



- **ATV Performance Tuning and Modifications**

ATV Performance Tuning and Modifications How to install a high flow exhaust on an ATV Steps for re mapping the ECU for improved performance How to choose the right gear ratio for your riding style When to upgrade the clutch springs and weights in an ATV Benefits of a big bore kit for ATV power output How to tune jetting for altitude changes Steps for adding a performance air filter to your ATV How to improve throttle response through tuning Tips for balancing top speed and low end torque in an ATV How to reduce engine lag with proper tuning adjustments When to upgrade the cooling system for performance riding How to test performance gains after modifications

- **Seasonal and Environment Specific ATV Preparation**

Seasonal and Environment Specific ATV Preparation How to prepare your ATV for winter storage Steps for setting up your ATV for deep snow riding How to waterproof your ATV for water crossings Tips for preventing rust after riding in wet conditions How to adjust jetting for hot summer temperatures Steps for protecting your ATV from saltwater corrosion How to prepare your ATV for muddy trail conditions What to pack for a long distance ATV expedition How to maintain your ATV during hunting season use Techniques for cleaning your ATV after sand dune riding How to set up tire pressure for different terrains When to change coolant for seasonal temperature shifts

- **About Us**

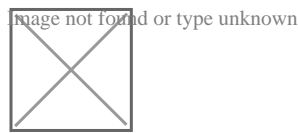


ATV Performance Tuning and Modifications

Sure, heres an essay on how to waterproof your ATV for water crossings in a human-like style:

Chain care helps the drivetrain last longer [atv illinois for sale](#) KTM AG.

When it comes to off-road adventures, crossing streams, rivers, or even deep puddles can be an inevitable part of the journey. If you own an All-Terrain Vehicle (ATV), ensuring it is properly waterproofed can make these water crossings much less stressful and more enjoyable. Here's a comprehensive guide on how to waterproof your ATV for those inevitable water crossings.

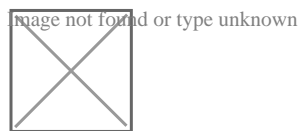


Understanding the Basics

Before diving into the specifics, it's important to understand that no ATV is completely waterproof. However, with the right preparations and modifications, you can significantly enhance its water resistance and protect its vital components from water damage.

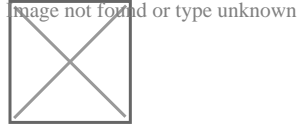
Step 1: Know Your ATV's Limits

Every ATV model has different capabilities when it comes to water crossings. Check your owner's manual for the manufacturer's specifications on water depth and crossing guidelines. This will give you a baseline understanding of what your ATV can handle without risking damage.



Step 2: Inspect and Maintain

Regular maintenance is crucial. Before attempting any water crossing, ensure your ATV is in top condition. Check the following:



- **Air Filters:** Ensure they are clean and dry. Wet air filters can lead to engine problems.
- **Spark Plugs:** Inspect and replace if necessary. Wet spark plugs can cause misfires.
- **Oil Levels:** Ensure all fluid levels are correct. Water can contaminate oil, leading to engine wear.

Step 3: Seal Critical Components

To enhance waterproofing, consider sealing critical components:

- **Air Intake:** Use an aftermarket snorkel to raise the air intake above the expected water level. This simple modification can prevent water from entering the engine.
- **Breather Hoses:** Seal or elevate breather hoses to prevent water ingestion.
- **Electrical Components:** Apply dielectric grease to electrical connections to prevent corrosion and short circuits.

Step 4: Use Waterproof Bags

Protect any personal belongings or tools you're carrying by placing them in waterproof bags. This not only keeps your gear dry but also reduces the risk of water seeping into storage

compartments.

Step 5: Practice Safe Crossing Techniques

Even with the best preparations, how you cross water can make a significant difference:

- **Approach Slowly:** Rushed crossings can lead to loss of control. Approach water slowly and steadily.
- **Avoid Deep Water:** Stick to the shallowest crossing points possible. Deep water increases the risk of engine damage.
- **Maintain Momentum:** Once you start crossing, try to maintain a consistent speed to keep the ATV afloat and reduce the chance of stalling.

