

Fits: 2012-2018 Polaris Ranger 570 "Non-EBS" Mid Size CREW (3/22/23)
Stock Tires
0-3,000ft Elevation

ITEMS INCLUDED:

- Drive Spring – Yellow
- Driven Spring – Maroon
- Weights – WEDGE65 (3)
- Drive Belt – 1143 Series
- Instructions
- Decals

TOOLS NEEDED:

- Floor jack & safety stands
- Drive clutch puller
- Driven clutch compression tool
- 3/8" metric socket set
- 13/16"
- 5/8" socket
- 15mm socket
- Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

Need help with your installation?



sales@superatv.com



www.superatv.com



1-855-743-3427



8:00am - 8:00pm EST M-Th
8:00am - 7:00pm EST Friday
9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

Thank You

For Choosing

SUPERATV.COM[®]

Jack up rear end.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove drive clutch bolt – 5/8" socket.
Install puller and remove drive clutch.
Remove driven clutch bolt using 15mm socket.
Remove outer driven clutch sheave.
Notice gold colored washer on remaining clutch sheave.
Remove belt.
Remove clutch sheave.
Clean/wipe/blow dust from drive clutch assembly.
Scuff clutch sheaves with a Scotch Brit pad. Wipe faces of clutch sheaves with contact cleaner on a clean rag.
Install supplied weights in drive clutch. Torque weight bolt nuts to 20 in lbs.
The blue plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.
Install **Yellow** drive clutch spring.
Install cover and torque cover bolts to 9 ft lbs.
Clean/wipe/blow dust from driven clutch assembly.
Scuff clutch sheaves with a Scotch Brit pad. Wipe faces of clutch sheaves with contact cleaner on a clean rag.
Install driven clutch sheave with spring cone into compression tool.
Tighten slightly against spring cover.
Remove 6 torque screws (#30) and release the tension on compression tool.
Inspect rollers at this time for wear. Contact us about upgraded replacement rollers.
Remove stock driven spring and install **Maroon** driven spring.
Install cover and torque cover bolts to 9 ft lbs.
Slide driven clutch onto shaft and then install and torque driven clutch bolt to 40 lbs.
Install drive belt so that you can read the part numbers when installed.
Install drive clutch through belt and onto engine stub shaft.
Install drive clutch bolt and torque to 47-50ft lbs.
Verify that all parts have been installed and torqued to proper Polaris specs.
POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears. If it is hard to shift contact your dealer for transmission alignment. This is an underlying problem from the factory when it was assembled.
Install clutch cover and torque cover screws to 5 ft. lbs.
Verify that all items have been properly installed & properly torqued.
After verifying that all items have been properly installed/torqued start engine.
Engagement should be 1700-1900rpm and very smooth after initial engagement.
Top rpm should be 6800-7000 under full throttle.
Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
Failure to do so could cause future damage to clutches or injury to operator.
If you have any problems/questions on this kit **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual, or Polaris Industries



2753 Michigan Road • Madison, Indiana 47250 • 855-743-3427

INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

Fits: 2012-2018 Polaris Ranger 570 Non-EBS Mid Size

(3/21/2023)

Stock Tires

0-3,000ft Elevation

ITEMS INCLUDED:

Drive Spring – Yellow
Driven Spring – Maroon
Weights – WEDGE65 (3)
Drive Belt – DBPO1143
Instructions
Decals

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

**Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
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Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.**

