

DURACLUTCH INSTALLATION

15-538 K-DCR RZR AND RANGER MIDSIZE 570 R-SERIES

SVI, LLC 27MAR2022REV5

KIT PART #: 15-538

MODEL: DCR-RZR RANGER 570

DESCRIPTION:

MY13-22 RZR 570 ALL MODELS EXCEPT

EXCLUDES MODELS with these transmission part numbers

- MY17-19: 1333661
- MY20,21: 1334345

MY15-22 RANGER 570 MIDSIZE MODELS 2 PASSENGER (NOT CREW)

INCLUDES ONLY MIDSIZE MODELS with these transmission part numbers

- MY15: 1333418
- MY16: 1333504
- MY17: 1333476
- MY18: 1333415
- MY19: 1334237
- MY20-22: 1334325

NOTE: To locate transmission part number look at transmission housing behind rear wheel and it will say either Model # or Part # on decal. See pic below.



KIT CONTENTS:

1. 10-235 ASM-DC PRIMARY R-SERIES
2. 10-238 ASM-DC SECONDARY R-SERIES
3. 35-048 BELT
4. 99-023 LOCTITE 243 0.5ML CAPSULE 1330255
5. 15-056 KIT-SHIM (snap ring and washers 0.945 X 1.50 X 0.03 Qty 3) See step 3.
6. 30-091 TOOL-BELT INSTALL
7. 97-054 DECALS - CLUTCH HOUSING AND DASH 35-048
8. DURACLUTCH WARRANTY
9. 98-061 INSTALLATION INSTRUCTIONS DC 15-538 (THESE INSTRUCTIONS)

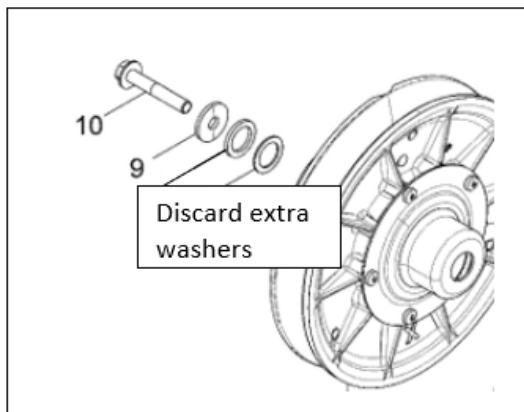
To watch a similar R-Series installation video on the 570 Sportsman go to www.duraclutch.com or checkout our YouTube channel <https://www.youtube.com/user/SpecialtyVehiclesInt>

DURACLUTCH INSTALLATION

1. Remove clutch cover. Note: on some models it may ease cover removal by removing grease zerk on control arm.



2. Remove stock secondary clutch. Pay attention if there is a snap ring on the shaft and if there are any washers on the shaft with the snap ring. If there is a snap ring or washers leave them in place. There also may be washers on the spine at the end of the shaft. If there are any remove and discard.
3. Install the DCR Secondary. If there is a snap ring on the shaft, add one washer from the shim kit supplied. If there is no snap ring, install the snap ring supplied in the shim kit and one washer.
4. Install the 10mm screw (#10) removed in step 2 as shown below. Use the washer that was under the screw head – a flat washer (#9) or a spring washer (#9). Discard any other washers. Place Blue Loctite provided on the secondary screw threads. Tighten screw to 45 ft-lbs.



5. Remove Primary clutch bolt. Remove the stock Primary clutch with puller SVI # 25-126. Greasing the end of the puller slightly will aid in removal. Do not get grease on any clutch components.
6. Clean the engine tapered shaft and Primary clutch bore with alcohol or degreaser. Do not lubricate.

7. 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 using a screwdriver to support the tool will help seat the belt lower into clutch.



8. Slide belt into DURACLUTCH DCR Primary clutch then install on post. Use stock primary hardware removed in step 5. Tighten bolt to 47 ft-lbs.



9. Set belt tension. Place transmission in Park and make sure machine is turned off. Rotate secondary by hand to seat belt in secondary clutch until belt tension is tight.
10. Once belt tension is set, start machine and verify that the secondary clutch has no rotation at idle. If no rotation, proceed to step 12. If the secondary has rotation proceed to step 11.

11. If the secondary rotates, turn machine off and check to see where the belt is riding in between the primary sheaves. Ideal belt location should be centered with a small gap on each side between the sheaves. Follow steps a. or b. to determine next action.
 - a. If belt is up against fixed sheave (inward), remove belt and secondary screw & secondary and add one shim washer included in kit onto shaft. Install secondary, secondary screw and belt, start machine to reset alignment. If the secondary still rotates and rides against fixed sheave, add another shim washer. Repeat until there is no rotation, remember to blue Loctite secondary screw when alignment is complete and torque to spec, proceed to step 12.
 - b. If belt is up against moveable sheave (outward), remove belt, secondary screw & secondary and remove one shim washer. Install secondary, secondary screw and belt, start machine to reset alignment. If the secondary still rotates and rides against moveable sheave, remove another shim washer. Repeat until there is no rotation, remember to blue Loctite secondary screw when alignment is complete and torque to spec, proceed to step 10.
12. Install outer clutch housing. Ensure seal is good or replace with Duraclutch seal part # 35-045. 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. 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 seal, 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.
13. Install grease zerk in step 1, if removed.
14. Drive vehicle for 5 miles to break-in DURACLUTCH kit components.
NOTE: If the transmission 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).

DECALS

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

