

### **PART NUMBER(s): DEFCOM7**

**WE ARE NOT RESPONSIBLE FOR ANY DAMAGES.  
BE VERY CAREFUL TO NOT DAMAGE YOUR CLUTCH  
DURING THIS PROCESS.**

### **TOOLS NEEDED**

- 1/2" Drive Impact Gun
- 22mm or 7/8" - Wrench
- 1/2" Torque Wrench
- 24mm or 15/16" - 1/2" Drive Impact Socket
- 6mm Allen Wrench
- T40 Torx
- T30 Torx
- T25 Torx
- KWI MAVTOOL V2 clutch tool set or equivalent
- Clutch Belt removal tool
- Blue Locktite
- Vorhees Vise or equivalent primary clutch holder



NOTE: No component marking is required before disassembly.

### **ESTIMATED INSTALL TIME**

75 MINUTE

### **Primary clutch removal and installation**

- 1) Remove belt box cover. (T30 Torx)
- 2) Remove CVT belt. (Clutch Belt removal tool)
- 3) Remove primary clutch bolt. (22mm - 1/2" Drive Impact Socket)
- 4) Thread primary clutch puller all the way in by hand and tighten with impact wrench until the primary clutch pops off of the shaft. (KWI PUL1 clutch puller or equivalent)
- 5) Remove Primary clutch from vehicle.
- 6) Properly calibrate the clutch weights with screws in accordance with the KWI Setup Chart for your vehicle.
- 7) Clean crankshaft and primary clutch taper with brake cleaner or acetone to remove all oil, grease and dust.
- 8) Install your primary clutch, secure with primary clutch bolt and torque to bolt manufacturer specs. (Torque Wrench)

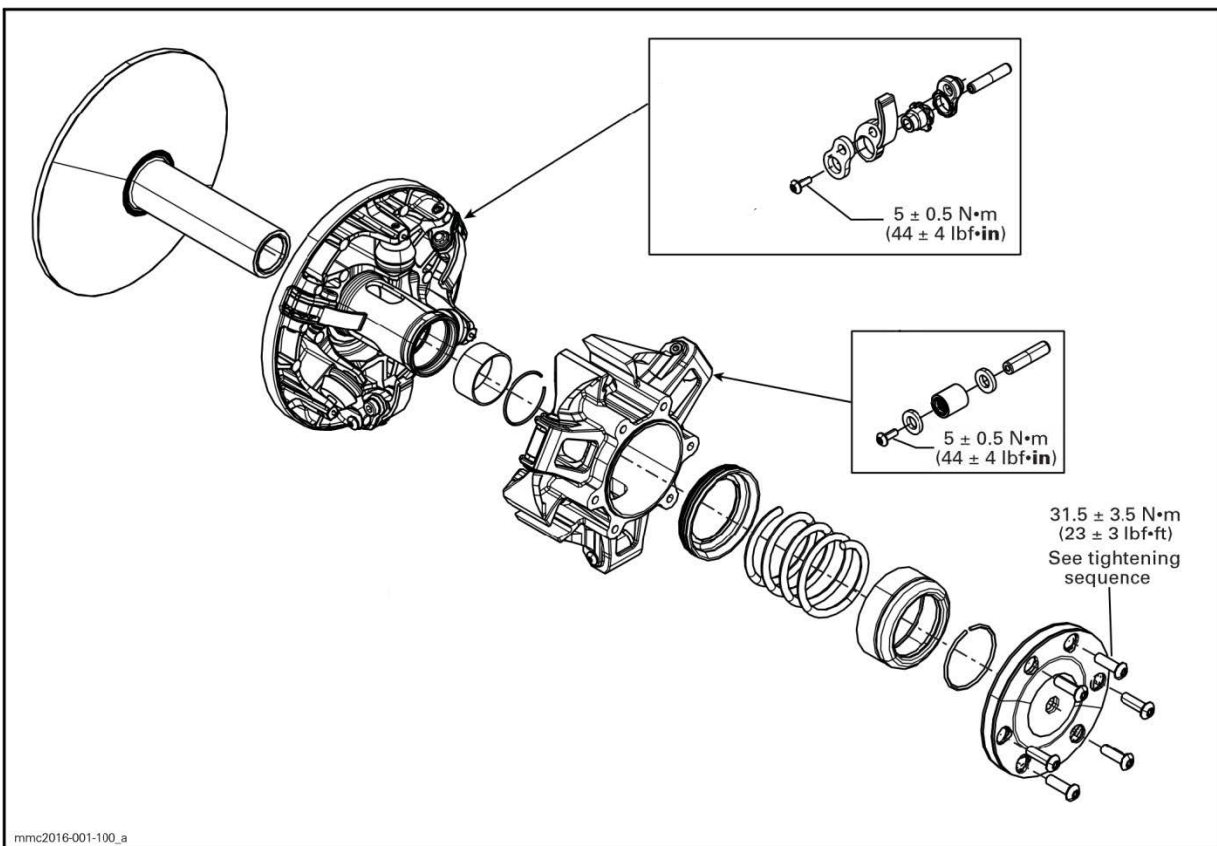
## Primary clutch disassembly and reassembly (PDrive)

