INSTALLATION INSTRUCTIONS

NOTE: FOLLOW ALL INSTRUCTIONS CAREFULLY TO AVOID PERSONAL INJURY AND DAMAGE TO THE FAN, CONTROL MODULE, AND YOUR VEHICLE!

1. Remove the lower engine splash shield. This will allow you to easily access the radiator drain valve and the lower fan shroud.

2. Drain the coolant from the radiator. Use a clean drain pan and set it in a clean spot so that the coolant can be reused (see Detail 1).

3. Remove the air intake tube. It’s easiest to disconnect it at the connection to the air flow sensor block (see Detail 2).

4. Remove the radiator inlet hose and tie it back out of the way.

5. Remove the 2 bolts holding the lower portion of the fan shroud in place.

6. Remove the 2 clips holding the fan shroud ring in place.

7. Remove the bolt securing the air intake resonator/silencer located at the bottom of the fan shroud.

8. Remove the hose and wire clips from the top of the fan shroud.

9. Unplug the A/C fan wire harness (see Detail 3). This harness will be used later when wiring the fan control unit. Remove and save the 2 bolts that attach the top of the A/C fan and the top of the shroud. These will be used later to attach the new electric fan assembly. The factory A/C fan will not be used and can be removed.

1. Pull back the wires and hoses that run over the top of the shroud, then remove the top half of the shroud.

2. Remove the air resonator box. **NOTE: The air resonator/silencer can’t be used with this electric fan.** Plug the hole in the air intake tube before reinstalling it to ensure no dirt or moisture enters the intake tract (see Detail 4). Use the rubber cap included and secure it with a zip tie or hose clamp.

3. Remove the clutch fan. Replace the flange nuts that held the clutch fan on as these also hold the pulley onto the water pump.

4. Remove the lower half of the shroud and ring.
Installation of the Electric Fan Assembly

WARNING! THE VEHICLE MAY NEED TO BE RAISED ON A JACK AND SUPPORTED ON JACK STANDS TO PERFORM THIS INSTALLATION. USE A HEAVY DUTY HYDRAULIC JACK AND ALWAYS SUPPORT THE VEHICLE ON AT LEAST THREE POINTS BEFORE GETTING UNDERNEATH. USE ONLY APPROVED LIFTING POINTS THAT ARE CALLED OUT IN YOUR OWNER’S MANUAL!

1. Peel the protective vinyl coating off of the top and bottom brackets and attach them to the fan shroud with the screws provided as shown.

2. Hold the fan assembly so that it is approximately centered over the radiator core. The long 6mm bolts will be used in the slots of the bottom bracket with the threaded end pointing down. The threaded end of the bolts, with rubber caps placed over the ends, will slide into the holes on the bottom of the radiator. Determine which set of slots you will use by looking at which slots line up over the holes. This fan kit is designed to accommodate both the OEM radiator as well as popular aftermarket radiators. These bolts may go in the inside or outside slots on the bottom brackets depending on which radiator you have. Leave these loose for now - you will need to tighten them after you install the fan assembly.

3. Before installing the fan assembly on the radiator, install the A/C drier relocation bracket, #34584, as follows. Remove the bolts that hold the drier bracket to the frame. Loosen the strap bolt so that the bracket is free to move (see Detail 5 on next page).

4. The A/C drier unit will need to be moved toward the rear of the car about ¾” to move it away from the fan blade. This can be accomplished by gently bending the hard lines going to the drier unit (see Detail 5).

5. Find the supplied relocation bracket. Swivel the strap bracket on the drier canister out of the way and slide the relocation bracket underneath. Use the two button head 6mm allen screws and washers to attach this bracket to the frame. Use the same bolt holes that the OEM bracket used (see Detail 6).

6. Spin the strap bracket holes over the two studs on the relocation bracket. Use the ¼-20 lock nuts and washers to secure it (see Detail 7). When you’re finished, there should be at least ¾” of clearance between the fan blade and the drier unit when you install the fan assembly.

7. Find the fan controller. This controller can be mounted anywhere that is convenient in the engine compartment that is no more than 3’ from the inlet tube of the radiator. For example, it can be mounted in the center of the fan shroud. Use the two self-tapping screws in the kit to mount the control module. NOTE: If washing your engine compartment, be sure to cover the wiring connections and controller to avoid getting water in the controller.

8. With the A/C drier relocated, now the fan assembly can be installed. Lower the fan assembly into place. Make sure the rubber caps fit into the tabs at the bottom of the radiator as shown (see Detail 8). On automatic transmission models, it may be necessary to swivel the trans. oil line clamps down so they clear the bottom bracket. First, tighten the top screws in place so that they are supporting the weight of the fan. Then tighten the bottom bolts in place - use the lock nuts to “sandwich” the bolt to the bracket (refer to detail above).
9. With the A/C drier relocated, now the fan assembly can be installed. Lower the fan assembly into place. Make sure the rubber caps fit into the tabs at the bottom of the radiator as shown (see Detail 8). On automatic transmission models, it may be necessary to swivel the transmission oil line clamps down so they clear the bottom bracket. First, tighten the top screws in place so that they are supporting the weight of the fan. Then tighten the bottom bolts in place - use the lock nuts to “sandwich” the bolt to the bracket (refer to detail on previous page).

