



EPIperformance.com

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KYMCO CLUTCH KIT INSTRUCTIONS

Model: 500 UXV 2008 (STOCK TIRES) Part #: WE436804

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

UTV'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 UTV mechanic.

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

TOOLS NEEDED TO INSTALL CLUTCH KIT

- Set of metric sockets up to 26mm
- Set of metric Allen wrenches
- Phillips and flat tip screwdrivers
- 1 13/16 socket or wrench
- 5/16" drill bit
- 3/8" national coarse tap
- Torque wrench
- Spring tool or needle nose pliers
- Clutch compression tool (EPI Part #CCT510)
- 1/2 impact wrench
- 2-3 quarts of Kymco Motor Oil

GASKETS NEEDED TO INSTALL CLUTCH KIT

- *Order gaskets from your local dealer before you install clutch kit.*
- Internal Clutch Cover Gasket - part #11495-LDB5-E00

Engagement

23-2,400 RPMs

Contact your Kymco dealer for all proper torque specs before you install clutch kit.

1. Remove the key from the ignition switch. Remove the passenger seat, the plastic cover around the sides of the passenger seat support brackets and the support brackets to gain access to remove the fuel tank. The fuel tank is held in place by 2 straps and 1 center bolt. After removing the straps/bolt the tank will need to be lifted and twisted to slide it forward and out. You need to nearly stand it up on end to get it out from between the braces surrounding it. Next remove the clutch cover bolts (8mm Socket). Note the length of the bolts and their location. Remove the clutch cover being careful not to damage the gasket. Set cover and gasket on a flat clean surface.
2. Once the clutch cover is removed you should be able to see both clutches. Remove the nut (26mm) that holds the primary clutch (front clutch) on. Pull the clutch off the machine and place it face down on a flat clean surface. Carefully slide the inside plate up and out of the clutch. This should reveal eight clutch rollers.
3. Remove all eight of the stock rollers and set them to the side. Press the new weights supplied in the kit into the new roller housings supplied in the kit and then place the complete rollers in the clutch where you removed the stock ones. The weights can only be pushed into the housings one direction, make sure you are inserting them the right way or damage can occur. Make sure you have all eight of the rollers in the proper place and position. Reinstall the inside plate making sure all the rollers are in the proper location. Place clutch out of the way and start working on the secondary clutch. **NOTE: IF YOUR KIT INCLUDES 2 DIFFERENT SETS OF 4 ROLLERS, YOU NEED TO BE SURE TO INSTALL EACH MATCHING EPI ROLLER DIRECTLY ACROSS FROM EACH OTHER (OR IN AN EVERY OTHER SEQUENCE) IN THE CLUTCH TO MAINTAIN A BALANCED SET-UP.**

4. Remove the large nut (22 or 24mm) and washer that holds the secondary clutch on. Remove the clutch and the belt from the machine. There are shims behind the clutch, if they come off be sure to replace them. Using a 1 13/16" socket or a large wrench loosen the large nut holding down the secondary spring retainer. **ONLY TURN NUT 1/2 TURN, DO NOT TOTALLY REMOVE NUT.** The nut and retainer are under extreme pressure and can cause damage or injury if not removed properly. Using a compression tool (EPI part # CCT510) carefully compress the spring enough to take the pressure off the nut. Remove the nut and slowly release the pressure off the spring. Remove the spring.
5. On the side of the secondary clutch you will see two holes. Drill out either hole with a 5/16" drill bit, and then tap the hole with a 3/8" national coarse tap. You will need this tapped hole to reinstall the belt.
6. Place the EPI spring and spring retainer in the clutch. Using the compression tool or a press slowly and carefully compress the spring until you can thread the nut onto the shaft. Once the nut has been threaded on the shaft you can remove it from the press and torque nut to Kymco spec. Set clutch aside.
7. Remove the rest of the primary clutch off of the machine. Remove the oil drain plug from the motor; if you can carefully drain it into a clean container you should be able to reuse it. After oil is drained remove the black plastic housing behind the inner sheave of the drive clutch. Remove the bolts that hold the aluminum housing that contains the internal clutch. This is the housing that has the shaft sticking out of it that the primary clutch sits on. Slowly remove the housing, try not to damage the gasket. If gasket is damaged you will need to install a new one. Some oil may leak from the housing when first removed, this is normal. **Note: There is a directional bearing inside the clutch housing that could fall while removing the housing.**
8. Remove the nut (26mm) from the starter clutch. Some nuts are peened flat and must be straightened before they can be removed. Remove the spacer/bearing from the shaft. Keep track of which side faces out. Slide the starter clutch off; keep track of which side faces out. Place clutch on a clean work area. Push down slightly on the outside cover and remove the 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 starter clutch springs. Install the EPI springs by inserting the spring into the outer edge first. Using a spring tool or pliers pull on the spring and insert the end into the hole. If you have trouble installing the springs try rotating them. Install the three metal plates and the e-clips. Slide the starter clutch back onto the machine. Install the spacer/bearing. Install the nut and torque it to the Kymco spec, if it was peened over be sure to peen it back to lock it into position. If the directional bearing came out, replace the bearing on the inner Sprague clutch. The bearing is stamped indicating which side faces out. Make sure to put the bearing on making sure the stamping is facing out, if it did not come out when removing the housing it should be good. Install the gasket and install the aluminum housing. Torque the housing bolts to Kymco spec.
9. Bolt on the black plastic housing. Slide the inner sheave of the drive clutch back onto the shaft. Put the secondary clutch on; make sure it slides on all the way. Install secondary clutch nut and torque to 70 ft/lbs. Thread the bolt included in this kit into the hole you tapped on the side of the secondary clutch. This should spread the clutch sheaves apart. Only use necessary thread depth just to get the belt on. Put the belt in the clutch so that the numbers read from left to right.
10. Grab the primary clutch, push the inner part down with your thumbs and hold down as you pick up the clutch. While holding the inner part of the clutch from moving, slide the primary clutch onto the shaft. This should keep the rollers in place. Keep it pushed in until you can install the nut and washer. The clutch should slide all the way back easily. If the clutch doesn't seem to go on far enough to tighten the nut properly (it should slide all the way on to the edge of the splines) you might have a roller out of place or the belt might be blocking it. If needed, move the belt up and down to see if the clutch will slide on farther. If the rollers seem out of place take the clutch apart and check roller location. Install the large nut and torque it to 100 ft/lbs. Remove the bolt that was threaded into the secondary clutch and rotate the clutches by hand until the belt has shifted out fully on the secondary clutch.
11. Install the clutch cover and gasket to ensure a good seal. Reinstall the fuel tank and all braces that you removed to gain access.
12. Install oil drain plug. Refill your engine oil to the proper level according to owners manual. You can reuse your oil if it is clean and was drained into a clean container. You must use NON Friction Modified oil (stock Kymco). **DO NOT** use oils with Friction Reducing Agents, this **WILL CAUSE SLIPPAGE AND DAMAGE.**
13. Go out and ride your machine. If the 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 **EPIperformance.com** to register your clutch kit.