

Fits: 2015-2017 Polaris Sportsman 570 EPS w/EBS

(3-15-2023)

Stock Tires

0-3000ft Elevation

ITEMS INCLUDED:

Drive Spring - Pink
Driven spring – Maroon
Driven Belt
Weights – WEDGESS65 (3)
Decals

Optional Upgrade:

Stage 2 Helix

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.

Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.

Do Not attempt this install if you are not qualified. Injury could occur.

Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

Need help with your installation?



sales@superatv.com



www.superatv.com



1-855-743-3427



8:00am - 8:00pm EST M-Th
8:00am - 7:00pm EST Friday
9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

Thank You

For Choosing

SUPERATV.COM[®]

Jack up rear end.

Install safety stands/jacks.

Remove seat, left side panel, and Left foot well

Remove clutch cover screws (8) with 3/8 mm socket.

Remove drive clutch bolt – 5/8" socket.

Install puller and remove drive clutch.

Remove driven clutch bolt using 15mm socket.

Remove outer driven clutch sheave.

Notice gold colored washer on remaining clutch sheave.

Remove belt.

Remove clutch sheave.

Install supplied weights in drive clutch. Torque weight bolt nuts to 20 inch lbs.

The plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.

Install **Pink** drive clutch spring.

Install cover and torque cover bolts to 9 foot lbs.

Install driven clutch sheave with spring cone into compression tool.

Tighten slightly against spring cover.

Remove 6 torque screws (#30) and release the tension on compression tool.

Remove stock driven spring and install **Maroon** driven spring.

Install supplied helix.

Install cover and torque cover bolts to 9 foot lbs.

Install driven clutch inner partial sheave on unit's shaft.

DO NOT allow these shims to come off of shaft.

Align outer sheave rollers to fit in inner sheave machined hub.

Slide on shaft and then install and torque driven clutch bolt to 40 lbs.

Install drive belt so that you can read the part numbers when installed.

Install drive clutch through belt and onto engine stub shaft.

Install drive clutch bolt and torque to 47-50ft lbs.

Verify that all parts have been installed and torqued to proper Polaris specs.

Install clutch cover and torque cover screws to 5 foot lbs.

Verify that all items have been properly installed & properly torqued.

After verifying that all items have been properly installed/torqued start engine.

Engagement should be around 2,000 rpm and very smooth after initial engagement.

Top rpm should be 6800-7000 under full throttle.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.

Failure to do so could cause future damage to clutches or injury to operator.

If you have any problems/questions on this kit **contact us by email** SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating.
As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.



2753 Michigan Road • Madison, Indiana 47250 • 855-743-3427

INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

Fits: 2015-2018 Polaris Sportsman 570 EPS w/EBS

(3-15-2023)

Stock Tires

3-6000ft Elevation

ITEMS INCLUDED:

- Drive Spring - Pink
- Weights – WEDGESS61 (3)
- Driven spring – Maroon
- Driven Belt
- Helix - 2016
- Instructions
- Decals

TOOLS NEEDED:

- Floor jack & safety stands
- Drive clutch puller
- Driven clutch compression tool
- 3/8" metric socket set
- 13/16"
- 5/8" socket
- 15mm socket
- Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.

Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.

Do Not attempt this install if you are not qualified. Injury could occur.

Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

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Jack up rear end.
 Install safety stands/jacks.
 Remove clutch cover screws (8) with 8mm socket.
 Remove drive clutch bolt – 5/8" socket.
 Install puller and remove drive clutch.
 Remove driven clutch bolt using 15mm socket.
 Remove outer driven clutch sheave.
 Notice gold colored washer on remaining clutch sheave.
 Remove belt.
 Remove clutch sheave.
 Install supplied weights in drive clutch. Torque weight bolt nuts to 20 inch lbs.
 The blue plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.
 Install Pink drive clutch spring.
 Install cover and torque cover bolts to 9 foot lbs.
 Install driven clutch sheave with spring cone into compression tool.
 Tighten slightly against spring cover.
 Remove 6 torque screws (#30) and release the tension on compression tool.
 Remove stock driven spring and install Maroon driven spring.
 Install cover and torque cover bolts to 9 foot lbs.
 Install driven clutch inner partial sheave on unit's shaft.
 Install gold washer on shaft.
 DO NOT allow these shims to come off of shaft.
 Align outer sheave rollers to fit in inner sheave machined hub.
 Slide on shaft and then install and torque driven clutch bolt to 40 lbs.
 Install drive belt so that you can read the part numbers when installed.
 Install drive clutch through belt and onto engine stub shaft.
 Install drive clutch bolt and torque to 47-50ft lbs.
 Verify that all parts have been installed and torqued to proper Polaris specs.
 Install clutch cover and torque cover screws to 5 foot lbs.
Verify that all items have been properly installed & properly torqued.
After verifying that all items have been properly installed/torqued start engine.
 Engagement should be 1900-2100rpm and very smooth after initial engagement.
 Top rpm should be 6800-7000 under full throttle.
Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
 Failure to do so could cause future damage to clutches or injury to operator.
 If you have any problems/questions on this kit **contact us by email** SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating.
As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.



