



### **Sparks Racing Performance Clutch Kit, Polaris RZR 900 XP and RZR 1000 XP**

Congratulations on your purchase of the Sparks Racing Adjustable Weight Kit. You now have access to unlimited clutch tuning possibilities. We have spent countless hours developing our clutch kit base-line settings, so you can be confident in the parts you're installing in your machine. Our clutch tuning team is always available to help with any tech or tuning questions you may have.

This kit has come pre-configured with our recommended base-line settings determined by information collected from you.

\*\*\*\*It is not recommended to make changes to the weight configuration prior to installation and initial testing\*\*\*

#### **Installation Instructions:**

- Most of the processes associated with this installation are outlined in the factory service manual.
- Remove the outer clutch cover to gain access to the clutches
- Remove the belt making note of its current drive direction \*\*\* we recommend the use of Polaris drive belts. We have seen drastic variations in sizing and durability with aftermarket belts
- Remove the secondary clutch
- Remove the 6 hex-bolts retaining the hat on the primary clutch, making sure to mark the primary clutch and hat with a pen to ensure it is installed in the same orientation as before (these clutches are balanced, and incorrect orientation of the hat can create a balancing issue, to gain access the clutch arms and primary spring. \*\*\*\*Note: you may need to loosen the large primary clutch bolt for the hat to slide off.
- Install the supplied adjustable weights and primary spring. Torque all bolts the manufacturer's recommendations.
- Remove the 4 torx bolts on the back of the secondary clutch which hold the helix in place, and remove the helix.
- You will need an arbor press or similar tool to apply pressure to the secondary spider to remove the snap-ring. Once the snap ring and spider are removed, you can install the supplied secondary spring. If you're installing the Sparks Racing HD Clutch Dampener, now would be the time to install it.
- Install the spider and snap-ring. \*\*\*Note: There is a missing tooth on the secondary dampener and secondary clutch shaft which must line up in order for them to slide together.
- Install the helix into the secondary clutch making sure the "X" on the clutch and the "X" on the helix line up.
- Reinstall clutches and hardware. Torque all bolts to manufacturer's recommendations.

**Clutch Kit Component Weight Tables:**

Bolt Color	Red	Green	Silver (Bare)
Weight	3.5g	2.5g	0.8g

Washer Size	Thick	Thin
Weight	1.5g	0.5g

**\*\*\*Note: You must run AT LEAST 1 thin washer on the red & green bolts at ALL times because the bolt will contact the clutch walls without a washer\*\*\***

**Disclaimer:** Installation of performance parts requires good mechanical ability and a complete understanding of the entire machine. The instructions we provide are guidelines only and will not thoroughly explain how to handle the complete installation.

**Warranty:** The products are provided “as is” and there are no warranties, representations or conditions, expressed or implied, regarding them or any other goods or services provided by Sparks Racing. Sparks Racing disclaims any implied warranty or condition of merchantability, durability, or fitness for a particular purpose. No representation or other affirmation of fact, including but not limited to oral or written statements regarding performance of the products shall be deemed to be a warranty by TPS. In no event will TPS be liable for incidental, indirect, special, or consequential damages, or any damages whatsoever resulting from loss of use arising in connection with these products.

**Tuning:** This kit has come preconfigured based on the information that you have given us about your RZR. This should be a good starting point, but may require some minor tuning based on varying driving conditions and overall car weight and setup.