

CLUTCH KIT

INSTALLATION GUIDE

2017-2023 Polaris Sportsman 850
2017-2023 Polaris Scrambler 850
2017-2023 Polaris Sportsman 1000
2017-2023 Polaris Scrambler 1000

PARTS LIST

19-DCK20

3 CLUTCH ARMS
1 PRIMARY SPRING SILVER
1 PRIMARY CLUTCH BOLT

6 MAGNETS (3/16")
27 MAGNETS (3/8")

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

**THIS KIT REQUIRES SPECIAL TOOLS FOR INSTALLATION.
FOR BEST RESULTS, DYNOJET RECOMMENDS
INSTALLATION BY A QUALIFIED TECHNICIAN.**

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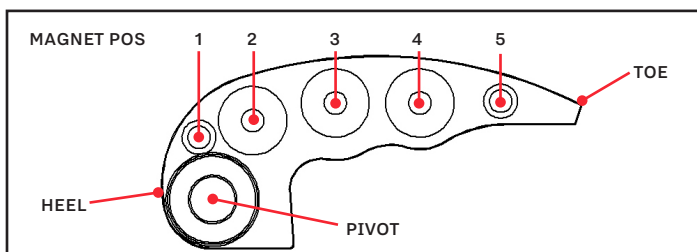
CLUTCH KIT SETTINGS

850 MODELS	ELEVATION	MAGNET POSITION	TOTAL WEIGHT	PRIMARY SPRING
Trail Std Tire	0-2000 ft	1-2-2-2-1	59 gr	SILVER
Trail 30-32" Tire	0-2000 ft	1-2-2-2-0	57 gr	SILVER
Sand Std Tire	0-2000 ft	1-2-2-1-0	56 gr	SILVER
Sand 30-32" Tire	0-2000 ft	1-2-2-0-0	54 gr	SILVER

1000 MODELS	ELEVATION	MAGNET POSITION	TOTAL WEIGHT	PRIMARY SPRING
Trail Std Tire	0-2000 ft	1-3-3-2-1	63 gr	SILVER
Trail 30-32" Tire	0-2000 ft	1-3-3-2-0	61 gr	SILVER
Sand Std Tire	0-2000 ft	1-3-3-1-0	60 gr	SILVER
Sand 30-32" Tire	0-2000 ft	1-3-3-0-0	58 gr	SILVER

RECOMMENDED SETTINGS FOR HIGH ELEVATION	
Subtract 1 Magnet (from each arm starting from toe side)	3000 ft
Subtract 2 Magnets (from each arm starting from toe side)	6000 ft
Subtract 3 Magnets (from each arm starting from toe side)	7500 ft
Subtract 4 Magnets (from each arm starting from toe side)	9000 ft

CLUTCH ARM ADJUSTMENT



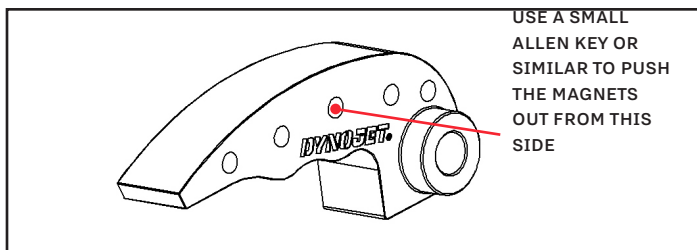
LOAD MAGNETS STARTING AT HEEL - POS #1

LOAD MAGNETS PER THE TABLE ABOVE. MAKE SURE EACH CLUTCH ARM IS LOADED WITH THE SAME AMOUNT OF WEIGHT.

- MORE WEIGHT NEAR HEEL INCREASES ACCEL
- MORE WEIGHT AT TOE DECREASES RPM
- 1 MAGNET CHANGE ON EACH ARM WILL ALTER RPM APPROXIMATELY 150RPM

OUR SETTINGS ARE A GENERAL BASELINE. MANY THINGS CAN EFFECT CLUTCH SETUP:

- TIRE BRAND & SIZE
- STATE OF CLUTCH WEAR
- DRIVEBELT CONDITION
- ENGINE POWER OUTPUT
- ENVIRONMENT CONDITIONS



TO REMOVE MAGNETS

19-DCK20 CLUTCH KIT

17-23 POLARIS ATV 850/1000

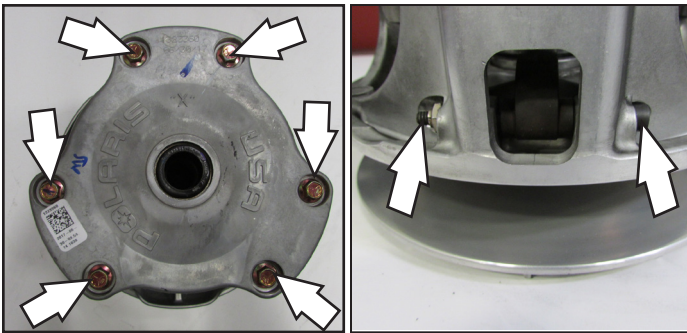
INSTALLATION INSTRUCTIONS

IT IS RECOMMENDED TO HAVE AN AUTHORIZED POLARIS TECHNICIAN INSTALL THE CLUTCH KIT AS SPECIAL TOOLS ARE NEEDED TO COMPLETE THE INSTALLATION.

Refer to the service manual to access the clutch housing cover.

- Remove clutch housing.
- Mark the direction of the drivebelt.
- Remove the drivebelt.

Using the Polaris clutch puller part #2872085 remove the primary clutch. It is recommended to grease the threads of the clutch puller before usage. The primary bolt is LEFT HAND threads. Remove the 6 bolts for the primary spring cover. Remove the bolts evenly as there is a significant amount of spring pressure.



Remove the clutch arms using 3/8" socket and 1/8" allen key. Install the Dynojet clutch arms with the proper amount of weight. Refer to chart on page 2. Replace the stock spring with the Dynojet spring and reinstall the spring cover. Tighten the 6mm bolts evenly to 9 ft-lb (12 Nm).

Reinstall the primary clutch on the output shaft. Torque the retaining bolt to 47 ft-lb (63 Nm).

It's important to check the length of your primary bolt. Early units had a length of 165mm and was later superseded to a bolt that is 175mm. Use the supplied bolt if you are unsure.

TUNING NOTES

For best performance your RPM when checked at 50mph should be 8400rpm. This should be checked on a surface that offers good traction and tested with normal load in the vehicle. Adjustments to overall weight of each clutch arm may be necessary to achieve this RPM target.

If you were to test on the street and then ride in the sand or mud it is not uncommon to see a loss of 300-400rpm if using paddle tires.

Our settings are based on using a PV3 tune in the ECM for optimal performance.

TOOLS NEEDED FOR INSTALLATION

- DYNOJET PULLER {16300004}
- DYNOJET COMPRESSION TOOL {79100011}
- 21MM SOCKET
- 3/8" SOCKET
- 1/8" ALLEN KEY

TRUTH IN PERFORMANCE

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