

LYNX[®] TIMES

BEAT EXTREME CONDITIONS
EN • SPRING 2014

LYNX[®]



PPS - MORE THAN MERE REAR
SUSPENSION

READY FOR AN ADVENTURE

THE WILDERNESS

CHALLENGES MAN
AND SNOWMOBILE

49 RANGER

COMPLETELY
REDESIGNED!





PPS

– more than mere rear suspension

PPS, or Pauli Piippola Suspension, was born of unique insights. This original solution imitates no other suspension solution, and for precisely this reason, it offers the unique handling that Lynx is known for.





The man behind the PPS suspension is the living legend of snowcross, Pauli Piippola. Piippola started developing the revolutionary suspension already in the 1980s, as he was not satisfied with the suspensions of that era.

In addition to the limited suspension travel, Piippola was most annoyed by their inability to transfer power to snow in a controlled manner.

– The greatest flaw was the terribly violent weight transfer. Some ski-lifting was naturally a good thing. But once you were over a certain limit, the rear suspension began to retract into itself, and the suspension no longer had absorption or spring force, Piippola describes.

The old rear suspensions were hampered by another problem as well: the design of the front arm. The traditional front arm, with both ends of the shock absorber attached to a straight shaft, was problematic when it came to adjustments. The shock absorber's angle changed during suspension travel, and the front arm shock absorber lost its absorption capacity near the end of the suspension travel. The problem was treated by tightening the center shock spring. This adjustment might have helped a bit, but side effects could not be avoided.

– When the center shock spring was tightened enough, you lost traction and the rear started bouncing during braking, Piippo-

la reminisces.

Piippola began testing a front arm linkage that changes the angle of the shock absorber during suspension travel. The idea originated from dirt bikes. The tests started to bear fruit.

– The linkage made it easier to adjust the rear suspension, says Piippola.

SUCCESS ON RACETRACKS AND TRAILS

The first PPS-style rear suspensions were bolted on Lynx GLS racers already back in the 1980s. The ingeniousness of this suspension, dubbed the Racing suspension, was soon noted, and it was even seen installed in the racing sleds of

other manufacturers, too.

The Racing suspension was seen in a production snowmobile for the first time in 1992, when Lynx introduced its Cobra Racing 583 model, a snowmobile that was used to win the most demanding snowmobile enduro race in the North, the Giant Enduro. Next year, the Racing suspension was introduced on Lynx Racing and Lynx Enduro models.

In addition to race results, the success of the Racing suspension was made evident by the press reviews that praised the suspension's ability to receive harsh bumps and be completely unfazed. There were also some suggestions for improvements, as it was characteristic for the

first Racing production suspensions to have a weight transfer that was a bit too feisty. The setup was improved for the following seasons, and the excessive ski-lifting of the Lynx sports snowmobiles was history.

For the 2001 season, Lynx introduced a new sports snowmobile range, the Enduro and Rave models equipped with the EVO chassis. With the introduction of the new chassis, the Racing suspension ended up taking a hiatus. It was replaced by the simple RCG that enjoyed the confidence of snowmobile enthusiasts just like its predecessor.



Janne Tapio on his victorious Lynx racer in 2005.

Development of a PPS-style suspension continued behind the scenes. Piippola increased the suspension travel and updated the suspension operation in other ways as well. The suspension saw action in the winter of 2003, when Janne Tapio equipped his racing snowmobile with the "Piippola" suspension. As Tapio reaped success, being nearly undefeated, interest in the suspension system grew to dizzying heights.

From Janne's racer, PPS was included in the Lynx Rave 440 racer for the 2006 season. The suspension was identical to the snowmobile Tapio rode to Snowcross World Championship in the 2005 season. The basic idea of the original Racing suspension was unchanged, but the suspension travel was increased by 50 millimeters, and the front arm was clearly longer. The long front arm made the weight transfer even more controlled.

– For the first time, we had a suspension system that allowed you to ride over bumps in the same way as on a dirt bike, says Piippola.

The new racer saw crushing success, not the least due to the PPS suspension. The 2006 season was one long celebration for Lynx, as its long list of victories included the Snowcross World Championship. In the following seasons, the PPS suspensions were seen again in other manufacturers' racers.

PPS INCLUDED IN ALL LYNX SNOWMOBILES

The PPS suspension was introduced for production snowmobiles for the 2007 season. The suspension was used in the sports sleds with short tracks, the Rave RC and RE models. The following year, PPS was introduced for the crossover snowmobiles as well. In 2011, it was the turn of the wide-track models Lynx Xtrim Commander and Adventure Grand Tourer. PPS improved their riding comfort significantly. Improved traction characteristics were a significant advance – thanks to the PPS suspension, the skis did not leave the ground when pulling a heavy load even if the weight was transferred onto the track.

Today, all Lynx models are equipped with the PPS rear suspension, and this has been the case for a couple of years already. Different versions of the suspension have been designed for different purposes.

The PPS suspension has strengthened Lynx's position as a trailblazer in snowmobile suspension. The structure of this suspension made in Finland is simple and it has been tested in various places around Scandinavia, and for precisely these reasons it is at home in the demanding Nordic conditions.



Pauli Piippola and PPS suspension (ad photo in 2006).

PPS²

- INCREASED COMFORT AND MASTERFUL DESIGN



The PPS² rear suspension gives the final touch to the impressive REX² design. The new suspension is lighter and more comfortable than its predecessor.

PPS² is 10% lighter than its predecessor. The lighter suspension means lower unsprung weight, which in turn means that the suspension reacts more sensitively to small bumps.

The suspension is lighter thanks to the new arms. The previous, rectangular-profile steel arms have been replaced by arms welded from hardened chromium-molybdenum pipe. The profile of the pipe is circular, due to which it collects less snow into the structures; in practice, this means even greater weight saving.

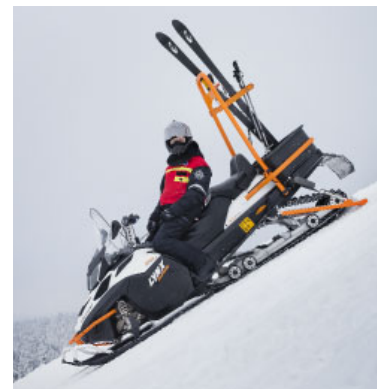
Not only is PPS² lighter than its predecessor, but it is also more silent. This is explained by the new placement of the rear arm wheels. They are located closer to the track edge, preventing the track from vibrating as much as before.

The PPS² suspension will be introduced in the 2015 season for the Adventure LX, BoonDock 800, and Rave RE models.

LYNX® TIMES

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LYNX®



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ROTAX ACE™ ENGINES

With the Advanced Combustion Efficiency (ACE) family of engines, BRP engineers have created the most efficient engines in snowmobiling while also ensuring maximum power delivery. They've optimized the combustion system, reduced mechanical friction and freed intake and exhaust breathing.

Not only are ACE engines efficient, they are a pleasure to operate and own. Very little maintenance is required, and they run smoothly and produce a nice, solid-yet quiet-sound.

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

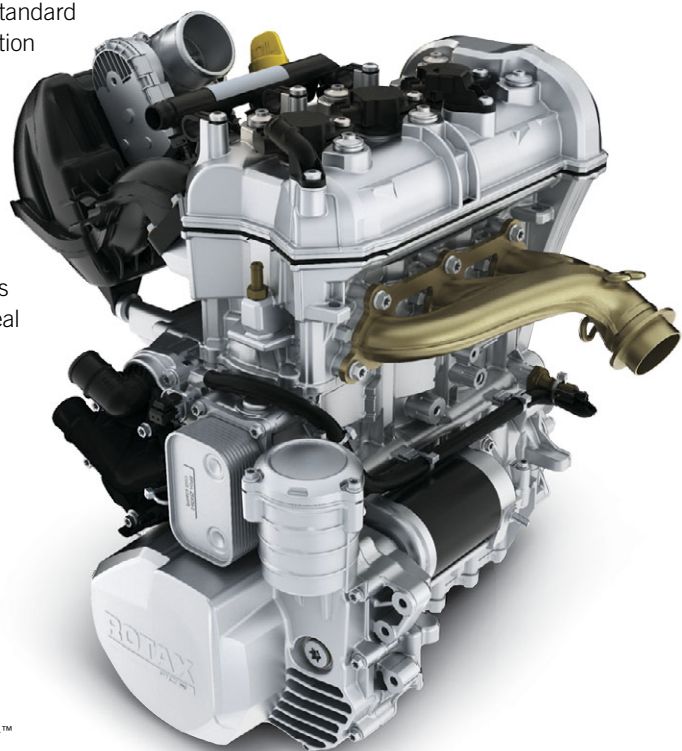
ROTAX 900 ACE

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 and reacts sensitively without delay.

