

# • POLARIS RZR 900/1000 CLUTCH KIT INSTALLATION

## Clutch Removal

R-1. Remove clutch cover retaining bolts

R-2. Remove clutch cover. (2015 models must remove auxiliary clutch intake tube)

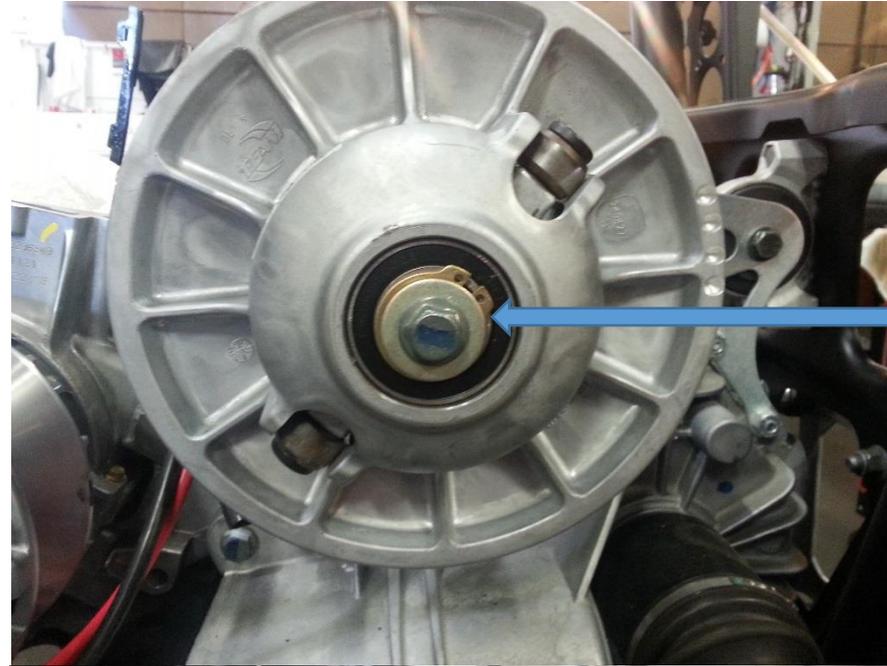
R-3. Using factory clutch tool remove the belt.

R-4. Remove secondary clutch center retaining bolt, and remove secondary clutch. This part of the system is on spline's and should just pull off. If you are having trouble breaking the bolt loose by hand it helps to put the car in gear to help hold the clutch in place.

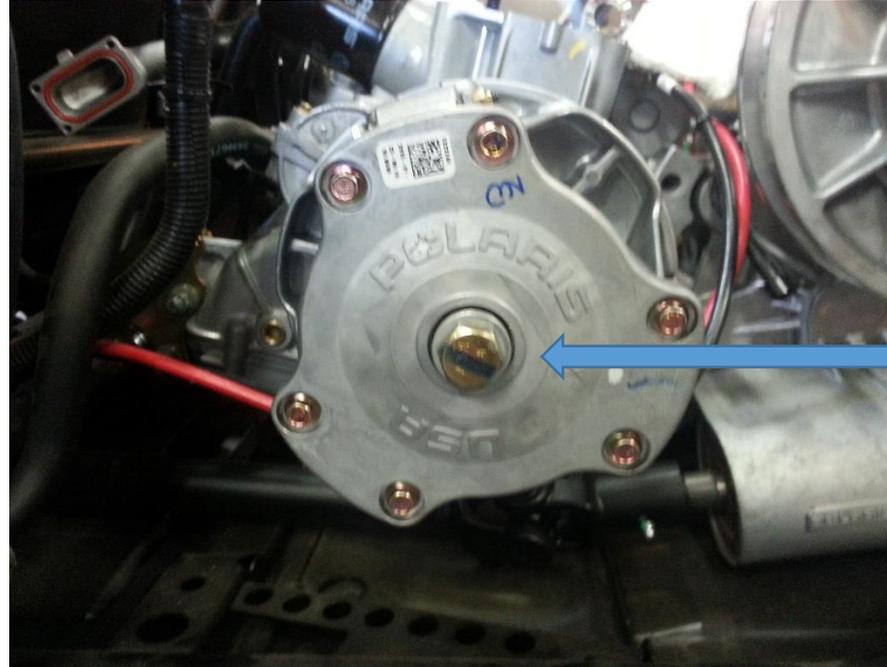
R-5. Remove the primary clutch center retaining bolt. This is where you will need to either purchase a clutch holding tool, or get a bit creative.

