

GEN2 DURACLUTCHES				
PRIMARY PN				
VEHICLE MODEL	STOCK WEIGHT	LEVEL 1 WT	LEVEL 2 WT	TARGET UPSHIFT RPM
PRIMARY PN 10-124				
RANGER 700 RANGER 800 MID & FULLSIZE	PN 25-114 21-74 ¹ \$46.99	PN 25-137 21-70 ¹ \$47.99	PN 25-136 21-68 ¹ \$47.99	6000-6400
PRIMARY PN 10-125				
MY13, 14 RANGER 900 XP	PN 25-114 21-74 ¹ \$46.99	PN 25-137 21-70 ¹ \$47.99	PN 25-136 21-68 ¹ \$47.99	6200-6600
MY14, 15 RANGER 900 CREW	PN 25-114 21-74 ¹ \$46.99	PN 25-136 21-68 ¹ \$47.99	PN 25-151 21-64 ^{1 2} \$54.99	6200-6600 See note 1 for MY15
PRIMARY PN 10-126				
MY11-14 RZR 900 XP, XP4, 4	PN 25-128 23-48 ² \$46.99	PN 25-135 23-45 ² \$45.99	PN 25-152 23-42 ² \$46.99	8050-8450 7300-7700 See note 1
MY15 RZR 900 & RZR 900 4				
PRIMARY PN 10-127				
RZR 570 & RANGER 570	PN 10-099 23-51 \$35.99	PN 25-128 23-48 ² \$46.99	PN 25-135 23-45 ² \$45.99	6800-7200 See note 1 for MY15 & newer
PRIMARY PN 10-128				
MY16-18 RZR 900	PN 10-099 23-51 \$35.99	PN 25-128 23-48 ² \$46.99	PN 25-135 23-45 ² \$45.99	7600-8000 See note 1
PRIMARY PN 10-129				
MY15-18 RANGER 900 XP MY16-18 RANGER CREW	PN 10-081 23-54 \$41.99	PN 10-099 23-51 \$35.99	PN 25-128 23-48 ² \$46.99	6800-7200 See note 1
PRIMARY PN 10-131				
MY14-18 RZR 1000 XP, XP4	PN 10-100 23-58 \$41.99	PN 10-081 23-54 \$41.99	PN 10-099 23-51 \$35.99	7800-8200 7700-8100 See note 1
MY16-18 RZR1000 S MY16-18 GENERAL				
PRIMARY PN 10-143				
MY17 RANGER 1000 XP MY18 RANGER 1000 CREW	PN 10-149 ³ RG-108 \$99.99	PN 10-050 ⁴ RG-95 \$99.99	Not Available	6800-7200 See note 1

¹Trimmed tip and heel

²Machined side

³Early weights were 10-133. These weights need to have the heel machined for clearance, if not already.

⁴Early weights were 10-034. These weights need to have the heel machined for clearance, if not already.

NOTES

1. TARGET UPSHIFT RPM: For some noted models maximum vehicle speed (mph) is limited by throttle (drive-by-wire). The throttle will close/open to match the load and limit speed to the programmed maximum. RPM will decrease/increase accordingly. For example if the vehicle has a windshield and cab and is loaded the throttle may remain fully open and the vehicle not reach the programmed maximum speed. If the vehicle has no windshield and cab and is lightly loaded the throttle will close to hold the vehicle at the programmed maximum speed. The DURACLUTCH will adjust to throttle position and compensate accordingly.

Start with the weight guidelines for elevation. To check upshift RPM start from stationary and push the throttle wide open. Observe RPM at mid-speeds around 30, 50 and 60mph. You should be in the target upshift range.

Also observe the following: If the engine seems to be lugging try a lighter weight. If it seems to run at a higher RPM without "pulling" try a heavier weight.

2. TIRE SIZE: RANGERS and RZRS are geared in the drive train for the stock tire size to provide the full CVT ratio capability. Tire diameter directly affects overall gearing. For example on a RANGER 900XP with 25" stock tires, changing to 30" tires is the same as a 20% gear up. This will be like starting out in 2nd gear with a standard transmission car or pickup. Overall CVT ratio is compromised and cannot be recovered. This is true for any clutch/CVT. No clutch/CVT can compensate for a gear-up from larger tires unless there is an off-setting gear reduction in the drivetrain. This can be done by installing portal gear reductions at the wheels, gear changes within the transmission or a combination of both.

3. TIRE SIZE AND WEIGHT: Both tire size and weight determine rotating inertia which affects acceleration. The rotating inertia is increased directly by the weight or mass ($2 \times \text{mass} = 2 \times \text{inertia}$). Also the rotating inertia is increased by the square of the radius of the mass from the center of rotation. Assuming the mass is concentrated at the outer diameter (a fair assumption), changing from a stock 25" tire at 25 lbs to a 30" tire at 50 lbs (real numbers) will increase the rotating inertia by almost 3 times ($2 \times 15^2 / 12.5^2 = 2.9$). Add to this 4 tires and the rotating inertia increases by 10 times! This is a very large increase and greatly affects acceleration. Because of this inertia increase LO gear must be used much of the time even if gear reductions are installed. If LO gear is not used as required the clutch packs will wear prematurely. The warranty will be void.

ELEVATIONS FOR WEIGHT CHANGE

STOCK WEIGHT: Below 6000 ft.

LEVEL 1 WEIGHT: 6,000 to 12,000 ft.

LEVEL 2 WEIGHT: Above 12,000 ft.

These are guidelines. Individual setups and conditions vary. Adjustment may be needed. See note 1 below.

TIRE SIZE

Installing tires with a diameter greater than O.E.M. tire diameter will void the warranty unless a compensating gear reduction is installed in the drivetrain to offset the gear-up due to the increased tire diameter. This can be done with outboard portal gear reductions at the wheel or changing internal transmission gearing or both.

Customers can, and many do, install DURACLUTCHES on vehicles with tire diameters larger than the O.E.M. diameter. It is impossible for any CVT to compensate for the resultant gear-up without a corresponding drivetrain gear reduction. However an individual can adjust their driving technique to compensate for this gear-up. There are many DURACLUTCH customers who are satisfied with the performance and durability. However since this is driver dependant requiring reasonable care and vehicle understanding, it is impossible for SVI, LLC to warranty the DURACLUTCH as such. See notes 2 and 3 below.