



## PDRIVE CLUTCH SERVICE KIT - EZCSK6

- Once the primary clutch is removed off of the machine, this tool allows you to easily separate or split the inner and outer sheaves so you can service or tune the clutch.
- Will work on the pDrive primary clutches

### Included in this kit:

- 1 - Primary Clutch Puller PCP-15 (529000064)
- 1 - Clutch Splitter Tool EZCST2 (529036546 & 529036350)
- 1 - Locking Tool EZCALT3 (529036559)

### Follow these steps to remove the primary clutch from the machine:

1. Remove the key from the ignition. Jack up the rear of the machine so the tires are just barely off the ground. Remove the driver side lower rear shock bolt. Loosen the hose clamp on the vent tube going to the top of the clutch cover.
2. QRS secondary clutches - Remove the clutch cover bolts and remove cover. Thread the Driven Pulley Adapter (Can Am part number 708200720 usually in your glove box from the factory, this is the belt changing tool) into the center of the secondary clutch. Thread the tool in tight by hand and then back it off about one turn. Now thread the Driven Pulley Extractor (Can Am part number 529000088 usually in your tool kit) which is the long, threaded bolt. As you tighten the bolt it should open the secondary clutch and allow you to remove the belt. Note or mark the direction of the belt so if you reuse it you can install it the same direction. Remove the belt and the adapter. These belt removal tools are available through EPI if you need them.
3. DDS secondary clutches – Remove the clutch cover bolts and remove cover. Use the OE belt removal bolt (this bolt is also available from EPI if you need one) and thread the bolt into one of the holes towards the center of the secondary clutch. As you tighten the bolt it should open the secondary clutch and allow you to remove the belt. Note or mark the direction of the belt so if you reuse it you can install it the same direction. Remove the belt and the bolt.
4. Use the clutch holding tool (not included) to keep both clutches from rotating, Fig 1. Put the machine in neutral so you can rotate the clutches. Slide the tool over the primary clutch first, you might have to rotate the clutch one way or the other, then slide the tool over the secondary clutch until it fits flat on the clutches. Be sure to keep track of each bolt and washer and how they come off so you can reinstall them the proper way. Remove the secondary clutch bolt (17mm) and the primary clutch bolt (24mm), leave the clutches on the machine for now. Thread the clutch puller (PCP-15) into the primary clutch and tighten puller until the clutch pops off of the crankshaft. **DO NOT USE AN IMPACT.** You will need to hold the clutch holding tool onto the clutches to keep the primary from rotating. Once you get the primary clutch off, set it on a clean and dry surface. Slide the secondary clutch off the machine and set on a clean surface.
5. To install the clutches back onto the machine just reverse the process other then it's usually easiest to install the tool on the primary clutch first and then the secondary clutch.

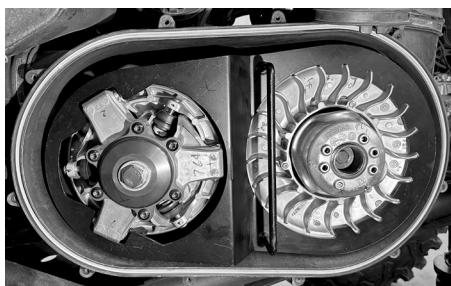


Fig 1 - EZCALT2



Fig 1 - EZCALT3

### Splitting the QRS-X Primary Clutches:

1. Place the primary clutch on a flat, stable surface and mark the edges of the 3 assembly pieces as shown in figure 2. This is important so you can reassemble the clutch in the proper orientation.
2. Place the EPI EZCST2 plate on top of the clutch, as shown in figure 2, with the cup of the tool facing up. Thread the 4 included bolts with washers through the tool and into 4 of the threaded holes of the clutch. See figure 2. You only need to snug these 4 bolts down.
3. Grease the threads of the smaller diameter clutch puller (PCP-19, included in the EZCST2 kit). Also, add a dab of grease onto the end of the puller. Thread the puller into the crank side of the clutch until it touches the EZCST2 plate. See figure 3.
4. Secure the EZCST plate in a bench vice, being careful the vice jaws only make contact with the EZCST plate and not the clutch housing. If your using an impact you don't have to clamp the tool in a vice.
5. Using a large breaker bar (or impact) and 21mm socket, tighten the puller until the two halves of the clutch split apart. They may "pop" loudly when they separate. If they don't separate easily, tighten the puller and tap the end of it with a hammer, the jolt should help release the clutch halves.

