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**Pack
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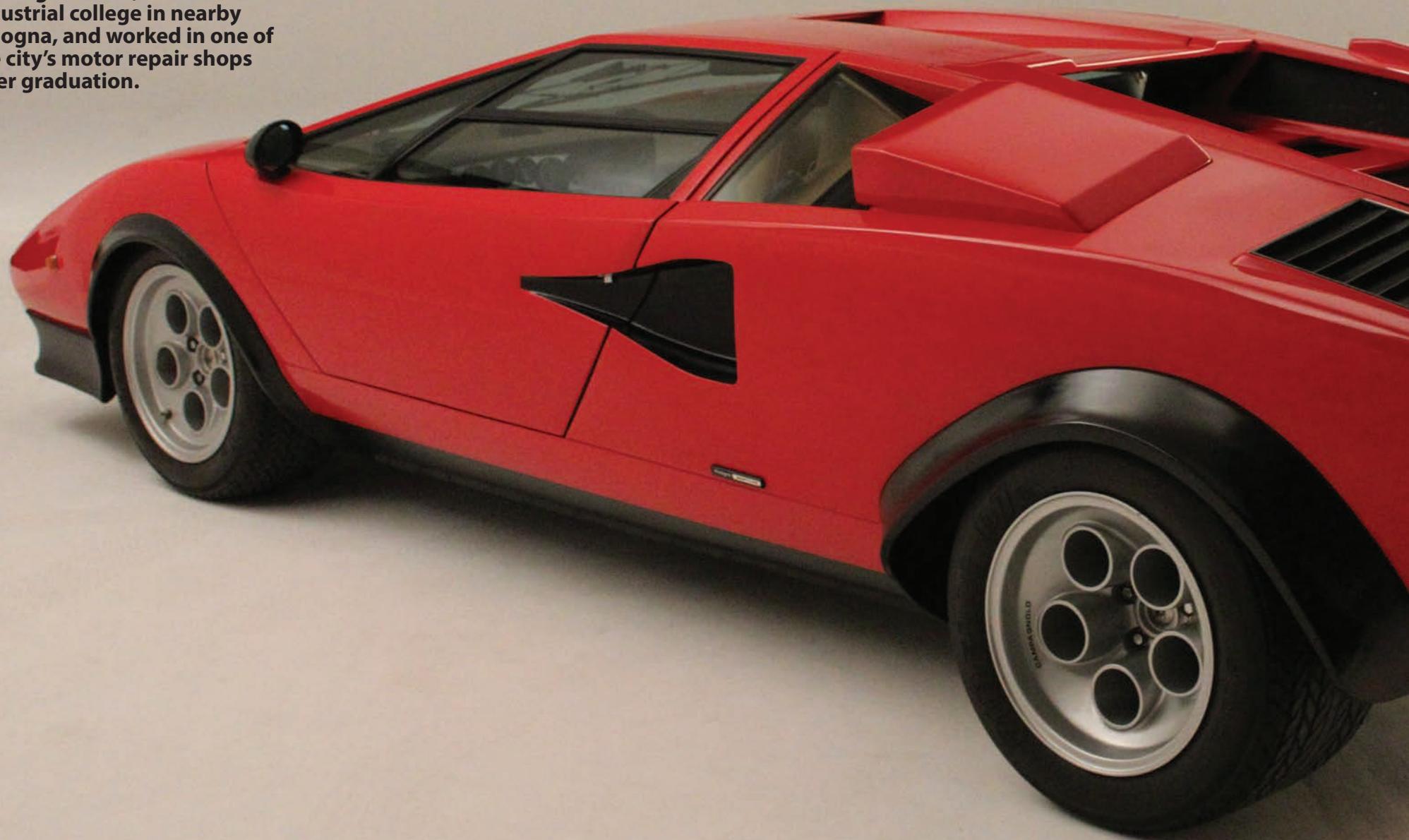
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NOT SUITABLE FOR CHILDREN UNDER THE AGE OF 14. THIS
PRODUCT IS NOT A TOY AND IS NOT DESIGNED OR INTENDED
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The founder of Lamborghini, Ferruccio Lamborghini, was brought up in a small rural village in northern Italy. His family were grape growers, but Ferruccio showed little interest in farming. Instead, he went to an industrial college in nearby Bologna, and worked in one of the city's motor repair shops after graduation.





