



**LYNX**<sup>®</sup>



BEAT EXTREME CONDITIONS

**LINEUP 2014 • EN**





## WHEN WINTER IS A WAY OF LIFE

For some, winter is more than just a season. It is a passion, a way to live... fully... every moment. For them, extreme conditions like freezing cold, steep slopes in the woods and deep snow create the framework for enjoyment.

We share the passion for winter with you. We know the conditions in which you ride. We also develop and test every Lynx® product in those same conditions. That is why you can rest assured that a Lynx will always take you there.





**LYNX**<sup>®</sup>



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**LYNX**<sup>®</sup>



DESIGN FOR EXTREME CONDITIONS

# REX<sup>2</sup>

**PERFORMANCE AND  
HANDLING SQUARED**

The harsh Nordic conditions place strict requirements on the design of a snowmobile. The snowmobile must offer good protection from wind and its handling characteristics must also suit difficult terrain.

The goal of the new REX<sup>2</sup> design is to offer even better riding ergonomics and protection from wind. This was achieved by a sleek design. The rider has more room to operate than before, improving the handling of the snowmobile. The aerodynamic design of the front and the side panels that are also narrower than before effectively direct the wind away from the rider.

When the functional, eye-pleasing design is combined with a Rotax<sup>®</sup> engine and a PPS suspension, the result is a snowmobile with unique performance and comfort. It is a Lynx.





## TECHNOLOGY



### 1. PPS SUSPENSION

PPS suspension was originally designed for racing tracks. In the 2000s, it has won more championships than any other suspension solution.

The dominance of the PPS suspension stems from its durable structure and unique operation. PPS is an uncoupled suspension, which means that the front and rear arms operate independently. This increases the suspension's sensitivity and improves its ability to conform to the terrain.

The PPS suspension geometry is progressive, meaning that the bigger the bump, the more shock capacity is used to absorb it. For this reason, bottoming is rarer and the suspension works sensitively even with sportier calibration.

### 2. A-LFS

A-arm suspension offering best possible comfort and stability. The long-travel suspension has a durable structure. Thanks to the suspension geometry, changes in ski stance and toe-in during suspension travel remain minimal, ensuring precise control in all situations.

### 3. LTS

LTS, Lynx Telescopic Suspension, is a front suspension designed for utility sleds. Its benefits are lightness and a simple structure that doesn't collect snow. LTS is the ultimate suspension solution for very demanding snow conditions.

### 4. ECS

The Electric Controlled Suspension adjusts the spring preload of the rear arm's shock absorber, increasing the load-bearing capacity of the rear suspension by over 60%. The extensive adjustment range allows the suspension to work perfectly when riding alone, with a friend or fully loaded. And what is best, you do not have to make compromises when adjusting the suspension: the optimal setting is just one thumb press away. ECS is available as part of the TCS package for a limited edition of the Adventure Grand Tourer 1200 4-TEC model.

### 5. BLADE SKIS

The deep-keeled Blade ski has an aggressive profile, which means that the ski guides precisely on hard trails and in soft snow alike. In addition to good handling, the ski offers stable steering and improved flotation. The Blade ski is also available with a wide ski liner, making it ideal for soft and deep snow. Blade skis are used in the entire Lynx 2014 lineup.

### 6. REX CHASSIS

The REX chassis are designed with perfect riding comfort and handling in mind. The riding position is natural and relaxed, as the tunnel is bevelled at the top, allowing the seat and fuel tank to be narrow. The relaxed riding position makes it easier to stand up and absorb bumps in the terrain with your legs.

### 7. L-XU CHASSIS

Thanks to the bevelled tunnel, Lynx wide track models have a much narrower seat and fuel tank than in other sleds in this category. This makes the riding position ergonomic and reduces rider fatigue in all riding situations.

The front section of the running board is horizontal. Your legs are closer to the sled's centre of gravity, making riding more controlled. The width of the running board also makes stand-up riding easier. The quick-adjustable handlebar of the Adventure Grand Tourer and 69 YETI models helps you find the correct riding position in different riding situations.







## RIDING GEAR

### DRESS CODE: EXTREME CONDITIONS

When the dress code is extreme conditions, Lynx is your clothier. Original Lynx riding gear is designed for people for whom winter is a way of life and snowmobiling a passion. Lynx riding gear, designed for the harsh, Nordic

conditions, add the finishing touches to the riding pleasure of you and your company - and your entire wintry style. Familiarise yourself with our new collection and choose your own at [www.brplynx.com](http://www.brplynx.com).







**LinQ** is a sturdy mounting system for accessories. It allows quick and easy mounting and removal of accessories. You can adjust your snowmobile for any need in a snap.

