

CLUTCH KITS - ARCTIC CAT

Arctic Cat 425 / 450 4x4 Models - DA 450 H

238-1011

\$80.95-F

- '10 - 12 Arctic Cat 450 H-I
- '11 - 12 Arctic Cat 424 4x4
- 2013 Arctic Cat 500
- Stock and oversized tires.

Better bottom and mid performance. This is a simple, effective clutch re-calibration kit that helps the cvt system respond better to load conditions, such as soft terrain and climbing. There are adjustments and settings in the instructions to set it up for stock or oversized tires.

Arctic Cat 500i - DSA 500 MT

238-1002

\$139.95-F

- '03 - 09
- 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

\$179.95-F

- NEWER version with complete roller assemblies
- '03 - 09

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 4X4 V Twin 4x4 - DKA 6570MT

238-1001

\$ 79.95-F

- '04 - 06
- 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) 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 650/700 Prowler XT Utility Vehicle

DUV-A650

238-1006

\$ 88.95-F

- 2006 only with older (compression spring) secondary clutch
- Oversized tires
- with older (compression spring) secondary clutch.

DA650HC

238-1009

\$119.95-F

- 2007 and newer
- With new torsion style secondary clutch
- For large tires and high altitude applications.

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

238-1004

\$139.95-F

- oversized tires
- '06 - 07
- 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





DALTON ATV CLUTCH KITS - ARCTIC CAT

Arctic Cat Wildcat 700 Trail/Sport - DUVA700

238-1014

\$319.95-F

- 2014 and newer
- Stock or oversized tires
- New custom Wildcat 700 specific flyweight profile

Optimum CVT clutch calibration for the Wildcat Trail/Sport 700 series. This kit offers a more smooth and positive engagement of the belt. One clutch kit that can be set up for different terrain and tires sizes means accurate clutch tuning for your situation. Improved acceleration and performance in bottom and midrange, better clutch reaction to load conditions.

Arctic Cat 700 EFI 4x4 (Suzuki Engine)

- '06 - '07
- Suzuki Engine Models ONLY (Single cylinder only)

DSK 750C

For stock to 28" tires at low elevation

238-1008

\$179.95-F

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

\$179.95-F

A kit designed for increased acceleration and back shifting 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 Thundercat H2 4x4, 1000 H2 Cruiser - DA 950HC

238-1012

\$119.95-F

- '08 - '09
- complete roller assemblies
- improved acceleration and mud performance

This simple clutch re-calibration helps improve the acceleration. 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.

Arctic Cat Wildcat "X" models - DUVA 1000X

238-1013

\$319.95-F

- w/Team Clutches only / 2 Seat Version
- 2013 and newer

One clutch kit that can be set up for different terrain and tires sizes/elevations means accurate clutch tuning for your situation. Improved acceleration, back shifting, and belt performance. The location of the clutches on the Wildcat X makes the Dalton flyweights a great tuning option.



DALTON CLUTCH KIT- KYMCO

Arctic Cat 425 / 450 4x4 Models - DA 450 H

238-1011

\$80.95-F

- '11 - '12 Kymco MXU 450
- Stock and oversized tires.

Better bottom and mid performance. This is a simple, effective clutch re-calibration kit that helps the cvt system respond better to load conditions, such as soft terrain and climbing. There are adjustments and settings in the instructions to set it up for stock or oversized tires.

DALTON CLUTCH KIT- CF MOTO MOOSE TRACKER

Moose Tracker 500 Auto (Import) - DMT 500C

238-1007

\$179.95-F

- 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 - CAN-AM

Can Am Outlander 400 HO 4x4 - **DBO 400**

238-1301

\$325.95-F

- 2003 and newer (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.

Can Am Outlander/Outlander Max 450 - **DBO 450**

238-1330

\$ 79.95-F

- '15 - 16

The 450 Outlander has fairly good factory clutching for the stock tires at low elevation. This clutch kit was developed to help recover losses incurred from installing oversized tires. This clutch re-calibration is a good improvement in acceleration compared to stock clutch components after installing those larger tires. Back shifting is improved, which means it back shifts the belt to the proper ratio on the clutches as the vehicle senses load conditions. Better belt grip and improved throttle response. This can also be used to help with power loss at higher elevations, even with stock tires. The 450 comes with flyweights that are well suited to its application and re-calibrations are accomplished with only the use of new springs. New springs are included for both the primary and secondary clutch.

Can Am Outlander/Renegade 500 - **DBO 500**

238-1304

\$ 87.95-F

- Oversized tires/high elevation

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.

Can Am 570 Outlander / Renegade / XMR - **DBO 570M**

238-1320

\$305.95-F

- '16 - 17
- 28" and larger tires ONLY

This clutch kit is designed to optimize the rate of shift for 28" and larger tires. Once you get tires that are 28" and larger, the diameter and rotating weight has a much more negative effect, and this kit is designed to minimize the losses from those tires and get back some of that power. Provides better bottom end power and response as well as improved back shifting of the belt in load situations like hills and soft terrain.

Can Am Outlander 650 HO 4x4 - **DBO 650**

238-1302

\$259.95-F

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 800 cc kits.

