

can-am

MX-6 125/250/400

QUALIFIER

175/250/350/400



WE WILL WIN YOU

We will win you doesn't mean jump on one of our bikes and first place is guaranteed. That's cotton candy.

Motorcycles don't win enduros or desert races or motocrosses.

Riders do. If they're good enough.

But motorcycles can *lose* enduros, desert races or motocrosses. If they're *not* good enough.

The kind of motorcycle you need not only goes fast enough to win, it will last long enough to win. And that's how we intend to win you.

Because that's the kind of bike Can-Am builds. The kind of bike that, if you're good enough to win, won't keep you from proving it.

The kind of bike that delivers all the speed, power, handling, strength and stamina you could ask for. And then some.

Enduro riders will find that bike in our Qualifier series. With its low C of G frames. Marzocchi forks. Sun rims. Dunlop K 88's.

New Can-Am rear hub. Dual ratio throttle. And underneath it all, that incomparable Rotax performance.

Motocross riders will find their salvation in our new MX-6 series.

With improved handling, suspension, brakes, clutch and gear box. With its trick air intake system. Fork pressure equalizer. Marzocchi

fork improvements. And its careful reshaping of engine torque and power outputs to deliver faster lap times. On any kind of track.

Wherever you ride in the dirt, check out the bikes we're building this year.

One of them will win you.

Qualifier 175:

It's still the best 175 enduro bike built. And this year its performance has been im-

proved measurably with increased torque in the mid-range.

Qualifier 250: In the ongoing search for the perfect enduro bike, nothing comes closer than our 250. Last year saw a giant step forward in frame and suspension layout. This year, the final pieces fall into place with a new long-stroke engine, redesigned transfer ports, a heavier fly-wheel and all-new ratios in the 6-speed gearbox.

Qualifier 350: This is a brand new bike from Can-Am that takes an out-of-the-ordinary tack at grabbing overall enduro wins. It's an Open Class bike with 250 weight and manners and big bore torque.

defeat an enduro course *and* the competition. More displacement (399 cc). More power (40 hp @ 6000 rpm). More torque (36 ft. lb. @ 5250 rpm). And a broader power band. The Qualifier 400 is a lot of motorcycle. But if you understand the intelligent use of power, you won't be corrupted.

MX-6 400: Let the competition go wild with 440, 450 or 490 cc. Can-Am has never had any trouble staying in front of bigger bikes. Like the song says "it's what you do with what you got and never mind how much you got". What we've done with our 400 cc was to stroke it, not bore it. It cranks out 43 hp and 36 ft. lb. of torque measured at the rear wheel. And the whole power band has been shifted lower down the rev range to turn that higher output into lower lap times.

MX-6 250: This bike has been improved in a lot of detail areas to give a rider who is a little better than the others, a bike that's a little better than the others.

Redesigned porting gives more torque and power. A new set of gearbox ratios matched to the power-band gives more traction.

Magnesium Marzocchi forks give 3/4" more travel as well as better control over chatterbumps. And your choice of Ohlins or S&W shocks at the rear gives 11 inches of travel. (Also available on MX-6 400.)

MX-6 125: The 125 class will never be the same.

Can-Am brings Rotax rotary valve performance to a whole new world of riders. The engine is more of a torquer, not a screamer.

That makes it easier to ride fast. And the new

Can-Am air intake system with its completely sealed and flush-fitting seat makes this one of the lowest-riding long-travel 125's on the track.

Whether you ride the woods, or the desert or the track, if you've got what it takes to win, Can-Am builds the bike that will bring you home in front. Because that's the *only* kind of bike we build.

Get on a Can-Am this season. The sooner we win you over, the sooner we can win together.



Can-Am®
MX-6/QUALIFIER*

®*Trademarks of Bombardier Limitée.



