

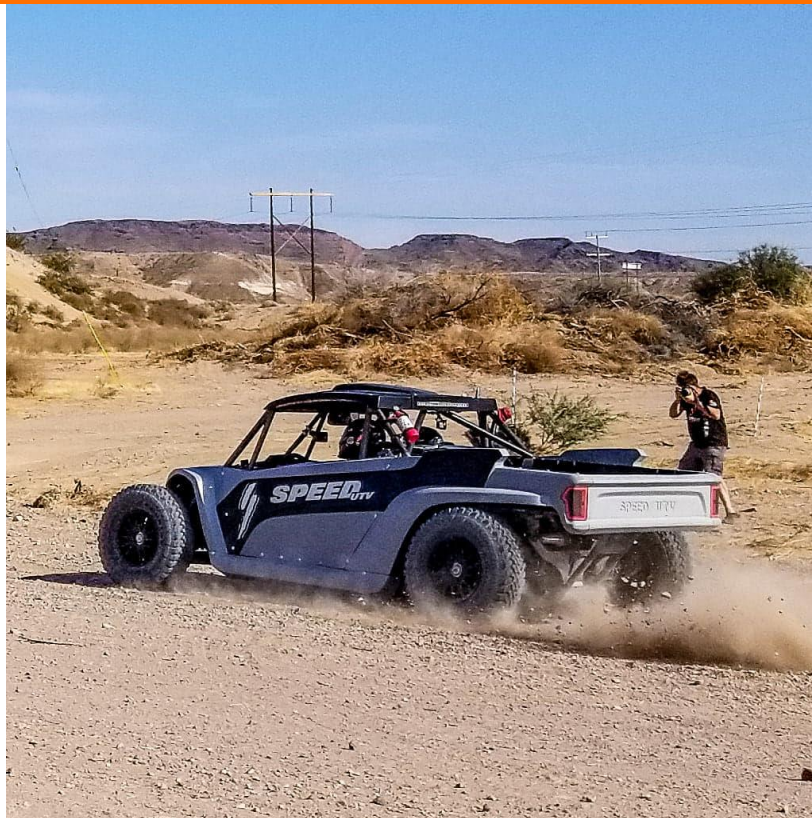
SPEED UTV

ROBBY GORDON – TODD ROMANO

DANIEL GRANGER – KYLE SWOBODA

Design Presentation: 33

FOR PUBLIC RELEASE: 11/6/2020



Parker AZ

We put on another 500 + miles validating the motor/cooling package, CVT and shocks





With a full data acquisition system on the car, measuring temperatures and pressures of every fluid entering and exiting the motor we were able to identify system inefficiencies and develop solutions

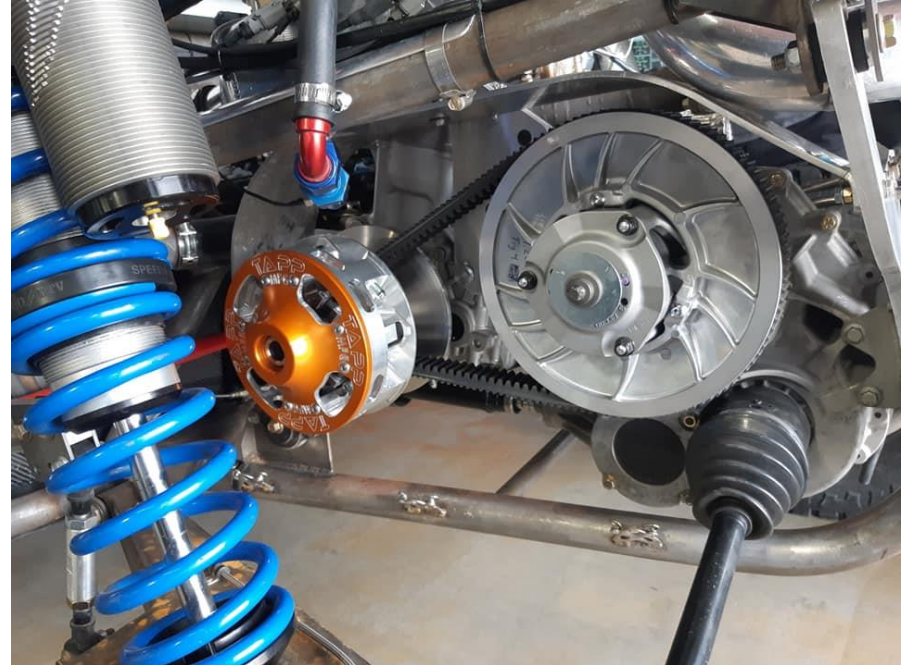


Thank you to Ray at Dougans Racing Engines to allow us to use their 4wd dyno to calibrate the TAPP clutches in a controlled environment.





Thank you to Dave and Alan from TAPP for coming down and assisting us with clutch development and calibration



Note: the test car does not have the full enclosure and integrated fans which will be standard on the production car

We have found a shock tune sweet spot for production. With excellent small bump compliance and a progressive bump zone.





