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Starting Line Products, Inc.

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RZR 1000 SLP Clutch Kit Installation Instructions

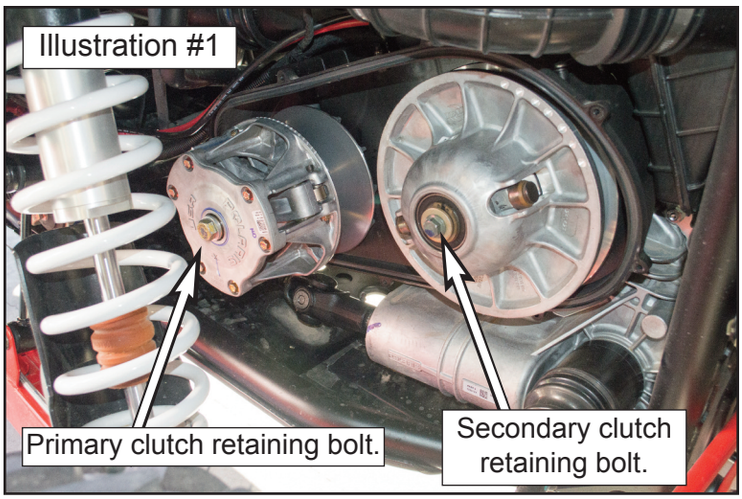
Clutch Removal

A-1. Remove all clutch cover retaining screws and remove clutch cover from the RZR.

NOTE: 2015 Models will also require the removal of hose clamp and air inlet hose.

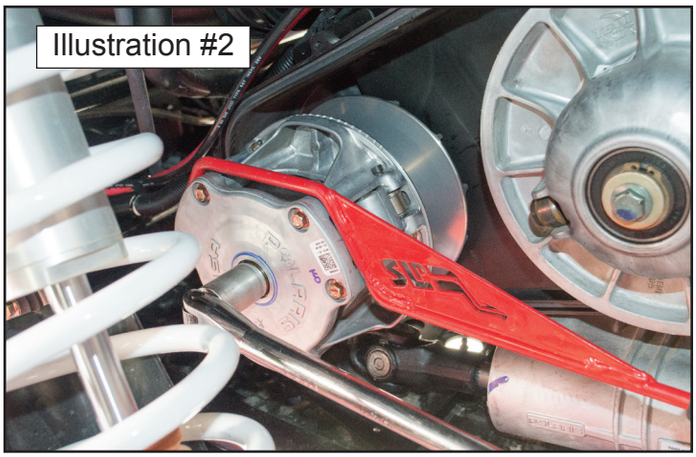
A-2. Clean out the clutches and clutch cover with compressed air.

A-3. Remove the belt from the RZR. Refer to "Belt Removal" for more information.



A-4. Remove secondary clutch retaining bolt. (Refer to illustration #1) Having the RZR in gear will help with bolt removal. Slide secondary clutch off splined shaft and remove from RZR.

A-5. Remove primary clutch retaining bolt. (Refer to illustration #1) A clutch holding tool (SLP #20-202) is recommended to hold the primary clutch stationary.



A-6. Thread a primary clutch puller (SLP #20-136) into the center of the primary clutch. Hold the primary clutch using a clutch holding tool (SLP #20-202) and tighten the clutch puller with a breaker bar until the clutch pops loose from the tapered shaft. (Refer to illustration #2) Remove clutch from RZR and remove clutch puller from clutch.

Hint: A small amount of grease on the clutch puller threads and end that pushes on the crankshaft will help in the primary clutch removal process.

Primary Clutch Disassembly/Assembly

B-1. Mark the cap, spider, movable sheave and stationary sheave in relation to each other on the primary clutch. (Refer to illustration #3)

B-2. Compress the primary clutch by hand or with a clutch press tool (SLP #20-204) and loosen the six cap bolts until the cap can be removed from the clutch and set aside. (Do not remove bolts from the holes in the cap)

B-3. Remove stock primary spring. This spring will not be re-used.

B-4. Remove pins holding weights in the primary clutch. Inspect pins and replace if they are worn.

B-5. Remove weights from clutch. These stock weights will not be reused.

B-6. Check movement of cap and movable sheave for sticky spots which could be caused from a bad bushing. Check rollers visually and by feel to make sure they roll freely and do not show any wear. Check bearing on main shaft to verify that it rolls freely and shows no signs of excess heat (blueing). Check the clutch sheaves for excessive wear and replace clutch if hairline cracks are found. Specialized clutch rebuild tools and replacement parts are available from SLP or clutches can be sent directly to SLP for clutch rebuild services. Inquire for more information.

