

DURA CLUTCH INSTALLATION

15-548 K-DC SPM BIGBOSS 570 6X6 DCS

SVI, LLC 30SEP2022

KIT PART #: 15-548

MODEL: K-DC SPM BIGBOSS 570 6X6 DCS

DESCRIPTION: MY18-23 SPORTSMAN 570 6x6

KIT CONTENTS:

1. 10-264 ASM-DCPRIM WT10-081 SPR50-016
2. 25-164 WASHER-SHOULDER
3. 10-209 ASM-DC SECONDARY 9.5 PREM ROLL
4. 3211162 BELT
5. 30-091 TOOL-BELT INSTALL
6. 97-008 DECALS - CLUTCH HOUSING AND DASH 3211162
7. 90-051 SECONDARY SHIM WASHER QTY 4
8. 75-090 SECONDARY SCREW 5/16-18X4.5
9. 99-023 LOCTITE 243 0.5ML CAPSULE
10. 98-042 OWNERS MANUAL SUPPLEMENT
11. 98-041 DURA CLUTCH WARRANTY
12. 98-076 INSTALLATION INSTRUCTIONS DC 15-548 (THESE INSTRUCTIONS)

DURA CLUTCH INSTALLATION

1. Remove clutch cover housing and Secondary clutch keep stock washers that are on screw.
2. Install 2 of the 4 secondary shims onto transmission shaft.
3. Install DURA CLUTCH Secondary using stock washers from step 1 and NEW 4.5" secondary screw provided with kit (note orientation of washers below). Place a drop of BLUE Loctite provided with kit on the secondary bolt threads. Tighten bolt to 20 ft-lbs.

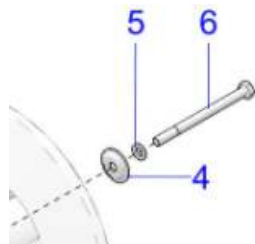
Sportsman 570 6x6 w/TEAM Tied secondary.

#4 Washer-domed

Dome faces inward to center the screw.

#5 Washer-spring lock 5/16"

#6 Screw- 5/16"-18x4.5"



4. Remove Primary clutch bolt. Remove the Primary clutch with puller SVI 25-126. Greasing the end of the puller slightly will aid in removal. Do not get grease on any clutch components.
5. Clean the engine tapered shaft and Primary clutch bore with alcohol or degreaser. Do not lubricate.

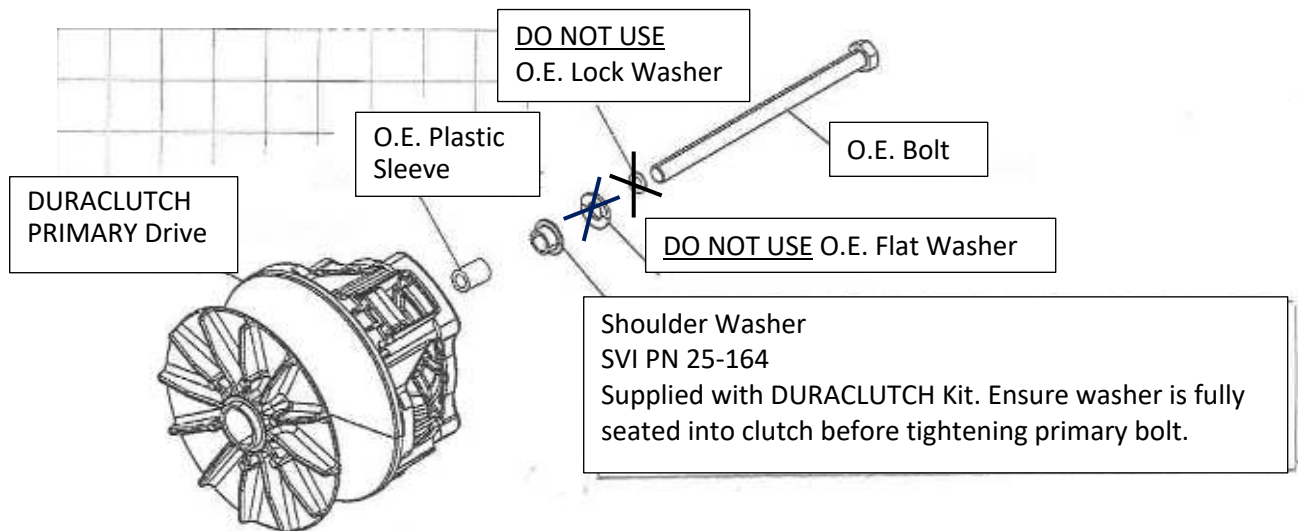
6. Slip the belt into the Secondary so you can read the part number on the belt and using Belt Install Tool open secondary so belt will seat down into clutch. Sometimes a screwdriver is needed to assist lowering into clutch.



