



Polaris Ranger RZR S

For 2011, the *RANGER RZR S 800* will continue to offer all the razor-sharp performance features off-road enthusiasts have come to love: long-travel suspension, the fastest acceleration with a 63 mph/101.4 kph top speed, superior ergonomics and On-Demand True All-Wheel Drive for ultimate traction. Along with the full-line improvements, the *RANGER RZR S 800* also will receive new ITP 900 XCT tires, big bore shocks and will be available in two premium painted editions along with a standard edition, which will receive a new lower price.

The *RANGER RZR S 800* is the first vehicle to feature the ITP 900 XCT brand tires as standard equipment. ITP is the No. 1 aftermarket tire and wheel brand that is well-respected in the industry. The new tires were built for high-performance, cross country trail riding, and feature a knobby, aggressive tread pattern for even more impressive cornering ability. They're perfect for rough, rocky desert terrain where the *RANGER RZR S 800* thrives. Coupled with the new Sachs shocks that have a 2-inch bore providing greater cooling capacity and improved fade resistance for a smoother, more agile ride, the 2011 *RANGER RZR S 800* will continue to be the choice of performance-minded, off-road enthusiasts

The Most Complete Razor Sharp Performance Line Up

To complement the screaming speed, the *RANGER RZR S* features Polaris' exclusive, long travel suspension kit that widens the vehicle to 60-inches for aggressive cornering and power slides. High performance features such as twelve inches of long-travel suspension, Chrome-Moly upper front A-arms and adjustable Fox® performance shocks with Podium reservoirs not only ensures an awesome ride but is unmatched by the competition.

Along with awesome performance, *RANGER RZR S* features aggressive styling including custom Turbo Silver paint with race-inspired graphics, fender flairs, a Stealth Black cab with extended cab frame supports and 26-inch Maxxis Big-Horn tires with 12 inch, eight-spoke aluminum rims for an ultra-aggressive look. With a top speed of 55 MPH the *RANGER RZR* is still the fastest accelerating side-by-side on the market and the only one with a trail-capable 50-inch width and lowest center of gravity. While *RANGER RZR S* is built specifically for the sport market who demand long-travel suspensions and aftermarket parts, *RANGER RZR* is a recreational machine built for the big bore trail rider, hunters and sport side-by-side enthusiasts who need trail capability that only the 50-inch *RANGER RZR* can provide.

With a cargo bed rated for 300 lbs with 12 tie-down points, 1500 lb. towing capacity, under-hood storage and a wide variety of PURE Polaris accessories including a winch, plow mount, cabs and Lock & Ride cargo systems, *RANGER RZR* is a versatile side-by-side that plays first, works second.

9, *RANGER RZR* and *RANGER RZR S* have improved, low-speed drivability due to the inclusion of a heel pocket which allows more controlled operation of the gas pedal. Operators also will find improved transmission shifting, a more durable shoulder bolster, reduced exhaust noise and covered, under-seat storage.

Polaris Ranger RZR S Specifications:

- Liquid-cooled, even-firing Polaris Big Bore 800 Twin EFI engine (760cc HO)
- H.O. Twin Engine with High Output pistons & cams
- Selectable 2WD/AWD with on-demand AWD
- Gear range: Dual range (high / low) forward, neutral, reverse, park
- IRS with 12" of front & rear wheel travel
- Front Suspension - Double A-arm (no anti-sway bar?)
- Rear Suspension - Rolled Independent W/anti-sway bar
- +5" Long Travel Arms
- Chrome-Moly upper front A-arms
- Suspension: Rolled Independent w/Anti-Sway Bar - rear; Double A-Arm w/Anti-Sway Bar - front
- 12" Fox performance shocks with Podium reservoirs (comp adjust / res.)
- 12.5" of ground clearance
- Weighs in at 1000 lbs.
- Towing capability: 1500 lbs. with 1 1/4" receiver
- Cargo bed rated for 300 lbs with lock & ride storage
- Variable Transmission
- 7.25 gallon fuel tank (under passenger seat)
- Length: 102"
- Width: 60.5" (The RZR S supposedly will still fit in the back of a pickup)
- Height: 70.5"
- Wheelbase: 77"
- Turning radius - 149.5" (compared to 101.5" for the standard RZR)
- 500 watt stator
- Front tire: 26 x 9 - 12 Maxxis Bighorn

- Rear tire: 26 x 12 - 12 Maxxis Bighorn
- Eight-spoke aluminum rims
- Max speed - 63 mph
- Adjustable steering wheel
- Adjustable driver's seat
- Adjustable passenger grab bar
- Full skid plates
- Wheel Bolt Pattern - 4X156
- Fender flairs and extended rear cab frame supports for sportier look
- MBL Clutch Belt
- Turbo Silver paint