

Thank you for purchasing the CASCO shrouded electric *pulling* fan kit. Many hours were spent to ensure that this kit is easy to install and that it will perform well in the Classic Thunderbird. Use of this kit will allow removal of original fan and fan shroud. This kit is designed specifically to fit original style radiators including the CASCO all aluminum radiator. If you have any questions or comments on either this kit's function or installation please call us. Technical help 740/622-9700

Tools:

- 1/2" inch end wrench
- 3/8" drive socket set



Inspect kit:

Before disassembling your T-Bird, inspect this fan kit carefully. The items in this kit include the following:

1. Fan assembly pre-mounted on powder coated shroud with adjustable thermostat.
2. Two loose foam seal strips.
2. Wiring harness with pre-wired relay and 2 position switch
3. Hardware bag containing: ignition switch nut, 10-32 Nylok nuts and machine screws.

Car Preparation:

1. Disconnect battery
2. Remove wiring loom holder and grommet (behind battery)
3. Remove original fan shrouds and fan.

Install Fan Assembly:

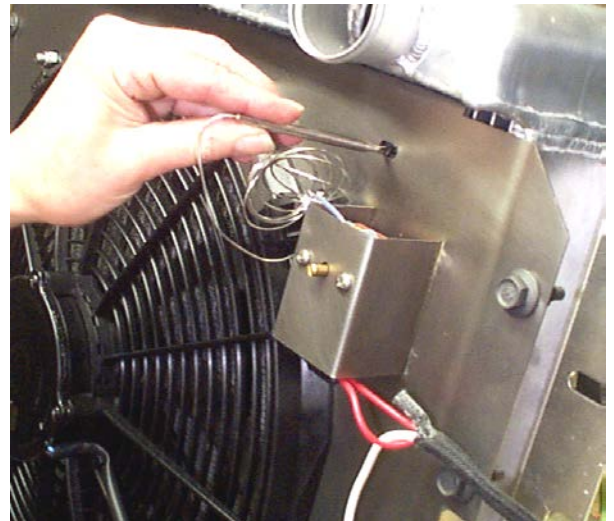
If the seals installed on the back of the shroud do not touch the radiator core, add a second layer of foam seal by installing the loose seal strips provided onto the core of the radiator adjacent to the seals on the shroud. Using the hardware from the original fan shroud, bolt the shroud and fan assembly to the engine side of the radiator. At the small pilot hole on the sides of the shroud near the bottom drill through shroud and radiator bracket with a 13/64" drill bit. Install the 10-32 nylok nut and 10-32X38 PH machine screw provided in the hardware bag.

Install Wiring Loom:

1. Feed wiring through wiring loom hole from inside cockpit. Feed through until solenoid wire is completely inside engine compartment.
2. Attach solenoid wire to solenoid on battery cable side
3. Route thermostat (red) wires and fan power feed along the top of the inner apron, and then along under nose panel then back out to the fan power lead and thermostat.
4. Hook the thermostat wires to the bottom of the thermostat. Install fan power wire from loom to the fan assembly.

Install Thermostat Sender:

Carefully slide the sender probe out from behind the thermostat and push the thermostat probe into the provided hole and between a pair of radiator tubes. If it is difficult to push the sender into place, make a pilot hole first with a small Phillips screw driver. Make sure that you are between the tubes and not puncturing one of the vertical tubes. Make sure that the screw driver is smaller than the sender probe! NOTE: The tubing used for the thermostat is a mechanical tube. Handle this tube with care making sure not to kink or pinch the tubing.

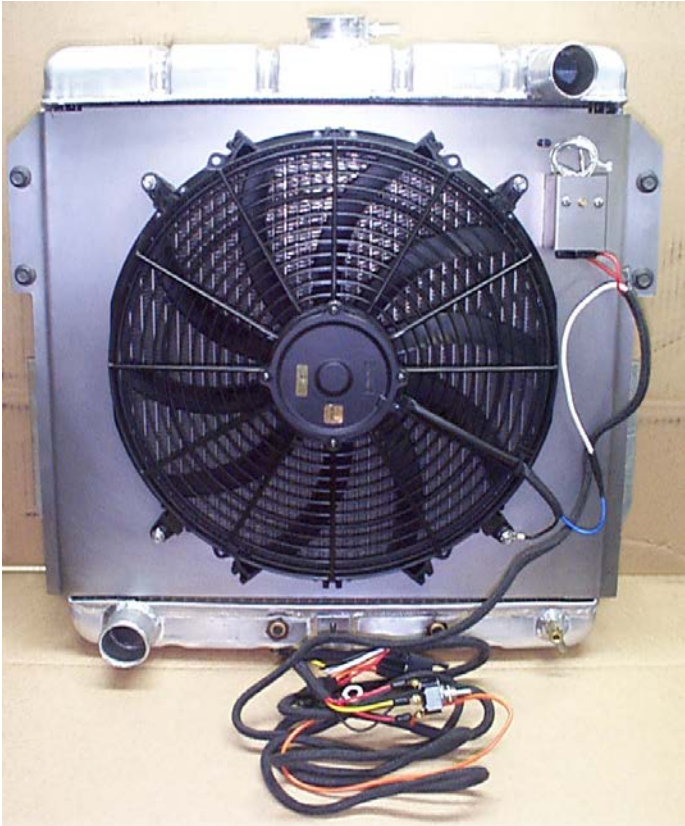


electric fan kit

Install switch:

