



INSTALLATION TIPS



SUPER SHROUD 36 HP STYLE DOGHOUSE

00-8755-0

00-8757-0

With Heater Ducts

00-8678-0

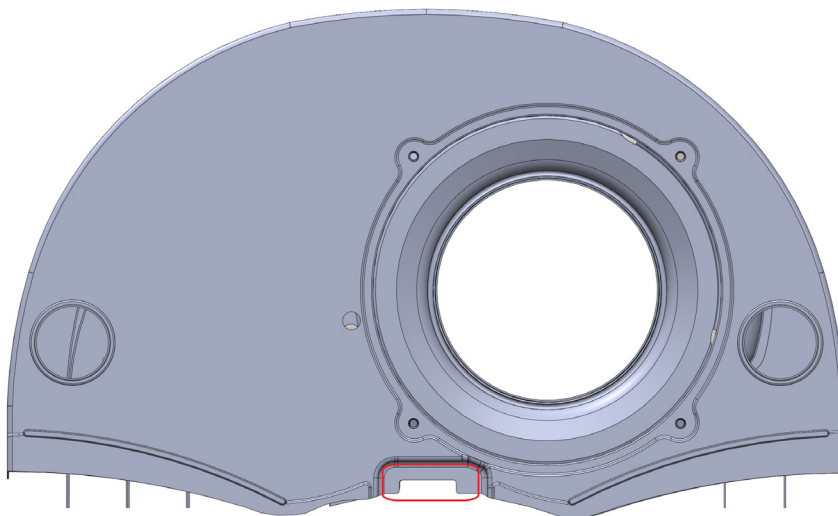
00-8830-0

Fan Shroud Fitment Tips

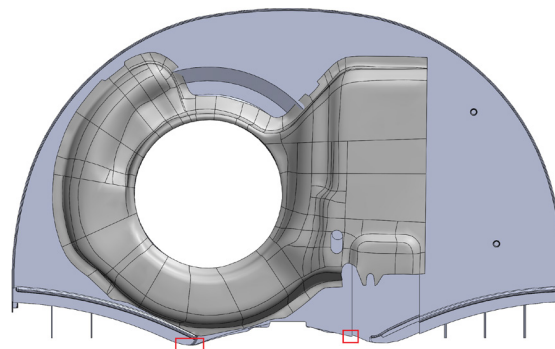
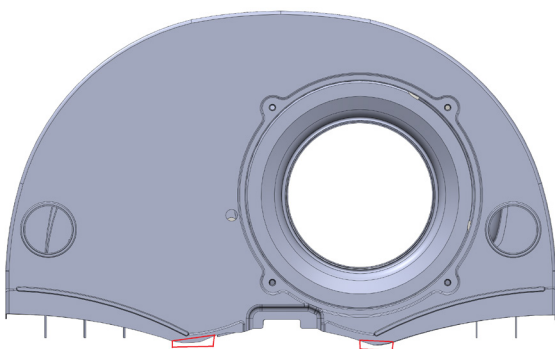
Due to variations in engine case designs, oil cooler construction, and engine tin, some adjustments may be needed to the fan shroud so the alternator can be fully seated in the stand. If you are installing the shroud while the engine is in the car, we suggest loosening the engine tin screws to help with installation. You should also confirm the shimming of the cooling fan before installing the new shroud back into the car.

Engine Case Clearance

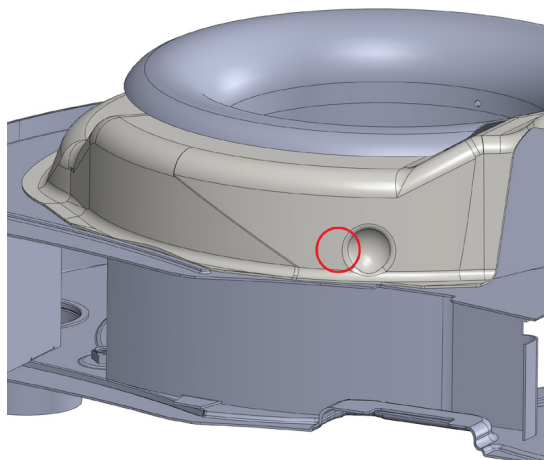
For some engine cases, we found it helpful to bend inward the area around the opening on the front of the fan shroud behind the case stud/nut with a set of pliers.



Some engine cases we tested also required the bottom ridges to be trimmed back slightly or flared outwards with a set of pliers to better clear the engine case features.

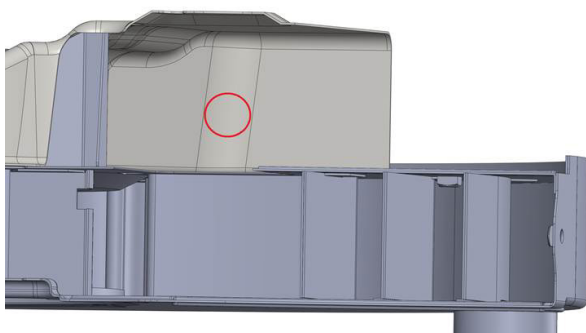


If the passenger side of the shroud sits higher than the driver side, you may want to check the bottom of the shroud to see if there is contact between the engine case bolt and the oil cooler cover. Some oversized case hardware is too big to fit within the relief dimple provided. We found extending the dimple with a ball-peen hammer helped in these situations.



Oil Cooler Clearance

If the driver's side of the shroud sits higher than the passenger side, you may want to check to see if there is contact between the oil cooler spine and the oil cooler shroud. In some cases, we saw contact at the curved corner of the oil cooler cover. A small detent in the cover or gently rolling over the oil cooler spine will help fitment here.



Bottom View



Velocity Stack to Firewall Clearance

For the best performance we suggest at least 2" of clearance between the fan shroud inlet and the firewall. The more clearance you can achieve in this area the better. We found it necessary to trim the original firewall insulation in one of our test cars since it had bulged toward the fan shroud as it aged.

