

THE SPORT'S HARDEST HITTING, MOST OPINIONATED

ATV Buyer's Guide

ALL-TERRAIN

VEHICLE

2008 FIELD GUIDE

Over 150 Models

12 Categories

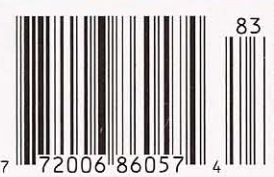
Specs & Prices
Inside: UTV Guide

EVERYTHING YOU NEED TO KNOW About the Latest Stuff



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SPORT UTV



POLARIS RANGER RZR

Key Features: Strong running EFI 760cc parallel twin makes an unusual exhaust note but hauls donkey. Deep and plush suspension. Digital gauge package. Racing buckets with an annoying albeit functional mesh retaining door give you a low down feel.

Unique Appeal: The only side by side that fits trails like an ATV. Targeted 99 percent at the sport rider and one percent at utility. Even that may be a stretch on the utility!

Opinion: By far the most fun of any side by side Sport UTV. Easy to use with the CVT tranny and powerful enough to please the serious horsepower junkie. There are myriad cool Pure Polaris upgrades to take the RZR as far as your back pocket will allow.

Key Features: Longest stroking shocks in the business, maybe in the world. Even firing Weber 750 twin with EFI is a potent runner and provides hyper power for this rocket. CVT tranny and 2WD only. Two passenger model is also available.

Unique Appeal: Redline is a relatively new player and prides itself in building everything in the USA. This vehicle is intended purely for the sport off-road enthusiast and is a very serious piece of equipment.

Opinion: If you eat your steak blue rare, never turn down a dare and like to walk in traffic blindfolded, you may get a rush from the Redline Revolt. This is a hardcore off-road vehicle and not for the faint of heart.



REDLINE REVOLT



TOMCAR TM-25J

Key Features: 725cc air cooled V-deuce is slightly soft down low but awakens with the arrival of momentum. An enclosed chain drive provides ultimate protection of the driveline fed by a CVT with reverse. 11.5 inches of travel out back and 10 up front make for an excellent ride.

Unique Appeal: Considering the 50-caliber turret feature available on the Israeli spec'd units you can well imagine durability is in the 99th percentile.

Opinion: Big, beefy and totally awesome. The Tomcar is in a class of its own. Built to withstand huge abuse this war machine is extremely agile and surprisingly plush. Big potholes, short landings or vertical drops are all in a days work.

Key Features: 686cc liquid cooled fuely draws breath from a single 41mm throttle body. The coolest suspension package available from the factory bar none: Piggybacks on all four corners feature rebound and compression adjustability. LED tail lights are the way of the future, easily seen from great distances.

Unique Appeal: Largest selling UTV by a long shot. With four Special Edition packages available there's something for everyone. Would you like spinners with that?

Opinion: If you want a custom looking Rhino but still like the idea of a factory warranty, the SE package is top drawer. This Rhino proves itself by delivering a plush, predictable ride on trails blended with loads of power.



YAMAHA RHINO 700FI Auto SE

	POLARIS RANGER RZR	REDLINE REVOLT	TOMCAR TM-25J	YAMAHA RHINO 700FI Auto SE
ENGINE:	Liquid cooled, 760cc OHV even firing, parallel twin with 2 valves per cylinder. Wet sump lubrication. Single 40mm Mikuni throttle body. Electric start.	Counterbalanced, liquid cooled 749cc SOHC 4-valve even firing parallel twin. Dry sump lubrication. Electronic fuel injection (dual throttle bodies). Electric start.	Air cooled 725cc V-twin. Wet sump lubrication. Electronic fuel injection. Electric start.	Liquid cooled 686cc SOHC 4-valve single. Dry sump lubrication. Electronic Fuel Injection with single 41mm throttle body. Electric start.
DRIVE SYSTEM:	Continuously variable transmission with reverse. Shaft drive to all wheels. Low range. Selectable AWD, selectable locking front differential. All wheel engine braking.	Continuously variable CVT transmission with reverse. Shaft drive to rear wheels only.	Continuously variable transmission with reverse. Enclosed chain drive to rear wheels.	Continuously variable transmission with reverse. Shaft drive to all wheels. Low range. Selectable 4WD, selectable locking front differential. All wheel engine braking.
SUSPENSION:	Front: Double A-arm, 5-way preload adjustable shocks. 9 inches travel. Rear: Independent Double A-arm (rolled). 5-way preload adjustable shocks. 9.5 inches travel.	Front: Double A-arm with Fox air shocks. 10 inches travel. Rear: Swingarm/trailing arm with dual Fox air shocks. 12 inches travel.	Front: Double A-arm. 10 inches travel. Rear: Swingarm/trailing arm with dual hydraulic shocks. 11.5 inches travel.	Front: Double A-arm with piggyback preload, rebound and compression adjustable gas shocks. 7.3 inches travel. Rear: Double A-arm with piggyback preload, rebound and compression adjustable gas shocks. 7.3 inches travel.
GROUND CLEARANCE:	(no rider) 7.2 inches.	(no rider) 17 inches	(no rider) 12 inches	(no rider) 12.1 inches.
BRAKE:	Front: Dual 2-piston hydraulic discs. Rear: Shaft mounted hydraulic disc.	Hydraulic discs on all four wheels.	Hydraulic drums on all four wheels.	Front: Dual 2-piston hydraulic discs. Rear: Dual 2-piston hydraulic discs.
FUEL CAPACITY:	8.5 US gallons (32.2 liters) including reserve.	5.5 US gallons/20.8 liters.	6.75 US gallons/26 liters.	7.9 gallons (30 liters) including reserve.
CARGO CAPACITY:	300 lbs. (box)	N/A	330 lbs. (box)	400 lbs. (box)
TOWING CAPACITY:	1500 lbs.	N/A	990 lbs.	1,212 lbs.
DRY WEIGHT:	945 lbs/429.5 kg.	754 lbs/342kg.	1050 lbs/477kg.	1142 lbs/519 kg.