

can-am news

VOLUME 1 NO 2 JANUARY 1975

A FAN WRITES IN

Dear Sirs,

Just received the first issue of Can-Am News and after looking through it I decided to write you and tell you that I along with all the other Can-Am riders in this area sure appreciate the time you spent bringing the newspaper to us. I don't know of any other company that will give their product as much backing. This just goes to show you that you care about your product. I have enclosed a sheet of race results and a couple of pictures taken the same day. I have raced my Can-Am five times and have gotten four trophies (1st, two 2nd's, 4th). My father was a little leery of me buying an "off-brand" motorcycle at first but after I bought it he became very impressed with the performance and reliability. A lot of people laughed when I told them I bought a Can-Am. They would say "Gawd, it weighs so much you can't manoeuvre it". They stopped laughing after I stuffed it under them a couple of times. Well, I won't take up any more of your time. Keep up the good work.

Mark Williamson
Deer Park, Texas



LET'S HEAR FROM YOU!

CAN-AM NEWS again invites its readers to submit their questions, comments or suggestions as the content or form of this news letter. If there's any particular topic you would like to hear about, don't hesitate in telling us. We'll do our best to feed you with all the information you need whether this pertains to new products, technical or service data, racing results or any other subject. We'll publish all interesting contributions such as photos, cartoons, product appreciations, etc. Send your letters to: Can-Am Communication Department, Bombardier Limited, Valcourt, Quebec (Canada) J0E 2L0. Remember now... we want to hear from you!

THE 1975 T'NT LINE-UP

A PRE-SEASON LOOK AT THE 250, 175 AND 125 ALL-NEW ENDUROS

Motorcycle magazine road test editors have the reputation of being able to correctly analyze and evaluate a new machine. From them, you can generally get a pretty accurate picture of the good and bad points that characterize any new product. So, when a motorcycle gets unanimous praise from the press, there is every reason for the bike maker to be happy. Especially if this particular bike happens to be your own. Well, that's how it has been for the Can-Am T'NT, which has been named by just about every magazine as one of the very best enduro bikes available. Of course, there is always room for improvement. That's why the 1975 T'NT has been made even better than last year, thanks to a host of improvements and modifications that give it improved reliability. While the basic hardware is essentially the same as last year, a lot of attention has been given to such points as vibration, noise, lighting and suspension.

VIBRATION

Even though it is virtually impossible to eliminate all vibrations from a single cylinder engine, this problem has been attacked by further isolating those components which are particularly sensitive to vibration. The headlamp and tail lamp mounts have been strengthened and the horn bracket is now rubber mounted.

ELECTRICAL SYSTEM

Following the 1974 experience, a great deal of care has been given to the electrical system. Correction of the high voltage problems has come in the way of a new regulator and rectifier combination which should do away with the high surges causing premature bulb failures.

SUSPENSION

All three T'NT models offer increased travel at the rear suspension to improve ride and handling characteristics. The lower shock mounts have been relocated and the shock absorbers themselves have received a modification to the hydraulic control valve to eliminate the fade and give a softer ride.

CLUTCH RELEASE

To facilitate the selection of neutral, the clutch release bearing has been modified so as to provide a self-aligning effect that eliminates the wobble of the plates and therefore gives the full travel of the disengaging mechanism.

Other changes on the T'NT line include a new roller chain guard, a cable actuated rear brake and spring-loaded foot pegs.

"Most of these features are aimed at giving Can-Am T'NT riders more convenience and better operating characteristics with less maintenance," said Gary Robinson, vice-president of Bombardier's Motorcycle Research and Development Center. "Because of the success our first series of T'NT motorcycles experienced in 1974, the new 250 and improved 175 and 125 models have the same major design features as last year."



