

Lamborghini *Countach*



WALTER WOLF MODEL

LP 500S

Pack
06



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The characteristic low and wide bodywork of the Lamborghini Countach is carried by a complex steel-tube spaceframe chassis, the principal elements of which are the longitudinal stills beneath each door, the extra-strength side structures over the rear wheel arches, which support the engine, and the box to which the front suspension is attached.

Stage 18

Assembling the engine block (2)

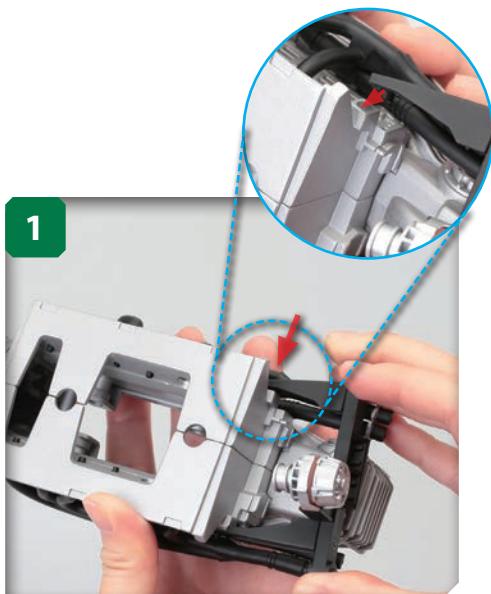


Parts

Centre console
Centre console panel
Footguard
Heating vents x 4
Interior light

Tools

Phillips screwdriver (size 1)
Tweezers



1



2



3



4

Take the alternator and engine block assembly and fit the two together as shown in the photo. There are small pins on the insides of the alternator bracket arms (inset) that slot into two mounting holes. Insert the right-hand one first.

Now gently pull the left arm over and fit that in the same way.

Now press the straight length of the alternator bracket onto the indicated section of the engine block.

Insert an M2.3 x 5mm self-tapping screw into the indicated hole.

Materials

Belt A (Stage 7)
Engine block assembly (Stage 17)
Cylinder head assembly (Stage 16)
Transmission oil pan (Stage 15)
Oil pan (Stage 15)

Alternator (Stage 16)
Oil pan parts x 2 (Stage 17)
M2.3 x 6mm screws x 2 (Stage 15)
M2.3 x 5mm self-tapping washer screw (Stage 16)



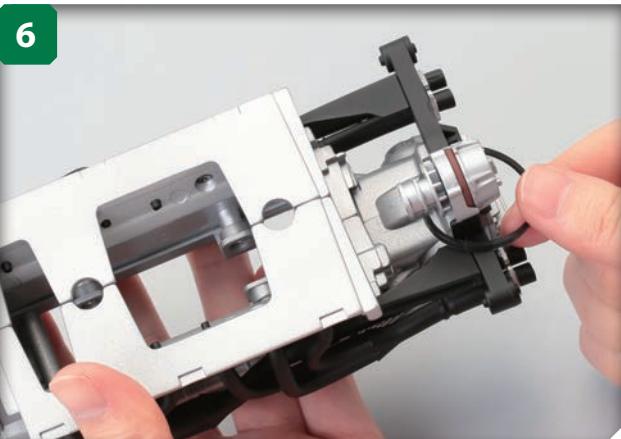
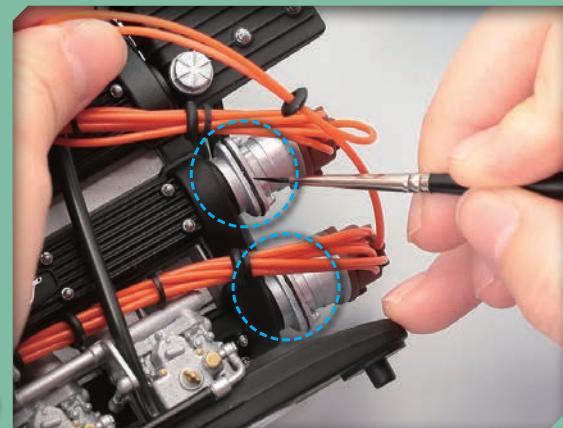
5
Tighten the screw just enough to prevent the alternator from moving.

