

Lamborghini *countach*



WALTER WOLF MODEL

LP 500S

Pack
02



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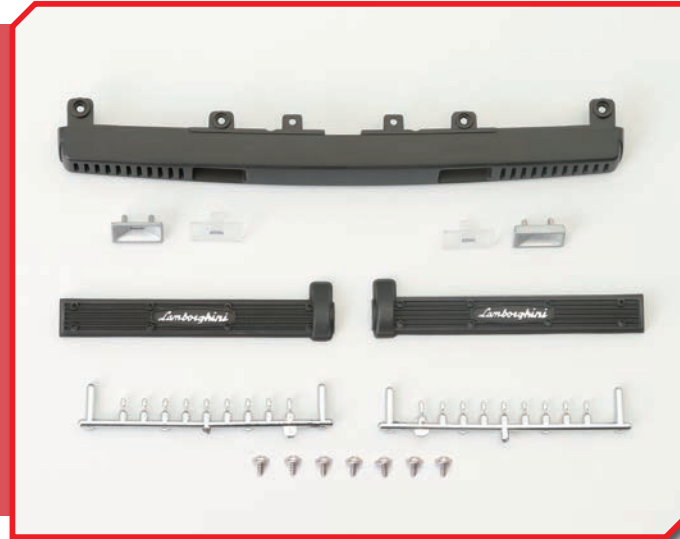


Born in 1939 in Graz, Austria, Walter Wolf lived in Germany and America before becoming a naturalised Canadian citizen in 1967. He went on to make his millions in oil exploration in the 1970s, and founded the Walter Wolf Racing Formula 1 team, which is remembered for achieving the unusual feat of winning its debut race, the 1977 Argentinian Grand Prix.



Stage 04

The camshaft covers SL and SR, and front bumper



Parts

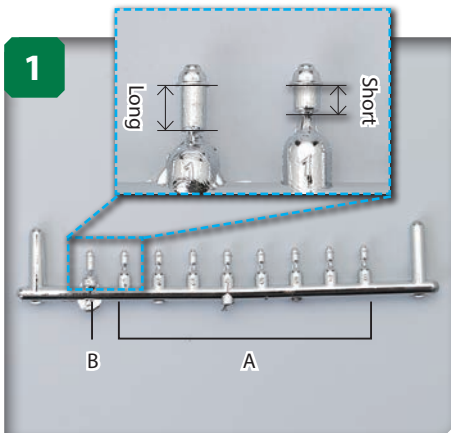
Front bumper x 1
Fog lamps x 2
Fog lamp lenses x 2
Camshaft cover SL x 1
Camshaft cover SR x 1
Bolts A x 16
Bolts B x 2
M2.3 x 5mm self-tapping screws x 7
(one is a spare)

Tools

Tweezers (Stage 03)
Side cutters
Phillips screwdriver (size 1)
Magnifying glass
Diamond file (flat)
Parts case

Materials

Masking tape or thin double-sided tape
Tissue paper
Fine-grit sandpaper



As you did in Stage 03, differentiate between the camshaft covers' bolts A and B, then use side cutters to separate all of these from the sprue. Keep the A and B parts separately.



Carefully peel the gaskets from the backs of camshaft covers SL and SR. Keep these to one side.



Using tweezers, insert the first of the bolts A into the indicated hole in camshaft cover SR. As with previous stages, wrapping the tweezer's jaws in masking or double-sided tape will give you a better hold of the part.



Push the bolt A into the hole with your finger or thumb, making sure not to scrape away the silver paint on the top of the part.



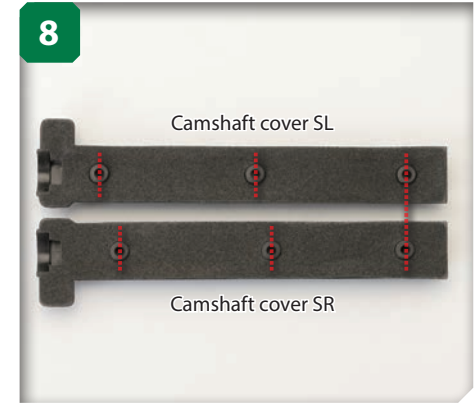
Use a firm but not hard object to push the bolt firmly into its hole (the end of a wooden pencil would be suitable – do not use hard plastic or metal for this).



Repeat Steps 3-5 to insert all the bolts A into the eight indicated holes on both the camshaft covers SR and SL, so that all 16 of the bolts supplied with this stage are used (unlike in Stage 03, where you left two of the holes empty).



