

# DURACLUTCH INSTALLATION

## 15-517 DC-GENERAL-02

SVI, LLC REV6 18APR2023

KIT PART #: 15-517-02

MODEL: DC-GENERAL-02

DESCRIPTION: MY16-22 GENERAL ALL MODELS CALIBRATION 02

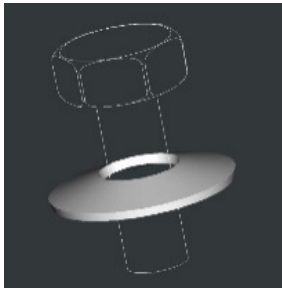
### KIT CONTENTS:

1. 10-216 ASM-DCPRIM WT10-171 SPR50-016 1000
2. 25-146 SHOULDER WASHER
3. 75-047 SCREW-CLUTCH
4. 99-024 TOOL-12MM BIT SOCKET 3/8 DRIVE (SUBSTITUTE 99-007 TOOL-12MM BIT SOCKET 1/2 DRIVE)
5. 10-158 SECONDARY CLUTCH 9.5 PREM ROLL
6. 75-058 SECONDARY SCREW-M10X1.25X65 8.8 HX ZY
7. 90-056 SECONDARY WASHER-.406X1.25X.125 BELLE-Y 7556130
8. 99-023 LOCTITE 243 0.5ML CAPSULE 1330255
9. 35-024 BELT (can substitute 3211148)
10. 30-091 TOOL-BELT INSTALL
11. 97-030 DECAL-DC CLUTCH HOUSING DASH 35-024
12. 95-069 FILTER-CLUTCH INTAKE PRIMARY
13. INSTALL INSTRUCTIONS 95-069 FILTER
14. OWNERS MANUAL SUPPLEMENT
15. WEIGHT CHART
16. DURACLUTCH WARRANTY
17. 98-021 INSTRUCTION-INSTALLATION 15-517 (THESE INSTRUCTIONS)

### DURACLUTCH INSTALLATION

1. Remove the clutch housing cover and the Secondary clutch.
2. Install the DURACLUTCH Secondary. Use the Secondary bolt and beveled washer supplied with this kit. Do not use O.E. (Original Equipment) hardware. Place a drop of BLUE Loctite provided with kit on the secondary bolt. Tighten the Secondary bolt to 45 ft-lbs.

How Belleville washer  
is installed on  
secondary bolt



3. Remove Primary clutch bolt. Remove the Primary clutch with puller SVI 99-012 (PII 28772085). Greasing the end of the puller slightly will aid in removal. Do not get grease on any clutch components.
4. Clean the engine tapered shaft and Primary clutch bore with alcohol or degreaser. Do not lubricate.

5. 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.