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Jack up rear end.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove drive clutch bolt – 5/8" socket.
Install puller and remove drive clutch.
Remove driven clutch bolt using 15mm socket.
Remove outer driven clutch sheave.
Notice gold colored washer on remaining clutch sheave.
Remove belt.
Remove clutch sheave.
Clean/wipe/blow dust from drive clutch assembly.
Scuff clutch sheaves with a Scotch Brit pad. Wipe faces of clutch sheaves with contact cleaner on a clean rag.
Install supplied weights in drive clutch. Torque weight bolt nuts to 20 in lbs.
The blue plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.
Install **Yellow** drive clutch spring.
Install cover and torque cover bolts to 9 ft lbs.
Clean/wipe/blow dust from driven clutch assembly.
Scuff clutch sheaves with a Scotch Brit pad. Wipe faces of clutch sheaves with contact cleaner on a clean rag.
Install driven clutch sheave with spring cone into compression tool.
Tighten slightly against spring cover.
Remove 6 torque screws (#30) and release the tension on compression tool.
Inspect rollers at this time for wear. Contact us about upgraded replacement rollers.
Remove stock driven spring and install **Maroon** driven spring.
Install cover and torque cover bolts to 9 ft lbs.
Slide Driven clutch onto shaft and then install and torque driven clutch bolt to 40 lbs.
Install drive belt so that you can read the part numbers when installed.
Install drive clutch through belt and onto engine stub shaft.
Install drive clutch bolt and torque to 47-50ft lbs.
Verify that all parts have been installed and torqued to proper Polaris specs.
POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears. If it is hard to shift contact your dealer for transmission alignment. This is an underlying problem from the factory when it was assembled.
Install clutch cover and torque cover screws to 5 ft. lbs.
Verify that all items have been properly installed & properly torqued.
After verifying that all items have been properly installed/torqued start engine.
Engagement should be 1700-1900rpm and very smooth after initial engagement.
Top rpm should be 6800-7000 under full throttle.
Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
Failure to do so could cause future damage to clutches or injury to operator.
If you have any problems/questions on this kit **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual, or Polaris Industries



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INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

Fits: 2012-2018 Polaris Ranger 570 Non-EBS Mid Size Crew

(3/22/2023)

Stock Tires

3-6000ft Elevation

ITEMS INCLUDED:

Drive Spring - Yellow
Driven Spring - Maroon
Weights - WEDGE61 (3)
Driven Belt - 1143 Series
Instructions
Decals

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

**Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.**

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Jack up rear end.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove drive clutch bolt – 5/8" socket.
Install puller and remove drive clutch.
Remove driven clutch bolt using 15mm socket.
Remove outer driven clutch sheave.
Notice gold colored washer on remaining clutch sheave.
Remove belt.
Remove clutch sheave.
Install supplied weights in drive clutch. Torque weight bolt nuts to 20 inch lbs.
The blue plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.
Install **Yellow** drive clutch spring.
Install cover and torque cover bolts to 9 foot lbs.
Install driven clutch sheave with spring cone into compression cool.
Tighten slightly against spring cover.
Remove 6 torque screws (#30) and release the tension on compression tool.
Inspect rollers at this time for wear. Contact us about an upgraded replacement roller.
Remove stock driven spring and install **Maroon** driven spring.
Install cover and torque cover bolts to 9 foot lbs.
Slide driven clutch.
Install and torque driven clutch bolt to 40lbs.
Install drive belt so that you can read the part numbers when installed.
Install drive clutch through belt and onto engine stub shaft.
Install drive clutch bolt and torque to 47-50ft lbs.
Verify that all parts have been installed and torqued to proper Polaris specs.
Install clutch cover and torque cover screws to 5 foot lbs.
Verify that all items have been properly installed & properly torqued.
After verifying that all items have been properly installed/torqued start engine.
POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears. If it is hard to shift contact your dealer for transmission alignment. This is an underlying problem from the factory when it was assembled.
Engagement should be 1800-1950rpm and very smooth after initial engagement.
Top rpm should be 6800-7000 under full throttle.
Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
Failure to do so could cause future damage to clutches or injury to operator.
If you have any problems/questions on this kit **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual, or Polaris Industries

Fits: 2012-2018 Polaris Ranger 570 Non-EBS Mid Size
Stock Tires
3-6000ft Elevation

(3/22/23)

ITEMS INCLUDED:

Drive Spring - Yellow
Driven Spring - Maroon
Weights - WEDGE61 (3)
Driven Belt
Instructions
Decals

