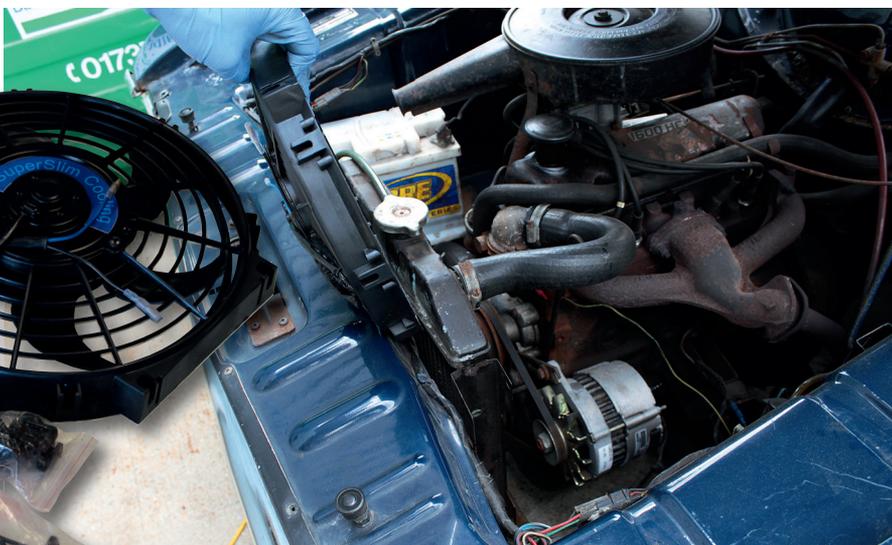




## tech – electric fan fit

### The fan



The standard plastic fan is bolted to the front of the water pump and spins with the engine. The higher the engine revs, the more air it draws through the radiator. But the chances are that, at speed, you will have plenty of air flowing through the radiator anyway, so all it is doing is sapping power. Not that power is an issue in this instance, but a lot of the time the engine is making an

effort to turn the fan when it doesn't need to. Therefore making the switch to an electric fan, which only comes on when the engine reaches a certain temperature, is a good idea. It's also a peace of mind thing – if you know that the rad fan is going to kick in at a certain temperature, you know that it shouldn't overheat and deposit the engine's coolant all over the tarmac.

All you need to is decide where you're going to put it – in front or behind the radiator. In the instance of our Cortina we opted to install the fan in front of the radiator and specified this when we placed our order with RatSport. As well as the electric fan, we also specified a controller kit, which is basically a thermostat which controls at what temperature the fan cuts in.

### Mounting the fan

Four plastic rods are supplied with the fan. And these are similar to cable ties in their operation. Once you have decided where the fan is going to be fitted, these rods simply push through the fan and radiator, and then a clip is slid on to ensure the ratchets are in place. This can either be done through the fan itself, or by using the four clips that attach to the fan body – as we used. It really doesn't get much easier than that. Especially on our Cortina, which didn't even require the radiator to be removed. All we had to do was take off the front grille and slide it into place. We just love it when a plan comes together!

