HP SERIES SUPPLEMENTARY FITTING SHEET FOR FAN TO BODY MOUNTING OPTION (ALTERNATIVELY FANS CAN BE MOUNTED DIRECTLY TO RADIATOR MATRIX USING MOUNTING TIE KIT AND 18MM MOUNTING FEET). KLF1359

This high performance compact and universal blower or suction fan can be used either side of the radiator with the same efficiency. The primary or secondary cooling requirement will dictate which is appropriate.

Blower fans fit between radiator and front grille – suction fans fit between radiator and engine (allow around 10mm clearance between engine pulley and Kenlowe fan)

Fitting a blower fan is often because of greater space between rad/grille, or the need to fit as a secondary additional fan to address any concern or tendency to overheat. Alternatively if air con is fitted or suction installation between radiator and engine is preferred consider removing the radiator to fit fan to radiator on the bench.

Having determined which side of the radiator to fit the fan ensure that the blower face is against the radiator on fans to fit between radiator and grille or the suction face is against the radiator on fans fitted between radiator and engine.

Note the airflow direction arrow travels from the front to the rear of the car and irrespective if blowing or suction fan the suction face will always be nearest the front of the car.

Note that the fan should be positioned with the label at the top 12 O'clock and the wires at 6 O' clock at the bottom.

Using one or two swivel arms, attach mounting brackets to four off fan mounting lugs using cap head screws provided. Arms can be angled to suit application. Once screws have been tightened, push a black rubber 10mm mounting foot into each fan mounting lug to sit against the radiator once the fan is in position.

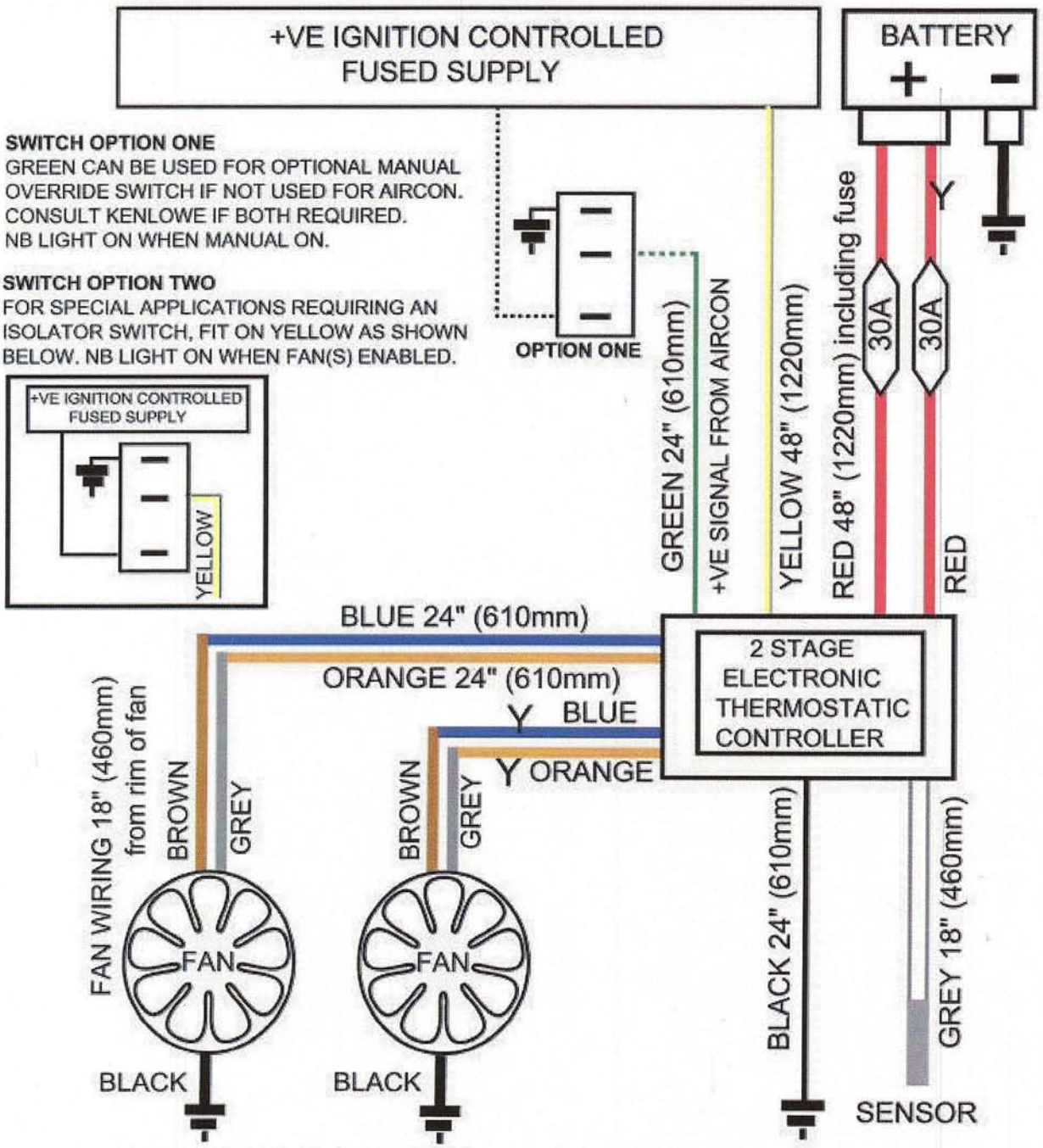
Brackets should be attached to radiator rail (not tanks) with the self tapping screws.