Can Am Outlander 800 HO 4x4 - **DBO 800**

238-1300

\$259.95-F

- '06 - 13 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 800 cc Outlander model. These flyweight s 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.

Can Am Outlander/Renegade 4x4 800 Mudrunner Kit - **DBO 800M**

238-1305

\$299.95-F

- '06 - 13
- 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 betterCVT efficiency with the regular kits listed.



DALTON ATV CLUTCH KITS - BRP/CAN-AM

Can Am 800 Renegade - DBO 800R

238-1303

\$259.95-F

- All Renegade 800 versions.
- Stock or oversized tires

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). A Renegade with 27" or larger tires can be treated as an Outlander with respect to clutch calibration.

Can Am 800 Commander

- '13 - 17

DBC 800-13

238-1309

\$275.95-F

- This kit is for all 26 - 27" tires (including stock) and uses the stock secondary spring.

DBC 800-13M

238-1312

\$315.95-F

- This kit is for 28" and larger tires, primary sand dune applications(any tires), and also includes a different secondary spring.

These kits are for 2013+ year models that have the newer torsion style secondary only.

Can-AM Maverick Trail 800 - DBMT 800-1

238-1324

\$219.95-F

- 2018 models
- for 27-29" tires
- 0-4000' elevation

A simple, effective kit that is primarily developed to help recover power losses and improve performance when using oversized tires. The kit does, however, help even for stock tires for those that use the vehicle in soft terrain or switch tire sizes seasonally, etc.. Rotating weight and added gearing from larger tires hurt acceleration and speed. This kit helps correct the rate of shift of the belt for the intended use. Improves bottom end performance without further loss of top speed. Throttle response is improved and better back shifting of the belt when the vehicle senses load form soft terrain or hills. New clutch springs are provided along with a custom helix with a ramp curve that is calibrated to the rest of the kit improve clutch action for this application.

Can-AM Maverick Trail 800 - DBMT 800-2

238-1325

\$499.95-F

- 2018 models
- for 29.5" and larger oversized tires
- 0-4000' elevation

Developed to help recover power losses and belt performance when using extra large oversized tires. The rotating weight and added gearing from larger tires hurt acceleration and top speed. This kit improves bottom end performance and improves belt grip without further loss of top speed. Throttle response is improved and better back shifting of the belt when the vehicle senses load form soft terrain or hills. A better clutch re-calibration for controlling "rate of shift of the belt" with these tire sizes. The kit includes new springs for both primary and secondary clutches, as well as a new helix* with a custom ramp that is designed to work with the rest of the kit. There is also a set of new flyweights that are adjustable, and built specific to the application. The instructions include a set up guide that tells exactly how to set up for different tires and situations

Can Am 850 models

DBO 850

238-1307

\$275.95-F

- 2016 Outlander, Max, Renegade 850 4X4.
- For stock and oversized tires up to and including all 28" tires and applications.

DBO 850M

238-1308

\$315.95-F

- 2016 Outlander, Max, Renegade, XMR 850 4X4
- This kit is specific to extra large tires. 29.5" diameter and larger

Accurate clutch calibration means improved performance in soft terrain and better belt life.



DALTON ATV CLUTCH KITS - BRP/CAN-AM

Can-Am Commander 1000 - DBC 1000

238-1310

\$315.95-F

- '11 - 12 4x4 Side x Side 1000 X, XT
- for stock or oversized tires
- Adjustable kit

This new clutch kit makes it possible to have one kit that suits a lot of different situations. Instead of having many different clutch kits for different tire sizes, terrain conditions, or to help compensate for high elevation power losses, this kit covers a broad range of tuning challenges. You can tune for better belt grip and improved performance by using different combinations in the kit. A new set of adjustable flyweight lever arms were built for this application. There is a "set-up guide" included to optimize the CVT calibration for most common situations, and you can even have a choice of engagement rpm for your preferred riding situations.

Can-Am Commander 1000 - DBC 1000-13

238-1311

\$259.95-F

- '13 - 16
- for stock or oversized tires
- Adjustable kit

The 2013 and newer Commander 1000 use a different secondary clutch than earlier models and thus require different calibration. The same adjustability for terrain and conditions with a few differences. The stock secondary spring is best for most applications up to 28" tires. This kit contains adjustable mass lever arms, and the included instruction manual shows how to set up for most situations. Also within the instructions, there is a "clutching overview" which helps explain components, adjustments, the use of optional springs, and general tuning info for the model.

- For 29.5" and larger tires add optional secondary spring DPSS-B/V Black/Violet. (238-5138)

Can-AM Maverick - DBM 1000

238-1315

\$269.95-F

- 2013 - 2017 models (not 2017+ XMR version)
- for stock or oversized tires
- Adjustable kit

For Maverick 1000 applications, order the optional Black/Violet (part# DPSS-B/V) secondary spring when using:

- 28" Extreme Mud tires (Outlaws, Silverbacks), or any 28" tire at high elevations (over 4000').
- with any tire 29.5" and larger
- Maverick XMR 1000

The Maverick is a new level of performance in sport side x side vehicles. There are many new items on this vehicle. The engine is a more powerful version with higher HP from different engine configuration, and it makes more power in a different way. A new drive clutch uses different flyweights than previous models, and has some different features. This one clutch kit can be set up for different situations. Adjustable flyweights and a instruction manual with a full set up guide for different tire sizes, elevations, etc. is included.

