

ADJUSTABLE FAN CONTROL INSTALLATION INSTRUCTIONS



CONTROL BOX MOUNTING:

NOTE: The control box must be mounted to allow access to the temperature adjusting screw and keep control away from high heat sources, such as exhaust manifolds or pipes.

1. Control Box to Fan Bracket Mounting (Does not apply to Thin Line Models 3670-3710):

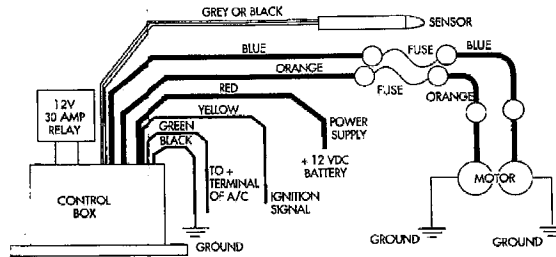
- Insert white plastic rivets through holes in control box tabs.
- Place control box in fan bracket
- Align rivets with holes in bracket. Press into holes.
- Use punch and light hammer to tap rivet center flush with rivet.

2. Other Mounting Locations:

- Drill two 3/16" holes 2-1/8" apart through mounting surface.
- Use plastic rivets or sheet metal screws to attach control to the mounting location.

FAN WIRING INSTRUCTIONS:

1. Red wire (power supply) - Attach the red wire to the positive terminal of the automobile battery. Use the ring terminal from the parts kit.



2. Black wire (ground) - Attach the control box black wire to any good ground. Use the fork terminal from the parts kit.

3. Yellow wire (ignition signal) - Attach the yellow wire to a positive (+) 12 volt connection that is controlled by the ignition. To allow fan(s) to operate with the ignition off, connect the yellow wire to a constantly live (hot) lead.

CAUTION: Relay damage will occur if the yellow wire is connected to a source with low or fluctuating voltage. This will occur on some electronic ignition systems or coils that use a ballast resistor to drop voltage to the coil. This condition will cause the relay to chatter. If this occurs, connect the yellow wire to another lead which is not on the engine ignition circuit.

4. Green wire (Air conditioner override) - Use the blue slicer connector, attach the green wire to the A/C Clutch wire. If the automobile does not have air conditioning, tie off or cut short the green wire.

5. Orange fused wire (power output) - Attach the orange fused wire to the fan power wire. Ground the remaining fan motor wire.

FOR FAN MODELS 3630-3650:

Refer to the instructions included in those kits to determine the power wire.

FOR THINLINE FAN MODELS 3670-3710:

Refer to the information label on the shroud to determine the power wire.

6. Blue Wire (power output) - Used for dual fan installation. Attach the blue wire to a fuse holder and then to the second fan power wire. Tie off or cut the wire short for single fan installation. Ground the remaining fan motor wire.

7. Install fuse(s) in fuse holder(s).

CHART 1

PROBLEM	POSSIBLE CAUSE	SOLUTION
Fan does not turn on with A/C or thermostatically.	1.No fuse in holder 2.Fan motor(s) not grounded 3.Poor connections 4.Defective control, relay or probe	Add fuse Ground fan motor(s) wire(s) Connect properly See <i>Probe</i> below
Fan operates continuously with the ignition ON or OFF.	1.Relay stuck in closed position	Replace relay and relocate YELLOW wire off engine ignition circuit
Fan operates continuously with the ignition ON.	1.Short in thermal probe 2.Defective control 3.Broken potentiometer (adjusting screw forced past stop)	Cut GREY probe wires-fan will stop if the short is in the probe See <i>CONTROL</i> below Replace control box
Fan speed increases with engine speed.	1.YELLOW wire connected to negative side of coil or electronic ignition	Relocate YELLOW wire to another ignition controlled circuit

INSTALLATION TESTING:

1. If vehicle is equipped with air conditioning, turn ignition key to "ON" position. Do Not start engine. Turn on A/C, fan(s) should start operating. Turn Off A/C, and fan(s) should stop operating.

2. Mark position of adjustment pot located on top of control unit. Control is preset at 160°F. Range of adjustment is 90° - 210°F. Turn the adjustment screw clockwise until it stops. **DO NOT FORCE PAST STOP.** 3/4 TURN is the full range of adjustment. Turning Clockwise will raise the temperature, counter clockwise will lower the temperature. Start the engine and allow it to warm-up.

3. Feel inlet side of the radiator. When the thermostat opens and the radiator begins to heat up, turn the adjusting screw counter clockwise until the fan(s) engage. Turn no further. Fan(s) are now properly adjusted. When fan(s) start to run, verify that air flow is from front to rear of radiator. If not, refer to wiring instructions.

ELECTRIC FAN TROUBLESHOOTING: (See chart 1)

PROBE, CONTROL, RELAY TESTING

Probe: Carefully cut through the insulation on the grey wires of the thermal probe. With the ignition on, make contact across the wires. Relay should close and turn on fan(s). **Testing probe:** Cut both probe wires and strip back the insulation. Use an ohmmeter to measure resistance across the probe. It should be in the range of 40K - 50K ohms at 70° - 80°F. Resistance should decrease as temperature increases. Infinite resistance indicates an open circuit. Very low resistance indicates a short.

Control: With the ignition on remove relay. Check for +12 volts at terminal 85 on relay socket. If it is not "hot", check yellow wire for +12 volts. If yellow wire is "hot" and terminal 85 is not, then control box is defective.

Relay: Pull the relay partially out of the socket to allow access to relay terminals. With the ignition on, engine NOT running, connect a jumper wire from terminal 86 to ground. The relay should click (close), and the fan(s) should turn on. If fan(s) do not turn on, then the relay may be defective.

Check red power supply wire for +12 volts. Check wire connections from relay to fuse holder and fan(s).

Deutsch

Kabel Anschluss

Red- Rot (+) Battery

Black- Schwarz Ground Masse

Yellow - Gelb Zündung Signal +

Orange Fan Lüfter 1 +

Blue Blau Fan Lüfter 2+

Green Grün A/C Clutch Kupplung

Gewinde Temperatur Sensor 1/8 NPT

WICHTIG

Nur von Fachlich geeigneten
Personen installieren !!