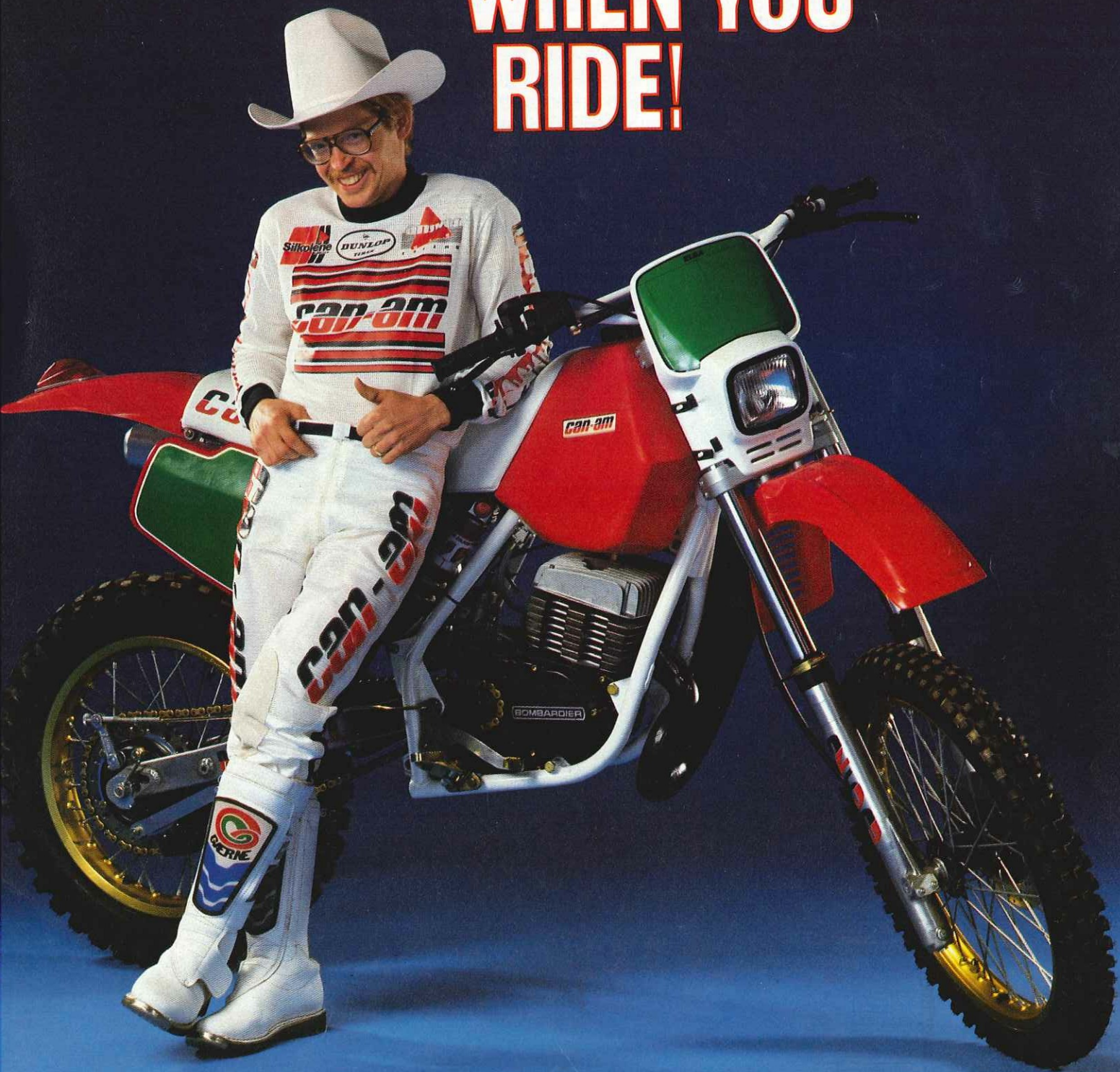


**ALWAYS
WEAR WHITE
WHEN YOU
RIDE!**



At the end of the day...

The immaculate John Martin. A talented white-clad rider competing brilliantly on a tight budget.

The indomitable Can-Am ASE. A fast, tough, red-and-white competition bike built to finish first without a lot of help from the sidelines.

It's a combination intense privateers all over the country can easily identify with.

Can-Am's raging, Rotax engines have developed an envied reputation for dazzling, yet bulletproof performance.

Can-Am's careful, hand-crafted construction from choice after-market components gives them a punishment-defying quality.

And this year's bikes have added even more advantages to their potent privateer arsenal. Lighter weight, better handling. And greater simplicity!