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

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Jack up rear end.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove drive clutch bolt – 5/8" socket.
Install puller and remove drive clutch.
Remove driven clutch bolt using 15mm socket.
Remove outer driven clutch sheave.
Notice gold colored washer on remaining clutch sheave.
Remove belt.
Remove clutch sheave.
Install supplied weights in drive clutch. Torque weight bolt nuts to 20 inch lbs.
The blue plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.
Install Yellow drive clutch spring.
Install cover and torque cover bolts to 9 foot lbs.
Install driven clutch sheave with spring cone into compression tool.
Tighten slightly against spring cover.
Remove 6 torque screws (#30) and release the tension on compression tool.
Inspect rollers at this time for wear. Contact us about an upgraded replacement roller.
Remove stock driven spring and install Maroon driven spring.
Install cover and torque cover bolts to 9 foot lbs.
Slide driven clutch.
Install and torque driven clutch bolt to 40lbs.
Install drive belt so that you can read the part numbers when installed.
Install drive clutch through belt and onto engine stub shaft.
Install drive clutch bolt and torque to 47-50ft lbs.
Verify that all parts have been installed and torqued to proper Polaris specs.
Install clutch cover and torque cover screws to 5 foot lbs.
Verify that all items have been properly installed & properly torqued.
After verifying that all items have been properly installed/torqued start engine.
POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears.
If it is hard to shift contact your dealer for transmission alignment. This is an underlying problem from the factory when it was assembled.
Engagement should be 1800-1950rpm and very smooth after initial engagement.
Top rpm should be 6800-7000 under full throttle.
Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
Failure to do so could cause future damage to clutches or injury to operator.
If you have any problems/questions on this kit contact us by email at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual, or Polaris Industries

**Fits: 2012-2018 Polaris Ranger 570 Non-EBS Mid-Size
30-31" Tires
0-3,000ft Elevation**

(3/22/23)

ITEMS INCLUDED:

Drive Spring – Yellow
Driven Spring – Red
Weights – WEDGE63 (3)
Drive Belt
Instructions
Decals

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

**Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.**

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Thank You

For Choosing



Jack up rear end.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove drive clutch bolt – 5/8" socket.
Install puller and remove drive clutch.
Remove driven clutch bolt using 15mm socket.
Remove outer driven clutch sheave.
Notice gold colored washer on remaining clutch sheave.
Remove belt.
Remove clutch sheave.
Clean/wipe/blow dust from drive clutch assembly.
Scuff clutch sheaves with a Scotch Brite pad. Wipe faces of clutch sheaves with contact cleaner on a clean rag.
Install supplied weights in drive clutch. Torque weight bolt nuts to 20 in lbs.
The blue plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.
Install **Yellow** drive clutch spring.
Install cover and torque cover bolts to 9 ft lbs.
Clean/wipe/blow dust from driven clutch assembly.
Scuff clutch sheaves with a Scotch Brite pad. Wipe faces of clutch sheaves with contact cleaner on a clean rag.
Install driven clutch sheave with spring cone into compression tool.
Tighten slightly against spring cover.
Remove 6 torque screws (#30) and release the tension on compression tool.
Inspect rollers at this time for wear. Contact us about upgraded replacement rollers.
Remove stock driven spring and install **Red** driven spring.
Install cover and torque cover bolts to 9 ft lbs.
Slide Driven clutch onto shaft and then install and torque driven clutch bolt to 40 lbs.
Install drive belt so that you can read the part numbers when installed.
Install drive clutch through belt and onto engine stub shaft.
Install drive clutch bolt and torque to 47-50ft lbs.
Verify that all parts have been installed and torqued to proper Polaris specs.
POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears.
If it is hard to shift contact your dealer for transmission alignment. This is an underlying problem from the factory when it was assembled.
Install clutch cover and torque cover screws to 5 ft lbs.
Verify that all items have been properly installed & properly torqued.
After verifying that all items have been properly installed/torqued start engine.
Engagement should be 1800-1950rpm and very smooth after initial engagement.
Top rpm should be 6800-7000 under full throttle.
Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
Failure to do so could cause future damage to clutches or injury to operator.
If you have any problems/questions on this kit **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual, or Polaris Industries

