



CORKY'S CYCLE SALE
Buitaco Can-Am Derbi
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Another stride towards the perfect privateer bike!

A big part of how well you'll do this season will be decided before you ever set knobby to dirt.

Now is when you have to choose.

If you're a privateer, it's a decision you'll make alone,

surrounded by pretty brochures, friendly advice, manufacturers' promises.

And a few useful *Rules of Thumb*.

The Houdini Rule Some riders pore over the literature

looking for The Big Trick, that breakthrough bit of motorcycle magic that will effortlessly put them one up on the rest of the pack. The Big Trick is an illusion. If there's going to be any Magic in your season, it will have to come from the way you ride. What you really need from your bike is reliable performance. Even a Great Machine can't Make You Win. But a not-so-good one can sure keep you from winning.

Don't look for Magic in your bike, look for Good Engineering.

The Grain of Salt Rule About the best way to determine how a bike will perform this year is to look back at how well it did last year. But be sure to check out how these Past Glories were achieved. Was success truly earned or did it surrender under an assault of heavy money? Did it take battalions of the world's best riders and hordes of support personnel to deliver the goods you're going to have to deliver on your own? **Take each manufacturer's competition budget and**

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divide it into your own. Dilute all victory claims by this number.

The Winds of Change Rule If you can't get reliable results information, or even if you can, take a good look at what has been done to the bike since last season's campaign. If the changes are small, the manufacturer is probably refining a successful machine. If the changes are major, he's probably re-designing a failure. Big New Features are tempting, but could blow your season.

Leave New Technology testing to the factories. You're a Privateer, not a pioneer.

Now that you know the Rules, here's what you should know about Can-Am for 1986:

The Can-Am Creed:

We never forget who we build bikes for.

You need two things to be successful at motorcycle competition. Ability and money. The proportions can vary. And having a lot of one does not lead inevitably to the other.

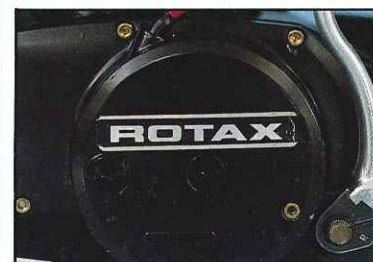
When the first Can-Am bikes exploded onto the scene a dozen or so years ago, they seemed a prayer answered for riders with lots of ability, but little money. Here was a motorcycle that was blindingly fast. Yet it delivered that performance with absolute bedrock reliability.

You could actually spend your

time racing instead of wrenching. And your money on something besides engine rebuilds.

That's one aspect of Can-Am that has never changed. And while we've fine tuned our fat power curves over the years, what we've concentrated on was improving our handling.

The payoff for you is the new Can-Am bikes for 1986. The same incredible performance. The same bulletproof reliability. And now, with



their Quad Link II rear suspension, Grimeca disc brakes and remarkable new Marzocchi M1 front forks, it seems like they go where you want just by thinking them there.

While this kind of progress was taking place at Can-Am, most of our competition had a different task. The Search for Major Power. And, in that quest, reliability has all-too-often been left lying in the dirt.

Can-Am development has progressed from the point where it helped to have factory talent to ride our machines. Some of our competitors have proceeded to the point where you almost need factory money to maintain theirs.

From the privateer's point of view, the difference is significant: we haven't forgotten who we build our bikes for.

When we designed the Rotax* Automatic Variable Exhaust Valve into our liquid-cooled 250 MX L/C engine last year, what we had in mind was producing the fastest way around a motocross track.

A lot of Can-Am riders have the trophies that proved us right.

Not all 250 MX buyers had

It's not what you ride in, it's what you ride on.

