

902 Pro Tuner kit

Adjustable weights for Ski-Doo pDrive clutch (850 clicker assembly type)

48-55.7g (48g base plus hardware)

The **902 Pro tuner kit** is a fully adjustable weight kit for the 850 Ski-Doo models with the pDrive primary clutch. Most low elevation 129-137" 850 models have approximately 49 gram stock weights. This set of weights is designed for use with the stock clicker assembly. The stock pivot bolt can be used or there are other optional ones from BRP and in the aftermarket available to allow for even more tuning flexibility.

The flyweight top profile is similar to the stock BRP 968 ramp curve on these models. There are two threaded holes available to allow the addition of mass to the inbound or tip position. 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 adjustment hardware is all 1/4"-28 thread pitch which has allowed for many standard fasteners in different gram increments. The tapped holes have a bottom, so that even the set screw type fasteners bottom out secure. Use Blue (only) thread locker on fasteners. Everything needed for the included gram increments listed above is in the package.

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.

Contents:

- | | |
|--------------------------------------------|--------|
| 1) set of 3 PDR1 base weights (#902) | (48g) |
| 3) 1/4"-28 x 3/8" long button head screw** | (3.1g) |
| 6) 1/4"-28 x 5/16" long Button head screw | (2.9g) |
| 6) 1/4"-28 x 1/4" long Button head screw | (2.6g) |
| 6) 1/4"-28 x 1/4" long set screw | (.8g) |
| 6) 1/4"-28 x 3/8" long set screw | (1.5g) |
| 6) flat washer, M6 plated | (.8g) |
| 1) 1/8" Allen key | |
| 1) 5/32" Allen key. | |

You add the total of the 48g base weight plus the fasteners used (not the pivot bolt) for the total grams used. The math is simple. The following is only a few examples to demonstrate:

$$\begin{aligned}
 48 + \text{Two } 3/8" \text{ long set screws } (1.5g+1.5g) &= 51g \\
 48 + \text{One } 5/16 \text{ long button head } (2.9g) + \text{one } 1/4" \text{ long Button head } (2.6g) &= 53.5g \\
 48 + \text{One } 5/16 \text{ long BH } (3g) + \text{one } 3/8" \text{ long BH } (3.1g) + 2 \text{ washers } (.8+.8) &= 55.7g
 \end{aligned}$$

** Note; the 3/8" long button head is only for use in the tip when 2 washers are used, otherwise the screw bottoms out before the washers are tight under the head.

Frequently Asked Question: Is there 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.**

*Although we know that many users of this kit seem to end up in the 51-54g range (not including pivot bolt) for many of the 129/137" 850 models, there are variations. Things like gearing, clicker position, helixes, springs, pivot bolts and other components that all work together play a part in the recipe. Not to mention engine/pipe modifications, traction, or terrain applications. This is very clearly a "**TUNER**" kit for experienced clutch tuning professionals with proper tools, tuning knowledge, and assembly specifications of the pDrive clutch.*