THE iTC SYSTEM OPENS UP A WHOLE NEW RANGE OF BENEFITS FOR SNOWMOBILERS:

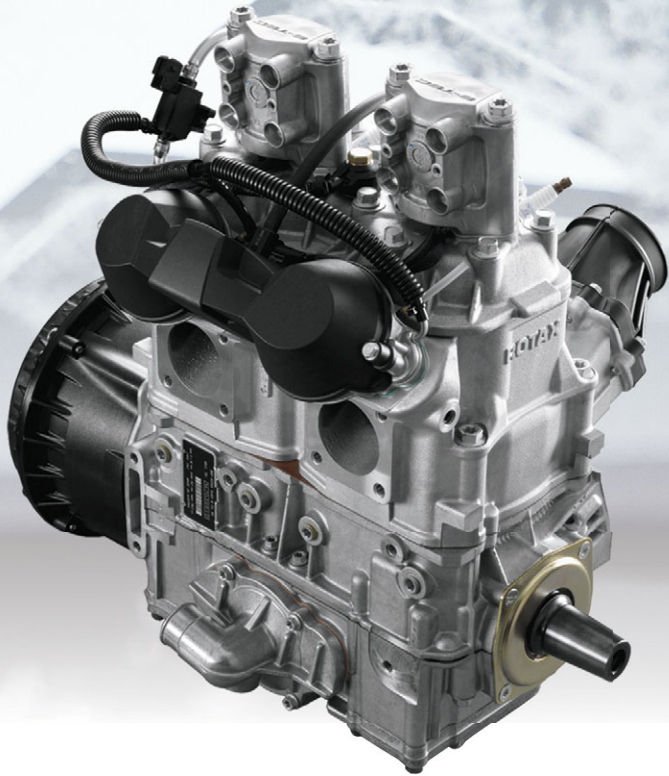
DRIVING MODES Choose from three driving modes, simply by pushing a button on the console. Standard mode ensures a smooth start, linear acceleration and limited torque above certain speeds; Sport has no performance limitations and full acceleration; ECO™ limits torque, top speed and acceleration rates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



LEARNING KEY™





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 E-TEC

There are not enough superlatives to describe this best selling 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



ROTAX 1200 4-TEC

The Rotax 1200 4-TEC is the tireless power source for the Lynx Adventure Grand Tourer 1200 4-TEC and 69 Ranger Alpine. It provides 130 hp of power, but its most important feature is its strong torque throughout the entire RPM range.

LYNX



POWERED BY **ROTAX**



Lynx Flight suit and XP-R2 helmet.

BOONDOCKER – VERSATILE POWDER BLASTER DEEP SNOW SPORT

In just a couple of years, Lynx BoonDocker has shown itself to be an extremely capable snowmobile for powder snow. Riders think that the snowmobile's versatility is the only thing better than its capacity to conquer deep snow.

– Freeriding is exactly what it sounds like: It is freedom that you can only achieve on a snowmobile. A snowmobile makes it possible to enjoy locations that would otherwise be difficult or impossible to access in winter, says Jonny Mårdner.

For a while now, Mårdner who is a resident of Timrå, Sweden, has not defined snowmobiling as his hobby; these days he calls it his way of life. He says he was "born on a snowmobile" and got the spark for snowmobile riding at an early age. Although some ten winters of his adult years went to waste due to a lack of snowmobile, he has since gone all out making up for the lost opportunities. His wife, Sara Mårdner, has also become a snowmobile aficionado.

– We rode the first winter on one snowmobile, but then decided to get another one. Mårdner seems to like all kinds of

snowmobiling, but he became interested in the snow off the beaten paths when he got to try out the sport with Sweden's frontline freeriders in scenic Åkersjö when he was a writer for a Swedish snowmobile magazine.

DEEP SNOW CHARACTERISTICS AS THE TOP PRIORITY

During the current season, Mårdner has enjoyed snowy fields on a BoonDocker 3900 600 E-TEC snowmobile. After spending a couple of winters on a 800-cc snowmobile, he traded to a 600-cc sled. His experiences have been very good.

– At first, I naturally had misgivings about whether it has enough power. But when I got to ride it for the first time, I was sure that this will be the most fun winter ever. The engine felt very lively and, in fact, just perfect for this sled.

BoonDocker is designed for Nordic conditions. In the Nordic countries, only a few snowmobile riders have access to the best freeriding locations from their home



yard, which means that it is difficult to avoid riding on trails. Mårdner praises the PPS DS suspension and the handling characteristics it offers.

– In my opinion, BoonDocker is the best snowmobile for the conditions in which we ride. We often ride along trails that are in a poor condition to reach our actual riding spot, but the most important thing about a snowmobile is, of course, its performance in deep snow. PPS DS works on both surfaces, and for that reason I think that PPS is surely the best thing you can put into the tunnel of a snowmobile! Mårdner says.

BRP RIDEOUT GATHERS THE RIDERS

Snowmobiling is at its most fun in a group, and people who are cut from

the same cloth tend to find each other. In the summer of 2013, Jonny and Sara Mårdner joined forces with Hans Lindstrand to form a group that rides together and keeps in contact on Facebook. Thus was born BRP Rideout that connects the Swedish BRP riders, its activities fueled by a burning love of snowmobiling.

– This is a hobby for us; we are doing this entirely voluntarily. We arrange three or four official riding events during one winter. And of course, we try to ride on our new snowmobiles as much as possible. Information on our activities and events can be found on the BRP Rideout Facebook page.

Although BRP Rideout was founded in Sweden, and the Facebook page is in Swedish, it is open to everyone. The visitors of Rideout's Facebook page also include quite a

few Norwegian and Finnish friends of BRP products.

– Everyone is welcome to BRP Rideout. You do not even have to own a BRP snowmobile, ATV or other ride – just being interested is enough. Our goal is to have the group continue to grow and that we get more partners.

During this winter, Mårdner intends to conquer many more slopes, but he also has plans for the end of the spring season.

– After riding all winter, we wish to get to visit BRP's modern snowmobile factory in Rovaniemi. We would very much like to see the factory and meet the people who build the Lynx snowmobiles.

NAME: Jonny Mårdner
 AGE: 43
 HOME: Timrå, Sweden
 OCCUPATION: IT technical support

DEEP SNOW SPORT

PPS² DS REAR SUSPENSION

The BoonDocker 800R[®] E-TEC[®] models are equipped with our new PPS² DS rear suspension. It is our lightest suspension to date, thanks to new arms made of a tempered chromium-molybdenum alloy. Other improvements include the reduction of both vibration and noise, which was achieved by mounting the upper idler wheels of the rear arm closer to the track edges to facilitate smooth, even track movements.

When creating the BoonDocker DS 3900 800R E-TEC, we simplified the suspension structure by reducing the number of rail wheels and removing the front arm linkage. The rail wheels have been replaced with scratchers that efficiently loosen frostwork from the terrain to "lubricate" the gliders.

QUICK-RELEASE TILT STABILIZER

The sway bar keeps the sled stable along the trail but is less useful in soft snow, especially at ski stance of more than 900 mm. To address this, the sway bars of the Lynx BoonDocker 800 models are equipped with a quick-release function. To

deactivate the sway bar, simply remove the latch on its right side. No tools are needed.

BLADE SKIS

The deep-keeled Blade ski has an aggressive profile, which means that the ski guides you precisely on hard trails and over soft snow alike. In addition to good handling, the ski offers stable steering and improved flotation.

EFFICIENT COOLING SYSTEM

Thanks to a cooling system designed for variable conditions, the BoonDocker models are not troubled by the overheating problems commonly associated with mountain sleds – not even hard terrain is an obstacle.

FRONT RADIATOR

An optional fan-powered front radiator is available for all BoonDocker models. It is particularly useful on hard terrain where the cooling spray of snow from the riding surface is insufficient for the tunnel heat exchanger.

NARROW SEAT AND FUEL TANK

All Lynx models have a beveled tunnel, which allows for a narrow seat and fuel tank.

The result is a highly comfortable, relaxing, and natural riding position. The ergonomic cockpit makes it easy for you to shift your body on the sled and keep it under control even on demanding terrain.



Lynx Flight riding suit, XP-R2-helmet.

