

DURA CLUTCH

PRECISION PERFORMANCE

DURA CLUTCH INSTALLATION

15-564 K-DCR RANGER 570-AEBS R-SERIES

SVI, LLC 21MAY2026 REV6

KIT PART #: 15-564

MODEL: DCR-RANGER RZR 570-ACE 570 AEBS R-Series

DESCRIPTION:

MY14-26 ALL RANGER 570 MODELS MID-SIZE 2 PASSENGER & CREW, FULL SIZE & CREW

INCLUDES MODELS with these transmission part numbers:

- MY14: 1333059
- MY15: 1333333, 1333284, 1333418
- MY16,17,18: 1333469, 1333476
- MY16: 1333595, 1333573, 1333504
- MY18: 1334015
- MY19: 1334080, 1334190, 1334237
- MY19-26: 1334341, 1334325

EXCLUDES MY21-26 RANGER 570 MODELS with these transmission part numbers.

- 1334612, 1334588 These models have a P190X secondary clutch See kit 15-577

MY13-22 RZR 570 ALL MODELS EXCEPT:

EXCLUDES MODELS with these transmission part numbers:

- MY16: 1333660 -SEE DCR KIT 15-579
- MY17-19: 1333661 -SEE DCR KIT 15-578
- MY20,21: 1334345 -SEE DCR KIT 15-578

MY15-16 ACE 570 MODELS with transmissions part numbers: 1333144, 1333143, 1333682, 1333479

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



KIT CONTENTS:

1. 10-237 ASM-DC PRIMARY EBS RXS-22G
2. 10-278 ASM-DC SECONDARY R-SERIES
3. 35-063 BELT
4. 99-036 BLUE THREADLOCKER
5. 90-090 Qty 4 SECONDARY ALIGNMENT SHIM
6. 30-091 TOOL-BELT INSTALL
7. 97-066 DECALS - CLUTCH HOUSING AND DASH 35-063
8. 98-066 DURACLUTCH WARRANTY
9. 98-095 INSTALLATION INSTRUCTIONS DC 15-564 (THESE INSTRUCTIONS)

