CLUTCH KIT

INSTALLATION GUIDE

2017-2018 Polaris Ranger XP 1000

PARTS LIST 19-DCK8

3	CLUTCH ARMS	**6**	MAGNET (3/16”)
1	PRIMARY SPRING DARK BLUE	**27**	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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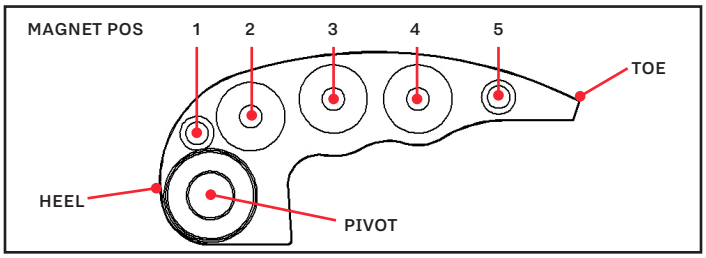
CLUTCH KIT ADJUSTMENT SETTINGS

INTENDED USE	ELEVATION	MAGNET POSITION	TOTAL WEIGHT	PRIMARY SPRING	SECONDARY SPRING
Trail Std Tire	0-2500 ft	1-3-1-0-0	66 gr	DARK BLUE	STOCK
Trail 30-32”	0-2500 ft	1-3-1-0-0	64 gr	DARK BLUE	STOCK

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

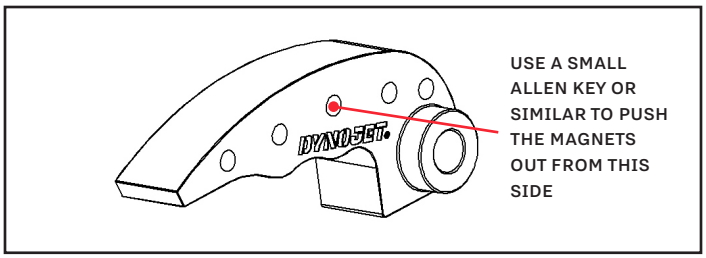
CLUTCH ARM ADJUSTMENT



LOAD MAGNETS STARTING AT HEEL - POS #1

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 DECRESASES RPM
- 1 MAGNET CHANGE IN EACH ARM WILL ALTER RPM APPROXIMATELY 150RPM



TO REMOVE MAGNETS

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

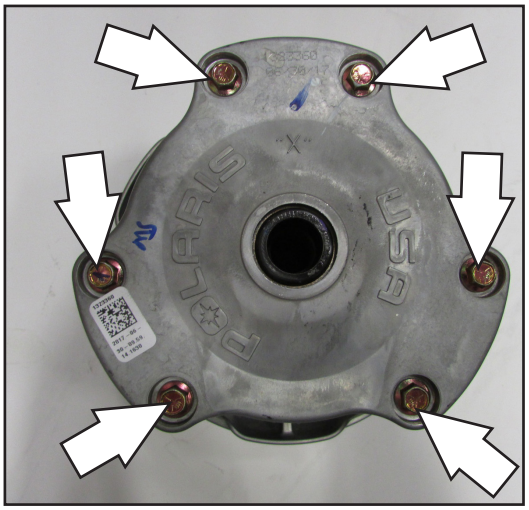
INSTALLATION INSTRUCTIONS

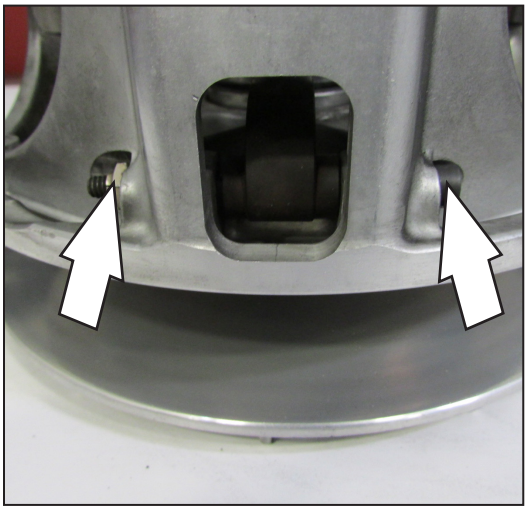
IT IS RECOMMENED TO HAVE AN AUTHORIZED POLARIS TECHNICIAN INSTALL THE CLUTCH KIT AS SPECIAL TOOLS ARE NEEDED TO COMPLETE THE INSTALLATION.

Remove all the 8mm head bolts for the plastic, clutch housing. Remove clutch housing. Mark the direction of the drive-belt. Remove the drivebelt. Using the Polaris clutch puller part #2872085 remove the primary clutch. It is recommended to grease the threads of the clutch puller before usage. Remove the 6 bolts for the primary spring cover. Remove the bolts evenly as there is a significant amount of spring pressure.

Remove the clutch arms using 3/8" socket and 1/8" allen key. Install the Dynojet clutch arms with the proper amount of weight. Refer to chart on page 2. Replace the stock spring with the Dynojet spring and reinstall the spring cover. Tighten the 6mm bolts evenly to 9 ft-lb (12 Nm).

Reinstall the primary clutch on the output shaft. Torque the retaining bolt to 96 ft-lb (130 Nm). Reinstall the drivebelt noting the direction of rotation.





TUNING NOTES

For best performance your RPM when checked at 50mph should be 7400rpm. 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 tires. Our settings are based on using a PV3 tune in the ECM for optimal performance.

TOOLS NEEDED FOR INSTALLATION

- DYNOJET PULLER (16300004)
- 21MM SOCKET
- 3/8" SOCKET
- 1/8" ALLEN KEY

PUSH THE LIMIT.

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