CLUTCH KIT

INSTALLATION GUIDE

2020-2022 Kawasaki KRX1000

PARTS LIST 17-DCK1

4 CLUTCH ARMS

1 PRIMARY SPRING BLACK

48 MAGNET (3/8")

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

THIS KIT REQUIRES SPECIAL TOOLS FOR INSTALLATION. FOR BEST RESULTS, DYNOJET RECOMMENDS INSTALLATION BY A QUALIFIED TECHNICIAN.

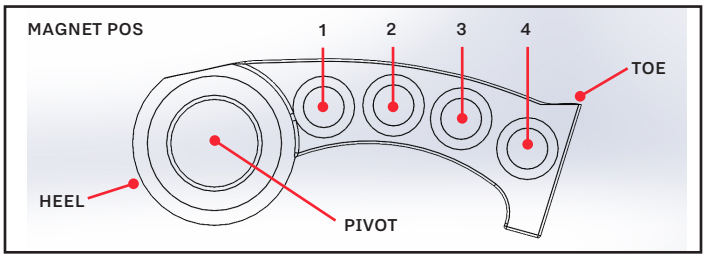
2191 MENDENHALL DRIVE, NORTH LAS VEGAS, NV 89081
800-992-4993
WWW.DYNOJET.COM

CLUTCH KIT ADJUSTMENT SETTINGS

INTENDED USE	ELEVATION	MAGNET POSITION	TOTAL WEIGHT	PRIMARY SPRING	SECONDARY SPRING
Trail Std Tire	0-2500 ft	3-3-0-0	96.5 gr	BLACK	STOCK
Trail 32”	0-2500 ft	3-2-0-0	95 gr	BLACK	STOCK
SAND PADDLE TIRE / HEAVY LOAD MUD	0-2500 ft	3-0-0-0	91 gr	BLACK	STOCK

RECOMMENDED SETTINGS FOR HIGH ELEVATION	
Subtract 1 Magnet (from each arm starting from toe side)	3000 ft
Subtract 2 Magnets (from each arm starting from toe side)	6000 ft
Subtract 3 Magnets (from each arm starting from toe side)	7500 ft
Subtract 4 Magnets (from each arm starting from toe side)	9000 ft

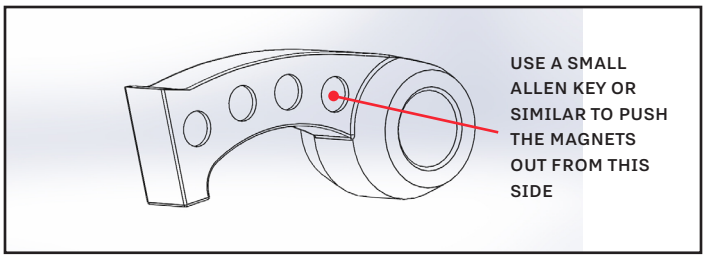
CLUTCH ARM ADJUSTMENT



LOAD MAGNETS STARTING AT HEEL - POS #1

LOAD MAGNETS PER THE TABLE ABOVE. MAKE SURE EACH CLUTCH ARM IS LOADED WITH THE SAME AMOUNT OF WEIGHT.

- MORE WEIGHT NEAR HEEL INCREASES ACCEL
- MORE WEIGHT AT TOE DECRESASES RPM
- 1 MAGNET CHANGE IN EACH ARM WILL ALTER RPM APPROXIMATELY 150RPM



TO REMOVE MAGNETS

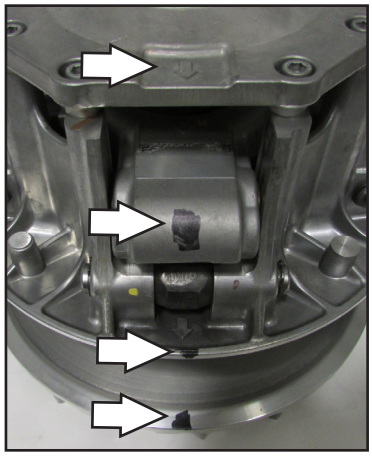
OUR SETTINGS ARE A GENERAL BASELINE. MANY THINGS CAN EFFECT CLUTCH SETUP:

- TIRE BRAND & SIZE
- STATE OF CLUTCH WEAR
- DRIVEBELT CONDITION
- ENGINE POWER OUTPUT
- ENVIRONMENT CONDITIONS

INSTALLATION INSTRUCTIONS

IT IS RECOMMENED TO HAVE AN AUTHORIZED KAWASAKI TECHNICIAN INSTALL THE CLUTCH KIT AS SPECIAL TOOLS ARE NEEDED TO COMPLETE THE INSTALLATION.