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

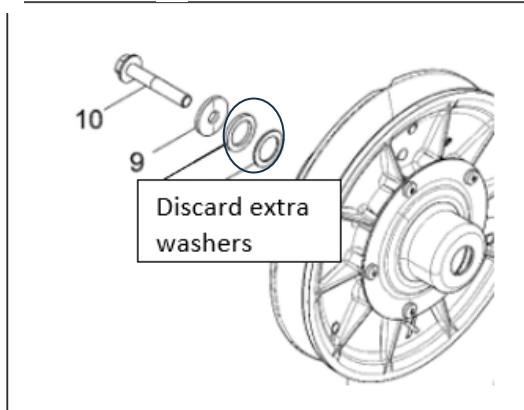
DURACLUTCH INSTALLATION

1. Remove clutch cover. Note: on some models it may ease cover removal by removing grease zerk on control arm.

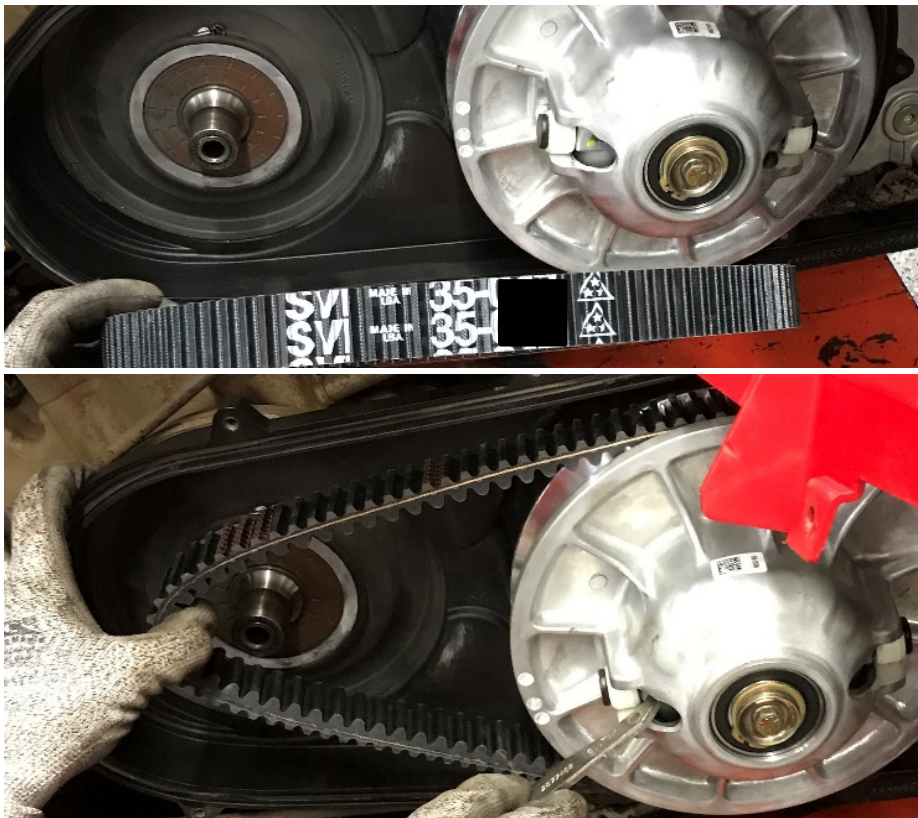


2. Remove stock secondary clutch. Pay attention if there is a snap ring on the shaft and if there are any washers on the shaft with the snap ring. If there is a snap ring or washers remove them. There also may be washers on the spline at the end of the shaft. If there are any remove and discard.
3. Install 3 of the 4 secondary alignment shims on the transmission shaft, then install Secondary.
4. Install the 10mm screw (#10) removed in step 2 as shown below. Use the washer that was under the screw head – a flat washer (#9) or a spring washer (#9). Discard any other washers. Place Blue Threadlocker provided on the secondary screw threads. Tighten screw to 45 ft-lbs.

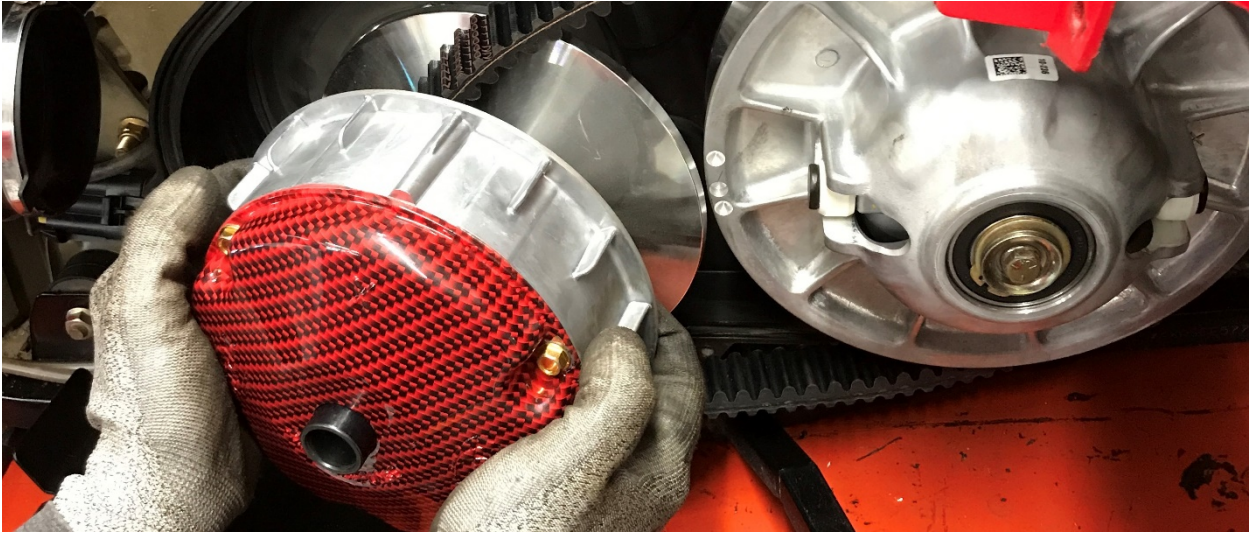
Step 4



5. Remove Primary clutch bolt. Remove the stock 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.
6. Clean the engine tapered shaft and Primary clutch bore with alcohol or degreaser. Do not lubricate.
7. 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.



8. Slide belt into DURACLUTCH RXS Primary clutch then install on post. Use stock primary hardware removed in step 5. Tighten bolt to 47 ft-lbs. SVI PN 99-034 Torque Tool (Sold Separately) shown below to hold the primary clutch when torquing the primary screw.



9. 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.
10. 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 12. If the secondary has rotation proceed to step 11.
11. 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 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 12.

- 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 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 12.
12. Install outer clutch housing. Ensure seal is good or replace with Duraclutch seal part # 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. 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 seal, Duraclutch part # 35-045 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.
13. Install grease zerk in step 1, if removed.
14. 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

15. Apply two decals as shown – one on the clutch housing and one on the dash. 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.



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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