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8273 Industrial Park Road • Baxter, MN 56425 • (218) 829-6036 • Fax (218) 829-1685

HONDA CLUTCH KIT INSTRUCTIONS

Model: TRX 500 FOREMAN 4x4 05-09 / TRX 500 RUBICON 4x4 01-09 Part #: WE497213

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

- Set of metric sockets
- 27mm socket
- Phillips and flat tip screwdrivers
- Torque wrench
- Spring tool or needle nose pliers
- 1/2" impact wrench
- Honda clutch tool #07ZMC-HN2A100
- Honda motor oil
- Yamabond Semi-drying liquid gasket (or similar semi-drying liquid gasket)

GASKETS NEEDED TO INSTALL CLUTCH KIT

- None, only need tube of semi-drying liquid gasket

1. Remove the key from the ignition switch. Remove the left and right side lower front fenders. Remove the left and right side inner fender wells and the metal brackets holding them on.
2. Remove the oil drain plug from the oil tank and the motor (one at a time). If you can carefully drain the oil into a clean container you should be able to reuse it. Remove both oil lines going into the oil tank and unplug the oil sensor at the bottom of the tank. Remove the five long bolts that hold the oil tank to the crankcase, keep track of each bolt length and location. Once all the bolts are removed slowly slide the oil tank away from the crankcase. Check to make sure the rubber o-rings are in place and in good condition where each oil line goes into the tank and where the tank connects to the crankcase cover.
3. Remove the upper side body panel by the shifter knob. Remove the cotter pin and the pin for the shifter linkage. Using a screwdriver push in on the end of the spring and gently pull down on shifter linkage.
4. Remove the left side plastic motor cover and unplug the wire harness located behind the cover. Remove the metal bracket that the plastic side cover was bolted to. Unbolt the solenoid on the left side of the motor (looks like a starter) and let it rest on the foot rest.
5. Mark the gear shift linkage where it fits onto the splined shaft coming from the motor with a paint marker or lightly tap with a hammer and a chisel or punch for proper alignment when assembling the machine back together. Loosen and remove the bolt and clamp holding the shift linkage to the shaft and slide linkage off of the shaft.
6. Remove all of the crankcase bolts; keep track of each bolt length and location. Slowly slide the crankcase cover off the machine. It should slide easily, if it doesn't check to make sure all of the bolts have been removed. If the cover seems to be stuck it might be rubbing on the rubber pad on the skid plate, if this is the case gently push up on the cover or down on the skid plate to slide the cover off the machine.

7. Using a 27mm socket remove the retainer nut and washer from the center of the sprague clutch. You might need to use a standard or thin wall socket, not all impact sockets will fit into the clutch. Thread the large part of Honda clutch puller number #07ZMC-HN2A100 into the clutch and tighten the smaller part of the tool. While holding the large part of the tool from spinning tighten the small part of the tool until the clutch slides off of the machine. When you pull the clutch off of the machine watch for a washer that sits behind the clutch. If this washer comes off just slide it back onto the shaft. Remove the inner clutch from the outer housing and place on a clean work surface.
8. Remove one end of each spring using a spring tool or a needle nose pliers. Push down slightly on the outside cover and remove the six e-clips. Keeping track of which way they come off remove the three round metal plates one at a time. This will allow you to see and remove the complete spring. Install the EPI springs by inserting the spring into the outer edge first. Using a spring tool or pliers (90 degree bent pliers work well) pull on the spring and insert the end into the hole. Install the three metal plates and the e-clips. If you can't get the plates to sit flat make sure each clutch arm is flat against the bottom plate of the clutch. Occasionally when you put the springs on the clutch arms will pop up. Slide the outside clutch housing onto the shaft, make sure the gear on the back of the housing fits together properly with the other gear on the machine. You can rotate the housing until it fits properly. Once the housing is on the shaft all the way slide the rest of the clutch into the housing. Install the washer and nut and torque to 87ft/lbs.
9. Clean the gasket material off the crankcase and the crankcase cover. Wipe off any excess oil inside of the cover. Put a thin layer of Yamabond semi-drying liquid gasket (or something similar as long as it is semi-drying) on the crankcase cover. Carefully install crankcase cover, do not force the cover on. If cover doesn't slide on easy check to see if it is catching on the rubber pad on the skid plate and that the shaft is aligned properly with the case. Torque cover bolts to 9ft/lbs.
10. Install the solenoid back onto the motor and plug in the wire harness. Install the shifter linkage onto the shaft, make sure your alignment marks line up with each other. Put the other end of the shifter linkage together by placing the in through the hole, then add the washer and install the cotter pin. Take a flat tip screwdriver and lift up spring to allow it to snap into place on both the top and the bottom. Install the upper side body panel by the shifter knob. Install the metal bracket and the plastic side cover on the left side of the machine.
11. Bolt the oil tank onto the machine, make sure the o-rings are clean and in good condition. Connect the oil lines to the oil tank. Connect the oil sensor wire at the bottom of the oil tank. Install both oil drain plugs. Refill your engine oil to the proper level according to your owners manual. You can reuse your oil if it is clean and was drained into a clean container. Only use manufactures recommended oil. Be sure to double check oil level after the machine has ran for a few minutes.
12. Install the left and right side inner fender wells and the metal brackets holding them on. Install the left and right side front fenders. This should complete installation, if you have any extra parts do not use your machine until you figure out where they need to go.
13. Go out and ride your machine. Check for any oil leaks. If your performance doesn't seem right double check to make sure everything has been done properly.
14. **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 **EPI performance.com** to register your clutch kit.