

## **Intermeccanica ROADSTER**

Specifications and operating instructions.

### Start-up:

1.) ROADSTER with Solex carburetors. (Electric choke)

Turn ignition key to "run" position, fully depress throttle pedal once to set electric choke. Turn key to "start". Stab throttle pedal to lower idle speed.

2.) ROADSTER with dual Weber carburetors and cable operated fuel enrichment device

Pull cable out, turn key to "start", Lower idle by pushing cable back in. Make sure that cable is pushed in all the way once the engine is warmed up.

3.) ROADSTER with no choke.

Quick half depth stabs at throttle pedal while turning key, until engine catches. Keep running using throttle pedal. Idle will stabilize in less than one minute.

Note: **never rev motor over 2000 RPM when starting from cold.** This can cause oil pressure problems. If you pump throttle more than once at any time the engine will flood. If flooded, hold pedal to floor, crank engine over until it catches - look out for the black smoke!

### Warm-up:

Always allow the engine to warm up for at least 90 seconds before setting off.

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Gauges:

**Speedometer** is in kilometers per hour or miles per hour, as is "mileage" counter. To reset trip indicator car must be at standstill. Push in button. Make sure the button returns all the way.

**Tachometer:** maximum operating RPM before full break in at 5000 km (3000 miles) is 4500 RPM. After 5000 km (3000 miles) service 5500 RPM. Operating range for best performance in all road driving 2500 - 4700 RPM. Shift points 2500 - 3500 RPM. **Warning lights.** Center warning light is turn indicator/four way flasher. Right red warning light park brake warning. Left red warning light not used/ catalytic converter overheat.

**Combination gauge:** Top gauge **oil temperature.** No hard driving until pointer is in lower green box. Engine oil temperature is slow to climb and strongly affected by ambient temperature. In cooler weather gauge may stabilize just above lower green box. Engine temperature is too hot if needle is in upper green box for too long. Slow down and allow motor to cool gradually while driving. Never operate the engine if oil temperature is in red area.

Bottom gauge is **fuel gauge** - stays "full" for long time and falls fast. It reflects the shape of the tank, it also swings for the same reason. Tank capacity 10 US gallons (38 lt), (15 US gal., 45 lt. optional) reserve approx. 1.5 US gallons (6 lt). Do not take risks until you are familiar with gauge. Minimum octane 1600 cc 88, 2000 or 2100 cc 92- 94 recommended.

**Warning light;** left, red - **alternator.** Warning goes out after engine crosses 1500 RPM for first time. It should never come on when driving. Stop if light does come on. Check engine fan belt for

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tightness. If belt is there and tight you may continue, the problem is probably in the alternator. But if the belt is off or loose, do not drive the car. The belt supplies all cooling air to the engine.

Two center lights, red, wired together are **oil pressure** warning lights. Should go out immediately when the engine starts and must never go on when driving. If they do, pull over and check oil level.

Far right blue light is **high beam** indicator.

Switches: upper dash left to right.

**Windshield washer** - push for action.

**Headlight** switch, first stop parking lights, second main beams.

**High beam** switch on signal lever or toe-board mounted..

**Emergency** flasher - pull on.

**Ignition** switch with silver key, turn to left for accessories position, right for run/start. Never leave key in run position with engine off.

**Wiper** switch - pull, first stop low, second fast, if you can tell the difference.

Switches: lower dash left to right

**Heater** fan switch 3 speed (see heater operation). **A/C fan** switch 3 speed.

**A/C temp.** switch - used to adjust temp. of air coming from A/C unit. A/C air exits from the 4 chrome outlets on lower dash panel.

**Cigar** lighter, **radio** and power **antenna** switch.

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Hood/trunk release, choke.

**Hood**, front trunk, release under dash on far left – pull. Hood has safety catch on right side of center. (To close hood, lower down slowly, place both hands on either side of hood handle low on front of hood and give a sharp push. Never touch handle)

**Engine lid** release is on rear driver's side door post, pull. To close engine lid simply push in center below grill until click is heard.

**Choke** left or below hood release. Pull choke, push all in once motor is warmed up.

Heater operation:

The heater has three controls.

**First** is the cable that opens the heat exchangers at rear, the lever is to the right of the shifter. Up and back is maximum open, down is closed. This starts warm air flow forward.

**Second** is direction control with a push pull cable below the lower dash to the right of the steering column. Pulling the knob towards the driver gives maximum defrost, pushing the knob forward gives maximum heat.

**Third** is the 3 speed switch on the far left side of the lower dash to boost the air pressure.

Park brake/shifter:

The **park brake** is ahead and to the left of the shifter. It has simple up/down motion with a button release. To release pull up on lever, **then** push in button and lower.

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There are **two shifter** options. The **first shifter** is a custom unit with a special reverse lock out ring. The shift pattern is a simple "H" with the reverse to the left and back. To get reverse from neutral lift up on the ring, move to the left and back. To exit reverse simply push lever forward, no need to use the ring again. The **second** option is an original style **shifter**. Reverse is found by pushing down and moving lever left and back.