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INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

Fits: 2017 Polaris Sportsman 570 EPS w/EBS
29-31" Tires
0-3000ft Elevation

(3-15-2023)

ITEMS INCLUDED:

Drive Spring - Pink
Weights – WEDGE63 (3)
Driven spring – Maroon
Driven Belt
Instructions

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

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Jack up rear end.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove drive clutch bolt – 5/8" socket.
Install puller and remove drive clutch.
Remove driven clutch bolt using 15mm socket.
Remove outer driven clutch sheave.
Notice gold colored washer on remaining clutch sheave.
Remove belt.
Remove clutch sheave.
Install supplied weights in drive clutch. Torque weight bolt nuts to 20 inch lbs.
The blue plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.
Install Pink drive clutch spring.
Install cover and torque cover bolts to 9 foot lbs.
Install driven clutch sheave with spring cone into Compression Tool.
Tighten slightly against spring cover.
Remove 6 torque screws (#30) and release the tension on compression tool.
Remove stock driven spring and install Maroon driven spring.
Install cover and torque cover bolts to 9 foot lbs.
Install driven clutch inner partial sheave on unit's shaft.
Install gold washer on shaft.
DO NOT allow these shims to come off of shaft.
Align outer sheave rollers to fit in inner sheave machined hub.
Slide on shaft and then install and torque driven clutch bolt to 40 lbs.
Install drive belt so that you can read the part numbers when installed.
Install drive clutch through belt and onto engine stub shaft.
Install drive clutch bolt and torque to 47-50ft lbs.
Verify that all parts have been installed and torqued to proper Polaris specs.
Install clutch cover and torque cover screws to 5 foot lbs.

Verify that all items have been properly installed & properly torqued.

After verifying that all items have been properly installed/torqued start engine.

Engagement should be 1900-2100rpm and very smooth after initial engagement.

Top rpm should be 6800-7000 under full throttle.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.

Failure to do so could cause future damage to clutches or injury to operator.

If you have any problems/questions on this kit **contact us by email** SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating.
As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.

Fits: 2017 Polaris Sportsman 570 EPS w/ EBS
Oversize Tires
3-6000ft Elevation

(3-15-2023)

ITEMS INCLUDED:

Drive Spring - Pink
Weights – WEDGE561 (3)
Driven spring – Maroon
Driven Belt
Instructions

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

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Jack up rear end.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove drive clutch bolt – 5/8" socket.
Install puller and remove drive clutch.
Remove driven clutch bolt using 15mm socket.
Remove outer driven clutch sheave.
Notice gold colored washer on remaining clutch sheave.
Remove belt.
Remove clutch sheave.
Install supplied weights in drive clutch. Torque weight bolt nuts to 20 inch lbs.
The blue plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.
Install Pink drive clutch spring.
Install cover and torque cover bolts to 9 foot lbs.
Install driven clutch sheave with spring cone into Compression Tool.
Tighten slightly against spring cover.
Remove 6 torque screws (#30) and release the tension on compression tool.
Remove stock driven spring and install Maroon driven spring.
Install cover and torque cover bolts to 9 foot lbs.
Install driven clutch inner partial sheave on unit's shaft.
Install gold washer on shaft.
DO NOT allow these shims to come off of shaft.
Align outer sheave rollers to fit in inner sheave machined hub.
Slide on shaft and then install and torque driven clutch bolt to 40 lbs.
Install drive belt so that you can read the part numbers when installed.
Install drive clutch through belt and onto engine stub shaft.
Install drive clutch bolt and torque to 47-50ft lbs.
Verify that all parts have been installed and torqued to proper Polaris specs.
Install clutch cover and torque cover screws to 5 foot lbs.
Verify that all items have been properly installed & properly torqued.
After verifying that all items have been properly installed/torqued start engine.
Engagement should be 1900-2100rpm and very smooth after initial engagement.
Top rpm should be 6800-7000 under full throttle.
Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
Failure to do so could cause future damage to clutches or injury to operator.
If you have any problems/questions on this kit **contact us by email** SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating.
As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.

