

**Fits: 2021 Polaris RZR PRO XP4 Turbo
33-35" Tires - Trail
0-3000ft Elevation**

ITEMS INCLUDED:

Drive Spring - Maroon
Driven Spring - Blue
Drive Belt - 1202 Series
Weights - WPRO104 (3)
FIX2 Shims
Limiter Shim
Instructions

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
7/8" socket 1/2"
10mm Socket
16mm Socket
Torx #60
Allen Wrench set
Polaris Belt removal Tool
Misc. normal shop tools

**Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.**

Need help with your installation?



sales@superatv.com



www.superatv.com



1-855-743-3427



8:00am - 8:00pm EST M-Th
8:00am - 7:00pm EST Friday
9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

Thank You

For Choosing



Remove left rear shock guard – (3) Torx #25 screws.

Loosen two 5/16" clamps holding air intake tube on clutch cover and remove tube.

Remove clutch cover screws (8) with 8mm socket(screw are captive in cover).

Remove clutch cover.

Remove drive clutch retaining bolt using long extension and Torx T60 socket.(raising rear of machine and removing lower L.R. shock bolt allowing shock to swing rearward out of way and securing can allow better access) but not usually necessary.

Once drive clutch retaining bolt is removed, the outer(moveable) sheave can be removed as an assembly by rocking sheave and pulling outward. Be careful not to drop clutch spacers if the primary shaft is removed.

If outer drive sheave assembly will not come off clutch shaft, then remove entire drive clutch using clutch puller and 7/8" socket after removing the primary shaft).

Hand thread puller to start after removing outer drive clutch post. Watch for two washers that may fall when removing post(o-ring holds two washers to the removable shaft. OEM Clutch retaining bolt torque spec is 140ft-lbs. so clutch is on there.

Remove driven clutch retaining bolt(10mm). Count Washers and shims for reassembly ours had 3 thin shims under thick washer. Adding or removing the thin shims will affect clutch/belt alignment and shifting.

Remove clutches and belt from machine.

Mark X's on drive clutch cover, and sheaves to match spider X for reassembly.

Install drive clutch on compression tool and tighten cage to clutch outer cover.

Remove drive clutch cover bolts (6) 10mm.

Slowly release spring pressure.

Clean/wipe/blow dust from drive clutch assembly.

Scuff sheaves with scotch-brite pad and wipe with contact cleaner on a rag.

Install supplied weights in drive clutch.

Install supplied **Maroon** spring in drive clutch.

Install cover aligning X on cover to X on clutch spider.

Compress cover/spring and install bolts and torque to 9ft-lbs (Apply small amount of blue Loctite to bolts).

*****When reinstalling removable drive clutch post, you will be installing the new thick Limiter Shim. (You will **not** reuse the thin factory limiter shim) This will aid in limiting drive clutch over-shift (common with stock machines) leading to belt pushing out of drive clutch under full shift allowing belt to contact clutch housing. Top speed will have minimal reduction (2-3 mph) with new shim. *****

Mark x's on the two driven sheaves prior to separating to aid in reassembly.

Secondary clutch can now be separated by twisting and spreading sheaves.

Clean/wipe/blow dust from driven clutch assembly.

Scuff sheaves with scotch brite pad and wipe with contact cleaner on a rag.

Install driven clutch sheave with helix attached (helix down) on compression tool.

Tighten large 1/2" drive socket (1 1/8" Socket) onto clutch.

Remove 3 Bolts.

Release pressure on spring and remove spring.

Install **Blue** driven spring in stock helix (don't forget to reuse aluminum washer from old spring).

Tighten large socket against rear of sheave. Align holes and reinstall 16mm Hex bolts torque to 32ft-lbs.

Install driven clutch assembly on unit.

Install retainer bolt and finger tighten to hold clutch assembly on shaft.

Install Polaris belt tool & tighten so that belt slides down into driven clutch.

Install drive belt on driven clutch with part numbers so that you can read them.

Install drive clutch thru belt and onto engine stub shaft, or simply slide outer sheave onto shaft if separated.

Tighten driven clutch bolt to 26ft-lbs. factory spec.

Install drive clutch bolt and torque to 140ft-lbs.

Verify that all items have been properly installed & properly torqued.

POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears. If it is hard to shift proceed to supplied alignment instructions. Engagement should be 2000-2200rpm.

Top rpm should be 8200-8500 under full throttle, normal operating conditions.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.

Failure to do so could cause future damage to clutches or injury to operator.

If you have any problems/questions on this kit **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating.
As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.