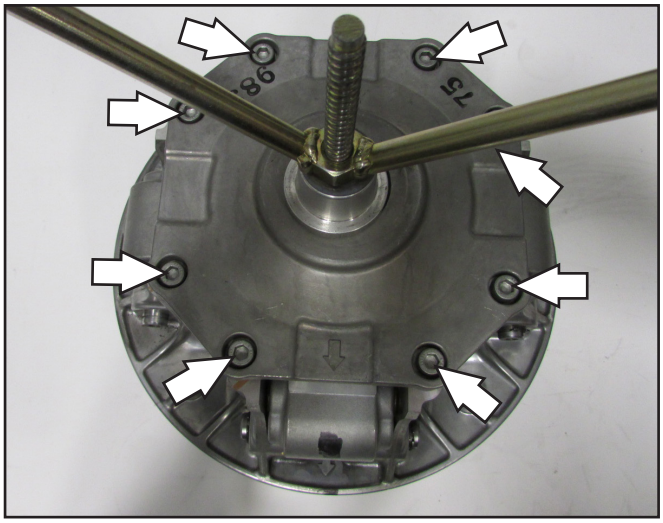
MAKE SURE TO INSPECT YOUR PRIMARY CLUTCH ROLLERS BEFORE INSTALLATION. IT IS COMMON FOR THE ROLLERS TO BE PITTED AND/OR WORN, EVEN WITH LOW MILES. IF THE STOCK CLUTCH IS NOT IN GOOD CONDITION BEFORE INSTALLING THIS CLUTCH KIT THE CLUTCH ARMS WILL WEAR PREMATURELY.

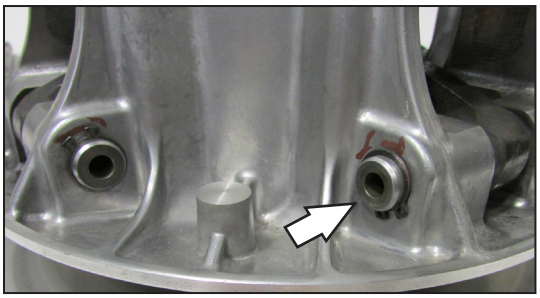


Remove the left, rear, wheel and rear shock.
Remove the clutch housing cover.
Remove the drivebelt - Mark the direction of the drivebelt
Remove the bolt holding the drive pulley assembly in place.
Remove the drive pulley assembly

It is recommended to mark both sheaves and spider with the pulley cover.

Using the clutch compression tool, secure the primary clutch assembly together. Remove the 8 allen head bolts.





After the bolts have been removed you can remove the compression tool.
Remove the stock primary spring.
Remove the clutch arms by removing the circlip on one side of the weight pin for each arm. Slide the weight pin out, remove stock arm and replace with the Dynojet arm. Repeat for all 4 arms.
Install the Dynojet clutch arms with the proper amount of weight. Refer to chart on page 2.
Install the Dynojet primary spring and reinstall the drive pulley cover aligning all marks.
Tighten the 6mm bolts evenly to 111 in-lb (12.5 Nm).
Reinstall the drive pulley assembly back onto the engine and torque the bolt to 100 ft-lb (135 Nm)

TUNING NOTES

For best performance your RPM when checked at 40mph under full throttle should be 7000rpm. This should be checked on a surface that offers good traction and tested with normal load in the vehicle. Adjustments to overall weight of each clutch arm may be necessary to achieve this RPM target.

If you were to test on the street and then ride in the sand or mud it is not uncommon to see a loss of 300-400rpm if using paddle tires.
Our settings are based on using a Power Vision tune in the ECM for optimal performance.

TOOLS NEEDED FOR INSTALLATION

- DYNOJET COMPRESSION TOOL (79100011)
- SNAP RING PLIERS
- 22MM SOCKET

PUSH THE LIMIT.

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