The Countach LP 500S with its right scissor door raised to reveal the leather trim of the window side sill and passenger seat. The upright section of the side sill features the perforations in front of one of the audio system's speakers. These perforations are recreated on your model.

Stage 21

The window side sills and rear window



Parts

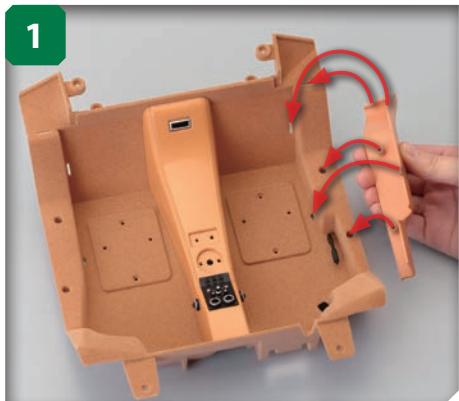
Left side sill
Right side sill

Tools

Phillips screwdriver (size 1)

Materials

Rear window assembly (Stage 19)
Cockpit floor assembly (Stage 20)
M2.3 x 6mm self-tapping screws x 4 (Stage 20)
M2.6 x 6mm self-tapping screws x 2 (Stage 20)



Place the cockpit floor on your work surface as shown, and line up the tabs and mounting posts on the left side sill with the arrowed mounting holes.



Lower the left side sill into position, rear end first. The arrows show the sill's locating tabs, and the holes in the cockpit floor into which they fit.



Insert the tabs into the holes.



Make sure that the tab at the rear of the sill fits snugly.



With all the tabs in position, squeeze the sill and the cockpit floor together between your fingers and thumb, beginning with the rearmost section.



Press the main body of the sill onto the cockpit floor to secure the central tabs.



Now squeeze the outer edge of the part against the cockpit floor's raised side, so that the sill's mounting posts fit securely into their corresponding holes.



Turn the assembly over and insert an M2.3 x 6mm self-tapping screw (Stage 20) into the indicated hole.



Tighten lightly with a screwdriver.



Insert a second M2.3 x 6mm self-tapping screw into the other hole and begin to tighten it. As you did when attaching the cockpit's centre console to its floor, tighten the screws alternately, in increments of a half turn at a time, until the gap between the sill and the cockpit floor is closed.



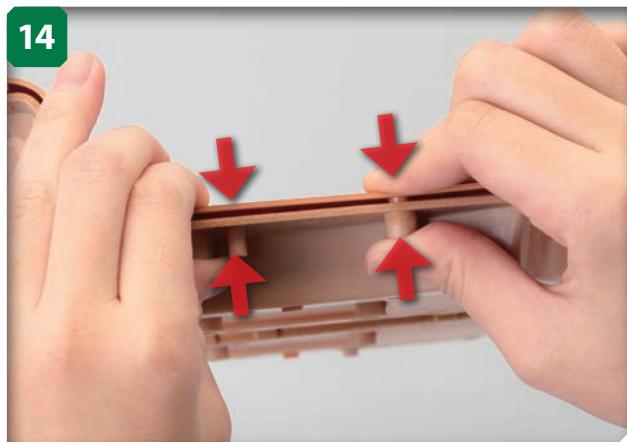
Next, line up the right side sill to the other side of the cockpit floor.