\*\*\*Requires KWI V2 tool kit or equivalent\*\*\*

\*\*\*Reference KWI V2 tool kit instructions

for detailed instructions on use and  
disassembly)\*\*\*\*\*

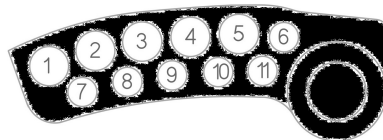
- 1) Remove primary clutch. (See "Removing and installing primary clutch")
- 2) Thread clutch puller all the way in by hand and then back out 4 turns.
- 3) Remove 6 each Torx screws holding governor cup cap to governor cup.(T40 Torx or 13mm socket)
- 4) Put Moly grease on the top of the primary puller and on the threads of puller cup bolt.
- 5) Insert puller cup into puller plate and secure to governor cup cap using 6 each M8 bolts.(6mm Allen Wrench)
- 6) Tighten puller cup bolt until governor cup torque flange plate pops off its taper. (STOP TIGHTENING AS SOON AS IT POPS)(1/2" Drive Impact Gun)(24mm or 15/16" - 1/2" Drive Impact Socket)
- 7) Remove puller cup, puller plate clutch puller and governor cup torque flange plate.
- 8) Place circlip remover/installer on top of spring retainer, install threaded rod through circlip installer/ remover and screw into clutch approx 10 turns. Turn nut in to compress spring and take tension off of circlip. Remove circlip. Turn nut out to relax spring tension. Remove threaded rod, circlip installer/ remover and disassemble clutch as required. (22mm or 7/8" - Wrench)
- 9) Reassemble in reverse order. Use KWI Vorhees Vise or equivalent to hold primary while torquing primary bolt (BRP OEM bolt 89+/-6 ft/lb)(KWI 630 bolt 115+/-6 ft/lb) . All tapers will lock upon clutch installation to crankshaft.



## RPM ADJUSTMENT

### Removing and Installing the KWI DEFCOM7 weights

- 1) Remove CVT belt. (Clutch Belt removal tool)
- 2) Remove 3 cam arm pin retaining screws. (T25 Torx)
- 3) Remove cam arm pins. (KWI "The Hammer" Pin Removal Tool and "THE TIP" 5mm extractor or equivalent)
- 4) Remove the cam arms. You may need to push in on the outer sheave a bit to allow the arms to be slid out.  
(preferred method is to use the primary opening tool included in our KWI V2 tool kit)
- 5) Properly configure the screws in the DEFCOM7 cam arms for your vehicle using the setup chart.
- 6) Install the DEFCOM7 cam arms in your clutch and secure with the pin and pin retaining screw, torque to specs in torque chart. You may need to push in on the outer sheave a bit to allow the arms to be slid in.  
(preferred method is to use the primary opening tool included in our KWI V2 tool kit)



DEFCOM7-7 SETUP CHART for DEFENDER 700, COMANDER 700

The chart below is a guideline with very close start points with STOCK" tires riding at Sea Level elevation.

