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920009 ATV Rapid Reaction™ Installation Instructions
PDF Form Version
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Installation Instructions For TEAM® Rapid Reaction Roller-type Driven ATV/UTV Clutch

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Tools Required:

- Socket Set
- Clutch Spring Compression Tool, Part #930001
- Torx T-25 Driver
- External Snap Ring Pliers
- Low-Temperature Grease



Scan the QR code to watch our instructional video on YouTube.

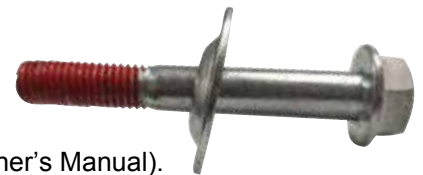
Installation, Adjustment and Removal Procedures

Remove clutch cover. Remove drive belt. Inspect belt and cover for damage, replace if necessary. Clean cover and seal thoroughly prior to re-installing.



TEAM® Clutch Standard Installation

1. Remove the stock clutch. It is recommended that you lubricate the exposed transmission shaft with a light coating of low-temperature grease prior to clutch installation. This will prevent surface corrosion on the shaft and make future removal easier.
2. Install TEAM Rapid Reaction clutch with factory retaining bolt. If a domed washer is needed, place the washer on the bolt as pictured.
3. Torque the driven clutch retaining bolt to manufacturer's specifications (see your Owner's Manual).



Continued on the next page

WARNING:
This product can expose you to chemicals, which are known to the State of California to cause cancer. For more information, visit www.P65Warnings.ca.gov.

TEAM® Clutch Advanced Installation

4. Using a clutch alignment tool or a straight edge and tape measure, make sure you have the proper offset from the back of the drive clutch to the back of the driven clutch. See your ATV Owner's Manual for more details on this procedure. The clutch is designed and manufactured to be a direct replacement to your OEM clutch, so this procedure should not be necessary.

5. If you would like to "float" your #940961 clutch, you can use the provided washers (5) in the kit to shim out the clutch bolt by inserting them behind the domed washer as shown below. Add or remove washers until the clutch has around .030-.060" of free play on the shaft. Floating the clutch helps to maintain clutch alignment throughout shift range.



TEAM® Tied Secondary Clutch Tuning

Helix Change Or Adjustment:

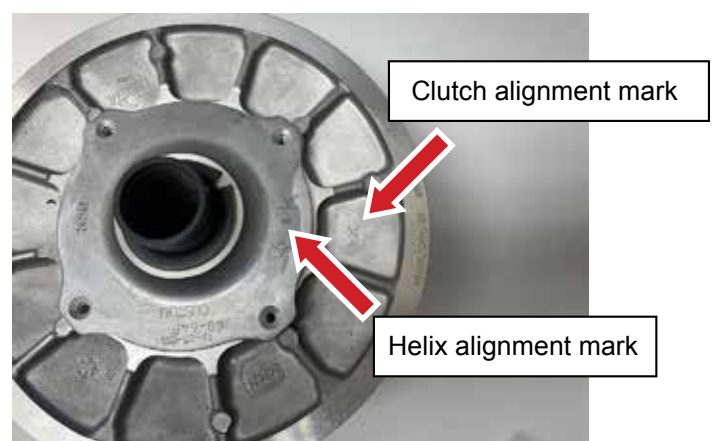
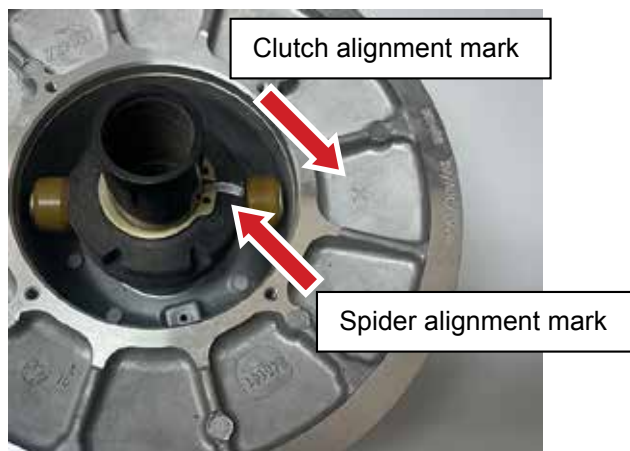
The driven clutch assembly must be removed from the ATV before changing the helix.

1. To change helix, remove the (4) Torx (T-25) screws that retain the helix to the movable sheave.

2. Pull /spin cam to remove from movable sheave. You should notice a paint mark on the spider. If there is no visible mark on the spider, take note of the "X" on the helix and make sure to position the new helix in the same way on the spider

3. Install the new helix in the clutch. Place the helix on the post, line up the helix tracks with the spider rollers making sure to line up the "X" on the helix with the mark on the spider, then spin the helix with the spider such that it lines up with the X mark on the movable sheave. Taking care to line up all alignment marks assures optimal balance of the secondary assembly. Press down on the helix and rock the movable sheave to fully seat the helix.

4. Hand start helix retaining bolts, snug the bolts, then torque to 8-12 ft lbs.



Spring Change

The driven clutch assembly must be removed from the ATV and the helix removed from the clutch before changing springs after which, you can remove the spider and roller assembly.

1. The spring force is retained by the spider/roller assembly and the large retaining ring. You must take the force off the retaining ring in order to remove it. Springs typically have a large preload, and require a **Venom Products Spring Compression Tool** (Part #930001 or #930003) to remove and install them safely. Many of the commercially available driven clutch presses can also be used.
2. After the spring has been compressed, the retaining ring can be removed using a **external snap ring pliers**. Be careful to avoid damaging the steel post while removing the retaining ring, remove the spider and spring.
3. During re-assembly we recommend installing a **Delrin Washer Kit #930651** to increase spring life and promote smooth shifting. Just place a Delrin washer in the spider spring pocket, the base of the movable sheave, and spring cup if applicable. Install the desired rate spring, and place the spider/roller assembly on top, don't forget the snap ring!

Do not try to force the parts together if they are not aligned properly!

Note: All Team Tied post clutches have a “skip tooth” on the post that must be lined up with the corresponding notch on the spider insert. The only exception is 940961 which doesn't have a skip tooth. An example of a skip tooth and spider insert notch are shown below.

Find the skip tooth on the clutch post if applicable and make a line from the tooth to the top of the post in order to aid with installation, compress the spring using a **spring compression tool**, align the splines for the last ½” of compression and install the retaining ring.

4. Make sure the retaining ring is fully seated in the groove before releasing the spring force. Note that the helix, the movable sheave, and the spider have an alignment mark on them. Care must be taken to keep these marks aligned with each other in order to preserve the balance of the assembly. Instructions for those steps are on the previous page.

5. Install a helix, then tighten cam-retaining bolts, torque to 8-12 ft lbs. Replace the clutch assembly on the vehicle.

