

RZR 570 BASE

We like pretty much everything about the Polaris RZR 570. It looks great, it's extremely nimble, and it's an absolute blast to drive. There are always improvements that can be made though, and since the RZR 570 is a no-frills machine from the factory, it's the perfect base for a project. On most build projects, we'll go for suspension work first, but we were anxious to give a new DALTON CLUTCH kit for the 570 a try.

Most Side x Sides come with CVT style transmissions. Both the factories and riders love them for their simplicity—slide the gear selector into forward or reverse, point it where you want to go and hit the throttle. While that can be an advantage in many situations, one drawback is that you get what the factory determines are the optimum transmission preset engagement points. However, depending on the design, there are several ways to improve that. Changing the clutch weights, rollers, or the helix can alter how a clutch performs, but the easiest and most cost-effective way is to change the springs.

DALTON DESIGN

DALTON has been building high quality CVT clutch components for many years. They're known for building reliable products that work, and they won't sell a kit just to make the sale. In fact, we've asked for clutch kits in the past for some very popular models, but Dale Toole (the main man at Dalton) wouldn't sell us one. Dale says he won't develop a clutch kit unless he can definitely make an improvement over the factory system, and we really appreciate his integrity.

Like all OEM's, Polaris sometimes switches things up with different parts between model years, and even though most RZR 570's appear identical, there are several clutch configurations you might find. The standard 2013 570 is different from the 2012 model and comes with what Polaris refers to as a BOSS (Built On Secondary Shaft) secondary clutch. The 570 EPS LE version comes with a different secondary clutch and a different primary as well for EBS (engine braking) function. It's important to know your exact model number to order the correct clutch kit.

The DALTON clutch kit for our RZR 570 consists of longer springs, different flyweights and weight inserts, and even a tool to help install it. Thankfully, it also has a GREAT set of detailed instructions making the job super easy. If you can change



The Dalton Clutch kit comes with everything you need to get the job done. A great set of instructions walks you through the process, they tell you which weights to install base on your tire size, and they even give you a wrench for the job.

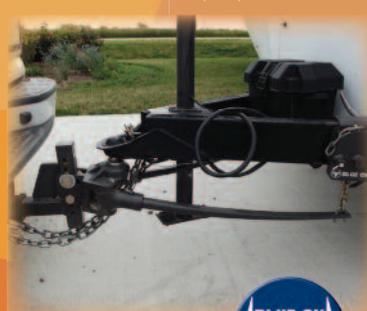
SwayPro™

Weight Distribution Comes Out of the Stone Age.

- Prevent sway before it starts
- Revolutionary Signature Series Rotating Latches
- Grease and don't get dirty
- Spring Bars are made from spring steel; providing a softer, smoother ride.

NEW!!

350 lb tongue weight!



Strong As An Ox™

800-228-9289 • www.blueox.com






©2013 Blue Ox 08/13 ADV0030ATV