**Fits: 2012-2019 Polaris Ranger 570 Non-EBS Mid Size
30-31" Tires
3-6,000ft Elevation**

(3/22/2021)

ITEMS INCLUDED:

Drive Spring – Yellow
Driven Spring – Red
Weights – WEDGE61 (3)
Drive Belt
Instructions
Decals

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

**Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.**

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Jack up rear end.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove drive clutch bolt – 5/8" socket.
Install puller and remove drive clutch.
Remove driven clutch bolt using 15mm socket.
Remove outer driven clutch sheave.
Notice gold colored washer on remaining clutch sheave.
Remove belt.
Remove clutch sheave.
Clean/wipe/blow dust from drive clutch assembly.
Scuff clutch sheaves with a Scotch Brite pad. Wipe faces of clutch sheaves with contact cleaner on a clean rag.
Install supplied weights in drive clutch. Torque weight bolt nuts to 20 in lbs.
The blue plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.
Install **Yellow** drive clutch spring.
Install cover and torque cover bolts to 9 ft lbs.
Clean/wipe/blow dust from driven clutch assembly.
Scuff clutch sheaves with a Scotch Brite pad. Wipe faces of clutch sheaves with contact cleaner on a clean rag.
Install driven clutch sheave with spring cone into compression tool.
Tighten slightly against spring cover.
Remove 6 torque screws (#30) and release the tension on compression tool.
Inspect rollers at this time for wear. Contact us about upgraded replacement rollers.
Remove stock driven spring and install **Red** driven spring.
Install cover and torque cover bolts to 9 ft lbs.
Slide Driven clutch onto shaft and then install and torque driven clutch bolt to 40 lbs.
Install drive belt so that you can read the part numbers when installed.
Install drive clutch through belt and onto engine stub shaft.
Install drive clutch bolt and torque to 47-50 ft lbs.
Verify that all parts have been installed and torqued to proper Polaris specs.
POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears. If it is hard to shift contact your dealer for transmission alignment. This is an underlying problem from the factory when it was assembled.
Install clutch cover and torque cover screws to 5 ft lbs.
Verify that all items have been properly installed & properly torqued.
After verifying that all items have been properly installed/torqued start engine.
Engagement should be 1800-1950rpm and very smooth after initial engagement.
Top rpm should be 6800-7000 under full throttle.
Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
Failure to do so could cause future damage to clutches or injury to operator.
If you have any problems/questions on this kit **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
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INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

Fits: 2015-2018 Polaris Ranger 570 Mid Size w/ EBS

(3/21/2023)

**Stock Tires / Trail
0-3000ft Elevation**

ITEMS INCLUDED:

Drive Spring - Yellow
Driven Spring - Purple
Drive Belt - 1148 Series
Weights - WedgeSS65 (3)
Decals
Instructions

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
7/8" socket 1/2"
15mm socket
Torx set
Allen set
Misc. normal shop tools

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Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.**

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Jack up rear end allowing left rear wheel to sag.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove grease fitting on a-arm.
Remove clutch cover.
Remove drive clutch retainer bolt (7/8" socket).
Remove drive clutch using clutch puller. Hand thread to get started.
Use 7/8 socket on puller. OEM torque spec is 96ft.lbs. so clutch is on there.
Remove driven clutch bolt (15mm socket)
Watch for gold washer between clutches.
Remove clutches/belt from machine.
Remove drive clutch cover bolts (6).
Clean/wipe/blow dust from drive clutch assembly.
Scuff sheaves with scotch brite pad and wipe with contact cleaner on a rag.
Install supplied weights in drive clutch.
Install supplied **YELLOW** spring in clutch.
Install cover aligning X on cover to X on clutch spider.
Compress cover/spring and install bolts and torque to 10ft.lbs.
Clean/wipe/blow dust from driven clutch assembly.
Scuff sheaves with scotch brite pad and wipe with contact cleaner on a rag.
Install driven clutch spring with compression tool.
Tighten tool cage slightly against flat area.
Remove 4 torx screws (T25). Slight heat will help.
Release pressure on spring and remove spring.
Install supplied **PURPLE** driven spring in clutch.
Stage 1 kit install stock helix. Stage 2 kit install supplied helix.
Notice Helix position. Rollers should not be parallel with the humps inside the clutch.
Tighten tool cage slightly against flat area. Align holes.
Install driven clutch assembly on unit.
Install retainer bolt and finger tighten to hold clutch assembly on shaft.
Install drive belt on driven clutch with part numbers facing the outside of the machine.
Install drive clutch thru belt and onto engine stub shaft.
Tighten driven clutch bolt to factory spec.
Install drive clutch bolt and torque.
Verify that all items have been properly installed & properly torqued.
POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears. If it is hard to shift contact your dealer for transmission alignment. This is an underlying problem from the factory when it was assembled.
Install clutch cover.
Install grease fitting.
Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
Failure to do so could cause future damage to clutches or injury to operator.
If you have any problems/questions on this kit **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating.
As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
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Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.

