

- 1 - Heater radiator
- 2 - Heater fan
- 3 - Hot air/cold air flap
- 4 - Vertical air distribution flaps

- A - Air inlet
- B - Windscreen ventilator outlet
- C - Centre ventilator outlet
- D - Side ventilator outlet
- E - Lower ventilator outlet
- F - Ventilator outlet to rear seats

There is no heater hot water valve. The water flows continuously through the heater radiator which contributes to the engine cooling effect.

DO NOT BLOCK THE DUCTS

The rear seats are heated and ventilated by the lower duct on the front air distributor casing.

THERMOSTAT

The thermostat is in a housing mounted on the front end of the cylinder head.

Temperature at which it starts to open - °C	Temperature at which it is fully opens in °C	Travel in mm
Petrol 83	95	7.5
Diesel 81	93	

ANTI-FREEZE

Quantity (in litres)	Grade	Special features
7.2	Coolant	Protection down to -23°C for hot, temperate and cold climates.
	Top up with demineralised water	Protection down to -40°C for "extreme cold" climates.
	GLACEOL AL (type C)	

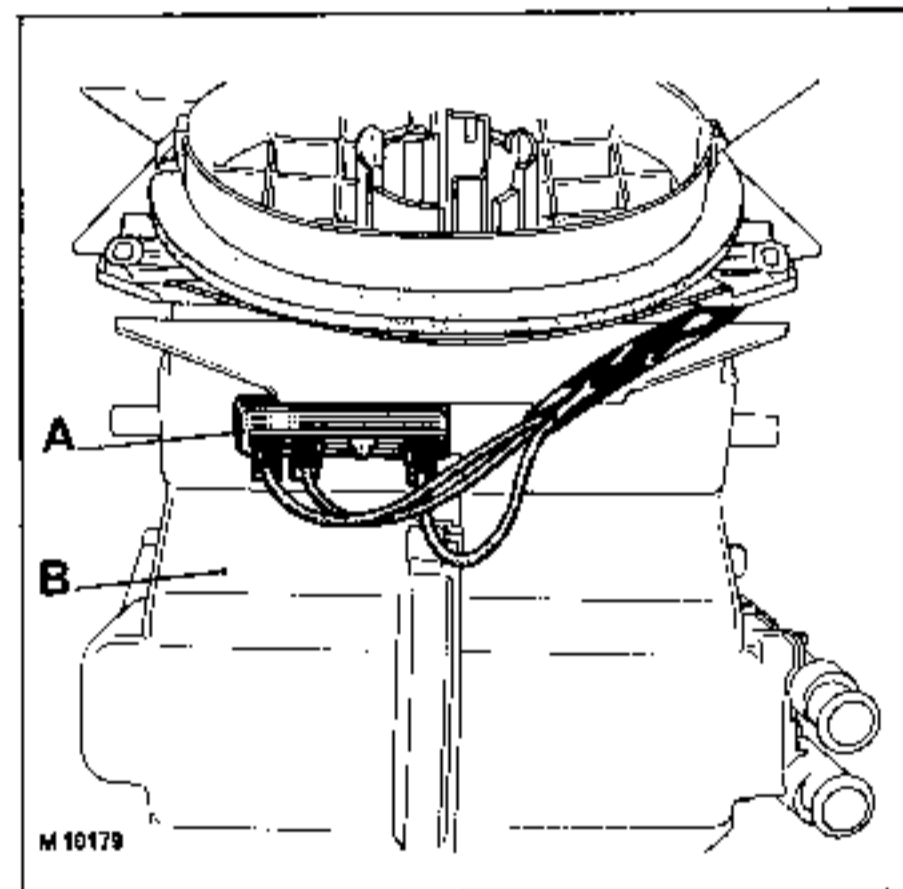
Developments of the various electric feed systems for the heater fan.

1st type

Vehicles concerned:

- J112 T000001 to T026658
- J115 T000001 to T012699
- S112 T000001 to T000469
- S115 T000001 to T000521
- J117 T000001 to T000555

The resistors for speeds 1, 2 and 3 for fan A are incorporated in heater unit B. Heater unit B must be removed in order to replace these resistors.



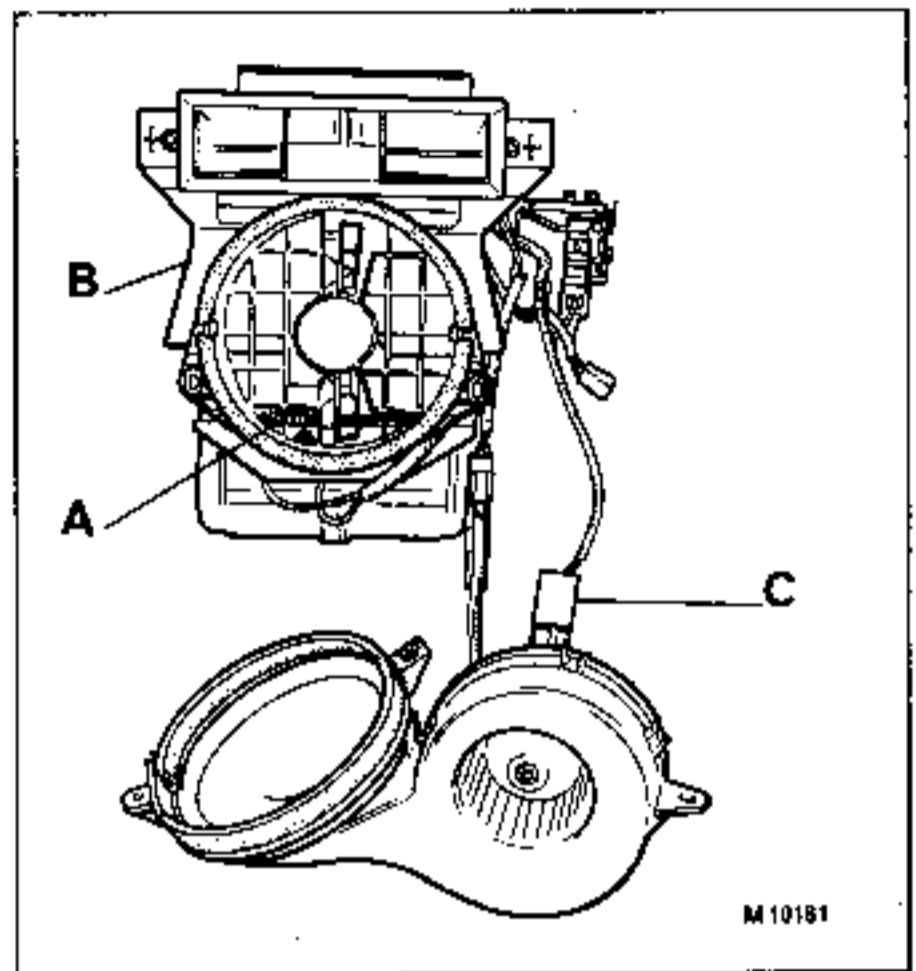
2nd type

Vehicles concerned:

- J112 T026659 to T033484
- S115 T012670 to T017381
- S112 T000470 to T000574
- S115 T000522 to T000711
- J117 T000556 to T001956

Resistor A is in heater unit B (identical to the preceding type but only used for the first speed).

A 2nd speed resistor C is mounted on the lefthand console flange. This resistor is equipped with a thermal fuse.



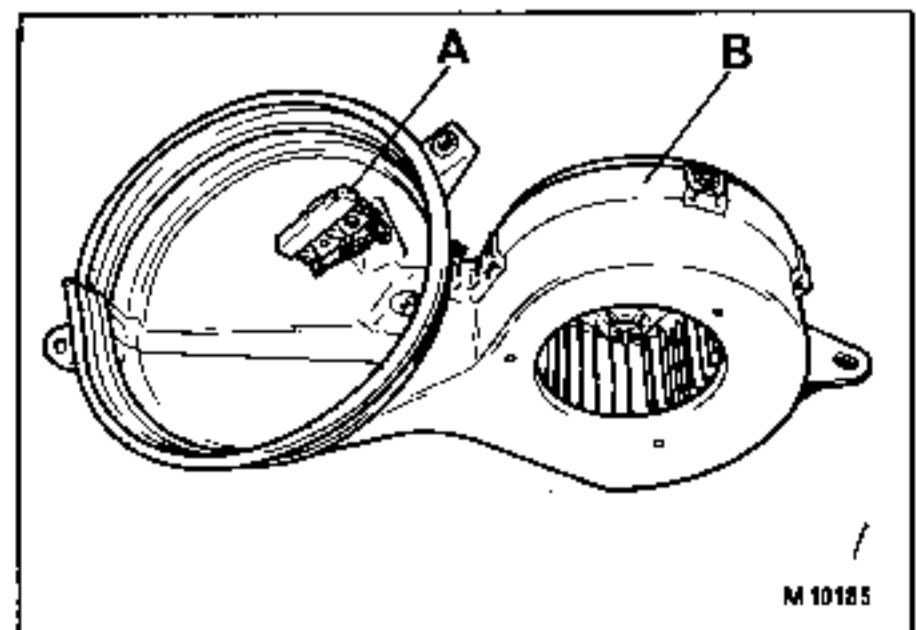
3rd type

Vehicles concerned:

- J112 as from T033485
- J115 as from T017382
- S112 as from T000575
- S115 as from T000712
- J117 as from T001957

Assembly A of the resistors for the 1st and 2nd speeds is mounted in the fan unit.

