NOTE: Some of these instructions may not be necessary if your secondary came assembled. Carefully read through these instructions before attempting installation.

TOOLS NEEDED:	Small Pry Bar or Large Flat head Screwdriver,
BMP Primary Clutch Puller	Snap Ring Pliers (non-assembled secondary clutches)
Socket Set	#25 Torx Wrench (non-assembled secondary clutches)
Wrench Set	1/8" Allen Wrench
BMP Bench Clutch Compression Tool (non-assembled secondary clutches) Part # BMP-BCCT	

POLARIS ATV/UTV CLUTCH SETUP

1. Remove the key from the ignition and locate your clutch cover. Remove necessary components to access and remove this cover. RZR / Ranger 800 models are located behind the seats. RZR / Ranger 900 / 1000 clutches are located near the driver side shock.

2. Remove the clutch cover bolts. Some machines have a clutch tool in the tool kit to spread open the secondary clutch (clutch on the transmission) and loosen the belt. If you don't have this tool a large flat head screwdriver will work also. There are two plastic washers on the secondary clutch, insert tool into that opening and gently pry out on the clutch. Be careful not to damage the plastic roller. When the clutch opens the belt should slide down in the clutch and loosen the belt tension.

3. Remove the primary clutch (clutch on engine), retaining bolts and washers. Using the correct BMP Primary Clutch Puller, thread the puller in by hand and tighten with a wrench until the clutch pops off the shaft. You will need to hold the clutch from rotating with a small bar or large screwdriver. Remove the clutch. If the clutch does not come lose, an impact driver may be used but is not recommended.

4. Notice the printing on the cover of the primary clutch and the "X" stamped into the spider along with the moveable sheave. These are factory alignment marks and must line up when you reassemble the clutch. Remove the six outside bolts from the cover evenly to prevent bushing damage then set the cover and stock spring aside. USE CAUTION as the cover is under a slight amount of spring tension. If your kit comes with weights, use an 1/8" Allen wrench and a 3/8" wrench or socket to remove the pin holding the weights on the clutch. Remove weights and check pins for wear. Install new weights and be sure to follow the weight setup instruction sheet first if you have adjustable weights

5. Clean all clutches with a rag and contact / brake cleaner. DO NOT spray the rollers or bushings.

6. Install the correct primary spring and make sure the "X's" line up when installing the cover. Tighten the six outer bolts evenly so the cover goes on straight to prevent damage. Be aware that other primary springs are available to raise or lower engagement if needed.

7. Remove the secondary clutch by removing the center clutch bolt and sliding it off the splined shaft. When the clutch does come off pay attention to the shims behind the clutch on the shaft. These shims affect the clutch alignment so if they slide off the shaft be sure to put them back on. Some machines will not have shims.

8. Place the clutch facedown so the four torx bolts / helix are facing up. Remove the four torx bolts. Pull up on the helix to remove. Note the orientation of the two rollers. Use a BMP clutch compression tool to compress the spring, then remove the c-clip. Release the compression tool and remove the spring assembly. Install the BMP secondary spring along with the spring retainer and c-clip. Make sure you align the top spring retainer in its correct spot on the splines. One spline is twice as wide making it only go on one way. Next install the supplied helix making sure the machined surfaces are on the rollers. The helix and clutch also have "X" marks that must line up. If your helix does not line up you can grab the rollers and twist them so the "X" will line up when the helix is installed.

9. First install the secondary clutch back on the machine. Install the clutch retaining bolt and tighten. Loop the belt over the secondary clutch with the numbers reading left to right and use the clutch tool or large screwdriver to slightly spread the sheaves. You need to do this to have enough belt slack to install the primary clutch. Place the primary clutch through the belt and on the crankshaft. Torque the primary clutch bolt to factory specs which should be 75ft / lbs. You will need to use a small bar or large screwdriver to keep the clutch from rotating. With the transmission in neutral, spin the clutches to backshift the belt out to its normal idle position. Install your clutch cover and all remaining components as they were from the factory.

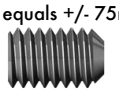
ALWAYS RUN A CLUTCH COVER

2022 PRO R SNYPR CLUTCH SETUP - DUNE AND TRAIL

- Refer to your Polaris Service manual for proper clutch procedures and torque values. Always use proper tools and have work performed by a qualified mechanic.

The more weight you add the lower RPM you get, take a set screw out and rpm will raise

1/4" equals +/- 75rpms



1/2" equals +/- 150rpms

1" equals +/- 300rpms

Set Screws Right and Left Do not need to match

Weight should be screwed into heal to start. Then screwed forward to lower MPH RPM over revving.
If RPM's are low back screw towards the pin, RPM's to high, Screw in towards tip

For Elevation above 5,000 feet use one size smaller set screw. If it calls for long screw, use medium
**For Rock Crawling or Hard Acceleration add a MEDIUM screw to the heel with the barrel with the screw already at the tip **
If using 32 inch or larger tires use the GOLD BIG TIRE secondary spring for stock or tuned machine

	Model	Altitude	Left Barrel	Depth	Right barrel	Depth	Magnet hole	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Standard	0-5000 ft	Small	To the Tip	Small	Heel	2/2	Yellow	Stock	Gold / Red	8500-8600
	Oversized Tires	0-5000 ft	Small	To the Tip	Small	Heel	2/2	Yellow	Stock	Gold	8500-8600
	Level 1 Tune	0-5000 ft	Small	To the Tip	Medium	Heel	2/2	Yellow	Stock	Gold / Red	8500-8600
	Level 2 Tune	0-5000 ft	Medium	To the Tip	Medium	Heel	2/2	Yellow	Stock	Gold / Red	8500-8600
	Level 3 Tune	0-5000 ft	Medium	To the Tip	Large	Heel	2/2	Yellow	Stock	Gold / Red	8550-8650
Stage 2 Clutch Kits	Standard	0-5000 ft	Small	To the Tip	Small	Heel	2/2	Yellow	Pro-3	Gold / Red	8500-8600
	Oversized Tires	0-5000 ft	Small	To the Tip	Small	Heel	2/2	Yellow	Pro-3	Gold	8500-8600
	Level 1 Tune	0-5000 ft	Small	To the Tip	Medium	Heel	2/2	Yellow	Pro-3	Gold / Red	8500-8600
	Level 2 Tune	0-5000 ft	Medium	To the Tip	Medium	Heel	2/2	Yellow	Pro-3	Gold / Red	8500-8600
	Level 3 Tune	0-5000 ft	Medium	To the Tip	Large	Heel	2/2	Yellow	Pro-3	Gold / Red	8550-8650

2021-22 RZR PRO XP , XPT/S & TURBO R CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt with a T-60 (New for Pro XP).
4. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand this allows access the new 2-piece center shaft. Twist and pop out.
5. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up Hyper Adjust Double Barrel weights.
9. Install the new 2-piece center shaft and BMP primary spring. Then bolt the clutch cover back to the clutch making sure the clutch cover X and the X on the clutch align. (If you bought a stage 2, skip to Part 2 at this time)
10. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 140ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

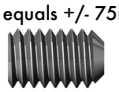
SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch

The more weight you add the lower RPM you get, take a set screw out and rpm will raise

1/4" equals +/- 75rpms



1/2" equals +/- 150rpms

1" equals +/- 300rpms

Set Screws Right and Left Do not need to match

Weight should be screwed into heal to start. Then screwed forward to lower MPH RPM over revving.
If RPM's are low back screw towards the pin, RPM's to high, Screw in towards tip

For Elevation above 5,000 feet use one size smaller set screw. If it calls for long screw, use medium
If using 32 inch or larger tires use the GOLD BIG TIRE secondary spring for stock or tuned machine

	Model	Altitude	Left Barrel	Depth	Right barrel	Depth	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 2 Clutch Kits	Standard	0-5000 ft	Long	To the Tip	2 Small	To the Tip	White	Pro 2	Gold / Red	8400 - 8600
	Oversized Tires	0-5000 ft	Long	To the Tip	2 Small	To the Tip	White	Pro 2	Gold	8400 - 8600
	Level 1 Tune	0-5000 ft	Long	To the Tip	Medium and Small	To the Tip	White	Pro 2	Gold / Red	8400 - 8600
	Level 2 Tune	0-5000 ft	Long	To the Tip	2 Medium	To the Tip	White	Pro 2	Gold / Red	8400 - 8600
	Level 3 Tune	0-5000 ft	Long	To the Tip	Long	To the Tip	White	Pro 2	Gold / Red	8400 - 8600

2020 RZR PRO XP CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt with a T-60 (New for Pro XP).
16. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand this allows access the new 2-piece center shaft. Twist and pop out.
17. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up Hyper Adjust Double Barrel weights.
21. Install the new 2-piece center shaft and BMP primary spring. Then bolt the clutch cover back to the clutch making sure the clutch cover X and the X on the clutch align. (If you bought a stage 2, skip to Part 2 at this time)
22. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 140ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

