

Instructions for locating fan hole.

While the radiator is still mounted in the car.

(1) Measure from the top header plate (bottom of the top tank) down to the center of the water pump.

(2) Measure from the side of the radiator over to the center of the water pump.

(3) Remove the radiator and lay flat on a table. Place the fan shroud on the back of the radiator, making sure you have put the **LARGEST DEPTH** at the top. **NOTE:** (Some applications may require shroud height alterations). Locate and secure to the rear side bracket flanges with the screws supplied. Using the # 1 measurement, measure down from the top header plate and make a mark on the shroud. Using the # 2 measurement, measure from the side of the radiator over and make a mark on the shroud. Where these marks intersect will be the location of your fan. With a center punch, make a small dent at the intersect.

(4) Remove the fan shroud from the radiator. You want to make a hole in your shroud 1" larger than the diameter of the fan you will be using. We strongly recommend our part # AT-17 fan (17 1/4") for this shroud. With a protractor, mark the circle where your fan hole will be. Using a 1/2" drill bit, drill a hole somewhere within the circle, then using a sabra saw cut along your line. A file may be used to remove any burrs that has left.

(5) After installing the radiator and fan shroud in your car, check to make sure you have 1/2" clearance between your fan and the fan shroud all the way around.

(6) **MOST IMPORTANT.** Using the proper fan spacers, your fan should be located with 1/3 of the fan blade inside the shroud and 2/3 outside of the shroud.

NOTE: FAN LOCATION TEST. When the fan is properly located within the shroud, air should exit at a 45 degree angle. If the fan is in the shroud to far, the air will have a tunnel effect and will be exiting directly to your engine block. If the fan is out of the shroud to far the air will be exiting directly to the side. Locating the fan to far in or out of the shroud will cause a severe lose of air flow, resulting in air blockage and higher operating temperatures.