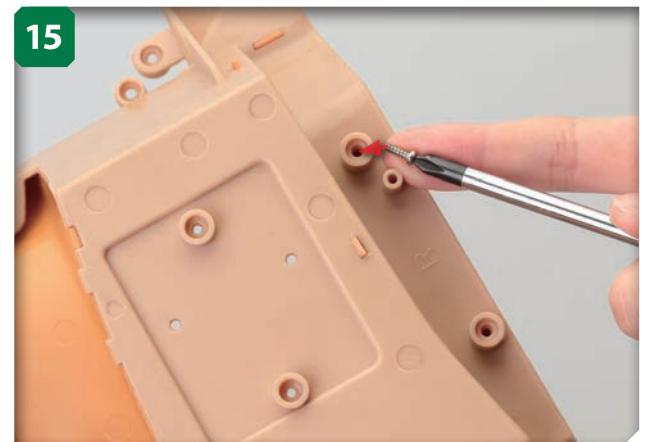
As you did in Step 4, make sure that the rearmost tab fits properly into place.



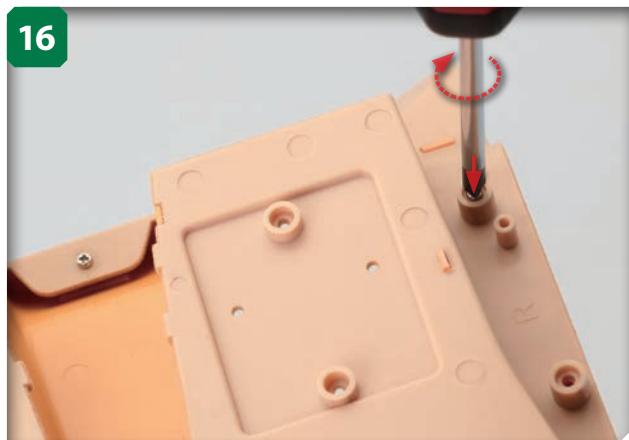
13 Press the parts together as you did for the left sill.



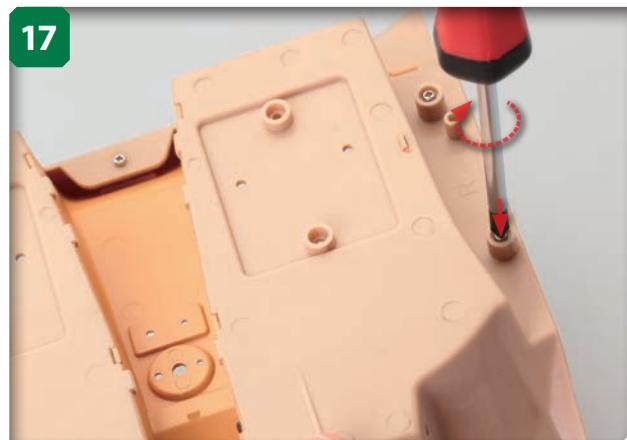
14 Press the sill's outer edge into place.



15 Turn the assembly over, then insert an M2.3 x 6mm self-tapping screw into the indicated hole.



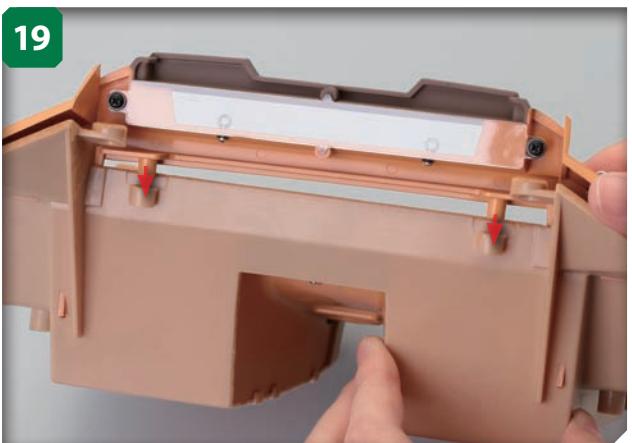
16 Turn the screw into the hole with the screwdriver, but do not fully tighten it.



