

FIRST TEST THE 2017 POLARIS RZR XP 4 TURBO



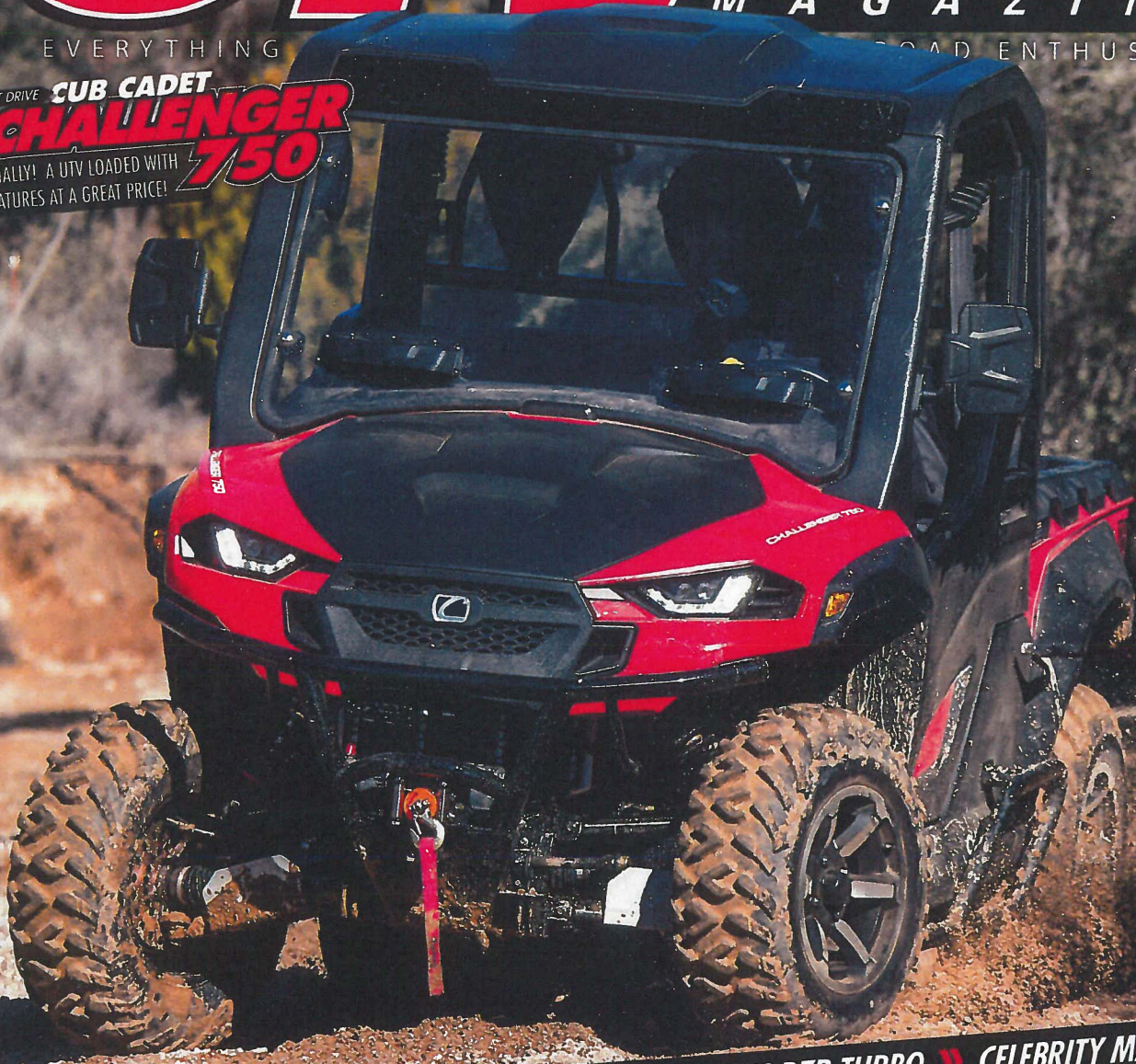
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UTV Off-Road

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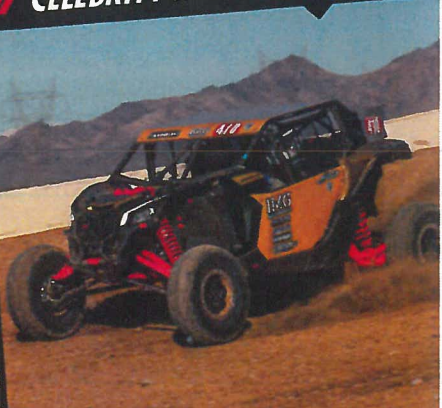
EVERYTHING YOU NEED TO KNOW AS A UTILITY VEHICLE ENTHUSIAST

FIRST DRIVE **CUB CADET CHALLENGER 750**
FINALLY! A UTV LOADED WITH FEATURES AT A GREAT PRICE!



