

Trick Tech



Photo by ACG Photography

ROX F-1000

Hyper Cat

Can you wait for snow?

Rox certainly couldn't.

It's that time of year, when the mornings are cooler, the air is a little crisper and you are starting to think about some of those mods to your sled that have been churning in the back of your mind all summer.

Well, it is time to unleash the beast! You bought the new Arctic Cat F-1000 for a reason, to be the biggest, baddest Arctic Cat in camp. But yet, you still feel a little bit vulnerable. You know that your buddy is just a phone call away from his local dealer and then he is back in the hunt, neck and neck with you.

Have no fear, the list of goodies on Rox F-1000 Hyper Cat should add just the insurance you need. As you can see, Rocky Cutsforth of

Rox Speed FX couldn't wait until snowfall to pull the trigger again on his latest project sled, the Rox F-1000 "Hyper Cat".

What makes this F-1000 so special? For starters, engine mods from Bikeman Performance are at the heart of this beast, so let's get right to the point. According to Bikeman's dyno numbers they have uncorked right about 200HP with bolt-on items (up from the stock 165 or so) and, better yet, it does so running premium pump gas. This is a bolt-on package, so the engine internals have been left alone. Letting the big twin breathe was the goal, and breathe it does. A High Flow Intake opens up the front end, and on the exhaust side we find all sorts of mods. A ceramic-coated BMP Single Pipe gets spent gasses through a BMP Manifold, and sends the exhaust out

through a BMP Lightweight Muffler. Power is also enhanced with a BMP Billet head kit (pump gas safe) and a 2.5 degree timing key. Getting this extra power to the ground requires clutching changes, so Rox went with a stage 2 Supertip Clutch Kit that uses a torsional secondary conversion.

Next, Rox had to put this power to use and altered the traction capability of the big F-Cat. Now if you are a true lake racer, speed demon you may opt to stud up a 14" wide track. It is lighter and is claimed to gain 3-5 mph on top over a 15" sneaker. However, Rox was more interested in an all around improvement with less maintenance. They also knew they were likely to head off trail whenever possible so the additional 1" in width and 1/4" in added lug height sounded very appealing.

Camoplast was given a call to order a new 1.25" Ice Ripper track. This track is essentially a Rip Saw track with 272 impregnated studs, and weighs only 39 lbs. Rocky found this track to be a huge upgrade in fun factor, on the trail and off. The F-Cat even started to deliver some acceptable weight transfer in the right conditions. The trade off of losing a few mph on the top end was well worth it for the improved corner-to-corner performance since our braking capabilities were noticeably improved as well. In fact, the 15 x 1.25" Ice Ripper only weighs one pound more than the 15 x 1.25" Rip Saw! So, why not put a little more scratch in the Cat? For the record, these impregnated studs do not have the same effect as running 144 standard studs that stick 3/8" beyond your lugs, so if that is your preferred sense of traction, go with a Rip Saw and stud that. However, if you have been using the Rip Saw un-studded with delight, we can't see any reason not to use the Ice Ripper to give you that extra bit of control and insurance when that blown out icy trail corner sneaks up on you. (One side note to swapping to a standard 15" track, Rocky mentioned that it was necessary to use a Jaguar rear axle and outer wheel spacer in order to properly install the outer idler wheels.)

Now to the front. It is always necessary to find the perfect balance in traction from front (skis) to back (track). The stock skis with staggered dual runners quickly became the focus of attention. While the dual runners might provide some reduced darting and ease of steering, Rox has only found them acceptable in very hard packed trail conditions. If conditions loosen up at all they will begin to push the moment you start to get happy with the throttle. With that said, Rox installed a pair of Powder Pro skis from SLP. Again these skis would serve a dual purpose, razor sharp trail handling whether the conditions were cold and hard or warm and soft as well as off trail flotation. If you really want to feel the engineering improvements in chassis rigidity, rider position and so on you owe it to yourself to make

this sled stick to the trail. In fact Rox states if it had to make the minimal changes to the F-Sled it would be to improve the traction capability of the track and skis and of course raise the bars a touch. It is a whole new sled when you do this and it will make you a better and even safer rider.