Fits: 2017 Polaris Sportsman 570 Base Non-EBS
Oversize Tires
0-3000ft Elevation

(3-15-2023)

ITEMS INCLUDED:

Drive Spring - Pink
Driven spring – Orange
Weights – SS61 (3)
Driven Belt
Instructions

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

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For Choosing



Jack up rear end.

Install safety stands/jacks.

Remove seat, left side panel, and Left foot well

Remove clutch cover screws (8) with 3/8 mm socket.

Remove drive clutch bolt – 5/8" socket.

Install puller and remove drive clutch.

Remove driven clutch bolt using 15mm socket.

Remove outer driven clutch sheave.

Notice gold colored washer on remaining clutch sheave.

Remove belt.

Remove clutch sheave.

Install supplied weights in drive clutch. Torque weight bolt nuts to 20 inch lbs.

The plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove this or the unit will achieve a faster top speed.

Install Pink drive clutch spring.

Install cover and torque cover bolts to 9 foot lbs.

Install driven clutch sheave with spring cone into Compression Tool.

Tighten slightly against spring cover.

Remove 6 torque screws (#30) and release the tension on compression tool.

Remove stock driven spring and install Orange driven spring.

Install cover and torque cover bolts to 9 foot lbs.

Install driven clutch inner partial sheave on unit's shaft.

DO NOT allow these shims to come off of shaft.

Align outer sheave rollers to fit in inner sheave machined hub.

Slide on shaft and then install and torque driven clutch bolt to 40 lbs.

Install drive belt so that you can read the part numbers when installed.

Install drive clutch through belt and onto engine stub shaft.

Install drive clutch bolt and torque to 47-50ft lbs.

Verify that all parts have been installed and torqued to proper Polaris specs.

Install clutch cover and torque cover screws to 5 foot lbs.

Verify that all items have been properly installed & properly torqued.

After verifying that all items have been properly installed/torqued start engine.

Engagement should be around 1700-1800 rpm and very smooth after initial engagement.

Top rpm should be 6450-6550rpm under full throttle.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.

Failure to do so could cause future damage to clutches or injury to operator.

If you have any problems/questions on this kit **contact us by email** SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating.
As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.

Fits: 2014-2021 850 Sportsman Models
Stock-29" Tires
0-3000ft Elevation

(3/21/2023)

ITEMS INCLUDED:

Drive Spring – Purple
Drive Spring - Yellow
Driven spring – Maroon
Weights – WedgeSS65 (3)
Drive Belt
Alignment Shim
Instructions

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set up to 21mm
3/8" standard socket set up to 11/16"
7/8" socket 1/2"
Torx set
Allen set
Torque wrench
Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