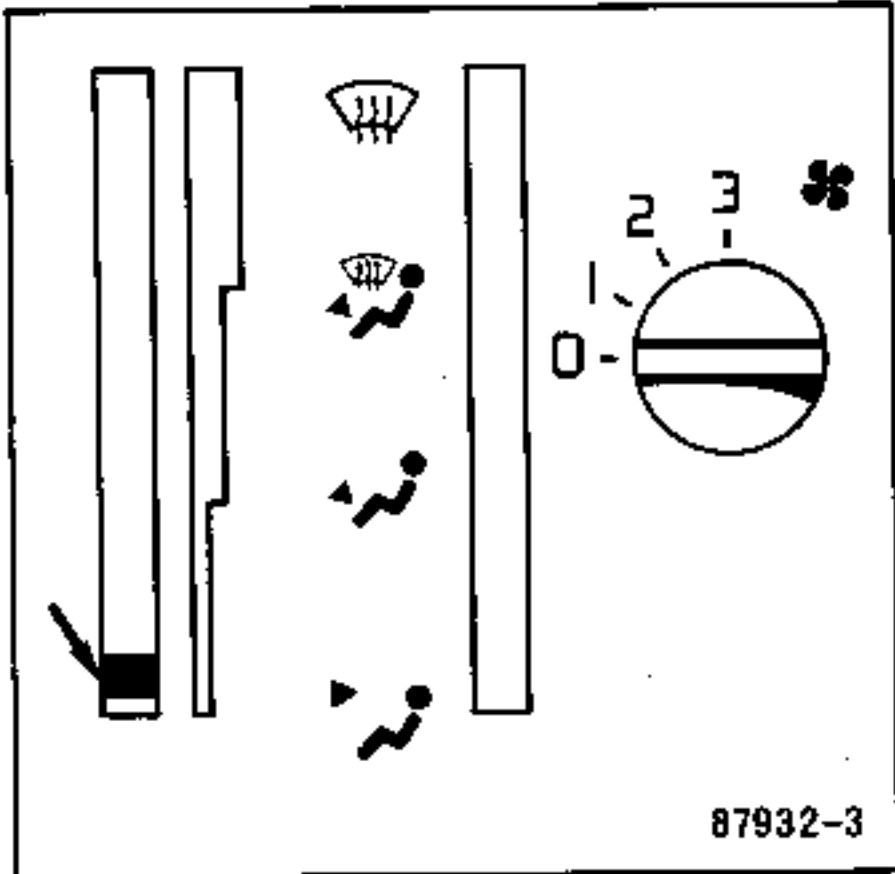
The 2nd speed resistor is equipped with a thermal fuse. The fan unit must be removed in order to replace the resistor assembly.



