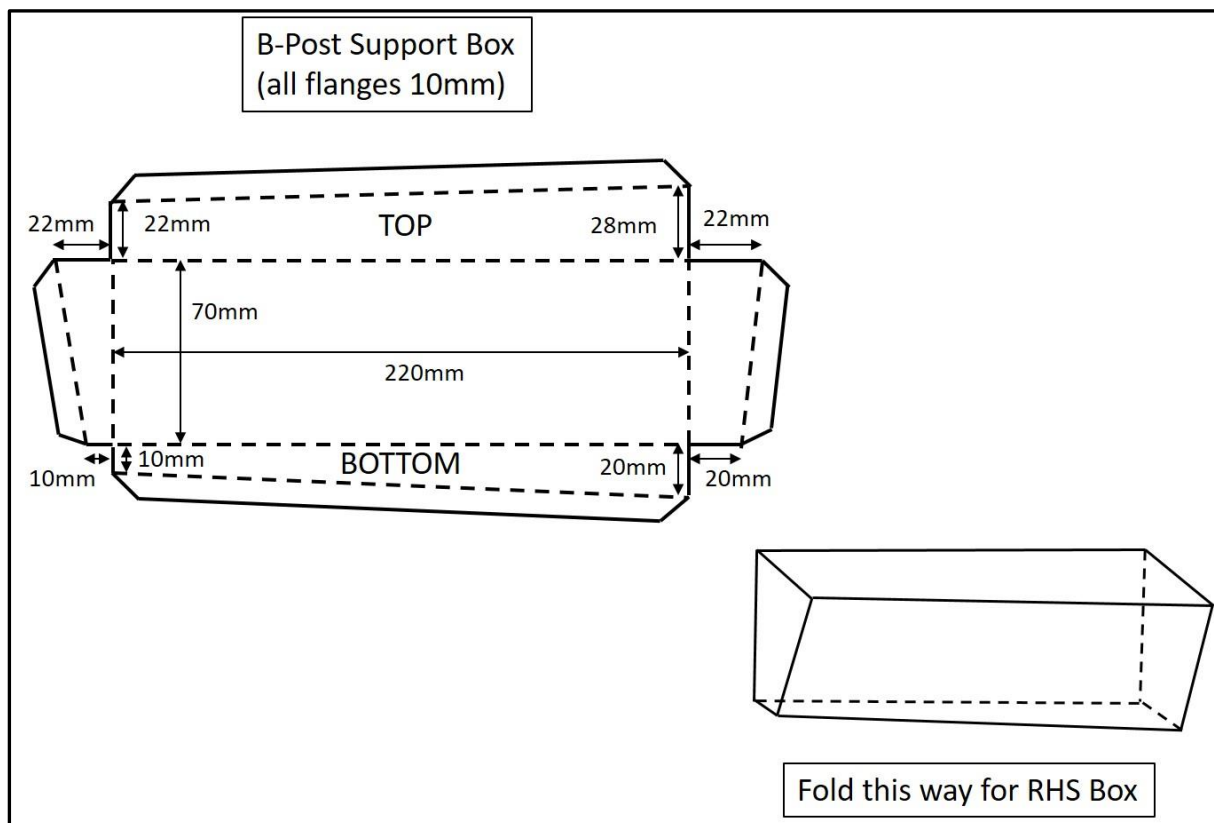
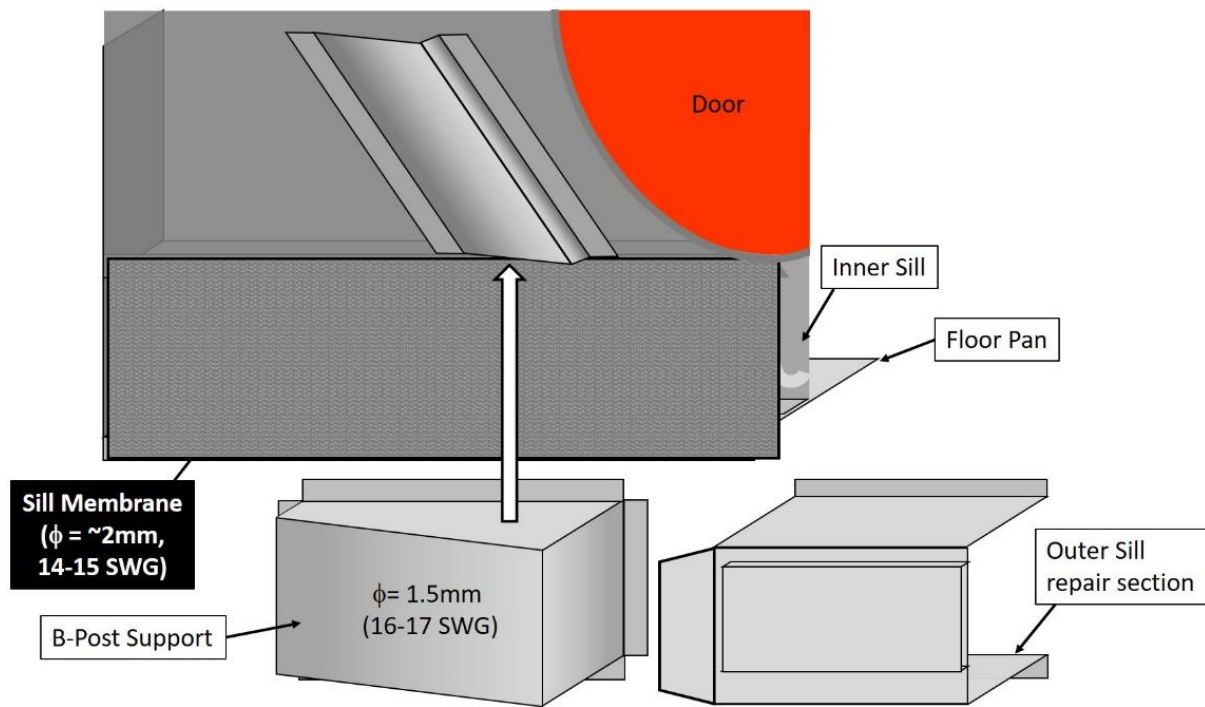
Appendix 2. Sill Repair Option (Front) – Cutting plan for A-Post Support Box



