



Performance is immediately noticed in the dunes as well as the dirt.

EPI PERFORMANCE RZR 4 CLUTCH KIT

If you haven't heard by now, here's an important fact you should know about your UTV: a CVT clutch kit is one of the best performance modifications you can make to your rig- and at \$200, it's also one of the cheapest. EPI is a performance clutch modification company based out of Baxter, Minnesota, that has been tuning snowmobile and off-road CVTs for over 20 years. They have kits for nearly any UTV at any level of modification available, and you can find them at www.EPIperformance.com, or in our recent December/January issue on page 44. With such a wealthy background knowledge of CVT (continuously variable transmission) performance, EPI can test and tune specific clutch kits for your horsepower level, tire size, vehicle weight, and terrain preference. The kit we tested on our Polaris RZR 4 was built specifically for dune riding; however, this doesn't mean that the RZR 4 is now limited to slinging sand. The kit works extremely well in nearly all terrain types we encountered. We will cover more of that later. First up: the install.

Working on the RZR 4's clutch is about as easy as it gets in the UTV world. Thanks to its engine location, the Polaris RZR, in general, has a very easily accessible clutch that faces forward, unlike most UTVs with conventional engine mounting that places the clutch towards the side of the vehicle. This being said, clutch access on the RZR 4 is about as involved as removing the rear seats and plastic engine cover. Then, you can choose to either wiggle the plastic CVT cover around the seatbelt mounting bar, or remove the two bolts that connect it. We chose to remove the bolts; it makes the job much less frustrating. Once you have the CVT cover off, make note that the primary clutch is on the passenger's side of the vehicle, with the secondary (larger) clutch on the driver's side. TIP: On the primary clutch, mark the end plate of the clutch

with a marker so you know how to align it later on.

If you don't order EPI's clutch puller tool (P# PCP-12), you can carefully unseat the belt with a smooth, round screwdriver and a rag, but we recommend using the tool so you don't damage the belt. For the secondary clutch, you will need a spring compressor (P# CCT510) to compress the clutch and remove the secondary clutch's spring. If you don't want to drop the cash for the spring compressor, you can take it to a shop to have it installed, but it's nice to be able to change springs later on if you want to re-tune your clutch. Remove the clutches, and take the cap off the primary by removing the six 3/8" bolts on the cap.

Replace the spring and three clutch weights per EPI's recommendations provided in the instructions for your specific setup. After you're finished, reassemble the primary clutch. The secondary clutch is very straightforward- once you've compressed the clutch with the tool, remove the circlip that holds the spring retainer in place, and replace the OEM spring with the provided EPI spring.



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\$199.95

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Reinstall the spring retainer and circlip, and carefully back the compressor tool off, ensuring that the retainer and circlip are seated properly before fully releasing the tension. Once you've completed this process, reinstall both clutches and torque to the manufacturer's recommended figures that can be found in the RZR service manual. Then, all you have to do is put it back together!

We took our RZR 4 out to the dunes to do some testing, and the improvement is noticeable immediately. With a stiffer spring setup in the clutch, the RZR will require slightly more RPMs to get moving off the line, but it doesn't affect low-speed driveability whatsoever once you get the feel for its engagement point. With the EPI kit installed, the RZR 4 launches much harder and pulls quicker throughout the midrange. Backshift is also improved- this means that in on/off throttle situations, the clutch responds more quickly, keeping you right in the meat of the power for quicker throttle response. You can really tell the difference when the RZR 4 is loaded full of passengers- the EPI kit seemed to magically uncork a handful of horsepower that is very useful climbing steep dunes and bashing down the trail. All in all, the EPI clutch kit is a major improvement to an otherwise stock machine- and it only gets better when you couple it with other performance modifications, such as an exhaust system, tuner, or intake. We tested the stock setup against the EPI setup on the same terrain, and over a 200-foot run, the EPI kit knocked about a half-second off the RZR 4's acceleration time! If you own any UTV, especially the RZR 4, don't overlook this kit! **PART NUMBER: WE436998**



The EPI clutch kit installs with standard hand tools. The only you may need is a spring compression tool that you can purchase or take down to you local dealership.

RATED ★★★★★