Since we are on the subject of chassis we need to talk about the shock changes. Rox fired their shocks off the Ross at HyGear Suspension. HyGear specializes in different levels of improvement packages for your stock shocks. Whether you want a simple re-valve or would like to add remote reservoirs and different spring rates. This is what was done with the shocks in the skid of the Hyper Cat. Arctic Cat did a great job with the calibration of the stock suspension and depending on how and where you ride that might be the way you want to keep things. However, things can always be fine-tuned. What you will gain with the HyGear? Tunability, bottoming resistance, improved plush ness in the small stutter bumps, and resistance to fading with the higher volume of oil. The center shock seems to be the most critical shock when dialing in the new rider forward sleds of today.

Up front HyGear added their remote reservoir Air Control System. This gives the front shocks a more linear feel and takes away the aggressive and harsh rebound you feel from the progressive nature of compressing air in a small chamber. By adding volume, the air shock becomes much more manageable for taking on the high-speed hits that are so common on the trail environment. This Air Control System reservoir also has clicker adjustment to soften or stiffen the stroke for further tuning ability beyond adjusting the air pressure.

Next we move to the Rox specialty, ergonomics. If you typically stay in the saddle and keep your feet in the stirrups you will find the F-Series sleds to be incredibly comfortable all day long. Arctic Cat has provided some unique adjustments to the seat and handlebars on their Sno Pro models to help you fit the vehicle to your size and shape. Since Rox was making so many changes to the sled, they actually started with the "standard" base model F-1000 that does not have an adjustable seat or wrench-free adjustment to the handlebars. This was fine, since Rocky prefers the lowest setting on the seat and would be installing their own adjustable handlebar Risers. Rox Height-Adjustable Risers can be pivoted forward or back to best suit your desired position but can also be adjusted up or down and this part of the adjustment can be done without tools. If you are sharing your sled with other riders, the forward and back adjustment that Cat provides can be very useful. If you are the primary user of your F-Cat then Rox feels that Height Adjustment may be more to your liking. The thinking here is to be able to fine-tune the bar





Trick Tech Hyper Cat

height to either sitting (groomed trail and river running) or standing (end of day rough trail and ditch banging). Besides, the stock riser was just to low to begin with for stand up riding if you are over six-foot tall.

Rox also installed their Rox/PowerMadd handguard kit with billet mounts. Unfortunately, they can only be used with Arctic Cat's Flyscreen extreme low windshield if you want to position the handguard directly in front of your hands. If you just want the look you can position the guard higher to clear a standard low windshield. Rox liked the look of the Extreme low Flyscreen anyway, so it was all good.

That leads us into Rox sideline of cosmetic insight, or Rox Defined Images. If the sled is going to "Go" let's bring on the "Show". Rocky made several subtle changes, as well as many obvious. Just below the windshield you will notice the tinted headlight covers from Arctic Cat. Many people have complained about the appearance of the large headlights, and these covers really tame down the attention they get. The combination of the Extreme low windshield and the headlight covers really start to change the attitude of this sled.

Other bolt-on Arctic Cat accessories include a black skid plate for insurance against the unforeseen stump or the sign-less post left in the ditch. Secondly, Rox wanted to tame down the orange in the front of the vehicle. Rox custom-anodized a host of Arctic Cat accessories orange. These items are normally

Rox F 1000 Hyper Cat Parts List

ArcticCat / local dealer / www.arcticcat.com

"Black billet Cat Attack rear idle wheels (7.12") (129.95ea.)"	\$259.90
Billet Suspension Block (custom anodized orange by Rox)	\$39.95
Billet Key Switch Retaining Nut (custom anodized orange by Rox)	\$9.95
"Billet Arm, Pivot Idler (custom anodized orange by Rox)"	\$49.95
Billet Brake Lever (custom anodized orange by Rox)	\$39.95
"Flyscreen / Extreme Low, flat black"	\$59.95
"SLP Powder Pro Skis, black"	\$329.95
"Headlight Covers, smoke"	\$39.95
"Arctic Cat Skid Plate, black"	\$119.95

