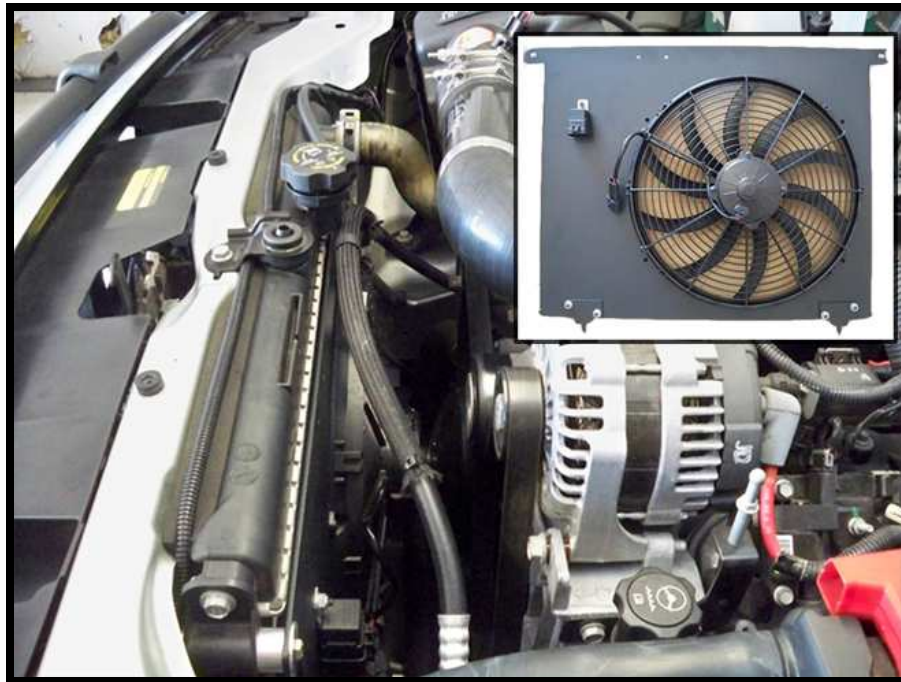




DIY GMT355 Electric Fan Conversion **P-030001DIY**

1. Drain coolant and remove factory fan, fan shroud, and upper radiator hose. Refer to factory service manual. A few tips; A fan wrench or holding tool is not required to remove the fan on 4 and 5 cylinder vehicles. A fan wrench or at least a very thin wrench is required to remove the fan clutch on V8 models due to clearance. Large chain auto part stores generally rent these tools for a small deposit. Use a fan wrench and give it a few hits with a hammer from right to left to knock the fan loose. The fan nut is standard right hand thread. Typically the third hit will break it free.
2. Assemble fan, shroud and relay. The fan should be mounted so that the fan connector is closest to the relay mounting hole. The shroud is drilled for both Derale and Spal fans. Fan mounts with (4) 5/8" long screws and (4) lock nuts. Relay installs with (1) 5/8" long screw and (1) lock nut.



3. Install lower mounting tabs. These tabs will sit in the radiator just like the factory shroud did. The shroud is made for both V8 and I4/I5 radiators. **For V8 radiators install tabs so outboard holes are higher than inboard. For I4/I5 radiators install tabs so inboard holes are higher than outboard. Example, the tabs in figure 1 are installed for a V8 radiator.** Install tabs with (4) button head screws and (4) locknuts. Screws should be installed with the button head facing towards radiator. See figure 4.
4. Install electric fan kit. The lower tabs will sit in the factory radiator. The (2) Spacers, (4) fender washers, (2) 3" long bolts, and two (2) lock nuts will secure the top of the shroud in the large holes on either side of the radiator. ****Important tighten 3" long bolts and lock nuts to 10 ft-lbs MAX.**** Tighten just enough to snug things up, the lock nuts will prevent them from coming loose. **DO NOT OVERTIGHTEN.** Tip : Remove upper radiator support (1) x 13mm bolt to allow radiator to lean making this step much easier.
5. Install the main fan wiring harness. The harness will get power from the fuse box. The ground will go to a factory ground just behind the battery. Plug in fan and relay. The three pin connector will plug into the sub harness.

