BikemanPerformance.com
Phone: (715)483-3003

Polaris ATV/UTV Clutch Setup

Some of these instructions may not be necessary if your secondary came assembled. Carefully read through these instructions before attempting installation.

Bikeman Performance Plus assumes no responsibility for damage or injury of any kind because of misuse, improper installation or improper application of any parts in any way, by any person. Contact your local dealer to schedule installation of this kit if you are not a qualified ATV or UTV mechanic.

Tools Needed: BMP Primary Clutch Puller, Small Pry Bar or Large Flathead Screwdriver, Socket Set, Wrench Set, 1/8" Allen Wrench, Snap Ring Pliers (on non-assembled secondary clutches), #25 Torx Wrench (on non-assembled secondary clutches), BMP Bench Clutch Compression Tool (on non-assembled secondary clutches) Part # BMP-BCCT

1. Remove the key from the ignition and locate your clutch cover. Remove necessary components to access and remove this cover. RZR/Ranger 800 models are located behind the seats. RZR/Ranger 900/1000 clutches are located near the driver side shock.

2. Remove the clutch cover bolts. Some machines have a clutch tool in the tool kit to spread open the secondary clutch (clutch on the transmission) and loosen the belt. If you don't have this tool a large flat head screwdriver will work also. There are two plastic washers on the secondary clutch, insert tool into that opening and gently pry out on the clutch. Be careful not to damage the plastic roller. When the clutch opens the belt should slide down in the clutch and loosen the belt tension.

3. Remove the primary clutch (clutch on engine), retaining bolts and washers. Using the correct BMP Primary Clutch Puller, thread the puller in by hand and tighten with a wrench until the clutch pops off the shaft. You will need to hold the clutch from rotating with a small bar or large screwdriver. Remove the clutch. If clutch does not come lose, an impact driver may be used but is not recommended.

4. Notice the printing on the cover of the primary clutch and the "X" stamped into the spider along with the moveable sheave. These are factory alignment marks and must line up when you reassemble the clutch. Remove the six outside bolts from the cover evenly to prevent bushing damage then set the cover and stock spring aside. USE CAUTION as the cover is under a slight amount of spring tension. If your kit comes with weights, use an 1/8" allen wrench and a 3/8" wrench or socket to remove the pin holding the weights on the clutch. Remove weights and check pins for wear. Install new weights and be sure to follow the weight setup instruction sheet first if you have adjustable weights.

5. Clean all clutches with a rag and contact/brake cleaner. DO NOT spray the rollers or bushings.

6. Install the correct primary spring and make sure the "X's" line up when installing the cover. Tighten the six outer bolts evenly so the cover goes on straight to prevent damage. Be aware that other primary springs are available to raise or lower engagement if needed.

7. Remove the secondary clutch by removing the center clutch bolt and sliding it off the splined shaft. When the clutch does come off pay attention to the shims behind the clutch on the shaft. These shims affect the clutch alignment so if they slide off the shaft be sure to put them back on. Some machines will not have shims.

8. Place the clutch face down so the four torx bolts/helix are facing up. Remove the four torx bolts. Pull up on the helix to remove. Note the orientation of the two rollers. Use a BMP clutch compression tool to compress the spring, then remove the c-clip. Release the compression tool and remove the spring assembly. Install the BMP secondary spring along with the spring retainer and c-clip. Make sure you align the top spring retainer in its correct spot on the splines. One spline is twice as wide making it only go on one way. Next install the supplied helix making sure the machined surfaces are on the rollers. The helix and clutch also have "X" marks that must line up. If your helix does not line up you can grab the rollers and twist them so the "X" will line up when the helix is installed.

9. First install the secondary clutch back on the machine. Install the clutch retaining bolt and tighten. Loop the belt over the secondary clutch with the numbers reading left to right and use the clutch tool or large screwdriver to slightly spread the sheaves. You need to do this to have enough belt slack to install the primary clutch. Place the primary clutch through the belt and on the crankshaft. Torque the primary clutch bolt to factory specs which should be 75 ft/lbs. You will need to use a small bar or large screwdriver to keep the clutch from rotating. With the transmission in neutral, spin the clutches to backshift the belt out to its normal idle position. Install your clutch cover and all remaining components as they were from the factory. For more help please use your service manual or contact us.

ALWAYS RUN A CLUTCH COVER These clutches were not designed to be exposed to the elements so be sure to always run your clutch cover. Parts failure may occur from not running your cover.

2018 RZR RS1 Clutch Setup

Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
WE HIGHLY RECOMMEND REMOVING THE BLACK PLASTIC LIMITER LOCATED BETWEEN THE PRIMARY SPRING AND COVER

- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If running 29-30" Paddles Remove 1 magnet from the setup if possible
- If using 30" - 31" oversize tires subtract 1 magnet from the setup if possible
- If running tracks, add 2-3 magnets to the above setups
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align.

Part 2: Secondary spring installation: Make sure your belt is removed before trying to remove the secondary clutch! Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminium spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools! You can now remove the 3 torx bolts holding the aluminium retainer in place. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue loctite on the 3 torx bolts when installing. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place. Torque the secondary bolt to 35-40ft-lbs. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crankshaft. Torque the primary bolt to 75ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the below chart.