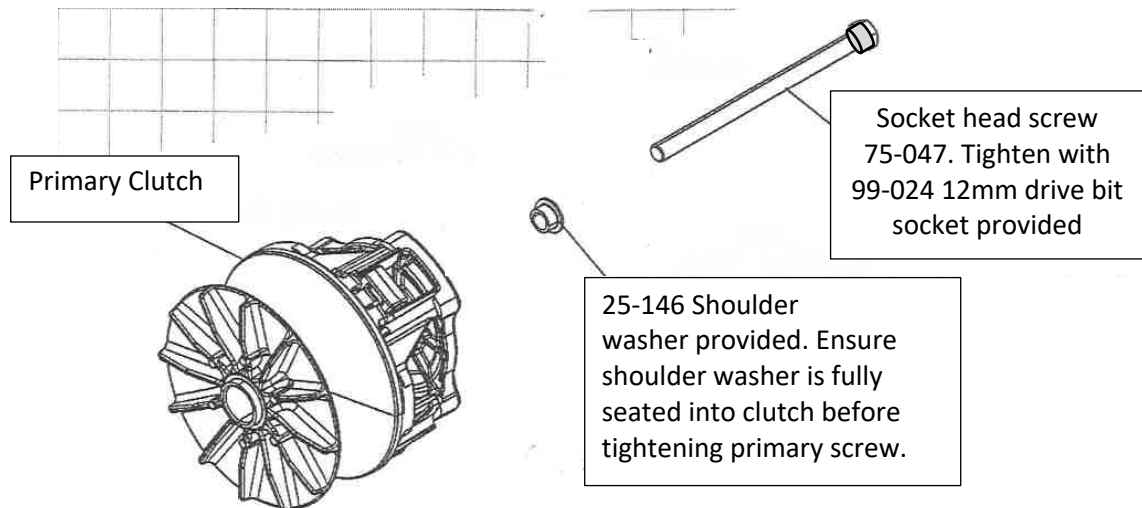


6. Slide belt into primary clutch, then install on post.



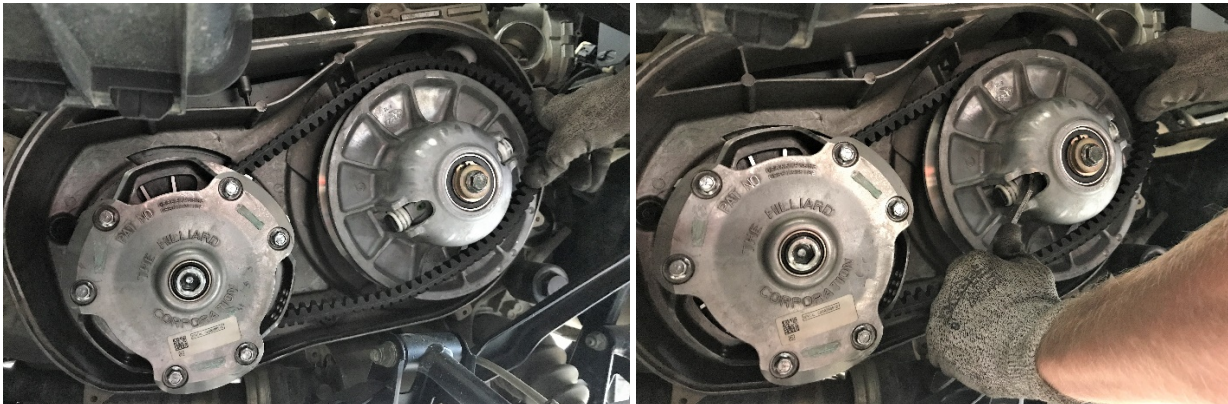
7. Install DURACLUTCH Primary with hardware provided as shown. Tighten bolt to **60 ft-lbs. VERY IMPORTANT- Over tightening will not allow clutch to operate properly and cause damage and failure of the clutch.**

8. Once primary is torqued, with transmission in PARK, spin secondary clutch back & forth a few times to allow belt back to top of secondary.



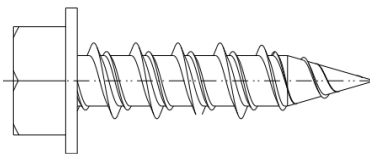
**Do not use original equipment screw or hardware with primary.**

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 assist lowering into clutch.



10. Install outer clutch housing.

Note: The clutch cover screws are easy to strip back cover. They screw into a plastic back cover.



Torque spec: 50 in-lbs (4 ft-lbs). This is like a screwdriver torque. Use a hand wrench or a clutch screw gun at a very low setting.

Ensure seal is good or replace with DURACLUTCH seal part # 35-045. 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 gasket, DURACLUTCH part # 35-045 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.

11. 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).

12. Install 95-069 Clutch Intake Filter. Follow instructions provided with filter.

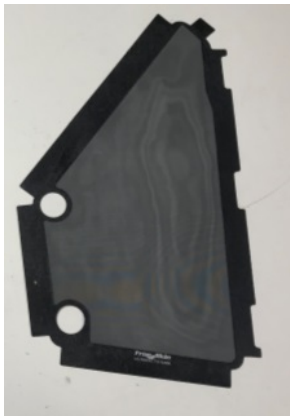
### 13. DECALS

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



To watch 15-517 DURACLUTCH GENERAL Kit installation video go to [www.duraclutch.com](http://www.duraclutch.com)

MY2016 & 2017 GENERAL models do not come with this filter installed from the factory. The Tire throws up dirt and dust into clutch cooling air intake. This 95-043 Filter must be installed over intake grill for clutch durability. If you purchase DURACLUTCH kit 15-517 for a MY2016 or 2017 GENERAL, purchase a 95-043 Filter also. Retail is \$27.99.



Completed installation.