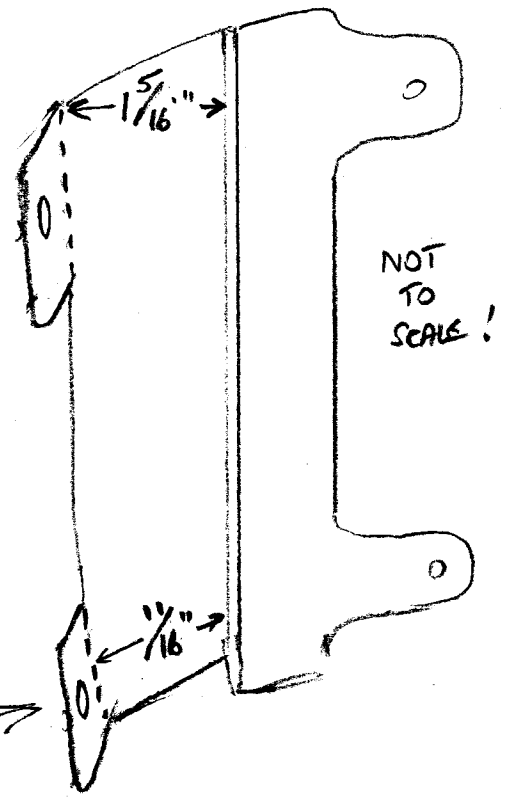
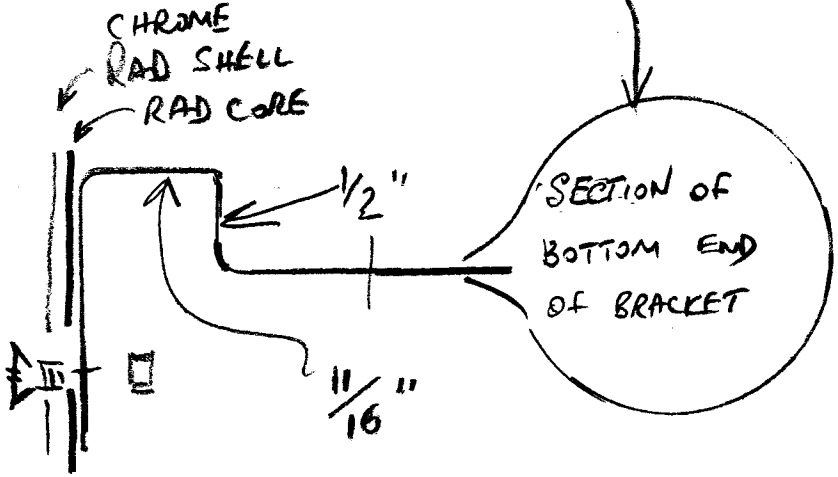
L.H.S.

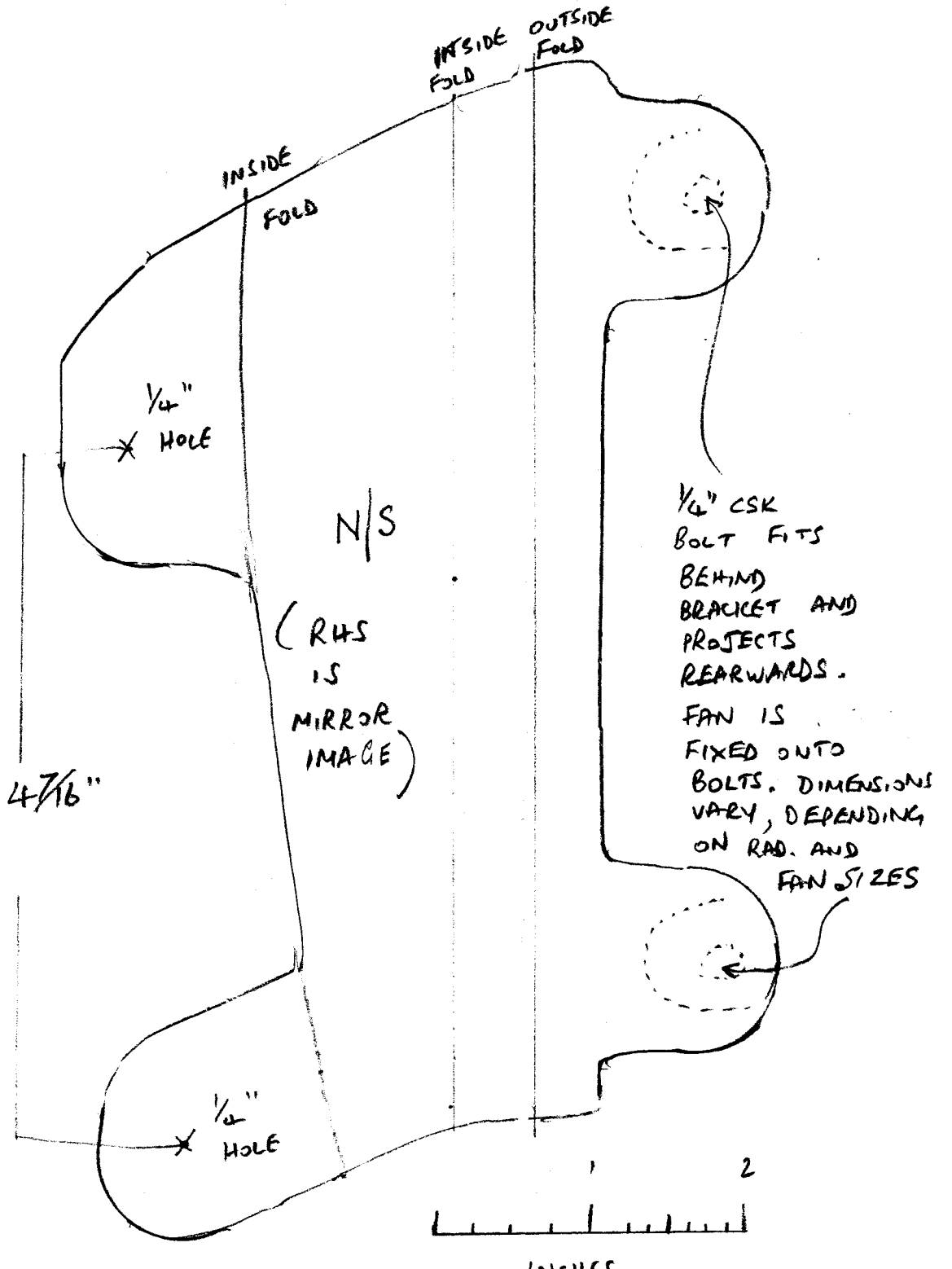
MATERIALS :