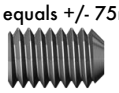
SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

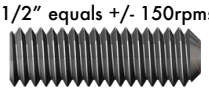
10. Make sure your belt is removed before trying to remove the secondary clutch!
11. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
12. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
13. You can now remove the 3 torx bolts holding the aluminum retainer in place.
14. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
15. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
16. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
17. Torque the secondary bolt to 35-40 ft-lbs.
18. Install the belt around the secondary clutch

The more weight you add the lower RPM you get, take a set screw out and rpm will raise

1/4" equals +/- 75rpms



1/2" equals +/- 150rpms



1" equals +/- 300rpms

Set Screws Right and Left Do not need to match

Weight should be screwed into heal to start. Then screwed forward to lower MPH RPM over revving.
If RPM's are low back screw towards the pin, RPM's to high, Screw in towards tip

For Elevation above 5,000 feet use one size smaller set screw. If it calls for long screw, use medium
If using 32 inch or larger tires use the GOLD BIG TIRE secondary spring for stock or tuned machine

	Model	Altitude	Left Barrel	Depth	Right Barrel	Depth	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 2 Clutch Kits	Standard	0-5000 ft	Long	To the Tip	2 Small	To the Tip	Yellow	Pro 1	Gold / Red	8400 - 8600
	Oversized Tires	0-5000 ft	Long	To the Tip	2 Small	To the Tip	Yellow	Pro 1	Gold	8400 - 8600
	Level 1 Tune	0-5000 ft	Long	To the Tip	Medium and Small	To the Tip	Yellow	Pro 1	Gold / Red	8400 - 8600
	Level 2 Tune	0-5000 ft	Long	To the Tip	2 Medium	To the Tip	Yellow	Pro 1	Gold / Red	8400 - 8600
	Level 3 Tune	0-5000 ft	Long	To the Tip	Long	To the Tip	Yellow	Pro 1	Gold / Red	8400 - 8600

2020-21 RZR TURBO SNYPR HD CLUTCH

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt
4. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand this allows access the new 2-piece center shaft. Twist and pop out.
5. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up Snypr weights.
9. Install the new BMP primary spring. Then bolt the clutch cover back to the clutch making sure the clutch cover X and the X on the clutch align.
10. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 75ft/lbs
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

YOU MUST TRIM INNER CLUTCH BAFFLE FOR CLUTCH TO FULLY SEAT ON AND NOT RUB. TAKE A SHARPE MARKER AND FOLLOW THE EDGE OF THE CLUTCH MARKING IT ON THE PLASTIC AND TRM OFF.

SECONDARY SPRING INSTALLATION

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Now check peak RPM according to the below chart.

The more weight you add the lower RPM you get

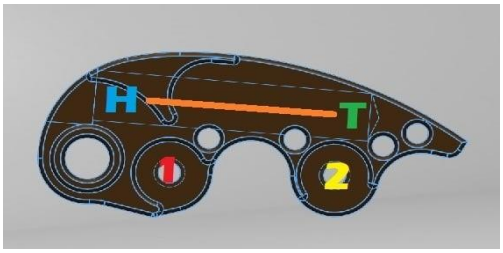
1/4" Set Screw

1/2" Set Screw

1" Set Screw

Set Screws Right and Left Do not need to match

Weight should be screwed into heal to start. Then screwed forward to lower MPH RPM over revving. If RPM's are low back screw towards the pin, RPM's to high, Screw in towards tip



For Elevation above 5,000 feet use one size smaller set screw. If it calls for long screw, use medium
If using 32 inch or larger tires use the GOLD BIG TIRE secondary spring for stock or tuned machine

	Tune Level	Altitude	Screw type or Tungsten	Depth	Magnet Hole 1	Magnet Hole 2	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 2 Clutch Kits	STOCK	0-5000 ft	2 Small Medium	At the Tip At the Heel	2	3	Blue	Pro 1/ Pro 2	Gold / Red	8400 - 8600
	Oversized Tires	0-5000 ft	2 Small Medium	At the Tip At the Heel	2	3	Blue	Pro 1/ Pro 2	Gold	8400 - 8600
	Stage 1 Tune	0-5000 ft	2 Small Medium	At the Tip At the Heel	2	3	Blue	Pro 1/ Pro 2	Gold / Red	8400 - 8600
	Stage 2 Tune	0-5000 ft	Medium Medium	At the Tip At the Heel	2	3	Blue	Pro 1/ Pro 2	Gold / Red	8400 - 8600
	Stage 3 Tune	0-5000 ft	Medium Medium	At the Tip At the Heel	2	3	Blue	Pro 1/ Pro 2	Gold / Red	8400 - 8600
	Stage 4 Tune	0-5000 ft	Large Small	At the Tip At the Heel	3	3	Blue	Pro 1/ Pro 2	Gold / Red	8400 - 8600

RZR TURBO S CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

We recommend removing the black plastic limiter located between the primary spring and cover.
If you choose to follow this recommendation, also cut the cone halfway down the secondary limiter spacer between the helix and spring
If you do not cut the secondary limiter it will result in a Broken belt. If you do the primary you MUST do the secondary

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On or Level 1 Tune (128 RWHP)	0-3000 ft	66g - 82g	*2/0/0	68.8g	Light Blue	Stock	Green	8400 - 8700
	Lvl 2 Tune (140 RWHP)	0-3000 ft	66g - 82g	*3/0/0	70.2g	Light Blue	Stock	Green	8400 - 8600
	Lvl 3 Tune (150 RWHP)	0-3000 ft	66g - 82g	*3/1/0	71.6g	Light Blue	Stock	Green	8400 - 8600
	Lvl 4 Tune (155 RWHP)	0-3000 ft	66g - 82g	*3/1/0	71.6g	Light Blue	Stock	Green	8400 - 8600
Stage 2 Clutch Kits	Stock/Slip-On or Lvl 1 Tune (128 RWHP)	0-3000 ft	66g - 82g	*2/1/0	70.2g	Light Blue	**XPT2	Green	8400 - 8600
	Lvl 2 Tune (140 RWHP)	0-3000 ft	66g - 82g	*3/1/0	71.6g	Light Blue	**XPT2	Green	8400 - 8600
	Lvl 3 Tune (150 RWHP)	0-3000 ft	66g - 82g	*3/2/0	73g	Light Blue	**XPT2	Green	8400 - 8600
	Lvl 4 Tune (155 RWHP)	0-3000 ft	66g - 82g	3/2/0	73g	Light Blue	**XPT2	Green	8400 - 8600

**BIG MO TURBO MOD AND STOCK TIRE ADD 1 MAGNET TO HOLES 2 & 3*

2018 & UP - RZR RS1 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

11. Make sure your belt is removed before trying to remove the secondary clutch!
12. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
13. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
14. You can now remove the 3 torx bolts holding the aluminum retainer in place.
15. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
16. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
17. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
18. Torque the secondary bolt to 35-40 ft-lbs.
19. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
20. Torque the primary bolt to 75ft/lbs.
21. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

We recommend removing the black plastic limiter located between the primary spring and cover.
If you choose to follow this recommendation, also cut the cone halfway down the secondary limiter spacer between the helix and spring
If you do not cut the secondary limiter it will result in a Broken belt. If you do the primary you MUST do the secondary

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-3000 ft	56g-73g	1/1/1	60.2g	Red	Stock	Blue / Green	8400 - 8700
	Level 1 Tune Slip-On Exhaust	0-3000 ft	56g-73g	1/1/0	58.8g	Red	Stock	Blue / Green	8400 - 8700
	Level 2 Tune Full Exhaust	0-3000 ft	56g-73g	1/1/0	58.8g	Red	Stock	Blue / Green	8400 - 8700
Stage 2 Clutch Kits	Stock/Slip-On Only No Tune	0-3000 ft	56g-73g	1/1/1	60.2g	Red	RS1-R	Blue / Green	8400 - 8700
	Level 1 Tune Slip-On Exhaust	0-3000 ft	56g-73g	1/1/0	58.8g	Red	RS1-R	Blue / Green	8400 - 8700
	Level 2 Tune Full Exhaust	0-3000 ft	56g-73g	1/1/0	58.8g	Red	RS1-R	Blue / Green	8400 - 8700

2018 & UP - RZR RS1 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

25. Remove the clutch cover by removing all the 8 mm head bolts.
26. Removing the shock is not necessary but makes this job much easier.
27. Now Remove the primary clutch bolt.
28. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
29. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
30. Slide the sheave all the way down which will allow the weights to swing free.
31. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
32. Replace those with the properly set up BMP magnetic adjustable weights.
33. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
34. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
35. Insert the primary clutch bolt and torque to 98ft/lbs.
36. Now re-install your primary clutch cover and check peak RPM according to the below chart.

