

RISE OF THE MACHINE

LET THE "REVOLUTION" BEGIN.
ONE SEAT AT A TIME.



Once in a while, a new vehicle comes along that is truly innovative, a vehicle that emits coolness in its looks and digs in to your deepest desire to drive. Redline is a start-up OEM that caters to that craving with its new vehicle, the "Revolt." Last year we were first introduced to the Redline Revolt. This single-seat concept vehicle looked like the rebirth of the Honda Pilot.

Just a year later, we had a chance to test drive a production unit in Glamis, CA with two of Redline's employees. Their mission was to log on 75 hours of ride time in the blistering heat (110° to be exact) of the brutal sand dunes. We were anxious to get in and see what this unit had to offer. After all, any unit weighing in at 750 lbs with 72hp has to be fun, right? Right indeed! Take into consideration your typical UTV averaging at a weight around 1000 lbs, give or take, with horsepower ranges around 24hp up to 52hp. The Revolt's power-to-weight ratio is impressive for sure. Before we get into our test, let's throw out some statistics.

ENGINE (TWIN IS IN)

On board, the Revolt's power comes from a 749cc, liquid-cooled, 4-cycle, parallel twin cylinder, SOHC pumping out 72hp from an MPE Weber motor. The Weber 4-stroke engines have a power-to-weight ratio similar to that of 2-stroke engines. The only difference is the Weber's fuel consumption, noise, emissions and easy serviceability is far superior to that of a 2-stroke. The weight of the engine is also significantly reduced compared to your standard 4-stroke v-twin with weight around 110 lbs. This engine has been used for snowmobiles, motorcycles and ATVs, as well as passenger cars. The best part is that they plan to offer a turbo charged version that will come in handy for the scheduled two-seat version of the Revolt later in 2008 and will easily adapt to the current Revolt. Feeding fuel to the engine is port injected EFI with a Walbro EMS.

TRANSMISSION

The Revolt comes with a constant variable transmission (CVT) that we are all familiar with. It's equipped with a proprietary Redline gearbox that is selectable from forward, neutral and reverse. No low/high gears or 4-wheel drive is needed for this beast, as it has enough power and acceleration to get you through the roughest terrain and deepest sand or around the racetrack in record time.

SUSPENSION

The Revolt gets its aggressive look and great handling from the front chromoly double A-arm suspension with 10" stroke Fox air shocks, and a trailing arm design with 12" stroke Fox air shocks in the rear. The front suspension is 17 inches of true travel, and the rear suspension comes in at 16-1/2 inches of true travel.

COCKPIT

The Redline Revolt uses 1-1/4" chromoly tube for its cage design to protect the driver. Inside they include a 5-point harness to keep the driver planted and wrist restraints to keep your arms inside the vehicle in case of a rollover. Sitting inside on the comfortable race style bucket seat, the driver has easy view of the gauge cluster that includes a tachometer, digital speedometer, odometer and a 12v accessory outlet. Located on the right hand side is the gear selector for easy access. The 5.5-gallon fuel tank is located in front of the driver seat and extends up between the driver's legs, with the accelerator on the right and the brake on the left. For easier entrance and exit of the vehicle, a quick disconnect steering wheel is standard and comes in handy for deterring thieves and joyriders.

BRAKES & TIRES

Moving at speeds of 60-70 mph, stopping is just as important. Redline equipped the Revolt with Wilwood hydraulic disc brakes in the front and a single disc in the rear for maximum stopping power. For gripping traction, whether stopping or accelerating, a set of Carlisle All Conditions Tire (ACT) are standard with 23 x 8.0 - 12 in the front and 26 x 10.0 - 12 in the rear.

THE DRIVE

It was a hot Sunday afternoon by the time we reached Glamis, and for this spur-of-the-moment trip I grabbed one of our new editors, Damon Flippo. Damon has raced in the BITD series, mainly Trophy Trucks and Pro Quads, so I knew he would be up to testing a new vehicle since he lives and breathes everything to do with off-road. Anxious to climb in and take the Revolt for a spin, we decided to venture out in the big dunes and drive behind the Revolt to learn a little about abilities and handling characteristics. Deep in the dunes, we stopped to snap some still photos and then some action shots. Tyler Disse and his coworker had been testing out in the dunes for a week, which gave them ample time to get familiar with the Revolt and the terrain. We looked to Tyler to give some of his best moves. After picking out a nice ridge for him to hit for some photos, the action began. Immediately taking off, you can tell the Redline has plenty of power to get the job done. Tyler approached the ridge at a good speed, and to our surprise and amazement, he launched the acrobatic Revolt skyward with a perfect landing. Launch after launch he just kept getting bigger and bigger air. All right, that's it -- let me at it.