DEEP SNOW SPORT

BOONDOCKER

3700 600 E-TEC, 3900 600 E-TEC

A great deep snow sled works as if it were an extension of your body. It is one with the rider and follows every motion so precisely that you can almost forget the snowmobile.

Good handling is one of the characteristics for which the Lynx® BoonDocker® is known. It is agile and light, but also a stable ride in deep snow. The stability means calm and easy rideability, as the snowmobile will not leap unpredictably into new directions.

BoonDocker models are powered by the Rotax 600 E-TEC engine that is the most economical two-stroke engine in the market. The engine combines a high-torque and tenacious nature with ample peak power. The clutching and gearing are optimized for riding in deep snow, which allows the BoonDocker to excel as well in slow riding through dense woods as in explosive acceleration onto a steep slope. These characteristics make the BoonDocker a versatile snowmobile that is as well suited to playing around in powder as it is for a more sedate ride.

Handling is a sum of many different factors. BoonDocker's REX² design gives the rider ample space. The rider's movement is made easier by the narrow seat and tank that allow an optimal riding position both while standing and sitting down. The rounded bottom edge of the side panels allows steeper tilting angles, thus improving handling in soft snow. The PPS DS suspension follows the terrain accurately. The suspension transfers weight efficiently but does not allow excessive ski-lifting. As a result, traction and control of the sled are retained even on difficult terrain.

BoonDocker was born for the Nordic conditions, and you can tell. It is in its element in soft snow, but its handling characteristics are good on challenging trails as well.



BOONDOCKER DS

3900 800R E-TEC

Less is never more if you are talking about the depth of snow or the steepness of a slope. At least not if your snowmobile is a BoonDocker DS 3900 800R E-TEC.

BoonDocker® DS 3900 800R E-TEC® is an even purer breed of deep snow sports snowmobile than before. Handling, good traction and ease of riding were at the forefront during its design process. It is built to climb steep slopes and turn into a new direction blindingly fast when necessary.

Handling comprises many different subareas. The unique design of the PPS²-3900-DS rear suspension makes it a breeze to conquer slopes. The suspension transfers weight effectively but does not allow excessive ski-lifting. Thanks to this, the snowmobile retains its handling characteristics even on the most difficult of slopes, whether the terrain is virginal powder snow or snow partially hardened by criss-crossing old track marks.

The rear suspension of the BoonDocker DS has been redesigned. The PPS² DS suspension's new slide rails and arms made from round chromium-molybdenum pipe give the

finishing touches for the REX² design. Looks are certainly important, but most importantly, the suspension is lighter and has a simpler structure compared to its predecessor. Lightness means more precise and comfortable suspension operation, and the simpler structure means less snow accumulation in the suspension structures.

The number of rail wheels has been significantly reduced, because they are not needed in soft snow to the same degree as on a trail. For hard and icy conditions, ice scratchers have been installed on the slide rails. They break the surface of the snow very effectively, throwing ice crystals to the tunnel and slider shoes. This provides additional cooling and lubrication.

There are innovations at the front of the snowmobile as well. The ski stance of the BoonDocker DS has been reduced to 900 millimeters. Along with the narrower front, we are also introducing the bent lower arms that accumulate less

snow underneath the sled front compared to straight A-arms. The narrower ski stance improves the agility of the snowmobile and makes side hilling easier, as the sled is easier to tilt.



BOONDOCKER RE

3700 800R E-TEC

BoonDocker RE knows no limits. It is as much in its element in dozens of feet of powder as on a bumpy trail.

BoonDocker® RE is a pure-bred Scandinavian sports snowmobile for deep snow. Its suspension set-up is just as sporty as the letters RE indicate. It challenges sports snowmobiles on their own home turf. The heavy-duty KYB shock absorbers, together with the A-LFS front suspension and the PPS²-3700-DS rear suspension, smooth out bumpy terrain like it was nothing.

Deep snow reveals the other side of this snowmobile. BoonDocker RE 3700 800R E-TEC follows each movement of its rider precisely. Its exploding acceleration and agility make it an unbelievably fun snowmobile to ride on both even terrain and demanding slopes.

BoonDocker RE feels at home alike in open fjeld country as in dense woods. When going around trees, the predictable

behavior of the snowmobile makes riding light and easy. The REX² chassis and ergonomics honed to perfection make riding even easier. The ample space for the rider and the seat designed for riding in deep snow make it easy to switch positions on the snowmobile. The large holes in the running boards improve snow evacuation.

BoonDocker RE is a blood relative of the successful Lynx racing snowmobiles and yearns for rough handling. If not before, tight curves on slopes and jumps in powder snow will certainly reveal why this snowmobile has achieved a strong position in its class in just a couple of years.





BLADE SKI, GREEN
860201016

Personalize your sled with green Blade skis. Designed for aggressive freeriding, the ski offers not just excellent steering but also a more comfortable riding experience and even better flotation.



GPS KIT
860200631

Track your best routes! The Garmin Montana 650T GPS kit is one of the best on the market and designed to fit your sled perfectly. Supplied with a plug-and-play wire harness. You will also need a glove compartment extension (860200707). Topographic maps are sold separately.

HANDLEBAR AIR DEFLECTORS
619400081

Protect your hands against arctic winter storms! These hard-wearing air deflectors stay in place and won't interfere with your riding experience. Easy to attach and detach, in seconds.



GLOVE COMPARTMENT EXTENSION, BLACK
860200707

Thanks to the handy extension, you get 50% more storage space in your sled. The glove compartment extension replaces the lid of the standard compartment, and its front panel makes an excellent docking station for your GPS.



LinQ BAG, SMALL, 10 + 3 L
860200918

The LinQ system lets you customize the storage space in your sled and attach your bags securely. The stylish black bag is supplied with the LinQ attachment system (860200583).



ABS AVALANCHE AIRBAG SYSTEM BASE UNIT
447590_90

This accessory is your best life insurance in avalanche areas: 97% of avalanche victims who activated their ABS Airbag survived and 84% were totally unharmed. The airbag takes just one tug to activate. The bag has designated spaces for a shovel and an avalanche rod as well as safe compartments for your valuables.



AUXILIARY LED LIGHT
860201047

The first fully-integrated auxiliary light on the (REX, REX²) 900 mm front suspension market produces a powerful, almost 180° beam of light. The light attaches handily underneath the standard headlamp and it has ON, OFF and ON HI settings. You no longer have to sacrifice your low beam when you switch to high.



SKID PLATE
860201047

A must-have accessory for challenging terrain – provides extra protection for your BoonDocker's front frame and suspension.



POWDER PLOW SNOW DEFLECTOR
860200603 + 860200937

Specially designed for powder snow, the plow deflects snow to the sides and away from the rider's face. You get better visibility and stay drier. The plow is easy to install underneath the windshield support.



SEMI RIGID BAG, 15 L
8602001017

This practical, attractive bag fits perfectly underneath the LinQ rack, complementing the style of your BoonDocker sled.



SNOWBOARD/SKI RACK SYSTEM
860200986

From the sled straight to the slope: now you can easily take your skis or snowboard along. The LinQ-fastening allows for quick and easy mounting and removal of the rack.

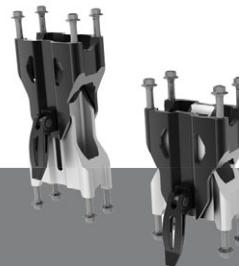
FRONT FOX® FLOAT III SHOCKS
860200958

Lose up to 2.7 kg over coil spring shocks. Calibrated for optimum performance on BoonDocker sleds. Negative spring. Infinitely adjustable main air chamber pressure. IFP (Internal Floating Piston). Advanced high-flow velocity-sensitive damping. Fully rebuildable and revalveable. Comes with a Fox air pump for pressure adjustment. (REX, REX²) 900 mm front suspension 860200958.



LinQ JERRY CAN
860200733

Thanks to the handy LinQ attachment system, the jerry can can be detached and reattached to the sled in seconds.



ADJUSTABLE RISER
860201123 Straight handlebar
860201124 Straight handlebar
860201125 Tapered handlebar

Maximize your riding comfort by adjusting your riding position to whatever terrain you are in. With a riser you can adjust the height of your handlebar quickly and easily, without tools.



L
E

RAVE RE

– ITS SECRET LIES IN ITS HANDLING AND RELIABILITY

For over 30 years, sports snowmobiles have been a great passion for the designers of Lynx snowmobiles. Rave RE is a fruit of that passion. The PPS² rear suspension and numerous details make it unbeatable in its class.

