PRECISION PERFORMANCE

DURACLUTCH INSTALLATION
15-577 K-DCR RANGER 570 R-SERIES

SVI, LLC 11NOV2026 REV4

KIT PART #: 15-577
MODEL: K-DC RANGER570-600 BEBS RSERIES
DESCRIPTION:

INCLUDES ONLY MODELS with these transmission part numbers with P190X clutch system.

- MY21-27: 1334612, 1334588, 1337292, 1337479, 1337480

MY21-26 RANGER 570 MIDSIZE MODELS 2 PASSENGER & CREW, MY27 RANGER 600 & 600 CREW

MY22-27 PRO XD COMMERCIAL – MIDSIZE

NOTE: If the transmission number is not listed above, see RXS kit 15-564.

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:

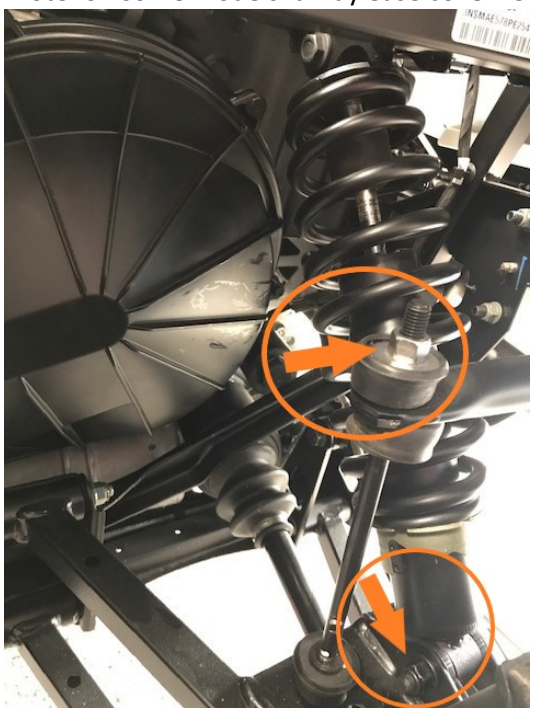
1. 10-237 ASM-DC PRIMARY EBS RXS
2. 10-279 ASM-DC SECONDARY R-SERIES
3. 35-070 BELT
4. 75-094 PRIMARY SCREW
5. 25-164 BUSHING-PRIMARY SCREW
6. 65-033 BUSHING-PRIMARY
7. 75-088 SECONDARY SCREW M8X1.25X75
8. 90-011 SECONDARY SPRING LOCK WASHER
9. 90-059 SECONDARY DOMED WASHER
10. 99-036 BLUE THREADLOCKER
11. 90-062 QTY 3 SECONDARY ALIGNMENT SHIM
12. 10-254 CLUTCH COVER
13. 30-091 TOOL-BELT INSTALL
14. 97-067 DECALS - CLUTCH HOUSING AND DASH 35-070
15. DURACLUTCH WARRANTY
16. 98-124 INSTALLATION INSTRUCTIONS DC 15-577 (THESE INSTRUCTIONS)

98-124 Instructions

To watch a similar R-Series installation video on the 570 Sportsman go to www.duraclutch.com or checkout our YouTube channel https://www.youtube.com/user/SpecialtyVehiclesInt

DURACLUTCH INSTALLATION

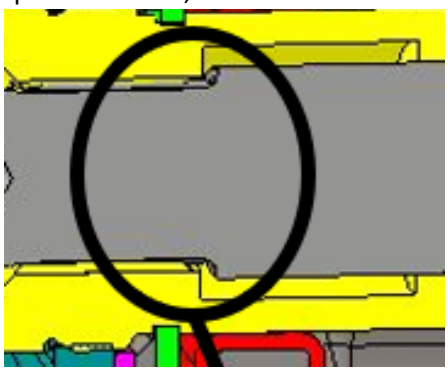
1. Remove clutch cover. Remove the bottom shock bolt on rear drivers' side as well as the nut on top of the torsion bar to gain clearance needed to remove factory cover.
2. Note: on some models it may ease cover removal by removing grease zerk on control arm.



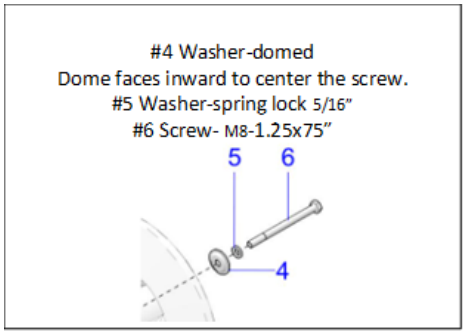


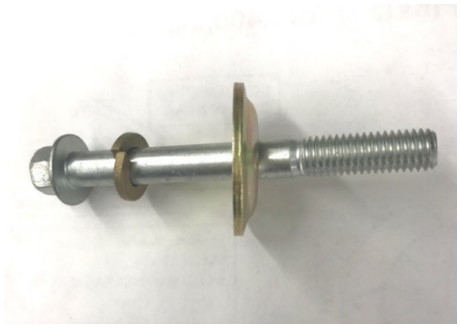
3. Remove stock secondary clutch. Pay attention if there is a snap ring on the shaft and if there are any washers on the shaft with the snap ring. If there is a snap ring or washers remove them. There also may be washers on the spine at the end of the shaft. If there are any remove and discard.

