

CHANGING TIMES

We started with a very limited bank account, no credit line, and a small building with a wood stove for heat. What we lacked in resources we made up for in determination and our continued drive to make snowmobiles better than "stock".

All invoices were done on paper, checks were widely accepted, and the two choices for advertising was either magazine or a printed catalog. Photos of products were taken by a professional photographer and we received a packet of numerous prints. The other option was to take pictures with a camera, send in film for development, and then see how your photo skills turned out in a few days.

Digital cameras and now the new smart phones have made picture and videos easy to do with the click of a button. The internet has opened up a whole new information world to the public and shopping on-line is becoming the norm. Forums can be accessed and you can find others who have the same questions about any type of product and find a solution that may help your particular problem. Face Book and Twitter are popular social sites that people have become addicted too.

Like all changes, it is not completely foolproof. People have become addicted to their cell phones and Face Book should be called Waste Book with the amount of time that is wasted looking at a handheld piece of plastic. Normal conversation and people relationships are hard to find in this text crazy world. The internet has made anonymous people "experts" with their advice and no way to know who they really are. Scams and hacking are common and credit cards are continually being compromised.

The snowmobile world has changed like everything else and with these changes prices have risen as someone has to pay for these things. Since we started this business our core business plan has stayed the same, offer quality parts at a fair price. This philosophy has stood us well over the years and we continue to believe it will hold true in the future.

Thanks to all for your business these past years as we continue to change with the times and offer **"Performance Products that Make Sense"!**

Dale and Dennis Fett



Perfection

POLICIES

Hours: Monday – Friday, 8:00 a.m. - noon and 1:00 p.m. - 5:00 p.m. CST. Saturday or after hours are available by appointment.

Catalog: We mail to current USA customers or can be downloaded from website.

Phone: We may not be available to answer all calls but voice mail is always on duty. Leave a message as [we do return calls](#).

Orders: E-store is identity theft protected, open 24/7, and offers web only savings. Phone, fax, or email orders are always welcome.

Back orders: We will offer options at time of order.

Payment: American Express, Discover, Visa, MasterCard, and PayPal. COD requires certified check or money order and additional COD fee. No COD on international orders.

Shipping: UPS ground or USPS priority is standard (your choice). Canada and European orders shipped by USPS priority mail. UPS blue/red service available by request.

Freight charges: Shipping charge is based on weight/size of item. Insurance is optional and must be requested.

Returns: You must call for return authorization. All returns are subject to a 20% restocking fee, must be in new re-sellable condition, and made within 14 days of shipment. No returns for special orders or purchases after 30 days. No credit on any shipping charges.

Shipping to FBP: [Tightly pack items \(newspaper is best\)](#) with contact information. Shocks should include Ride Tech Service Form. We will call you for payment information.

Tech Calls: We will answer tech calls about our products. *For free advice on other products or technical problems, please do not ask.*

Catalog Pricing: Prices are subject to change without notice and is correct to the best of our knowledge at time of printing. We reserve the right to change specifications or pricing. E-store reflects the most current prices and applications.

Dealers: Contact our office for dealer application. We reserve the right to accept or refuse dealers.

Warranty: Due to the nature of FBP products and services, all items and work performed are sold "AS IS" with no warranties either expressed or implied including any implied warranty of merchantability or fitness for a particular purpose. We will pass on the warranty made by the manufacturer of any product we distribute, who has the sole responsibility of such warranties. The manufacturer shall be solely responsible for any damage to person or property arising from the design or manufacture of its product; we accept no liability for such damages and shall not be liable for indirect or consequential damages. Any references to manufacturers names and part numbers is for identification only and does not denote an original part.

FBP

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TRA PRIMARY CLUTCH COMPONENTS

* See Tool Section for special tools that can cut shop time and effort.

- SKTRAK1:** 03-18 TRA3/5/7 rebuild kit **\$139.99**
SKR155p: Standard roller (set of 3) **\$69.99**
SKR155K: Standard rollers/stopper washer set **\$93.99**
SK4302: Roller spacer washers (set of 6) **\$24.99**

- SKOR2:** Deluxe o-ring set for slider shoes (set of 6) **\$8.99**
 *Viton o-rings are more durable for less wear.
 *Includes 3 std. and 3 oversize keep sliders snug.



- SK3021K2:** Slider shoes & deluxe o-rings (set of 6) **\$30.99**

- CAB235:** TRA 3/5/7 sliding sheave bearing **\$24.99**
 *For easy removal/installation see CAB236 driver in Tool Section
 *Teflon fiber for smooth action and includes new circlip.

- SK7500:** Spring cap assy 03-07 800, 03-18 600 **\$37.99**
 *TRA 3/5/7 with 25mm long bolt casting**.

- SK2759:** Spring cap assy 08-17 800R, 07 800R/XRS **\$37.99**
 *TRA 3/5/7 with 15mm long bolt casting**.
 **Be sure to measure the length of your spring cap assembly bolt leg to insure proper fit.

QRS SECONDARY CLUTCH ROLLERS

"Made in USA" fiber roller extends belt life

- *Quicker response, consistent RPM, lower belt temps.
 *Fiber composite is heat, wear, and corrosion resistant.
 *Tight .0005" tolerance eliminates twisting and binding.
 *Plastic stock rollers tend to wear/break prematurely.
 *Stainless steel washers eliminate friction for quick response.
 *Pivot stud bolts must be ordered separately if needed.
 *Sold in set of 2 with circlips and stainless steel washers.



- SKSR1:** 08-18 XP/XR/XS/XM/XRS models with QRS **\$59.99**

Roller Pivot Stud: **

- SK7259W1:** One roller pivot stud/washer/circlip. **\$21.99**

****NOTE: We use this pivot stud on all years QRS clutches. The 2013+ models went to a blank type stud that needs to be drilled, the circlip on this style works fine and is easy to install.**



TRA 3/5/7 CLUTCH REBUILD KIT

"Made in USA" for quality and reliability

- *Proper clutch tolerances extend belt life and improve performance.
 *800R & E-Tec engines are noted for excessive harmonics and wear.
 *Includes SKR155K (rollers/washers), SK3021K2 (shoes/ deluxe o-rings), and CAB235 (sheave bearing/clip).
 *Does not include spring cap cover; see SK2759 or SK7500 for correct application.
 *See Clutch Components for part descriptions if needed.



*Special clutch tools and knowledge are required to perform clutch service.

***See Tool Section for clutch service tools.**

- SKTRAK1:** 03-18 TRA 3/5/7 primary clutch **\$139.99**

TRA CLUTCH ROLLERS

"Made in the USA" rollers increase durability

- *Stock OEM rollers use a plastic composite bearing.
 *Our Teflon fiber bearing is heat resistance (plastic melts) for consistent clutching.
 *Fiber bearing features thicker walls for higher loads capability.
 *Fits all TRA 2/3/4/5/7 primary clutches.
 *OEM rollers weigh in at 9-10 grams.
 *Sold in a set of 3 with new cotter pins.
 *Roller Kits include the 6 roller spacer washers.



- SKR155p:** Standard replacement roller **\$69.99**

- SKR155K:** Standard roller with washers **\$93.99**

Increase Performance with Oversize Rollers

- *Larger diameter increases acceleration and holeshot.
 *More mass allows more pin weight tuning options.

- SKR165p:** 1mm OS roller 12.5g **\$69.99**

- SKR165K:** 1mm OS roller with washers **\$93.99**

- SKR175p:** 2mm OS roller 15g **\$69.99**

- SKR175K:** 2mm OS roller with washers **\$93.99**

- SKRW-040:** Spacer washers fit all rollers (set of 6) **\$24.99**

Thank You for your quick response, I will let my friends know about your web site and fair prices.