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Clutch Kits								
Stock/Slip-On Only	0-3000 ft	56-72 Grams	0/2/0	58.8g	Light Blue	Stock	Blue/Green	8400-8700
Level 1 Tune Slip-On Exhaust	0-3000 ft	56-72 Grams	0/0/0	56g	Light Blue	Stock	Blue/Green	8400-8700
Level 2 Tune Full Exhaust	0-3000 ft	56-72 Grams	0/1/0	57.4g	Light Blue	Stock	Blue/Green	8400-8700
Stage 2 Kits								
Stock/Slip-On Only No Tune	0-3000 ft	56-72 Grams	0/2/0	58.8g	Light Blue	50strt	Blue/Green	8400-8700
Level 1 Tune Slip-On Exhaust	0-3000 ft	56-72 Grams	0/0/0	56g	Light Blue	50strt	Blue/Green	8400-8700
Level 2 Tune Full Exhaust	0-3000 ft	56-72 Grams	0/1/0	57.4g	Light Blue	50strt	Blue/Green	8400-8700

2017-Up RZR XP Turbo Clutch Setup

Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
WE HIGHLY RECOMMEND REMOVING THE BLACK PLASTIC LIMITER LOCATED BETWEEN THE PRIMARY SPRING AND COVER

- RZR 4 models run the same setups due to lower gearing
- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If running 29-30" Paddles Remove 1 magnet from the above setup
- If using 30" - 31" oversize tires subtract 1 magnet from the above setups
- If running tracks, add 2-3 magnets to the above setups
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

High Elevation Riders
Subtract 1 magnet if riding at 3000ft
Subtract 2 magnets if riding at 6000ft
Subtract 3 magnets if riding at 7500ft
Subtract 4 magnets if riding at 9000ft
Always take magnets away evenly

Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align. If you bought a stage 2, skip to Part 2 at this time. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft. Insert the primary clutch bolt and torque to 75 ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the below chart.

Part 2: Secondary spring installation (for Stage 2 kits only): Make sure your belt is removed before trying to remove the secondary clutch! Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminium spring/helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools! You can now remove the 3 torx bolts holding the aluminium retainer in place. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue loctite on the 3 torx bolts when installing. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place. Torque the secondary bolt to 35-40ft-lbs. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crankshaft. Torque the primary bolt to 75ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the below chart.

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock/Slip-On or Level 1 Tune (128 RWHP)	0-3000 ft	66-82 Grams	2/0/0	68.8 Grams	Light Blue	Stock	Green	8400-8600
Level 2 Tune (140 RWHP)	0-3000 ft	66-82 Grams	3/0/0	70.2 Grams	Light Blue	Stock	Green	8400-8600
Level 3 Tune (150 RWHP)	0-3000 ft	66-82 Grams	3/1/0	71.6 Grams	Light Blue	Stock	Green	8400-8600
Level 4 Tune (155 RWHP)	0-3000 ft	66-82 Grams	3/1/0	71.6 Grams	Light Blue	Stock	Green	8400-8600
Stage 2 Kits								
Stock/Slip-On or Level 1 Tune (128 RWHP)	0-3000 ft	66-82 Grams	2/1/0	70.2 Grams	Light Blue	XPT-1	Green	8400-8600
Level 2 Tune (140 RWHP)	0-3000 ft	66-82 Grams	3/1/0	71.6 Grams	Light Blue	XPT-1	Green	8400-8600
Level 3 Tune (150 RWHP)	0-3000 ft	66-82 Grams	3/2/0	73 Grams	Light Blue	XPT-1	Green	8400-8600
Level 4 Tune (155 RWHP)	0-3000 ft	66-82 Grams	3/2/0	73 Grams	Light Blue	XPT-1	Green	8400-8600

2016 RZR XP Turbo Clutch Setup

Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.
WE HIGHLY RECOMMEND REMOVING THE BLACK PLASTIC LIMITER LOCATED BETWEEN THE PRIMARY SPRING AND COVER

- RZR 4 models run the same setups due to lower gearing
- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If running 29-30" Paddles Remove 1 magnet from the above setup
- If using 30" - 31" oversize tires subtract 1 magnet from the above setups
- If running tracks, add 2-3 magnets to the above setups
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

High Elevation Riders
Subtract 1 magnet if riding at 3000ft
Subtract 2 magnets if riding at 4500ft
Subtract 3 magnets if riding at 6000ft
Subtract 4 magnets if riding at 7500ft
Subtract 5 magnets if riding at 9000ft
Always take magnets away evenly

Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align. If you bought a stage 2, skip to Part 2 at this time. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft. Insert the primary clutch bolt and torque to 75 ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the below chart.

Part 2: Secondary spring installation (for stage 2 kits only): Make sure your belt is removed before trying to remove the secondary clutch! Remove the secondary from the splined shaft by removing the 15mm bolt and the c-clip. Take your secondary to the bench and use a clutch compression tool (Part #: BMP-BCCT) to push down on the aluminium spring/ helix retainer. There is a large amount of spring pressure, so make sure you use the correct tools! You can now remove the 3 torx bolts holding the aluminium retainer in place. Use your clutch compression tool to slowly release pressure, and eventually remove the spring and helix. Now you will simply reverse the process by installing the BMP secondary spring. We recommend using a small amount of blue loctite on the 3 torx bolts when installing. When the secondary is assembled, install it back on the shaft with the c-clip and bolt in place. Torque the secondary bolt to 35-40ft-lbs. Install the belt around the secondary clutch, then install your primary clutch through the belt and on the crankshaft. Torque the primary bolt to 75ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the below chart.

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock/Slip-On Only (110 RWHP)	0-3000 ft	56-72 Grams	4/1/0	64.4g	Light Blue	Stock	Green	7900-8100
Level 1 Tune (130 RWHP)	0-3000 ft	56-72 Grams	4/1/0	64.4g	Light Blue	Stock	Green	8300-8500
Level 2 Tune (140 RWHP)	0-3000 ft	56-72 Grams	4/1/0	64.4g	Light Blue	Stock	Green	8300-8500
Level 3 Tune (145 RWHP)	0-3000 ft	56-72 Grams	4/2/0	65.8g	Light Blue	Stock	Green	8300-8500
Level 4 Tune (150 RWHP)	0-3000 ft	56-72 Grams	4/3/0	67.2g	Light Blue	Stock	Green	8300-8500
Stage 2 Kits								
Stock/Slip-On Only (110 RWHP)	0-3000 ft	66-82 Grams	1/0/0	67.4g	Light Blue	50strt	Green	7900-8100
Level 1 Tune (130 RWHP)	0-3000 ft	66-82 Grams	2/1/0	70.2g	Light Blue	50strt	Green	8300-8500
Level 2 Tune (140 RWHP)	0-3000 ft	66-82 Grams	3/1/0	71.6	Light Blue	50strt	Green	8300-8500
Level 3 Tune (145 RWHP)	0-3000 ft	66-82 Grams	3/2/0	73g	Light Blue	50strt	Green	8300-8500
Level 4 Tune (150 RWHP)	0-3000 ft	66-82 Grams	3/2/0	73g	Light Blue	50strt	Green	8300-8500