Seat adjustment:

**Fore and aft** adjustment is with lever under center of seat, pull to the left. Back adjustment is on either outer back corner.

Fuse box:

Is located above and behind left inner quarter panel, just above the lights/speakers behind a flap of carpet. All fuses AGC 15 amp (see diagram)

Special safety key:

A **battery cut off** key is provided for added safety against theft, and for storage. The key is a bayonet type and is behind the passenger seat. Push bar to the right and remove key - opposite to install. We recommend that you always remove this key when you park.

Door locks:

New style, **key in handle**. Both doors can be locked from either outside or inside. From outside insert large "intermeccanica" key into push button, turn ¼ turn left to lock, return to center to withdraw key. To unlock turn ¼ turn to right. From inside push down black knobs on door cap.

**Old style.** Passenger door can only be locked/unlocked from the inside. Driver's side door can only be locked/unlocked from the outside. Use brass key, turn 90 deg. to the right, remove. Handle is now locked. Opposite to unlock.

Top Operation:

**To put top down**

- 1) Unzip rear window and fold down against back carpet.
- 2) Pull down safety catch in center of top latches on header, release latches.
- 3) Fold back top making sure it collapses all the way.
- 4) Snap boot cover in place (Boot cover is pouch in front trunk).

**To put top up**

- 1.) Stand next to car just behind door, lift top up from center of header until front section is locked and standing vertically out of back seat area.
- 2.) Pivot section forward on top of windshield.
- 3.) From inside of car zip up rear window.
- 4.) From standing next to car use one hand to push front center of top into contact with top of windshield frame, with the other hand wiggle top side to side by grasping area above the side glass near the front, until top seats properly. Without releasing pressure on center, latch top catch closest to you. Then move to other side.

**NOTE. Always push top header over top of windshield frame when latching.** Do not allow catches to pull header down. The top of the windshield frame is aluminum and could be bent. Top catches are adjustable by turning threaded center hook portion of catch to increase or decrease locking tension.

### Body Care and Maintenance

Your **ROADSTER** is waxed prior to leaving the plant. Regular washing with car shampoo of all paint and chrome/aluminum surfaces will keep your car in good condition. It is recommended that you also wax your car at reasonable intervals to increase its resistance to dirt and corrosion. When waxing use a good quality natural wax and wax all paint and chrome/aluminum surfaces.

This is extremely important in salty environments, whether from sea air or road salt. The body will never corrode, but the metal trim surfaces require extra care in these conditions. If you store your **ROADSTER** make certain it is clean, dry, and waxed before you put it into storage.

### Identification number and plates

Your **ROADSTER** has three locations for identification numbers

- 1.) top of dash left (driver's) side
- 2.) stamped on front frame rail left front wheel well behind and to the inside of the left front tire. Visible by turning steering maximum left. The chassis is the lower most portion of the wheel well.
- 3.) Driver's side rear door jamb. This location has a permanently affixed plate which includes model, identification number, date of manufacture and paint manufacturer and color code.

### Jack, spare tire, tool kit and lifting your **ROADSTER**.

The standard equipment latex flat seal inflator bottle is located in the front trunk behind the gas tank. Simply follow instructions on the can. If your **ROADSTER** is equipped with a spare tire and tool

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kit you will also find these in the front trunk. The tire wrench and hub cap removal tool are in the tool kit. The jacking point is on the side rail of the frame in line with the rear of the door cut. This location will lift the entire side of the car. Be sure the park brake is on prior to jacking. Note that the spare is only "temporary", have flat tire repaired as soon as possible.

### Storage

If you intend to store your **ROADSTER** for any extended period of time, it is suggested that for the two gas tank fillings prior to storage you add a small bottle of fuel line antifreeze to the full tank, and let it run through your fuel system. This will prevent any humidity depositing itself in your fuel tank or carburetors, which could lead to oxidation problems. Fuel line antifreeze is available at most gas stations and is simply methyl hydrate alcohol.

When it is time for the car to be stored, change the oil and filter, top up fully the fuel tank and disconnect the battery, The battery should be charged regularly during the storage period. Add 3 psi of pressure to each tire and make certain the car is clean, dry and waxed. The storage environment should be dry and well ventilated. Always leave the windows open a crack to allow air to flow through the **ROADSTER**. Do not start the car during the storage time.



Once you are ready to take the **ROADSTER** out of storage, lower tire pressures, charge battery and reconnect. You will probably have to crank the motor over several times as the carburetor float bowls will be empty. Pumping the throttle pedal until the engine catches will also help to start the motor, but try to avoid flooding.

When the engine is started, allow to warm up several minutes, and check the oil level, top up if needed. When driving for the first time take care that you allow extra stopping distance, as the brake surfaces may have some rust that will clean off with use. To reseal brakes pads and shoes, make several short, hard stops. This will help clean rotors/drums, pads/shoes. The engine oil should be changed again within 600 miles (1000 km).