

AAEN POLARIS ATV PERFORMANCE PRODUCTS



Aaen Roller Action Clutch Kit

The ultimate in clutch action for your PVT. The plastic buttons and aluminum cam are replaced with ball bearings and a steel cam. The friction-free shifting action gives you immediate response to changing load conditions and improves both acceleration and throttle response on hills and in tight corners. Direct bolt-on, no machining needed.

DESCRIPTION	PART #
Roller Action Clutch Kit	210-30016
36° Helix	210-30019
40° Helix	210-30018
42° - 38° Helix	210-30020
42° - 38° Enclosed Helix	210-30045
44° - 38° Helix	210-30050

Aaen Green Primary Spring

210-12418

The Aaen Green Primary Spring is longer and has more side pressure than the stock spring or Polaris Green Spring. It will greatly affect both your engagement stall RPM and your top end shift speed.

- Gives higher engagement
- Stronger acceleration
- Improved hole shot
- Stall Pre-load - 60 lbs Stall Increase 400 RPM Full Shift 200 lbs

Aaen Secondary Springs

Made by Aaen to affect shift speed and back shift.

- Stiffer springs have higher shift RPM and quicker back shift.

DESCRIPTION	PRELOAD	PART #
Blue	Medium	210-12410
White	High	210-12417



210-12410

DALTON ATV CLUTCH KITS - ARCTIC CAT

Arctic Cat 500i- DSA 500 MT

238-1002

- 2003 and up
- Oversized tires

Dalton's heavier secondary spring has already proven to prolong belt life and help with bottom end response on these models. Now, in addition to that, Dalton has assembled a complete clutch kit including new rollers for the primary clutch. This complete clutch re-calibration helps recover power lost from oversize mud tires.

Arctic Cat 500 Auto- DMT 500C

238-1007

- NEWER version with complete roller assemblies
- 2003 and up

This kit contains complete drop in roller assemblies (plastic out housings are included for quick, trouble free installation). Designed to re-calibrate the shift pattern to help recover loss in performance due to installing oversized tires. Bottom and mid-range acceleration and performance is greatly improved. This kit also aids in performance when operating at higher elevations. This kit can be used with stock tires or oversized tires however, when used with stock tires at low elevation it can cause a slight loss of top speed.

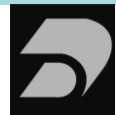
Arctic Cat 650 H-1 4X4

- single cylinder only
- oversized tires

DA650-H 2005 only 238-1005

DA650-HC All model years except '05 238-1009

The popular Arctic H-1 4x4 is calibrated fairly well for general use with stock tires, but oversized tires have a very negative effect. The addition of these two cost effective weight roller insert kit for the primary drive clutch helps recover some of that lost power. 2006 and new models MUST use the DA650-HC kit (238-1009) with completed roller assemblies, as the plastic on the factory rollers are not removable. This kit is intended to help with re-calibration for oversized tires. If installed on a unit with stock tires, it does show some gain in acceleration but slight loss of top speed. It also aids in restoration of power lost at higher altitudes.





DALTON ATV CLUTCH KITS - ARCTIC CAT

Arctic Cat 650 4X4 V Twin 4x4- DKA 6570MT

238-1001

- Stock & oversized tires 27-28"

This kit combines Dalton's's popular plain/purple secondary spring with a blue primary spring that has slightly higher fully compressed load ratings. This cost effective combination has proved most effective for the 650 V-Twin. Stock flyweights are best for most applications on this model. The engagement speed of this kit is only slightly more than stock, so it maintains excellent characteristics for slow speed maneuvering. This kit is also the best choice for high altitude applications.

* *Optional DPPS-O/BL (TCI Part #238-7201 see page 671) orange/blue primary spring has slightly higher engagement than the Blue spring in the DKA6570MT kit above, but also has a stronger compressed load rating. Works well with some of the new extreme mud tires 28" and larger but with smaller tires there may be a slight loss of speed.*

Arctic Cat 700 EFI 4x4 (Suzuki Engine) - DSK 700EF

238-1004

- 2006 and up
- 1 cylinder only
- Suzuki Engine Models ONLY

Improved acceleration and back shifting and maintains more consistent RPM under load conditions. A new secondary spring and roller weights developed specifically for this model. This clutch re-calibration kit works well to help recover the dramatic losses resulting from oversized tires on this model.

Arctic Cat 700 EFI 4x4 (Suzuki Engine)

- 2006 and up
- 1 cylinder only
- Suzuki Engine Models ONLY

DSK 750C

For stock to 28" tires at low elevation

238-1008

This new version of Dalton's DSK700EF (TCI Part # 238-1004 above) now comes with "complete roller assemblies." Complete rollers means quicker, easier installation, and a new wear surface at the time of installation. Improved acceleration, back shifting and throttle response. More consistent rpm under load conditions. Can be used with stock or oversized tires.

DSK 750 HAC

For extreme mud tires 29.5" and bigger

238-1010

A kit designed for increased acceleration and backshifting when using big mud tires. Also aids in recovery of power lost at high elevations (above 4000 ft) with moderate typical trail tires. Not for use with stock tires at low elevation.

