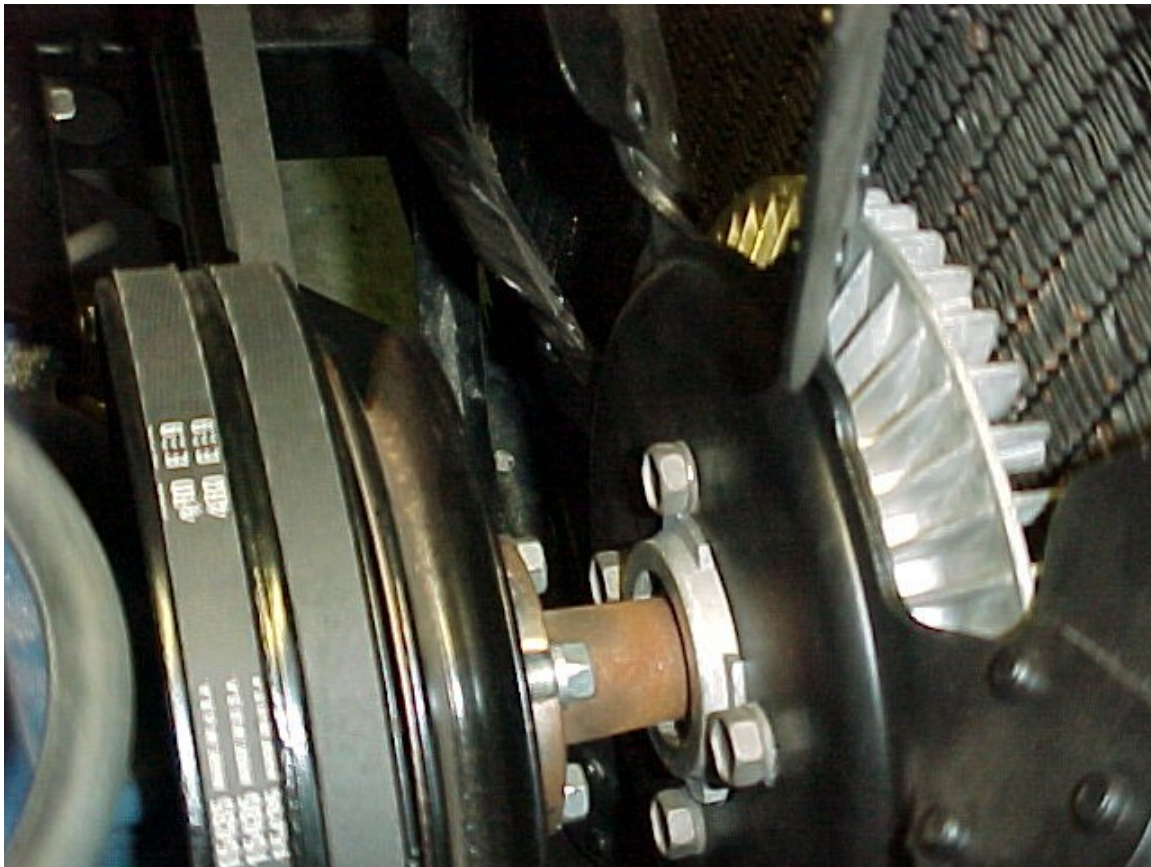


Fan clutch comparisons for the 351W, GT 390, X- code 3902V, GTE 427 and 428CJ

Here's a comparison between the Hayden units available at auto part stores to some original Fomoco units for different applications. I have the Hayden units installed on my blue 427 GTE and on my '68 ½ R-code 428CJ. They work great but appearance is way different.



This is the Hayden 2710 unit on my 427 GTE. The fan is the original C80E-B unit. The radiator is the original 3-core unit. Notice the flange where the bolts attach the fan clutch to the water pump are slotted unlike the original units. There is a little more than an inch clearance from the radiator to the face of the fan clutch. On my other car I am using a 4-core aftermarket radiator and it has only ¼" clearance.



From the left: C9SE-B, C9WE-A and C80E-A. The one on the right is original 390 /427 / 428CJ. Notice all have holes rather than slots in the flange.



The rear view. Notice the one on the left has a larger water $\frac{3}{4}$ " pump shaft hole which necessitates using a bushing. The original fan clutches have a smaller $\frac{5}{8}$ " hole to locate the shaft. All have the same bolt pattern however.



The front view shows all are actually the same clutch; the two big block units on the ends have more cooling fin area.

Dimension comparison and application chart

	Hayden 1710 (non thermal) 2710 (thermal)	C9SE-B Thunderbird 429	C9WE-A Boss 302, 351W	C80E-A 390/ 427 / 429CJ
Application	Universal Fit	429 Thunderbird	351W Cougar, Mustang	427 / 428CJ
Height	3 ¼	2 ¾	2 ¾	2 5/8
Shaft Hole Diameter	¾	¾	5/8	5/8
Shaft adapter sleeve required?	Yes	Yes	No	No
Works with 4 core radiator?	Yes	Yes	Yes	Yes

The 429 unit is very similar to the GTE unit in every way. The 351 unit would probably work fine in town but might overheat in the freewheeling mode due to the

lack of cooling fins. So I am going to use the C9SE-B unit on my blue GT-E and save the original unit. The Hayden unit works fine but looks obviously wrong. Note: Everco also makes an equivalent universal fit fan clutch P/N A8684 Non Thermal or A8192 Thermal.

Thought for the day: the 429 Thunderbird units are available NOS if you dig around some. I paid \$35 for this one at the Columbus All Ford swap meet. It gives a lot better clearance if using a four core radiator compared to an aftermarket unit such as the Hayden or Everco.