Once the bolts are in, reattach the gaskets to both camshaft covers.



The gaskets are very similar in appearance, so use the photo above showing the different spacing of the cylindrical mounting posts as a guide.



Using the photo above to orientate the parts correctly, line up the indicated holes and fit the camshaft cover SR to the side of the cylinder head assembly. The extended end should be set next to those of the existing camshaft covers (blue circles).



Press the parts together so that the mounting pins on the inside of the camshaft cover fit into the corresponding holes in the cylinder head.

In Focus

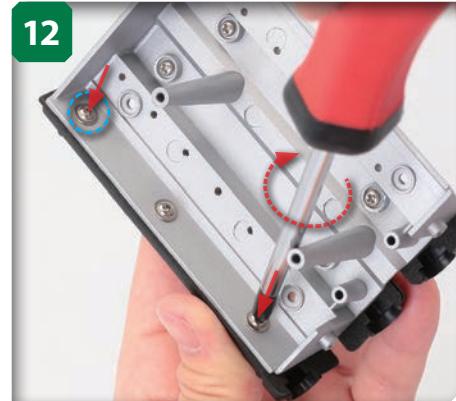
Fog lamps

The original styling of the Carello fog lamps fitted to the Countach LP 400 and 500S has been reproduced in fine detail for your model.





Turn the assembly over and insert one of the M2.3 x 5mm self-tapping screws supplied with this stage into the central mounting pin. Tighten the screw with a screwdriver.



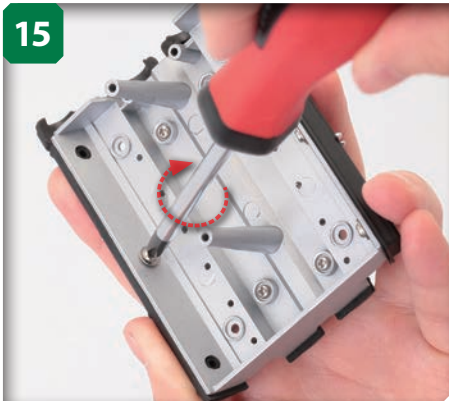
Insert two more M2.3 x 5mm self-tapping screws into the indicated holes and tighten them fully.



Next, take the camshaft cover SL and line it up with the other side of the cylinder head, as shown. Use the red arrows and blue circles to help you orientate the parts correctly.



As you did for camshaft cover SR in Step 10, press the parts together so that the camshaft cover's mounting pins fit into the holes in the cylinder head.



As you did in Step 11, insert and tighten an M2.3 x 5mm self-tapping screw into the underside of the assembly.



Repeat this to secure the part to the two remaining mounting pins.



The next job is to fit the fog lamps into the front bumper, so take one of these and line it up with one of the rectangular holes in the bumper. Make sure you have the fog lamp the right way up – the top of the part has an angled edge (see inset photo).



Once in position, press the parts together lightly, just enough to hold them in place – the fog lamp does not have to be fully secure at this stage.

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Again making sure that you have the parts aligned correctly, press the second fog lamp into the other rectangular hole in the front bumper.

20



The two fog lamp lenses are identical, so it doesn't matter which lamp each one goes in, but the printed Carello logos will show you the right way up to insert them.

21



Take the first lens and press it into one of the fog lamps, so that the thin rectangular pin at its back fits into the corresponding hole in the lamp.

Tip



If you find that the lens isn't fitting into the lamp easily, it may help to widen the rectangular hole in the lamp fractionally using a thin rectangular (or flat) diamond file or strip of folded fine-grit (600) sandpaper.

22



Wrap the assembly in some tissue paper to protect it, then press the parts together to fix the fog lamp and lens firmly into the front bumper.

23



Place the second fog lamp lens into the other fog lamp.

24



As before, wrap the assembly in tissue paper and press the parts into place.

STAGE COMPLETE



This stage is now complete: the top of your Lamborghini Countach's V12 engine is beginning to take shape, and the front bumper has its two fog lamps fitted. Store your assembly and any unused parts safely until next time.



Early models of the Countach were fitted with Michelin tyres with a 70 per cent profile, which, although considered low, still sacrificed a certain degree of ride comfort. Wolf's introduction of Pirelli P7s – first used on a Lancia Stratos rally car – not only brought better performance, but also a level of comfort more appropriate for such a luxurious machine as the Countach.