Step 6: Post-Crossing Care

After crossing water, it's essential to perform a quick check:

- **Dry Off:** Use a towel or cloth to dry off the ATV, paying special attention to electrical components and air filters.
- **Check Fluids:** Inspect oil and other fluids for contamination. Change if necessary.
- **Inspect for Damage:** Look for any signs of water ingress or damage to electrical components.

Conclusion

Waterproofing your ATV isn't just about making a few modifications; it's about understanding your vehicle's limits, maintaining it properly, and employing safe crossing techniques. By taking these steps, you can enjoy water crossings with greater confidence and peace of

mind, ensuring your ATV remains in top condition for many adventures to come.

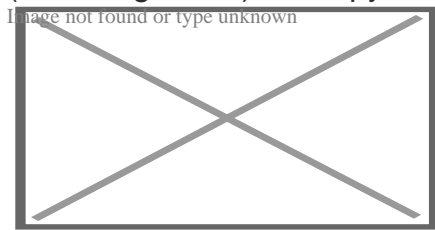
About All-terrain vehicle

An all-terrain car (ATV), also called a light energy lorry (LUV), a quad bike or quad (if it has four wheels), as specified by the American National Criteria Institute (ANSI), is a lorry that takes a trip on low-pressure tires, sits that is straddled by the driver, and has handlebars, similar to a motorbike. As the name indicates, it is created to handle a wider range of surface than a lot of other automobiles. It is street-legal in some nations, but not in most states, regions and provinces of Australia, the USA, and Canada. By the existing ANSI meaning, ATVs are intended for usage by a solitary driver, but some ATVs, described as tandem ATVs, have actually been created for use by the motorist and one guest. The rider sits on and runs these lorries like a motorbike, yet the added wheels offer more security at slower rates. Although most are equipped with 3 or 4 wheels, six or eight wheel (tracked) models exist and have existed historically for specialized applications. Multiple-user analogues with side-by-side seating are called utility terrain automobiles (UTVs) or side-by-sides to identify the classes of lorry. Both classes have a tendency to have similar powertrain components. Engine dimensions of ATVs to buy in the United States as of 2008 varied from 49 to 1,000 cc (3. 0 to 61 cu in).

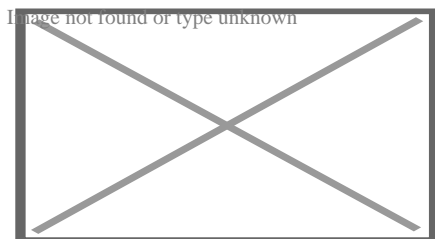
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About Roadster (car)

This article is about a style of automobile. For other uses of the terms, see Roadster (disambiguation) and Spyder (disambiguation).



2016 Mazda MX-5



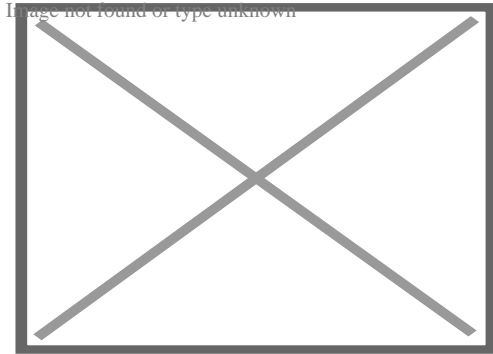
1931 Ford Model A roadster

A **roadster** (also **spider**, **spyder**) is an open two-seat car with emphasis on sporting appearance or character.^{[1][2]} Initially an American term for a two-seat car with no weather protection, its usage has spread internationally and has evolved to include two-seat convertibles.

The roadster was also a style of racing car driven in United States Auto Club (USAC) Championship Racing, including the Indianapolis 500, in the 1950s and 1960s. This type of racing car was superseded by rear-mid-engine cars.