– The engine and transmission are very good, but suspension makes the largest difference. All 600-cc sports snowmobiles will move fast enough; it's not about the power for any snowmobile, says Jukka Leskelä.

Jukka is a veteran snowmobile enthusiast. His hobby mostly comprises making day trips with his buddies, although a veteran class snowmobile enduro race every now and then is part of the winter. His serious racing days are over a decade in the past, but his preferences have remained unchanged. For this reason, he demands extreme sportiness from his snowmobile.

Jukka works as an entrepreneur in Rovaniemi. His company, Jomatig, is specialized in welding supplies. An entrepreneur's life is famously busy, and free time for hobbies is limited, so it is important that your hobby machines are ready for hard riding from the moment they roll off the production line.

From Rovaniemi, Jukka and his buddies head off to different parts of Lapland.

– Every winter, we ride to some fjeld out there, or to the near-legendary disco in Tulppio. During our day trips, we sometimes ride to Luosto, Ranua or Pello. They are a fine way of raising a sweat on a Saturday. We run up 200 to 300 kilometers per day.

In many ways, Jukka Leskelä is a typical Rave RE rider – he values performance and that should the need arise, the snowmobile is ready to enter a race.

– You will run into extreme situations during races, and in those, Lynx is especially good and safe-feeling.

The design of the PPS suspension receives praise from this experienced rider.

– I like the uncoupled suspension as it is easier to adjust according to your preferences. I also like coil springs, as they are more durable than torsion springs.

DEPENDABILITY IS COMFORT

Even a hardened snowmobile racer learns to value comfort after getting used to it. Jukka thinks that fuming and uncomfortable sports snowmobiles are yesterday's news.

– Over the years, you learn to value comfort. As an example, I have gotten used to the lack of smell while riding a Lynx. Today, the lack of fumes is important to me. And it's nice to be able to bring your riding-gear inside the house. Previously, that was out of the question.

Rave RE gets more points for comfort for its KYB shock absorbers that come as a standard feature; their large adjustment range allows you to adjust the snowmobile during the day.

– I tend to turn the clickers on the sly during the day. When riding aggressively, you have to have a stiffer suspension, but at the end of the day, when you start missing comfort, I reduce the stiffness. It

saves your energy, and you will not get sore all over with the softer suspension, Jukka says.

Comfort is a thing that every rider defines in their own way. For a sporty rider, comfort means first and foremost that he or she can trust the snowmobile in all situations. Lynx Rave RE 600 E-TEC is designed for Nordic trails and aggressive riding. Its technology is refined from the solutions used in Lynx racing snowmobiles, so the Rave RE is at home in rough use.

– There's no need to retrofit any reinforcements, because they are built for sports.

Fuel consumption has never been the foremost factor in making a purchase decision among the racing folk, but low consumption does have its uses on the racing track.

– Snowmobiles always guzzle up more gas when you are riding fast,

but thanks to its E-TEC engine, the Rave RE is clearly more economical than many other snowmobiles in its class. Even if you ride hard, you will easily have a 10-liter difference per 100 kilometers. A long operating range is a plus, even if you are not counting your fuel costs.

Jukka has amassed experience on the Rave RE's characteristics for several years, now. He is now riding his fifth RE. He rides around 4,000 kilometers per year, so all in all, he has sat on an RE for over 20,000 kilometers.

Rave RE has been built for the most demanding trail riders, riders like Jukka Leskelä. The Rave RE's chassis and suspension were originally developed for a racing snowmobile, allowing it to offer unique handling that stands out more the more challenging the trail becomes.



Name: Jukka Leskelä
Age: 45
Home: Rovaniemi, Finland
Profession: Entrepreneur
Snowmobile: Rave RE 600 E-TEC

SPORT

SUSPENSION

PPS² SUSPENSION

Suspension originally developed for the racetrack, not imitating any other suspension solution. The front and rear arms of the PPS² and PPS rear suspension operate independently instead of being coupled like in most suspension solutions for sports snowmobiles.

The PPS suspension geometry is progressive, meaning that the bigger the bump, the more shock capacity is used to absorb it. The progressiveness and the independent operation of the front and rear arms make the suspension sensitive and very adaptive to the terrain at slow speeds, while in sporty riding, the suspension offers unbeaten handling characteristics.



A-LFS+ FRONT SUSPENSION

The front suspension, familiar from the Lynx[®] Rave™ RS 600 racing snowmobile, makes steering even more precise. The upper front suspension arm has been raised by 12 millimeters with a new, even lighter spindle.

A change in suspension geometry has achieved a smaller change of camber during suspension travel, allowing for more precise steering on a bumpy trail.

EDC (ELECTRIC DAMPING CONTROL)

Adjusting the shock absorption is now even easier than before. The EDC system allows you to adjust all four shock absorbers, even while riding. The adjustment of the front suspension affects both front shock absorbers at the same time, while the rear suspension shocks are adjusted independently.

EDC is available for the Lynx Rave RE 800R E-TEC model during the spring pre-order sales.

KYB shock absorbers.

Good suspension and shock absorption are at the foundation of performance, and for this reason, Lynx Rave RE sports snowmobiles are equipped with the high-grade KYB shock absorbers.

Front shock absorbers: KYB 40 PB HLCR is a shock absorber that is fitted with a fixed extra reservoir and has a piston with a diameter of 40 millimeters. The large oil volume of the shock absorber guarantees that the shock absorber will not heat up too quickly and lose its absorption capacity.

The shocks have quick adjustments for high and low speed damping and rebound damping. The quick adjustments allow rapid adjustment of the suspension to suit the riding style and terrain.

Centre and rear shock absorbers: KYB 46 PB HLCR shock absorbers are made for rough riding. The shocks have a piston diameter of 46 millimeter and are fitted with an extra reservoir, giving it a large oil volume that allows the shocks to withstand aggressive riding for a longer time. Thanks to the large diameter of the shock absorber, they can be adjusted to very comfortable and sensitive to the terrain.

BLADE

The 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.

HORIZONTAL RUNNING BOARDS

Thanks to the horizontal running boards, you will not have to lean too much forward while riding standing up, making the sled easy to handle during jumps, for example.

BEVELLED TUNNEL

The tunnel is bevelled at the top, allowing a very narrow tank and seat to be used in Lynx sports snowmobiles. The narrow seat and tank allow a relaxed and natural riding position. The relaxed riding position makes it easier to stand up and absorb bumps in the terrain with your legs.

REX²-DESIGN

The goal of the REX² 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.

The REX² design brought about many handy details, such as the glove box behind the windshield. The glove box will keep your spare goggles ready for use and your spare gloves warm.

LinQ

The Lynx Rave and Rave RE models support LinQ accessories. LinQ equals easy to use and reliably working accessories you can use to equip your snowmobile according to your needs and preferences. The available accessories include a jerry can, bags, and an easy-to-install seat for two that will convert your sports snowmobile into a comfortable touring sled for two in a jiffy.



RAVE RE

600 E-TEC, 800R E-TEC

Hundreds of thousands of testing kilometers and decades of experience from the racing tracks have honed the Rave RE model into the number one sports snowmobile in Europe. Its every detail is designed for performance.

For Lynx, performance is not only about horsepowers, top speed and exploding acceleration, but so much more. It is about everything that makes you trust your snowmobile in all riding situations.

The Rave™ RE was first introduced for the 2007 season, when the PPS suspension was also introduced. The unique geometry and operation of the PPS suspension form the foundation on which the handling characteristics of the Lynx Rave RE snowmobiles are based. The suspension is designed to impart the characteristics required during rough riding, or the ability to smooth out even the hardest of shocks from the terrain so that you do not even notice them. This goal can be achieved best by also making the suspension comfortable. The PPS² rear suspension works progressively, i.e., the beginning of suspension travel is soft, with absorption capacity increasing towards the end. The end result is a comfortable ride regardless of speed and terrain.



The redesigned PPS² is lighter than its predecessor, enabling it to react more sensitively to even the smallest of bumps. The sensitivity translates to improved riding comfort and better control of the snowmobile.

As the most important part of a snowmobile's performance is the rider, the REX² design of the Lynx Rave RE models offers the rider as much space to work in as possible. The narrow seat and tank make standing position

easier, and combined with the side panels rounded at the back, they make active curve-riding easy.



RAVE

600 ACE, 600 E-TEC

Tell them you ride a Lynx Rave, and there's no need to say more. Rave is a concept that means performance, handling and riding comfort in a class of its own.

