

## 2-Speed GoldTop™ Assembly Instructions 24-256 & 24-200

**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.**

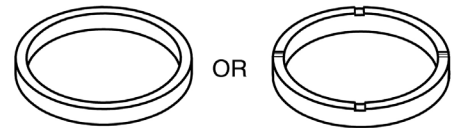
### DISASSEMBLY

- Using a T-55 Torx bit, remove the friction plate. The plate will say left hand thread but the center bolt should be turned like a standard bolt – turn the T-55 Torx bit COUNTER CLOCKWISE while holding the friction plate from rotating. It will help to apply air pressure to the clutch while removing the friction plate.
- Once the friction plate is removed, hand-tighten the black plastic cage on the left hand threaded bolt. If you applied air pressure in step 1 - remove it now.
- Remove the Friction Facing Screws (1) with a T-27 Torx bit. Remove the lining and throw it away.
- Remove the Aluminum Spring Housing (2). Use two flat screwdrivers to pry the Aluminum Spring Housing from the pulley and throw it away.
- Remove the large Black Seal (3) and throw it away.
- Remove the Retaining Ring (4) and throw it away.
- Remove the Air Chamber Cap (5) and throw it away.
- Remove the Air Cartridge Snap Ring (6) and throw it away.
- Remove the Air Cartridge Assembly (7) and throw it away.
- Remove the Bearing Nut with a 2" socket and throw it away. The pulley will now slide off the shaft.
- 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.*
- Press out the bearings - **SAVE ANY SPACERS FOUND INSIDE OF THE PULLEY.** Clean and inspect the pulley inside and out.
- Clean and inspect the shaft inside and out. Clean and chase the threads on shaft.

### INSTALLATION

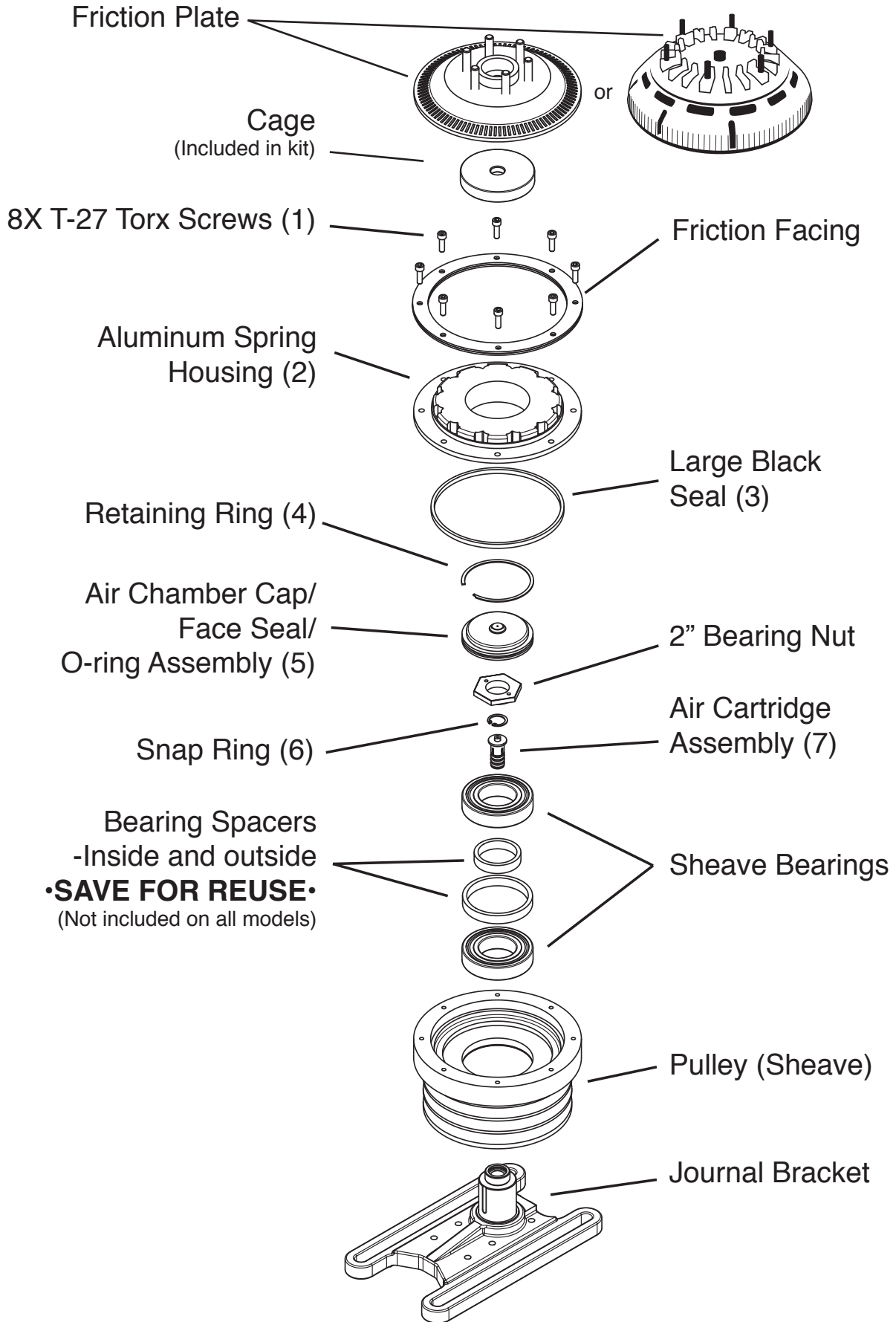
- Note: Bearings must be pressed in on the outer race.
- Press in one of the new bearings into the pulley. Then insert any and all required spacers as shown on page 4 (**If there were spacers in the pulley during disassembly, you must reuse both of them between the new bearings**). Next, press in the second bearing. *NOTE: Kit # 24-256-1 has only one bearing in the kit and may NOT be used in place of kit # 24-256.*

