Fitting the electric fan

A. Familiarise yourself with the contents of the kit.
B. Consider renewing the hose to be fitted with the Revotec Electronic Fan Controller (EFC) if it appears old, shows signs of cracking or feels inflexible.

1. Disconnect the battery.
2. Drain the coolant into a suitable container.
3. Dispose of old coolant responsibly.

TIP: If removing the top hose only, the coolant can be partially drained.

4. Position the fan so that the wiring will exit at the top of the radiator.
5. Identify both edges of the fan that will sit either side of the radiator core.
6. Remove the pre-cut ears with a knife to allow the fan casing to fit snugly between the radiator edge mounting panels.

7. Carefully lower the assembly into position in the engine bay. The two lower bolts must be in front of the lower brackets as you do this.
8. Ensure the radiator core is free of contact with the water pump.
9. Fit the mounting brackets to the fan casing using a 10mm spanner or socket and 4mm Allen key.

NOTE: The Allen key socket head MUST face the radiator core.
DO NOT over-tighten the bolts or the casing might be damaged.

10. Undo the lower bolts and pivot the radiator back into position.
11. If necessary, loosen the two brackets chassis bolts (arrowed).
12. Fit all four bolts.
13. Tighten all the mounting bolts.
14. Check the fan blades run freely by rotating them carefully with a screwdriver.
Fitting the EFC

A. Measure the centre of the EFC as shown. It should be 25mm.
B. The EFC fits in a straight section of hose approximately 65mm long. Ensure it has sufficient clearance at each end. Now remove approx 25mm of hose.
**TIP:** Wrap masking tape around the hose to create cutting guide edges.

A. Choose a dry, accessible location for the relay, such as the ducting bracket screw on the inner wing.
B. Route the EFC, fan and main feed wiring, avoiding acute angles and items such as the bonnet release mechanism.

A. The inline fuse kit included (upper arrow) connects the main red feed from the EFC to the battery/loom terminal of the solenoid (lower arrow).
This has the advantage of running the fan with the ignition switched off. Refer to EFC wiring leaflet (070032) for more detailed wiring instructions.

A. Ideally, the kit should be used in conjunction with an alternator conversion.
B. Many alternators have a spare earthing point on their casing body – perfect for the EFC black earth lead.
C. Or use the screw holding the heater ducting bracket (inset).

A. Double check your work and all connections carefully.
B. Refill the cooling system.
C. Reconnect battery.
D. Referring to EFC leaflet (070032), allow the engine to reach normal temperature (about 170°F) before making adjustments. Check the cooling system for leaks.

This guide shows the front grille removed for clarity. It is possible to fit the fan with the grille in place although fitment is likely to be easier with it removed.

Austin Healey radiators can be heavy to manoeuvre in situ, so an assistant is advised if necessary.

The EFC can be easily adjusted at any time to suit driving conditions. Keep a suitable screwdriver in your vehicle for this purpose.

For additional instructions, see the accompanying video about this AH3000 fan fitting at www.revotec.com