KENLOWE FANS Phone: 01628 823303 Fax: 01628 823451
e-mail: sales@kenlowe.com www.kenlowe.com

CIRCUIT FOR KENLOWE HP SERIES SINGLE OR TWIN FAN INSTALLATION WITH 2 STAGE ELECTRONIC THERMOSTATIC FAN CONTROLLER, PART NO. KLM2455

NB CIRCUIT FOR NEGATIVE EARTH MODERN (& CONVERTED CLASSIC) VEHICLES ONLY
CONTACT KENLOWE ON 01628 823303 IF YOU HAVE A VEHICLE WITH POSITIVE EARTH

Controller is fully automatic and for standard applications needs no extras.
If switch options one or two are required, order additional part no. KLM0570.



THERMOSTAT HAS PRE-WIRED HARNESS WITH FUSES AND RELAYS.
ORANGE = LOW SPEED BLUE = HIGH SPEED

= LOW AMP CONTROL CIRCUIT. EXTEND IF NECESSARY USING LIGHT GAUGE CABLE.

= HIGH AMP POWER CIRCUIT. EXTEND IF NECESSARY USING 30A RATED CABLE.

Y — WIRES AT POINTS Y ARE NOT USED FOR SINGLE FAN AND SHOULD BE TAPED OFF (CAN BE CUT BACK). REMOVE THE UNUSED FUSE. EITHER OF THE BLUE AND ORANGE WIRES CAN BE USED.

AIRCON — TO ACTIVATE FAN FOR AIRCON, CONNECT +VE FEED FROM AIRCON SYSTEM (AIRCON CLUTCH ETC.) TO GREEN WIRE OF THERMOSTAT. ALTERNATIVELY USE FOR OPTIONAL MANUAL SWITCH. TAPE OFF GREEN WIRE IF NOT USED.