2016-Up RZR XP 1000 Clutch Setup

Thank you for purchasing your clutch kit from BMP! Please read the following instructions carefully before installation. Refer to the factory service manual for the most proper procedures. Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

- RZR 4 models run the same setups due to lower gearing
- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If using 30" - 31" oversize tires subtract 1 magnet from the above setups
- If running tracks you will want to add 3-4 magnets evenly to the above setups
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

High Elevation Riders

Subtract 1 magnet if riding at 3000ft
Subtract 2 magnets if riding at 4500ft
Subtract 3 magnets if riding at 6000ft
Subtract 4 magnets if riding at 7500ft
Subtract 5 magnets if riding at 9000ft
Always take magnets away evenly

Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align. If you purchased a stage 2 kit jump to Step 2 now. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft. Insert the primary clutch bolt and torque to 75 ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the above chart.

Part 2: Secondary clutch instructions: Remove the 5/8" head secondary clutch bolt using an impact driver or breaker bar. Slide the secondary off the shaft and place on the bench. You will need to compress the helix and remove the screws. BE CAREFUL as the helix is under spring tension. Once the helix and spring are removed, install your teflon washers in the small spring cup on the clutch side. Now insert your spring, spring cap roller, and helix into place. Compress the helix until you can thread the bolts in (use light thread lock). Now install the secondary back on the shaft torquing the bolt to 35ft/lbs. Install the belt, then the primary clutch. Torque the primary clutch bolt to 75 ft/lbs. Re-install your clutch cover and go ride!

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock/Slip-On Only	0-3000 ft	54-71g	0/1/3	58.2g	Silver	Stock	Stock	8200-8400
Level 1 (Tune Only)	0-3000 ft	54-71g	0/1/3	59.6g	Silver	Stock	Stock	8200-8400
Level 2 (Exhaust + Tune)	0-3000 ft	54-71g	0/2/3	61g	Silver	Stock	Stock	8200-8400
Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54-71g	0/2/3	61g	Silver	Stock	Stock	8500-8700
Level 4 (Exhaust + AirXtreme + Tune)	0-3000 ft	54-71g	0/2/3	61g	Silver	Stock	Stock	8700-8900
Level 8 (Complete 1065 Big Bore)	0-3000 ft	54-71g	1/2/3	62.4g	Silver	Stock	Stock	8700-8900
Stage 2 Mud								
Stock/Slip-On Only	0-3000 ft	54-71g	0/1/3	58.2g	Silver	54/56	Yellow	8200-8400
Level 1 (Tune Only)	0-3000 ft	54-71g	0/1/3	59.6g	Silver	54/56	Yellow	8200-8400
Level 2 (Exhaust + Tune)	0-3000 ft	54-71g	0/2/3	61g	Silver	54/56	Yellow	8200-8400
Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54-71g	0/2/3	61g	Silver	54/56	Yellow	8500-8700
Level 4 (Exhaust + AirXtreme + Tune)	0-3000 ft	54-71g	0/2/3	61g	Silver	54/56	Yellow	8700-8900
Level 8 (Complete 1065 Big Bore)	0-3000 ft	54-71g	1/2/3	62.4g	Silver	54/56	Yellow	8700-8900
Stage 2 Trail & Dune Kit								
Stock/Slip-On Only	0-3000 ft	54-71g	0/1/3	58.2g	Silver	56/60	Yellow	8200-8400
Level 1 (Tune Only)	0-3000 ft	54-71g	0/1/3	59.6g	Silver	56/60	Yellow	8200-8400
Level 2 (Exhaust + Tune)	0-3000 ft	54-71g	0/2/3	61g	Silver	56/60	Yellow	8200-8400
Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54-71g	0/2/3	61g	Silver	56/60	Yellow	8500-8700
Level 4 (Exhaust + AirXtreme + Tune)	0-3000 ft	54-71g	0/2/3	61g	Silver	56/60	Yellow	8700-8900
Level 8 (Complete 1065 Big Bore)	0-3000 ft	54-71g	1/2/3	62.4g	Silver	56/60	Yellow	8700-8900

*****If Dune riding subtract 1 magnet from position 2 and 3 to compensate for added load*****

2014-15 RZR XP 1000 Clutch Setup

Thank you for purchasing your clutch kit from BMP! Please read the following instructions carefully before installation. Refer to the factory service manual for the most proper procedures. Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

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- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If using 30" - 31" oversize tires subtract 1 magnet from the above setups
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High Elevation Riders

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Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align. If you purchased a stage 2 kit jump to Step 2 now. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft. Insert the primary clutch bolt and torque to 75 ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the above chart.

Part 2: Secondary clutch instructions: Remove the 5/8" head secondary clutch bolt using an impact driver or breaker bar. Slide the secondary off the shaft and place on the bench. Remove the 4 T25 torx bolts holding the helix in place and remove the helix from the clutch. You will now need a clutch compression tool (Part #: BMP-BCCT) to remove the secondary spring. Make a mark on the secondary clutch shaft and the spring cup for later alignment. Compress the clutch and remove the snap ring, then back of the compression tool until the spring cup and spring are free. Replace the factory spring with the supplied BMP spring making sure to use your teflon smooth shift washers between the clutch and lower spring cup. Using your compression tool, compress the spring, spring cup, and snap ring. Using your marks, line the splines up until the spring cup is fully seated allowing the snap ring to go into it's groove. Now you can release the compression tool. Insert your BMP helix into the secondary clutch and align the bolt holes by turning the spring cup/rollers as necessary. Using medium thread lock on the torx bolts, tighten until snug and make sure the helix is fully seated. Now install the secondary back on the shaft torquing the bolt to 35ft/lbs. Install the belt, then the primary clutch. Torque the primary clutch bolt to 75 ft/lbs. Re-install your clutch cover and go ride!