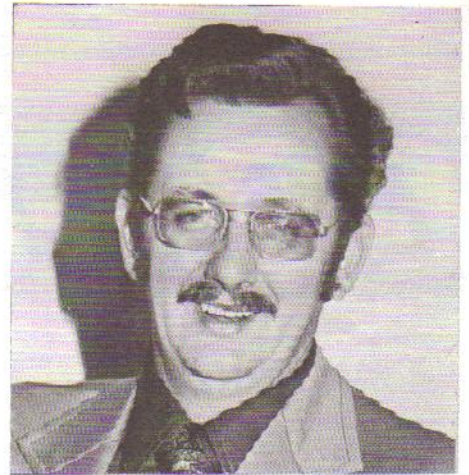
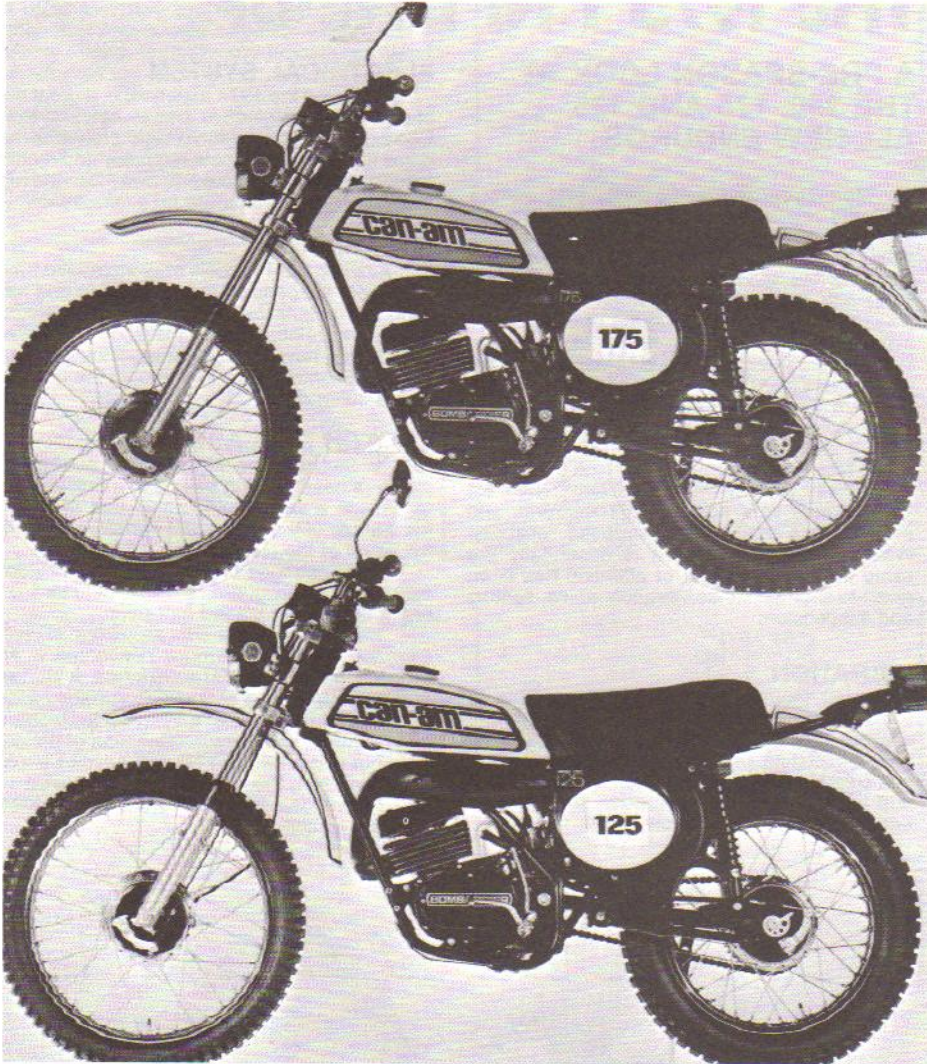
This means that the 1975 T'NTs will again be offering:

- an exclusive Bombardier Rotax engine, the narrowest rotary valve powerplant on the market.
- a multiple injection system with dual pressure pump.
- a constant mesh rotary cam transmission with in-gear starting.
- a large diameter tapered frame backbone which does double duty as an oil reservoir.
- a unique adjustable front fork which allows the rider to choose the best handling angle for his needs.
- high density polyethylene fenders and gas tank...and all of the other engineering features which gave the T'NT such remarkable

competition success in 1974.

The production power figure for the new T'NT 250 is an incredible 29 HP, which probable makes it the most powerful machine in its class. The 175 T'NT provides 24 HP at 8500 RPM and the 125 boasts 19 HP at 8500 RPM. The 250 T'NT comes with a five-speed transmission while the 125 and 175cc's both have six speeds. All three models are completely street-legal since they come equipped with the necessary lighting, directional signals and battery.