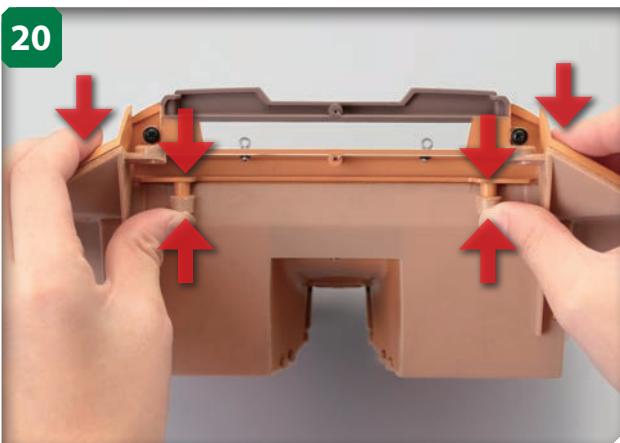
17 As you did for the left side sill, insert a second M2.3 x 6mm self-tapping screw into the other hole, then tighten both alternately in half-turn increments until the gap between the sill and the cockpit floor disappears.



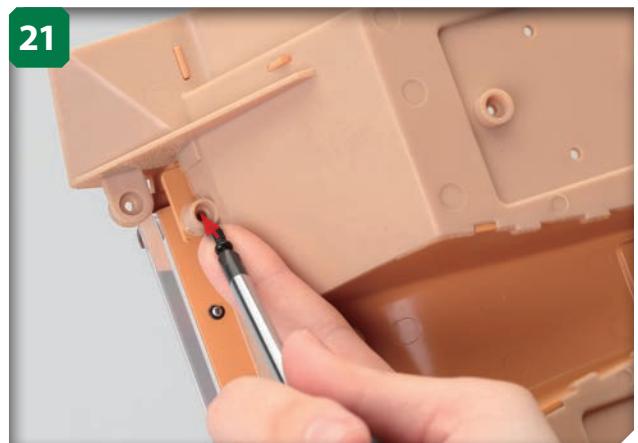
18 Take the rear window assembly, from Stage 19, and line up the mounting posts on each side of the part with the holes on the rear of the cockpit floor (arrowed).



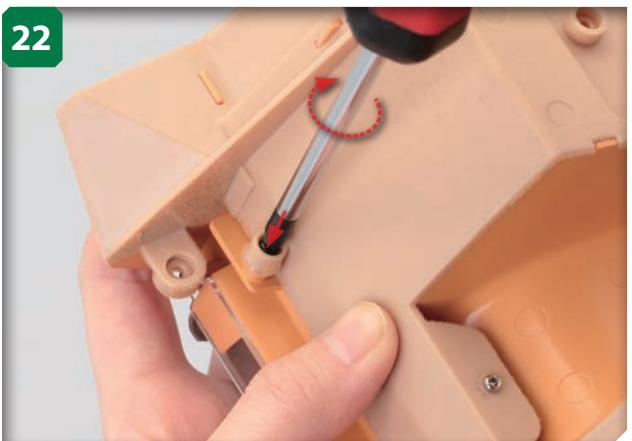
Lower the rear window assembly into place, so the posts fit into the holes (arrowed).



Press the window assembly evenly into place. It doesn't matter if small gaps appear at the sides of the part, as they will be closed when the screws are inserted and tightened.



Insert one of the M2.6 x 6mm self-tapping screws from Stage 20 into the indicated hole.



Lightly tighten the screw.



Insert the second M2.6 x 6mm self-tapping screw and, as you have done previously, alternately tighten this and the first screw by half a turn at a time, until any gaps between the parts disappear.

STAGE COMPLETE



This stage is complete, and your model's cockpit is beginning to take shape, ready for the driver and passenger seats and the gearstick to be added in future stages. Until then, keep your assembly safely, and store any unused parts in a sealed plastic bag with the stage number marked on it for future reference.

The image of the Lamborghini Countach as a powerful supercar often belies the fact that it is one of the smaller cars in its class. For example, the Ferrari Testarossa, perhaps its closest competitor, is over 11 inches longer, and even the Porsche 911, a seemingly more compact design, is around 10 inches longer.