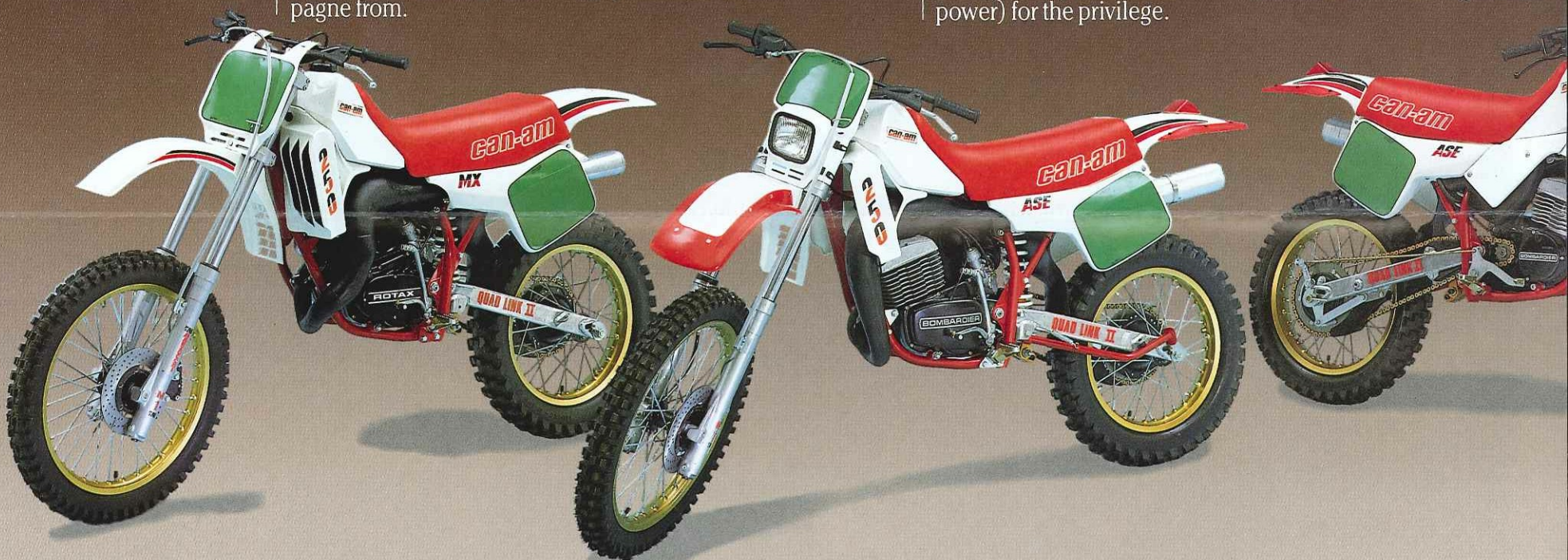
the same idea. Some figured that the remarkable spread of low speed grunt to high speed pull our RAVE* valve made possible on the track, would be equally well-suited to the enduro course.

Their wisdom has provided more proof to drink champagne from.

As you'd expect, there are few Can-Am 250 ASE enduro bikes to be found running motocross. But many compete successfully in hare scrambles and desert races where their superb tractability turns pressure situations into pleasure ones.

Even the new-last-year Can-Am 200 ASE finds itself enjoying successes we hadn't planned for it. As well as its under-200 adherents, there are plenty of 250-class riders who appreciate its agility and balance enough to give away 50cc (but very little horsepower) for the privilege.

In 1986, things shouldn't be any less confusing. All three of these successful Can-Am bikes have been emphatically improved with the addition of Grimeca disc brakes, Marzocchi M1 forks, and a whole catalog of detail enhancements to make them go even



The Can-Am Test Bed:

Another glorious day in the laboratory!

There will never be a perfect motorcycle. But the closer ours gets, the harder it is to make better.

So, after the suspension designers and the engineers and the power specialists at Rotax have had their say, we really get down to it.

In our laboratory.

Obviously, the only place to develop a motorcycle is where our customers ride it. That's why, every year, our small but dedicated band of testers attacks the National Hare Scrambles circuit.