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock/Slip-On Only	0-3000 ft	54-71g	3/3/3	66.6g	Silver	Stock	Stock	8200-8400
Level 1 (Tune Only)	0-3000 ft	54-71g	2014: 2/3/3 2015: 4/3/3	2014: 65.2g 2015: 68g	Silver	Stock	Stock	2014: 8400-8600 2015: 8200-8400
Level 2 (Exhaust + Tune)	0-3000 ft	54-71g	2014: 3/3/3 2015: 4/4/3	2014: 66.6g 2015: 69.4g	Silver	Stock	Stock	2014: 8400-8600 2015: 8200-8400
Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54-71g	3/3/3	66.6g	Silver	Stock	Stock	8500-8700
Level 4 (Exhaust + AirXtreme + Tune)	0-3000 ft	54-71g	4/3/3	68g	Silver	Stock	Stock	8700-8900
Level 8 (Complete 1065 Big Bore)	0-3000 ft	54-71g	4/4/3	69.4g	Silver	Stock	Stock	8700-8900
Stage 2 Trail/Mud/All Around								
Stock/Slip-On Only	0-3000 ft	54-71g	2/3/3	65.2g	Silver	TSS03-2	Black	8200-8400
Level 1 (Tune Only)	0-3000 ft	54-71g	2014: 2/2/3 2015: 3/3/3	2014: 63.8g 2015: 66.6g	Silver	TSS03-2	Black	2014: 8400-8600 2015: 8200-8400
Level 2 (Exhaust + Tune)	0-3000 ft	54-71g	2014: 2/3/3 2015: 3/4/3	2014: 65.2g 2015: 69.4g	Silver	TSS03-2	Black	2014: 8400-8600 2015: 8200-8400
Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54-71g	2/3/3	65.2g	Silver	TSS03-2	Black	8500-8700
Level 4 (Exhaust + AirXtreme + Tune)	0-3000 ft	54-71g	3/3/3	66.6g	Silver	TSS03-2	Black	8700-8900
Level 8 (Complete 1065 Big Bore)	0-3000 ft	54-71g	3/4/3	68g	Silver	TSS03-2	Black	8700-8900
Stage 2 Dune Kit								
Stock/Slip-On Only	0-3000 ft	54-71g	2/3/3	65.2g	Silver	TSS03-6	Silver	8200-8400
Level 1 (Tune Only)	0-3000 ft	54-71g	2/2/3 3/3/3	2014: 63.8g 2015: 68g	Silver	TSS03-6	Silver	2014: 8400-8600 2015: 8200-8400
Level 2 (Exhaust + Tune)	0-3000 ft	54-71g	2/3/3 3/3/4	2014: 65.2g 2015: 69.4g	Silver	TSS03-6	Silver	2014: 8400-8600 2015: 8200-8400
Level 3 (Exhaust + Cams +Tune)	0-3000 ft	54-71g	2/3/3	65.2g	Silver	TSS03-6	Silver	8500-8700
Level 4 (Exhaust + AirXtreme + Tune)	0-3000 ft	54-71g	3/3/3	66.6g	Silver	TSS03-6	Silver	8700-8900
Level 8 (Complete 1065 Big Bore)	0-3000 ft	54-71g	3/4/3	68g	Silver	TSS03-6	Silver	8700-8900

2016-Up RZR S 1000 Clutch Setup

Thank you for purchasing your clutch kit from BMP! Please read the following instructions carefully before installation. Refer to the factory service manual for the most proper procedures. Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

- RZR 4 models run the same setups due to lower gearing
- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If using 30" - 31" oversize tires subtract 1 magnet from the above setups
- If running tracks you will want to add 3-4 magnets evenly to the above setups
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

High Elevation Riders

Subtract 1 magnet if riding at 3000ft
Subtract 2 magnets if riding at 4500ft
Subtract 3 magnets if riding at 6000ft
Subtract 4 magnets if riding at 7500ft
Subtract 5 magnets if riding at 9000ft
Always take magnets away evenly

Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align. If you purchased a stage 2 kit jump to Step 2 now. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft. Insert the primary clutch bolt and torque to 75 ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the above chart.

Part 2: Secondary clutch instructions: Remove the 5/8" head secondary clutch bolt using an impact driver or breaker bar. Slide the secondary off the shaft and place on the bench. You will need to compress the helix and remove the screws. BE CAREFUL as the helix is under spring tension. Once the helix and spring are removed, install your teflon washers in the small spring cup on the clutch side. Now insert your spring, spring cap roller, and helix into place. Compress the helix until you can thread the bolts in (use light thread lock). Now install the secondary back on the shaft torquing the bolt to 35ft/lbs. Install the belt, then the primary clutch. Torque the primary clutch bolt to 75 ft/lbs. Re-install your clutch cover and go ride!

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock/Slip-On Only	0-3000 ft	54-71g	4/2/0	62.4g	Red	Stock	Stock	8500-8600
Level 1(Stock or Slip-on with Tune)	0-3000 ft	54-71g	4/3/0	63.8g	Red	Stock	Stock	8400-8600
Level 2 (Tune + Full Exhaust)	0-3000 ft	54-71g	4/3/1	65.2g	Red	Stock	Stock	8400-8600
Level 3 (Tune + Exhaust + Cams)	0-3000 ft	54-71g	4/4/1	66.6g	Red	Stock	Stock	8400-8600
Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	54-71g	4/4/2	68g	Red	Stock	Stock	8400-8600
Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	54-71g	4/4/1	66.6g	Red	Stock	Stock	8300-8500
Level 6 (Tune + Exhaust + AirXtreme + Big bore)	0-3000 ft	54-71g	4/4/3	69.4g	Red	Stock	Stock	8400-8600

2016-Up General 1000 Clutch Setup

Thank you for purchasing your clutch kit from BMP! Please read the following instructions carefully before installation. Refer to the factory service manual for the most proper procedures. Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

- RZR 4 models run the same setups due to lower gearing
- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If using 30" - 31" oversize tires subtract 1 magnet from the above setups
- If running tracks you will want to add 3-4 magnets evenly to the above setups
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

High Elevation Riders

Subtract 1 magnet if riding at 3000ft
Subtract 2 magnets if riding at 4500ft
Subtract 3 magnets if riding at 6000ft
Subtract 4 magnets if riding at 7500ft
Subtract 5 magnets if riding at 9000ft
Always take magnets away evenly

Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align. If you purchased a stage 2 kit jump to Step 2 now. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft. Insert the primary clutch bolt and torque to 75 ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the above chart.

