

TEST



A photograph of an Arctic Cat Wildcat Sport 700 Limited EPS utility vehicle (UTV) driving on a gravel path. The vehicle is shown from a side-rear perspective, kicking up a cloud of dust and gravel. The background consists of dense evergreen trees under a clear sky. The text is overlaid on the top half of the image in bold, distressed fonts. The main title 'ARCTIC CAT WILDCAT SPORT 700 LIMITED EPS' is split across three horizontal bands: a black band for 'ARCTIC CAT', a red band for 'WILDCAT SPORT', and a white band for '700 LIMITED EPS'. A secondary headline 'Longer legs and claws for the Wildcat in the middle' is in a black box. A text box on the right contains a paragraph starting with a large 'A' character.

ARCTIC CAT WILDCAT SPORT 700 LIMITED EPS

Longer legs and claws for the Wildcat in the middle

Arctic Cat's brochure for the 2015 Wildcats says, "Introducing the Wildcat Trail's wilder 60-inch brother." The new-for-2015 Wildcat Sport 700 is much more than a slightly wider variation of the Wildcat Trail, and it has shocks that have more in common with the Wildcat 1000 line than the fixed-damping, high-pressure gas (HPG) shocks on the Trail Cat. No, the Sport Cat comes with the same brand-name shocks as the line of Wildcat 1000s for 2015, only they're shorter to work with the dual-A-arm Sport suspension. Arctic Cat took the best parts from the Wildcat Trail and 1000 to produce a versatile, mid-level sport UTV—the Wildcat Sport 700. Let's check it out.

WHAT'S A WILDCAT SPORT?

Actually, there are three of them: the Sport, Sport XT and Sport Limited with EPS. Whereas the Wildcat Trail has a 50-inch width and 10 inches of travel all around, the new Wildcat Sport has longer A-arms and shocks for 12.2 inches of front travel and 12.6 inches out back, plus a width of 60 inches. While the Trail has front and rear torsion bars to fight body roll, the new Sport has only a rear sway bar and JRi EXC-1 shocks, as does the Sport XT. Instead of 25-inch tires, all three Wildcat Sports are shod with 26-inch Carlisle Trail Pro tires and have 13 inches of ground clearance. The basic Wildcat Sport comes in lime green or red plastic with quarter doors and steel wheels. Sport XTs get Viper Blue or Vibrant Red Metallic paint, color-matched suspension arms and blacked-out aluminum wheels. Sport Limited 700s get the black aluminum wheels, Matte Black or White Metallic painted plastic, full doors with graphics, under-hood storage, EPS with 20 percent more assist, and Elka Stage 5 shocks.

WHAT'S NEW FOR 2015?

The engine, CVT, driveline, cabin and plastic are the same as those on the 2014 Wildcat Trail (tested March 2014), but the new Sport has the basic Trail Cat frame with a few extra gussets; longer A-arms, shocks, axles and brake lines; and 26-inch tires. Sport and Sport XT 700s get new JRi ECX-1 piggyback shocks with 70-position compression damping adjusters on the shafts, while Sport LTDs get Elka Stage 5 shocks with separate high- and low-speed compression adjusters, plus rebound and preload adjustments.

HOW DOES COST COMPARE?

The Wildcat Sport starts at \$13,399, and the Sport XT is \$13,999, while the Limited with EPS goes for \$15,699. Polaris' RZR S 900 starts at \$14,699 and jumps to \$16,499 for the EPS model, while the 55-inch 900 XC edition is \$17,299 with EPS, EBS and Turf-mode rear diff. Can-Am's Maverick 1000X xc with EPS is a pricey \$18,299.

HOW FAST IS THE SPORT CAT?

Cat quick, like a cheetah. With 60 horsepower and 6.2 horsepower per 100 pounds of vehicle weight, the Sport Cat rips from turn to turn, revs out to 70 mph in high range, and has stump-pulling power in low. The engine builds revs quickly, thanks to the closed-loop EFI with a 40mm throttle body and the Team Rapid-Response CVT clutch.



Whereas the Trail Cat has front and rear torsion bars, the Wildcat Sport has one heavy-duty torsion bar in the rear, and the long, gull-wing A-arms provide plenty of articulation for rock crawling. The Sport also has 26-inch tires (but has the horsepower to turn 29s) and 13 inches of ground clearance.



Front travel is 12.2 inches with either shock package, and tires are 26-inch Carlisle Trail Pros. Halogen headlights grace all three versions, and ours was equipped with an accessory soft Bimini roof (\$119.95) and windscreen deflector (\$149.95).



Rear travel is 12.6 inches, and it's rated to tow 1500 pounds with the standard 2-inch automotive-style receiver. A removable panel in the bed allows access to the spark plugs.

HOW IS THE CVT DELIVERY?

Excellent. The Team Rapid-Response clutch engages quickly and ramps up smoothly, and the servo-controlled front diff engages 4WD quickly as well. With variable-assist EPS, steering isn't compromised when the front diff locks. It's a smooth, user-friendly system, and the range selector is very slick—maybe a little too slick. Sometimes we'd land in between low and high, and it would grind a bit before engaging.

