

Lamborghini *countach*



WALTER WOLF MODEL

LP 500S

**Pack
03**



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MODEL SPACE

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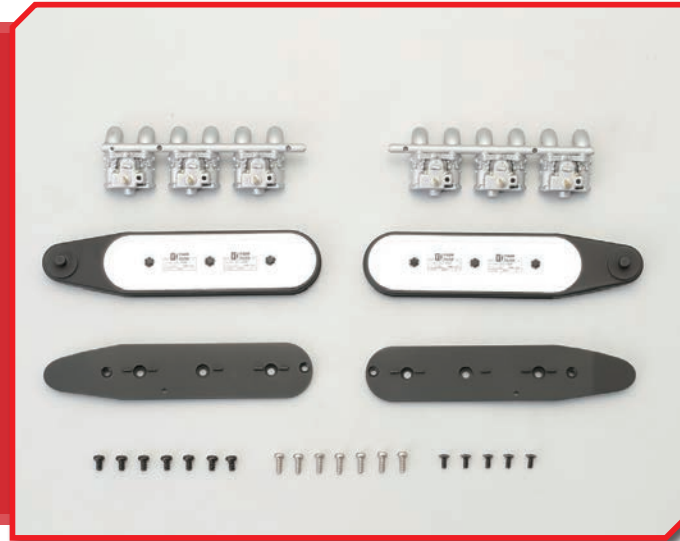


Automobili Ferruccio Lamborghini, the now-legendary maker of supercars, was created in 1963 in the small town of Sant'Agata Bolognese, in northern Italy, and named after its founder, Ferruccio Lamborghini. Born 28 April 1916, Lamborghini's star sign was Taurus, which would serve as the inspiration for the bull on the company logo.



Stage 08

Carburettors and air filters



Parts

Right carburettor
 Left carburettor
 Right air filter casing A
 Left air filter casing A
 Right air filter casing B
 Left air filter casing B
 M2.6 x 4mm self-tapping screws x 7
 (one is a spare)
 M2.3 x 6mm self-tapping screws x 7
 (one is a spare)
 M2 x 5mm countersunk self-tapping screws x 5
 (one is a spare)

Tools

Phillips screwdriver (size 1)

Materials

Cylinder head assembly (Stage 04)

Sealable plastic bag

Pen



1

Make sure these parts are aligned

Line up the right air filter casing B to the right carburettor, so that the latter's mounting posts will sit neatly inside the three indicated holes, and the pin at the end of the carburettor is lined up to the hole in the edge of the air filter casing (both circled). Note: to make sure you have the correct parts, check that there is a small number 1 on the underside of the right carburettor and the right air filter casing (inset photo).



2

With the mounting posts and holes lined up, push the carburettor into place, making sure it is sitting perpendicular to the casing. The carburettor's posts are very thin, so be careful not to force these as they may break.

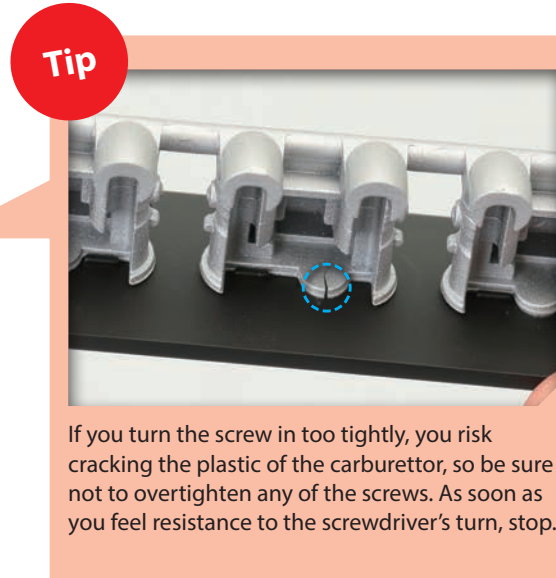


3

Holding the parts together, turn the assembly over and insert an M2.6 x 4mm self-tapping screw into the indicated hole.



