



CLUTCH COMPRESSION TOOL - CCT840

- Allows one person to safely remove/install the secondary spring from the secondary clutch. Once spring is removed you can service and split the secondary clutch.
- The spring cups and cone will also work with OE Can Am service tools.
- Replaces Can Am OE # 529036548
- EPI offers a full line of clutch tools, visit www.epiperformance.com for exact tool fitment and more information.

Removing the primary spring

1. Use a marker to mark four different spots in line with each other to ensure you get everything aligned properly when assembling the clutches. Mark a line on the side of the metal spring cup and a line towards the center of the clutch that align with each other. Also, make a mark on the outside edge of both clutch sheaves.
2. Tighten the clutch compression tool in a vise, and then carefully slide the clutch onto the threaded shaft.
3. Place the cup with two slots cut into it onto the spring cup, with the larger opening facing you and the open end of the snap ring at the larger opening (See figure 1).
4. Thread the nut down until you can fully see the snap ring. Use a snap ring tool or two smaller flat-tip screwdrivers to carefully pry the snap ring open, and push the snap ring up and off the shaft. We found it easiest to use a flat-tip screwdriver and push up on the back of the snap ring through the smaller hole, which should help push the snap ring up and off.
5. Slowly loosen the spring tension by unthreading the tool. Remove the spring cup and the spring.

Installing the primary spring

1. Notice the flat spots on the shaft of the secondary clutch. Slide the cone from the compression tool so it fits into the shaft of the clutch and rotate it so the flat spots line up with each other (see figure 2).
2. Place the spring into the clutch. Place the spring cup on top of the spring and then place the snap ring on top of the spring cup.
3. Slide the metal cup with one opening onto the tool with the opening facing you (see figure 3).
4. Align all your alignment marks and slowly tighten the tool down, compressing the spring into the clutch until you hear the snap ring snap into place. A lot of times you will hear one click, but the snap ring isn't fully seated, so keep tightening until it stops. If for some reason you don't hear a click or the tool won't go down far enough, that usually means you don't have the flat spots aligned properly or you have a damaged snap ring.
5. Once the snap ring is seated, remove the clutch from the compression tool.

Figure 1



Figure 2



Figure 3

