

## ARCTIC CAT CLUTCHING

### DALTON "TA" TEAM ARCTIC CAT HELIX

- 2016 Arctic Procross, direct replacement

The 2016+ Arctic Models have new Team/Arctic clutches for both primary and secondary.

\* There are various TEAM clutches, these TA model helixes are only for the Arctic Cat 2016 type, not Team Tied, Polaris Team versions or other

Factory Team/Arctic style cut 4-Stroke				Progressive Cut			Electronic		
Angle	*stock 2016 ZR9000 helix		Angle	Angle	Angle	Angle	Reverse Angle		
TA 44	TA 54-46.20	TA 50-47.36	TA 70-49.36	TA 46/40 P	TA 50/40 P	TA 52/46 P	TA 58/42 P	TA 44/47 P	TA 45/51 P
TA 54-45.36	TA 47	TA 48	TA 74-49.36	TA 46/42 P	TA 50/42 P	TA 52/48 P	TA 58/46 P	TA 44/49 P	TA 46/52 P
TA 60-45.36	TA 58-47.15	TA 64-48.20	TA 68-50.20	TA 48/40 P	TA 50/44 P	TA 54/44 P	TA 60/46 P	TA 44/55 P	TA 48/52 P
TA 62-45.36	TA 56-47.15	TA 68-48.36	TA 66-51.20	TA 48/42 P	TA 50/46 P	TA 54/46 P			
TA 65-45.36	TA 60-47.15	TA 60-49.20	TA 70-51.20	TA 48/44 P	TA 52/42 P	TA 56/44 P			
TA 46	TA 66-47.20	TA 66-49.20 *		TA 50/38 P	TA 52/44 P	TA 56/48 P			

Factory Team/Arctic style cut 2-Stroke				Progressive Cut			Electronic		
Angle -	* Stock helix listed for M8000/** Stock helix listed for ZR8000		Angle	Angle	Angle	Angle	Reverse Angle		
TA 42-38.36 ER	TA 50/46.36 ER	TA 56-48.36 ER	TA 50 ER	TA 46/40 P ER	TA 50/40 P ER	TA 52/46 P ER	TA 56/48 P ER	TA 42/45 P ER	TA 48/52 P ER
TA 40 ER	TA 49-46.36 ER	TA 58-48.20 ER	TA 68-50.20 ER	TA 46/42 P ER	TA 50/42 P ER	TA 52/48 P ER	TA 58/46 P ER	TA 43/47 P ER	TA 48/53 P ER
TA 43 ER	TA 47 ER	TA 64-48.20 ER	TA 51 ER	TA 48/40 P ER	TA 50/44 P ER	TA 54/44 P ER	TA 58/48 P ER	TA 45/50 P ER	TA 48/56 P ER
TA 45 ER	TA 49-47.36 ER	TA 68-48.20 ER	TA 70-51.20 ER	TA 48/42 P ER	TA 50/46 P ER	TA 54/46 P ER	TA 58/50 P ER	TA 47/50 P ER	TA 50/54 P ER
TA 62-45.36 ER	TA 50-47.20 ER	TA 49 ER	TA 52 ER	TA 48/44 P ER	TA 50/48 P ER	TA 54/48 P ER			
TA 65-45.36 ER	TA 50-47.36 ER	TA 60-49.20 ER	TA 53 ER	TA 49/46 P ER	TA 52/42 P ER	TA 56/44 P ER			
TA 46 ER	TA 68-47.20 ER	TA 62-49-36 ER	TA 65-53.20 ER	TA 50/38 P ER	TA 52/44 P ER	TA 56/46 P ER			
TA 50-46.20 ER	TA 48 ER *	TA 66-49.20 ER**	TA 62 ER						
TA 69/46.20 ER	TA 51-48.36 ER	TA 70-49.36 ER							

### DALTON "AP" HELIX

- 2012-2015 Pro-cross, direct replacement

No porosity and extremely strong aluminum alloy. The final machined part has maximum strength and durability to handle big horsepower. These AP models are a one piece, direct bolt in replacement helix. Use the same factory spring spacer washers as the stock helix. The latest Gen 2 version (Jan. 2013) has some new features such as a slightly different spring pocket, and will accept some aftermarket torsion bearings.

AR Helix Cut similar to the factory helix				AR Helix (Progressive Cut) Full progressive cut - no straight portion			
Angle	Angle	Angle	Angle	Angle	Angle	Angle	Angle
AP 38	AP 44/42	AP 48/38	AP 52/38	AP 42/36 P	AP 47/39 P	AP 50/36 P	AP 52/44 P
AP 40	AP 45/37	AP 48/40	AP 52/40	AP 44/36 P	AP 47/40 P	AP 50/38 P	AP 52/46 P
AP 40/34	AP 46	AP 48/42	AP 52/42	AP 44/40 P	AP 48/36 P	AP 50/40 P	AP 54/38 P
AP 40/36	AP 46/36	AP 48/43	AP 52/44	AP 46/36 P	AP 48/37 P	AP 50/42 P	AP 54/40 P
AP 40/38	AP 46/38	AP 49/37	AP 52/46	AP 46/38 P	AP 48/38 P	AP 50/44 P	AP 54/42 P
AP 42/34	AP 46/40	AP 49/43	AP 54/38	AP 46/40 P	AP 48/39 P	AP 50/46 P	AP 54/44 P
AP 42/36	AP 46/42	AP 50	AP 54/40	AP 46/42 P	AP 48/40 P	AP 52/36 P	AP 56/42 P
AP 42/38	AP 46/43	AP 50/36	AP 54/44	AP 46/44 P	AP 48/42 P	AP 52/38 P	AP 56/50 P
AP 42/40	AP 46/44	AP 50/38	AP 54/46	AP 47/37 P	AP 48/44 P	AP 52/40 P	AP 58/40 P
AP 44	AP 47/37	AP 50/40	AP 56/38	AP 47/38 P	AP 49/44 P	AP 52/42 P	AP 58/44 P
AP 44/36	AP 47/43	AP 50/42					
AP 44/38	AP 48	AP 50/44					
AP 44/40	AP 48/36	AP 50/46					

AR Helix Reverse Angle (Backward Cut)				AR Helix (Reverse Angle) Progressive Cut		
Angle			Angle	Angle	Angle	
AP 36/44	AP 38/44	AP 38/50	AP 42/48	AP 36/44P	AP 36/48P	AP 40/44P
AP 36/46	AP 38/46	AP 40/44		AP 36/46P	AP 38/46P	



## ARCTIC CAT CLUTCHING

### DALTON "E" HELIX

- 2006-2011 ACT Drive Arctic models, One piece OEM type

This is the one piece, enclosed type for direct bolt in like the OEM on 2006-11 models.. These are a complete bolt on like the stock one and no end cap is necessary.

E Helix Angle										Electronic Reverse Angle
E-C 32	E-C 42 / 34	E-C 44 / 41-39	E-C 46 / 42-38	E-C 48/42-38	E-C 50/42	E-C 52/48-38	E-C 56/42	E-C 60/36	E-C 64/36	
E-C 34	E-C 40 / 36	E-C 45 / 38-36	E-C 47 / 43-39	E-C 48/43-39	E-C 50/44	E-C 53/46	E-C 56/44	E-C 60/38	E-C 64/38	E-CR 36/44
E-C 36	E-C 42 / 36	E-C 46	E-C 47/44-41	E-C 48/44-38	E-C 51/39	E-C 54/32	E-C 58/36	E-C 60/42	E-C 64/42	E-CR 36/46
E-C 36 / 34	E-C 42 / 38	E-C 46 / 34	E-C 48	E-C 48/44-40	E-C 52/36	E-C 54/36	E-C 58/38	E-C 60/44	E-C 66/36	E-CR 38/44
E-C 38	E-C 44	E-C 46 / 36	E-C 48/36	E-C 49/43	E-C 52/38	E-C 54/38	E-C 58/40	E-C 60/50	E-C 66/40	E-CR 39/41
E-C 38 / 36	E-C 44 / 28	E-C 46 / 38	E-C 48/38	E-C 50	E-C 52/40-38	E-C 54/40	E-C 58/42	E-C 60/54	E-C 68/36	E-CR 40/44
E-C 38 / 36-34	E-C 44 / 30	E-C 46 / 40	E-C 48/39	E-C 50/36	E-C 52/40	E-C 54/42	E-C 58/44	E-C 60/55	E-C 68/38	E-CR 40/48
E-C 40	E-C 44 / 34	E-C 46 / 44	E-C 48/40	E-C 50/38	E-C 52/42-40	E-C 54/44	E-C 58/49	E-C 62/38	E-C 70/33	E-CR 40/50
E-C 40 / 32	E-C 44 / 34	E-C 46 / 60-48	E-C 48/42	E-C 50/40-38	E-C 52/42	E-C 56/36	E-C 58/50	E-C 62/49	E-C 70/37	E-CR 44/48
E-C 40 / 34	E-C 44 / 36	E-C 46 / 40-34	E-C 48/44	E-C 50/44-36	E-C 52/44	E-C 56/38	E-C 58/55-52	E-C 62/52	E-C 70/38	E-CR 48/58
E-C 42	E-C 44 / 38	E-C 46 / 40-36	E-C 48/46	E-C 50/40	E-C 52/48-36	E-C 56/40	E-C 59/51	E-C 62/56	E-C 72/36	
E-C 42 / 32	E-C 44 / 40									

E Helix - Progressive Cut Angle										Electronic Reverse Angle
E-C 36/34P	E-C 42/30P	E-C 44/34P	E-C 46/36P	E-C 48/44P	E-C 52/38P	E-C 54/42P	E-C 58/38P	E-C 58/38P	E-CR 36/44P	E-CR 34/44P
E-C 38/36P	E-C 42/32P	E-C 44/36P	E-C 46/38P	E-C 50/36P	E-C 52/40P	E-C 54/44P	E-C 58/40P	E-C 58/40P	E-CR 34/42P	
E-C 40/32P	E-C 42/36P	E-C 44/38P	E-C 46/40P	E-C 50/38P	E-C 52/42P	E-C 56/40P	E-C 58/42P	E-C 58/42P		
E-C 40/34P	E-C 42/38P	E-C 44/40P	E-C 48/38P	E-C 50/40P	E-C 54/38P	E-C 56/42P	E-C 58/44P	E-C 58/44P		
E-C 40/36P	E-C 42/40P	E-C 44/41P	E-C 48/42P	E-C 51/42P	E-C 54/40P	E-C 56/44P	E-C 60/40P	E-C 60/40P		
E-C 40/38P	E-C 44/32P	E-C 46/34P								

### DALTON "C" ACT DRIVE HELIX

- 2005 Helixes for the Arctic "ACT Drive" – (tubular type)\* –non engine reverse

\* This model is NOT for 2009+ two stroke models that have the engine run backwards. Two stroke models with electronic engine reverse need the "CR" designation.

