

## 1955-72 ELECTRIC RADIATOR FAN INSTALLATION



### Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

An electric fan can be a great addition to any cooling system or may even be the main cooling source for the radiator. With so many late model engines and serpentine belt systems being installed in the Classics, there is often no room for a water pump-driven fan. In this case an electric fan is the only way to go. Or perhaps your engine fan won't quite move enough air to keep your engine cool while idling around town or maybe your A/C needs additional airflow to cool better. The fan can be mounted on the back side of the radiator to pull air through the radiator core or mounted on the front side to assist in forcing air through the radiator core and in turn keep the engine cooler. The fan or fans can be wired to come on with the key, with a temperature sender or even when the A/C is turned on.



### Parts List:

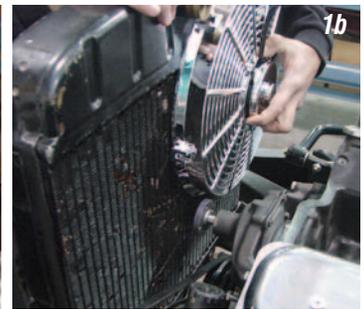
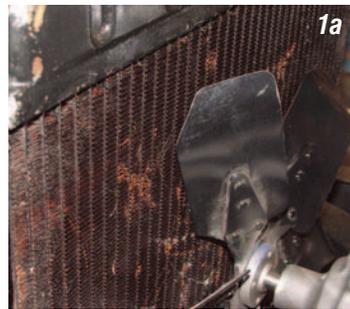
- 207-34 14" Electric Fan (Black)
- 207-76 14" Electric Fan (Chrome)
- 207-77 16" Electric Fan (Black)
- 207-78 16" Electric Fan (Chrome)
- 18-44 Radiator Relocation Kit
- 201-35 Electric Cooling Fan Sender

### Tools Needed:

Cutters

### Time Frame:

1 hour



**Photos #1a & #1b:** An electric fan is much more efficient when it's pulling air through the radiator core. When pushing the air through, you will get some CFM loss due to deflection from the radiator core. With the radiator in the V8 position (behind the core support) there is usually about 3/4" between the fan blade and radiator core on a short water pump small block. This makes it impossible to install an electric fan on the back side of the radiator to supplement or replace the engine fan.

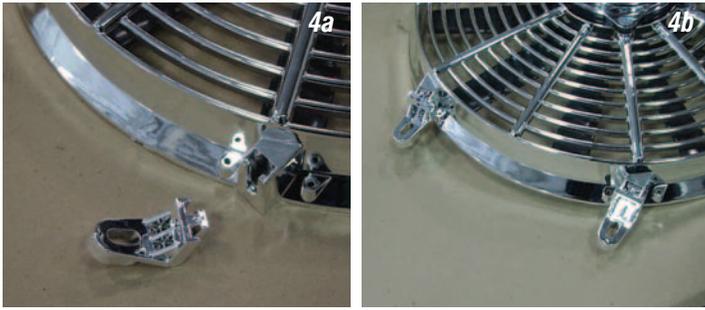


**Photo #2:** To mount an electric fan on the back side of the radiator, the radiator must be in the 6-cylinder position (in front of the core support). A 6-cylinder radiator and 6-cylinder core support may

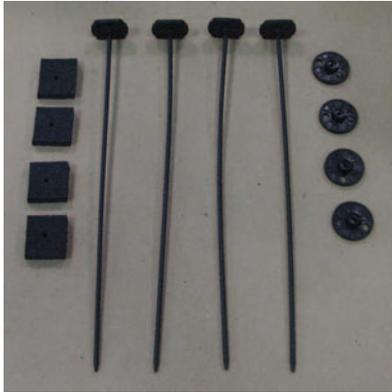
be used or a V8 radiator can be relocated to the 6-cylinder position and still use the V8 core support using relocation kit P/N 18-44.

**Photo #3:** With the radiator in the 6-cylinder position, there will be 4" between the fan and radiator core. Now there is plenty of room to remove the engine fan and install an electric fan.