Painting the cylinder head details

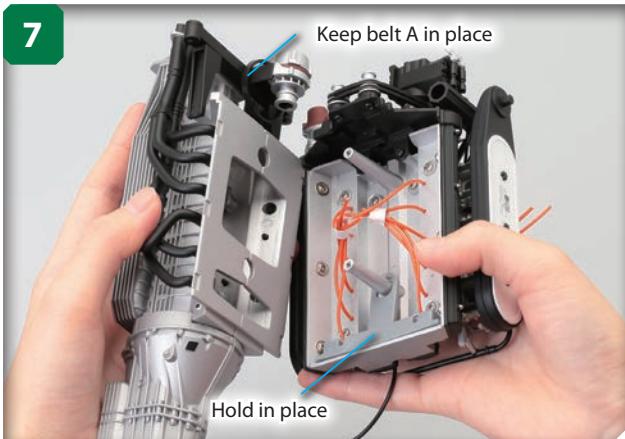
For added realism, you may want to paint the gaskets of each cylinder head's distributor to represent the appearance of the real car.



To do this, you will need a matt black hobby paint and a very fine brush. Dip the brush into the paint to hold a small amount on the tip, then, very carefully, paint the thin space between the distributors' bolted panels, as shown in the blue-circled areas, right. Note: because only the top of the engine and the cylinder heads will be visible on completion, you need only paint the upper sections.



6
Place the belt A from Stage 7 over the alternator fan.



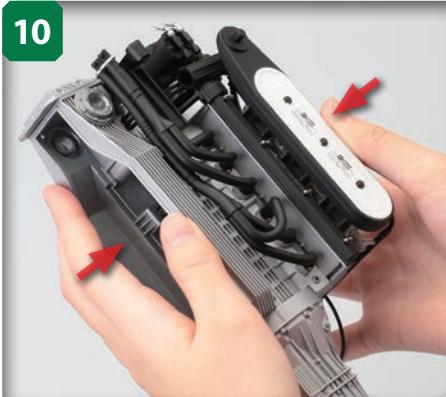
7
Line up the underside of the cylinder head assembly with the open top of the engine block. Make sure the belt A and the cylinder head spacer do not fall out of position.



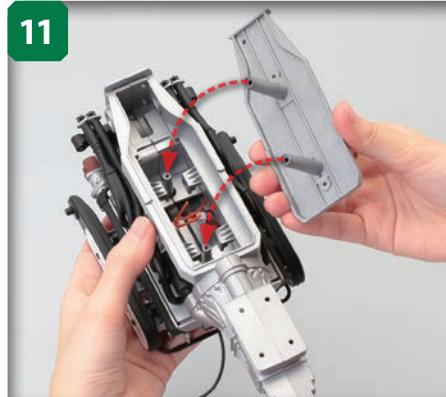
8
Join the two assemblies so that the two mounting posts on the underside of the cylinder head fit into the corresponding holes in the engine block, and the alternator fan fits into the gap beside the distributors (blue arrows).



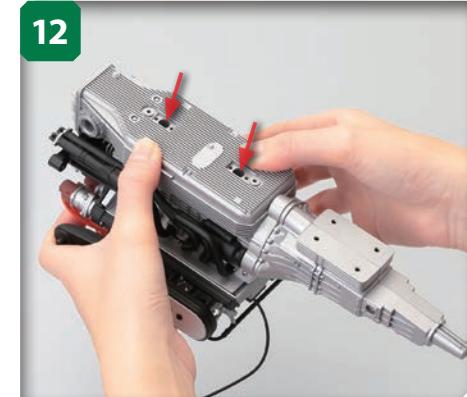
Carefully engage the head and the block.



Press them firmly together.



Holding the parts in place, turn the assembly over. Now line up the two mounting posts on the oil pan with those of the cylinder head (arrowed).



Press the oil pan into place, making sure that there are no gaps between the edges of each part, and the posts fit perfectly together inside the assembly.



Place an M2.3 x 6mm screw on the tip of the screwdriver, then carefully insert the screw into the hollow centre of the indicated mounting post.