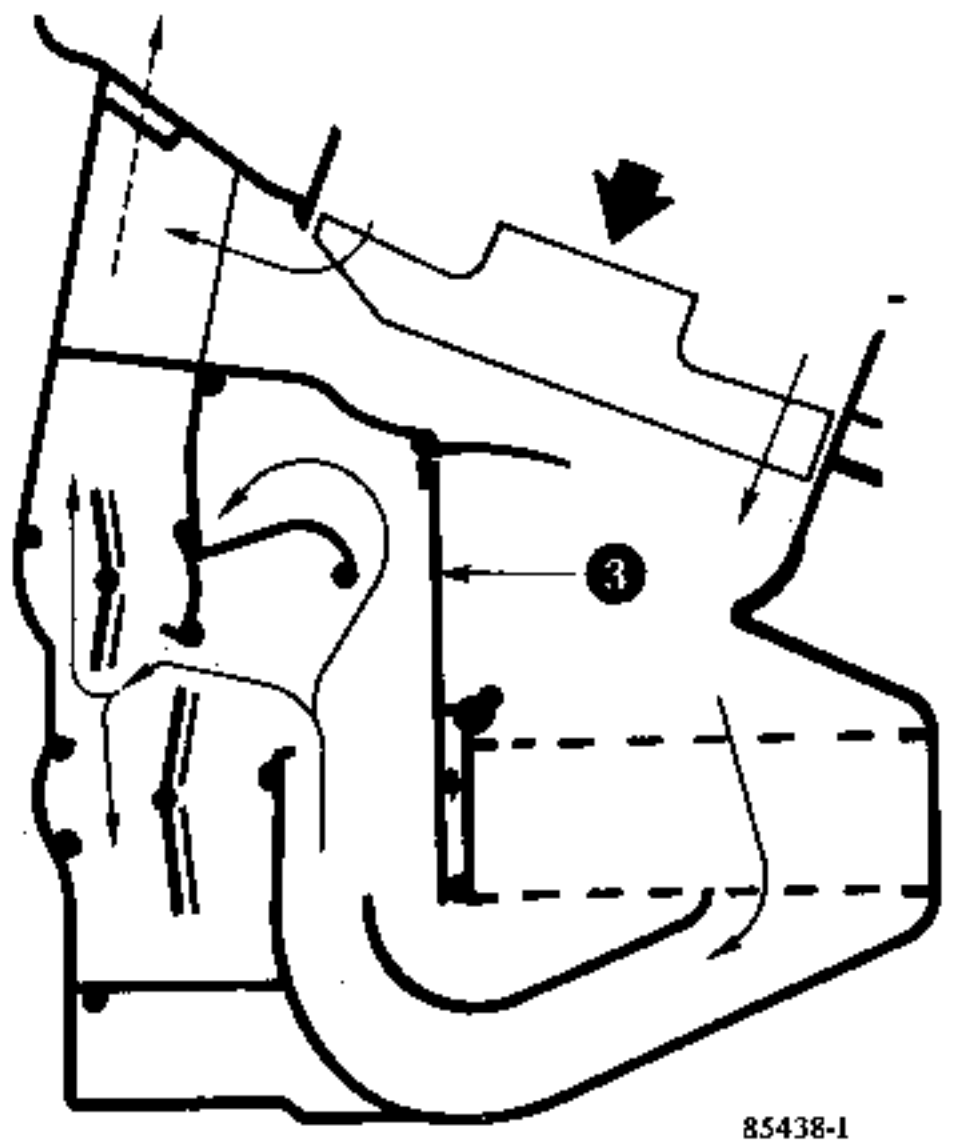
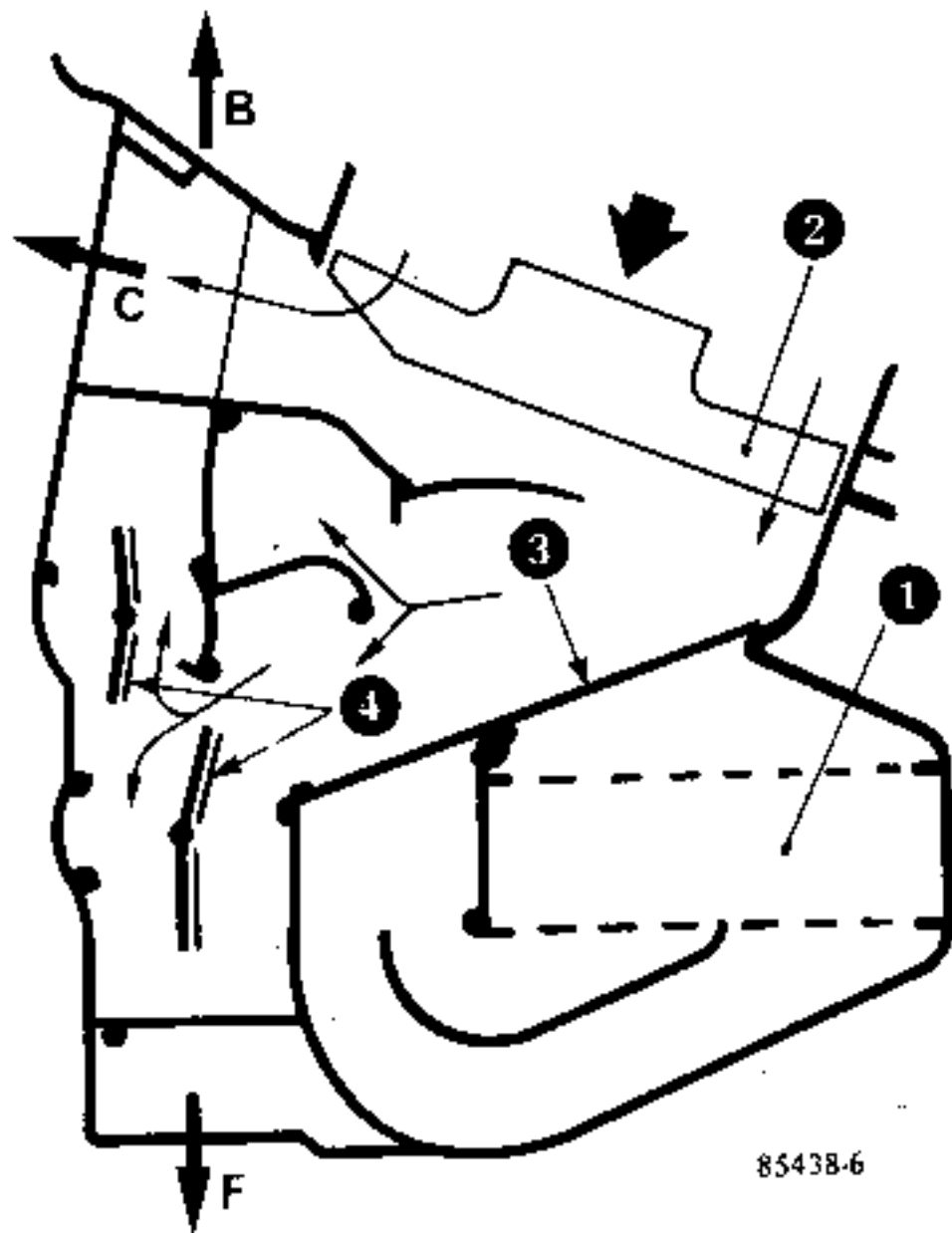
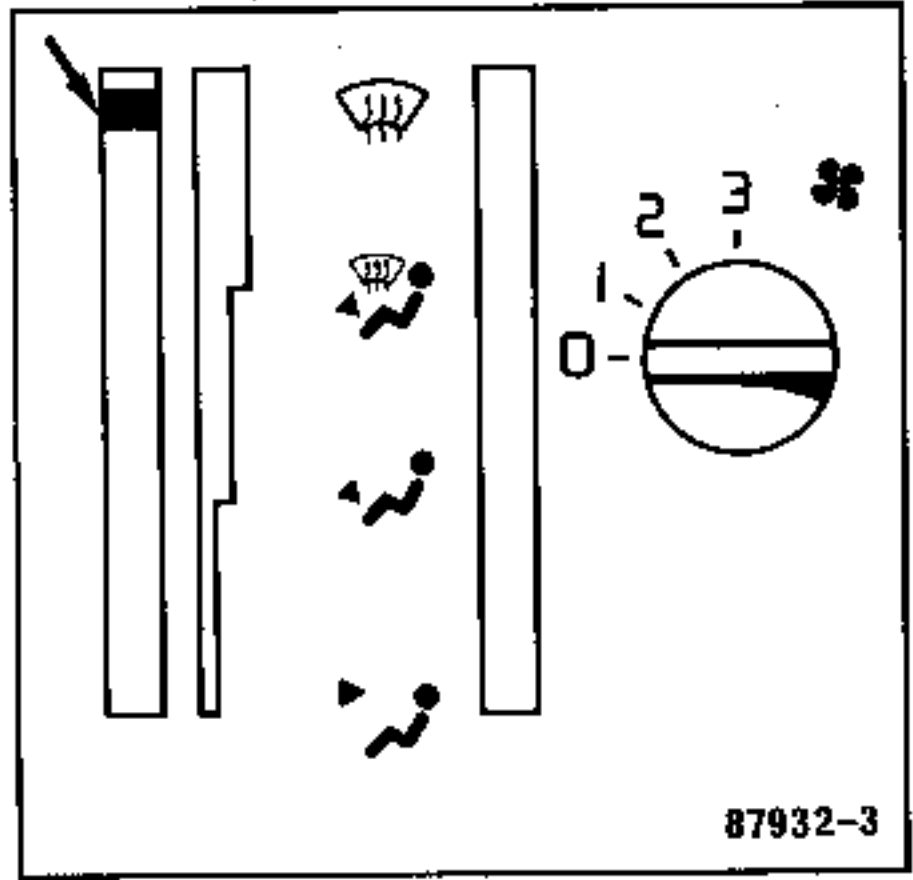
TEMPERATURE CONTROL KNOB