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Thank You

For Choosing



Jack up rear end allowing left rear wheel to sag.
Install safety stands/jacks.
Remove clutch cover screws (8) with 8mm socket.
Remove grease fitting on a-arm.
Remove clutch cover.
Remove drive clutch retainer bolt (7/8" socket).
Remove drive clutch using drive clutch puller. Hand thread to get started.
Use 7/8 socket on puller. OEM torque spec is 96lb.ft. so clutch is on there.
Remove driven clutch bolt (15mm socket)
Watch for gold washer between clutches.
Remove clutches/belt from machine.
Remove drive clutch cover bolts (6).
Clean/blow dust from drive clutch assembly.
Scuff sheave faces with Scotch Brite pad and wipe clean with contact cleaner on rag.
Wipe faces of clutch sheaves with contact cleaner on a rag.
Install supplied weights in drive clutch.
Install supplied **Pink** spring in clutch.
Install cover aligning X on cover to X on clutch spider.
Compress cover/spring and install bolts and torque to 10lb.ft.
Clean/blow dust from driven clutch assembly.
Scuff sheave faces with Scotch Brite pad and wipe clean with contact cleaner on rag.
Install driven clutch sheave with spring cone on compression tool.
Tighten tool cage slightly against flat area.
Remove 6 Torx Screws
Release pressure on spring and remove spring.
Install supplied **Maroon** driven spring in clutch.
Tighten tool cage slightly against flat area.
Install 6 Torx screws w/ Blue Loctite. Torque to proper spec
Install driven clutch partial assembly on unit. Align X on inner & outer sheaves.
Install gold colored shim/washer on clutch shaft.
Install supplied washer on top of gold washer installed at Polaris.
Install the remaining clutch sheave on shaft.
Install retainer bolt and finger tighten to hold clutch assembly on shaft.
Install drive belt on driven clutch with part numbers so that you can read them.
Install drive clutch through belt and onto engine stub shaft.
Tighten driven clutch bolt to 40lb.ft. factory spec.
Install drive clutch bolt and torque to 96lb.ft.

Verify that all items have been properly installed & properly torqued.

POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears. If it is hard to shift, contact your dealer for transmission alignment. This is an underlying problem from the factory when it was assembled.

Install clutch cover. I

Install grease fitting.

After verifying that all items have been properly installed/torqued start engine.

Engagement should be 1700-1800rpm after initial engagement.

Top rpm should be 6600-6800 under full throttle, normal operating conditions.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.

Failure to do so could cause future damage to the clutches or injury to operator.

If you have any problems/questions on this kit, **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual, or Polaris Industries



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INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

Fits: 2015-2021 1000 Sportsman Models
Stock-29" Tires
0-3000ft Elevation

(3/21/2023)

ITEMS INCLUDED:

- Drive Spring - Purple
- Drive Spring - Yellow
- Driven spring - Maroon
- Weights - WedgeSS65 (3)
- Drive Belt
- Alignment Shim
- Instructions

TOOLS NEEDED:

- Floor jack & safety stands
- Drive clutch puller
- Driven clutch compression tool
- 3/8" metric socket set up to 21mm
- 3/8" standard socket set up to 11/16"
- 7/8" socket 1/2"
- Torx set
- Allen set
- Torque wrench
- Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.
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Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

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Lift Rear end off ground using a floor jack.

Install safety stands/jacks.

Remove seat.

Remove 4 plastic push darts that are holding plastics to frame.

Remove Rear Bumper **if installed**.

Remove 4 13mm bolts that hold stock bumper to the frame. (2 on each side)

Remove 2 T40 Torx screws inside rear storage compartment.

Remove left side rear tire.

Remove (4) 15mm bolts from frame post.

Place frame post between upper frame and rear plastics to hold it up and out of the way.

Pull Right side panel away from machine to access the clutch breather duct clamps.

Loosen clamps and remove rubber duct elbow.

Remove plastic dart holding the final section of clutch breather duct. The plastic section of the clutch duct does not need to be fully removed.

With the rear plastics lifted, remove clutch cover screws (11), and remove clutch cover.

****At this point, some models may require removal of the shock and lower A-arm. This does not apply to every machine. If you can remove the drive clutch bolt and install the Clutch Puller Tool without damaging the axle boot, you should not need to remove shock and A-arm. ****

Remove drive clutch retaining bolt, shims, and spacer. (18mm socket) **NOTE: Drive Clutch retaining bolt is LEFT HAND THREAD**

Remove drive clutch using drive clutch puller. Apply a small amount of grease to threads and tip.

Hand thread to get started. **Tool turns in clockwise.**

Use 21mm socket on puller.

Remove driven clutch bolt and shims. (15mm socket)

Remove both clutches and belt from machine.

Inspect all clutch components for damage and excessive wear. Replace, as necessary.

Remove drive clutch cover bolts (6). **Note:** Use compression tool for safe removal/installation.

Clean/wipe/blow dust from drive clutch assembly.

Scuff sheaves with scotch brite pad.

Wipe faces of clutch sheaves with brake cleaner on a rag.

Install supplied weights in drive clutch.

Install supplied **PURPLE** spring in drive clutch.