Rave has been completely re-designed for the 2015 season. The new features include the REX² design, the longer 3300 track, and the new engine option, Rotax 600 E-TEC. The 2015 model will also introduce entirely new technology in the Rave™ 600 ACE™ model.

Rave is built for sporty riding. The suspension adjustments focus on riding comfort on challenging trails. In Lynx parlance, comfort means that you can rely on the suspension even on a bumpy trail. The steady riding characteristics stem from the A-LFS front suspension and the PPS rear suspension with its extremely long suspension travel.

Rave 600 ACE and 600 E-TEC are not only sporty but also economical snowmobiles. The reliable and economical engines allow you to concentrate on enjoying the riding characteristics of your snowmobile instead of planning your route based on the location of gas stations.

Rave 600 ACE is a sports sled equipped with an engine that is

the most silent and has the lowest fuel consumption in the market. The redesigned snowmobile is even more economical than before thanks to the electronic iTC™ throttle (Intelligent Throttle Control) and the new features it enables. Snowmobiles with iTC technology will introduce the ECO Mode function and two other riding modes – Standard and Sport. ECO Mode limits the snowmobile's top speed to 70 kilometers per hour, makes acceleration smoother and saves fuel. Standard mode gives full power and smooth throttle response. Sport mode changes the engine's nature into a sportier one.

The package also includes the programmable Learning Key™ safety tether that enables the limiting of the snowmobile's top speed to 40 or 70 kilometers per hour. The Learning Key makes Rave 600 ACE the perfect snowmobile for someone who is still learning to ride. Once the rider has more experience, the entire power arsenal of the snowmobile can be unleashed. In brief, Rave 600 ACE offers many



snowmobiles in one package. Rave 600 E-TEC, in its turn, offers you the 115 purebred horsepower of the Rotax 600 E-TEC engine, chomping at the bit to gallop on your command. This best-selling two-stroke engine in the industry represents the most advanced technology with the best fuel economy in the field. Rotax 600 E-TEC is known not only for its fuel economy, but also for its unique nature. For a sporty rider, it is important that there are no dips

in the engine's power curve or delay in the throttle response.

The model name Rave has always been a promise of magnificent experiences. The new Rave models will make these experiences unforgettable.





HANDLEBAR BAG, LARGE
860200919

Now you can pack everything you need in rough terrain! The 3-W heater (sold separately, 515176786, requires Heated Visor Kit 860200628 sold separately.) in the bag which attaches to the handlebar keeps your cell phone and GPS warm and functional however cold it is out there. The bag also contains an RCA adapter as well as insulated pockets for two 0.5-L bottles. Installation requires a heated visor kit (860200242, sold separately).



VENTILATION KIT
860200684

These custom-made valves help to keep the engine bay temperature in check in heavy use. Designed for racing tracks, the kit is easy to install in most chassis panels.



LinQ BAG, SMALL, 10 + 3 L
860200918

The LinQ system lets you customize the storage space in your sled and attach your bags securely. The stylish black bag is supplied with the LinQ attachment system (860200583).



AUXILIARY LED LIGHT
860201050



The first fully-integrated auxiliary light on the market produces a powerful, almost 180° beam of light. The light attaches handily underneath the standard headlamp and it has ON, OFF and ON HI settings. You no longer have to sacrifice your low beam when you switch to high.



SKID PLATE
860200885

Extra protection for the front frame and suspension of your sled on rough trails.



WINDSHIELD, MEDIUM
860201071

Protect yourself from the wind with a high windshield that complements the style of your sled.



SIDE PANEL AIR DEFLECTORS
860201068



Complete the sporty look of your sled with air deflectors that deflect the wind past your legs.



BLADE SKI, RED
860201017

Personalize your sled with red Blade skis. Designed for aggressive trail riding, the ski offers extremely precise steering and a comfortable riding experience even in high speeds, without pulling or darting.



GPS KIT
860200631



Chart the most interesting terrains! The Garmin Montana 650T GPS kit is one of the best on the market and designed to fit your sled perfectly. Supplied with a plug-and-play wire harness. You will also need a RAM GPS holder (860200725) or a universal holder with a Garmin attachment plate (860200631).



QRS RACING SUPPORT
860200783

QRS tower support as is used by the factory snowcross teams. Helps to keep the pulley alignment ideal in all conditions.



GLOVE COMPARTMENT EXTENSION
860200707

Thanks to the handy extension, you get 50% more storage space in your sled. The glove compartment extension replaces the lid of the standard compartment, and its front panel makes an excellent docking station for your GPS.

ACCESSORIES

SPORT



THE WILDERNESS AND SNOWMOBILE

From Vaalimaa in Southeast Finland to the Arctic Sea on a snowmobile. Alone. The distance is 1870 kilometers and change, the route is unfamiliar, and the goal is to complete the trip in well under five days. A true challenge for both man and machine.

Finn Jouni Rikkola loves challenges. Having wandered in nature and enjoyed outdoor life from an early age, this man has always liked putting his physique to the test while skiing, wandering and snowmobiling. Years ago, when he heard of someone riding a snowmobile from Hamina to the Arctic Sea in a week, Jouni thought that there's a trick that he could try as well.

Over the years, many people have ridden from Hamina to the Arctic Sea, improving the time from a week to five days.

– At some point, somebody had ridden that distance in seven days. As an ex competitive skier, I figured that I could even ski that distance in a week.

Last spring, Jouni decided to make the trip, with the goal of riding the distance in less than five days. Because the goal was

challenging, his transport needed to be up to the challenge. His choice of snowmobile ended up being the Lynx Xtrim Commander Limited 600 E-TEC. Lynx was the



obvious choice of make, but he had to think about the model.

– I will not be accompanied by a supply vehicle, so the snowmobile needs to carry a lot of gear. It could also be expected that part of the route would be unmaintained and snowed in, so the snowmobile had to be capable of handling a heavy load in soft

snow. After a careful consideration of all the factors, the Commander Limited was the obvious choice. Its wide track allows it to conquer deep snow, even while

tempt. The gear meant around 70 kilograms of extra load.

– My trust in the machine was high. Trust is a critical issue, as not even a crazy person will head out to the wilderness on a snowmobile he or she cannot trust.

When you listen to Jouni Rikkola's stories from the trip, you can easily understand why he brought up the sled's reliability several times. The trip from Vaalimaa to the Arctic Sea is not a speed test; it is about a steady speed and proceeding "slowly but surely": At the end of the day, the fastest way to travel is to keep your touring speed steady with no sudden stops. Unnecessary stops can be avoided when the snowmobile works reliably and the man on it can keep on riding without getting too tired.

Good handling characteristics and reliability help the rider avoid getting tired. Endurance plays a key role on trips of this nature. When you have traveled hundreds of kilometers over the day, and the night lodging is still hours of riding away, the risk of your snowmobile breaking down is the last thing you want



CHALLENGES MAN



to stress yourself when fighting the hardships of the trail and the freezing weather. The ingenuity of a travel-stressed rider would be sorely tested, were the sled to break down or run out of gas somewhere in the Kainuu wilderness, dozens of kilometers away from residential areas or even the closest road. On the Commander, the rider does not need to worry about such things, as the snowmobile worked reliably throughout the entire trip, allowing its rider to concentrate on the main thing: riding.

EXHAUSTING BUT REWARDING TRIP

Rikkola's travel journal has many interesting markings, including records of fuel consumption – the sled consumed an average of 14.2 liters per 100 kilometer during his trip. A respectable achievement, as the majority of the travel took place in freezing weather, on varying and sometimes unmaintained trails, and deep snow.

– I rode stints of up to 300 kilometers, and still had gas left in the tank, he says.

The trip took a total of 81 hours and 45 minutes. The trip was exhausting but rewarding. In fact it was so rewarding that Jouni intends to improve his record in the spring of 2014. The route is new and so is the snowmobile. This time, he is heading out on an Xtrim SC 600 E-TEC snowmobile.

The trip from Vaalimaa to the Arctic Sea is an excellent real-world test for the Xtrim Commander Limited 600 E-TEC snowmobile. The Xtrim Commander models, just like the other Lynx Xtrim models, are

NAME: Jouni Rikkola
HOME: Vaalimaa, Finland
SNOWMOBILE: Xtrim Commander Limited 600 E-TEC

designed for varying terrain and long trips. Reliability, technology with high fuel economy and good handling are basic characteristics of Lynx crossover snowmobiles and things that become invaluable when the snowmobile is taken to its limits.