This controls hot air/cold air flap (3).

COLD AIR



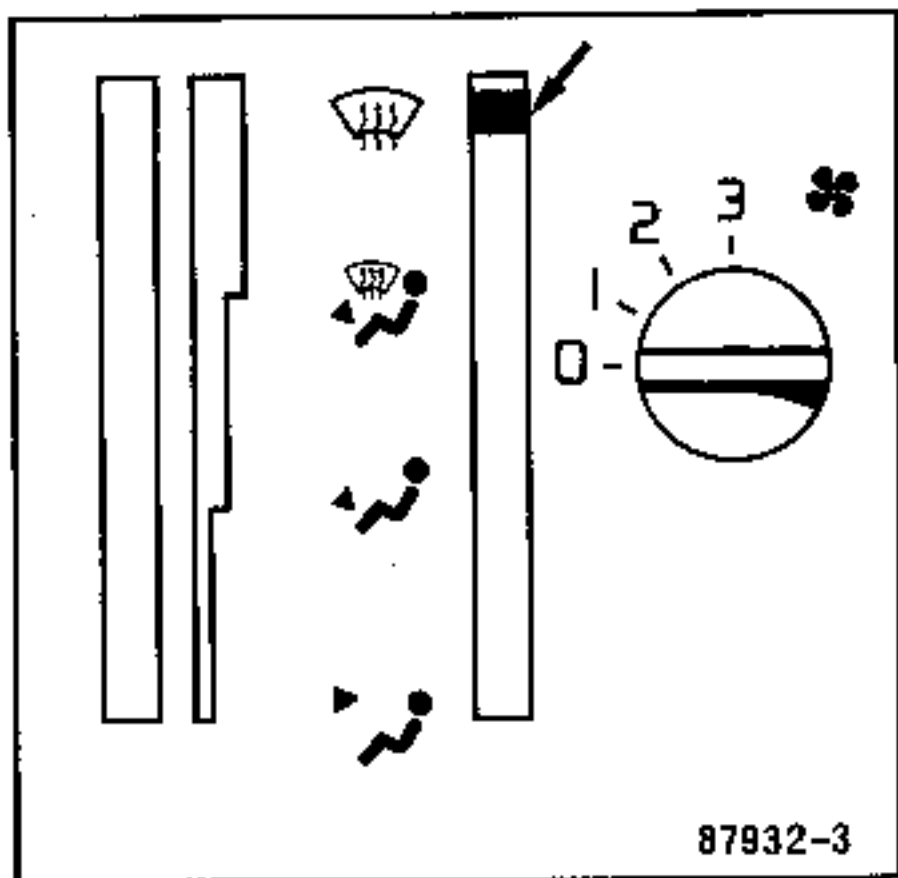
HOT AIR



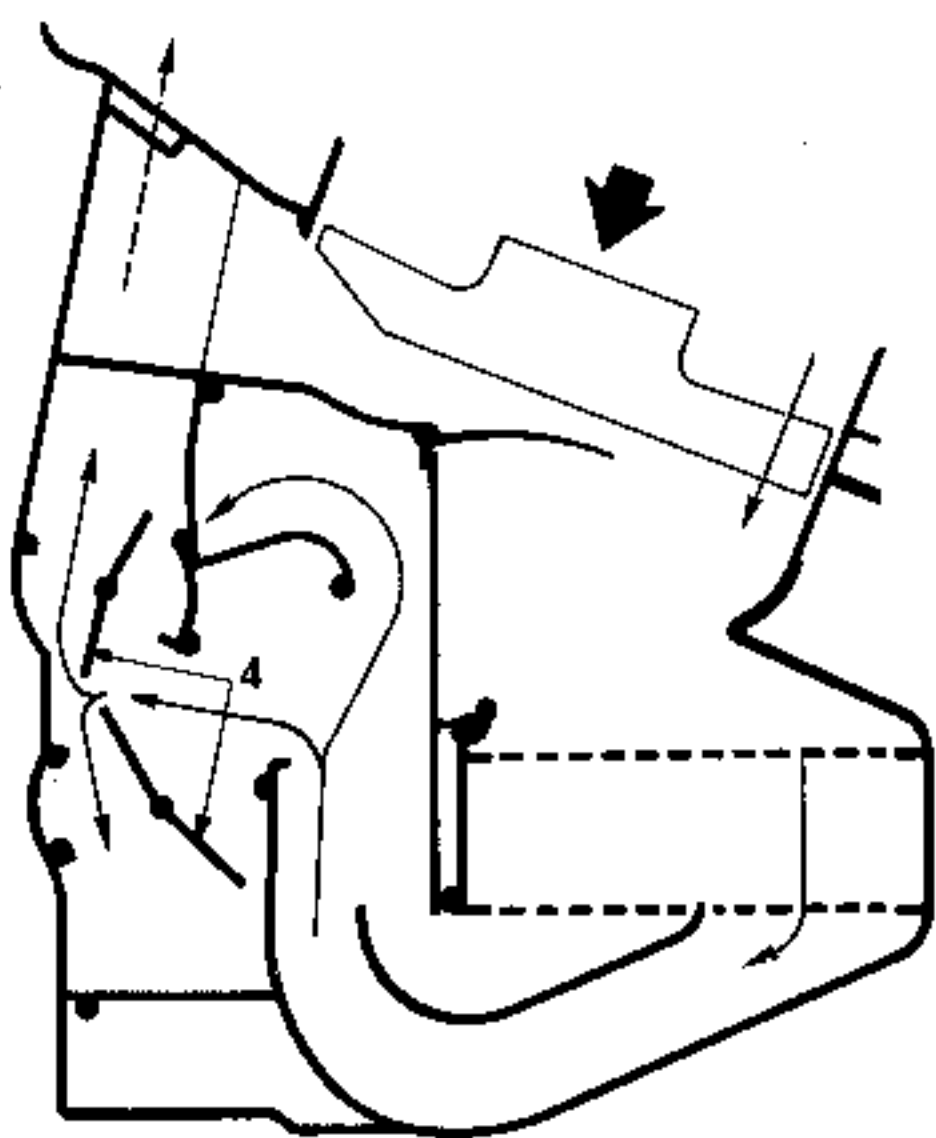
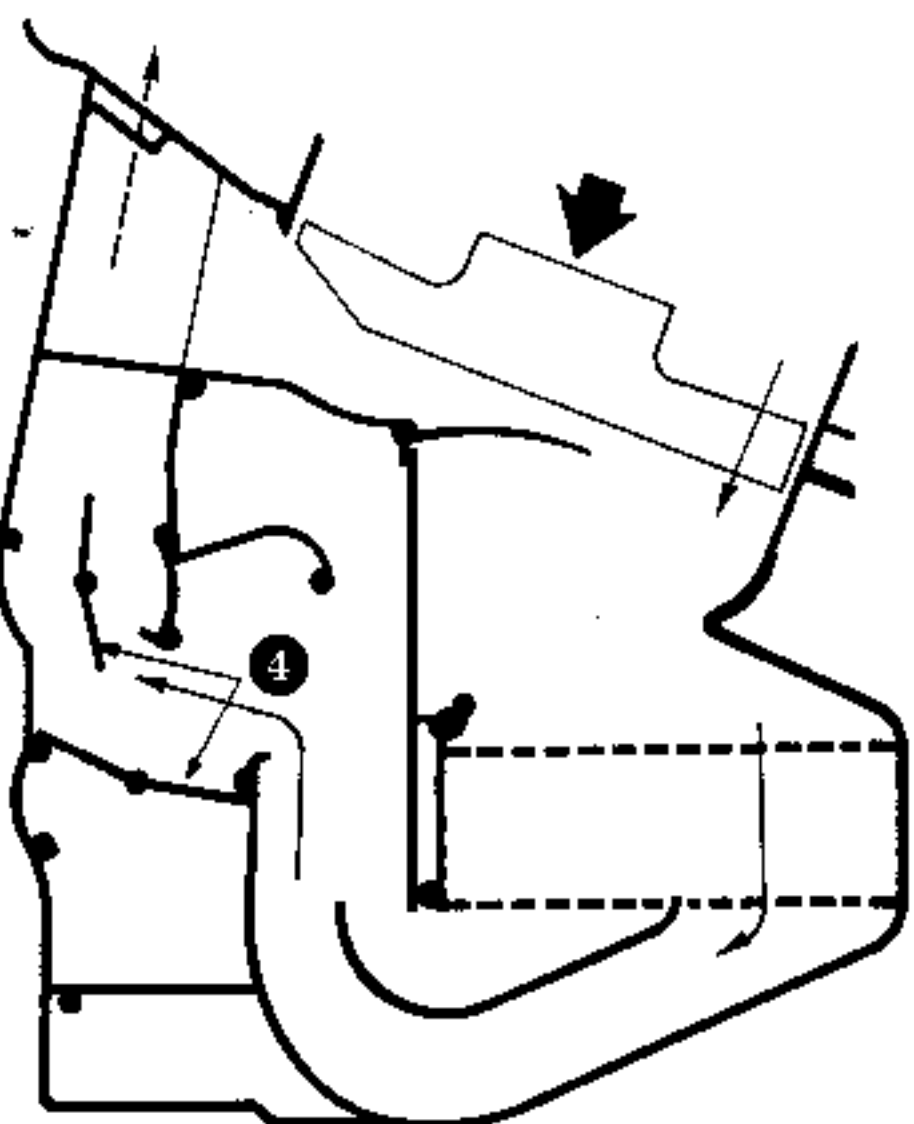
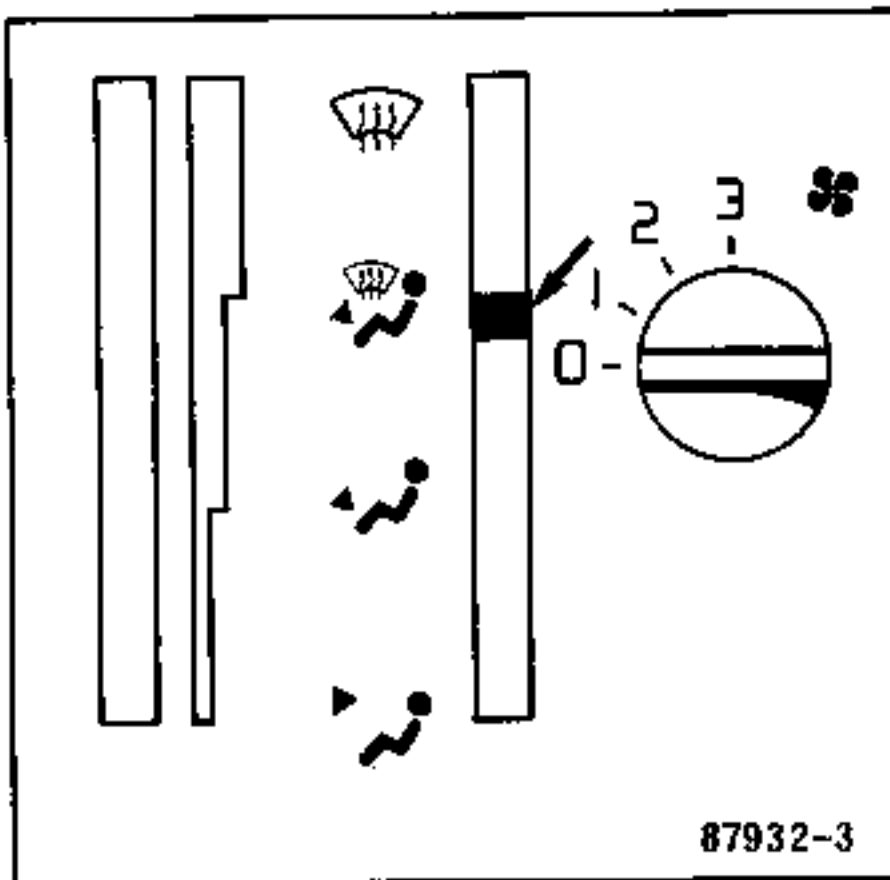
AIR DISTRIBUTION KNOB

This controls air distribution flaps (4).