Mike K.

ADJUSTABLE PIN KITS (Dalton)

Threaded pins allow accurate TRA clutch tuning

- *Hardened steel pins offer full use of clickers.
- *Super high finish is easy on roller bearings.
- *More weight gives faster upshift increasing acceleration.
- *Each kit contains 3 pins, tuning screws, and cotter pins.



DPAP-LP: 11.5 - 17.4 grams

\$41.99

DPAP-MP: 14.5 - 20.4 grams

\$41.99

BRUTE ARMS TRA

Almost 4 grams of adjustable tuning options

- *Super tough 7075 alloy arms take big horsepower loads.
- *Allows tuners to use less pin weight for faster back shift.
- *Heavier arm for more low/mid acceleration and belt grip.
- *Allows use of different spring rates and tuning components.
- *Tune belt grip by moving the weight within the arm.
- *45g (many stock arms 35g) up to almost 49g.
- *Includes arms and tuning screws for TRA 3/5/7 clutches.



DPT5-MA: Set of 3 arms

\$269.99

E-DRIVE FULL SHIFT ROLLERS

Replacement rollers for BRP E-Drive 2 and Can Am

- *Poly stock rollers in newer E-Drive 2 clutches are known to fail.
- *They tend to get flat spots which do not roll = poor clutch action.
- *Hardened steel rollers with a long life bearing.
- *Replaces older metal versions or newer composite rollers.
- *Improved response, longer belt life, and better backshift.
- *Includes 6 rollers, washers, install tool, and instructions.



DFSR-100: Ski-doo E-Drive 2 and Can Am ATV/UTV **\$139.99**

CLUTCH SPRINGS

\$35

- *High quality, stress relieved, lasting durability.
- *Load measured at listed height.
- *Tolerances held to +5%.

Compare all springs at same height to make accurate tuning decisions



Primary TRA:

HSSP102: 200lb @ 2.9"/325lb @ 1.6"

HSSP103: 200lb @ 2.9"/380lb @ 1.6"

HSSP104: 180lb @ 2.9"/360lb @ 1.6"

Secondary RER:

HSSS203: 210lb @ 61mm/305lb @ 35.2mm
(Compression spring with no tabs)

Primary 850 P-Drive:

*OEM load test method, "assembly with guides".

HSSPD101: 150lb @ 79.4mm/305lb @ 45mm

HSSPD102: 150lb @ 79.4mm/385lb @ 45mm

HSSPD103: 210lb @ 79.4mm/340lb @ 45mm
(417224168 OEM listed 150lb/350lb at these mm)



Dennis & Dale

TRA 3/5/7 ACCELERATOR CLUTCH RAMPS

Custom machined ramps offer bolt-in performance

- *Modified profile for improved trail performance.
- *Accelerate harder through mid-range with great top end.
- *Full use of clickers allows tuning options.
- *Adjustable pin kit is recommended for max performance.
- *Sold by set of 3 that fits one clutch.



TRAR412: Modified profile of OEM 412 ramp

*412 is stock on 07-18 500SS/600 carb; 09-18 600MXZ E-Tec **\$122.99**

TRAR414: Modified profile of OEM 414 ramp

*414 are stock on 07 800HO MXZ; 08 600SDI MXZ/Renegade; 08-11 800R MXZ; 10-17 800R E-Tec MXZ/Renegade **\$122.99**

BELLY BRACE

Best-selling chassis protection available

- *Prevent breakage of cast steering mount.
- *Protects the fragile underbelly from off camber hits.
- *A-arms are easily replaced but chassis parts get expensive.
- *Zinc plated steel brace can be used with skid plates.
- *Best insurance policy against high repair bills.
- *Requires limited drilling for secure, bullet proof mounting.
- *Includes all hardware and instructions for easy bolt-on installation.



SKBB1:

08-18 XP/XRS/XS/XM models (excludes 850 gen 4)

\$79.99

BEARING BUDDY

The only guarantee that crank bearings have grease!

PTO Crankshaft Bearing Saver

- *Allows grease to be added to the sealed PTO bearings.
- *Many 800 owners start to see crank problems at 2500 miles.
- *Pressure relief valve prevents blown out seals.
- *Machined aluminum case housing with replaceable seals.
- *Requires clutch removal and case cover replacement.
- *Low cost and easy installation can save huge \$\$ and future down time.
- *Includes plate cover with seal, isoflex grease, injector, and instructions.



SKPTOBK: 2004 and up 600 and 800 twins (carb, SDI or E-Tec)

\$129.99

NOTE: Does not fit small block 500SS/600 or the 2004 800HO carb.

PTO & MAG Crankshaft Bearing Saver Set

- *Mag bearings have less load but can still run dry.
- *A shot of grease will help prevent catastrophe.
- *Requires muffler/recoil/flywheel removal.
- *Includes drilled/fitted mag bolt, Bearing Buddy (SKPTOBK), and directions.



SKPTMAK: PTO Kit with Mag Bolt for complete bearing lubrication

\$149.99

NOTE: Does not fit small block 500SS/600 or the 2004 800HO carb.

BELT DEFLECTION ADJUSTERS

Deflection adjustment needed as belt wears or a new belt is installed

- *Infinite adjustability for precise and accurate belt adjustments.
- *Machined aluminum is non-corrosive and durable.
- *Eliminates stripped threads on models with plastic adjusters.
- *Brittle cast metal models can only make limited adjustments.
- *Allows easy spreading of sheaves when making a belt change.
- *Proper deflection gives better acceleration and extends belt life.

Adjuster QRS 08-09

- *Adjust with stock spanner wrench.
- *If stock wrench is missing, use SKSPW below.
- *Includes adjuster, Allen wrench, and instructions.

SKBR1: 08-09 XP QRS roller secondary

SKSPW: 6" spanner wrench



\$94.99

\$31.99

Adjuster QRS 10-18

- *Machined aluminum for reliable belt adjustment.
- *Includes adjuster, Allen & spanner wrenches, and instructions.

SKNL2: 10-18 QRS roller secondary



\$79.99

Replacement Injector with isoflex grease

SKGIBK: 10 ml injector with isoflex grease

\$29.99



Replacement seal/o-ring set

SKSLBK: Seal and o-ring for PTO Bearing Buddy

\$21.99

OFFSET IGNITION KEY

More power and acceleration, up to 2 hp. gain

- *Can be used to advance or retard timing.
- *Part # lists offset in thousandths for 1 to 3.6 degree average.
- *Engines differ slightly depending on stroke and rod offset.
- *If exact degree required, see your service manual for crank travel.
- *Advanced timing may require premium fuel.
- *Fits Ski-doo models from early to present, replaces OEM #420246015.



SKW010: (1.1 degree)

\$21.99

SKW020: (2.4 degree)

\$21.99

SKW030: (3.6 degree)

\$21.99

PRIMARY CLUTCH COMPONENTS

Cat offers no clutch parts but we do.

- *Rebuild your clutch and SAVE MONEY.
- *Special tools and knowledge are required to service clutch.
- *High quality USA parts outperform stock import items.
- *See Tool Section for special tools that can cut shop time and effort.**

Primary Rebuild Kit

- *Includes all high wear parts in one kit.
- *Spider kit (**ACSK1**) rollers/pins/washers/ slider buttons.
- *Cover bearing (**CAB216**) with new retainer clip.
- *Sheave bearing (**CAB218**) with new retaining ring.
- *USA parts guarantee accurate fitment and long life.