CROSSOVER

iTC AND LEARNING KEY

The electronic iTC™ system is the first fly-by-wire throttle control for a snowmobile. It has allowed us to introduce an entirely new set of features to sleds equipped with Rotax 600 ACE and 900 ACE engines.

The iTC system offers three quite different riding modes. The Standard mode combines full engine power with smoother acceleration and throttle response by reducing torque within a certain range of engine speeds, while Sport mode offers full power and a sporty throttle response. The ECO™ mode limits engine power, top speed, and acceleration, for leisurely, economical rides.

An additional standard feature of iTC-equipped sleds is the Learning Key, a programmable safety tether that facilitates limiting of the top speed to 40 or 70 kilometers per hour. Beginners in particular will find the unique Learning Key™ of great help on their first snowmobile rides.

BENT LOWER ARMS FOR THE 975 MM FRONT

The bent lower arms and taller spindle of the Xtrim™ Commander® 800R E-TEC® increase ground clearance and maneuverability in deep snow. The bent arms collect less snow ensuring unobstructed movement. Another new feature with the Xtrim Commander 800R E-TEC is its taller spindle, which increase ground clearance.

ADJUSTABLE RISER

The right riding position is a key factor in snowmobile handling. A new feature, the steplessly adjustable handlebar riser, allows you to fine-tune your riding position to accommodate both your riding style and the terrain conditions. The adjustable riser is a standard feature of the Xtrim Commander 800R E-TEC.

500 MM TRACK WIDTH

Lynx is the only snowmobile manufacturer to offer a 500-millimeter-wide track also for crossover sleds. This wide track facilitates a wider range of uses and ensures superior traction even in adverse snow conditions.

TWO-SPEED GEARBOX

The Lynx Xtrim Commander models are the only crossover sleds with a two-speed gearbox. The low gear makes it easier to maneuver on difficult terrain and improves traction.

EFFICIENT COOLING

The four-stroke Xtrim sleds and the Xtrim Commander models are equipped with our most efficient cooling system. In addition to the standard cooling, they have a front radiator, which ensures ideal engine temperatures even in slippery springtime conditions and on frozen ground.

LEARNING KEY™



CROSSOVER

XTRIM COMMANDER 600 E-TEC

Legends are not made, they are born.

The Lynx Xtrim™ Commander® is a success story. Its success is based on just one thing – it is a sled with characteristics and experiences that other snowmobiles are simply unable to offer. It is a snowmobile that sets no limits but offers an almost unlimited number of possibilities.

The solid foundation of the Commander range, the Xtrim Commander 600 E-TEC, has gained great popularity among both professional users and leisure riders. It combines the comfort and handling of a sports snowmobile with the versatility and unbelievable traction of a wide-track sled.

The L-XU chassis forms the basis of the Commander. The pyramid structure of the chassis gives it durability and extremely high torsional rigidity. The top of the tunnel is bevelled, which allows the use of a narrower fuel tank and seat – despite the wide

track, your riding position is relaxed and natural. The sporty ergonomics make the snowmobile easy to handle both on a trail and in difficult terrain.

What distinguishes the Commander and the other wide-tracked Lynx sleds from those of the competitors, is the PPS-5900-A rear suspension. The wide-track version of the legendary PPS skid, raises suspension comfort to a completely new level.

The Xtrim Commander Limited 600 E-TEC is a more generously equipped version of the Commander. Its accessories include a two-up seat, a manual starter in addition to an electric starter, and the CTEK charger socket that makes it extremely easy to recharge the battery.



XTRIM COMMANDER 800R E-TEC

Imagine what would be the result if the world's best all-terrain vehicle were to be equipped with the engine and handling of the world's most powerful sports car. Are you beginning to understand what's up with the Xtrim Commander 800R E-TEC model?

The Xtrim™ Commander® 800R E-TEC® is a snowmobile that makes the impossible possible and gives an indescribable riding experience. The powerful engine and the track give unprecedented traction and flotation. Thanks to the powerful engine, handling in deep snow is lighter than before, and the sled's climbing ability is even better than in many so-called mountain sleds.

Power is useless if the sled's handling characteristics are not top-grade. For this reason, the Xtrim Commander 800R E-TEC is equipped with take apart KYB shocks. The KYB 36R front shock absorbers feature rebound damping adjustment. The PPS-5900-A suspension is equipped with KYB 36 and KYB 46 shock absorbers. The Blade skis provide steering response and high flotation of the front in deep snow.

Focusing on the suspension and steering response have also

made the Xtrim Commander 800R E-TEC a very comfortable touring snowmobile. The relaxed riding position and the engine's cultured yet powerful nature give their share of comfort on the trail.

The two-speed gearbox and the front radiator make the big bore Commander a real jack of all trades for which even slow riding in difficult terrain is not alien. The low gear guarantees power and traction in any situation, and the efficient cooling system assisted by the front radiator keep the engine's running temperature optimal even on snow frozen solid in the spring.

The Commander 800R E-TEC is a snowmobile that you must experience yourself. The traction, endless power reserves and riding comfort form a comprehensive package that is incomparable.



XTRIM SC

900 ACE, 600 E-TEC

This sporty crossover is always ready, whether you are setting out on a refreshing evening ride or a week-long safari to the Arctic Sea.

Since its first introduction, the Xtrim™ SC has enjoyed popularity among riders who rack up a lot of kilometers. The popularity is easy to understand, as this sporty crossover sled with its comfortable suspension is the ideal solution for long trips. It gives a comfortable ride even on trails in a poor condition, and even snowed-in trails pose no problems, as the large footprint of the 3,700 mm long track guarantees traction even in more challenging conditions.

Xtrim SC models are available with two engine options. The Xtrim SC 600 E-TEC is a sporty touring sled with a 115-horsepower Rotax 600 E-TEC engine offering a speedy ride and a long operating range. Its four-stroke sister is equipped with a Rotax 900 ACE engine. The inline-three engine runs without vibrations, and its 90 horsepower and ample torque promise trouble-free travels.

The Xtrim SC 2015 has been subjected to small updates that still have a significant effect on its rideability. The handlebar is placed higher than before, giving a straighter riding posture. The new 160 millimeters high riser block makes riding in a standing or kneeling position easier, significantly improving handling in difficult terrain and soft snow. The versatility of the sled is also improved by the narrower ski stance of 975 mm. The narrower front of the sled increases its agility without detracting from the balanced handling characteristics that have become the trademark of the Xtrim SC.

Xtrim SC is a tireless traveler of the Nordic trails that calls for a rider whose idea of quality time consists of long riding trips – you.



XTRIM 600 ACE

Completely revamped through the REX² design, the Xtrim 600 ACE is a snowmobile full of great features. It offers unique handling characteristics and unprecedented ease of riding.

Equipped with a high-torque and fuel-efficient Rotax 600 ACE engine, the snowmobile is easy to ride and affordable to own, due to which it has gained high popularity among both beginners and highly experienced riders. Xtrim riders value the comfortable suspension, small fuel consumption and the most silent running in the market. The sled's briskness has also received praise: Thanks to its good handling and the suspension adjusted for the Nordic conditions, the Xtrim™ 600 ACE™ is a speedy recreational snowmobile that does not need to slow down when the trail becomes challenging.

Last season, the revolutionary iTCTM system was introduced in the Xtrim SC 900 ACE model – an electronic throttle featuring three different riding modes. The same technology will now be introduced for the Xtrim 600 ACE model as well. The unique iTC technology allows the engine's nature to be adjusted according to the riding style and situation. You can

choose the ECO™ mode that limits the top speed to 70 kph and also limits the acceleration. The Standard mode offers full power and smooth throttle response. The Sport mode provides sporty throttle response and gives the sled full performance.

The programmable Learning Key™ safety tether is also included with the Xtrim 600 ACE model as a standard accessory. Depending on its programming, the Learning Key will limit the sled's top speed to 40 or 70 kph. All three riding modes are also available with the Learning Key. The Learning Key makes learning to ride the snowmobile more care-free, as it allows you to guarantee that the sled will not go too fast.

The Xtrim 600 ACE is an ideal snowmobile, whether you are setting out on a long tour of the fjelds or to visit the nearest lean-to for campfire coffee. It is a snowmobile on which the miles will fly by and the scenery will change with comfort and ease.





SIDE PANEL AIR DEFLECTORS

860201068

Complete the sporty look of your sled with air deflectors that deflect the wind past your legs.



LinQ CARGO BOX, LARGE

860201082

Volume 40 L. Only available for 3,700-mm+ models.



