

## Group 87 Climate control

### Design and function

#### Climate control systems, different versions

##### General description

There are two different types of climate control system in the 200 series, the standard heater and CU (Combined Unit) heater.

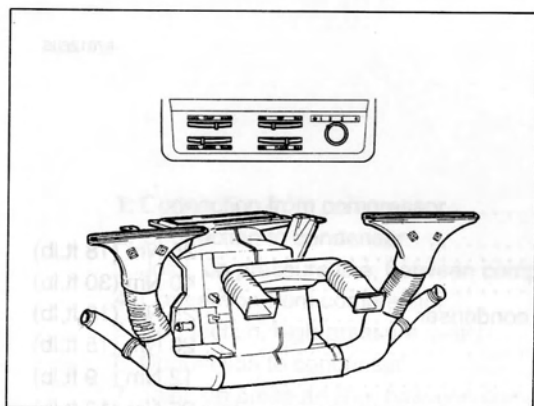
The illustrations on this page show both types.

The illustration on the left shows the **standard heater**.

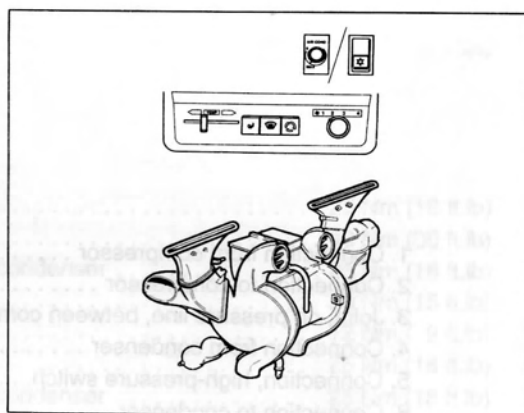
That on the right shows the **Combined Unit (CU)**. This is a factory-fitted optional extra. The unit may then be fitted with **manually controlled AC**.

The section starting on page 17 deals with the design and function of each climate control system in full. The standard heater first, then the CU climate control system.

Repair and maintenance instructions for different components for the standard heater will be found on page 52 onwards. For the CU climate control system from page 72.



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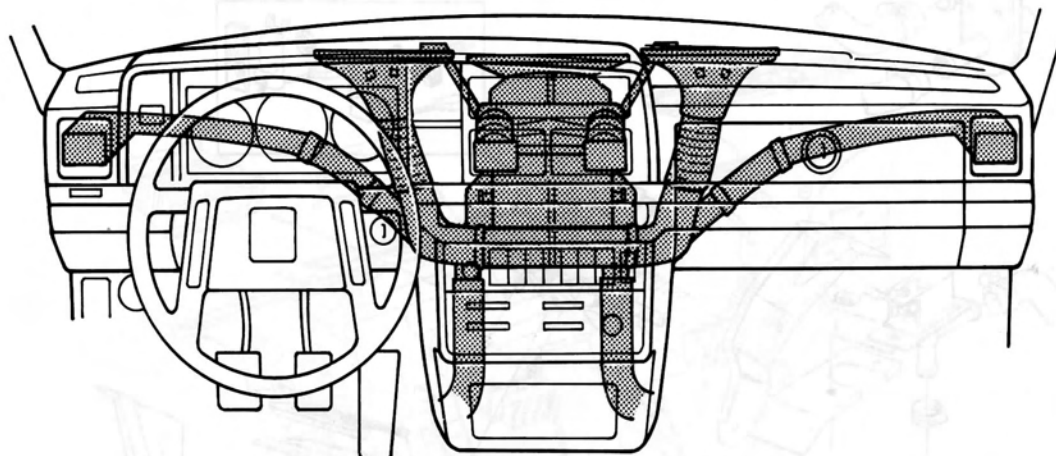


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## Standard heater (STD)

UCOMBU=No Combined Unit

Heater only. Air-conditioning cannot be retrofitted



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The standard heater is a heating and ventilation unit. The water valve is used to vary the flow of coolant through the heater matrix from 0 to 100%. This corresponds to the temperature range from 100% cold to 100% heat.