Arctic Cat Prowler XT Utility Vehicle - (for use with oversized tires)

DUV-A650

'06 ONLY

238-1006

DA650HC

'07 and newer models

238-1009

- with new torsion style secondary clutch

The addition of oversized tires definitely hurts performance of the Prowler. The use of this cost effective new roller kits helps restore some of that lost rpm and performance. Also helps with high altitude operation.

* *For use with oversize tires only. Not for use with stock tires at low elevations (0-3000). This can be used for stock or oversized tires above 3000' elevations.*

Arctic Cat Thundercat - DA 950HC

238-1012

- 08-09 A/C Thundercat H-2 4x4, 1000 H-2 Cruiser
- oversized tires/high elevation
- Improved acceleration and mud performance
- Comes with complete roller assemblies and instructions provided for secondary settings with optional terrain/tire size

This simple clutch re-calibration helps improve the acceleration even more. The new set of rollers provided are complete "drop in" assemblies for quick installation, complete with new composite outer housings. Although mostly intended ,and a great improvement to help recover losses from bigger tires or high elevation, this simple kit also helps with quicker acceleration even with stock tires. When used with stock tires only a very slight top end speed loss was observed.



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ATV Products



DALTON ATV CLUTCH KITS - BOMBARDIER/CAN-AM

Outlander 400 HO 4x4 - DBO 400

238-1301

- 2003 and up (0-3000') elevation, stock or oversized tires

Improved acceleration, belt grip; low speed throttle response and pull in the midrange with no loss of top speed. This kit includes adjustable engagement (stall speed) RPM and the flyweights (levers) can be set up for stock or oversized tires.

Outlander/Renegade 500 - DBO 500

238-1304

- '07-09 CanAm Outlander and Renegade 500 HO 4x4

This clutch kit was developed to help recover losses incurred from installing oversized tires on the Can/Am 500. This clutch re-calibration is a great improvement in acceleration and help with back shifting to proper ratio when under load conditions. Better belt grip for oversized tires. Improvement in throttle response brings performance back to acceptable levels after the addition of the heavier tires. This kit also works well to re calibrate the shift pattern for higher elevations ,even with stock tires. The new "baby V-twin" comes from factory with flyweights that are well suited to its application ,and re-calibrations are accomplished with the use of new springs. An optional engagement spacer for use with the stock primary spring ,and/or the provided primary spring depending on the application and tire sizes used ,and a new secondary spring that was developed specifically for this model. The use of this kit does not hurt top speed when used as instructed for the proper application.

Outlander 650 HO 4x4 - DBO 650

238-1302

Dalton's clutch recalibration for the Bombardier/Can-Amn 650 Outlander offers flexible tuning options for stock or oversized tires and higher elevation usage. Provides improved acceleration, throttle response and back shifting with no loss of top speed when set up properly for your specific application.

* This kit uses a different adjustable base weight than the 800cc kits.

Outlander 800 HO 4x4 - DBO 800

238-1300

- '06-10 for stock or oversized tires
- Altitude adjustable

Improved bottom to mid range acceleration without sacrificing top speed. A new flyweight with a new curvature was designed specifically for this 800cc Outlander model. These flyweights can be set-up for different applications (i.e. Improved acceleration with stock tires re-calibration) to help recover losses from oversized tires, or to help control up shift at higher elevations. Baseline set-up included for most common applications.

Outlander 800/Renegade 4x4 Mudrunner Kit - DBO 800M

238-1305



- '06-10 800 Outlander/Renegade 4x4
- for 28" and larger competition mud tires (adjustable kit)stock or oversized tires

This new kit is more focused on larger, extreme mud tires and heavy mud use. Includes Dalton's most popular primary spring and the yellow/black secondary, along with mass adjustment rivets and detailed instructions for flyweight set up for various mud tires and applications.

* This kit is only recommended for the described application. If you run lesser tires for trail use you will have much better CVT efficiency with the regular kits listed.

Can-Am 800 Renegade - DBO 800R

238-1303

The 800 Renegade is not only a lighter weight vehicle than the Outlander. It also has smaller stock tires. The 800R kit for this model comes with the same base flyweights as the Outlander kit, but has different rivets, calibrations, and set up instructions for 25" and 26" aftermarket tire sizes. To use the DBO 800 kit (TCI Part # 238-1300 above) on a Renegade with stock tires order the optional rivets part # DFRL-Y (TCI Part #238-5358 see page 672). A Renegade with 27" or larger tires can be treated as an Outlander with respect to clutch calibration.



On-Line Ordering Available at

www.transcanimports.com

Place an order, view stock, find out suggested retail pricing





DALTON ATV CLUTCH KITS - KAWASAKI

Kawasaki 650/700

- Kawasaki 650/700 Prairie, Brute Force 650i Models

DK650/700S

238-1003

- Stock, 0-2000' elevation, tires up to 26"

This combination of a new, slightly heavier secondary spring and Dalton's plain/white primary spring has resulted in better belt grip and an increase in bottom and mid-range throttle response and acceleration. Better belt life and improved back shifting for off trail situations have made this kit very popular.