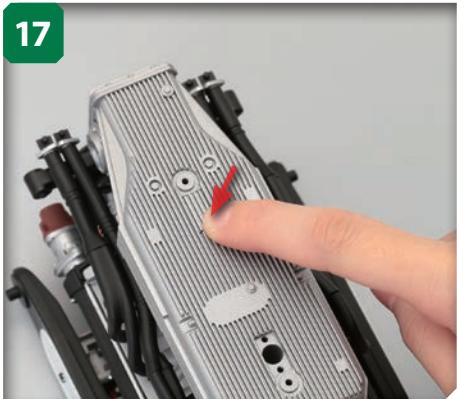
When you feel the tip of the screw engage with the threaded hole of the cylinder head post, tighten it with the screwdriver. Make sure you use a screwdriver that is thin enough to go into the hole.



Repeat for the other hole. Do not overtighten the screw.



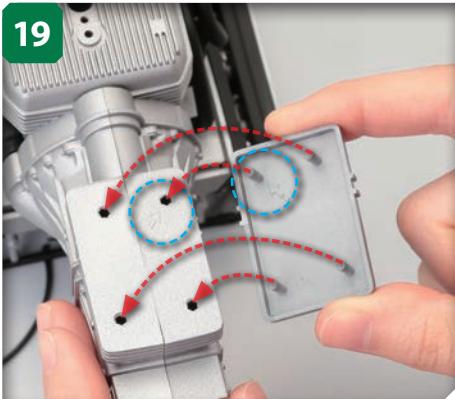
Fit one of the oil pan parts over the first hole, as shown. It doesn't matter which way round the part goes.



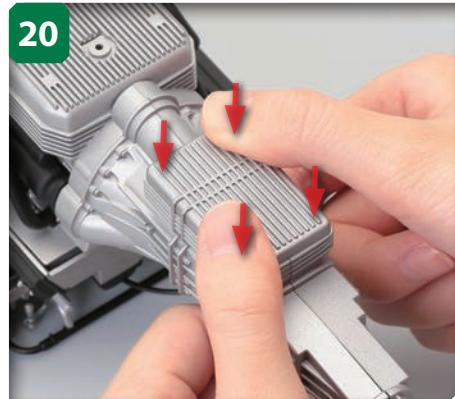
Push the part fully into place so that it fits snugly into the hole.



Repeat for the second oil pan part and the second hole.



Next, fit the transmission oil pan onto the transmission casing at the end of the engine block, as shown. The blue-circled pin goes into the blue-circled hole.

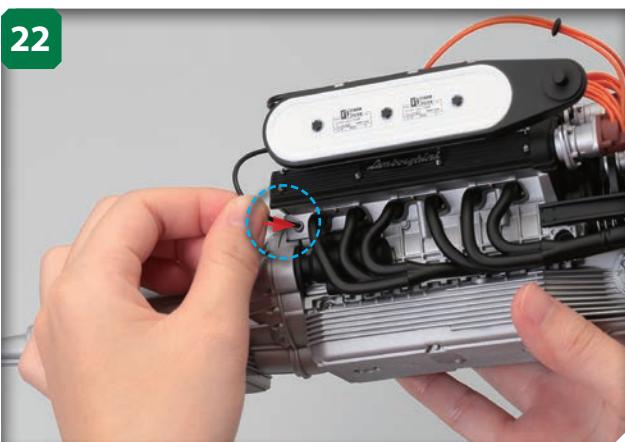


Press the transmission oil pan into place.

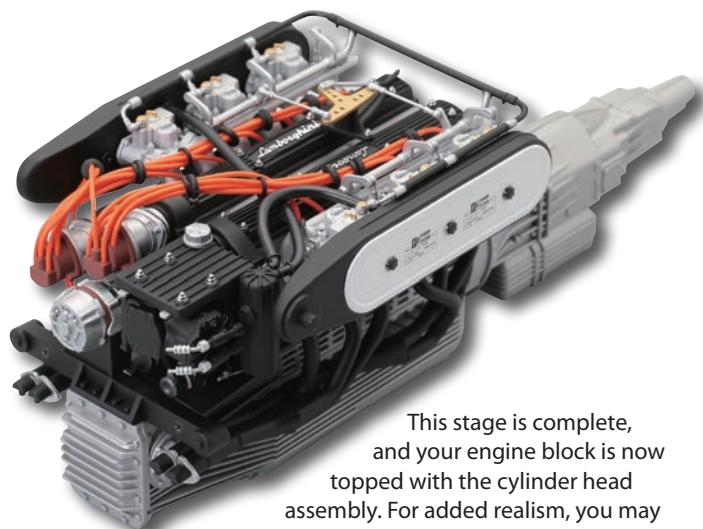
STAGE COMPLETE



Use tweezers to reach into the space next to the alternator fan and pull the belt A across and around the two smaller pulleys B, so that it sits in the grooves of both.