Bikeman Performance / 715-247-6060 / www.bikemanperformance.com

BMP Single Pipe	\$399.95
Pipe Ceramic coating	\$124.95
BMP Manifold	\$149.95
BMP Billet Head kit (pump gas)	\$449.95
BMP 2.5 degree timing key	\$19.95
Supertip Clutch kit (stage 2 with torsional secondary conversion)	\$539.95
High Flow Air Intake	\$64.95
BMP Lightweight Muffler	\$249.95
Boondocker Fuel Control Box	\$398.00

Hygear Suspension / 607-533-7434 / www.hygearsuspension.com

Air Control system for Fox Floats	\$399.99
"Center Shock Kit, Dual rate springs, adjustable AD-ON ReZ-E"	\$519.99
Center Shock ReZ-E mounting kit	\$89.99
"Rear Shock Kit, Adjustable AD-ON ReZ-E"	\$349.99

Rox Speed FX / 218-326-1794 / www.roxspeedfx.com

Rox/PowerMadd handguard kit with Rox Billet Mounts (anodized orange)	\$59.95
"Rox 4"-5.5" Height Adjustable Pivoting Risers"	\$135.95
Rox Edge Gripper running board traction	\$39.95

Camoplast / local dealer / www.camoplast.com

"Ice Ripper 15x128, 1-1/4" contains 272 studs, 39lbs. total"	\$719.95
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Note: used with Jaguar rear axle and outer idler wheel spacers

SLP / 208-259-0244 / www.startinglineproducts.com

"Powder Pro Skis with 6" carbide's"	\$399.00
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Blown Concepts / 763-694-8951 / www.blownconcepts.com

Custom vinyl graphics	\$300.00
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"Project builder- Rox Defined Images, Rocky Cutsforth"

available in clear, green, or black anodized. Rocky couldn't resist matching them more specifically to the sled and bring even more attention to them. Starting at the handlebars, a billet Brake Lever replaced the stock plastic one, and this was also the case with the Key Switch Retaining Nut. The rest of Cat's billet accessories were installed in the rear skid. These included a billet (flame) Arm Pivot Idle, Billet Suspension Blocks, and finally a pair of black Billet Cat Attack rear Idler wheels.

Other custom changes to the sled by Rox included black anodized rails and outer running board edges, orange anodized steering rods, outer foot well gussets and Rox Edge Grippers installed on the running boards. Rox flat black powder coated the a-arms, spindles and rear bumper. Also, a number of body panels were swapped out to get the color and over all look Rocky had envisioned.

Last (but not least) Rox called on Blown Concepts for a complete custom graphics kit. These stickers are covered in 12-mil clear vinyl for maximum durability and have proven themselves on all Rox project vehicles as well as top pro snocross teams and freestyle riders across the country.

While many of the aftermarket products improved the performance of the big cat, others give it the cosmetic "bling". Combined, they demand your attention and respect to the sled that is rightfully called "Hyper Cat".

As you can imagine, the changes were very noticeable. If we are honest with ourselves, most sleds today will accelerate at a fairly comparable rate up to 50 mph, whether you drive a 600 to 1000. Past that, everything starts to separate at the higher speeds. The big iron just keeps pulling when the middleweights sign off. Now, drag race up an incline and this will be exaggerated even more. That is where you start to really notice and appreciate the torque of the larger cc sleds, let alone the 200hp pumping out of the Bikeman tweaked Hyper Cat.

The final major difference is in roll-on acceleration. If you are next to your buddy cruising at 65 mph across the lake and he gets wise and tries to feed you some snow dust, well he will think twice next time. The Hyper Cat responds instantly to the trigger and just doesn't back off.