QUALIFIER 400

QUALIFIER 350



MX-6 125



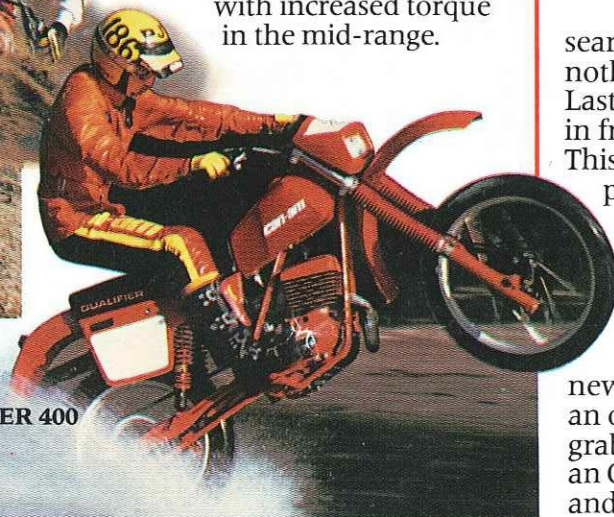
QUALIFIER 175



MX-6 400



MX-6 250



QUALIFIER 400

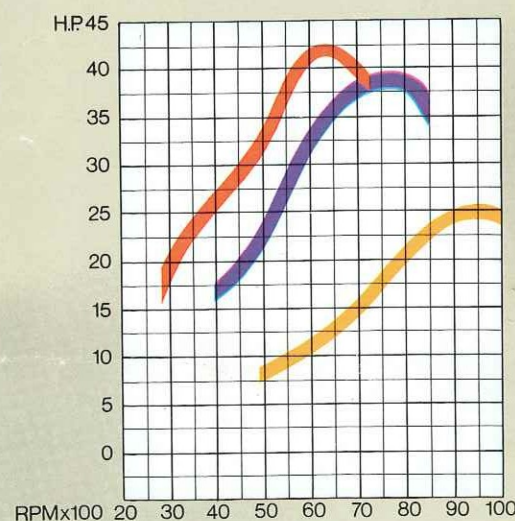
The rider who knows how to put an unmatched power-to-weight ratio to work for him and handles his bike with finesse instead of force will agree with our test riders: they think this is the best bike Can-Am has ever built for enduro and woods-type events.

Qualifier 400: Our Open Class weapon is back with more of everything you need to

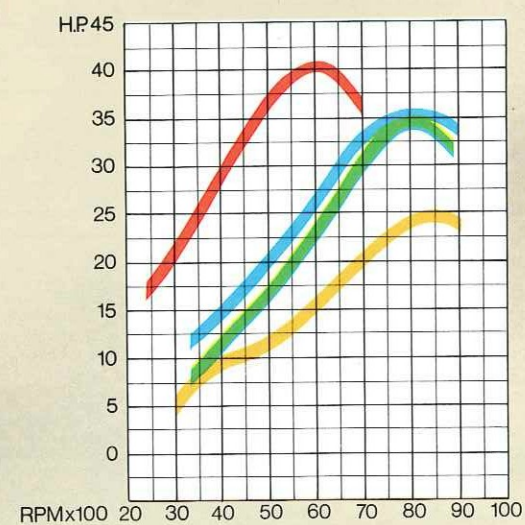
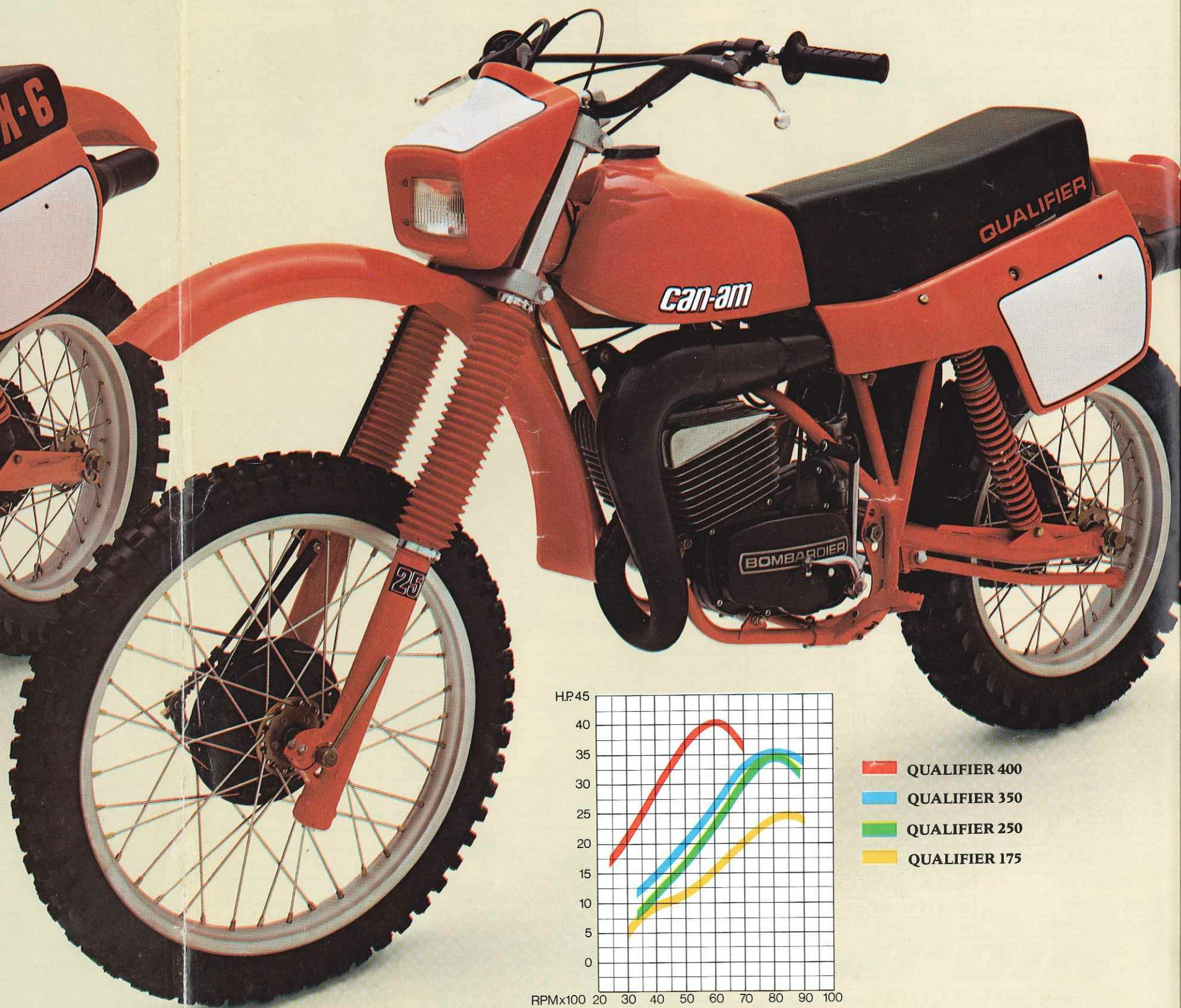