B-7. Using SLP setup sheet, install recommended tuning fasteners and washers into Rooster weights. (See illustration #4) Always use the supplied thread locker on the fasteners and make sure they are seated to ensure they will not come loose in operation and potentially damage your drive clutch. Do not install more than one thick and one thin washer on the green 2.5g or silver 0.8g fasteners. If using the red 3.5g fastener, you can use up to two thick washers and one thin washer for a total of 7 grams per hole. **The red 3.5g fastener MUST be installed with washers.** Torque Rooster weight fasteners to **20-25 in/lbs (2.26-2.82 Nm).**

B-8. Check stock weight pins for wear before installation. Pins should be straight and smooth from shouldered head to threads. If wear is found, discard stock pins and replace with hardened pins and new lock nuts (SLP# 40-437).

B-9. Install Rooster weights into clutch and tighten weight pins with self-locking nuts and torque to 20 in/lbs (2 Nm). (Refer to illustration #5 for proper weight pin orientation)

Illustration #3

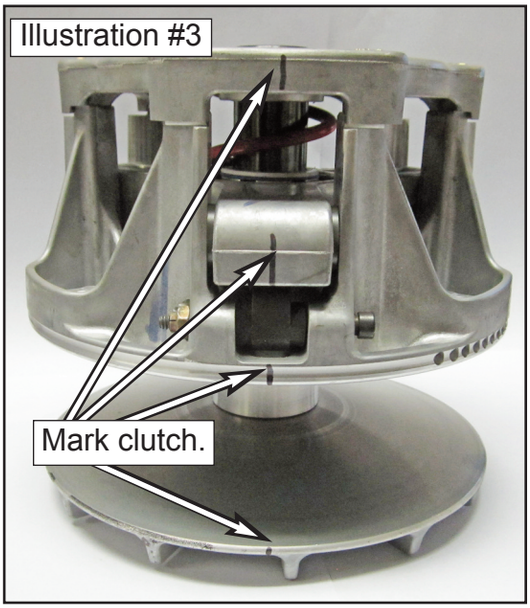


Illustration #4

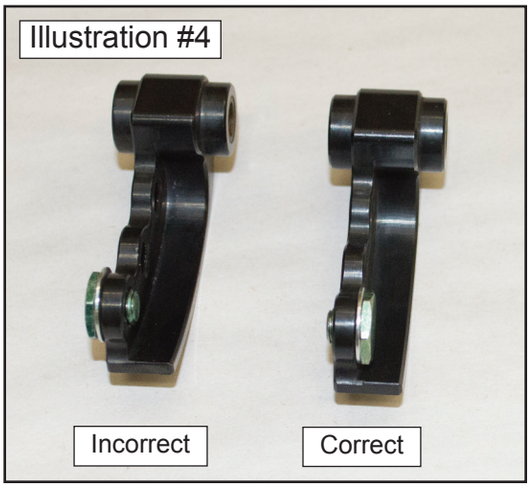
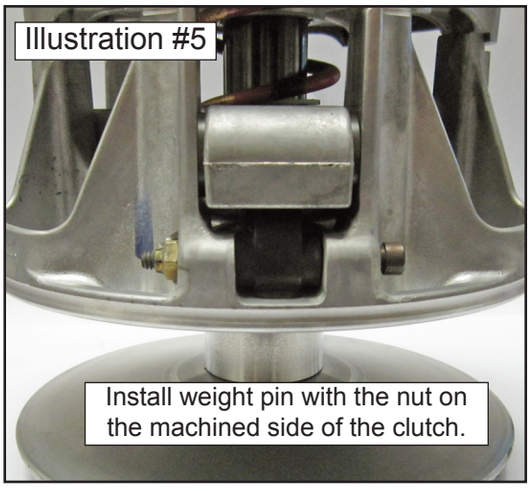


Illustration #5



B-10. Install SLP primary spring.

B-11. Line up marks made on Step B-1. Compress cap to movable sheave and start all six cap bolts. In a star pattern, tighten each bolt a little at a time until the cap is seated against movable sheave of clutch. Torque cap bolts evenly to **100 in/lbs. (12 Nm)**

Tied Secondary Clutch Disassembly/Assembly

C-1. Remove the four T25 torx head screws that hold the helix into the Tied secondary clutch.

C-2. Remove helix. This stock helix will not be re-used.

