

DURA CLUTCH

PRECISION PERFORMANCE

DURA CLUTCH INSTALLATION

15-583 K-DCR SPORTSMAN 400, 450, 500, 570 AEBS R-SERIES

SVI, LLC 21MAY2026 REV 4

KIT PART #: 15-583

MODEL: DCR-SPORTSMAN 400, 450, 500, 570

DESCRIPTION:

MY14-26 SPORTSMAN 570 ALL MODELS EXCEPT

EXCLUDES Models with these transmission part numbers

- MY16,17: 1333474, 1333475, 1333572, 1333728: See Kit 15-584
- MY21-26: 1334635, 1334636, 1334537: No Kit available

FITS ALL 2001-2005 sportsman 400 (all models) & 2011-2014 sportsman 400 (all models)

- DOES NOT FIT 2008-2010 Sportsman 400 models

FITS ALL MY06-26 SPORTSMAN 450

DOES NOT FIT 2026 Sportsman 450 models with transmission number 1334635

FITS ALL MY96-14 SPORTSMAN 500

FITS MY18-24 SPORTSMAN 6X6 BIG BOSS 570 (No kit available for MY25-26 models)

FITS MY05-08 SPORTSMAN 6X6 (500)

NOTE: To locate transmission part number look at transmission housing behind rear wheel and it will say either Model # or Part # on decal. See pics below.



KIT CONTENTS:

1. 10-237 ASM-DC EBS PRIMARY RXS
2. 10-236 ASM-DC SECONDARY R-SERIES
3. 35-047 BELT
4. 99-036 BLUE THREADLOCKER
5. 90-051 QTY 4 WASHER-SHIM 0.906 X 1.38 X 0.030 7556454
6. 30-091 TOOL-BELT INSTALL
7. 75-090 SCREW-5/16-18X4.5 HHCS ZP GR5 (Only used when 3 or more of the 90-051 shims are installed)
8. 97-053 DECALS - CLUTCH HOUSING AND DASH 35-047
9. 98-066 DURACLUTCH WARRANTY
10. 98-130 INSTALLATION INSTRUCTIONS DC 15-583 (THESE INSTRUCTIONS)

To watch a R-Series installation video go to www.duraclutch.com or checkout our YouTube channel <https://www.youtube.com/user/SpecialtyVehiclesInt>

DURACLUTCH INSTALLATION

1. Remove the following components from the ATV: Seat, LH side panel, LH close off panel, & LH footwell.

Use the notched pliers in the tool kit (MY15 built 11/25/14 and later) for removing the push-pin rivets.



2. Remove the secondary clutch. There is a 3/16" wide spacer and usually additional shim washers on the shaft. Leave all in place.

For SPORTSMAN 400, 450 or 570 models, install the DCR secondary.

When installing on a SPORTSMAN 500 install 3 of the 90-051 shims on shaft then install secondary.

3. For SPORTSMAN 400, 450 or 570 models, install stock hardware removed in step 2 as shown. Place Blue Loctite provided on secondary bolt threads. Tighten screw to 20 ft-lbs.
For SPORTSMAN 500 models, install 5/16" -18x4.5" screw (provided with kit) with #4 & #5 washers.

Sportsman 450, 500, 570 w/Polaris or TEAM Tied secondary.

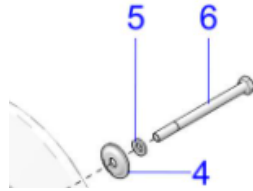
#4 Washer-domed

Dome faces inward to center the screw.

#5 Washer-spring lock 5/16"

#6 Screw- 5/16"-18x4" (stock screw 450 & 570)

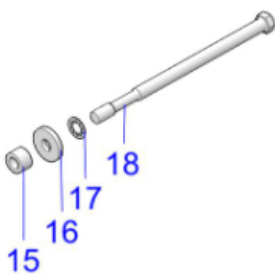
#6 Screw – 5/16" -18x4.5" (500 new screw in kit)



4. Remove Primary clutch bolt. Remove the stock Primary clutch with puller SVI PN# 25-126. Greasing the end of the puller slightly will aid in removal. Do not get grease on any clutch components. Clean the engine tapered shaft and Primary clutch bore with alcohol or degreaser. Do not lubricate.
5. 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.