**QUICK**

"Plug in" accessory attachment

**EASY**

No tools required

**RELIABLE**

Locking mechanism

**UNIQUE**

Only for BRP products

**SHOCK ABSORBERS**

- HPG = High Pressure Gas shock absorber
- KYB = Shock absorber manufacturer
- 36 R = A shock absorber with a piston diameter of 36 mm. R means that the shock absorber features rebound damping adjustment
- PB = Piggy Back, extra reservoir. The extra reservoir increases the shock absorber's oil volume. The larger oil volume improves the shock's stress endurance in sporty riding for long periods.
- H = High speed damping
- L = Low speed damping
- C = Clicker, external quick-adjustment of the shock
- R = Rebound damping
- 46 PB HLCR = A shock absorber with an extra reservoir, with a piston width of 46 mm and equipped with quick adjustment of high and low speed damping and rebound damping.

**PPS VARIANTS**

- PPS-3000 = Lynx sports rear suspension fitted with a 3052 mm long track.
- PPS-3300 = Rave RE model rear suspension fitted with a 3269 mm long track.
- PPS-3700 = Xtrim model rear suspension fitted with a 3705 mm long track.
- PPS-3700-DS = The PPS-3700-DS rear suspension guarantees performance in deep snow and smooths out even the roughest of bumps.
- PPS-3900-DS = The first PPS suspension designed particularly for deep snow fitted with a 3923 mm long track. The low angle of attack of the track and the forward-positioned rear arm improve the sled's ability to rise to the surface of the snow.
- PPS-3900-A = Articulated rear suspension for light utility sleds fitted with a 3923 mm long track.
- PPS-5900-A = Articulated rear suspension for crossover, touring and utility models fitted with a 3923 mm long and 500 mm wide track.
- PPS-6900-A = Articulated rear suspension for utility sleds fitted with a 3968 mm long and 600 mm wide track.
- PPS-6900-F = Rear suspension for the 69 Ranger Alpine utility snowmobile, fitted with long and rigid slide rails.

## ROTAX ACE™ ENGINES

ACE (Advanced Combustion Efficiency) engines are the most fuel-efficient snowmobile engines of all time - without compromising power. Their design of their combustion chambers is optimised to reduce internal friction.

An ACE engine is a joy to use and own. They are almost maintenance-free and have a pleasant running sound.

There are two ACE engines in the 2014 lineup:

### NEW: ROTAX 900 ACE

A new three-cylinder engine with 90 horsepower and unbelievable fuel economy. The iTC™ (Intelligent Throttle Control) system, an electronic throttle control system, makes riding the sled easier and improves handling. It is the first electronic throttle control system in the industry that reacts sensitively without delay.

#### The iTC system opens up a whole new range of benefits for snowmobilers:

##### DRIVING MODES

Choose from three driving modes, simply by pushing a button on the console. Standard mode ensures a smooth start, linear acceleration and limited torque above certain speeds; Sport has no performance limitations and full acceleration; ECO™ limits torque, top speed and acceleration rates to deliver a more relaxed, fuel-conserving ride.

##### LEARNING KEY

A Learning Key™ version of the electronic D.E.S.S.™ safety tether limits the speed and acceleration of the vehicle, ideal for assisting novice snowmobilers in gaining experience safely.

### ROTAX 600 ACE

This in-line twin EFI 4-stroke is the most fuel-efficient snowmobile engine ever produced. The ACE (Advanced Combustion Efficiency) engine delivers an exceptional ownership experience.

