

901 Pro Tuner kit

Adjustable weights for Ski-Doo pDrive clutch (900 type non-clicker)

75g – 84.3 g (75g base plus hardware)

The **901 Pro tuner kit** is a fully adjustable weight kit for the **900 Turbo** Ski-Doo models with the pDrive primary. Designed as a high quality billet steel flyweight set to help satisfy the demand from performance shops and pro racers who modify the vehicle for more HP and need extra weight added to the flyweights. The **901 kit** is designed to allow more weight to be added for the use of these models when **boost/Horsepower is increased**.

Most 900 Turbo models have approximately 75 gram stock weights. This set of weights is designed for use in the Stock 900 turbo primary clutch as a complete drop in with no additional hardware or clickers or spacers required. The flyweight top profile is similar to the stock BRP #873 ramp curve on these models. There are two threaded sections available to allow the addition of mass to the inbound or tip position. The inbound weight or “heel” portion is a “**Quick Adjust**” method, that **allows you to fine tune the grams of the flyweight without even removing the flyweight from the clutch**. There is **also a threaded tip weight adjustment** that allows you to adjust the “zone” of the grams needed, and the amount of tip weight required for the application.

There are many combinations of added fasteners that will allow fine adjustments of “total grams”, as well as the different “placement locations”. Many combinations of less than one gram increments can be done in different configurations of weight placement.

The threaded heel passage as well as the tip weight hole has a bottom, so that even the set screw type fasteners bottom out secure in the tip if required. Use Blue (only) thread locker on fasteners. Everything needed for the included gram increments listed above is in the package.

Contents:

1) set of **901-T base weights** (75g)

The following is hardware for tip weight adjustment:

3) 1/4”-28 x 3/8” long <u>button head</u> screw	(3.1g)
3) 1/4”-28 x 5/16” long <u>Button head</u> screw	(2.9g)
3) 1/4”-28 x 1/4” long <u>Button head</u> screw	(2.6g)
3) 1/4”-28 x 1/4” long set screw	(.8g)
3) 1/4”-28 x 3/8” long set screw	(1.5g)
3) 1/4”-28 x 1/2” long set screw	(2.1g)
6) flat washer, M6 plated (use with 3/8” button head for tip)	(0.8g)

The following hardware is only for heel weight adjustment in the threaded passage that can be adjusted externally. **(total 3 gold pkgs include the following*)**

3) 1/4”-28 x 1/4” long set screw w/nyloc*	(.85g)
3) 1/4”-28 x 1/2” long set screw w/nyloc*	(2.1g)
3) 1/4” 28 x 3/4” long set screw w/nyloc*	(3.4g)
3) 1/4”-28 x 1” long set screw w/nyloc*	(4.6g)

Some are too long and not to be used in the tip as clutch damage would occur. Also, do not use any screw combination that protrudes beyond the curve of the heel portion of the base weight.

**Nyloc thread locker is applied for one use. After, use Blue thread locker. Always snug heel set screws to bottom.*

- do not overtighten set screws in the heel.

1) 1/8” Allen key
1) 5/32” Allen key.

Note: Base weights and threaded fasteners have weight tolerance variations and are approximate figures for

reference only. Examples of gram adjustment on **next page**.

You add the total of the **base weight plus the fasteners** used for the **total grams** used. The math is simple. The following is only an example to demonstrate:

75g + One 3/8" long button head in the tip (3.1) + one flat washer (0.8) + one 3/4" set screw in heel (3.4) = **82.3g**

As the name suggests, this Pro Tuner Kit was designed to help satisfy requests from clutch kit companies, performance shops, and pro racers who want to tune their own clutching to suit their specific needs and modified performance levels.

Frequently Asked Question: Does Dalton offer a **guide to set up** for different models/applications?

Answer: No. This kit is, as the name suggests, a **Pro Tuner Kit**. It is **described above in bold**. However, you may have purchased this kit as part of a package from, or on the recommended weight grams from a shop or provider of performance mods to your vehicle. They may have specific settings for the modifications you have.

Clutching is about "controlling rate of shift of the belt" to achieve desired RPM and shift characteristics for both upshift and backshift. Things like Horsepower level, gearing, helixes, springs, and other components that all work together play a part in the recipe to get desired clutching for any application. Not to mention traction, or terrain applications. Dalton Industries does not make "complete kits" or suggested set ups for snowmobile clutching. Rather, we supply individual tuning components to the performance shops and companies that do.

This is very clearly a "**TUNER**" kit for experienced clutch tuning **professionals with proper tools, tuning knowledge, and assembly specifications of the pDrive clutch.**

Thank you for choosing Dalton Industries !