
can-am
motorcycles
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can-am
175 MX-3

With CAN-AM*, winning is everything

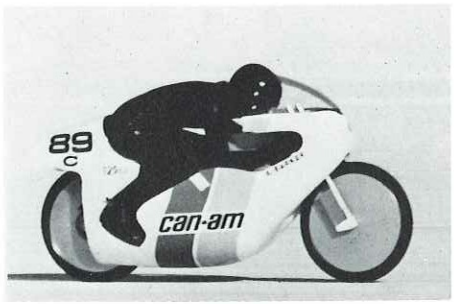


Choosing between one competition motorcycle and another is easy. Once you know the score. Because the best ones are the ones that win.

Here's Can-Am's score:

1973. After assembling the best talent from Europe and North America to help us design and develop Can-Am, we were convinced we had a good bike. But when we won a gold, a silver and a bronze medal at the ISDT in Dalton, Mass.in our very first International trials appearance, we were sure of it. Bob Fisher, Eric Neilsen and Jeff Smith did it on our 175.

And just to round the year out nicely, we sent Bob Barker out to Bonneville on a Can-Am to crack two 125cc AMA speed records, APS-AG- 125cc: 128.5 mph: APS-A 125cc: 136.5 mph.





1974. What could we possibly do for an encore? Well, to start off, Gary Jones, Marty Tripes and newcomer Jimmy Ellis swept the 250cc National Motocross Championship 1-2-3 in our first crack at the competition.

Just to prove that our first-year gold was no fluke, Bill Uhl picked one more in the ISDT at Camarino, Italy. And he won an unprecedented 5 gold medals in qualifying events on his way there.

1975. This was the first year of the stadium events series where the best riders on the best bikes laid it on the line. Jimmy Ellis won all 4 of them at Dallas, Houston, Daytona and the Superbowl.

More ISDT gold came our way in 1975, too, when Jeff Smith added another medal to his incredible lifetime total at the Isle of Man.

Meanwhile, back at Bonneville, Terry Brigham, a Texas Can-Am dealer rewrote the AMA record books with new speed records in the 125, 175 and 250cc production classes.

All around, a good year.







1976. In the second stadium series, Jimmy Ellis won the Superbowl and Dallas events and took a second at Daytona. Does this mean we're slipping?

Certainly not in International trials events where Jeff Smith and Ron Matthews took gold and 4 other riders won silver at Zeltweg, Austria.

Not only did we celebrate our fouth consecutive year of ISDT gold, but every Can-Am entered, finished.

In the U.S. Ski-Olson captured one of the top position on the national enduro scene riding a 250 Qualifier prototype in the open class.

From all this, you could say that our first four years have been good ones. And we haven't even mentioned the dozens and dozens of wins Can-Am riders have been chalking up in motocross and enduro events across the country. But we think you get the idea.

So now that you know the score, choosing your next competition bike should be easy.



We've just made winning a little easier

can-am 175_250 MX-3



You know about the power. You know about the toughness. Here's the handling to go with them.

Nobody ever worried much about whether their Can-Am MX had the steam to win. Or the stamina to finish. But now that the MX-3 is here, all Can-Am motocross riders ought to find winning just a little easier.

Because our slim, rotary-valved 250 still pumps an outrageous 35 hp off the back wheel to pop you out of the gate faster. We've even broadened the useable powerband to maybe save you a shift or two a lap.

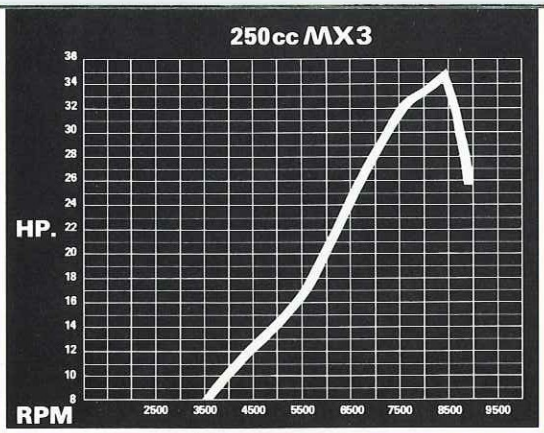
Our tapered-backbone, double loop frame is still the same tough design that lets you dare the longer landings of the kind that gave Jimmy Ellis the edge at the Superbowl.

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

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

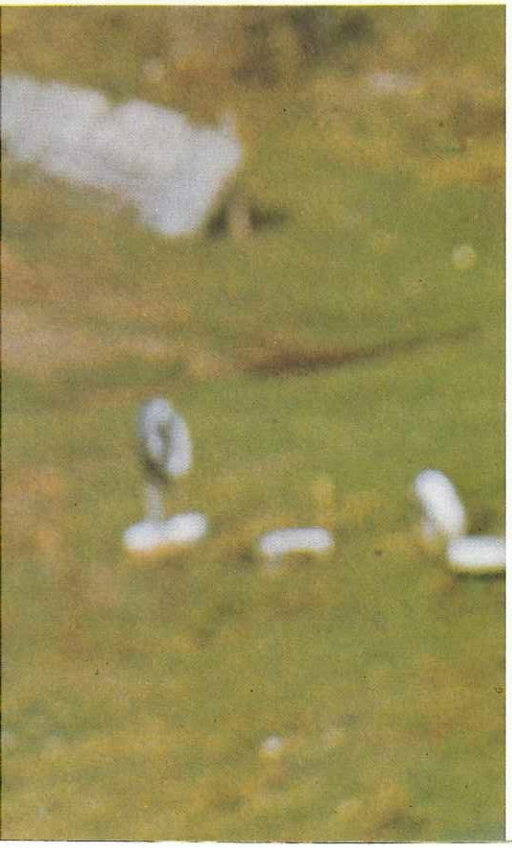
Out back, we've fitted 16-inch laid-down gas-bag shocks, light-weight shotpeened springs. And a new swing arm that delivers 8¾ inches of rear wheel travel for accurate tracking.

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









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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