



# Fitting the control unit

Mounting the fan is no hardship, it comes supplied with a bracket, so all you need to do is find somewhere suitable to mount it. The capillary tube cannot be lengthened so try to make sure that it's local to the radiator itself – which we did, as you can see in the picture. The capillary sensor now needs to find its way into the cooling system. If you have a fancy radiator with a threaded housing, this is the ideal method of installing it, however, if you don't, it can be installed in the top hose.

Firstly ensure that the engine is cold (never attempt to open a rad cap or remove a hose when the coolant system is hot), then drain out enough fluid from the cooling system to enable the top hose to be disconnected (make sure you catch the fluid and dispose of it responsibly). Now you can insert the probe into the radiator top hose and replace it back into position, tightening up the jubilee clip. In most instances this should seal, however on rare occasions it may leak. In which case it might be worth investing in a new hose. Finally you've just got to top up the coolant.

