

# CLUTCH KIT

## INSTALLATION GUIDE

2014-2015 Polaris RZR XP 1000

### PARTS LIST

# 19-DCK2

- |                                  |                          |
|----------------------------------|--------------------------|
| <b>3</b> CLUTCH ARMS             | <b>1</b> HELIX           |
| <b>1</b> PRIMARY SPRING DRK BLU  | <b>6</b> MAGNETS (3/16") |
| <b>1</b> PRIMARY SPRING ORANGE   | <b>27</b> MAGNETS (3/8") |
| <b>1</b> SECONDARY SPRING LT BLU |                          |

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**THIS KIT REQUIRES SPECIAL TOOLS FOR INSTALLATION.  
FOR BEST RESULTS, DYNOJET RECOMMENDS  
INSTALLATION BY A QUALIFIED TECHNICIAN**

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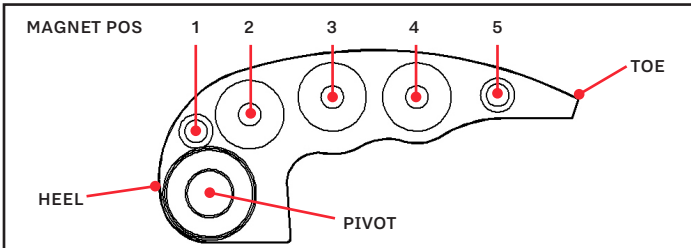


# CLUTCH KIT ADJUSTMENT SETTINGS

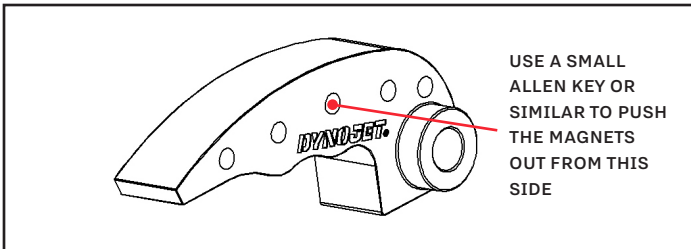
INTENDED USE	ELEVATION	MAGNET POSITION	TOTAL WEIGHT	PRIMARY SPRING	SECONDARY SPRING
Trail Std Tire	0-2500 ft	1-3-3-1-0	66 gr	DARK BLUE	LIGHT BLUE
Trail 30-32" Tire	0-2500 ft	1-3-3-0-0	65 gr	DARK BLUE	LIGHT BLUE
Sand Std Tire	0-2500 ft	1-3-3-1-0	66 gr	ORANGE	LIGHT BLUE
Sand 30-32" Tire	0-2500 ft	1-3-3-0-0	65 gr	ORANGE	LIGHT BLUE
Paddle Tire / Heavy load	0-2500 ft	1-3-2-0-0	63 gr	ORANGE	LIGHT BLUE

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



TO REMOVE MAGNETS

**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 ON EACH ARM WILL ALTER RPM APPROXIMATELY 150RPM

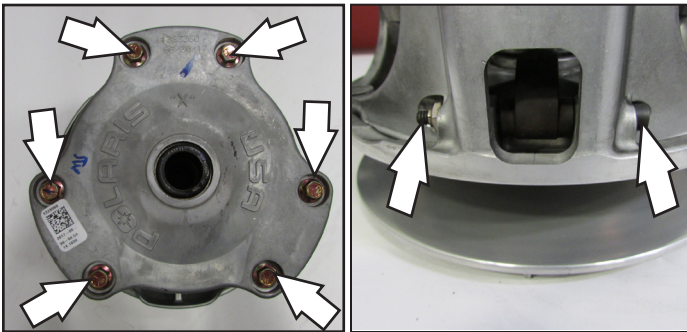
**OUR SETTINGS ARE A GENERAL BASELINE. MANY THINGS CAN EFFECT CLUTCH SETUP:**

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

# INSTALLATION INSTRUCTIONS

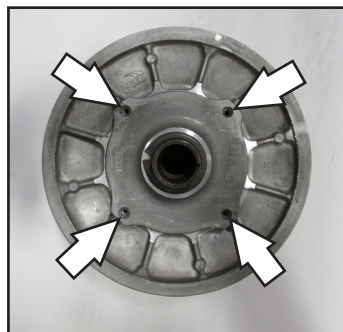
**IT IS RECOMMENDED TO HAVE AN AUTHORIZED POLARIS TECHNICIAN INSTALL THE CLUTCH KIT AS SPECIAL TOOLS ARE NEEDED TO COMPLETE THE INSTALLATION.**

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 spring and reinstall the spring cover. Tighten the 6mm bolts evenly to 9 ft-lb (12 Nm).

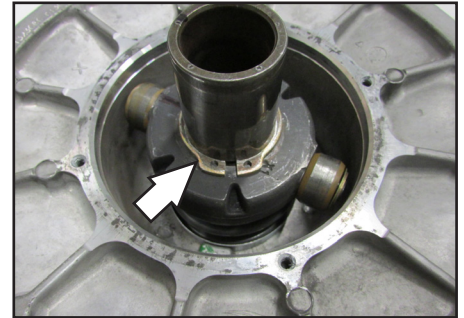
Remove the secondary clutch. Use a 15mm socket to remove the retaining bolt and slide the secondary clutch off the input shaft. Remove the 4 torx head bolts. Remove the helix.



## TOOLS NEEDED FOR INSTALLATION

- DYNOJET PULLER (16300004)
- DYNOJET COMPRESSOR TOOL (79100011)
- 21MM SOCKET
- 15MM SOCKET
- T27 TORX
- 3/8" SOCKET
- 1/8" ALLEN KEY

Remove the circlip under the helix. The spider is under extreme pressure so caution should be taken. Using the proper spring compressor is highly suggested. Replace the stock secondary spring with the supplied Dynojet spring. Reassemble the secondary in the reverse order. 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 54 ft-lb (73 Nm) Reinstall the drivebelt.

## TUNING NOTES

For best performance your RPM when checked at 50mph should be 8400rpm. 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 PV3 tune in the ECM for optimal performance.

**PUSH THE LIMIT.**

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