



CLUTCH KITS - ARCTIC CAT

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

238-1011

\$69.95-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

\$129.95-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 oversized mud tires.

Arctic Cat 500 Auto - DMT 500C

238-1007

\$169.95-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 H-1 & 700 H-1 4X4

- H-1 Engines only (single cylinder only)
- oversized tires

DA650-H

2005 model only

238-1005

\$ 78.95-F

DA650-HC

2007 and newer

238-1009.so

\$109.95-F

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.

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

238-1001

\$ 69.95-F

- '04 - 06
- Stock & oversized tires 27-28"

This kit combines Dalton'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 Thundercat - DA 950HC

238-1012

\$109.95-F

- '08 - 09 Arctic Cat 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.

DALTON ATV CLUTCH KITS - ARCTIC CAT

Arctic Cat 700 EFI 4x4 (Suzuki Engine) - DSK 700EF 238-1004 \$129.95-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 from oversized tires on this model.

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 \$169.95-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 \$169.95-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 Prowler XT UTV - DUV-A650 238-1006 \$ 77.95-F

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



DALTON CLUTCH KIT- KYMCO

Arctic Cat 425 / 450 4x4 Models - DA 450 H 238-1011 \$69.95-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 \$169.95-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 - BRP/CAN-AM

Outlander 400 HO 4x4 - DBO 400

238-1301

\$315.95-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.

Outlander/Renegade 500 - DBO 500

238-1304

\$ 77.95-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 used 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

\$249.95-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.

Outlander 800 HO 4x4 - DBO 800

238-1300

\$249.95-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.



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

238-1305

\$289.95-F

- '06 - 13 800 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

\$249.95-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.

DALTON ATV CLUTCH KITS - BRP/CAN-AM

Can Am Outlander 1000 / Renegade 1000 - DBO 1000R

238-1306

\$249.95-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.*

The new 1000 Outlander and Renegade models from Can Am are powerful performers. This new 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 Commander 1000 - DBC 1000

238-1310

\$305.95-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

\$249.95-F

- 2013 models
- for stock or oversized tires
- Adjustable kit

The 2013 Commander uses a different secondary clutch than earlier models and thus requires different calibration. The same adjustability for terrain and conditions with a few differences. For the 2013 model, 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.

Can-Am Maverick 1000 - DBM 1000

238-1315

\$259.95-F

- 2013 models
- for stock or oversized tires
- Adjustable kit

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.

On the Maverick 1000, order 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')
- or with any tire 29.5" and larger



DALTON ATV CLUTCH KITS - KAWASAKI

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 \$ 69.95-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 \$ 69.95-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 \$269.95-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 and of removable rivets. Instructions are included, complete with a baseline set-up for both stock and oversized tires.



Kawasaki Brute Force 750 EFI 4X4

- '08 - 11

DK750E 238-1206 \$349.95-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 \$349.95-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 - DK750BF

238-1204

\$277.95-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 - DK750B12M

238-1209

\$359.95-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

\$395.95-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 500 HO (Non Engine Brake) - DBW500N 238-1519  \$205.95-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 Sportsman 600 - DBW600 238-1503 \$ 69.95-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

- '02 - 04

DBW 700 **Standard** 238-1502 \$235.95-F

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.

DP700A **Aggressive** 238-1501 \$335.95-F

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 for a more aggressive acceleration. Kit includes a set of billet steel Dalton Pro flyweights, a different primary spring, and a billet helix. NOT for use with oversized tires

Polaris Sportsman 700 EFI

- Mid 2004 and newer

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

- Stock Tires

Designed with a new primary spring and a custom-ground set of billet flyweights to achieve a 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 just like the stock clutching and although drag racing results only show a slight advantage with this kit installed, (approx. one bike length in 400 ft.) high range is much more effective at lower speeds.

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

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 Sportsman 800 EFI - DP800EXT 238-1510 \$246.95-F

- 28" or larger tires

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

* It is not recommended to use this kit for trail applications with smaller tires. Higher rpm in midrange cruise, less fuel mpg, and less efficiency will result. If using only stock to 27" typical trail or mud tires.