DKA6570MT

238-1001

- Oversized tires 27-28"

This kit combines Dalton's plain/purple secondary spring with a new primary spring that has slightly higher fully compressed load rating. This combination has proven most effective when using 27 - 28" oversized tires.

* For more aggressive acceleration and higher engagement (race applications) some prefer to add Dalton's DPPS-B/W (TCI Part # 238-7003 see page 671) black/white primary spring

* The optional DPPS-O/BL (TCI Part #238-7201 see page 671) orange/blue primary spring is sometimes used with the plain/purple secondary springs provided in the above kits for specific applications and rider preferences. It has a slightly higher engagement than the plain/white or the blue, and has a stronger fully compressed load rating. Some riders at higher elevations, and/or when using extreme mud tires prefer its characteristics. Use of this spring however, often results in a slight loss of top speed when used with stock tires.

KFX 700 V-Force - DK700V

238-1201

The Dalton Pro V-Force clutch kit includes a new primary spring and Dalton's new billet steel flyweights specifically designed for the KFX 700, and offers increased acceleration and better belt life. Can be used for stock machines or with twin pipes.

* When this kit is used on modified models with twin pipes, porting, etc to increase hp, further gains can be achieved by adding Dalton's billet overdrive clutch cover Part # DCC-101 (TCI Part #238-4201 see page 670)

* Some racers prefer the DPPS-O/BL (TCI Part #238-7201 see page 671) for sand and race applications

Primary Clutch Puller

238-5101

Required for proper belt removal on all V-Twin models EXCEPT Teryx)

Kawasaki Brute Force 750 4x4 - DK750BF

238-1204

- For '05-07 models ONLY

This sport-oriented clutch kit for the powerful Brute Force 4x4 offers improved acceleration and throttle response. Increase belt grip provides a more usable high range at lower speeds. This kit contains a "mass adjustable" flyweight system making it flexible for clutch tuning. The flyweights total mass and location of mass can be adjusted by means of removable rivets. Instructions are included, complete with a baseline set-up for both stock and oversized tires.

Kawasaki Brute Force 750 EFI 4X4

- 2008 and newer

DK750E

238-1206

- For stock or oversized tires to 27"

This kit is designed specifically to fit the new style drive clutch on the 750 Brute Force with the wide bushing. Improved acceleration and back-shifting under load. Makes high range more useful at low speeds. Also offers flexibility to tune your clutch to rider preference and conditions. Two different primary springs are included to allow for preferred engagement RPM. This kit incorporates the use of Dalton's patented Quick Adjust Cam Arms.

DK750EBT

238-1207

- For 28" and larger oversized tires

This kit was developed to help recover losses incurred from installing large aggressive tires and mud conditions with 28" and larger sizes. Improved belt grip, throttle response, acceleration and backshifting under load helps low end power for the big tires in mud situations. This kit uses the same patented Quick Adjust Cam Arm set as the kit for smaller tires sizes (DK 750 E) so the kits can be interchangeable by the use of the stock or supplied secondary spring.

* Do NOT use these kits on the Teryx Utility Vehicle as the requirements of the cvt system are very different in that application.

* These kits will NOT fit the 05-07 model year 750 Brute Force.

Kawasaki Teryx RUV - DUV-K750TX

238-1208

- For '08 750 Teryx

This kit was developed to improve acceleration and back shift performance in a variety of conditions to help recover performance lost from installing large aggressive tires or in mud conditions. Also offers flexibility to tune your clutch to rider preference and conditions while still maintaining maximum belt grip. This kit uses Dalton's patented "Quick Adjust Cam Arms" which allow you to add or subtract mass from the main body of the flyweight without even removing the weight from the clutch. This kit is very adaptable to mods/changes you may do the vehicle in the future, and you can adjust it to maximize the power delivery to the ground in many different situations.



DALTON ATV CLUTCH KITS - POLARIS

Polaris Sportsman 400

- 2001 - 2004 (non EBS)

DP 400 SP Standard 238-1504

Improved belt grip and bottom to mid acceleration without loss of top speed. This kit works well with stock 25" or 26" tires.

DBT 400 SP Big Tire Kit 238-1506

Improved belt grip and bottom to mid acceleration. This kit was designed for extreme mud applications and to correct the shift pattern for larger, more aggressive tires 27" or 28".

Polaris Scrambler 500 - DSC500 238-1500

- 1999 - 2004
- 0 - 200' elevation

Kit includes billet flyweights, a new primary spring, a new secondary spring, and a custom billet helix. Kit provides improved belt grip, throttle response and bottom to mid acceleration without loss of top speed. Designed for use with stock tires

Polaris Sportsman 500

- 1998 - 200 (with EBS)

DP 500 SP Standard 238-1508

Improved belt grip and bottom to mid acceleration without loss of top speed. This kit works well with stock 25" or 26" tires. DO NOT use with larger than 26" tires.

DBT 500 SP Big Tire Kit 238-1509

Improved belt grip and bottom to mid acceleration. This kit was designed to get big tires turning in heavy mud applications and correct the shift ratio for larger tires.

