ZRP clutch weight installation

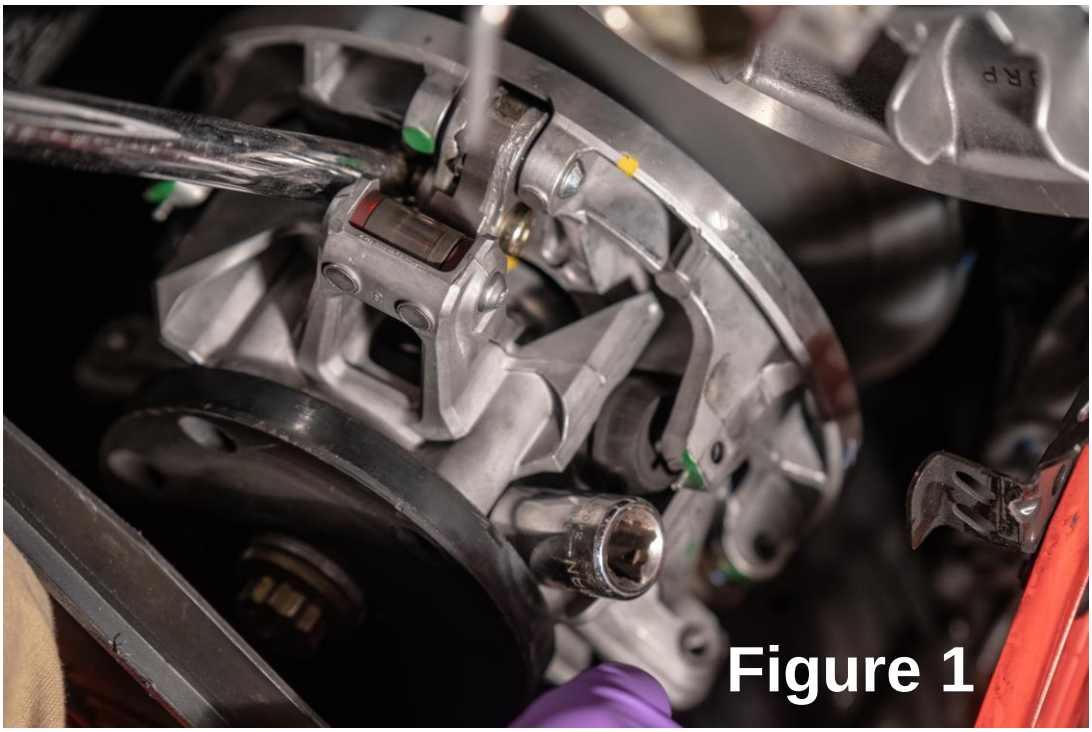
These instructions will provide general guidance on installation of ZRP clutch weights for the 2017-2020 Skidoo G4 sleds using common tools

Tools required:

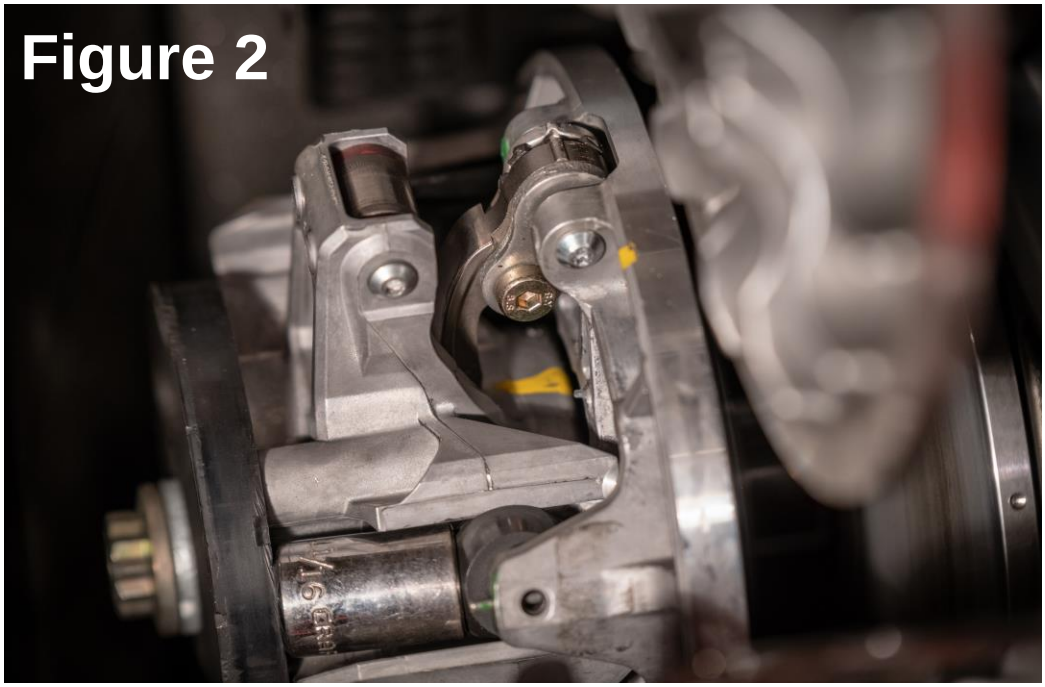
- Long 1/2” extension
- T-25 Torx bit
- Small hammer
- 11/16” socket for 1/2” drive

