2753 Michigan Road • Madison, Indiana 47250 • 855-743-3427

INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

(3/21/2023)

Fits: 2016-2018 Polaris Ranger XP900 w / EBS
Stock Tires
0-3000 ft Elevation

ITEMS INCLUDED:

- Drive Spring - Orange
- Weights – WEDGE82
- Driven Spring – Purple
- Driven Belt
- H2016
- Decals
- Instructions

TOOLS NEEDED:

- Floor jack & safety stands
- Drive clutch puller
- Driven clutch compression tool
- 3/8” metric socket set
- 7/8” socket ½”
- 26mm or 1” socket ½”
- 15mm socket
- Torx set
- Allen set
- 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

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Jack up rear end allowing left rear wheel to sag.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove grease fitting on a-arm.
Remove clutch cover.
Remove drive clutch retainer bolt (7/8" socket).
Remove drive clutch using drive clutch puller. Hand thread to get started.
Use 26mm or 1" socket on puller. OEM torque spec is 96lbs so clutch is on there.
Remove driven clutch bolt (15mm socket)
Remove clutches/belt from machine.
Remove drive clutch cover bolts (6).
Clean/wipe/blow dust from drive clutch assembly.
Wipe faces of clutch sheaves with contact cleaner on a rag.
Install supplied weights in drive clutch.
Install supplied Orange spring in clutch.
Install cover aligning X on cover to X on clutch spider.
Compress cover/spring and install bolts and torque to 10lbs.
Clean/wipe/blow dust from driven clutch assembly.
Install driven clutch sheave with spring cone on compression tool.
Tighten tool cage slightly against flat area.
Remove 6 torx screws (#30). Slight heat will help.
Release pressure on spring and remove spring.
Install supplied Purple driven spring in clutch.
Install supplied helix.
Tighten tool cage slightly against flat area. Align holes.
Put a very small amount of grease on the splines to help with installing clutch.
Install driven clutch partial assembly on unit.
Install gold colored shim/washer on clutch shaft.
Install remaining clutch sheave on shaft.
Install retainer bolt and finger tighten to hold clutch assembly on shaft.
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.
Tighten driven clutch bolt to 46lbs factory spec.
Install drive clutch bolt and torque to 96lbs.
Verify that all items have been properly installed & properly torqued.
Install clutch cover.
Install grease fitting.
After verifying that all items have been properly installed/torqued start engine.
Engagement should be 1700-1800rpm after initial engagement.
Top rpm should be 6800-7000 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, or Polaris Industries

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