\* When used on a later (06-11) version ACT diamond drive secondary use of the DHC-100 cover

"C" Drive Helix Angle									Electronic Reverse Angle		
C 32	C 42 / 36	C 46 / 36	C 48/40	C 50/40	C 54/32	C 58/42	C 62/49	C 36/44	C 39/41	C 40/50	
C 34	C 42 / 38	C 46 / 38	C 48/42	C 50/42	C 54/36	C 58/44	C 62/52	C 36/46	C 40/44	C 44/48	
C 36	C 44	C 46 / 40	C 48/44	C 50/44	C 54/38	C 58/49	C 62/56	C 38/44	C 40/48	C 48/58	
C 36 / 34	C 44 / 28	C 46 / 44	C 48/46	C 51/39	C 54/40	C 58/50	C 64/36				
C 38	C 44 / 30	C 46 / 60-48	C 48/42-38	C 52/36	C 54/42	C 58/55-52	C 64/38				
C 38 / 36	C 44 / 34	C 46 / 40-34	C 48/43-39	C 52/38	C 54/44	C 59/51	C 64/42				
C 38 / 36-34	C 44 / 34	C 46 / 40-36	C 48/44-38	C 52/40-38	C 56/36	C 60/36	C 66/36				
C 40	C 44 / 36	C 46 / 42-38	C 48/44-40	C 52/40	C 56/38	C 60/38	C 66/40				
C 40 / 32	C 44 / 38	C 47 / 43-39	C 49/43	C 52/42-40	C 56/40	C 60/42	C 68/36				
C 40 / 34	C 44 / 40	C 47/44-41	C 50	C 52/42	C 56/42	C 60/44	C 68/38				
C 40 / 36	C 44 / 41-39	C 48	C 50/36	C 52/44	C 56/44	C 60/50	C 70/33				
C 42	C 45 / 38-36	C 48/36	C 50/38	C 52/48-36	C 58/36	C 60/54	C 70/37				
C 42 / 32	C 46	C 48/38	C 50/40-38	C 52/48-38	C 58/38	C 60/55	C 70/38				
C 42 / 34	C 46 / 34	C 48/39	C 50/44-36	C 53/46	C 58/40	C 62/38	C 72/36				



C Helix - Progressive Cut Angle									Electronic Reverse Angle	
C 36/34P	C 42/30P	C 44/34P	C 46/36P	C 48/44P	C 52/38P	C 54/42P	C 58/38P	C 58/38P	C 36/44P	C 34/44P
C 38/36P	C 42/32P	C 44/36P	C 46/38P	C 50/36P	C 52/40P	C 54/44P	C 58/40P	C 58/40P	C 34/42P	
C 40/32P	C 42/36P	C 44/38P	C 46/40P	C 50/38P	C 52/42P	C 56/40P	C 58/42P	C 58/42P		
C 40/34P	C 42/38P	C 44/40P	C 48/38P	C 50/40P	C 54/38P	C 56/42P	C 58/44P	C 58/44P		
C 40/36P	C 42/40P	C 44/41P	C 48/42P	C 51/42P	C 54/40P	C 56/44P	C 60/40P	C 60/40P		
C 40/38P	C 44/32P	C 46/34P								

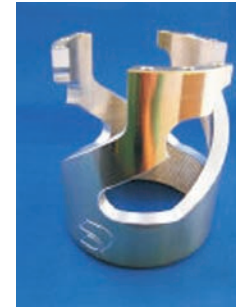
## ARCTIC CAT CLUTCHING

### DALTON "CR" HELIX

- 09-11 Arctic Cat 2 stroke models w/electronic engine reverse – (tubular type)

These models require a notch in the ramp for when the engine turns backwards for reverse. CR electronic reverse notched version helixes are NOT for use with aftermarket torsional springs or conversion cap kits! The torsional force will not allow the reverse to engage the notch properly.

CR Helix Angle	Electronic Reverse Angle	CR Helix Progressive Angle	Electronic Reverse Progressive Angle
CR 34	CR 46/36	CR 32/34	CR 36/48
CR 36	CR 46/38	CR 32/42	CR 38/42
CR 38	CR 46/40	CR 36/40	CR 38/44
CR 40	CR 46/40-36	CR 36/42	CR 38/46
CR 40/34	CR 46/42-38	CR 36/44	CR 40/44
CR 40/36	CR 48/38	CR 36/46	CR 40/48
CR 42	CR 48/40		
CR 42/36	CR 50/36		
CR 42/38-34	CR 50/38		
CR 42/38	CR 52/38		
CR 44	CR 54/36		
CR 44/34	CR 54/42		
CR 44/38	CR 54/46		
CR 44/41-39	CR 54/50		
CR 46/34			



### DALTON "A" HELIX

- Pre '05 models with non-ACT secondary clutch.



A Helix Angle	46 / 38	50 / 48	53 / 49	55 / 48	57 / 34	58 / 34	59 / 54	61 / 38	62 / 55	64 / 56
36	46 / 38	50 / 48	53 / 49	55 / 48	57 / 34	58 / 34	59 / 54	61 / 38	62 / 55	64 / 56
38	46 / 40	51	53 / 50	55 / 49	57 / 36	58 / 36	59 / 55	61 / 41	62 / 56	64 / 58
38 / 32	47	51 / 45	53 / 51	55 / 50	57 / 38	58 / 38	60	61 / 45	62 / 57	65 / 30
39	47 / 45	51 / 47	54	55 / 51	57 / 39	58 / 40	60 / 25	61 / 47	62 / 58	65 / 37
40	48	51 / 48	54 / 34	55 / 52	57 / 40	58 / 42	60 / 30	61 / 49	62 / 60	65 / 38
40 / 36	48 / 36	51 / 49	54 / 36	55 / 53	57 / 42	58 / 44	60 / 33	61 / 50	63 / 45	65 / 40
40 / 38	48 / 38	52	54 / 37	56	57 / 43	58 / 46	60 / 34	62 / 30	63 / 47	65 / 48
41	48 / 40	52 / 32	54 / 38	56 / 28	57 / 44	58 / 48	60 / 35	62 / 32	63 / 49	66 / 30
42	48 / 42	52 / 34	54 / 40	56 / 30	57 / 45	58 / 49	60 / 36	62 / 33	63 / 51	66 / 32
42 / 36	48 / 44	52 / 36	54 / 42	56 / 32	57 / 46	58 / 50	60 / 38	62 / 34	63 / 53	66 / 34
42 / 37	49	52 / 38	54 / 44	56 / 34	57 / 47	58 / 52	60 / 40	62 / 36	64 / 30	66 / 35
43	49 / 45	52 / 40	54 / 45	56 / 36	57 / 48	58 / 53	60 / 42	62 / 38	64 / 32	66 / 36
43 / 34	49 / 47	52 / 42	54 / 46	56 / 38	57 / 49	58 / 54	60 / 44	62 / 40	64 / 36	66 / 38
44	50	52 / 44	54 / 48	56 / 40	57 / 50	58 / 55	60 / 46	62 / 42	64 / 38	66 / 40
44 / 36	50 / 32	52 / 46	54 / 50	56 / 42	57 / 51	58 / 56	60 / 48	62 / 44	64 / 40	66 / 42
44 / 40	50 / 36	52 / 48	54 / 51	56 / 44	57 / 52	59	60 / 50	62 / 46	64 / 42	66 / 44
45	50 / 38	52 / 49	54 / 52	56 / 46	57 / 53	59 / 39	60 / 51	62 / 48	64 / 44	66 / 46
45 / 40	50 / 40	53	55	56 / 48	57 / 54	59 / 49	60 / 52	62 / 49	64 / 46	66 / 48
45 / 41	50 / 42	53 / 36	55 / 42	56 / 50	57 / 55	59 / 50	60 / 54	62 / 50	64 / 48	66 / 50
46	50 / 44	53 / 38	55 / 45	56 / 51	58	59 / 51	60 / 56	62 / 51	64 / 50	66 / 52
46 / 34	50 / 46	53 / 40	55 / 46	56 / 52	58 / 30	59 / 52	61	62 / 52	64 / 52	66 / 54
46 / 36	50 / 47	53 / 47	55 / 47	57	58 / 33	59 / 53	61 / 36	62 / 54	64 / 54	66 / 56
A Helix Reverse Angle (Backward Cut)										
38 / 42	44 / 46	47 / 52	48 / 58	49 / 54	50 / 56	53 / 55	53 / 60	55 / 58	55 / 62	
40 / 46	47 / 49	48 / 56	49 / 53	49 / 59	52 / 56	53 / 57	53 / 62	55 / 60	56 / 61	

## ARCTIC CAT CLUTCHING

### HARDENED STEEL HELIX CAM

Hardened steel cams combined with a steel needle bearing helps to eliminate any sliding friction or flex as found with plastic rollers working against aluminum cams.

ANGLE	PART #	ANGLE	PART #
44°	210-12637		
44° - 46°	210-12642		
46°	210-12636	54° - 50°	210-12644
48°	210-12641	56° - 40°	210-12648
48° - 44°	210-12646	56° - 50°	210-12633

### TEFLON COATED HELIX CAM

Hard coated underneath, industrial teflon backed on top, makes these billet helixes last longer with improved acceleration and quicker downshifts.

ANGLE	PART #	ANGLE	PART #
38° - 34°	210-12406	45° - 42°	210-12405
40° - 36°	210-12408	46° - 42° - 38°	210-12409
42° - 38°	210-12404		

### ERLANDSON ELIMINATOR - ADJUSTABLE HELIX FOR ARCTIC CAT 207-8097

- Quick and easy to adjust cam angles
- Fully adjustable from 45° to 53° degree
- Works with stock and all aftermarket roller faces except Aaen.
- No removal of anything to adjust angle
- Less than 1 minute to adjust angle
- 49° scribe lines for easy reference
- ¾ turn equals 1° degree of ramp angle



### EPI ARCTIC CAT HELIX

Made from high quality tempered 357 aluminum which gives it superior strength and lasting durability. Anodized purple for an exciting performance look

TRIANGLE	
Part #	Angle
212-1112	54/52/50
212-1113	55/53/51
212-1114	57/53/51
212-1115	57/55/53/

QUAD-ANGLE	
Part #	Angle
212-1101	54/52/50/48
212-1102	55/53/52/50
212-1103	57/55/53/51



PROGRESSIVE HELIX	
Part #	Angle
212-1301	55/51

## CLUTCH SPRINGS - ARCTIC CAT

### EPI CLUTCH SECONDARY SPRINGS

#### ARCTIC CAT UP TO 2004 (PRE 2005)

- Designed from the highest quality materials.
- All EPI springs manufactured using a 5% tolerance which is the lowest in the industry

212-1903	White	@ 2 1/2" - 43 lb.	@ 1 1/4" - 88 lb.
212-1904	Green	@ 2 1/2" - 58 lb.	@ 1 1/4" - 119 lb.

## ARCTIC CAT CLUTCHING

### DALTON PRIMARY CLUTCH SPRINGS

Manufactured from high quality chrome silicon wire to exacting tolerances, stress relieved and shot-peened for long lasting durability.

