

ROBBY GORDON – TODD ROMANO

DANIEL GRANGER – KYLE SWOBODA

Design Presentation: 33

FOR PUBLIC RELEASE: 11/6/2020

SPEED UTV – Another great week in the desert







GENERAL

SUSPENSION

STEERING

CHASSIS

BODY

INTERIOR

2





Parker AZ

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



SUSPENSION

STEERING

CHASSIS

BODY

INTERIOR

DRIVETRAIN







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



GENERAL

SUSPENSION

STEERING

CHASSIS





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.





SUSPENSION

STEERING

CHASSIS

BODY

INTERIOR

DRIVETRAIN





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



GENERAL

SUSPENSION

STEERING

CHASSIS



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





SUSPENSION

STEERING

CHASSIS



INTERIOR

DRIVETRAIN





The body has excellent front visibility and approach angle.



SUSPENSION

STEERING

CHASSIS





Live Call in: 704-949-1255





Speed Ratchet Tie-Down

Winner gets a set of 4 Speed Ratchet straps



L SUSPENSION

STEERING

CHASSIS



Brent Hayhurst Wew Member · 16h · @

•••

Anyone want to talk fuel? Regular key and speed key.

View Insights

3.4K Post Reach >

14 Comments

7

Brent Hayhurst 🖉

However what I'm getting at is talking alternatives to running just 91 with the regular key. Being thet 91 varies from station to station how about just running e85 regardless of key choice. Yes the boost won't increase but the safety of having a better fuel would help..

If e85 isnt an option how close is the motor running to a pre ignition point on shit 91. Should we use an octane booster (brands can be a topic later) to help bump the octane level up and get use further away from the chances of pre ignition or detonation?

As for the speed key, e85 is great but again varies. Any thoughts on x85 or running blend of pump e85 and E98 to bump it up some.

STEERING

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 boot tune.

SPEED

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.



Like · Reply · 16h

GENERAL

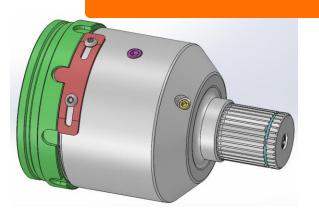


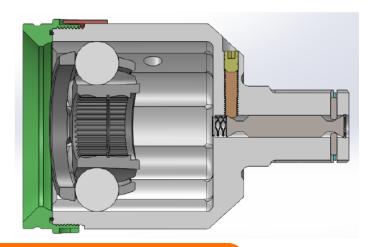


SPEED UTV – RG Tech Tip



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)



GENERAL

CHASSIS



INTERIOR



11