Can-AM Maverick Trail 1000 - DBMT 1000-1

238-1322

\$219.95-F

- 2018 models
- for 27-29" tires
- 0-4000' elevation

A simple, effective kit that is primarily developed to help recover power losses and improve performance when using oversized tires. The kit does, however, help even for stock tires for those that use the vehicle in soft terrain or switch tire sizes seasonally, etc.. Rotating weight and added gearing from larger tires hurt acceleration and speed. This kit helps correct the rate of shift of the belt for the intended use. Improves bottom end performance without further loss of top speed. Throttle response is improved and better back shifting of the belt when the vehicle senses load from soft terrain or hills. New clutch springs are provided along with a custom helix with a ramp curve that is calibrated to the rest of the kit improve clutch action for this application.

Can-AM Maverick Trail 1000 - DBMT 1000-2

238-1316

\$499.95-F

- 2018 models
- for 29.5" and larger oversized tires
- 0-4000' elevation

Developed to help recover power losses and belt performance when using extra large oversized tires. The rotating weight and added gearing from larger tires hurt acceleration and top speed. This kit improves bottom end performance and improves belt grip without further loss of top speed. Throttle response is improved and better back shifting of the belt when the vehicle senses load from soft terrain or hills. A better clutch re-calibration for controlling "rate of shift of the belt" with these tire sizes. The kit includes new springs for both primary and secondary clutches, as well as a new helix* with a custom ramp that is designed to work with the rest of the kit. There is also a set of new flyweights that are adjustable, and built specific to the application. The instructions include a set up guide that tells exactly how to set up for different tires and situations



DALTON ATV CLUTCH KITS - BRP/CAN-AM

Can-AM Maverick XMR - DBM 1000X-17

238-1321

\$469.95-F

- '17-18 Maverick XMR version (only) with oversized tires, 29" and larger

The 2017 Maverick XMR mud version has different clutches on it than previous Maverick models. This Clutch kit is designed for 29" and larger tires on a 2017 version Maverick XMR with these clutches. It can also be used with some of the 28" extreme mud competition tires like Outlaws, etc. for mud competition. Responds better to soft terrain and load situations giving improved belt performance and back shifting in tough terrain. Calibrations and settings listed in the kit are for the stock hp of the vehicle. The stock factory belt is the best for this application.

Can-Am Maverick XDS Turbo - DBM 1000T-15

238-1316

\$469.95-F

- 2 seat version
- '15 - 16 models

The Turbo Maverick has a decent all around clutch calibration if just trail riding with stock tires. It can, however, quickly develop belt heat issues in high load situations like larger tires and soft terrain. This is primarily a kit developed to help recover power losses and belt performance when using oversized tires on the two seat version of the Maverick Turbo. The kit does, however have settings for stock tires for those that use the vehicle in soft terrain or switch tires seasonally, etc.

Can Am Outlander 1000 / Renegade 1000 - DBO 1000R

238-1306

\$259.95-F

- '12 - 13 Outlander 1000, Renegade 1000 4X4 ATV models
- Outlander 1000 - Stock and oversized tires, altitude adjustable.
- Renegade 1000 - Oversized tires or stock size for sand use or high elevation)

** Renegade 1000 Stock Tire - for typical hard packed and mixed trail use at low elevation, the factory calibration has proven to work well for the stock tires.*

This adjustable clutch kit was designed for this application. Improved bottom and mid performance and built in tuneability. Adjustable flyweights, and an included instruction manual and set up guide allows you to have one clutch kit that can be set up to optimize efficiency for different conditions and tire sizes. The set up guide includes tested set ups and applications for both Outlander and Renegade versions. When set up properly for your specific application, there will be no loss of top speed.

Can Am Outlander 1000 / Renegade 1000 - DBO 1000R-16

238-1317

\$275.95-F

- '16 - 17 Can Am Outlander 1000R, Outlander 1000R Max, Renegade X XC 1000R models

This one clutch tuning package can optimize CVT clutch calibration for different tires and terrains. Improved performance and clutch response. Proper clutch set up for your situation improves belt life. The 2016 and 2017 models uses a new HP and different factory clutch components. This kit was designed to work with this model. New adjustable flyweight lever arms have a different profile than earlier versions were developed specific to these models.

Can Am Outlander 1000 / Renegade 1000 - DBO 1000M-16

238-1318

\$315.95-F

- '16 - 17 Can Am Outlander 1000R, Outlander 1000R Max, Renegade X XC 1000R models
- extra large tires and mud applications

The kit is designed to help recover losses from extra large tires and mud applications. There are also new primary and secondary springs. The kit is designed to work together and the instructions show how to set the flyweights up for different applications.