- Determine the required bearing shim: If you removed two bearings (6209) during disassembly, use the bearing shim without notches in it. If you removed one double row bearing during disassembly, use the bearing shim with the four notches in it.

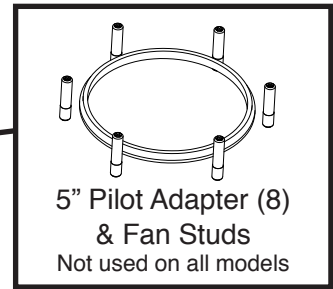


- Install bearing shim & retaining ring.
- Install pulley over the journal bracket.
- With the shoulder of the bearing nut facing toward the sheave bearing (see assembly illustration) – torque to 125 Ft Lbs.
- Apply lube to the three o-rings on the air cartridge assembly and install the new air cartridge assembly in the journal bracket.
- Install the new snap ring over air cartridge assembly.
- Assure that the threads in the eight holes in the pulley are clean. Align the eight holes in the GoldTop™ Main Assembly with the eight holes in the pulley. Torque the eight T-27 screws to 80 inch lbs.
- 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™. **DO NOT USE TAPERED STUDS.**
- 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

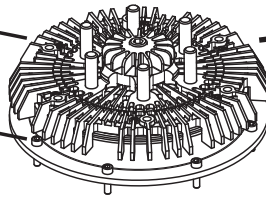


# ASSEMBLY



GoldTop Main Assembly

8X T-27 Torx Screws



2" Bearing Nut (new)



Snap Ring (new)



Air Cartridge Assembly (new)



Retaining Ring (new)



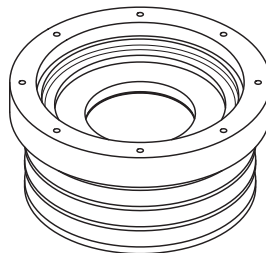
Bearing Shim (new)



