

GoldTop™ + 24-4700 Assembly Instructions

ALWAYS replace bearings when rebuilding your fan clutch.

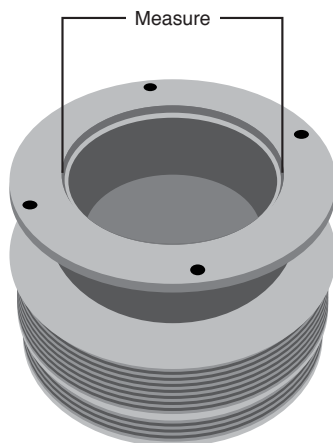
Be sure to check the air pressure being supplied to your fan clutch. Must have 90-120 psi to fully disengage.

DISASSEMBLY

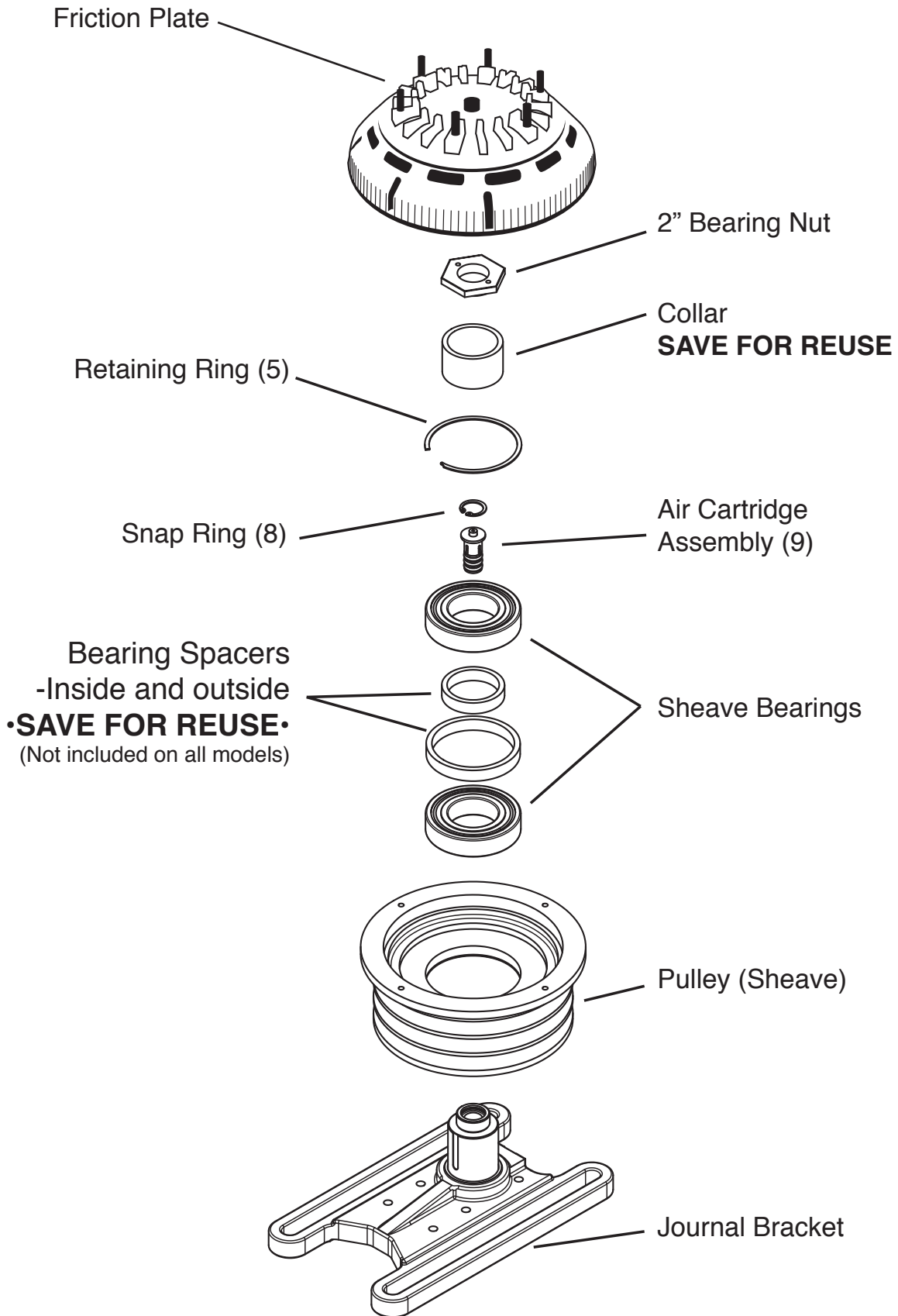
1. Remove the four fasteners from the back of pulley flange. Remove the fan clutch assembly from the front of the pulley.
2. Remove the Bearing Nut with a 2" socket and throw it away.
3. Remove the Collar from the shaft. **SAVE THIS TO RE-USE.**
4. Slide the pulley off of the shaft.
5. Remove the Retaining Ring that holds the bearings in place.
6. *NOTE: When removing bearings and spacers in the next step, be sure to note the current configuration. Then, refer to the Bearing Configuration Chart on page 4 to determine the correct configuration for your clutch.*
7. Press out the bearings - **SAVE ANY SPACERS FOUND INSIDE OF THE PULLEY.** Clean and inspect the pulley inside and out.
8. Remove the Air Cartridge Snap Ring (6) and throw it away.
9. Remove the Air Cartridge Assembly (7) and throw it away.
10. Clean and inspect the shaft inside and out. Clean and chase the threads on shaft.

