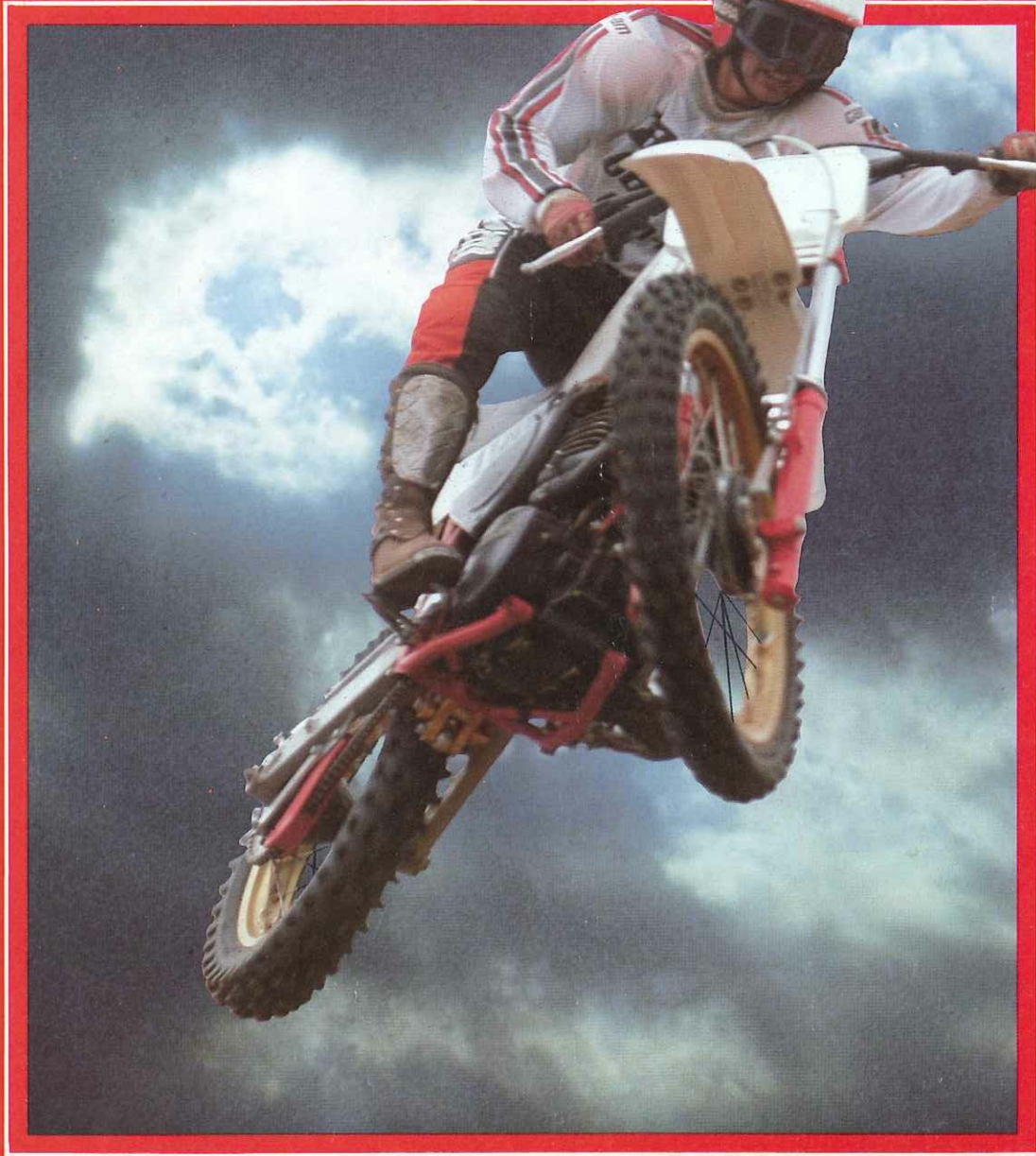


# ***can-am***®



# ***UNLEASHES A STORM!***



# Four new Can-Am MX-ers!



## More thunder. More lightning.

A storm is about to engulf the motocross tracks of America. And Can-Am has unleashed it with 4 incredibly fast, new motocrossers that are lighter, stronger, better handling and more powerful than anything we've ever offered.