Can Am Outlander / Renegade 1000 XMR - DBO 1000X

238-1319

\$315.95-F

- '16-17 Large aggressive mud tires (stock XMR tires and larger)

This kit is designed for the lower gearing of the 2016 and newer XMR versions only. Kit provides better belt grip and improved performance. A clutch tuning package to optimize CVT clutch calibration for extra large tire sizes and mud applications on the 2016 Outlander/Renegade 1000 XMR versions. A new adjustable flyweight is included with a new profile designed specifically for the XMR. There are also new primary and secondary springs supplied. This combination provides for better acceleration and improved back shifting. Holds rpm better under load conditions and helps correct the rate of shift for aggressive mud riding. Flyweight set-up guide is included.



DALTON ATV CLUTCH KITS - KAWASAKI

Dalton Pro Tuner Kit - **DKA6570MT**

238-1210

\$345.95-F

- '03 - 07 Kawasaki V Twins, KFX 700, KVF, BF 650, 700, 750 cc

This DaltonPro "Tuner" Kit it is for experienced cvt tuners, racers, or people who like to experiment and actually do field testing on their own. It does come with some basic CVT flyweight tuning theory and starting points for some applications, as well as a listing of some optional springs, etc., that are available.

Dalton Kits for Kawasaki 650/700 Prairie & 650i Brute Force Models

- '05 - 11 KVF650 Brute Force 4 x 4
- '06 - 12 KVF650 Brute Force 4 x 4i
- '02 - 03 KVF650 Prairie 4 x 4
- '04 - 06 KVF750 Prairie 4 x 4

DK650/700S

238-1003

\$ 79.95-F

- 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

\$ 79.95-F

- 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) black/white primary spring
- * The optional DPPS-O/BL (TCI Part #238-7201) 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

\$279.95-F

- '04 - 11 KSV700 (KFX700)

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)
 - * Some racers prefer the DPPS-O/BL (TCI Part #238-7201) for sand and race applications
- ans of removable rivets. Instructions are included, complete with a baseline set-up for both stock and oversized tires.

Kawasaki Brute Force 750 4x4 - DK750BF

238-1204

\$287.95-F

- 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 me

Kawasaki Brute Force 750 EFI 4X4

- '08 - 11

DK750E

238-1206

\$359.95-F

- 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

\$359.95-F

- or 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 back shifting 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.

DALTON ATV CLUTCH KITS - KAWASAKI

Kawasaki Brute Force 750 4X4 - **DK750B12**

238-1211

\$ 79.95-F

- '12 - 16
- 26 - 28" Trail / Mud tires. (0 - 4000' elevation)

For 2012 and newer the 750 models come with new factory flyweights in the drive clutch, and is well calibrated in stock for 25" and stock tires. This cost effective spring kit is a recalibration for use with 26-28" aftermarket tires. Improved throttle response, acceleration. There is no loss of top speed (other than what is sometimes already lost from the heavier tire itself).

Kawasaki Brute Force 750 EFI 4X4 - **DK750B12M**

238-1209

\$369.95-F

- '12 - 13
- 750 4 x 4 - 28" Aggressive Mud Tire/Mud use and all 29.5" and larger tires only.
- This kit is also applicable for 26-28" aftermarket tires at high elevation (above 4000 ft)

* If you are running typical aftermarket 26-28" tires for mixed use, and operate mostly at 0-4000 ft elevation you should use the kit part number DK750 B12.

The 2012 BF 750 model has a different engine configuration than previous model years. This kit helps re-calibrate the shift pattern for best performance in mud, as well as the very large / heavy tire sizes. This kit includes Dalton's Quick Adjust cam arms that make the kit easy to adjust for different conditions. Although it is well known that heavy mud tires hurt performance, this clutch kit can help bring your ATV back to life. There are also settings included in this kit for the use of 26-28" tires for deep sand and high elevation. The "set up guide" for different tires/conditions is included in the instructions.

Kawasaki Teryx 750 RUV - **DUV-K750TX**

238-1208

\$405.95-F

- '08 - 12

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

- '01 - 04 (non EBS)

DP400 P **Standard** 238-1504 \$345.95-F

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

DBT400SP **Big Tire Kit** 238-1506 \$245.95-F

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

Polaris Sportsman 500

- '98 - 00 (with EBS)

DP500SP **Standard** 238-1508 \$345.95-F

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

DBT500SP **Big Tire Kit** 238-1509 \$245.95-F

Designed to get big tires turning in heavy mud applications and correct the shift ratio for larger tires.

Polaris Sportsman 500 HO

- '01 - 05

DBW500 **Standard** 238-1507 \$245.95-F

Bottom-mid-range for use with stock or oversized tires. Designed to increase belt grip and acceleration, without losing top speed with stock tires. Also helps 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.

DP500A **Aggressive** 238-1505 \$345.95-F

More aggressive acceleration for high performance riders. 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 \$245.95-F

- '06 - 09 fuel injected models (with EBS)
- 2012 500 (with EBS) engine brake
- 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.

Polaris Sportsman 500 HO (Non Engine Brake) - DBW500N 238-1519 \$215.95-F

- '08 - 13 Carb version with (Non EBS) clutches.
- 0-4000' elevation
- Oversized tires only

This is a clutch re-calibration kit to help restore losses in performance from adding bigger tires. This kit improves efficiency and performance.

