

# CLUTCH KIT

## INSTALLATION GUIDE

2016-2018 Polaris RZR S 900

### PARTS LIST

# 19-DCK4

- |                                  |                          |
|----------------------------------|--------------------------|
| <b>3</b> CLUTCH ARMS             | <b>6</b> MAGNETS (3/16") |
| <b>1</b> PRIMARY SPRING SILVER   | <b>27</b> MAGNETS (3/8") |
| <b>1</b> SECONDARY SPRING PURPLE | <b>1</b> WASHER          |
| <b>1</b> HELIX                   |                          |

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

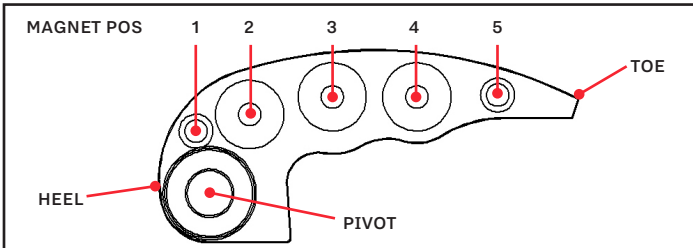


# CLUTCH KIT ADJUSTMENT SETTINGS

INTENDED USE	ELEVATION	MAGNET POSITION	TOTAL WEIGHT	PRIMARY SPRING	SECONDARY SPRING
Trail Std Tire	0-2500 ft	1-3-2-0-0	63 gr	SILVER	PURPLE
Trail 30" Tire	0-2500 ft	1-3-1-0-0	61 gr	SILVER	PURPLE
Paddle Tire / Heavy load	0-2500 ft	1-3-0-0-0	60 gr	SILVER	PURPLE

RECOMMENDED SETTINGS FOR HIGH ELEVATION	
Subtract 1 Magnet (from each arm starting from toe side)	3000 ft
Subtract 2 Magnets (from each arm starting from toe side)	6000 ft
Subtract 3 Magnets (from each arm starting from toe side)	7500 ft
Subtract 4 Magnets (from each arm starting from toe side)	9000 ft

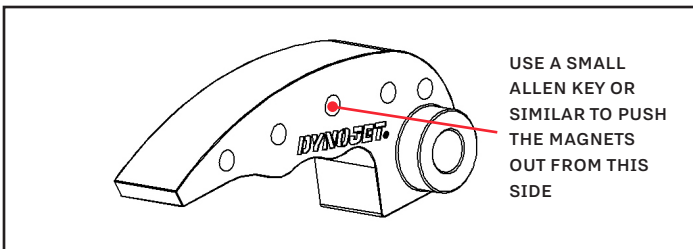
## CLUTCH ARM ADJUSTMENT



**LOAD MAGNETS STARTING AT HEEL - POS #1**

**LOAD MAGNETS PER THE TABLE ABOVE. MAKE SURE EACH CLUTCH ARM IS LOADED WITH THE SAME AMOUNT OF WEIGHT.**

- MORE WEIGHT NEAR HEEL INCREASES ACCEL
- MORE WEIGHT AT TOE DECREASES RPM
- 1 MAGNET CHANGE PER ARM WILL ALTER RPM APPROXIMATELY 150RPM