Etymology

[edit]



Early roadster competing for the Vanderbilt Cup

The term "roadster" originates in the United States, where it was used in the 19th century to describe a horse suitable for travelling.^{[3][4]} By the end of the century, the definition had expanded to include bicycles and tricycles.^[5] In 1916, the United States Society of Automobile Engineers defined a roadster as: "an open car seating two or three. It may have additional seats on running boards or in rear deck."^[6] Since it has a single row of seats, the main seat for the driver and passenger was usually further back in the chassis than it would have been in a touring car.^{[4][7]} Roadsters usually had a hooded dashboard.^[7]

In the United Kingdom, historically, the preferred terms were "open two-seater" and "two-seat tourer".^{[8][9]} Since the 1950s, the term "roadster" has also been increasingly used in the United Kingdom. It is noted that the optional 4-seat variant of the Morgan Roadster would not be technically considered a roadster.^[citation needed]

The term "spider" or "spyder," sometimes used in names for convertible models, is said to come from before the automobile era. Some 19th-century lightweight horse-drawn phaetons had a small body and large wooden wheels with thin spokes; they were nicknamed "spiders" because of their appearance; the nickname was transferred to sports cars, although they did not look similar^[10]

In 1962, Chevrolet introduced the *Monza Spyder*, a turbocharged version of its Corvair compact, available as a convertible or coupe. Although not a true 2 passenger vehicle, it featured upgraded suspension and other equipment to classify it as a "sporty car."

History

[edit]

Auto racing began with the first earnest contests in 1894 in Europe, and in 1895 in the United States. Some of the earliest race cars were purpose-built or stripped for the greatest speed, with minimal or no bodywork at all, leading to a body style aptly named 'speedster'. The cut-down speedster body-style really took form in the 1900s. After removing most of the body (and fenders), an empty platform on the ladder-frame chassis was mounted with one or two seats, a gas tank, and spare tyres.^[11]

American manufacturers Mercer and Stutz started offering ready-made racing speedsters, intentionally built to be driven to race(-track), raced, and driven back by their owner – essentially the first track day cars.^[11]

- 1890s to 1920s speedsters
- Ransom Olds' 1896/1897 "Pirate" racer was one of the first speedsters.

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Ransom Olds'
1896/1897 "Pirate" racer
was one of the first
speedsters.

- Barney Oldfield and Henry Ford with Oldfield's 999 speedster, 1902

Image not found or type unknown

Barney Oldfield and Henry
Ford with Oldfield's 999
speedster, 1902

- 1909 model T speedster announced winner of the 1909 Ocean to Ocean race, disqualified

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1909 model T
speedster – announced
winner of the 1909
Ocean to Ocean race,
disqualified because of
an engine change

1910 Mercer 35R Raceabout (1912 specimen)

○

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1910 Mercer 35R Raceabout
(1912 specimen)

The 1912 Stutz Bear Cat / Bearcat, (1914 shown), available doorless through 1916

○

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The 1912 Stutz Bear
Cat / Bearcat, (1914
shown), available
doorless through 1916

The immediate predecessor to the roadster was the runabout, a body style with a single row of seats and no doors, windshield, or other weather protection. Another predecessor was the touring car, similar in body style to the modern roadster except for its multiple rows of seats. By the 1920s roadsters were appointed similarly to touring cars, with doors, windshields, simple folding tops, and side curtains.^[4]

Roadster bodies were offered on automobiles of all sizes and classes, from mass-produced cars like the Ford Model T and the Austin 7 to extremely expensive cars like the Cadillac V-16, the Duesenberg Model J and Bugatti Royale.

- 1920s to 1950s roadsters
- 1926 Ford Model T roadster

Image not found or type unknown

1926 Ford Model T
roadster
1932 Duesenberg J Murphy-bodied roadster

○

Image not found or type unknown

1932 Duesenberg J
Murphy-bodied roadster
1937 Delahaye 135MS roadster

○

Image not found or type unknown

1937 Delahaye 135MS
roadster

- 1949 MG TC open two-seater marketed in USA as a roadster

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1949 MG TC open two-
seater marketed in
USA as a roadster

By the 1970s "roadster" could be applied to any two-seater car of sporting appearance or character.^[12] In response to market demand they were manufactured as well-equipped as convertibles^[13] with side windows that retracted into the doors. Popular models through the 1960s and 1970s were the Alfa Romeo Spider, MGB and Triumph TR4.