Tighten the screw into the hole with a screwdriver, but stop as soon as you feel any resistance.



Repeat for the remaining two holes with two more M2.6 x 4mm self-tapping screws.



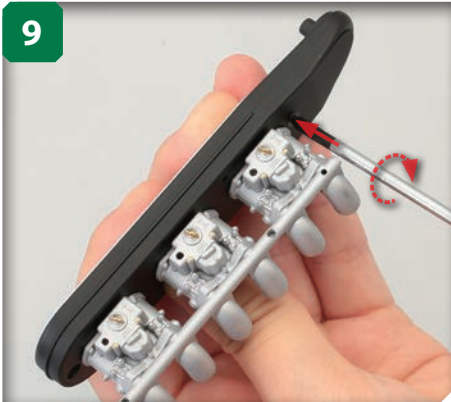
Now line up the assembly with the right air filter casing A, so that the indicated pins and holes align. Note: again, a small number 1 is moulded onto the inside of the new part.



Press the parts together so that there are no gaps around the edges.



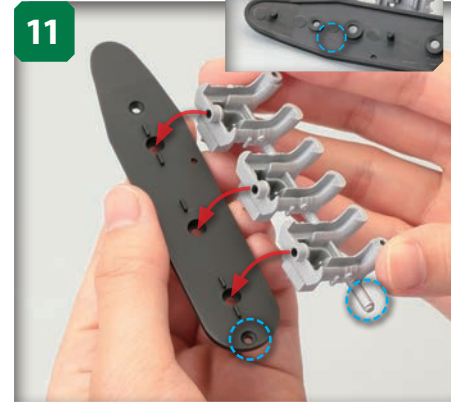
Insert an M2 x 5mm countersunk self-tapping screw into the indicated hole.



Turn the screw into the hole so that its flattened head is level with the surface of the part. Be careful not to overtighten it.



Tighten a second M2 x 5mm countersunk self-tapping screw into the hole at the other end of the assembly.



As you did for the right carburettor and air filter casing B in Step 1, line up the left carburettor and left air filter casing B. Make sure the parts circled in blue are level. Note: this time, the parts are identified by the number 2 (see inset photo).



Carefully push the parts together.



Tighten an M2.6 x 4mm self-tapping screw into each of the indicated holes. Be careful not to overtighten the screws.



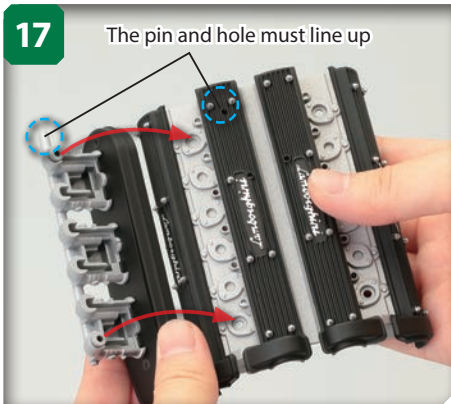
As you did in Step 6, line up the assembly to the left air filter casing A. Note: this part will also have the number 2 stamped on it (see inset photo).



Press the parts together firmly so that they fit snugly.



Insert and tighten an M2 x 5mm countersunk self-tapping screw into the indicated hole, and another one into the hole at the other end of the piece, as you did in Steps 7-10.



17 The pin and hole must line up

Take the cylinder head assembly from Stage 04 and line up the left carburettor and air filter casing with its left-hand side, as shown. Use the red arrows and blue circles in the photo above to make sure you have the orientation correct.



18

Press the mounting posts on either end of the left carburettor into the corresponding holes in the cylinder head (see red arrows in Step 17), and press the parts together.



19

Holding the parts in place, turn the assembly over and insert an M2.3 x 6mm self-tapping screw into the indicated hole.



20

Tighten this with a screwdriver, again being careful not to overtighten it.



21

Repeat for the hole at the opposite end of the cylinder head's underside.