Feed the throttle wire around to the side of the engine block and fit it into the indicated hole. This will prevent the wire getting caught or damaged as you continue the assembly.



This stage is complete, and your engine block is now topped with the cylinder head assembly. For added realism, you may like to apply a little paint to the distributors – see the box on the page 100.

The adjustable V-shaped rear wing (or spoiler) of the LP 500S was one of Walter Wolf's customisations. The wing had been an optional extra on Lamborghini's earlier LP 400 models.





Renowned car styling house Bertone had played a key role in the success of Lamborghini's earlier foray into the world of sports cars, the Miura, and the partnership was never in question for the Countach. Marcello Gandini was chief stylist for both models, and later, after setting up his own company, he continued to work closely with Lamborghini and styled the Countach's successor, the Diablo.

Stage 19

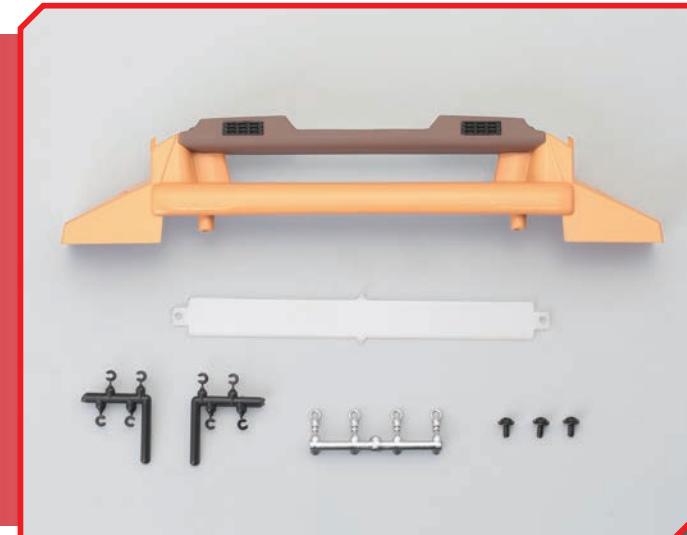
The centre console and rear window



Begin by removing four C clips from the plastic sprue. Whether you use side cutters or a cutter and mat, make sure you hold on to the clips to prevent them springing off when they are separated.



Now remove the four seat belt hoops in the same way.



Parts

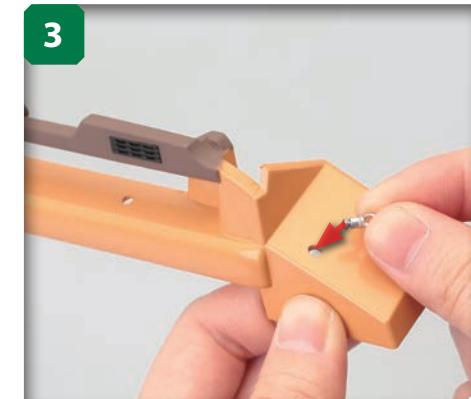
Rear window panel
Rear window pane
C clips x 8 (four are spares)
Seat belt hoops x 4
M2.3 x 5mm self-tapping washer screws x 3 (one is a spare)

Tools

Phillips screwdriver (size 1)
Tweezers
Side cutters
Cutter and cutting mat

Materials

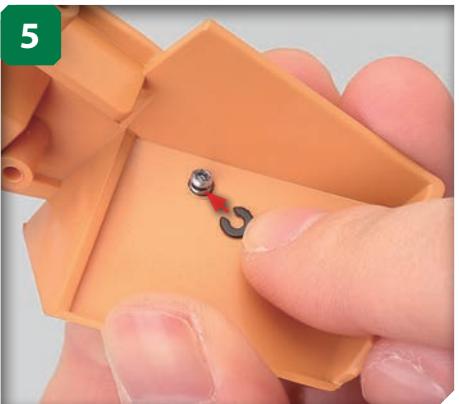
Centre console (Stage 18)
Centre console panel (Stage 18)
Footguard (Stage 18)
Heating vents x 4 (Stage 18)
Interior light (Stage 18)
Lens cleaner or soft cloth



