

Fits: 2015-2021 1000 Sportsman Models

(3/21/2023)

Stock-29" Tires

0-3000ft Elevation

ITEMS INCLUDED:

- Drive Spring - Purple
- Drive Spring - Yellow
- Driven spring - Maroon
- Weights - WedgeSS65 (3)
- Drive Belt
- Alignment Shim
- Instructions

TOOLS NEEDED:

- Floor jack & safety stands
- Drive clutch puller
- Driven clutch compression tool
- 3/8" metric socket set up to 21mm
- 3/8" standard socket set up to 11/16"
- 7/8" socket 1/2"
- Torx set
- Allen set
- Torque wrench
- 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



Lift Rear end off ground using a floor jack.
Install safety stands/jacks.
Remove seat.
Remove 4 plastic push darts that are holding plastics to frame.
Remove Rear Bumper **if installed**.
Remove 4 13mm bolts that hold stock bumper to the frame. (2 on each side)
Remove 2 T40 Torx screws inside rear storage compartment.
Remove left side rear tire.
Remove (4) 15mm bolts from frame post.
Place frame post between upper frame and rear plastics to hold it up and out of the way.
Pull Right side panel away from machine to access the clutch breather duct clamps.
Loosen clamps and remove rubber duct elbow.
Remove plastic dart holding the final section of clutch breather duct. The plastic section of the clutch duct does not need to be fully removed.
With the rear plastics lifted, remove clutch cover screws (11), and remove clutch cover.

****At this point, some models may require removal of the shock and lower A-arm. This does not apply to every machine. If you can remove the drive clutch bolt and install the Clutch Puller Tool without damaging the axle boot, you should not need to remove shock and A-arm. ****

Remove drive clutch retaining bolt, shims, and spacer. (18mm socket) **NOTE: Drive Clutch retaining bolt is LEFT HAND THREAD**

Remove drive clutch using drive clutch puller. Apply a small amount of grease to threads and tip.
Hand thread to get started. **Tool turns in clockwise.**
Use 21mm socket on puller.
Remove driven clutch bolt and shims. (15mm socket)
Remove both clutches and belt from machine.
Inspect all clutch components for damage and excessive wear. Replace, as necessary.
Remove drive clutch cover bolts (6). **Note:** Use compression tool for safe removal/installation.
Clean/wipe/blow dust from drive clutch assembly.
Scuff sheaves with scotch brite pad.
Wipe faces of clutch sheaves with brake cleaner on a rag.
Install supplied weights in drive clutch.
Install supplied **PURPLE** spring in drive clutch.
(Install **YELLOW** spring for a higher stall engagement)
Install cover. Align X on cover to X on clutch spider.
Compress cover/spring and install bolts. **Please refer to service manual for torque spec.**
Clean/wipe/blow dust from driven clutch assembly.
Scuff sheaves with scotch brite pad.
Wipe faces of clutch sheaves with brake cleaner on a rag.

****Inspect square pucks on outside of clutch. If there is excessive wear visible, clutch needs to be replaced. If there is no excessive wear, we highly recommend replacing these with GBoost Rhino Rollers. (#RR2B2) This will greatly increase the life and reliability of the clutch. Please view our catalog for proper fitment****

Install driven clutch on compression tool.
Tighten tool cage slightly against flat area of helix.
Mark helix and clutch with a permanent marker for re-alignment.
Remove 4 Torx screws (T25). A small amount of heat will help.
Release pressure on spring and remove spring.
Inspect Rollers and Helix for damage/wear. Replace, as necessary.
Install supplied **MAROON** driven spring in clutch.
Reinstall Helix. If you have a Stage 2 kit, install supplied helix.
Make sure the rollers go in the machined area of the helix
Tighten tool cage slightly against flat area. Align holes. Make sure the helix is centered on the clutch.
Put a small amount of blue Loctite on the 4 torx bolts. Torque to spec.
Remove tool.
Install driven clutch on shaft.
Make sure the clutch is fully installed onto the shaft splines.
Install retainer bolt and shims. Finger tighten to hold clutch assembly on shaft.
Install drive belt on driven clutch with lettering facing rear of machine.

Install drive clutch thru belt and onto tapered PTO shaft.

Tighten driven clutch bolt to spec. Rotate clutch as you tighten. This will move the belt to the top of the clutch.

Install drive clutch bolt and torque to spec.

Rotate driven clutch multiple times by hand. This will allow Belt to sit in its natural position.

Carefully check clutch alignment by inspection location of belt in drive clutch. Belt should ride perfectly in the center of the drive clutch.

Alignment Procedure:

If the belt is favoring one sheave, alignment will need to be adjusted.

If the belt is favoring inside sheave, install shim included in kit.

If the belt is favoring outside sheave, remove one of the stock shims.

After each adjustment, driven clutch must be re-torqued, and rotated multiple times to ensure natural belt position.

Typically, one shim will be enough to properly align clutching. If additional shims are needed, contact us via email or phone.

If the machine is hard to shift, creeping, or clutches are both spinning at idle, alignment is **not correct**.

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

Install clutch cover.

Re-assemble parts removed for install.

After verifying that all items have been properly installed/torqued, start engine.

Engagement should be 1900-2100. If higher engagement is desired, contact us via email or phone.

Top rpm should be 6900-7150 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 clutch 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