

Lamborghini *countach*



WALTER WOLF MODEL

LP 500S

**Pack
05**



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MODEL SPACE™

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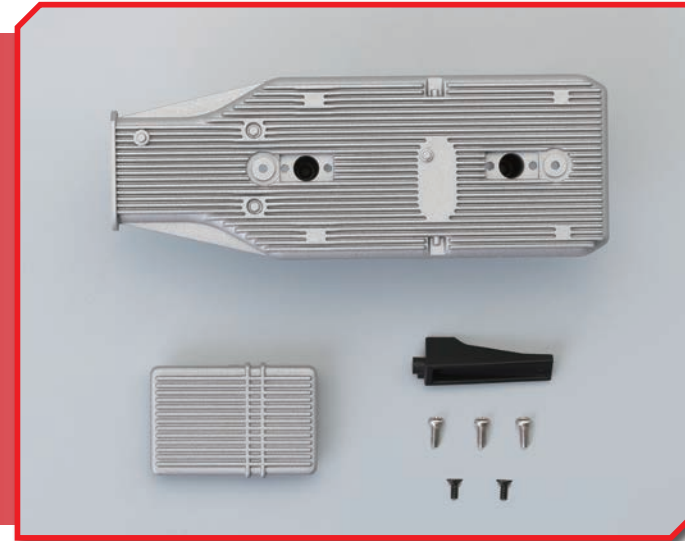


Automobile Lamborghini was unusual for its absence from the motorsport scene. While its contemporaries, most notably Ferrari, used professional motor racing as a platform on which to showcase their cars, Ferruccio Lamborghini ruled against this, often to the consternation of his staff, many of whom had worked at Ferrari.



Stage 15

Fitting the alternator bracket



Parts

Oil pan
Transmission oil pan
Alternator bracket R
M2.3 x 6mm screws x 3
(one is a spare)
M2 x 5mm countersunk screws x 2
(one is a spare)

Tools

Phillips screwdriver (size 1)

Materials

Alternator assembly (Stage 12)

Sealable plastic bag

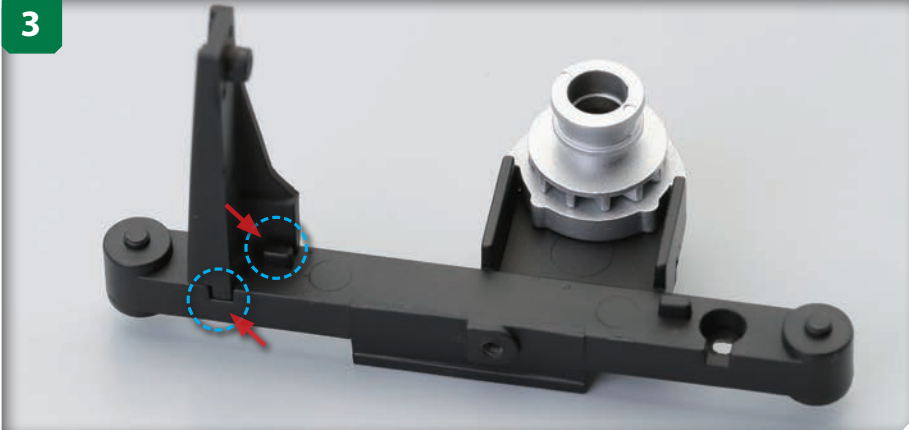
Pen



Take the alternator assembly from Stage 12 and line up this stage's alternator bracket R to the indicated hole. Make sure you align it as shown above.



Press the part into place, making sure that it goes in straight.



Your assembly should look like this. Check that the parts are engaging correctly by comparing the circled sections in the photo against those of your assembly.

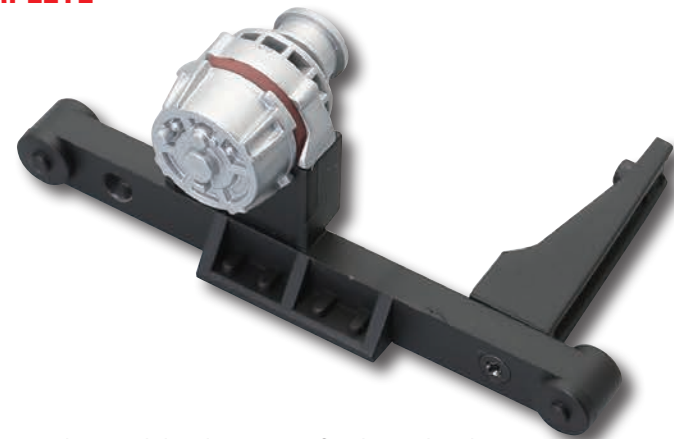


Turn the assembly over and fit an M2 x 5mm countersunk screw into the indicated hole.



Tighten the screw so that the parts are secure.

