CLUTCH KIT

INSTALLATION GUIDE

2022 Polaris RZR Pro R

PARTS LIST 19-DCK18

3 CLUTCH ARMS	**1** SECONDARY SPRING RED
1 PRIMARY SPRING WHITE	**48** MAGNET (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.

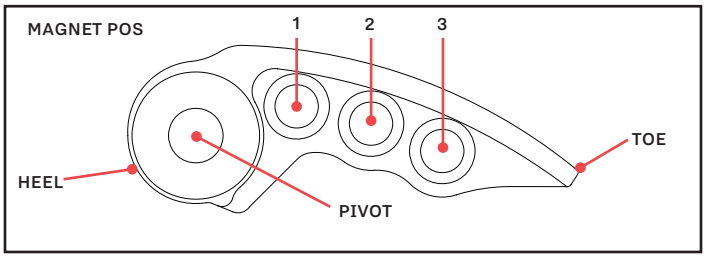
2191 MENDENHALL DRIVE, NORTH LAS VEGAS, NV 89081
800-992-4993
WWW.DYNOJET.COM

CLUTCH KIT ADJUSTMENT SETTINGS

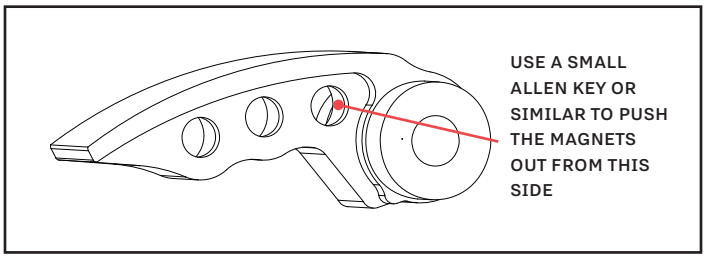
PRO R MODELS	ELEVATION	MAGNET POSITION	TOTAL WEIGHT	PRIMARY SPRING	SECONDARY SPRING
Trail Std 32” Tire	0-2000 ft	3-3-2	123 gr	WHITE	RED
Trail 34-35”	0-2000 ft	3-3-1	121 gr	WHITE	RED
SAND PADDLE / MUD	0-2000 ft	3-3-0	119 gr	WHITE	RED

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



TO REMOVE MAGNETS

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 DECRESASES RPM
- 1 MAGNET CHANGE IN EACH ARM WILL ALTER RPM APPROXIMATELY 100RPM

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

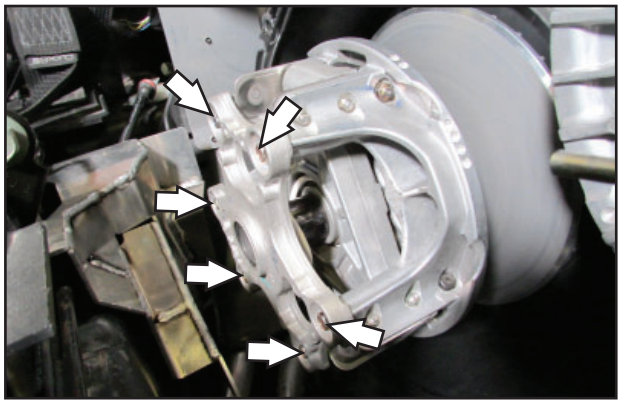
INSTALLATION INSTRUCTIONS

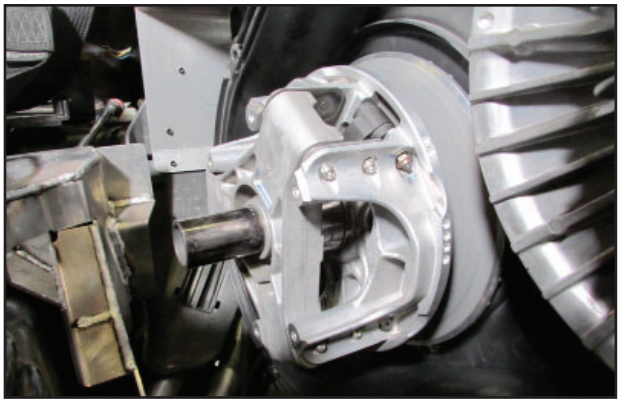
IT IS RECOMMENED TO HAVE AN AUTHORIZED POLARIS TECHNICIAN INSTALL THE CLUTCH KIT AS SPECIAL TOOLS ARE NEEDED TO COMPLETE THE INSTALLATION.