- Unprecedented fuel economy
- Very low emissions
- Very low maintenance

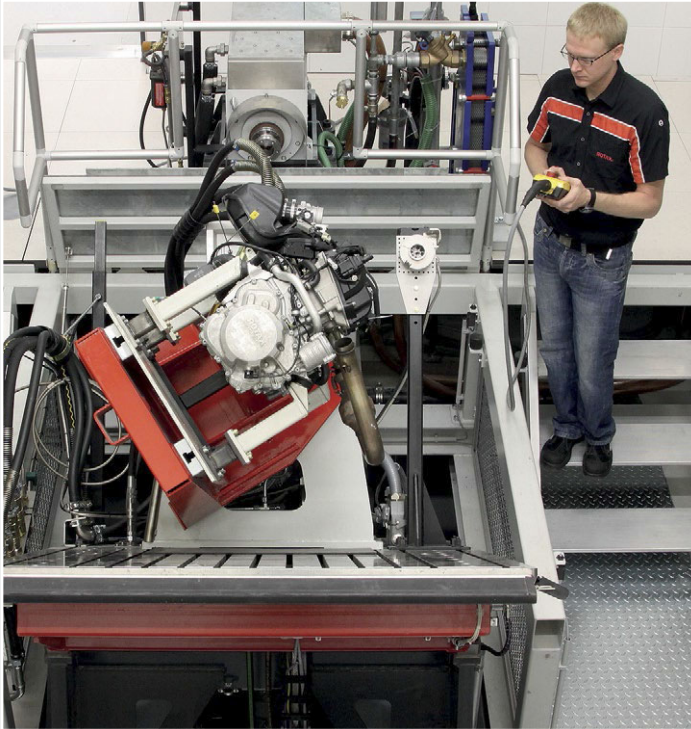
### ROTAX 1200 4-TEC

The Rotax 1200 4-TEC is the tireless power source for the Lynx Adventure Grand Tourer 1200 4-TEC. It provides 130 hp of power, but its most important feature is its strong torque throughout the entire RPM range.





## ROTAX ENGINES



**BRP**-Rotax is an international market leader in its field, developing and manufacturing of four-stroke engines and advanced two-stroke engines for motorised recreational products such as Ski-Doo and Lynx snowmobiles, Can-Am ATVs, SSVs and roadsters, Sea-Doo personal watercrafts, and motorcycles and aeroplanes. Rotax began its engine revolution in 1920, resulting in more than 350 engine types and over 5 million engines.

BRP-Rotax is a subsidiary of Bombardier Recreational Products, Inc. The company's manufacturing plant is located in Gunsirichen, Austria.



### Rotax 800R E-TEC

A revolutionary direct-injection engine that has the highest performance and fuel economy in its class. Rotax 800R E-TEC has more power than its predecessor, 800R PowerT.E.K., but its fuel consumption is still significantly lower.

- The cleanest engine in its class
- Unprecedented fuel economy in its class
- Practically smoke and smell free
- Easy starting in all conditions
- Smooth idle

### Rotax 600 H.O. E-TEC

There are not enough superlatives to describe this most sold\* 2-stroke in the market. The reliable Rotax 600 H.O. E-TEC has the best fuel economy in the industry and a low oil consumption.

- The cleanest engine in its class
- Unprecedented fuel economy in its class
- Practically smoke and smell free
- Easy starting in all conditions
- Smooth idle

\* Data based on the retail sales statistics from 2012.

Other available 2-stroke engines: Rotax 550SK



## MASTERS OF THE NORDIC TRAILS



The riders in the photo are wearing  
Lynx Denali Race Edition riding suits  
and Lynx XR-1 helmets.



**LYNX**



# SPORT



**A RACETRACK IS A TEST ENVIRONMENT THAT DOES NOT FAVOUR CHANCE. START LYNX RAVE AND HARNESS THE WINNING TECHNOLOGY. FEEL THE RUSH OF ADRENALINE FROM THE SLIGHTEST TOUCH OF THE THROTTLE. TAME THE ROUGHEST OF BUMPS. RIDE THE MASTER OF NORDIC TRAILS!**

# SPORT



## RAVE™ RE 800R E-TEC

Engine:	Rotax 800R E-TEC
Suspension:	• front suspension A-LFS • rear suspension PPS-3300
Shock absorbers:	• front shock absorbers KYB 40 PB HLGR • rear shock absorbers KYB 46 PB HLGR / KYB 46 PB HLGR
Track:	380 x 3269 x 38 mm



### HEATED GLOVE BOX

This 4 L glove box is the ideal solution for items you want to keep close and dry, such as gloves and goggles. Available accessories, including a liner and extension/GPS mount, add even more functionality.

### NEW SIDE PANEL OPENING BUTTONS

The new fastening mechanism of the side panels is integrated in the design and extremely easy to use.

### SPORTY ERGONOMICS

The REX<sup>2</sup> chassis offers an even better riding position than before. The fuel tank and the narrow front of the seat are designed with active riding in mind. The good grip of the seat upholstery improves the riding experience.





**Lynx Denali Race Edition riding suit**

**Lynx XR-1 helmet**

## SPORT

Lynx Rave™ models have long ruled the Nordic sport sled market. When the best is being revamped, the plan must be watertight. The starting point of the design of the new Rave RE model was to improve its top-grade characteristics even further. It had to be faster, more comfortable and easier to handle.

Rave RE stuns with its handling, sportiness and comfort. The new design provides excellent protection from wind and sporty riding ergonomics.

Performance is guaranteed by the Rotax E-TEC engine that is strong as a bull. The PPS rear suspension, designed for racetracks, together with the A-LFS front suspension and top-grade shock absorbers tame the roughest of bumps. Handling is

topped off by the Blade skis that enable surgical steering precision.