Stage 22

The front tyre



Parts
Front tyre

Materials

Front wheel (Stage 17)
Old toothbrush
Plastic bag



Remove the inner sponge from the tyre. Be careful not to tear the sponge when you pull it out.



After removing the sponge, squeeze the tyre a few times to make it more pliable.



Brush the entire surface of the tyre with an old toothbrush. This will remove any debris left over from the moulding process.



Insert the sponge back into the tyre, making sure that it's properly centred.



Position the front wheel (Stage 17) in the centre of the tyre.



Press the wheel into the tyre, taking care not to scrape off any of the wheel's paint as you do so.



Turn the wheel over and fit the sidewall of the tyre over the inner rim of the wheel.



When the tyre is seated fully on the wheel, hold the assembly between your hands and roll it back and forth to ensure that the sidewalls are fully seated on the rims.



This stage is complete, and your Lamborghini's second front tyre is fitted to its wheel. You will not be fitting the front wheels to the model until near completion, so store the part in a sealed plastic bag out of direct sunlight to keep it safe.

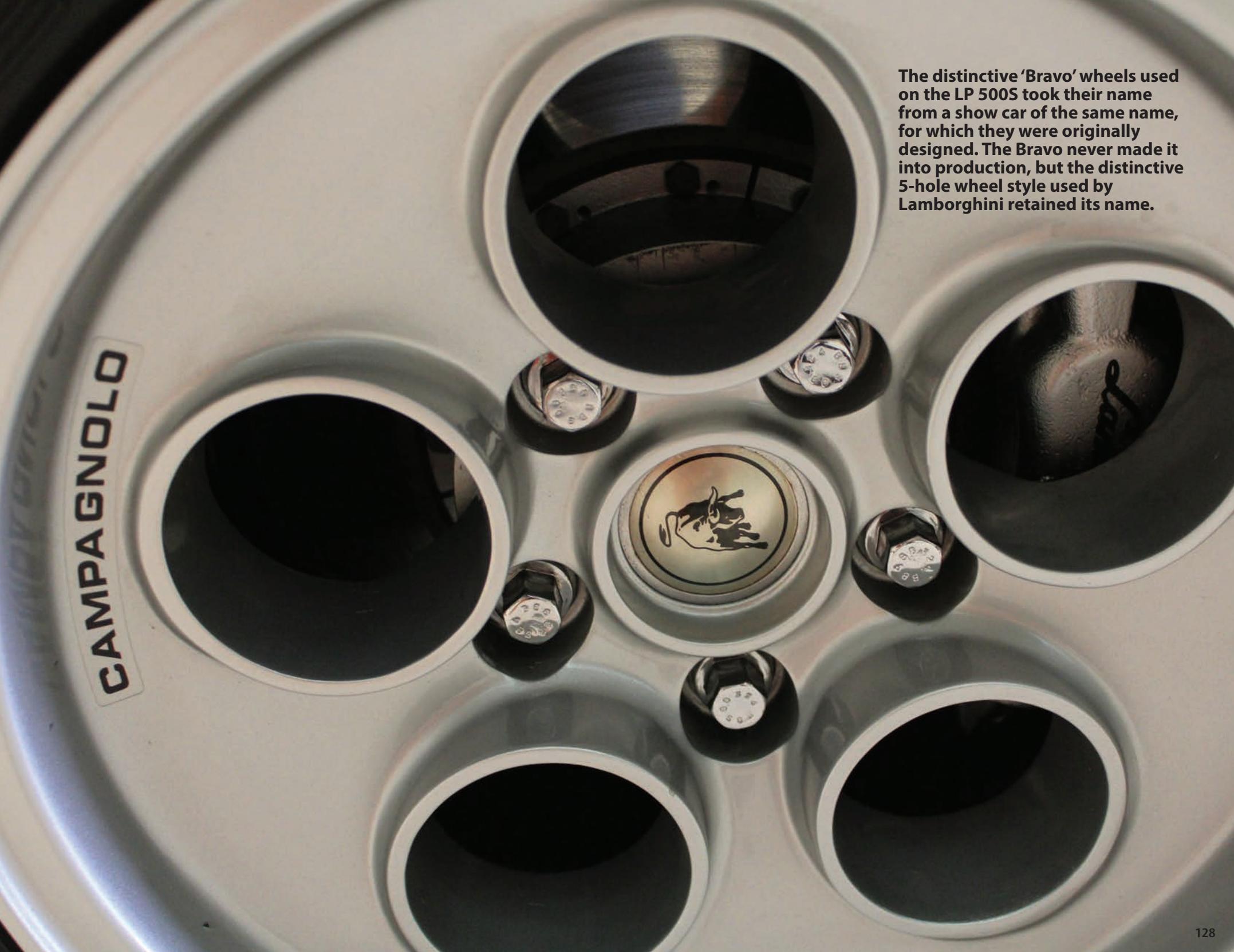
List of screws used

This table lists all of the screws used in the assembly so far. The columns list the numbers of screws provided with each stage* and how many were used in that stage. The bottom row tallies the number of spares you should be left with. If you are using a compartmentalised

storage box, label ten of the sections with the letters A-O, as used to denote each screw size and type in this list. Use these sections to store your spare screws safely, and easily located, throughout the course of the build.

