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

INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

Fits: 2019-2020 Polaris Ranger XP 1000
33-35” Tires – MUD BOG w/Gear reduction
0-3000ft Elevation

(3/23/2023)

ITEMS INCLUDED:

Drive Spring - Brown
Driven Spring – Blue
Drive Belt – 1186 Series
Warthog Adj. Weights – W21XX90A 6-3-2
Limiter Washer
FIX2 Shims
Instructions

TOOLS NEEDED:

Drive clutch puller
Driven clutch compression tool
3/8” metric socket set
7/8” socket ½”
16mm Socket
10mm Socket
Torx #60
Allen Wrench Set
Polaris Belt removal Tool
Misc. normal shop tools

*****STOP*****

These Machines are known to suffer from heat soak from engine and less air flow than Turbo Models which raises Clutch and Belt Temperatures. We recommend pairing clutch kit with an added standalone(non-inline) CVT Blower Kit to Reduce Engine Temps.

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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Loosen two 5/16” clamps holding air intake tube between air box and Electronic Throttle Control.
Remove Air Box Lid.
Remove clutch cover screws with 8mm socket and remove cover by tipping top out, slide up slightly, then pulling bottom out and sliding between airbox and lower chassis frame.
Remove drive clutch retaining bolt using long extension and Torx T60 socket
With Drive Clutch bolt removed the clutch post can now be removed by sliding shaft outward, be careful not to lose the two washers on post (an O-ring is on shaft to prevent them from falling off).
Remove entire drive clutch using clutch puller and 7/8” socket, hand thread to start puller.
OEM Clutch retaining bolt torque spec is 96ft-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 with 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).
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(magnets preinstalled).
Install Clutch Post with factory washers at base then install supplied blue limiter on this shaft.
Install supplied **Brown** 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.
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 1 1/8” Socket onto clutch.
Remove 3 Helix Bolts.
Release pressure on spring and remove spring.
Stage 1 kit Install stock helix with supplied **Blue** driven spring in clutch. **Stage 2 kit** install supplied helix.
Tighten large socket against rear of sheave.
Align holes and reinstall helix bolts and torque to 32ft-lbs w/ blue Loctite.
Install driven clutch assembly on unit.
Install retainer bolt, with washers 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.
Tighten driven clutch bolt to 20ft-lbs. factory spec.
Install drive clutch bolt and torque to 110ft-lbs, loosen fastener and re-torque to 96ft-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, you may need to add FIX2 Shims in secondary behind thick driven bolt washer to move drive belt in so it is centered or not touching outer sheave face. If touching inner sheave contact Polaris Dealer for Alignment. Engagement should be 2000-
2200rpm after initial engagement.
Top rpm should be 6300-6600 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

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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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