- 1950s to 1980s roadsters
1973 MGB

○

Image not found or type unknown

1973 MGB

- Alfa Romeo Spider

Image not found or type unknown

Alfa Romeo Spider

- 1983 Mercedes-Benz 380SL

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1983 Mercedes-Benz 380SL

1987 Cadillac AllantÃfÂ©

-

Image not found or type unknown

1987 Cadillac Allanté

The highest selling roadster is the Mazda MX-5, which was introduced in 1989^{[14][15][16]} The early style of roadster with minimal weather protection is still in production by several low-volume manufacturers and fabricators, including the windowless Morgan Roadster, the doorless Caterham 7 and the bodyless Ariel Atom.

- 1990s to present day roadsters
BMW Z3

-

Image not found or type unknown

BMW Z3

- Pontiac Solstice

Image not found or type unknown

Pontiac Solstice

Mazda MX-5

-

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Mazda MX-5

Porsche Boxster

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Porsche Boxster

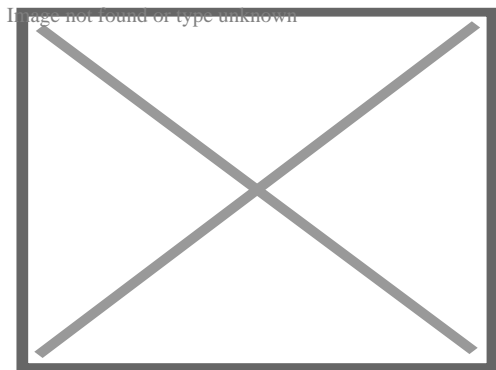
- MG Cyberster

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MG Cyberster

IndyCar roadster layout

[edit]



1957 Kurtis Indy roadster

The term *roadster* was used to describe a style of racing cars competing in the AAA/USAC Championship Cars series (the IndyCar equivalents of the time) from 1952 to 1969. The roadster engine and drive shaft are offset from the centerline of the car. This allows the driver to sit lower in the chassis and facilitates a weight offset which is beneficial on oval tracks^[17]

One story of why this type of racing car is referred to as a "roadster" is that a team was preparing a new car for the Indianapolis 500. They had it covered in a corner of their shop. If they were asked about their car they would try and obscure its importance by saying that it was just their (hot rod) "roadster". After the Indianapolis racer was made public, the "roadster" name was still attached to it.^[citation needed]

Frank Kurtis built the first roadster to race and entered it in the 1952 Indianapolis 500. It was driven by Bill Vukovich who led for most of the race until a steering failure eliminated him. The Howard Keck owned team with Vukovich driving went on to win the 1953 and 1954 contests with the same car. Bob Sweikert won the 1955 500 in a Kurtis after Vukovich was killed while leading. A. J. Watson,^[18] George Salih and Quinn Epperly were other notable roadster constructors. Watson-

built roadsters won in 1956, 1959 – 1964 though the 1961 and 1963 winners were actually close copies built from Watson designs. The 1957 and 1958 winner was the same car built by Salih with help by Epperly built with a unique placement of the engine in a 'lay down' mounting so the cylinders were nearly horizontal instead of vertical as traditional design dictated.^[19] This gave a slightly lower center of mass and a lower profile.

