HEATING AND VENTILATION SYSTEM

Heater Controls (Fig. 1)

The system is controlled by a three-lever unit mounted centrally on the fascia to perform the following functions:

Lever 'A' — controls the flow of cold air through a louvre in the centre of the fascia which can be adjusted to alter direction of the air stream by turning the knurled wheels as required.

Lever 'B' — controls the flow of air through the heating element. When the lever is moved to the 'cold' position, the heating element is blanked-off and the water valve is closed, thus cold air only will issue from the outlets. Moving the lever to 'hot' fully opens the water valve and allows unrestricted air-flow through the heating element, thus maximum heat is achieved, consistent with engine temperature. By moving the lever between these extremes infinite control of temperature is achieved.

Lever 'C' — controls the distribution of cold or heated air depending upon the position of lever 'B'. In the 'off' position air-flow is blanked-off from screen and car. When the lever is moved to 'screen', all air is directed to this area for maximum demisting or defrosting. Moving the lever downwards progressively decreases air-flow to the screen and increases the flow to the car. When the lever is at 'car' almost all of the air is directed to the front and rear footwells.

Fig. 1