ACCRK1: 00-15 Six or Nine tower primary clutch **\$159.99**

Spider Rebuild Kit

- *Kit used when replacing worn rollers or shimming spiders.
- *High temp required to remove spider can damage soft parts.
- *Includes rollers, pins, washers, and slider buttons.
- *USA parts guarantee accurate fitment and long life.



ACSK1: 95-15 Six or Nine tower primary clutch **\$129.99**

Spider Button and Washer Kit

- *High heat to remove spider can result in damage to these items.
- *Set of 6 plastic buttons and 6 plastic washers.



ACSBWK3: **\$59.99**

Spider Button Kit

- *Keep spider tight and clutch action smooth.
- *Set of 6 plastic buttons.



ACSBK2: **\$34.99**

Cover Bearing

- *Teflon bearing with retaining clip fits most 00-15.
- *This bearing supports most of belt load so subject to high wear.



CAB216: **\$20.99**

Moveable Sheave Bearing

- *33mm fits 00-15 Cats (not 1000 twin 2 stroke).
- *Includes steel retaining ring for precise replacement.



CAB218: **\$24.99**

Cam Arm Bearings

- *Includes 3 cam arm bearings for all pre-04.

CAB210: **\$27.99**

CLUTCH SPIDER

HD machined billet takes big loads

- *No flex spider gives precise sheave action.
- *Eliminates stripped threads and cracked castings.
- *Requires special tools and knowledge for installation.
- *Spider only, if rollers are needed see kit below and SAVE.



***See Tool Section for special tools that can cut shop time and effort.**

ACBSP: SAE threads, fits up to 09 **\$149.99**

ACBSPM: Metric threads, fits 10-15 **\$149.99**

Spider with Roller Kit

ACBSPK: SAE spider with roller kit **\$254.99**

ACBSPMK: Metric spider with roller kit **\$254.99**

SPIDER SHIMS (by Dalton)

- *More tuning options with different diameter and thickness shims.
- *Thicker large diameter "untucks" the cam arm at engagement.
- *Untucking increases belt grip and often lowers engagement.
- *Small diameter affects belt side gap and arm leverage at belt contact point.
- *Amount of change with different thickness may vary.
- *Belts, cam arms, springs, and desired purpose must be considered for best set-up.

All Shims: **\$21.00 each**

07-09 Arctic Cat

DSS-A1: .180" thick with .020" step



10-15 Arctic Cat

DSS-A2: .085" thick with .025" step

DSS-A3: .090" thick with .060" step
(A3 is similar to A2 but has more side belt clearance)

2016+ Team Primary

DSS-T110/30

DSS-T130/30

DSS-T145/30

DSS-T105/60

DSS-T140/60

*Large diameter step is first thickness listed.

CLUTCH SPRINGS

\$35

*High quality, stress relieved, lasting durability.
 *Load measured at listed height.
 *Tolerances held to +-5%.

***Compare at same height to make accurate tuning decisions**

Primary Pre-2016:

- HSAP102: 140lb @ 2.5"/290lb @ 1.25"
- HSAP103: 160lb @ 2.5"/300lb @ 1.25"
- HSAP105: 135lb @ 2.375"/320lb @ 1.375"



Primary 2016+:

- HSAPT101: 95lb @ 2.7"/255lb @ 1.7"
- HSAPT102: 105lb @ 2.7"/240lb @ 1.7"
- HSAPT103: 122lb @ 2.7"/255lb @ 1.7"
- HSAPT104: 140lb @ 2.7"/285lb @ 1.7"

Secondary 2012-2015 Pro Cross:

- HSAS201: 152lb @ 2.75"/258lb @ 1.5"
 - HSAS202: 185lb @ 2.75"/320lb @ 1.5"
 - HSAS203: 165lb @ 2.75"/285lb @ 1.5"
- (stock Cat Blk/Blue 0648-813 is 175lb/285lb)

Secondary 2016+ Pro Cross:

- HSAST201: 130lb @ 2.6"/230lb @ 1.6"
 - HSAST202: 160lb @ 2.6"/220lb @ 1.6"
 - HSAST203: 175lb @ 2.6"/245lb @ 1.6"
 - HSAST204: 185lb @ 2.6"/265lb @ 1.6"
- (stock Cat 0648-857 is 140lb/200lb)



Dale

QUICK ADJUST CAM ARMS

Adjust clutch weight **without** removing arm from the clutch

*Threaded hole at heel allows weight changes without removing arm.
 *Stock profile arms offer 7.4-7.5 grams of adjustability.
 *Accurately put weight where needed when fine tuning.
 *Faster than rivets, magnets, or screws that require disassembly.
 *Save money and time vs. buying or grinding multiple sets.
 *Great for mod work, turbo boosting, or altitude changes.
 *Includes 3 cam arms, Allen wrench, tuning screws, and instructions.

04-15 Cat fixed pin cam arms

\$215

- QACA-XXL: 60-67.5 grams
- QACA-XLW: 62-69.5 grams
- QACA-LW: 63.5-71 grams
- QACA-1W: 67.5-75 grams
- QACA-1BW: 70.5-78 grams
- QACA-2W: 73.5-81 grams
- QACA-2BW: 76.5-84 grams
- QACA-3W: 80-87.5 grams
- QACA-4W: 83.5-91 grams
- QACA-5W: 86.5-94 grams
- QACA-6W: 89.5-97 grams
- QACA-7W: 94.5-102 grams



2016+ cam arms for Team primary

\$235

- QA2-64: 64-71.4 grams
- QA2-67: 67-74.4 grams
- QA2-70: 70-77.4 grams (800, 129" Procross*)
- QA2-73: 73-80.4 grams (T-Cat turbo w/trail pump gas ECU re-flash*)
- QA2-76: 76-83.4 grams
- QA2-81: 81-88.4 grams
- QA2-84: 84-91.4 grams (turbo Suzuki w/ trail pump gas ECU re-flash*)
- QA2-87: 87-94.4 grams
- QA2-89: 89-96.4 grams
- QA2-93: 93-100.4 grams



*Popular applications to be used for reference point only.

Tuning Note: Initial weight listed is an empty arm, included set screws allow arm to be fully loaded up to the maximum weight listed. Purchase a set that is slightly lighter (when empty) than your stock arm so tuning weight can be added for increased clutch tuning and performance.

Quick Adjust Cam Arm Screws

*Replacement adjustment screws if you misplace stock set.
 *Complete set contains 18 mixed screws for 3 cam arms.



QACA-SH: Screw set for 3 QACA cam arms

\$26

BELT DEFLECTION ADJUSTERS

Proper deflection gives better acceleration and extends belt life

- *Infinite adjustability eliminates the need for special shims.
- *Shims are always too thick or too thin and you never have correct size.
- *Machined aluminum gives precise and accurate belt adjustments.
- *Great to spread the sheaves when making a belt change.
- *Deflection should be checked often as belt wears or if new belt is installed.

ACT (Diamond) Drive 05-09

- *Use stock spanner or FBP Spanner.
- *Includes LH threaded adjuster, Allen wrench, vented bolt, and instructions.

ACBLx: LH threads; 05 white plastic, all 06-09 ACT Drive

ACSPW: 6" spanner wrench



\$98.99
\$31.99

ACT (Diamond) Drive 10-16

- *Same great features of our original adjuster.
- *Aluminum adjuster, Allen wrench, and instructions.