#### PRE 2016

TCI #	MFG #	COLOR	LOAD @ 2.5"	LOAD @ 2.375"	LOAD @ 1.375"	LOAD @ 1.25"
	DPPS-B/GY	Black/Gray	100 lb	120 lb	290 lb	305 lb
238-5137	DPPS-W/G	White/Green	120 lb	125 lb	275 lb	300 lb
238-5126	DPPS-AQ/B	Aqua/Black		140 lb	330lb	
238-5100	DPPS-B/GD	Black/Gold	135 lb	147 lb	287 lb	310 lb
	DPPS AQ/W	Aqua/White	160 lb	325 lb		
238-5124	DPPS-R/B	Red/Black	150 lb	165 lb	300 lb	320 lb
	DPPS-AQ/S	Aqua/Silver		180 lb	335 lb	
238-5145	DPPS-R/S	Red/Silver		185 lb	300 lb	
	DPPS-AQ/R	Aqua/Red		193 lb	335 lb	

#### 2016 AND NEWER

TCI #	MFG #	COLOR	LOAD @ 2.7"	LOAD @ 1.7"
238-5161	DAPS-W/O	White/Orange	105 lbs	240 lbs
	DAPS-W/R	White/Red	140 lbs	285 lbs
	DAPS-W/AQ	White/Aqua	145 lbs	275 lbs
238-5121	DAPS-W/V	White/Violet	95 lbs	255 lbs
	DAPS-W/S	White/Silver	120 lbs	280 lbs
	DAPS-W/BZ	White/Bronze	105 lbs	280 lbs
	DAPS-W/GD	White/Gold	158 lbs	285 lbs



### EPI CLUTCH SECONDARY SPRINGS

#### ARCTIC CAT UPTO 2004 (PRE 2005)

- Designed from the highest quality materials.
- All EPI springs manufactured using a 5% tolerance which is the lowest in the industry

TCI #	COLOR	LOAD @ 2.5"	LOAD @ 1.25"
212-1903	White	43 lb.	88 lb.
212-1904	Green	58 lb.	119 lb.

### DALTON SECONDARY CLUTCH SPRINGS

Manufactured from high quality chrome silicon wire to exacting tolerances, stress relieved and shot peened for long lasting durability.

#### PRE 2005 TORSION

TCI #	MFG #	COLOR	LOAD @ 2.7"	LOAD @ 1.7"
	DPSS-B/PL	Black/Purple	114 lb	175 lb
	DPSS-B/L	Black/Lime	110 lb	180 lb
	DPSS-LB/S	Light Blue/Silver	105 lb	168 lb
	DPSS-W	White	98 lb	165 lb

#### 2015-2015 PROCROSS

TCI #	MFG #	COLOR	LOAD @ 2.5"	LOAD @ 1.5"
238-5159	DPSS-G/BZ	Green/Bronze	152 lb	185 lb
235-5150	DPSS-G/S	Green/Silver	165 lb	285 lb
238-5152	DPSS-G/GD	Green/Gold	185 lb	320 lb

#### 2016 AND NEWER

TCI #	MFG #	COLOR	LOAD @ 2.6"	LOAD @ 1.6"
	DPSS-O/W	Orange/White	160 lb	220 lb
	DPSS-O/B	Orange/Black	175 lb	245 lb
	DPSS-O/V	Orange/Violet	185 lb	265 lb
	DPSS-O/L	Orange/Lime	130 lb	230 lb
	DPSS-O/T	Orange/Tan	135 lb	215 lb

## ARCTIC CAT CLUTCHING

### DALTON PRO QUICK ADJUST CAM ARMS

Dalton's quick adjust flyweights make fine tuning easier. The weights can have mass added or subtracted from the weight without removing the flyweight from the drive clutch.

#### ARCTIC CAT '16+ MODELS

TCI #	MFG#	DESCRIPTION	TCI #	MFG #	DESCRIPTION
238-5309	QA2-64	64-71.4 g	238-5310	QA2-67	67-74.4 g
238-5311	QA2-70	70-77.4 g	238-5313	QA2-73	73-80.4 g
238-5312	QA2-76	76-83.4 g	238-5314	QA2-81	81-88.4 g
	QA2-84	87-91.4 g		QA2-87	87-94.4 g
	QA2-89	89-96.4 g		QA2-93	93-100.4 g

#### ARCTIC CAT 2004-2015 MODELS

	QACA-XXL	60-67.5 g		QACA-XLW	62-69.5 g
	QACA-LW	63.5-71 g	238-5375	QACA-1W	67.5-75 g
238-5379	QACA-1BW	70.5-78 g	238-5376	QACA-2W	73.5-78 g
238-5393	QACA-2BW	76.5-81 g	238-5377	QACA-3W	80-87.5 g
238-5378	QACA-4W	83.5-91 g	238-5372	QACA-5W	86.5-94 g
	QACA-6WL	87-94.5 g	238-5371	QACA-6W	89.5-97 g
238-5369	QACA-7W	94.5-102 g	238-5380	QACA-4A	(4 arm set) - 67.5 g
	QACA-4B	(4 arm set) - 73.5 g			

#### ARCTIC CAT PRE 2004 MODELS

	QAA-1	57.5-65 g		QAA-2	61.5-69 g
	QAA-3	65.5-73 g	238-5375	QAA-4	69.5-77 g

### DALTON QUICK ADJUST SCREW HARDWARE

238-5391

This pkg of hardware is a replacement pack. They are sold as a pack for each quick adjust individual flyweight. Fits all Dalton Snowmobile quick adjust flyweights. 1/4" UNC with pre applied nylon patch.

- one pkg of 6 assorted for one flyweight



### DALTON "DPA" BUSHED FLYWEIGHTS

- Arctic/Comet and pre 2004 (bushed, non-fixed pin)

TCI #	MFG#	WEIGHT	TCI#	MFG #	WEIGHT
	DPA-62.5	62.5 g		DPA-64	64 g
	DPA-66	66 g		DPA-68	68 g
	DPA-70	72 g	238-5315	DPA-72.5	72.5 g
	DPA-74	74 g	238-5317	DPA-76	76 g
	DPA-78	78 g			



### DALTON "DPA-W" (WIDE) SERIES FLYWEIGHTS

- Fixed Pin (2004-2015) and Arctic Cat models

TCI #	MFG#	WEIGHT	TCI#	MFG #	WEIGHT
238-5301	DPA66-W	66 g	238-5302	DPA68-W	68 g
238-5303	DPA72-W	66 g	238-5304	DPA-73.5-W	73.5 g
238-5305	DPA75-W	75 g	238-5306	DPA78-W	78 g
	DPA83-W	83 g	238-5308	DPA85-W	85 g
	DPA87-W	87 g			





**ARCTIC CAT CLUTCHING**

**HEAVY HITTER ADJUSTABLE CLUTCH WEIGHT KITS**

- Includes 3 weights, fasteners, instructions and tuning guide.
- Bushed weights are gram matched and have been spin tested at 18,000 rpm.
- Low end adjustment possible without removal, mid and top end can be adjusted as fine as .4 grams. Base weights offer up to 15 grams of added adjustment, another 4-8 with optional tungsten washers.

**Arctic Cat - Wide Pocket - 2004-2015**

58 g - Base weight      207-3007  
 63g - Base weight      207-3008



**CLUTCH PIN BUSHING KIT**

207-0577

- Fiber bushing replace the stock pin bushings on the 2004-15 Arctic Cat Wide Pocket
- Kit includes 6 high performance bushing and installation instructions

**AAEN ROLLER ACTION CLUTCH TUNING PARTS**

**Pre 1998 Roller Plate Cover**      210-10260      \$299.95-H  
 Bolts directly to any A© secondary clutch to provide ultra quick

**Conversion Kit**      210-12781      \$189.50-H  
 Convert your Arctic Cat Roller Plate into the easy tuning adjuster roller plate.



210-10260

**SPIDER SHIM KIT**

214-4000

**COMET SPACER KIT**

218-216350

A shim kit for Arctic Cat and Comet Clutches. This kit consists of large and small diameter washers in varying thickness to shim the spider. Shim Kit allows the clutch to be shimmed for more aggressive belt pressure, resulting in faster acceleration and to adjust engagement RPM.



**ARCTIC CAT PRIMARY CLUTCH SPIDER BUTTON SET**

03-151-50

\* *Keep The Spider Tight With Replacement Buttons. These Can Get Damaged When Removing Spider With Heat*

- Sold By The Set Of 6 Buttons.
- Fits most 1995 to current except 2016 + Team Clutches
- Arctic Cat OEM 0646-293



**ARCTIC CAT CAM SLIDER SHOES & ROLLERS**

**SECONDARY CAM SLIDER SHOES & ROLLER**

\* \* 3 rollers/pkg

\*\* 2 roller/pkg

MODEL	YEAR	OEM #	DESCRIPTION	PART #
All Models	71-75	0148-005	Slider Shoe	03-151
All Models	79-81	0148-148	Slider Shoe	03-151-17
All Models	95-18	0646-293		03-151-50
All Models (except Kitty Cat)	88-97	0148-177	Slider Shoe	03-151-14
Bearcat WT Turbo (all Turbo)	06-08	0648-139		03-153-01
Cheetah	86-87	0148-177	Slider Shoe	03-151-14
Cougar	85-98	0148-177	Slider Shoe	03-151-14
Crossfire 500	07-08	0648-139		03-153-01
Crossfire 600/700/800/1000	06-08	0648-139		03-153-01
El Tigre 5000	81/87	0148-177	Slider Shoe	03-151-14
El Tigre 6000	81/ 84-87	0148-177	Slider Shoe	03-151-14
F5/F6/F7/F8/F1000	05-08	0648-139		03-153-01
Jag	85-87	0148-177	Slider Shoe	03-151-14
Jag	76-81	0148-148	Slider Shoe	03-151-17
Jag 340/440	98-99	0148-177	Slider Shoe	03-151-14
Jaguar Z1 1100 (all)	07-08	0648-139		03-153-01
Lynx	76-80	0148-148	Slider Shoe	03-151-17
M5/M7	05-06	0648-139		03-153-01
M6	05-08	0648-139		03-153-01
M8/M1000	07-08	0648-139		03-153-01
Pantera	85-87	0148-177	Slider Shoe	03-151-14
Panther	84-99	0148-177	Slider Shoe	03-151-14
Super Jag	1987	0148-177	Slider Shoe	03-151-14
T500/T570	2008	0648-139		03-153-01
TZ1 Touring	2008	0648-139		03-153-01
T660 Turbo	04-07	0648-139		03-153-01
ZR900	04-06	0648-139		03-153-01



03-151



03-153-01



03-151-17



03-151-14

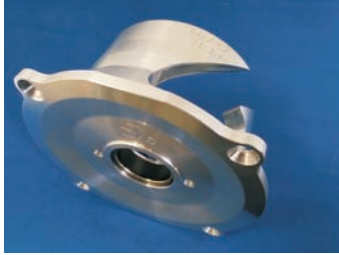


**CLUTCHING - POLARIS**

**DALTON "TR" TEAM HELIX**

For most newer 800/850 models, and many others of the late model Polaris snowmobiles that use a Team TSS-04 (LWT) secondary clutch with Electronic Reverse (2 stroke engine models)