Hare Scrambles competition is the absolute worst of both worlds. It combines the speed and handling requirements of motocross with the punishment and manoeuvrability demands

of an enduro. And it offers us a tough, compact learning ground to find ways of improving our bikes this year. So that you don't find them next year.

Geoff Ballard, John Martin and Can-Am Product Manager Jeff Smith spend their week-ends riding their buns off all over the country.

Then they spend their weeks examining and analyzing the results.

Our goal is to learn, not to win. But look what's happening!

Last year, Ballard picked up the National Hare Scrambles title with Martin third, Jeff

Smith winning the Super Senior crown.

This year, at last report, John and Geoff had sewn up two of the top three places. And Jeff had taken Super Senior for the third straight year.

Are they doing something wrong? Or everything right?



The Can-Am Look:

A perfect way to show your true colors.

Can-Am riders are proud to be Can-Am riders. You can tell that by the way they go on and on praising their bikes to anyone who listens.

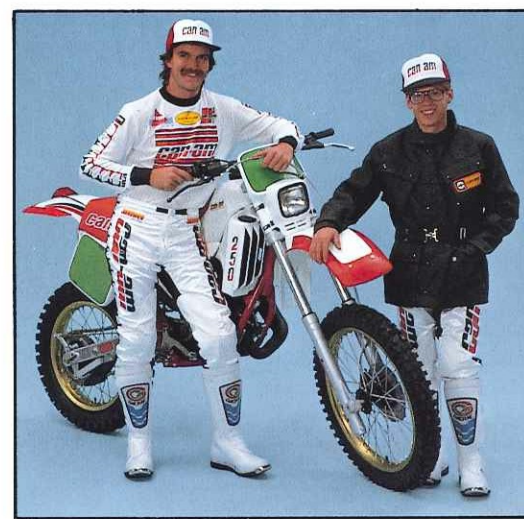
Or just by looking at their gear.

Geoff Ballard wears the new racing jersey and satin Cordura nylon pants. They both have "Can-Am" written proudly all over them.

John Martin is not wearing the nylon mesh vented Can-Am racing pants but the same Cordura pants as Geoff (in a smaller

size). And hiding behind John's waterproof nylon, lined Can-Am riding jacket is a 100% cotton Can-Am T-shirt. (The really excellent white leather boots are by Gaerne).

Your Can-Am dealer has all this neat stuff or he'll get it for you. And, like riding your Can-Am itself, it's not an expensive way to look good.



The Can-Am Commitment:

"No change is too small if it will help you win."



Twice World 500cc MX Champion Jeff Smith is Can-Am's product manager.

"The reaction time of most big corporations is so slow you sometimes wonder how they can remember what it was they were reacting to.

"That's what I like best about the way Can-Am is structured. While we're part of a large international company, the way we work in the motorcycle division is ideal for the development of competition machinery.

"We have a nice, tight, easy-to-monitor racing program in the National Hare Scrambles series that lets us quickly evaluate contemplated changes. And our built-by-hand production line is pliable enough to immediately incorporate any changes we decide to make.



"This flexibility lets us put improvements into place that other manufacturers would consider too small to bring the wheels of industry to a halt for.

"But they're often big enough changes to make the difference between winning and losing for you.

"Here's a look at some of the improvements we're making to Can-Am motocross and enduro bikes for 1986."

1986 handling improvements:

"Last season, John Martin and Geoff Ballard rode a number of events using a remarkable **new fork design from Marzocchi.**

"This new M1 uses the right tube for compression damping. The left handles rebound control. Instead of



the usual compromise settings, each side can be set up individually for much better quality travel. By using appropriate oil levels and viscosity in each fork tube, the rider can custom tailor the action.