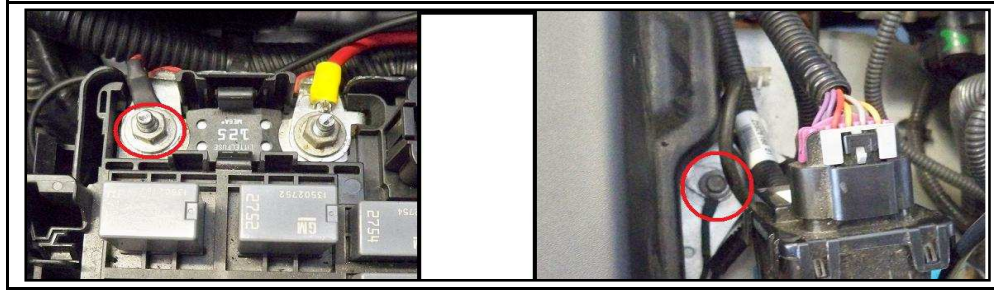
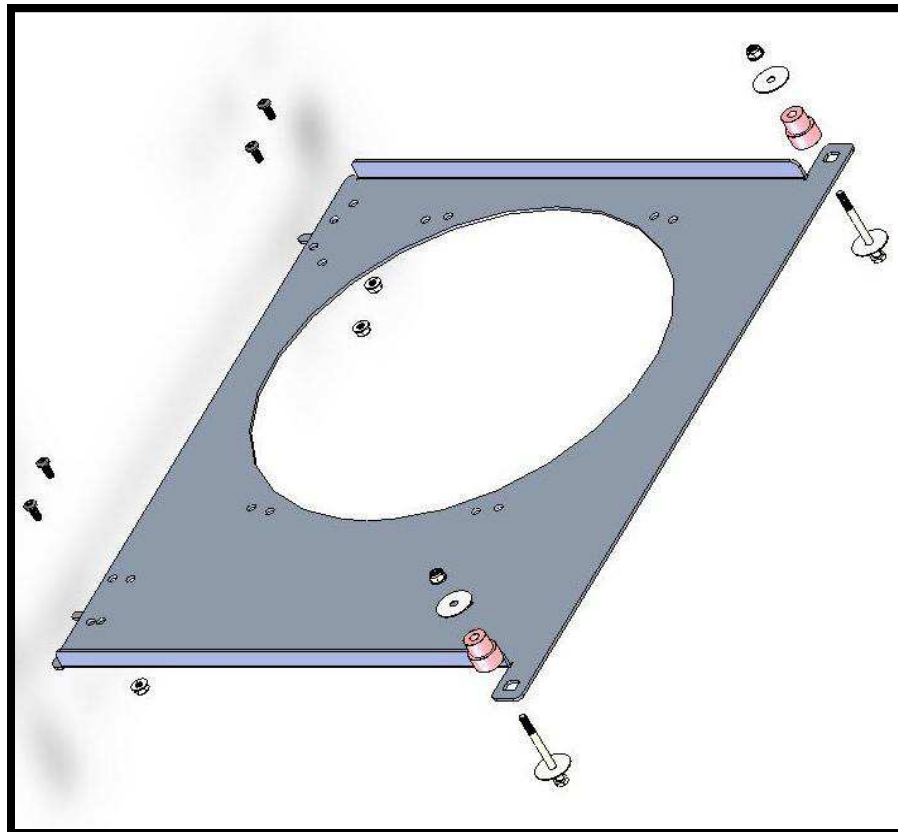


Figure 1 Harness power and ground locations

6. Route all wiring and hoses (AC and Coolant) away from moving and hot parts. Secure loose wiring and hoses with zip ties. Do not drive vehicle without securing loose wiring and hoses.



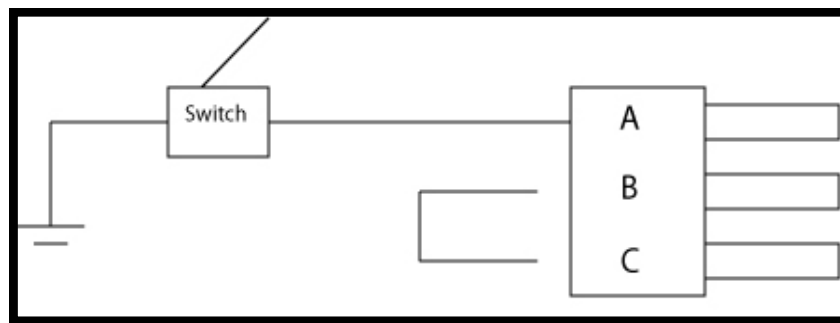


GMT355 Electric Fan Conversion **P-030001DIY**

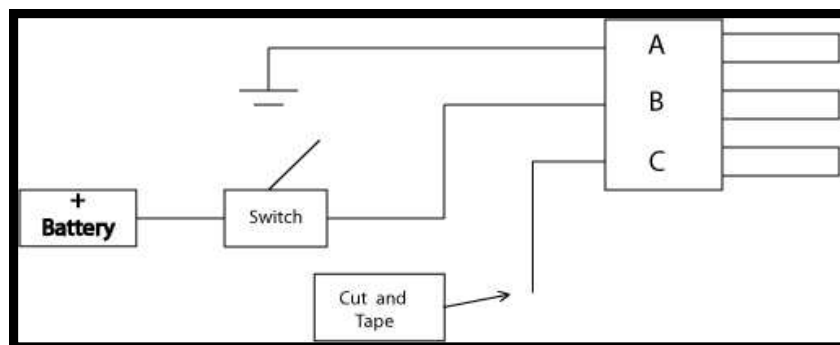
By purchasing this kit P-030001DIY you agree that you are capable of installing such a kit and handling the do-it-yourself wiring needed to do so. We cannot offer technical or wiring advice outside what is covered in this document.

There are two harnesses mentioned in this document. The main harness is the larger harness that includes the fan connector, relay connector, fuse, etc. **Instructions for installing the main harness and the electric fan assembly are included with the main harness.** The sub-harness includes a 3 wire connector and a small bit of wire. There are three different ways of activating the fan, all of which require some modification to the sub-harness and not the main harness.

If your controller, switch, or controls offer a ground simply leave the loop between 3 way connector pins B & C and ground pin A through a switch.



If your controller, switch, or controls offer a +12V signal you may connect the sub-harness as follows. Ground pin A, cut and tape pin C, and apply power to pin B when you would like the fan to come on.



If your controller, switch, or controls do not offer a ground or +12V signal you may connect the sub-harness as follows. Ground pin A and connect pins B & C thru a switch.