Part 2: Secondary clutch instructions: Remove the 5/8" head secondary clutch bolt using an impact driver or breaker bar. Slide the secondary off the shaft and place on the bench. You will need to compress the helix and remove the screws. BE CAREFUL as the helix is under spring tension. Once the helix and spring are removed, install your teflon washers in the small spring cup on the clutch side. Now insert your spring, spring cap roller, and helix into place. Compress the helix until you can thread the bolts in (use light thread lock). Now install the secondary back on the shaft torquing the bolt to 35ft/lbs. Install the belt, then the primary clutch. Torque the primary clutch bolt to 75 ft/lbs. Re-install your clutch cover and go ride!

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock/Slip-On Only	0-3000 ft	54-71g	4/2/0	62.4g	Red	Stock	Stock	8500-8600
Level 1(Stock or Slip-on with Tune)	0-3000 ft	54-71g	4/3/0	63.8g	Red	Stock	Stock	8400-8600
Level 2 (Tune + Full Exhaust)	0-3000 ft	54-71g	4/3/1	65.2g	Red	Stock	Stock	8400-8600
Level 3 (Tune + Exhaust + Cams)	0-3000 ft	54-71g	4/4/1	66.6g	Red	Stock	Stock	8400-8600
Level 4 (Tune + Exhaust + AirXtreme)	0-3000 ft	54-71g	4/4/2	68g	Red	Stock	Stock	8400-8600
Level 5 (Tune + Exhaust + Big Bore w/Stock head)	0-3000 ft	54-71g	4/4/1	66.6g	Red	Stock	Stock	8300-8500
Level 6 (Tune + Exhaust + AirXtreme + Big bore)	0-3000 ft	54-71g	4/4/3	69.4g	Red	Stock	Stock	8400-8600

2017-Up Ranger 1000 Clutch Setup

Thank you for purchasing your clutch kit from BMP! Please read the following instructions carefully before installation. Refer to the factory service manual for the most proper procedures. Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If using 28" - 31" oversize tires subtract 1 magnet from the above setups
- If running tracks you will want to add 3-4 magnets evenly to the above setups
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

High Elevation Riders

Subtract 1 magnet if riding at 3000ft
Subtract 2 magnets if riding at 4500ft
Subtract 3 magnets if riding at 6000ft
Subtract 4 magnets if riding at 7500ft
Subtract 5 magnets if riding at 9000ft
Always take magnets away evenly

Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align. If you purchased a Stage 2 kit jump to Step 2 now. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft. Insert the primary clutch bolt and torque to 75 ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the above chart.

Part 2: Secondary clutch instructions: Remove the 5/8" head secondary clutch bolt using an impact driver or breaker bar. Slide the secondary off the shaft and place on the bench. You will need to compress the helix and remove the screws. BE CAREFUL as the helix is under spring tension. Once the helix and spring are removed, install your teflon washers in the small spring cup on the clutch side. Now insert your spring, spring cap roller, and helix into place. Compress the helix until you can thread the bolts in (use light thread lock). Now install the secondary back on the shaft torquing the bolt to 35ft/lbs. Install the belt, then the primary clutch. Torque the primary clutch bolt to 75 ft/lbs. Re-install your clutch cover and go ride!

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock	0-3000 ft	54-71g	3/4/4	69.4g	Red	Stock	Stock	7150-7250
Level 0 (BMP Tune)	0-3000 ft	54-71g	1/2/2	61g	Red	Stock	Stock	7850-7950
Level 1 (Tune/Exhuast)	0-3000 ft	54-71g	2/2/2	62.4g	Red	Stock	Stock	8050-8150
Stage 2 Kits (Work/Mud/Sand)								
Stock	0-3000 ft	54-71g	4/4/4	71g	Red	BOSS-1	Orange	7150-7250
Level 0 (BMP Tune)	0-3000 ft	54-71g	2/3/3	65.2g	Red	BOSS-1	Orange	7850-7950
Level 1 (Tune/Exhuast)	0-3000 ft	54-71g	3/3/3	66.6g	Red	BOSS-1	Orange	8050-8150
Stage 2 Kits (Trail)								
Stock	0-3000 ft	54-71g	4/4/4	71g	Red	BOSS-2	Orange	7150-7250
Level 0 (BMP Tune)	0-3000 ft	54-71g	2/3/3	65.2g	Red	BOSS-2	Orange	750-7950
Level 1 (Tune/Exhaust	0-3000 ft	54-71g	3/3/3	66.6g	Red	BOSS-2	Orange	8050-8150

2016-Up RZR Trail/XC/S 900 Clutch Setup

Thank you for purchasing your clutch kit from BMP! Please read the following instructions carefully before installation. Refer to the factory service manual for the most proper procedures. Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

- RZR 4 models run the same setups due to lower gearing
- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If using 30" - 31" oversize tires subtract 1 magnet from the above setups
- If running tracks you will want to add 3-4 magnets evenly to the above setups
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

High Elevation Riders

Subtract 1 magnet if riding at 3000ft
Subtract 2 magnets if riding at 4500ft
Subtract 3 magnets if riding at 6000ft
Subtract 4 magnets if riding at 7500ft
Subtract 5 magnets if riding at 9000ft
Always take magnets away evenly

Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align. If you purchased a Stage 2 kit jump to Step 2 now. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft. Insert the primary clutch bolt and torque to 75 ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the above chart.

Part 2: Secondary clutch instructions: Remove the 5/8" head secondary clutch bolt using an impact driver or breaker bar. Slide the secondary off the shaft and place on the bench. You will need to compress the helix and remove the screws. BE CAREFUL as the helix is under spring tension. Once the helix and spring are removed, install your teflon washers in the small spring cup on the clutch side. Now insert your spring, spring cap roller, and helix into place. Compress the helix until you can thread the bolts in (use light thread lock). Now install the secondary back on the shaft torquing the bolt to 35ft/lbs. Install the belt, then the primary clutch. Torque the primary clutch bolt to 75 ft/lbs. Re-install your clutch cover and go ride!