QUALIFIER 250

MX-6/QUALIFIER



- MX-6 400
- MX-6 250
- MX-6 125



- QUALIFIER 400
- QUALIFIER 350
- QUALIFIER 250
- QUALIFIER 175

Here are some more of the good, sound, down-to-earth ideas that will help make our bikes a little more competitive and a little tougher this year. And a few seconds further ahead at the finish.

New Rear Hub

We've moved the brake backing plate to the same side of the bike as the drive sprocket. By eliminating the crossover linkage, we've not only saved precious unsprung weight, but eliminated a few more points of wear and vulnerability. (All Can-Am models for 1980).



New Dual Ratio Throttle

It takes only a minute and a screw driver to change the sensitivity of this new Can-Am feature. Enduro riders can run the event with the throttle on its normal, precise, smooth setting. And if there's a special section at the end of the course, they can convert in seconds to the short throw, fast action position. (All Can-Am models for 1980).



New Side Panels

We designed these new Can-Am side panels to allow unimpeded rider movement and to look neat. And while we were at it, we molded-in a manhandling grip that works much better than a stick-out grab handle.



Folding Shift Lever

When it's attacked by a rock or a stump or another bike, our new shift lever doesn't stand up and fight, it folds. But it always springs back for more.



New Long Stroke 250

Look what's happened to the Qualifier 250 engine! The stroke has been stretched from 57.5 to 61 mm. The transfer ports have been reshaped. The flywheel is heavier. And the oil metering pump has been removed. The result is comfortably more engine output in the Enduro-active low and midrange, as well as a smoother power delivery under any conditions.



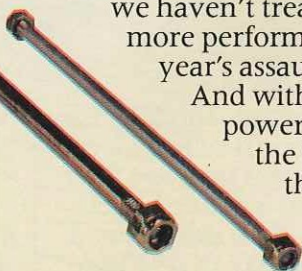
New 350 Engine

The Qualifier 350 engine is our rotary valve design with a longer stroke (61 mm) and punched out as far as it will go (76 mm). It delivers a broad, beautifully controllable powerband through a 5-speed gearbox with ratios precisely matched to this engine. To move a bike that weighs less than 229 lbs.