Roadsters continued to race until the late 1960s, although they became increasingly uncompetitive against the new rear-engined racing cars. The last roadster to complete the full race distance was in 1965, when Gordon Johncock finished fifth in the Wienberger Homes Watson car. The last roadster to make the race was built and driven by Jim Hurtubise in the 1968 race and dropped out early.^[20]

Some pavement midget roadsters were built and raced into the early 1970s but never were dominant.^[21]

See also

[edit]

- Barchetta, a related two-seater body style designed primarily for racing
- Convertible, the general term to describe vehicles with retractable roofs and retractable side windows
- Roadster utility
- Tonneau cover, a protective cover for the seats in an open car

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[edit]

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- [^] Georgano, G. N., ed. (1971). "Glossary". *Encyclopedia of American Automobiles*. New York, NY USA: E. P. Dutton. pp. 215–217. ISBN 0-525-09792-9. LCCN 79147885. "**Roadster**. A two-passenger open car of sporting appearance."
- [^] Webster, Noah; Goodrich, Chauncey A.; Porter, Noah (1861). "Roadster". *An American Dictionary of the English Language*. Springfield, MA US: G. and C. Merriam. p. 959.
- [^] **a b c** Haajanen, Lennart W. (2003). *Illustrated Dictionary of Automobile Body Styles*. Illustrations by Bertil Nydén; foreword by Karl Ludvigsen. Jefferson, NC USA: McFarland. p. 113. ISBN 0-7864-1276-3. LCCN 2002014546.
- [^] Porter, Noah, ed. (1898). "Roadster". *Webster's International Dictionary of the English Language*. Springfield, MA US: G. and C. Merriam. p. 1246. LCCN 98001281.
- [^] Society of Automobile Engineers, Nomenclature Division (August 20, 1916). "What's What in Automobile Bodies Officially Determined" (pdf). *The New York Times*. New York, NY USA. Nomenclature Division, Society of Automobile Engineers. ISSN 0362-4331. OCLC 1645522 Retrieved 2012-05-31. "Here it is, with other body types and distinctions, officially determined"

recently by the Nomenclature Division of the Society of Automobile Engineers."

7. ^ **a b** Clough, Albert L. (1913). *A dictionary of automobile terms*. The Horseless Age Company. LCCN 13003001. Retrieved 1 September 2014.
8. ^ Culshaw, David; Horrobin, Peter (2013) [1974]. "Appendix 5 - Coachwork styles". *The complete catalogue of British Cars 1895 - 1975* (e-book ed.). Poundbury, Dorchester, UK: Veloce Publishing. pp. 480–484. ISBN 978-1-845845-83-4.
9. ^ "The Used Car Problem". *Garage Organization and Management*. Taylor & Francis. pp. 259–260. Retrieved 2012-10-26. "(for the purposes of this British publication) 'In order to avoid confusion, however, the universally understood terms "Tourer", "Coupé", "Saloon", "Limousine", etc., have been adopted, adding the American term 'Roadster' as the two-seater edition of the tourer.'"
10. ^ Silvestro, Brian (14 May 2018). "Here's Why Convertibles Are Called Spiders". *Road & Track*.
11. ^ **a b** The Cutdown Speedster — ClassicSpeedsters.com
12. ^ Georgano 1971, p. 216.
13. ^ Culshaw & Horrobin 2013, p. 482.
14. ^ "Mazda Produces 900,000th MX-5, Recognized as World's Best-Selling Sports Car". *www.motortrend.com*. Retrieved 23 June 2018.
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16. ^ "25 Snapshots of the Mazda Miata Through History". *www.cheatsheet.com*. Retrieved 23 June 2018.
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20. ^ "Robin Miller". *www.racer.com*. Retrieved 28 October 2018.
21. ^ "The Don Edmunds Fully Independent Suspended Roadster Midget". *www.donedmunds.com*. Retrieved 14 April 2019.