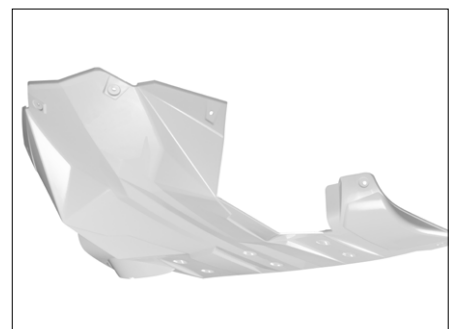
The sporty and dynamic Denali Race Edition riding suit fits the style of the Lynx Rave sled perfectly. It is designed for the conquerors of trails and racetracks who wish to ride and live to the fullest. The surface material and insulation of the suit have been redesigned for the 2014 season.

### SKID PLATE

An unbeatable accessory for the rough Nordic trails, providing additional protection to the frame.

### BLADE COLOUR OPTIONS

Personalise the look of your snowmobile by switching to Blade skis of different colour.



## SPORT



### RAVE™ RE 600 E-TEC

Engine: Rotax 600 H.O. E-TEC  
Suspension: • front suspension A-LFS • rear suspension PPS-3300  
Shock absorbers: • front shock absorbers KYB 40 PB HLCR • rear shock absorbers KYB 46 PB HLCR / KYB 46 PB HLCR  
Track: 380 x 3269 x 35 mm



The 2014 model features Blade skis (not illustrated).

### RAVE™ 550 / RAVE™ 600 ACE

Engine: Rotax 550SK or Rotax 600 ACE  
Suspension: • front suspension A-LFS • rear suspension PPS-3000  
Shock absorbers: • front shock absorbers HPG 36 • rear shock absorbers HPG 36 / HPG 36  
Track: 380 x 3052 x 32 mm





The Denali Race Edition riding suit meets the requirements of sporty riding.





A high-angle, low-perspective photograph of a snowmobiler descending a steep, snow-covered mountain slope. The rider is wearing a red and white suit and a helmet, and is leaning into the turn. The snow is kicked up behind the sled, creating a misty spray. The sun is low in the sky, creating a bright, hazy glow and long shadows. The background shows more snow-covered terrain and a few trees. The overall scene is dynamic and captures the thrill of winter sports.

## HEROES OF DEEP SNOW

The rider in the photograph is wearing a Lynx Flight riding suit and a Lynx XR1 helmet.



**LYNX**



# DEEP SNOW SPORT

LIFE BEGINS AT THE  
END OF THE TRAIL.  
ENJOYMENT COMES  
FROM BOTTOMLESS  
POWDER SNOW AND  
STEEP CLIMBS.  
HEROES ARE THOSE  
WHO ARE FIRST TO  
MARK THE TOP WITH  
THEIR TRACK - YOU  
AND BOONDOCKER.



# DEEP SNOW SPORT



## BOONDOCKER® RE 3700 800R E-TEC

Engine: Rotax 800R E-TEC  
 Suspension: • front suspension A-LFS • rear suspension PPS-3700-DS  
 Shock absorbers: • front shock absorbers KYB 40 PB HLCR • rear shock absorbers KYB 36 / KYB 46 PB HLCR  
 Track: 406 x 3705 x 59 mm, PowderMax



### SEAT DESIGN FOR DEEP SNOW RIDING

The short seat makes it easy to ride in a semi-kneeling position and move around.

### NEW SNOW FLAP AND RUNNING BOARDS

The new, lighter snow flap makes reversing easier. The new running boards (not illustrated) keep clear of snow even better than before. Read more at [www.brplynx.com](http://www.brplynx.com).

### HEATED GLOVE BOX

This 4 L glove box is the ideal solution for items you want to keep close and dry, such as gloves and goggles. Available accessories, including a liner and extension/GPS mount, add even more functionality.





## DEEP SNOW SPORT

The first look says it all. The revamped Lynx BoonDocker® model range has taken a turn towards deeper snow and steeper inclines. The new, eye-pleasing REX<sup>2</sup> design brings its best side forward when you command your sled in deep powder snow. BoonDocker obeys your every move and touch of the throttle without hesitation and is not afraid of rough treatment.

The REX<sup>2</sup> chassis, riding ergonomics that are refined to the hilt and the PPS-DS rear suspension offer unique handling and ensure successful days in powder snow. Thanks to the fuel economy of the Rotax E-TEC engine, you do not need to constantly interrupt your fun for refueling, while the powerful cooling guarantees high engine performance on hard surfaces as well.

Lynx BoonDocker is a deep snow sport snowmobile designed for Nordic conditions. It is built to overcome even the hardest challenges presented by you and the Nordic winter.

