

Ventilation Restoration (Alfa 33 series 907)

Heater Unit Disassembly



Now that the heater is on the bench let's move on dismantling it. Release locking seals ...



... undo screw keeping blower motor covers



Release retaining springs and duct levers



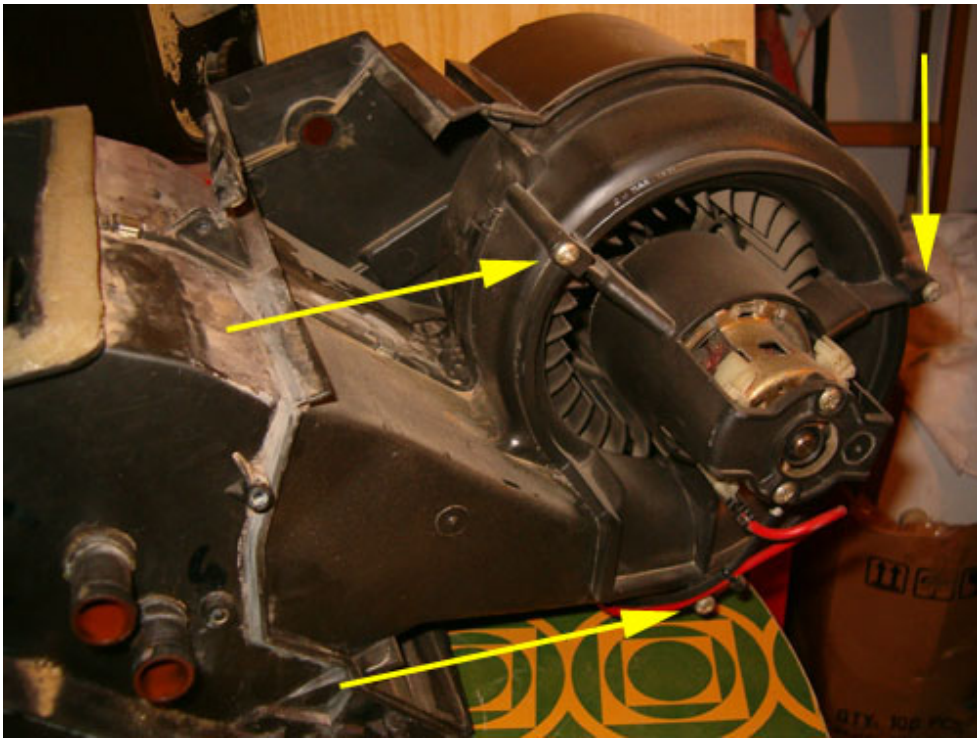
Release screw securing bowden cable assembly and blower motor cover retaining screw



This is how it should look in order to remove covers



Carefully extract blower motor resistor. This device ensures three motor speeds at your blower - be extremely careful as it is ceramic and breaks easily. In case your blower motor lacks of three speeds, then it is high time you replaced the resistor.



Blower motor revealed - extract it releasing the three designated screws ...



... and wiring harness along with the cover extracted.



Let's now move on digging out the heater core. Release the remaining locking seals.



Heater assembly is finally taken apart.



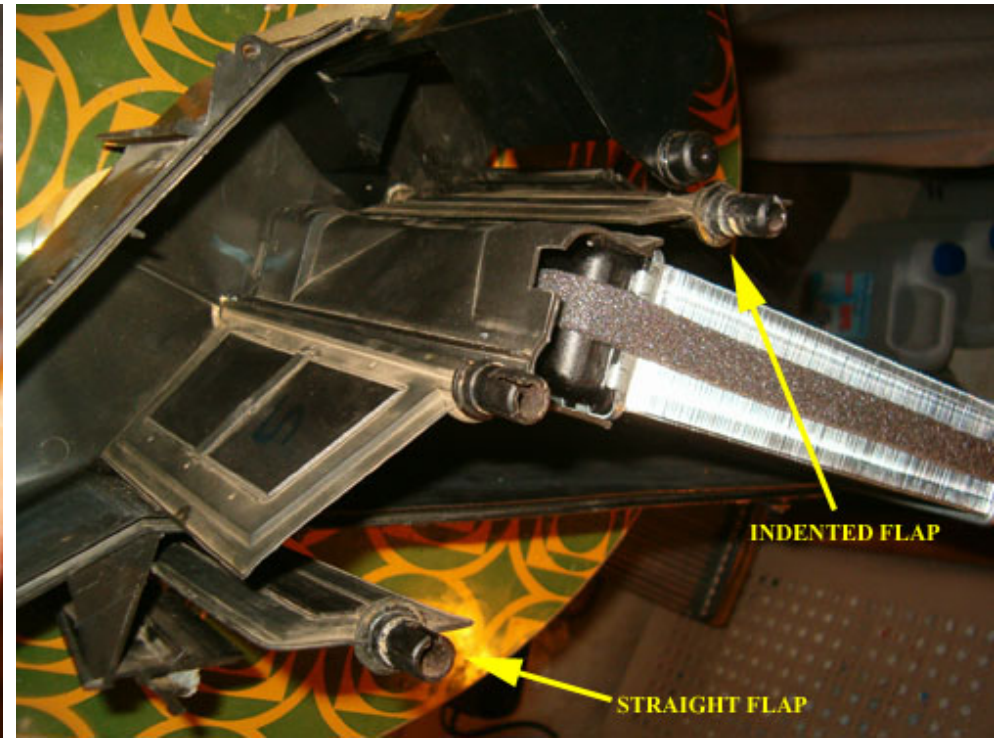
Here the problem is revealed. A fully leaking heater core ...