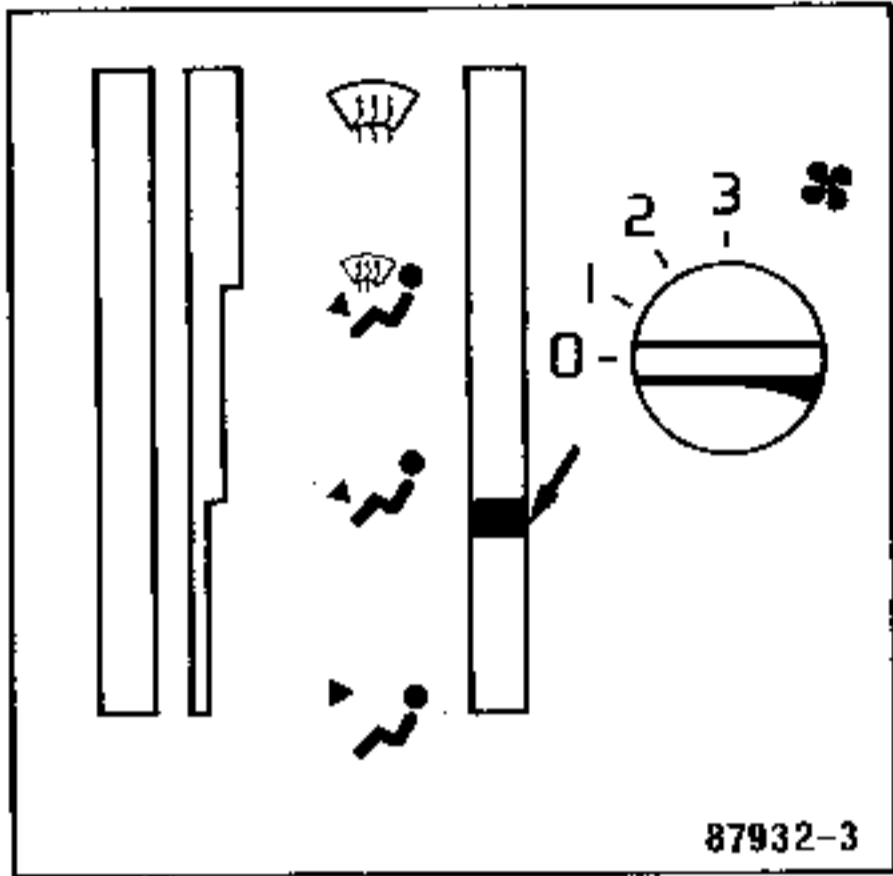
WINDSCREEN DEMISTING



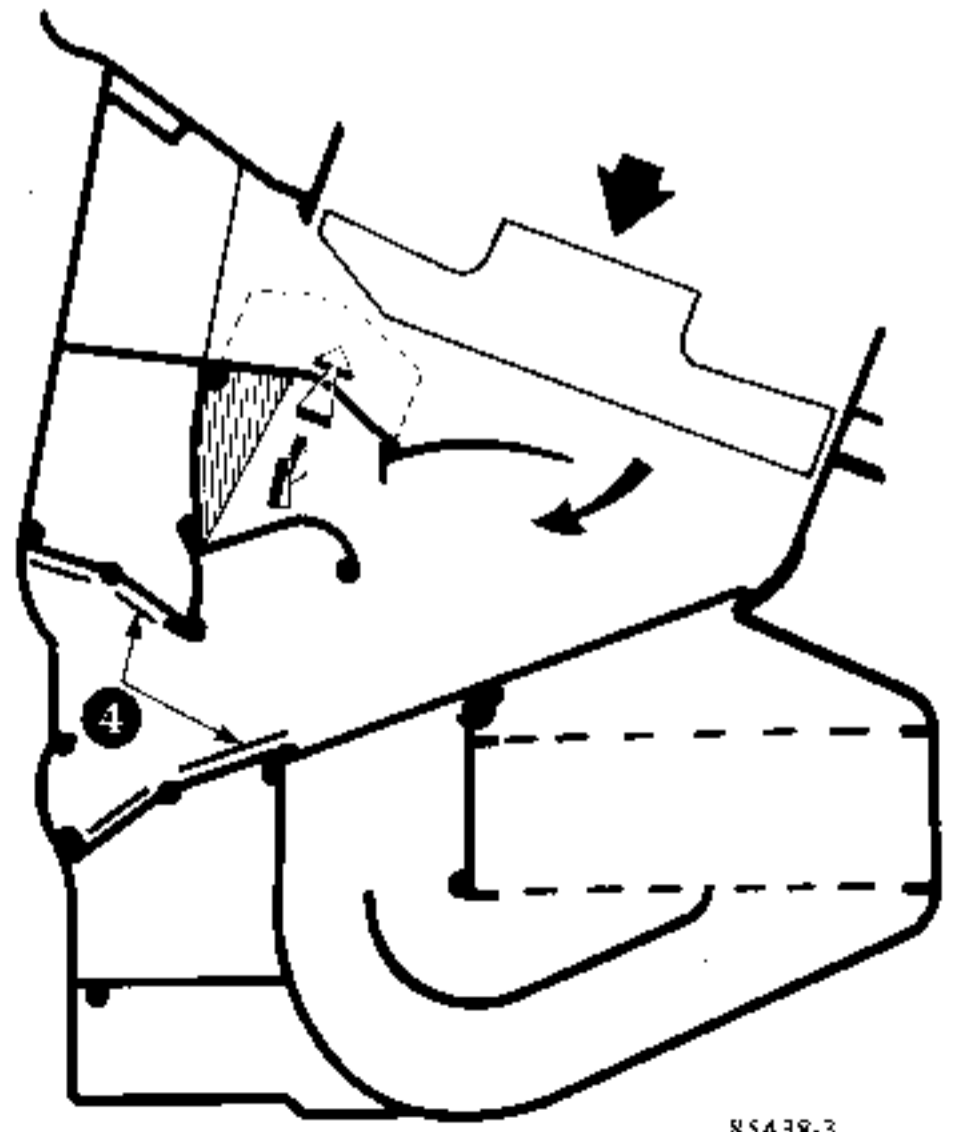
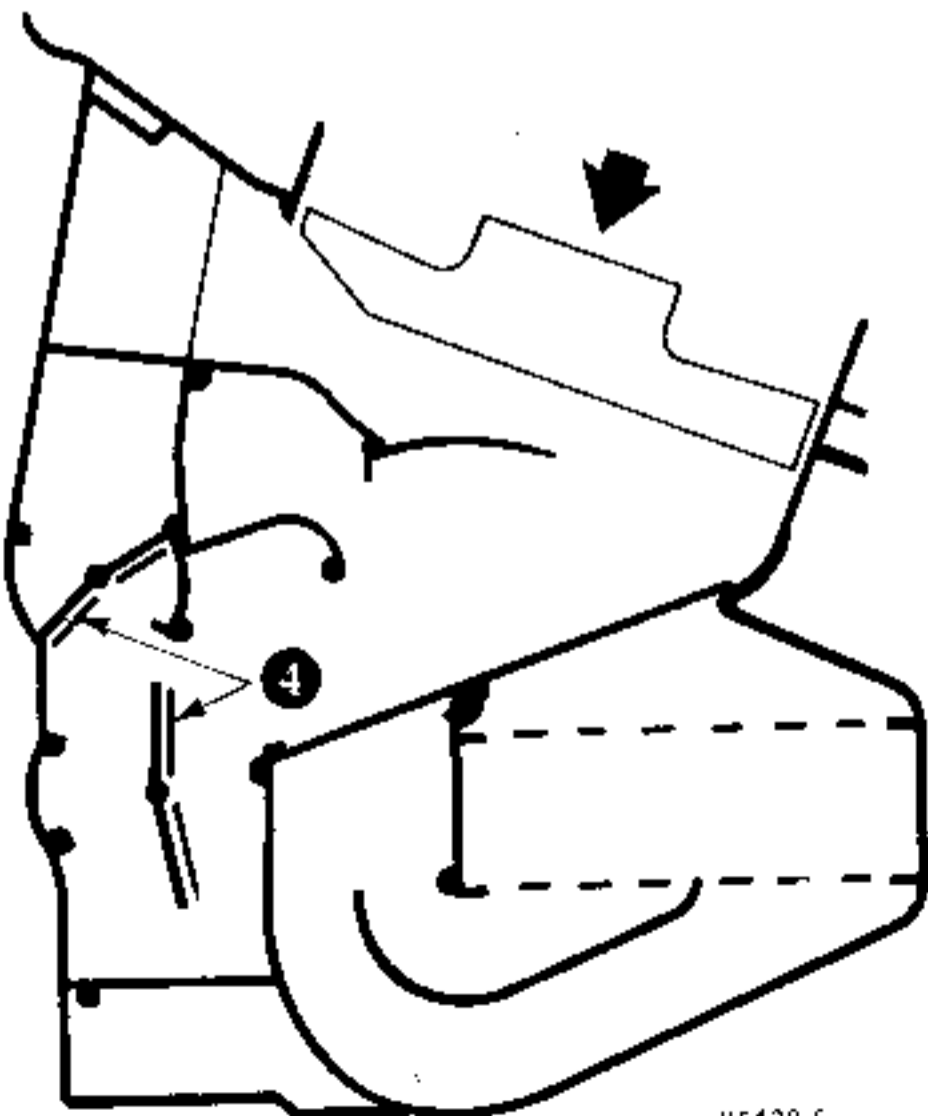
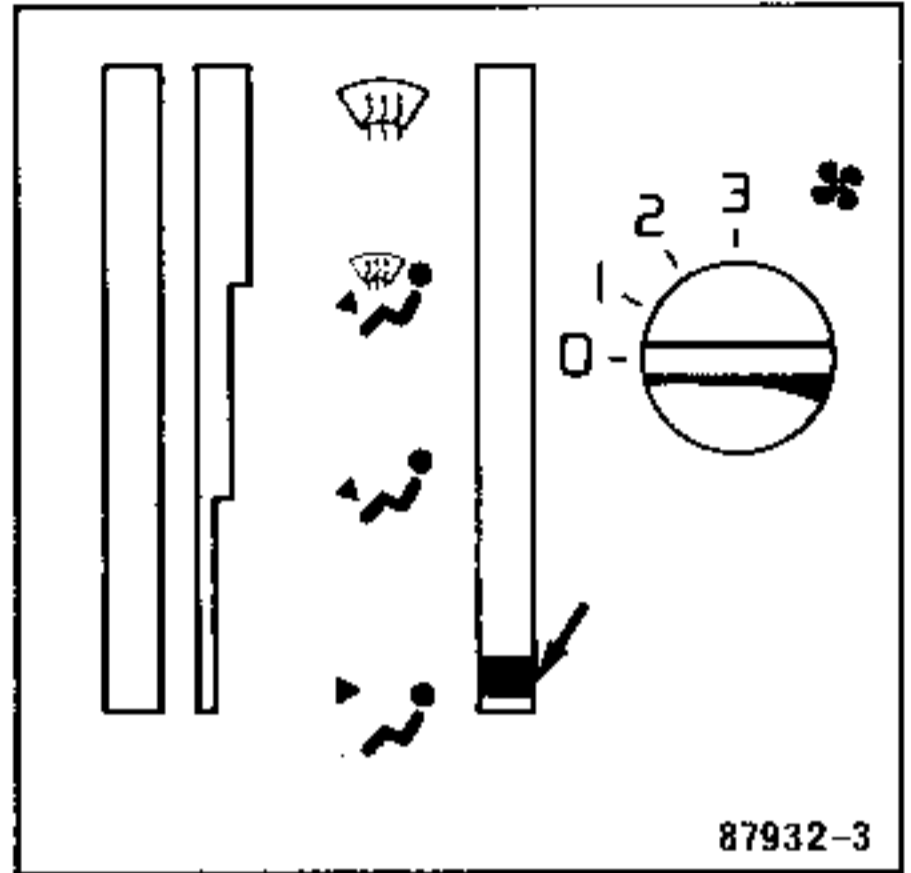
**WINDSCREEN DEMISTING
+
VENTILATION TO FEET**