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CUB CADET

BY TROY MERRIFIELD // PHOTOGRAPHY TROY MERRIFIELD

CHALLENGER

750

THIS UTV IS SO LOADED, YOU'LL
WANT TO TAKE A SECOND LOOK

We have been anxiously awaiting the rollout of the 2017 Cub Cadet Challenger 750, and it does not disappoint. Cub Cadet touted their new UTV was “not afraid to stand out,” and with the Challenger 750, they gave us a vehicle that not only looks great, but also adds convenience and comfort to allow us to take it from the field to the trail without skipping a beat.

Several media outlets were lucky enough to spend some time testing the new rig in California’s Hungry Valley recreation area. As we had a chance to walk around and view the Challenger 750, the first thing that caught our attention was the new styling of the vehicle. Cub Cadet has swapped out the utilitarian feel of their vehicle to that of a sportier version, one more in line with what we have seen in recent years from its competitors. They are “challenging” the market to put their new Challenger 750 to the test, just to see that this



UTV is capable of any type of terrain and task you may need.

As we run through the features, it's important to note that this is an all-inclusive package that's offered with the Challenger 750. With a starting base price of \$10,999, you get several impressive features, including: 3500lb winch, full doors, full windshield, roof, 6-ply tires, custom bumper, sporty aluminum wheels, twin side mirrors, 2-inch receiver hitch both front and rear, turn signals, and performance adjustable shocks. This UTV is made to feel more like a road-worthy vehicle, not just one for the trails. The Challenger 750 also offers a camouflaged finish which runs you \$300 extra. With so many options we wonder why power steering was not included. It's one item that seems to be standard on most modern UTVs. But we understand that Cub Cadet is working on this as an add-on option for around \$800. Aside from that, we're not sure what more you could want in a base model.

Looking at the engineering of the Challenger 750, Cub Cadet partnered with Hi-Sun to build the chassis. Cub Cadet engineers worked closely with Hi-Sun from concept to completion adding features that is unique to them. With that comes a 61.4" stance, a 50cc bigger engine (as compared to the 700cc unit that's been on the market for a few years), and dual sway bars. The wider stance adds to the stability on the trail, but the Challenger will be a tight squeeze in most full-sized pickup trucks.

Looking at the interior, the Challenger seats are fixed, offering no adjustability, seating two full-sized adults comfortably in the contoured seats. In the center there are two cup holders that are flush with the seats. Under the seats, there is easy access to the air filter and oil filter. The Challenger 750's dash offers under dash storage, a large glove box, and a few other pockets for misc. stuff. The gauge cluster is a mix of digital instrumentation such as MPH, diff lock display and hour meter, while the RPMs, engine temp and fuel gauges are analog. Just to the right of the instrumentation on the dash the

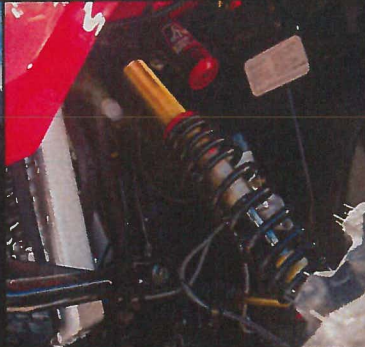
Challenger has P-R-N-H-L selectable gears and to the right of that is the emergency brake. Below the gear selector is a switch panel that includes a 2wd/4wd switch, independent front lockable and rear lockable switches, as well as a switch for the included front winch. To the left of the steering wheel is another group of switches to operate the lights, Hi and Lo beam, hazard lights as well as right and left turn signals. Both switch panels have additional switch blanks for future accessories you might add. The passenger has solid dash mounted handhold located under the glove box and a single handhold high on the "A" pillar. A sporty tilt steering wheel complete with thumb rests is a nice addition. The automotive style door handles, both inside and out, are easy to operate. The molded doors open in a standard fashion and allow for easy ingress and egress, and offer a molded accent piece that can be removed for more airflow. Cub Cadet also offers upper doors that take less than a minute to add on, and to completely close the cab they offer a rear windshield.

Moving outside the Challenger in the front hood can easily be removed to access additional storage and access to the radiator fill. A solid mounted bumper protects the front of the unit and the contoured steel tubing houses the included 3500lb winch. The bumper also has a 2-inch receiver with an integrated front skid plate and on either side are tie down points for transporting. Moving toward the center of the vehicle it offers a sealed Rollover Protection Structure (ROPS), with a sealed front windshield and optional upper doors and rear window the Challenger can be completely weather-sealed in minutes. In front of the roof and above the windshield, Cub Cadet integrated an accessory mounting panel for aftermarket accessories and/or additional lighting. Looking at the back the exclusive rear mounting rack and accessory rack tubes save cargo bed space while enabling limitless accessory-mounting possibilities, including a gun boot, chainsaw boot and a spare tire mount.