* **NOT** for use with stock tires at low elevations.

Polaris Scrambler 500 - DSC500 238-1500 \$369.95-F

- '99 - 04
- stock tires / 0 - 200' elevation

Kit includes billet flyweights, a new primary spring, a new secondary spring, and a custom billet helix. Provides improved belt grip, throttle response and bottom to mid acceleration without loss of top speed.



DALTON ATV CLUTCH KITS - POLARIS

Polaris Sportsman 570 - DBW570N

238-1499

\$199.95-F

- '14 - 16 (Non EBS)
- 28" + tire sizes. (including some heavy 27" for mud applications).

Includes a new primary spring, a custom helix, and a new torsion secondary spring. This also includes settings for the stock secondary spring if you alternate to smaller 26" tires, etc.

Polaris Sportsman 570 EBS - DP570EBS

238-1552

\$299.95-F

- 2014 and newer (EBS models)
- 25 - 27" tires

This kit is designed to maximize efficiency for stock to 27" tire sizes. A fully adjustable kit for the primary clutch that includes two primary springs for engagement preference, as well as Quick Adjust Flyweights and hardware. Uses the stock secondary spring for most applications.

Polaris Sportsman 570 - DBW570EBS

238-1556

\$299.95-F

- '14 - 15 (EBS models)
- 28" + tire sizes. (including some heavy 27" for mud applications).

Designed to correct the shift pattern for larger tires. It is physics...larger tires, the resulting gearing, and added rotating weight hurt acceleration. People who have tested tire sizes know that even a slightly larger or heavier tire hurts performance and speed. Proper clutch calibration can help recover much of that loss and improve belt grip and bottom end performance. This kit includes a new primary spring and the Quick Adjust flyweights and hardware, along with a different secondary spring.

Polaris RZR 570 - DUV570

238-1550

\$309.95-F

- '13 - 16 (Non EBS)

This kit uses a new primary spring, as well as the model specific adjustable flyweights, and a new secondary spring. The standard 2013 and newer 570 model is different from the previous years, and comes with what Polaris refers to as a BOSS (Built On Secondary Shaft) secondary clutch.

Polaris RZR 570 - DUV570E

238-1555

\$309.95-F

- '13 - 16 (EBS models)

This kit includes optional primary springs, a set of model specific adjustable flyweights, and is calibrated for use with the stock secondary spring in most model applications. The 570 EPS LE version comes with a different secondary clutch, and a different primary as well for EBS (engine braking) function.

Polaris Sportsman 600 - DBW600

238-1503

\$ 79.95-F

- '03 - 04
- 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 - DBW700

238-1502

\$245.95-F

- '02 - 04
- Stock and oversized tires

Designed for use with stock helix, stock or oversized tires. Great all around 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. Kit includes: Billet Dalton Pro flyweights, new Primary Spring and a new Secondary Spring.

Polaris Sportsman 700 - DP700A

238-1501

\$345.95-F

- Stock tires

More aggressive acceleration for high performance riders. Includes a set of billet steel DaltonPro 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.**

DALTON ATV CLUTCH KITS - POLARIS

Polaris Sportsman 700 EFI - **DP700E**

238-1202

\$215.95-F

- Mid 2004 and newer
- **Stock tires ONLY**

Comes with a new primary spring and a custom-ground set of billet flyweights, achieving much better belt grip in high range, 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

Polaris Sportsman 700 EFI - **DP700EBT**

238-1203

\$256.95-F

- Mid 2004 and newer
- Oversized tires

Includes a 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 Ranger XP Utility Vehicle - **DUVP7XP**

238-1511

\$215.95-F

- '05 - 07
- **Stock tires 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 Sportsman 800 EFI - **DP800EXT**

238-1510

\$258.95-F

- All years
- Extreme mud tires

This clutch recalibration kit is designed for the serious mud runners and those using larger aggressive mud tires, (28" and up).

** It is not recommended to use this kit for trail applications with smaller tires.*

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

238-1513

\$329.95-F

- '08 - 09
- For stock or oversized tires
- Ultimate RPM control (can be easily adjusted for modifications)
- RZR specific flyweight profile

One clutch kit that can be set up for different terrain and tires sizes/elevation means accurate clutch tuning for your situation. Improved acceleration without losing top speed. 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 "Quick Adjust" RZR flyweight in this kit has a different curvature, and location of mass which allows superior belt grip and RPM control.

Polaris RZR and RZR S 4x4 Utility Vehicle - **DUV-P8RZ-10**

238-1520

\$339.95-F

- 2010 **ONLY**
- For stock or oversized tires
- Ultimate RPM control (can be adjusted for modifications)

A different version of our popular clutch kit for the Polaris RZR models. The 2010 has a different secondary clutch and calibration than earlier year models. This kit has a different set of flyweights and a new set up guide that is specific to this model year. The flyweight design allows for the use of more flyweight mass in a different configuration than the factory clutch calibration, and offers tunability to adjust for case specific applications including tire sizes, elevation.