Polaris Sportsman 500 HO

- 2001 - 2005

DBW 500 Standard 238-1507

Bottom-mid-range for use with stock or oversized tires. This kit is designed to increase belt grip and acceleration, without losing top speed with stock tires. Also works well to restore lost power resulting from bigger tires. Engagement is only slightly higher than stock. Designed for use with the stock helix, and with stock or oversized tires. Kit includes billet steel Dalton Pro flyweights, new primary spring and new secondary spring. Designed for use with the stock helix, and with stock or oversized tires.

DP 500A Aggressive 238-1505

More aggressive acceleration for high performance riders. Includes a set of billet steel Dalton Pro flyweights, a different primary spring, and a billet helix. This kit was designed for use with the gearing and rotational mass related to stock tires, and in fact can benefit from using lighter weight wheels and tires (not larger than stock size).

* **NOT** for use with oversized tires.

Polaris Sportsman 500 EFI - DBW500EF 238-1512

- 2006 and up fuel injected models w/EBS
- 0-3000'
- Oversized tires **ONLY**

A cost effective kit designed to help restore some of the acceleration lost from installing bigger tires. The new 500 fuel injected model is different than previous 500 HO models. Aside from having fuel injection, it also uses a new primary drive clutch that starts off in a lower ratio and uses a different belt compound. Oversized tires show a significant loss of performance, speed and acceleration. This kit will help bring your machine back to life and improve belt grip and throttle response. Top speed on this model is slower with big tires and will not change with this kit installed.

* This kit is **NOT** for use with stock tires at low elevations.



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DALTON ATV CLUTCH KITS - POLARIS

Polaris Sportsman 600 - DBW600

238-1503

- 2003-2004
- oversized tires

This kit features Dalton's heavier EBS black secondary spring with their plain/white primary spring. When used with oversized tires, the result is better belt grip and acceleration, along with much better throttle response and back shifting.

Polaris Sportsman 700

- 2002 - 2004

DBW 700

Standard

238-1502

Great all around trail performance, with an emphasis on bottom and mid-range acceleration and improved belt grip. This kit works well to restore power loss from bigger tires, and is a favorite even with stock tires. Kit includes: Billet Dalton Pro flyweights, new Primary Spring and a new Secondary Spring. Designed for use with stock helix, stock or oversized tires

DP700A

Aggressive

238-1501

More aggressive acceleration for high performance riders. Includes a set of billet steel Dalton Pro flyweights, a different primary spring, and a billet helix. This kit was designed for use with the gearing and rotational mass related to stock tires, and in fact can benefit from using lighter weight wheels and tires. **NOT** for use with oversized tires

Polaris Sportsman 700 EFI

- Mid 2004 and newer
- stock tires only
- 0 - 2000' elevation

DP700E

Standard

238-1202

DP700EBT

Big Wheel Kit

238-1203

Kit features a newly designed primary spring and a custom-ground set of billet flyweights designed to achieve better belt grip in high range applications with less hitting of the rev limiter in loose conditions and more consistent RPM control with no loss of top speed. This kit engages right off idle just like the stock clutching. Proper clutch re-calibration is critical when oversized tires are added on the EFI 700. This kit drastically improves low speed belt grip and throttle response.

Polaris Sportsman 800 EFI - DP800EXT

238-1510

- '06
- Tires 28" and larger

This clutch re-calibration kit is designed for the serious mud runners and those using larger, more aggressive mud tires

Polaris Sportsman XP EFI - DP850

238-1514

- '08-09
- For stock or oversized tires, altitude adjustable

Optimum CVT clutch calibration for the Polaris Sportsman 850 XP 4 x 4. Kit can be set up for different terrain and tires sizes/elevation means accurate clutch tuning for your situation. Improved acceleration without losing top speed. Kit includes optional engagement springs so you can set it up for your preference and riding style. The new "Quick Adjust" SP850 flyweight in this kit has a different curvature, and location of mass which allows superior belt grip and RPM control

Ranger XP Utility Vehicle - DUV-P7XP

238-1511

- '05-07 700 EFI ONLY
- For stock tire sizes only

The Ranger XP often exhibits over rev during its shift phase on typical hard packed trail surfaces at times even bumping the rev limiter prematurely during acceleration. This kit includes a new primary spring and a set of flyweights that were ground specifically for this application. Better belt squeeze and quicker upshift/acceleration in mid range.

Polaris RZR and RZR S 4x4 Utility Vehicle -DUV-P8RZ

238-1513

- '08-09
- For stock or oversized tires, altitude adjustable

This kit includes Dalton's patented "Quick Adjust" flyweight system that allows you to add or subtract weight from the flyweights without even removing the flyweights from the drive clutch. The new "Quick Adjust" RZR flyweight in this kit has a different curvature, and location of mass which allows superior belt grip and RPM control. Optimum CVT clutch calibration for the Polaris RZR 4 x 4 and RZR "S" models.