DALTON ATV CLUTCH KITS - POLARIS

Polaris Sportsman 850 XP

DP850 238-1514 \$319.95-F

- '09 - 10 (Not for touring models)
- For stock or oversized tires, altitude adjustable

Optimum CVT clutch calibration for the Sportsman 850 XP 4 x 4. Kit can be set up for different terrain, tire sizes and elevation allowing accurate clutch tuning for all situations. Improves acceleration without losing top speed. Kit includes optional engagement springs. 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

DP850-11 238-1517 \$319.95-F

- 2011 (only)

This model year has a new secondary clutch so included in this kit is new primary / secondary springs and flyweight calibrations.

DP850-12 238-1518 \$319.95-F

- '12 - 13

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.

Ranger XP Utility Vehicle - **DUV-P7XP**

238-1511 \$205.95-F

- '05 - 07 700 EFI Only
- 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 RZR and RZR S 4x4 Utility Vehicle -**DUV-P8RZ**

238-1513 \$319.95-F

- '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.

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

238-1515 \$319.95-F

- '11 - 12 - For stock or oversized tires, altitude adjustable

Adjustable clutch kit for the 2011-2012 RZR and RZR "S" models. These 800 cc models have a different engine configurations which requires a slightly different clutch calibration. Adjustable clutch components let you get your clutch/belt shift pattern correct for your specific application.



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

238-1516 \$319.95-F

- 2011 and newer
- For stock or oversized tires, adjustable clutch kit.

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 Quick Adjust flyweight system that allows you to add or subtract weight from the flyweights without even removing the flyweights from the drive clutch. Dalton's new "Quick Adjust" flyweight in this kit was designed specifically for this 900 XP application.



DALTON ATV CLUTCH KITS - SUZUKI

Suzuki King Quad 450 - DSK450 238-1000 \$156.95-F

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 \$129.95-F

- 2003 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 **Standard 25-26" Tires** 238-1003 \$ 69.95-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 \$ 69.95-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 Vinson 500 4x4 - DMT 500C 238-1007 \$169.95-F

- '07 - 09
- 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 \$129.95-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 \$169.95-F

DSK750HAC **For extreme mud tires, 29.5" and bigger** 238-1010 \$169.95-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 or 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

\$118.95-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

\$109.95-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

\$29.95-F

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

Arctic Cat / Kawasaki / Polaris / Suzuki Applications				
Color	Part #	@2.5"	@2.0"	@1.25"
Plain / White	238-7001	10 lbs.	60 lbs.	114 lbs.
Blue	238-7002	3 lbs.	60 lbs.	155 lbs.
Orange / Blue	238-7201	25 lbs.	76 lbs.	167 lbs.
Black / White	238-7003	45 lbs.	82 lbs.	143 lbs.
Black / Orange	238-7004	56 lbs.	91 lbs.	157 lbs.
Dark Green	238-5115	3 lbs.	67 lbs.	175 lbs.
Amber	238-5122	10 lbs.	73 lbs.	89 lbs.
Can Am / BRP Applications				
Tan	238-7005	55 lbs.		155 lbs.
Yellow / Red	238-5134	85 lbs.		165 lbs.
Green / Yellow	238-5116	67 lbs.		160 lbs.



Dalton ATV Secondary Springs

Application	Color	Part #	Retail
Arctic Cat 500 Auto	Plain with Yellow Torsional Spring	238-8001	\$56.95-F
Suzuki Vinson	Plain with Yellow Torsional Spring	238-8001	\$56.95-F
Yamaha Grizzly & Rhino Models	Plain with Pink Stripe	238-8003	\$41.95-F
Yamaha Grizzly & Rhino Models	Metallic Blue	238-5142	\$41.95-F
Yamaha Grizzly & Rhino Models	Metallic Red	238-5118	\$41.95-F
Polaris (EBS Only)	Black	238-8004	\$41.95-F
Polaris (Non EBS)	Black / Red / Silver	238-8502	\$41.95-F
Suzuki King Quad	Orange Torsional Spring	238-7203	\$56.95-F
Can Am	Green	238-5119	\$41.95-F
Can Am	Yellow / Black	238-5141	\$41.95-F
Can Am	Blak / Vilot	238-5138	\$41.95-F
Kawasaki	Plain / Purple	238-8002	\$41.95-F
Kawasaki	Aqua	238-7202	\$41.95-F
Kawasaki	Violet	238-5117	\$41.95-F
Kawasaki Secondary Springs			
Color	Part #	@2.5"	@1.25"
Plain / Purple	238-5130	51 kg	103 kg
Aqua	238-7202	61 kg	112 kg
Violet	238-5117	61 kg	112 kg



