

# DURA CLUTCH

PRECISION PERFORMANCE

## INSTALLATION

### 15-636-637-638-639 DC-XPEDITION RXL

SVI, LLC 16JUN2026 REV 4

KIT PART #: 15-636-637-638-639

MODEL: DC-XPEDITION RXL

DESCRIPTION: MY2024-2026 XPEDITION ALL MODELS

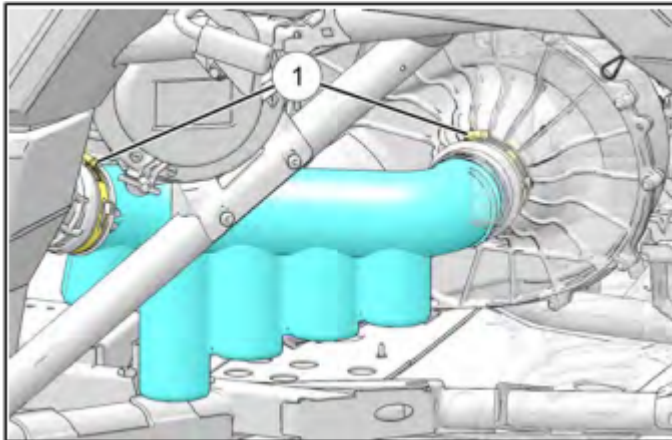
#### KIT CONTENTS:

1. 10-365 ASM-RXL PRIM 44G (15-636)  
10-364 ASM-RXL PRIM 39G (15-637)  
10-363 ASM-RXL PRIM 35G (15-638)  
10-362 ASM-RXL PRIM 31G (15-639)
2. 35-080 BELT
3. 10-393 SECONDARY
4. 25-262 BUSHING- PRIMARY CLUTCH
5. 75-111 PRIMARY SCREW
6. 75-110 SECONDARY SCREW M8x1.25x50
7. 90-082 WASHER-SECONDARY SCREW
8. 99-036 THREADLOCKER-BLUE
9. 99-028 TOOL-T60 BIT SOCKET 3/8"
10. 90-081 QTY 3 SECONDARY SHIM-RING 23.25X32.25X0.5
11. 97-087 DECAL-DC CLUTCH HOUSING DASH 35-080 RXL
12. 98-066 DURACLUTCH R SERIES WARRANTY
13. 98-147 INSTRUCTION- INSTALLATION (THESE INSTRUCTIONS)

NOTE: BEFORE CLUTCH INSTALLATION ensure clutch box is clean, no loose debris, no belt debris and no signs of oil residue or moisture. Check to ensure clutch cover seal is in place and in good shape.

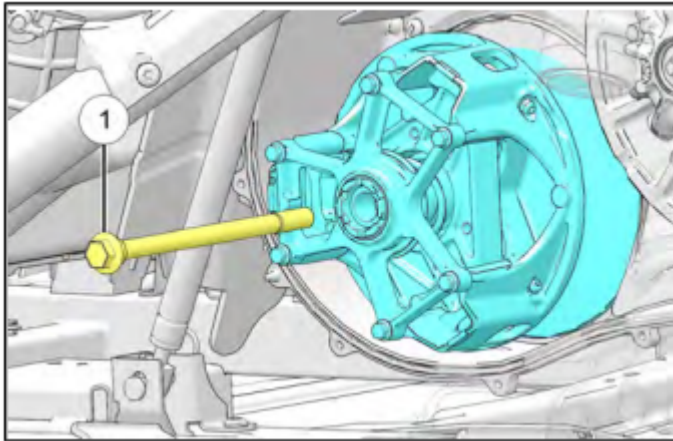
#### DURACLUTCH INSTALLATION

1. Loosen CVT inlet duct hose clamps and remove the CVT inlet duct.

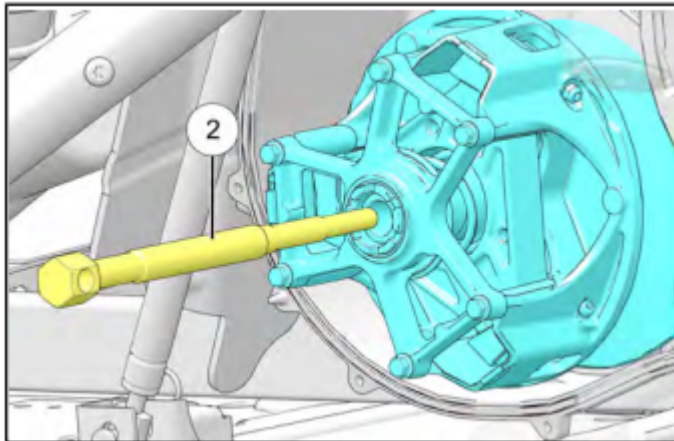


2. If equipped, remove the lower cargo box shock clip and pin from mount. Move shock out of the way.

3. Place transmission into Park and remove the clutch housing cover. Recommended tool: 8mm socket with flex drive extension.
4. Remove Primary clutch bolt.