The new Lynx Flight riding suit has also been designed for the heroes of the deep snow of the Nordic winter. The lightly insulated tech-

nical suit keeps you comfortable also when it is windy at the top. The detachable lining allows you to always keep this casually stylish jacket up with the situation.



**WRAP KITS** • SCS Unlimited's Lynx Exclusive wrap kits – when you wish to stand out from the masses!

**POWDER PLOW** • Specifically designed for deep snow powder deflection. Deflects snow to sides instead of towards the rider's face. Easily attached underneath windshield support.

**AVALANCHE AIRBAG** • The Avalanche Airbag is an intelligent system used to prevent complete burial in an avalanche and to survive the accident as unharmed as possible. 97 % of avalanche victims who activated the Avalanche Airbag survived nearly unharmed.

**Lynx Flight riding suit  
Lynx XR-1 helmet**



# DEEP SNOW SPORT



BoonDocker models have new running boards (not illustrated here). Read more at [www.brplynx.com](http://www.brplynx.com).

## BOONDOCKER® DS 3900 800R E-TEC

Engine: Rotax 800R E-TEC  
 Suspension: • front suspension A-LFS • rear suspension PPS-3900-DS  
 Shock absorbers: • front shock absorbers KYB 36 R • rear shock absorbers KYB 36 / KYB 46  
 Track: 406 x 3923 x 64 mm, PowderMax II FlexEdge **NEW!**



BoonDocker models have new running boards (not illustrated here). Read more at [www.brplynx.com](http://www.brplynx.com).

## BOONDOCKER® 3700 600 E-TEC BOONDOCKER® 3900 600 E-TEC

Engine: Rotax 600 H.O. E-TEC  
 Suspension: • front suspension A-LFS • rear suspension PPS-3700-DS  
 Shock absorbers: • front shock absorbers HPG 36 • rear shock absorbers HPG 36 / HPG 36  
 Track: 406 x 3705 x 59 mm, PowderMax

Engine: Rotax 600 H.O. E-TEC  
 Suspension: • front suspension A-LFS • rear suspension PPS-3900-DS  
 Shock absorbers: • front shock absorbers HPG 36 • rear shock absorbers HPG 36 / HPG 36  
 Track: 406 x 3923 x 59 mm, PowderMax







Designed for freeriding, the Lynx Flight riding suit is water and wind proof and breathable.



The Recco reflector of the Flight suit increases safety in the snow.



Lynx XR-1 helmet.



# CROSSOVER

COULD YOU GIVE UP THE THRILL OF SPEED, IF YOU COULD GET COMFORT AND GOOD TRACTION IN UNBROKEN SNOW IN TRADE? HARDLY. THAT'S WHY THE LYNX XTRIM MODEL RANGE WAS DESIGNED TO OFFER BOTH CHARACTERISTICS.





**LYNX**<sup>®</sup>



CHAMPIONS OF  
DEMANDING TERRAIN



# CROSS OVER



## XTRIM™ SC

- 600 E-TEC
- 900 ACE

Engine: Rotax 600 H.O. E-TEC or Rotax 900 ACE  
Suspension: • front suspension A-LFS • rear suspension PPS-3700  
Shock absorbers: • front shock absorbers KYB 36 R • rear shock absorbers KYB 36 / KYB 46  
Track: 406 x 3705 x 39 mm



### DRIVING MODES

of the Xtrim SC 900 ACE model. ECO mode saves fuel and allows a maximum speed of 70 kph, Standard mode gives full power and smooth throttle response, and Sport mode gives both full power and sporty characteristics.



### COMFORTABLE SEAT

The narrow at the front and wider at the back seat is generously foamed, making long trips enjoyable.



### BLADE SKIS

The Blade ski is designed for Nordic conditions. The multilayer bottom structure, 188 mm width and aggressive profile guarantee directional stability and precise steering.





**Lynx Valdez riding suit  
Lynx XR-1 helmet**

## CROSSOVER

Lynx crossover snowmobiles combine a sport sled's riding comfort with a long-tracked's traction and versatility.

Snowmobiles in the Lynx Xtrim™ model range are designed to be jacks of all trades, allowing you to get maximum enjoyment out of the winter. You can enjoy carefree kilometres on a trail and continue without worrying when new snow has wiped the trail away. You can also pull a sleigh and equip your sled to meet your specific needs thanks to the comprehensive selection of accessories.

The Lynx Xtrim model range presents the cutting edge technology in the industry. All models share engines offering best-in-

class fuel economy and performance, and handling that can only be offered by Lynx.

