

## DURA CLUTCH INSTALLATION

### 15-584 K-DCR SPORTSMAN 570-BEBS R-SERIES

SVI, LLC 29MAY2024

KIT PART #: 15-584

MODEL: DCR-SPORTSMAN 570-BEBS

DESCRIPTION:

**MY2016-2017 SPORTSMAN 570 MODELS. Includes only models with the following transmission part numbers.**

- MY16,17: 1333474, 1333475, 1333572, 1333728
- If transmission not listed above, see DCR kit 15-583

**MY2017 SPORTSMAN 570 6x6 MODELS. Includes the model with the following transmission part number.**

- MY17: 1333498
- If transmission not listed above, see DCR kit 15-583

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 R-SERIES
2. 10-250 ASM-DC SEC TS-241-TDC R-SERIES
3. 35-047 BELT
4. 99-023 LOCTITE 243 0.5ML CAPSULE 1330255
5. 75-058 SCREW-M10X1.25X65 8.8 HX ZY
6. 90-062 WASHER-SHIM 0.880X 0.977 X 0.036 QTY 3
7. 90-064 WASHER-SHIM 0.880X 0.977 X 0.180 QTY 1
8. 30-091 TOOL-BELT INSTALL
9. 97-053 DECALS - CLUTCH HOUSING AND DASH 35-047
10. 98-066 DURA CLUTCH WARRANTY
11. 98-131 INSTALLATION INSTRUCTIONS DC 15-584 (THESE INSTRUCTIONS)

To watch a R-Series installation video go to [www.duraclutch.com](http://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.

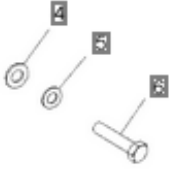
Use the notched pliers in the tool kit for removing the push-pin rivets.



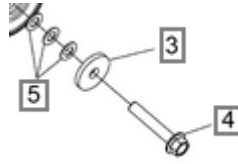
2. Remove the secondary clutch.  
Install qty (1) .180 thick shim washer and qty (2) .036 thin shim washers to the base of the spline shaft. Install the DCR secondary.



3. Install new M10x1.25x65mm secondary screw provided and stock washers from step 2. Place Blue Loctite provided on secondary bolt threads. Tighten screw to 45 ft-lbs.



or

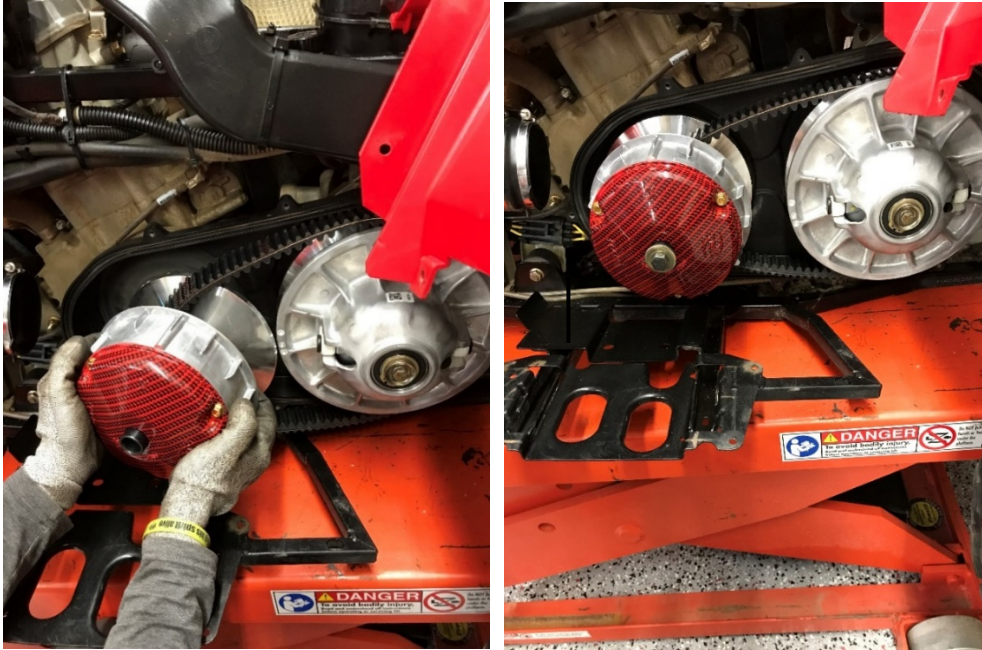
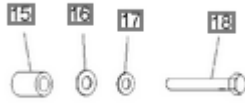


4. Remove Primary clutch bolt. Remove the stock Primary clutch with puller SVI PN# 25-126. Greasing the end of the puller slightly will aid in removal. Do not get grease on any clutch components. Clean the engine tapered shaft and Primary clutch bore with alcohol or degreaser. Do not lubricate.

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.



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>

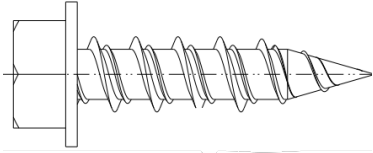
- a. If belt is up against fixed sheave (inward), remove belt and secondary screw & secondary and add one 90-062 thin shim washer included in kit onto shaft. Install secondary, secondary screw and belt, start machine to reset alignment. Repeat until there is slight to no rotation, remember to blue Loctite secondary screw when alignment is complete and torque to spec, proceed to step 10.
- b. If belt is up against moveable sheave (outward), remove belt, secondary screw & secondary and remove one 90-062 thin shim washer. 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 Loctite secondary screw when alignment is complete and torque to spec, proceed to step 10.

#### 10. Install outer clutch housing.

NOTE: The clutch cover screws are easy to strip out the plastic back cover.

Torque spec: 50 in-lbs. This is like a screwdriver torque. Use a hand wrench or a clutch screw gun at a very low setting.



Ensure seal is good or replace with SVI PN 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 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 see step 13 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.