HOW SPORTY IS THE HANDLING?

Very sporty. The Wildcat Sport has the same wheelbase as the Trail at 84.6 inches (the Wildcat 1000 is 95 inches), so it has a good combination of turning

proveness and straight-line stability. EPS lets the LTD rail tight, twisty trails with abandon, and steering is fairly light on the non-EPS versions. The rear torsion bar does a good job of fighting body roll, and the 60-inch width allows the Sport to handle higher cornering speeds than the Trail.

HOW IS THE 60-INCH SUSPENSION?

It's great. The Elka Stage 5 shocks on the Sport Cat LTD are tuned well for spirited trail speeds, and we went in four clicks of high-speed compression to keep the front from bottoming on cross-grained terrain and washouts. We also slowed the rear rebound down a bit (three clicks) to smooth out action



In between the Wildcat 1000 and the 50-inch Wildcat Trail, the new Wildcat Sport fills the 60-inch UTV niche with more than a foot of travel, adjustable piggyback shocks, and an excellent engine and CVT package. It comes in three versions for 2015, with the Limited getting EPS, full doors and fully adjustable Elka Stage 5 shocks.

over the many water bars. The Sport and Sport XT JRi EXC-1 shocks are also well-tuned for spring and damping rates, and they're set in the middle of the compression-adjustment range (35 clicks out). Rear JRi EXC-1 shocks are 2.5s too.

IS IT A ROCKER AND A MUDDER?

You bet. The Team Rapid-Response clutch has a roller design to respond quicker in delicate rock-crawling situations, and the front diff locks up for maximum traction at all four corners. The floor has a bulge under the gas pedal for better heel-toe throttle modulation, and low-range power is excellent. The large radiator also has an automatic fan for low-speed work. For mud, the engine and CVT ducts draw air from bed level, but the fenders let a lot of mud fling up and onto the body and cab, so a roof and over-fenders will be on the mudder's wish list.

WHAT ABOUT TRAIL COMFORT?

We kept looking for the TV remote, because the Wildcat Sport is so comfortable. Seats provide a lot of support and comfort in the cab and double as camp chairs outside the vehicle. The three-point seat belts are easy to adjust and latch. The tilt steering wheel is padded and has a high-traction cover, and the quarter doors have a smoother frame than the Wildcat 1000s, so the driver can lean against it without pressure points. The passenger has hand-holds on the center console and right door, and the glove box doesn't have a lid to come unlatched, just a net with an elastic top



Base and XT versions sport the JRi EXC-1 shock with 70-position compression adjusters, while the LTD EPS has Elka Stage 5 piggyback shocks with high- and low-speed compression clickers, plus rebound and ring preload. Check out the double-row, high-capacity radiator, which has a thermostat-controlled fan.

edge. Lights and 2WD/4WD toggles are handy to use, and the center-dash instrument panel has several modes to choose from, and a level bar for fuel, temperature, battery and more. Vibration and noise are low, and the LTD has under-hood, sealed storage.



Undo five clasps to access the large, pleated-paper air filter, and the huge still airbox has a handy drain and high-placed intake duct.

RATINGS

MOTOR/TRANNY

Overall power	5
Low	5
Mid	5
Top	5
Throttle response	5
Idling smoothness	5
Shifting/tranny	4

HANDLING AND CHASSIS

Overall handling	5
Turning precision	5
Turning stability	5
Powersliding	4
Steering ease	5
Off-cambers	4
High-speed stability	5
Jumping	4
Front brakes	5
Rear brakes	5
Front suspension	4
Rear suspension	5
Low-speed ride plushness	5
High-speed bump control	5
Ground clearance	5
Undercarriage protection	5
Traction	5
Hill-climbing	5
Downhilling	4
Water/mud	5
Rock hounding	5

RIDER COMFORT AND CONVENIENCE

Overall ease of use	5
Startup ease	5
Seat comfort	5
Vibration	5
Wheel/seat/floor	5
Mud/water protection	4
Air filter access	4
Control ease	5
Range selection switch	4
Storage box size	4
Storage box access	5
Bed space	5

OVERALL

Overall design	5
Fit and finish	5
Overall sport	5
Overall utility	4
Overall rating	5



Longer suspension arms and axles are only part of the Sport Cat story, as the frame is beefed up to handle the extra loads. The inline twin 700 makes 60-plus horsepower via an almost square, 76.9mm x 75.3mm bore and stroke; 40mm EFI throttle body and 10:1 compression. The transmission has Park mode.



The tilt steering wheel is super comfortable, and Arctic Cat tuned the EPS for more assist at low speeds for effortless turning. We got the speedometer up to 70 mph at 6000-foot elevations and above, and you can toggle between readout modes to change the horizontal bar to indicate fuel, temperature or battery level.

HOW ARE THE WILDCAT SPORT'S BRAKES?

It's like the Sport Cat has retractable claws. The front hydraulic calipers have twin pucks, single-puck rear calipers are on both rear wheels, and the brake lines are braided stainless steel with a clear coat. Trail Pro tires also help with quick stops from speed, and there is Park in the transmission, but there is no EBS. That means keeping a little throttle

on steep descents to keep the CVT from disengaging.