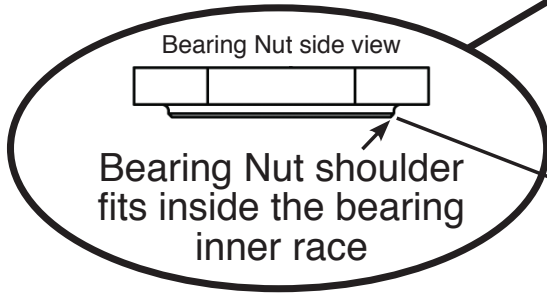
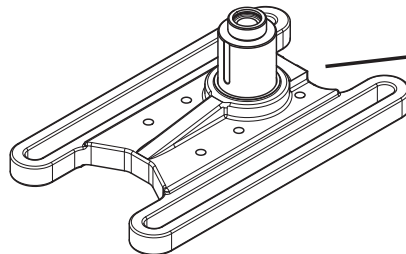
Sheave Bearing (new)



Pulley (Sheave)



Journal Bracket



Bearing Nut side view

Bearing Nut shoulder fits inside the bearing inner race

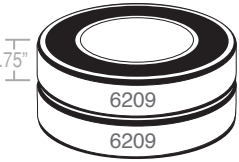

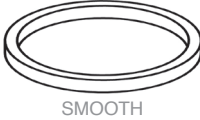


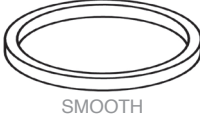
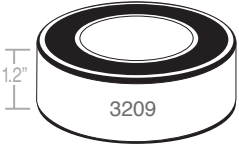
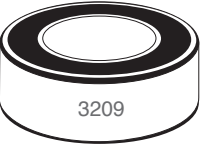
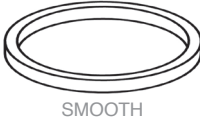


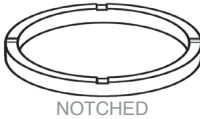
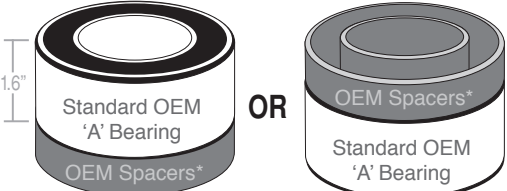

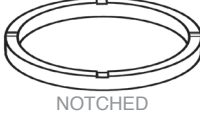


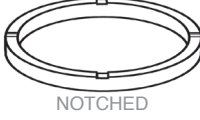
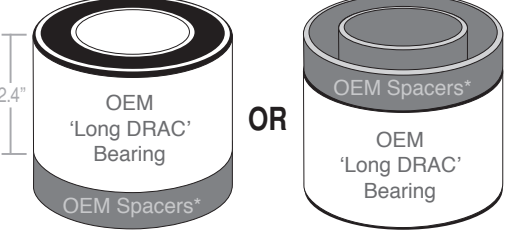
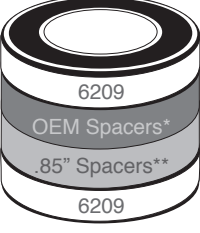

Bearing Spacers  
**Must reinstall both inside & outside spacers**  
(Not used on all models)

# KIT MASTERS

## FAN CLUTCH EXPERTS

[www.KitMasters.com](http://www.KitMasters.com)

# POSSIBLE BEARING CONFIGURATIONS

IF YOU TAKE OUT:	PUT IN:	USE THIS BEARING SHIM:	KIT #
		 <p>SMOOTH</p>	14-256 24-256
		 <p>SMOOTH</p>	14-256 24-256
		 <p>SMOOTH</p>	14-256-1 24-256-1
		 <p>NOTCHED</p>	14-256 24-256
 <p>OEM Spacers might be above or below bearings.</p>		 <p>NOTCHED</p>	14-256 24-256
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\*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.

\*\* .85" Spacers are now included with GoldTop fan clutch kits. If you require them and your GoldTop did not come with them, call us at 800-810-9110.