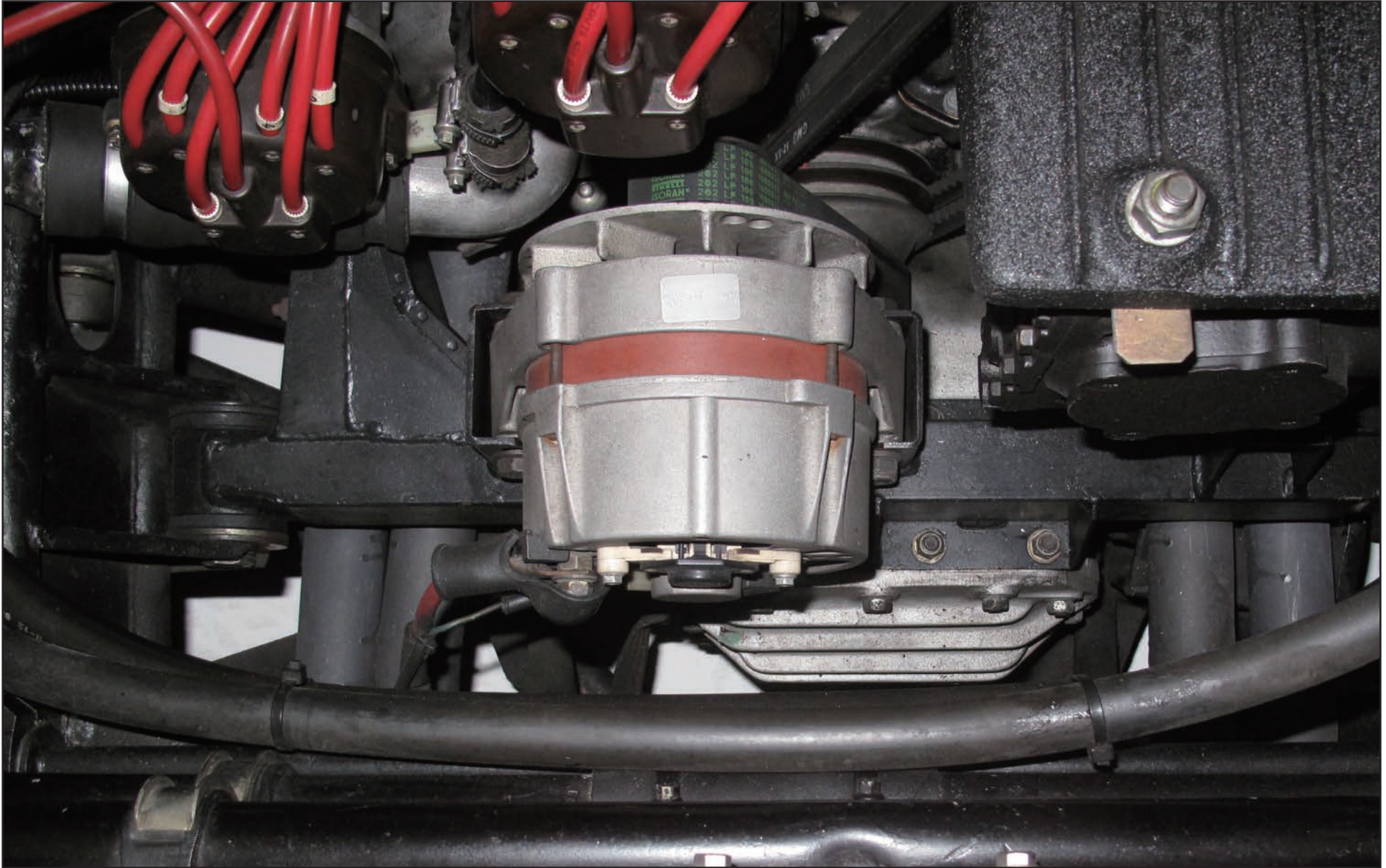
STAGE COMPLETE



This stage is now complete, and the alternator is fixed to its bracket. Store any unused parts in a clearly labelled plastic bag.



The majority of the space towards the rear of the Lamborghini Countach LP 500S was given over to the car's V12 engine, which was not only sizeable but also positioned longitudinally. As a result, storage space at the rear of the car was very limited.



The belt-driven alternator, with its built-in cooling fan, generated the car's electrical power and was securely fastened to the engine mount by the sturdy alternator bracket. Because of the low profile of the Countach LP 500S, space in the engine compartment was severely limited, so the alternator and its mounting bracket were fitted neatly at the rear of the crankcase.

To many, the design of the Countach embodies Automobile Lamborghini, with many of its iconic features, such as the scissor doors and the emphasis on aerodynamic bodywork, being carried through into the company's later designs, such as the Diablo.



Stage 16

Continuing the alternator bracket



Parts

Passenger seat
 Cylinder head spacer
 Alternator bracket L
 M2 x 5mm countersunk screws x 2
 (one is a spare)
 M2.3 x 5mm washer screws x 2
 (one is a spare)

Tools

Phillips screwdriver (size 1)

Materials

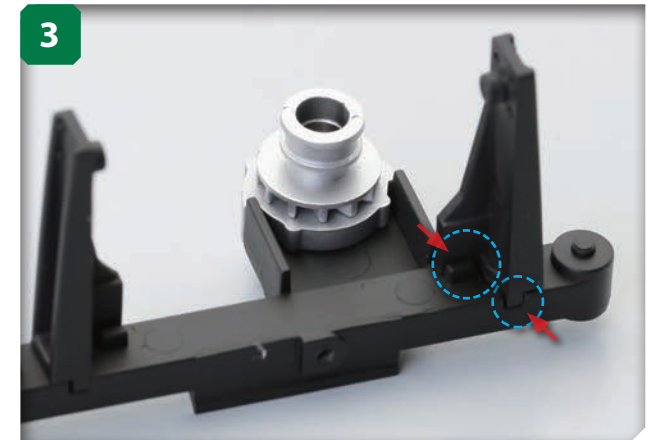
Driver's seat (Stage 03)
 Cylinder head assembly (Stage 14)
 Alternator assembly (Stage 15)
 Clear lacquer spray (optional)
 Sealable plastic bag
 Pen



As you did for the right-hand bracket, line up the alternator bracket L with the indicated hole on the alternator assembly.