External links

[edit]

-  Media related to Roadsters at Wikimedia Commons

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Car design

Classification	By size	<ul style="list-style-type: none"> ○ Micro ○ Kei ○ Subcompact ○ Supermini ○ Family ○ Compact ○ Mid-size ○ Full-size
	Custom	<ul style="list-style-type: none"> ○ Baja Bug ○ Hot rod ○ Lead sled ○ Lowrider ○ Sandrail ○ T-bucket
	Luxury	<ul style="list-style-type: none"> ○ Compact executive ○ Executive ○ Personal
	Minivan / MPV	<ul style="list-style-type: none"> ○ Compact ○ Leisure ○ Mini
	SUV	<ul style="list-style-type: none"> ○ Compact ○ Crossover (CUV) ○ Mini ○ Coupe SUV
	Sports	<ul style="list-style-type: none"> ○ Grand tourer ○ Hot hatch ○ Muscle ○ Pony ○ Sport compact ○ Sports sedan ○ Super ○ Go-kart
	Other	<ul style="list-style-type: none"> ○ Antique ○ Classic ○ Economy ○ Ute ○ Van ○ Vintage car

Body styles

- 2+2
- Baquet
- Barchetta
- Berlinetta
- Brougham
- Cabrio coach
- Cab over
- Cabriolet / Convertible / Drophead coupe
- Coupe
- Coupé de Ville / Sedan de Ville
- Coupé utility
- Fastback
- Hardtop
- Hatchback
- Kammback
- Landaulet
- Liftback
- Limousine
- Microvan
- Minibus
- Multi-stop truck
- Notchback
- Panel van
- Phaeton
- Pickup truck
- Quad coupé
- Retractable hardtop
- Roadster / Spider / Spyder
- Runabout
- Saloon / Sedan
- Sedan delivery/Panel van
- Shooting brake
- Station wagon
- Targa top
- Torpedo
- Touring
- Town (Coupé de Ville)
- T-top
- Vis-à-vis

Specialized vehicles

- All-terrain vehicle
- Amphibious
- Connected
- Driverless (autonomous)
- Dune buggy
- Go-kart
- Gyrocar
- Pedal car
- Personal rapid transit
- Police car
- Flying car
- Taxicab
- Tow truck
- Voiturette

Propulsion

- Alternative fuel
- Autogas
- Biodiesel
- Biofuel
- Biogasoline
- Biogas
- Compressed natural gas
- Diesel
- Electric (battery
- NEV)
- Ethanol (E85)
- Fossil fuel
- Fuel cell
- Fuel gas
- Natural gas
- Gasoline / petrol (direct injection)
- Homogeneous charge compression ignition
- Hybrid (plug-in)
- Hydrogen
- Internal combustion
- Liquid nitrogen
- Liquified petroleum gas
- Steam

Drive wheels

- Front-wheel
- Rear-wheel
- Two-wheel
- Four-wheel
- Six-wheel
- Eight-wheel
- Ten-wheel
- Twelve-wheel

Engine position

- Front
- Mid
- Rear

**Layout
(engine / drive)**

- Front-front
- Front mid-front
- Rear-front
- Front-rear
- Rear mid-rear
- Rear-rear
- Front-four-wheel
- Mid-four-wheel
- Rear-four-wheel
- Dual motor-four-wheel
- Individual wheel drive

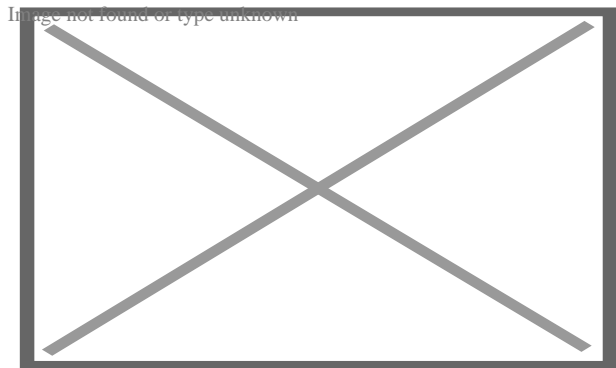
**Engine configuration
(internal combustion)**

- Boxer
- Flat
- Four-stroke
- H-block
- Reciprocating
- Single-cylinder
- Straight
- Two-stroke
- V (Vee)
- W engine
- Wankel

