



EVP “BAD ASS” CVT DRIVE BELTS

Are you looking for a superior and in many cases a less expensive alternative to costly OEM CVT belts? EVP has worked directly with GBoost Technology, the authority in advanced CVT belt design and manufacturing on a wide variety of CVT belts for Can-Am, Polaris and Textron applications. We have extensively tested and validated each belt in the most grueling race environments to ensure the strength and durability of each application. Each different compound was subjected to an extensive durability regiment through our sponsored desert racer program and on our own big horsepower vehicles. The “BAD ASS” line of drive belts have proven themselves in extreme conditions which allows customers and racers peace of mind while pushing their vehicles to the limits without the fear of premature belt failure. Along with increased strength and durability, the three different BAD ASS belt compounds provide better grip which transfers more power to the ground. These belts are BAD ASS!



WINNING PERFORMANCE





BAD ASS “Extreme” Belt (EX)

This is the belt that set the industry standard for extreme performance and reliability. This belt changed our driving habits and allowed us to drive our vehicles to the limit without the fear of premature belt failure. The EX belt is built for the extreme abuse of the trail / mud riders that need a ton of belt squeeze to stop from slipping the belt. The specific compounds in this belt make the engagement quicker while lowering the peak engine operating speeds by about 200 RPM's

- Ultra-strong Aramid Fiber cord that can handle/carry more than 10,000 pounds of tension without stretching or breaking.
- Higher strength compared to OEM and aftermarket drive belts. Up to 4X stronger
- EX belts have been developed with a high-temperature compound called DUMAX for added strength, flexibility, and heat resistance. You can squeeze our belts a lot harder for more tuning possibilities and less slippage.
- Maximum under-cord stiffness allows the belt to flex for rotational efficiency and running cooler temperatures
- Built for high temps, extreme abuse, and excessive shock load.

BAD ASS “Sand Storm” Belt (SS)

This belt is built for the extreme heat, dirt and dust of the dunes/desert. This is a great all-around belt that acts like the OEM belt in terms of engagement and operating RPM's.

- Next Generation high-twist Aramid Fiber cord for HIGH HORSEPOWER TENSILE LOAD requirements.
- Bottom cog is impregnated with short Aramid Fibers for better belt-to-sheave adhesion and reduced overall belt temperature.
- Latest bottom cog design for greater rotational efficiency at full shift.
- Encapsulated Aramid Fibers in cord to increase rotational strength and lower overall cord friction.
- Precision ground sidewall angle (SCUFFING) for smooth engagement, increased power transfer and lower operating belt temperature.
- Aramid Fiber cord versus polyester, wraps over bottom cogs for increased bottom cog strength.
- Increased cord pop-out resistance.
- Increased top cog pressure load design that increases sidewall rigidity, prevents top cog bowing, but still allows for increased rotational flexibility.
- Our goal for this belt was to handle 200-400hp.
- This belt has been a huge success and now we sell it all over the world. It's not just for the dunes—This belt has raised the bar for all drive belts.

WINNING PERFORMANCE





BAD ASS “World’s Best” Belt (WB)

This belt is for the rider / racer that is looking for the ultimate in belt technology and proven performance. This belt acts like the OEM belt in terms of engagement and operating RPM’s. Race Proven Performance

- Manufacturing, quality control certifications — ISO-14001, ISO-9001, and IATF-16949.
- 3rd Generation heavy-duty, high-twist Aramid Fiber cord for HIGH HORSEPOWER TENSILE LOAD requirements. Making it the strongest belt on the market, surpassing even our EX and Sandstorm lines.
- Highest shock load rating to date being able to withstand the power of the 400hp machines.
- Increased top cog pressure load design that increases sidewall rigidity, prevents top cog bowing, but still allows for increased rotational flexibility.
- Bottom Cog uses HIGH MODULOUS RUBBER COMPOUND (**BZX1**) for better heat resistance and heat dissipation.
- Bottom cog is impregnated with short Aramid Fibers for better belt-to-sheave adhesion and reduced overall belt temperature.
- Latest bottom cog design for greater rotational efficiency at full shift.
- Precision ground sidewall angle (SCUFFING) for smooth engagement, increased power transfer and lower operating belt temperature.
- Aramid Fiber cord, versus polyester, wraps over bottom cogs for increased bottom cog strength.
- Increased cord pop-out resistance.

EVP has been validating the WB belt for the past 6 months on our fleet of company vehicles as well as with select race teams throughout the world. The results speak for themselves with numerous racers finishing grueling races without a single belt failure. Some of these races include:

ICEMAN 500 - Can Am X3 1st Place - Pro Mod class, February 2019 - EVP modified OEM clutches / EVP Stage 3R. Ice racing is extremely hard on belts due to the tremendous load the heavy, studded tires place on the drivetrain. The belt ran the entire race without failure.

MINT 400 – Can AM X3 1st Place – UTV Unlimited Class, March 2019. The Mint 400 is one of the toughest desert races in the US. CMS Racing #2910 Can Am X3 4 seat (weighing approximately 2800 lbs.) took the overall the win with the BAD ASS World’s Best Belt which was powered by our lethal Stage 4RWi ECU program. The entire race was run on one WB Belt which showed minimal signs of wear and would have likely lasted another 400 race miles! EVP racer Billy Long in the #T907 Can Am X3 also finished the Mint 400 with ZERO belt failures using the WB Belt.

2019 UTV World Championships – Can AM X3 1st Place – UTV Unlimited Class, April 2019. CMS Racing #2910 started and finished the UTV World Championship on the same WB belt. Other racers including #T907and #T913 also started and finished on the same WB belt.

Silver State 300 – May 2019 EVP racers #T907 and #T913 both raced from start to finish with the same belt!

WINNING PERFORMANCE





Race Proven Performance



Disclaimer – All vehicles tested were properly clutched and tuned – no belt will last with improper clutching or worn components. Even in the worst conditions, our BAD ASS belts still outlast and outperform the factory belt by a large margin.

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