Polaris RZR and RZR S 4x4 Utility Vehicle - **DUV-P8RZ-11**

238-1515

\$339.95-F

- '11 - 14 (**except** 2013 Blue Fire EPS/EBS model)
- For stock or oversized tires

The 2011 and newer 800 cc models have different engine configurations which require slightly different clutch calibration. Adjustable clutch components let you get your clutch/belt shift pattern correct for your specific application. Kit comes with adjustable flyweights and a "set-up guide" for most common applications including tire sizes, typical bolt on mods and altitude adjustments.



DALTON ATV CLUTCH KITS - POLARIS

Polaris 800 RZR 4 (4 seat model) -**DUV-P8RZ4**

238-1521

\$339.95-F

- 2010 and newer
- Adjustable clutch kit

One clutch kit that can be set up for different terrain and tires sizes/elevations means accurate clutch tuning for your situation. Improved acceleration and belt performance with a focus on helping to carry passengers with better back shifting under load and less performance loss from added weight. Includes new components designed specifically for the application.

Polaris Sportsman 850 XP

- Stock tires or oversized
- Altitude adjustable
- Easy RPM control (can be easily adjusted)
- New custom SP 850 specific flyweight profile

Sportsman 850 clutch kits can be set up for different terrain and tires sizes/elevations. This means accurate clutch tuning for your situation. Improved acceleration as well as better back shifting as the vehicle comes under load. Kits include 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" SP850 flyweights included have a different curvature, and location of mass which allows superior belt grip and RPM control.

DP850

238-1514

\$329.95-F

- '09 - 10 (Not for touring models, or other model years)

DP850-11

238-1517

\$329.95-F

- 2011
- This model year has a new secondary clutch and we include new primary / secondary springs and flyweight calibrations.

DP850-12

238-1518

\$329.95-F

- '12 - 16
- The introduction of the HO (High Output) version of the 850 engine brings new horsepower. Different power output means different calibration. This is the clutch kit for the HO version of this popular ATV model, and includes a new base weight and spring calibrations for the primary and secondary.

Polaris 900cc RZR XP -**DUV-P9XP**

238-1516

\$329.95-F

- '11 - 14
- Stock or over sized tires
- Adjustable Clutch Kit.

One clutch kit that can be set up for different terrain and tires sizes/elevations means accurate clutch tuning for your situation. Improved acceleration, back shifting, and belt performance. The location of the clutches on the 900 XP makes the Dalton flyweights a great tuning option. This kit includes Dalton's patented "Quick Adjust" flyweight system that allows you to add or subtract weight from the flyweights for fine tuning without even removing the flyweights from the drive clutch.

Polaris RZR 900 Trail, RZR 900 S -**DUV-P9RZ-15**

238-1524

\$349.95-F

- 2015 (only) with standard (non-EBS) clutches
- This kit is for re-calibration for use in sand dunes, or with oversized tires 28+

This kit can also be used to help with power losses from higher elevations that are typically above 4000 ft. This is an adjustable kit that can be set up for different tires and situations. For 27" heavy mud type (that measure a full 27" tall and are heavy versions) and all 28"+ sizes, this kit is used. The instruction manual has a "set up guide" that shows how to set up the kit for your application.

Polaris RZR 900 Trail, RZR 900 S -**DUV-P9RZ-15E**

238-1526

\$449.95-F

- 2015 (only) with standard (EBS models) clutches
- Stock and oversized tires

The 2015 EBS versions have different clutches on them. The clutch kit for this model not only has the adjustable flyweights and springs, but it also has a new helix included. It is actually 2 helixes! The solid billet helix has 2 different sets of ramp curves machined in it. The helix ramp used for your application depends on tires size and application.

DALTON ATV CLUTCH KITS - POLARIS

Polaris 900cc RZR models (2 seat version) -**DUV-P9R-16** 238-1527 \$449.95-F

- 2016
- 26-27" tires

One clutch kit that can be set up for different terrain and conditions means accurate clutch tuning for your situation. Improved acceleration, back shifting, and belt performance. This kit is for the described tire sizes and includes Dalton's patented "Quick Adjust" flyweight system that allows you to add or subtract some of the weight from the flyweights, without even removing the flyweights from the drive clutch.

Polaris 900cc RZR models (2 seat version) -**DUV-P9RO-16** 238-1528 \$449.95-F

- 2016
- with oversized tires 28+

Adjustable clutch kit for the 2016 Polaris 900cc RZR models (28" and larger tires), as well as sand dune or high elevation applications with any tire size. This kit is similar to the stock tire kit for this vehicle, but contains a different secondary clutch spring more suited to the application. The kits for this vehicle contain the same adjustable flyweight lever arms and most components.

Polaris 900cc RANGER XP (non EBS) -**DUVRGR9-14** 238-1565 \$ 85.95-F

- 2014 (only)
- oversized tires

A simple, effective clutch kit to re-calibrate the 2014 Polaris 900cc RANGER XP (non EBS) Utility Vehicle for over sized tires. The kit includes a new secondary clutch spring and two primary springs (either will function in this package). When adding any over sized or heavier tires, heavy loads, or soft terrain this kit can improve clutch efficiency and help restore the lost power. This simple, cost effective kit works very well for the application as described.

