A&A BRUSHLESS FAN AND SHROUD KIT INSTALLATION

(When using OE PWM signal)

You should disconnect the battery before doing any electrical work.

Remove the plug to the stock module. Remove the stock fan and shroud assembly. Unplug the OE module. You will not be using the module or the wires (except the signal wire) Cut the small green signal wire coming from the PCM to the module plug. (white wire on 2005 with E40 PCM)

Tie the module plug somewhere where it can't flop around. Seal the plug so it can't fill up with dirt etc.

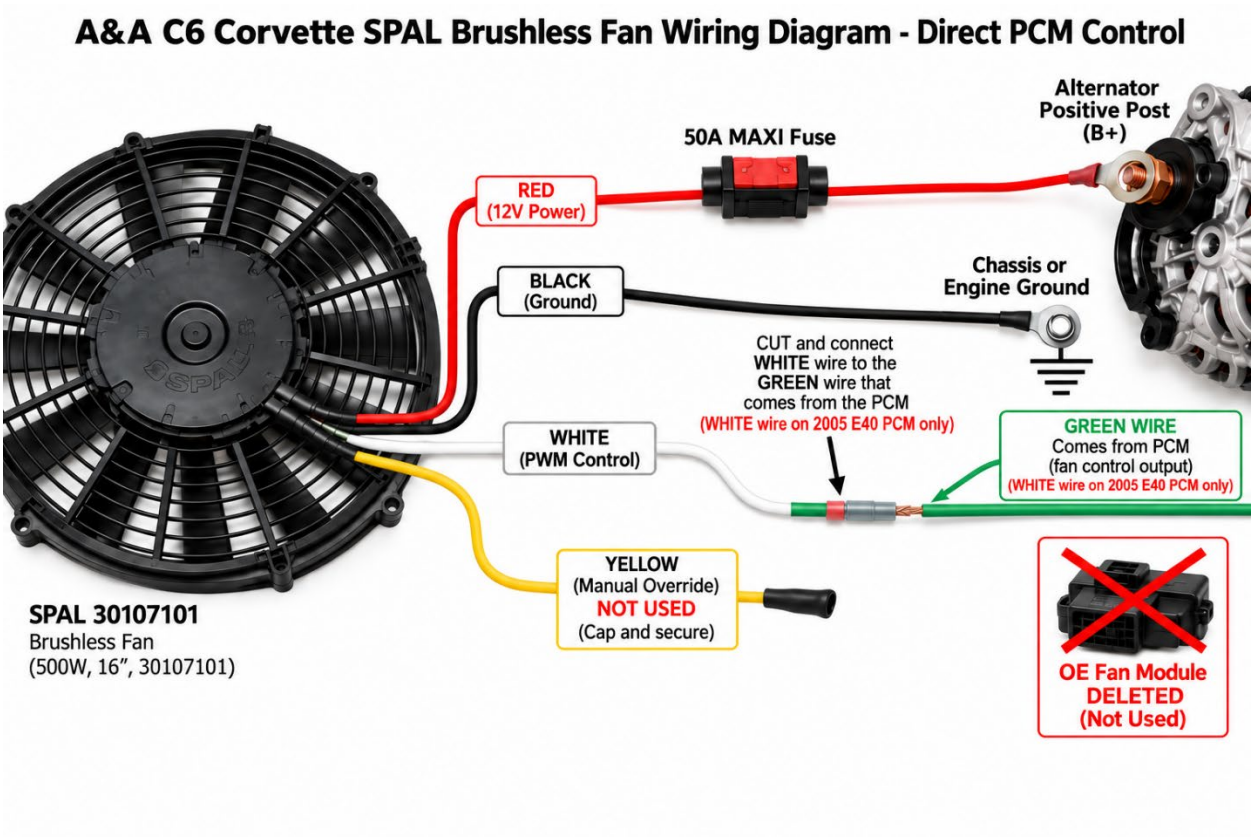
Mount the fan to the shroud using the provided hardware. It mounts with the open fan blades facing in towards the radiator. If you are installing our radiator at the same time, install the radiator first.

The fan assembly will come up from the bottom and fit in the saddles on the radiator. Tighten the bolts in the saddles. (if equipped) It may be easier to plug the harness into the fan before installing it.

The large red wire goes to the main power stud on the alternator. The white wire will connect to the signal wire you previously cut, with the provided crimp connector and heat shrink tube. The large ground (black) wire is attached to the frame using one of the unused holes that held the stock radiator hold down. (on supercharged cars) Any other suitable ground on the frame or engine is fine. Make sure to clean the threads out with a tap or something similar and grind a small spot around the hole down to bare metal. A bit of dielectric grease would be helpful here to prevent corrosion.

The yellow wire is for an optional manual override switch. We put a piece of heat shrink tubing on the end just to seal it off.

The signal required for the Spal fan is inverted from the stock fan. The fan tables will need to be modified with HP Tuners, or similar software. Below are tables we have found to work well. You can experiment a little, if you like. Any number below 35% in the temp table seems to shut the fan off. Higher numbers seem to slow the fan down. Putting any number in any box below 199 degrees will not allow the fan to shut off.



[ECM] 18030 - Fan Desired % vs. ECT

Engine Coolant Temp (°F)

	192.2	195.8	199.4	203.0	206.6	210.2	213.8	217.4	221.0	224.6	228.2	231.8	235.4	239.0	242.6	246.2	249.8
Fan Desired	0	0	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35

[ECM] 18031 - Fan Desired % vs. AC Pressure

(psi)

	87.0	105.2	123.3	141.4	159.5	177.7	195.8	213.9	232.1	250.2	268.3	286.4	304.6	322.7	340.8	359.0	377.1
Fan Desired	0	0	0	0	0	0	35	35	35	35	35	35	35	35	35	35	35

SAMPLE FAN SETTINGS