The water valve is located on the inside of the firewall, and opens gradually as the heater control is moved to the right.

The fan has three speeds and an off position.

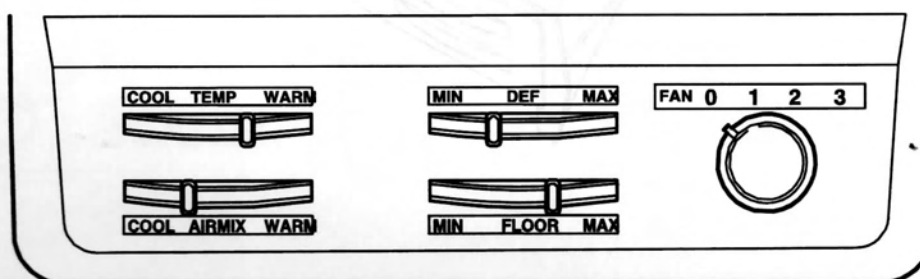
Air is always available from the dashboard vents, which can be closed manually.

### Control panel

Cars with standard heaters have only one type of control panel. The fan has three speeds and an off position. The **temperature control** controls the temperature of the incoming air. The **Defroster** directs air to the windscreen and the two outer dashboard vents with defroster vents to the side windows.

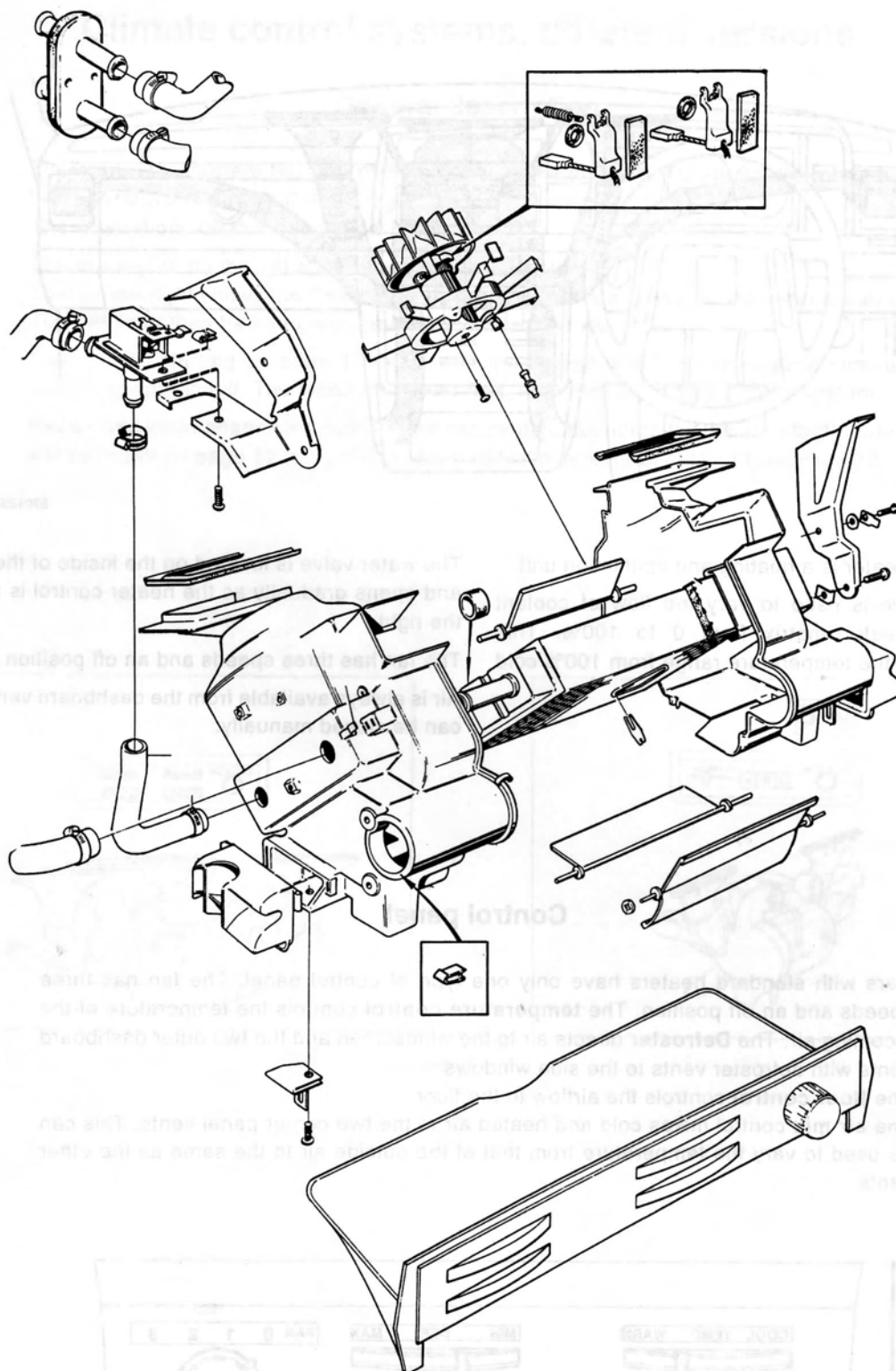
The **floor control** controls the airflow to the floor.