- Polaris TSS-04 Team helices



"TR" Helix - Standard Angle			
Angle			
TP 42-33.15 ER	TP 44-40.46 ER	TP 52-42.46 ER	TP 48-44.46 ER
TP 44-33.15 ER	TP 50-40.46 ER	TP 56-42.36 ER	TP 58-44.36 ER
TP 42-36.36 ER	TP 52-40.46 ER	TP 56-42.46 ER	TP 58-44.46 ER
TP 42-38.36 ER	TP 54-40.46 ER	TP 58-42.36 ER	TP 60-44.36 ER
TP 50-38.36 ER	TP 56-40.36 ER	TP 58-42.46 ER	TP 60-44.46 ER
TP 56-38.36 ER	TP 58-40.36 ER	TP 60-42.36 ER	TP 64-44.46 ER
TP 60-38.46 ER	TP 58-40.46 ER	TP 62-42.46 ER	TP 66-44.46 ER
TP 59-39.36ER	TP 60-40.36 ER	TP 64-42.46 ER	TP 70-44.46 ER
TP 59-39.46 ER	TP 60-40.46 ER	TP 78-42.46 ER	TP 60-46.36 ER
"TR" Helix - Progressive Angle			Progressive Reverse Angle
Angle			
TP 44/36P ER	TP 48/40P ER	TP 56/38P ER	48/50P ER
TP 44/38P ER	TP 50/40P ER	TP 58/34P ER	48/53P ER
TP 46/36P ER	TP 50/42P ER	TP 58/38P ER	
TP 46/38P ER	TP 50/44P ER	TP 58/40P ER	
TP 46/40P ER	TP 52/40P ER		
TP 46/42P ER	TP 52/42P ER		

**DALTON "P" HELIX**

Fits the Polaris P-85 button clutch from older Polaris models

- Progressive cut - start at one angle and progress to another.r



"P" Helix - Progressive Angle						
Angle						
32	40/38	45	47/39	50/34	52/46	56/38
33	41	45/33	48	50/36	53/36	56/40
34	41/35	45/34	48/32	50/38	53/38	56/42
34/30	42	45/37	48/34	50/40	54/32	56/44
34/32	42/32	45/39	48/36	50/42	54/34	56/46
35	42/34	45/44	48/38	50/44	54/35	56/48
36	42-36	46	48/40	51/35	54/36	56/50
36/32	42/38	46/32	48/42	51/36	54/38	58/32
37	42/40	46/34	48/44	51/37	54/40	58/34
38/32	43	46/36	49	41/39	54/42	58/36
38/34	44	46/38	49/35	52/32	54/44	58/38
39	44/30	46/40	49/37	52/34	54/46	58/40
39/33	44/32	46/42	49/39	52/36	54/48	58/42
39/35	44/34	46/44	49/41	52/38	55/36	58/44
40	44/36	47	50	52/40	56/32	60/34
40/32	44/38	47/35	50/30	52/42	56/34	60/36
40/34	44/40	47/37	50/32	52/44	56/36	60/38
40/36						
"P" Helix - Reverse Progressive Angle						
Angle						
32/46	34/38	36/44	39/44			



**CLUTCHING - POLARIS**

**DALTON "P2" HELIX**

The Polaris P-2 driven clutch was offered on some models in 09 such as the 600 Shift 136 model and some RMK mountain versions. It is used in some of the more current 600 models in the Pro Ride / Indy chassis.

- Partial progressive are the factory type of cut, with the first short duration portion being a blended curve, then followed by a straight angle.

**"P2" Helix - Partial Progressive Angle**

Angle				
50/40 .40	56/40 .40	58/42 .45	62/38 .45	64/46 .45
50/40 .45	56/40 .45	58/44 .45	62/40 .45	66/42 .45
54/40 .40	56/42 .40	60/40 .35	62/42 .45	66/44 .45
54/40 .4	56/42 .45	60/40 .45	62/44 .45	66/46 .45
54/42 .40	56/44 .45	60/40 .55	64/40 .45	68/42 .45
54/42 .45	58/38 .45	60/42 .45	64/42 .45	70/44 .45
56/36 .45	58/40 .45	60/44 .45	64/44 .45	

**"P2" Helix - Straight Angle**

Angle				
32	34	38	42	44
34	36	40		

**"P2" Helix - Partial Progressive with blended main angle**

Angle					
These models have the same short duration blend as factory at first, but after the initial blended portion, the remainder is a progressive curve to the end of the ramp.					
60/40-38 .55	60/42-40 .55	60/44-40 .45	62/42-40 .45	64/44-40 .45	66/44-42 .45

**"P2" Helix - Full Progressive Angle**

Angle				
40/36	48/36	50/38	52/45	56/40
44/38	48/38	50/40	54/34	56/44
44/40	48/40	50/42	54/36	58/36
46/34	48/44	50/44	54/38	58/42
46/40	50/34	52/36	56/36	60/38
46/42	50/36	52/36	56/38	60/42

**EPI POLARIS P85 HELIX**

PROGRESSIVE HELIX	
Part #	Angle
212-1301	55/51

TRI-ANGLE	
Part #	Angle
212-2111	38/36/34
212-2112A	
212-2113	42/40/38
212-2113A	44/40/38
212-2114	44/42/40



QUAD-ANGLE	
Part #	Angle
212-2153	44/42/40/38



**EPI HELIX SHIM**

212-2000

\$3.95-L



**AAEN HARDENED STEEL HELIX CAM**

\* Design to work with the Aaen Roller Plate

ANGLE	PART #
36°	210-12600
42° - 38°	210-12604



**CLUTCHING - POLARIS**

**DALTON PRIMARY SPRINGS**

TCI #	MFG #	COLOR	LOAD @ 2.5"	LOAD @ 2.375"	LOAD @1.375"	LOAD @ 1.25"
	DPPS-B/GY	Black/Gray	100 lb	120 lb	290 lb	305 lb
238-5137	DPPS-W/G	White/Green	120 lb	125 lb	275 lb	300 lb
238-5100	DPPS-B/GD	Black/Gold	135 lb	147 lb	287 lb	310 lb
238-5124	DPPS-R/B	Red/Black	150 lb	165 lb	300 lb	320 lb

**EPI SECONDARY SPRINGS**

- Designed from the highest quality materials.
  - EPI springs manufactured using less than a 5% tolerance.
- 212-1903      White              @ 2 1/2" - 43 lb.      @ 1 1/4" - 88 lb.  
 212-1904      Green                    @ 2 1/2" - 58 lb.      @ 1 1/4" - 119 lb.

**DALTON SECONDARY SPRINGS**

Manufactured from high quality chrome silicon wire to exacting tolerances, stress relieved and shot peened for long lasting durability.

TCI #	MFG #	COLOR	WIRE DIAMETER	LOAD @2.5"	LOAD @1.375"
238-5149	DPSS-B/R/S	Black/Red-Silver	.187	44 lb	77 lb
238-5146	DPSS-B/R/BL	Black/Red-Blue	.192	48 lb	89 lb

**SLP BLACK SECONDARY SPRING**              210-0403

- THICKNESS: 0.177 in.
- Spring Rate: 40/66

**DALTON QUICK ADJUST "QAP" FLYWEIGHTS**

This method of adjustment allows you to add or subtract mass from the main body of the flyweight without even removing the weights from the drive clutch. Like having many sets of flyweights in one kit.

TCI #	MFG#	WEIGHT
238-5386	QAP-1	58 - 65.5 gr
238-5392	QAP-2	62 - 69.5 g
238-5388	QAP-3	66 - 73.5 g
238-5381	QAP-3B	68 - 75.5 g
238-5396	QAP-4	70 - 77.5 g
238-5397	QAP-5	73.5 - 81 g
238-5398	QAP-6	77.5 - 85 g



**DALTON QUICK ADJUST SCREW HARDWARE**

238-5391

This pkg of hardware is a replacement pack. They are sold as a pack for each quick adjust individual flyweight. Fits all Dalton Snowmobile quick adjust flyweights. 1/4" UNC with pre applied nylon patch.

- one pkg of 6 assorted for one flyweight



**DALTON QUICK ADJUST "DPP" FLYWEIGHTS**

High quality billet steel, gram matched, professional heat treating and blackening process. DaltonPro flyweights are made from highest quality materials specifically to fit the Polaris drive clutch.

TCI #	MFG#	WEIGHT
238-5386	DPP-60	60 gr
238-5392	DPP-70	70 g
238-5388	DPP-72.5	72.5 g
238-5381	DPP-76	76 g
238-5396	DPP-78	78 g
238-5397	DPP-80	80 g



**POLARIS CAM SLIDER SHOES & ROLLERS**

MODEL	YEAR	OEM #	PART #
340 Edge, Edge Classis	2003	5430766	03-151-04
Indy (all except listed below)	73-02	5430265	03-151-03
Indy Lite. Dlx, GT	91-98	5430766	03-151-04
Indy Trail, Dlx	1993	5430766	03-151-04
Sport	93-99	5430766	03-151-04
Sport, GT	91-92	5430766	03-151-04
SS	93-99	5430766	03-151-04
Starlite	91-95	5430766	03-151-04
Touring	93-99	5430766	03-151-04
Transport	97-99	5430766	03-151-04



03-151-03



03-151-04

**POLARIS SPIDER GUIDE BUTTONS**

MODEL	YEAR	PART #	MODEL	YEAR	PART #
Most Models	83-18	03-151-15	Except Below		
Centurian 500, Indy	79-82	03-151-15	Cobra (all)	78-79	03-151-16
Colt (all)	74-78	03-151-16	Custom II 250, 400, 530	1974	03-151-16
Cutlass 340, 440 (all)	81-82	03-151-16	Electra 340, 440 (all)	74-77	03-151-16
Galaxy 340, 440 (all)	80-81	03-151-16	Gemini (all)	79-83	03-151-16
Indy (all models)	73-98	03-151-15	Long Track Reverse	1989	03-151-15
S/S 340	1978	03-151-16	S/S	83-84	03-151-16
S/S	85-86	03-151-15	Sport	1983	03-151-16
Sport, GT	1990	03-151-15	Sprint	1986	03-151-15
Sprint ES	86, 89-90	03-151-15	Star	83-84	03-151-16
Star	85-86	03-151-15	Star	89-90	03-151-15
Star Long Track	1984	03-151-16	Starfire Series 250, 340	1976	03-151-15
Startrak	89-90	03-151-15	TC	74-75	03-151-16
TX (all)	74-75	03-151-16	TX (all)	76-80	03-151-15
TX-C 340	79-80	03-151-15	TX-C 440	1982	03-151-15
TX-C 440C	1981	03-151-15	TX-L (all)	77-82	03-151-15
TX Starfire	1973	03-151-16			



03-151-15  
OEM 5430445 / 5430728



03-151-16  
OEM 5430269

**POLARIS CLUTCH REBUILD KITS**

**POLARIS CLUTCH PARTS FOR P85 AND P90 POLARIS CLUTCH**

MODEL/DESCRIPTION

- Primary Rebuild Kit P85/P90 (Narrow Sleeve)
- Primary Rebuild Kit Storm/XC (Wide Roller)
- Primary Brass Cover Bushing (OEM 3576510) 1.125 OD x 1.125 ID x .5" wide  
(Replacement brass bushing for P85 & P90 Polaris Clutch cover 90-97)
- Clutch Fiber Bushing Pol P85 & P90 Clutch Cover
- Primary Fibre Cover Bushing (OEM 3576510) 1.279 OD x 1.125 ID x .5" wide  
(Replacement brass bushing for P85 & P90 Polaris Clutch cover 98-03)
- Fibre Moveable Sheave Bushing (OEM 3576502) 1.89 OD x 1.125 ID x .5" wide  
(Replacement Primary fiber bushing for moveable sheave)
- Primary Clutch Button
- Driven Clutch Bushing P85 (3 Cam Buttons)