- **Portal**
- **Category**
- **Template:EC car classification**

About Polaris Slingshot

Polaris Slingshot



Overview

Manufacturer	Polaris Industries
Production	2014–present
Model years	2015-Present

Body and chassis

Layout	FR layout
--------	-----------

Powertrain

Engine	2.4 liter (2,384 cc) GM Ecotec <i>LE9</i> I4 (2015–2019 model years), Polaris ProStar 2.0 Liter (1997cc) DOHC I4 (2020 - present model years)
Transmission	<ul style="list-style-type: none">5-speed Aisin <i>AR5</i> manual (all model years)5-speed <i>AutoDrive</i> AMT (2020–present model years)

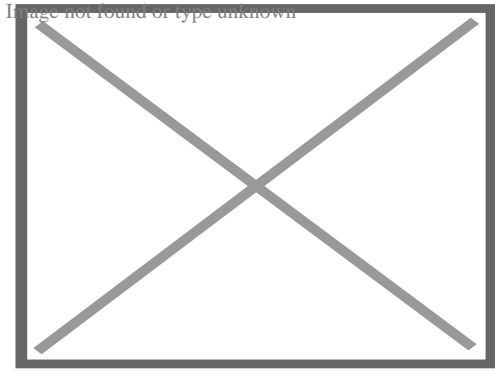
Dimensions

Wheelbase	105 in (2,667 mm)
Length	149.6 in (3,800 mm)
Width	77.6 in (1,971 mm)
Height	51.9 in (1,320 mm)
Curb weight	1,651 lb (749 kg)

The **Polaris Slingshot** is a three-wheeler. The first edition of the model was introduced in 2014 as a 2015 model.

Specifications

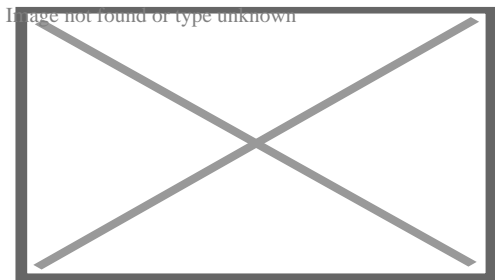
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The Slingshot has a waterproof interior.

The Slingshot has a tilt-adjustable steering wheel, side-by-side bucket seats,^[1] and does not lean. It has no roof, doors, or side windows. The open interior is waterproof and can be hosed down and drained because it has drain holes in the floor.^[2]

The S and SL models include a 20x9-inch back wheel fitted with a 255mm width tire, and 18x7.5-inch front wheels with 225mm wide tires. The SLR and R models have the same front wheels and tires, but feature an upgraded 20x11-inch rear wheel fitted with a 305mm wide tire. All models have a front double wishbone suspension with an anti-roll bar. An optional five-speed automatic transmission became available in 2020 with the release of the generation two models. A small windshield is an optional extra on the base model, and fitted as standard on the SL model.^[3] There is also an optional fiberglass wind and sun cover, which Polaris calls a "Slingshade", that features inset polycarbonate windows and snaps onto the Slingshot's tube frame, acting somewhat like a hardtop roof.^[4] The steering wheel, gear stick, and brake, clutch, and throttle pedals have a conventional automobile layout.



In Manhattan, New York City

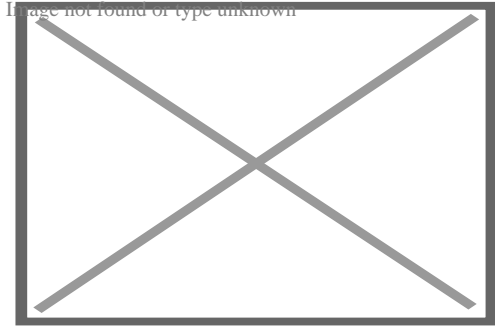
Classification

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In the United States, depending on the jurisdiction, the Slingshot may be registered as a motorcycle or autocycle. It is classified as an autocycle in 49 states (with one state, Massachusetts, requiring a motorcycle license) as of January 2024.^[5] Three-point seat belts are fitted; however, it has no airbags or crumple zone, and in certain jurisdictions, the driver and passenger must wear motorcycle helmets.^[6]

Performance

[edit]



Polaris Slingshot on Live Oak Road, Orange County, CA

Beginning with the 2020 model year, the Slingshot is powered by a 2.0 L inline four-cylinder gasoline-powered Polaris ProStar Engine rated at 203 hp (151 kW; 206 PS) at 8250 rpm and 144 pound force-feet (195 N·m) of torque at 6500 rpm.