The **air mix** control mixes cold and heated air to the two center panel vents. This can be used to vary the temperature from that of the outside air to the same as the other vents.

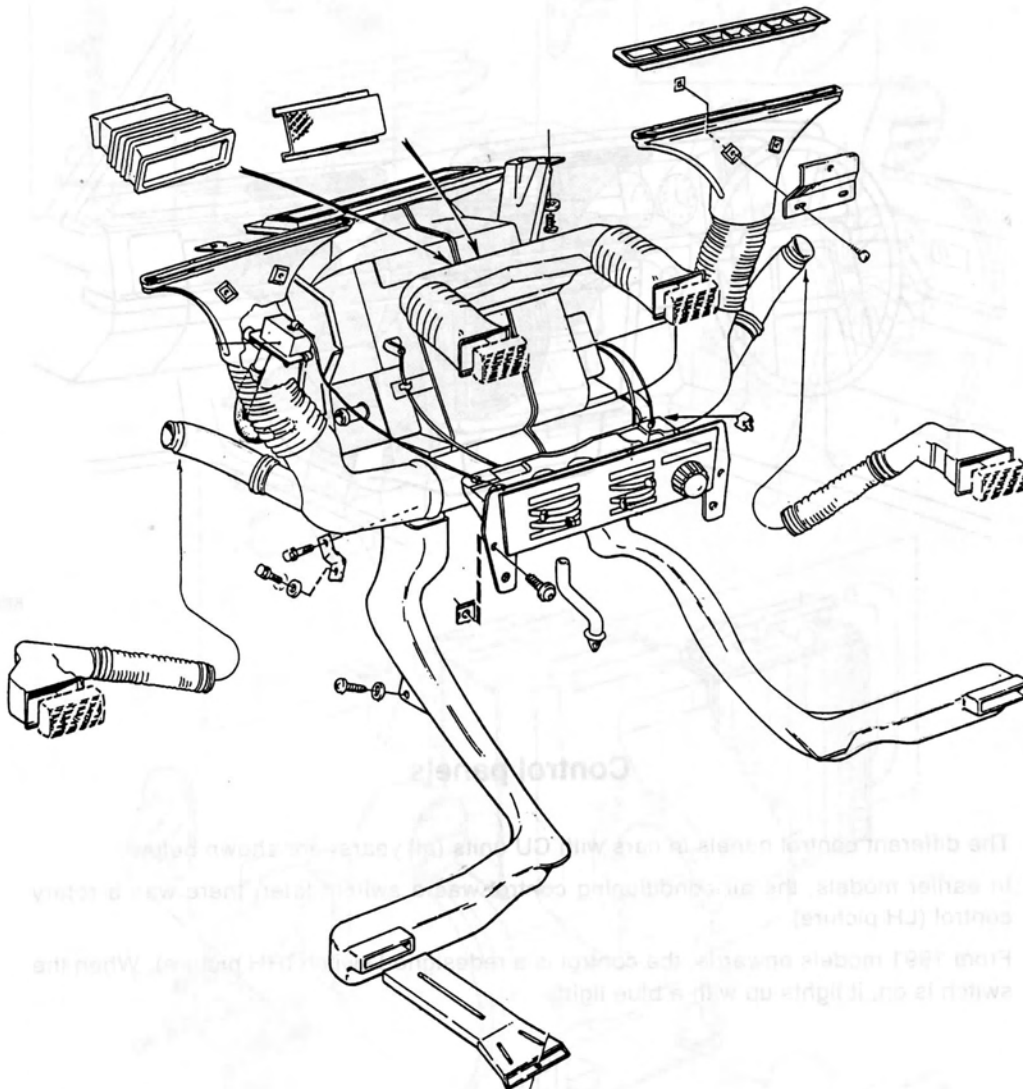


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## Standard heater with principal components. Exploded view



## Standard heater with air distribution and control. Exploded view

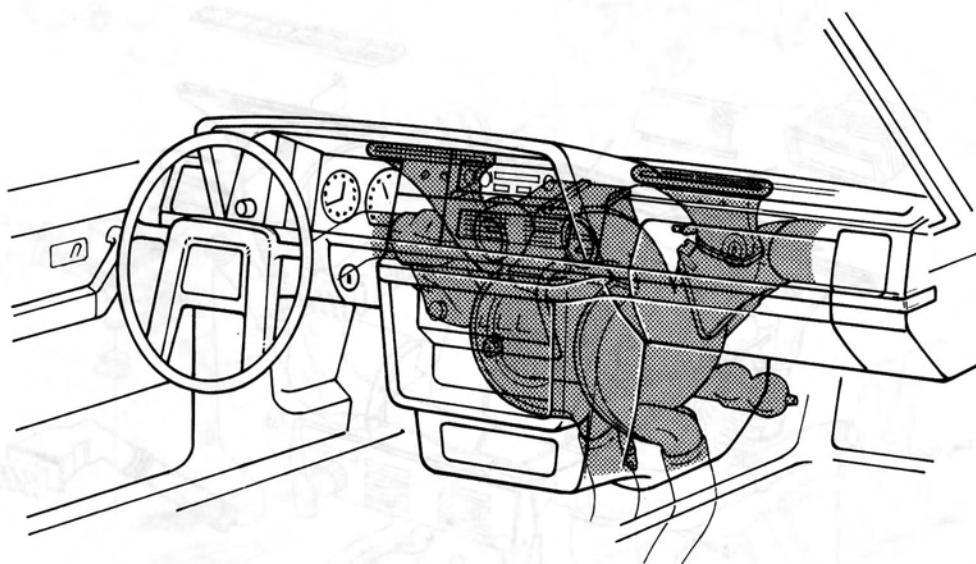


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## CU and CU+AC climate control systems

### Manually controlled climate control systems

Like the standard heater, the CU heater is flow-controlled. This means that the water valve is used to adjust the coolant flow through the heater matrix. The difference is that the unit can be retrofitted with the components necessary for air-conditioning.



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### Control panels

The different control panels in cars with CU units (all years) are shown below.

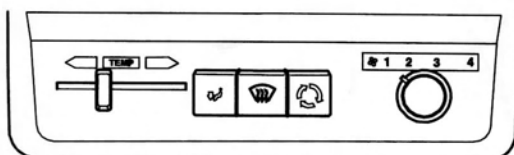
In earlier models, the air-conditioning control was a switch; later, there was a rotary control (LH picture).

From 1991 models onwards, the control is a redesigned switch (RH picture). When the switch is on, it lights up with a blue light.