KLF1420.1

KENLOWE ELECTRONIC 2 STAGE ADJUSTABLE AUTOMATIC THERMAL CONTROL PART NO. KLM2455

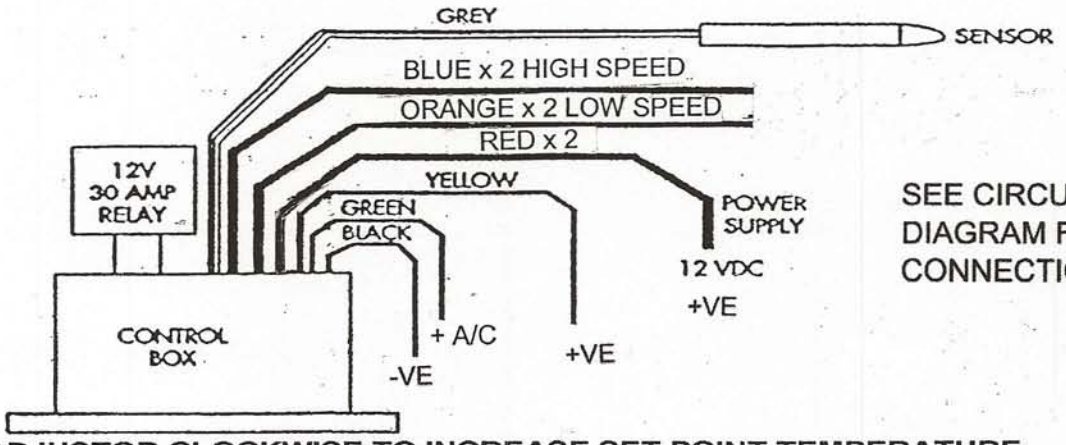
IMPORTANT – PLEASE READ BEFORE COMMENCING INSTALLATION

The unit is supplied complete with relays and fuses, pre-wired into the fan harness. Unit is marked for inclusion in a standard vehicle with negative earth but can also be used in classic vehicle with positive earth by following the appropriate wiring circuit provided.

As the principal of this thermal control is that the sensor bulb is pushed into the radiator core nearest the hot water inlet from the top of the engine, the control box must be positioned within appropriate convenient proximity without stretching the wires too much. Under no circumstances should the sensor wire itself be cut or extended!

Because this thermal controls wires should be connected correctly to avoid damage - do not put power to the circuit until you have double checked that the connections you have made comply with the circuit diagram!

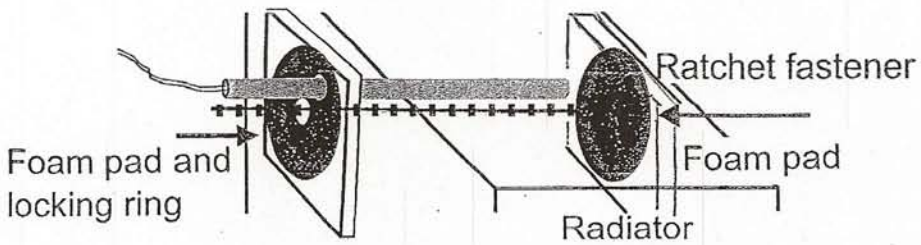
1. Mount the control box convenient for the sender bulb to go to the top of the radiator nearest the top hose inlet from the engine, screw the solid state block box in place with the self tappers provided.
2. Complete the wiring as the diagram below - then double check before connecting power.
3. Push the sender bulb between the radiator core from the engine side and only as far as the bulb protrudes through the other side by a few millimetres. Try and arrange it so that the sender bulb is contact with at least one of the water tubes - it will stay in place by being held by the thin heat transfer strips which will be disturbed locally without risk of damage to the radiator.
4. If necessary adjust the white plastic temperature adjustment screw to achieve the correct cut in temperature in accordance with the general setting instructions incorporated in the standard fitting instructions enclosed.



TURN ADJUSTOR CLOCKWISE TO INCREASE SET POINT TEMPERATURE.
USE LIGHT PRESSURE ONLY, DO NOT FORCE AGAINST STOP.

CONTROL BOX MOUNTING: The control box must be mounted to allow access to the temperature adjusting screw. Locate the control box away from high heat sources such as exhaust manifolds and pipes.

TEMPERATURE SENSOR MOUNTING: Select sensor mounting location prior to installing the fan assembly. Sensor installation requires access to both sides of the radiator or heat exchanger. For best operation, locate the sensor at the top of and near the coolant inlet of the radiator or heat exchanger. Push the probe into the fin section of the radiator/heat exchanger. Select a location that will not interfere with the operation of the fan. The sensor may not extend completely through the radiator core section. This will not affect operation. DO NOT INSTALL THE SENSOR INTO THE RADIATOR HOSE. SERIOUS DAMAGE WILL RESULT!



Sensor will be held by the radiator finning but can additionally be secured using the ratchet fastening supplied.

KLF1422.1