

Frequently Asked Questions:

Q. How do I know if my Fan Clutch needs to be replaced?

- Engine is operating above normal operating temperature.
- Silicone Fluid leaking from body of Fan Clutch.
- Cooling Fan spins freely when engine is hot.
- Fan Clutch has noticeable vibration throughout RPM range.
- Fan Clutch does not disengage at lower operating temperatures.

Q. When I removed the new Duralast Fan Clutch from the box, the body of the Fan Clutch spins freely on the shaft offering no resistance. Is it defective?

- NO..... This is normal, until the Fan Clutch is mounted on your vehicle and reaches normal operating temperature, will you notice a resistance on the Fan Blade. The Fan Clutch is stored in a face down position (the arrow up on our box indicates how it should be placed on the shelf) to facilitate storage of the Silicone Fluid behind the Thermal Spring. This will speed up the disengagement process at start up.

Q. When replacing the Original Equipment Fan Clutch, there is a visual difference with the Duralast Fan Clutch. Is this acceptable?

- Yes..... All Duralast Fan Clutches are manufactured to match the fit and performance specifications of the original vehicle manufacturer. The appearance of our Fan Clutch is different but the important specifications are (1) fan to radiator placement, (2) pilot bore match to water pump hub, (3) and that the flange mount diameter for the cooling fan are the same. Refer to these three critical specifications for each stock number on our packaging for quick reference.

Q. At what temperature range should my Fan Clutch operate?

- Most Fan Clutches are designed to engage at approximately 180° F engine operating temperature. When the Bi-Metal Thermal Spring senses an approximate 50 degree drop in air temperature moving over the radiator core, the fan clutch will disengage.

Q. What is the difference the between a Standard and Heavy Duty Fan Clutch, and how do I know which one I need?

- Typically, vehicle specs will call for either a Standard or Heavy Duty type Fan Clutch. This is dependent upon the engine size, type of vehicle, and the climate surroundings. However, it is not uncommon to install a Heavy Duty Fan Clutch in place of a Standard Duty when the demand on the engine is increased for conditions of towing, heavy loads, or continuous fleet service. All Fan Clutches are designed for a specific application. A good general rule would be to follow the application guide in our catalog for which they are applied.

Q. My Fan Clutch makes a loud noise when I first start my vehicle cold. Is this normal?

- Yes..... Until the Fan Clutch has rotated for a short period of time, it is partially engaged. This is normal at start up and the sound you are hearing is coming from the fan operating at low RPM. On most vehicles, the RPM of the Fan Clutch will decrease or disengage after approximately 30 - 60 seconds of running. The Fan Clutch has to rotate a sufficient number of times in order for the Silicone Fluid to flow into the Frontal Plate Cover, by which effects the disengagement of the Cooling Fan itself.

****Special Note****

The Fan Clutch should always be checked for replacement whenever a **NEW WATER PUMP** is installed.