DALTON ATV CLUTCH KITS - SUZUKI

Suzuki King Quad 450 - **DSK450**

238-1000

Designed for the Suzuki 450 King Quad to increase throttle response and acceleration with no loss of top speed when set up correctly for specific applications. This is an adjustable kit and contains various combinations of complete drop-in roller assemblies (plastic outer housing included). For easy installation a set-up guide has been included for stock tires, oversize tires or altitude set-ups.

Suzuki Vinson 500 4x4 - **DSA 500 MT**

238-1002

- 2002 and newer

Dalton's heavier secondary spring has already proven to prolong belt life and help with bottom end response in the Suzuki Vinson 500 4x4. Now, in addition to that Dalton has assembled a complete clutch kit including new rollers for the primary clutch. This complete clutch recalibration helps recover power lost from oversize mud tires.

Suzuki Twin Peaks 4X4

- 700 V-Twin model

DK650/700S

238-1003

- 0 - 2000' elevation
- For use with 25 or 26" tires

This combination of a new, slightly heavier secondary spring and our plain/white primary spring has resulted in better belt grip and an increase in bottom and mid-range throttle response and acceleration. Better belt life and improved back shifting for off trail situations have made this kit very popular.

DKA 6570MT

238-1001

- For use with 27-28" oversized tires

This kit combines Dalton's plain/purple secondary spring with a new primary spring that has slightly higher fully compressed load rating. This combination has proven most effective when using 27-28" oversized tires. This kit is also the best choice for high altitude applications.

** For more aggressive acceleration and higher engagement (race applications), some prefer to add Dalton's black/white primary spring DPPS-B/W (TCI Part # 238-7003 see page 671) to this V-Twin 4x4 clutch kit.*

Suzuki Vinson 500 4x4 - **DMT 500C**

238-1007

- For use with stock or oversized tires

A new kit that contains complete drop-in roller assemblies. This kit is designed to re-calibrate the shift pattern to help recover some of the losses from installing oversized tires. Bottom and midrange acceleration and performance are greatly improved. Also aids in the performance when operating at higher elevations. This kit can stock or oversized tires, however, when used with stock tires at low elevation it can cause a slight loss of top speed.

Suzuki King Quad 700 EFI 4x4 - **DSK700EF**

238-1004

- 2005 and newer

Improved acceleration and back shifting and maintains more consistent RPM under load conditions. A new secondary spring and roller weights developed specifically for this model. This clutch re-calibration kit works well to help recover the dramatic losses resulting from the use of oversized tires. This kit can be used with stock tires as well for situations requiring better low speed/midrange response and performance (e.g mud work). However, the use with stock tires may result in a minimal loss of top speed. There is no increase in engagement (stall) speed rpm so this kit still works well for low speed maneuverability like rock crawling, etc. It also helps restore power loss from higher elevations.

Suzuki King Quad 750 4x4

DSK750C

For use with stock tires

238-1008

DSK750HAC

For extreme mud tires, 29.5" and bigger

238-1010

This new version of the DSK700EF (above) now comes with complete roller assemblies. Complete rollers means quicker, easier installation. And a new wear surface at the time of installation. Improved acceleration, back shifting and throttle response with a more consistent rpm under road conditions. Can be used with stock or oversized tires. Not designed for use with extreme mud tires (29.5" and larger)

DALTON ATV CLUTCH KITS - IMPORTS

Moose Tracker 500 Auto (Import) - **DMT 500C**

238-1007

- Fits '07-08 with stock or oversized tires

This kit is designed to re-calibrate the shift pattern to help recover some of the losses from installing oversized tires. Bottom and midrange acceleration and performance are greatly improved. Also aids in the performance when operating at higher elevations.

DALTON ATV CLUTCH KITS - YAMAHA

Yamaha Grizzly 660 4X4 - DBW 660Y

238-1401

- Oversized tires

Installation of larger tires results in taller gearing, heavier rotating mass, and drastic negative effect on the performance of this model. This kit is designed to help restore that lost power, and bring your big tire Grizzly back to life. It was designed for use with oversized tires.

* Dalton does not currently recommend or offer a clutch kit for this model with stock tires.

Yamaha 700 EFI Grizzly 4x4 - DBW 700Y

238-1402

- 2007 and up
- oversized tires/high elevation

This kit is a very cost effective method to help minimize the performance losses from installing oversized tires. This combination of different weight rollers for the drive clutch is a variable tuning kit and can be set up for different oversized tire and altitude applications. There is no increase in engagement (stall) rpm, so this kit still works well for low speed manoeuvrability like rock crawling, etc.

DALTON POLARIS ATV HELIXES

- Billet aluminum stainless steel spline hub, hard anodized. You can have DaltonPro quality for your Polaris ATV

Angle	Polaris	Angle	Polaris W/EBS	Angle	Polaris W/EBS SP600 & SP700
38/34	238-4500	38/34	238-4514	38/34-7	238-4523
40/34	238-4501	38/35	238-4515	38/35-7	238-4524
40/36	238-4502	39/35	238-4516	40/35-7	238-4525
40/38	238-4503	40/35	238-4517	40/36-7	238-4526
42/36	238-4504	40/36	238-4518	42/36-7	238-4527
42/38	238-4505	40/38	238-4519	46/40-7	238-4528
42/40	238-4506	42/36	238-4520		
44/38	238-4507	42/38	238-4521		
44/40	238-4508	46/40	238-4522		
44/36	238-4509				
46/36	238-4510				
46/40	238-4511				
46/42	238-4512				
48/40	238-4513				

SPECIAL ORDER



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DALTON PRO CLUTCH BASKETS

Dalton Pro clutch baskets are precision CNC machined from the highest quality billet aluminum and hard anodized for extreme durability. Exacting tolerance, maximum oil flow, and a one year warranty make it easy to choose DaltonPro.



