

DALTON CLUTCH KIT

a filter, you can change this clutch. Here is our step by step process to new found power.

- 1: We always start with a clean machine. It's so much easier working without dirt falling into everything. After you've given your machine a good bath, remove the CVT cover on the left side of the engine.
- 2: Blow out the dust from both the cover and the CVT with an air hose. A clean clutch works much better.
- 3: Remove the 6 bolts holding on the primary shaft cover and the center bolt holding the clutch to the shaft.
- 4: Pull out the stock flyweights and spring.
- 5: Insert the Dalton spring and flyweights and flyweight inserts.
- 6: Reinstall the belt in the same direction it came off.
- 7: Reinstall the shaft cover and 6 bolts.
- 8: Reinstall CVT cover.

The total time for us to make the switch was about a half hour, and about the only way for Dalton to make it any easier would be to stop by your garage and do it for you.

TO THE TRAILS

Dalton was going to have a hard time improving on the RZR 570 clutch. De-

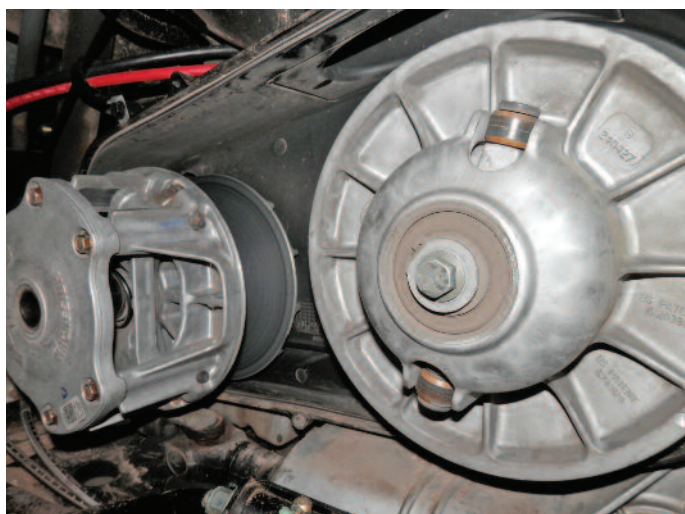
pending on the terrain, the stock clutch is quite good already, but that changes in a hurry with bigger tires or loose, sandy trails. With the Dalton kit installed and the standard flyweights put in, the Dalton clutch reacted a little more aggressively on hard surface trails, but when we got into loose sand, it began to shine. What would normally cause our little 570 engine to shudder at trying to drag our happy but not necessarily Olympic class carcasses around was no longer a problem -thanks to the Dalton kit. Through both wet and dry sand, the RZR now pulled with much more top end authority, which is exactly what it was intended to do. Larger tires present a similar heavier load and more drag and the kit brings back the loss from installing larger tires. With only a 570cc engine behind you though, don't go too crazy with tire size or nothing short of second cylinder will help.

The DALTON clutch kit helps the motor stay firmly in the powerband and gets the power to the ground, which is exactly what we wanted. It retains all the great traits it had before, but now it's a more inspiring

ride. Changing the clutch springs and flyweights is a simple modification that can make just about any CVT-equipped machine even better. If you change tire size or terrain again, the "Quick Adjust" flyweights can be changed easily without having to remove the clutch. The Dalton clutch has taken our overachieving Polaris RZR 570 and made it even more fun. Great job Dalton!



Access to the CVT cover is easy on the Polaris RZR 570. We removed the wheel for extra room.



The Dalton Clutch kit is installed on the primary shaft. To install the springs you need to remove the six cover bolts, and the center bolt.



Notice the difference between the DALTON fly weights at the top, and the stock fly weights at the bottom. The weight inserts come in different sizes which can be changed based on your performance requirements.