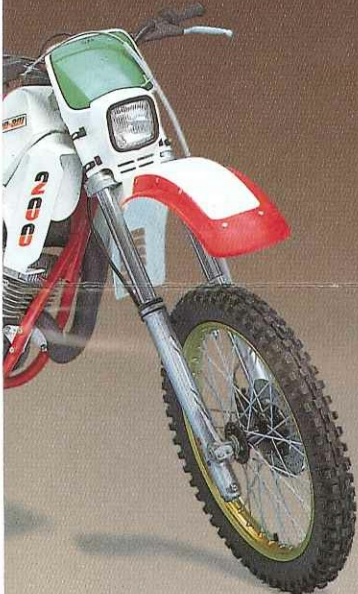
"This 42mm fork comes on all '86s. On the ASE's we're using it the way Ballard and Martin did... with

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faster, even longer.

So when you come to choose the bike for your field of competition this season, don't let our model designations mislead you.

Just make sure you choose the performance and reliability of Can-Am. From there on, if it feels good, do it.



More Power to the Open-minded privateer!

Some people, once they get a taste of power, can never get enough of it. These people are called Open class riders and they come in many guises.

Those who come to Can-Am are no ordinary power freaks. These connoisseurs appreciate the quality of power as well as its quantity. And, year after year, Can-Am is good at finding more ways to satisfy them.

Take the 1986 version of our 500 MX. It has been treated to carefully considered exhaust port and pipe modifications that



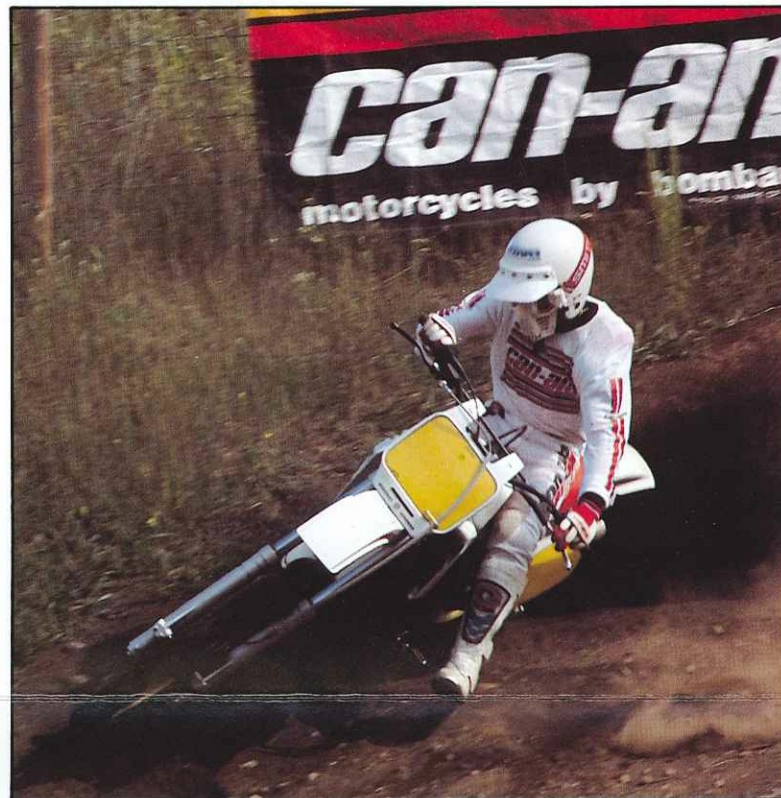
stretch out its fine, fat powerband and allow it to rev higher down the straight.

The Can-Am 500 ASE has also been refined. With exhaust development of its own, along with subtle carburetion modifications, its bottom end power delivery is now better suited to the depths of the forest.

And the Sonic 560 MX four-stroke. A broader overlap camshaft lets it start more easily and rev

more freely. And its new 38mm Mikuni flat-slide carburetor gives its power output a crisper edge.

Know, however, that the attraction of our 1986 Open class bikes goes well beyond these power refinements! Be aware of their



radically improved braking system using Grimeca front discs and a reworked single leading shoe rear.