- PART #
- 03-153-07
  - 03-153-08
  - 03-154-01
  - 214-3098
  - 03-154-04
  - 03-154
  - 03-151-15
  - 03-153-09



214-3098



03-154-01



03-153-07



03-153-09



03-153-08

**"COMPLETE" DRIVE (PRIMARY) CLUTCH REBUILD KIT - POLARIS**

- Each kit includes enough parts to rebuild your Polaris P85 or P90 drive (primary) clutch
- The P85 clutch comes on most Polaris snowmobiles except: Indy Lite (all), Indy Sport (all), Super Sport '92-96
- Roller width: Narrow .350"  
Wide .540"

Kit Includes: Cover Bushing and Retainer, Moveable Bushing and Retainer, Rollers, Roller Pins, Roller Washers, Buttons Shims, Weight Pins and Nuts

\* Kit components vary slightly by model

CLUTCH	FITMENT	ROLLER SIZE	TCI PART #
P85/90	Spider Rebuild	Narrow	214-6051
P85	All Polaris 98-01	Narrow	214-6054
P85	All 94-97	Wide	214-6055
P85	All other 98-04	Wide	214-6056 (except models listed below)



**DOES NOT FIT:** 800 RMK 00-03, 800 Edge X '01-03, 800 SKS '03, 800 XC SP '01-04, 800 Pro X '03-04, 800 Pro X2 '04, 800 Pro XR '04, 800 Switchback '04, 800 RMK Vertical Escape '03-04, 800 Vertical Edge '03-04, 800 Classic and Classic Touring '03-04

**"COMPLETE" DRIVEN (SECONDARY) REBUILD KIT FOR POLARIS**

- Each kit includes enough parts to rebuild your Polaris P85 or P90 driven (secondary) clutch

CLUTCH	DESCRIPTION	TCI #
P85	Team Roller Clutch	212-6002
P85	Button Clutch	212-6003
P90		212-6004

- Kit includes rollers, roller washers, e-clips, snap ring and helix bolts
- Kit includes bushing, buttons, snap ring, shim and helix key
- Kit includes bushings, buttons, snap ring and shim

## CLUTCHING - SKI DOO

### DALTON - "Q" CLUTCH HELIX

Billet CNC machined helixes for the QRS secondary clutch found on the 2008 and newer XP/XR chassis from Ski-Doo. All current Dalton versions also contain the extra hole required for the latest torsion tang locations from 4 stroke model factory spring updates. A Dalton helix does have the factory curved floor spring seat groove for the factory plastic spring slide cushion (like the factory 2 stroke version) so everything works like factory when you move the plastic to the new helix.

- Ski-Doo XP / XR Models ('08 and newer)
- Designed for the new QRS secondary clutch
- Angle geometry is the same as factory for easy comparison



#### "Q" Helix - Standard Angle

Angle						
Q 38	Q 44/33	Q 46/32	Q 47/44	Q 49/47	Q 52/32	Q 54/40
Q 39	Q 44/34	Q 46/34	Q 47/46	Q 50	Q 52/36	Q 54/42
Q 40	Q 44/36	Q 46/36	Q 48/36	Q 50/32	Q 52/38	Q 54/44
Q 40/36	Q 44/38	Q 46/38	Q 48/38	Q 50/34	Q 52/40	Q 54/46
Q 41	Q 44/40	Q 46/40	Q 48/40	Q 50/35	Q 52/42	Q 54/50
Q 42	Q 44/41	Q 46/42	Q 48/42	Q 50/36	Q 52/44	Q 57
Q 42/34	Q 44/42	Q 47	Q 48/44	Q 50/38	Q 52/46	Q 57/44
Q 42/38	Q 45	Q 47/38	Q 48/46	Q 50/40	Q 52/48	Q 58/42
Q 42/39	Q 45/35	Q 47/39	Q 49	Q 50/42	Q 52/50	Q 58/44
Q 42/40	Q 45/42	Q 47/40	Q 49/38	Q 50/44	Q 53	Q 60/48
Q 43	Q 45/43	Q 47/42	Q 49/42	Q 50/46	Q 53/40	Q 62/48
Q 44	Q 46	Q 47/43	Q 49/46	Q 50/47	Q 54	Q 62/50

#### "Q" Helix - Reverse Angle

Angle						
Q 36/40	Q 38/48	Q 40/42	Q 40/48	Q 42/44	Q 43/46	Q 44/46
Q 36/44	Q 39/43	Q 40/44	Q 41/45	Q 42/46	Q 43/47	Q 47/50
Q 38/40						

### DALTON "RS" HELIX

RER (Electronic Reverse) Helix..

These helixes fit many of the electronic reverse models like the popular REV.

- For 03-06 button, **non-roller clutch only** These helixes **do not fit** models with the newer roller clutch like the REV "X" package models.
- \* ALL Dalton RER electronic reverse helixes have a **SPLINE** center shaft section. There are some 2000-2002, 3 cylinder 800cc ski doos, and some Rev 500ss that use a "keyway" older style helix . Dalton does NOT build helixes for these keyway models.

#### "RS" Helix - Standard Angle

Angle						
RS 38	RS 44	RS 46/44-38	RS 48/44	RS 50/42	RS 52/36	RS 54/40
RS 38/36	RS 44/33	RS 47	RS 48/46	RS 50/44	RS 52/38	RS 54/44
RS 40	RS 44/36	RS 47/30	RS 49	RS 50/45	RS 52/42	RS 54/46
RS 40/34	RS 44/38	RS 47/40	RS 49/42	RS 50/46	RS 52/44	RS 54/48
RS 40/36	RS 44/40	RS 47/42	RS 49/45	RS 50/47	RS 52/46	RS 54/50
RS 42	RS 45	RS 47/44	RS 50	RS 50/48	RS 52/48	RS 56/38
RS 42/34	RS 45/42	RS 48	RS 50/32	RS 51/45	RS 52/50	RS 56/44
RS 42/36	RS 46	RS 48/36	RS 50/34	RS 51/47	RS 53/40	RS 56/46
RS 42/38	RS 46/40	RS 48/40	RS 50/36	RS 52	RS 43/48	RS 58/42
RS 43	RS 46/42	RS 48/42	RS 50/40	RS 52/34	RS 53/47	

#### "RS" Helix - Reverse Angle

Angle	
RS 47/50	RS 47/52





**CLUTCHING - SKI DOO**

**DALTON "HR" HELIX**

Roller Clutch Electronic Reverse Helixes

- Fits Ski-Doo models that have the 2005-2007 roller secondary clutch and electronic reverse like the REV-X models and the 1000 cc twin cylinder models.



**"HR" Helix - Standard Angle**

Angle						
HR 36	HR 42	HR 42/34	HR 44/30	HR 46/34	HR 48/32	HR 50/36
HR 38	HR 42/22	HR 42/36	HR 44/33	HR 46/36	HR 48/34	HR 50/40
HR 40	HR 42/24	HR 42/38	HR 44/36	HR 46/42	HR 48/36	HR 50/44
HR 40/28	HR 42/26	HR 43/25	HR 44/38	HR 47/33	HR 49/33	HR 50/45
HR 40/32	HR 42/28	HR 44	HR 46	HR 48	HR 50	HR 51/45
HR 40/34	HR 42/30	HR 44/24	HR 46/26	HR 48/24	HR 50/32	HR 53/42
HR 40/36	HR 42/32	HR 44/27	HR 46/28	HR 48/30	HR 50/33	

**DALTON "S" HELIX**

Ski-Doo Helixes (non RER) secondary clutch

- Dalton's helixes for the Ski-Doo DSA models
- feature a stainless steel hub, closer tolerances, better corrosion resistance and a hard coated outer surface.



**"S" Helix - Standard Angle**

Angle							
S 34	S 44/40	S 47/44	S 49/47	S 51/49	S 53/42	S 55/43	S 56/48
S 36	S 45	S 48	S 50	S 52	S 53/43	S 55/45	S 56/50
S 38	S 45/39	S 48/30	S 50/34	S 42/34	S 53/45	S 55/47	S 56/52
S 40	S 46	S 48/32	S 50/36	S 52/36	S 53/47	S 55/49	S 57/42
S 40/36	S 46/34	S 48/34	S 50/38	S 52/38	S 53/50	S 55/52	S 57/44
S 40/38	S 46/36	S 48/36	S 50/40	S 52/40	S 54	S 56	S 57/47
S 41	S 46/38	S 48/38	S 50/42	S 52/42	S 54/36	S 56/38	S 57/49
S 42	S 46/40	S 48/40	S 50/44	S 52/44	S 54/38	S 56/40	S 57/51
S 42/36	S 46/42	S 48/42	S 50/46	S 52/45	S 54/40	S 56/42	S 58/40
S 42/38	S 46/44	S 48/44	S 50/47	S 52/46	S 54/42	S 56/44	S 58/44
S 42/40	S 47	S 48/43	S 50/48	S 52/48	S 54/44	S 56/46	S 58/46
S 43	S 47/36	S 49	S 51	S 52/50	S 54/46	S 56/48	S 58/48
S 44	S 47/37	S 49/37	S 51/39	S 53	S 54/47	S 56/50	S 58/50
S 44/30	S 47/39	S 49/39	S 51/41	S 53/36	S 54/48	S 56/52	S 58/51
S 44/36	S 47/41	S 49/41	S 51/43	S 53/39	S 54/50	S 56/44	S 58/52
S 44/38	S 47/42	S 49/43	S 51/45	S 53/41	S 54/52	S 56/46	S 62/50

**"RS" Helix - Reverse Angle**

Angle							
S 36/46	S 40/44	S 42/44	S 43/45	S 44/48	S 46/52	S 48/52	S 52/54
S 38/48	S 40/46	S 42/48	S 43/47	S 45/48	S 47/50	S 48/54	S 52/56
S 40/43	S 40/48	S 42/52	S 44/47	S 45/49	S 47/54	S 50/54	S 54/58

**EPI HELIX SKI-DOO DSA NON RER**

\$99.95-J

- Tri-angle helixes provide aggressive upshifting with superior backshifting characteristics.
- Quad-angle helixes provide the same aggressive upshift but have more built-in backshifting capability.
- High quality 7075-T6 Billet Aluminum for superior strength and lasting durability.
- Angles are measured the same as Ski-Doo.