250 ASE Can-Am's, John Martin has ridden and won most every dirt bike class known to man. What he prefers is the classic Can-Am 250.

This year, he prefers it more than ever. A tighter steering head angle and a shorter wheelbase provide quicker response. Efficient use of heat-treated extruded aluminum in the swingarm and subframe delivers a lighter overall weight.

An 18% larger gas tank allows longer competition range.

And Can-Am's new Direct Link single shock simplifies rear suspension design while greatly improving the ride.

200 ASE Riders whose skill demands the ultimate in balance and agility have been impressed for a couple of years now by our Can-Am 200 ASE.

Good news! They'll find quicker steering, longer range and weight-paring improvements in our '87 200 ASE as well.

And most of the weight we've

saved is unsprung! By lightening the swingarm and redesigning the suspension to eliminate the bell-crank forging, we've produced more stable, more responsive handling while retaining the ride of progressive reaction.

406 ASE For some riders, the perfect overall answer would require the balance of a 250 mated with a somewhat more generous supply of power. Last year we gave these riders our Can-Am 350 ASE.

Now an even better season is in store. Our new Can-Am 406 ASE keeps the same

nimble weight as our 350 but adds a new 399cc rotary valve engine for even more tractable power.

We've fitted an 8-plate clutch and a rugged 5-speed gearbox to handle the extra power. And built-in the same quicker response, bigger gas tank, Direct Link suspension improvements as on our 250.

500 ASE We've spent years refining the colossal grunt of our 482cc Rotax piston port into a smooth power-on-demand generator. At the same time, we developed the ride and handling of our 500 ASE

to the point where it will be the situation and not the bike that will force you to back off that power.

Now we've added a Mikuni carburetor and a considerably larger gas tank. Now you can ride as hard and as fast you want for a lot longer.

Choose the Can-Am setup that fits the way and the where you ride. Then go for the overall.

Your class will take care of itself.

can-am



Bombardier Inc. reserves the right at any time to discontinue or change specifications designs, features, sizes or equipment without incurring obligation.

...after rocks and roosts and man-eating mudholes...

1987 CAN-AM SPECIFICATIONS				
MODELS	200 ASE	250 ASE	406 ASE	500 ASE
ROTAX ENGINE				
Displacement (cc)	199.3	248.4	399	482.3
Bore (mm)	64.5	72	84	85
Stroke (mm)	61	61	72	85
Premix	40:1	40:1	32:1	25:1
Clutch Plates	5	6	8	8
Gears	6	6	5	5
Mikuni carburetor	VM-34	VM-34	VM-38	VM-38
Bosch Plug	W300TZ	W275TZ	W275TZ	W275TZ
Eng/Rear Sprockets	14/46	14/46	14/46	19/46
CHASSIS				
Dry Weight (Kg/lbs)	99/218	100/220	104.1/229	111.5/246
Steering angle	27	27	27	28
Wheelbase	146.7 cm (57.75 in)			151.1 (59.49)
Seat Height	94.6 cm (37.25 in)			96.5 (37.99)
Ground Clearance	35.3 cm (14 in)			
Fuel Capacity	12 L (3.25 US gal, 2.73 Imp gal)			
Travel F/R mm (in)	300 mm (11.8 in) / 317.5 mm (12.5 in)			
Linkage	Direct Link			QuadLink II
Brakes F/R	240 mm Grimeca disc/140 mm leading shoe drum			
Front Tire	Metzeler 3.00 x 21			
Rear Tire	Metzeler MX 4.50 x 18			Metzeler MXR 180 x 90
Features: Primary kick starting, Akront rims, Reynolds 531 tube frame, Regina RC520 chain, Quick-detach rear wheel with snail-cam chain adjusters, Bosch CDI ignition, Marzocchi 42 mm M1 forks, compression and rebound adjustable White Power piggyback shock, Kickstand, re-settable odometer, muffler/spark arrestor, Enduro lighting, quick service airbox, unleaded fuel, aluminum sub-frame.				



Can-Am 300AT

Every trials rider dreams of perfect balance and predictable power. Can-Am has built that dream. Smooth-acting Marzocchi forks. White Power - assisted QuadLink II. mono-shock system. Responsive Rotax engine. Aluminum frame. Precisely what you need to win!

Engine	276 cc
Bore	76 mm
Stroke	61 mm
Transmission	6 spds
Sprockets	12T/40T
Seat Height	73.6 cm (29")
Wheelbase	130.2 cm (51.25")
Clearance	315 mm (12.4")
Steering head	25.75
Weight (dry)	87.3 kg (192 lbs)



can-am®



CMA

...it's easy to clean up!