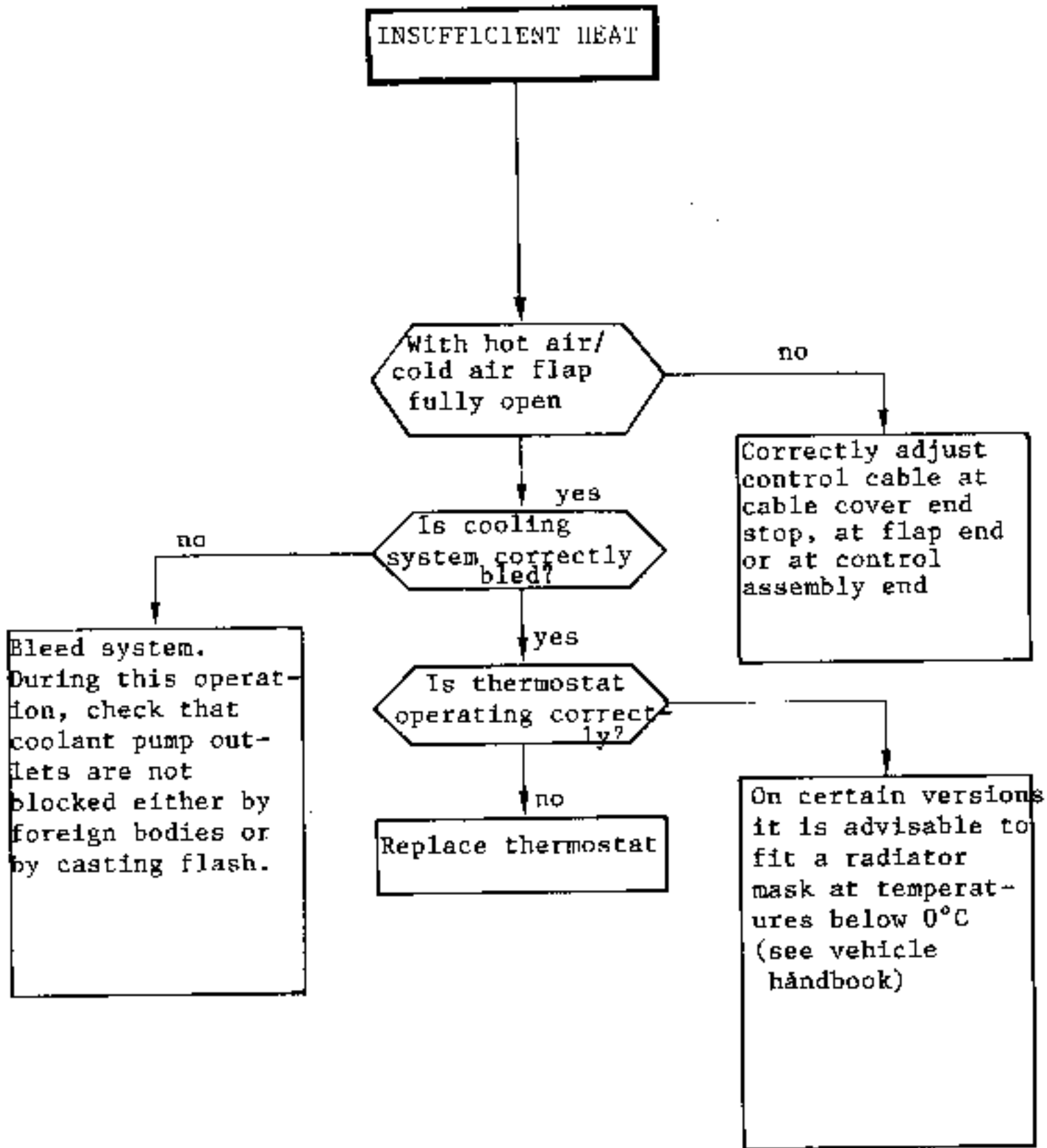


VENTILATION TO FEET



SIDE VENTILATION

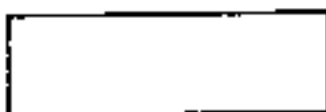




Key



check



Operations to be performed

REMOVAL

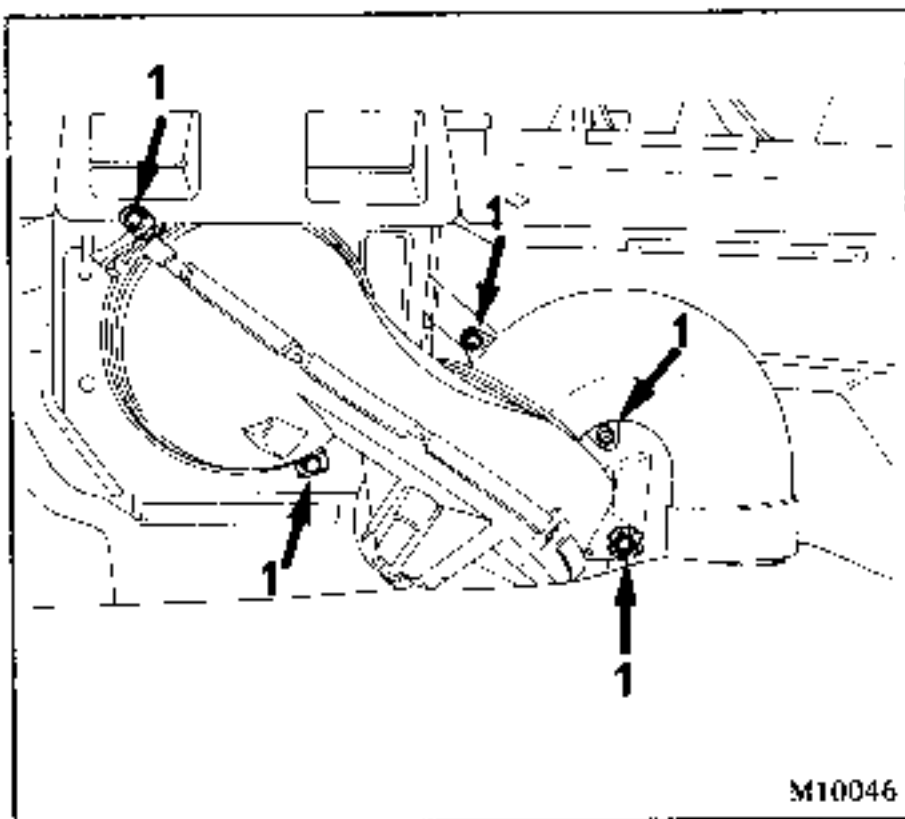
Disconnect the battery.

Remove the dashboard and console.

Clamp the hoses between the engine and heater matrix using tool Mot. 453-01 or M+S-583 and disconnect them from the heater matrix after marking them first.

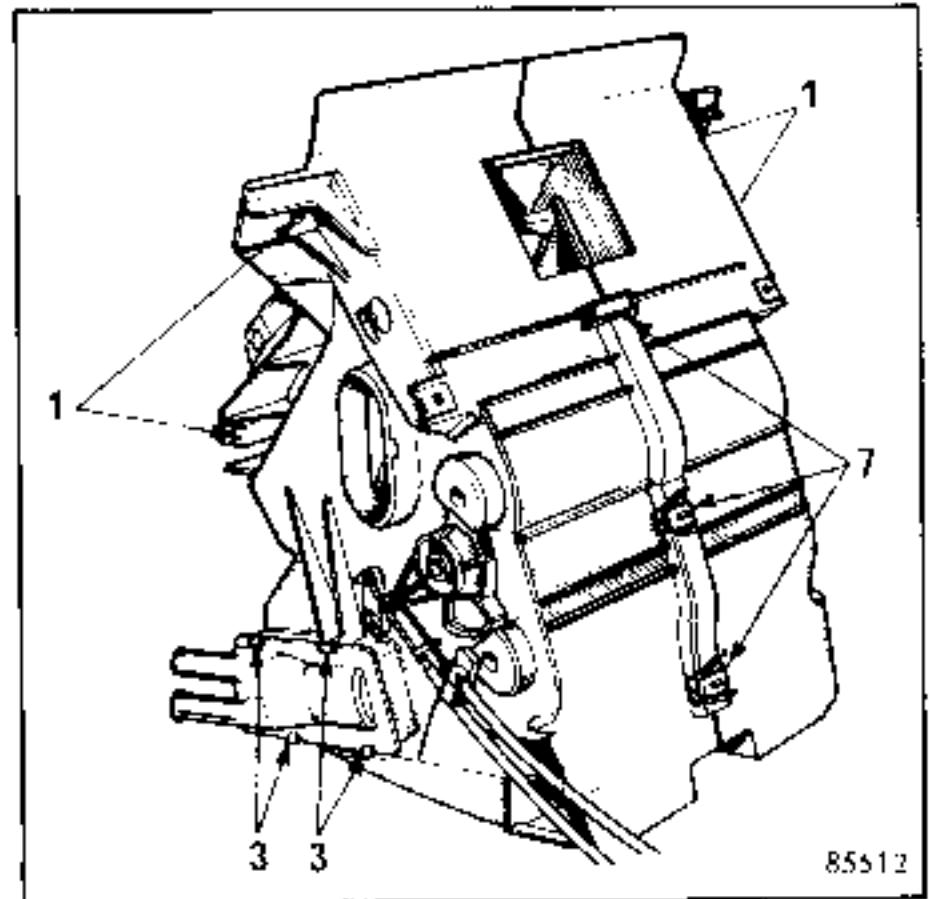
Remove the air duct from the ventilator unit.

Remove the ventilator unit.



Remove the five screws (1) securing the hot air distributor unit.

Free the assembly.



RADIATOR

The radiator can only be removed after the entire assembly has been removed.

REMOVAL

- Move apart the four lugs (3) securing the heater radiator.
- Take out the radiator, freeing it at the top.

There are no special points regarding refitting.