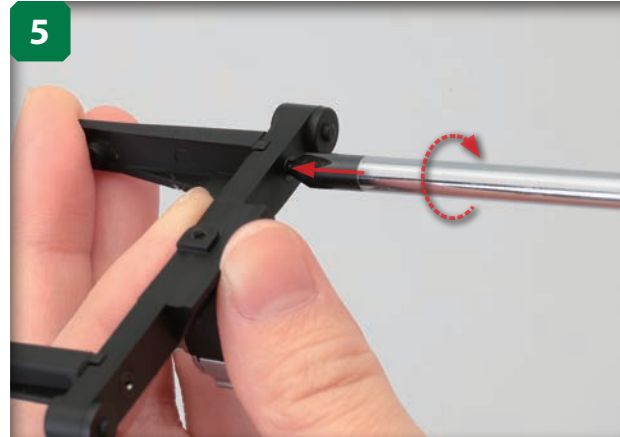
Push the bracket into place.



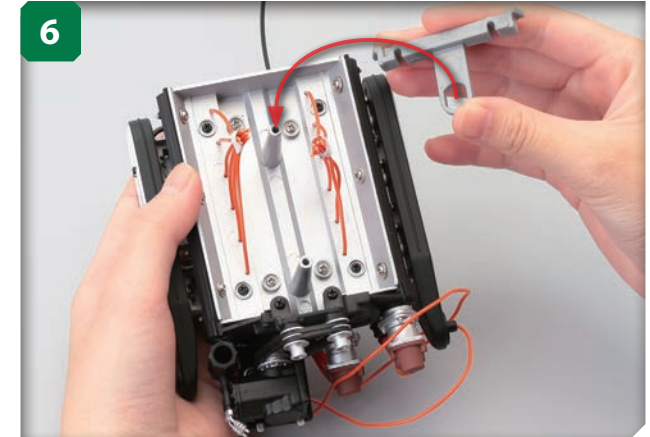
Check that your assembly looks like the one above, using the circled sections as a guide.



Turn the parts over and insert an M2 x 5mm countersunk screw into the indicated hole.



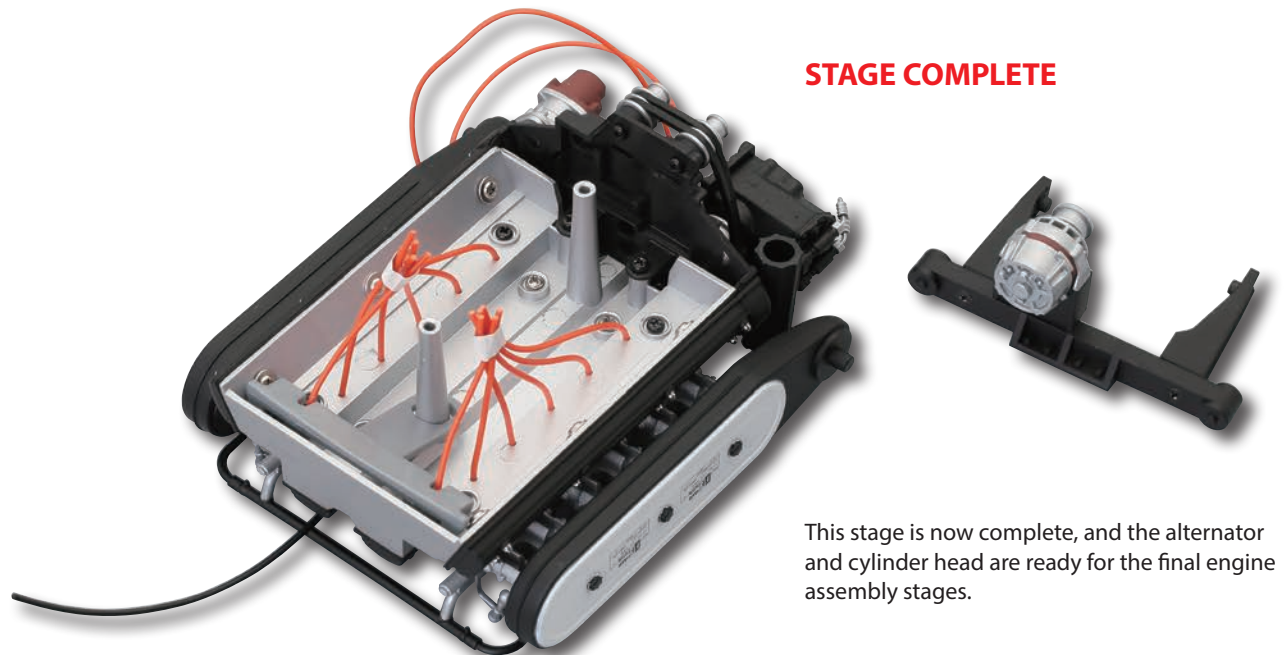
Tighten the screw to secure the bracket.



Take the cylinder head assembly and place it upside down on your work surface. Fit the cylinder head spacer over the indicated post, the one that is furthest away from the belts and distributors, as shown.