(Install **YELLOW** spring for a higher stall engagement)

Install cover. Align X on cover to X on clutch spider.

Compress cover/spring and install bolts. **Please refer to service manual for torque spec.**

Clean/wipe/blow dust from driven clutch assembly.

Scuff sheaves with scotch brite pad.

Wipe faces of clutch sheaves with brake cleaner on a rag.

****Inspect square pucks on outside of clutch. If there is excessive wear visible, clutch needs to be replaced. If there is no excessive wear, we highly recommend replacing these with GBoost Rhino Rollers. (#RR2B2) This will greatly increase the life and reliability of the clutch. Please view our catalog for proper fitment****

Install driven clutch on compression tool.

Tighten tool cage slightly against flat area of helix.

Mark helix and clutch with a permanent marker for re-alignment.

Remove 4 Torx screws (T25). A small amount of heat will help.

Release pressure on spring and remove spring.

Inspect Rollers and Helix for damage/wear. Replace, as necessary.

Install supplied **MAROON** driven spring in clutch.

Reinstall Helix. If you have a Stage 2 kit, install supplied helix.

Make sure the rollers go in the machined area of the helix

Tighten tool cage slightly against flat area. Align holes. Make sure the helix is centered on the clutch.

Put a small amount of blue Loctite on the 4 torx bolts. Torque to spec.

Remove tool.

Install driven clutch on shaft.

Make sure the clutch is fully installed onto the shaft splines.

Install retainer bolt and shims. Finger tighten to hold clutch assembly on shaft.

Install drive belt on driven clutch with lettering facing rear of machine.

Install drive clutch thru belt and onto tapered PTO shaft.

Tighten driven clutch bolt to spec. Rotate clutch as you tighten. This will move the belt to the top of the clutch.

Install drive clutch bolt and torque to spec.

Rotate driven clutch multiple times by hand. This will allow Belt to sit in its natural position.

Carefully check clutch alignment by inspection location of belt in drive clutch. Belt should ride perfectly in the center of the drive clutch.

Alignment Procedure:

If the belt is favoring one sheave, alignment will need to be adjusted.

If the belt is favoring inside sheave, install shim included in kit.

If the belt is favoring outside sheave, remove one of the stock shims.

After each adjustment, driven clutch must be re-torqued, and rotated multiple times to ensure natural belt position.

Typically, one shim will be enough to properly align clutching. If additional shims are needed, contact us via email or phone.

If the machine is hard to shift, creeping, or clutches are both spinning at idle, alignment is **not correct**.

****Verify that all items have been properly installed & properly torqued****

Install clutch cover.

Re-assemble parts removed for install.

After verifying that all items have been properly installed/torqued, start engine.

Engagement should be 1900-2100. If higher engagement is desired, contact us via email or phone.

Top rpm should be 6900-7150 under full throttle, normal operating conditions.

****Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation. Failure to do so could cause future damage to clutch or injury to operator****

If you have any problems/questions on this kit, **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual, or Polaris Industries



2753 Michigan Road • Madison, Indiana 47250 • 855-743-3427

INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

Fits: 2021-22 Polaris Sportsman 570 Models w/ P190X *ONLY*
Stock to 28" Tires Trail
0-3000ft Elevation

ITEMS INCLUDED:

Drive Spring – Orange
Driven Spring – Green
Drive Belt – 1229 Series
Weights – W18ZZ78
FIX2 Shims
Instructions

TOOLS NEEDED:

Driven clutch compression tool
3/8" metric socket set
13mm Socket
10mm Socket
Torx #27, #50 and #60
Allen Wrench Set
Polaris Belt removal Tool
Misc. normal shop tools
Torque Wrench

Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

Need help with your installation?



sales@superatv.com



www.superatv.com



1-855-743-3427



8:00am - 8:00pm EST M-Th
8:00am - 7:00pm EST Friday
9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

*Thank You
For Choosing*



Remove seat by pulling upwards releasing molded seat darts from frame grommets then sliding backward removing from front tabs.

Remove (2) plastic rivets from rear of left side panel and remove panel.

Remove (2) T27 Torx screw from rear of left footwell and two plastic push rivets from the front.

Remove (4) T27 Torx screws from base of footwell and remove footwell.