**TO REMOVE MAGNETS**

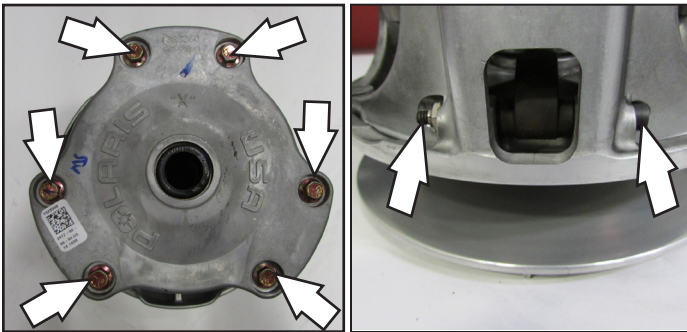
**OUR SETTINGS ARE A GENERAL BASELINE. MANY THINGS CAN EFFECT CLUTCH SETUP:**

- TIRE BRAND & SIZE
- STATE OF CLUTCH WEAR
- DRIVEBELT CONDITION
- ENGINE POWER OUTPUT
- ENVIRONMENT CONDITIONS

# INSTALLATION INSTRUCTIONS

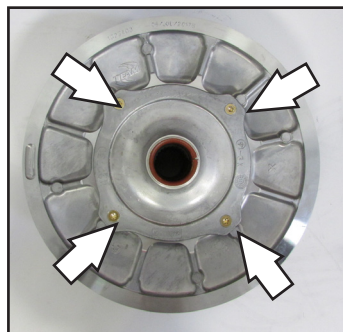
**IT IS RECOMMENDED TO HAVE AN AUTHORIZED POLARIS TECHNICIAN INSTALL THE CLUTCH KIT AS SPECIAL TOOLS ARE NEEDED TO COMPLETE THE INSTALLATION.**

Removing the left hand side rear shock gives better access to the clutch housing and parts but is not necessary for installation. Remove all the 8mm head bolts for the plastic, clutch housing. Remove clutch housing. Mark the direction of the drivebelt. Remove the drivebelt. Using the Polaris clutch puller part #2872085 remove the primary clutch. It is recommended to grease the threads of the clutch puller before usage. Remove the 6 bolts for the primary spring cover. Remove the bolts evenly as there is a significant amount of spring pressure.



Remove the clutch arms using 3/8" socket and 1/8" allen key. Install the Dynojet clutch arms with the proper amount of weight. Refer to chart on page 2. Replace the stock spring with the Dynojet SILVER spring and reinstall the spring cover. Tighten the 6mm bolts evenly to 9 ft-lb (12 Nm).

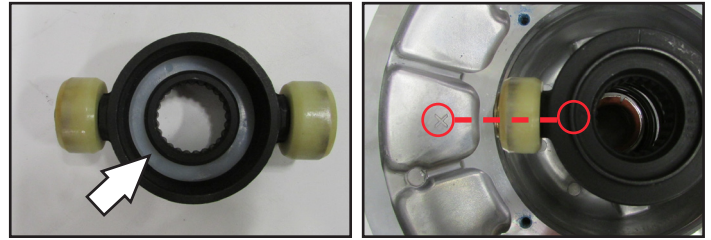
Remove the secondary clutch. Use a 15mm socket to remove the retaining bolt and slide the secondary clutch off the input shaft. Remove the 4 torx head bolts. The helix is under extreme spring pressure. Use a clutch compression tool.



## TOOLS NEEDED FOR INSTALLATION

- PULLER (2872085)
- 21MM SOCKET
- 15MM SOCKET
- T27 TORX
- 3/8" SOCKET
- 1/8" ALLEN KEY

Install the supplied plastic washer to the inside of the stock spider plate.



Replace the stock spring with the Dynojet spring. When re-assembling make sure to align the tab on the Dynojet spring with the notch in the sheave. Also align the "X" marks on the spider plate and sheave. Install the Dynojet helix. The orientation of the helix is not important. Apply blue loctite and torque the retaining bolts to 48 in-lb (5 Nm).

Reinstall the primary clutch on the output shaft. Torque the retaining bolt to 96 ft-lb (130 Nm). Reinstall the secondary clutch onto the output shaft. Torque the retaining bolt to 38 ft-lb (52 Nm) Reinstall the drivebelt.

## TUNING NOTES

For best performance your RPM when checked at 50mph should be 8000rpm. This should be checked on a surface that offers good traction and tested with normal load in the vehicle. Adjustments to overall weight of each clutch arm may be necessary to achieve this RPM target.

If you were to test on the street and then ride in the sand or mud it is not uncommon to see a loss of 300-400rpm if using paddle tires.

Our settings are based on using a PVCX tune in the ECM for optimal performance.

**PUSH THE LIMIT.**

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