You do not need to fasten the part into place at this stage, but make sure the circled high-tension leads are sitting in the notches of the spacer.



STAGE COMPLETE

This stage is now complete, and the alternator and cylinder head are ready for the final engine assembly stages.

Applying a clear lacquer

For an expert finish, apply a thin coat of clear lacquer spray to both the driver and the passenger seats. This will even out any slight irregularities in the hue or tone of the parts that may be left from

the manufacturing process, and will also create a far more realistic appearance. This stage is optional, so if you choose to use a lacquer, see the steps below for a guide to the process.

A

With and without lacquer



Without

With

The seat on the right has had a coating of clear lacquer applied, and has a richer appearance, with more depth.

B



To begin, lay both seats out in a well-ventilated area where mess will not be a problem. Begin with the backs of the seats facing you, and, with the spray can held about 30cm away from them, apply short, even bursts of lacquer.

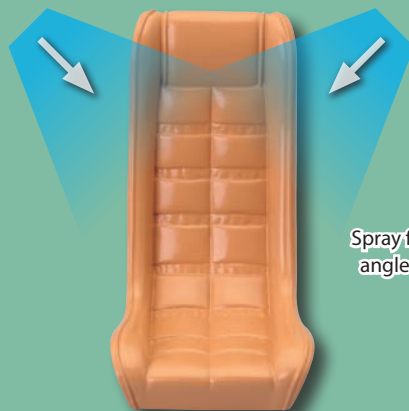
C



Once the backs of the seats have fully dried, turn the seats over and spray their fronts. Spray them at an angle from either side to achieve an even covering over the cushioning pattern – see Step D, below, for more information on this.

D

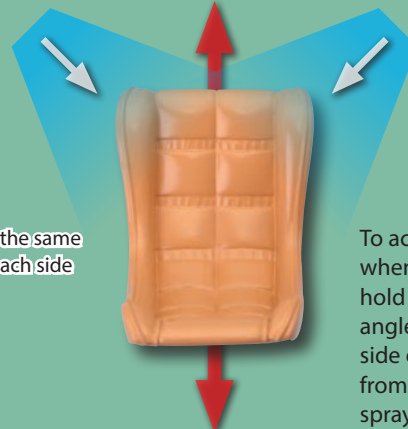
Seen from the front



Spray from the same angle on each side

Seen from above

(front)



(back)

To achieve an even covering when spraying the seats, hold the can at the same angle (illustrated, left) on each side of each one, first spraying from the front and then spraying from above.

E

Finished seats



You should end up with two near-identical seats with a rich, realistic finish.



The leather used for the seats and interior of the Countach's cockpit was all cut from hides on the production line in the factory, making each seat truly unique to the car. The natural hue of the Walter Wolf Countach LP 500S's leather has been recreated in your model, and the addition of a clear lacquer will achieve a more realistic appearance.



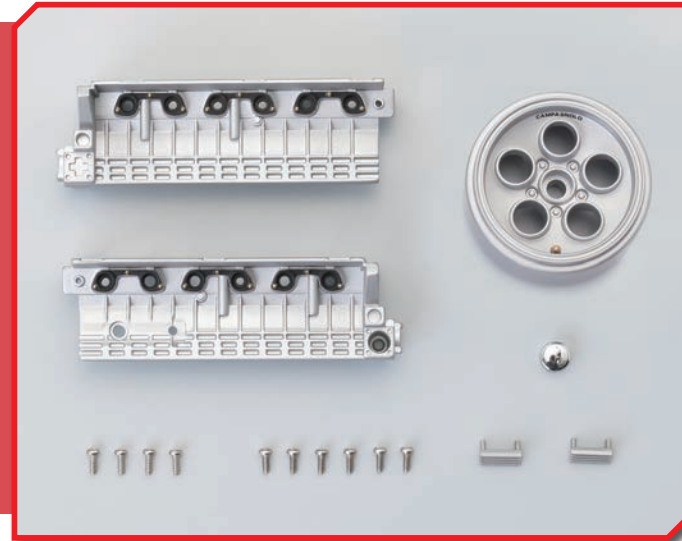
In 1988, to celebrate the 25th anniversary of the company's founding, Lamborghini brought out what would, in effect, be the last of the Countach line. With smoother bodywork, fully electric windows and a new cooling system, it was the last model produced in that decade.



As Lamborghini established itself as a luxury brand during the 1970s, the Countach was seen more and more outside of its Italian homeland. Custom-built and modified versions were a speciality, and right-hand drive models were assembled for sale in Britain.

Stage 17

Assembling the engine block



Parts

Engine block R
Engine block L
Front wheel
Front wheel centre cap
M2.3 x 6mm self-tapping screws x 4
(one is a spare)
M2.3 x 6mm metric-thread screws x 6
(one is a spare)
Oil pan parts x 2

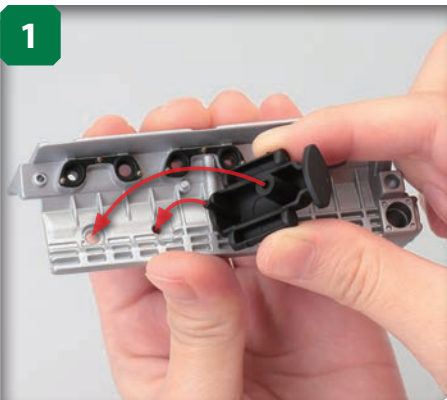
Tools

Phillips screwdriver (size 1)