Be impressed, too, by the remarkable, new Marzocchi M1 split-function forks. The Quad Link II rear suspension revisions. The deep-breathing, one-piece airbox. The new, large capacity roto-molded gas tank. And the

literally dozens of other improvements well-calculated to keep you in trophies.

Whichever of these Can-Am Open class machines you choose to compete on this season, you'll find the medicine you need to keep your craving for power under control.

After all, there's no better therapy than winning.

The Can-Am Rider:

How do you tell the privateers from the factory team?

A lot of people think that the more money you spend on competition, the more competitions you'll win.

They're probably right.

The way most factory teams go to the races you can't help but be impressed. The mobile workshops. The well-drilled technicians. The riders who fly first-class from event to event.

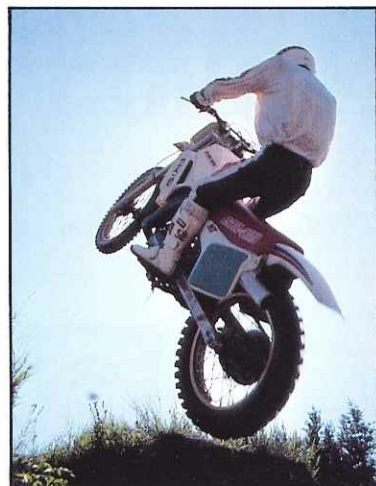
Our factory team is envious. With their rusted-out van and drive-there-and-do-it-yourself operation, it's hard to tell them apart from some Can-Am privateers. In both cases, though the competition budgets may not be big, the percentage of competition successes certainly is.

Our factory riders all but dominate National Hare Scrambles. And they've made a disproportionately loud noise in the National Enduro Series. Can-Am privateers have

captured at least six State and District, as well as four Canadian Championships. Not to mention dozens upon dozens of more local successes.

Surely there's a lesson to be learned here: to be truly successful when you go racing, spend less money. But spend it on the reliable performance of Can-Am.

Somehow, we don't think the other factory teams would go along.



The New Can-Am 350 ASE:

An Open-class bike for 250 riders!

When you want to take on the woods with a vengeance, one of the three Open class Can-Am warriors shown above will equip you with all the tools you need to tromp the competition.

But a lot of enduro riders think that winning the Open class requires a more subtle approach.

Now Can-Am has crafted it for you.

Our new 350 ASE delivers the lighter weight, precise handling control and predict-

able power management you need to weave your way through the forest like a 250. Yet it offers the extra measure of torque and traction you need to take on long hills, loose dirt and deep sand.

Who did we have in mind when we designed our 350 ASE?

Open classers who think

the big bikes have grown too big for the riders.

250 riders who will admit they've grown too big for their bikes.

And especially for any rider who is looking for the best way to haul in a raft of overall wins.

The new Can-Am 350 ASE. The cleanest way through the trees.



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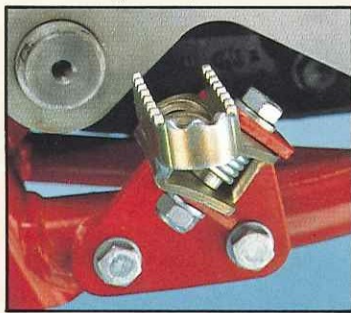
just a single spring on the damping side.

"Other handling improvements are more subtle in character but no less important in effect.

"We've realigned the **triple clamp** to put the bar clamps over the steering stem and moved the **footpegs** half an inch forward to concentrate more of the rider's weight on the front tire pressure patch for more precise steering.

"The **handlebars** themselves have been reshaped for maximum rider comfort. And we're using **softer rubber grips**.

"Working closely with White



Power, we've improved the single rear damper's characteristics, bike by bike, and made it easier to modify its action without demounting the system.

"As well, we've fitted all motocrossers and ASEs with the latest Metzeler MxR sand/mud tires for exceptional traction."