Wiring the Electric Fan

1. Before you begin wiring, disconnect the battery negative terminal. First, connect the main power and ground leads to the fan control unit. Find the fuse holder in the wiring kit. Use a large ring connector to connect the fuse holder to the positive (+) battery terminal. For your safety, DO NOT INSTALL THE FUSE UNTIL ALL THE WIRING IS COMPLETE. Use a blue butt connector to connect the thick red wire to the other end of the fuse holder. Use a blue female connector to attach this wire to the “B” terminal on the fan control unit (see wiring diagram, next page). Use the thick black wire to run a ground wire directly from the battery negative (-) terminal to the “G” terminal on the fan control unit.

2. Using the thick red and black wire and the connectors provided, connect the motor wires to the control unit as described next.

3. Place both red motor wires side by side and smoothly twist together. Completely insert pair of wires into one end of a yellow insulated butt connector. Crimp connector to secure. Repeat with black motor wires to another yellow insulated butt connector. Insert thick black wire into the open end of butt connector containing the two red motor wires and crimp connector securely. Insert thick red wire into the open end of butt connector containing the two black motor wires and crimp connector securely. NOTE: THE BLACK MOTOR WIRES ARE POSITIVE (+) AND THE RED MOTOR WIRES ARE NEGATIVE (-). FAILURE TO CONNECT THESE WIRES PROPERLY WILL RESULT IN DAMAGE TO THE FAN MOTORS AND YOUR ENGINE! Connect the joined red motor wires to the “M-” terminal on the control unit. Connect the joined black motor wires to the “M+” terminal on the control unit (see wiring diagram, next page).

4. Find a fused circuit in the engine compartment fuse box that is “hot” (reads 12 volts) when the ignition is turned on. Use the supplied fuse tap and connectors to run a length of the thin red wire from the fuse to the “+” terminal on the control unit. This will provide ignition-controlled activation - the fan control unit will only be active when the ignition is turned on.

5. Find the A/C fan connector you unplugged earlier. Use the wire tap connector to connect the supplied green wire to the orange/white wire in this harness. Connect the other end of the green wire to the “C” terminal on the fan control unit.
6. Find the temperature probe attached to the control unit. Insert the temp. probe through the hole in the top bracket that is directly below the radiator inlet hose. Gently push the probe through the radiator fins. Push the rubber cap over the end of the temp. probe to insulate it. You may have to loosen the top radiator bracket to install the rubber cap. Zip-tie loose wires and vacuum lines to to the top bracket to keep them clear of the fan blades.

7. Connect the radiator hose and refill the radiator with coolant. Be sure to remove the air bleed bolt before refilling (located where the top radiator hose connects to the engine). Reinstall the air bleed bolt, the lower engine cover, and the air intake tube. Insert the fuse for the electric fan into the fuse holder and reconnect the battery terminals.

**WIRING DIAGRAM**

Initial Start-up and Adjustment Procedure

1. Start the engine and allow it to warm up completely. It is best to use a digital thermocouple or infrared heat gun to read the temperature as the vehicle’s temperature gauge is not accurate enough. Feel the top radiator hose - there should be hot coolant flowing through it. The engine is completely warmed up when it reaches about 185° F.

2. If the fans have not already cycled on, turn the temperature control knob counterclockwise just until the fans come on. The fans should cycle on and off to keep your engine at this temperature.

3. Turn on the air conditioning. The fans should cycle on and off with the A/C compressor. If not, check to see that the A/C signal wire is connected correctly.

---

**The Flex-a-lite Limited Warranty**

Flex-a-lite Consolidated, 7213-45th St. Ct. E., Fife, WA 98424, Telephone No. 253-922-2700, warrants to the original purchasing user, that all Flex-a-lite products to be free of defects in material and workmanship for a period of 365 days (1 year) from date of purchase. Flex-a-lite products failing within 365 days (1 year) from date of purchase may be returned to the factory through the point of purchase, transportation charges prepaid. If, on inspection, cause of failure is determined to be defective material or workmanship and not by misuse, accidental or improper installation, Flex-a-lite will replace the fan free of charge, transportation prepaid. **Flex-a-lite will not be liable for incidental, progressive or consequential damages.** Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights and you may have other rights, which vary from state to state. The Flex-a-lite warranty is in compliance with the Magnuson-Moss Warranty Act of 1975.