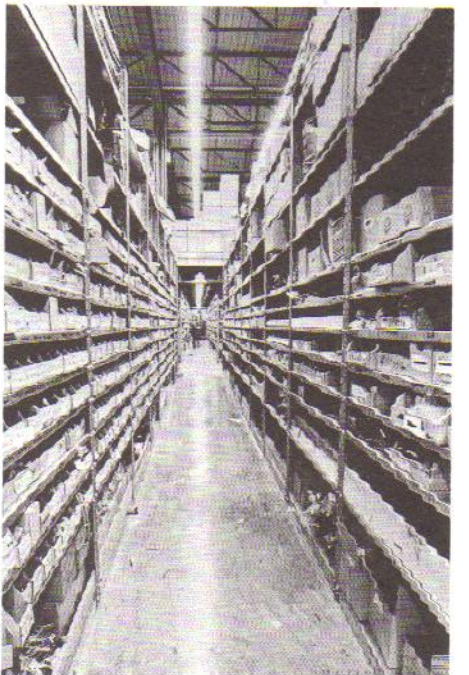
As the **Can-Am T'NT** enters its second production year, there is no doubt that it will further enhance its reputation as one of the very best enduro bikes to exist on the market.



Can-Am Parts Manager Carl Myers has confidence in the company's ability to cope with the increasing demand. Is that why the big smile, Carl?



The packaging room alone has 15 people working full time. Besides the manual operations, there are three fully automatic bagging machines that each produce 6,000 bags per day. Last year, over \$100,000 were spent in packaging and shipping supplies.



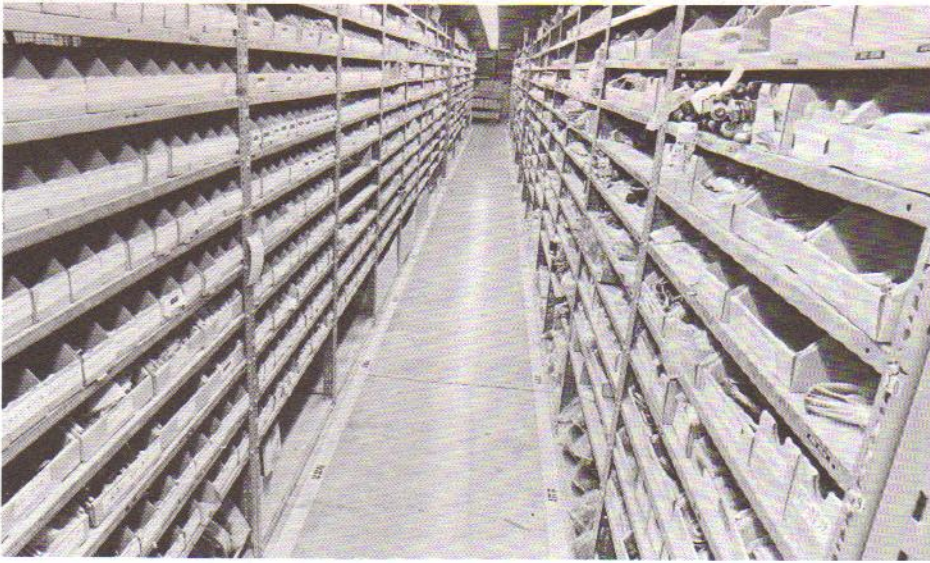
Since the month of February last year, all Bombardier recreational product parts are shipped through the same commonized packages, which is a clear reflection of the total integration policy. All packages have handy dealer-use labels to allow for easier inventory control and retail pricing at dealer level.

VISIT TO BOUCHERVILLE

Driving up to the Bombardier master parts warehouse in Boucherville, just outside of Montreal, one can't help but be impressed with the physical importance and size of the building itself. Behind the office space, which completely occupies the front of the building, is a 100,000 square ft. warehouse that has recently been expanded to house the **Can-Am** motorcycle spare parts and clothing supplies. The total staff numbers 230 people, two thirds of whom are directly involved in the handling and distribution of Bombardier recreational product parts. These include all spare parts related to **Can-Am** motorcycles, **Bombardier-Puch** mopeds, **Ski-Doo** and **Moto-Ski** snowmobiles and Invita-

tion sailboats. All operations — including inventory control, computer processing, customs paper and control work, picking, packaging and shipping — are totally integrated. This means that all office and floor staff members are indiscriminately affected to each and every product.

Last year, 100,000 sheet orders were processed through the Boucherville facilities, which means approximately 850,000 line items. Such a large turnover is explained through the fact that Bombardier recreational products are distributed in seven countries through 15 distributors and 4,000 dealers. **Can-Am** spare parts alone accounted for \$1,000,000 in sales last year and this figure is expected to double in 1975.