The 34 x 46 x 11-inch cargo bed features an exclusive set of

2017 CUB CADET CHALLENGER 750





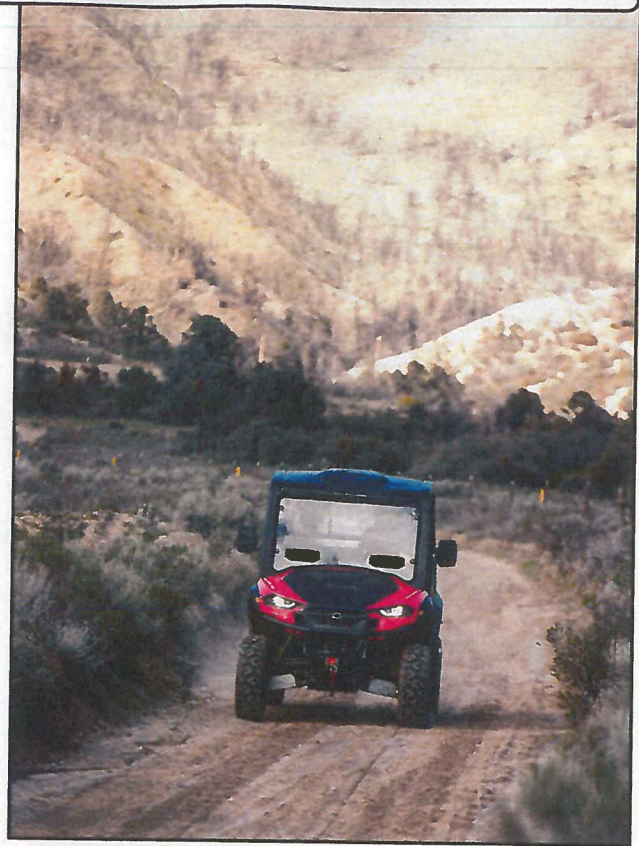
2017 CUB CADET CHALLENGER 750

integrated attachment points – “T” slots – to help secure purpose-built accessories. The vertical slots accept standard ¾-inch plywood for partitions and slots on top of the side rails to accommodate standard 1 x 3-inch furring strips. The bed has a standard release handle on both the driver’s side and the passenger’s side with one gas assisted lift support. Equipped with a standard tailgate, the dump bed has numerous tie-down points and molded dividers to allow for a 500lb load. The Challenger 750 has a tow rating of 1200lbs and comes with both a front and rear receiver.

Driving over various terrain, the Challenger 750 met every challenge we encountered. It felt very comfortable in the cab, and all the controls used for 4WD and other functions are easily within reach. The Challenger 750 is fun to drive both on flat ground, steep climbs, rocky terrain and sandy wash bottoms. In the sand is where we noticed that the front end of the Challenger did push a little carving through the deep sand. The adjustable shocks allowed for great bump absorption, if driven hard it is difficult to bottom out the shocks surprisingly for a vehicle with 9-inches of front wheel travel and 8.1-inches in the rear. They handled everything well for a recreation/utility vehicle our only complaint would be while driving over washboard terrain the ride was choppy. If we were to add anything, it would be the power steering. While it easily handled on semi-rough terrain, the locking in the differentials you could feel the steering stiffen up. Adding power steering would alleviate this and save your arms on long trail rides or working days. The unlocking differential on the rear is a great feature and one you would want to use if you’re trying to tread lightly on sensitive turf or ground covering.

With a ground clearance of 12 inches and a turning radius of 11.3 inches, we found the turning to be very precise, even when 4WD was engaged. The Challenger 750 does come with a fully stocked tool kit in case you want to adjust the shocks compression and rebound. The Challenger 750 unit we drove was a really well-built machine with no noticeable rattles or squeaks.

The Challenger comes in both a 750 and a 550 model. The 750 model has a base price of \$10,999, while the 550 comes in a little less at \$9,999. Both black and camouflaged finishes are available, with camouflaged costing just \$300 more. We would definitely spend the extra \$800 on the power steering when it is available, but other than that, this base model is really loaded for the price. We were very impressed with Cub Cadet’s new offering. From styling, to included features, to price, Cub Cadet has produced a winning UTV in its latest Challenger models. Cub Cadet has a unique design for their new 400, 550 and 750 Challenger models we would like to see them continue this styling through the rest of their past Challenger models. For other Cub Cadet products, check out their complete line at www.cubcadet.com.



2017 CUB CADET CHALLENGER 750 AND 550 SPECIFICATIONS

MSRP:	\$9,999 - \$10,999
Engine Type:	735cc/546cc liquid-cooled OHC 4-stroke
Fuel system:	Fuel Injection
Clutch/Trans:	CVT w/ high, low, neutral, park and reverse
Drivetrain	
Drive system:	4WD with Difflock and Turf mode

Suspension (Type/Travel)

Front:	Double Wishbone; 9.0"
Rear:	Double Wishbone; 8.1"

Tires/Wheels

Front:	26x9-14
Rear:	26x11-14

Brakes

Front/Rear	Hydraulic disc
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Dimensions

Wheelbase:	76.8"
Turning Radius:	11.3'
Claimed curb weight:	1648 lbs.
Ground clearance:	12"
Length/width/height:	118"x 61.4" x 79.7"
Fuel capacity:	7.6 gal

Load Capacity

Cargo capacity:	500 lbs.
Towing capacity:	1200 lbs.
Colors:	Cub Yellow, Blue, Red, Camo

Cub Cadet Challenger 550