SHEET STEEL
18 OR 20 SWG
(1·2 OR 0·9 MM)

PATTERN FOR FIXING BRACKET FOR ELECTRIC FAN PA MIDGET

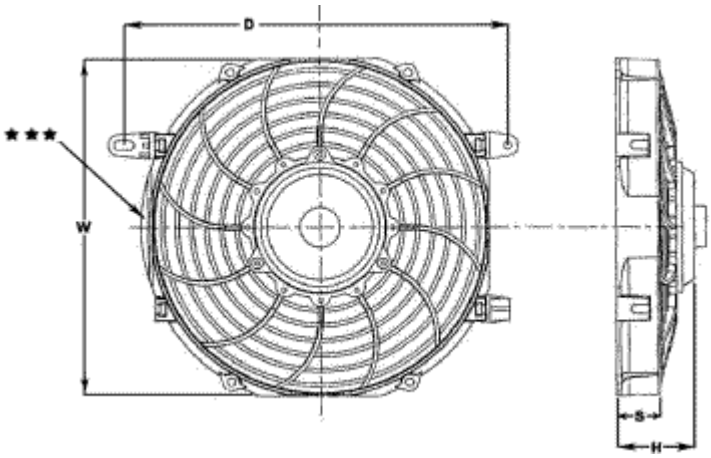






Pacet radiator electric fans – summary of Club & Thinline Ranges

(1) Club Range (fan/motor/shroud assemblies) – extracts from website http://www.pacet.co.uk/
Easy to install fan/motor/shroud assemblies for pulling as supplied, or blowing by turning blade over. Pullers are to be fitted on the engine side of the radiator whilst blowers fit in front. The Club range is most suitable for road cars and in some cases modest competition. For outright competition and difficult off-road conditions, see the Profan range. All Club Assemblies in both pulling or blowing mode have the vital finger guard as a standard safety feature.



	*	W mm	D mm	H mm	S mm	CFM **	m³/h **	Amps **
CF360	8”	214	241	77	35	378	642	4.22
CF361	9”	243	276	77	35	858	1458	6.00
CF362	10”	269	301	77	35	902	1533	7.20
CF363	11”	295	324	77	35	1180	2005	7.40

(2) Thinline Range (fan/motor/shroud assemblies)

	*	W mm	D mm	H mm	S mm	CFM **	m³/h **	Amps **
TCF0811	8”	214	241	77	35	378	642	4.3
TCF0911	9”	243	276	72	35	858	1458	5.9
TCF1011	10”	269	301	72	35	902	1533	7.2
TCF1111	11”	295	324	72	35	1180	2005	7.4
TCF1211	12”	321	333	74	35	1311	2228	11.0

* Nominal blade size – see W, D, P*, H & S for overall dimensions
** Performance - At 0.15” (3.75mm) static pressure is the equivalent of a typical 1.5” (39mm) thick radiator. Free air figures are always much greater and look more impressive but are not often relevant and therefore not shown here. Performance figures, intended as a guide, are shown for pulling mode, the most reliable. Blowing performance is unreliable, as it has degrees of spill and wastage and is only used when space is tight. ‘0’ Amp draw is taken at nominal 12V rating. Normal test voltage is 13.5V, for 24V amp draw figure a typical reduction of 45% should be applied.

- add **P** for Pull or **B** for Blow to part number. e.g. TCF0911P
- add **/24** to part number when ordering 24V.
- for Twin Kits add **/TW** to part number, e.g. TCF1111/TW

BS NOTES: (i) For most Triple-M applications the most appropriate installation will be on the engine side of the radiator (i.e. fan sucking/’pulling’).
(ii) To prevent air short-circuiting the radiator the fan shroud should be placed as close to rear/outlet side of the radiator as possible, even using a rubber/foam seal.
(iii) As a general guide to selecting the size/diameter of fan, choose the largest that will conveniently fit to give the greatest radiator swept area for most effective low speed/stationary airflow. This has to be balanced against the motor current draw, however the larger fan should only be needed for a shorter operating time.

(09 April 2007 Bruce Sutherland – retired automotive design/development engineer, incl. engine cooling).