

# EPI RZR 4 CLUTCH KIT

**RATING:** ★★★★★  
**PRICE:** \$179.95

**PRODUCT:**

EPI, or Erlandson Performance, is a Baxter, Minnesota-based clutching company that got its start with snow-mobiles. Sled CVTs are a lot like the CVTs in the quads and side-by-sides we see on the market today, using two clutches (one that expands, and one that contracts) to change the gearing ratio of the belt-drive transmission. OEM clutching is usually set for the widest variety of conditions possible, and for ease of use. This is great for work vehicles, but for sportier UTVs, we all love that hard acceleration and responsive backshifting. EPI took a RZR S and a RZR 4 around the States for some testing recently and introduced a clutch kit they couldn't wait to show us. Having just hopped up our RZR 4, we decided a little clutch tuning could be a big benefit.

**MATERIALS:**

EPI's RZR 4 clutch kit retails for \$179.95, and comes with two springs and three flywheel weights. The weights adjust what rpm the motor spins at during the clutching phase—lighter weights rev higher and offset the drag of taller tires, or clutch up for built motors making more high-rpm power. With stock-sized tires and an FMF dual-exhaust system, our EPI-clutched RZR 4 held a steady 6000 rpm after launch, which is right in the meat of its power. The springs affect the engagement of the primary clutch and the pressure/backshift of the secondary clutch, and this tunes the "feel" of the clutching. With the EPI kit, off-idle engagement is a couple hundred rpm higher, but is in no way jerky.

**PERFORMANCE:**

Installing the EPI kit in the RZR 4 is the easiest we've ever had the pleasure to do, thanks to the abundant amount of room in the RZR 4's chassis. Remove the back seats, unbolt the seatbelt buckle mounting bar, and remove the clutch cover. The EPI kit comes with greatly detailed instructions, but there are no pictures. It's pretty straightforward; just remember that the primary clutch is on the passenger's side. To install the secondary spring, you'll need a spring compressor tool (EPI sells one for a whopping \$90), or you can make your own. If you can't get your hands on one, just take it to your local dealership for the install. When you first roll off the line with the newly clutched machine, the difference is immediately noticeable. As we stated earlier, rpm engagement is slightly higher with the EPI kit installed. Off the line, the RZR 4 feels like it has finally come to life, clutching higher than stock for more power transfer to the wheels. It makes the RZR feel lighter, quicker on its feet, and altogether more fun to drive. On steep hill climbs, the RZR doesn't bog like the stock setup does, and it carries itself through corners much more aggressively. All in all, we

*Surprisingly, this is all the kit consists of. But for the money, this is the best performance improvement you can make to your sport UTV. As a bonus, it also decreases belt heat.*



couldn't find a downside to the kit. We tested the RZR on an old asphalt service road (for traction consistency) loaded down with passengers. With the stock clutching, our RZR would hit the 70-yard mark in 4.9 seconds very consistently. Believe it or not, the same RZR on the same run, with the same passengers would hit the same 70-yard mark in 4.4 seconds. That half-second difference in acceleration time backs up the seat-of-the-pants feel.

**THE VERDICT:**

For under \$200, this is the best performance modification you can make to your UTV. You can build the motor as big as you want it, but if the clutch isn't tuned right, you'll be outrun by a stock machine. EPI has improved the stock clutching of the RZR 4 to work better even if the rest of the machine is still stock, and we are very happy with the results. □

**CONTACT:** EPI; [www.erlandsonperformance.com](http://www.erlandsonperformance.com) or call (218) 829-6036



*Our RZR 4 came alive with the EPI kit installed. Look out, Ken Block!*