Loosen hose clamp from outer clutch cover and remove duct from cover.

Remove (10) Clutch Cover screw and remove clutch cover.

Insert Polaris belt tool into secondary clutch, turn until belt can be removed as found in owner's manual.

Using T60 and impact or breaker bar remove drive clutch bolt.

Primary movable sheave assembly can be removed by rocking on shaft and sliding outward (be careful not to drop spacer that movable sheave slides on it tends to come off with outer sheave).

Remove belt tool from secondary clutch, removed 13mm retainer bolt and slide clutch off transmission shaft.

OEM Clutch retaining bolt torque spec is 96ft-lbs. so clutch is on there.

Mark x's on drive clutch cover, and sheave(s) to match spider X for reassembly.

Install drive clutch on compression tool and tighten cage to clutch outer cover.

Remove drive clutch cover bolts (6).

Clean/wipe/blow dust from drive clutch assembly.

Scuff sheaves with scotch-brite pad and wipe with contact cleaner on a rag.

Install supplied weights in drive clutch.

Install supplied **Orange** spring in drive clutch with post and washers.

Install cover aligning X on cover to X on clutch spider.

Compress cover/spring and install bolts and torque to 9ft-lbs.

Mark x's on the two driven sheaves prior to separating to aid in reassembly.

Secondary clutch can now be separated by twisting and spreading sheaves.

Clean/wipe/blow dust from driven clutch assembly.

Scuff sheaves with scotch brite pad and wipe with contact cleaner on a rag.

Install driven clutch sheave with helix attached (helix down) on compression tool.

Tighten 1 1/8" Socket or large washer supplied with compression tool onto clutch.

Remove 3 Helix Bolts(T50).

Release pressure on spring and remove spring.

Install helix with supplied **Green** driven spring in clutch.

Tighten large socket or washer against rear of sheave. Align holes and reinstall helix bolts and torque to 32ft-lbs w/ blue loctite.

Install drive and driven clutch assemblies on unit.

Install secondary clutch retainer bolt, with washers and finger tighten to hold clutch assembly on shaft.

Install Polaris belt tool & tighten so that belt is ready to be installed.

Install drive belt on drive clutch and loop around driven clutch with part numbers so that you can read them.

Tighten driven clutch bolt to 20ft-lbs. factory spec.

Install drive clutch bolt and torque to 96ft-lbs.

Verify that all items have been properly installed & properly torqued.

POSSIBLE ISSUE: Checking Transmission Alignment: Start unit without cover on. Shift between gears. If it is hard to shift, you may need to add FIX2 Shims in secondary behind thick driven bolt washer to move drivebelt in so it is centered or not touching outer sheave face. If touching inner sheave contact Polaris Dealer for Alignment. Engagement should be 1900-2000rpm after initial engagement.

Top rpm should be 6500-6700 under full throttle, normal operating conditions.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.

Failure to do so could cause future damage to clutches or injury to operator.

If you have any problems/questions on this kit **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual, or Polaris Industries



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INSTALLATION INSTRUCTIONS

Polaris Calibration Kit

Fits: 2015-2022 Polaris Sportsman 570 Base Non-EBS

(3/21/2023)

Stk-28" Tires

0-3000ft Elevation

ITEMS INCLUDED:

Drive Spring - Pink
Driven spring - Orange
Weights - SS61 (3)
Driven Belt - 1113 Series
Instructions

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
3/8" metric socket set
13/16"
5/8" socket
15mm socket
Misc. normal shop tools

Make sure that you compare year/model on instruction sheet to the unit you have.

Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.

Do Not attempt this install if you are not qualified. Injury could occur.

Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

Need help with your installation?



