



CUSTOMER INSTRUCTIONS

Controls diagram of new heating and ventilation system for Countach
(modification made beginning from chassis no. ZA9CO05A0GLA12997).

SIDE it allows air arrival to the side aerators

FLOOR it allows air arrival to the floor aerators



it allows air arrival to the windscreen aerators

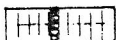
REC it closes entry of external air



air conditioner setting at work and adjustment




fan speed adjustment



heating adjustment

Use instructions:

- For a good air conditioning, generally use the 1st speed of the fan. Use 2nd and 3rd speed only for a possible quick re-establishment of temperature you wish, after a long stop of the car, then use 1st speed. Use 3rd speed only to defrost.
- To defrost and to defog operate as follows:
 - a) make sure that the outlets under the windscreen are opened, close the central air outlets and press only the  switch.
 - b) Completely activate the heater (if the obly defogging is required the obly air conditioner without heater can be used).
 - c) Predispose the fan on the 3rd speed; when defrosted use again 1st speed.
- The air flow to side aerators, to the floor and to the windscreen is obviously inversely proportional to the air flow arriving at central outlets; for example, if you wish more air from side outlets (of



course after their opening and after working of "side" control) partially close the central outlets.

- We advise to adjust once and for all, the opening of side outlets and of those under the windscreen in the "open" position and in the direction you more prefer. The air arrival to those aerators will be included or excluded simply using the relevant switches.
- Also in relatively cold seasons normally it can be easily obtained the temperature you more prefer in the passenger compartment, using, at the same time, both the heater and the air conditioner (insert the air conditioner and then adjust the inside temperature working with the heater control: maintain always the fan, preferably, at 1st speed.
- With "REC" control disactiveted we have always the entry of a certain percentage of external air. The "REC" control insertion excludes the external air entry and it may be useful for a quicker restoration of the temperature you wish.

IMPORTER INSTRUCTIONS

The new heating and ventilation system differs from previous for the following principal points:


- 1) Use of a more sized radiator cooler, integrated with the heater radiator.

This causes the following positive points:

- a) we have only one radiator including cooler and heater (in place of the previous 2 separated parts).
- b) The part of radiator relevant to the cooler is big dimensioned and allows a more efficiency of the cooler.
- c) It is possible a contemporary working of both heater and cooler, resulting either the air dehumidification before and its heating after or a best control of inside temperature.

- 2) Use of only one air-conditioner and heater fan more powerful than the previous fans, working, as explained before, either for air-condizioner or for heater.

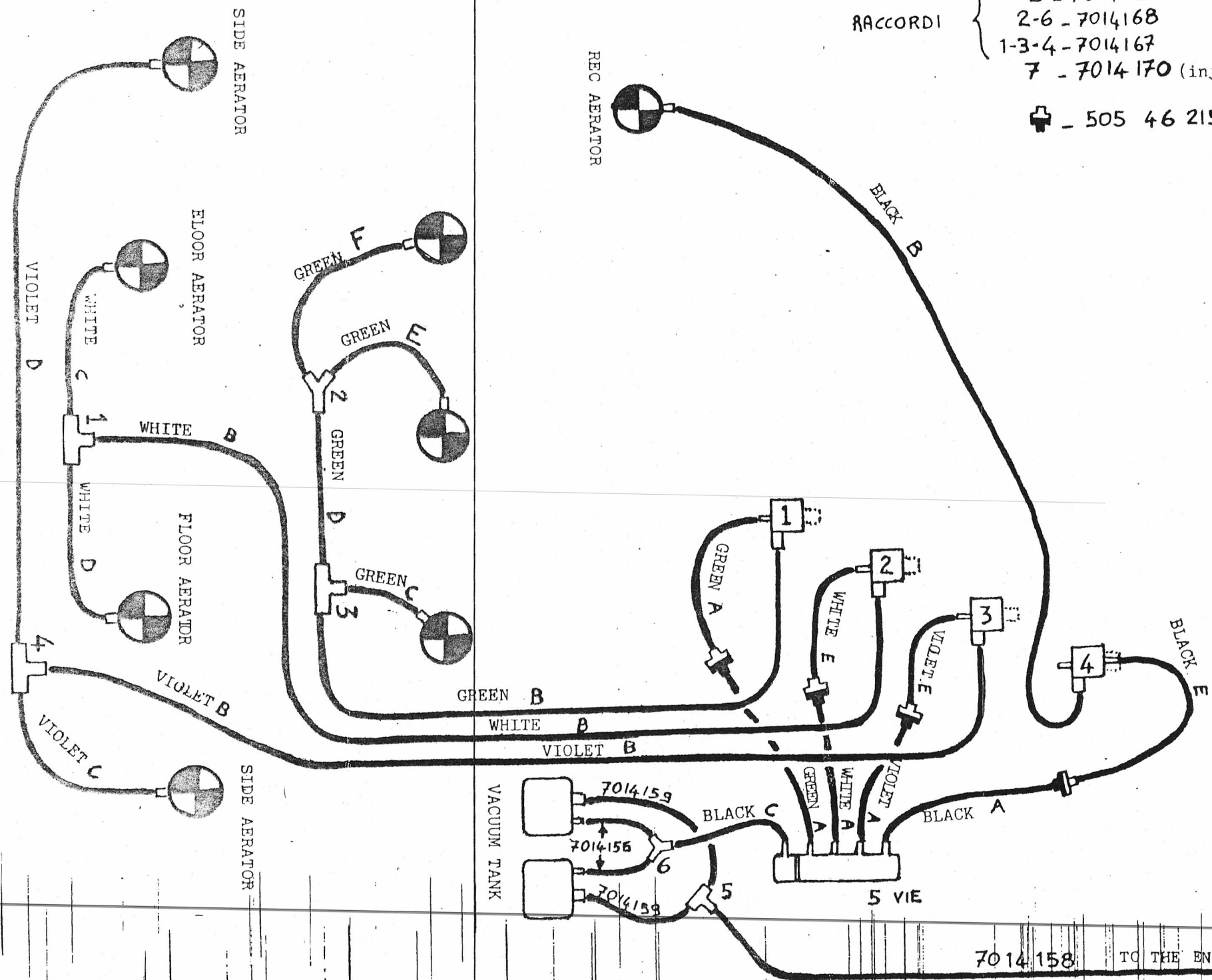
- 3) Realization of new air outlets on the dashboard.

