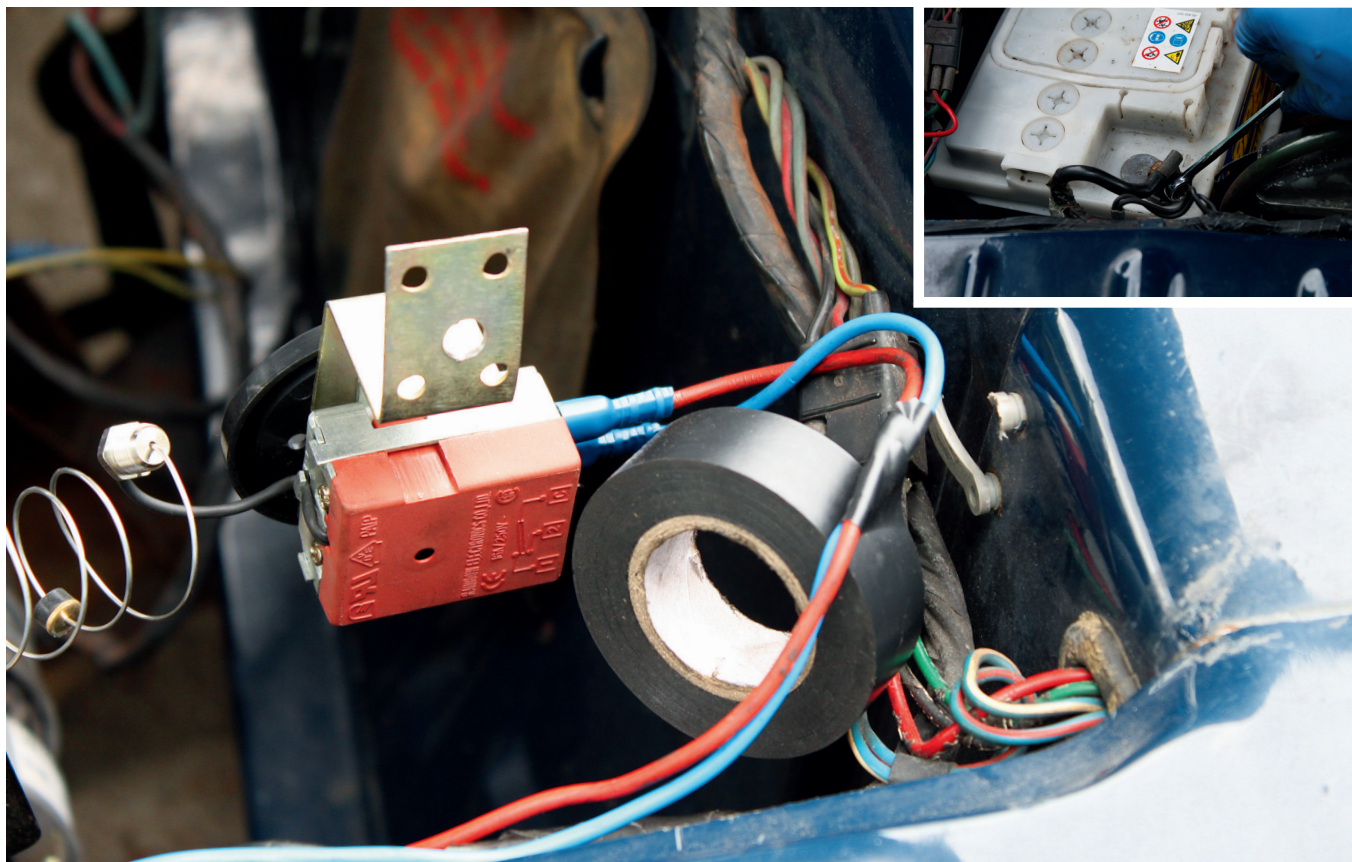


tech – electric fan fit



Wiring

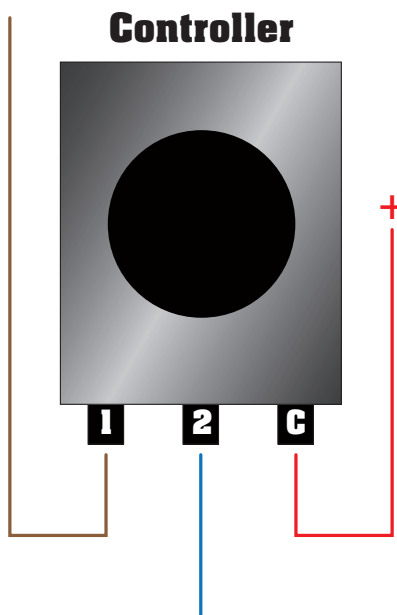
Don't worry if you're not a wiring whiz; the wiring on this fan is nice and simple. First and foremost you need to disconnect the battery. Next you have to choose whether you want to wire the fan up to a permanent live, giving you a fan even when the car is turned off. Or wire it into a switched ignition live so that it only works when the ignition is switched on. We opted for the permanent live route and wired it in as per the amazing diagram shown to the right.

The electric fan first needs to be earthed, the fan supply is then wired to Terminal 2 on the controller. Terminal C is then wired to ignition or permanent live (whichever you decided upon). There is also a facility for a dash telltale light, should you want it, which gets wired into Terminal 1 on the controller. Once it's all connected and working, tidy up the wires with some insulating tape. Finally re-connect the battery and run the engine to operating temperature.

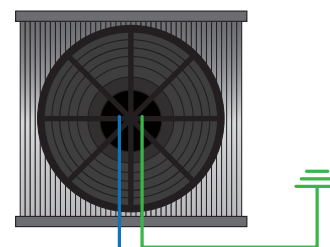
The temperature at which the fan switches on is controlled by the dial, so the hotter you want the switch on point, the further clockwise it needs to be turned. We set ours to come on when the temperature gauge was about in the middle of hot and cold. As it very rarely hits this high, when it does it's panic stations and therefore the ideal time for some cooling assistance.

Telltale

Controller



Fan



RatSport

We got our fan and kit from the helpful guys at RatSport, who stock a wide range of products designed for keeping old cars on the move. The SuperSlim 10" fan came in at £57.60, the fitting kit was £6.62 and the capillary thermostat switch was £27.56, so the whole lot came to £91.78, which is very reasonable when you consider the peace of mind it gives. To get your hands on the same kit, or to see what else RatSport stocks, check out www.ratsport.co.uk or give the guys a call on 020 8854 4777 and tell them we sent you!