

Please read all 6 pages before beginning. (4 pps of clutch info; 2 sided performance page)

Note-This is a performance part.and should be installed by a factory technician.

About Clutch Weights

What are your weights doing:

These weights control your vehicle's operating RPM. Operating RPM is the RPM your engine runs during full throttle. Add weight to lower the operating RPM. Subtract weight to raise operating RPM.

Why this is important:

Your vehicle makes its peak power at a given RPM. This is your target RPM. For example, a Polaris RZR 900XP is typically around 8200 RPM. You must first know your target RPM. (see below) If you are off just 200 RPM you can be down 5 HP. If you are off 500 RPM you can be down 10 HP. Your goal is to make your clutch get to its target operating RPM as quickly as possible and hold it there as long as possible.

RZR 900XP Alba Stage 1 and 2 = 8200 RPM

RZR 1000 Alba Stage 1 or 2 = 8300 RPM

Others—contact your performance parts company or builder for this info

How to check your operating RPM:

Find a safe spot in the terrain where you will be riding to do a full run from stop to full speed. Use a passenger (or set up a video) to watch your tachometer during your run to verify your operating RPM throughout the entire run.

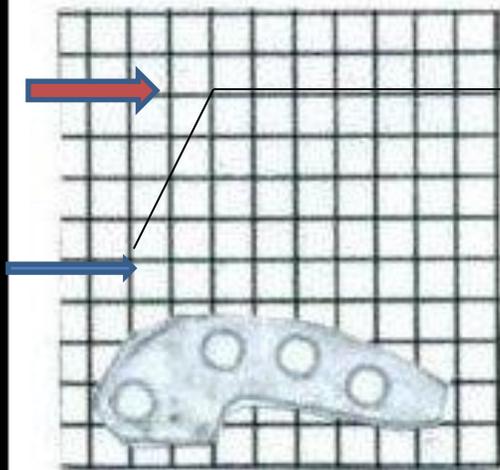
Tips—(Read before setup)

REMEMBER—NEVER TURN THE VEHICLE'S PRIMARY CLUTCH CLOCKWISE. IF YOU SPIN THIS THE WRONG DIRECTION YOU WILL HAVE CATASTROPHIC FAILURE.

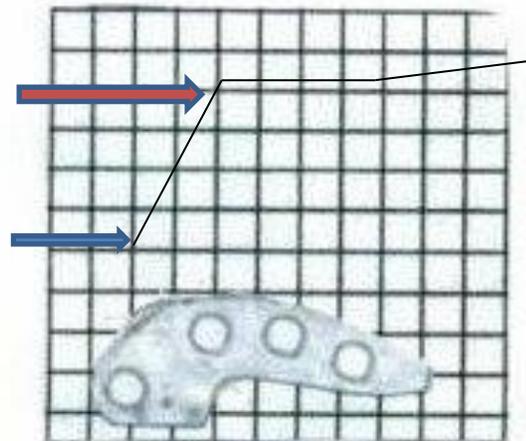
1. Bigger diameter tires decrease the operating RPM.
2. Heavier tires will decrease the operating RPM.
3. Adding additional weight to your vehicle (roll cage, ice chest, passenger(s), etc.) will lower your operating RPM.
4. An increase in power will increase your operating RPM.
5. A stiffer primary spring will raise your clutch engagement RPM from a dead stop. Typically most of our clutch kits include a primary spring that will raise this about 500 RPMs. When a stiffer primary spring is used you will need to readjust your operating RPM. (slightly affected by this). It is best to do both at the same time. We do offer stiffer primary springs if you want to further raise your engagement RPM.
6. Not using enough clutch weight may cause you to hit your rev-limiter at a lower top speed (much like a governor). If this occurs, add weight. This is beneficial for those who are not concerned about losing top speed (for example, short course racers) as it can increase acceleration up to that speed.

Ideal Shift Patterns

Drag Racing



Recreational Riding



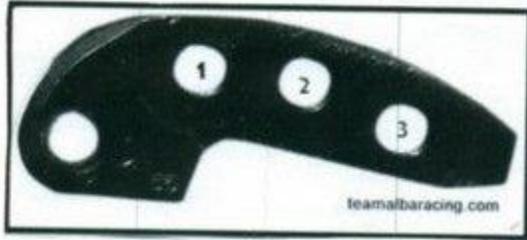
Top arrow = target RPM

Bottom arrow = engagement RPM

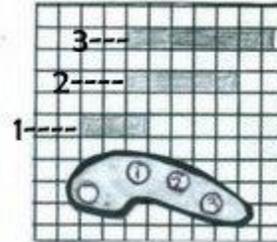
CAUTION! NEVER TURN YOUR PRIMARY CLUTCH CLOCKWISE

1. Check your current operating RPM.
2. Remove stock clutch weights. If you have a scale weigh them for reference.
3. Install Alba adjustable weights. Please see page 4 for weight setup. This will be your baseline. You will need to install the fasteners and washers per the baseline chart.
4. Use supplied thread lock on all fasteners . *You need to use thread lock on each fastener every time you make a change.*
5. Check operating RPM again.
6. Know your target RPM. Adjustments should be made in small increments. After each adjustment, track your operating RPM. Adjust again if necessary. This will take time but it is worth it to get this correct. Take the time to do it right.