DALTON CLUTCH TUNING COMPONENTS



Kawasaki Billet Overdrive Clutch Covers

\$199.95-F

2008 Teryx RUV Race applications (non engine Brake) 238-5999

This billet aluminum overdrive clutch cover was built specifically for the Kawasaki Teryx model. It allows more belt travel for increased top end speed. No machining or modification of the drive clutch is necessary and can be reverted back to the stock cover at any time.

* This component is for race applications and contains no engine brake bearing and the KEBC system must be disabled.

Kawasaki

238-4201

CNC machined from aircraft quality billet aluminum and is hard anodized for a durable surface. Comes complete with bushing.

PRO CLUTCH BASKETS

238-3103

\$359.95-F

Dalton Pro clutch baskets are precision CNC machined from the highest quality billet aluminum and hard anodized for extreme durability.

- Fits Kawasaki 2003 KXF 400 and 2003 Polaris Predator Models



ATV Clutch Weights

DPK Series Clutch Weights - Kawasaki

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. Now available in more base gram increments. These weights are adjustable by use of mass rivets (DFR-Y).

The DPK series does not fit the '08 BF 750 model or the Teryx utility.

- NOT for 2008 and newer or Teryx drive clutch



WEIGHT	TCI PART #	RETAIL
56 gram	238-5352	\$230.95-F
57 gram	238-5351	\$230.95-F
58 gram	238-5350	\$230.95-F

DPKA-65 Series Kawasaki Quick Adjust Cam Arms - (set of 4)

238-5330

\$298.95-F

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. Add or subtract weight from the main body of the flyweights without removing the flyweights from the clutch itself. There is also a rivet system to change the "zone" of the weight, but much of the gram mass can be adjusted with the threaded passage that can be adjusted without removal.

DPKA-UR Teryx Clutch Kit Weights

238-5331

\$298.95-F

A lighter base weight for high RPM racing Teryx applications. Add or subtract grams without even removing the flyweights from the drive clutch. The DPKA-1UR Quick adjust set is adjustable from 69.8 - 77 grams.

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

238-5390

\$230.95-F

Built specifically for the Can-Am drive clutch. Each model application is considered independently during testing. We have various flyweight models for the Can-Am ATVs. Various curvatures, location of mass, and total mass make the flyweights often case specific. It's often wrongly assumed that flyweights are compared only by grams of total mass.

QPRZ-T Series Polaris RZR Turbo Flyweights

238-5332

239.95-F

- Turbo-charged RZR Applications.

This new version of our "Quick Adjust" is an aggressive curve in higher gram increments for turbo applications. This flyweight type, and the location of mass will often act a few grams heavier than other flyweights with typical 10 series Polaris curvature that you may be comparing to in turbo applications. All turbo-charged applications will be very different. Different terrain, boost levels, tire sizes, secondary clutch options and other tuning components make it a tuners game. If this set is within the gram zone you are using, "Quick Adjust" makes it easier to make gram changes on the fly and get your own application dialed in.
Adjustable from 78 - 85.5 grams

Flyweight Replacement Bushings

Replacement bushing for DPK / Kawasaki ATV flyweights (set of 4)	238-5553	\$59.95-F
Replacement Bushings for DBO series (Can-Am/BRP) (set of 3)	238-5555	\$30.95-F

Flyweight Rivets

These rivets are used to adjust the mass on OEM Yamaha snowmobile flyweights. They can also be used for, and are included in some of our kits for, Kawasaki and Can-Am ATV's to adjust total mass of the flyweights for applications.

PART #	DESCRIPTION	YAMAHA OEM #	RETAIL
238-5348	3.6 gram (long solid)	90261 06034-00	\$10.95-F
238-5349	3.1 gram (solid)	90261 06019-00	\$ 4.95-F
238-5395	0.85 gram (aluminum)	90261 06001-00	\$10.95-F