22

Repeat Steps 17-18 to attach the right carburettor and air filter casing to the opposite side of the cylinder head.



23

Now repeat Steps 19-21 to fasten the parts together using two more M2.3 x 6mm self-tapping screws.

STAGE COMPLETE



This stage is now complete, and your LP 500S's engine has been equipped with its left and right carburetors and air filter casings. Store any unused parts in a sealable plastic bag with the stage number clearly marked on it in pen for ease of reference.

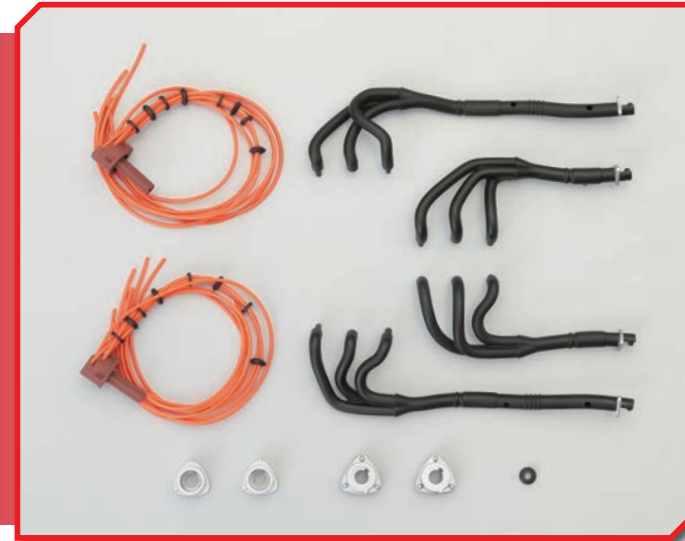
The role of the carburetors is to mix air with fuel and deliver the mixture into each of the engine's cylinders. Like many of the high-performance sportscars of its day, the Lamborghini Countach LP 500S used the renowned Weber twin-choke carburetors, the tops of which can be seen through the open engine cover in the photo. These carburetors have been faithfully recreated in fine detail for your model.





Stage 09

Distributors



Parts

High-tension leads x 2
Exhaust pipe R1
Exhaust pipe R2
Exhaust pipe L2
Exhaust pipe L1
Distributor parts A x 2
Distributor parts B x 2
Lead retainer

Tools

Phillips screwdriver (size 1)

Materials

Oil casing assembly (Stage 07)
M2.3 x 6mm self-tapping screws x 2 (Stage 08)
Sealable plastic bag
Pen

1

Distributor part A



Distributor part B

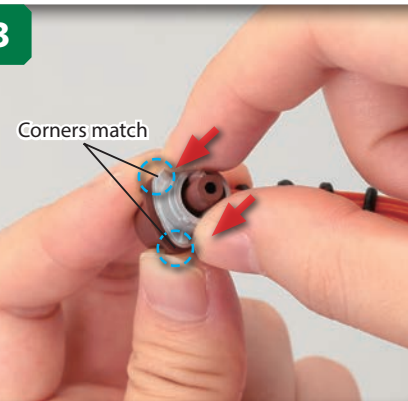
Lay a distributor part A and a part B on your work surface next to one another to compare them. Note the locations of the notches, indicated here by the blue circles.

2



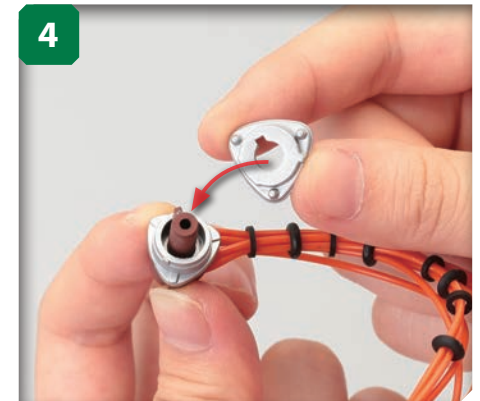
Take one set of the high-tension leads and line up its end block with the distributor part A. Make sure that the ridge on the end block will fit into the notch identified in Step 1.