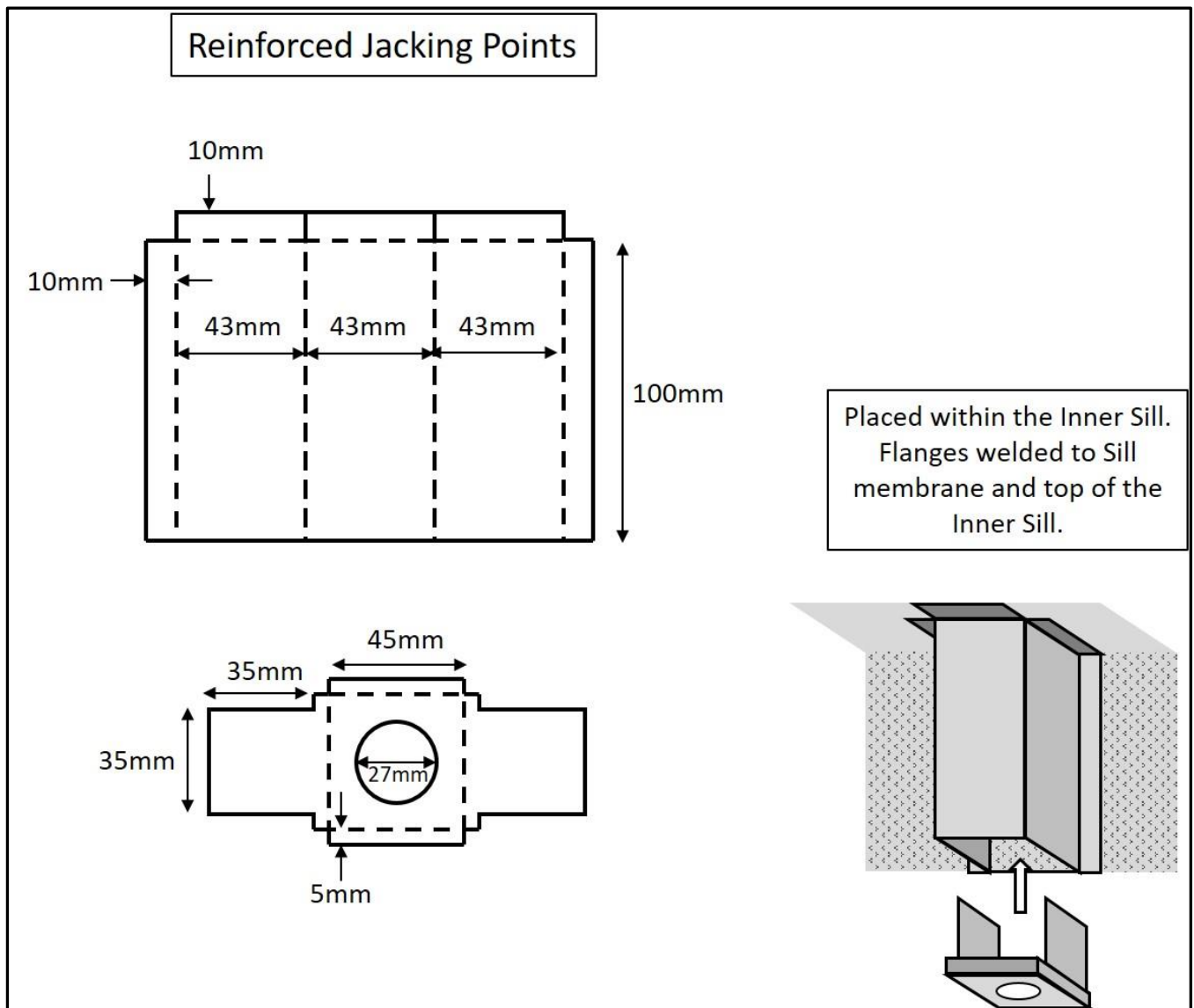
Appendix 3. Cutting Plan for a Subframe Mounting Box