Stage 05

The front wheel and tyre



Parts

Front tyre
(with sponge inner)
Front wheel
Front wheel centre cap

Tools

Old toothbrush

Materials

Sealable plastic bag
Tissue paper



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



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



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



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



Position the wheel 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.



Pull the sidewall of the tyre over the outer rim of the wheel, making sure not to damage the valve (circled) on the inside of the rim.



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

In Focus

Front tyre

The impact on the development of the Countach – both Walter Wolf's personalised LP 500S and subsequent models of the car – brought about by the addition of Pirelli P7 tyres cannot be overstated. After the success of Wolf's LP 500S, Pirelli P7 tyres were fitted as standard to the LP 400S production model, with the accompanying upgrades to the suspension and braking systems cited as being among the car's standout features.





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 tyre walls are fully seated on the rims.

STAGE COMPLETE



This stage is complete, so store your assembly and any unused parts in a safe place until next time. To protect the rubber of the tyre, it is best to store it in a sealed plastic bag and keep it out of direct sunlight.

Useful tools and materials

Along with the basic set of tools that you need for these assembly stages, such as the Phillips screwdriver and the tweezers, you may find that the tools and materials shown below are particularly useful for specific tasks throughout the series. They are readily available from modelling shops and online suppliers.



Double-sided tape Useful for holding parts together for a temporary assembly.

Masking tape Like double-sided tape, masking tape is useful for the temporary fastening of parts.

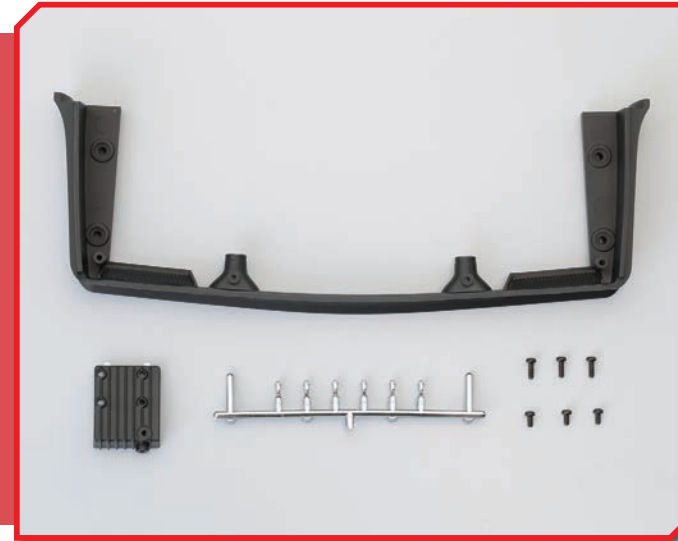
Side cutters Used for removing plastic parts from their sprues.

Modelling adhesive Also known as plastic adhesive or plastic cement, this is a basic glue suitable for use on the plastic parts of your model.

Diamond files Used for the precision filing of metal parts.

Stage 06

The front spoiler



Parts

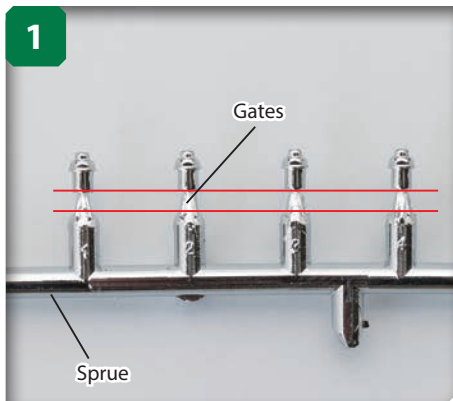
Front spoiler
A/C compressor bracket
Bracket bolts x 6
M2.3 x 6mm self-tapping screws x 3
(one is a spare)
M2.3 x 4mm self-tapping screws x 3
(one is a spare)

Tools

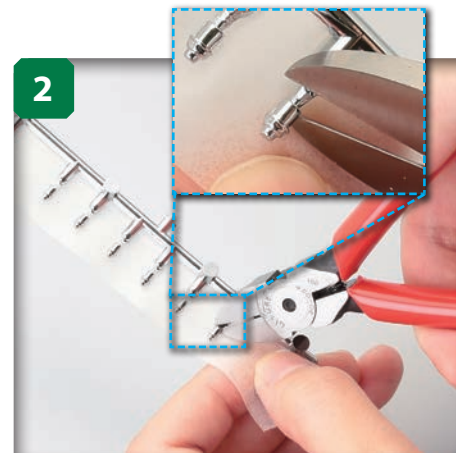
Phillips screwdriver (size 1)
Tweezers (Stage 03)
Side cutters

Materials

Front bumper assembly (Stage 04)
Double-sided tape
Masking tape
Sealable plastic bag



Inspect the bracket bolts supplied with this stage – the photo above shows the gates and the sprue. Side cutters are the best tool to use when separating each bolt from the sprue by cutting through its gate (see Step 2).