3



Press the distributor part A onto the end block, making sure that the corners of both parts line up.

4



Holding the parts in place, line up the distributor part B, again with the notch identified in Step 1 aligned with the end block's ridge.



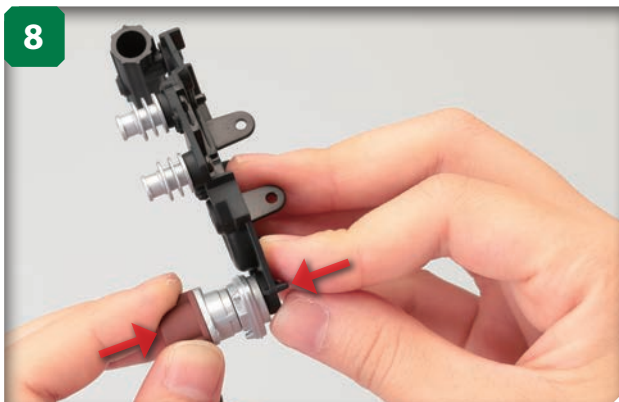
Press distributor part B into place.



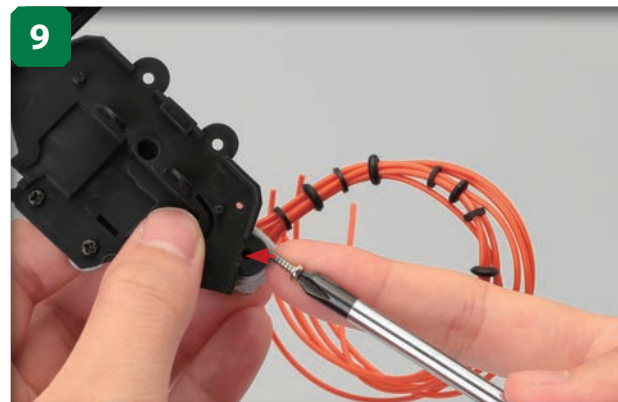
Your assembly should now look like this. Make sure that the three corners of the distributor part B (red circles) are offset from those of the distributor part A (blue circle). Repeat Steps 2-6 to prepare the second set of high-tension leads.



Take the oil casing assembly (Stage 07) and line up the first set of high-tension leads and distributor to the indicated hole. Align the ridge on the lead end block with the corresponding notch in the hole.



With the parts aligned as shown in the previous step, press them together.



Holding the parts together, turn the assembly over and insert one of the M2.3 x 6mm screws saved from Stage 08 into the indicated hole.



Tighten with a screwdriver just enough to prevent the parts from moving.



As you did in Step 7, line up the second lead and distributor set.



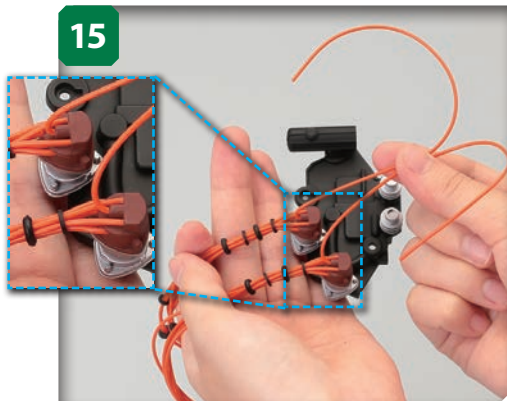
Press the parts together.



Turn the assembly around and insert the second M2.3 x 6mm self-tapping screw saved from Step 08.



Tighten with the screwdriver so that the parts are secure.



Look closely at the two sets of leads – you will see that in each there is one lead that is not tied into the main bundle (see inset photo). Hold these two together, as they will be joined by the lead retainer.



Slide the lead retainer over the ends of the two free leads. On the real car, these leads deliver the high tension (high voltage) current generated by the ignition coils to the distributors.



Slide the retainer down so that it sits roughly halfway along the leads.

