

DURA CLUTCH

PRECISION PERFORMANCE

DURA CLUTCH INSTALLATION

15-591 K-DCR RZR 570-D R-SERIES

SVI, LLC 21MAY2026 REV 3

KIT PART #: 15-591

MODEL: DCR-RZR 570-D

DESCRIPTION: MY12 RZR 570

KIT CONTENTS:

1. 10-237 ASM-DC PRIMARY 22 EBS RXS
2. 10-267 ASM-DC SECONDARY 9.5 PREM ROLL
3. 35-063 BELT
4. 99-036 BLUE THREADLOCKER
5. 90-062 QTY 2 WASHER-SHIM 0.880X0.977X0.036 (20GA)
6. 30-091 TOOL-BELT INSTALL
7. 97-066 DECALS - CLUTCH HOUSING AND DASH 35-063
8. 98-066 DURACLUTCH WARRANTY
9. 98-134 INSTALLATION INSTRUCTIONS DC 15-591 (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>

DURA CLUTCH INSTALLATION

1. Remove clutch cover then the stock secondary clutch. If there is a snap ring on the transmission shaft behind the secondary, remove it.
2. Install DURACLUTCH Secondary. Place a drop of BLUE THREADLOCKER provided with kit on the secondary bolt. Tighten the Secondary bolt to 45 ft-lbs.
3. Remove Primary clutch bolt and hardware. Remove the Primary clutch with puller SVI 99-030. Greasing the end of the puller slightly will aid in removal. Do not get grease on any clutch components.
4. 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 a screwdriver is needed to assist lowering into clutch.



6. Slide belt into primary clutch, then install on post. Use primary hardware removed in step 3.



7. Tighten stock primary bolt to **60 ft-lbs. VERY IMPORTANT- Over tightening will not allow clutch to operate properly and cause damage and failure of the clutch.** SVI PN 99-034 Torque Tool (Sold Separately) shown below to hold the primary clutch when torquing the primary screw.



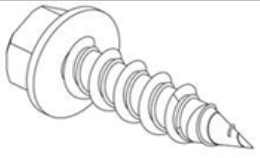
8. Set belt tension. Place transmission in Park and make sure machine is turned off. Rotate secondary by hand to seat belt in secondary clutch until belt tension is tight.
9. Once belt tension is set, start machine and verify that the secondary clutch has slight to no rotation at idle. (If slight rotation this will go away after belt break-in) If slight to no rotation, proceed to step 11. If the secondary is spinning fast, proceed to step 10.
10. If the secondary rotates fast, turn machine off and check to see where the belt is riding in between the primary sheaves. The ideal belt location should be centered with a small gap on each side between the sheaves. Follow steps a. or b. to determine the next action. We have a YouTube video on our Specialty Vehicles International channel called How to: Adjust Alignment-DURACLUTCH R-Series Kit <https://www.youtube.com/@Duraclutch/videos>
- a. If belt is up against fixed sheave (inward), remove belt and secondary screw & secondary and add one 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 11.

- b. If belt is up against moveable sheave (outward), remove belt, secondary screw & secondary and remove one shim washer. Install secondary, secondary screw and belt, start machine to reset alignment. If the secondary still rotates fast and rides against the movable 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 11.

11. Install outer clutch housing.

Note: The clutch cover screws are hi-lo screws designed for plastic. They can be used over and over in the same hole but must not be over-torqued.

Torque spec: 4 ft-lbs/48 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 35-045. 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. Then 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 35-045 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.

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.

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