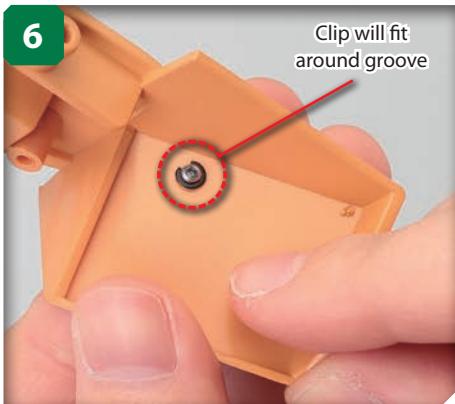
Fit the first seat belt hoop into the indicated hole on the side of the rear window panel.



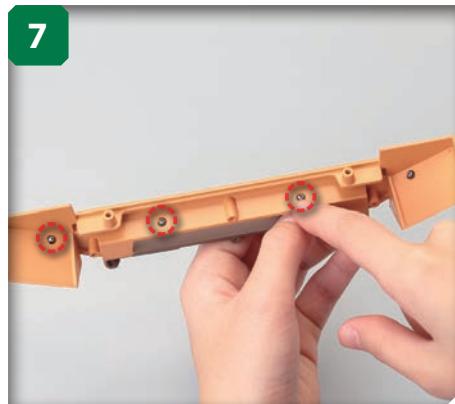
Push the hoop into the hole, keeping it perfectly straight, until only the hooped section itself is showing.



5 Hold the hoop in place, then, from the underside of the panel, secure it using a C clip. Be careful not to let the clip fly away as you push it into the groove of the hoop.



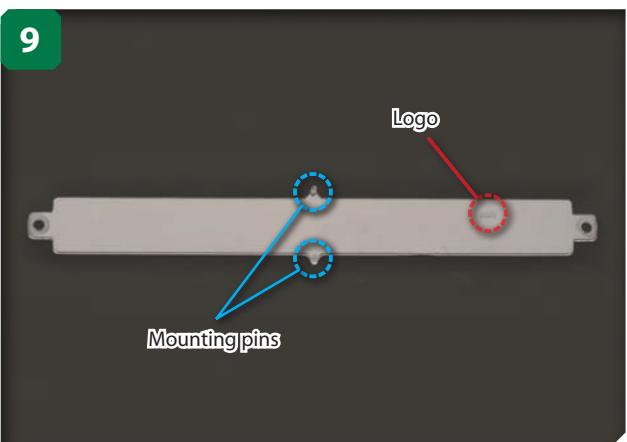
6 Your assembly should look like this, with the C clip slipping neatly around the groove in the hoop.



7 Fit the remaining three seat belt hoops, each secured from below by C clips, along the length of the rear window panel.



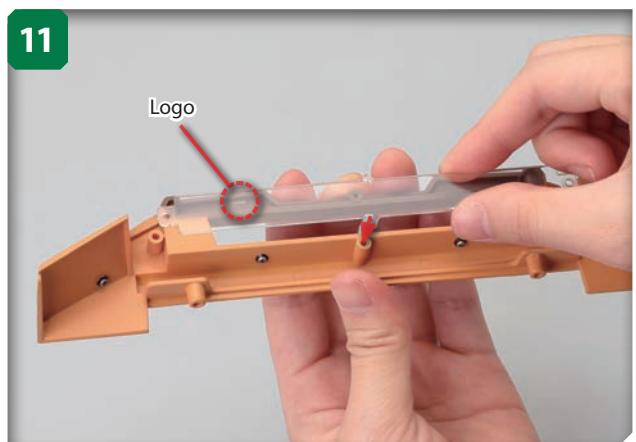
8 Adjust the seat belt hoops so that they are all facing forward, and are parallel to the window panel, as shown.