Climbing into the Revolt is like climbing into a racecar. A snug fit for sure. But at 6'3" and 220 lbs, the vehicle fits like a glove. Everything is the right distance away with easy view of the instruments. The bucket seats are comfortable, the 5-point harness puts you at ease, and you don't even notice the wrist restraints. Drivers sit lower than your typical UTV, which is great to lower the center of gravity. The Revolt has great ground clearance with 17" in the front and 14" in the rear. Okay, turn the key on, push the start button, and go. Acceleration is instant and smooth. Just like any new vehicle, it takes a few minutes to adjust to driving. But once you do, you won't want to get out of the Revolt. If you have ever driven in the sand, there are certain areas you might avoid in a smaller vehicle,



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like transitioning over sharp razorbacks or hills that might seem just a little too soft and steep to climb over. This is not the case with the Redline. The power is just short of amazing. You will find yourself looking for such obstacles that you can conquer, and the Revolt will handle them all.

After playing a bit in the dunes, we wanted a different perspective of its abilities, so we set off to Oldsmobile Hill. The only benchmark we had was our Rhino, that’s basically stock when it comes to the motor, but can clip up Olds at a whopping 15 mph. I sent Damon up in the Rhino and gave him a good lead, about three-quarters of the way up. I started up the hill flying over the whoop section at the bottom and passing by the struggling Rhino before reaching the top. Amazing! This is the fastest I have gone up Olds in a comparable size vehicle. It felt like a sand car in comparison. Climbing up Olds was actually fun rather than a chore. The fun didn’t stop there. At the top, there are some nice-sized bowls that are challenging for underpowered vehicles. You know the type, where the walls are so steep that even the sand has a hard time hanging on. Not the case with the Revolt. Again, the power shines through in this type of situation as it sticks to the sides and pulls you through. Transitioning from

bowl to bowl is effortless in the Redline, and most of the time it leaps over them without you even knowing you’ve left the ground. Oh, so what about jumping. Are you kidding? The Revolt is very well balanced and will cushion even the sloppiest of jumps. How do I know? Because a test isn’t a test unless you get the vehicle in a precarious situation, or, in my case, an unplanned situation caused by driver error. Cruising down Oldsmobile Hill at an angle, I hit the lip at the bottom and planned to air it out. Feeling like I was going a little too fast, what did I do? Yep, you guessed it. Let off the accelerator. Hello, ass end! Landing hard on the front left, all I could think about was this is going to be ugly. To my good fortune, I have to give all the credit to the well-engineered Revolt that pulled out even the nastiest of jumps. Unbelievable. I could have gone for hours, but I wanted to hand it over to Damon so he could enjoy some fun. I’ll let him take it from here.

“Well, I have to admit, on the way out to do a photo shoot and test run the new Redline Revolt, I was not that excited. Having never seen it or heard about it, all that I could think about were all of the new UTVs that have come out in the last few years that I have been able to test that

POWER DRIVE REDLINE REVOLT



lacked the sport side of things. Other than the usual suspects -- Yamaha -- I have not been impressed, either by power, handling, or, in most cases, both. First thing we did was inspect the vehicle. Impressive, these guys have been out beating on this thing for 50 some hours and it had no signs of abuse. The construction of it and the quality of the components used were top of the line, from the Wilwood brakes, Fox air shocks, five-point harnesses, Weber motor, race seat, etc. This is a well-engineered and built piece of equipment. Watching this Sport Terrain Vehicle (STV) operate was incredible! It went through the dunes with no hesitation at all. Earlier, Tyler jumped a ridgeback I was standing near and elevated to over 6 feet in the air and landed with no problem. Being a racer, I have been jarred quite a few times in race vehicles, and landing in the Revolt looked like something I could get used to.

