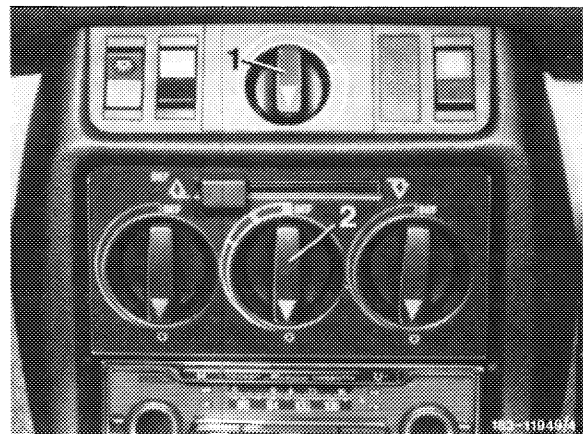


- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>1 Temperature vacuum switch</li> <li>2 Blower switch</li> <li>3 Lateral ventilation (cooling air outlet)</li> <li>4 Cooling air outlet center</li> <li>5 Cooling air outlet from defroster nozzle on windshield</li> <li>6 Cooling air outlet in leg room (with temperature vacuum switch pulled)</li> <li>7 Operating lever cooling air outlet center</li> <li>8 Heater switch lefthand vehicle section</li> <li>9 Heater switch righthand vehicle section</li> </ul> | <ul style="list-style-type: none"> <li>10 Operating lever for cooling air distribution</li> <li>Lever left = Air for windshield and lateral ventilation</li> <li>Lever center = Air for windshield and lateral ventilation, as well as for driver's and rear compartment leg room with knob of temperature vacuum switch (1) pulled</li> <li>Lever right = Air for lateral ventilation as well as for driver's and rear compartment leg room with knob of temperature vacuum switch pulled</li> </ul> |
|---|---|

1 The air-conditioning system supplies cooled and dehumidified air for cooling the interior of the vehicle. The system operates with outside air and recirculated air cooling.

2 For normal cooling the blower switch (2) is set to stage I, II or III. On vehicles to 07/80 the temperature vacuum switch (1) is turned to the right and adjusted depending on desired refrigerant output in range between 0 and mark on blue graduated scale, upon which 100 % fresh air will blow through evaporator.

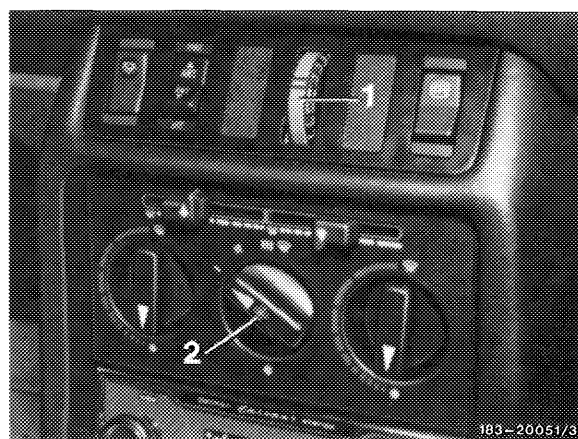


Version up to 07/80

3 For maximum cooling, temperature vacuum switch (1) is set in range between mark and end of blue scale, so that approx. 80% of recirculated air and approx. 20% of outside air are guided through evaporator. Heater switches (8 and 9) should be at position 0.

4 On vehicles starting 08/80 the temperature dial (1) is turned out of end position "0". Stepless increase of refrigerant output continues up to position "Max".

5 Upon engagement of selector dial in "Max" position, the system switches from fresh air cooling to recirculating air cooling (80 % recirculating air, 20 % fresh air).



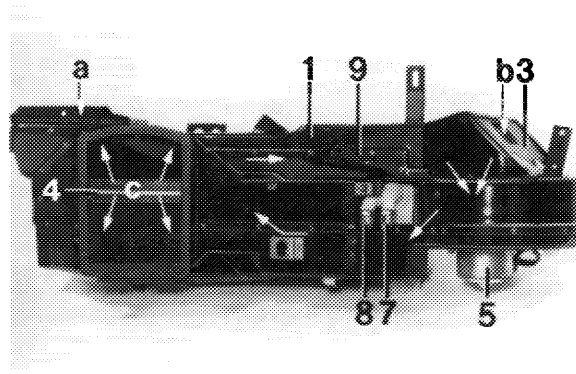
Version starting 08/80

6 **The air-conditioning system operates only with the engine running.** High engine speed provides high speed of refrigerant compressor and thereby increased cooling output. A 3-stage blower (2) to increase and control air volume is located below temperature vacuum switch (1).

7 The evaporator housing with blower is clipped to heater box instead of standard heater blower. On vehicles with air-conditioning, the heater box has two additional flaps for driver's and rear compartment leg room.

8 With recirculating air flap (3) closed — temperature vacuum switch up to position 3/4 cooling capacity = approx. 200° cutting-in angle — fresh air will be drawn in through upper portion of evaporator housing by blower (5).

9 With recirculating air flap opened (starting at 3/4 cooling capacity) approx. 80% of air inside vehicle is drawn out of leg room and approx. 20% outside air (fresh air) through a leak of recirculating air flap.



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10 The blower forces the air through the evaporator (4) to heater box. With the center nozzles opened (operating lever 7 is turned to the left) the air will flow directly out of central nozzle (4). A slight share of the air is guided through the heat exchangers to the lateral ventilation outlet (3), the defroster nozzles (5) and the rear compartment and leg room openings (6).

11 With the center nozzles closed (operating lever 7 to the right) the air is guided through the heat exchangers to the defroster nozzles, to the lateral ventilation outlet and the rear compartment and leg room openings. The cooled and dehumidified air can be warmed up again by turning the heater switches (8 and 9) to the right. If the temperature vacuum switch is turned to the right (starting from approx. 30 ° cut-in angle) the rear passenger compartment and legroom openings are closed by the additional flaps in heater box, starting from 03/79 on lefthand steering vehicles 11/79 on righthand steering vehicles also for defroster nozzles. If cooled air is also desired in legroom, pull button of temperature switch (up to 07/80). Starting 08/80 the flaps for defroster and legroom openings are manually operated.

### **Rapid cooling**

12 For fast cooling of a vehicle interior which has been exposed to extensive solar radiation for some time, open the adjustable air outlet openings (3 and 4).

13 Set temperature vacuum switch or selector dial (1) to full cooling capacity (turn knob completely to the right into position "MAX" and set blower switch (2) to position 3). Open vehicle windows only until all the hot air is gone. Upon cooling down of vehicle interior, set temperature switch or selector dial (1) in such a manner that the desired temperature is attained, in addition, following sufficient cooling, all the air outlet openings may be opened. However, to obtain an air distribution free of draft, it is recommended to let all the cooling air escape through defroster nozzle behind windshield glass following sufficient cooling down. With this adjustment, the outside of the windshield glass will become foggy in moist and cool weather. In such a case, increase the air temperature or close the cooling air outlet toward windshield glass.

### **Important between seasons**

14 Between seasons in periods of high humidity (fogging of window glass from inside) the air-conditioning system may be engaged in addition to vehicle heater. As a result, depending on position of temperature vacuum switch or selector dial (1), the moisture will be drawn out of fresh air or recirculating air at evaporator. This cooled down air can be heated again to a pleasing temperature by the respective position of the heater switches (8 and 9).

**Note:** The air-conditioning system should be switched on at least once a month for a short period.

15 This is particularly important during the cold season, when the air-conditioner is not required. Operation is necessary to lubricate the seal on rotating crankshaft of refrigerant compressor.