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock	0-3000 ft	54-71g	2/2/1	61g	Red	Stock	Stock	7700-7900
Level 1 (BMP Tune)	0-3000 ft	54-71g	2/2/1	61g	Red	Stock	Stock	7900-8100
Level 2 (Tune/Exhaust	0-3000 ft	54-71g	2/2/1	61g	Red	Stock	Stock	8200-8400
Level 3 (Tune/Ex/Cams)	0-3000 ft	54-71g	2/2/2	62.4g	Red	Stock	Stock	8200-8400
Level 4 (Tune/Ex/BigBore)	0-3000 ft	54-71g	3/3/2	65.2g	Red	Stock	Stock	7600-7800
Level 5 (Tune/Ex/BigBore/Cams)	0-3000 ft	54-71g	2/3/2	63.8g	Red	Stock	Stock	8500-8700
Level 6 (Tune/Ex/BigBore/Cams/ BigValves)	0-3000 ft	54-71g	2/3/2	63.8g	Red	Stock	Stock	8700-8900
Stage 2 Kits								
Stock	0-3000 ft	54-71g						7700-7900
Level 1 (BMP Tune)	0-3000 ft	54-71g						7900-8100
Level 2 (Tune/Exhaust)	0-3000 ft	54-71g						8200-8400
Level 3 (Tune/Ex/Cams)	0-3000 ft	54-71g						8200-8400
Level 4 (Tune/Ex/BigBore)	0-3000 ft	54-71g						7600-7800
Level 5 (Tune/Ex/BigBore/Cams)	0-3000 ft	54-71g						8500-8700
Level 6 (Tune/Ex/BigBore/Cams/ BigValves)	0-3000 ft	54-71g						8700-8900

Coming Soon

2015 RZR Trail/XC/S 900 Clutch Setup

Thank you for purchasing your clutch kit from BMP! Please read the following instructions carefully before installation. Refer to the factory service manual for the most proper procedures. Most will find our initial setup the best for your application but some fine tuning may be necessary. Keep an eye on your peak RPM to make sure it matches the chart, and that your machine does not hit the rev limiter. If you need to, make primary weight adjustments accordingly. More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding. More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

- RZR 4 models run the same setups due to lower gearing
- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- If using 30" - 31" oversize tires subtract 1 magnet from the above setups
- If running tracks you will want to add 3-4 magnets evenly to the above setups
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

High Elevation Riders

Subtract 1 magnet if riding at 3000ft
Subtract 2 magnets if riding at 4500ft
Subtract 3 magnets if riding at 6000ft
Subtract 4 magnets if riding at 7500ft
Subtract 5 magnets if riding at 9000ft
Always take magnets away evenly

Part 1: Primary clutch Instructions: Remove the clutch cover by removing all the 8mm head bolts. Removing the shock is not necessary, but makes this job much easier. Now Remove the primary clutch bolt. If you have a primary clutch puller: grease the puller end and thread into the clutch bolt hole and tighten using an impact driver (or breaker bar with a pry bar through the clutch to hold it) until clutch is removed. If you do not have a primary clutch puller: pull the belt off the machine. Now remove the six 3/8" head bolts holding the primary clutch cover in place. This has only a small amount of spring tension and can be removed easily by hand. Slide the sheave all the way down which will allow the weights to swing free. Using a 1/8" allen wrench and a 3/8" long socket, remove the pins holding the factory primary weights in place. Replace those with the properly setup BMP magnetic adjustable weights. Install the BMP primary spring and bolt the cover back to the clutch making sure the cover X and the X on the clutch align. If you purchased a stage 2 kit jump to Step 2 now. With the belt on the secondary, slide the primary clutch on the belt and then slide the clutch on the crank shaft. Insert the primary clutch bolt and torque to 75 ft/lbs. Now re-install your primary clutch cover and check peak RPM according to the above chart.

Part 2: Secondary clutch instructions: Remove the 5/8" head secondary clutch bolt using an impact driver or breaker bar. Slide the secondary off the shaft and place on the bench. Remove the 4 T25 torx bolts holding the helix in place and remove the helix from the clutch. You will now need a clutch compression tool (Part #: BMP-BCCT) to remove the secondary spring. Make a mark on the secondary clutch shaft and the spring cup for later alignment. Compress the clutch and remove the snap ring, then back of the compression tool until the spring cup and spring are free. Replace the factory spring with the supplied BMP spring making sure to use your teflon smooth shift washers between the clutch and lower spring cup. Using your compression tool, compress the spring, spring cup, and snap ring. Using your marks, line the splines up until the spring cup is fully seated allowing the snap ring to go into it's groove. Now you can release the compression tool. Insert your BMP helix into the secondary clutch and align the bolt holes by turning the spring cup/rollers as necessary. Using medium thread lock on the torx bolts, tighten until snug and make sure the helix is fully seated. Now install the secondary back on the shaft torquing the bolt to 35ft/lbs. Install the belt, then the primary clutch. Torque the primary clutch bolt to 75 ft/lbs. Re-install your clutch cover and go ride!