1. Using the factory skidoo tools remove the belt from the sled

2. Gently pry the clutch open using a long 1/2” drive extension and insert an 11/16” socket for 1/2” drive as shown in **figure 1** (A soffit material such as a shop rag or thin piece of rubber can be used to prevent marring of clutch surfaces)



3. Reposition the 1/2” extension deeper into the clutch to allow for additional opening of the clutch and reposition the 11/16” socket with the socket drive end facing away from the engine as shown in **figure 2**

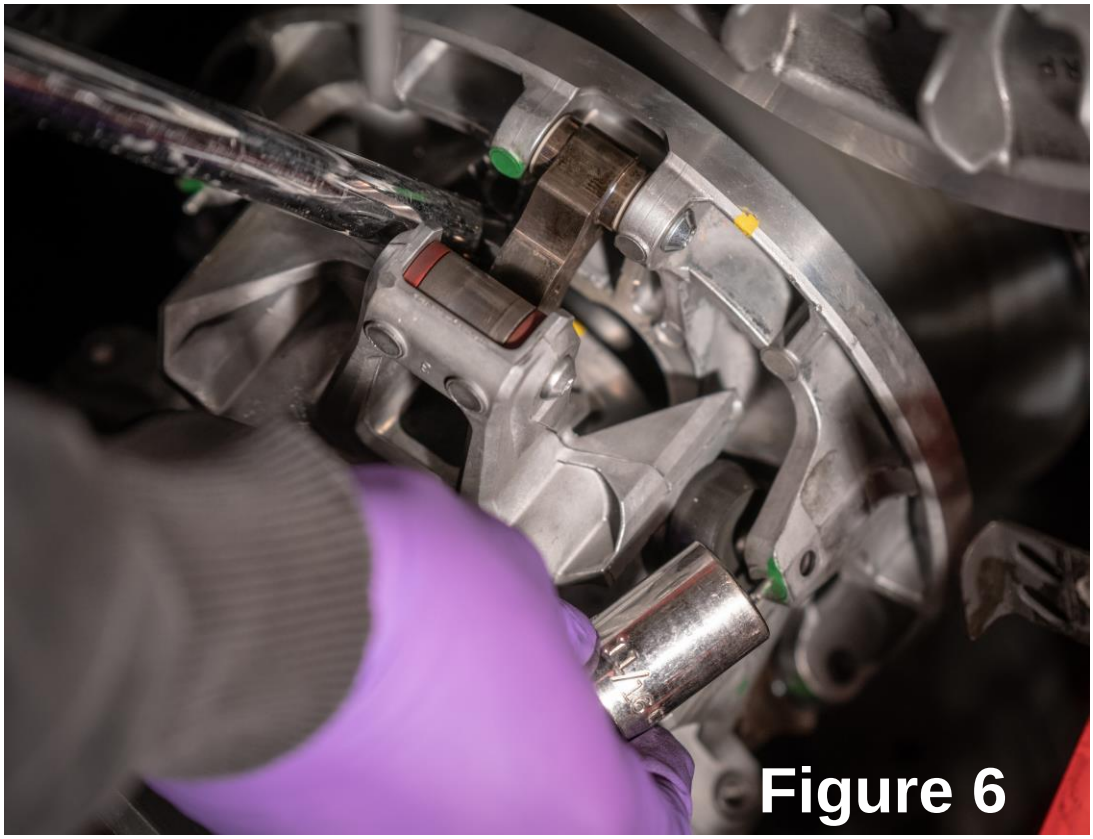


4. The clutch is now open far enough to access the clutch weights. Remove the factory clutch weight/clicker assembly by loosening the pin retaining screw with a T-25 Torx bit until a small gap equivalent to approximately 3/8” of threads showing and GENTLY drive the tapered pin from the clutch as shown in **figure 3**

5. Once the tapered clutch pin is loose from the clutch body completely remove the retaining screw and drive the pin far enough to free the weight or the pin can be fully removed if desired. The factory weight will now slide free from the clutch body as seen in **figure 4**

6. Insert the new ZRP clutch weight and slide the tapered pin through the clutch weight reinstalling the tapered pin retaining screw as shown in **figure 5** (may require a slight tap of the hammer on the tapered pin to prevent rotation when re-torquing the screw)

7. Rotate the clutch and repeat steps 4-6 until all 3 weights have been swapped, then using the 1/2" extension pry the clutch open and remove the 11/16" socket as per **figure 6**. (Avoid opening the clutch too far to prevent binding of the weights on the clutch rollers)



8. Reinstall the clutch belt and check deflection. Addition or removal of weight magnets for fine tuning of clutch operation can be performed by opening the clutch using the same technique described in these instructions.

SETUP NOTES

We only provide this one basic setup as a baseline; the customer is ultimately responsible for selecting the proper clutching for their application.

- For 8-10,000' elevation ~6g of weight needs added to EACH 70g GEN2 Tailstander weight, this is done by adding a 2g magnet to each adjustment hole (3 total holes x 2g weights)
- Thin magnets weigh1g/ea, thick magnets weigh 2g/ea
- The above setup is for a stock motor and stock clutch springs/helix
- Riding at higher/lower elevations may require fine tuning of clutch magnets
- Shift rates can be tuned by adjusting the magnets to the heel or toe of the clutch weight