



EPIperformance.com

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CAN-AM CLUTCH KIT INSTRUCTIONS

Model: 650 OUTLANDER 4x4 2007-2009 (STOCK TIRES) **Part #:** WE436500

Kits designed for Stock motor and stock exhaust at 0-3000 feet elevation.

ATV's can be dangerous. **EPI** has no control over the use of any part. **EPI** expects the customer to exercise good judgment as to the proper selection, installation, use and maintenance of any part. **EPI** assumes no responsibility for damage or injury of any kind because of misuse, improper installation and improper application of any parts in any way by any person. Contact your local dealer to schedule installation of this clutch kit if you are not a qualified ATV mechanic.

This product is NOT to be installed on any ATV that will be used by any person under the age of 16.

TOOLS NEEDED TO INSTALL CLUTCH KIT

- 8 mm socket & wrench
- 17mm socket
- 19mm socket
- #27 Torx
- # 2 Phillips screwdriver
- Flat tip screwdriver
- Rubber / Plastic Hammer
- Torque Wrench
- 1/2 Impact wrench

ENGAGEMENT

- 2,000 RPMs

1. Remove the key from the ignition. Remove the two bolts from the left side foot peg and remove the peg. Remove the three bolts holding the left side foot rest to the front fender and the three bolts in rear fender. There is also a black plastic dart in the inner front fender well (there may be a washer behind this dart) and in the rear fender well that need to be removed so the foot rest can be removed. Remove the left side foot rest.
2. Remove the clutch cover bolts (#27 torx). Slowly remove the clutch cover being careful not damage the clutch cover gasket.
3. Remove the center clutch bolt (19mm) from the primary (front) clutch. Using a 1/2" air or electric impact wrench makes the job much easier. Caution the clutch is under spring tension and when bolt is removed the clutch can pop of the machine. Once bolt has been removed grab onto the outer half of the clutch and pull towards yourself. The clutch should pop of the machine, if it doesn't you can LIGHTLY tap on the center of it with a rubber or plastic hammer and the clutch should come off. When the clutch comes off the machine be sure to hold the clutch so the inner part can't slide out of the outer housing. Place clutch on a clean surface and remove the primary spring. Using an 8mm socket and an 8mm wrench remove 1 nut from each weight pin. Slide the pin out and remove the weight. Note that there are 2 small metal washers that fit on either side of the weight. These washers will either fall down in the clutch housing or possibly stick to the sides of the stock weights. You will need to reinstall them with the new EPI weights. Position a new EPI weight in the housing, and while sliding the pin back in place, slip a metal washer in on each side of the weight. Tighten the nuts on the pins. **NOTE: IF YOUR KIT INCLUDES 2 DIFFERENT SETS OF 3 WEIGHTS, YOU NEED TO BE SURE TO INSTALL EACH MATCHING EPI WEIGHT DIRECTLY ACROSS FROM EACH OTHER (OR IN AN EVERY OTHER SEQUENCE) IN THE CLUTCH TO MAINTAIN A BALANCED SET-UP.**

4. Caution the secondary (rear) clutch is under spring tension and will come off the machine when you remove the clutch bolt. While holding onto the clutch remove the clutch bolt (17mm). Keep track of the plastic helix and the metal gear behind the clutch as you remove the clutch and belt from the machine, these will normally stay on the machine. Place clutch on a clean surface. Install the EPI secondary spring. Make sure the metal gear is properly lined up on the splines on the shaft. If the metal gear came off the machine make sure the side that says engine side is facing the engine. Make sure the plastic helix fits properly into the metal gear and slide the secondary clutch onto the machine. Keep tension on the clutch and install the secondary clutch bolt and torque to 44 ft/lbs.
5. Thread the bolt supplied in the kit into one of three holes (usually only one hole is actually threaded) located towards the center of the secondary clutch. This will spread the clutch open and allow you to put the belt on. Put the belt in the secondary clutch then around the primary clutch shaft. Make sure you have the belt so the rotation arrow points towards the rear of the machine. Remove the bolt.
6. Install the EPI primary spring. Install the clutch by pushing the clutch towards the machine and install the clutch bolt. Torque bolt to 74 ft/lbs.
7. Make sure the gasket on the clutch cover is fitted on the cover correctly and install the clutch cover. Tighten the cover bolts. Install the foot rest.
8. Start your machine in neutral. Go out and ride your machine. If the performance doesn't seem right double check to make sure everything has been done properly.
9. **EPI** is constantly testing our products. Sometimes there is a need to contact the user with new technical information. To ensure that you are receiving this information visit our web site **EPIperformance.com** to register your clutch kit.

NOTICE: Even with this clutch kit, you should be advised that using substantial throttle when the tires are not able to spin can cause the belt to slip and ***damage may occur***. **EPI** recommends that the transmission be shifted into low range when high load, slower speed situations are encountered. **EPI** is ***not responsible*** for any damage to the drive belt or any other original equipment component.