



EPIperformance.com

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KAWASAKI CLUTCH KIT INSTRUCTIONS

Model: 650 BRUTE FORCE 4x4 2006-2009 (STOCK TIRES) Part #: AW441652

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

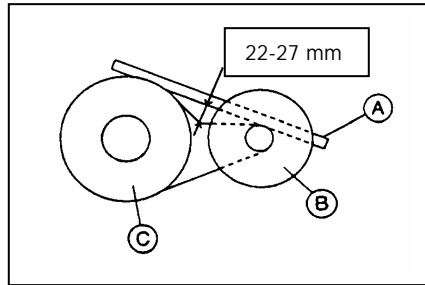
- #2 Phillips screwdriver
- 10mm, 19mm, 27mm socket
- Torque wrench
- 1/2" Impact
- Clutch Puller (EPI part # PCP-10)
- Clutch Compression tool (EPI part # CCT510)

KIT ENGAGEMENT

- 22-2,300 engagement

1. Remove the key from the ignition switch. Loosen the vent hose on the cover. Remove the clutch cover bolts (10mm socket) and take the clutch cover off. You will need to unplug the wires from the electric actuator and small sensor in the center of the clutch cover to totally remove the cover. To unplug the wires from the sensors, follow the wires to the connections under the plastic side panel and unplug at that location.
2. Remove the primary clutch bolt (19mm socket). This is a left threaded bolt. Insert clutch puller by hand (right hand threads) and tighten until clutch pops off the shaft. This tool is available from EPI, part number PCP-10. Loosen the secondary clutch nut (27mm socket) and remove both clutches at the same time. When you slide the secondary clutch of the machine there are four metal roller pins inside the center shaft of the secondary clutch. These will normally stay in place but if one does fall out refer to assembly instructions in step #6.
3. Disassemble the primary clutch by removing the eight bolts on the cover plate (10mm socket) and remove the spring. Remove one nut (10mm) on the bolt that holds the weight in place, slide the pin out of the clutch and remove the weight. Install EPI weight making sure the tip of the weight is resting on the inside ledge of the clutch. Slide bolt through the holes in the clutch and the weight and install the nut. Repeat this step for the other three weights. **NOTE: If your kit has two different gram weights, for example two 54 and two 56 weights, be sure to place them directly across from each other (or every other one). This keeps the clutch in balance.**
4. Install the **EPI** spring and bolt the clutch cover back on using a criss-cross pattern to tighten down the cover. There is a mark on the cover plate and the spider usually in the form of a dot or arrow in the casting. These are alignment marks and must line up when the clutch is assembled.
5. EPI recommends cleaning your clutches when you have them off your machine. Use a clean rag or towel with contact or brake cleaner that does not leave any oily film. Clean all parts of the clutch except for the clutch bushings. Solvent can damage your bushings; just use a dry rag to clean them.

6. Using a press or a compression tool compress the secondary spring retainer to release pressure off of the snap ring. The compression tool is available from EPI, part number CCT510. Remove the snap ring and remove spring. If one of the metal rollers has fallen out of the clutch remove the bottom spring retainer and open the clutch about half way open. Using your fingers or a needle nose pliers place the roller small end in first in the open slot and push in. It is normally easiest to install the roller when it is located in the center of the track. All four rollers should look the same and be in the same location. If the roller continues to fall out you can put a small dab of grease on it and then install it, the grease will help hold it in place. Close the clutch and install the bottom spring retainer. Install the **EPI** secondary spring, compress the spring and retainer and install the snap ring.
7. Place Put the belt on both clutches making sure the arrow on the belt is facing the right direction. Slide both clutches on the machine at the same time. Install the secondary clutch nut and torque to 69 ft/lbs. Install primary clutch bolt & washers. Torque the primary clutch bolt to 69 ft/lbs. Torque the secondary clutch nut to 69 ft/lbs.
8. Check for proper belt deflection. Belt deflection should be 22-27mm (.87 - 1.06 inches). Using a straight edge on top of the belt, push down lightly on the belt to remove any slack and measure the distance between the belt and straight edge (see diagram). Refer to your service manual if a change is needed.



9. Make sure the sensor switch inside the clutch cover is in the ON position. Install the plastic clutch cover carefully to get a good seal. Install the rear vent tube and the electric actuator.
10. Go out and ride your machine in your normal riding conditions. If the performance does not seem right, double check to see if everything was installed properly.
11. **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.