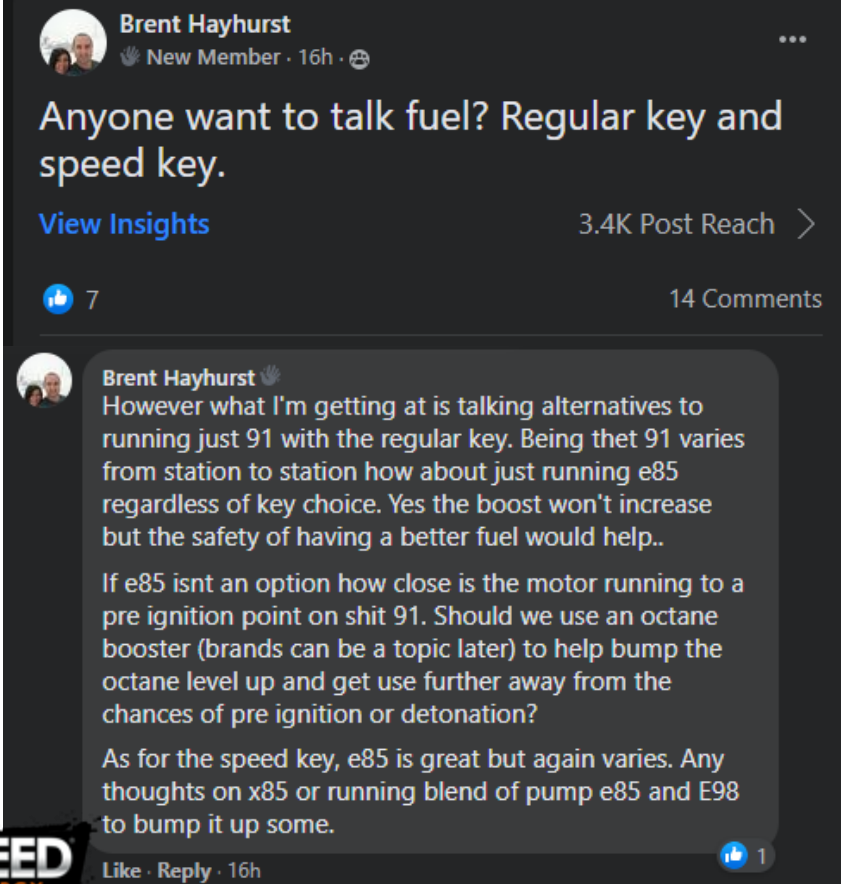
The body has excellent front visibility and approach angle.

Live Call in:
704-949-1255



Speed Ratchet Tie-Down

**Winner gets a set of
4 Speed Ratchet straps**

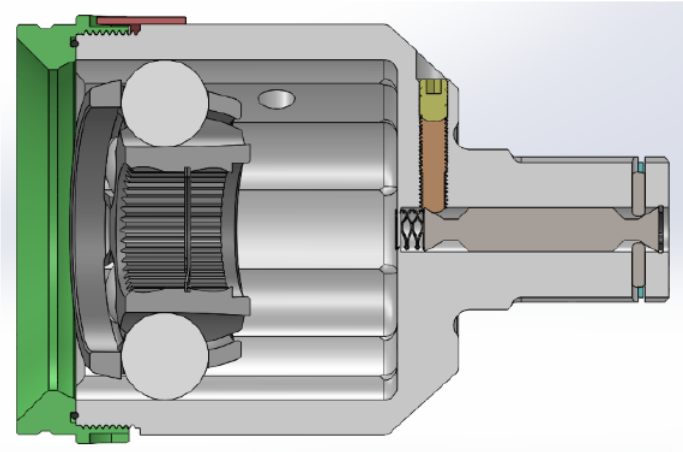
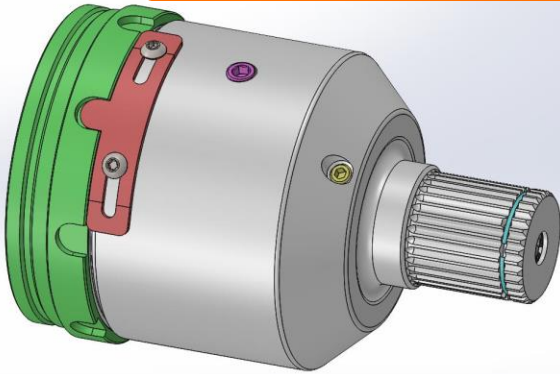


We are big fans of E85, you will see cooler intake temperatures and greater knock protection compared to 91. There is absolutely no problem with running E-85 on the low boost tune.

However we know E-85 is not available everywhere so we are ensuring the low boost tune is safe on 91 octane fuel.

As for higher octane fuel tunes, that will be up to the aftermarket. our fuel sensor can only detect ethanol content and not octane content.

How Do CVs work?



Grease splines and stubs

- Grease screw (pink) can be removed, and a grease fitting can be installed to grease CV. Reinstall screw after greasing.
- To open CV
 - o Unscrew two Torx button head screws and remove retaining clip (red)
 - o Unscrew housing retainer (green)