



*“Setting the World’s
Performance Standards”*

07/01/20-AW

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Power Pucks™

For Polaris RZR Turbo-S 4 Seat & RS1, Part# 50-365

IMPORTANT NOTE: Read instructions completely before beginning installation. Inspect clutch to ensure that it is in good working condition. This kit will not operate properly if installed on a worn out clutch. If you are unsure of clutch condition, contact SLP Tech department.

NOTE: These Power Pucks™ can be installed without removing the clutch from the vehicle. However, installation can be done easier with clutch removed.

Drive Clutch Removal

1. Remove clutch cover using clutch cover removal tool (SLP # 20-311).
2. Remove drive clutch retaining bolt using 21mm socket, a breaker bar and Clutch Holding Tool (SLP #20-310).
3. Thread the drive clutch puller (SLP #20-136) into the center of the drive clutch. Tighten the clutch puller with a breaker bar and 3/4" socket until the clutch pops loose from the tapered shaft. Remove clutch from RZR and remove clutch puller from clutch.

Hint: A small amount of grease on the clutch puller threads and end that pushes on the crankshaft will help in the primary clutch removal process.

Drive Clutch Disassembly

Note: Mark orientation of cap to the spider prior to disassembly by marking both with a marker to ensure proper re-assembly (see illustration #1).

4. Compress the primary clutch with a clutch press tool (SLP #20-222) and loosen the cap bolts until the cap can be removed from the clutch and set aside.

NOTE: Check clutch cap bushing is flush with the top of

Specialized Tools Required for Install

- Clutch Cover Removal Tool (SLP# 20-311)
- Clutch Puller (#20-136)
- Clutch Press Tool (#20-222)
- Belt Removal Tool (#50-60)
- Clutch Holding Tool (#20-310)

Other Tools Required for installation:

- Stock “L-Wrench” Belt Removal Tool
- 21mm Socket
- Breaker Bar
- 3/4" Socket
- Ratchet
- 10mm Socket
- Marker
- 3/8" Socket
- 1/8" T-handle
- Brake Cleaner
- Torque Wrench
- Disposable Shop Towels



the cap. If the bushing has pushed outward this signifies that the bushing is moving and the cap should be replaced with SLP #50-360.

5. Remove plastic travel limiter shim and spring and set aside.

6. Remove stock stainless steel inserts. Then remove the stock plastic sliders from the spider (see illustration #2). These will not be re-used.

NOTE: Slide plastic sliders towards the center of the clutch. Pry one side of the plastic sliders out until the clip rests on the side of the spider. Repeat for the opposite side and slide the slider up and off of the spider. A flat screwdriver can assist in this process.

7. Using compressed air, thoroughly blow out any dust or debris from the clutch. Check for any wear that may have occurred prior to installation. This is also a good time to check weight rollers for bushing wear or flat spotting.

Power Puck™ Install

8. Locate the three supplied Power Pucks™ included with this kit. With the square cut out window pointing down, slide the Power Puck™ into the space between the tower and the spider (see illustration #3).

NOTE: Make sure that the top of the Power Puck™ is flush with the top of the tower (see illustration #4). Repeat this step for the remaining two Power Pucks™.

9. To ensure proper alignment, place pressure on the Power Pucks™ from the center of the clutch, below the spider, so that the stainless steel portion of the Power Puck™ is flush with the tower (see illustration #5). Repeat for all Power Pucks™.

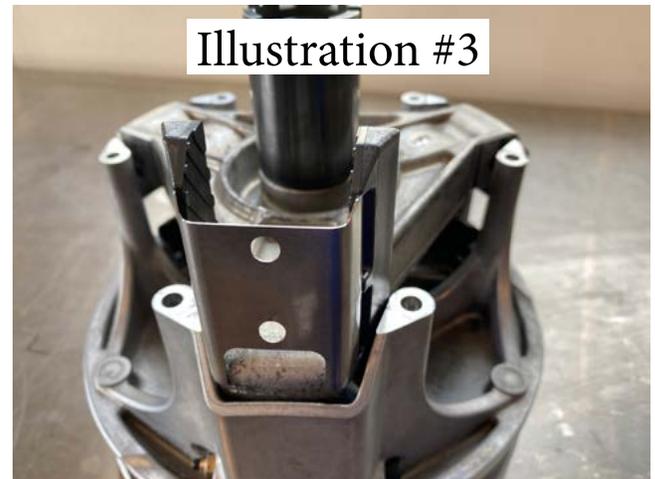
Drive Clutch Reassembly for Re-installation

10. Reinstall spring and black plastic limiter. If using an SLP spring, make sure recessed portion of SLP plastic limiter faces down towards top side of spring.

11. Using clutch press (SLP #20-222), reinstall clutch cap and bolts using 10mm socket and ratchet. Torque to **9 ft/lbs.**

Drive Clutch Installation

12. Use brake cleaner and a clean disposable shop towel to clean the tapered end of crankshaft and the tapered mating surface of the drive clutch.



13. Install drive clutch onto the tapered crankshaft of the engine. Using 21mm socket, torque wrench and clutch holding tool (SLP #20-310), torque the drive clutch retaining bolt to **96 ft/lbs.**

14. Re-install drive belt using stock "L-wrench" belt removal tool or SLP Belt Removal Tool (#50-60).

15. Re-install clutch cover using SLP Clutch Cover Removal Tool (SLP# 20-311).

Note: For the first 10 miles of use, only run vehicle in low load conditions to allow Power Pucks™ to break in properly.

Maintenance: PVT drive systems like the RZR Turbo uses are a limited life component that require a regular maintenance schedule. Dust is the #1 enemy to clutch durability. SLP recommends removing clutch cover regularly to blow out with compressed air. Every 500 miles visually inspect clutches. At 1000 miles clutches should be removed for a full inspection.

Also available for the RZR Turbo:

Drive Clutch Cover



PV3 Tuner



Intake Kits



Performance Exhaust



Specialty Tools



Clutch Kits



Belt Temp Gauge