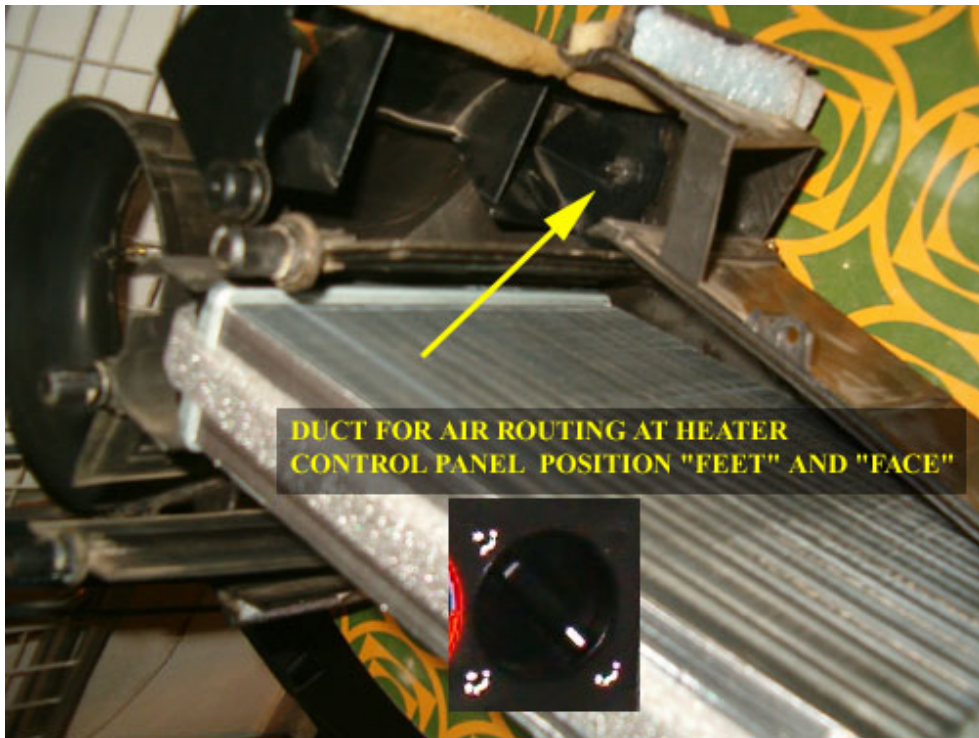
... and the new one out of the package.



Install the new one as pictured.



Do not mistake the flaps. The indented one shown in the picture is suited for the upper portion just above the heater core.



The duct shown above regulates the air aimed at the "feet" or "face". The end of the bowden cable on the demonstrated panel goes to the tip of the duct shown by the arrow



Assemble the two halves and secure them with the locking seals.



