

## DURA CLUTCH INSTALLATION

### 15-552 K-DCR RANGER 570-C R-SERIES

SVI, LLC 23MAR2023

KIT PART #: 15-552

MODEL: DCR-RANGER 570-C R-Series

DESCRIPTION: **MY14-23 RANGER 570 MODELS MID-SIZE 2 PASSENGER, FULL SIZE and CREW**

**INCLUDES MODELS with these transmission part numbers (13.58 gearing)**

- MY14: 1333059
- MY15: 1333333, 1333284
- MY16,17,18: 1333469
- MY16: 1333595, 1333573
- MY19: 1334080
- MY20,21,22,23: 1334341

**EXCLUDES THESE MODELS BELOW, SEE KIT NUMBERS FOR APPLICATIONS**

MY15-23 RANGER 570 MIDSIZE MODELS 2 PASSENGER (NOT CREW)

EXCLUDES MODELS with these transmission part numbers (12.05 gearing) See kit 15-538

- MY15: 1333418
- MY16: 1333504
- MY16,17,18: 1333476
- MY18: 1334015
- MY19: 1334190,1334237
- MY19-22: 1334325

MY21-23 RANGER 570 MIDSIZE MODELS-2 PASSENGER

EXCLUDES MODELS with these transmission part numbers (12.05 gearing) See kit 15-543

- 1334612 This model has a P190X secondary clutch

MY21-23 RANGER 570 MIDSIZE MODELS-2 PASSENGER & CREW

EXCLUDES MODELS with these transmission part numbers (13.58 gearing) See kit 15-553

- 1334588 This model has a P190X secondary clutch

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. 90-053 SECONDARY ALIGNMENT SHIM Qty 4
6. 38-028 DONGLE DURACLUTCH 1
7. 99-025 CABLE TIE 8" Qty 2
8. 95-077 CABLE TIE 8" Qty 2
9. 95-079 CABLE TIE 14" Qty 2
10. 30-091 TOOL-BELT INSTALL
11. 97-054 DECALS - CLUTCH HOUSING AND DASH 35-048
12. 98-066 DURACLUTCH WARRANTY
13. 98-081 INSTALLATION INSTRUCTIONS DC 15-552 (THESE INSTRUCTIONS)

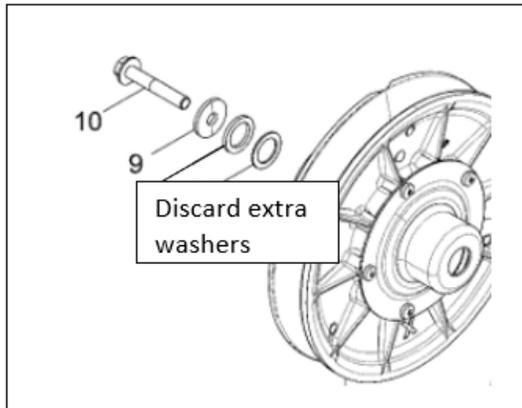
To watch a similar R-Series installation video on the 570 Sportsman go to [www.duraclutch.com](http://www.duraclutch.com) or checkout our YouTube channel <https://www.youtube.com/user/SpecialtyVehiclesInt>

## 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 remove them. There also may be washers on the spline at the end of the shaft. If there are any remove and discard.
3. Install 3 of the 4 secondary alignment shims on the shaft, then install DCR Secondary.
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 # 25-147. 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.



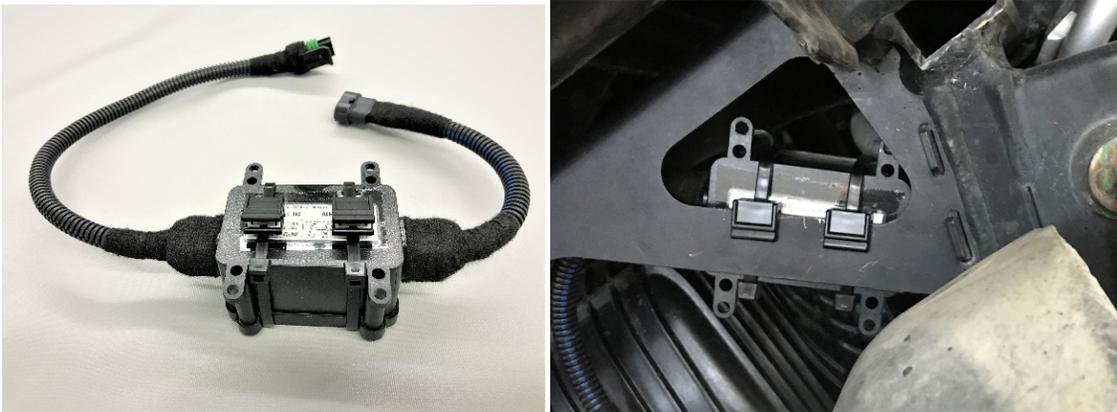
8. Slide belt into DURACLUTCH DCR Primary clutch then install on post. Use stock primary hardware removed in step 5. Tighten bolt to 47 ft-lbs.



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 slight to no rotation at idle (If slight rotation this will go away after belt break-in). If slight to no rotation, proceed to step 12. If the secondary has rotation proceed to step 11.
11. If the secondary rotates fast, 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 fast and rides against fixed sheave, add another shim washer. Repeat until there is slight to 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 fast and rides against moveable sheave, remove another shim washer. Repeat until there is slight to no rotation, remember to blue Loctite secondary screw when alignment is complete and torque to spec, proceed to step 12.
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. Install Dongle, it comes with 2 cable ties with clips installed. Install onto rear passenger side vehicle frame, push clips down so they bite down on frame. If your vehicle does not have this location, mount on rear side frame. NOTE: Be careful to not mount in a location where there could be interference with moving parts (suspension, shift cable) or too close to a heat source (muffler, exhaust pipe).



15. Take two 8-inch cable ties and feed thru tab on top of dongle housing and around the frame and tighten



16. Disconnect speed sensor on transmission. Connect end from dongle to transmission. Connect wire removed from transmission into other end of dongle. Make sure Dongle does not interfere with any moving components, such as suspension or shifting assembly. Use remaining cable ties to secure wires as necessary and clip excess tie ends.



17. 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

18. 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.

