

can-am*

motorcycles by bombardier

Introducing
*can-am**...

You're hooked on motorcycles. In fact, by now you've probably owned two or three. Learning to ride, experimenting, exploring and becoming skilled — it was all part of your great motorcycle experience.

Now you're ready for something more — a more sophisticated machine for a more experienced rider. A motorcycle that doesn't limit you from the start by its own limitations. For you, Bombardier Limited, world's largest manufacturer of tracked recreational vehicles, has created the step above in motorcycles — the dynamic, new CAN-AM. A versatile machine that goes almost anywhere and does almost anything: that climbs, cruises, flattracks, scrambles, trails, races and most of all — a motorcycle that wins.

CAN-AM promises flexibility and performance combined with ease of handling and maneuverability, a durable, adaptable engine and simplicity of operation.

There's been no compromise in either quality of materials or design — no short cuts, no second best. Our research and development experts have developed and race-tested performance features that answer the specific needs of North American competition, and you're the winner! Others provide some CAN-AM features, but only CAN-AM offers them all. MX-1 and T'NT* — bred in competition.

Our CAN-AM no-compromise policy doesn't stop in the showroom. Backed by 30 years of Bombardier service experience, CAN-AM is no newcomer to efficient, professional aftersales servicing. Bombardier distribution centers and warehouses throughout North America guarantee parts availability, servicing, and technical know-how for all CAN-AM customers.

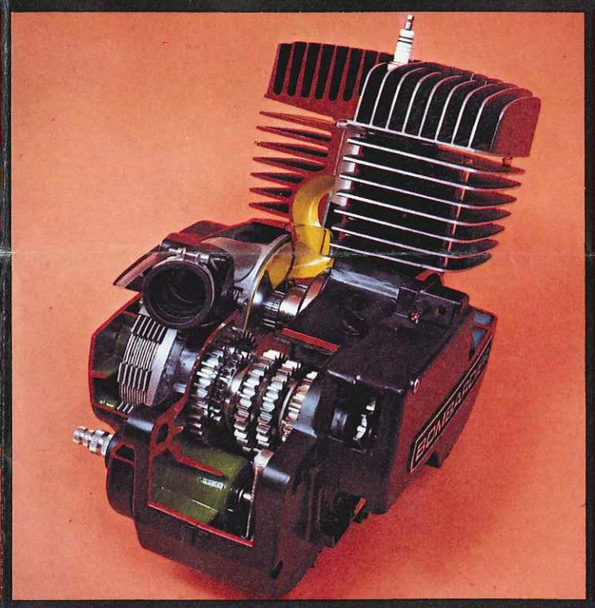
Don't settle for less: CAN-AM by Bombardier. You'll be hearing at lot about us.

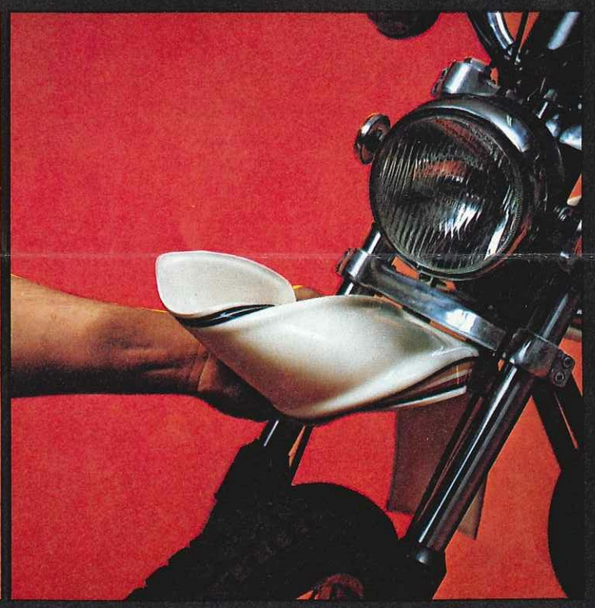
mx-1
The Professional











Frame: Strong and Dependable

CAN-AM provides extreme torsional rigidity and extra strength with its triangulated, double loop, high tensile steel frame. A large diameter tapered backbone does double duty as an oil reservoir, greatly reducing both bulk and weight. The swinging arm pivot also acts as the rear engine mount — a CAN-AM feature which means improved chain geometry. No matter what the conditions, CAN-AM gives you greater control and maneuverability over the roughest terrain.

