

DALTON ATV CLUTCH KITS - POLARIS



Polaris Sportsman 400

- 2001 - 2004 (non EBS)

DP 400 SP Standard 238-1504 \$335.95-F

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

DBT 400 SP Big Tire Kit 238-1506 \$237.95-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 Scrambler 500 - DSC500

238-1500

\$359.95-F

- 1999 - 2004
- 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.

Polaris Sportsman 500

- 1998 - 2000 (with EBS)

DP 500 SP Standard 238-1508 \$335.95-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.

DBT 500 SP Big Tire Kit 238-1509 \$237.95-F

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 \$237.95-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.

DP 500A Aggressive 238-1505 \$335.95-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

\$237.95-F

- 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.*

Polaris Sportsman 600 - DBW600

238-1503

\$ 73.95-F

- 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.



DALTON ATV CLUTCH KITS - POLARIS

Polaris Sportsman 700

- 2002 - 2004

DBW 700 **Standard** 238-1502 \$237.95-F

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 \$335.95-F

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
- 0 - 2000' elevation

DP700E **Standard** 238-1202 \$205.95-F

DP700EBT **Big Wheel Kit** 238-1203 \$246.95-F

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 \$246.95-F

- 06-07 Models
- 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 850XP - DP850 238-1514 \$319.95-F

- '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 tire 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 \$205.95-F

- '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 \$319.95-F

- '08-010
- 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.