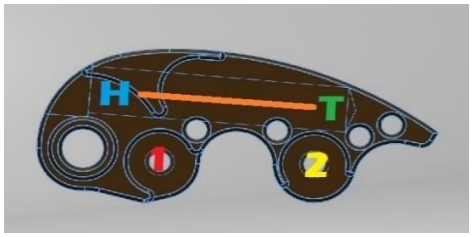
SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

22. Make sure your belt is removed before trying to remove the secondary clutch!
23. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
24. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
25. You can now remove the 3 torx bolts holding the aluminum retainer in place.
26. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
27. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
28. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
29. Torque the secondary bolt to 35-40 ft-lbs.
30. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
31. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS TOWARDS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 1 and 2
- This is a base setting for weights. Because of so many Tire sizes and accessory options fine tuning may need to be done
- Start with the set screw at the heel of the weight. Then screw in if RPMs are to high. If short course racing or rock crawling you will want to keep the set screw towards the heel of the weight



You may also remove the black plastic limiter located between the primary spring and cover.
If you choose to follow this recommendation, also cut the cone halfway down the secondary limiter spacer between the helix and spring
If you do not cut the secondary limiter it will result in a Broken belt. If you do the primary you MUST do the secondary

	Model	Altitude	Hole 1	Hole 2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-5000 ft	2	2	Empty	Red	Stock	Blue / Green	8400 - 8600
	Level 1 Tune Slip-On Exhaust	0-5000 ft	2	2	Small	Red	Stock	Blue / Green	8400 - 8600
	Level 2 Tune Full Exhaust	0-5000 ft	2	2	Medium	Red	Stock	Blue / Green	8400 - 8600
Stage 2 Clutch Kits	Stock/Slip-On Only No Tune	0-5000 ft	2	2	Empty	Red	RS1-R	Blue / Green	8400 - 8600
	Level 1 Tune Slip-On Exhaust	0-5000 ft	2	2	Small	Red	RS1-R	Blue / Green	8400 - 8600
	Level 2 Tune Full Exhaust	0-5000 ft	2	2	Medium	Red	RS1-R	Blue / Green	8400 - 8600

2017 & UP RZR XP TURBO CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

We highly recommend removing the black plastic limiter located between the primary spring and cover.
If you choose to follow this recommendation, also cut the cone halfway down the secondary limiter spacer between the helix and spring.
If you do not cut the secondary limiter it will result in a Broken belt. If you do the primary you MUST do the secondary

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On or Level 1 Tune (128 RWHP)	0-3000 ft	66g - 82g	*2/0/0	68.8g	Light Blue	Stock	Green	8400 - 8700
	Lvl 2 Tune (140 RWHP)	0-3000 ft	66g - 82g	*3/0/0	70.2g	Light Blue	Stock	Green	8400 - 8600
	Lvl 3 Tune (150 RWHP)	0-3000 ft	66g - 82g	*3/1/0	71.6g	Light Blue	Stock	Green	8400 - 8600
	Lvl 4 Tune (155 RWHP)	0-3000 ft	66g - 82g	*3/1/0	71.6g	Light Blue	Stock	Green	8400 - 8600
Stage 2 Clutch Kits	Stock/Slip-On or Lvl 1 Tune (128 RWHP)	0-3000 ft	66g - 82g	*2/1/0	70.2g	Light Blue	**XPT1	Green	8400 - 8600
	Lvl 2 Tune (140 RWHP)	0-3000 ft	66g - 82g	*3/1/0	71.6g	Light Blue	**XPT1	Green	8400 - 8600
	Lvl 3 Tune (150 RWHP)	0-3000 ft	66g - 82g	*3/2/0	73g	Light Blue	**XPT1	Green	8400 - 8600
	Lvl 4 Tune (155 RWHP)	0-3000 ft	66g - 82g	3/2/0	73g	Light Blue	**XPT1	Green	8400 - 8600

**BIG MO TURBO MOD AND STOCK TIRE ADD 1 MAGNET TO HOLES 2 & 3*
***BIG MO TURBO MOD AND BIG TIRE KITS USE XPT-2HELIX*

2017 - 2020 RZR XP-T / S SNYPR CLUTCH SETUP

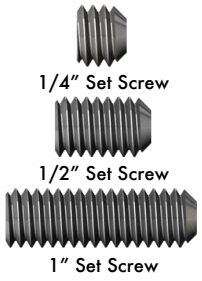
PRIMARY CLUTCH REMOVAL

37. Remove the clutch cover by removing all the 8 mm head bolts.
38. Removing the shock is not necessary but makes this job much easier.
39. Now Remove the primary clutch bolt
40. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand this allows access the new 2-piece center shaft. Twist and pop out.
41. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
42. Slide the sheave all the way down which will allow the weights to swing free.
43. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
44. Replace those with the properly set up Snypr weights.
45. Install the new BMP primary spring. Then bolt the clutch cover back to the clutch making sure the clutch cover X and the X on the clutch align.
46. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
47. Insert the primary clutch bolt and torque to 75ft/lbs
48. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

32. Make sure your belt is removed before trying to remove the secondary clutch!
33. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
34. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
35. You can now remove the 3 torx bolts holding the aluminum retainer in place.
36. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
37. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
38. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
39. Torque the secondary bolt to 35-40 ft-lbs.
40. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
41. Now check peak RPM according to the below chart.

The more weight you add the lower RPM you get



1/4" Set Screw

1/2" Set Screw

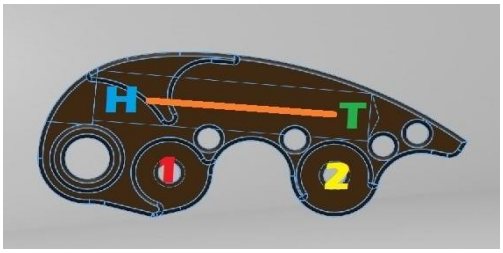
1" Set Screw

Half magnet
.7 grams

Full Magnet
1.4 grams

Use larger magnets to start. Smaller magnets are for fine tuning

Set Screw should be screwed into heal to start. Then screwed forward to lower RPM over revving
If RPM's are low back screw towards the pin or change to smaller set screw, RPM's to high, Screw in towards tip



For Elevation above 5,000 feet use one size smaller set screw. If it calls for long screw, use medium
Tires 32 inches or larger use XPT-2 Helix for ALL tune levels

	Tune Level	Altitude	Screw type or Tungsten	Depth	Magnet Hole 1	Magnet Hole 2	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 2 Clutch Kits	STOCK	0-5000 ft	Medium	At the Heel	2	3	Blue	XPT-1	Green	8400 - 8600
	Oversized Tires	0-5000 ft	Medium	At the Heel	2	3	Blue	XPT-2	Green	8400 - 8600
	Level 1 Tune	0-5000 ft	Medium	At the Heel	2	3	Blue	XPT-1 / 2	Green	8400 - 8600
	Level 2 Tune	0-5000 ft	Medium	Middle	2	3	Blue	XPT-1 / 2	Green	8400 - 8600
	Level 3 Tune	0-5000 ft	Long	Middle	3	3	Blue	XPT-1 / 2	Green	8400 - 8600
	Level 4 Tune	0-5000 ft	Long	Tip	3	3	Blue	XPT-1 / 2	Green	8400 - 8600

2016 RZR XP TURBO CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

We recommend removing the black plastic limiter located between the primary spring and cover.
If you choose to follow this recommendation, also cut the cone halfway down the secondary limiter spacer between the helix and spring
If you do not cut the secondary limiter it will result in a Broken belt. If you do the primary you MUST do the secondary

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only (110 RWHP)	0-3000 ft	56g - 72g	*4/1/0	68.8g	Light Blue	Stock	Green	7900 - 8100
	Lvl 1 Tune (130 RWHP)	0-3000 ft	56g - 72g	*4/1/0	70.2g	Light Blue	Stock	Green	8300 - 8500
	Lvl 2 Tune (140 RWHP)	0-3000 ft	56g - 72g	*4/1/0	71.6g	Light Blue	Stock	Green	8300 - 8500
	Lvl 3 Tune (145 RWHP)	0-3000 ft	56g - 72g	*4/2/0	71.6g	Light Blue	Stock	Green	8300 - 8500
	Lvl 4 Tune (150 RWHP)	0-3000 ft	56g - 72g	*4/3/0	71.6g	Light Blue	Stock	Green	8300 - 8500
Stage 2 Clutch Kits	Stock/Slip-On (110 RWHP)	0-3000 ft	66g - 82g	*1/0/0	70.2g	Light Blue	**XPT1	Green	7900 - 8100
	Lvl 1 Tune (130 RWHP)	0-3000 ft	66g - 82g	*2/1/0	71.6g	Light Blue	**XPT1	Green	8300 - 8500
	Lvl 2 Tune (140 RWHP)	0-3000 ft	66g - 82g	*3/1/0	73g	Light Blue	**XPT1	Green	8300 - 8500
	Lvl 3 Tune (145 RWHP)	0-3000 ft	66g - 82g	*3/2/0	73g	Light Blue	**XPT1	Green	8300 - 8500
	Lvl 4 Tune (150 RWHP)	0-3000 ft	66g - 82g	*3/2/0	71.6g	Light Blue	*XPT1	Green	8300 - 8500