Materials

Exhaust pipes L and R (Stage 13)
Transmission case L (Stage 13)
Transmission case R (Stage 14)
Starter (Stage 13)

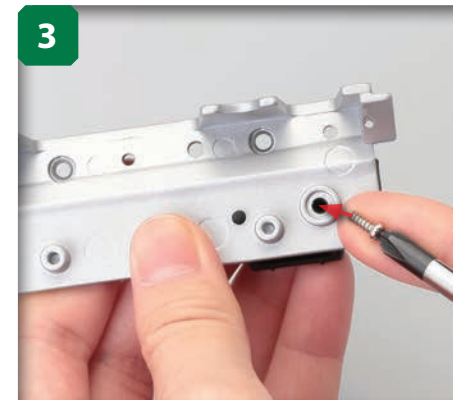
Differential case back plate (Stage 14)
M2 x 5mm countersunk screws x 2 (Stage 13)
M2 x 5mm countersunk screws x 2 (Stage 14)
Sealable plastic bag
Pen



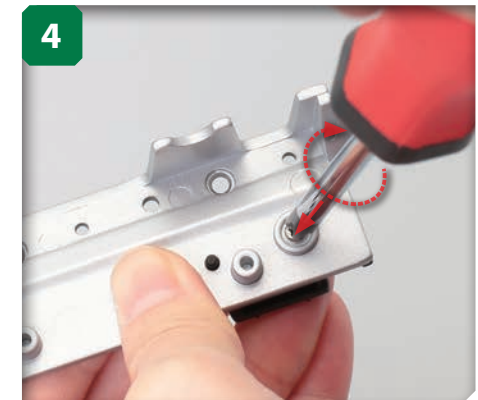
Holding the engine block L as shown, line up the two posts of the starter supplied in Stage 13 with the indicated holes.



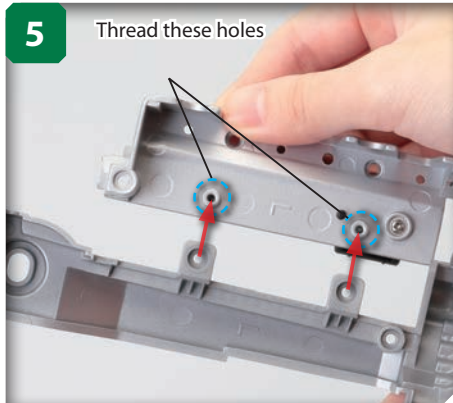
With the posts lined up with the holes, press the part into place.



Turn the assembly over and insert an M2.3 x 6mm self-tapping screw into the indicated hole in the engine block.



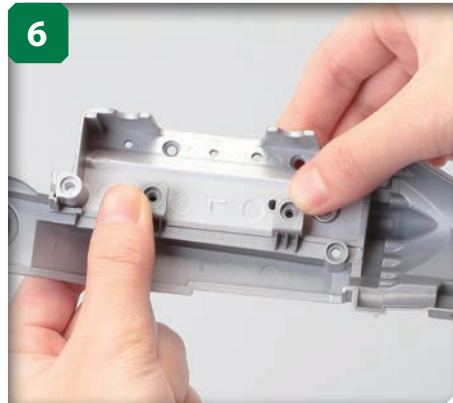
Tighten the screw just enough to prevent the starter from moving.



5

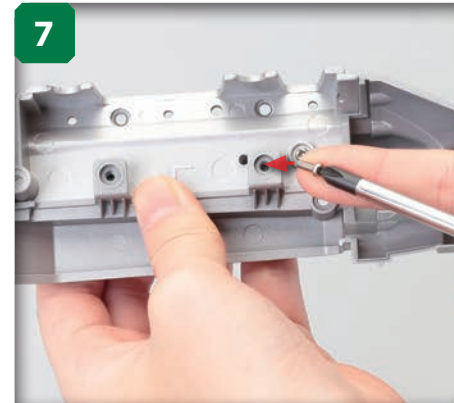
Thread these holes

Take the transmission case L from Stage 13, and line it up with the engine block L so that its holes meet the raised posts on the block. It's best to thread these holes before you proceed – see the 'Threading screw holes' box in Stage 13 for more information on this.



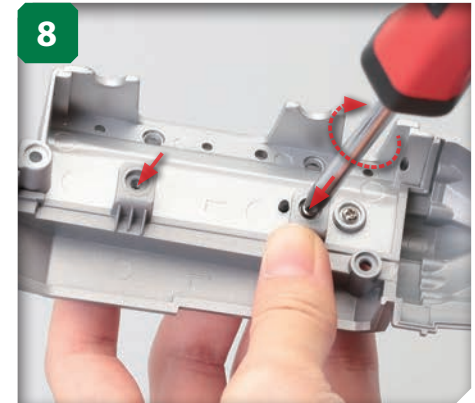
6

Hold the parts together by hand in the position shown.



7

Insert an M2.3 x 6mm screw (metric threaded) into the indicated hole.



