

From: Bob Howie
Sent: Thursday, 10 February 2011 7:55 PM
To: John Benson – Davies Craig Sale Marketing Manager
Subject: EWP AND FAN INSTALLATION IN FIAT 850 SPORTS COUPE

Hi John,

I wanted to drop you a line to report the great news that the new fan kit, the DC SL14" Hi-PERFORMANCE KIT (12 VOLT) PART No: 0007, and EWP controller was successfully installed in my little Fiat 850 Sports Coupe without a lot of drama. We managed to trim the aluminium shroud on the radiator (installed on the previous attempt to improve the cooling system) and bolted the new fan to it with only a small offset from centre. The EWP controller was installed in the cabin as previously and the fan and EWP wired up as per your instructions, easy peasy; although we have had some experience over the last year or so with the various attempts to get the system working properly. The 007 is a great name for the kit; it really "killed" our overheating problem!! This fan REALLY moves some air.

We ran the engine for some 10-20 minutes to ensure there were no air locks in the system and it was very satisfying to see the radiator coolant swirling through the header tank and the pump pulsing on and off. The fan roared into life and very quickly brought the temperature down before it shut off. We checked the temperature level set on the EWP controller with the car's temperature instrumentation, an auxiliary electronic temperature gauge directly connected to the engine to a handheld temperature probe accurate to +/- 1 degree in the header tank and found that all measuring instruments were within a few degrees of each other.

A few suburban runs in real traffic in hot weather over the last couple of days have been drama free and my confidence is growing that I can attempt to test it some more in heavy traffic and also highway work with a more constant speed. Apart from not overheating, the engine warms up quicker, is more responsive to the accelerator, idles much better and actually sounds much better with a bit of a "bark" in the exhaust note.

As you know my Fiat project has been underway for a few years and I had a run of bad luck in the cooling department with two dodgy radiator jobs and an ineffective electric fan system, leading to massive overheating problems and blown head gaskets. I understand that some auto trades people today would probably have not seen, let alone worked on, a car with the engine and radiator in the rear out of the normal airflow but I would have thought the basic principles of cooling such an engine would have been applied to the problem instead of foisting a solution on me which was the complete antithesis of what was needed. Well, I have learned my lessons the hard, and expensive, way!

I will keep you posted on my progress with the little Fiat but current indications are very positive. Many thanks again for all your advice and support, willingly given, and ultimately proving to be spot on. I am also rather proud that the solution was from an Australian company using Australian designed and built products I am attaching a couple of photos of the fan and EWP installation.

Best regards

Bob Howie