**BIG MO TURBO MOD AND STOCK TIRE ADD 1 MAGNET TO HOLES 2 & 3*
***BIG MO TURBO MOD AND BIG TIRE KITS USE XPT-2HELIX*

2016 - UP XP 1000 STG 1-2 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

**With stage 2 clutch kits use Boss 1 helix for trail and use Boss 3 helix for dunes, mud or oversize tires plus orange spring **

****If Dune riding subtract 1 magnet from position 2 and 3 to compensate for added load****

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-3000 ft	54g - 71g	0/1/2	58.2g	Silver	Stock	Stock	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	54g - 71g	0/1/3	59.6g	Silver	Stock	Stock	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	54g - 71g	0/2/3	61g	Silver	Stock	Stock	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54g - 71g	0/2/3	61g	Silver	Stock	Stock	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	54g - 71g	0/2/3	61g	Silver	Stock	Stock	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	54g - 71g	1/2/3	62.4 g	Silver	Stock	Stock	8700 - 8900
Stage 2 Clutch Kits	Stock/Slip-On Only	0-3000 ft	54g - 71g	0/1/2	58.2g	Silver	*Boss 1-3	Yellow or Orange big tire	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	54g - 71g	0/1/3	59.6g	Silver	*Boss 1-3	Yellow or Orange big tire	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	54g - 71g	0/2/3	61g	Silver	*Boss 1-3	Yellow or Orange big tire	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54g - 71g	0/2/3	61g	Silver	*Boss 1-3	Yellow or Orange big tire	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	54g - 71g	0/2/3	61g	Silver	*Boss 1-3	Yellow or Orange big tire	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	54g - 71g	1/2/3	62.4 g	Silver	*Boss 1-3	Yellow or Orange big tire	8700 - 8900

2016–UP XP 1000 STAGE 3 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2 This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 3 Clutch Kits	Stock/Slip-On Only	0-3000 ft	54g - 71g	2/3/3	65.2g	Silver	*TSS03-2/6	Silver	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	54g - 71g	3/3/3	66.6g	Silver	*TSS03-2/6	Silver	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	54g - 71g	3/4/3	69.4g	Silver	*TSS03-2/6	Silver	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54g - 71g	2/3/3	65.2g	Silver	*TSS03-2/6	Silver	8700 - 8900
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	54g - 71g	3/3/3	66.6g	Silver	*TSS03-2/6	Silver	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	54g - 71g	3/4/3	69.4g	Silver	*TSS03-2/6	Silver	8700 - 8900

**FOR TRAIL USE HELIX TSS03-2 & FOR DUNE AND MUD USE HELIX TSS03-6*

2016 - UP XP 1000 STG 1-2 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from hole 2 or to one size smaller set screw
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

**With stage 2 clutch kits use Boss 1 helix for trail and use Boss 3 helix for dunes, mud or oversize tires plus orange spring **

****If Dune riding subtract 1 magnet from position 2 and 3 to compensate for added load****

Set Screw should be screwed into heal to start. Then screwed forward to lower RPM over revving
If RPM's are low back screw towards the pin or change to smaller set screw, RPM's to high, Screw in towards tip

	Model	Altitude	Weight Kit	Hole 1/2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-3000 ft	49g - 79g	1/2	Long to tip	Silver	Stock	Stock	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	49g - 79g	1/2	Long to tip	Silver	Stock	Stock	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	49g - 79g	1/2	Long to tip	Silver	Stock	Stock	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	49g - 79g	2/2	Long to tip, Small	Silver	Stock	Stock	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	49g - 79g	2/2	Long to tip, Medium	Silver	Stock	Stock	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	49g - 79g	3/3	Long to tip, Small	Silver	Stock	Stock	8700 - 8900
Stage 2 Clutch Kits	Stock/Slip-On Only	0-3000 ft	49g - 79g	1/2	Long to tip	Silver	*Boss 1-3	Yellow or Orange big tire	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	49g - 79g	1/2	Long to tip	Silver	*Boss 1-3	Yellow or Orange big tire	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	49g - 79g	1/2	Long to tip	Silver	*Boss 1-3	Yellow or Orange big tire	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	49g - 79g	2/2	Long to tip, Small	Silver	*Boss 1-3	Yellow or Orange big tire	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	49g - 79g	2/2	Long to tip, Medium	Silver	*Boss 1-3	Yellow or Orange big tire	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	49g - 79g	3/3	Long to tip, Small	Silver	*Boss 1-3	Yellow or Orange big tire	8700 - 8900

2016–UP XP 1000 STAGE 3 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Set Screw should be screwed into heal to start. Then screwed forward to lower RPM over revving
If RPM's are low back screw towards the pin or change to smaller set screw, RPM's to high, Screw in towards tip

	Model	Altitude	Weight Kit	Hole 1/2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 3 Clutch Kits	Stock/Slip-On Only	0-3000 ft	49g – 79g	1/2	Long to tip	Silver	*TSS03-2/6	Silver	+
	Level 1 (Tune Only)	0-3000 ft	49g – 79g	1/2	Long to tip	Silver	*TSS03-2/6	Silver	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	49g – 79g	1/2	Long to tip	Silver	*TSS03-2/6	Silver	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	49g – 79g	2/2	Long to tip, Small	Silver	*TSS03-2/6	Silver	8700 - 8900
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	49g – 79g	2/2	Long to tip, Medium	Silver	*TSS03-2/6	Silver	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	49g – 79g	3/3	Long to tip, Small	Silver	*TSS03-2/6	Silver	8700 - 8900

**FOR TRAIL USE HELIX TSS03-2 & FOR DUNE AND MUD USE HELIX TSS03-6*

2014 - 15 RZR XP 1000 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Weight should be screwed into heal to start. Then screwed forward to lower MPH RPM over revving.
If RPM's are low back screw towards the pin, RPM's to high, Screw in towards tip

(Clutch weight table on the next page)

2014 - 15 RZR XP 1000 CLUTCH SETUP - (Continued)

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-3000 ft	54g - 71g	3/3/3	66.6g	Silver	Stock	Stock	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	54g - 71g	2014 - 2/3/3 2015 – 4/3/3	65.2g 68g	Silver	Stock	Stock	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	54g - 71g	2014 - 3/3/3 2015 – 4/4/3	66.6g 69.4g	Silver	Stock	Stock	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54g - 71g	3/3/3	61g	Silver	Stock	Stock	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	54g - 71g	4/3/3	61g	Silver	Stock	Stock	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	54g - 71g	4/4/3	62.4 g	Silver	Stock	Stock	8700 - 8900
Stage 2 Clutch Kits Trail	Stock/Slip-On Only	0-3000 ft	54g - 71g	2/3/3	58.2g	Silver	TSS03-2	Black	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	54g - 71g	2014 - 2/3/3 2015 – 4/3/3	63.8g 68g	Silver	TSS03-2	Black	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	54g - 71g	2014 - 2/3/3 2015 – 3/3/4	65.2g 69.4g	Silver	TSS03-2	Black	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54g - 71g	0/2/3	65.2g	Silver	TSS03-2	Black	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	54g - 71g	3/3/3	66.6g	Silver	TSS03-2	Black	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	54g - 71g	3/4/3	68g	Silver	TSS03-6	Black	8700 - 8900
Stage 2 Clutch Kits Dunes and Mud	Stock/Slip-On Only	0-3000 ft	54g - 71g	2/3/3	65.2g	Silver	TSS03-6	Silver	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	54g - 71g	2014 - 2/3/3 2015 – 4/3/3	63.8g 68g	Silver	TSS03-6	Silver	8400 - 8600 8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	54g - 71g	2014 - 2/3/3 2015 – 3/3/4	65.2g 69.4g	Silver	TSS03-6	Silver	8400 - 8600 8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54g - 71g	0/2/3	65.2g	Silver	TSS03-6	Silver	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	54g - 71g	3/3/3	66.6g	Silver	TSS03-6	Silver	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	54g - 71g	3/4/3	68g	Silver	TSS03-6	Silver	8700 - 8900

2014 - 15 RZR XP 1000 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Set Screw should be screwed into heal to start. Then screwed forward to lower RPM over revving
If RPM's are low back screw towards the pin or change to smaller set screw, RPM's to high, Screw in towards tip

(Clutch weight table on the next page)

2014 - 15 RZR XP 1000 SNYPR CLUTCH SETUP - (Continued)