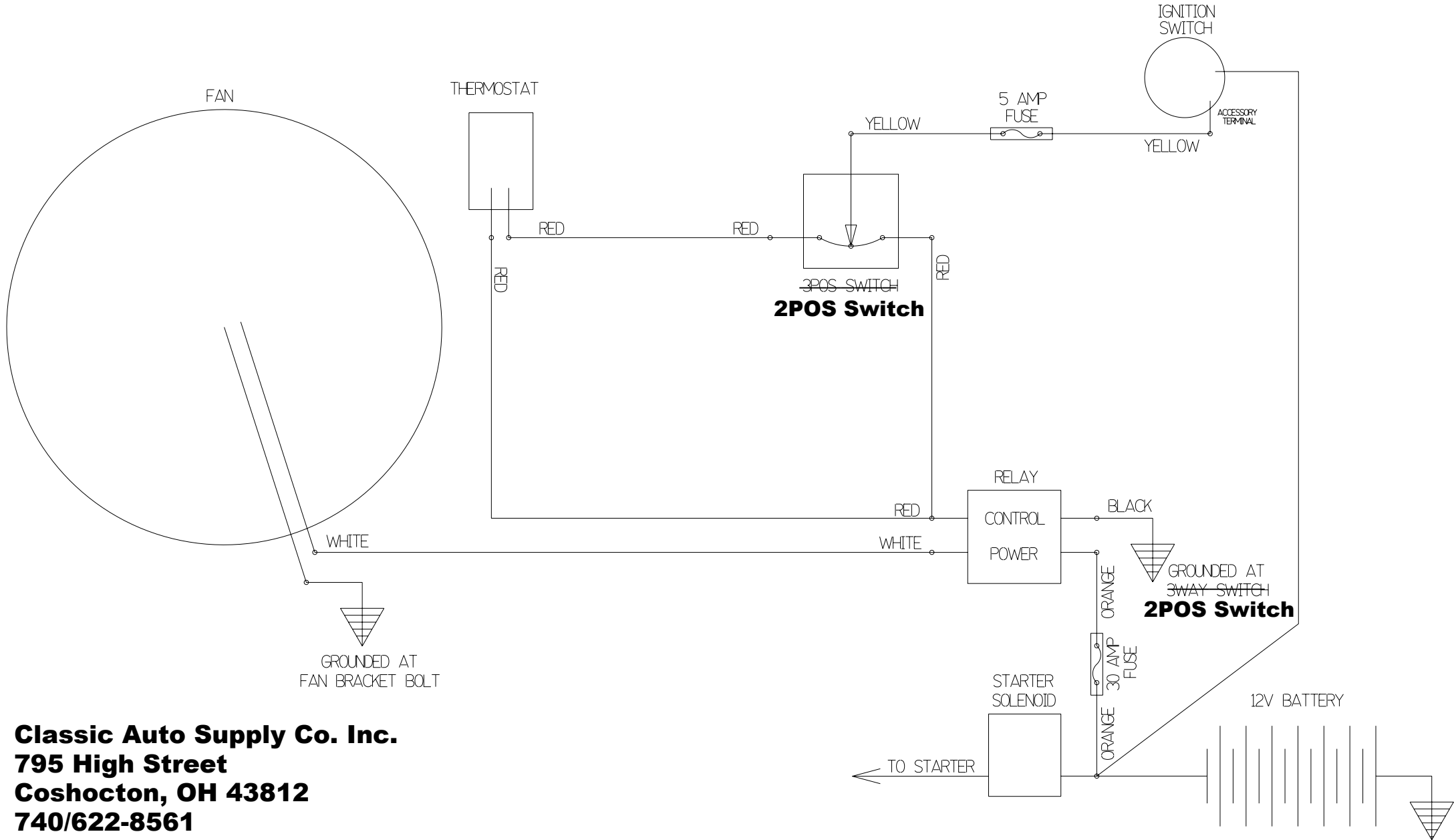
1. Route wiring above steering column and brake pedal support but below speedometer cable.
2. Open up an available hole near hood release handle in dash with a file or drill. The hole should be at least 15/32" diameter.
3. Mount switch securely. Make sure that ground wire makes good contact with dash.
5. Attach accessory wire to ignition switch on accessory terminal. There is a supplied 10-32 nut in the hardware kit bag.

Your electric fan is wired so that if the car is off, the fan will not run unexpectedly. With the switch in the manual position, the fan will run continuously regardless of radiator temperature. With the switch in the automatic mode the fan will only turn on when the thermostat has reached sufficient temperature. The thermostat is pre-set at 170 degrees.



Fan and shroud assembly are shown here along with a CASCO all aluminum radiator.

The thermostat has been calibrated to turn the fan on at just over 170°F. To have the thermostat turn the fan on at a lower temperature, turn the adjusting screw slightly counterclockwise. To have the thermostat turn the fan on at a higher temperature, turn the adjusting screw slightly clockwise.



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