

(This heating system is being manufactured on account of a legal regulation for Western Germany)

Description of the 356 B/ T 6 Heating System

The entire fresh air supply enters through slots in the engine compartment lid (1), being drawn in by the cooling air blower. Part of the fresh air flow, required for heating of the passenger compartment, is diverted from the cooling air blower (2) into a separate duct (3).

The fresh air (outside air) flows from the supply duct through the two heat exchangers (4) at the engine. The heat exchangers consist of closed sheetmetal jackets which enclose the exhaust pipes (5). All detachable and welded joints of the exhaust system (6) have been excluded from the confines of the heat exchanger jackets.

The heating air flows from both heat exchangers through connecting hoses (7), air gates (8), guide ducts (9), and silencers included within the longitudinal chassis support members, to outlets which are arranged in pairs.

Warm air outlets are provided as follows:

For defrosting windshield (11) and the rear window (12) by way of defroster nozzles.

For the forward leg area (pedal area) by way of sliding gates (13) located alongside the longitudinal chassis supports next to both seats.

The air gates (8) are so designed as to permit a continuous flow of air through the heat exchangers (over the exhaust pipes) regardless whether the heat is turned on or off.

Additionally, cold outside air may be let in through the ventilating system (14) in front of the windshield, independently of the car's heating system.

The heater is controlled by a turning knob located in front of the gearshift lever.

By turning the knob counter-clockwise, the heater is turned on; it is turned off by turning the knob clockwise. When the knob is turned, control flaps in the air gates (8) are actuated by way of cables. Should the control cable break, the hot air flow automatically shuts off and, simultaneously, the safety outlet opens up.

Sliding gates (13) are provided for the forward leg room and are located on the right and left inboard sides of the longitudinal support members next to the front seats. Part of the inflowing warm air, namely that flowing to the leg area, may thus be regulated or completely shut off.

When the sliding gate is pushed forward, the air outlet for the leg area is shut off.