	Model	Altitude	Weight Kit	Hole 1/2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-3000 ft	49g – 79g	2/2	Medium at Heel	Silver	Stock	Stock	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	49g – 79g	2014 - 1/2 2015 – 2/2	Medium at Heel Medium at Heel	Silver	Stock	Stock	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	49g – 79g	2014 - 2/2 2015 – 2/2	Medium at Heel Medium at Heel	Silver	Stock	Stock	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	49g – 79g	3/3	Long at Heel	Silver	Stock	Stock	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	49g – 79g	4/3	Long to tip, Small	Silver	Stock	Stock	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	49g – 79g	4/4	Long at Heel	Silver	Stock	Stock	8700 - 8900
Stage 2 Clutch Kits Trail	Stock/Slip-On Only	0-3000 ft	49g – 79g	2/3	Medium at Heel	Silver	TSS03-2	Black	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	49g – 79g	2014 - 1/2 2015 – 2/2	Medium at Heel Medium at Heel	Silver	TSS03-2	Black	8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	49g – 79g	2014 - 2/2 2015 – 2/2	Medium at Heel Medium at Heel	Silver	TSS03-2	Black	8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	49g – 79g	0/2	Long at Heel	Silver	TSS03-2	Black	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	49g – 79g	3/3	Long to tip, Small	Silver	TSS03-2	Black	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	49g – 79g	3/4	Long at Heel	Silver	TSS03-6	Black	8700 - 8900
Stage 2 Clutch Kits Dunes and Mud	Stock/Slip-On Only	0-3000 ft	49g – 79g	2/3	Medium at Heel	Silver	TSS03-6	Silver	8200 - 8400
	Level 1 (Tune Only)	0-3000 ft	49g – 79g	2014 -1/2 2015 – 2/2	Medium at Heel Medium at Heel	Silver	TSS03-6	Silver	8400 - 8600 8200 - 8400
	Level 2 (Exhaust + Tune)	0-3000 ft	49g – 79g	2014 - 2/2 2015 – 2/2	Medium at Heel Medium at Heel	Silver	TSS03-6	Silver	8400 - 8600 8200 - 8400
	Level 3 (Exhaust + Cams +Tune)	0-3000 ft	49g – 79g	0/2	Long at Heel	Silver	TSS03-6	Silver	8500 - 8700
	Level 4 (Exhaust + Air Xtreme + Tune)	0-3000 ft	49g – 79g	3/3	Long to tip, Small	Silver	TSS03-6	Silver	8700 - 8900
	Level 8 (Complete 1065 Big Bore)	0-3000 ft	49g – 79g	3/4	Long at Heel	Silver	TSS03-6	Silver	8700 - 8900

2016 & UP RZR S 1000 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-3000 ft	54g - 71g	4/2/0	62.4g	Red	Stock	Stock	8400 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	54g - 71g	4/3/0	63.8g	Red	Stock	Stock	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	54g - 71g	4/3/1	65.2g	Red	Stock	Stock	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	54g - 71g	4/4/1	66.6g	Red	Stock	Stock	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	54g - 71g	4/4/2	68g	Red	Stock	Stock	8400 - 8600
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	54g - 71g	4/4/1	66.6g	Red	Stock	Stock	8400 - 8600
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	54g - 71g	4/4/3	69.4g	Red	Stock	Stock	8400 - 8600
Stage 2 Clutch Kits (All)		0-3000 ft	54g - 71g	See Above	69.4g	Red	*See Below	Yellow	8400 - 8600

**For mud/sand setup, use the BOSS 1 helix. For trail setup, us the BOSS 2 helix.*

2016 & UP RZR S 1000 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Set Screw should be screwed into heal to start. Then screwed forward to lower RPM over revving
If RPM's are low back screw towards the pin or change to smaller set screw, RPM's to high, Screw in towards tip

	Model	Altitude	Weight Kit	Hole 1/2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-3000 ft	49g – 79g	2/2	Medium at Heel	Red	Stock	Stock	8400 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	49g – 79g	2/2	Medium at Heel	Red	Stock	Stock	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	49g – 79g	2/3	Large at Heel	Red	Stock	Stock	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	49g – 79g	3/3	Small to tip, Large at Heel	Red	Stock	Stock	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	49g – 79g	3/3	Small to tip, Large at Heel	Red	Stock	Stock	8400 - 8600
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	49g – 79g	3/3	Medium to tip, Large at Heel	Red	Stock	Stock	8400 - 8600
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	49g – 79g	3/3	Medium to tip, Large at Heel	Red	Stock	Stock	8400 - 8600
Stage 2 Clutch Kits (All)		0-3000 ft	49g – 79g	See Above	See Above	Red	*See Below	Yellow	8400 - 8600

**For mud/sand setup, use the BOSS 1 helix. For trail setup, use the BOSS 2 helix.*

2016 & UP GENERAL 1000 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

(Clutch weight table on the next page)

2016 & UP GENERAL 1000 CLUTCH SETUP - (Continued)

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-3000 ft	54g - 71g	4/2/0	62.4g	Red	Stock	Stock	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	54g - 71g	4/3/0	63.8g	Red	Stock	Stock	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	54g - 71g	4/2/1	63.8g	Red	Stock	Stock	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	54g - 71g	4/4/1	66.6g	Red	Stock	Stock	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	54g - 71g	4/4/2	68g	Red	Stock	Stock	8400 - 8600
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	54g - 71g	4/4/1	66.6 g	Red	Stock	Stock	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	54g - 71g	4/4/3	69.4	Red	Stock	Stock	8400 - 8600
Stage 2 Clutch Kits Mud Dune Big Tire	Stock/Slip-On Only	0-3000 ft	54g - 71g	4/2/0	62.4g	Red	*Boss 1	Yellow	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	54g - 71g	4/3/0	63.8g	Red	*Boss 1	Yellow	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	54g - 71g	4/2/1	63.8g	Red	*Boss 1	Yellow	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	54g - 71g	4/4/1	66.6g	Red	*Boss 1	Yellow	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	54g - 71g	4/4/2	68g	Red	*Boss 1	Yellow	8400 - 8600
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	54g - 71g	4/4/1	66.6 g	Red	*Boss 1	Yellow	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	54g - 71g	4/4/3	69.4	Red	*Boss 1	Yellow	8400 - 8600
Stage 2 Clutch Kits Trail	Stock/Slip-On Only	0-3000 ft	54g - 71g	3/3/1	62.4g	Red	Boss -2	Yellow	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	54g - 71g	4/3/0	63.8g	Red	Boss -2	Yellow	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	54g - 71g	4/2/1	63.8g	Red	Boss -2	Yellow	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	54g - 71g	4/4/1	66.6g	Red	Boss -2	Yellow	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	54g - 71g	4/4/2	68g	Red	Boss -2	Yellow	8400 - 8600
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	54g - 71g	4/4/1	66.6 g	Red	Boss -2	Yellow	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	54g - 71g	4/4/3	69.4	Red	Boss -2	Yellow	8400 - 8600
Stage 2 Clutch Kits	Stock/Slip-On Only	0-3000 ft	54g - 71g	3/3/1	62.4g	Red	Boss -2	Yellow	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	54g - 71g	4/3/0	63.8g	Red	Boss -2	Yellow	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	54g - 71g	4/2/1	63.8g	Red	Boss -2	Yellow	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	54g - 71g	4/4/1	66.6g	Red	Boss -2	Yellow	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	54g - 71g	4/4/2	68g	Red	Boss -2	Yellow	8400 - 8600
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	54g - 71g	4/4/1	66.6 g	Red	Boss -2	Yellow	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	54g - 71g	4/4/3	69.4	Red	Boss -2	Yellow	8400 - 8600
Stage 3 Clutch Kits	Stock/Slip-On Only	0-3000 ft	54g - 71g	4/2/0	62.4g	Red	TSS03 - 1	Silver	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	54g - 71g	4/3/0	63.8g	Red	TSS03 - 1	Silver	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	54g - 71g	4/2/1	63.8g	Red	TSS03 - 1	Silver	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	54g - 71g	4/4/1	66.6g	Red	TSS03 - 1	Silver	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	54g - 71g	4/4/2	68g	Red	TSS03 - 1	Silver	8400 - 8600
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	54g - 71g	4/4/1	66.6 g	Red	TSS03 - 1	Silver	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	54g - 71g	4/4/3	69.4	Red	TSS03 - 1	Silver	8400 - 8600

2016 & UP GENERAL 1000 SNYPR KIT

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the tip set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the tip set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Set Screw should be screwed into heal to start. Then screwed forward to lower RPM over revving
If RPM's are low back screw towards the pin or change to smaller set screw, RPM's to high, Screw in towards tip

(Clutch weight table on the next page)

2016 & UP GENERAL 1000 SNPYR - (Continued)