	A M2.3x6mm Self-tapping, silver in colour		B M2.3x5mm Self-tapping with washer, silver		C M2.3x6mm Self-tapping, black		D M2.3x4mm Self-tapping, black		E M2.3x5mm Self-tapping with washer, black		F M2.3x5mm Metric-thread, black		G M2.6x4mm Self-tapping, black		H M2.0x5mm Countersunk, self-tapping, black		I M2.3x6mm Metric-thread, silver		O M2.6x6mm self-tapping, black	
Stage no.	Provided	Used	Provided	Used	Provided	Used	Provided	Used	Provided	Used	Provided	Used	Provided	Used	Provided	Used	Provided	Used	Provided	Used
3	5	4																		
4			7	6																
6					3	2	3	2												
7					3	2	3	1	3	1	3									
8	7	4													7	6	5	4		
9		2																		
10								1		1		2								
12	2	1																		
13															3					
14															3					
15															2	1	3			
16			2												2	1				
17	4	3														4	6	5		
18				1															2	
19									3	2										
20	11	2																	4	1
21		4																		2
Spares remaining	9		2		2		2		2		1		1		5		2		1	

* The numbers of screws provided include any spares



The distinctive 'Bravo' wheels used on the LP 500S took their name from a show car of the same name, for which they were originally designed. The Bravo never made it into production, but the distinctive 5-hole wheel style used by Lamborghini retained its name.

Stage 23

The front compartment



Parts

Front compartment
Belt stoppers x 2
Bonnet (hood) lock
A/C dryer filter

Materials

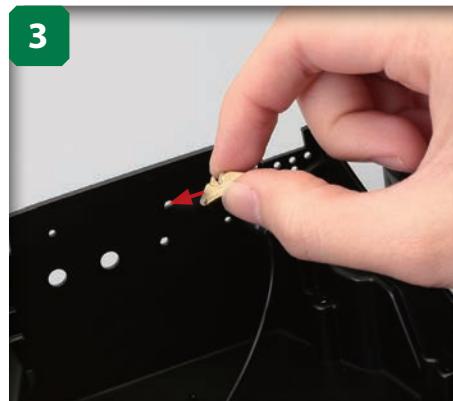
Plastic bag
Pen



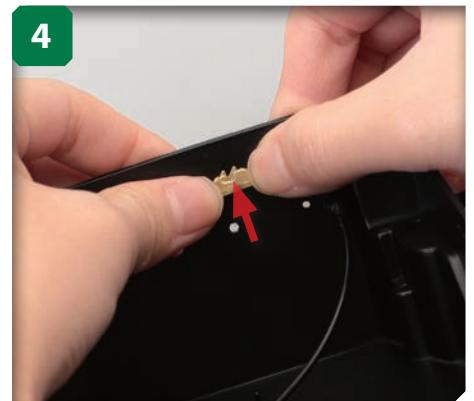
Hold up the front compartment and identify the circled hole. There are several holes cut into the part, some with different shapes, so be sure to identify the correct one as indicated above.