Make	Model	Year	TCI#
Bombardier	DS650	1999-Up	238-3106
Honda	TRX 400EX	1999-03	238-3104
	XR 400 (offroad, MX & SM)	1996-03	238-3104
Kawasaki	KXF 400	2003	238-3103
	KLX 400 (offroad, MX & SM)	2003	238-3103
Polaris	Predator 500	2003	238-3103
Suzuki	DRZ400 (offroad, MX & SM)	2000-03	238-3103
	LTZ400	2003	238-3103
Yamaha	Blaster 200	All Years	238-3107
	RZ350	1984-90	238-3102
	Warrior 350	1988-Up	238-3105
	WR400F (offroad, MX & SM)	1998-00	238-3101
	YZ400F (offroad, MX & SM)	1998-99	238-3101
	YZF350 Banshee	1987-03	238-3102
	YMF660 Raptor	2001-03	238-3101

Billet Clutch Covers for Kawasaki 238-4201

This clutch cover is CNC machined from aircraft quality billet aluminum and is hard anodized for a durable surface. It offers more strength, lighter weight, and better cooling for the Kawasaki KFX 700 V-Force drive clutch. It comes complete with bushing. Faster revs, better cooling and more belt travel.



DALTON CLUTCH TUNING COMPONENTS, TOOLS & ACCESSORIES

DALTON ATV PRIMARY SPRINGS

Dalton springs are made from the highest quality stock, stress relieved and shot peened for long lasting durability



Polaris & Kawasaki

Color	Dalton #	TCI #	@2.5"	@2.0"	@1.25"
Plain/White	DPPS-P/W	238-7001	10 lbs	60 lbs	114 lbs
Blue	DPPS-BL	238-7002	3 lbs	60 lbs	155 lbs
Orange/Blue *	DPPS-O/BL	238-7201*	25 lbs	76 lbs	167 lbs
Black/White	DPPS-B/W	238-7003	45 lbs	82 lbs	143 lbs
Black/Orange	DPPS-B/WO	238-7004	56 lbs	91 lbs	157 lbs
Amber	DPPS-AM	Special Order	10 lbs	73 lbs	189 lbs
Red/Yellow/Silver	DPPS-R/Y/S	Special Order	15 lbs	90 lbs	225 lbs

* Also can be used on Arctic Cat V-Twin Models



Can-Am/BRP

Color	Dalton #	TCI #	@2.5"	@2.0"	@1.25"
Black/Yellow	DPPS-B/Y	Special Order	45 lbs		120 lbs
Tan	DPPS-TN	Special Order	55 lbs		155 lbs
Green/Yellow	DPPS-G/Y	238-5132	67 lbs		160 lbs
Yellow/Red	DPPS-Y/R	238-5134	85 lbs		165 lbs

DALTON SECONDARY ATV SPRINGS

Make	Model	Color	Dalton #	TCI #	@2.9"	@2.5"	@1.25"
Arctic Cat	500	Plain w/Yellow	DPSS-P/Y	238-8001			
Arctic Cat	Models with Suzuki engine	Orange	DPSS-O	Special Order			
Arctic Cat	V-Twin Models	Aqua	DPSS-AQ	238-7202		61 kg	112 kg
Make	Model	Color	Dalton #	TCI #	@2.9"	@2.5"	@1.96"
Can-Am/BRP	400cc	Green	DPSS-GN	238-5119	63 lbs		75 lbs
Can-Am/BRP	500cc	Bronze	DPSS-BZ	Special Order	85 lbs		105 lbs
Can-Am/BRP		Yellow/Black	DPSS-Y/B	238-5141	147 lbs		205 lbs
Make	Model	Color	Dalton #	TCI #	@2.9"	@2.5"	@1.25"
Kawasaki		Plain/Purple	DPSS-P/PL	238-8002		51 kg	103 kg
Kawasaki		Aqua	DPSS-AQ	238-7202		61 kg	112 kg
Kawasaki		Violet	DPSS-V	Special Order		51 kg	120 kg
Polaris	EBS Models Only	Black	DPSS-B	238-8004			
Polaris	Non EBS Models	Black/Red/Silver	DPSS-B/R/S	238-8502			
Suzuki	Vinson	Plain w/Yellow	DPSS-P/Y	238-8001			
Suzuki	700/750 King Quad	Orange	DPSS-O	Special Order			
Yamaha	660 Grizzly	Plain w/Pink	DPSS-P/PK	238-8003			



DALTON CLUTCH TUNING COMPONENTS, TOOLS & ACCESSORIES

Kawasaki Clutch Weights - DPK

The DPK series of Dalton flyweights was designed to fit the Kawasaki ATV drive clutch. Better distribution of mass allows for excellent belt grip on the bottom end, while maintaining top rpm. These weights are adjustable by use of the Flyweight mass rivets (below).

