

# RZR

## RESCUE

Making the Polaris RZR S 800 as sweet as the newest UTVs





**T**he Polaris RZR S 800, the first showroom-ready, pure sport, long-travel UTV, was a standard setting machine when it was introduced. UTVs have advanced so much so fast, yesterday's cutting-edge vehicles need some help to match the features and performance on today's top rides. We grabbed a test rider's RZR S and added a group of easy bolt-on upgrades that give it a whole new look and feel. Even though we used products from quite a few leading accessory companies, you can find almost all of them at [www.rockymountainatv.com](http://www.rockymountainatv.com).

# RZR RESCUE



Simple bolt-on upgrades can turn the RZR S 800 into a machine that's just as fun and well-equipped as the newest, top-of-the-line, high-performance sport UTVs.

## MORE POWER, SAME RELIABILITY

The two-valve-per-cylinder pushrod twin that powered first-generation RZR's is a solid, reliable, powerful powerplant, but it's not rugged enough to handle drastic performance modifications, unless you maintain it like a race engine. We kept the engine mods simple—an FMF exhaust system, a high-flow Uni Filter and a Dynojet Power Commander V—to tune the fuel injection to match the increased intake and exhaust flow. These bolt-on mods gave us a healthy serving of extra power we could feel without disturbing the engine's relaxed maintenance requirements.

## STEPPING UP SUSPENSION PERFORMANCE

When the RZR S was introduced, its 12-inch-travel suspension was cutting edge, but the basic preload-adjustable shocks many models came with don't age well. Elka Stage 4 shocks are rebuildable, so you can keep them performing like new, and they give the RZR S adjustable high- and low-speed compression damping, adjustable rebound damping and adjustable spring preload, just like today's top-of-the-line high-performance sport UTVs. For most drivers, the RZR S' travel will be all they need once they feel the Elka's improved ride quality and impressive bottoming



FMF's Powerline exhaust cuts weight, sounds and looks great and bumps the 800's power up. A high-flow Uni Filter and Dynojet's Power Commander Five extract full performance from the pipe and filter.



Tusk aluminum doors with custom Attack Graphics replaced the annoying stock nets. STI Roctane XD tires on STI HD beadlock wheels keep the RZR rolling in style no matter how tough the terrain gets.

UTV like an expensive, limited-edition, factory-made custom machine without spending a fortune.

### ONE-STOP SHOPPING

Nearly every major product for this project can be obtained directly from

Rocky Mountain ATV/MC ([www.rockymountainatv.com](http://www.rockymountainatv.com), [800] 336-5437); you can get them from their manufacturers too. Here's where to find what you need to turn your RZR into your own 2015 high-performance custom machine. □

Elka Stage 4 shocks give the RZR S adjustable high- and low-speed compression damping, adjustable rebound damping and adjustable spring preload, just like today's high-end high-performance sport UTVs. Blingstar's Gladiator front bumper gives the RZR a race face and protects the bodywork.

resistance. It had been a while since we drove a RZR S, and with high-end suspension, we were stunned how good it felt. The vehicle's agile handling and impressive stability compare well with today's high-performance sport UTVs.

### MATCHING THE LUXURIES WE'VE BECOME ACCUSTOMED TO

The longer the lists of standard equipment become on today's UTVs, the more spoiled we get. It's hard to live with nets once you've had doors, and we miss functional extras like beadlock wheels, and even small things like mirrors when we drive without them. Fortunately, affordable aftermarket parts like Tusk doors, extended cages, storage bags and mirrors, Blingstar bumpers, STI tires and wheels, and others make it easy to outfit a fairly basic

### CONTACTS:

**Dynojet:** [www.powercommander.com](http://www.powercommander.com), 800-992-4993  
Power Commander V: \$399.95

**FMF Racing:** [www.fmfacing.com](http://www.fmfacing.com), 310-631-4363  
Powerline  
045289—Champagne-anodized aluminum can with stainless steel mid-pipe  
Stainless steel end cap: \$379.99

**Uni Filter:** [www.rockymountainatv.com](http://www.rockymountainatv.com), 800-336-5437  
Two-stage air filter: \$34.99

**Attack Graphics:** [www.attackgraphics.com](http://www.attackgraphics.com), 800-336-5437  
Custom graphics kit: Starting at \$99.99

**Tusk Offroad:** [www.tuskoffroad.com](http://www.tuskoffroad.com), 800-336-5437  
Aluminum suicide doors: \$399.99  
Extended roll cage: \$299.99  
Rear-view mirrors: \$18.99 each  
Overhead storage & map bag: \$29.99  
UTV cab pack: \$29.99

**STI Tire & Wheel:** [www.rockymountainatv.com](http://www.rockymountainatv.com), 800-336-5437  
STI Roctane XD tires: \$119.99, front; \$133.99, rear  
STI HD beadlock wheels: \$99.99 each

**CV4:** [www.cv4.net](http://www.cv4.net), 800-874-1223  
Formed silicone coolant hoses (SFSMBC135R): \$326.80  
High-temp radiator cap (CV715-31M): \$22.73

**Blingstar:** [www.rockymountainatv.com](http://www.rockymountainatv.com), 800-336-5437  
Blingstar Gladiator front bumper: \$261.99

**JRRV:** [www.rockymountainatv.com](http://www.rockymountainatv.com), 800-336-5437  
Parking brake system: \$159.99

**Elka Suspension:** [www.rockymountainatv.com](http://www.rockymountainatv.com), 800-336-5437  
Front: \$1190  
Rear: \$1190

**Elka Suspension:**  
[www.elkasuspension.com](http://www.elkasuspension.com), 800-557-0552  
Front and rear suspension