PROGRESSIVE HELIX	
Part #	Angle
212-3135	58/54
212-3134	58/52
212-3133	56/52

TRI-ANGLE	
Part #	Angle
212-3114	56/52/46
212-3116	56/52/46

QUAD-ANGLE	
Part #	Angle
212-3103	58/54/52/50
212-3104	58/56/54/52

**CLUTCHING - SKI DOO**

**DALTON PRIMARY SPRINGS**

**TRA PRIMARY SPRINGS**

TCI #	MFG#	COLOR	@ 2.9"	@1.6"
238-5130	DPPS-PL	Purple	195 lb.	295 lb.
238-5131	DPPS-W	White	235 lb.	360 lb.
238-5132	DPPS-GY	Grey	205 lb.	328 lb.
	DPPS-RG	Red/Green	225 lb.	385 lb.
238-5129	DPPS-V/W	Violet/White	180 lb.	355 lb.
	DPPS-V/B	Violet/Black	157 lb.	340 lb.
238-5153	DPPS-W/BL	White/Blue	162 lb.	415 lb.
	DPPS-R/BL	Red/Blue	167 lb.	398 lb.
	DPPS-T/W	Tan/White	135 lb.	385 lb.
	DPPS-Y/S	Yellow Silver	200 lb.	355 lb.



**SKI-DOO E-DRIVE 2 PRIMARY SPRINGS**

TCI #	MFG#	COLOR	@60.6 mm	@28 mm
238-5155	DPPS-W/B	White/Black	117 lb.	210 lb.
	DPPS-W/Y	White/Yellow	127 lb.	225 lb.
	DPPS-TN/S	Tan/Silver	120 lb.	230 lb.

**SKI-DOO P-DRIVE PRIMARY SPRINGS**

- load tested as a n Assembly with guides\*

TCI #	MFG#	COLOR	@79.44 mm	@45 mm
	DPDS-W/T/W	White/Tan/White	150 lb.	305lb
	DPDS-W/Y/W	White/Yellow/White	210 lb.	340 lb.
	DPDS-W/S/W	White/Silver/White	248 lb.	450 lb.
	DPDS-W/R/B	White/Red/Black	170 lb.	365 lb.
	DPDS-W/BL/B	White/Blue/Black	170 lb.	385 lb.



**DALTON SECONDARY SPRINGS**

TCI #	MFG#	COLOR	@61 mm	@35.2 mm
	DPSS-R	Red	210 lb.	305 ln.
	DPSS-R/Y	Red/Yellow	218 lb.	305 lb.
	DPSS-R/W	Red/White	245 lb.	340 lb.
	DPSS-Y/O	Yellow/Orange	225 lb.	330 lb.
	DPSS-Y/GY	Yellow/Gray	192 lb.	335 lb.
	DPSS-BN/W	Brown/White	130 lb.	210 lb.
	DPSS-PK	Pink	170 lb.	280 lb.

**DALTON SECONDARY CLUTCH SPRINGS FOR SKI-DOO (TORSION STYLE) 4 STROKE MODELS**

- DPSS-B/Y/G Black with Yellow/Green is a similar design to stock but with .200" wire.
- DPSS-B/Y/R Black with Yellow/Red is slightly heavier than the older "beige" OEM spring. This spring uses .207" wire

**EPI**

**SECONDARY CLUTCH**

212-3904	Orange H.D.	@ 2.9" - 62 lb.	@ 1.6" - 112 lb.
212-3923	Black	@ 2.9" - 48 lb.	@ 1.6" - 80 lb.
212-3901	White H.D.	@ 2.9" - 46 lb.	@ 1.6" - 78 lb.
212-3903	Yellow	@ 2.9" - 46 lb.	@ 1.6" - 71 lb.
212-3905	Silver	@ 2.9" - 44 lb.	@ 1.6" - 97 lb.
212-3910	Orange	@ 2.9" - 42 lb.	@ 1.6" - 65 lb.
212-3908	Purple	@ 2.9" - 43 lb.	@ 1.6" - 59 lb.
212-3906	White	@ 2.9" - 28 lb.	@ 1.6" - 49 lb.

**CLUTCH FLYWEIGHT - SKI DOO**

**DALTON PRO ULTIMATE HEAVY PINS FOR SKI- DOO TRA DRIVE CLUTCH**

Heat treated alloy tool steel outer housing. CNC machined for exact fit. This high strength material and process provides a hard, smooth surface. A better surface finish can result in longer life for roller bushings when using big grams.

- Weight adjustable 14.5 - 25 grams
- Heat treated 17-4 stainless outer housing, CNC machined for exact fit

238-5400	DPAP-UH	Complete kit
238-5404	DPAP-OH	Outer housings only, set of three



238-5400

**DALTON PRO PREMIUM PIN KIT FOR SKI DOO DRIVE CLUTCH**

This kit offers DaltonPro quality in a very cost effective package and still offers full use of clicker adjustability with up to 20.4 grams. Although it may not offer the extreme flexibility as our "Ultimate Heavy" pin kit, it is DaltonPro quality.

- High quality alloy steel billet is hardened and tempered to our specification

238-5401	DPAP-MP	Medium Weight - 14.5 g-20.4 g
238-5403	DPAP-LT	Light Weight - 11.5 g - 17.4 g



**DALTON CLUTCH RAMPS FOR SKI-DOO TRA 3 & TRA 5**

- These new ramps are manufactured by Dalton and are heat treated and black oxide finished.

238-5410	DTR-1	Popular on the new Mach Z twin when used with our BRUTE ARMS for trail applications.
238-5412	DTR-1A	Similar to DTR-1 but has a slightly higher engagement
238-5413	DTR-2	Is a ramp that has been flattened out at the tip for aggressive upshift on the top end.
238-5411	DTR-3	Similar to the 419 ramp available from Ski-Doo



**DALTON FULL SHIFT ROLLERS**

**DFSR-100**

238-5557

These replacement rollers are built from hardened steel and contain a new custom bushing that has excellent durability and longer life than some of the fibre type bushings in similar applications. These rollers can be used to replace worn or flat spotted composite ones in the above applications. When the flyweights in the clutch can shift freely and roll, the result is improved clutch response, backshifting, belt life, and lasting performance.



**DALTON COMPRESSION DCT-CQ CLUTCH TOOL**

238-5004

- '08-'09 Ski-Doo XP Helixes

Dalton Compression tool for the new QRS clutch on 2008-2009 Ski- Doo "XP" series. After removing the clutch from the new XP this compression tool makes helix and secondary spring changes easy.



**DALTON COMPRESSION DCT-CQ-10 CLUTCH TOOL**

238-5005

- 2010 and newer XP models

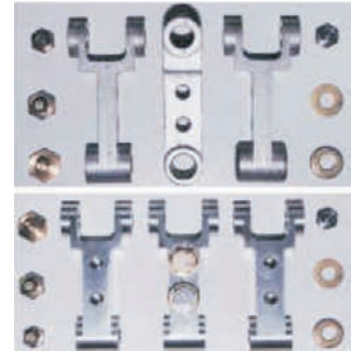
A different shaft and belt adjuster requires this version of the tool on the new chassis.



**CLUTCH FLYWEIGHT - SKI DOO**

**HEAVY HITTER - TRA CLUTCH ARM KITS**

- ISR stock legal, no clutch machining required, and allows full use of clicker adjustments.
- Billet aluminum arms are fully bushed and up to 5 times stronger than stock.
- Fully adjustable in low and mid range, optional threaded pin kit allows top end tuning.
- Full fastener kit offers tuning to .4 grams, like having hundreds of ramp profiles for perfect shift curve.
- Better acceleration, quicker mid range response, more top end, and fast back shift.
- Kits include 3 arms, fasteners, easy to understand installation instructions, and tuning guide.



TRA III Light	4 g lighter than stock	207-3290	\$399.95-F
TRA III	Standard kit	207-0395	\$359.95-F
TRA V	Standard kit	207-0495	\$359.95-F

**TRA ROLLER BY THUNDERSHIFT**      \$81.95-F

- Great tuning component for stock TRA clutches or Heavy Hitter Arms.
- Stock rollers are 10 grams;
- Steel rollers are heat treated, bushed, and ISR stock legal.
- Sold in sets of 3 with installation instructions.



Standard size	10 gram	207-1980
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**TRA ADJUSTABLE CLUTCH PIN KIT BY THUNDERSHIFT**

- Offers the widest range of pin weight combinations on the market at .2 to .4 gram increments
- More pin weight gives faster acceleration.
- Great addition to Heavy Hitter TRA Arms for maximum performance
- Fits TRA II, III, or V clutches.
- Kit includes 3 pins, fasteners, wrenches, installation instructions, and tuning guide.



DESCRIPTION	PART #	RETAIL
Light Pin Kit (3.8 - 18 grams)	207-1900	\$ 99.95-F

**SKI-DOO QUICK SHIFT THREADED PIN KIT**

- Economical pin upgrade kit for faster acceleration.
- Two sizes to fit all altitudes. (Heavier for higher elevations and lighter for lower)
- Coated steel pins resist corrosion.
- Up to 13 different combinations for all engine sizes.
- Kit contains set of 3 pins, adjustment screws, cotter keys, weight chart, and instructions.



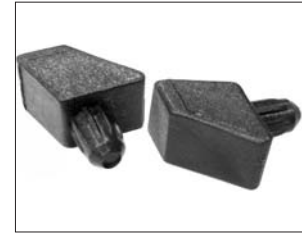
DESCRIPTION	PART #	RETAIL
Light steel pins, 10.5-15.5 grams	207-1991	\$ 48.95-F
Aluminum pins, 4.5-9.5 grams	207-1993	\$ 49.95-F

**BOMBARDIER CAM SLIDER SHOES & ROLLERS**

MODEL	YEAR	OEM #	PART #
<b>MOTO SKI</b>			
Chimo 440	74-75		03-151-07
Futura (all)	76-79	414-0126.00	03-151
Futura (all)	80-81	504.1207.00	03-151-06
Furtura (all)	1982	504.1202.00	03-151-12
Grand Prix Special	79-81	504.1207.00	03-151-06
Grand Sport 440	74-75		03-151-07
Mirage (all)	79-83/85	414.0126.00	03-151
Nuvik (all)	75-76	414.0126.00	03-151
Sonic 250	1982	504.1202.00	03-151-12
Sonic 340	75-78	414.0126.00	03-151
Sonic L/C	1984	414.0126.00	03-151
Spirit 250	76-83	414.0126.00	03-151
Super Sonic (all)	1979	414.0126.00	03-151
Super Sonic	80-81	504.1207.00	03-151-06
TS 400	74-75		03-151-07
Ultra Sonic	80-81	504.1207.00	03-151-06
Ultra Sonic	1982	504.1202.00	03-151-12
<b>SKI DOO</b>			
All Models	86-87	414.0126.00	03-151
Alpine II	88-95	414.9180.00	03-151-01
Blizzard 550	79-81	504.1207.00	03-151-06
Blizzard 7500 Plus	80-81	504.1207.00	03-151-06
Blizzard 9500 Plus	80-81	504.1207.00	03-151-06
Blizzard MX	1981	504.1207.00	03-151-06
Blizzard 9500, MX	1982	504.1202.00	03-151-12
Blizzard 9700, MX	83-84	504.1202.00	03-151-12
Elan 250	88-96	414.0126.00	03-151
Everest 500, E, LC	80-81	504.1207.00	03-151-06
Everest 500, E, LC	82-83	504.1202.00	03-151-12
Expedition TUV	2009	417.1270.16	03-202-14
Formula 500, 58., DLX	97-01	414.9180.00	03-151-01
Formula Dlx 600/700 GS/GSE	2001	414.9180.00	03-151-01
Formula Dlx 600, 700	2000	414.9180.00	03-151-01
Formula III	96-00	414.9180.00	03-151-01
Formula Mach I	89-94	414.9180.00	03-151-01
Formula MX	85-86	504.1202.00	03-151-12
Formula MX	87-93	414.9180.00	03-151-01
Formula Plus	1985	504.1202.00	03-151-12
Formula Plus	86-93	414.9180.00	03-151-01
Formula ST, STX, SS, SL, Z	94-00	414.9180.00	03-151-01
Grand Touring	93-01	414.9180.00	03-151-01
Grand Touring 600	2010	417.1270.16	03-202-14
Grand Touring 1200 LE/SE	2010	417.1270.16	03-202-14
GSX. GTX (all)	08-10	417-1270-16	03-202-14
Mach Z, MX Z	94-01	414.9180.00	03-151-01
MX ZX 600, 700, 800	00-01	414.9180.00	03-151-01
MX Z 600, 1200, Sport, TNT	09-10	417-1270-16	03-202-14
MX Z Trail	08-09	417-1270-16	03-202-14
MX ZX 600, 1200	09-10	417-1270-16	03-202-14
Nordik 50, 60	87-91	414.0126.00	03-151
Renegade 1200, Adrenaline, X	2010	417-1270-16	03-202-14
Safari	84-85	414.9180.00	03-151-01
Skandic 380, 500	95-99	414.9180.00	03-151-01
Summit	94-02	414.9180.00	03-151-01
Summit, Summit X	08-10	417-1270-16	03-202-14
Touring	95-00	414.9180.00	03-151-01



