



**NOTES**

- A = BLADE TIP THICKNESS - 10° CLEVIS ANGLE
- B = RUNNING POSITION OF BLADES
- C = STOPPED POSITION OF BLADES
- D = MINIMUM OBSTACLE CLEARANCE AT INLET
- E = DECREASE OF MAXIMUM POSSIBLE RADIUS AT RUNNING POSITION
- H = MINIMUM OBSTACLE CLEARANCE AT OUTLET

|      |            |      |      |      |      | BUSHING | F    | G        | MAX BORE |
|------|------------|------|------|------|------|---------|------|----------|----------|
|      |            |      |      |      |      | SF      | 2.5" | 2.1"     | 2.688"   |
| DIA. | BLADE LOAD |      | C    | D    | E    | H       | I    | MAX BLDs | BUSHING  |
|      | 100%       | 75%  |      |      |      |         |      |          |          |
| 4"   | 3.6"       | 1.5" | 1.3" | 3.5" | 2.0" | 0.04"   | 7.0" | 8.0"     | 6        |
| 5"   | 3.0"       | 1.6" | 1.4" | 4.0" | 2.0" | 0.05"   | 7.0" |          |          |
| 6"   | 2.4"       | 1.9" | 1.5" | 4.0" | 2.0" | 0.06"   | 7.0" |          |          |
| 7"   | 1.8"       | 2.2" | 1.8" | 4.5" | 2.0" | 0.07"   | 7.0" |          |          |
| 8"   | 1.4"       | 2.8" | 2.1" | 5.0" | 2.0" | 0.10"   | 7.0" |          |          |

**SERIES 27 ENGINE DRIVE FAN**

**CLASS 5000**



**RIGHT HAND  
ROTATION**