For High Altitudes, for sand dunes or for large tires (32"+)- Remove 2 screws from the recommended settings

For Launch Control - Install the KWI HIGH ENGAGEMENT primary spring with the correct engagement for your application. (SOLD SEPARATELY)

Vehicle tune or HP	# of Cam Arms	Screw Configuration	Belt Recommendation	Full throttle RPM at 55mph	Primary spring	Secondary spring / Helix / hole
STOCK	3	*NONE*	OEM	6700 +/- 100	KWI Blk 2200 RPM engagement, KWI Blk/Yellow 1700 RPM engagement	BLK/GRN
91/93 OCTANE TUNE	3	1-2-7-8				
RACE GAS	3	1-2-7-8				
E85	3	1-2-3-4-7-8-9-10-11				

### DEFCOM 7-7 CLUTCH KIT PARTS INCLUDED

	PART DESCRIPTION	QTY	OEM PART #	OUR PART #
	DEFCOM7ADJUSTABLE CAM ARM	3	—	DEFCOM7
	BLACK / YELLOW PRIMARY SPRING	1	—	BLK
	SCREW PACK	1	—	SCRWPK

#### LIABILITY STATEMENT

As defined by the Magnuson-Moss warranty Act. Do not install any performance parts or services unless you have the technical ability to properly set-up the entire machine to compensate for the installation of those parts. The necessary work and expertise needed to install different product varies. Instructions, where provided, are given to assist in installation only; they are not a substitute for mechanical experience in setting up racing vehicles. References to performance gains, reliability, ease of installation, etc. are based on our and outside customer's experiences. This is not a guarantee of similar performance in every installation. While we sell proven products, in the end it's up to the individual to make the most of the product. Kris Werth Inc. d.b.a. KWI Clutching or its associated corporations are not responsible for any personal or property damages caused by this product. Kris Werth Inc. d.b.a. KWI Clutching or its associated corporations assumes no responsibility for damage or injury of any kind because of misuse, improper installation or improper application of any parts in anyway, by any person. Contact your local dealer to schedule installation of this kit if you are not a qualified ATV or UTV mechanic. USE OF PRODUCTS. BUYER SHALL USE, AND REQUIRE ITS EMPLOYEES, CONTRACTORS, AND AGENTS TO USE, ALL AVAILABLE SAFETY PRECAUTIONS, IN ADDITION TO ANY SPECIFICALLY SET FORTH IN ANY MANUALS, MATERIAL SAFETY DATA SHEETS, TECHNICAL DATA SHEETS, INSTRUCTION SHEETS, IF ANY, FURNISHED BY SELLER (OR AVAILABLE FROM RAW MATERIAL SUPPLIERS) RELATING TO SELLER'S PRODUCTS. IF BUYER DOES NOT RECEIVE ANY REQUIRED MATERIAL SAFETY DATA SHEETS FOR ANY PRODUCT FROM SELLER, BUYER WILL REQUEST THEM FROM SELLER. IF BUYER FAILS TO STRICTLY OBSERVE EACH AND EVERY ONE OF THE OBLIGATIONS SET FORTH IN THIS SECTION 22 OR IF BUYER'S USE OF ANY OF SELLER'S PRODUCTS IS IN VIOLATION OF ANY STANDARD OR RULE OF THE AMERICAN NATIONAL STANDARDS INSTITUTE OR OCCUPATIONAL HEALTH AND SAFETY ACT, OR OTHER APPLICABLE WORKPLACE LAW, REGULATION, OR STANDARD, BUYER WILL INDEMNIFY, DEFEND, AND HOLD HARMLESS SELLER AND SELLER AND ITS EMPLOYEES, OFFICERS, DIRECTORS, AGENTS, AFFILIATES, SUCCESSORS AND ASSIGNS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, DAMAGES, ACTIONS, AND CAUSES OF ACTION, AS WELL AS ANY AND ALL LIABILITY, LOSS, OR EXPENSE OF ANY KIND, INCLUDING REASONABLE ATTORNEYS' FEES ARISING FROM, CONNECTED WITH OR IN ANY WAY PERTAINING TO ANY SUCH FAILURE BY BUYER. NOTIFICATION. BUYER SHALL NOTIFY SELLER PROMPTLY, AND IN ANY EVENT WITHIN 30 DAYS, AFTER ANY ACCIDENT OR FAILURE INVOLVING SELLER'S PRODUCTS THAT RESULTS IN PERSONAL INJURY OR DAMAGE TO PROPERTY AND SHALL COOPERATE FULLY WITH SELLER IN INVESTIGATING AND DETERMINING CAUSES OF SUCH ACCIDENT OR FAILURE. ATTORNEYS' FEES AND COSTS. BUYER WILL PAY SELLER'S REASONABLE ATTORNEYS' FEES AND OTHER COSTS AND EXPENSES FOR ANY LEGAL OR EQUITABLE ACTION UNDERTAKEN BY SELLER TO ENFORCE THESE TERMS OR THE PROVISIONS OF ANY SUPPLY AGREEMENT.