Beefier Bolts

There isn't an engine in the Can-Am line that we haven't treated to more performance for this year's assault on the dirt. And with all that power straining at the leash, we thought it would be a good idea to tie

things down tighter with new engine mounting bolts that are 10mm in diameter instead of 8.



New Exhaust System

The Qualifier exhaust system still meets sound level and spark arrester regulations. But we've made the whole thing 12 full ounces lighter.



Tried and True Goodies

Some of the things that make our Qualifier so competitive aren't new ideas. But they still deserve a little pat on the back. Like our MX-derived cantilever



frame that positions the engine for lowest centre of gravity and superb handling. Like our fast snail cam chain adjusters. Like our quick-change tommy

bar front axle. Like our standard equipment Dunlop K 88's and Sun rims with bead retention pins. Like our Preston Petty front fender.



can-am
GO!-O!!
WE WILL WIN YOU

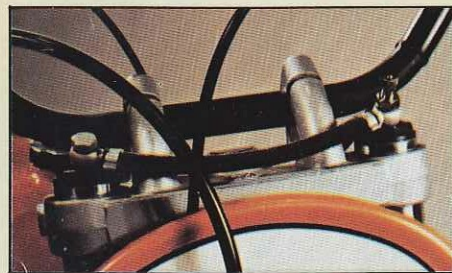
Building you a bike you can win with takes a lot of hard work and good ideas. We won't bore you with the hard work. But maybe we can excite you with some of the good ideas.

New Air Intake System

We've mounted intake scoops at the highest, driest, cleanest point on the bike, passed air down the backbone tube, into a tightly sealed underseat chamber and through a dual element K&N filter. Trick. Trick. Trick.

And it allows additional rear suspension travel without forcing the seat higher. (All MX-6 models and Qualifier 400)

Fork Equalizer

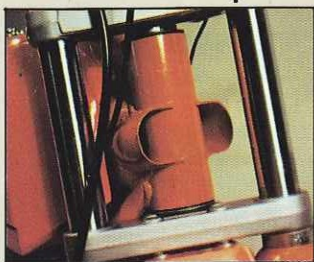


Even with the best air forks like our magnesium Marzocchis you can end up with small but significant pressure differences from one side of the fork to the other.

Our new equalizer evens them out for perfectly precise rider control. And it makes setting up a lot easier. (All Can-Am models except Qualifier 175)

Ohlins Option

A lot of riders think Ohlins are the best rear suspension units around and when they buy a new Can-Am they put them on pronto. Now we're a jump ahead. You can choose our MX-6 250 and 400 with Ohlins already on board. Or with S&W.



Marzocchi Modifications

The most obvious change is the improvement of the fork boot design and material. (All Can-Am models.) But the most important difference is the modification we made to the chatterbump dampening action of the 38 mm units. (MX-6 250, 400, Qualifier 400.) By changing the surface/volume ratio of the dampening rod, we've significantly improved performance without metal-weakening machining.



Stronger Front End

With speeds going up and fork travel running at around 300 mm, we figured it was time for a little more front end insurance. So we've built in 15 mm more fork tube overlap for absolute minimum flex. And designed a new triple clamp with more bearing area on the fork tube. (MX-6 250 and 400.)

Clutch and Gearbox Modifications

Sometimes it takes a lot of work to make a small improvement, but if it shows up in faster lap times, it's worth it. We've reduced the number of gear selector dogs, changed their engagement angles and modified the clutch ramp to ride on ball bearings. The result is flawless power shifting through the box.



New 125 Engine

Rotax rotary valve performance comes to the 125 class. And it's come to win! With a new combustion chamber shape, port configuration and timing that deliver a power band that's far fatter and flatter than the competition. It'll smoke 'em out of the gate. (And everybody knows the best way to finish first is to start first.)



250 Engine

In terms of numbers our 250 motocrosser has always done far more than its share of winning. Why should this year be any different? MX-6 250 engine improvements include a new single L-ring piston for less cylinder wall friction and an extra boost port and new port timings for more torque and power.



400 Engine



More stroke, redesigned transfer ports and reed port have really boosted the low and mid-range performance of our Open

Class powerplant.

The whole powerband is broader and lower down the rev range and therefore more useable. And bullets still bounce off!

New Mikuni Carb.

All the new Can-Am motocrossers as well as the Qualifier 400 are fitted with the new long slide Mikuni with centre pull for smoother, more predictable throttle action.

