



PREVOST

ENREGISTRÉ - REGISTERED
ISO 9001 & ISO 14001

MAINTENANCE Mi11-26B INFORMATION



DATE : SEPTEMBER 2011	SECTION : 05 - Cooling
SUBJECT : IMPORTANT PRECAUTIONS TO BE TAKEN WHEN INSTALLING SUBSTITUTE FAN CLUTCH 550965 & 550966	

REVISION : B THIS REVISION SUPERSEDES PREVIOUS VERSION.

References to kit numbers removed (053016, 053017)

IMPORTANT NOTICE

This modification is recommended by PrevoSt to increase your vehicle's performance. Note that no reimbursement will be awarded for carrying out this procedure.

DESCRIPTION

Some important precautions are necessary when installing substitute fan clutch 550965 or 550966. As per precaution, follow the procedure below prior returning the vehicle in operation.

MATERIAL needed

Part No.	Description	Substitute for
550965	Fan clutch	550836 and 550837
550966	Fan clutch	550839
MI11-26	MAINTENANCE INFORMATION	-
IM11-26	INFORMATION DE MAINTENANCE	-

PROCEDURE

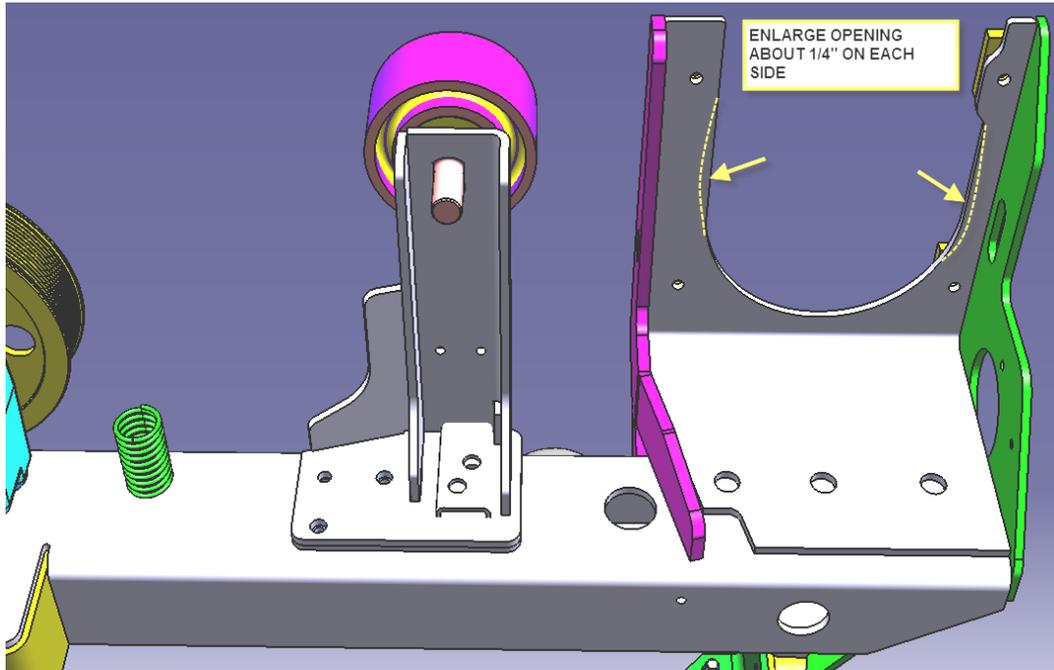


DANGER

Park vehicle safely, apply parking brake, stop engine and set battery master switch(es) to the OFF position prior to working on the vehicle.