Run a strip of masking tape along the backs of the bracket bolts to prevent them from falling off once cut, then use the side cutters to separate four of the six bolts by cutting through their gates.



Store the four separated bolts in a safe place, ideally in a modelling parts box. Keep the sprue and its two remaining bolts in a safe place for later use.



Pick up the first bracket bolt with the tweezers, with the jaws wrapped in some double-sided tape for a safer hold.



Hold the A/C (air conditioning) compressor bracket as shown, and insert the bracket bolt into the indicated hole.



Press the bolt into the hole.



As you've done before, use the end of a wooden pencil or similar firm but not hard object to push the bolt fully into the hole.



Repeat Steps 4-6 to fill the four arrowed holes with bracket bolts, leaving the one marked by the blue circle empty.



The photo above shows which way up the front spoiler should go when fitted to the car.

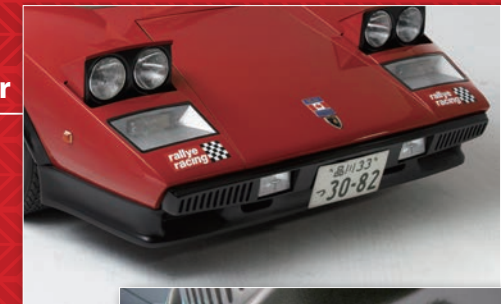


Lay the front spoiler out on your work surface, facing upwards. Then line up the front bumper assembly, built in Stage 04, with the raised holes on the inside edge of the spoiler.

In Focus

Front bumper and spoiler

The front bumper and spoiler, which house air intake vents and the fog lamps, are both modelled exactly on the design of Walter Wolf's original LP 500S.





Lower the spoiler onto the bumper, with the holes circled above aligned with the corresponding holes on the bumper.



Insert one of the M2.3 x 6mm self-tapping screws into the indicated hole.



Using a screwdriver, tighten the screw into the hole just enough to hold the parts together without any movement between them, but you don't need to tighten it fully at this stage.



Repeat Steps 12 and 13 to fix a screw into the hole at the opposite end of the spoiler.



Next, place one of the M2.3 x 4mm self-tapping screws into the indicated hole behind the fog lamp on the right.



Use a screwdriver to tighten the screw.



Repeat Steps 15 and 16 to insert a screw into the hole behind the other fog lamp.

STAGE COMPLETE



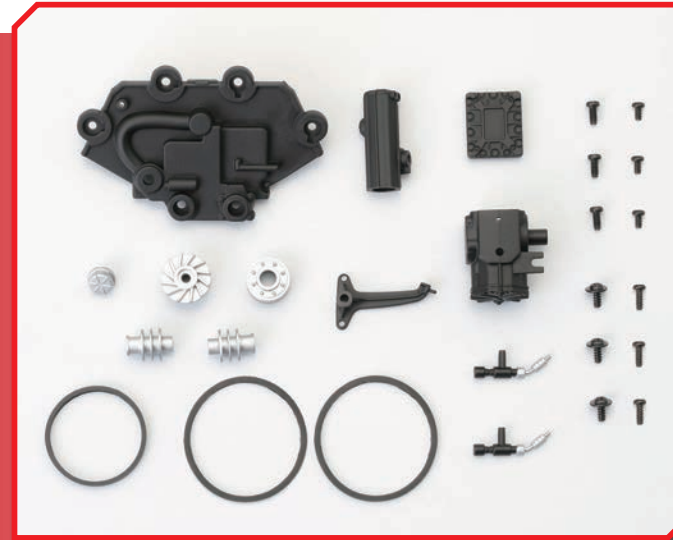
This stage is complete. The spoiler is now fitted to the front bumper, and the A/C compressor bracket has four of its bolts in place.



The sleek, ultra-low profiles of the Countach's windscreen and bonnet are met at the front by the bumper and spoiler, both of which are kept as slim as possible in keeping with the car's overall aerodynamic design.