INSTALLATION

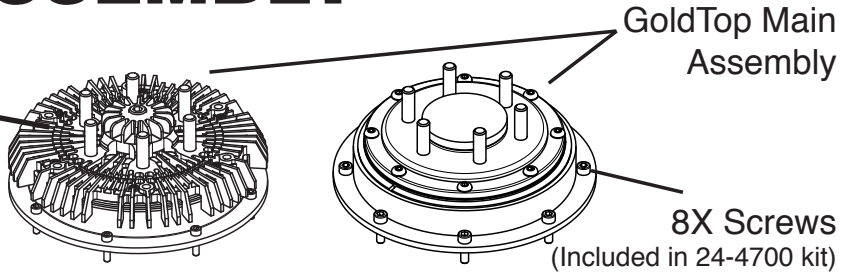
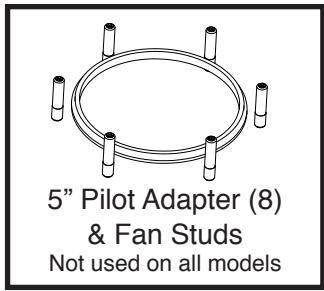
1. Note: Bearings must be pressed in on the outer race.
2. Press in one of the new bearings into the pulley. Then insert any and all required spacers as shown on page 4 (**If there were spacers in the pulley during disassembly, you must reuse both of them between the new bearings**). Next, press in the second bearing.
3. Install the retaining ring into the retaining ring groove in the pulley, in front of the bearings.
4. Measure the inside diameter of your pulley as shown in below. If it measures 5.75", go to step 5. If it measures 5.39", discard the 5.75" adapter ring and proceed to step 6.
5. Place 5.75" adapter ring into groove on Adapter Plate.
6. Place Adapter Plate on Pulley and fasten using included hardware.
7. Install pulley over the journal bracket.
8. Install the collar onto the shaft. This is the collar that was saved from disassembly.
9. With the shoulder of the bearing nut facing toward sheave bearing (see assembly illustration) – torque to 125 Ft Lbs.
10. Discard the white air cartridge assembly from the GoldTop kit. Apply lube to the three o-rings on the RED air cartridge assembly and install the new air cartridge assembly in the journal bracket.
11. Install the new snap ring over air cartridge assembly.
12. Align the eight holes in the GoldTop™ Main Assembly with the eight holes in the Adapter Plate. Torque the eight T-27 screws (included with 24-4700) to 80 inch lbs.
13. **2-SPEED ONLY:** If your fan has a 5" fan pilot, install the 5" fan pilot adapter ring (8) and the six new fan studs (no need to remove the other studs). Always torque studs to 80 inch lbs. Torquing studs beyond 80 inch lbs can severely damage the GoldTop™.
14. Torque the fan to the clutch. If the pilot is 2.56", torque to 26 lb-ft. If the pilot is 5", torque to 16.2 lb-ft.



DISASSEMBLY



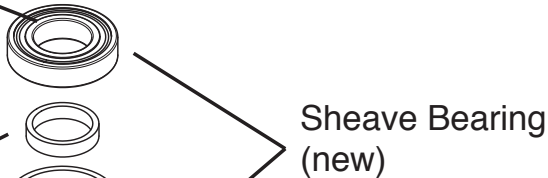
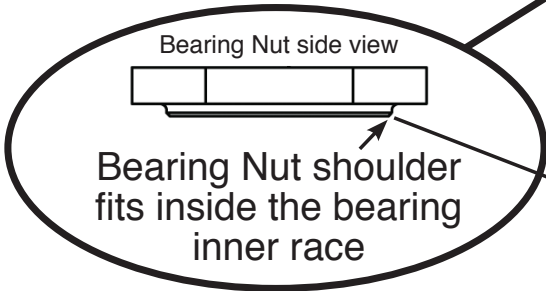
ASSEMBLY