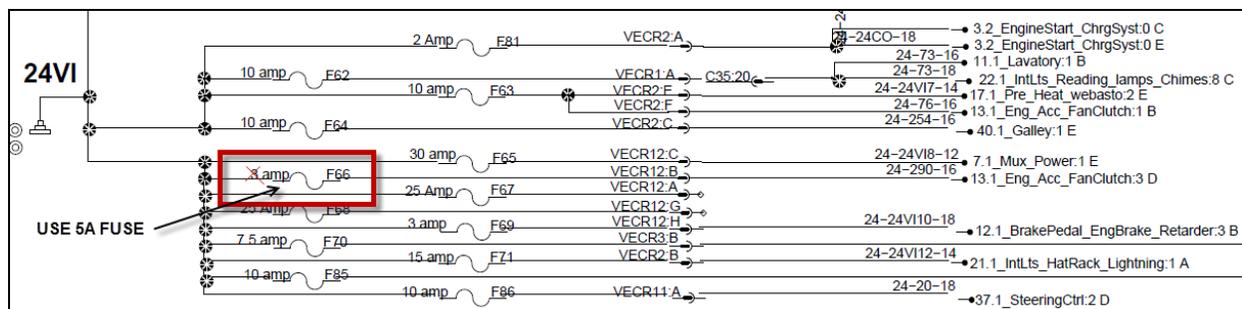
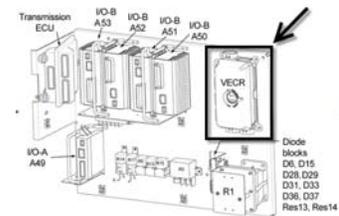
1.0 INSTALLATION OF THE EARLY VERSION OF FAN CLUTCH 550966

1. A modification may be necessary when installing the early version of fan clutch 550966 (already sold out substitute for Linnig 550839). The opening on the mounting support might be too narrow, preventing the fan clutch from turning.
2. In order to install the early model of fan clutch 550966, the mounting support opening must be enlarged $\frac{1}{4}$ " on each side.



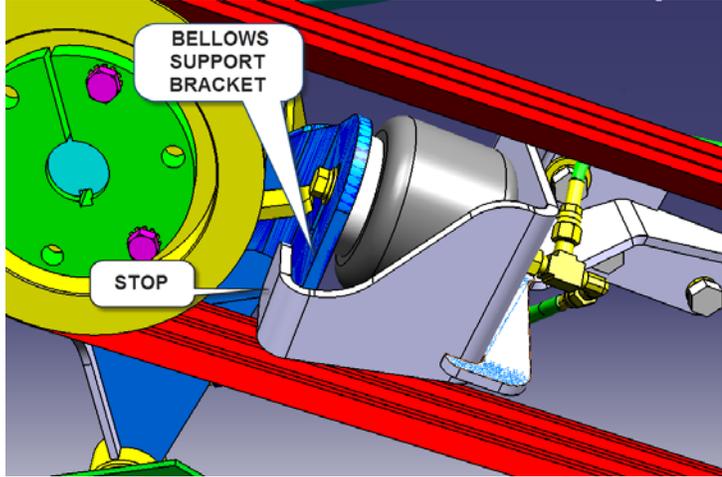
1.1 INSTALLATION OF 5 AMP FUSE

1. Inside main power compartment (rear of coach, right side), locate fuse box VECR. Inside VECR, replace F66 RADIATOR FAN CLUTCH (3 Amp) fuse with an automotive *mini fuse ATM 5 A*. (Prevost p/n 563280).



2.0 CHECKING THE GAP BETWEEN THE FAN CLUTCH AND THE RADIATOR

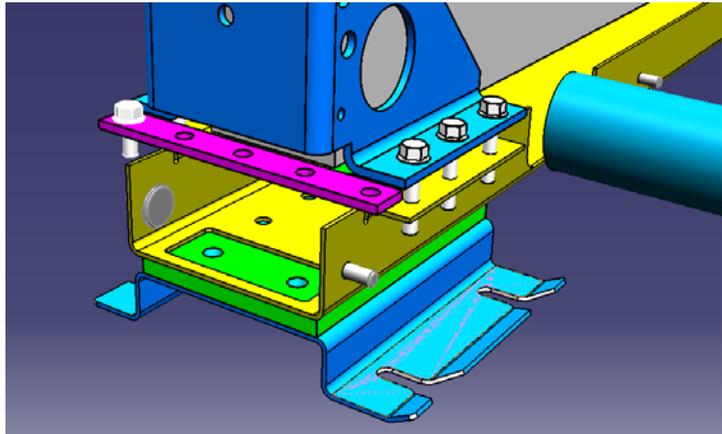
1. Once the new fan clutch installation is completed, perform the following steps prior to reinstall the belts.
2. Tilt the fan driving mechanism support toward the radiator until the bellows support bracket leans against the stop.
3. Make sure that a gap remains between the fan/clutch and the radiator core (or reinforcement rods if present). This gap will prevent damages to the radiator and fan clutch in case of breaking of the drive belts. Moreover, the fan produces a rapid increase of thrust when 2nd speed engages. This force tends to bring the fan clutch closer to the radiator.
4. If no gap remains or if the gap is too short, you must perform the following corrective measures:



2.1 MOVING THE COOLING PACK

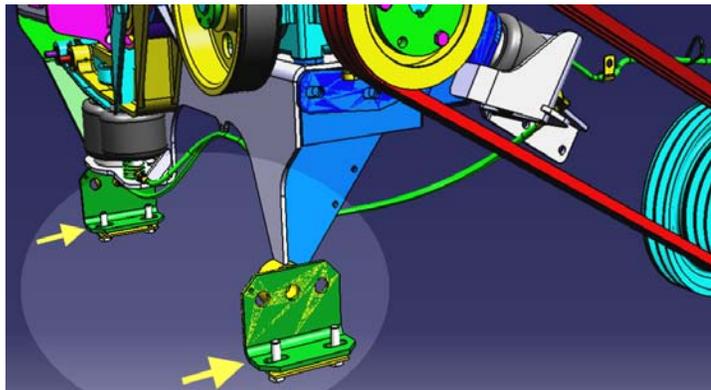
- a) To increase the gap, make sure that the cooling pack is as far as possible from the fan driving mechanism. If the cooling pack has already been removed in the past, there is a chance that it hasn't been reinstalled at the most distant position. Use the slots at the base of the cooling pack to gain space.

MOVING THE COOLING PACK SHOULD BE ENOUGH TO GET AN APPROPRIATE GAP. IF THIS IS NOT THE CASE, MOVE THE FAN DRIVING MECHANISM SUPPORT AS PER THE FOLLOWING PROCEDURE.



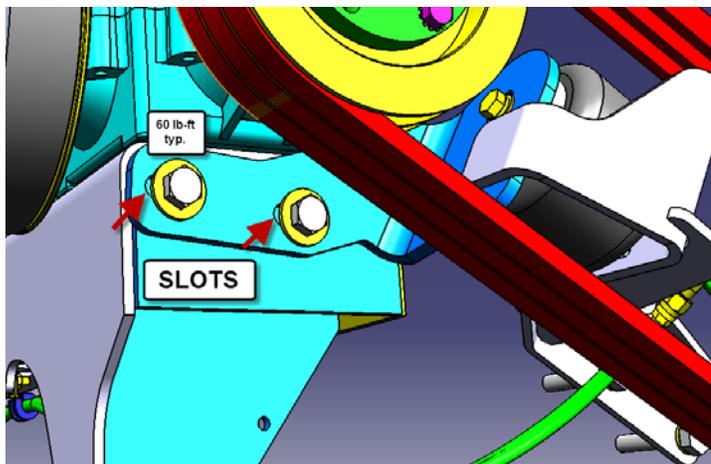
2.2 MOVING THE FAN DRIVING MECHANISM SUPPORT

- a) Move the fan driving mechanism support toward the engine, using the slots in the anchoring angle support. Now that the distance between the gearbox pulley and the engine crankshaft pulley is shorter, you must install shorter drive belts (for example, use BX73 instead of BX74).



MAKE SURE THAT THE FAN DRIVING MECHANISM DOESN'T COME INTO INTERFERENCE WITH PIPING OR ORDER COMPONENTS.

- b) Using the slots, move the bellows support bracket to the left in order to reduce the gap between the support bracket and the stop. Leave a gap of $\frac{1}{4}$ " for normal belt lengthening with use. When properly adjusted, the bellows support bracket will lean against the stop, preventing the fan clutch from striking the radiator in case of belts breaking.



TORQUE: 60 lb-ft

- c) If no adjustment is possible with the bellows support bracket slots, lengthen slots or install a bolt with two nuts or any other device that will act as a stop.



WITH THE ENGINE RUNNING, MAKE SURE THAT THE BELTS DO NOT RUB AGAINST THE BELLOWS OR THE BELLOWS ATTACHMENT BRACKETS.