



EPIperformance.com



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KAWASAKI OUTLAW SUPER DUTY KIT INSTRUCTIONS

Model: 750 TERYX 4x4 08 / 750 TERYX EFI 4X4 09 (27"-28" TIRES) Part #: HLCKK750T

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

- 8mm, 10mm, 12mm, 14 mm, 19mm, 27mm socket
- 14mm wrench
- Phillips and Flat screwdriver
- Pliers
- Snap ring pliers
- Torque wrench
- 1/2" impact
- Clutch puller (EPI part # PCP-13)
- Clutch compression tool (EPI part # CCT510)

ENGAGEMENT

- 16-1,700 Rpm's

1. Remove the key from the ignition switch. Remove the driver and passenger seats. Remove the black plastic center console between the seats. Remove the darts and plastic front driveshaft cover. Remove the plastic darts/fasteners from the black plastic under the driver and passenger seats. Remove the plastic. Remove the 5 bolts that attach the passenger seat support bracket to the frame and remove bracket. Remove the vent line and fuel line from the top of the gas tank. Remove the straps holding the gas tank in place by removing the bolts from the bottom of the straps. Remove the gas tank and set aside.
2. Remove the 2 bolts that secure the inner seat support frame. Remove the two small bolts holding the 4WD vacuum actuator to the support frame. Remove the 2 wires from the coil. Keep track of their position. The white wire goes to the inside post (closest to motor) and the black wire goes to the outside post. Slide the seat support frame up and out of the way. This will expose the clutch cover. You do not need to remove the frame from the vehicle, just flip it up or to the side enough to gain access to the clutch cover.
3. Unplug the ignition wire. This is the black wire you see running on top of the clutch housing. Remove the vent tube from the rear of the clutch cover – simply slide the plastic vent tube out of the rubber boot – a little soap will allow it to slide back together easily when you reassemble. On tilt box models, tilting the box will allow easier access to the vent tube. Next remove the 8 clutch cover bolts. Note the length of the bolts and their location. Carefully remove the clutch cover and set aside. This will expose both clutches. It may seem difficult getting the clutch cover out of the compartment, but it will fit – first pull it away from the motor, then work it up and out while tilting it.

4. Remove the primary (front) clutch bolt (19mm socket). **To remove this bolt turn clockwise.** You need to use a small bar or large screwdriver and stick it through the clutch to stop the clutch from rotating while you loosen the center bolt. Remove the center bolt, washers, and any spacers that are there. Thread (clockwise) the clutch puller (EPI part #PCP-13) in by hand and tighten until the clutch pops off the shaft, you will need to hold the clutch from rotating. This clutch should pop off the shaft easily. **DO NOT** use excessive force on the clutch puller. **Damage can occur** on either the clutch or puller. Contact your dealer if clutch does not come off engine by using reasonable torque. Remove clutch puller. Remove the nut (27mm socket) from the secondary (rear) clutch. To remove this nut turn counterclockwise. Remove both clutches at the same time and place on a clean work surface.
5. Disassemble the primary clutch by removing the 8 bolts on the cover plate (10mm socket). Notice the arrow marked on the cover plate. There is also a notch in the casting on the side of the spider. These are alignment marks from the factory and must line up when you reassemble the clutch. Carefully remove the cover from the clutch and set on a clean surface. Note: There are 2 metal locator pins sticking out of the top of 2 of the clutch towers that could fall out while removing the clutch cover. If they fall out, make sure to replace them in the 2 holes in the top of the clutch towers before reassembling the clutch cover. Remove the spring. You will also need to remove the shim from under the spring. You will not reuse this shim with the clutch kit.
6. Remove one nut (10mm) on the pin that holds each weight in place, slide the pin out of the clutch and remove the weight. Install an EPI weight making sure the tip of the weight is resting on the inside ledge of the clutch. Slide the pin through the holes in the clutch and the weight and reinstall 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.**
7. Install the EPI **MAROON** primary spring and bolt the clutch cover back on using a criss-cross pattern to tighten down the cover. There is an arrow marked on the cover plate and a notch in the casting on the side of the spider. These are alignment marks and must line up when the clutch is assembled. Set clutch aside and start working on the secondary clutch.
8. Using the compression tool (EPI part #CCT510) slide the secondary clutch over the threaded rod with the spring side facing up. Slide the collar, washers and nut on. Tighten top nut down until the spring retainer is compressed enough to take the pressure off the snap ring. Remove snap ring using snap ring pliers. Slowly loosen nut on threaded rod allowing the spring to slowly expand. If you run out of threads before all of the tension is off the spring lower the bottom nut to give you more space. Remove the nut, washers and the collar from the tool. Remove the snap ring, spring retainer and spring from clutch. Install the EPI **GREEN** secondary spring into the clutch. Place the spring retainer on top of spring followed by the snap ring followed by the collar, washer and nut. Slowly thread the top nut down until the spring retainer is far enough down to install the snap ring. Install snap ring and remove the clutch from the compression tool.
9. 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.
10. Place the belt on both clutches. Most belts have an arrow indicating direction of rotation. If your belt doesn't, be sure to install it so that you can read the part number. In either case, always run the belt the same direction as it was new. Slide both clutches on the machine at the same time. Sometimes the secondary clutch takes a few tries before it will engage the splines on the shaft and slide on all the way – be patient and it will slide into place. Install the secondary clutch nut and torque to 69 ft/lbs. Install primary clutch bolt, washers, and any spacers that were there. Torque the primary clutch bolt to 69 ft/lbs.
11. Install the clutch cover carefully to get a good seal. Plug in the black ignition wire. Install the vent tube on the back of the clutch cover. Slide support frame back into place and install the small bolts holding the 4WD vacuum actuator to the support frame. Plug the 2 wires back in to the coil. The white wire goes to the inside post (closest to motor) and the black wire goes to the outside post. Install the 2 bolts that secure the seat support frame. Install the gas tank and the straps back into position. Install the vent line and fuel line to the gas tank. Install the passenger seat support bracket and bolt to frame. Install all plastic including the center console. Install the passenger and driver seats and prepare to ride.
12. 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.

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.