6. Slide belt into DURACLUTCH DCR Primary clutch then install on post. Use stock primary hardware removed in step 4- spacer, washer and lock washer. Tighten bolt to 47 ft-lbs. SVI PN 99-034 Torque Tool may be (sold separately) used to hold primary clutch for torquing primary bolt.



7. 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.
8. 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 10. If the secondary has rotation proceed to step 9.

9. 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. Check out our YouTube channel for an alignment video <https://www.youtube.com/user/SpecialtyVehiclesInt> .
 - a. If belt is up against fixed sheave (inward), remove belt and secondary screw & secondary and add one 90-051 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 threadlocker secondary screw when alignment is complete and torque to spec, proceed to step 10. NOTE: If 3 or more of the provided 90-051 shims are installed, use 75-090- 4.5" secondary screw included with kit.
 - b. If belt is up against moveable sheave (outward), remove belt, secondary screw & secondary and remove one factory shim washer or on SPORTMAN 500 one 90-051 shim. NOTE: there is a stock 3/16" thick spacer, DO NOT remove this spacer. 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 threadlocker secondary screw when alignment is complete and torque to spec, proceed to step 10. NOTE: If 2 or less of the provided 90-051 shims are installed, use stock 4" secondary screw.
10. Install outer clutch housing. Ensure seal is good or replace with 35-061. 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 35-061 gasket 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.
11. Add clutch cover housing decal below and install the rest of the components removed in step 1.
12. 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

13. Apply two decals as shown – one on the clutch housing and one in the dash area. 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 and a different belt is used.



DURACLUTCH R-SERIES WARRANTY

The DURACLUTCH warranty is separate from the Polaris vehicle warranty. SVI, LLC provides a limited warranty on the DURACLUTCH for defects in materials and workmanship for general consumer use. This includes the primary, secondary and belt. It does not cover claims of defective design. SVI, LLC is responsible for DURACLUTCH warranty.

The warranty term of coverage is as follows:

- Belt: One (1) Year.
- Primary and Secondary: One (1) Year.

The term begins on the date of purchase by the original purchaser. This warranty is transferable to a subsequent owner but does not extend the original term of the warranty.

This limited warranty does not cover acts of God, accidental damage, normal wear and tear, abuse, or improper handling.

The following conditions void the warranty:

1. Improper installation.
2. Installation of tires with a diameter greater than the O.E.M. tire diameter without compensating gear reduction such as portals, transmission gearing or both.
3. Not performing prescribed routine maintenance by removing the clutch housing every 500 miles to 1) blow the dust out of the primary and secondary clutch, 2) examine the belt, and other components for abnormal wear indicating a problem needing corrective action.
4. Not insuring adequate and continuous cooling air through the clutch housing. This includes intake vents and outlets plugged with snow, dust, or debris. SVI offers an Engine and Clutch Intake Kit for certain models that prevent vehicle intakes from plugging with snow and dust.
5. Use of an improper belt. *Appropriate DURACLUTCH belt must be used.*
6. Modifying calibration, such as primary spring and roller, or secondary spring and cam.
7. Water in the clutch housing. Water damage or rust on clutches, this includes if you have gotten clutches wet while riding, washing the machine or wet when clutches are removed.
8. Abnormal dust conditions such as abrasive dust or running in very dusty conditions without filters or particle separators.
9. Driver abuse such as continuing to operate in HI gear when LO gear is the proper gear.

This warranty replaces all previous warranties expressed or implied.

www.duraclutch.com SVI Sales, 5112 Northstar Lane Suite 2, Nisswa, MN 56468 USA
11FEB2022Rev2