STAGE COMPLETE



This stage is now complete, and the two distributors, along with their high-tension leads, have been mounted on the oil casing. Store all the parts away safely until next time, and make sure any unused parts are kept in a sealed plastic bag marked clearly with the stage number for reference.



A close-up view of the two distributors on a Countach. The two leads coming in from the left of the picture are the HT leads from the ignition coils, and each distributor serves one bank of cylinders, supplying high voltage to each spark plug in turn in the correct sequence.



Two of the Countach LP 500S's four chromium-plated wide-bore exhaust tailpipes. The V12 engine has two three-pipe exhaust manifolds on each bank of six cylinders, giving it a total of four manifolds. These manifolds feed into separate silencers, which are paired at each side of the engine.

Stage 10

Silencers



Parts

Silencer A1
Silencer A2
Silencer B1
Silencer B2
Silencer part A3
Silencer part B3
Tailpipes x 4
Silencer brackets C x 2
Decals (for silencers)

Tools

Phillips screwdriver (size 1)
Tweezers (Stage 03)

Materials

Bolts B x 2 (Stage 03)
A/C compressor bracket assembly (Stage 06)
A/C compressor assembly (Stage 07)
Cylinder head (Stage 08)
Oil casing assembly (Stage 09)
Throttle crank base (Stage 07)

M2.3 x 5mm self-tapping washer screw (Stage 07)
M2.3 x 4mm self-tapping screw (Stage 07)
M2.3 x 5mm self-tapping screws x 2 (Stage 07)
Belts B x 2 (Stage 07)

Sealable plastic bag
Wooden pencil



Line up the A/C compressor assembly (Stage 07) to the underside of the A/C compressor bracket assembly (Stage 06), as shown. With the arrowed pins and holes aligned, press the parts together.



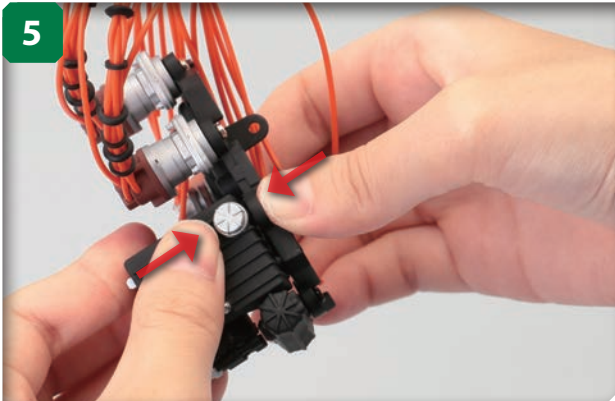
Holding the parts together, turn the assembly around and insert an M2.3 x 5mm self-tapping washer screw (Stage 07) into the indicated hole, then tighten with a screwdriver. Do not overtighten.



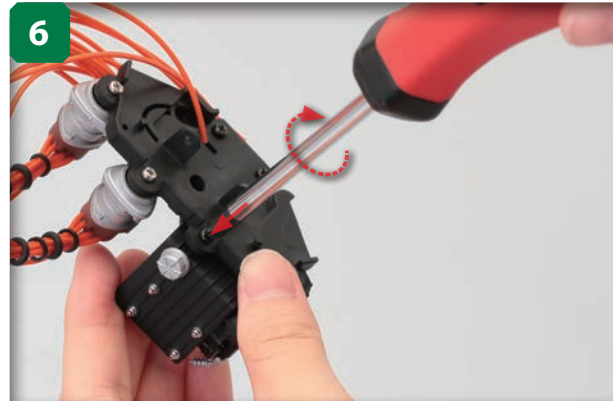
Fit both belts B (Stage 07) around the A/C compressor's silver pulley, one in each groove. Make sure the belts' ribbed sides are facing inwards.



