can-am spells Handling

— Frame rigidity based on perfect triangulation.
— Adjustable steering head to suit your riding style.
— New long-travel suspension sets new standard for superb overall handling control.
— Technically advanced transmission permits immediate start-up in any gear.
— Front fork features breather valve to ensure consistent action.

Straight-line performance is the best proof of CAN-AM* chassis rigidity. The double-loop high tensile steel frame incorporates engine as integral part. The massive main tube, extending from seat to head stock, not only adds to overall frame stiffness, but also serves as the engine oil reservoir. To accommodate longer travel rear suspension on MX models, a completely new frame was designed to allow forward-mounted shocks a precedent-setting 6 inches of travel. The result is extremely precise control. Chain geometry is preserved through the use of the swing-arm pivot bolt as the rear engine mount.



The rugged constant mesh rotary cam transmission allows positive shifting and quick in-gear starting. The strong multiplate, oil-bathed clutch is driven by straight-cut primary gears. Betor front fork, specially designed for CAN-AM*, provides longer-travel, but, to assure consistant free performance, a 2-way breather valve controls air pressure. Hydraulic air lock is thus prevented which means a smoother ride with no loss of travel under severe conditions. Fingertip control characterized by exclusive steering head design which permits complete adjustability through twelve ½-degree increments from 25 to 31 degrees. Adjustment takes place within the steering head to let the rider select the fork angle most suitable for his particular style and riding conditions.

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
motorcycles by bombardier

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