

CLUTCH KIT

INSTALLATION GUIDE

2019-2020 Polaris Ranger XP 1000

PARTS LIST

19-DCK16

- 3 CLUTCH ARMS
- 1 SECONDARY SPRING (PINK)

36 MAGNET (3/8")

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

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

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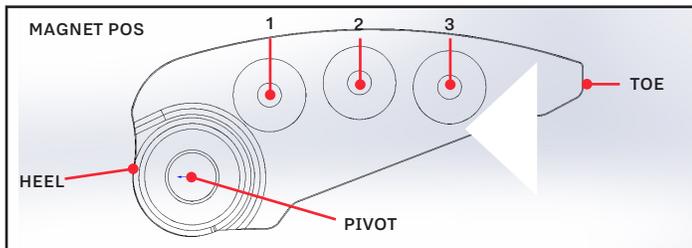


CLUTCH KIT ADJUSTMENT SETTINGS

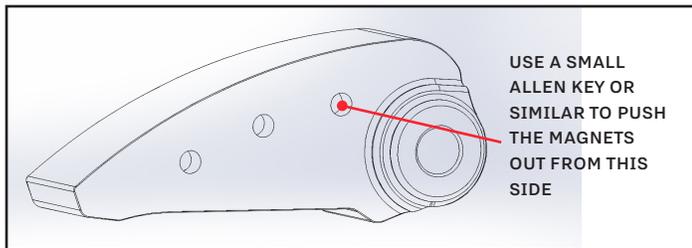
INTENDED USE	ELEVATION	MAGNET POSITION	TOTAL WEIGHT	PRIMARY SPRING	SECONDARY SPRING
Trail Std Tire	0-2500 ft	4-1-0	115 gr	STOCK	PINK
Trail 30-32"	0-2500 ft	4-0-0	114 gr	STOCK	PINK

RECOMMENDED SETTINGS FOR HIGH ELEVATION	
Subtract 1 Magnet (from each arm starting from toe side)	3000 ft
Subtract 2 Magnets (from each arm starting from toe side)	6000 ft
Subtract 3 Magnets (from each arm starting from toe side)	7500 ft
Subtract 4 Magnets (from each arm starting from toe side)	9000 ft

CLUTCH ARM ADJUSTMENT



LOAD MAGNETS STARTING AT HEEL - POS #1



TO REMOVE MAGNETS

LOAD MAGNETS PER THE TABLE ABOVE. MAKE SURE EACH CLUTCH ARM IS LOADED WITH THE SAME AMOUNT OF WEIGHT.

- MORE WEIGHT NEAR HEEL INCREASES ACCEL
- MORE WEIGHT AT TOE DECREASES RPM
- 1 MAGNET CHANGE IN EACH ARM WILL ALTER RPM APPROXIMATELY 100RPM

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

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

INSTALLATION INSTRUCTIONS

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

Remove all the 8mm head bolts for the plastic, clutch housing. Remove clutch housing. Mark the direction of the drivebelt. Remove the drivebelt. It is recommended to make alignment marks on the inner sheave, outer sheave and spider to ensure the parts go back together properly.

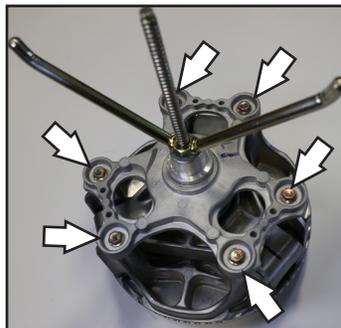


Use a wooden dowel to hold the primary assembly from rotating. Make sure the dowel does not touch the machined tower surface of the drive clutch. Remove the retaining bolt with a T60 torx.

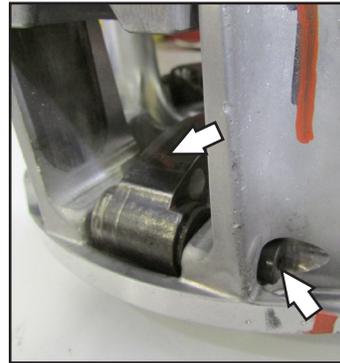
The stationary sheave of the drive clutch can remain in place. Use a rocking motion while pulling on the movable sheave by hand to slide the spider and movable sheave off the stationary post. It may be necessary to use a quick in/out motion to remove the assembly.

Remove the cover bolts in an even pattern. The cover is under spring pressure so a spring compressor is recommended.

Remove the stock primary spring.



Remove the stock clutch arms by removing the pivot bolt for each arm. Lift the spider up slightly to allow room to remove the arms. Load the Dynojet clutch arms with the appropriate amount of weights from page 2. Install the

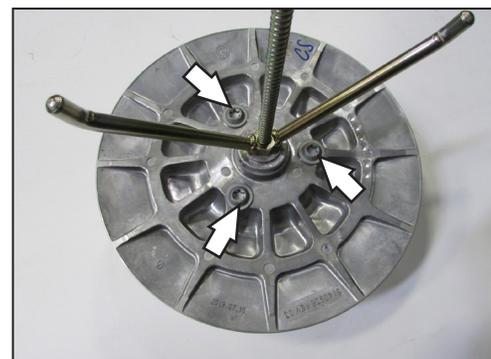


Dynojet clutch arms. Make sure to inspect the rollers for wear along with the pivot bolts before reassembly. Reinstall the stock primary spring and reassemble the primary. Align the marks on each part and torque the clutch cover bolts to 15 ft-lbs. Install the primary assembly and torque the drive clutch bolt to 125 ft-lbs.

Remove the secondary clutch. Use a 15mm socket to remove the retaining bolt. Before taking the clutch apart, be sure to mark the stationary sheave, moveable sheave, helix and cover with a reference mark. Remove the 3 torx head bolts using a T50. This cover is under extreme spring pressure. Use a clutch compression tool.

Replace the stock spring with the Dynojet DARK GREEN spring. Torque the torx bolts to 32 ft-lbs. Make sure to inspect the rollers for proper movement. Reassemble the secondary clutch paying attention to the alignment marks and reinstall on the input shaft. Torque the retaining bolt to 43 ft-lb (58 Nm).

Reinstall the drivebelt noting the correct direction, reinstall the clutch cover.



TUNING NOTES

For best performance your RPM when checked at full throttle and 40mph should be 6100rpm. This should be checked on a surface that offers good traction and tested with normal load in the vehicle. Adjustments to overall weight of each clutch arm may be necessary to achieve this RPM target.

If you were to test on the street and then ride in the sand or mud it is not uncommon to see a loss of 300-400rpm if using paddle/mud tires.

It is imperative that your clutch assembly be in good working condition. Many parts of these clutches can become worn which will greatly affect the performance of the clutch and vehicle. Replace worn parts as necessary.

Our settings are based on using a Powervision tune in the ECM for optimal performance.

TOOLS NEEDED FOR INSTALLATION

- COMPRESSOR (79100011)
- T60 TORX
- T50 TORX
- 10MM SOCKET
- 15MM SOCKET

PUSH THE LIMIT.

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