

Clutch Issues: 2016+ RZR 1000, 900, General


September 11, 2019|- Clutching -, - UTV/Other -

Do you have a 2016 or newer RZR XP 1000, RZR 1000 S, RZR 900 (trail, S, XC) or Ranger? It's most likely that you have a BOSS secondary clutch and need help... even if your UTV is brand new. Here we'll break down common issues with this clutch system and how to prevent premature wear, and the right way to fix worn out clutches. The tell tale sign is that you have a 2016+ model, and that you have square sliders on the secondary clutch which are easily view able when removing your clutch cover. Keep in mind the previous owner may have installed rollers already.

The biggest problem lies in the secondary clutch with the square sliders. The clutch runs up and down on the sliders and they wear into the aluminum, especially if you run mainly one speed. Determining how long you have before your secondary clutch is toast depends on your riding style, how clean your clutches stay, clutch heat, and a little luck. We normally see issues with the secondary clutch between 1500-2000 miles. We have seen failures happen at 1000 miles, and even have clutches last over 3000-4000 miles. The best thing you can do is install a set of our performance rollers ASAP with the least amount of miles possible. Most will install our clutch kit at the same time which also saves on belt life/clutch wear. Keep in mind you want to inspect your clutches before purchasing a clutch kit if you have 1500 miles or more. The condition of the clutches can easily be seen from simply popping your clutch cover off and looking at the secondary sliders. If you have one of these models and are having clutch issues, we see normally see some or all of the following: 65590 to 65593 missfire codes, over revving, under revving, poor vehicle performance and poor belt life. The secondary square slider will hang the clutch up causing it to not shift, or have a delay in shifting. This in turn can hang the primary clutch up as well.

**2016+ RZR 1000, 900, General, Ranger
BOSS Secondary Clutch Wear**

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ASSASSINS**

A close-up photograph of a secondary clutch assembly. The assembly consists of a yellow plastic housing with a circular metal disc (the clutch) mounted on it. The assembly is mounted on a metal shaft. A red oval highlights a vertical groove on the aluminum housing, indicating wear. The background is a blurred metal surface.

Check aluminum for excessive wear. The pictured clutch has some dishing and is in decent shape. The AA roller conversion would work on this clutch. Use a small grinder and sand roll to smooth out the surface if possible. If clutch is dished out worse, replace with our TIED clutch



Nothing about your RZR is happy if both clutches are not cooperating together. If you run a worn secondary too long, we see primary clutch failure as well. To check your primary clutch for abnormal wear, remove the 6 bolts holding the spring cover/spring in place (minimal spring pressure). With the belt off, you can now actuate the clutch and see if it's hanging up. You can also check the buttons/towers for excessive play. The buttons ride up and down and are the wearable part of the clutch. If you have a lot more slop at the top of the towers than at the bottom, it's time to replace the primary clutch. Also check the sheaves (where the belt rides) for any excessive grooves or wear that may tear up the belt.

Primary Clutch

**Check buttons for wear.
Check side to side button
slop with spring removed at
the bottom and top of
clutch travel**

**Primary rollers should
move freely when putting
pressure and turning them
with your finger. Make sure
no excessive up and down
play is felt in the roller**

**Make sure weight
moves free on pin**

**If clutch is worn it's best to replace it with our primary clutch.
Rebuilding is not recommended as many times the clutch has
multiple issues and will not last long after the rebuild.**



Fix #1 ([Replacement Rollers](#), Optional S2 Clutch Kit): If you check your clutches for wear and notice minimal or no grooving/dipping of the clutch where it contacts the slider, you can probably just install our roller conversion kit. When installing the roller conversion kit, we normally take a die grinder with a sand roll to smooth out the surface the roller will ride on. If it has a dip or grooves smooth those out as much as possible. Keep in mind the more material you take off, the sloppier the clutch will be. This is not a huge issue, but can make the clutch more noisy. Most customers also install our S2 clutch kit at this time. However, If your secondary is overly worn and you want to fix it the right way... jump to fix #2.

Fix #2 (S3 Clutch Kit): If your secondary clutch is worn beyond repair, you don't want to install rollers in it as you'll just have issues shortly down the road. The right way to do it is to install our S3 clutch kit which comes with the new TIED secondary clutch which is a much better design with rollers already installed. This clutch kit comes with primary weights, primary spring, and a complete new secondary clutch fully assembled with our custom helix & spring. Keep in mind the helix & spring for this TIED clutch are different than those in the BOSS factory clutch and won't transfer over. If you think your clutch is questionable, just replace it and save the money/hassle rather than throwing money into your factory secondary. If your primary clutch is worn beyond repair as well, then jump to fix #3.

Fix #3(S4 Clutch Kit): If both clutches are in need of replacement, we have the ultimate fix! Our S4 clutch kit comes with a brand new primary & secondary clutch for a complete set of new clutches. The only work you'll have to do is quickly setup your primary weights, then install both clutches and go ride. This is the best option if you are worried about clutch wear or have had issues. Too often we see someone do clutch fix #1 or #2 and have to replace the other clutch shortly after.