
MX-4
250
370
can-am
370
BOMBARDIER
can-am
motorcycles

MX-4 a new generation of motocrossers from Can-Am*

Narrower gas tank, longer seat
Tank is narrower at the rear and tapers neatly into longer seat to let you get as far forward or back as your riding style and the situation require.

Neater Exhaust
New tucked-in system has fewer bends for easier flow. Disco-Jet muffler.

Heftier Front Fork
38 mm Marzocchi unit has the extra strength to handle a full 250 mm of wheel travel.

Wider Rear Wheel, Tire
New WM5 Sun rim with bead drive pins grips fat 5.00 Dunlop K-88.

Beefier Front Axle
A full 17 mm tubular shaft to take a pounding.

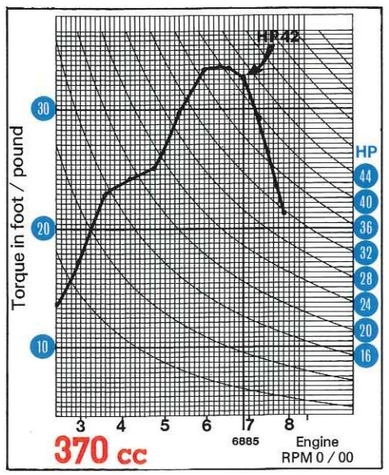
Longer-Travel Suspension
Gas Girling shocks mounted at low stress angle deliver 250 mm travel at the wheel.

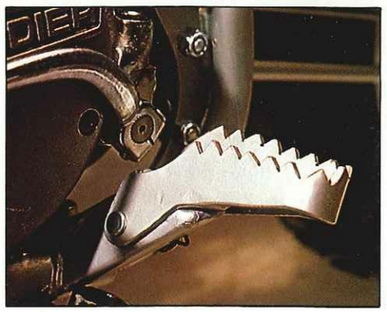
Lower Center of Gravity
Engine repositioned in new, stronger chromoly frame to put C. of G. closer to track for easier cornering.



Longer-Stroke 250cc Engine
The amazing rotary valve engine now puts out 37.5 HP at lower RPM and over a broader power-band. More useable power for any part of any track.

Redesigned Swingarm
New, heavy duty swingarm pivots on sealed Nylotron bushings. Repositioned engine allows better relationship between output shaft and axle pivot for improved thrust loading, truer chain travel.





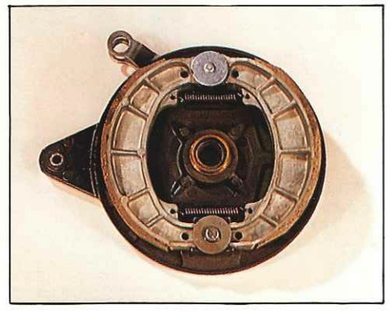
More Aggressive Footpegs
Bring on the mud! Here's a place to plant your feet that will support even out-of-shape riding positions.



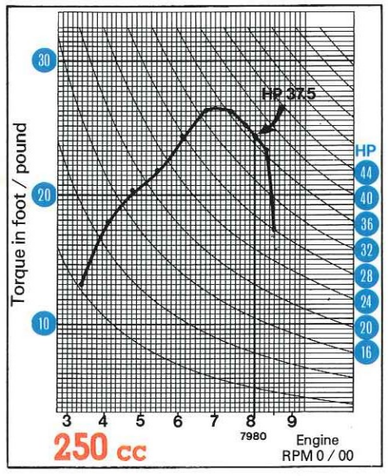
Tougher Triple Clamp
New triple clamp angled back to take the rider's weight better.



Larger Intake Filter
New K & N filter unit has much more surface area for high-efficiency performance on dustiest tracks.



Improved Rear Brake
Fully floating design, rod actuation, reinforced castings, better quality linings... it all works beautifully.



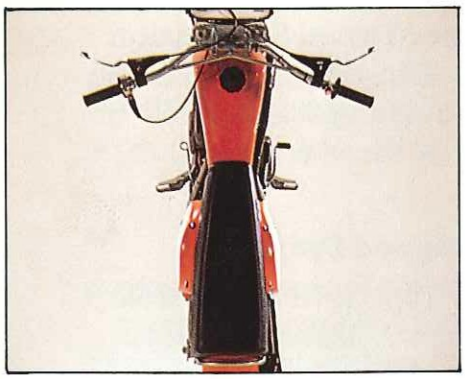
MX-4 brings Can-Am* power under control

MX-4 is a whole new generation of motocrossers from Can-Am.

All that rich, beautiful Can-Am power is still built in. Even more of it. But instead of using it to tear your arms off, MX-4 carefully applies it to lowering your lap times.