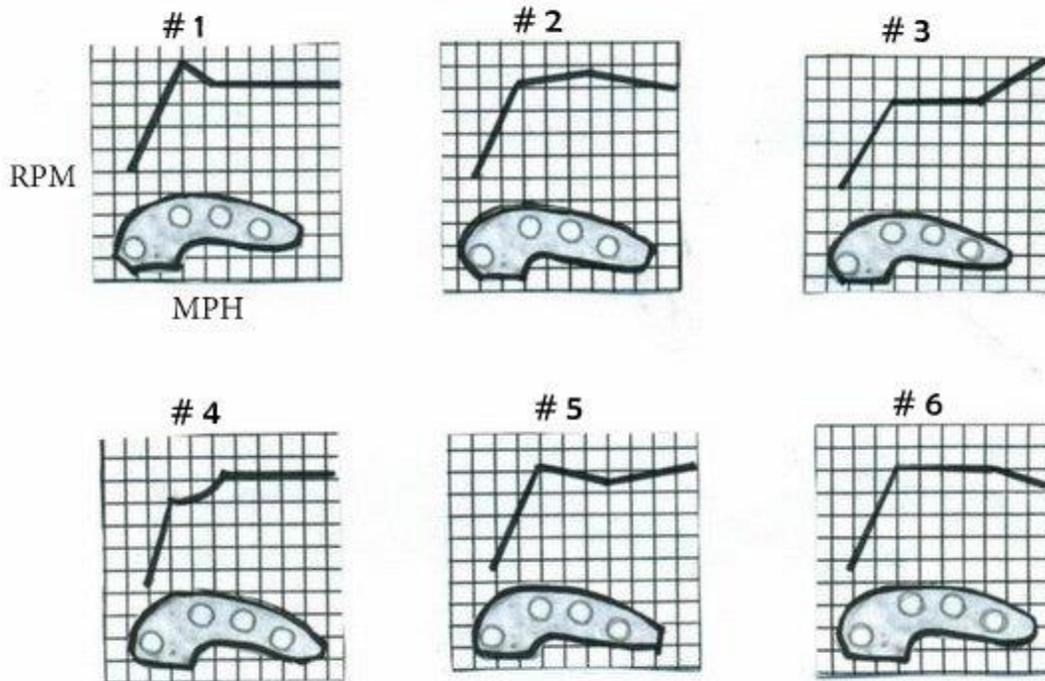
Effect of Fastener Position



Impact of weight position



0 MPH to Top Speed



#1 = Not enough weight at launch. Install more weight--hole 1.

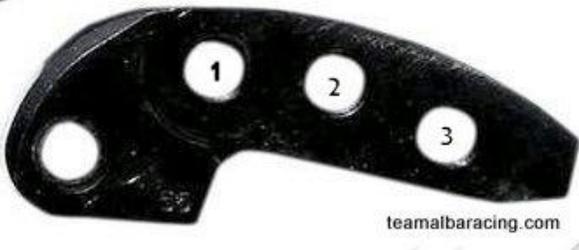
#2 = Midrange too light. More weight--hole 2.

#3 = Top end too light. More weight--hole 3.

#4 = Too much weight at launch. Remove weight--hole 1.

#5 = Mid range too heavy. Remove weight--hole 2.

#6 = Top end too heavy. Remove weight--hole 3.

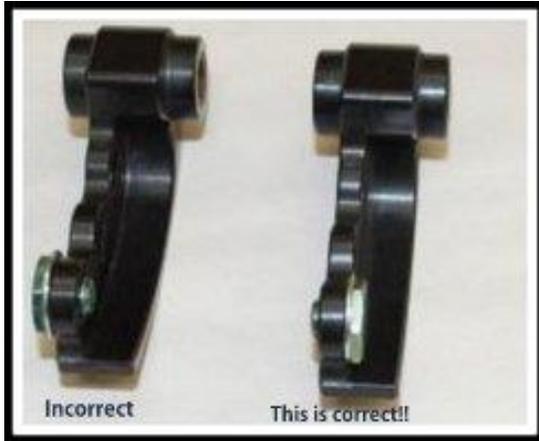


Hole 1 = Heel

Hole 2 = Middle

Hole 3 = Toe

Please note the correct way to install the fasteners to weights. See below.



Important info about installing fasteners—Read this first. Always use the supplied thread locker on the fasteners and make sure they are seated to ensure they will not come loose in operation and potentially damage your drive clutch. Do not install more than one thick and one thin washer on the gold (2.5 gram) or silver (0.8 gram) fasteners. If using the black (3.5 gram) fastener, you can use up to two thick washers and one thin washer for a total of 7 grams per hole. **The black (3.5 fastener) MUST be installed with washers.**

******Torque Fasteners to 20-25 inch pounds. Remember to use threadlock on every fastener.******

Base Settings for Polaris RZR's (This will be your baseline setting)

(If you have further mods or different mods you will need to contact your performance /service person.)

Fastener Position	Heel	Middle	Toe
XP900 Stg 1	Black Fastener Thick Washer Thin Washer	Gold Fastener Thick Washer Thin Washer	Silver Fastener Thin Washer Thin Washer
XP900 Stg 2	Black Fastener Thick Washer Thick Washer	Black Fastener Thick Washer Thin Washer	Silver Fastener Thin Washer Thin Washer
30" tires with Stg 1 or 2	Gold Fastener Thick Washer Thin Washer	Gold Fastener Thick Washer Thin Washer	Silver Fastener Thin Washer Thin Washer
XP1000 Stg 1	Gold Fastener Thick Washer	Black Fastener Thick Wash Thin Washer	Silver Fastener Thin Washer Thin Washer
XP1000 Stg 2	Gold Fastener Thick Washer Thin Washer	Black Fastener Thick Washer Thin Washer Thin Washer	Silver Fastener Thin Washer Thin Washer