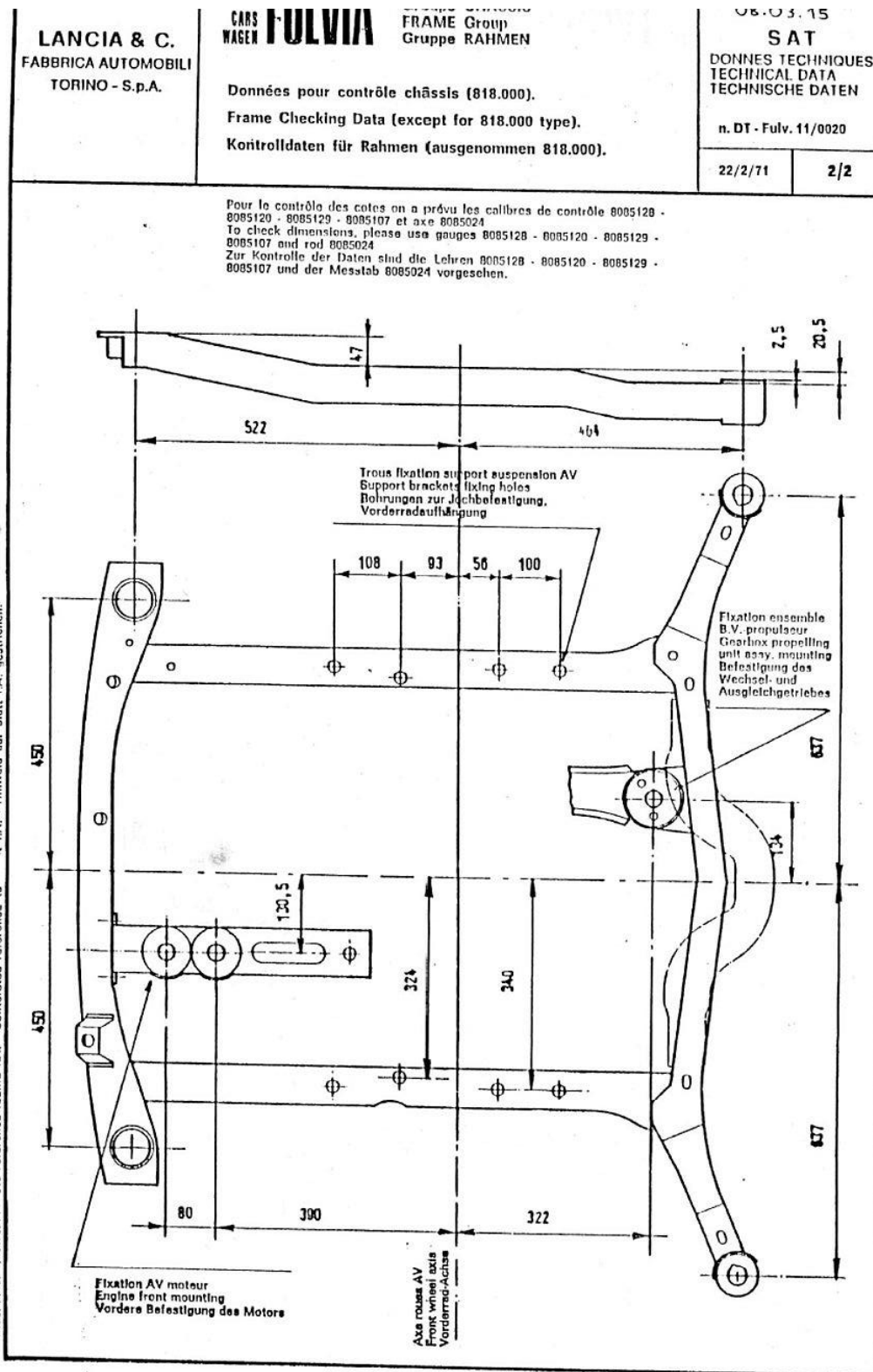
Appendix 4. Sill Repair Option (Rear) – Cutting plan for B-Post Support Box