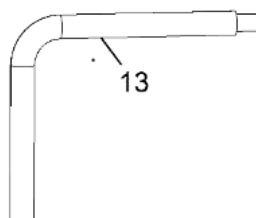
5. Pull the Polaris primary from the engine crankshaft using PN 99-012 puller. Greasing the end of the puller slightly will aid in removal. Do not get grease on any clutch components. Remove belt.



6. Clean the engine tapered shaft and the RXL Primary clutch bore with alcohol or degreaser. Do not lubricate.
7. Remove the Secondary clutch, keep all shims removed, set all hardware aside, they will not be used.
8. Install the new secondary. Install shims removed in #7, use new secondary screw provided with kit and place blue threadlocker on secondary screw threads and tighten screw to **27 ft-lbs.**
9. Open secondary sheaves using belt install tool provided with the vehicle in the tool bag. Screw tool into secondary to open the sheaves, this will allow the belt to seat into sheaves.



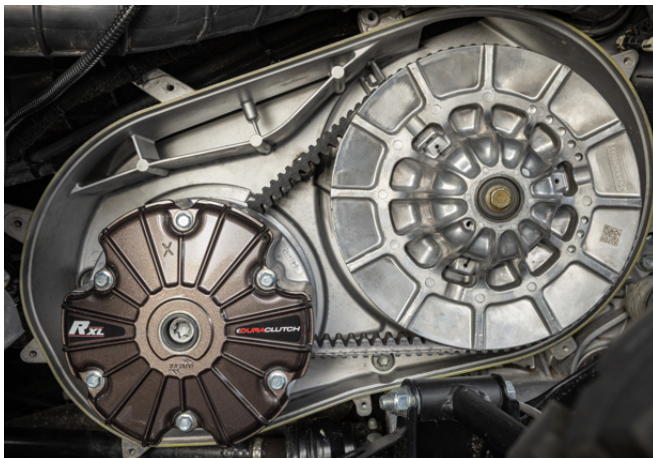
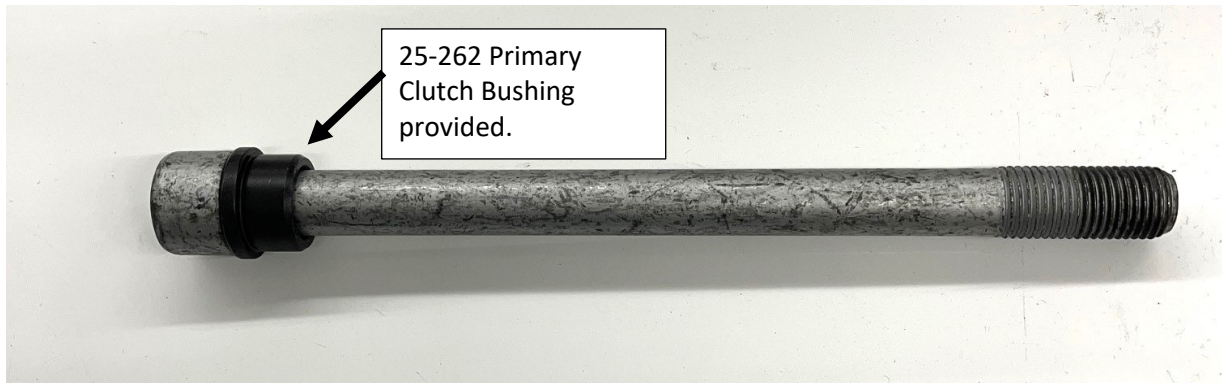
95-090 BELT INSTALL TOOL



10. Seat the belt into the secondary so you can read the writing on the belt and then into the RXL Primary sheaves and install primary on the post. Install 25-262 bushing onto primary screw included with kit, make sure it gets seated all the way to the screw head as shown, if tight remove burr on shoulder of primary screw. Tighten screw to **60 ft-lbs**. SVI PN 99-033 Torque Tool (Sold Separately) shown below works great to hold the primary clutch when torquing the primary screw.