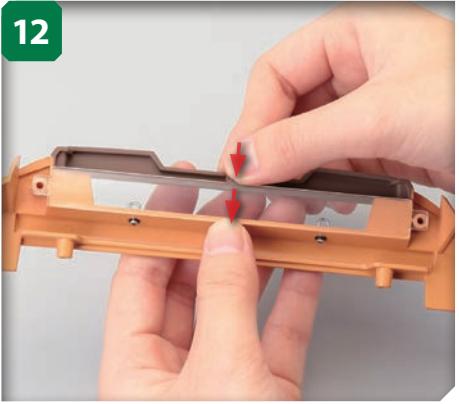
9 Familiarise yourself with the window pane. The logo should be at the top-right section (red circle), and there are two mounting pins in the centre (blue circles).



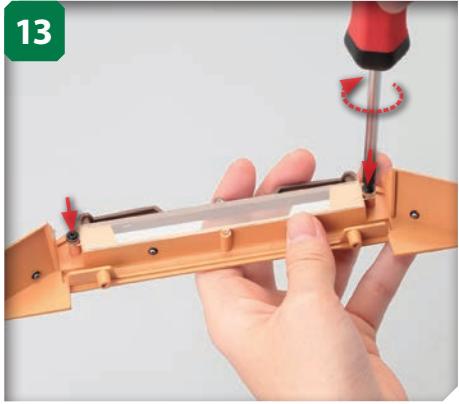
10 Remove any dust or fingerprints from the pane using a soft cloth. The cloths used to clean spectacles or camera lenses would be ideal for this.



11 Hold the window panel facing down and away from you, and place the window pane into position so that its lower mounting pin fits into the arrowed hole and the logo is at the upper left, as shown. Be careful not to touch the glass.



12 Press the window pane into position, with both mounting pins fitting inside the holes. Again, be careful not to get any fingerprints on the pane as you do this.



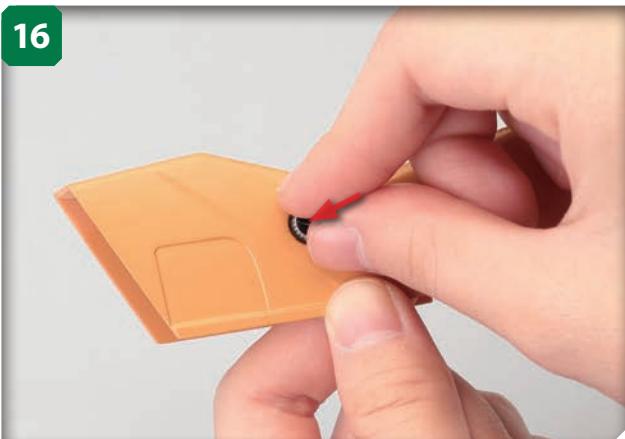
13 Insert and tighten an M2.3 x 5mm self-tapping washer screw into each indicated hole to secure the window pane. Do not overtighten the screws.



14 Now separate the heating vents from their sprue using side cutters. Be careful not to lose these vents, as they are very small.



15 Locate the indicated D-shaped hole in the centre console, and fit the first heating vent into it. Make sure the vent sits straight and flush with the console.



16 Insert a vent into the hole at the other side of the console, making sure it is sitting perfectly straight and flush with the surface of the console.



17 Now fit another heating vent into the indicated hole on the centre console panel.



18 Press the vent fully into place, then fit the fourth vent, alongside it.



19 Now insert the interior light into the arrowed recess in the console. The wider ends of the part's triangular mounting pins should be at the bottom.



20 Press the interior light into place.

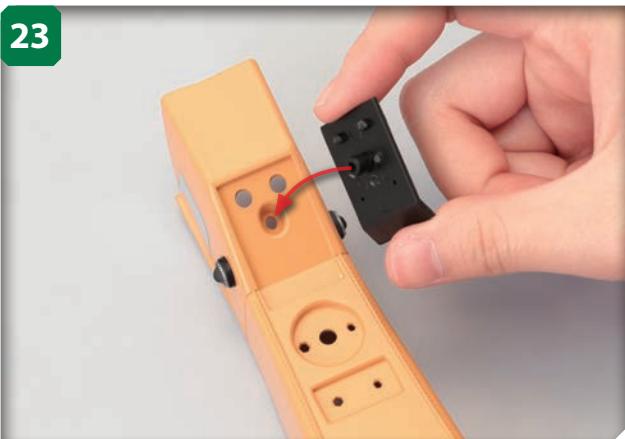


21 Use tweezers to peel the footguard away from its backing.



22 Very carefully place the footguard into the recess on the end of the centre console.

STAGE COMPLETE



23 Take the centre console panel and line up its mounting pin with the indicated hole in the centre console. The two protruding pins of the heating vents will help you to align the part.