Polaris Scrambler/Sportsman 1000 XP - **DP1000** 238-1530 \$329.95-F

- '14 - 16
- Stock or oversized Tires
- Adjustable kit

Along with new springs for both clutches, this kit includes a new version of Dalton's Patented Quick Adjust flyweights. Extensive testing led to the development of a new base flyweight that was designed specific to the Scrambler 1000. A different curvature and location of mass than on previous or other versions. With Dalton "Quick Adjust" you can add or subtract mass from the flyweight without even removing the flyweight from the clutch, making fine tuning easy.

Polaris RZR 1000 XP

- '14 - 15
- For stock or oversized tires
- Adjustable Clutch Kit.
- Kit versions available for both 2 seat or 4 seat models

Accurate clutch calibration is very important to belt life. Extensive testing of this vehicle has resulted in improved belt grip, performance, and back shifting under loads. One clutch kit that can be set up for different terrain, tire sizes and conditions means accurate clutch tuning for your situation. 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" flyweight set in this kit was designed specifically for the RZR 1000 XP. This kit also includes a new machined billet helix that is actually two helixes in one. The helix has two different sets of custom ramp curve profiles, making the kit extremely flexible for different tires, terrain, and conditions.

DUV P10XP **Two Seat Version** 238-1522 \$449.95-F

- All two seat versions (including Highlifter version).

DUV P10XP4 **Four Seat Version** 238-1537 \$449.95-F

Polaris RZR 1000 XP - **DUP10X-16** 238-1534 \$499.95-F

- 2016 models with BOSS secondary clutch (standard two seat version)

One clutch kit that can be set up for different terrain and conditions. Improved acceleration, back shifting, and belt performance. The kit is adjustable, making it possible to optimize the clutch calibration for different tire sizes and situations. This kit is for the standard two seat version (final drive gearing, etc.). Dalton's patented "Quick Adjust" flyweight system allows you to add or subtract some of the weight from the flyweights, without even removing the flyweights from the drive clutch. The Flyweight version in this kit is specific to this kit.



DALTON ATV CLUTCH KITS - POLARIS

RZR 1000 XP4/1000 XP Highlifter Edition - DUV P10-H4

238-1531

\$499.95-F

- '16 - 17 Polaris RZR 1000 XP4
- 2016 (only) 1000 XP Highlifter Edition with new style secondary

The 2016 XP4 (4 seat version) and the 2016 Highlifter edition have lower gearing in the final drive than the regular 2 seat version, and is more suited to very large tires. This version has different shift requirements for optimum performance. This adjustable kit was designed for use in these vehicles, and has a flyweight version designed for this application. Improved acceleration, back shifting, and belt performance. The kit is adjustable, making it possible to optimize the clutch calibration for different tire sizes and situations. This kit includes Dalton's patented "Quick Adjust" flyweight system that allows you to add or subtract some of the weight from the flyweights, without even removing the flyweights from the drive clutch.

Polaris RZR XP Turbo - DUV PXPT-16

238-1535

\$375.95-F

- 2016 models standard two seat version

The RZR XP Turbo has great HP, new different clutches than other RZR models and some different characteristics. This is a new clutch set up for the Turbo XP. Clutch calibration needs to be balanced for best efficiency. The clutches must upshift in the correct sequence to keep the engine in the best power, but they must also back shift the belt to the correct ratio on the clutches as load comes on. The components in this kit are designed to work together and also offer improved performance and flexibility. This clutch kit includes a new version of our Dalton "Quick Adjust" flyweights that were built specific to this application. There are also new primary and secondary clutch springs included and an instruction manual that shows how to set up the kit for your application. The clutch kit provides increased acceleration, better belt grip and improved throttle response.

Polaris RZR S 1000

- 2016

Clutch kits available for the Polaris RZR S 1000 for stock size or oversized tires. The Stock tire kit allows for some flexibility of terrain and applications with stock tire sizes. The oversized tire kit is for all larger tires, and sand dune or higher elevation applications with any tires.

DUV P10RS

238-1532

\$499.95-F

- Stock 26-27" tires

One clutch kit that can be set up for different terrain and conditions means accurate clutch tuning for your situation. Improved acceleration, back shifting, and belt performance. This kit is for the described tire sizes. This kit includes Dalton's patented "Quick Adjust" flyweight system that allows you to add or subtract some of the weight from the flyweights, without even removing the flyweights from the drive clutch.

DUV P10RS-O

238-1533

\$499.95-F

- 28" and larger tires, as well as sand dune or high elevation (above 3500') applications with any tires

This kit is similar to the stock tire kit, but contains a different secondary clutch spring more suited to the application. The kits for this vehicle contain the same adjustable flyweight lever arms and most components.

Polaris General 1000 - DUV P10G

238-1538

\$499.95-F

- '16 - 17 (2 seat version)
- Oversized tires 28" and larger, as well as high elevation applications with any size tires

Improved belt life and performance after adding larger tires. One clutch kit can be set up for different tires and conditions mean accurate clutch tuning for your situation. Improved acceleration and back shifting as the vehicle comes under load. This kit is a nice improvement in performance and belt grip after losses from oversized tires. This kit includes Dalton Quick Adjust flyweights and a detailed "set up guide" that show how to set up the kit for each application.