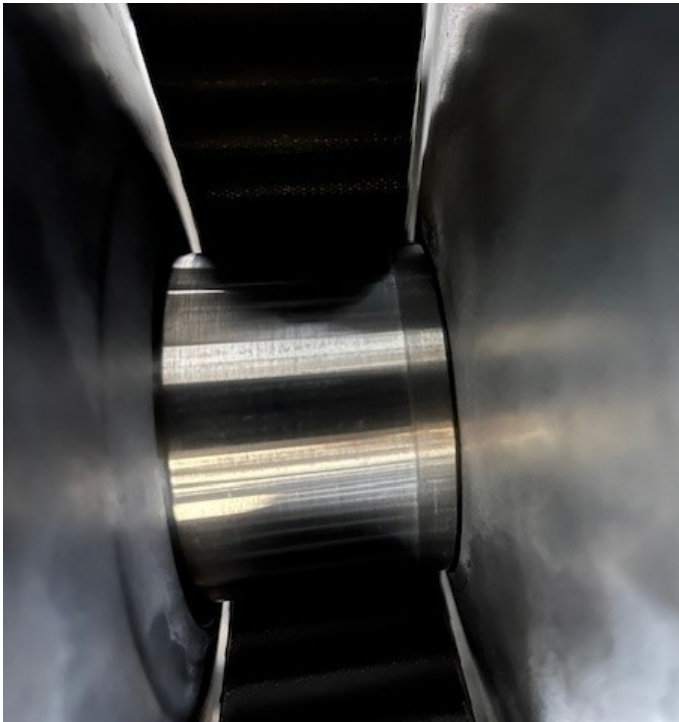
11. **UNSCREW & REMOVE THE BELT INSTALL TOOL FROM THE SECONDARY.** Spin the secondary back and forth a few times by hand to allow belt back to top of secondary.



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 has fast rotation proceed to step 13.

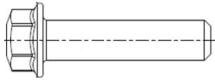
13. If the secondary rotates fast, turn machine off and check to see where the belt is riding in between the primary sheaves. The ideal belt location should be centered with a small gap on each side between the sheaves, a cell phone picture may help see where belt is riding. Follow steps A. or B. to determine next action. Check out our YouTube channel for an alignment video.

<https://www.youtube.com/user/SpecialtyVehiclesInt> .



- A. If the belt is up against the primary fixed sheave (inward), remove belt with belt install tool used in step 9. Then remove secondary screw and one shim washer. Install secondary screw and belt. **UNSCREW & REMOVE THE BELT INSTALL TOOL FROM THE SECONDARY.** Spin the secondary back and forth a few times by hand to allow belt back to top of secondary. Start machine to reset alignment. If the secondary still rotates fast and rides against fixed sheave, repeat process and remove another shim washer. Repeat until there is slight to no rotation, remember the blue threadlocker on the secondary screw when alignment is complete and torque to spec, proceed to step 14.
- B. If the belt is up against the primary moveable sheave (outward), remove belt with belt install tool used in step 9. Then remove secondary screw and add one shim washer provided with kit. Install secondary screw and belt. **UNSCREW & REMOVE THE BELT INSTALL TOOL FROM THE SECONDARY.** Spin the secondary back and forth a few times by hand to allow belt back to top of secondary. Start machine to reset alignment. If the secondary still rotates fast and rides against the moveable sheave, repeat process and add another shim washer. Repeat until there is slight to no rotation, remember the blue threadlocker on the secondary screw when alignment is complete and torque to spec, proceed to step 14.

14. Install outer clutch housing. Ensure seal is good or replace with SVI PN 35-110.
15. Note: The clutch cover screws are 6mm screws (8mm hex head) that are easy to cross thread. They screw into an aluminum back cover.



Torque spec: 53 in-lbs (4.417 ft-lbs). This is like a screwdriver torque. Use a hand wrench or a clutch screw gun at a very low setting.

16. If equipped, install the cargo box shock into lower mount and install clip and pin.
17. Install CVT inlet duct removed in step 1. Tighten hose clamps to 35 in-lbs (2.916 ft-lbs)

#### DECALS

18. Apply two decals as shown – on the clutch housing and on the dash. Clean surface with alcohol or similar solvent. Decal application is important to alert service technicians that the stock 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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