R-6. Using a clutch puller tool remove the primary clutch. Remember this can take some effort as the clutch will likely be stuck on the crank pretty good.

R-7. You should now have both the primary and secondary clutches off of the car and on your work bench to proceed to clutch disassembly/re-assembly.



Secondary bolt



Primary bolt

# PRIMARY CLUTCH DISASSEMBLY AND ASSEMBLY

P-1. Your clutch is a balanced assembly, and must be re-assembled like it was taken apart. To ensure this happens we recommend making corresponding marks on one side of the clutch as illustrated.

P-2. Using either a primary clutch compressor tool, or your hand(not a lot of pressure) press down on the clutch cap and remove the 6 cap retaining bolts.

P-3. Remove the clutch cap with the bolts still in it and set to the side.

P-4. Remove the stock primary spring and set off to the side. This will not be re-used.

P-5. Remove the stock weights and put them off to the side as well. They will also not be re-used.

P-6. Clean and inspect the clutch components. You want to make sure there is no excessive wear on the buttons or bushings. A worn clutch is near impossible to get dialed in and now is the time to replace it if necessary.

P-6. Using the provided base weight, or the application chart install the new Alba Racing Adjustable weight set. Be sure to use the provided Loctite on the fasteners. Torque the weight pivot bolts to 20 in/lbs.

P-7. Ensure that the stock weight pivot bolts are not damaged or grooved. If so now is the time to replace them as well.

P-8. Install provided primary spring. Compress primary clutch cap with tool, or by hand and hand thread in cap retaining bolts.

P-9. Once started proceed to tighten cap bolts in star pattern. Torque spec is 100 in/lbs.



Check for wear

# SECONDARY CLUTCH DISASSEMBLY AND ASSEMBLY

S-1. Remove 4 T25 torx head screws on back of secondary clutch. These can be a real pain and the heads strip easily. We recommend using a small amount of heat to loosen the Loctite that is retaining the screws.

S-2. Remove the factory Helix. It will pull up and twist to come out.

S-3. If installing secondary spring you will need to use a secondary compressor tool(\$190) or again get creative. There are many write-ups online describing how people have made their own tool for this. If needed take to your local dealer and ask them to help swap.

S-3. Install new helix ensuring that "x" 's match up on both the secondary clutch and the new helix.

S-4. Re-install the 4 torx screws using Loctite and torque to 8-12 ft/lbs.



# PRIMARY AND SECONDARY INSTALLATION

I-1. Make sure that you de-glaze both the primary and secondary clutch faces with some red scotch-bright. You want a good surface for the belt to bite against.

I-2. Ensure that all clutch surfaces are clean of debris and oil. We recommend using a quality brake cleaner to do this.

I-3. Install the primary clutch on the crankshaft. Using the clutch holder tighten the primary clutch retaining bolt to 96 ft/lbs.

I-4. Install the secondary clutch on the transmission input shaft. Torque the secondary clutch to 40 ft/lbs. Again, having the vehicle in gear will help.

I-5. Re-install the belt using the factory tool.

I-6. With vehicle in neutral spin the secondary clutch until the belt climbs to the top of the secondary and the belt free-spins on the primary.

I-7. Re-install the clutch cover ensuring that the seal has not fallen out of the back cover.

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.) 619-562-0188