24 Making sure the console panel is straight and orientated correctly, press it fully into place.



This stage is complete, and two key elements of your model's cockpit are beginning to take shape. Store your assemblies, and any unused parts, away safely until next time.



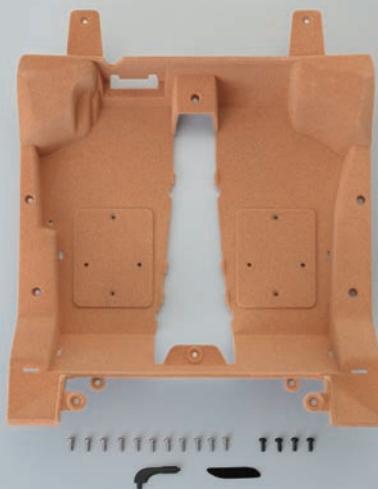
Though later models would feature more sophisticated climate-control systems, complete with digitised temperature displays, Walter Wolf's 1978 Countach used a more basic set-up, with warm or cool air being supplied to the cockpit via a number of circular vents, such as those seen above on the central console panel.



The Lamborghini Countach is famous for many things, but driver's rear-view visibility is not among them. Much of the view in the driver's mirror is of the underside of the rear wing and the top of the engine cover, though this is, of course, handsomely compensated for by the deep front windscreen, which offers a far more impressive field of vision.

Stage 20

The cockpit floor

**Parts**

Cockpit floor
 M2.3 x 6mm self-tapping screws x 11
 M2.6 x 6mm self-tapping screws x 4
 Handbrake
 Footrest

Tools

Phillips screwdriver (size 1)
 Tweezers

Materials

Centre console (Stage 19)
 Plastic bag
 Pen



Keeping the console panel in place, hold the centre console as shown, with the underside facing you. Then insert an M2.6 x 6mm self-tapping screw into the indicated hole.



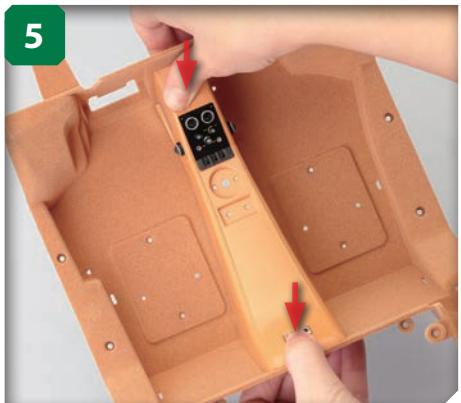
Tighten the screw just enough to prevent the parts from moving – be careful not to overtighten it, because that can damage the parts.



Hold the cockpit floor in one hand and, with the other, lower the centre console into the middle of it, as shown. The indicated mounting posts and holes should be aligned.



When lowering the centre console, be careful not to rub against the brushed velour-effect floor covering, as this may result in losing some of the fibres. Fit the front end of the console first.



Push the console firmly into place at each end.



Turn the assembly over and insert an M2.3 x 6mm self-tapping screw into the indicated hole at the front of the cockpit floor's underside.



Tighten the screw with the screwdriver, but as this is only a temporary assembly at this stage, do not tighten fully.