1986 braking improvements:

"All our machines are now equipped with the highly effective 240mm **Grimeca disc brake**. This is a self-adjusting, twin-piston hydraulic design. To the single leading shoe **rear brake** we've added a **return spring** and a **longer bushing** to the brake lever for more positive action, lengthened the **brake rod**, realigned all the **brake parts** and procured an excellent **lining material**. We can now offer Can-Am riders all the stopping power anyone could ask for."

1986 performance improvements:

"As usual, the development team at our Rotax division has extracted still better performance from many of our powerplants.

"The **200 ASE** rotary valve engine, introduced last year as a development from our air-cooled 250, has had its cylinder ports reshaped, the exhaust quite radically, to produce more torque and more horsepower.

"The **560 MX four-stroke** has a new camshaft with increased timing overlap. It starts more easily. And the power range has been broadened further! We've also fitted the 38mm **Mikuni flat-slide carburetor** to produce sharper, cleaner response.

"Both the **liquid-cooled 250 MX** and the air-cooled **500 MX** have had their exhaust systems



carefully reworked. On the 250 this results in even more horsepower with no loss of torque. While the 500 now delivers a powerband that's been stretched further up the rev range.

"The **500 ASE** has also had its exhaust system improved along with carburetion modifications for a smoother bottom end.

"And, of course, there's the **350 ASE** engine. This is a configuration that, like the 200, was developed from the sturdy rotary valved 250 and will, I am sure, impress competitors with its well-balanced combination of torque, power and light weight.

"I should also mention the new one-piece airbox on all models that has been completely redesigned to provide better breathing, better drainage and easier maintenance."

1986 security improvements:

"I am of the opinion that the most important places for a manufacturer to make improvements to a motorcycle are the ones over which the rider has no control. You can compensate for a lot of factors through perseverance and riding skill. But when some small thing goes wrong that stops you dead in your tracks... well there's no excuse for it.

"So we've made many such reliability improvements for 1986. They include adding a **voltage regulator** to our ASE series to prolong bulb life and wiring the **tail light** safely *outside* the fender.

"We've improved the **odometer cable** and beefed up the **odo drive tabs**, upgraded all **hoses and clamps**. And we've improved **exhaust system** mounting with an extra lord mount on the pipe, an asbestos spacer under the number plate and an overall tighter fit of system components.

"And we've now gone to full **rim lock** devices for better inner tube protection."

1986 maintenance improvements:

"Can-Am motorcycles have always been designed to require minimum maintenance. That's one of the reasons they're so appealing to riders who do their own mechanical work. But when you *do* have to work on them, we try to make that as easy as possible too.

"In addition to making the rear damper adjustable while it's *on* the bike, we've also made it easier to remove it *from* the bike.

"We've made it easier to remove the rear wheel as well by affixing a tommy bar to one end of the axle.

"The air filter can now be got at on the enduro models just by removing a side plate.

"And the new roto-molded gas tank has a revised mounting system allowing fast removal and easy access to the workings beneath."

1986 heat-of-battle improvements:

"One feature enduro riders will



really appreciate is the wide flare we've added to the front and rear fenders on all ASE models.

"And the new seat will surely please all Can-Am riders in 1986. It's made from denser foam and we've fully reworked the under-seat intake path to allow us to use *thicker* foam as well."

"The list of Can-Am improvements for 1986 doesn't end with the seat. There are also a number of even finer detail improvements that emphasize our obsession with reliability.

"But we don't know any other way to keep moving towards the perfect privateer bike."