HANDLEBAR BAG, LARGE

860200919

Now you can pack everything you need in rough terrain! The 3-W heater (sold separately, 515176786, requires Heated Visor Kit 860200628 sold separately.) in the bag which attaches to the handlebar keeps your cell phone and GPS warm and functional however cold it is out there. The bag also contains an RCA adapter as well as insulated pockets for two 0.5-L bottles. Installation requires a heated visor kit (860200242, sold separately).



RE SHOCK KIT

860201052

Rear and centre shock absorber kit, complete

860201051

Front shock absorber kit, complete



GPS-KIT

860200631

Stay on the map! The Garmin Montana 650T GPS kit is one of the best on the market and designed to fit your sled perfectly. Supplied with a plug-and-play wire harness. You will also need a glove compartment extension (860200707). Topographic maps are sold separately.



FRONT BUMPER

860200932

A stylish aluminum bumper that gives your Xtrim sled extra protection in challenging terrain.



BLADE SKI, BLUE

860201015

Personalize your sled with blue Blade skis. Designed for arctic conditions, the multilayer bottom structure of the Blade ski, 188-mm width and aggressive profile guarantee directional stability and precise steering.



TWO-UP SEAT

860201181

This luxurious new seat is the height of modular seats and provides optimal comfort to rider and passenger alike. Without any tools, the sled can quickly and easily be changed from a one-seater into a two-seater and back.



GLOVE COMPARTMENT EXTENSION

860200707

Thanks to the handy extension, you get 50% more storage space in your sled. The glove compartment extension replaces the lid of the standard compartment, and its front panel makes an excellent docking station for your GPS.



WINDSHIELD, HIGH

860201070

Protect yourself from the wind with a high windshield that complements the style of your sled.



SIGNATURE LIGHTS

860201074

This stylish LED set puts the finishing touch to your Lynx, accentuating its elegant outlines. A standard accessory of the 800R E-TEC series, the lights are now available as an optional feature for all REX² snowmobiles.



J-HOOK

860200886

Hook on a cargo sled and you're good to go: This hook kit transforms your sled into a beast of burden. Available for models with a reinforced rear bumper.



AUXILIARY LED LIGHT

860201050

The first fully-integrated auxiliary light on the market produces a powerful, almost 180° beam of light. The light attaches handily underneath the standard headlamp and it has ON, OFF and ON HI settings. You no longer have to sacrifice your low beam when you switch to high.



LYNX



ALMOST 50 YEARS OF UTILITY SNOWMOBILES

The Nordic winter, freezing temperatures and varying, often challenging conditions have guided the design of Lynx utility snowmobiles from the beginning of their history. They are built to travel where others dare not tread – and they are built to take you all the way. Back in the day, the first GLX Finlandia and GLX 5900 snowmobiles were like a glimpse into the future.

The development work has continued ceaselessly for almost 50 years, making today's Lynx utility snowmobiles the market leaders in their class. They combine reliable technology that endures heavy-duty use, raw pulling power and the most advanced and economical engine technology in the field. Although utility snowmobiles are called work machines, riding them does not need to feel like work. PPS suspension ensures that the riding comfort of Lynx utility snowmobiles is top grade whether you are riding in deep snow or on a demanding trail.





GLX

BLAZED THE TRAIL FOR OTHERS

For the 1981 season, Lynx introduced a special snowmobile combining features familiar from a sports snowmobile, such as a slide rail rear suspension, into a wide-track utility sled. GLX was a success, and the GLX 5900, introduced a couple of years later, became a legend to which wide-tracks are still compared.

When the five-year-old Eero Heikkilä noticed his father doing something out of the ordinary in the yard, he almost forgot his coat, cap and gloves inside. His father had gone and traded his reliable Lynx 535 snowmobile for a brand new Lynx GLX Finlandia that he was now unloading from the trailer. The snowmobile equipped with a wide track 3,300 mm long was bought to make winter-time tasks such as pulling timber and going ice fishing easier.

The GLX Finlandia, equipped with a gearbox with two speeds forward and one reverse was a most capable jack of all trades. It worked like high-quality clockwork, and its pulling power was unforeseen compared to its contemporaries – after all, the engine boasted 40 horsepower, which was quite a number in the early 1980s.

– That sled left the image that you could do absolutely anything with it and go wherever you wanted. Completing a task never failed because of the snowmobile, Eero reminisces.

It was on the self-same snowmobile that Eero got to sit on the rider's seat for the first time.

– It was the high point of a winter day, when my father gave me permission to ride around the fields. I didn't always get a permission. At those times, all I could do but stand disappointed and wonder the tarp-covered sled in the yard.

GLX remained the snowmobile of the Heikkilä family until 1989, when it was replaced by a Lynx GL 250 Syncro. At this point, however, memories of the GLX had become so deeply engraved in the mind of the youth of 13 years of age, that the decision to acquire his own GLX was already sealed.

A WIDE-TRACK LYNX IS WHERE IT'S AT

Water passed under the bridges of the Kemijoki river and years went by before Eero Heikkilä's dream of his own GLX became a reality. In between, he amassed a lot of kilo-

meters on different snowmobiles, most of which were Lynxes. The sports snowmobiles had begun to lose their luster over the years, as when you have started out on the progenitor of the modern wide-track snowmobile, a narrow-track sled is not necessarily able to fulfill all the requirements of the rider.

His return to wide-track sleds took place in 2007, when his Lynx Enduro 500 was replaced by a Lynx ST 600 snowmobile. The ST is still in active duty, having now traveled over 10,000 kilometers on the snows of Lapland. Eero also owns a newer 5900 with the LTS front, but he got his hands on a real treasure a while ago when he happened across a GLX 5900 sled in good condition, completely by chance. The sled's serial number proved that it was from the first production series from 1983.

Minor maintenance was enough to make the snowmobile almost as good as new. The test ride after the overhaul made even this experienced rider feel emotional.

– It was an uprising occasion. I did not remember how good the GLX sounds and smells. The GLX 5900 could be used as a showpiece, it is in such a good

condition. However, as a practical man, Eero has not planned restful retirement in a garage for his snowmobile.

– I bought it to be used. It is still a very capable sled, and its riding characteristics are good enough that it is a pleasure to ride. I intend to take it out for longer trips, as well.

Eero has a great trust in the senior sled.

– I remember my father's GLX as a sled that never failed to get you to your destination and never malfunctioned. That is a characteristic of the Lynx wide-tracks that I value. I also think that even at 30 years of age, some features of the Lynx GLX 5900 are ahead of many today's wide-tracked sleds.

NAME: Eero Heikkilä
AGE: 37
HOME: Sodankylä, Finland
SNOWMOBILE: Lynx GLX 5900

UTILITY

VERSATILITY

Lynx utility sleds are designed for heavy work use – without compromising the comfort of the rider. This makes them also well suited to leisure rides. The 59 YETI® and 69 YETI® can be equipped with a lightweight extra seat that turns your workhorse into a comfortable touring companion.

ERGONOMICS

BEVELED TUNNEL

The beveled tunnel allows for a slim seat and fuel tank even on wide-track sleds.

FRONT RADIATOR WITH FAN

All liquid-cooled Lynx utility snowmobiles feature a front radiator equipped with a fan to keep the engine's temperature in check even in challenging conditions. The ultra-efficient cooling system ensures the reliability of the snowmobile even when ground conditions cause insufficient spraying of snow onto the tunnel heat exchanger.

ENGINES

The Rotax 900 ACE adds more four-stroke power to the Lynx utility sled engine range. The 900 cm³ fourstroke inline three engine delivers up to 90 hp of smooth, flawless performance. At the same time, it is just as economical and silent as its little brother, the Rotax 600 ACE.

The 900 ACE engine features intelligent throttle control (iTC™), three driving modes, and the programmable Learning Key™ safety tether.

TRACKS

600 MM TRACK WIDTH

The large surface contact guarantees safe grip in all snow conditions. Even on soft trails, the traction of a snowmobile with a 600-millimeter-wide track never disappoints.

4,141 MM TRACK LENGTH

With a track length of more than four meters, the redesigned 49 Ranger™ models take riding in soft snow to an entirely new level. Thanks to its low surface pressure, the extra-long track keeps the 49 Ranger sled safely on the surface even when it carries two riders.



BLADE SKI LINER, SYMMETRICAL

860200749



There's no need to worry even if the trail is covered in deep snow: The Blade ski liner improves the HEAVY-DUTY of your sled.