The Lynx Valdez riding suit with its new look and materials is versatile and has top-grade comfort - just like your Lynx Xtrim sled. The sporty jacket and durable trousers keep you dry and warm on long trips and challenging terrain.

**BUMPER AND AUXILIARY LED LIGHTS**  
A complete 10-LED lamp throws out an additional 2100 lumens in a super-wide, foglight-type pattern. Illuminates with the high beams.

**LINQ ACCESSORIES**  
Finalise your sled for adventure with LinQ accessories. Add a 1+1 seat, tunnel bag and jerry can in just 20 seconds.



## CROSS OVER



The 2014 model features Blade skis (not illustrated).

### XTRIM™ 600 ACE

Engine: Rotax 600 ACE  
Suspension: • front suspension A-LFS • rear suspension PPS-3700  
Shock absorbers: • front shock absorbers HPG 36 • rear shock absorbers HPG 36 / HPG 36  
Track: 406 x 3705 x 39 mm



The 1+1 seat illustrated is available as an accessory.

### XTRIM™ COMMANDER® 600 E-TEC

Engine: Rotax 600 H.O. E-TEC  
Suspension: • front suspension A-LFS • rear suspension PPS-5900-A  
Shock absorbers: • front shock absorbers HPG 36 • rear shock absorbers HPG 36 / HPG 36  
Track: 500 x 3923 x 44 mm





Lynx Valdez riding suit



# CROSS OVER



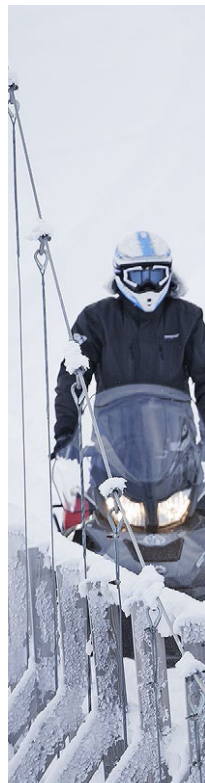
## XTRIM™ COMMANDER® LIMITED 600 E-TEC

Engine: Rotax 600 H.O. E-TEC  
Suspension: • front suspension A-LFS • rear suspension PPS-5900-A  
Shock absorbers: • front shock absorbers HPG 36 • rear shock absorbers HPG 36 / HPG 36  
Track: 500 x 3923 x 44 mm



## XTRIM™ COMMANDER® 800R E-TEC

Engine: Rotax 800R E-TEC  
Suspension: • front suspension A-LFS • rear suspension PPS-5900-A  
Shock absorbers: • front shock absorbers KYB 36 R • rear shock absorbers KYB 36 / KYB 46  
Track: 500 x 3923 x 44 mm









## PARTNERS FOR A PERFECT WINTER DAY



The rider in the photograph is wearing a Lynx Fairbanks riding suit and a Modular 2 helmet. The children are wearing Lynx Kids suits.



**LYNX**



# TOURING



**RECIPE FOR A PERFECT WEEKEND: TAKE ALONG YOUR BEST FRIENDS, PACK A HEARTY LUNCH AND KINDLING AND HEAD FOR THE WINTRY WILDERNESS. ON A LYNX TOURING SNOWMOBILE YOU WILL ENJOY EVERY MOMENT OF A WINTER DAY.**



# TOURING



The 2014 model features Blade skis (not illustrated).

## ADVENTURE™ GRAND TOURER™ 1200 4-TEC

Engine:	Rotax 1200 4-TEC
Suspension:	• front suspension A-LFS • rear suspension PPS-5900-A
Shock absorbers:	• front shock absorbers HPG 36 • rear shock absorbers HPG 36 / HPG 36
Track:	500 x 3923 x 32 mm



### HEATED SEAT

The heated seat adds comfort in cold weather. Standard equipment in the Adventure Grand Tourer 1200 4-TEC model.



### TCS EQUIPMENT

The TCS equipment (Trail Comfort System) includes a stylish metallic colour, the ECS system (see page 6) and longer front and centre shock absorbers.



### ECS SYSTEM

ECS (Electronic Controlled Suspension) allows you to adjust the suspension electronically during riding according to load and the terrain. Available for a limited edition of the Adventure Grand Tourer 1200 E-TEC model.





**Lynx Fairbanks riding suit  
Lynx Kids children's suit**

## TOURING

Shared pleasure in wintertime is more than double. The Lynx Adventure™ model range offers the most comfortable ride in wintertime nature. Thanks to the Rotax 1200 4-TEC®, 600 H.O. E-TEC and 600 ACE engines that run silently and are practically smoke and smell free, travel is comfortable with high fuel economy, whether you are travelling alone or with a friend.