\$94.99

ACBR2: 10-16 ACT (diamond) Drive

Pro-Cross/Pro-Climb 12-15

- *Same great features as our original adjuster.
- *Extended belt life with correct deflection.
- *Less belt blowing on turbo and mountain sleds.
- *Aluminum adjuster, Allen wrench, and instructions.



\$94.99

ACBR3: 12-15 Pro-Cross/Pro-Climb with chain case

OVERLOAD SUSPENSION BLOCKS

Aluminum blocks for the Big Boys

- *Overload option for heavy loads.
- *Extra pre-load setting from stock blocks.



\$46.99

#ACADJ-OL: 95-18 all models

OFFSET IGNITION KEYS

More power and acceleration, up to 2 hp. gain

- *Can be used to advance or retard timing.
- *Part # lists offset in thousandths for 1 to 3.6 degree average.
- *Engines differ slightly depending on stroke and rod offset.
- *If exact degree required, see your service manual for crank travel.
- *Advanced timing may require premium fuel.



CTW010: (1.4degree) **\$21.99**

CTW020: (2.5degree) **\$21.99**

CTW030: (3.5degree) **\$21.99**

440/500/600/700 twins; 600 ZRT; 04-06 F6/Saber EFI; 03-06 600/700 EFI FireCat/SaberCat/M/XFire; 07-14 SP500; F twin spar 5/6/8/1000/Z1100; 12-18 Pro Cross/Pro Climb 4000/5000/6000/8000/9000

CTR010: (1degree) **\$21.99**

CTR015: (2degree) **\$21.99**

CTR020: (3degree) **\$21.99**

CTR030: (4degree) **\$21.99**

800/900 ZR; 800 ZRT; 900/1000 T Cat; 03-06 500/600/700 Carb FireCat/SaberCat

I am sure you knew the outcome and heard this before but I wanted to say thanks. Changing suspension over to your specs was a breeze and sled felt great. Brought a smile to my face when I was actually able to enjoy the ride. I realize I paid for it but your upgrade and knowledge made snowmobiling FUN again.

Joel N.

PRO-CROSS/PRO-CLIMB SECONDARY ROLLERS

"Made in USA" fiber roller extends belt life

- *Quicker response, consistent RPM, lower belt temps.
- *Plastic stock rollers tend to bind for poor clutch response.
- *Fiber composite is heat, wear, and corrosion resistant.
- *Tight .0005" tolerance eliminates twisting and binding.
- *Stainless steel washers eliminate friction for quick response.
- *Sold in pairs with stainless steel washers for one clutch.



ACSR3: 12-13 800/1100/1100 turbo; 14-15 4000/5000/6000/7000/8000/9000 **\$59.99**

QUICK ADJUST CAM ARMS

Adjust clutch weight without removing arm from the clutch

- *Threaded hole at heel allows weight changes without removing arm.
- *Stock profile has up to 7.5 grams of adjustability in each arm.
- *Accurately put weight where needed when fine tuning.
- *Faster than rivets, magnets, or screws that require disassembly.
- *Save money and time vs. buying or grinding multiple sets.
- *Great for mod work, turbo boosting, or altitude changes.
- *4 stroke oriented curvature pulls harder than stock arms and has better belt grip.
- *Includes 3 cam arms, Allen wrench, tuning screws, and instructions.

Yamaha Cam Arms

\$245

QAY-54: 54-61.4 grams (Nytro/Viper/Vector triple*)

QAY-58: 58-65.4 grams (RX1/Apex*)

QAY-62: 62-69.4 grams (RX1/Apex/SideWinder*)

QAY-66: 66-73.4 grams (charged Apex/SideWinder stock or exhaust mods*)

QAY-70: 70-77.4 grams (boosted 180+ hp Viper/boosted SideWinder with trail mod ECU*)

QAY-T1: 73.6-81 grams (low boost RX1 or Apex/ higher boosted SideWinder*)

QAY-T2: 79-86.4 grams (common on boosted RX1/Apex*)

QAY-T3: 84.6-92 grams (new heavy arm for high boost applications*)

*Popular applications to be used for reference point only.

**Many tuners use red secondary spring (HSYS201) in button style clutch with great results.



***Tuning Note: Initial weight listed is an empty arm, included set screws allow arm to be fully loaded up to the maximum weight listed. Purchase a set that is slightly lighter (when empty) than your stock arm so tuning weight can be added for increased clutch tuning and performance.**

Quick Adjust Cam Arm Screws

- *Replacement adjustment screws if you misplace stock set.
- *Complete set contains 18 mixed screws for 3 cam arms.

QACA-SH: Screw set for 3 QACA cam arm



\$26

SIDEWINDER SECONDARY CLUTCH ROLLERS

Quicker response, consistent RPM, lower belt temps

- *Made in USA* fiber roller extends belt life.
- *Fiber composite is heat, wear, and corrosion resistant.
- *Tight .0005" tolerance eliminates twisting and binding.
- *Stock or aftermarket plastic rollers tend to bind/wear flat/break prematurely.
- *Machined tolerances vs injection molded plastic.
- *Stainless steel washers eliminate friction and increase durability.
- *Sold in set of 3 with stainless steel washers.



YASR1: 17-18 SideWinder models

\$76.99



Dale

CLUTCH SPRINGS

\$35

- *High quality, stress relieved, lasting durability.
- *Load measured at listed height.
- *Tolerances held to +-5%.
- *Compare at same height to make accurate tuning decisions**

Primary 2 Stroke:

HSYP101: 150lb @ 2.5"/300lb @ 1.25"

Primary 4 Stroke:

HSYP102: 41kg @ 2.9"/125kg @ 1.6"

HSYP105: 40kg @ 2.9"/133kg @ 1.6"



Secondary Button Style:

HSYS201:

- *Same torsional force as stock Yamaha silver.
- *Slightly more side force for better belt grip.
- *Allows full shift with no coil bind.

P85 CLUTCH REBUILD KITS & COMPONENTS

Worn clutches cause most performance problems

- *Proper clutch tolerances give longer belt life and more mpg.
- *Made in the USA components.
- *Special clutch tools and knowledge are required to perform clutch service.
- ***See Tool Section for special tools that can cut shop time and effort.**

Primary Rebuild Kit

- *All the high wear parts in one kit.
- *Spider kit (rollers/pins/washers/slider buttons).
- *12 & 22mm long Teflon fiber cover bearings (fits multiple applications) with clip.
- *Teflon fiber moveable sheave bearing with steel retainer ring.
- *14mm wide rollers, 25mm pin, and 6.2mm thick buttons.

PLCRK1: Polaris P85 wide roller clutches 98 & newer **\$174.99**



Spider Rebuild Kit

- *Complete parts kit for worn spider components.
- *14mm wide rollers, 25mm pin, and 6.2mm thick buttons.
- *Includes rollers/pins/washers/slider buttons.

PLSK1: Polaris P85 wide roller clutches 98 & newer **\$129.99**



Spider Button and Washer Kit

- *Heat/wear cause plastic items to need replacement.
- *Set of 6 plastic slider buttons and 6 roller washers.

PLSBWK3: **\$59.99**



Spider Button Kit

- *Set of 6 plastic slider buttons.

PLSBK2: **\$34.99**



Cover Bearing

- *P85 short cover bearing with retainer clip.
- *12mm length cover bearing fits many 1995 & newer clutches.

CAB260: **\$20.99**



Cover Bearing

- *P85 long cover bearing with retainer clip.
- *22mm length cover bearing fits many 2000 & newer clutches.