Besides manually adjustment of the opening (it is possible to make it directly on the outlets and preferably once and for all) now exists the possibility to control the air entry through distant controls (SIDE, FLOOR, REC, ).

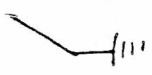
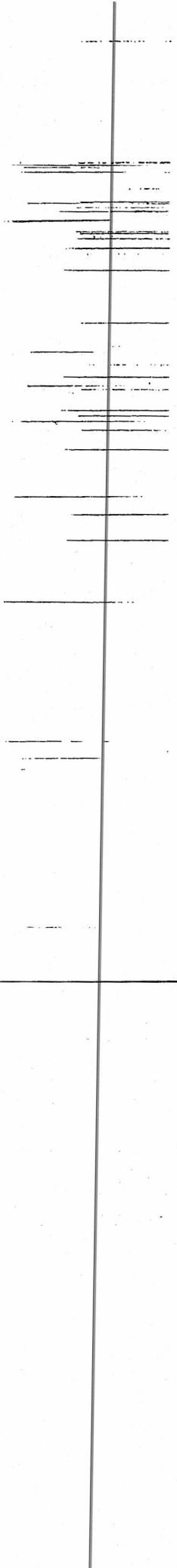
The distant control system works through the engine vacuum (therefore impossible to control with the engine out) as shown in the enclosed plan.

RACCORDI

- 5 - 7014169
- 2-6 - 7014168
- 1-3-4 - 7014167
- 7 - 7014170 (injection only)
- ✚ - 505 46 21574

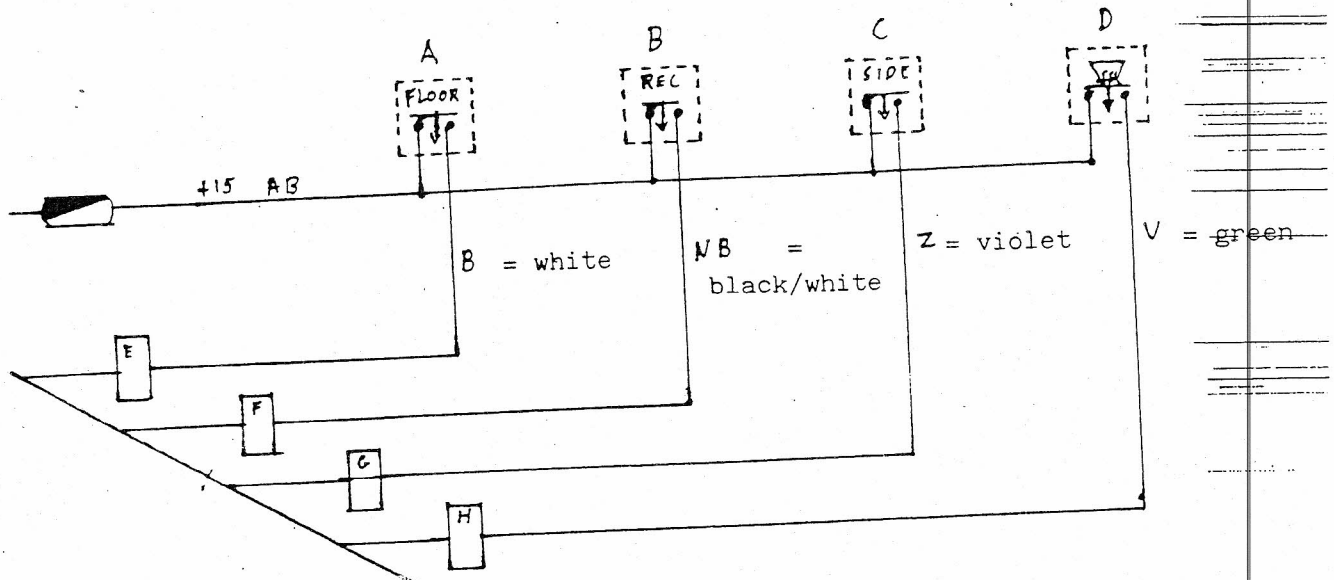


7014158 TO THE ENGINE

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- A - Floor outlets switch
B - Recirculation switch
C - Side outlets switch
D - Windscreen outlets switch
E - Electric fan of floor outlets circuit
F - Electric fan of recirculation circuit
G - Electric fan of side outlets circuit
H - Electric fan of windscreen outlets circuit
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COUNTACH

WIRING DIAGRAM OF SWITCHES IN THE AIR CONDITIONING SYSTEM



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Possible troubles to the system.

- Inverted controls (for example the "FLOOR" control operates the side outlets and viceversa)
- All or some controls don't work.

A possible reversal of electric switches on the console, during the assembly.

Interruption or loss on vacuum connection pipes.

The inspection can be easily made also with the engine out, using a normal vacuum pump. Follow the enclosed vacuum plan.