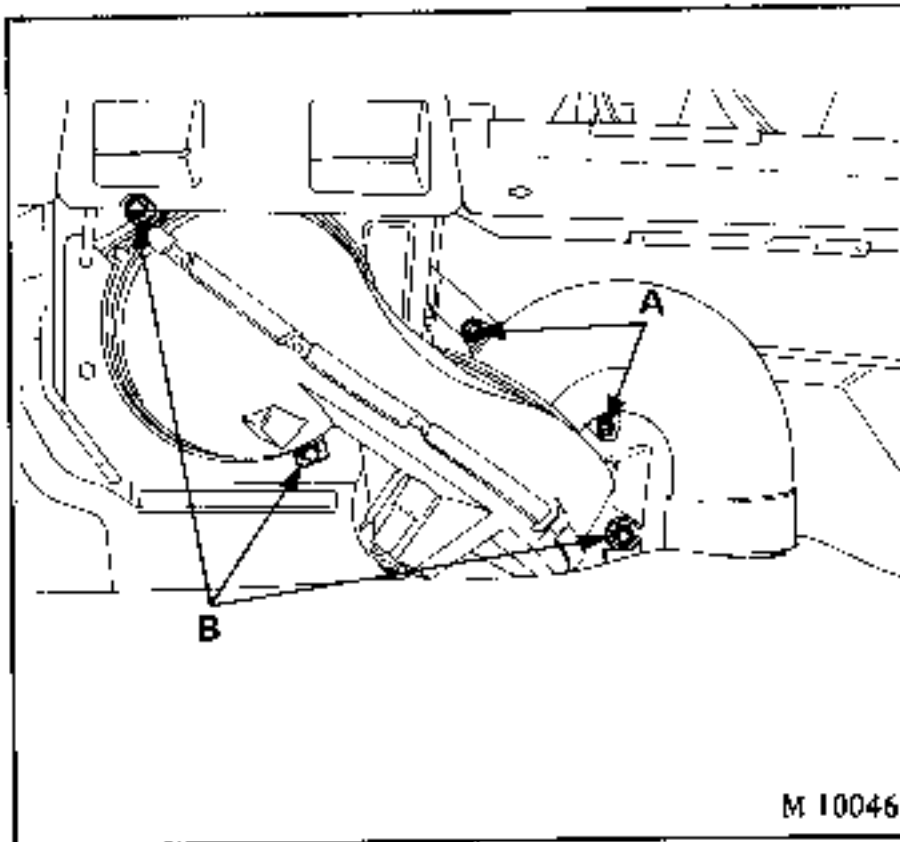
SEPARATING THE TWO HALF-CASINGS

The casings are separated by:

- removing clips (7);
- unclipping the clips in the external air inlet.

REMOVAL

- Disconnect the battery.
- Remove the dashboard (see "Trim" section in MR 272).
- Remove the two screws (A).
- Remove the air duct.
- Remove the three screws (B).



Free the assembly from the top.

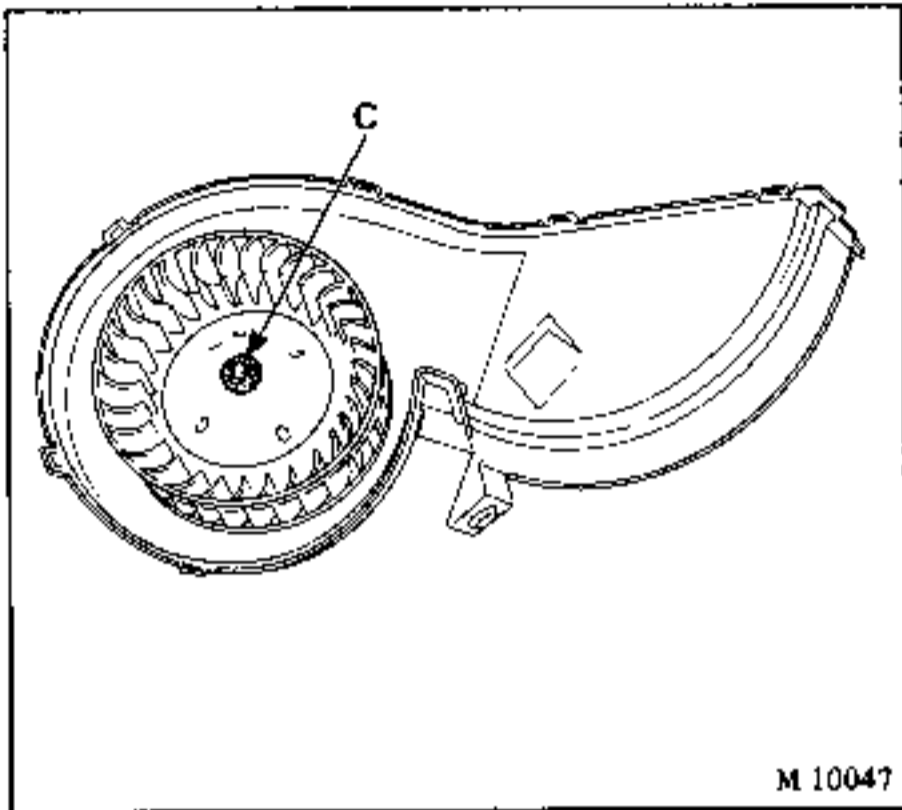
There are no special points concerning refitting.

REMOVAL

Remove the turbine unit (see preceding section).

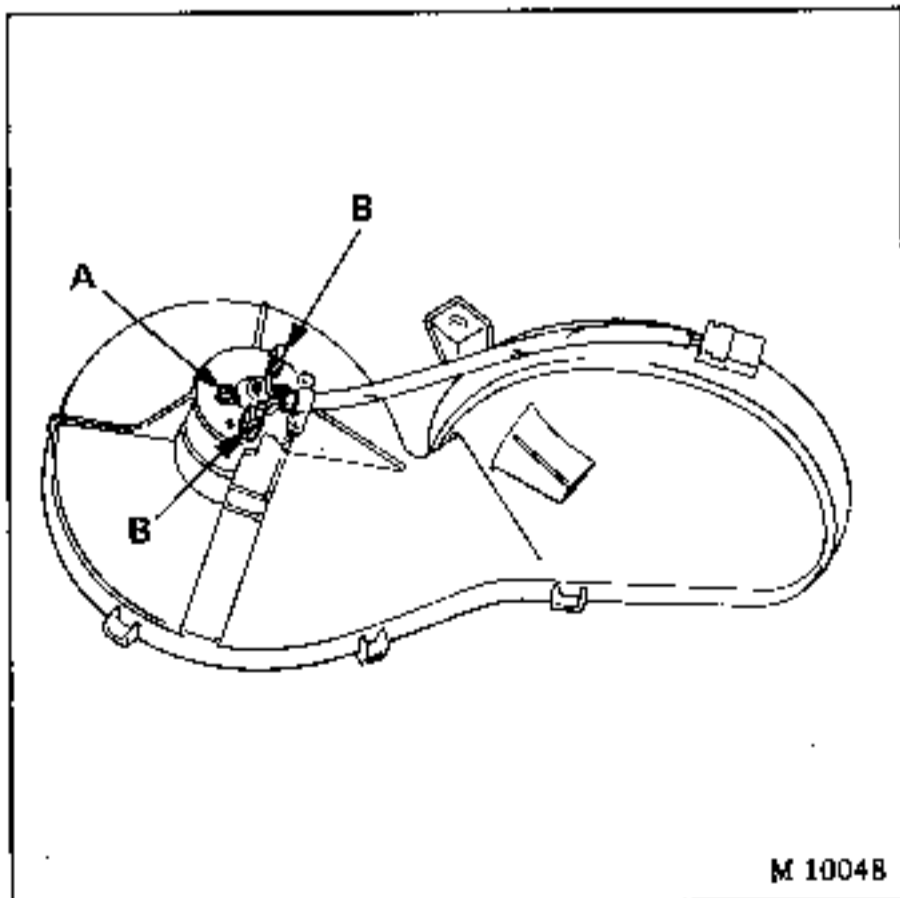
Separate the two half-casings (7 clips).

Remove clip (C).



Disconnect motor feed lines (B).

Remove the two screws (A) securing the motor on the unit casing.



Free the motor-turbine assembly.

Separate the turbine from the motor using a pin drift.

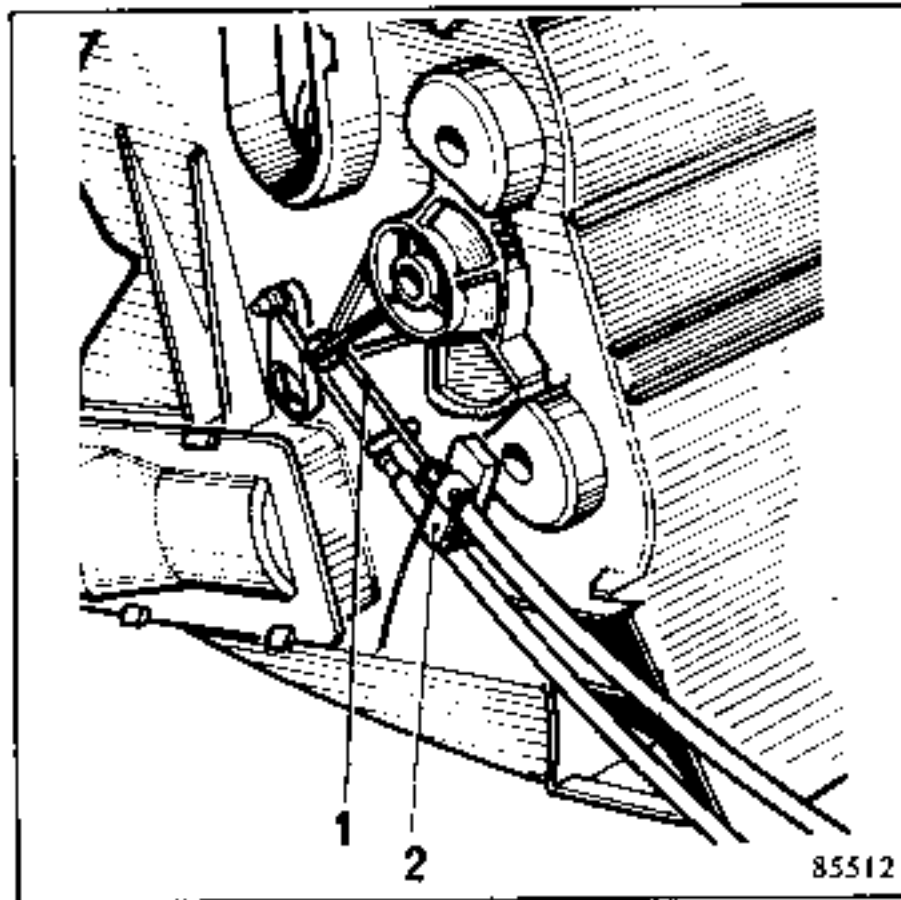
REFITTING

There are no special points concerning refitting.