	Model	Altitude	Weight Kit	Hole 1/2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock/Slip-On Only	0-3000 ft	49g – 79g	1/2	Long to tip	Red	Stock	Stock	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	Stock	Stock	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	Stock	Stock	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	Stock	Stock	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	49g – 79g	2/2	Long to the tip, Medium	Red	Stock	Stock	8500 - 8700
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	Stock	Stock	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	49g – 79g	3/3	Long to the tip, small	Red	Stock	Stock	8500 - 8700
Stage 2 Clutch Kits Mud Dune Big Tire	Stock/Slip-On Only	0-3000 ft	49g – 79g	½	Long to tip	Red	*Boss 1	Yellow	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	*Boss 1	Yellow	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	*Boss 1	Yellow	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	*Boss 1	Yellow	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	49g – 79g	2/2	Long to the tip, Medium	Red	*Boss 1	Yellow	8500 - 8700
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	*Boss 1	Yellow	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	49g – 79g	3/3	Long to the tip, small	Red	*Boss 1	Yellow	8500 - 8700
Stage 2 Clutch Kits Trail	Stock/Slip-On Only	0-3000 ft	49g – 79g	1/2	Long to tip	Red	Boss -2	Yellow	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	Boss -2	Yellow	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	Boss -2	Yellow	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	Boss -2	Yellow	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	49g – 79g	2/2	Long to the tip, Medium	Red	Boss -2	Yellow	8500 - 8700
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	Boss -2	Yellow	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	49g – 79g	3/3	Long to the tip, small	Red	Boss -2	Yellow	8500 - 8700
Stage 3 Big Tire Clutch Kits	Stock/Slip-On Only	0-3000 ft	49g – 79g	1/2	Long to tip	Red	TSS03 - 2	Silver	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	TSS03 - 2	Silver	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	TSS03 - 2	Silver	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	TSS03 - 2	Silver	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	49g – 79g	2/2	Long to the tip, Medium	Red	TSS03 - 2	Silver	8500 - 8700
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	TSS03 - 2	Silver	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	49g – 79g	3/3	Long to the tip, small	Red	TSS03 - 2	Silver	8500 - 8700
Stage 3 Clutch Kits	Stock/Slip-On Only	0-3000 ft	49g – 79g	1/2	Long to tip	Red	TSS03 - 1	Silver	8500 - 8600
	Level 1(Stock or Slip-on with Tune)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	TSS03 - 1	Silver	8400 - 8600
	Level 2 (Tune + Full Exhaust)	0-3000 ft	49g – 79g	1/2	Long to tip	Red	TSS03 - 1	Silver	8400 - 8600
	Level 3 (Tune + Exhaust + Cams)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	TSS03 - 1	Silver	8400 - 8600
	Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	49g – 79g	2/2	Long to the tip, Medium	Red	TSS03 - 1	Silver	8500 - 8700
	Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	49g – 79g	2/2	Long to the tip, small	Red	TSS03 - 1	Silver	8300 - 8500
	Level 6 (Tune + Exhaust + AirXtreme + Bigbore)	0-3000 ft	49g – 79g	3/3	Long to the tip, small	Red	TSS03 - 1	Silver	8500 - 8700

2017 RANGER 1000 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock	0-3000 ft	54g - 71g	3/4/4	69.4g	Red	Stock	Stock	7150 - 7250
	Level 1(BMP Tune)	0-3000 ft	54g - 71g	1/2/2	61g	Red	Stock	Stock	7850 - 7950
	Level 2 (Tune + Exhaust)	0-3000 ft	54g - 71g	2/2/2	62.4g	Red	Stock	Stock	8050 - 8150
Stage 2 Clutch Kits Mud Dune Big Tire	Stock	0-3000 ft	54g - 71g	4/4/4	71g	Red	Boss 1	Orange	7150 - 7250
	Level 1(BMP Tune)	0-3000 ft	54g - 71g	2/3/3	65.2g	Red	Boss 1	Orange	7850 - 7950
	Level 2 (Tune + Exhaust)	0-3000 ft	54g - 71g	3/3/3	66.6g	Red	Boss 1	Orange	8050 - 8150
Stage 2 Clutch Kits Trail	Stock	0-3000 ft	54g - 71g	4/4/4	71g	Red	Boss 2	Orange	8500 - 8600
	Level 1(BMP Tune)	0-3000 ft	54g - 71g	2/3/3	65.2g	Red	Boss 2	Orange	7150 - 7250
	Level 2 (Tune + Exhaust)	0-3000 ft	54g - 71g	3/3/3	66.6g	Red	Boss 2	Orange	7850 - 7950

2017 RANGER 1000 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Set Screw should be screwed into heal to start. Then screwed forward to lower RPM over revving
If RPM's are low back screw towards the pin or change to smaller set screw, RPM's to high, Screw in towards tip

	Model	Altitude	Weight Kit	Hole 1/2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock	0-3000 ft	49g – 79g	3/4	Medium at Heel	Red	Stock	Stock	7150 - 7250
	Level 1(BMP Tune)	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Stock	Stock	7850 - 7950
	Level 2 (Tune + Exhaust)	0-3000 ft	49g – 79g	2/2	Medium at Heel	Red	Stock	Stock	8050 - 8150
Stage 2 Clutch Kits Mud Dune Big Tire	Stock	0-3000 ft	49g – 79g	3/4	Medium at Heel	Red	Boss 1	Orange	7150 - 7250
	Level 1(BMP Tune)	0-3000 ft	49g – 79g	2/3	Medium at Heel	Red	Boss 1	Orange	7850 - 7950
	Level 2 (Tune + Exhaust)	0-3000 ft	49g – 79g	3/3	Medium at Heel	Red	Boss 1	Orange	8050 - 8150
Stage 2 Clutch Kits Trail	Stock	0-3000 ft	49g – 79g	3/4	Medium at Heel	Red	Boss 2	Orange	8500 - 8600
	Level 1(BMP Tune)	0-3000 ft	49g – 79g	2/3	Medium at Heel	Red	Boss 2	Orange	7150 - 7250
	Level 2 (Tune + Exhaust)	0-3000 ft	49g – 79g	3/3	Medium at Heel	Red	Boss 2	Orange	7850 - 7950

2018 & UP RANGER 1000 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- Note performance Tune will want to Rev higher going down the trail for cruising speeds. Most People will want to use the (TRAIL,WORK) setup
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Level 0 – Improved Stock	0-3000 ft	66g - 82g	3/1/1	73g	Black / Red	Stock	Stock	7150 - 7250
	Level 1 – Slip-On Exhaust (PERFORMANCE)	0-3000 ft	56g - 72g	0/2/1	60.2g	Black / Red	Stock	Stock	7800 - 8000
	Level 1 – Slip-On Exhaust (TRAIL, WORK)	0-3000 ft	56g - 72g	2/2/1	63g	Black / Red	Stock	Stock	7350 - 7650

Stage 2 Clutch Kits for Mud, Dune, Big Tire & Stage 2 Clutch Kits for Trail coming soon...

2016-UP RZR XC/S 900 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock	0-3000 ft	54g - 71g	2/2/1	61g	Red	Stock	Stock	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	54g - 71g	2/2/1	61g	Red	Stock	Stock	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	54g - 71g	2/2/1	61g	Red	Stock	Stock	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	54g - 71g	2/2/2	62.4g	Red	Stock	Stock	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	54g - 71g	3/3/2	65.2g	Red	Stock	Stock	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	54g - 71g	2/3/2	63.8g	Red	Stock	Stock	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	54g - 71g	2/3/2	63.8g	Red	Stock	Stock	8700 - 8900
Stage 2 Clutch Kits	Stock	0-3000 ft	54g - 71g	2/2/1	61g	Red	Boss - 2	Yellow	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	54g - 71g	2/2/1	61g	Red	Boss - 2	Yellow	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	54g - 71g	2/2/1	61g	Red	Boss - 2	Yellow	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	54g - 71g	2/2/2	62.4g	Red	Boss - 2	Yellow	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	54g - 71g	3/3/2	65.2g	Red	Boss - 2	Yellow	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	54g - 71g	2/3/2	63.8g	Red	Boss - 2	Yellow	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	54g - 71g	2/3/2	63.8g	Red	Boss - 2	Yellow	8700 - 8900

2016-UP RZR XC/S 900 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Set Screw should be screwed into heal to start. Then screwed forward to lower RPM over revving
If RPM's are low back screw towards the pin or change to smaller set screw, RPM's to high, Screw in towards tip

	Model	Altitude	Weight Kit	Hole 1/2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Stock	Stock	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Stock	Stock	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Stock	Stock	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Red	Stock	Stock	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Red	Stock	Stock	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	49g – 79g	2/2	Small at Tip, Long at Heel	Red	Stock	Stock	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	49g – 79g	3/3	Small at Tip, Long at Heel	Red	Stock	Stock	8700 - 8900
Stage 2 Clutch Kits	Stock	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Boss - 2	Yellow	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Boss - 2	Yellow	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Boss - 2	Yellow	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Red	Boss - 2	Yellow	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Red	Boss - 2	Yellow	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	49g – 79g	2/2	Small at Tip, Long at Heel	Red	Boss - 2	Yellow	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	49g – 79g	3/3	Small at Tip, Long at Heel	Red	Boss - 2	Yellow	8700 - 8900

