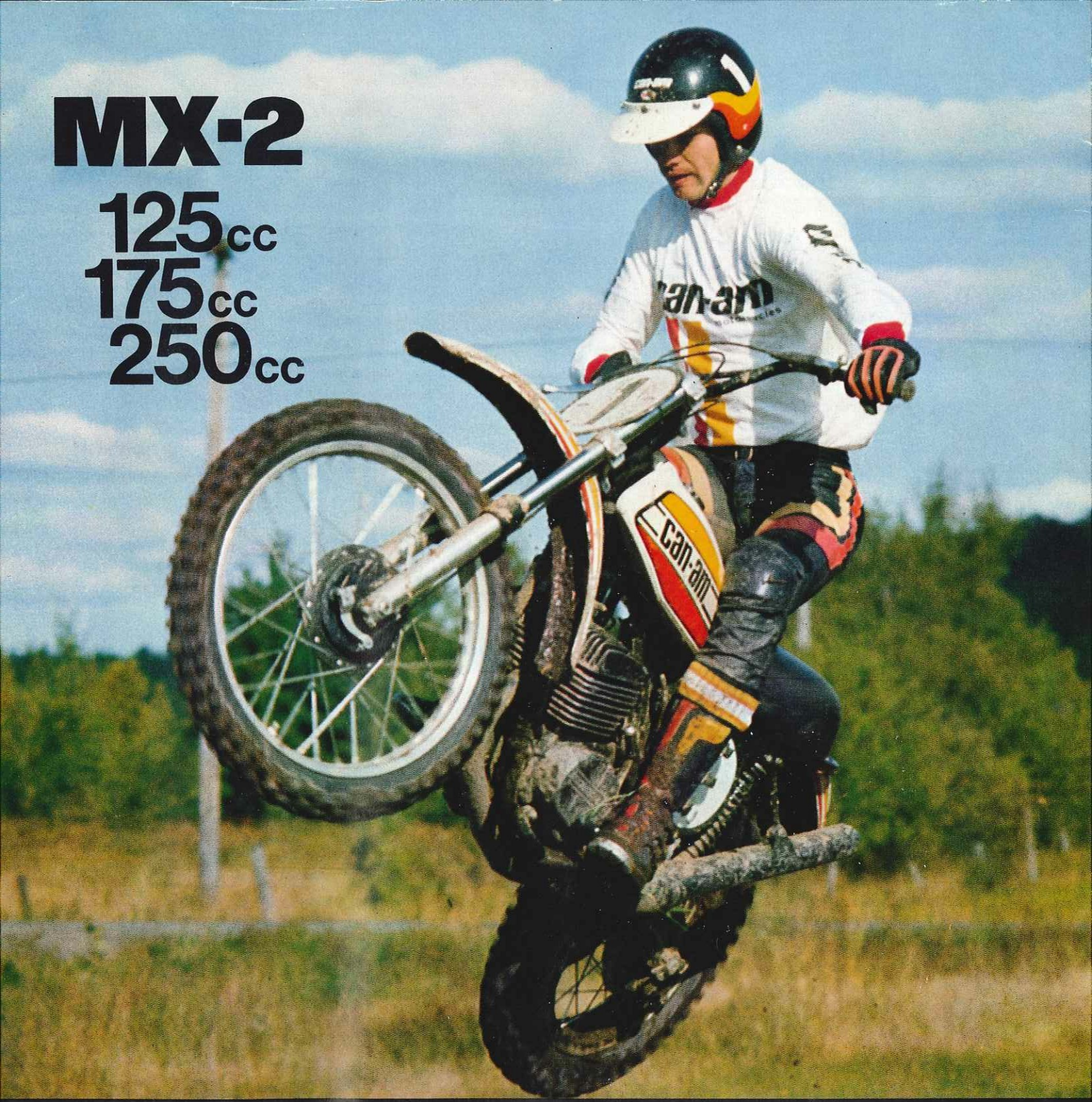


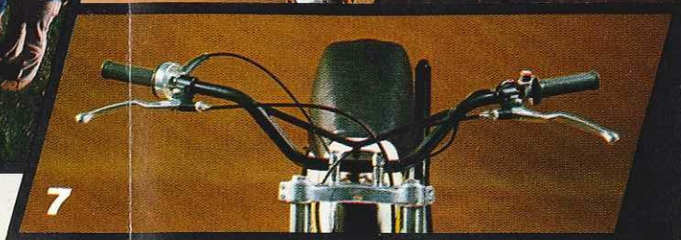
can-am*

motorcycles by bombardier







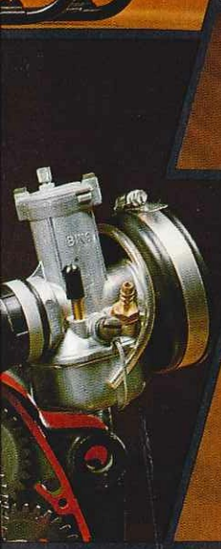
















the can-am spell

1_ Bombardier*-Rotax rotary-valve engine is ultra-slim and feeds from a unique induction system that allows precise inlet timing for high specific output over a broad power band.

2_ Bombardier with its Can-Am* motorcycles, the first manufacturer to record 1st, 2nd, 3rd, in the 250 AMA National Motocross Championship — 1974 — with Gary Jones, Marty Tripes, Jim Ellis.

3_ A strong, multi-plate wet clutch, driven by straight-cut primary gears. The rugged constant-mesh, rotary-cam transmission provides closely spaced ratios and quick, in-gear starting.

4_ Forward-mounted rear shocks offer extra-long travel. The swing-arm pivot bolt serving as the rear engine mount, improves chain geometry and chassis rigidity.

5_ Perfect triangulation highlights double loop high tensile steel frame. The engine is an integral part of the chassis, thereby vastly increasing structural rigidity.

6_ Available in 125 cc, 175 cc (shown in picture) and 250 cc, with the same quality and workmanship.

7_ Precise control at your fingertips with a super-fast ¼-turn throttle. Low profile chrome-moly handlebars, the riding comfort of surgical rubber grips.

8_ Exclusive steering head design permits complete adjustability of fork angle from 25° to 31°. The new Betor front fork, specially designed for CAN-AM*, provides much longer travel with consistently free performance assured by the 2-way breather valve.

9_ Magnesium alloy case, clutch and magneto covers have been incorporated for lightness.

10_ Molded from high-density Polyethylene, the fuel tank is tough and light. The human engineered contoured seat rests on an aluminum alloy base.

11_ Optimum torque and horsepower is ensured by a low-pipe design that allows for a narrower shape. The pipe is protected by a heavy gauge skid plate.

12/15_ Magnesium alloy front hub, backing plates and brake shoes add in strength and reduce unsprung weight to a minimum. Lightweight aluminum alloy "ridgeless" rims prevent mud build-up in rough going.

13_ Strong resilient Polyethylene fenders return to their original shape after impact to combine attractive appearance with proper function.

14_ Powerful, purposeful and tractable — an excellent way to sum up the MX-2.

15_ Rear wheel design incorporates snail cam chain adjusters and Nylon lined cable actuated brake.