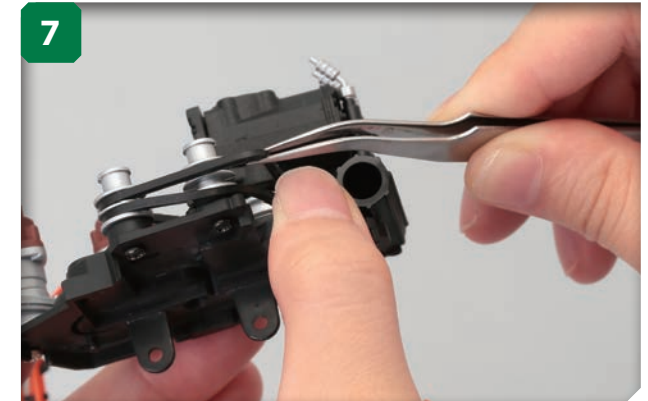
Holding the belts in place, line up the mounting post on the side of the A/C compressor assembly to the corresponding hole in the oil casing assembly (Stage 09), as shown by the red arrow.



When the parts are properly aligned, press them together.



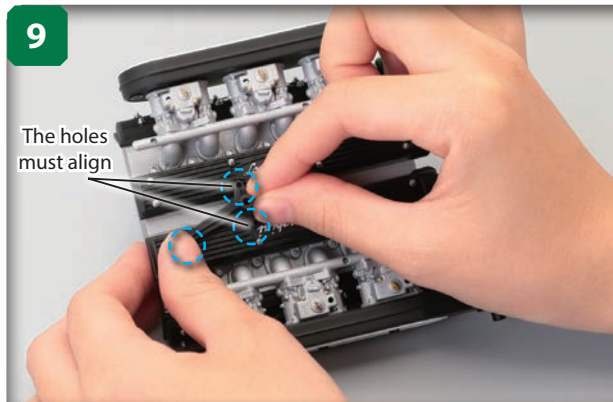
Hold the parts in place, then insert and tighten an M2.3 x 4mm self-tapping screw (Stage 07) into the indicated hole. Make sure you do not overtighten the screw.



Use tweezers to carefully pull both belts B over and around the oil casing's two silver pulleys, so that they fit neatly in grooves, as shown.



Lay the cylinder head (Stage 08) out on your work surface as shown, then line up the throttle crank base (from Stage 07) so that the holes in it will be able to fit over the arrowed holes in the camshaft covers.



Place the throttle crank base on top of the cylinder head, spanning the two black covers. Make sure that the holes indicated in the previous step are aligned (blue circles).



Take the two bolts B, saved from Stage 03, and use the tweezers to push these through the holes in the throttle crank base and into those in either central camshaft cover, as indicated by the red arrows.



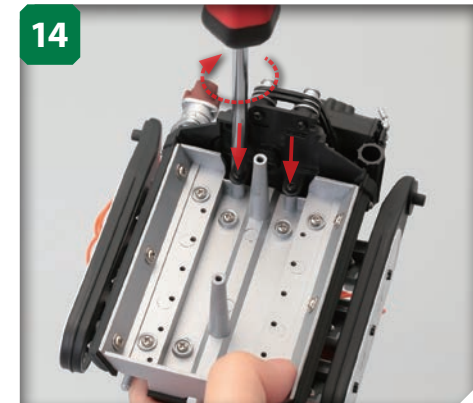
Push the bolts into place using the unsharpened end of a wooden pencil, or a similar wooden object, to secure the throttle crank base. Do not use a metal tool or other hard item for this, because you might scratch the parts.



Hold the cylinder head assembly upside down, as shown, then bring the oil casing to meet it, so that the arrowed pins come into contact with the mounting posts. If the pins do not line up properly with the posts, it may help to loosen some of the circled screws a little to allow a bit of movement in the camshaft covers.



Fit the parts together so that the circled holes on the oil casing come to rest above the indicated posts on the cylinder head. If you loosened the screws in the previous step, tighten them again now.



Insert the two M2.3 x 5mm self-tapping screws, saved from Stage 07, into the indicated holes and tighten them with the screwdriver. Again, make sure you do not overtighten the screws because this can damage the parts.