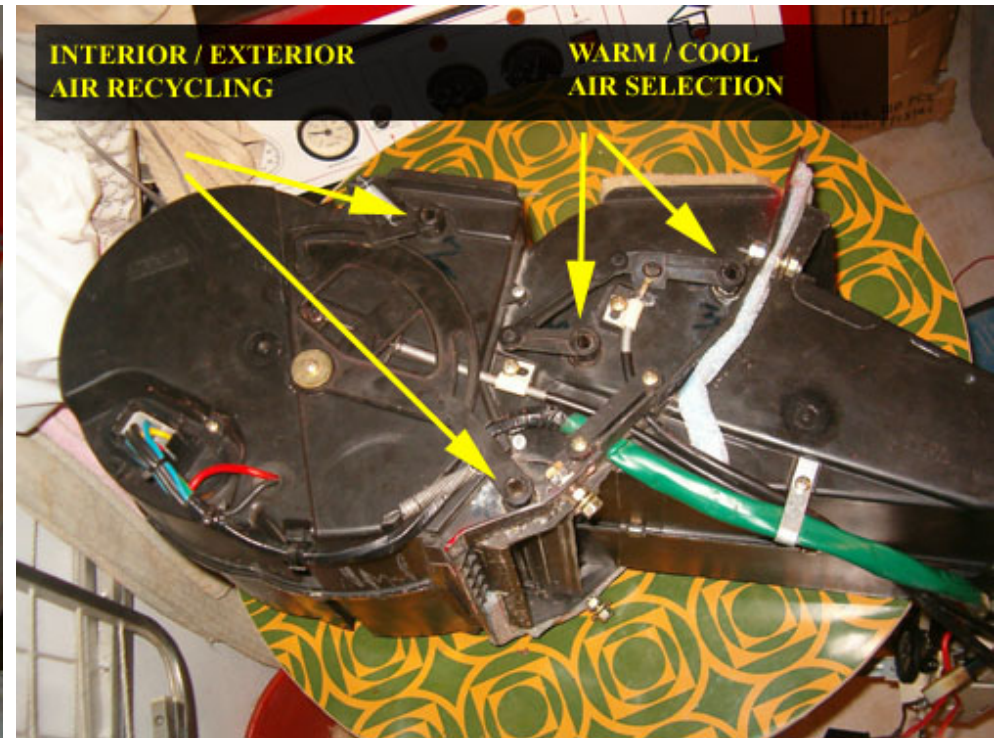
Why not lubricating the motor ...



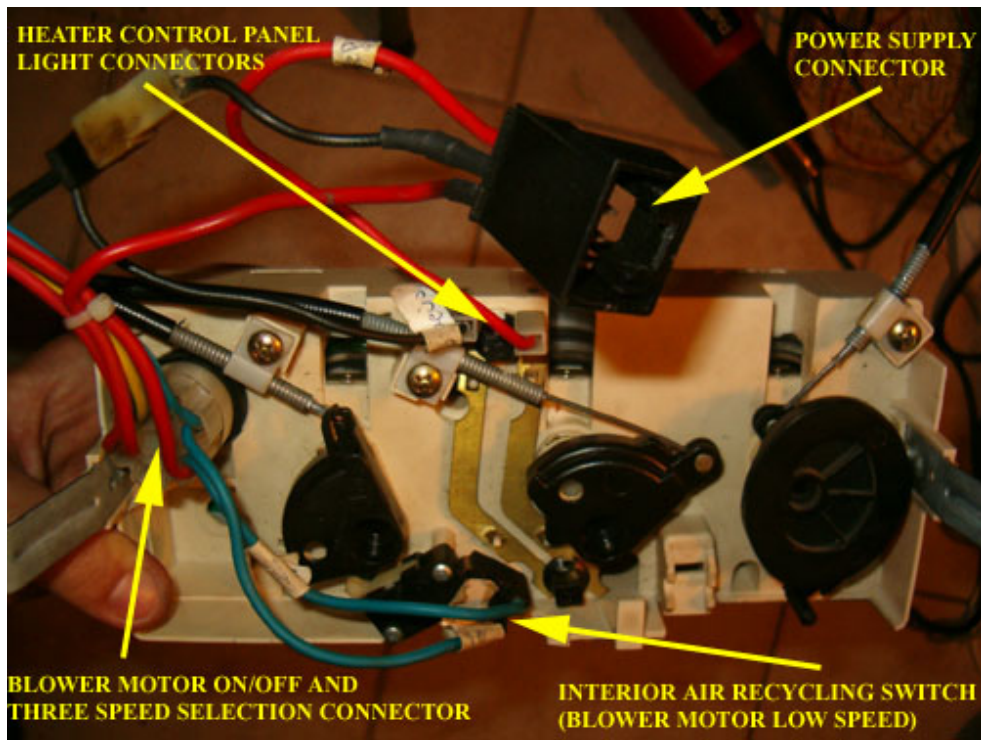
attach it to the heater body and reconnect power leads



Restore the blower motor covers ...



... and restore bowden cable along with the respective levers. There is no chance to mistake the cables or levers as these fit only one way.



This view is very helpful in order to know the exact connections of every single lead.



The heater unit is ready to be installed on the car.

Let's now move on to repair the bulkhead from the minor surface rust.