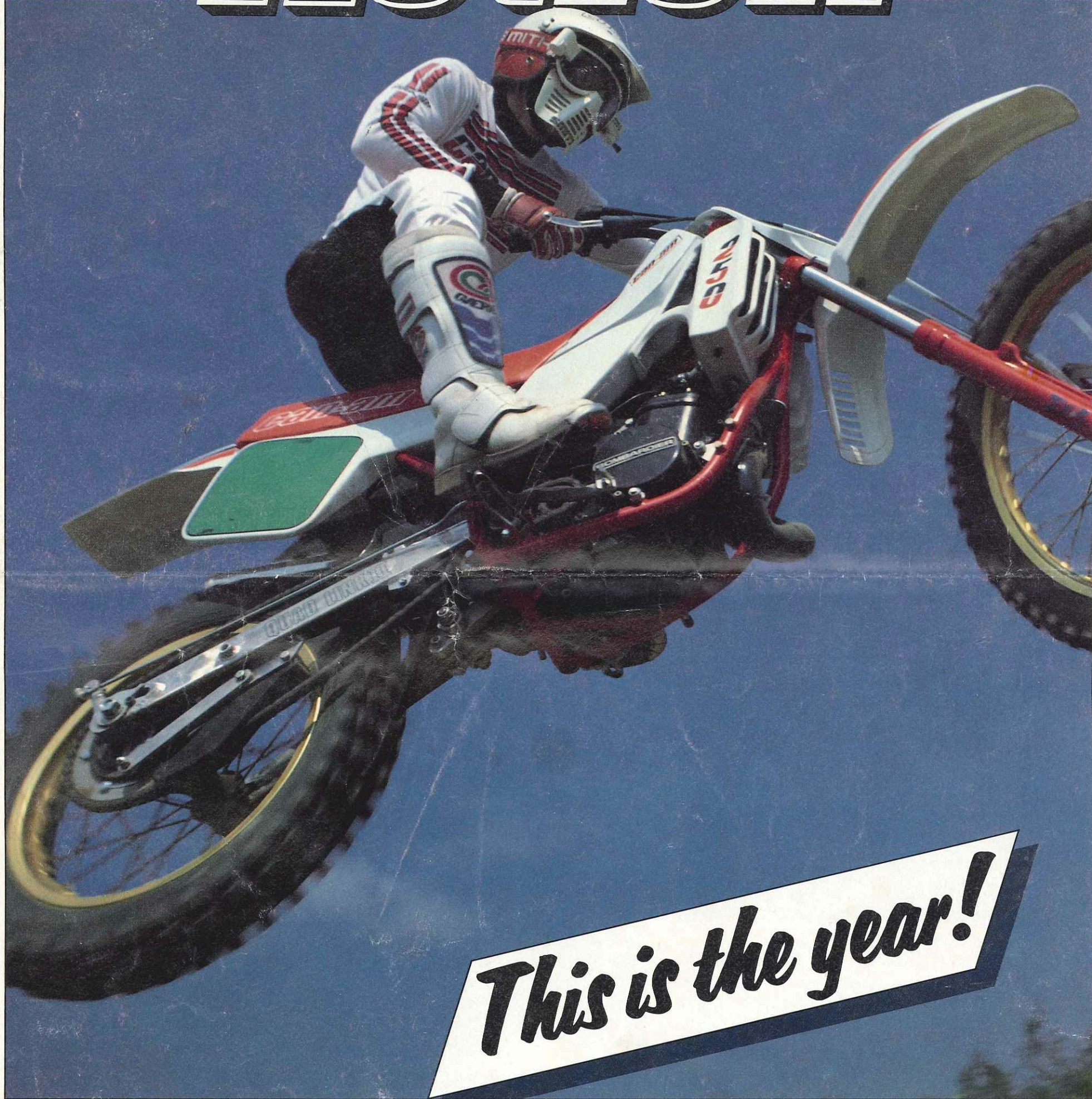


can-am

Action



Can-Am the Lion-Hearted

A lot has happened in the thirteen years there have been Can-Am motorcycles. The capture of Bonneville land speed records. The 1-2-3 finish in the 1975 National 250 Motocross Championships. Jimmy Ellis' incredible Supercross sweep in 1976. Can-Am's enviable collection of ISDE gold.

And it goes on! With new ISDE gold

from Geoff Ballard, who also happens to be one of three Can-Am mounted National Hare Scrambles champions. With NETRA and THPTRA titles. A D-37 Overall Desert Racing crown. Three National Enduro titles in Canada. As well as a Pro Formula 2 road-racing championship.

At the heart of all these Can-Am successes you find the same awesome device. A Rotax engine. Rotax has the ability, year after year, to extract amazing power from a given displacement. That's why it's the engine of choice for serious go-kart racers, TT riders and

Formula 250 roadracers around the world.

But what is truly amazing is that Rotax achieves this performance while delivering a level of reliability only dreamt of by other manufacturers.

