



INSTALLATION INSTRUCTIONS

HIGH OUTPUT DUAL RAD FAN ASSEMBLY

PART # 16830, 16831, 16833 & 16835

Please read these instructions completely before beginning installation

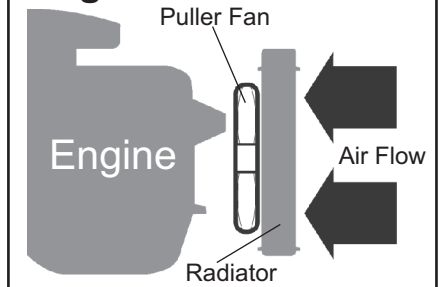
KIT CONTENTS

QTY.	DESCRIPTION	QTY.	DESCRIPTION
1	Fan Shroud Assembly	16	1/4-20 x 3/4" Hex Bolts
4	Angle Brackets	16	1/4-20 Nyloc Nuts
1	Rubber Fan Shroud Seal	32	1/4 Flat Washers

TOOLS NEEDED

- 7/16" Open End Wrench
- 7/16" Socket and Ratchet
- Wire Stripper
- Crimping Tool

Diagram #1

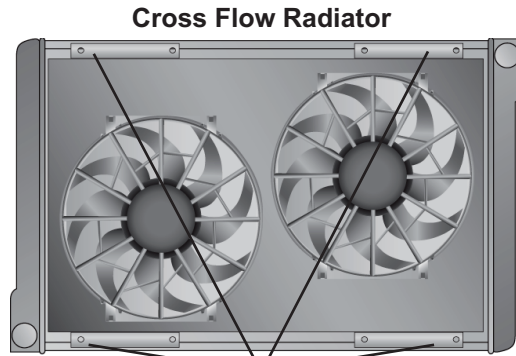
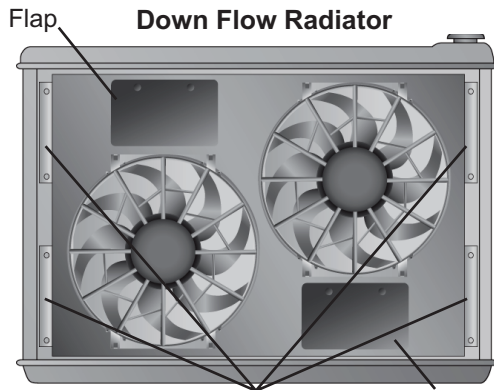


IMPORTANT

This fan assembly is designed for PULLER APPLICATIONS **ONLY** Engine side of radiator. (See Diagram #1)

Diagram #2

MOUNTING OPTIONS



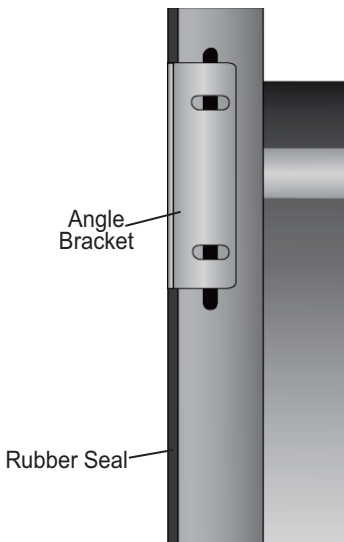
Brackets Provided Note: Shrouds with vents must open at bottom

Brackets Provided

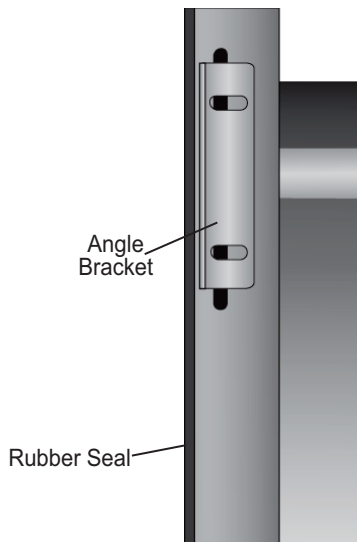
Shroud should be mounted tight against radiator to minimize air leaks that would reduce efficiency.

Diagram #3

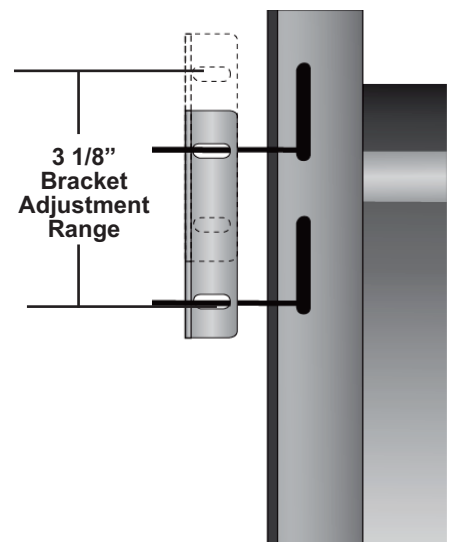
Option 1 Flush Mount



Option 2 Recessed Mount



Adjustment Range



INSTALLATION

1. Using a table or workbench, lay the Electric Fan Assembly on a flat surface, Electric Fan facing down.
2. Take the supplied Rubber Fan Shroud Seal and install it onto the bottom edge of the Fan Shroud Assembly. (See Diagram #4)
3. Identify the four Angle Brackets, 1/4-20 x 3/4" Hex Bolts, 1/4" Flat Washers & 1/4-20 Lock Nuts.
4. Attach the Angle Brackets to the Shroud using two bolts per bracket. (See Diagram #5)
Note: In some applications where the radiator flange is not right up against the fan shroud, longer bolts can be used to space the Angle Brackets. (See Diagram #6) Hardware not included!
5. Position the Electric Fan Assembly against the radiator in the desired location.
6. Using the remaining 1/4-20 x 3/4" Hex Bolts, 1/4" Flat Washers & 1/4-20 Lock Nuts, attach the Electric Fan Shroud Assembly to the radiator. (See Diagram #5)

Note: In some cases the radiator flange may have to be drilled for proper alignment.