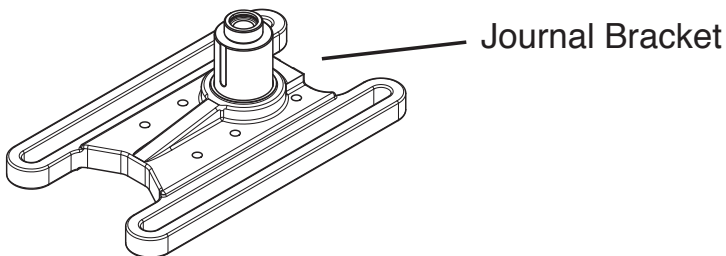
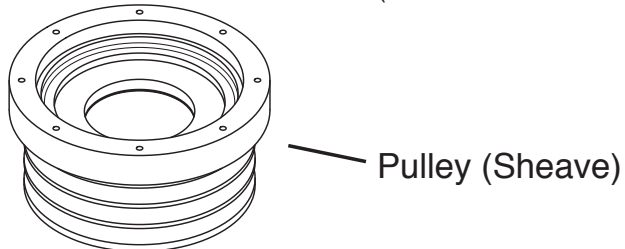
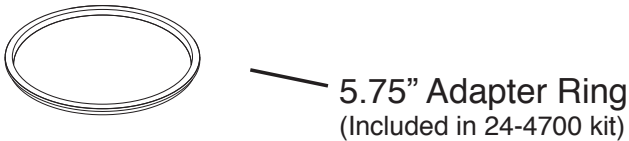
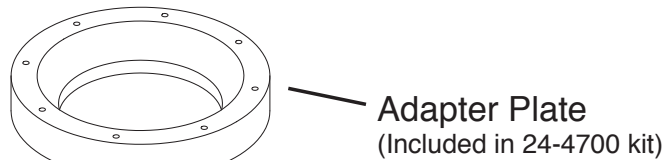
2" Bearing Nut (new)

Snap Ring (new)




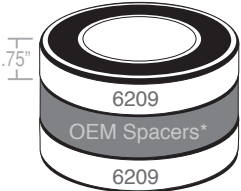


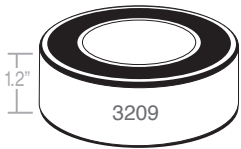

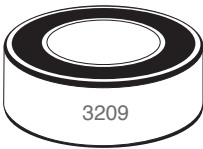



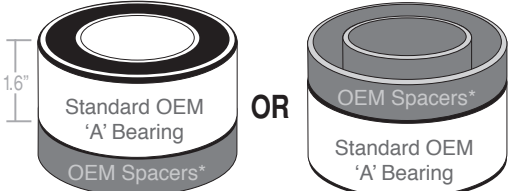


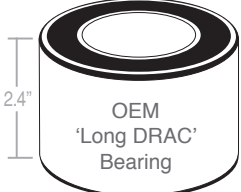


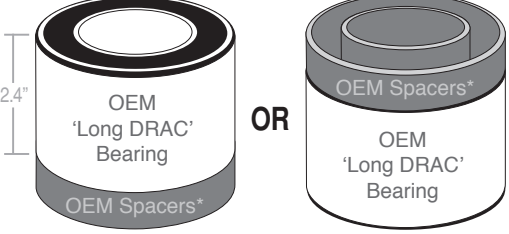

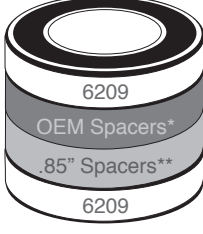
RED Air Cartridge Assembly
(Included in 24-4700 kit)



Bearing Spacers
Must reinstall both inside & outside spacers
(Not used on all models)



POSSIBLE BEARING CONFIGURATIONS

IF YOU TAKE OUT:	PUT IN:	KIT #
	 	<p>14-256 24-256</p>
	 	<p>14-256 24-256</p>
	 	<p>14-256-1 24-256-1</p>
	 	<p>14-256 24-256</p>
 <p>OEM Spacers might be above or below bearings.</p>	 	<p>14-256 24-256</p>
	 	<p>14-256 24-256</p>
 <p>OEM Spacers might be above or below bearings.</p>	 	<p>14-256 24-256</p>

*OEM Spacers heights vary. Always reuse any and all bearing spacers from OEM fan clutch. Bearing spacers always come in pairs - an inner and outer race. Failure to use both spacers will cause bearing failure.