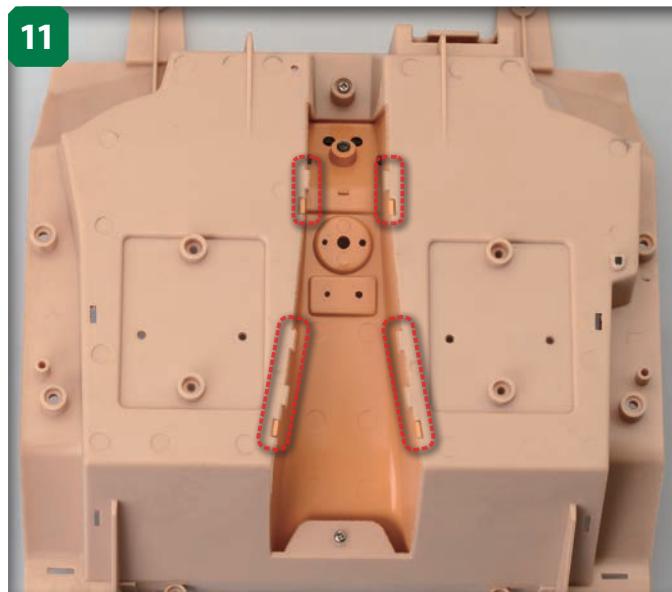
Insert another M2.3 x 6mm self-tapping screw into the indicated hole at the rear of the cockpit floor's underside.



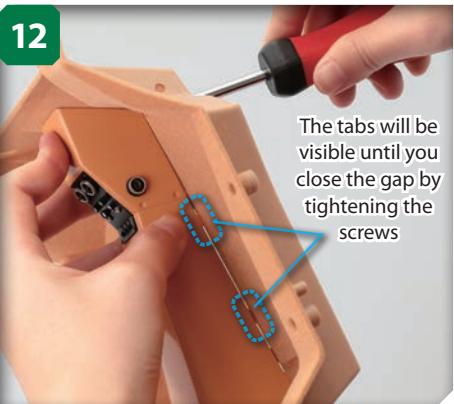
Tighten the screw, but not fully.



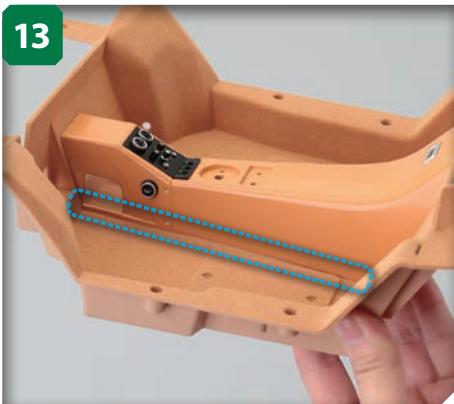
There will most likely be a thin gap between the centre console and the cockpit floor. In the following steps you will solve this by adjusting the temporarily tightened screws fitted in Steps 6-9.



To help the centre console fit neatly onto the cockpit floor, the parts feature locating tabs, outlined in red in the photo. Make sure that these fit correctly into place, as shown in the photo, by gently squeezing the centre console until the tabs slot into their corresponding slots.



Hold the assembly side-on, so that the gap and the locating tabs are visible, then tighten both screws gradually, half a turn at a time, until you see the gap narrowing and then closing entirely.



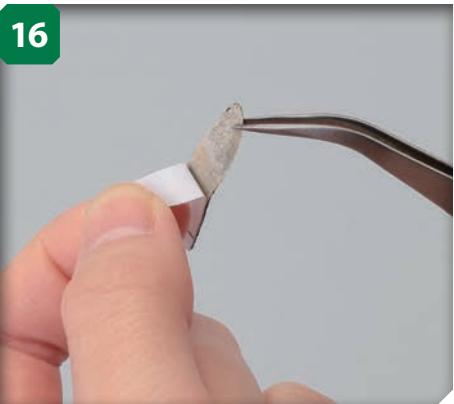
Stop tightening the screws when your assembly looks like this, with the gap between the console and the cockpit floor fully closed.



Now fit the handbrake's mounting pin into the indicated hole in the side of the cockpit floor.



Push the handbrake into place.



Use tweezers to peel the backing away from the footrest.



Carefully place the footrest onto the indicated section of the cockpit. It doesn't matter which way up the footrest goes.



Once the footrest is in place, smooth it out with your finger.



This stage is now complete, and the cockpit of your Lamborghini Countach LP 500S is taking shape.

Walter Wolf did much to ensure that Automobili Lamborghini survived as the iconic sports car brand it is today. Though he did not buy the company, as was suggested at the time, his financing of a second-generation, high-performance Countach would revitalise the company's image at the close of what had been a decade of financial instability and stagnation.



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