

Can Am Shift-Tek-P Primary Clutch Tools





SKU	Description	Display
875FU0014	Shift-Tek-P Primary Holding Tool: pDrive clutch holding tool used during torquing the primary bolt. Can also be used on the table.	
875FU0020	Handle for Threaded Rod: ACME threaded handle with grip. Used with threaded rod.	
875FU0023	Shift-Tek-Can Am Primary Clutch Threaded Rod: Threads into all Can Am primary clutches. ACME threads on top to help install/un- install springs. Used with handle.	
875FU0026	Nylon Bushing, 1/4": non-marking 1/4" bushing used between the handle and threaded rod.	
875FU0025	Nylon Bushing, 1.0": non- marking 1.0" bushing used between the handle and threaded rod.	
875FU0017	Shift-Tek-P Circlip Tool: Used to install/un-install the spring circlip buy taking pressure off. Used with threaded rod and handle.	

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875FU0018	Shift-Tek-P Center Tool Bushing: Used with circlip tool and 3 arm primary compressor. Sits in the middle of each tool.	
875FU0022	Shift-Tek-P 3 Arm Primary Compressor Tool: Sits on moveable sheave towers, compresses spring enough to change weights. Works with threaded rod and handle.	
875FU0016	Shift-Tek-P Governor Cup Removal Tool: Pulls the governor cup off the taper of the clutch. Allowing the spring circlip to be visible.	
875FC0001	Clutch Puller X3: Used to remove the clutch from the crankshaft. Also used when removing the governor cup.	
875FU0019	Shift-Tek-P Axle Removal Tool: Used to remove weight axle and roller axle.	



Removing and Installing Weights & Rollers

- Step 1: Remove the primary clutch from the crankshaft. Remove the sway bar using a 19mm socket and 21mm open-end wrench. Remove the primary clutch bolt using a 22mm socket. Install the Can-Am clutch puller (875FC0001) using an impact and 19mm socket. You will hear it "POP" off the crank.
- Step 2: Apply some grease to the threads on tools Can Am Primary Clutch Threaded Rod & Handle for Threaded Rod. Thread tool Can Am Primary Clutch Threaded Rod into the clutch until it bottoms out on the governor cup. Install the 3 Arm Primary Compressor Tool onto the towers of the moveable sheave. Install the Center Tool Bushing and 1/4" Nylon Bushing into the 3-Arm Primary Compressor Tool. Compress it with the Handle for Threaded Rod.





Fig 1 Fig 2





NOTE: Compress the moveable sheave far enough making it possible to remove the weights and rollers.

Step 3: Removal of the roller axle and weight axle will be the same. With a T25 socket remove the screws highlighted in the red box. Roller being on top, weight being on the bottom.

Step 4: Once the screw is removed, thread in Axle Removal Tool from the left side-in. The left side castings are tapered where the axle seats. Hit the Axle Removal Tool with a hammer. Once the axle is past the taper, it will freely pull out. Remove the weight and roller once axle is removed (See figure 4-5)

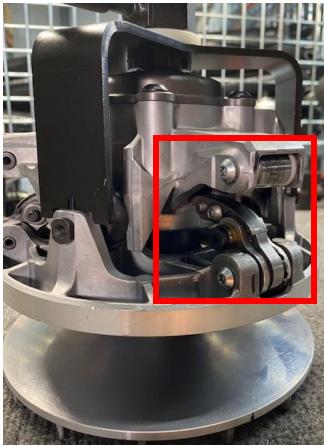


Fig 3





Fig 4 Fig 5









Fig 6 Fig 7

Step 5: Installation will be in reverse order. Slide the axles in from the right side to left. Install the T25 screws and torque to 4 ft-lbs. When tightening the T25 screw, it will pull the axle into the taper. Use a medium thread locker on the T25 screws. Once complete, loosen the handle on the threaded rod and remove all tools from the clutch.



Removing and Installing Primary Spring

- Step 1: With a sharpie, mark a straight line down the spider, moveable sheave, and stationary sheave. This will help for reassembly. PDrive clutch has markings on the spider and moveable sheave but it is still useful to mark it.
- Step 2: Remove (6) T40 screws holding the governor cap to the moveable sheave. NOTE: you may need to use heat to loosen up OE red thread locker. Slowly let the moveable sheave down without marking up the stationary sheave. See figures 1-2.







Fig 2

Step 3: Apply some grease to the threads of tool Clutch Puller X3. Thread the clutch puller into the clutch, leaving 1/2" gap from bottoming out on the governor cup. Do NOT let the clutch puller stand out past the stationary sheave. See figure 3-4.







Fig 3 Fig 4

Step 4: Apply grease to the top of the clutch puller. See figure 5.



Fig 5



Step 5: Install the **Governor Cup Removal Tool** with hardware. (6) M8 bolts and (1) M16 bolt. Slide the moveable sheave up to the governor cup. With a 13mm socket, screw in all (6) M8 bolts. Do not over tighten. See figure 6-7.





Fig 7

Step 6: With an impact driver and 24mm socket, screw in the governor cup M16 bolt. This may take some grunt. There will be a loud POP sound when the governor cup pulls off the taper. Loosen the M16 bolt and (6) M8 bolts. Remove the Governor Cup Removal Tool and Clutch Puller from the clutch. The governor cup can be removed from the clutch.





Fig 8



Step 7: Install the Can Am Primary Clutch Threaded Rod until it bottoms out on the clutch. Install the Circlip Tool with the Center Tool Bushing and Nylon Bushing. Thread the Handle for Threaded Rod and compress the spring, taking tension off the circlip. Remove the circlip. See figure 9-11.







Fig 10



Fig 11





Step 8: Loosen the handle, decompressing the spring. Remove the Handle and Circlip Tool. Remove the circlip and retaining ring, followed by the spring cup and spring. See figures 12-14.





Fig 12



Fig 14



Step 9: At this time, if you would like, remove the spider from the moveable sheave. Remove the moveable sheave from the stationary sheave. The clutch is completely disassembled for cleaning or replacing the sliding sheave bushings. See figures 15-16



Fig 15



Fig 16



Step 10: Reassemble the drive clutch in reverse order. Make sure your sharpie lines are aligned between the sheaves and spider. You can also see alignment markings on the spider and moveable sheave. See figure 17. When installing the spider, make sure the sliding sheave bushings are split. One on the outside of the tower and one on the inside of the tower. Torque the governor cup bolts to 23 ft-lbs using medium thread locker. Use the Shift-Tek-P Primary Holding Tool when torquing the primary clutch bolt. OE primary bolt torque spec 89 ftlbs. EVP primary bolt torque spec 110 ft-lbs.



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Note: This product is exempt from the emission standards and related requirements of 40 C.F.R. § 1051 as provided by 40 C.F.R. § 1051.620, and California law [e.g., vehicle code§§ 27156 and 38391]. This product is sold only for use in connection with EPA certified, purpose-built, nonroad vehicles used solely for closed course, nonroad competition/racing and not used for any recreational purpose or on public highways or right of ways maintained by and open to the public. This product is sold only in connection with machines that do not fall under state and/or federal noise or emission standards/regulations. Purchasers who/that purchase this product represent and warrant that the product is purchased only in connection with EPA -certified, emission-regulations-exempt and noiseregulations-exempt competition/racing vehicles as interpreted under applicable state and/or federal law. Questions: Call Evolution Powersports at (715) 247-3862.