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Bombardier To Introduce
6 New 1983 Can-Am Motorcycles

The Recreational Products Division of Bombardier Inc. will introduce six new 1983 Can-Am motorcycles at dealer meetings in October and November, it was announced by Jean-Paul Groulx, vice president-sales.

Groulx said the 1983 Can-Am cycles will include four MX models, a Trials cycle, and a 250 Road Racer. All have been undergoing major testing at Can-Am research and development headquarters in Gunskirchen, Austria, home of the Bombardier-Rotax engines which are featured in Bombardier's Can-Am motorcycles and Ski-Doo and Moto-Ski snowmobiles.

Groulx said 1983 Can-Am products also will include clothing, parts and accessories.

"The move of Can-Am research and development from Valcourt, Quebec, to Austria has prompted some to speculate that Bombardier is no longer in the motorcycle business," said Groulx. "The fact is that Can-Am motorcycles will be very much in evidence and Bombardier very much in action on the cycle scene in 1983 with our line of six cycles for three different phases of the sport and the apparel, parts and accessories to augment the cycles."

Under the recent reorganization of Bombardier Inc.'s Recreational Products Division headed by President Paul Lamontagne, sales of Can-Am motorcycles, like Ski-Doo and Moto-Ski snowmobiles, now are under the

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direction of Groulx, who is headquartered in Valcourt, Quebec.

United States sales headquarters for Can-Am motorcycles and Bombardier's other recreational products have been moved to Chicago, near O'Hare International Airport, under the direction of U.S. National Sales Manager Russell M. Davis. Eastern Canada sales are under National Sales Manager Michael Rochette in Boucherville, Quebec, independent and European distributor sales under Lars Goodman in Valcourt.

Jeff Smith, one of the all-time great motorcycle racing champions who has long experience with Bombardier and Can-Am, is the product manager in charge of the Can-Am motorcycles, clothing, parts and accessories. Smith was twice 500cc World Motocross Champion, nine-time British Champion, eight-time ISDT Gold Medalist, and winner of an amazing 29 European Grand Prix awards.

"Can-Am dealers in the United States will have an opportunity to see our new 1983 Can-Am motorcycles and other products at meetings being scheduled for October and November," said Davis. "Jeff Smith will participate in these meetings, as well as in dealer introductions scheduled for Canada during the same period."

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125MX
L/C250MX
L/C

500MX

SONIC
MX

250RR

310T

ENGINE TYPE:	Rotax Single Cylinder Reed Valve Two Stroke	Rotax Single Cylinder Disc Valve, Two Stroke	Rotax Single Cylinder Reed Valve Two Stroke	Rotax Single Cylinder S.O.H.C., Four Valve, Four Stroke	Rotax Inline Twin Cylinder, Disc Valve, Two Stroke	Hiro Single Cylinder Piston Port Two Stroke
Displacement (cc)	123.7	248.	482.3	493.7	247.3	322.7
Bore/Stroke (mm)	54 x 54	72 x 61	85 x 85	89 x 79.4	54 x 54 x 2	80 x 64.2
Compression Ratio (uncorrected)	14.5:1	14.0:1	12.0:1	10.5:1	13.5:1	9:1
Horsepower	27	39	52	45	N/A	N/A
Starter System	Primary	Primary	Primary	Primary	Bump	Primary
Lubrication System	Premix 40:1	Premix 40:1	Premix 25:1	Positive Dis- charge Oil Pump	Premix 20:1	Premix 32:1
Cooling System	Liquid	Liquid	Air	Air	Liquid	Air
Carburetion	Mikuni VM34	Mikuni VM34	Mikuni VM40	Mikuni 36	Dellorto 36 x 2	Amal 27
Ignition	Motoplat CDI	Bosch CDI	Kokusan CDI	Nippon Denso CDI	Motoplat	Kokusan
Transmission	6 speed	5 speed	4 speed	5 speed	6 speed	6 speed
SUSPENSION:						
Front (Castor)	40mm Marzocchi 28° Castor	40mm Marzocchi 28° Castor	40mm Marzocchi 28° Castor	40mm Marzocchi 28° Castor	Marzocchi w/Adjustable Damping	Marzocchi 27° 2/1 1/2° Compound
Rear	300mm Travel 11.8" Travel Rising Rate Mono Ohlin Adjustable 320mm Travel 12.59" Travel	300mm Travel 11.8" Travel Rising Rate Mono Ohlin Adjustable 320mm Travel 12.59" Travel	300mm Travel 11.8" Travel Rising Rate Mono Ohlin Adjustable 320mm Travel 12.59" Travel	300mm Travel 11.8" Travel Rising Rate Mono Ohlin Adjustable 320mm Travel 12.59" Travel	Rising Rate Mono DeCarbon	Twin Betor 165mm Travel 6.50" Travel
TIRE SIZE:						
Front	Dunlop 3.00 x 21	Dunlop 3.25 x 21	Dunlop 3.25 x 21	Dunlop 3.25 x 21	Michelin Wets 10/64-18	Pirelli 2.75 x 21
Rear	5.00 x 18	5.10 x 18	5.10 x 18	5.10 x 18	13/66-18	4.00 x 18
WHEELS:						
Front	Akront 21 x WM1	Akront 21 x WM1	Akront 21 x WM1	Akront 21 x WM1	Campagnolo 18" Magnesium	Akront 21 x WM1
Rear	Akront 18 x WM3	Akront 18 x WM3	Akront 18 x WM3	Akront 18 x WM3	Campagnolo 18" Magnesium	Akront 18 x WM3
Ground Clearance	14.75"	14.75"	14.75"	14.75"		13.25"
BRAKES:						
Front	140mm Drum	140mm Drum	140mm Drum	140mm Drum	Twin 260mm Brembo Disc.	125mm Drum
Rear	140mm Drum	140mm Drum	140mm Drum	140mm Drum	Single 230mm Brembo Disc.	125mm Drum
Fuel Tank Capacity	2.3 Gallon	2.3 Gallon	2.3 Gallon	2.3 Gallon	5.4 Gallon	1.56 Gallon
Length	87"	87"	87"	87"	79"	79.50"
Width	32"	32"	32"	32"	18"	17"
Seat Height	39"	39"	39"	39"	30"	
Wheelbase	59.3"	59.3"	59.3"	59.3"		52.25"
Weight (Dry Lbs.)	218	235	249	268	240	196
SPECIAL FEATURES:						
Air Filter	Twin Air Foam	Twin Air Foam	Twin Air Foam	Twin Air Foam		Foam
Chassis/Swing Arm	Renolds 531 Tubing	Renolds 531 Tubing	Renolds 531 Tubing	Renolds 531 Tubing	Renolds 531 Tubing	Renolds 531 Tubing
Seat	Works Type Safety Seat	Works Type Safety Seat	Works Type Safety Seat	Works Type Safety Seat		
Fuel Grade	Premium Unleaded	Premium Unleaded	Premium Unleaded	Premium Unleaded	Premium 98 Octane	Premium Unleaded

NOTE: All specifications subject to change without notice.