Even if the springtime sun were to hide behind a cloud, the new design of the Lynx Kids suit keeps the smallest members of your expedition warm - and happy. The suit is also perfectly suitable for playing in the snow during breaks! The new design of the Lynx Fairbanks suit makes it the rider's choice for a trip on a frosty day.



2.



1.

1. LinQ Carrier snowmobile sleigh provides versatility, and you can use LinQ accessories to customise it exactly as you desire.

2. Tight 360 L cargo box as a sleigh accessory. Steel rails for fastening cargo. Teak lining protects the cover.



# TOURING



The 2014 model features Blade skis (not illustrated).

## ADVENTURE™ GRAND TOURER™ 600 E-TEC

Engine: Rotax 600 H.O. E-TEC  
Suspension: • front suspension A-LFS • rear suspension PPS-5900-A  
Shock absorbers: • front shock absorbers HPG 36 • rear shock absorbers HPG 36 / HPG 36  
Track: 500 x 3923 x 32 mm



The 2014 model features Blade skis (not illustrated).

## ADVENTURE™ LX 600 ACE

Engine: Rotax 600 ACE  
Suspension: • front suspension A-LFS • rear suspension PPS-3500  
Shock absorbers: • front shock absorbers MC • rear shock absorbers HPG 25 / HPG 36  
Track: 380 x 3487 x 34 mm





"Adventure LX 600 ACE is ahead of its time: its quietness and economy amazed me right from the start. The snowmobile has fulfilled our expectations and proven to be technically reliable in widescale safari use. What's more, its environmental friendliness is an important sustainable development value for us, our customers and the nature of Lapland."

Rauno Posio, Marketing Director,  
Lapland Safaris, [www.laplandsafaris.fi](http://www.laplandsafaris.fi)



A LinQ Carrier snowmobile sled connected to the sled.



## HEROES OF HARD WORK



The rider in the photograph is wearing a Lynx Fairbanks riding suit and a Modular 2 helmet. A LinQ Carrier snowmobile sled connected to the sled.



**LYNX**<sup>®</sup>



# UTILITY

**SOME TASKS MUST  
BE TAKEN CARE OF  
REGARDLESS OF THE  
CONDITIONS. WHEN  
TWO HEROES OF HARD  
WORK, YOU AND LYNX,  
GET TO IT, THINGS ARE  
NOT LEFT HALF UNDONE.**





# UTILITY



## 69 YETI® ARMY

Engine: Rotax 600 H.O. E-TEC  
Suspension: • front suspension LTS • rear suspension PPS-6900-A  
Shock absorbers: • front shock absorbers MC • rear shock absorbers HPG 25 / HPG 36  
Track: 600 x 3968 x 32 mm, studded



### EQUIPPED FOR THE DEEP SNOW

The LTS suspension is a perfect solution for deep snow, and Blade skis with their asymmetric liners guarantee good flotation.

### PLENTY OF CARGO SPACE

The handy cargo box protects your belongings from the elements. A comprehensive tool kit comes as standard equipment.







**Lynx Fairbanks riding suit**

## UTILITY

Lynx utility snowmobiles are designed for harsh Nordic conditions, where raw towing power, traction and fuel economy are basic requirements for a snowmobile. The most important feature, however, is its absolute reliability, guaranteed by the sturdy construction and reliable Rotax engine.

The comprehensive equipment of the liquid-cooled Lynx utility sleds includes a fan cooler that keeps engine temperature optimal even while riding slowly or pulling a load on a hard surface.

Hard work requires endurance from your clothes as well. The Lynx Fairbanks suit has been designed for heavy use in extreme conditions. The new design of its materials protect the professional from frostbite even better than before - be it on the work site or on the ice, fishing.



**LINQ CARRIER SNOWMOBILE SLEIGH**  
LinQ Carrier snowmobile sleigh and heavy-duty jerry can racks with LinQ quick-release locks.



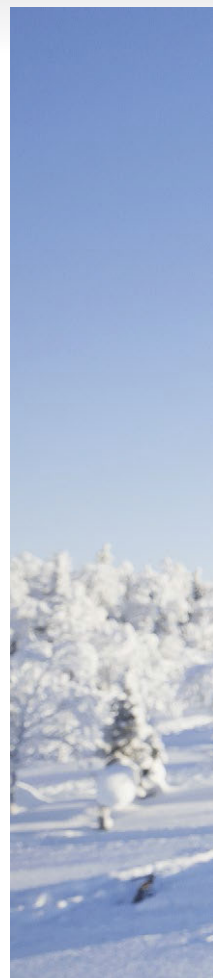
## UTILITY



The 2014 model features Blade skis (not illustrated).