CAB261: **\$20.99**



Moveable Sheave Bearing

- *Teflon fiber bearing fits 1995 and newer.
- *Includes steel retaining ring for precise replacement.

CAB265: **\$24.99**



Cam Arm Bearings

- *Set of 3 Teflon fiber bearings; all years.

CAB210: **\$27.99**

QUICK ADJUST CAM ARMS

Adjust clutch weight without removing arm from the clutch

- *Threaded hole at heel allows weight changes without removing arm.
- *Stock 10 series profile has up to 7.5 grams of adjustability.
- *Accurately put weight where needed when fine tuning.
- *Faster than rivets, magnets, or screws that require disassembly.
- *Save money and time vs. buying or grinding multiple sets.
- *Great for mod work, turbo boosting, or altitude changes.
- *Includes 3 cam arms, Allen wrench, tuning screws, and instructions.

Polaris bushed cam arms:

\$225

QAP-1: 58-65.5 grams

QAP-2: 62-69.5 grams

QAP-3: 66-73.5 grams

QAP-4: 70-77.5 grams

QAP-5: 73.5-81 grams

QAP-6: 77.5-85 grams



***Tuning Note: Initial weight listed is an empty arm, included set screws allow arm to be fully loaded up to the maximum weight listed. Purchase a set that is slightly lighter (when empty) than your stock arm so tuning weight can be added for increased clutch tuning and performance.**

Quick Adjust Cam Arm Screws

- *Replacement adjustment screws if you misplace stock set.
- *Complete set contains 18 mixed screws for 3 cam arms.

QACA-SH: Screw set for 3 QACA cam arms

\$26



Talon 35 Snow Test

RUSH GUARD

Best heat exchanger protection available

- *Extra protection for the exposed heat exchanger.
- *Designed to provide plenty of air flow for proper cooling.
- *Lightweight solid aluminum tubing gives trail bashing strength.
- *Powder coated in 4 colors.
- *Bolt-on installation, will fit with skid plates.
- *Fits 10-14 Rush/Rush Switchback 600/800 std. or Pro R.

- PLRG1:** Red **\$144.99**
- PLRG2:** Black **\$144.99**
- PLRG3:** White **\$144.99**



Dennis

REED SPACER TORQUE KITS

Increased performance and quicker throttle response

- *Aluminum spacer increases the torque curve in the lower part of the RPM range.
- *Gains of up to 3 hp. from low to upper mid-range.
- *No loss of top end or jetting changes.
- *Kits are complete with longer bolts and washers, spacers, new gaskets.



- PLRS02:** Polaris domestic twins **\$79.99**
- PLRS03:** Polaris triples **\$109.99**
- PLRSG1:** Replacement gasket **\$4.99 each**

CLUTCH SPRINGS **\$35**

- *High quality, stress relieved, lasting durability.
- *Load measured at listed height.
- *Tolerances held to +-5%.

***Compare at same height to make accurate tuning decisions**



- Primary:**
- HSAP102:** 140lb @ 2.5"/290lb @ 1.25"
 - HSAP103:** 160lb @ 2.5"/300lb @ 1.25"

- Secondary:**
- HSPS202:** Polaris copy "team" clutch, 140lb/200lb.
 - *Great spring for 10-14 600 Rush.

OFFSET IGNITION KEY

More power and acceleration, up to 2 hp. gain

- *Can be used to advance or retard timing.
- *Part # lists offset in thousandths for 1 to 3.6 degree average.
- *Engines differ slightly depending on stroke and rod offset.
- *If exact degree required, see your service manual for crank travel.
- *Advanced timing may require premium fuel.
- * Replaces stock OEM #7721117.
- * Fits all 01-18 600/700/800 twins also ATV, Rangers, or Razors.



- PLW010:** (1.5 degree) **\$21.99**
- PLW020:** (2.5 degree) **\$21.99**
- PLW030:** (3.5 degree) **\$21.99**

CLUTCH BALANCING

New stock clutches can vary up to 3 grams

- *Increase drive train reliability and transfer more power.
- *Mass production tolerances mean stock clutches do vary.
- *Computerized balancer guarantees accuracy.
- *Longer life expectancy of crankshaft and drivetrain components.
- *Clutches will be drilled within 1/2 gram of perfect balance.
- *We will mark clutch position for reference if different than stock.
- *Invoice will include the gram amount of starting imbalance.



Primary/Secondary Clutches: \$65/clutch

Primary shipping:

Cat/Polaris/Yamaha: Remove cam arms, cam arm bolts, and spring; leave cover bolted in place.

Ski-doo: Remove arms and arm bolts; spring and ramps can stay; re-install the cover with slider buttons intact.

Secondary shipping: Leave complete (no balancing of the Ski-doo secondary that is fixed to jackshaft).

NOTE: When sending in your clutch, strip as directed to avoid extra charge and pack the clutch tightly (newspaper works best) in a sturdy box.



Spencer

CLUTCH REBUILDING

Primary Clutches

- *Rebuild Cat/Polaris/Ski-doo clutches.
- *Arms, ramps, or spring replacement.
- *Sheave/cover bearings replaced.
- *Spiders rebuilt with rollers/pins.
- *Balance of clutches after rebuild is extra.
- *Charge based on shop time required, \$50 minimum.



CRANKSHAFT EXCHANGE

Drop-in Crankshafts, Save Time & Money

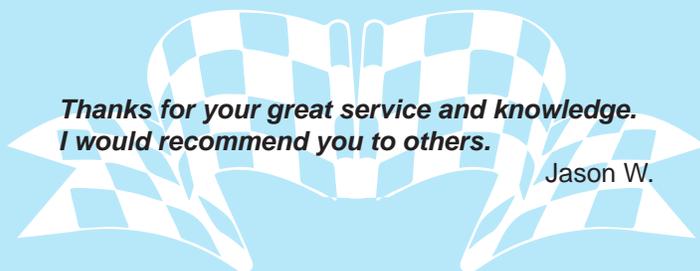
- *When a rod or bearing fails don't do a "half ass" repair.
- *If one part fails, ALL other parts should be replaced.
- *New rods, pins, and bearings (seals not included).
- *2 strokes feature a one year warranty.
- *Your "bad" core crank must be sent in.
- *Core can be broke, rod bent, bad bearing, we don't care.
- *Core must be complete and the same as replacement.
- *Normal turn time of 2-5 days.



Example prices shown at time of printing with core.

- *07-10 Arctic Cat 800 twin (includes all bearings) **\$700***
- *09-18 BRP 800 PTEK/ETEC twin (includes isoflex grease) **\$660***
- *00-10 800 Polaris twin (solid center, HD PTO bearing) **\$510***
- *79-06 540 Yamaha twin (fan cooled) **\$490***

***Call or email for the most current price on your model.**



Thanks for your great service and knowledge. I would recommend you to others.

Jason W.

CYLINDER RE-PLATING

One year warranty on any defects

- *Repairs scored walls, deep gouges, or anything in between.
- *Like new reliability but far less costly.
- *Outperforms sleeving and saves cylinder.
- *Allows you to keep your "ported" cylinders.
- *Turn time is 10-12 working days.



- Strip, re-plate, hone cylinder \$195**
- Strip, skim bore, re-plate, hone cylinder \$225***
- Strip, weld, bore, re-plate, hone cylinder \$255****

- *Skim boring required if there are wear spots up to .010".
- **Welding required if damage is deeper than .010".

NOTE: Remove all studs, power valves, bushings, and fittings to avoid an extra charge.



