FAN CLUTCH REPLACEMENT FOR A 1997 XL

NOTE: VERIFY THE FAN CLUTCH IS NOT INOPERATIVE. LOCK FAN AND VERIFY THERMOSTAT OPERATION. CHECK RELAYS TO INSURE THEY ARE OPERATING. VERIFY THE BELT TENSION.

For removal the objective is to reduce the bulk and weight as much as possible and to maximize the clearance to work.

Remove the belts and the belt tensioner bellows at the left side of the engine so the fan mounting assembly can tip as far back (to the right) as possible.

Remove the fan clutch drive pulley. Six 13 MM bolts hold it in place. If it is corroded and will not easily come off, use a puller.

Remove the outer clutch next to the radiator. This involves removing 3 10 MM nuts. It will hold tight to the inner magnetic portion so it may require a screwdriver or some type of pry to separate and remove it. Remove the inner magnetic clutch portion. 3 10 MM small bolts hold it in place to the fan clutch assembly. Remove the fan. This involves removing 6 13 MM nuts. Do not try to take the fan from the shroud, but instead set it against the radiator within the shroud.

Unplug the clutch assembly from its harness, and remove all clamps or wire ties so the clutch wires are free and disconnected. Remove 4 13 MM nuts from the clutch mounting plate. These are the outer fasteners and the nuts are attached to 4 carriage bolts at the outer corners. Once loose the remaining portion of the fan clutch assembly and the mounting plate can be removed. The clutch assembly is heavy and its removal is easier if the carriage bolts are removed first. It may be necessary to tap them from their slots with a hammer.

Once the clutch assembly is removed from the mount the fan can be removed. Replacement can be accomplished by reversing the above procedure.

USE CARE TO RETAIN ALL NUTS AND BOLTS. They are metric and it is easier to reuse the correct ones rather than ruin threads by trying to make SAE fasteners work.

Corrosion may be a factor, especially the outer 10 MM nuts at the outer clutch. Use extreme care in loosening and removing these. The remaining nuts and bolts are less likely to be corroded since they are somewhat protected from rain or salt spray from roads.