7. Slide belt into primary clutch, then install on post.



8. Install DURACLUTCH Primary with shoulder washer as shown. DO NOT USE the O.E. flat washer or lock washer. The flat washer will interfere with the primary cover. Tighten bolt to **60 ft-lbs. VERY IMPORTANT-** Over tightening will not allow clutch to operate properly and cause damage and failure of the clutch.

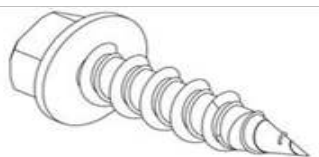


O.E. = Original Equipment

9. How to install the Belt as follows if the Primary and Secondary are already installed. Place Belt in the Primary and open the Secondary sheaves with the Belt Installation Tool provided (see photo). Roll belt into the Secondary sheaves. Sometimes a screwdriver is needed to seat lower into clutch.



10. Set belt tension. Place transmission in Park and make sure machine is turned off. Rotate secondary by hand to seat belt in secondary clutch until belt tension is tight.
11. Once belt tension is set, start machine and verify that the secondary clutch has little to no rotation at idle. If no rotation, proceed to step 13. If the secondary has rotation proceed to step 12. Go to our YouTube channel to see a video on alignment <https://www.youtube.com/watch?v=dCiXiEEMzaM> This is an R-Series clutch kit but same theory applies.
12. If the secondary rotates, turn machine off and check to see where the belt is riding in between the primary sheaves. Ideal belt location should be centered with a small gap on each side between the sheaves. Follow steps a. or b. to determine next action.
- If belt is up against fixed sheave (inward), remove belt and secondary screw & secondary and add one shim washer included in kit onto shaft. Install secondary, secondary screw and belt, start machine to reset alignment. If the secondary still rotates and rides against fixed sheave, add another shim washer. Repeat until there is no rotation, remember to blue Loctite secondary screw when alignment is complete and torque to spec, proceed to step 13.
 - If belt is up against moveable sheave (outward), remove belt, secondary screw & secondary and remove one shim washer. Install secondary, secondary screw and belt, start machine to reset alignment. If the secondary still rotates and rides against moveable sheave, remove another shim washer. VERY IMPORTANT: IF BOTH SHIMS ARE REMOVED THAT WERE ADDED IN STEP 2 YOU NEED TO USE FACTORY SECONDARY SCREW AS THE 4.5" SCREW WILL BOTTOM OUT IN SHAFT AND NOT TIGHTEN PROPERLY. Repeat until there is no rotation, remember to blue Loctite secondary screw when alignment is complete and torque to spec, proceed to step 13.
13. Install outer clutch housing.
- Note: The clutch cover screws are hi-lo screws designed for plastic. They can be used over and over in the same hole but must not be over-torqued.
- Torque spec: 4 ft-lbs/48 in-lbs. This is like a screwdriver torque. Use a hand wrench or a clutch screw gun at a low setting



Ensure seal is good or replace with SVI PN 35-061. The DURACLUTCH primary is slightly larger than the original equipment primary. To ensure the primary does not rub against the cover push up and back on the housing while lightly snugging the bottom screws. Then tighten the top rear screw followed by the other top screws. Then tighten all remaining screws including the bottom screws evenly. After starting the engine if you hear the primary rubbing, push on the cover while the engine is running in different directions to see which way will eliminate the rubbing. Stop the engine and loosen the housing screws and retighten using the above sequence while pushing on the cover in the direction that eliminated the rubbing. If this does not eliminate the rubbing, try installing a new 35-061 gasket and go through the bolt tightening sequence again. If you cannot eliminate the rubbing the cover is heat warped and you may have to install a new cover and perhaps a new back plate. You may also try using a heat gun to remove heat sag in the cover.

14. Drive vehicle for 5 miles to break-in DURACLUTCH kit components. During 5-mile drive, stop approximately 10 times and pause for 30 seconds, leave in High gear, and have foot on brake. This allows clutch packs to properly wear-in.

NOTE: If the transmission still shifts hard after break-in there are likely issues other than drag in the clutches. See your dealer or call DURACLUTCH service (218-967-8205).

DECALS

15. Apply two decals as shown – one on the clutch housing and one on the vehicle. Clean surface with alcohol or similar non-harsh solvent. Decal application is important to alert service technicians that the standard Polaris clutches have been replaced.