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock	0-3000 ft	54-71g	2/2/1	61g	Red	Stock	Stock	7700-7900
Level 1 (BMP Tune)	0-3000 ft	54-71g	2/2/1	61g	Red	Stock	Stock	7900-8100
Level 2 (Tune/Exhuast)	0-3000 ft	54-71g	2/2/1	61g	Red	Stock	Stock	8200-8400
Level 3 (Tune/Ex/Cams)	0-3000 ft	54-71g	2/2/2	62.4g	Red	Stock	Stock	8200-8400
Level 4 (Tune/Ex/BigBore)	0-3000 ft	54-71g	3/3/2	65.2g	Red	Stock	Stock	7600-7800
Level 5 (Tune/Ex/BigBore/Cams)	0-3000 ft	54-71g	2/3/2	63.8g	Red	Stock	Stock	8500-8700
Level 6 (Tune/Ex/BigBore/Cams/ BigValves)	0-3000 ft	54-71g	2/3/2	63.8g	Red	Stock	Stock	8700-8900
Stage 2 & 3 Kits								
Stock	0-3000 ft	54-71g	2/1/1	59.6g	Red	TSS03-1	Silver	7700-7900
Level 1 (BMP Tune)	0-3000 ft	54-71g	2/1/1	59.6g	Red	TSS03-1	Silver	7900-8100
Level 2 (Tune/Exhuast)	0-3000 ft	54-71g	2/1/1	59.6g	Red	TSS03-1	Silver	8200-8400
Level 3 (Tune/Ex/Cams)	0-3000 ft	54-71g	2/2/1	61g	Red	TSS03-1	Silver	8200-8400
Level 4 (Tune/Ex/BigBore)	0-3000 ft	54-71g	2/3/2	63.8g	Red	TSS03-1	Silver	7600-7800
Level 5 (Tune/Ex/BigBore/Cams)	0-3000 ft	54-71g	2/2/2	62.4g	Red	TSS03-1	Silver	8500-8700
Level 6 (Tune/Ex/BigBore/Cams/ BigValves)	0-3000 ft	54-71g	2/2/2	62.4g	Red	TSS03-1	Silver	8700-8900

2013-Up Polaris Ranger 900

Model	Altitude	Weight Kit	Hole 1/2/3	Total Grams	Pri Spring	Helix	Sec Spring	Peak RPM @ 55 MPH
Stage 1 Kits								
Stock	0-3000 ft	72-89g	3/2/1	80.4g	Red	Stock	Stock	6500-6800
Level 1 (BMP Tune)	0-3000 ft	54-71g	2/2/1	61g	Red	Stock	Stock	7900-8100
Level 2 (Tune/Exhuast)	0-3000 ft	54-71g	2/2/1	61g	Red	Stock	Stock	7900-8100
Level 3 (Tune/Ex/Cams)	0-3000 ft	54-71g	2/2/2	62.4g	Red	Stock	Stock	8200-8400
Level 4 (Tune/Ex/BigBore)	0-3000 ft	54-71g	3/3/2	65.2g	Red	Stock	Stock	7600-7800
Level 5 (Tune/Ex/BigBore/Cams)	0-3000 ft	54-71g	2/3/2	63.8g	Red	Stock	Stock	8500-8700
Level 6 (Tune/Ex/BigBore/Cams/ BigValves)	0-3000 ft	54-71g	2/3/2	63.8g	Red	Stock	Stock	8700-8900
Stage 2 & 3 Kits ('13-15 Only)								
Stock	0-3000 ft	72-89g	2/2/1	79g	Red	TSS03-1	Silver	6500-6800
Level 1 (BMP Tune)	0-3000 ft	54-71g	2/1/1	59.6g	Red	TSS03-1	Silver	7900-8100
Level 2 (Tune/Exhuast)	0-3000 ft	54-71g	2/1/1	59.6g	Red	TSS03-1	Silver	7900-8100
Level 3 (Tune/Ex/Cams)	0-3000 ft	54-71g	2/2/1	61g	Red	TSS03-1	Silver	8200-8400
Level 4 (Tune/Ex/BigBore)	0-3000 ft	54-71g	2/3/2	63.8g	Red	TSS03-1	Silver	7600-7800
Level 5 (Tune/Ex/BigBore/Cams)	0-3000 ft	54-71g	2/2/2	62.4g	Red	TSS03-1	Silver	8500-8700
Level 6 (Tune/Ex/BigBore/Cams/ BigValves)	0-3000 ft	54-71g	2/2/2	62.4g	Red	TSS03-1	Silver	8700-8900

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More tip weight will increase engagement RPM and in most cases help the clutch shift out further for more high speed riding.
More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

- Hole 1 (Heel) is nearest to the pin, while hole 4 (Tip) is furthest from the pin
- 3000 - 6000 ft elevation riders will want to remove roughly 3 magnets evenly from the above setups if possible
- 6000+ ft elevation riders will want to remove roughly 5 magnets evenly from the above setups if possible
- If using 28"-31" oversize tires subtract 1 magnet from the above setups if possible
- If running tracks you will want to add 3-4 magnets evenly to the above setups if possible
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

2011-14 RZR XP 900

	Stock/Slip-On Only	BMP Full Exhaust	BMP Stage 1 Bolt-On Kit	BMP 935cc Complete Big Bore	Turbo Kit 6 PSI	Custom Setup
Altitude	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft
Weight Kit	54-71 Grams	54-71 Grams	54-71 Grams	54-71 Grams	72-89 Grams	54-71 Grams
Hole 1	2	2	2	4	1	2
Hole 2	2	2	2	3	0	2
Hole 3	2	2	2	3	0	1
Total Grams	62.4g	62.4g	62.4g	68g	73.4g	61g
Primary Spring	Silver	Silver	Silver	Silver	Silver	Silver
Helix	TSS03-1	TSS03-1	TSS03-1	TSS03-1	TSS03-6	TSS03-6
Secondary Spring	Silver	Silver	Silver	Silver	Silver	Silver
Peak RPM @ 55 MPH	7600-7800	8000-8200	8300-8400	8600-8800	8600-8800	7600-7800

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More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

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- 3000 - 6000 ft elevation riders will want to remove roughly 3 magnets evenly from the above setups if possible
- 6000+ ft elevation riders will want to remove roughly 5 magnets evenly from the above setups if possible
- If using 28"- 31" oversize tires subtract 1 magnet from the above setups if possible
- If you have a RZR 4 model add 1 magnet in hole #1 to the above setups if possible
- If running tracks you will want to add 3-4 magnets evenly to the above setups if possible
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

2008-10 RZR/RZR S 800

	Stock	BMP Full Exhaust	BMP Bolt-On Kit	BMP 82mm Big Bore + Supporting Mods	BMP Turbo Kit 6-8 PSI	Custom Setup
Altitude	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	
Weight Kit	56-78 Grams	56-78 Grams	56-78 Grams	56-78	72-94 Grams	
Hole 1	2	3	2	3	2	
Hole 2	2	2	2	3	2	
Hole 3	1	1	1	3	3	
Hole 4	1	1	1	3	3	
Total Grams	64.4g	65.8g	64.4g	72.8g	86g	
Primary Spring	Red/Purple	Red/Purple	Red/Purple	Red/Purple	Red/Gold/Black	
Helix	TSS03-3	TSS03-3	TSS03-3	TSS03-3	TSS03-3	
Secondary Spring	Silver	Silver	Silver	Silver	Silver	
Peak RPM @ 55 MPH	6250-6450	6250-6450	6500-6600	6500-6600	6500-6600	

