

### Fitting the electric fan

Thank you for purchasing our highly efficient cooling fan kit, custom-engineered to fit your Austin Healey. Before fitting, please take a few minutes to read through the instruction leaflets carefully, as they are intended to make DIY fitment as simple and enjoyable as possible, without the need for irreversible modifications to your vehicle.

These instructions are a guide only and due to variations in the AH3000 range, fitting procedures may differ. The procedure shown is based on removing the radiator. This has the added benefit of allowing its condition and the function of the water pump to be checked.

We recommend these tools to help make fitting your kit as easy as possible:

- Socket set and spanners
- A selection of screwdrivers
- Wire strippers and terminal crimpers
- Masking tape
- Sharp knife or hacksaw.



- 1**
- A. Familiarise yourself with the contents of the kit.  
B. Consider renewing the hose to be fitted with the Revotec Electronic Fan Controller (EFC) if it appears old, shows signs of cracking or feels inflexible.



- 2**
- A. Disconnect the battery.  
B. Drain the coolant into a suitable container.  
C. Dispose of old coolant responsibly.  
**TIP:** If removing the top hose only, the coolant can be partially drained.



- 3**
- A. If the radiator is fitted, remove the top hose, slacken the mountings screws on both sides of the radiator and gently pivot the radiator forward.  
B. If desired, now remove the mechanical fan by unbolting the four bolts securing it.  
C. Remove the radiator.



- 4**
- A. Working on a bench, ensure all six mounting bolts move freely.  
**TIP:** If necessary, renew the mounting bolts and use copper grease on the threads when reassembling later.



- 5**
- A. Position the fan so that the wiring will exit at the top of the radiator.  
B. Identify both edges of the fan that will sit either side of the radiator core.  
C. Remove the pre-cut ears with a knife to allow the fan casing to fit snugly between the radiator edge mounting panels.



- 6**
- Fit the mounting brackets to the fan casing using a 10mm spanner or socket and 4mm Allen key.  
**NOTE:** The Allen key socket head **MUST** face the radiator core.  
**DO NOT** over-tighten the bolts or the casing might be damaged.



- 7**
- A. Fit the fan assembly to the radiator by slotting it into position.  
B. Once you are happy with the fit, remove all the bolts except those arrowed. Tighten the remaining bolts.  
**TIP:** Fit the bolts without washers first to make locating the bracket slots easier.



- 8**
- A. Carefully lower the assembly into position in the engine bay. The two lower bolts must be in front of the lower brackets as you do this.  
B. Ensure the radiator core is free of contact with the water pump.  
C. Fit the top bolts and washers loosely (inset pic).



- 9**
- A. Undo the lower bolts and pivot the radiator back into position.  
B. If necessary, loosen the two brackets chassis bolts (arrowed).  
C. Fit all four bolts.  
D. Tighten all the mounting bolts.  
E. Check the fan blades run freely by rotating them carefully with a screwdriver.

### Fitting the EFC

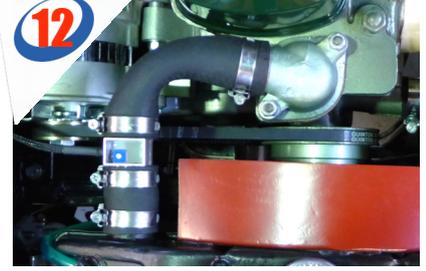
**Note:** Please also refer to the specific **positive/negative earth** wiring instructions for the EFC in your kit. If possible, aim to fit the EFC to the lower radiator hose. This offers a more precise indication of coolant temperature, and, if connected to a continuous live feed, reduces 'fan on' time when the ignition is switched off.



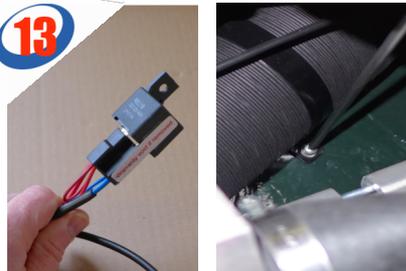
**10**  
A. Measure the centre of the EFC as shown. It should be 25mm.  
B. The EFC fits in a straight section of hose approximately 65mm long. Ensure it has sufficient clearance at each end. Now remove approx 25mm of hose.  
**TIP:** Wrap masking tape around the hose to create cutting guide edges.



**11**  
A. Fit both pieces of hose to the EFC ensuring the open top of the EFC points in the correct direction for access to the white slot when adjusting later.  
B. Fit both hose clips, ensuring they are accessible from above.



**12**  
Fit the hose/EFC assembly. Do not fit the black EFC dust cover until final adjustments are made later. For fitment to the bottom hose, ensure the EFC adjusting slot is accessible.  
**TIP:** Ensure the hose clip at the thermostat end is clear of the rocker cover.



**13**  
A. Choose a dry, accessible location for the relay, such as the ducting bracket screw on the inner wing.  
B. Route the EFC, fan and main feed wiring, avoiding acute angles and items such as the bonnet release mechanism.



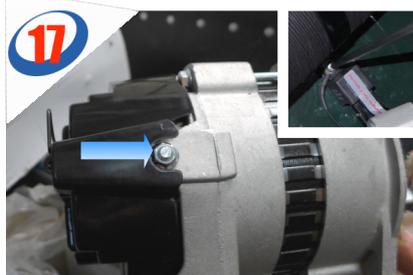
**14**  
A. Now connect the wiring from the EFC/relay to the fan connector block.  
B. First, strip the blue and black wire ends from the EFC/relay and crimp them to the terminals provided.  
C. If possible, solder these joints for longevity.



**15**  
A. Now push the terminals into the connector block, ensuring their small lock tabs locate.  
B. Connect both halves ensuring red/blue and black/black connections.  
**TIP:** Wrap the block in the heatshrink provided after Step 18 is complete.



**16**  
A. The inline fuse kit included (upper arrow) connects the main red feed from the EFC to the battery/loom terminal of the solenoid (lower arrow). This has the advantage of running the fan with the ignition switched off. Refer to EFC wiring leaflet (070032) for more detailed wiring instructions.



**17**  
A. Ideally, the kit should be used in conjunction with an alternator conversion.  
B. Many alternators have a spare earthing point on their casing body – perfect for the EFC black earth lead.  
C. Or use the screw holding the heater ducting bracket (inset).



**18**  
A. Double check your work and all connections carefully.  
B. Refill the cooling system.  
C. Reconnect battery.  
D. Referring to EFC leaflet (070032), allow the engine to reach normal temperature (about 170F) before making adjustments. Check the cooling system for leaks.

### Additional information

This guide shows the front grille removed for clarity. It is possible to fit the fan with the grille in place although fitment is likely to be easier with it removed.

Austin Healey radiators can be heavy to manoeuvre in situ, so an assistant is advised if necessary.

The EFC can be easily adjusted at any time to suit driving conditions. Keep a suitable screwdriver in your vehicle for this purpose.

For additional instructions, see the accompanying video about this AH3000 fan fitting at [www.revotec.com](http://www.revotec.com)