1975-1978

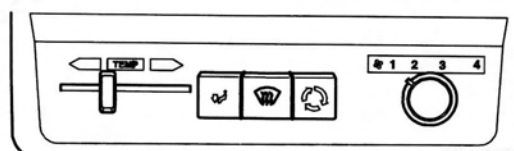


1979-1990



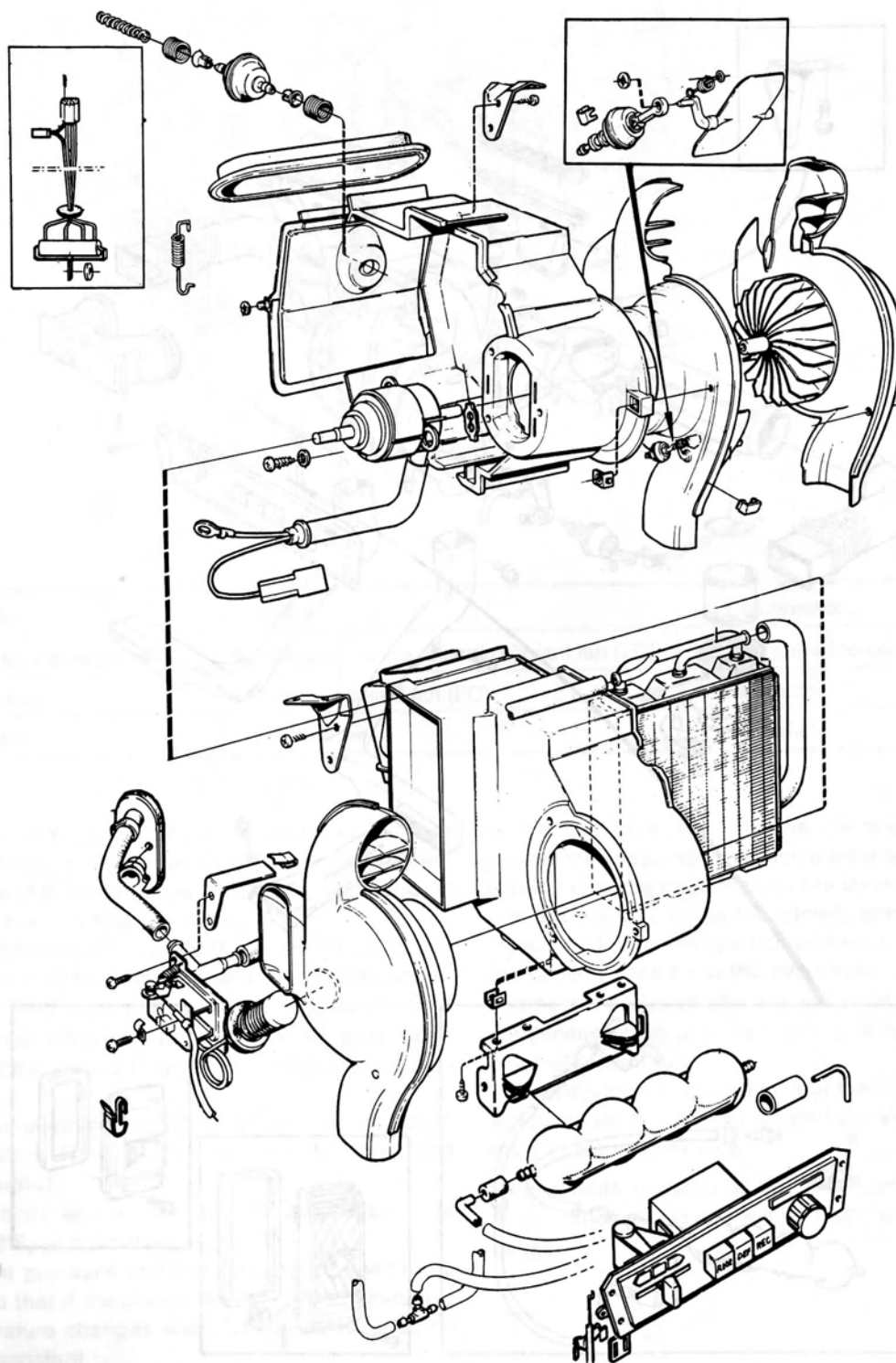
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1991-1993



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## CU climate control systems with principal components and controls. Exploded view



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## CU climate control system, air distribution. Exploded view