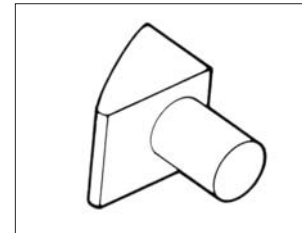
03-151 \$1.15-L



03-151-01 \$ 1.05-L



03-151-06 \$1.15-L



03-151-07 \$.95-L



03-151-12 \$1.25-L



03-202-14 \$26.95-H



**CLUTCHING - SKI DOO**

**BOMBARDIER DRIVE CLUTCH SLIDES**

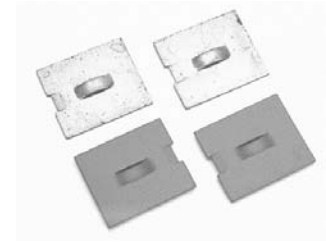
03-150-04

\$8.30-J

- Sold as a set of 4
- Moto Ski 504.2207.00
- Fits most 74-76 models

**FITS:**

Alpine	75-76	Elan	74-75
Elite	1974	Everest 440	74-75
Nordik	1974	Olympic	74-76
TNT	74-75		



**TRA SPIDER CLUTCH BUTTONS**

03-152

\$2.95-L (SOLD INDIVIDUALLY)

- All TRA clutches 1985 - present
- Ski Doo OEM 420-4600-50 use 420-4600-45 and 417-222-107

**FITS:**

85-97 Formula models with TRA clutch	95-97 Grand Touring, SLE
95-97 Skandic	95-97 Summit
98-00 Formula III 600, 700, 800	98-00 Grand Touring 700, SE
98-00 Mach 1, Z, MX ZX	





## CLUTCHING - YAMAHA

### YAMAHA - "YSR" SERIES HELIXES

The 2017+ Yamaha Sidewinder model comes with a roller secondary. The roller secondary clutch is different than other previous Yamaha models with button secondary, and uses a different helix. We have a wide selection of angles available for tuning. The stock helix when with the stock secondary spring on a Sidewinder is close to coil bind (very close to being stacked coil to coil when at full shift of the clutches). Dalton helixes now have more relief depth in the spring pocket.

"YSR" Helix - Standard Angle			Reverse Angle		
YSR 31	YSR 39	YSR 43/35	YSR 32/36	YSR 33/37	YSR 35/39
YSR 33	YSR 39/31	YSR 44/33	YSR 32/38	YSR 34/36	YSR 37/40
YSR 35	YSR 39/33	YSR 44/40	YSR 33/35	YSR 34/38	YSR 37/42
YSR 35/33	YSR 39/35	YSR 45/33	YSR 33/36	YSR 35/37	
YSR 36	YSR 40/30	YSR 45/38			
YSR 36/28	YSR 40/32	YSR 46/32			
YSR 37	YSR 40/36	YSR 46/34			
YSR 37/33	YSR 41	YSR 47			
YSR 37/35	YSR 41/33	YSR 47/41			
YSR 38	YSR 41/35	YSR 50/44			
YSR 38/32	YSR 41/37				
YSR 38/34	YSR 43/33				



### DALTON "Y" HELIX

- Extensive machining to be light-weight like the OEM castings, but with the attractive strength of solid billet aluminum

"Y" Series Helix - Standard Angle						Reverse Angle			
Y38 / 32	Y46	Y49	Y51 / 36	Y53 / 43	Y56 / 50	Y35 / 40	Y40 / 46	Y44 / 48	Y49 / 53
Y39	Y46 / 34	Y49 / 34	Y51 / 37	Y53 / 45	Y56 / 52	Y38 / 41	Y40 / 50	Y45 / 50	
Y39 / 35	Y46 / 36	Y49 / 36	Y51 / 38	Y53 / 47	Y56 / 54	Y38 / 43	Y41 / 47	Y47 / 51	
Y40	Y46 / 38	Y49 / 39	Y51 / 39	Y53 / 49	Y57 / 39	Y39 / 44	Y43 / 47	Y49 / 51	
Y40 / 34	Y46 / 40	Y49 / 40	Y51 / 40	Y53 / 51	Y57 / 43				
Y40 / 36	Y46 / 42	Y49 / 41	Y51 / 43	Y54	Y57 / 47				
Y40 / 38	Y46 / 43	Y49 / 43	Y51 / 45	Y54 / 40	Y57 / 50				
Y41	Y47	Y49 / 45	Y51 / 47	Y54 / 41	Y58 / 36				
Y42	Y47 / 39	Y49 / 47	Y51 / 49	Y54 / 42	Y58 / 42				
Y42 / 34	Y47 / 40	Y49 / 51	Y52	Y54 / 44	Y58 / 44				
Y42 / 36	Y47 / 41	Y50	Y52 / 38	Y54 / 46	Y58 / 48				
Y43	Y47 / 42	Y50 / 36	Y52 / 40	Y54 / 48	Y59 / 48				
Y43 / 35	Y47 / 43	Y50 / 38	Y52 / 42	Y54 / 50	Y60				
Y43 / 37	Y48	Y50 / 40	Y52 / 44	Y55	Y60 / 40				
Y43 / 39	Y48 / 34	Y50 / 41	Y52 / 46	Y55 / 33	Y60 / 48				
Y43 / 41	Y48 / 36	Y50 / 42	Y52 / 48	Y55 / 45	Y60 / 50				
Y44	Y48 / 37	Y50 / 43	Y53	Y55 / 48	Y61 / 46				
Y44 / 34	Y48 / 38	Y50 / 44	Y53 / 33	Y56 / 36	Y62				
Y44 / 36	Y48 / 39	Y50 / 45	Y53 / 35	Y56 / 38					
Y44 / 38	Y48 / 40	Y50 / 46	Y53 / 36	Y56 / 40					
Y45	Y48 / 41	Y50 / 48	Y53 / 38	Y56 / 42					
Y45 / 37	Y48 / 42	Y51	Y53 / 40	Y56 / 44					
Y45 / 39	Y48 / 43	Y51 / 33	Y53 / 41	Y56 / 46					
Y45 / 41	Y48 / 44	Y51 / 35	Y53 / 42	Y56 / 48					



**CLUTCHING - YAMAHA**

**YAMAHA - "R" SERIES HELIXES**

The "R" (radius) series helixes for Yamaha from Dalton features a short duration initial angle, radiuses into what is mostly a straight angle helix (second angle). This style of cut is a favorite of some clutch tuning professionals and is quite effective at controlling initial over-rev while still maintaining the characteristics of a straight helix.

"R" Series Helix - Standard Angle				
Angle				
49R44	51R46	53R41	54R42	54R48
50R42	52R40	53R43	54R43	55R45
50R44	52R42	53R45	54R44	56R43
50R46	52R44	53R47	54R45	56R44
50R47	52R45	53R48	54R46	56R46
51R34	52R46	54R40		



**AAEN HELIX**

**HARDENED STEEL HELIX CAM**

\$199.95-F

Hardened steel cams combined with a steel needle bearing helps to eliminate any sliding friction or flex as found with plastic rollers working against aluminum cams.

ANGLE	PART #	ANGLE	PART #
48	210-12103	52/40	210-12074

**AAEN 4-STAR PRIMARY ROLLER CLUTCH REPLACEMENT ROLLER BEARING**

Sliding friction is eliminated by replacing the sliding buttons with rollers. The 4-Star clutch has four machined roller passages. The four rollers are mounted on a special billet spider designed to run in the roller passages. Smooth clutch engagement, instant speed changes, higher efficiency, less belt wear and cooler running belts are the rewards. The billet cover incorporates an adjustable engagement speed mechanism.

- Rollers eliminate button friction and provide for a super-smooth engagement
- Fits All Yamaha models 1993 and up

210-2001 \$32.95-F

**HARDWARE KIT FOR YVX ROLLER ACTION**

210-12072 \$64.95-H

**DALTON PRIMARY CLUTCH SPRINGS**

238-5110	Black/Silver	@ 2.888" - 41 kg.	@ 1.593 " - 125 kg.
238-5111	Black/Red	@ 2.888" - 48 kg.	@ 1.593 " - 120 kg.
238-5112	Black/Blue	@ 2.888" - 53 kg.	@ 1.593 " - 133 kg.
238-5113	Black/Green	@ 2.888" - 57 kg.	@ 1.593 " - 129 kg.
238-5136	Red	@ 2.888" - 39 kg.	@ 1.593 " - 133 kg.
238-5135	Orange	@ 2.888" - 28 kg.	@ 1.593 " - 132 kg.



**EPI CLUTCH SECONDARY SPRINGS**

238-5110	Black/Silver	@ 2.888" - 41 kg.	@ 1.593 " - 125 kg.
238-5111	Black/Red	@ 2.888" - 48 kg.	@ 1.593 " - 120 kg.
238-5112	Black/Blue	@ 2.888" - 53 kg.	@ 1.593 " - 133 kg.
238-5113	Black/Green	@ 2.888" - 57 kg.	@ 1.593 " - 129 kg.
238-5136	Red	@ 2.888" - 39 kg.	@ 1.593 " - 133 kg.
238-5135	Orange	@ 2.888" - 28 kg.	@ 1.593 " - 132 kg.

## YAMAHA CLUTCH FLY WEIGHTS

### DALTON "QAYA" QUICK ADJUST FLYWEIGHTS

Dalton Quick adjust weights for Yamaha applications. This method of adjustment allows for adding or subtracting mass from the main body of the flyweight without even removing the flyweight from the clutch. Makes for Quick and easy testing and tuning. This series of Quick Adjust uses our "DPYR" curvature that has been very popular on the four stroke models. QAY and DTYA are the same series and curve, etc.