This unique combination helps make Can-Am the ideal privateer's bike: a powerplant whose out-

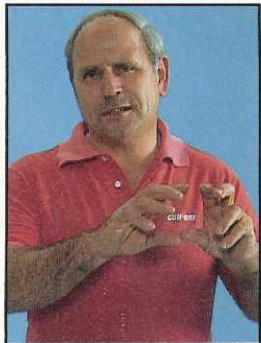


put has been carefully shaped to deliver maximum performance for the competition at hand, without the frequent repairs and rebuilds some engines find necessary.

Other motorcycle makers look with envy at Rotax. Many would like to own it.

Can-Am already does.

"If I could personally test every Can-Am we ship, I'd be happy"



Twice World 500cc MX Champion Jeff Smith is Can-Am's product manager

"In any kind of motorcycling endeavor, development is everything. You must continually strive to be better and faster."

"For most motorcycle builders, that development goes in fits and starts. Because, when mass production begins, problems that haven't been solved must live on until next year."

"Because every Can-Am is virtually hand-made by the craftsmen at Armstrong in England, we have something of an advantage in this area. Development goes on as it must, continuously. Whether it's knowledge gained from our extensive test-riding program or through tough competition, when we find something we can make better, we do it. Then."

"We don't build many Can-Am motorcycles each year. But what we do build, we build well!"

This is the year!



Since the violent suspension revolution of the late '70s, the pace of 125 and 250cc motocross development has slowed. Every year riders get a little faster. Bikes get a little better. It's a kind of inevitable evolution.

What's been going on at Can-Am, on the other hand, is heavy-duty evolution. With each bike now hand-built by British craftsmen and Can-Am designers freed from long production deadlines, the climate for development is ideal. And this

year, the improvements are truly impressive.

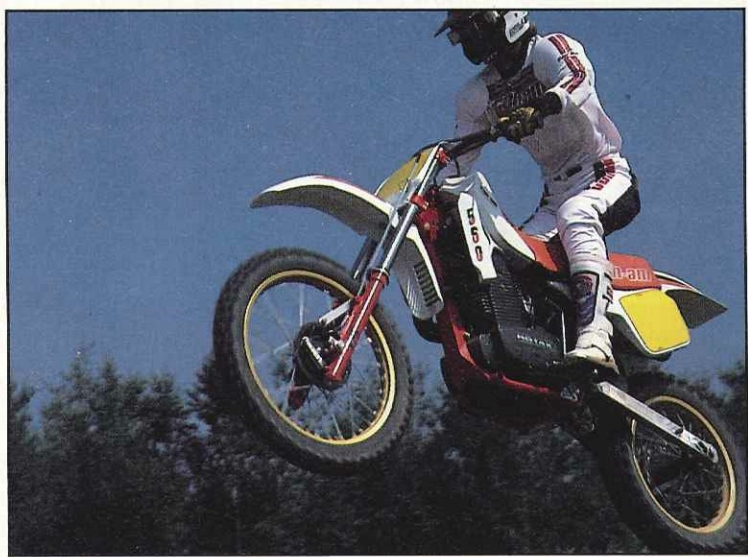
Performance of both the Can-Am 125 MX and 250 MX engines has been increased dramatically with the new R.A.V.E. automatic variable exhaust port from Rotax. A new seat/tank combination allows a lower center-of-gravity for the fuel and a further-forward cornering position for the rider. Both the front and rear brakes have been revised for better stopping power

with a double leading shoe arrangement up-front on the 250 MX.

The alloy swingarm is longer for better high speed stability. The new airbox gives increased volume.

And Can-Am's Quad Link rear suspension system has been revised to give an easier ride all 'round.

Yet, with all this change for the better, Can-Am MX-ers still do what they've long done best: promise, and deliver, rock-solid reliability.



New TT head makes more thump than ever!

The way to build the best motocross bike is pretty obvious. Put the best engine in the best chassis.

As expected, this rule holds true for 4-stroke motocrossers as well. Can-Am has the proof.

Behold the Can-Am 560 Sonic MX! Its tough, lightweight Reynolds 531 frame is hung with loads of attractive new hardware. Dual leading-shoe front brake. A compact, new exhaust system. Massive 5.50 x 18 Metzeler rear knobby. And Can-Am's superb new Quad Link II rear suspension.

Now, think! What's the fastest, most successful 500cc 4-stroke engine on the dirt? None other than the Rotax dirt-track TT engine. This powerplant and the Sonic MX engine share the same roots.

Now they share a lot more. Like the same large-valved, charge-flowed cylinder head. And the elimination of the engine counter-balancer for whip-lash throttle response.

The best chassis. The best engine. Guess what that makes the Can-Am 560 Sonic MX!



MORE FIREPOWER FOR THE OPEN-CLASS WARS

The explosive Can-Am 500 MX has an arsenal of new features that help make it mightier than ever. More horsepower from its reliable Rotax reed-valve engine. Double leading-shoe front brake. A fat Metzeler 5.50 x 18 rear knobby.

Can-Am's new Quad Link II suspension. A bigger gas tank mated to a longer seat that allows a better rider position for tight cornering. And to help keep the front wheel within 90 degrees of the horizon.

Martin and Ballard have often been clean, but never this neat!

