



HIGH-TECHNOLOGY FROM ARCTIC CAT GOES

When performance-minded snowmobile racers look at Arctic Cat's popular EXT, they see a great trail sled. And they also see the perfect basis for a winning race sled... especially for tough endurance events like the Jeep 500 international cross-country snowmobile race.

"Just a few changes here and there, some racing equipment, and this baby's a winner." That's what these enthusiasts told us.

Well, you know the guys in Arctic Engineering like to listen to the people who use their Arctic Cats. When they heard these comments, they took a real close look at the kinds of things they could do to put the EXT into the winner's circle in what has become a very competitive stock snowmobile racing class.

RACING

The result: The hot new EXT Special ... a limited-build of new 1990 Arctic Cat EXTs equipped with some very special "EXTras."

A racing snowmobile must be light. So the EXT Special has weight-saving aluminum hood hinges, pan supports and clutch cover. Light and strong chrome-moly tubing is used to fabricate the extra-wide stance AFS ski suspension and swaybar. That special front end, by the way, is widened out to 39 inches for improved handling and lower center of gravity.

Race machines are usually lower and the EXT Special is built to race.

The windshield is cut low for reduced wind resistance at race speeds and the engine is mounted lower to further reduce the center of gravity. Low-cut ski



*This emblem represents
the latest in a long line of
Arctic Cat stock class racing machines.*

spindles lower the profile and cut additional weight.

In demanding race events like the Jeep 500, high-performance suspension is crucial. The EXT Special meets the challenge with several racing modifications to the already excellent internal twin-shock track suspension to enhance high-speed handling and ride quality.

You'll be hearing lots of talk this winter about the trick remote reservoir gas shock absorbers used in the EXT Special. Gas shocks are part of the game today in the classes the EXT Special will race in and these durable, effective and easily adjustable units are the best available. These state-of-the-art shocks control fade and improve compression and rebound shock damping for more control in rough conditions. There are four of these high-performance adjustable units, two in the tunnel and one on each of the ski A-arms.

Suspension components - like the front and rear control arms, limit strap assemblies and torsion spring mounts - have been changed slightly in configuration and position to work with these new shocks. These suspension changes have also been engineered to add some extra adjustability racers will use to set their sleds up just right for all kinds of race conditions.



A big, molded hood scoop has been added to increase underhood airflow and a lower windshield reduces wind resistance.

Because racing is hard on equipment, some areas have been beefed-up. The suspension mount plates on the sides of the tunnel are bigger. The rear idler wheels in the skidframe are cast aluminum. The chain tensioner adjusts manually for added precision and there's more protection in the tunnel to handle the more aggressive studs used in racing today. One other change, to larger diameter track sprockets, provides more efficiency at higher speeds.

The EXT Special is easily identified by its distinctive green, purple and hot racing pink colors. The hood also features an extra molded air scoop for additional underhood airflow.

The EXT Special has all the necessary performance and equipment to be a winner in tough snowmobile racing events this winter. And it looks the part, too, with distinctive styling to set this Cat apart at the startline ... and in victory lane after the race is over.



4130 chrome-moly tubing replaces stamped steel in the upper and lower A-arms. Ski stance is wider, out to 29 inches, spindles are shortened to reduce weight and lower center of gravity.



Special gas shocks are used all around on the EXT Special. On the AFS, the remote reservoirs are mounted forward, right up in the airframe, to control shock fade caused by excessive heat build-up.



Remote reservoir gas shocks are used in both track suspension positions for exceptional ride control. Suspension adjustability is also significantly increased.



The EXT Special is sure to be a force in the 1990 Jeep 500.



Ten Brander ignored the heat to crowd the HOT EXT racing suit in Nassau.



Nassau is a tropical paradise and the weather was ideal for the Frolic.

HOT! HOT! HOT!

It was hot ... 95° ... the Arctic dealers gathered for the Cat Frolic in Nassau, Bahamas, were excited to see the latest from the same team who gave them AFS, reverse gear, the Wildcat 650 and, most recently, the breakthrough Prowler.

This time, the special unveiling was for the EXT Special detailed on these pages.

And what a perfect place to do it. With the local hit song "Hot-Hot-Hot" playing in the background, the dealers ignored the tropical heat and looked at the new Special with terrific interest.

The weather was Hot. The Cat Frolic was Hot. And the New EXT looked Hot on the beach with Jacqui King of St. John, Newfoundland, checking out the new sled as it saw the daylight for the first time in a perfect setting ... HOT! (See next page.)



The Cat Frolic is a time to share views and experiences with Arctic Cat dealers.



There's also time for fun ... including the beach and the annual Volleyball Challenge.

**HOT!
HOT!
HOT!**