Appendix 6. Cutting Plan for a Reinforced Jacking Point

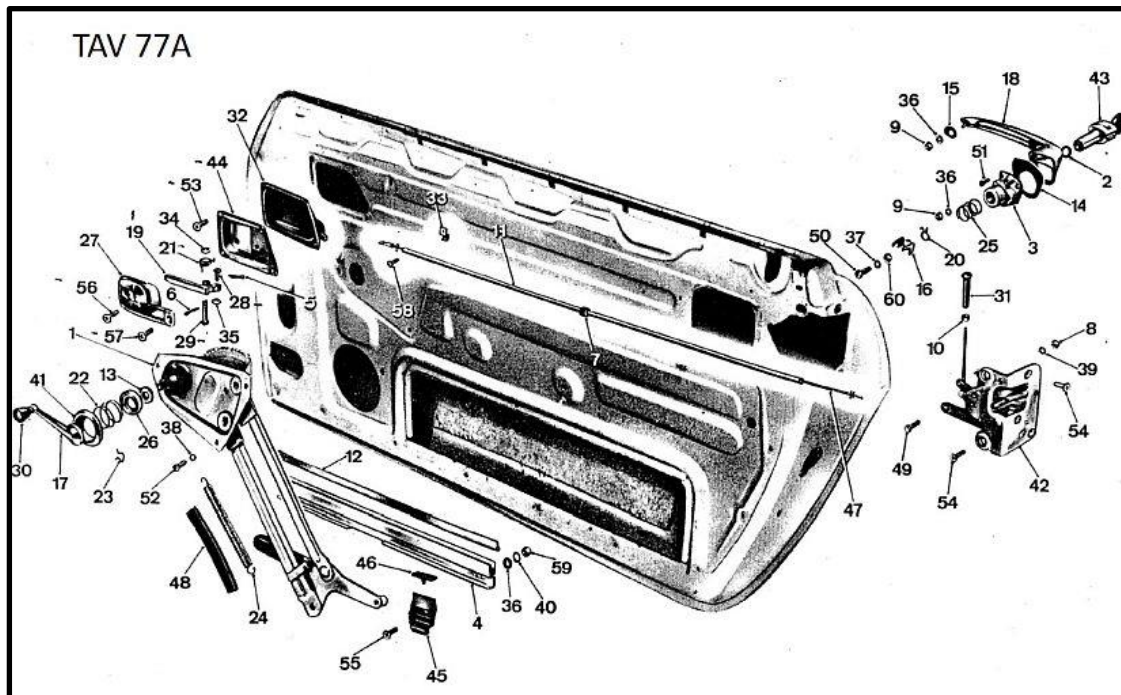
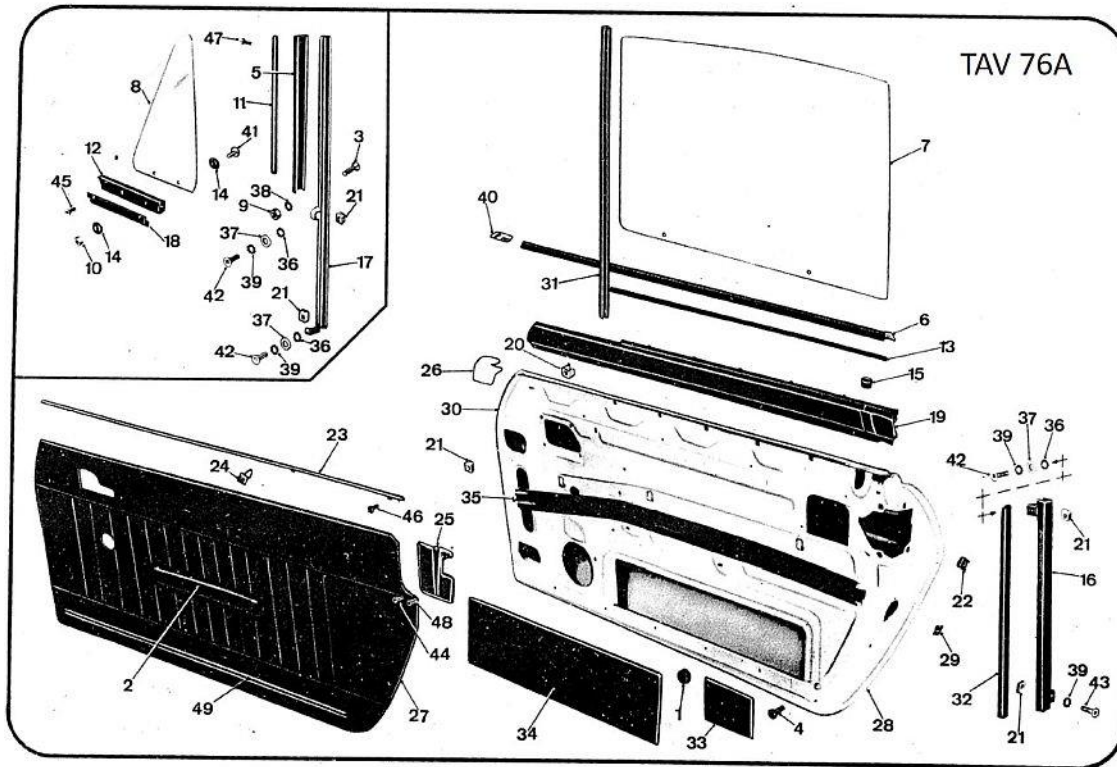