TCI #	MFG#	WEIGHT	DESCRIPTION
	QAY-51	51-58.4 g	Viper/Nitro. This one often for bigger tracks or mixed with some elevation
238-5384	QAY-54	54-61.4 g	Popular with Nitro/Viper/Vector 3 cyl. stock models
	QAY-58	58-65.4 g	Often in RX-1 applications & some stock Apex applications
238-5385	QAY-62	62-69.4 g	Common with Apex applications
	QAY-66	66-73.4 g	Some Yamacharger/Apex applications. Also some stock Sidewinders with some clutch recipes, and often with Sidewinder w/free flowing exhaust/ extra HP
238-5430	QAY-70	70-77.4 g	Often for boosted 180 HP Viper kits etc*, seems to be getting popular on lower version "trail" re-programmed Sidewinders with extra boost
238-5382	DTYA-1	73.6-81 g	This set is now most often used with 240-290 level boosted/re-programmed Sidewinder models, it was also common with common older low boost Apex/RX turbo applications
238-5383	DTYA-2	79-86.4 g	Most common for many boosted RX/Apex applications
238-5387	DTYA-3	84.6-92 g	New heavier base weight for higher boost applications

### DALTON QUICK ADJUST SCREW HARDWARE

238-5391

This pkg of hardware is a replacement pack. They are sold as a pack for each quick adjust individual flyweight. Fits all Dalton Snowmobile quick adjust flyweights. 1/4" UNC with pre applied nylon patch.

- one pkg of 6 assorted for one flyweight



### DALTON "DPY" SERIES FLYWEIGHTS

These are a more aggressive curvature flyweight than 4 stroke models from the factory. These ones have a curvature more similar to the 8DN-20 type curvature, and can be used for tuning either 2 or 4 stroke models. This more aggressive curvature is often used at much less grams than the factory (flatter) curvature- a favorite for quick revving drag applications.

DESCRIPTION	PART #	DESCRIPTION	PART #
64 gram	238-5325	66 gram	238-5326
68 gram	238-5327		



### DALTON YAMAHA FLYWEIGHT RIVETS

These rivets are used to adjust the mass of OEM Yamaha flyweights on the Dalton DPYR series .

TCI #	MFG#	DESCRIPTION
238-5349	DFR-Y	Steel, solid. 3.1 g
238-5347	DFRH-Y	Steel, hollow. 2.4g
238-5395	DFRA-Y	Aluminum, hollow. .85g
238-5348	DFRL-Y	Long, Solid - 3.6g
	DFRX-Y	4.2 g
	DFRB-Y	2.8g black hollow steel
	DFRO-Y	2.1g olive hollow steel






### HEAVY HITTER CLUTCH WEIGHT KITS

- ISR stock legal, bolt on system with no clutch modifications needed.
- Fully adjustable in the low, mid, and top end takes guess work out of clutching.
- Fully bushed weights are gram matched and have been spin tested at 18,000 rpm to insure reliability.
- Heavy mass at pivot end prevents belt slippage for hard acceleration.
- Low end adjustment possible without removal, mid and top end can be adjusted as fine as .4 grams.
- Base weights offer up to 15 grams of added adjustment, another 4-8 with optional tungsten washers.
- Kits include 3 weights, fasteners, easy to understand installation instructions, and tuning guide.

DESCRIPTION	PART #	RETAIL
YVR (90's) - . 8 mm pin 51-52g	207-3001	\$299.95-F
53g - Base weight	207-3011	\$324.95-F




**YAMAHA CAM SLIDER SHOES & ROLLERS**

MODEL	YEAR	OEM #	PART #	
BR 250, T, TS	82-01	85L-17688-01	03-151-13	 <p>03-151-10</p>
EL	1973	801-17688-10	03-151-10	
Enticer	77-91	801-17688-10	03-151-10	
ET 410	92-01	8X6-17688-00	03-151-11	
EW	72-73	801-17688-10	03-151-10	
EX 340, 440	78-81	8X6-17688-00	03-151-11	
Excel	81-88	801-17688-10	03-151-10	
Excel V	79-80	8X6-17688-00	03-151-11	
Excel V 540	85-90	8X6-17688-00	03-151-11	
Exciter 570	87-93	8X6-17688-00	03-151-11	
GP	71-78	801-17688-10	03-151-10	
GPX	74-75	801-17688-10	03-151-10	
GS	75-77	801-17688-10	03-151-10	
Inviter	86-89	801-17688-10	03-151-10	
Mountain Lite 500	2001	8AV-17688-10	03-151-090	
Mountain Max 600, 700	97-02	8AV-17688-10	03-151-090	
Phazer	84-95	8X6-17688-00	03-151-11	
Phazer	96-01	8AV-17688-10	03-151-090	
RX-1, ER, LE	2003	8AV-17688-10	03-151-090	 <p>03-151-13</p>
RX-1 Mountain, LE	2003	8AV-17688-10	03-151-090	
SL	68-74	801-17688-10	03-151-10	
SM	73-74	801-17688-10	03-151-10	
SR, SW	71-73	801-17688-10	03-151-10	
SRV	80-91	8X6-17688-00	03-151-11	
SRX	77-81	85L-17688-01	03-151-13	
SRX 600, 700	98-01	8AV-17688-10	03-151-090	
SS	70-71	801-17688-10	03-151-10	
SS 440	80-83	8X6-17688-00	03-151-11	
SSR 440	1978	8X6-17688-00	03-151-11	
SX 500	2000	8AV-17688-10	03-151-090	
SX 700 Viper ER, Mountain	2003	8AV-17688-10	03-151-090	
SXR 600, 700	00-02	8AV-17688-10	03-151-090	
SXV 700 Viper	02-03	8AV-17688-10	03-151-090	
Venture 480	91-00	8X6-17688-00	03-151-11	
Ventue 500 XL	97-01	8AV-17688-10	03-151-090	
Venture 600, 700	2003	8AV-17688-10	03-151-090	
VK 540	88-02	8X6-17688-00	03-151-11	 <p>03-083</p>
V-Max 500, 600	94-02	8AV-17688-10	03-151-090	
V-Max 540	83-91	8X6-17688-00	03-151-11	
V-Max 600 ER	2003	8AV-17688-10	03-151-090	
V-Max 700	97-02	8AV-17688-10	03-151-090	
V-Max 800	95-97	8AV-17688-10	03-151-090	
V-Max 4 750	1992	8X6-17688-00	03-151-11	
V-Max 4 750	92-94	8AX-17688-00	03-083	
VT 500, 600, 700	97-02	8AV-17688-10	03-151-090	


**YAMAHA PIVOT BUSHING KIT**      207-5710      \$45.95-F

Sold in a set of 3



**YAMAHA YZP CLUTCH BUTTONS**      03-151-20      \$10.95-J

- Fits Yamaha YZP Clutch 1992-2002
- Yamaha OEM 88X-17635-00
- Kit - 3 nylon sliders



**CLUTCHING - YAMAHA**

**YAMAHA JACK SHAFT MOUNTING KITS**

207-9004

\$62.95-F

- Mount kit for Yamaha JCKYA
- Fits 97-04 SX, SXR, SRX Viper and Mountain models.
- Mount kit includes all need bolts, washers, key, spacers and bearings

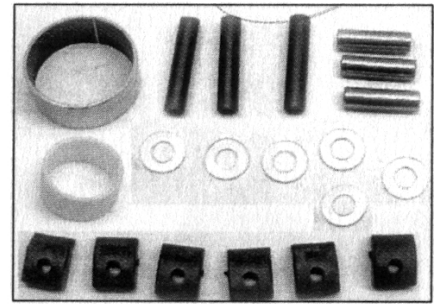
**YAMAHA CLUTCH REBUILD KITS**

**YAMAHA DRIVE CLUTCH REBUILD KIT** 03-153-10

Fits Yamaha YVXX Primary Clutch 1988 - present

**KIT INCLUDES:**

- 2 steel bushing
- 3 fiber bushing
- 3 black hollow pins
- 3 steel pins
- 6 nylon washers
- 6 cam shoes

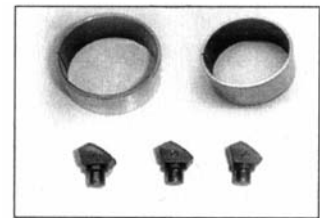


**YAMAHA DRIVEN CLUTCH KIT** 03-153-11

Fits Yamaha YVXC Secondary Clutch 1988 to present (most models)

**KIT INCLUDES:**

- 2 steel bushings 38 x 42 x 17.5 mm
- 3 cam shoes (03-151-090)

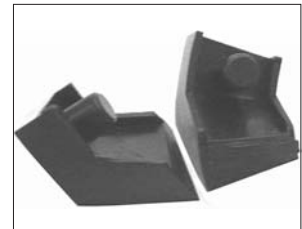


**CAM SLIDER SHOES & ROLLERS**

MODEL	YEAR	OEM #	PART #
<b>BOA-SKI</b>			
All Models	68-74	S6901-005	03-151
<b>JOHN DEERE</b>			
All Models	76-84	AM54278	03-151-19
<b>KAWASAKI</b>			
Drifter 340, 440	79-81	49048-3501	03-151-17
Interceptor 550	1982	49048-3002	03-151-18
Intiguer 440	1978	49048-3501	03-151-17
Intruder 440	78-82	49048-3002	03-151-18
Invader 340, 440	78-81	49048-3002	03-151-18
Inviter 340	1978	49048-3501	03-151-17
LTD 440	80-81	49048-3002	03-151-18
<b>SCORPIAN</b>			
All Models	70-81	86790	03-151
<b>SKIROULE</b>			
All Models	69-76	9052 x 5012	03-151-02
<b>SNO-JET</b>			
All Models	68-74	050144	03-151
Astro 340, 440	76-77	49048-3501	03-151-17
SST 340, 440	75-77	49048-3501	03-151-17
Thunder Jet 440	1975	49048-3501	03-151-17



03-151



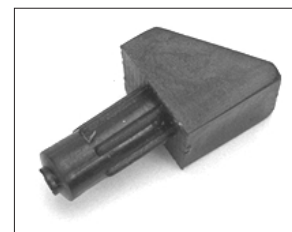
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03-151-17



03-151-18



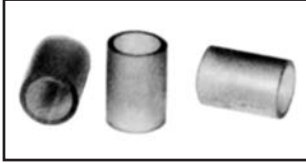
03-151-19



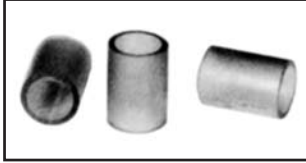
**CLUTCH BUSHINGS**



**214-3286**  
Cover Bushing  
Comet#211286



**207-5700**  
Fett Bros.  
High Performance Cam Arm Bushings  
For Arctic Cat and Polaris



**218-208342**  
Replacement bushings  
for Arctic Cat, Comet and  
Polaris weights  
Sets of three.



**214-3280**  
Replacement bushings for the  
moveable face (sliding sheave).  
Includes snap ring.  
Also fits 108 clutch. Replaces Comet  
#204280