We've just made winning a little easier

can-am 175_250 MX-3



BOMBARDIER® can-am* motorcycles

ou know about the power.
ou know about the toughness.
lere's the handling
o go with them.

obody ever worried much about wheth- r their Can-Am MX had the steam to win. r the stamina to finish. But now that the IX-3 is here, all Can-Am motocross riders ught to find winning just a little easier.

ecause our slim, rotary-valved 250 still umps an outrageous 35 hp off the back heel to pop you out of the gate faster. Ve've even broadened the useable owerband to maybe save you a shift or vo a lap.

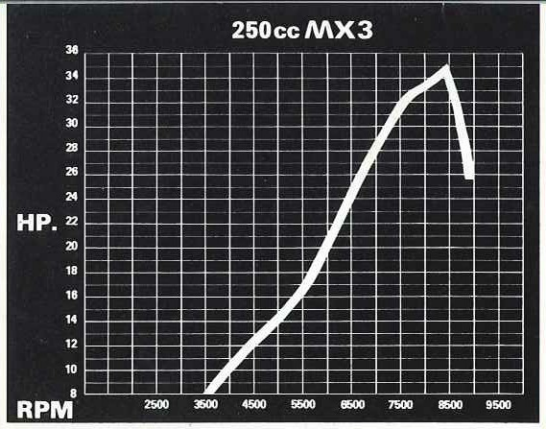
ur tapered-backbone, double loop frame still the same tough design that lets ou dare the longer landings of the kind hat gave Jimmy Ellis the edge at the uperbowl.

ow look what the new MX-3 gives you whoop-de-doo with:

t the front end, Marzocchi forks give a ll 8¾ inches of well-controlled travel.

ut back, we've fitted 16-inch laid-down as-bag shocks, light-weight shotpeened prings. And a new swing arm that de- vers 8¾ inches of rear wheel travel for ccurate tracking.

here's a lot more that's new on the IX-3. Not the least of which is a neat, ew color. Can-Am orange. Because, ven if winning is everything, it's still nice look good doing it.







Model	250 MX-3
Engine type	Rotary-valve, 2-stroke, single cylinder, air cooled
Bore & stroke	74 mm x 57.5 mm (2.914" x 2.264")
Compression ratio	13:1
HP at rear wheel	35 at 8,300 rpm
Lubrication	Oil injection, fixed volume
Transmission	Constant mesh – 5 speed
Ratio 1	2.38
2	1.75
3	1.39
4	1.095
5	0.913
Suspension front	Marzocchi 222 mm (8.75") travel
Suspension rear	Swing arm, gas bag shock absorbers, 216 mm (8.5") of wheel travel
Frame	Tubular double loop space frame with tapered backbone
Tire front	3.00 x 21 Knobby
Tire rear	4.60 x 18 Knobby
Fork angle	30° std., 25° to 31° adjustment
Weight (dry)	97 kg (214 lbs)
Also available in:	175cc

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Close-up, The MX-3 looks like this:

A lot of improvements here. D.I.D. rims. New magnesium backing plates and brake shoes. And a new chain guide that swallows the slack our new, longer suspension brings about.

The new exhaust system mounts high. And we've redesigned the pipe to broaden the useable power band.

A state-of-the-art back end. These gas-bag shocks use a shotpeened, light weight spring to control chatter bumps, velocity-position-sensitive damping to smooth out the heavy stuff, hydraulic top-out valving to kill wheelstand rebounds, and an internal hydraulic bump stop to cushion the wheel on full suspension travel. Notice the new spoke lacing arrangement.

The 250 MX-3 is equipped with Marzocchi forks offering 8¾ inches of travel. New magnesium hub, backing plate and brake shoes. And you can still adjust the rake from 25° to 31° with our unique steering head.

V-braced bars are slightly higher, pack a new momentary kill switch, precise Magura controls, and surgical rubber grips.

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