



**Here's how a serious, street legal bike looks:**

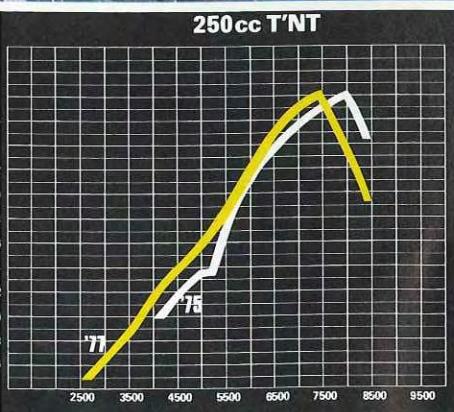
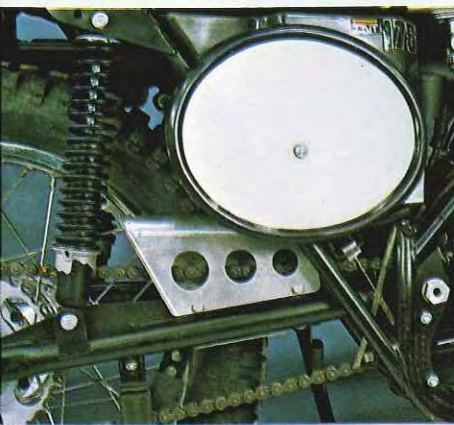
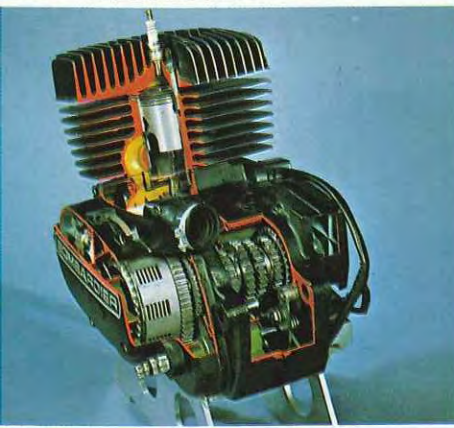
For riding the road, T'NT gives you a legal headlight, speedometer with resettable tenths, and rubber mounted turn signals. For riding anywhere, you get smooth-acting controls and grips made from surgical rubber to cut out vibration.

T'NT 250 or 175, the Can-Am power path is through a 32 mm Bing carburetor, down a long cast-in inlet, through our efficient rotary valve, past a porting system that's been modified on the 250 model to deliver max. HP at lower RPM...

And it comes out here. The T'NT exhaust is hung on vibration resistant mounts and fitted with a forestry service approved spark arrestor. The T'NT multi-foam seat has been made softer, but is still resilient to shocks...

At least the ones not sucked up by these rugged shock absorbers. And on to the chain. Snail cams let you adjust it fast. A steel chain guide helps protect it from rocks and keeps it on the straight and narrow. And a steel shroud at the drive sprocket keeps it away from the magnesium cover.

At the front end, T'NT is sprung on classic Betor teledraulic forks. And at both ends, the brakes have been fitted with longer brake arms to give a more solid feel.



**T'NT\* has won enduros, long distance events, even road races. It'll do what you want.**

There has to be something pretty special about a street legal dirt bike that can come out of the crate, and with a change of sprocket and tires, walk all over a bunch of same displacement road equipment for 24 hours.

That's what one Can-Am T'NT 250 did not long ago in Nelson, Ohio. But you'll find a lot more of them cleaning up in enduros across the country.

One of the reasons T'NT does so well in so many different kinds of competition is its very special rotary valve engine. To make it narrow enough for tight trail riding, we mount the carburetor behind the engine and send the charge down a long, cast-in inlet duct.

What comes out the other end is the kind of awesome power that makes even heavier bike riders win.

But it takes more than a good engine to make a good bike. And T'NT has a lot more. Serious dirt bike features like a well-spaced gearbox, a rigid double loop tubular frame, long travel Betor front forks, a high-pipe exhaust with spark arrestor, snail cam chain adjusters and you can adjust the rake from 25° to 31°.

And just for good measure, we make T'NT perfectly street-legal with lights, speedometer and rubber mounted turn signals.

If you need one bike to do all kinds of riding, T'NT will do it. Whatever you want.



**It lets you be serious and still street legal**



**can-am. 175\_250 T'NT\***