2011-14 RZR/RZR S 800

	Stock	BMP Full Exhaust	BMP Bolt-On Kit	BMP 82mm Big Bore + Supporting Mods	BMP Turbo Kit 6-8 PSI	Custom Setup
Altitude	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	
Weight Kit	56-78 Grams	56-78 Grams	56-78 Grams	56-78	72-94 Grams	
Hole 1	1	2	2	3	2	
Hole 2	1	1	2	3	2	
Hole 3	1	1	1	3	3	
Hole 4	1	1	1	3	3	
Total Grams	61.6g	63g	64.4g	72.8g	86g	
Primary Spring	Red/Purple	Red/Purple	Red/Purple	Red/Purple	Red/Gold/Black	
Helix	TSS03-3	TSS03-3	TSS03-3	TSS03-3	TSS03-3	
Secondary Spring	Silver	Silver	Silver	Silver	Silver	
Peak RPM @ 55 MPH	6500-6600	6500-6600	6500-6600	6500-6600	6500-6600	

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More heel weight will lower engagement RPM and give the hardest acceleration and mid-range pull.

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- 3000 - 6000 ft elevation riders will want to remove roughly 3 magnets evenly from the above setups if possible
- 6000+ ft elevation riders will want to remove roughly 5 magnets evenly from the above setups if possible
- If using 28″- 31″ oversize tires subtract 1 magnet from the above setups if possible
- If you have a RZR 4 model add 1 magnet in hole #1 to the above setups if possible
- If running tracks you will want to add 3-4 magnets evenly to the above setups if possible
- Magnets - 1.4 Grams Each
- More Weight = Less Peak RPM
- Less Weight = More Peak RPM
- 1.4 Grams = 100-150 RPM Change (In Most Cases)

2010-14 Ranger Standard/XP 800

	Stock	BMP Full Exhaust	Power & Speed Kit 7000 RPM Limit	Full Exhaust + PCV 7000 RPM Limit	BMP Turbo Kit 6-8 PSI	Custom Setup
Altitude	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	
Weight Kit	56-78 Grams	56-78 Grams	56-78 Grams	56-78 Grams	72-94 Grams	
Hole 1	3	3	3	3	2	
Hole 2	2	3	2	2	3	
Hole 3	2	2	2	2	3	
Hole 4	1	1	1	1	3	
Total Grams	67.2g	68.6g	67.2g	67.2g	87.4g	
Primary Spring	Silver	Silver	Silver	Silver	Silver	
Helix	TSS03-3	TSS03-3	TSS03-3	TSS03-3	58	
Secondary Spring	Silver	Silver	Silver	Silver	Silver	
Peak RPM @ 55 MPH	5900-6100	5900-6100	6200-6400	6200-6400	6400-6600	

2010-14 Ranger 800 Crew or 6x6

	Stock with Restrictor Plate	Stock No Restrictor Plate	Power & Speed Kit 7000 RPM Limit No Restrictor Plate	Full Exhaust + PCV 7000 RPM Limit No Restrictor Plate	BMP Turbo Kit 6-8 PSI 7000 RPM Limit	Custom Setup
Altitude	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	
Weight Kit	56-78 Grams	56-78 Grams	56-78 Grams	56-78 Grams	72-94 Grams	
Hole 1	3	3	3	3	2	
Hole 2	2	3	2	2	3	
Hole 3	2	2	2	2	3	
Hole 4	1	2	2	2	3	
Total Grams	67.2g	70g	68.6g	68.6g	87.4g	
Primary Spring	Silver	Silver	Silver	Silver	Silver	
Helix	TSS03-3	TSS03-3	TSS03-3	TSS03-3	58	
Secondary Spring	Silver	Silver	Silver	Silver	Silver	
Peak RPM @ 55 MPH	5900-6100	5900-6100	6200-6400	6200-6400	6200-6400	

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- Magnets - 1.4 Grams Each
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- Less Weight = More Peak RPM
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Sportsman 800 All Years

	Stock	Full Exhaust System	Full Exhaust + PCV 7000 RPM Limit	Custom Setup 1	Custom Setup 2
Altitude	0-3000 ft	0-3000 ft	0-3000 ft		
Weight Kit	56-78 Grams	56-78 Grams	56-78 Grams		
Hole 1	2	2	1		
Hole 2	1	2	1		
Hole 3	1	1	1		
Hole 4	1	1	0		
Total Grams	63g	64.4g	60.2g		
Primary Spring	Red/Purple	Red/Purple	Silver		
Helix	TSS03-4	TSS03-4	TSS03-4		
Secondary Spring	Silver	Silver	Silver		
Peak RPM @ 55 MPH	6200-6300	6250-6450	6500-6600		

Ranger 700

	Stock	BMP Full Exhaust	BMP Full Exhaust 7000 RPM Limit	BMP Turbo Kit 6-8 PSI 7000 RPM Limit	Custom Setup
Altitude	0-3000 ft	0-3000 ft	0-3000 ft	0-3000 ft	
Weight Kit	56-78 Grams	56-78 Grams	56-78 Grams	72-94 Grams	
Hole 1	1	2	2	1	
Hole 2	1	1	1	1	
Hole 3	1	1	0	2	
Hole 4	1	1	0	0	
Total Grams	61.6g	63g	60.2g	77.6g	
Primary Spring	Red/Yellow	Red/Yellow	Red/Yellow	Silver	
Helix	80/60/40	80/60/40	80/60/40	65/63/62/60	
Secondary Spring	Silver	Silver	Silver	Silver	
Peak RPM @ 55 MPH	6000-6200	6000-6200	6500-6700	6500-6700	

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- Less Weight = More Peak RPM
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