THE ADJUSTING METHOD IS THE SAME FOR BOTH CABLES

GENERAL METHOD

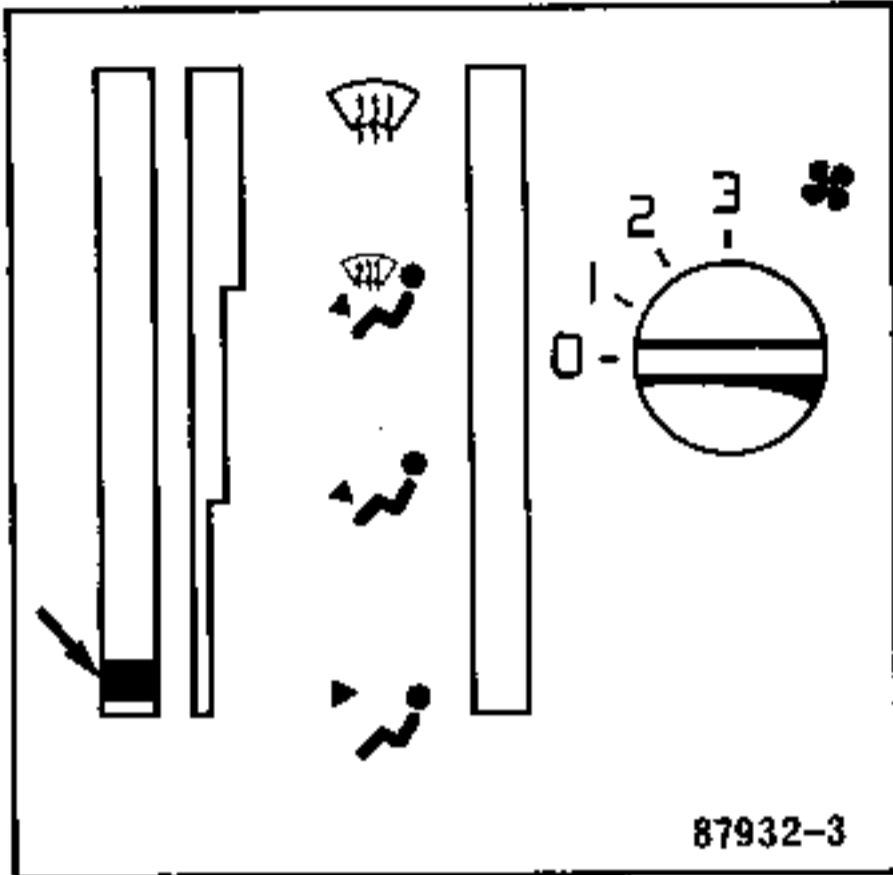
- Secure cable (1) at the unit and flap ends.
- The cables are adjusted by moving sheathing mounting (2).



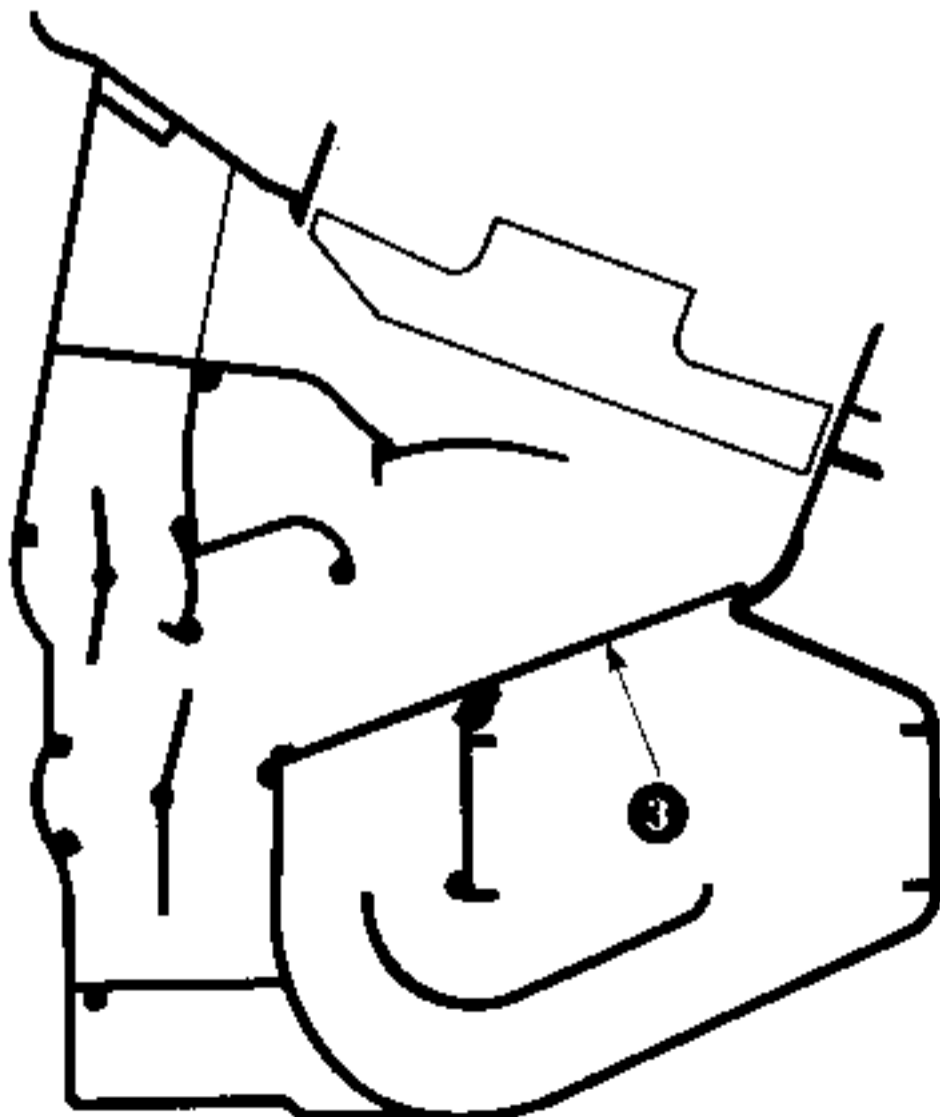
ADJUSTING POSITION OF CONTROLS AND FLAPS

HOT AIR - COLD AIR

Place the control in the "cold" position.

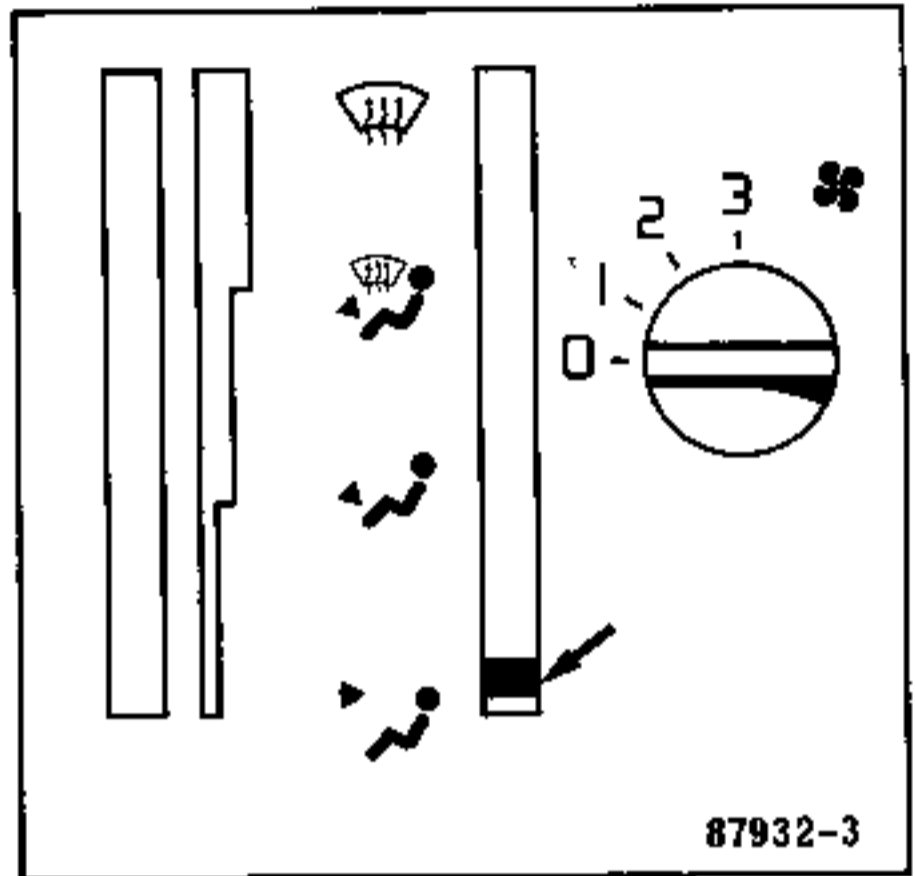


Place hot air/cold air flap (3) in the closed position.



AIR DISTRIBUTOR

Place the control in position



Place the two distributor flaps (4) in the closed position.