Identify the different silencer parts by laying them out on your work surface as shown above. Silencer A1 is marked with a number 1, silencer A2 with a 2, silencer B1 with a 3, and silencer B2 with a 4. Silencer part A3 has a 1 and a 2 on it, and silencer part B3 has a 3 and a 4.



Join silencers A1 and A2 together, with the pin on A1 fitted into the indicated hole on A2.



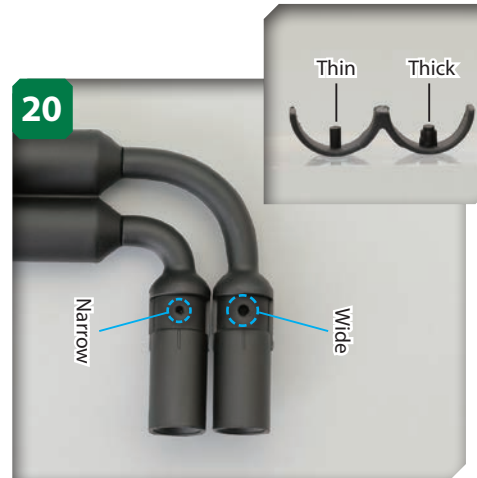
Press the silencers together, making sure they sit parallel to one another once joined.



Line up silencer part A3 as shown.



Press silencer part A3 onto the assembly, so that the two fit snugly together.



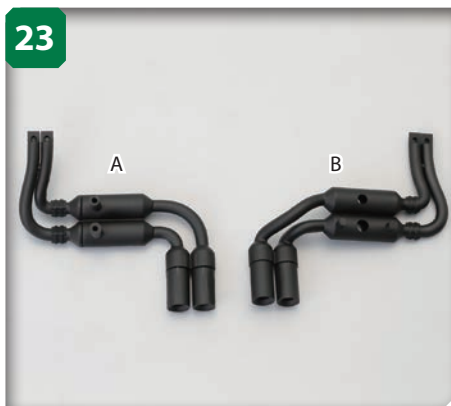
Take a closer look at one of the silencer brackets C (inset photo). The two pins on its inner surfaces are different sizes, to match the correspondingly different holes on the silencers A1 and A2.



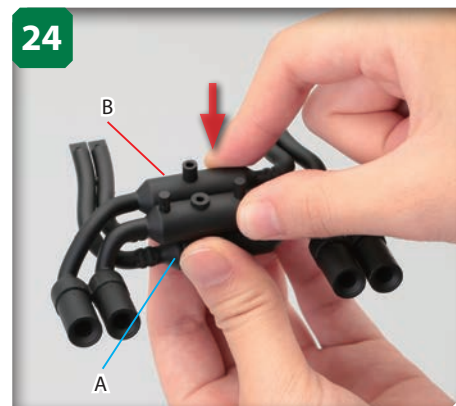
Line up the silencer bracket C to the silencer A assembly, as shown.



Push the bracket into place so that the pins and holes identified in Step 20 fit together. When you have done this, repeat Steps 16-21 to join silencers B1 and B2 and the other silencer bracket C.



Your two silencer assemblies should look like those in the above photo.



Join the two assemblies together, as shown, so that the two mounting posts and holes on the surfaces of each one fit together.

STAGE COMPLETE



This stage is now complete, and your LP 500S's silencers have been assembled, and the cylinder head has its oil casing attached. As ever, store all your used and unused parts away safely in marked plastic bags until they are needed.

Storing the decals



The decals supplied with this stage are particularly susceptible to moisture and humidity, so should be stored in their own sealed plastic bag.

Automobili Lamborghini hails from what might be called the home of the supercar, the company's factory being situated within about 30km of those of both Ferrari and Maserati. Naturally, the competition between them has always been fierce – indeed, legend has it that tractor maker Ferruccio Lamborghini, the company's founder, started building his own supercars after he found that the Ferrari he owned in the early 1960s failed to meet his high standards.



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