The Boucherville facilities distribute spare parts for Bombardier recreational products throughout America and even in Europe.



The rapid acceleration of sales in the Can-Am clothing line shows encouraging prospects for the future.



The shipping dock is kept busy 24 hours a day. This is where the customs claim work is done and the bills of lading prepared. Just another way of accelerating the parts' flow.



A clever device for checking incoming orders is to weigh the packages to see if the quantity is right.

MEET THE NEW BOMBARDIER-PUCH MOPED

In view of the current energy crisis and the ensuing increase in the cost of fuel, more and more people are beginning to consider the two-wheelers as the answer to their transportation needs. As this trend is rapidly gaining in popularity throughout the public at large, Bombardier Limited has decided upon a new product diversification program which, by virtue of an agreement reached with the Steyr-Daimler-Puch AG firm, will allow it to distribute the popular Austrian-made moped throughout North America.

The moped, a power assisted bicycle which will be sold under the name of **Bombardier-Puch**, is already established as one of the most economical and convenient means of travel in

Europe. Steyr-Puch (pronounced "book") manufactures in excess of 250,000 of these units per year and ranks among the first in sales throughout Europe.

"This agreement", said Laurent Beaudoin, President of Bombardier Limited, "is another significant step forward in our accelerated diversification program to achieve our goal in becoming the largest manufacturer of recreational products in North America. We feel that timing is right for the large-scale introduction of the **Bombardier-Puch** moped on this continent." Market research and sales trends have indicated a growing demand for this singular product, which has been distributed with amazing success over the last three years in Eastern Canada. In the sole province of Quebec, sales figures jumped 500% from 1972 to 1973 (from 800 to 4000 units) and 600% the following year. With the recent legalization of the moped in the U.S., Bombardier expects to achieve the same success on the south side of the Canadian border.

What makes the moped so attractive to the consumers is, first of all, its incredibly low fuel consumption rate (over 125 miles per gallon). This is complimented by the inexpensive purchase price of the vehicle and its low maintenance cost. The power assistance offered to the rider is a single-cylinder 48.8cc Puch engine which allows him to reach a top speed of 30 miles per hour. To transfer the power from the engine to the rear wheel is an automatic one-speed transmission with centrifugal clutch. The pressed steel frame has convenient chromed lifting handles which make for easy storage. The **Bombardier-Puch** cycle also features hydraulic rear suspension, full-width drum brakes, telescopic front suspension and powerful head and tail lights. Standard equipment includes a self-locking steering system, speedometer, tool kit and tire pump, parcel carrier and chromed foot pedal bars.

Under the terms of the agreement reached between the two firms, future consideration will be given to the possibility of Bombardier Limited manufacturing, under license, the **Bombardier-Puch** moped in Canada. Under review also, is the fabrication of the **Can-Am** motorcycle at the Steyr-Daimler A.C. facility in Graz, Austria, for the European countries. Research has indicated a growing European demand for the popular Canadian manufactured motorcycle.



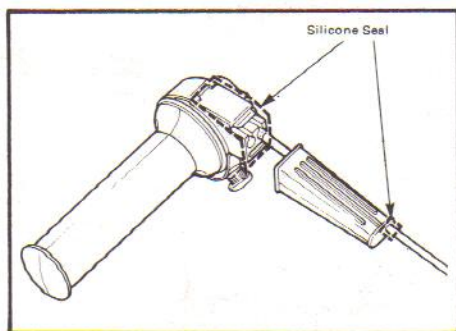
MOPED SALES ARE MULTIPLYING IN LEAPS AND BOUNDS.

service tips

In order to insure proper waterproofing of the carburetor and throttle cable for competition on muddy terrain, the following procedures should be adhered to:

THROTTLE

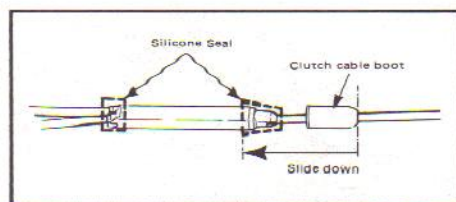
- Dissassemble and thoroughly clean with solvent.
- Pack with silicone grease and re-assemble.
- Seal cable entry with silicone sealant.