Fits: Polaris (Various Models)

3/15/2023

ITEMS INCLUDED:

Drive Spring
Driven Spring
Drive Belt
Weights
Instructions
Decals

STAGE 2 INCLUDES:

Helix

STAGE 3 INCLUDES:

Secondday Driven Clutch

TOOLS NEEDED:

Floor Jack & Safety Stands
Drive Clutch Puller
Driven Clutch Compression Tool
Governor Cup Removal Tool
3/8" Metric Socket Set
Allen Wrench Set
Torx Wrench Set
Miscellaneous Normal Shop Tools

**Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.**

Need help with your installation?



sales@superatv.com



www.superatv.com



1-855-743-3427



8:00am - 8:00pm EST M-Th
8:00am - 7:00pm EST Friday
9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

Thank You

For Choosing

SUPERATV.COM[®]

Remove clutch cover.
Remove drive clutch retainer bolt.
Remove drive clutch using drive clutch puller. Hand thread to get started.
OEM torque spec is 96ft-lbs
Remove driven clutch bolt.
Remove clutches/belt from machine.
Remove drive clutch cover bolts.
Clean / wipe / blow dust from drive clutch assembly.
Wipe faces of clutch sheaves with contact cleaner on a rag.
Install supplied weights in drive clutch.
Install supplied spring in clutch.
Install cover aligning X on cover to X on clutch spider.
Compress cover / spring and install bolts.
Clean / wipe / blow dust from driven clutch assembly.
Wipe faces of clutch sheaves with contact cleaner on a rag.
Install driven clutch sheave compression tool.
Tighten tool cage slightly against flat area.
Mark X on clutch for alignment.
Remove Torx screws. Slight heat will help.
Remove helix.
Release pressure on spring and remove spring.
Install supplied driven spring in clutch.
Stage 1 Kit: Install stock helix.
Stage 2 / Stage 3 Kit: Install supplied helix.
Install helix lining up installing machine roller area around rollers.
Non-machined area lines up with inside clutch raised area.
Tighten tool cage slightly against flat area. Align holes.
Install driven clutch assembly on unit.
Install retainer bolt and finger tighten to hold clutch assembly on shaft.
Install drive belt on driven clutch with part numbers so that you can read them.
Install drive clutch thru belt and onto engine stub shaft.
Tighten driven clutch bolt to factory spec.
Install drive clutch bolt and torque to factory spec.

POSSIBLE ISSUE: Checking Transmission Alignment:

Start unit without cover on.

Shift between gears.

If it is hard to shift contact your dealer for transmission alignment.

This is an underlying problem from the factory when it was assembled.

Verify that all items have been properly installed & properly torqued.

Install clutch cover.

After verifying that all items have been properly installed/torqued start engine.

Engagement should be **1800-2100**rpm after initial engagement.

Top rpm should be **7600-7900**rpm in normal operating conditions.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.

Failure to do so could cause future damage to clutches or injury to operator.

If you have any problems/questions on this kit contact us by email at SuperATV.com.

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.