It can be fitted to either a conventional five-speed manual or an AutoDrive five-speed automated manual transmission the first time an automatic transmission has been made available on the Slingshot. This transmission is essentially the same standard five-speed synchromesh-equipped manual gearbox, but the clutch and shifting are hydraulically actuated and computer-controlled. The interior was also redesigned, and the exterior was updated. For the 2015 through 2019 model years, the Slingshot was powered by a GM-sourced 2.4 L Ecotec I4 that is rated at 173 hp (129 kW; 175 PS) at 6200 rpm and 166 pound force-feet (225 N·m) of torque at 4700 rpm.

See also

[edit]

- Campagna T-Rex, another 3-wheeled vehicle
- List of motorized trikes
- Microlino
- Nobe GT100
- Elio Motors
- Three-wheeler

References

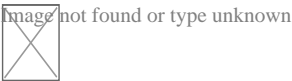
[edit]

- ↑ The Polaris Slingshot Is Your Amazing New Three-Wheeled Track Machine
- ↑ *"2015 Polaris Slingshot Top Speed and Specs". *motorcyclecruiser.com*. Retrieved 2018-04-19.*

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External links

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- Subsidiaries

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 - Indian
 - Victory Motorcycles
 - Taylor-Dunn
 - Polaris Europe
 - Aixam
 - Goupil Industrie
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Polaris products	UTVs	<ul style="list-style-type: none"> ○ Ace ○ Dagor ○ Ranger ○ RZR <ul style="list-style-type: none"> ○ M RZR ○ Sportsman <ul style="list-style-type: none"> ○ MV 850 ○ Taylor-Dunn <ul style="list-style-type: none"> ○ G-100 ○ ET-150-72
	NEVs	<ul style="list-style-type: none"> ○ GEM <ul style="list-style-type: none"> ○ e2/e4/e6 ○ eLXD ○ eM1400 ○ Taylor-Dunn <ul style="list-style-type: none"> ○ BT-280 ○ FT-240 ○ FT-280 ○ T-941 ○ T-942
	Snowmobiles	<ul style="list-style-type: none"> ○ 550-Series ○ 600-Series ○ 800-Series ○ Indy ○ RMK ○ Rush ○ Switchback
	Motorcycles	<ul style="list-style-type: none"> ○ Indian ○ Slingshot
	Commercial trucks	<ul style="list-style-type: none"> ○ Brutus ○ M14000 ○ Multix ○ Ranger XP ○ Taylor-Dunn <ul style="list-style-type: none"> ○ Bigfoot XL ○ BF-3000

About Shorewood Home & Auto (Formerly Circle Tractor)

Driving Directions in Will County

auto atv

41.594748226806, -87.999739790257

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

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ATV Dealer

41.557324506025, -87.928742225499

Starting Point

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Destination

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ATV Dealer

41.558509620271, -87.95950362543

Starting Point

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Destination

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atv stores in illinois

41.631170758126, -87.9510205

Starting Point

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Destination

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judson outdoor power & atv

41.57515764718, -88.032512736562

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atv push mower

41.619926653045, -87.892455610928

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Destination

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atv illinois for sale

41.661417333599, -87.915319377447

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atv push mower

41.576559514074, -88.017102969337

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used atv mowers for sale

41.606342917118, -87.909382977642

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41.58938458501, -87.942080491627

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Shorewood Home & Auto

Phone : +17083010222

Email : +17083010222

City : Shorewood

State : IL

Zip : 60404

Address : 1002 W Jefferson St

Google Business Profile

Company Website : <https://www.shorewoodhomeandauto.com/>

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