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Place vehicle in park.
Remove seat, left side panel, and Left foot well
Remove clutch cover screws (8) with 3/8 mm socket.
Remove drive clutch bolt – 5/8" socket.
Install drive clutch puller Tool2 and remove drive clutch.
Remove Belt
Remove driven clutch bolt.
Remove driven clutch. Keeping track of alignment shims on the backside of the driven clutch.
Using compression tool. Compress drive clutch and remove outer clutch cover screws.
Install supplied weights in drive clutch. Torque weight bolt nuts to 20 in. lbs.
The plastic spacer on the clutch shaft is for limiting the top speed. DO NOT remove.
Install Pink drive clutch spring.
Install cover and torque cover bolts to 9 ft lbs.
Index Helix and sheaves for alignment
Install driven clutch with helix up onto compression tool.
Tighten cage slightly against Helix.
Remove snap ring and release the tension on compression tool.
Note positioning of spring tabs and rotation of the preloaded spring.
Remove stock driven spring and install **Orange** driven spring in the 2/2 location holes
Helix will have a double spline that can only be installed one way.
Once you have spring and helix lined up in the correct location. You will need to pre-load the spring.
When preloading spring rotate moveable sheave counterclockwise one tower position for proper pre-load.
Typically, 1/3-1/4 turn.
Install Driven clutch onto transmission shaft and torque driven clutch bolt to 17 ft. lbs.
Install drive belt so that you can read the part numbers when installed.
Install drive clutch through belt and onto engine stub shaft.
Install drive clutch bolt and torque to 47-50ft lbs.
Verify that all parts have been installed and torqued to proper Polaris specs.
Install clutch cover.

Verify that all items have been properly installed & properly torqued.

After verifying that all items have been properly installed/torqued start engine.

Engagement should be around 1700-1800 rpm and very smooth after initial engagement.

Top rpm should be 6450-6550rpm under full throttle.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.

Failure to do so could cause future damage to clutches or injury to operator.

If you have any problems/questions on this kit **contact us by email** at SUPERATV.COM

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. as this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual, or Polaris Industries

Polaris Calibration Kit

Fits: Polaris (Various Models)

3/15/2023

ITEMS INCLUDED:

Drive Spring
Driven Spring
Drive Belt
Weights
Instructions
Decals

STAGE 2 INCLUDES:

Helix

STAGE 3 INCLUDES:

Secondday Driven Clutch

TOOLS NEEDED:

Floor Jack & Safety Stands
Drive Clutch Puller
Driven Clutch Compression Tool
Governor Cup Removal Tool
3/8" Metric Socket Set
Allen Wrench Set
Torx Wrench Set
Miscellaneous Normal Shop Tools

**Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.**

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Thank You

For Choosing



Remove clutch cover.
Remove drive clutch retainer bolt.
Remove drive clutch using drive clutch puller. Hand thread to get started.
OEM torque spec is 96ft-lbs
Remove driven clutch bolt.
Remove clutches/belt from machine.
Remove drive clutch cover bolts.
Clean / wipe / blow dust from drive clutch assembly.
Wipe faces of clutch sheaves with contact cleaner on a rag.
Install supplied weights in drive clutch.
Install supplied spring in clutch.
Install cover aligning X on cover to X on clutch spider.
Compress cover / spring and install bolts.
Clean / wipe / blow dust from driven clutch assembly.
Wipe faces of clutch sheaves with contact cleaner on a rag.
Install driven clutch sheave compression tool.
Tighten tool cage slightly against flat area.
Mark X on clutch for alignment.
Remove Torx screws. Slight heat will help.
Remove helix.
Release pressure on spring and remove spring.
Install supplied driven spring in clutch.
Stage 1 Kit: Install stock helix.
Stage 2 / Stage 3 Kit: Install supplied helix.
Install helix lining up installing machine roller area around rollers.
Non-machined area lines up with inside clutch raised area.
Tighten tool cage slightly against flat area. Align holes.
Install driven clutch assembly on unit.
Install retainer bolt and finger tighten to hold clutch assembly on shaft.
Install drive belt on driven clutch with part numbers so that you can read them.
Install drive clutch thru belt and onto engine stub shaft.
Tighten driven clutch bolt to factory spec.
Install drive clutch bolt and torque to factory spec.

POSSIBLE ISSUE: Checking Transmission Alignment:

Start unit without cover on.

Shift between gears.

If it is hard to shift contact your dealer for transmission alignment.

This is an underlying problem from the factory when it was assembled.

Verify that all items have been properly installed & properly torqued.

Install clutch cover.

After verifying that all items have been properly installed/torqued start engine.

Engagement should be **1800-2100rpm** after initial engagement.

Top rpm should be **7600-7900rpm** in normal operating conditions.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.

Failure to do so could cause future damage to clutches or injury to operator.

If you have any problems/questions on this kit contact us by email at SuperATV.com.

TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.