TALON TRACKS

Tracks by Riders for Riders

- *Designed for trail, cross country, or deep powder.
- *Double ply construction resists ballooning for increased efficiency.
- *Exceptional durability and stud friendly.
- *Cold temp flexibility offers low rolling resistance and quick acceleration.
- *Warranty against manufacturer defects.

Talon 28 (1.1"): Designed for riders who need great handling on groomed trails. The soft rubber compound gives excellent traction, braking, and stability on hard-pack and/or icy surfaces with durable 2 ply construction. Advanced polyester cords, fully clipped, and an efficient lug design make this a great replacement on older or lower horsepower sleds that don't need or can't handle a deep lug track. The Talon 28 is a great track for high speed lake running, drag racing, or radar runs.

T28-110-2152	121x15x1.1, pitch 2.52	\$349
T28-110-3652	136x15x1.1, pitch 2.52	\$469



Talon Track 28

Talon 32 (1.25"): The best all-around trail track on the market is most popular for riders who demand performance on hard pack trails but also need traction in loose snow;. The aggressive angled profile offers maximum traction and acceleration plus stability in sharp turns. Advanced polyester cord, fully clipped, and 2 ply construction provides low temp flexibility and low rolling resistance for great high speed performance. The Talon 32 is the most versatile track available for the widest range of riders and snow conditions.

T32-125-2152	121x15x1.25, pitch 2.52	\$359
T32-125-2852	128x15x1.25, pitch 2.52	\$453
T32-125-3652	136x15x1.25, pitch 2.52	\$487

T32-125-2086	120x15x1.25, pitch 2.86	\$410
T32-125-2986	129x15x1.25, pitch 2.86	\$462
T32-125-3786	137x15x1.25, pitch 2.86	\$478



Talon Track 32

Talon 32S (1.25" pre-studded): A trail track for aggressive riders who demand performance on hard pack trails, traction in loose snow, but also want the safety of studs in icy conditions. The aggressive angled profile offers maximum traction and acceleration plus the addition of carbide tipped studs imbedded into the lugs gives superb braking and control in ice situations. Advanced polyester cord, fully clipped, and 2 ply construction provides low temp flexibility and low rolling resistance for great high speed performance. The Talon 32S is a great choice for the widest range of riders in trail, snow, and ice conditions.

T32S-125-2152	121x15x1.25, pitch 2.52	\$459
T32S-125-2852	128x15x1.25, pitch 2.52	\$553
T32S-125-3652	136x15x1.25, pitch 2.52	\$587

T32S-125-2086	120x15x1.25, pitch 2.86	\$510
T32S-125-2986	129x15x1.25, pitch 2.86	\$562
T32S-125-3786	137x15x1.25, pitch 2.86	\$578

NOTE: Tunnel protectors must be installed before running any type of studded track.



Talon Track 32S

TRACKS BY RIDERS 4 RIDERS

Talon 35 (1.38"): A true cross-over track was designed by using advanced production techniques. A light weight in the 2 ply track segment with a 1 3/8" lug height that is groomed trail friendly. The unique design features wide spaced center lugs for traction in packed or loose snow. Re-enforced outer lugs are saw toothed to eliminate air drag in the tunnel (better top end) plus give aggressive side bite under hard cornering and acceleration in all conditions. The Talon 35 is a new generation of deep lug, high speed tracks.

T35-138-2152	121x15x1.38, pitch 2.52	\$389
T35-138-2852	128x15x1.38, pitch 2.52	\$462
T35-138-3652	136x15x1.38, pitch 2.52	\$496
T35-138-4452	144x15x1.38, pitch 2.52	\$520
T35-138-5152	151x15x1.38, pitch 2.52	\$535
T35-138-5652	156x15x1.38, pitch 2.52	\$542
T35-138-2086	120x15x1.38, pitch 2.86	\$415
T35-138-2986	129x15x1.38, pitch 2.86	\$475
T35-138-3786	137x15x1.38, pitch 2.86	\$500
T35-138-4686	146x15x1.38, pitch 2.86	\$532



Talon Track 35

Talon 38 (1.5"): A cross country track for advanced riders who demand corner to corner acceleration on the trail yet need off trail capability in soft, loose snow. Asymmetric lug pattern provides excellent grip, braking, and easy handling. Reinforced side lugs, fully clipped, and 2 ply construction increase stability and maneuverability on hard pack trails and in tight turns. The Talon 38 is the perfect solution for everyday groomed trail riding mixed with off trail boondocking.

T38-150-2152	121x15x1.50, pitch 2.52	\$419
T38-150-2852	128x15x1.50, pitch 2.52	\$470
T38-150-3652	136x15x1.50, pitch 2.52	\$505
T38-150-4452	144x15x1.50, pitch 2.52	\$548
T38-150-5152	151x15x1.50, pitch 2.52	\$558
T38-150-5652	156x15x1.50, pitch 2.52	\$566
T38-150-2086	120x15x1.50, pitch 2.86	\$419
T38-150-2986	129x15x1.50, pitch 2.86	\$487
T38-150-3786	137x15x1.50, pitch 2.86	\$522
T38-150-4686	146x15x1.50, pitch 2.86	\$555



Talon Track 38

Talon 45 (1.77"): Cross country track that represents the next generation in lug technology and design for amazing traction, hard acceleration, and precision handling loose or hard pack snow. Unique reinforced lug design, fully clipped, and 2 ply construction give unsurpassed traction and control in snow, rough terrain, or hard pack conditions. The Talon 45 raises the standard for serious cross country or boondocking mixed with trail riding.

T45-177-2152	121x15x1.77 pitch 2.52	\$444
T45-177-2852	128x15x1.77 pitch 2.52	\$496
T45-177-3652	136x15x1.77 pitch 2.52	\$530
T45-177-4452	144x15x1.77 pitch 2.52	\$574
T45-177-5152	151x15x1.77 pitch 2.52	\$611
T45-177-2086	120x15x1.77 pitch 2.86	\$444
T45-177-2986	129x15x1.77 pitch 2.86	\$496
T45-177-3786	137x15x1.77 pitch 2.86	\$530
T45-177-4686	146x15x1.77 pitch 2.86	\$574
T45-177-5486	154x15x1.77 pitch 2.86	\$629

I am really happy with my Talon 45 x 136" track, so much that we ordered a Talon 38 for my Dad's sled. Track has way more traction than the 1.5 intense that was stock on my sled.

Jason W.



Talon Track 45

TRACKS BY RIDERS 4 RIDERS

Talon 66 (2.62"): A mountain track designed with "POP-UP" lug technology in the flexible central grouser lugs. This design will grab the snow to "POP" you up on top of the snow instead of trenching. It delivers great handling and traction on nose-bleed climbs, steep descents, or side hilling. The Talon 66 will allow beginners to tackle new heights and open up endless choices for the experienced deep snow rider.