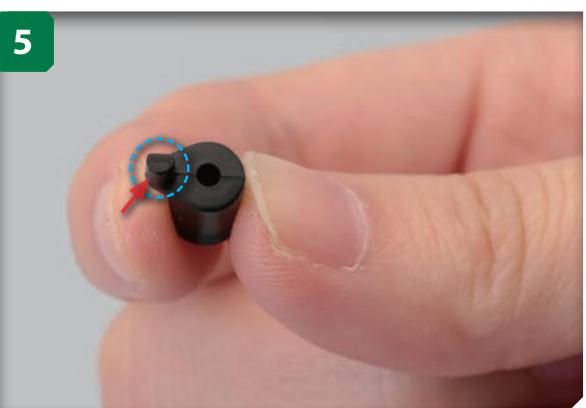
Line up the D-shaped post on the bonnet lock to the correspondingly shaped hole circled in the previous step.



Press the part into the hole.



Push the part evenly so that it sits perfectly straight in the hole.



Now take the A/C dryer filter and note the shape and location of its mounting pin.



Locate the circled D-shaped hole (again, there are several, so be sure it is the correct one) on the inner edge of the front compartment.



Line up the A/C dryer filter to the hole, as shown.



Press the part into the hole, again making sure it is perfectly straight.

STAGE COMPLETE

This stage is complete, so store your assembly and unused parts away safely, preferably in a sealed plastic bag, until next time.





With the rear section of the Lamborghini Countach LP 500S devoted to its sizeable V12 engine, the spare wheel is stored in the front compartment.

Stage 24

The spare tyre



Parts

Spare tyre
 Spare wheel
 Spare tyre cover
 M2.3 x 6mm self-tapping screws x 2



1 Roll the spare tyre between your hands to make it more pliable.

Tip

As you have done with previous tyres, you may like to scrub the outer surface with an old toothbrush to remove any marks left from the moulding process.



2 Place the spare wheel into the centre of the spare tyre.

Tools

Pen

Materials

Front compartment (Stage 23)
 Old toothbrush
 Plastic bag



3 Working around gradually, pull the lip of the tyre over the wheel, as shown.



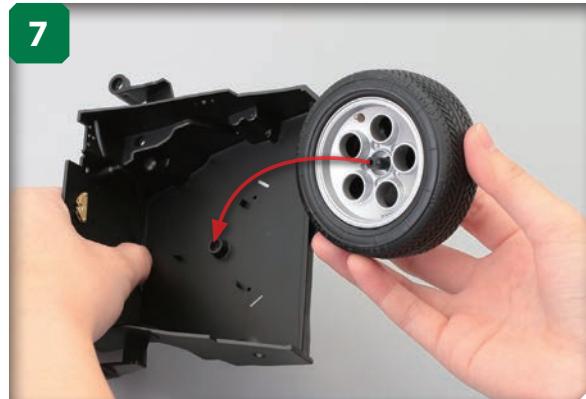
4 Gently press the tyre at intervals around its edge to make sure it is centred. You don't need to roll the spare tyre as you did the others, as this might crumple it.



Holding the spare tyre and wheel as shown, line up the spare wheel cover so that its circled notch lines up with the nib on the wheel.



Press the cover into place.



Take the front compartment (Stage 23) and place the spare wheel in its centre, so that the pin in the middle of the wheel fits into the indicated mounting post.



Press the wheel into place. The wheel will not move if it is sitting correctly on its mounting post.

STAGE COMPLETE

This stage is now complete, and the spare wheel is in place in your Lamborghini's front compartment.





The Lamborghini Countach's longitudinal rear engine (or *Longitudinale Posteriore*) layout allowed its designers to create its characteristic steep, sloping contours, which are especially effective at the front of the vehicle.

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