WHAT'S OUR FINAL ANSWER?

Arctic Cat did a great job developing the "Wildcat in the middle." The 60-inch Wildcat Sport is between the 50-inch Trail and 64-inch Wildcat 1000s. The 60-horsepower Sport Cat has a great engine and CVT package and handles a wide variety of terrain and

conditions very well. It's got over a foot of suspension travel with high-end piggyback shocks that are much like those that come on 2015 Wildcat 1000s (JRi EXC-1 on Wildcat and XT, Elka Stage 5 on LTDs). Also, the power-to-weight ratio lets it run with the heavier, 75-horsepower RZR S 900. We can't wait for that shootout with maybe the Maverick 1000X xc. □

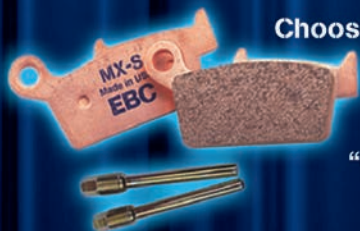
BETTER BRAKES MORE CONTROL

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Under the hood on the Limited, you'll find a sealed storage box big enough to hold a backpack, coolant and brake-fluid reservoirs, and the variable-assist EPS unit.

WILDCAT SPORT SALUTATIONS:

- Excellent power and smooth delivery
- Adjustable piggyback shocks are well-tuned
- Nimble handling and good stability
- Loaded with creature comforts

WILDCAT SPORT SLIP-UPS:

- Sometimes hard to find low range
- No EBS

FINANCING & FACTORY INCENTIVES

- 5.9% 60-month financing and two-year limited warranty

SPECS

ARCTIC CAT WILDCAT SPORT 700 LTD EPS

ENGINE/TRANSMISSION

Engine type Liquid-cooled, 8-valve, SOHC I-twin
 Displacement 700cc
 Bore x stroke 76.9mm x 75.3mm
 Compression ratio 10:1
 Lubrication system Wet sump
 Additional cooling Fan
 Carburetion 40mm EFI
 Starting/back-up Electric/none
 Starting procedure Turn key to the right
 Idle adjustment None
 Air filter:

Type Paper pleat
 Access Undo 5 clips, remove cover
 Transmission Dual-range CVT w/ reverse & EBS
 Reverse procedure Move range selector to "R"
 Drive system Selectable 2WD/4WD w/ diff-lock
 Final drives Shafts

DIMENSIONS/CAPACITIES/WEIGHTS

Fuel capacity 7.4 gal.
 Wheelbase 84.6"
 Overall length/width/height 110.5"/60"/64.3"
 Ground clearance 13"
 Claimed dry weight 1074 lb.
 Bed weight limit 300 lb.
 Hitch 2" receiver
 Towing limit 1500 lb.

ROLLING CHASSIS

Frame Steel tube
 Suspension/wheel travel:
 Front Dual A-arm w/ preload adj. shocks/10"
 Rear IRS A-arm w/ preload-adj. shocks/10"



Brakes/actuation:

Front Hydraulic discs/left pedal
 Rear Hydraulic discs/right pedal
 Steering EPS, rack & pinion w/ tilt wheel

Tires:

Front AT26x8-12 Carlisle Trail Pro
 Rear AT26x10-12 Carlisle Trail Pro

ELECTRICAL

DC outlet Console

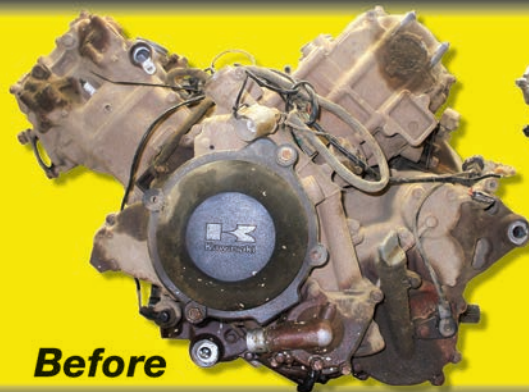
Lighting:

Front 2 halogen headlights
 Rear Dual LED brake/tail lights

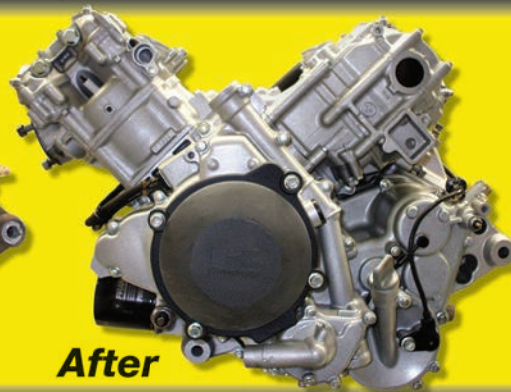
DETAILS

Instrumentation Speed/odo/trip/hour/rpm/fuel/gear/
 clock/2WD-4WD
 Colors Matte Black or White Metallic paint
 Minimum recommended operator age 16
 Suggested retail price \$13,399
 Contact Arctic Cat, (218) 681-8558

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Before



After

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Prairie 700

Brute Force 650

Brute Force 650I

Brute Force 750

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