"At Oldsmobile Hill, I finally I got my shot. This was a different experience for sure. Once you crawl into the driver's seat, it has a real racecar feeling. I took off straight up the hill with no problem, accelerating straight to the top. Once up at the top, I played around, running some large bowls and hitting some ridgebacks. More than once I had to go back and see if I actually jumped it. It hits and lands so smooth, I wasn't sure that I got any air.

"After playing around for 30 minutes or so, we headed back to the trucks. I really was curious how it would handle the whoops of Sand Highway, since the majority of them are spaced out from trucks and sand cars. Driving through there wide open, hitting the whoops, it never felt like it was going

to wash out. The ride was so smooth and controlled, I really could not believe it. I stopped and started in the middle of the whoops, and as the Revolt gained speed the damn car just handled better as it got on top of the whoops and stayed there. All in all, the Revolt is the best STV out there. With very few mods, I believe this vehicle would be more than capable of running a desert race and ready for motocross track. My hat goes off to Redline on one great product that is not only fun and safe, but one that stepped away from the mold with quality and performance. I was told that they are coming out with a two-seater version, and when it does, there goes the side-by-side market."

OUR THOUGHTS

The Redline Revolt is easily the fastest vehicle we've tested. The important thing here is that it can handle the speed and then some. We have seen the Revolt on MX tracks, and they are equally impressive there. We know there are a few vehicles out there without four-wheel drive that do very well in rough, rocky terrain, and the Redline should fare the same, if not better. Hopefully, in the future, we will get the opportunity to drive this vehicle in different terrain. Lack of storage would be our only complaint, but we were assured that they are working on some racks that will accommodate storage needs. If you are saying to yourself, yeah, but it's only a single-seater, like we have mentioned, Redline is working on a two-seat version that is schedule for late 2008. Besides, you never drive the same way with a passenger as you do by yourself. So be selfish. Quad drivers are.

SPECIFICATIONS

Model Name	Revolt
Model Number	1RLSR175FA
Engine Weber Motors	749cc, liquid-cooled, 4-cycle, parallel twin cylinder, SOHC, 72hp
Chassis	Powder coated tubular space frame w/ 5-point harness
Body	Molded TPO body panels
Lubrication	Dry sump
Oil Capacity	2.50 qts / 2.37 ltr
Fueling	Port Injected EFI – Walbro EMS
Fuel Capacity	5.5 gal / 20.8 ltr
Coolant Capacity	1.5 gal / 5.7 ltr
Alternator	350 Watt
Starting/Battery	Electric/12V – 30AH
Transmission	Continuously Variable Transmission (CVT) w/ Redline Proprietary F/N/R gearbox
Drive	Two-wheel shaft
Front Suspension	Double A-arm w/ Chromoly 10" Fox Air Shocks
Rear Suspension	Trailing arm w/ Chromoly 12" Fox Air Shocks
Headlights	2 PIAA 55 Watt Dichroic halogen
Tires – Front/Rear	23 x 8.0 – 12 / 26 x 10.0 – 12
Gauges	Tachometer / Speedometer / Odometer
Wheel Base	73.5 in / 186.7 cm
Length/Width/Height	98 in / 65 in / 60 in – 249 cm / 165 cm / 152 cm
Ground Clearance	17 in / 43 cm front – 17 in / 43cm rear
Dry Weight	750 lbs / 315 kgs



POWER DRIVE **REDLINE REVOLT**



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FROM REDLINE

The Revolt is a versatile machine that is designed for multiple applications – from sand dunes to trail riding to motocross tracks. We took features from many different products and refined them into a product that is both fun and safe.

The Revolt's industry proven engine combined with the CVT allows for great acceleration with a top speed between 60-70 MPH, but the Revolt is more about the fun factor than just top speed. With the front suspension having 17" True Travel and rear suspension with 16.5" True Travel, it eats up the bumps. Weighing in at just under 700 lbs, the Revolt is easy to control and maneuver around the trail. All of this combined with the safety features (five-point harness, wrist straps, etc.) makes the Revolt a safe, reliable, fun way to explore the outdoors.

For more information contact Redline at: 218.346.7790 or

WWW.1REDLINE.COM