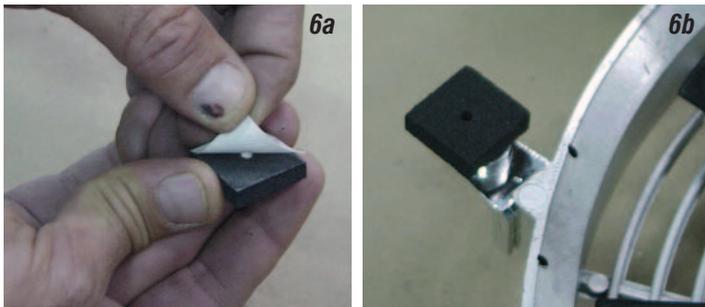




**Photos #4a & #4b:** The electric fan has four separate mounting tabs that key into the electric fan body.



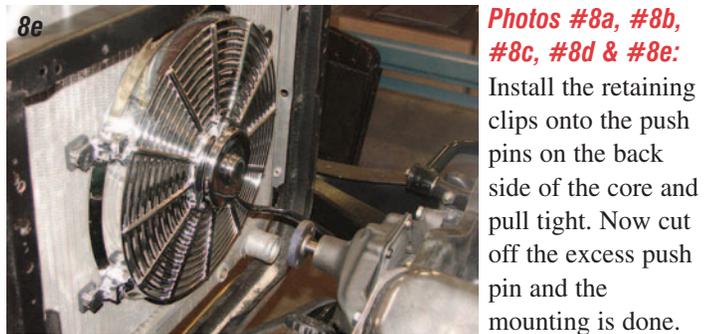
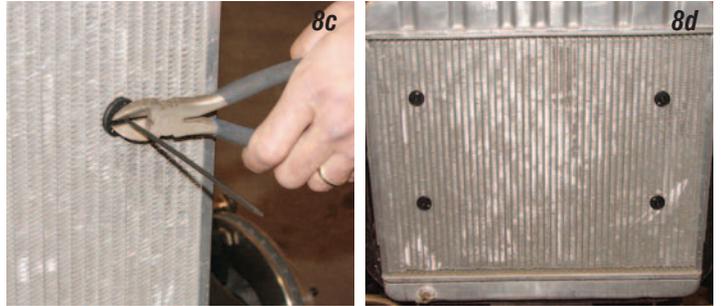
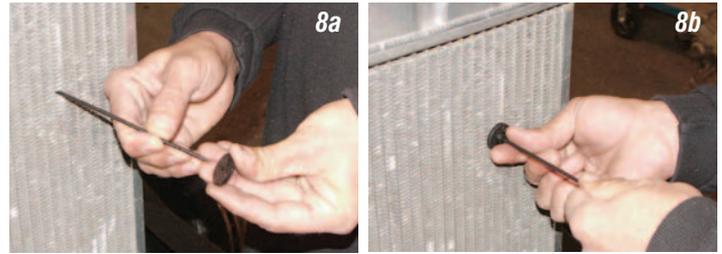
**Photo #5:** The electric fan is mounted to the radiator core using the supplied plastic push pin kit. The kit includes four push pins, four foam rubber pads for protection and four push-on retaining clips. This mounting system is simple and eliminates unsightly brackets that block airflow.



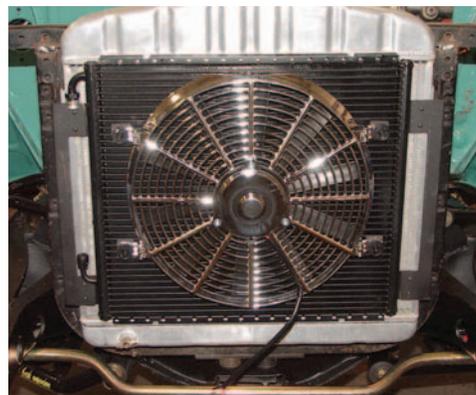
**Photos #6a & #6b:** The foam rubber pads have adhesive sides that are placed on the mounting tabs of the electric fan.



**Photos #7a & #7b:** Place the electric fan in the desired location and install the push pins through the fan mounting tabs and through the radiator core



**Photos #8a, #8b, #8c, #8d & #8e:** Install the retaining clips onto the push pins on the back side of the core and pull tight. Now cut off the excess push pin and the mounting is done.



**Photo #9:** You may wish to install your electric fan on the front of the radiator or A/C condenser for additional cooling. This will keep the condenser cooler and help the A/C system be more efficient. This can be used in

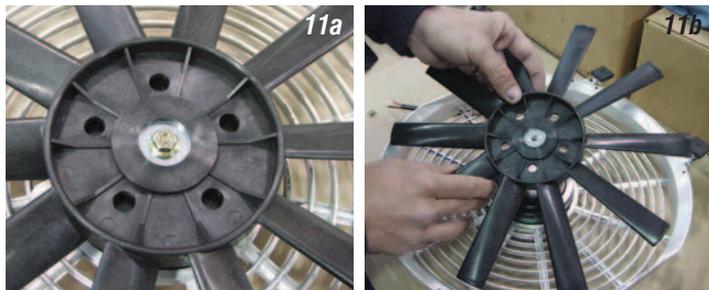
conjunction with a water pump driven fan blade or with an electric fan on the engine side of the radiator.



**Photo #10:** The electric fan has a black and red wire. If the fan is going to be used as a puller fan (behind the radiator) the BLACK wire would connect to a good ground and the RED wire would connect to an ignition-on 12-volt source. If the fan is going to be used as a pusher fan (in front of the core support) the RED wire would connect to a good ground and the BLACK wire would connect to the ignition-on 12-volt source. The fan can simply be wired to the ignition switch so the

fan will come on when the key is on. The fan can also be wired through a temperature sender **P/N 201-35** that will turn the fan on and off at about 190 degrees. This sender should always be installed in the engine and not the radiator tank to assure an accurate temperature reading.

If the fan is going to be installed on the A/C condenser to help cool the condenser, a trinary switch can be used in the A/C liquid line that will turn the fan on when the A/C is activated.



**Photos #11a & #11b:** The fan blade itself will need to be reversed if the fan is going to be used as a pusher fan. The fan blade is held to the motor with a 7/16" right hand locking nut. Remove the nut, flip the fan blade over and tighten the nut back down.

With the addition of an electric fan the car will run cooler, the A/C will be more efficient and you won't be staring at/worrying about the temperature gauge anymore! Good Luck! ✓