

Who cares if CAN-AM* spells value? You should!

IF YOU UNDERSTAND THAT: CAN-AM* firmly believes in spending money to give you engineering excellence.

A no-nonsense rotary-valve engine doesn't come cheap — especially if it's only 10 inches wide — when its unique induction system permits precise inlet timing for high horsepower over a broad power band.

A rugged transmission featuring quick in-gear starting. No chassis is worth its weight in high tensile steel unless it boasts extreme rigidity with a large diameter tapered backbone, perfect triangulation and the engine forming an integral part of the frame.

All the smoothest torque and power curves in the world mean nothing if your motorcycle doesn't handle. CAN-AM* gives it to you — long-travel rear suspension — adjustable steering head — improved chain geometry by using the swing-arm pivot bolt as the rear engine mount.

An injection system is vital to feed undiluted oil directly to critical crankshaft bearing and provide lubrication to the rotary valve and cylinder wall.

Making use of virtually indestructible, high density polyethylene for fenders and fuel tank is safe and functional.



INDEX OF PERFORMANCE: Beat the "cc" habit! — Learn about performance. — Divide the weight of your motorcycle by its usable horsepower. — The resulting power to weight ratio indicates how many pounds each horsepower has to carry.

That's what INDEX OF PERFORMANCE is all about.

can-am