Remove the seats and firewall. Remove the clutch housing. Mark the direction of the drivebelt. Remove the drivebelt. It is recommended to make alignment marks on the inner sheave, outer sheave, and spider to ensure the parts go back together properly.

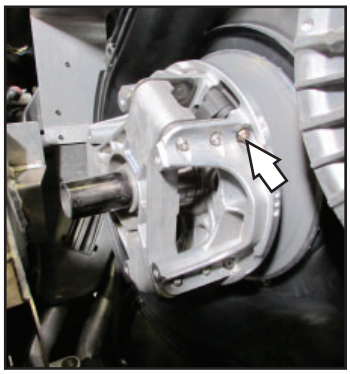
Remove the cover bolts in an even pattern. Use care as the cover is under spring pressure.

Remove the stock primary spring.





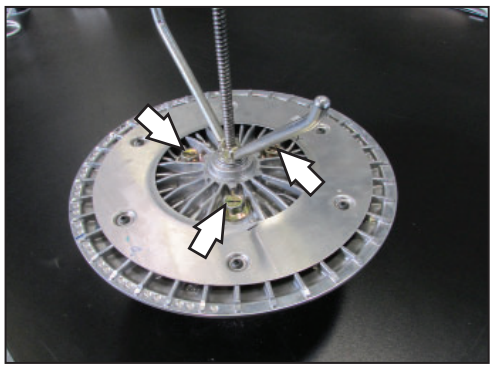
Remove the stock clutch arms by removing the pivot bolt for each arm. Lift the spider up slightly to allow room to remove the arms. Load the Dynojet clutch arms with the appropriate amount of weights from page 2. Install the Dynojet clutch arms. Make sure to inspect the rollers for wear along with the pivot bolts before reassembly. Install the Dynojet WHITE primary spring and reassemble the primary. Align the marks on each part and tighten the clutch cover bolts. An extra set of hands to compress the cover to start the bolts may be helpful.



Remove the secondary clutch. Use a 15mm socket to remove the retaining bolt. When removing the bolt, be sure to keep the external washer and internal spacers in sequence. Before taking the clutch apart, be sure to mark the stationary sheave, moveable sheave, helix and cover with a reference mark. Remove the 3 bolts on the back of the helix. This cover is under extreme spring pressure. Use a clutch compression tool.

Replace the stock spring with the Dynojet RED spring. Torque to 44 ft-lbs. Make sure to inspect the rollers for proper movement. Reassemble the secondary clutch paying attention to the alignment marks and reinstall on the input shaft. Torque the retaining bolt to 55 ft-lb.

Reinstall the drivebelt noting the correct direction, reinstall the clutch cover. Torque the bolts to 60 in-lb.



TUNING NOTES

For best performance your RPM when checked at full throttle and 55mph should be 8200rpm. 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.

It is imperative that your clutch assembly be in good working condition. Many parts of these clutches can become worn which will greatly affect the performance of the clutch and vehicle. Replace worn parts as necessary.

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

TOOLS NEEDED FOR INSTALLATION

- COMPRESSOR (79100011)
- 16MM SOCKET
- 10MM SOCKET
- 15MM SOCKET
- 3/8” WRENCH
- 1/8” ALLEN KEY

TRUTH IN PERFORMANCE

2191 MENDENHALL DRIVE, NORTH LAS VEGAS, NV 89081 - 800-992-4993 - DYNOJET.COM