

# trailtested

## REVERSAROLLER

**ANYBODY WHO'S EVER BEEN STUCK BEYOND HOPE AND, THANKFULLY, HAD THEIR HIDE SAVED USING A WINCH KNOWS THE IMPORTANCE OF THIS VERSATILE DEVICE FOR WORKING OR HANGING OUT IN THE BACK-COUNTRY. ADDING ANOTHER DIMENSION OF FUNCTIONALITY, THE INNOVATIVE REVERSAROLLER IS A SIMPLE DEVICE THAT ALLOWS A FRONT-MOUNTED WINCH TO PULL YOUR QUAD REARWARD, SHOULD YOU NOSE YOUR WAY INTO TROUBLE.**

Installation of the adapted front roller fairlead and rear link cable guide to our Arctic Cat 550 S was a quick and simple 20-minute affair, and it is easily removable for standard front winching. Just swap out the existing fairlead for the replacement Reversaroller unit, and plug in the rear link to the rear receiver. The Rear Link acts as a guide for the cable, making sure your vehicle is safely pulled straight back without hang-ups.

After installation, we loaded up and drove to the rugged, challenging Iron Range OHV Park in northern Minnesota for some trail riding and low-speed rock crawling.

Mountaineering over jagged rocks and massive boulders, we pushed ahead until the Arctic Cat could go no further. With no forward exit, the time had come for the Reversaroller.

The rescue operation was free of drama: unhook the cable from the rear guide, safely hook up to the following quad and slowly inch our way back and out of trouble. There's nothing to it!

Need to winch forward? Pull two pins on the front guide,

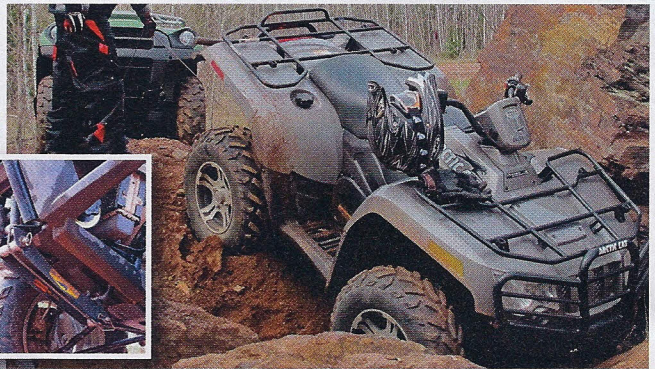
remove and stow the Reversaroller and you're instantly back to front-mounted winching. Adding this product is less intense (and less expensive) than adding an auxiliary winch hook-up in the rear of the ATV, and likely has uses we haven't even considered.

With soft suspension on the 550 S, we bottomed out the unit on rocks a few times, but it survived with no damage. And, with the added confidence and winching versatility, we found ourselves charging into the rock crawl sections without fear.

Custom fit Reversaroller sets are available for the Yamaha Grizzly, Can-Am Outlander, Honda Rincon, Arctic Cat LE and S models, as well as the Polaris XP-chassis vehicles. — *Tom Kaiser*

**Price: Starting at \$210**

**Contact: Reversaroller, (801) 796-7066; [www.reversaroller.com](http://www.reversaroller.com)**



## ATVAIR

**AN INTERNAL COMBUSTION ENGINE IS REALLY JUST A BIG, EXPENSIVE AIR PUMP. WHY SPEND MONEY ON A PORTABLE AIR COMPRESSOR FOR LOW TIRES WHEN YOU'RE ALREADY DRIVING AROUND ON A HIGH-END COMPRESSOR?**

ATVAir is a genius, basic product built upon this idea, allowing riders to fill low tires using a simple 8-foot hose that directs air from the exhaust pipe into your machine's tire valve.

It seems too simple and affordable to be true, but it really does work. At the end of the hose is a rubber stopper with an air hole. Hold this stopper against the exhaust outlet, connect the other end to the valve stem and the distressed tire will begin to fill.

Clever as it may be, however, ATVAir is not flawless. First, the shape of the ATV's exhaust outlet significantly affects performance. On the ovoid outlet of our Arctic Cat 550 S, too much air passes by the stopper and the tire filled slower than molasses on the top of Mount McKinley.

Another obvious factor is the heat coming out of the machine's exhaust. Gloves were essential, and we took several breaks so our hands wouldn't melt. The stopper also stores a lot of heat and, troublingly, the air hose heats up and began to slip off the stopper. It never fully came off, but needed to be held in place.

While the folks at ATVAir told us you want some air to pass by the stopper, you need a mostly tight seal to quickly fill a tire. The cir-

cular outlet of our Kawasaki Brute Force 750 worked quicker, and inflated the downed tire to spec within 30 seconds. Not bad, and we didn't need to carry around a bulky, parts store compressor on the ride. You'll still want to keep tire plugs handy, though.

Holding the stopper tightly to the outlet creates too much back-pressure and kills the engine. It's all about striking the right balance between air pressure and letting the engine breathe.

We worry about exhaust moisture being trapped between a rim and an inflated tire. Will it cause rust or degradation?

While ATVAir isn't perfect, it really does work. We'd recommend a more durable tubing material that's less susceptible to heat and possibly a handle to hold the rubber stopper to the exhaust without scorching your hands. Aside from our concerns, this product delivers as advertised — and for less than 20 bucks. It's hard to argue with that. — *Tom Kaiser*

**Price: \$19.95**

**Contact: ATVAir, [www.atvair.com](http://www.atvair.com)**