Stage 07

The A/C compressor



Parts

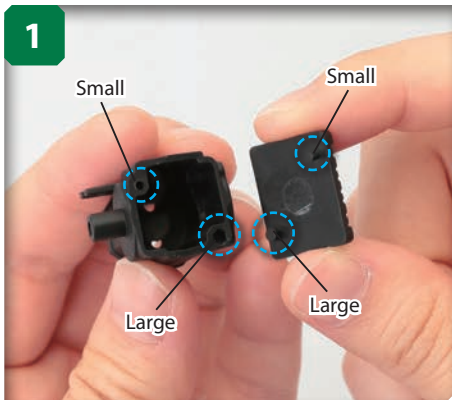
- Oil casing
- Oil separator
- A/C compressor cover
- Oil cap
- Alternator fan
- Pulley A
- Throttle crank base
- A/C compressor
- Pulleys B x 2
- Belt A
- Belts B x 2
- A/C valves x 2
- M2.3 x 5mm self-tapping screws x 3 (one is a spare)
- M2.3 x 4mm self-tapping screws x 3 (one spare)
- M2.3 x 5mm self-tapping washer screws x 3 (one spare)
- M2.3 x 6mm self-tapping screws x 3 (one spare)

Tools

- Phillips screwdriver (size 1)
- Cutter

Materials

- A/C compressor bracket assembly (Stage 06)
- Sealable plastic bag



The A/C compressor and its cover will be joined by the pairs of small and large holes and pins (circled).



With the two pairs of holes and pins aligned, press the parts together as shown.



Holding the compressor assembly as shown, line up the pulley A part with its mounting pin. Note the orientation of the pulley.



Fit the pulley onto the mounting pin.



Place one of the M2.3 x 5mm self-tapping washer screws into the hole in the centre of the mounting pin.



Tighten the screw into the hole so that the pulley is secure, but still able to rotate freely.



Check that the pulley can turn freely in each direction.



Next, fetch one of the A/C valves and place it into the indicated hole in the compressor. The valve's mounting pin has a D-shaped cross section, which will match that of the hole.



Once the valve's pin is sitting neatly inside the hole, push the part fully into place. Be very careful when you do this because the pin is very thin, and could bend or even break under too much pressure.

TIP



If the D-shaped mounting pin of the valve doesn't fit easily into its hole in the compressor, take a craft knife or similar cutter and very carefully shave away some of the pin. Always direct the blade away from the part and work gradually, one shaving at a time, to avoid taking off too much at once.

In Focus

Air conditioning

The air-conditioning compressor used by the LP 500S was larger than its modern equivalents, which have benefited from improvements in the technology over the intervening decades. However, compared with others of its generation, the LP 500S's compressor was a beautifully neat and compact design, which fitted very tidily into the car's rather cramped engine compartment.





Repeat Steps 8 and 9 to attach the second A/C valve.



Hold the oil casing and oil separator in your hands and line up the circled mounting post and hole, which are moulded to fit together.



Join the parts and press together so they are secure.



Holding the parts in place, turn the assembly around and insert an M2.3 x 4mm self-tapping screw into the indicated hole.



Tighten fully with the screwdriver.



Take one of the pulley B parts and place it, positioned as shown, into the indicated hole in the oil casing.



Push the part into the hole. If it is not entering the hole easily, make sure you have the parts straight, and rotate the pulley from side to side a little as you insert it.



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



Holding the pulley B tight so that it doesn't revolve with the screw, turn the screw into the oil casing with the screwdriver. Do not fully tighten this at this stage – only turn the screw until its head just touches the casing.



Place the second pulley B part into the hole in the oil casing that is next to the first.



As you did in Step 16, push the second pulley B into the hole.



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



Tighten this with the screwdriver.

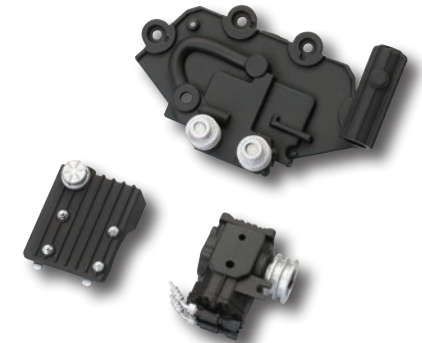


Take the A/C compressor bracket assembled in Stage 06 and line up the oil cap's D-shaped mounting pin to the circled hole.



Making sure the D-shaped pin and hole are aligned, push the oil cap into the hole so it is secure.

STAGE COMPLETE



This stage is now complete, and the various parts of your model's engine are beginning to take shape. Store these, and any unused parts, away safely until next time.

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