Suspension: Performance Versatility

CAN-AM offers a unique adjustable front fork system † that can't be found on any other motorcycle. It's exclusive to CAN-AM. Adjustment takes place within the steering head — without compromising the steering geometry. Fork angle can be changed 6 degrees in ½ degree increments to let you select the angle most suitable to your handling needs. Whether you ride observed trials or are a desert racer, CAN-AM does it all with greater stability and quicker handling. Betor teledraulic front forks provide 6 inches of oil dampened travel. Triple-lip seals prevent leaking. Nine-way adjustable Girling rear suspension units let you tailor the suspension to suit your own individual riding requirements.

† Patent Pending

Engine: Rotary Quiet

Our CAN-AM two-cycle, rotary valve engine has been designed by Bombardier-Rotax to meet the rigorous demands of the North American rider. Available in both 125 and 175 cc sizes, the unique CAN-AM Rotary Tuned Induction System delivers a broader range of torque, a smoother power curve, and more tractable horsepower than traditional piston port engines. And you come out ahead.

With a width of only 10 inches, CAN-AM features the narrowest rotary valve engine available today. It's also narrower than most piston port engines — a real performance plus. This compact design has been obtained by locating the rotary valve at the end of the crankshaft and linking it to the rear-mounted carburetor with a tuned intake manifold, providing more efficient and balanced fuel mixture flow. Since the carburetor is located well behind the cylinder, it is more accessible, and carburetor temperature is reduced.

CAN-AM Multilube* injection feeds undiluted oil directly to critical crankshaft bearings and, in addition, provides lubrication to the rotary valve and cylinder wall. This dual pressure pump system eliminates premixing fuel and oil. Multilube is standard on all CAN-AM models — MX-1 and T'NT*.

CAN-AM solid state Bosch electronic ignition system requires no maintenance or adjustment under normal use. A magnetic trigger replaces conventional points. Sealed in epoxy, the electronics require no lubrication, are impervious to water and withstand vibration.

CAN-AM has quiet power. Our combination expansion chamber and muffler system is dynamometer tuned to deliver maximum engine performance with minimum noise. You benefit with a broad range of power and a low level of sound. Quiet without sacrifice of the competitive edge.

Transmission: Flexibility in Action

A modern 6 speed CAN-AM transmission is geared to take you down the highway, on the trail, or around the track. Six speeds let you make better use of the available engine torque and horsepower ranges. First gear gets you out of trouble and up steep inclines. Sixth gear acts as an overdrive, allowing high speed cruising and reduced engine wear. The CAN-AM constant mesh, rotary cam sliding dog transmission gives you a wide and efficient operating range. The pressure angle of the engaging dog ensures positive engagement and prevents jumping out of gear. CAN-AM in gear starting eliminates the need to return to neutral and saves you precious competition seconds, permitting a quick recovery.

Fenders: Strength in Polyethylene

CAN-AM fenders and gas tank are made of crosslinked, high density polyethylene and are virtually indestructible. Even after hard spills, the unique characteristics of this memory-tempered material permit fenders to return to their original shape. No gas tank dents either. Maintenance-free polyethylene weighs less and wears better than steel, aluminum or fiberglass. Another polyethylene plus: CAN-AM stands out in a crowd. Its sleek, brilliant finish and hot competition colors make it the center of attraction. CAN-AM . . . a distinctive step above.

by bombardier