2015 RZR XC/S 900 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock	0-3000 ft	54g - 71g	2/2/1	61g	Red	Stock	Stock	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	54g - 71g	2/2/1	61g	Red	Stock	Stock	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	54g - 71g	2/2/1	61g	Red	Stock	Stock	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	54g - 71g	2/2/2	62.4g	Red	Stock	Stock	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	54g - 71g	3/3/2	65.2g	Red	Stock	Stock	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	54g - 71g	2/3/2	63.8g	Red	Stock	Stock	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	54g - 71g	2/3/2	63.8g	Red	Stock	Stock	8700 - 8900
Stage 2 / 3 Clutch Kits	Stock	0-3000 ft	54g - 71g	2/1/1	61g	Red	TSSO3 - 1	Silver	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	54g - 71g	2/1/1	61g	Red	TSSO3 - 1	Silver	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	54g - 71g	2/1/1	61g	Red	TSSO3 - 1	Silver	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	54g - 71g	2/2/1	62.4g	Red	TSSO3 - 1	Silver	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	54g - 71g	2/3/2	65.2g	Red	TSSO3 - 1	Silver	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	54g - 71g	2/2/2	63.8g	Red	TSSO3 - 1	Silver	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	54g - 71g	2/2/2	63.8g	Red	TSSO3 - 1	Silver	8700 - 8900

2015 RZR XC/S 900 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Weight should be screwed into heal to start. Then screwed forward to lower MPH RPM over revving.
If RPM's are low back screw towards the pin, RPM's to high, Screw in towards tip

	Model	Altitude	Weight Kit	Hole 1/2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Stock	Stock	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Stock	Stock	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	Stock	Stock	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Red	Stock	Stock	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Red	Stock	Stock	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	49g – 79g	2/3	Small at Tip, Long at Heel	Red	Stock	Stock	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	49g – 79g	3/3	Small at Tip, Long at Heel	Red	Stock	Stock	8700 - 8900
Stage 2 / 3 Clutch Kits	Stock	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	TSSO3 - 1	Silver	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	TSSO3 - 1	Silver	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	49g – 79g	1/2	Medium at Heel	Red	TSSO3 - 1	Silver	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Red	TSSO3 - 1	Silver	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Red	TSSO3 - 1	Silver	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	49g – 79g	2/3	Small at Tip, Long at Heel	Red	TSSO3 - 1	Silver	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	49g – 79g	3/3	Small at Tip, Long at Heel	Red	TSSO3 - 1	Silver	8700 - 8900

2013 & UP RANGER 900 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM..
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2 This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

	Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock	0-3000 ft	66 - 82g	3/2/1	80.4g	Red	Stock	Stock	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	54g - 71g	2/2/1	61g	Red	Stock	Stock	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	54g - 71g	2/2/1	61g	Red	Stock	Stock	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	54g - 71g	2/2/2	62.4g	Red	Stock	Stock	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	54g - 71g	3/3/2	65.2g	Red	Stock	Stock	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	54g - 71g	2/3/2	63.8g	Red	Stock	Stock	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	54g - 71g	2/3/2	63.8g	Red	Stock	Stock	8700 - 8900
Stage 2 / 3 Clutch Kits ('13 - '15 only)	Stock	0-3000 ft	72 - 89g	2/2/1	79g	Red	TSSO3 - 1	Silver	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	54g - 71g	2/1/1	59.6g	Red	TSSO3 - 1	Silver	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	54g - 71g	2/1/1	59.6g	Red	TSSO3 - 1	Silver	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	54g - 71g	2/2/1	61g	Red	TSSO3 - 1	Silver	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	54g - 71g	2/3/2	63.8g	Red	TSSO3 - 1	Silver	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	54g - 71g	2/2/2	62.4g	Red	TSSO3 - 1	Silver	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	54g - 71g	2/2/2	62.4g	Red	TSSO3 - 1	Silver	8700 - 8900

2013 & UP RANGER 900 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM..
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Weight should be screwed into heal to start. Then screwed forward to lower MPH RPM over revving.
If RPM's are low back screw towards the pin, RPM's to high, Screw in towards tip

	Model	Altitude	Weight Kit	Hole 1/2/3	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits	Stock	0-3000 ft	66 - 82g	3/2/1	N/A	Red	Stock	Stock	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	49g – 79g	2/2	Medium at Heel	Red	Stock	Stock	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	49g – 79g	2/2	Medium at Heel	Red	Stock	Stock	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	49g – 79g	2/2	Medium at Heel	Red	Stock	Stock	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	49g – 79g	3/3	Long at Heel	Red	Stock	Stock	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	49g – 79g	2/3	Long at Heel	Red	Stock	Stock	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	49g – 79g	2/3	Long at Heel	Red	Stock	Stock	8700 - 8900
Stage 2 / 3 Clutch Kits ('13 - '15 only)	Stock	0-3000 ft	72 - 89g	2/2/1	N/A	Red	TSSO3 - 1	Silver	7700 - 7900
	Level 1(BMP Tune)	0-3000 ft	49g – 79g	2/1	Medium at Heel	Red	TSSO3 - 1	Silver	7900 – 8100
	Level 2 (Tune / Exhaust)	0-3000 ft	49g – 79g	2/1	Medium at Heel	Red	TSSO3 - 1	Silver	8200 - 8400
	Level 3 (Tune / Exhaust / Cams)	0-3000 ft	49g – 79g	2/2	Medium at Heel	Red	TSSO3 - 1	Silver	8200 - 8400
	Level 4 (Tune / Exhaust / Big Bore)	0-3000 ft	49g – 79g	2/3	Long at Heel	Red	TSSO3 - 1	Silver	7600 - 7800
	Level 5 (Tune / Exhaust / Big Bore / Cam)	0-3000 ft	49g – 79g	2/2	Long at Heel	Red	TSSO3 - 1	Silver	8500 - 8700
	Level 6 (Tune / Exhaust / Big Bore / Cam / Big Valves)	0-3000 ft	49g – 79g	2/2	Long at Heel	Red	TSSO3 - 1	Silver	8700 - 8900

2011 – 14 RZR XP 900 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS MIDDLE, #3 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet from holes 2 and 3. If no magnets in hole 3 remove from holes 1and 2
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done
- First hole towards the pin is 0 - 25 MPH, second hole is 25 - 50 MPH, Third hole is 50 plus MPH

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stock / Slip-On Only	0-3000 ft	54g - 71g	2/2/2	62.4g	Silver	TSS03 - 1	Silver	7600 - 7800
BMP Full Exhaust	0-3000 ft	54g - 71g	2/2/2	62.4g	Silver	TSS03 - 1	Silver	8000 – 8200
BMP Stage 1 Bolt On Kit	0-3000 ft	54g - 71g	2/2/2	62.4g	Silver	TSS03 - 1	Silver	8300 - 8400
BMP 935cc Complete Big Bore	0-3000 ft	54g - 71g	4/3/3	68g	Silver	TSS03 - 1	Silver	8600 - 8800
Turbo Kit 6 PSI	0-3000 ft	54g - 71g	1/0/0	73.4g	Silver	TSS03 - 6	Silver	8600 - 8800
Custom Set Up	0-3000 ft	54g - 71g	2/2/1	61g	Silver	TSS03 - 6	Silver	7600 - 7800

2011 – 14 RZR XP 900 SNYPR CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

13. Remove the clutch cover by removing all the 8 mm head bolts.
14. Removing the shock is not necessary but makes this job much easier.
15. Now Remove the primary clutch bolt.
16. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
17. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
18. Slide the sheave all the way down which will allow the weights to swing free.
19. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
20. Replace those with the properly set up BMP magnetic adjustable weights.
21. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
22. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
23. Insert the primary clutch bolt and torque to 98ft/lbs.
24. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

12. Make sure your belt is removed before trying to remove the secondary clutch!
13. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
14. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
15. You can now remove the 3 torx bolts holding the aluminum retainer in place.
16. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
17. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
18. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
19. Torque the secondary bolt to 35-40 ft-lbs.
20. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
21. Torque the primary bolt to 75ft/lbs.
22. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN, #2 IS THE TIP OF THE WEIGHT
- For Elevation above 5,000 feet remove 1 magnet
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Weight should be screwed into heal to start. Then screwed forward to lower MPH RPM over revving.
If RPM's are low back screw towards the pin, RPM's to high, Screw in towards tip