T66-262-3786-3R*	137x15x2.62 pitch 2.86	\$615
T66-262-4686-3R*	146x15x2.62 pitch 2.86	\$629
T66-262-5486-3R*	154x15x2.62 pitch 2.86	\$642
T66-262-6386-3R*	163x15x2.62 pitch 2.86	\$654

**3R models are center ported
(fits OEM Polaris with center drive sprocket)
**NOTE: Talon 154" track fits Polaris
(they market track as 155")*

T66-262-4130	141x15x2.62 pitch 3.00	\$621
T66-262-5330	153x15x2.62 pitch 3.00	\$642
T66-262-5630	156x15x2.62 pitch 3.00	\$650
T66-262-6230	162x15x2.62 pitch 3.00	\$654
T66-262-7430	174x15x2.62 pitch 3.00	\$687
T66-262-5435	154x15x2.62 pitch 3.50	\$648
T66-262-6535	165x15x2.62 pitch 3.50	\$659



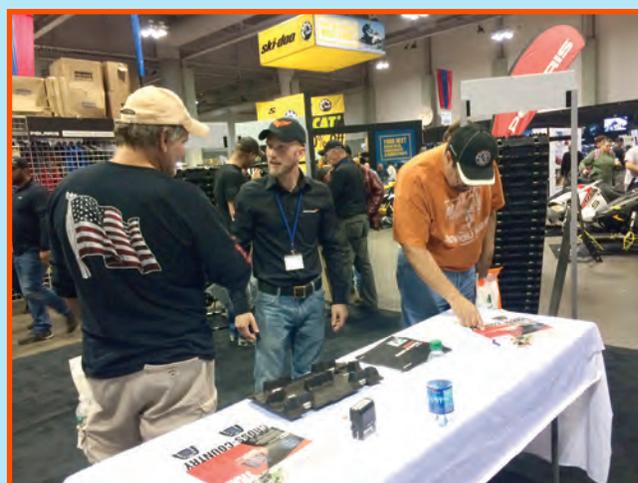
Talon Track 66.6

Talon 67 (2.62"): A mountain powder track that blends the latest technology into a light weight 2.62" lug design with the strength of 2 ply construction for powder snow riding. The scooped lugs feature wide spacing for ultimate traction and eliminate snow packing. The result is a track that resists trenching, grabs the snow and then pulls you out and up on top. The Talon 67 excels in deep powder conditions.

T67-262-3786-3R*	137x15x2.62 pitch 2.86	\$646
T67-262-4686-3R*	146x15x2.62 pitch 2.86	\$660
T67-262-5486-3R*	154x15x2.62 pitch 2.86	\$675
T67-262-6386-3R*	163x15x2.62 pitch 2.86	\$687

**3R models are center ported
(fits OEM Polaris with center drive sprocket)
**NOTE: Talon 154" track fits Polaris
(they market track as 155")*

T67-262-4130	141x15x2.62 pitch 3.00	\$652
T67-262-5330	153x15x2.62 pitch 3.00	\$675
T67-262-5630	156x15x2.62 pitch 3.00	\$683
T67-262-6230	162x15x2.62 pitch 3.00	\$687
T67-262-7430	174x15x2.62 pitch 3.00	\$722
T67-262-5435	154x15x2.62 pitch 3.50	\$680
T67-262-6535	165x15x2.62 pitch 3.50	\$692



Trevor



Talon Track 67

CLUTCH BEARING DRIVERS

Remove and install clutch bearings

- *Machined steel, black oxide treated drivers.
- *Designed for primary cover or moveable sheave bearings.
- *Dual head design removes old and installs new bearings



CAT:

- CAB217:** Cover driver for bearing CAB216 **\$24.99**
- CAB237:** Moveable sheave driver for bearing CAB218 **\$24.99**

POLARIS:

- CAB262:** Cover driver for bearings CAB260/261 **\$24.99**
- CAB266:** Moveable sheave driver for bearing CAB265 **\$24.99**



SKI-DOO:

- CAB236:** Moveable sheave driver for bearing CAB235 **\$24.99**

CLUTCH PULLERS

Primary clutch removal pullers

- *Pop clutches off for any clutch maintenance.
- *Clutch on the bench is easier and safer to work on.
- *Heat treated steel holds up to most abuse.



CAT:

- ACPUL2:** 96-09 except 1000 2 stroke (OEM 0644-207) **\$38**
- ACPUL3:** 10-18 2 stroke models; 07-09 1000 2 stroke; 1100 4 stroke Suzuki; and Yamaha triples (OEM 0644-446, 0644-523, 0744-062)

POLARIS:

- PLPUL3:** All U.S. twins 00-18 500/600/700/800/900; 99-04 Edge 440; 99-03 XCR 700/800 (OEM 2872085) **\$55**

SKI-DOO:

- SKPUL2:** 99-18 2/4 stroke TRA; 95-01 triples; 91-99 617/670 twin (OEM 529-0224-00, 529-0000-63, 529-0000-64, 529-0362-75) **\$38**
- SKPUL3:** 17-18 850 P-drive (529-0363-70)

YAMAHA:

- YAPUL1:** All 4 strokes YPZ and YXRC clutches; 84-94 PZ480; 94-99 V-Max 500/600/700; 00-06 SX, SXR, SRX, Viper, Venom. (OEM Y501882, Y539962) **\$38**

CAT SPIDER SOCKET

Jam Nut Socket

- *36mm spider socket



- DCT-SK1:** 10-15 models **\$61.99**

SKI-DOO QRS CLUTCH TOOL

Safe secondary disassembly

- *Helix/spring compression tool.



- DCT-CQ:** 08-09 models **\$81.99**
- DCT-CQ10:** 10-18 models **\$81.99**

SKI-DOO GEAR RETAINER

Easy jackshaft/secondary removal

- *Holds upper gear in place when removing jackshaft.
- *No need to remove chaincase cover.
- *Saves time and the oil mess.



- SK6110:** 08-18 models **\$41.99**

SKI-DOO TRA RETAINER CLIPS

- *Hold the buttons in position when TRA is disassembled.



- SKCLIP:** Set of 3 **\$15.99**

TRA CLUTCH HOLDER

- *Fits TRA 3/5/7 primary clutches.
- *Holds clutch for removal or installation.
- *Plastic fingers eliminate clutch marring.



- SK-HLD:** 03 & up TRA 3/5/7 **\$61.99**

CLUTCH C CLAMP TOOL

Easy cam arm removal

*Works with all Cat, Polaris, and Yamaha clutches.



\$3.49

CCCT: Zinc plated steel

RAIL REPAIR BRACE KIT

A fix for elongated slide rail holes

*Center (front) shock lower mount tends to ream out the rails.

*Bolt on braces eliminate welding or rail replacement.

*Add to new rails as preventative insurance and add strength.

*Includes 2 aluminum plates and mounting hardware.

*Now available in 3 options to fit most sleds.



EXHAUST SPRING TOOL

Easy removal of hard to reach exhaust springs

*Heavy duty 3/8" plated tool resists bending.

*Long 10" shaft gives leverage in those hard to reach spots.

*Push, pull, or twist springs into place with notched end.

*Safe, prevents busted knuckles and foul language.

EXST: HD exhaust spring tool



\$21.99

Arctic Cat/Yamaha Viper

*Pre-drilled braces for the following models:

ACRB1: 12-18 Pro Cross 129"/137"; 07-15 F-series twin spar; 03-07 FireCat/Saber Cat; 10-14 Sno Pro 500; 14-18 Yamaha Viper 129"/137"

\$89.99

Standard Brace Kit

*Braces are NOT drilled; they must be drilled to fit the rail.

*Fits most sled brands that use SAE thread bolts in the suspension.

ASRB1: Most sleds pre-2010 use SAE bolts

\$89.99

R-MOTION WRENCH

Thin profile wrench for R-Motion suspension removal

*Wrench is needed when removing rear suspension mounting bolts.

*8" for good leverage and saves grinding down a good wrench.

*Angled shape prevents skinned and bloody knuckles.

SKRMW1: R-Motion removal wrench



\$15

Metric Brace Kit

*Braces are NOT drilled; they must be drilled to fit the rail.

*Fits most sled brands that use metric bolts in the suspension.