DALTON ATV CLUTCH KITS - SUZUKI

Suzuki King Quad 450 / 500 AXI - **DSK450**

238-1000

\$166.95-F

- '07 - 09

This kit for the 450/500 King Quad increases throttle response and acceleration with no loss of top speed when set up correctly for your application. This is an adjustable kit and contains various combinations of complete drop-in roller assemblies (plastic outer housing included) for easy installation set up guide included for stock tires, oversize tires or altitude.

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

238-1002

\$139.95-F

- 2003 and newer

Dalton's heavier secondary spring has already proven to prolong belt life and help with bottom end response n 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 Vinson 500 4x4 - **DMT 500C**

238-1007

\$179.95-F

- For use with stock or oversized tires

This kit contains complete drop in roller assemblies and 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 performance when operating at higher elevations. This kit can be used with stock or oversized tires.

Suzuki Twin Peaks 4X4

- 700 V-Twin model

DK650/700S

Standard 25-26"Tires

238-1003

\$ 79.95-F

- 0 - 2000' elevation

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

Oversized 27-28"Tires

238-1001

\$ 79.95-F

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) to this V-Twin 4x4 clutch kit.*

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

238-1004

\$139.95-F

- 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 and oversized tires

238-1008

\$179.95-F

DSK750HAC

For extreme mud tires, 29.5" and bigger

238-1010

\$179.95-F

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 of oversized tires. Not designed for use with extreme mud tires (29.5" and larger)



DALTON ATV CLUTCH KITS - YAMAHA

Yamaha Grizzly 660 4X4 - DBW 660Y

238-1401

\$128.95-F

- 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

\$119.95-F

- 2007 and newer
- 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 CLUTCH TUNING COMPONENTS

Dalton ATV Primary Springs

\$30.95-F

Made from the highest quality stock, stress relieved and shot-peened for long lasting durability.

Arctic Cat / Kawasaki / Polaris Primary Springs					
Part #	Color	Dalton #	@2.5"	@2.0"	@1.25"
238-7002	Blue	DPPS-BL	3 lbs	60 lbs.	155 lbs.
238-5115	Dark Green	DPPS-DGN	3 lbs.	67lbs.	175 lbs.
238-7001	Plain/White	DPPS-P/W	10 lbs.	60 lbs.	114 lbs.
238-5122	Amber	DPPS-AM	10 lbs.	73 lbs.	189 lbs.
238-5123	Red/Yellow/Silver	DPPS-R/Y/S	15 lbs.	90 lbs.	225 lbs.
238-7201	Orange/Blue	DPPS-O/BL	25 lbs.	76 lbs.	167 lbs.
238-7003	Black/White	DPPS-B/W	45 lbs.	82 lbs.	143 lbs.
238-5139	Orange/Silver	DPPS-O/S	47 lbs	95 lbs	176 lbs
238-7004	Black/Orange	DPPS-B/O	56 lbs.	91 lbs.	157 lbs.
238-5125	Black/Tan	DPPS-B/T	61 lbs		210 lbs
Can Am / BRP Applications					
238-5143	Black/Yellow	DPPS-B/Y	45 lbs.		120 lbs.
238-7005	Tan	DPPS-TN	55 lbs.		155 lbs.
238-5116	Green/Yellow	DPPS-G/Y	67 lbs.		160 lbs.
238-5144	Green/Black/Silver	DPPS-G/B/S	75 lbs.		169 lbs.
238-5134	Yellow/Red	DPPS-Y/R	85 lbs.		165 lbs.



Dalton ATV Secondary Springs

Application	Color	Part #	Retail
Arctic Cat 500 Auto	Plain with Yellow Torsional Spring	238-8001	\$51.95-F
Arctic Cat with Kawasaki Engine	Aqua	238-7202	\$40.95-F
Can Am	Green	238-5119	\$40.95-F
Can Am	Yellow / Black	238-5141	\$40.95-F
Can Am	Black / Vilot	238-5138	\$40.95-F
Kawasaki	Plain / Purple	238-8002	\$40.95-F
Kawasaki	Aqua	238-7202	\$40.95-F
Kawasaki	Violet	238-5117	\$40.95-F
Polaris (EBS Only)	Black	238-8004	\$40.95-F
Polaris (TEAM SEC/RZR)	Grey/White	238-8005	\$40.95-F
Polaris (RZR 570 Models)	Grey/Red	238-5160	\$42.95-F
Suzuki King Quad	Orange Torsional Spring	238-7203	\$51.95-F
Suzuki Vinson	Plain with Yellow Torsional Spring	238-8001	\$51.95-F
Yamaha Grizzly & Rhino Models	Plain with Pink Stripe	238-8003	\$40.95-F
Yamaha Grizzly & Rhino Models	Metallic Blue	238-5142	\$40.95-F
Yamaha Grizzly & Rhino Models	Metallic Red	238-5118	\$40.95-F