Model	Altitude	Weight Kit	Hole 1/2	Set Screw	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stock / Slip-On Only	0-3000 ft	49g – 79g	1/2	Medium at Heel	Silver	TSS03 - 1	Silver	7600 - 7800
BMP Full Exhaust	0-3000 ft	49g – 79g	1/2	Medium at Heel	Silver	TSS03 - 1	Silver	8000 – 8200
BMP Stage 1 Bolt On Kit	0-3000 ft	49g – 79g	1/2	Medium at Heel	Silver	TSS03 - 1	Silver	8300 - 8400
BMP 935cc Complete Big Bore	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Silver	TSS03 - 1	Silver	8600 - 8800
Turbo Kit 6 PSI	0-3000 ft	49g – 79g	2/2	Small at Tip, Medium at Heel	Silver	TSS03 - 6	Silver	8600 - 8800
Custom Set Up	0-3000 ft	49g – 79g	2/3	Small at Tip, Long at Heel	Silver	TSS03 - 6	Silver	7600 - 7800

2008 - 10 RZR / RZR S 800 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN
- For Elevation above 5,000 feet remove 1 magnet from holes 3 and 4. If no magnets in hole 4 remove from holes 2 and 3
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Model	Altitude	Weight Kit	Hole 1/2/3/4	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stock / Slip-On Only	0-3000 ft	56g – 78g	2/2/1/1	61.6g	Red/Purple	TSS03 - 3	Silver	6500 - 6600
BMP Full Exhaust	0-3000 ft	56g – 78g	3/2/1/1	63g	Red/Purple	TSS03 - 3	Silver	6500 - 6600
BMP Bolt On Kit	0-3000 ft	56g – 78g	2/2/1/1	64.4g	Red/Purple	TSS03 - 3	Silver	6500 - 6600
BMP 82mm Big Bore + Supporting Mods	0-3000 ft	56g – 78g	3/3/3/3	72.8g	Red/Purple	TSS03 - 3	Silver	6500 - 6600
BMP Turbo Kit 6 - 8 PSI	0-3000 ft	72g - 90g	2/2/3/3	86g	Red/Purple	TSS03 - 3	Silver	6500 - 6600

2011 - 14 RZR / RZR S 800 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN
- For Elevation above 5,000 feet remove 1 magnet from holes 3 and 4. If no magnets in hole 4 remove from holes 2 and 3
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Model	Altitude	Weight Kit	Hole 1/2/3/4	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stock / Slip-On Only	0-3000 ft	56g – 78g	1/1/1/1	61.6g	Red/Purple	TSS03 - 3	Silver	6500 - 6600
BMP Full Exhaust	0-3000 ft	56g – 78g	2/1/1/1	63g	Red/Purple	TSS03 - 3	Silver	6500 - 6600
BMP Bolt On Kit	0-3000 ft	56g – 78g	2/2/1/1	64.4g	Red/Purple	TSS03 - 3	Silver	6500 - 6600
BMP 82mm Big Bore + Supporting Mods	0-3000 ft	56g – 78g	3/3/3/3	72.8g	Red/Purple	TSS03 - 3	Silver	6500 - 6600
BMP Turbo Kit 6 - 8 PSI	0-3000 ft	72g - 90g	2/2/3/3	86g	Red/Purple	TSS03 - 3	Silver	6500 - 6600

2010 - 14 RANGER XP 800 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN
- For Elevation above 5,000 feet remove 1 magnet from holes 3 and 4. If no magnets in hole 4 remove from holes 2 and 3
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Model	Altitude	Weight Kit	Hole 1/2/3/4	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stock / Slip-On Only	0-3000 ft	56g – 78g	3/2/2/1	67.2g	Silver	TSS03 - 3	Silver	5900 - 6100
BMP Full Exhaust	0-3000 ft	56g – 78g	3/3/2/1	68.6g	Silver	TSS03 - 3	Silver	5900 - 6100
Power & Speed Kit (7000 RPM Limited)	0-3000 ft	56g – 78g	3/2/2/1	67.2g	Silver	TSS03 - 3	Silver	6200 - 6400
Full Exhaust + PCV (7000 RPM Limited)	0-3000 ft	56g – 78g	3/2/2/1	67.2g	Silver	TSS03 - 3	Silver	6200 - 6400
BMP Turbo Kit 6 - 8 PSI	0-3000 ft	72g - 94g	2/3/3/3	87.4g	Silver	58	Silver	6400 - 6600

2010 - 14 RANGER 800 CREW 6x6 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN
- For Elevation above 5,000 feet remove 1 magnet from holes 3 and 4. If no magnets in hole 4 remove from holes 2 and 3
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Model	Altitude	Weight Kit	Hole 1/2/3/4	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stock / Slip-On Only	0-3000 ft	56g – 78g	3/2/2/1	67.2g	Silver	TSS03 - 3	Silver	5900 - 6100
BMP Full Exhaust	0-3000 ft	56g – 78g	3/3/2/2	70g	Silver	TSS03 - 3	Silver	5900 - 6100
Power & Speed Kit (7000 RPM Limited)	0-3000 ft	56g – 78g	3/2/2/2	68.6g	Silver	TSS03 - 3	Silver	6200 - 6400
Full Exhaust + PCV (7000 RPM Limited)	0-3000 ft	56g – 78g	3/2/2/2	68.6g	Silver	TSS03 - 3	Silver	6200 - 6400
BMP Turbo Kit 6 - 8 PSI	0-3000 ft	72g - 94g	2/3/3/3	87.4g	Silver	58	Silver	6400 - 6600

RANGER 700 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN
- For Elevation above 5,000 feet remove 1 magnet from holes 3 and 4. If no magnets in hole 4 remove from holes 2 and 3
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Model	Altitude	Weight Kit	Hole 1/2/3/4	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stock / Slip-On Only	0-3000 ft	56g – 78g	1/1/1/1	61.6	Red/Yellow	80/60/40	Silver	6000 - 6200
BMP Full Exhaust	0-3000 ft	56g – 78g	2/1/1/1	63g	Red/Yellow	80/60/40	Silver	6000 - 6200
Full Exhaust + PCV (7000 RPM Limited)	0-3000 ft	56g – 78g	2/1/0/0	60.2g	Red/Yellow	80/60/40	Silver	6500 - 6700
BMP Turbo Kit 6 - 8 PSI	0-3000 ft	72g - 94g	1/1/2/0	77.6g	Silver	65/63/62/60	Silver	6500 - 6700

SPORTSMAN 800 CLUTCH SETUP

PRIMARY CLUTCH REMOVAL

1. Remove the clutch cover by removing all the 8 mm head bolts.
2. Removing the shock is not necessary but makes this job much easier.
3. Now Remove the primary clutch bolt.
4. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine.
5. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand.
6. Slide the sheave all the way down which will allow the weights to swing free.
7. Using a 1/8" Allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place.
8. Replace those with the properly set up BMP magnetic adjustable weights.
9. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.
10. (If you bought a stage 2, skip to Part 2 at this time) With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft.
11. Insert the primary clutch bolt and torque to 98ft/lbs.
12. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SECONDARY SPRING INSTALLATION

(Stage 2 kits only)

1. Make sure your belt is removed before trying to remove the secondary clutch!
2. Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip.
3. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminum spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools!
4. You can now remove the 3 torx bolts holding the aluminum retainer in place.
5. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix.
6. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue Loctite on the 3 torx bolts when installing.
7. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place.
8. Torque the secondary bolt to 35-40 ft-lbs.
9. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crank shaft.
10. Torque the primary bolt to 75ft/lbs.
11. Now re-install your primary clutch cover and check peak RPM according to the below chart.

SET UP TIPS

- If running 29" - 30" Paddles Remove 1 magnet from the set up if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the set up if possible
- If running tracks, add 2 - 3 magnets to the above setups
- Magnets = 1.4 Grams = 75 - 150 RPM Change (In Most Cases)
- More tip weight will increase engagement RPM to help the clutch shift out further for more high-speed riding.
- More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
- More Weight = Less Peak RPM, Less Weight = More Peak RPM.
- RZR 4 models run the same setups due to lower gearing.
- HOLE #1 IS ALWAYS CLOSEST TO THE PIN
- For Elevation above 5,000 feet remove 1 magnet from holes 3 and 4. If no magnets in hole 4 remove from holes 2 and 3
- This is a base setting for weights. Because of so many Tire and accessory options fine tuning may need to be done

Model	Altitude	Weight Kit	Hole 1/2/3/4	Total Grams	Primary Spring	Helix	Secondary Spring	Peak RPM @ 55 MPH
Stock / Slip-On Only	0-3000 ft	56g – 78g	2/1/1/1	63g	Red/Purple	TSS03 - 4	Silver	6200 - 6300
BMP Full Exhaust	0-3000 ft	56g – 78g	2/2/1/1	64.4g	Red/Purple	TSS03 - 4	Silver	6250 - 6450
Full Exhaust + PCV (7000 RPM Limited)	0-3000 ft	56g – 78g	2/1/2/0	60.2g	Silver	TSS03 - 4	Silver	6500 - 6600