### Can-Am 250 MX L/C

If you could boil "winning the 250 class" down to one bike characteristic, it would have to be power-to-weight. Can-Am's liquid-cooled, rotary-valved Rotax 250 has always had the power. Now the 250 L/C has lost the weight. Eighteen pounds of it! A good chunk of that is due to a new alloy swingarm. And a lighter, yet stronger frame. Engine power has been increased and the powerband broadened with a new exhaust system and a redesigned airbox. The radiator units are now frame-mounted for a lower, more stable centre-of-gravity. And Can-Am's progressive-reaction Quad Link rear suspension has been re-fitted with the latest White Power single damper unit. With 12 rebound and 6 compression settings!

More power, less weight and better handling. All the better to win you with.

### Can-Am 125 MX L/C

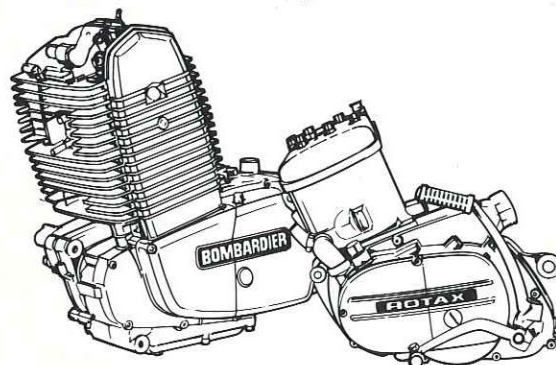
If a good power-to-weight ratio is a big factor in the 250 class, it's essential in the 125. That's why our 125 L/C was re-worked so extensively. The frame is completely new. Fabricated from Reynolds 531 steel, it's extremely light, rigid and strong. Add in the new light alloy swingarm and we've saved you 15 lbs. over last year's bike! Along with increased output from our liquid-cooled, reed valve Rotax powerplant, lowered



radiator mounting, Marzocchi Piffiero forks and Quad Link rear suspension with White Power single shock, this new 125 L/C comes on like liquid-cooled lightning.

### Can-Am 500 MX

With a half-litre of open class engine to work with, making power is no particular problem. So saving 11 lbs. of bike weight may not seem to matter a whole lot. It's the kind of weight we saved that makes our 500MX a much-improved bike. Unsprung weight. All the power in the universe isn't worth a thing if you can't get it predictably to the earth. So we've taken the already-massive output of our 482cc Rotax reed valve engine, fattened it up, flattened the powerband, chan-







neled it through a stronger clutch and a re-ratioed 5-speed gearbox to a rear suspension system that tracks the dirt like a magnet. Our progressive-reaction Quad Link suspension system is now fitted with White Power's new single shock damper. No matter how you dial it in, the minimal unsprung weight of our new alloy swingarm lets it deliver instant hook-up.



#### Can-Am **SONIC 560 MX**

Last year, our Sonic MX opened a lot of eyes at a lot of tracks around the country while making it clear that 4-stroke racing was ready to be taken seriously. This year, those eyes are going to be open a lot wider. Our already-legendary Rotax OHC 4-stroke engine has been punched out to a tremendous 562cc's. The superb Quad Link single shock suspension has gone White Power. And the whole bike is 12 lbs. lighter with its new alloy swingarm and frame modifications.

Our new Sonic 560MX not only belongs on the track, it's going to own it.

Along with being leaner, meaner, quicker and tougher, the new Can-Am MX-ers come with a lot of other features we've barely mentioned. Metzeler tires. Grimeca hubs and Akront rims. Aluminum slider Marzocchi forks with Piffiero progressive damping rods and Teflon anti-stiction bushings. A new true-tracking chain slipper. A redesigned plastic gas tank. And an improved tank-integral seat with extra protection where you need it most.

So choose your class, then choose your Can-Am. When the storm arrives, you'll be on it.

