



## Tusk Clutch Alignment Tool

### Required Tools (not included):

- Clutch Cover Removal Tool (Tusk #193972)
- Belt Removal Tool (Tusk #194440)
- Clutch Holding Tool
- Clutch Puller Tool (Tusk #179633)
- Breaker Bar or Ratchet Wrench and Socket set (up to 21mm)

**Instructions:** \*For new transmission/engine install, skip to step 8\*

1. Remove clutch cover and clutch cover ducting.
2. Remove the belt using a belt removal tool.
3. Remove Primary and Secondary Clutches
  - a. To remove the secondary clutch, remove the center holding bolt. The secondary clutch should be able to be pulled off of the shaft with minimal force. Small taps from a dead blow mallet at the 12, 3, 6, and 9 o'clock positions may help remove a stuck secondary.
  - b. To remove the primary clutch, use a clutch holding tool to remove the center holding bolt. Thread in the Primary Clutch puller until it bottoms. Keep threading the clutch puller using a socket/breaker bar or impact gun.
4. Remove the inner clutch cover to expose the engine and transmission.
5. With both shafts exposed, slide the Tusk Clutch Alignment Tool over the transmission shaft. As it slides down, line up the forward side of the tool with the tapered primary shaft.



With correct alignment, the tool will slide onto the tapered shaft nicely where the shaft face is fully seated within the tool.

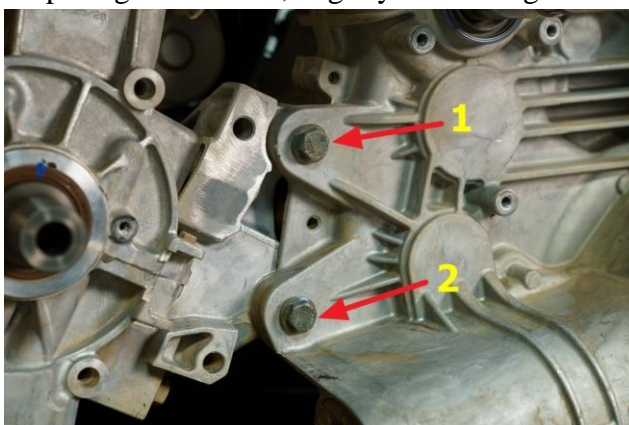


With incorrect alignment, the tool will **not** slide onto both shafts at the same time or may not go onto primary shaft at all.

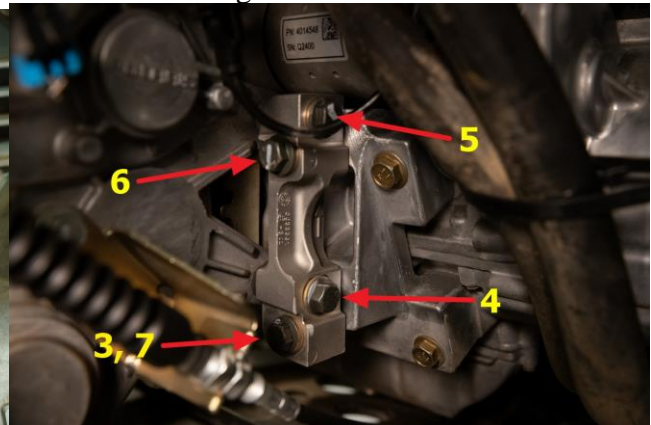
6. If spacing is correct; the tool will be completely seated with a small lip on the primary shaft. Congratulations, your clutches are aligned! Re-install the parts in the reverse order of removal. Always refer to your owner's manual for proper OEM torque specs.



7. If spacing is incorrect, slightly loosen engine/transmission mounting bolts shown below.

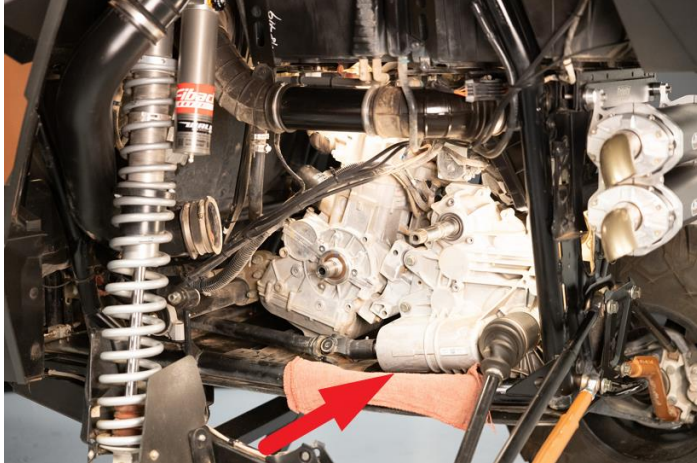


Driver's Side



Passenger Side

8. With mounting bolts slightly loosened and clutch alignment tool installed on transmission shaft, use a pry bar under the transmission (see image below) to slightly move transmission in the direction needed to allow alignment tool to fully seat on the tapered primary shaft.



9. Once the tool is fully seated, torque the mounting bolts from step 7. Be sure to tighten driver's side mount bolts first, paying special attention to the torque pattern. Follow the pattern shown in step 7 for 2017-2023 RZR XP1000:
- **Step 1-2: 64 ft-lbs**
  - **Step 3: 5 ft-lbs**
  - **Step 4-7: 44 ft-lbs**
10. With engine/transmission mounting bolts properly torqued, remove the clutch alignment tool. Small taps from a dead blow hammer may be required to remove the tool. Spacing can be re-checked before re-installing clutches and covers.
11. With correct spacing, re-install clutch parts in reverse order of removal using proper torque specs. 2017-2023 RZR XP1000:
- Inner clutch cover = **12 ft-lbs**
  - Primary Clutch = **96 ft-lbs center bolt**
  - Secondary clutch = **55 ft-lbs center bolt**
  - outer clutch cover = **48 in-lbs**

**Always refer to the owner's manual for proper torque specs and patterns for your specific machine.**

For a How-To video and more, visit the Rocky Mountain ATV/MC Youtube Channel