### 69 YETI® 600 ACE

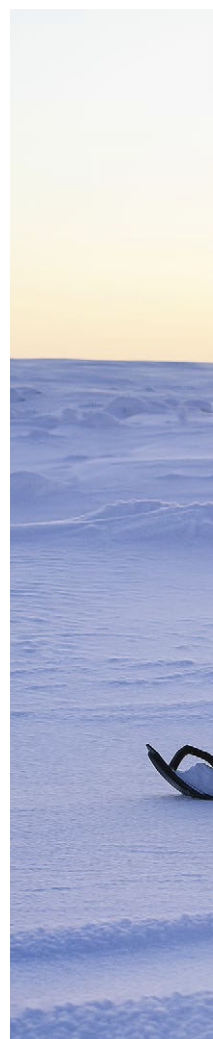
Engine: Rotax 600 ACE  
Suspension: • front suspension LTS • rear suspension PPS-6900-A  
Shock absorbers: • front shock absorbers MC • rear shock absorbers HPG 25 / HPG 25  
Track: 600 x 3968 x 32 mm



The 2014 model features Blade skis (not illustrated).

### 59 YETI® • 600 ACE • 550

Engine: Rotax 550SK or Rotax 600 ACE  
Suspension: • front suspension LTS • rear suspension PPS-5900-A  
Shock absorbers: • front shock absorbers MC • rear shock absorbers HPG 25 / HPG 25  
Track: 500 x 3923 x 32 mm





Pictured: heated GPS box and handlebar bag.





# UTILITY



## **49 RANGER™** • 600 ACE • 600 E-TEC

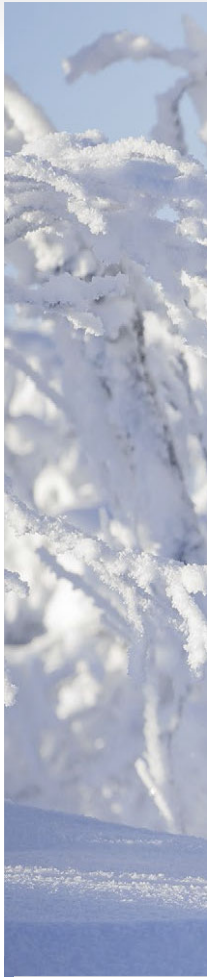
Engine: Rotax 600 ACE or Rotax 600 H.O. E-TEC  
Suspension: • front suspension A-LFS • rear suspension PPS-3900-A+  
Shock absorbers: • front shock absorbers HPG 36 • rear shock absorbers HPG 36 / HPG 36  
Track: 406 x 3923 x 39 mm (600 ACE)  
406 x 3923 x 51 mm (600 E-TEC)



Sled in the photo features accessories.

## **69 RANGER™ ALPINE™**

Engine: Rotax 600 H.O. E-TEC  
Suspension: • front suspension A-LFS • rear suspension PPS-6900-F  
Shock absorbers: • front shock absorbers HPG 36 • rear shock absorbers HPG 36 / 2xMC  
Track: 600 x 3968 x 32 mm, studded







The rider in the photograph is wearing a Lynx Fairbanks riding suit and a Modular 2 helmet.





# LINEUP 2014

## SPORT



**Rave™ RE**  
• 600 E-TEC  
• 800R E-TEC



**Rave™**  
• 550  
• 600 ACE



**BoonDocker® DS**  
3900 800R E-TEC



**BoonDocker® RE**  
3700 800R E-TEC



**BoonDocker®**  
• 3700 600 E-TEC  
• 3900 600 E-TEC



**Adventure™ LX** 600 ACE

## TOURING



**Adventure™ Grand Tourer™**  
• 600 E-TEC  
• 1200 4-TEC



**CROSSOVER**



**Xtrim™ SC**  
 • 600 E-TEC  
 • 900 ACE



**Xtrim™ Commander™**  
 Limited 600 E-TEC



**Xtrim™ Commander™**  
 600 E-TEC



**Xtrim™ Commander™**  
 800R E-TEC



**Xtrim™ 600 ACE**



**69 Ranger™ Alpine™**  
 Sled in the photo features accessories

**UTILITY**



**69 YETI®**  
 • 550  
 • 600 ACE



**69 YETI®**  
 600 ACE



**49 Ranger™**  
 • 600 ACE  
 • 600 E-TEC



**69 YETI® Army 600 E-TEC**



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the land and water we play on and are committed to protecting it. Our desire to thrill is paired with an emphasis on rider responsibility, placing personal safety above all else. So that each outing can be the most enjoyable, memorable and thrilling experience possible. Because your free time should always be your best time.

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Units in pictures can be equipped with optional accessories.