4. Install 2 of the 3 secondary alignment shims on the shaft making sure to slide all the way back to the spline shoulder, then install Secondary.



5. Install the NEW M8X1.25X75mm secondary screw, lock & domed washer provided with kit. Discard any other washers. Place Blue Loctite provided on the secondary screw threads. Tighten screw to 27 ft-lbs.

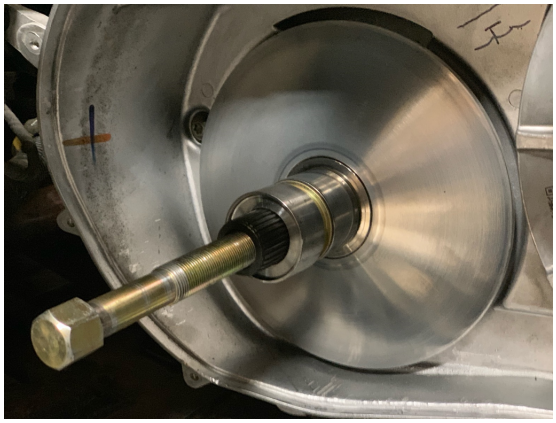




6. Remove Primary clutch bolt. Remove the Polaris primary outer movable sheave assembly. Pull off by hand holding the central shaft in place with your thumb. Move around the clutch, with a pulling and rocking motion.



7. Pull the Polaris primary fixed sheave from the engine crankshaft using PN 99-030 puller. Greasing the end of the puller slightly will aid in removal. Do not get grease on any clutch components.



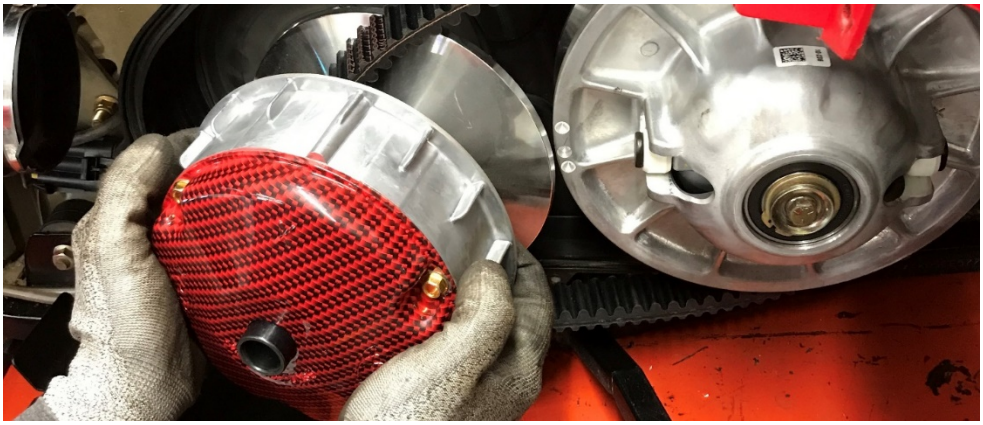
8. Clean the engine tapered shaft and Primary clutch bore with alcohol or degreaser. Do not lubricate.

9. 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.

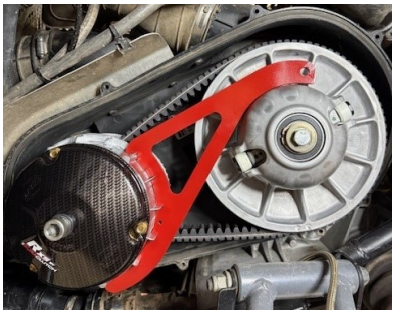




10. Slide belt into DURACLUTCH DCR Primary clutch then install on post. Use NEW primary screw, steel bushing and plastic bushing. Note: Plastic bushing goes inside of primary post and steel bushing will be on outside of post. Torque primary screw to 47 ft-lbs. SVI PN 99-034 Torque Tool (Sold Separately) shown below to hold the primary clutch when torquing the primary screw.





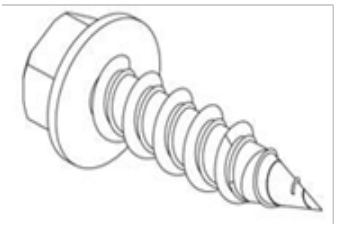


11. Set belt tension. Place transmission in Park and make sure machine is turned off. Rotate secondary by hand to seat belt in secondary clutch until belt tension is tight.

12. 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 14. If the secondary is spinning fast, proceed to step 13.

13. 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.
    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 14.
    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 14.

14. Install NEW outer clutch housing cover that is provided with kit.
    Note: The clutch cover screws are hi-lo screws designed for plastic (⅜"drive). 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 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.

15. Install bottom shock bolt on rear drivers' side as well as the nut on top of the torsion bar and grease zerk in step 1, if removed.

16. Recommended Belt Break-In Procedure

Do NOT immediately run wide open throttle. Do NOT immediately pull heavy loads.

Drive the vehicle in a "normal" operating mode for 10-15 minutes and let the vehicle cool down to ambient temperatures. A few normal drive cycles, heating the belt up and cooling it down will help season the belt and remove any mold release from the belt manufacturing process. The clutch system will be ready for full function after about 10 miles of running.

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).

17. Apply two decals as shown – one on the clutch cover 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.





Thank you for your purchase and enjoy your new DURACLUTCH system!

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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