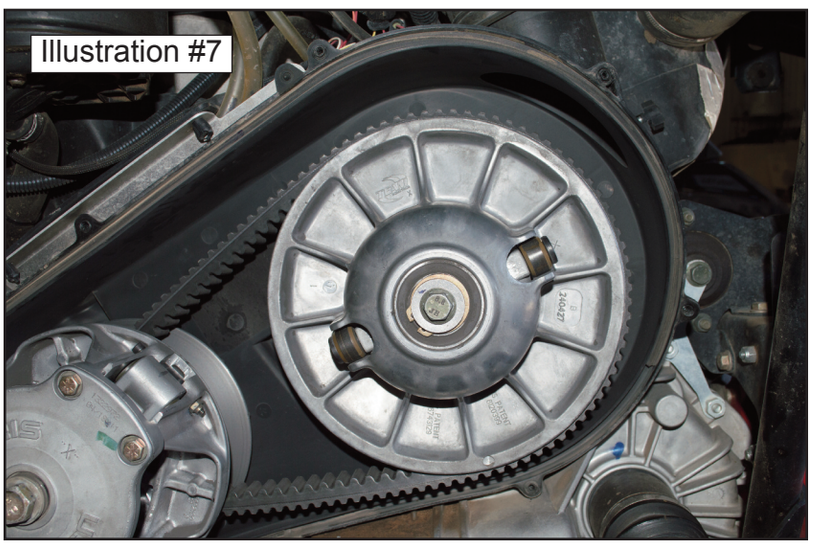
C-3. Line up the X on the new helix with the X on the Tied clutch and drop the helix into place. (Refer to illustration #6) Install the T25 four torx head screws and torque to **8-12 ft/lbs (10.9-16.3 Nm).**

Clutch Installation

D-1. Use brake clean and a clean rag to clean the tapered shaft on the RZR and the tapered mating surface of the primary clutch.

Important Note: Remove any glazing on the clutch sheaves using a red scotch bright pad. Clean the sheaves of both clutches with dish soap and hot water. Scrub the belt using dish soap and hot water. Let completely dry before installation.

D-2. Install primary clutch onto the tapered shaft of the RZR. Hold the primary clutch using a clutch holding tool (SLP #20-202) and torque the primary clutch retaining bolt to **96 ft/lbs (130 Nm).** Once this is done loosen the retaining bolt and torque the bolt once more to **96 ft/lbs (130 Nm).**



D-3. Install Tied secondary clutch on the splined shaft of the RZR making sure the clutch is completely seated on the shaft. Using the stock secondary retaining bolt and washer, torque the retaining bolt to **40 ft/lbs (54 Nm).**

Hint: Having the RZR in gear will help with aligning the splines.

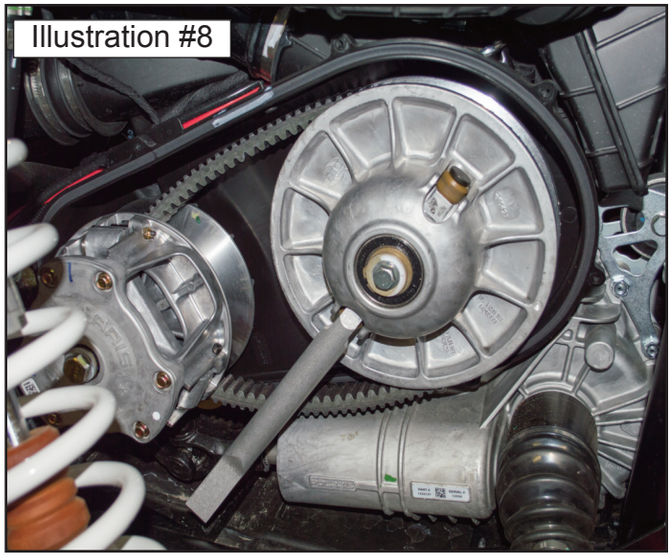
D-4. Install the belt. (SLP recommends **Polaris Belt #3211148 on 2014 models or Polaris Belt #3211180 on 2015 models** for proper operation)

D-5. Make sure the RZR is in Park and then rotate the secondary clutch by hand until the belt is at full ride height in the secondary clutch. (Refer to illustration #7)

D-6. Install clutch cover making sure stock cover seal is in place. Torque cover retaining screws to **48 in/lbs (5 Nm).**

Note: Re-install inlet hose on 2015 models.

Illustration #8



Belt Removal

E-1. Mark drive belt direction of rotation. (Belt is normally positioned so that the part number can be easily read)

E-2. With the RZR in “Park” rotate Tied clutch so that one of the outer rollers is positioned at an eight O-clock position. Using belt removal/installation tool found in stock 1000 tool kit or SLP belt removal/clutch compression tool #20-217, place into Tied clutch in the location directly above the roller (Refer to illustration #8).

E-4. Cam tool so that it compresses the Tied clutch. Lift upward on the belt while pulling it over the top of the secondary clutch sheave.

Belt Installation

F-1. With the RZR in “Park” rotate Tied clutch so that one of the outer rollers is positioned at an eight O-clock position.

F-2. Loop the belt around the primary clutch with the belt direction of rotation in the correct orientation. (Belt is normally positioned so that the part number can be easily read)

F-3. Using belt removal/installation tool found in stock 1000 tool kit or SLP belt removal/clutch compression tool #20-217, place into Tied clutch in the location directly above the roller (Refer to illustration #8).

F-4. Cam tool so that it compresses the Tied clutch.

F-5. Push the belt into the secondary clutch starting with the top and moving clockwise.

F-6. Remove belt removal/installation tool.

F-7. Rotate Tied clutch counter clockwise until belt is at full ride height in the Tied clutch. (Refer to illustration #7)