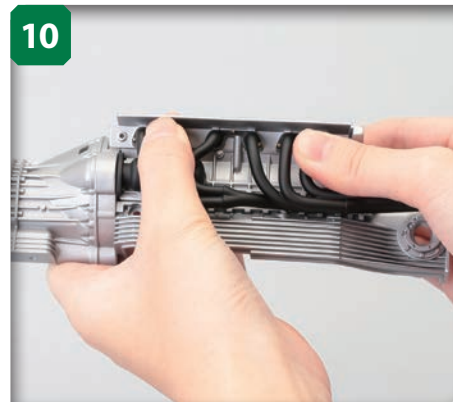
8

Partly tighten the screw, then insert a second M2.3 x 6mm metric-threaded screw into the indicated hole to the left. Now tighten both screws so that the parts cannot move.



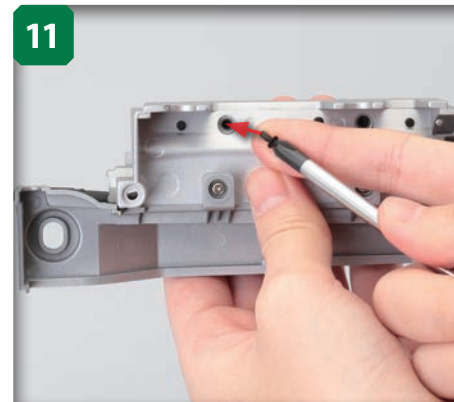
9

Take the exhaust pipe L from Stage 13 and line it up with the holes in the side of the engine block. The pins at the tips of the four pipes will fit into the arrowed holes.



10

Press the exhaust pipe's pins into the holes to attach it to the block.



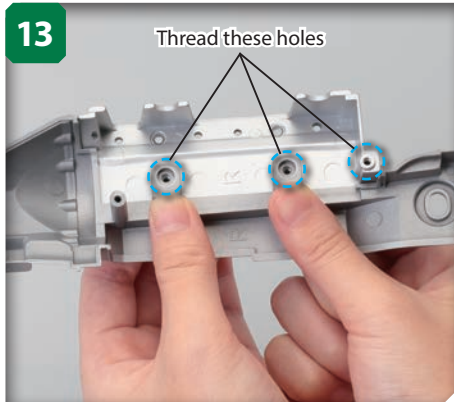
11

Holding the parts in place, turn the assembly over and insert an M2 x 5mm countersunk screw into the indicated hole.

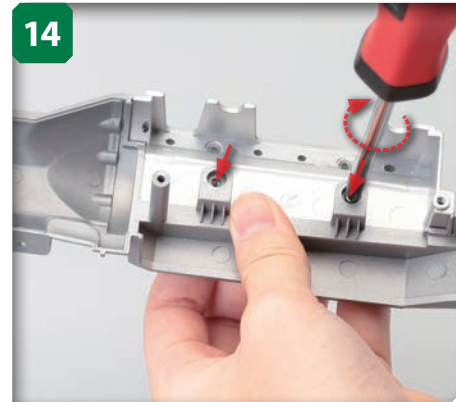


12

Partly tighten the screw, then insert a second M2 x 5mm countersunk screw into the indicated hole to the left. Now tighten both screws so that the exhaust pipe cannot move.



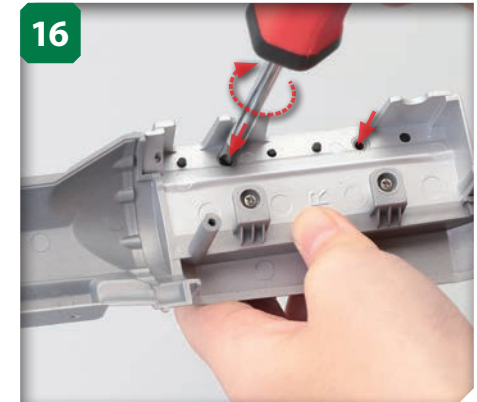
As you did for the left side, line up the transmission case R (Stage 14) to the engine block R. Again, thread the indicated holes before proceeding with the next steps.



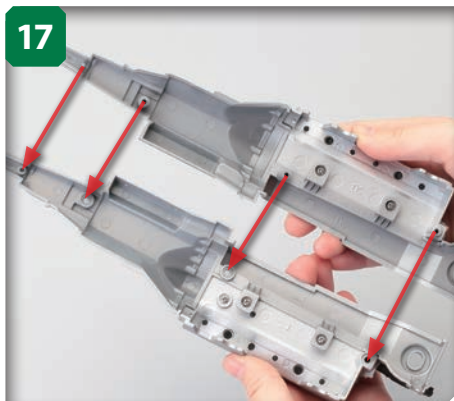
As you did in Steps 7 and 8, insert and tighten two M2.3 x 6mm screws into the indicated holes to join the parts. Again, partly tighten each one and then tighten them fully, until the part is secure and cannot move.



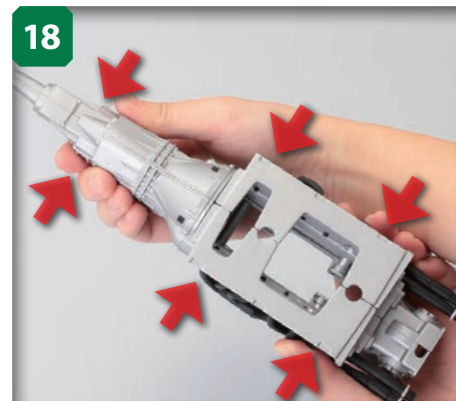
Using the same method as you did in Steps 9 and 10, fit the right-hand exhaust pipe onto the side of the engine block.