* DOES NOT fit the 2008 BF750 model or the TERYX Utility vehicles.

WEIGHT	50 gram	56 gram	57 gram	58 gram
	238-5354	238-5352	238-5351	238-5350



Polaris Clutch Weights - DP90

DaltonPro DP90 series flyweights were designed specifically to fit the P-90 ATV type drive clutch. No washer or shims needed to maintain belt side clearance. Billet steel, heat-treated, and they come complete with bushings for longer pin life. Available in gram increments of 48g-61g



DP90	48 g	49 g	50 g	51 g	52 g	53 g	54 g
TCI Part #	238-5501	238-5502	238-5503	238-5504	238-5505	238-5506	238-5507
DP90	55 g	56 g	57 g	58 g	59 g	60 g	61 g
TCI Part #	238-5508	238-5509	238-5510	238-5511	238-5512	238-5513	238-5514

Quick Adjust Cam Arms - DPKA-65

238-5330

Designed for the new 08 Brute Force 750 EFI with the new style wide pin drive clutch. The QACA flyweights allow you to fine tune to perfect shift rpm for your specific application. Dalton's "Quick Adjust" feature refers to being able to add or subtract weight from the main body of the flyweights without removing the flyweights from the clutch itself.

* NOT for use on Teryx RUV as we have developed special weights for that application

Can-Am/BRP Clutch Flyweights - DB34 (set of 4)

238-5390

Flyweight Replacement Bushings

DALTON#	DESCRIPTION		TCI PART #
DRB-003	Replacement bushings for DPK - Kawasaki ATV flyweights	set of 4	238-5553
DRB-001	Replacement bushings for DP90 Polaris flyweights	set of 3	Special Order
DRB-003A	Replacement bushings for DPKA flyweights	set of 4 wide	Special Order
DRB-004	Replacement bushings for DBO flyweights	set of 4	Special Order
DRB-005	Replacement bushings for DBO flyweights	set of 3	Special Order



Flyweight Rivets

These rivets are used to adjust the mass on OEM Yamaha snowmobile flyweights. Can also be used for our DPK series of ATV flyweights. Often used for extreme high HP applications. Eg. NOS etc, or with heavy primary spring rates for case specific application.

DALTON #	TCI #	DESCRIPTION	YAMAHA OEM
DFRL-Y	238-5348	3.6 gram (Long Solid)	90261 06034-00
DFRY	238-5349	3.1 gram (Solid)	90261 06019-00
DFRA-Y	238-5395	0.85 gram (Aluminum)	90266 06001-00



Dalton ATV Clutch Pullers

DALTON #	APPLICATION	YEAR	TCI PART #
DCP-A	Polaris - All ATV's	85-06	238-5102
DCP-G	Arctic Cat AC650 4x4		238-5101
DCP-G	Kawasaki (all 360, 400, 650, 700 and 750 automatics) NOT TERYX	99 & newer	238-5101
DCP-J	Kawasaki Teryx RUV	2008	238-5105
DCP-M	Polaris RZR and RZR S		Special Order

COMET CLUTCHES



Comet Clutches (some items are by special order)

DESCRIPTION	PART#
Honda Odyssey's	
FL250 Drive Clutch 94C	218-209187
FL350 Drive Clutch 102C	218-213999
FL350 Driven Clutch	218-301826
Kawasaki See Chart on Next Page	218-219118
Polaris See Chart Below	218-218875