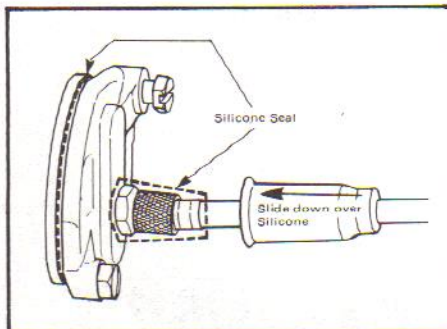
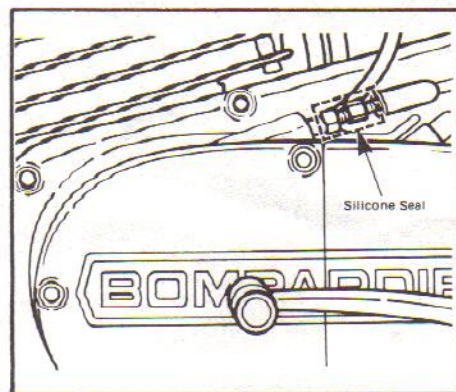
- Make sure the rubber grip does not rub on the throttle body.

THROTTLE CABLE

- Using a carburetor rubber grommet (part no. 420-260-370) seal the throttle side of the throttle cable junction box.



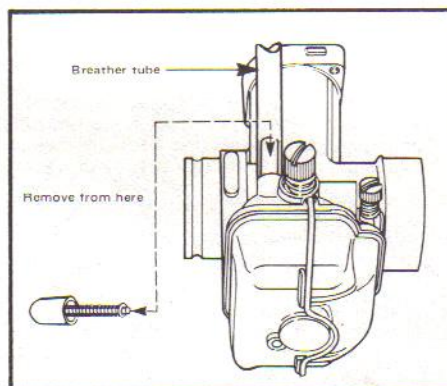
- Seal the other side of the junction box (oil pump cable and carburetor cable) with silicone sealant.
- Seal the oil pump cable rubber boot (at engine adjuster) with silicone sealant.



- Seal the carburetor cable rubber boot (at carburetor top) with silicone sealant.

CARBURETOR

- Remove the primer assembly.
- Fit an 18" piece of gas tubing to the primer knob guide. This tube will be a breather for the float bowl. It must run upward to the bottom of the gas tank and back down to prevent entry of water. Fasten it to the frame with tie wraps or tape.



This bulletin does not constitute a warranty authorization.

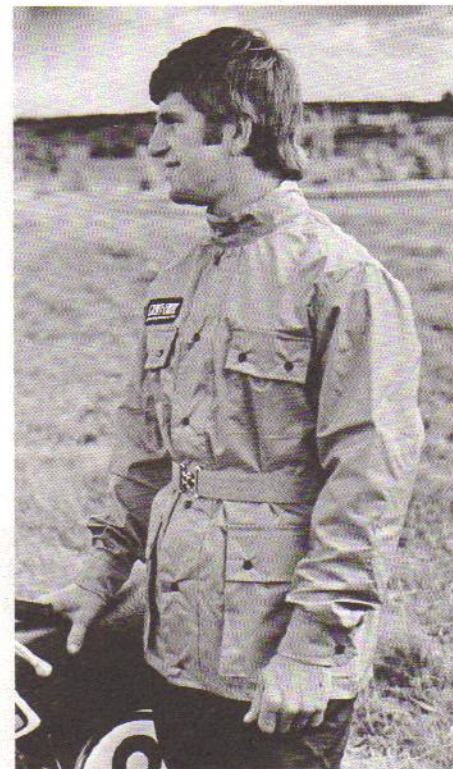
CAN-AM ALL-WEATHER JACKET

What is bright orange, sheds water, has four roomy accordion pockets, elbows padded with high density closed cell foam, and breathes air? An orange mammal?

Not really, it's a **Can-Am** all-weather jacket. An incredibly versatile jacket for the motorcycle enthusiast, it is waterproof yet breathes through a fully back vent. Made of strong oxford nylon, this jacket is loaded with features like extra long sleeves, self sealing pockets, adjustable belt, snap front flap and a full length two-way zipper.

Perfect for both on-road and off-road use. Bright orange for excellent visibility, it is 100% waterproof.

A good honest jacket. The price is an honest bargain. Ask your **Can-Am** dealer.



In the coming issues, keep an eye out for this column.

We will keep you up to date with the latest hot tips on:
Servicing;
Engine Mods;
Race Preparation;
Special Kit Installations, etc . . .

DAVE CUNNINGHAM

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