

## **Fan Shroud Installation**

Here are a few hints to make the installation of this fan shroud easier.

The fan is off-set to the top, right of the engine compartment and, therefore, the radiator. The shroud halves are not marked but the difference between them should be obvious. Just in case, the smallest part is the top piece.

This shroud is designed to be installed one-piece at a time. It is not important as to which part, the upper or lower half, is installed first. Although not necessary, it may be easiest to remove the front of the engine compartment.

When installing the shroud, just start the mounting bolts to hold the radiator and first half of the shroud until both parts are installed. This will allow the radiator to be moved as needed so the second half can be installed. I like to do the upper first as the crossbar on the mount and the upper hose outlet can cause installation problems as far as sliding the parts in place.

You must install the top piece first if doing the work from underneath the Econo. This is not so much of a problem if the front of the engine cover has been removed. If working from underneath, be certain to use proper safety equipment, such as jack stands. I assume no responsibility for your safety. You will have to crawl under and get back out several times.

This shroud IS NOT designed to be used with a FLEX FAN of any style. Most flex fans displace air to the sides, or ends of the blades, instead of to the rear. Using such a fan with this shroud may result in the air being recirculated instead of moving fresh, cool air through the radiator. USE A FIVE OR SIX (OPTIONAL ORIGINAL EQUIPMENT) BLADED STOCK FAN ONLY.

The shroud is designed to be self aligning; all clearance holes for mounting bolts and linkages are provided. To ensure there is no interference with the fan, remove the fan belt prior to install. Once the shroud is in place, and the bolts screwed in but still loose, spin the fan to check the clearance. After clearance is verified, tighten the mounting bolts and install/tighten the belt. The shroud is designed so the belt can be removed and installed with the shroud in place. If you have pulled the radiator and front of the doghouse you may wish to use double-sided tape to hold the shroud to the radiator mounts. This will allow everything to be installed as one-piece but may restrict any adjustments that might be needed.

If you have any interference problems please contact me so I can make corrections, both to the mold and your part. There really should not be any problems, however, since I make the shrouds using an old radiator as the basis for the mold.

There are three to four layers of glass in the shroud. The last layer was sanded for flatness and smoothness using a 36 grit wheel and hand block. Minor depressions were then filled using body-putty. This was then block sanded to a 100 grit finish. This is a filler only and

has no effect on the strength of the shroud. Standard automotive finishing materials and techniques may be used if you want a finer finish.

Jeff,

This section is for your shroud only.

The Aluminum Foil came off in a few spots as I was finishing. I fixed some with the fiberglass resin I already had mixed for the last coat. If you want to cover them up use epoxy to cover the area completely and then apply the foil to that while still wet. Loose edges will eventually come free as the wind in the shroud works them.

One more thing. If you want to dress the edge of the fan surround try some of the trim used to protect door edges and/or spit a hose length-wise and glue on the edge. Not sure the hose would stay in place. I have never done either. If you do dress the edge up, please let me know how you did it and how it works.

Lee