Polaris					Polaris				
cc	Model	Year	Spring	Arms	cc	Model	Year	Spring	Arms
200	Phoenix	05-06	218-204115	218-214651A1	200	Phoenix	05-06	218-204115	218-214651A1
250	250 4x4	93	218-203473	218-207689A1	250	250 4x4	93	218-203473	218-207689A1
250	Trail Blazer 250	90-95	218-203473	218-207689A1	250	Trail Blazer 250	90-95	218-203473	218-207689A1
250	Trail Boss	93	218-203473	218-207689A1	250	Trail Boss	93	218-203473	218-207689A1
250	Trail Boss 250	90/94-98	218-203473	218-207689A1	250	Trail Boss 250	90/94-98	218-203473	218-207689A1
250	Trail Boss 4x4	91-92	218-203473	218-207689A1	250	Trail Boss 4x4	91-92	218-203473	218-207689A1
250	Xplorer 250 4x4	00-02	218-203473	218-207689A1	250	Xplorer 250 4x4	00-02	218-203473	218-207689A1
300	Hawkeye 2x4	06	218-204115	218-214651A1	300	Hawkeye 2x4	06	218-204115	218-214651A1
300	Xpress 300	96	218-203473	218-214651A1	300	Xpress 300	96	218-203473	218-214651A1
300	Xpress 300	99	218-203473	218-207689A1	300	Xpress 300	99	218-203473	218-207689A1
325	Magnum 325 4x4	00-02	218-203473	218-207689A1	325	Magnum 325 4x4	00-02	218-203473	218-207689A1
330	ATP 330 HO	04-05	218-203473	218-214651A1	330	ATP 330 HO	04-05	218-203473	218-214651A1
335	Sportsman 335	00	218-203473	218-207689A1	335	Sportsman 335	00	218-203473	218-207689A1
350	350 4x4	93	218-203473	218-207689A1	350	350 4x4	93	218-203473	218-207689A1
350	Trail Boss 4x4 350	91	218-203473	218-207689A1	350	Trail Boss 4x4 350	91	218-203473	218-207689A1
400	4x4 400L	94	218-203473	218-214651A1	400	4x4 400L	94	218-203473	218-214651A1
400	Scrambler 400 4x4	95	218-203473	218-214651A1	400	Scrambler 400 4x4	95	218-203473	218-214651A1
400	Scrambler 400	96-99	218-204115	218-214651A1	400	Scrambler 400	96-99	218-204115	218-214651A1
400	Scrambler 400 2X4	00-02	218-204115	218-214651A1	400	Scrambler 400 2X4	00-02	218-204115	218-214651A1
400	Scrambler 400 4x4	96	218-204115	218-214651A1	400	Scrambler 400 4x4	96	218-204115	218-214651A1
400	Scrambler 400 4x4	97	218-204115	218-214651A2	400	Scrambler 400 4x4	97	218-204115	218-214651A2
400	Scrambler 400 4x4	98-00/02	218-204115	218-214651A1	400	Scrambler 400 4x4	98-00/02	218-204115	218-214651A1
400	Sport 400	94-95	218-203473	218-214651A1	400	Sport 400	94-95	218-203473	218-214651A1
400	Sport 400	96-02	218-204115	218-214651A1	400	Sport 400	96-02	218-204115	218-214651A1
400	Sport 4x4	96	218-203473	218-214651A1	400	Sport 4x4	96	218-203473	218-214651A1
400	Sportsman 4x4	93	218-203473	218-207689A1	400	Sportsman 4x4	93	218-203473	218-207689A1
400	Sportsman 4x4	94-95	218-203473	218-214651A1	400	Sportsman 4x4	94-95	218-203473	218-214651A1
400	Sportsman 400	94/04-06	218-203473	218-214651A1	400	Sportsman 400	94/04-06	218-203473	218-214651A1
400	Sportsman 400 4x4	97	218-203473	218-214651A1	400	Sportsman 400 4x4	97	218-203473	218-214651A1
400	Trail Blazer 400	96/03	218-204115	218-214651A1	400	Trail Blazer 400	96/03	218-204115	218-214651A1
400	Xplorer 400	96-02	218-203473	218-214651A1	400	Xplorer 400	96-02	218-203473	218-214651A1
400	Xplorer 400 4x4	95	218-203473	218-214651A1	400	Xplorer 400 4x4	95	218-203473	218-214651A1
400	Xplorer 400 4x4	98	218-203473	218-207689A1	400	Xplorer 400 4x4	98	218-203473	218-207689A1
400	Xplorer 400 4x4	99-01	218-203473	218-214651A1	400	Xplorer 400 4x4	99-01	218-203473	218-214651A1
450	Sportsman 450	05-06	218-203473	218-214651A1	450	Sportsman 450	05-06	218-203473	218-214651A1
500	Scrambler 500 4x4	98-01	218-203473	218-207689A1	500	Scrambler 500 4x4	98-01	218-203473	218-207689A1
500	Scrambler 500 2x4/4x4	02	218-203473	218-207689A1	500	Scrambler 500 2x4/4x4	02	218-203473	218-207689A1
500	Scrambler 500 2x4/4x4	03	218-203474	218-207689A1	500	Scrambler 500 2x4/4x4	03	218-203474	218-207689A1
500	Sportsman 500	04-06	218-203473	218-214651A1	500	Sportsman 500	04-06	218-203473	218-214651A1
500	Sportsman X2	06	218-203473	218-214651A1	500	Sportsman X2	06	218-203473	218-214651A1
550	ATP 500 HO	04-05	218-203473	218-214651A1	550	ATP 500 HO	04-05	218-203473	218-214651A1
600	Sportsman 600	04-06	218-203473	218-214651A1	600	Sportsman 600	04-06	218-203473	218-214651A1
700	Sportsman 700	04-06	218-203473	218-214651A1	700	Sportsman 700	04-06	218-203473	218-214651A1
800	Sportsman 800	06	218-203473	218-214651A1	800	Sportsman 800	06	218-203473	218-214651A1

Olav Aaen's Clutch Tuning Handbook 215-B16003

This handy book gives you the straight scoop on setting up your clutches for maximum performance. Will save you valuable time and money if you are confused about how your clutch works.

- Special chapters on clutch theory, testing and flyweight grinding.
- Updated sections on Comet, Polaris, Arctic, Kawasaki, Ski-Doo, John Deere and Yamaha clutches.