Appendix 7. Front Subframe Dimensions & Chassis Reference Points



Subframe Dimensions for All Fulvia Types,
except 818.000 (Berlina 1.1)

Appendix 8: Fulvia Coupe Door Components (from Lancia Parts Manual, 1970)



APPENDIX 9: Web Resources and Parts Suppliers (2025)

Web Resources

Lancia Motor Club Forum (UK):	https://www.lancia.myzen.co.uk/forum/
Norm Thomas ('Slow Rebuild')	https://www.lancia.myzen.co.uk/forum/index.php?topic=9873.0
Lancisti Forum (US):	https://lancisti.net/
Viva-Lancia (Netherlands):	https://viva-lancia.com/

Further Reading

Fulvia 2nd Series Owners Notes 1: Electrical Systems, 2nd Ed. Glyn Williams & Norm Thomas
<https://lancisti.net/filebase/index.php?file/190-fulvia-coupe-s2-s3-electrical-systems-owners-notes/#versions>

Parts Suppliers

Omicron Engineering (UK):	https://omicron.uk.com/
Lancia Classic – David Ashworth (UK):	https://www.lanciaclassic.com/
Ricambi International (UK):	http://ricambi.co.uk/
Tanc Barratt (UK):	https://www.deltaintegrale.com/shop/lancia-fulvia
Pièces-Fulvia (France):	https://www.pieces-fulvia.com/mag/en/home.php
Martin Willems (Netherlands):	martinwillems-webshop.eu
Old Lancia Spares/Cavalittos (Italy):	https://www.oldlanciaspares.com/index.php
Rosso Corsa Italia ((Italy):	https://ricambilanciafulvia.it/en/
Oldtimer (Slovenia):	https://oldtimer-shop.eu/car/lancia-fulvia/
Historic Racing Works (Germany):	https://shop.historicracing.de/en/c/fulvia
La Lancia (US):	https://www.lalancia.com/