Diagram #4

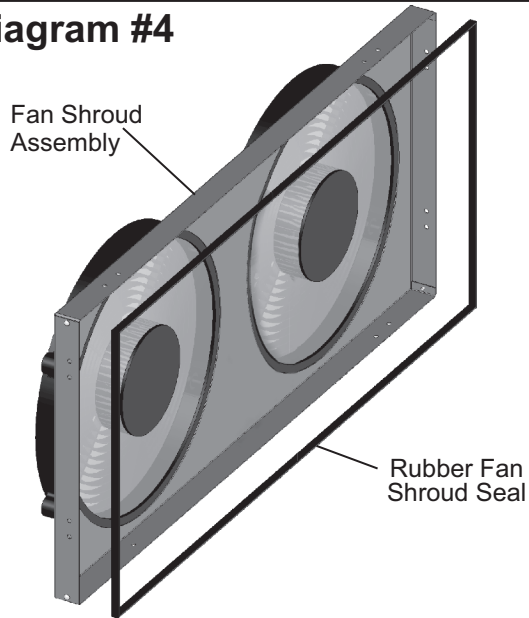


Diagram #5

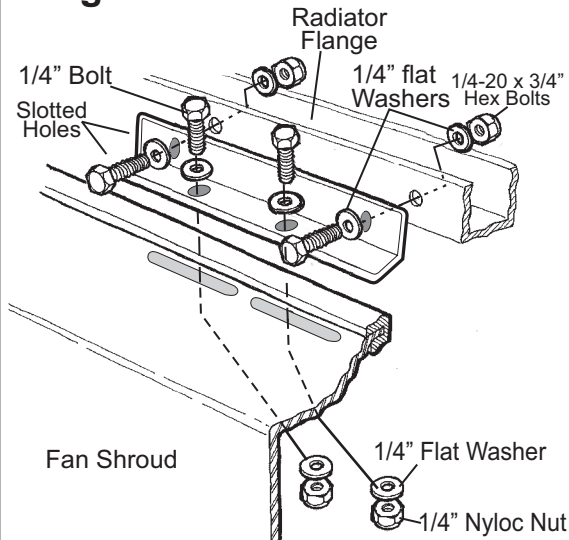
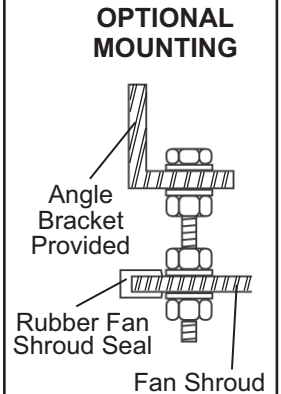


Diagram #6



WIRING OPTIONS

IMPORTANT: Due to the high amperage of each individual RAD fan on the Dual RAD Fan Assembly, each fan **MUST** be switched* individually. Failure to use two different switching devices could cause damage to your vehicle and/or your new Electric Fan Assembly.

* Switched - Utilizing an automotive rated thermostat or manual switch.

There are a few options on how to activate (turn on) your new Electric Fan Assembly.

1. Manual Switch - Install a switch in the passenger compartment and turn on Electric Fan as desired.
2. Electric Fan Thermostat Switch
 - A. Adjustable Thermostat - Allows an adjustment range for you to determine optimal turn on temperature.
 - B. Pre Determined Temperature - Thermostat has a pre determined temp. from the factory that determines turn on temp.

We recommend using two thermostats to activate Fan #1 at an earlier temperature than Fan #2. This will help spread the major amp draw on your vehicles electrical system. Please visit www.derales.com for available thermostat options or visit your local retailer.

Important: When purchasing a thermostat always consider the maximum amp draw. Some thermostats are not designed to properly handle 25 amps.

Note: When installing the Electric Fan with a Thermostat always follow manufacturer's instructions for specific details.

WIRING INSTALLATION USING RELAY(S) (NOT SUPPLIED)

Repeat for both Fan #1 and Fan #2

RED Wire - Attach to the Positive side of Battery (+)

BLACK Wire - Attach to a good Chassis ground (-)

ORANGE Wire - Attach to the Red Positive Electric Fan Lead (Fan +)

YELLOW Wire - Attach to (+) 12V Switched Power (Thermostat or Manual Switch)

GREEN Wire* - (OPTIONAL) Attach to the Positive feed from the A/C Clutch

*This wire will allow you to turn on the Electric Fan every time the vehicles air conditioning is turned on.
If you do not wish to use this option, please disregard the Green wire.

ELECTRIC FAN

BLUE Wire - (+) Positive Fan lead Attach to the ORANGE wire coming from the relay harness

BLACK Wire - (-) Negative Fan Lead Attach to a good Chassis ground (See Diagram #7)

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