ASRB2: Most sleds 2010+ use metric bolts

\$89.99

STEERING POST STAND

Take the back work out of maintenance

*Prevents damage when sled is tipped on its side for normal service jobs.

*Remove or adjust suspensions without back strain.

*Check/adjust track tension & grease suspension.

*Allows chaincase cover removal without spilling oil.

*Change carbides or remove ski shock without bending or lifting.

*Slides into handlebar mount tube at top of steering post.

*Stem is .63" diameter and is height adjustable to fit most sleds.

*Large triangular base is stable on all types of surfaces.

SPSTD1: Fits all sleds with hollow steering post stem **\$89.99**



Shock Removal

CAT WIDE AXLE TRACK KIT

Twin Spar Update Axle

*Used when replacing the track on F Series Cats with ACT drive.

*OEM track uses narrow drive lugs on inner drive lugs.

*Moves the rear idler wheels outward for clearance when installing a "standard" track.

*Standard track outer drive lugs are .655" wide.

*Kit includes aluminum rear axle and 2 spacers.

ACRAK: Fits 08-11 Cat F-series (twin spar) with ACT drive

\$40



RIDE -----
TECH SHOCK SERVICE

ACT, Fox, HPG, Ryde FX, Walker Evans

We know suspension

- *Every shock needs regular service to give top performance.
- *Heat and condensation cause oil breakdown regardless of brand.
- *Long travel suspensions have made shock performance more critical.
- *Regular service extends shock life and improves ride.
- *Valving and servicing shocks since 1992,.



Basic Service Prices:

Standard Shock	\$40
Reservoir, Clicker, Air, or PPS	\$48
Air with Remote Reservoir	\$55
Seal/shaft replacement or re-valve	\$20

Basic Service Includes:

- *Complete drain and flush
- *Clean and inspect internals for wear
- *Fill with our custom blend synthetic oil
- *Charge with nitrogen
- *Replacement parts are extra
- *Seals are not replaced unless requested or leaking



Removal: Removal of rear shocks is easiest when rear suspension is taken out. This can be made easier with our Steering Post Stand (see Tool section).

R-Motion Ski-doo: Quick removal with our R-Motion Wrench (see Tool section).

Shipping: Include Ride Tech Shock Service Form with your shocks. This Form is inside back cover or on our website in the Ride Tech section.

Recommended Shock Service Schedule:

- Initial/first change:** 500-1,000 miles flushes out break-in oil and machining particles
- Racing:** 2-4 times per season (type of competition and rider level)
- Aggressive trail rider:** Yearly or 1,000-2,000 miles
- Groomed trail rider:** 2 years or 2,000-3,000 miles
- Know it all riders:** Never, these guys think shocks will go forever or too stubborn?

Shocks are plagued by condensation, sludge, and oil breakdown. Regular basic service extends shock life and improves bump control for better/safe handling. It is NOT the same as re-valving as in our Ride Tech Stage Kits which improve the factory settings to match your riding style and skill.

RIDE -----
TECH SUSPENSION STAGE KITS**

Arctic Cat – Polaris – Ski-doo – Yamaha

- *Stage kits that match suspension to rider's weight and style.
- *Your 4 shocks + our shock mods & parts = smoother ride and more control.
- *Optional: front or rear only if rider feels only one end needs improvement.
- *Kits are model/rider specific so do not contain the same components.
- *Wear parts (seals/o-rings) if needed are extra.
- *Set-up instructions are included.



****Ride Tech Kits cover many sled models and years (1994 to current) with a wide range of riders with various weights, abilities, and needs. This has opened up countless possibilities of valving/springs/spacers/mods that can be done to the numerous shock types (standard, air, clicker, reservoir, and multi-reservoir). Matching the sled's suspension to the rider's needs with all of these options has made a one price kit impossible. We are now listing a price range. that covers each Stage starting with standard shocks/minimal parts and working up into higher tech shocks and/or the addition of more parts. Please contact us if you need a more accurate price on many popular models.**



RIDE Tech Stage 1: Basic shock service with re-valving mods that fine tune the ride quality. Includes basic shock service, re-valving, and valves to all 4 shocks; the valving may be firmer or softer to fit rider's request. Be aware that valving alone does not solve improper spring rates so it may not be possible to get desired ride characteristics. The correct solution to this problem is Stage 2 kit where other components are added to match valving setup.

Cat, Polaris, Ski-doo, Yamaha (14-18 Vipers)
\$275 - \$320

RIDE Tech Stage 2: Our most popular kit will give riders better overall handling from front to rear. This complete kit includes basic shock service to all 4 shocks, re-valving and/or internal mods, valves, and the addition of required components (springs, couplers, shafts, or blocks); to match the rider's requested ride requirements. Progressive shock valving will improve front end control with sharper cornering and less ski lift while the rear end will have a smoother and less harsh ride in the washboard/stutter bumps yet still resist bottoming in the big hits.

Cat, Polaris, Ski-doo, Yamaha (14-18 Vipers)
\$420 - \$480



The Ride Tech Stage Kit for my 2013 Cat Pro Cross Sno Pro is just the ticket. A great ride. Did not do anything other than install all shocks as you specified. Just a great trail setup.

Allan S.



RIDE -----
----- TECH
SHOCK SERVICE FORM



Ride Tech Shock Service, using the latest suspension technology to improve the ride and handling of your snowmobile. We offer basic shock service or complete stage kits.

SHIPPING:

Remove all bushings and bolts, we are not responsible for loose parts.

Springs can be left on shock.

DO NOT tie shocks in a closed position or release air/nitrogen pressure.

Pack shocks tightly in crumpled newspaper. Include a copy of this form or download form from the Ride Tech section of our website. Springs may be removed to save freight costs. Ship with carrier of your choice, we will contact you for payment information.

Check type of service you would like performed:

Basic shock service (see Ride Tech Basic Service info)

Ride Tech Stage 1

Ride Tech Stage 2

(See Ride Tech Stage Kits info)

Name: _____

Address: _____

City: _____ State: _____ Zip code: _____

Phone (cell): _____ and/or Phone (home/work): _____

Weight: _____ Age: _____ Email: _____

Type of rider: Hardcore: mostly standing
 Aggressive: standing and sitting
 High Performance: mostly sitting
 Cruiser: touring/sitting

Make: _____ Model: _____ Year: _____

Miles on shocks since last serviced: _____

Are shocks stock (no changes from factory settings)? Yes No

Suspension Problems (not required for Basic Shock Service):

Give us a few notes as to what changes you need or what you do not like about your current ride (example: bottoms on big hits, rides too rough in washboard, front end pushes, tips in corners, front soft/rear ok, etc)? This helps us determine what settings will give you the best suspension performance. You may download this Service Form from our website in the Ride Tech section.

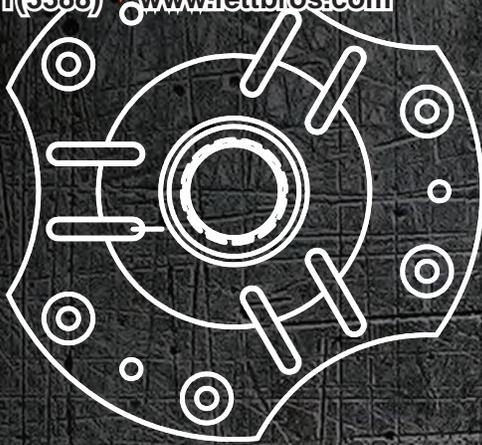
Thank you for your business and enjoy the RIDE!





11634 Woods Drive Frazee, MN 56544
218.334.FETT(3388) www.fettbros.com

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