Turn the assembly over and tighten with two M2 x 5mm countersunk screws.



Line up the left and right side assemblies, then join them so that the indicated holes align. Make sure that the holes shown in Step 13 are threaded and ready for the next steps.



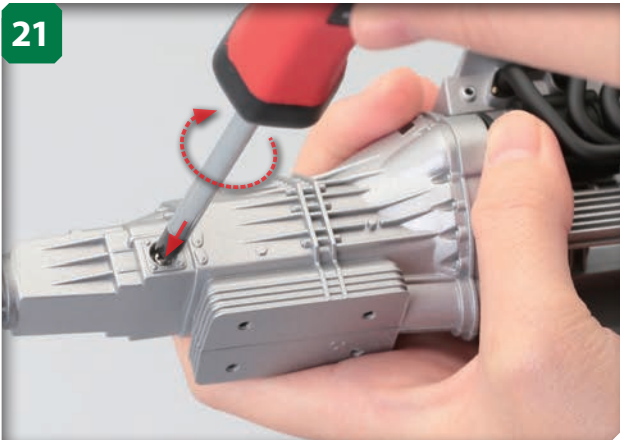
Press the parts together.



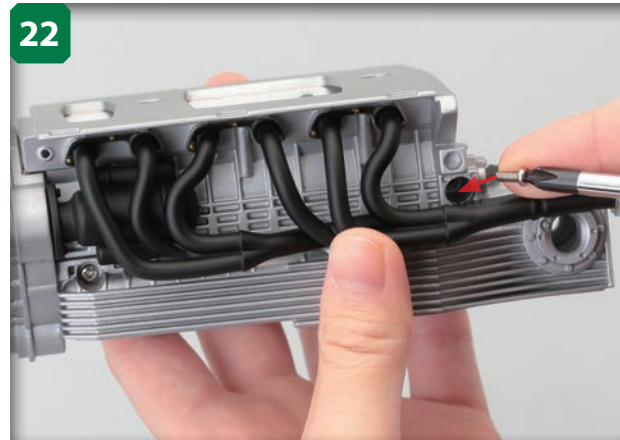
Insert an M2.3 x 6mm self-tapping screw into the indicated hole.



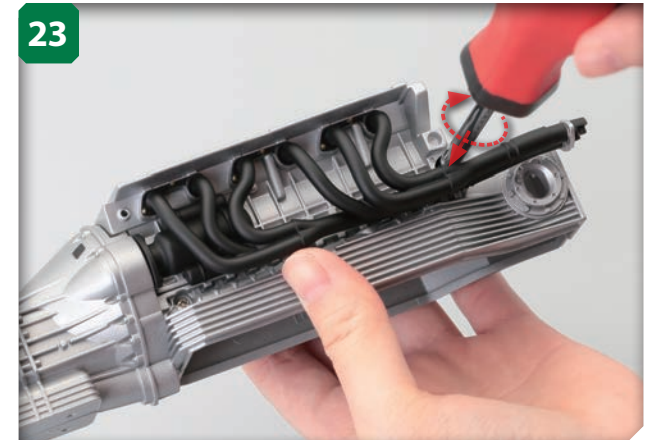
Tighten the screw with the screwdriver until it resists the turn.



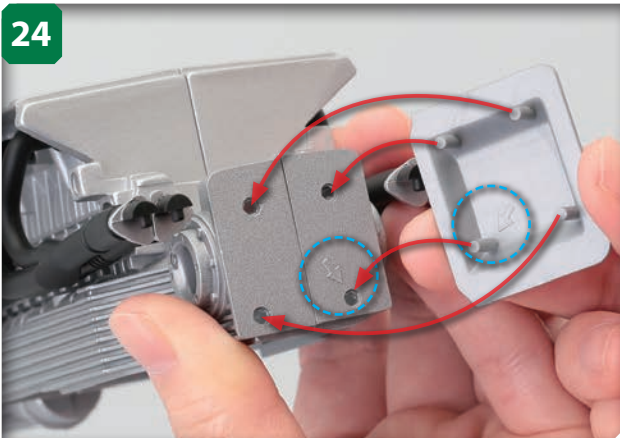
Tighten another M2.3 x 6mm self-tapping screw into the indicated hole.



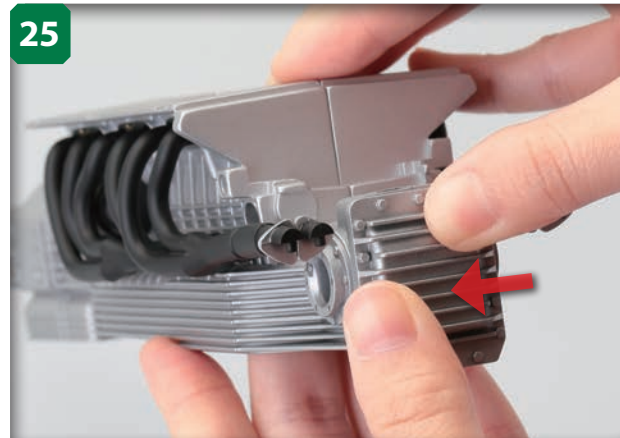
Tighten an M2.3 x 6mm metric-thread screw into the indicated hole.



Tighten the screw – it should fit easily into the thread you created in Step 13, but be careful if it becomes hard to turn, as overtightening may damage the parts.