### Splitting pDrive primary clutches:

1. Use a marker to mark the primary clutch sheaves so you can assemble them the same way they came apart. Blow out the clutches with air to help remove extra dirt and belt dust.
2. Remove the six bolts in the center of the clutch. Place the EPI splitter tool (Fig 4) with the cup side facing down and onto the clutch. Align the bolt holes and evenly tighten the six bolts through the tool and into the clutch. The bolts don't have to be torqued down just hand tighten all of them equally.
3. Put a small dab of grease on the tip of the puller and on the threads then hand thread the supplied puller (PCP-19) through the back side of the clutch and tighten until the clutch cover pops loose. Fig 5
4. Remove the puller, the six bolts and the tool. The cover plate should come off the clutch. Now you can work on removing the spring, weights, or service the clutch.

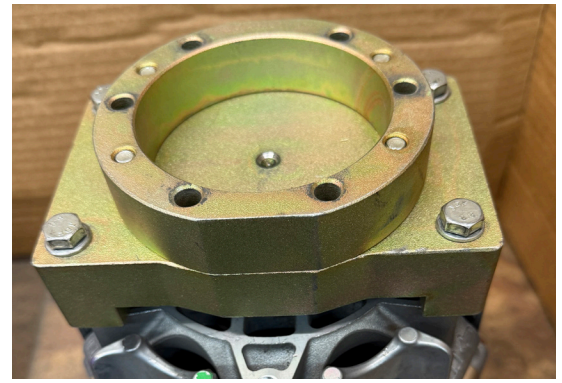


Fig 2

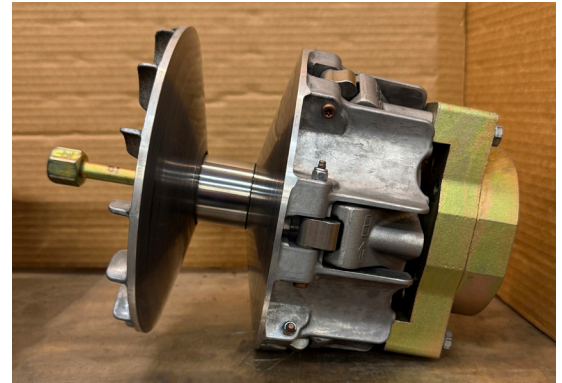


Fig 3

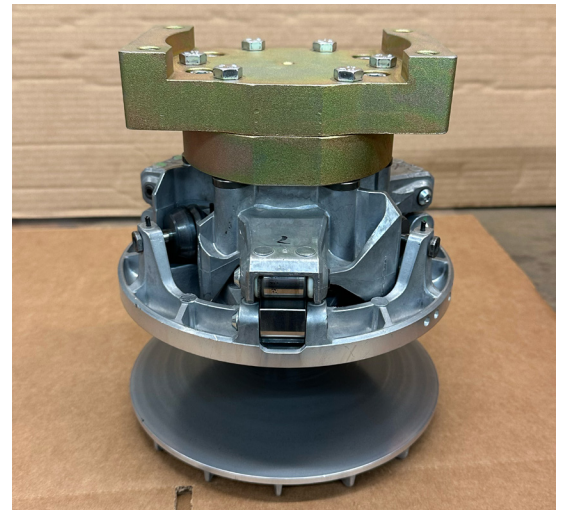


Fig 4



Fig 5