TECHNICAL DATA

MODELS	MX SERIES			ASE SERIES			
	250 MX L/C	500 MX	560 SONIC MX	200 ASE	250 ASE	350 ASE	500 ASE
ROTAX ENGINE							
DISPLACEMENT	248 cc RAVE valve	482.3 cc	562 cc 4-stroke	199.3 cc	248.4 cc	276.7 cc	482.3 cc
BORE	72 mm	85 mm	89 mm	64.5 mm	72 mm	76 mm	85 mm
STROKE	61 mm	85 mm	79.4 mm	61 mm	61 mm	61 mm	85 mm
COOLING	Liquid	Air					
IGNITION	Kokusan CDI		Nippondenso CDI	Motoplat CDI			Bosch CDI
LUBRICATION	Premix 40:1	Premix 25:1	Oil pump	Premix 40:1			Premix 25:1
CLUTCH	7 plates	8 plates		5 plates	6 plates		8 plates
TRANSMISSION	5 speed			6 speed			5 speed
CARBURETOR	Mikuni VM-34	Bing 40 mm	Mikuni 38 mm Flat-slide	Mikuni VM-34			Bing 40 mm
AIR FILTER	Twin air foam						
SPARK PLUG TYPE	Bosch W300TZ	Bosch W275TZ	NGK D8ES	Bosch W300TZ	Bosch W275TZ		
ENGINE SPROCKET	14 T	17 T		14 T	15 T		18 T
CHASSIS							
WHEELBASE	151.1 cm (59.5")						
SEAT HEIGHT	94 cm (37") Safety seat						
GROUND CLEARANCE	35.5 cm (14")						
FUEL CAPACITY	10.2 L (2.76 U.S. gallons, 2.25 Imp. gallons)						
WEIGHT, DRY	98.88 kg (218 lbs.)	109.77 kg (242 lbs.)	114.55 kg (252 lbs.)	100.9 kg (222 lbs.)	102.96 kg (227 lbs.)	103.64 kg (228 lbs.)	111.5 kg (246 lbs.)
SUSPENSION, front	42 mm, M1 Marzocchi						
TRAVEL	300 mm (11.8")						
SUSPENSION, rear	White Power; compression and rebound adjustable; Quad Link II progressive reaction system.						
TRAVEL	320 mm (12.6")						
SWINGING ARM	Heat treated aluminum						
FRONT TIRE	Metzeler 3.00 x 21						
REAR TIRE	Metzeler 120 x 90 MxR	Metzeler 130 x 90 MxR		Metzeler 120 x 90 MxR		Metzeler 130 x 90 MxR	
STEERING HEAD ANGLE	28°						
BRAKES, front	240 mm Grimeca disc						
BRAKES, rear	140 mm single leading shoe drum						
CHAIN	Regina RC 520						
REAR WHEEL SPROCKET	46 T	44 T	46 T				
ALL-MODEL FEATURES	Primary kick starting. Akront rims. Reynolds 531 tube frame. Quick detach rear wheel with snail cam chain adjustment. Quick service airbox. Unleaded fuel.						
ASE SERIES FEATURES	Kickstand. Resettable odometer. Muffler/spark arrestor. Enduro lighting.						

The Can-Am Trials Bikes:

New, go-slow technology!

Can-Am introduces two Trials instruments designed to push back the frontiers of the Science of Riding Control.

Our improved 240 and our new 300 feature tough, lightweight, high-tensile fabricated aluminum frames and swingarms; White

Power-based rear monoshock suspension with 178mm travel; a shorter wheelbase and a smaller steering head angle for tighter turning; as well as a towering 315mm of ground clearance.

Add in Marzocchi forks, Michelin tires, Akront rims, Bosch ignition, Amal carburetors and the precise power delivery of our Rotax engines and you're ready to take on the impossible with confidence.

TRIALS	240	300
Engine:	234cc	276cc
Bore:	72mm	76mm
Stroke:	57.5mm	61mm
Transmission:	6 speeds	
Sprockets:	13T/40T	
Seat height:	73.6cm (29")	
Wheelbase:	130.2cm (51 1/4")	
Clearance:	315mm (12.4")	
Steering head:	25.75°	
Weight (dry):	87.3 kg (192 lbs)	89.1 kg (196 lbs)



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