Having a clean scorecard or finishing 1-1 is what it's really all about. But looking great while you're doing it definitely runs a close second. John Martin (nylon mesh racing pants with Can-Am T-shirt) and Geoff Ballard (satin-finish Antron pants with Can-Am jersey) demonstrate a couple of ways to go about it.

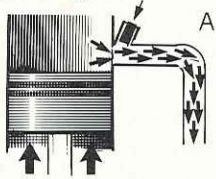
Your Can-Am dealer has lots more including hats, gloves, jackets; even a canvas Can-Am duffel bag.



Boots courtesy of Answer products

New R.A.V.E. valve from Rotax reshapes exhaust flow as you ride

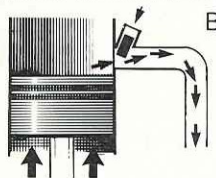
It's no secret that small changes in a bike's exhaust system can make a big difference in the way its engine performs. The system that delivers peak, charging-down-a-straight power is not the same system that pumps out maximum torque for blasting out of slow corners.



That's why most bikes come with a middle-of-the-road pipe: not ideal at top speed, but not

hopeless at low.

Now Rotax has added a remarkable device to the new Can-Am 125 and 250cc liquid-cooled powerplants. It's called the Rotax Automatic Variable Exhaust.



R.A.V.E. changes the flow pattern of your exhaust system as you race. Automatically.

At high engine speeds (FIG. A), R.A.V.E. offers the high-volume and effective extraction properties of a peak power system.

At lower engine speeds (FIG. B), a guillotine valve, mounted in the port and activated by exhaust pressure, progressively closes to help maintain the flow velocity necessary for good extraction.

R.A.V.E. is a highly effective, yet remarkably simple device. And there lies its advantage over other designs. There are no complicated linkages to break, no delicate mechanisms to carbon up.

Simply excellent performance. At any engine speed.

CAN-AM TAKES THE UNDER-200cc CLASS TO THE LIMIT!



Meet the 200 ASE from Can-Am, a new enduro bike that is going to create a significant balance-of-power swing in the on-going class struggle!

The Can-Am 175 ASE was an exceptional bike. But, every time they competed on it, Can-Am riders were giving away 25cc to the class limit.

The new Can-Am 200 ASE puts an end to all that unfairness. Those extra 25cc's are no ordinary cc's. They're from Rotax. And they were

produced, not by opening out the old 175, but by sleeving the oversquare, rotary-valve 250. The result

is an engine that is incredibly strong, as well as impressively powerful.

Handling has been improved too, with the new Quad Link II rear suspension and a lighter, alloy swingarm.

In the toughest woods sections or the fastest hare scrambles, Can-Am's new 200 ASE is going to make a big difference. In

greater rider comfort, in lower point scores. And in results columns all across the country.

IS NEW QUAD LINK II THE LAST WORD IN RISING RATE SUSPENSION?

The ideal dirt bike suspension should react perfectly to everything from ripple bumps to stutter bumps to whoops... to absorbing the force of a high altitude landing.

Working with just a few inches of suspension travel and some neat tricks of lever mechanics, the best

any real suspension can do is cover that part of the surface deflection range the designer thinks is most important.

Take some other popular suspension designs. They're Real Comfortable on lesser bumps but "look out below" when you land a jump.

On the other hand, last year's Can-Am suspension was built to swallow

almost any landing short of atmosphere re-entry.

Now, new Quad Link II offers the best of both worlds: exceptional rider comfort and heavy-duty disaster protection.

It's on every new Can-Am motocross and enduro bike. And it will make a noticeable difference wherever you ride.

QUAD LINK II

The ASE's from Can-Am just keep getting better



From New England forests to California deserts, Can-Am ASE's have had an impressive season across the country in the hands of both factory riders like John Martin and Geoff Ballard as well as hundreds of 100% privateers.

What all those riders liked best about the ASE's is still there. But dozens of improve-

ments have been made that will make ASE performance even better.

Some of them you can see just looking at the bikes. Air-deflector wings and porcupined cylinder fins for better cooling. Answer products muffler/spark arrestor for improved exhaust efficiency. New alloy swingarm for less

unsprung weight. But there's a lot more you notice when you ride these bikes. The gentle but positive action of the new Quad Link II rear suspension. The confidence-building power of the double leading-shoe front brake on the 500 ASE. The improved comfort and cornering potential of the new seat/tank combination.

All these things make the new ASE's better ASE's. But they've still got what Martin and Ballard and every other Can-Am rider likes best: the kind of bedrock

reliability that lets you compete every weekend without a teardown every other week.

Rotax reliability. It's the heart of these new Can-Am ASE's. And the logic behind your next successful season.

How to turn the deepest woods into a motocross track

The Can-Am liquid-cooled 250 ASE L/C is the ultimate in built-to-win enduro machinery.

It is, in effect, a motocross bike with a few refinements to make it suitably civilized in the woods — 6-speed gearbox, medium-weight flywheel, odometer, lights and an Answer products low-

restriction spark arrestor/muffler.

The 250 ASE L/C is available only on special order from your Can-Am dealer.

When you get it, you roll it straight out of the box and into battle. And the only extra you'll have to buy is the trophy case.