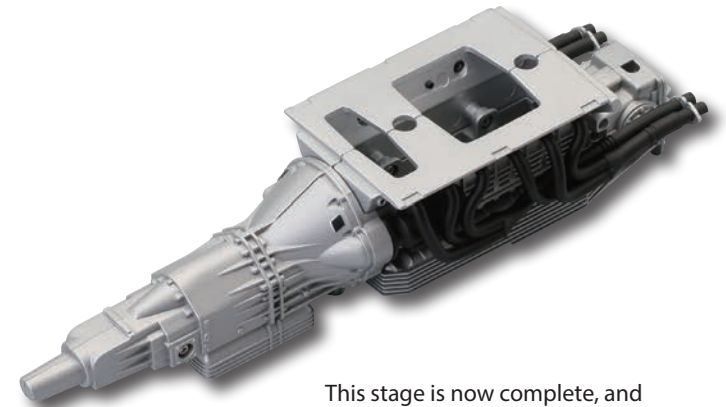


Take the differential case back plate supplied with Stage 14 and fit it onto the rear end of the engine block assembly. The four pins will fit into the corresponding arrowed holes, and the circled pin and hole are marked with a moulded-on arrow to help you orientate the parts.



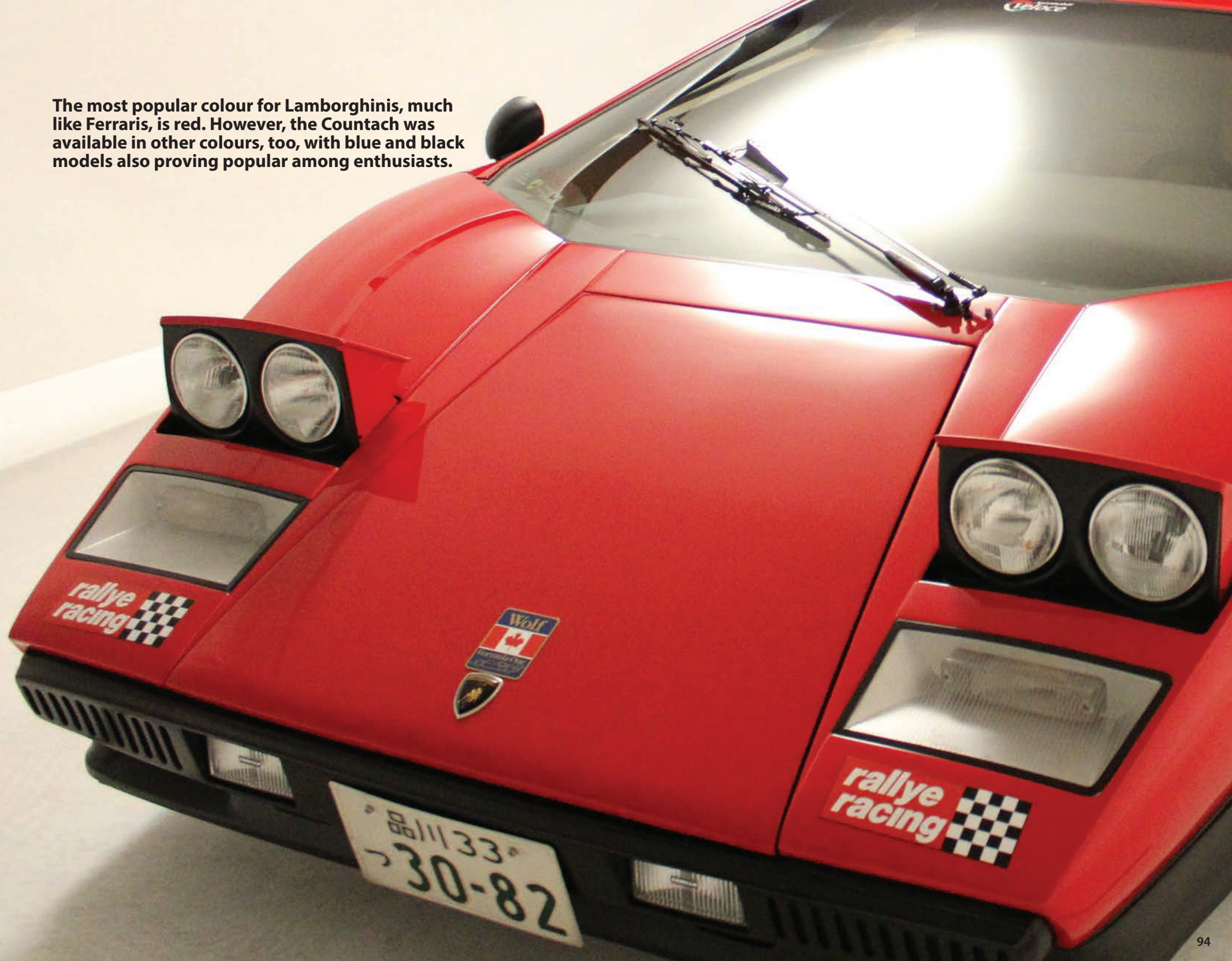
Press the back plate into place.

STAGE COMPLETE



This stage is now complete, and the lower parts of your model's engine are taking shape. Store any unused parts in a clearly labelled plastic bag.

The most popular colour for Lamborghinis, much like Ferraris, is red. However, the Countach was available in other colours, too, with blue and black models also proving popular among enthusiasts.





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