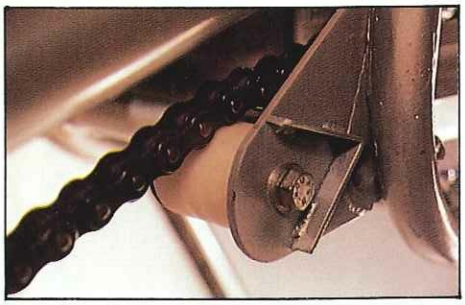
Both the 250 and the new 370 deliver useable power over a broad power band and the rest of the bike has been rethought so you can get that power to the track more predictably in more places.

On the inside pages, you've seen some of the ways we've done that by redesigning our frame, suspension, rear brake, even the tank and seat shape.

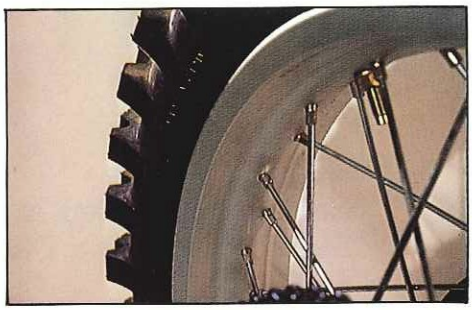


What you have in MX-4 is a machine that takes your typical Can-Am fast lap and makes it neather, even faster. And a lot more relaxed.

But there are other changes we've made just to make the bike better.



Like the simplified nylon roller chain tensioner. The new WM5 Sun rim with fat 5.00 Dunlop K-88. The new Disco-Jet muffler that's already equipped with an approved spark arrestor and meets F.I.M., A.M.A. and C.M.A. sound level standards.



Not to mention the trim, business like styling.

MX-4. It's the only way to get Can-Am power and race winning control in one package.

SPECIFICATIONS	250 MX-4	370 MX-4
DIMENSIONS		
Overall height	119.4 cm (47")	119.4 cm (47")
Overall width	86.4 cm (34")	86.4 cm (34")
Seat height	88.9 cm (35")	88.9 cm (35")
Ground clearance	27.3 cm (10.75")	27.3 cm (10.75")
Wheelbase	146.7 cm (57.75")	146.7 cm (57.75")
Overall length	215.3 cm (84.75")	215.3 cm (84.75")
CHASSIS		
Type	Tubular double loop space frame with tapered backbone	Tubular double loop space frame with tapered backbone
Front suspension	Marzocchi 38 mm	Marzocchi 38 mm
Travel	250 mm (9.8")	250 mm (9.8")
Rear suspension	Girling gas shock absorbers	Girling gas shocks absorbers
Wheel travel	250 mm (9.8")	250 mm (9.8")
Fork angle	27° to 33° adjustment	27° to 33° adjustment
Brake:front-rear	Drum, single leading shoe 15.2 cm Ø x 2.54 cm (6" Ø x 1")	Drum, single leading shoe 15.2 cm Ø x 2.54 cm (6" Ø x 1")
Tire: front	3.00 x 21 Dunlop K88	3.00 x 21 Dunlop K88
Tire: rear	5.00 x 18 Dunlop K88	5.00 x 18 Dunlop K88
Weight (dry)	98.4 kg (216.4 lbs)	104.3 kg (229.46 lbs)
LIQUID CAPACITIES	U.S. / Imp.	SI
Gas tank	2.0 gals / 1.7 gals	7.7 liters
Transmission	1.2 quart / 1.0 quart	1.1 liter
ENGINE		
Type	Rotary valve, 2-stroke single cylinder, air cooled	Reed valve, 2-stroke single cylinder, air cooled
Bore	72 mm (2.834")	84 mm (3.307")
Stroke	61 mm (2.402")	66 mm (2.598")
Displacement (cc)	248cc	366cc
Displacement (cu. in.)	15.13	22.33
Compression ratio	14:1	12.5:1
Horsepower at rear wheel	37.3 at 8,000 rpm	42 at 7,000 rpm
Lubrication	Pre-Mix	Pre-Mix
Starter	Foot operated LH in gear starting	Foot operated LH in gear starting
POWER TRAIN		
Primary drive	Straight cut and ground gears	Straight cut and ground gears
Clutch	Multiplate 6 discs oil bath	Multiplate 7 discs oil bath
Transmission constant mesh	5-speed	5-speed
Gear ratio: 1st	2.38	2.38
2nd	1.75	1.75
3rd	1.39	1.39
4th	1.095	1.095
5th	0.913	0.913
Chain	520	520
CARBURETION		
Carburetor type	Bing 32 mm (type V-84)	Bing 36 mm (type V-54)
Air filter	K & N oil wetted gauze	K & N oil wetted gauze
ELECTRICAL		
Electronic C.D.I.	Bosch	Bosch
Maximum ignition output	30,000 V	30,000 V
Spark plug type	14 mm — ¾" reach	14 mm — ¾" reach
Spark plug number	Bosch W280MZ-2	Bosch W280MZ-2

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BOMBARDIER can-am motorcycles

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