LinQ CARGO BOX, LARGE

860201082

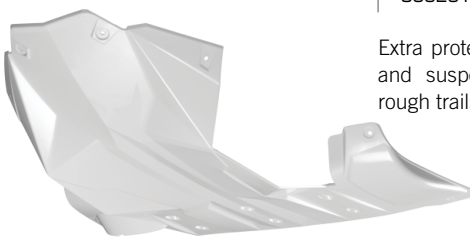
Volume 40 L. Only available for 3,700-mm+ models.

SKID PLATE

860201047 white

860201046 black

Extra protection for the front frame and suspension of your sled on rough trails.



HEAVY DUTY GEARBOX AND BRAKE DISK PROTECTOR KIT

860201134

Hard-wearing polyethylene kit for the ultimate protection of your snowmobile's front frame, chain-case and brake disk.



AUXILIARY LED LIGHT

860201050



The first fully-integrated auxiliary light on the market produces a powerful, almost 180° beam of light in. The light attaches handily underneath the standard headlamp and it has ON, OFF and ON HI settings. You no longer have to sacrifice your low beam when you switch to high.

GPS KIT

860200631



Stay on the map! The Garmin Montana 650T GPS kit is one of the best on the market and designed to fit your sled perfectly. Supplied with a plug-and-play wire harness. You will also need a glove compartment extension (860200707). Topographic maps are sold separately.

ACCESSORIES



FRONT BUMPER

860200932

A stylish aluminum bumper that gives your sled extra protection in challenging terrain.

49 RANGER

49 RANGER

600 ACE, 600 E-TEC

The 49 Ranger has been completely redesigned for the 2015 season. The only remaining things are the name and the strong characteristics of a multi-purpose snowmobile.

The 49 Ranger™ models have achieved unwavering popularity both in the Nordic countries and in Russia. There are numerous reasons for the success of this model, with good snow capacity, riding comfort and versatility the most important.

The 2015 49 Ranger models have been completely redesigned. The goal was to achieve even more traction, comfort and versatility. The new 49 Ranger is related to both the legendary BoonDocker® models and such Lynx legends as the GL 3900 Syncro and GL 250. The 49 Ranger combines the climbing ability and handling of a modern deep snow sled with the ability of yesteryear's snowmobiles to travel on the snow, not in it. Combining the best features of new and old snowmobiles, the 49 Ranger is unbelievably easy to command even in the most demanding snow conditions, and for that reason, it is the ride for reindeer herders and several other professions – not excluding leisure riders.

The 49 Ranger is based on the REX² chassis, also used in the Lynx BoonDocker models. Its suspension also has similarities with the PPD-DS suspension of the BoonDocker models. The articulated PPS-4100-DS-A rear suspension makes riding in deep snow, and particularly reversing, much easier.

The redesign of the 49 Ranger models includes the longest track ever used in Lynx snowmobiles. The length of the track is a full 4,141 millimeters. Thanks to the long track, the ground pressure is low, which means that the sled moves lightly even in deep snow.

The length of the track is not the only thing that is new: so is the profile height. The 49 Ranger 600 E-TEC gets 8 mm more height in its track profile, meaning a profile height of 59 millimeters. In the four-stroke 600 ACE model, the profile height is 39 millimeters.

Every detail of the 49 Ranger is designed with demanding users



in mind. The tunnel has been reinforced to allow more load to be carried at the back of the sled. Attention has also been given to riding comfort. The ergonomic solutions of the 49 Ranger are the best that the world of snowmobiles has to offer. The sled is comfortable to ride both in a seated position and while standing up, and special attention has been given to riding in a semi-kneeling position. Thanks to the narrow tank and front of the seat, it is easy to move about on the sled.

The new 49 Ranger is a workhorse for which no terrain is impossible. Its mountain-sled-like characteristics and its extremely long track and low gearing have improved its deep snow performance and climbing capability significantly, while raising its comfort and fun factor into a league of its own.



59 YETI

550, 600 ACE

This successor of the legendary GLX 5900 model had large boots to fill. The 59 YETI filled those boots right from the get-go.

The 59 YETI® respects the traditions of the Lynx utility snowmobiles. It is a sled designed for heavy-duty work with impressive pulling power and traction. The 500 millimeters wide track combined with the PPS-5900-A rear suspension guarantee traction in all terrain conditions. The LTS front suspension and flat bottom pan do not collect snow underneath the sled, making riding in deep snow effortless in all conditions.

A utility snowmobile is a sled you will spend a lot of time on. Traditionally, utility snowmobiles have been considered to be rugged machines for which comfort is secondary. According to the Lynx philosophy, tools must fit your hand and be comfortable to use; for this reason, special attention has been paid to the riding ergonomics and comfort of the 59 YETI

models. Thanks to the beveling of the top side of the tunnel, the 59 YETI's tank and seat are narrow, making your riding position relaxed and natural both while standing up and sitting down.

Comfort consists of many different things, and every one of us define it differently. But in the case of a utility snowmobile, operational reliability is at the top when listing comfort factors. The 59 YETI is a genuine utility snowmobile from the tip of its ski to the towing hook, built to endure heavy use year to year.

Thanks to its advanced L-XU chassis and PPS-5900-A rear suspension, the Lynx 59 YETI is a sled so comfortable, that you will enjoy taking it out on a spin on your day off.



69 YETI

600 ACE, 900 ACE

The demanding winter and varying conditions of the North raise difficult challenges for a utility snowmobile. When you must fulfill your duties regardless of the conditions, you need tools that equal the challenge.

The Lynx 69 YETI® is a real working-class hero, built to thrive where others dare not tread.

The sled's 600 millimeters wide and almost four meters long track provides ample flotation in soft snow. Its ground pressure is low, making the sled extremely easy to ride in all snow conditions. The widest track in the market guarantees traction even in wet snow, and the sleigh will follow the sled effortlessly.

The 69 YETI 600 ACE will be accompanied by the 69 YETI 900 ACE model equipped with a larger engine. Both models feature a gearbox designed for pulling tasks. The low gearing and high-torque four-stroke engine get the load moving as if by itself. Thanks to the advanced four-stroke Rotax ACE engines, the sled's operating range is extremely long.

In utility use, the functioning of the cooling system is put to the test. Heavy load, slow speeds and hard terrain are poison for a liquid-cooled snowmobile, if the cooling system is not powerful enough. All liquid-cooled Lynx utility snowmobiles feature a front radiator equipped with a fan, keeping the engine's temperature in check even if the riding surface does not send a cooling spray of snow into the cooling elements in the tunnel. Powerful cooling ensures your peace of mind, as you can be certain that the engine will work reliably even in difficult conditions.

When you must get work done and loads moving, the 69 YETI is a snowmobile that is as reliable as a rock.



69 RANGER ALPINE

The 69 Ranger Alpine is a snowmobile for the heaviest of duties, such as maintenance work at ski centers, maintaining power lines or pulling a tracksetter. The maximal load capacity has been guaranteed with a high-capacity suspension and dual shock absorbers on the rear arm. The long, fixed slide rails prevent ski lift when pulling heavy loads and climbing steep hills.

Operating on steep slopes demands a lot from the snowmobile. Climbing the steepest sections requires a lot of power, and the steep inclines put the sled's stability to the test. In order to retain the riding characteristics in difficult conditions, the front suspension is optimized for the purpose. The front is lower than in other models equipped with the A-LFS front suspension in order to achieve a lower center of gravity. Additional stability can be achieved with the extension kit available as an accessory, increasing the ski stance by 92 mm.

The power required to climb a slope comes from the super-strong Rotax 1200 4-TEC engine, its 130 horsepower driving the track tirelessly. The effective cooling system keeps the running temperature of the engine optimal in warm conditions. Grip to the riding surface is guaranteed by the 600-mm-wide studded track and its 32 mm high profile.

The 69 Ranger™ Alpine® is a special snowmobile for special circumstances. It is a sled that can lightly move about loads – long after all others have run out of traction and power.



Illustrated sled is equipped with Alpine accessories.



POWERED BY **ROTAX** 4-TEC

69 YETI ARMY 600 E-TEC

Great development steps can only succeed if you sometimes take steps to an unknown direction. The Lynx 69 YETI ARMY is something that would never have been born, if we had done everything just like in the past.

You do not need to talk about the 69 YETI ARMY using flowery turns of phrase or wax poetic about its characteristics. It is simply a snowmobile built to reach places where it is futile itself to even attempt on many other sleds. It is built to conquer soft snow and difficult terrain with or without load.

The word "ARMY" in the name of this snowmobile with a 600-mm super wide track is not there just to give the sled a more macho image. This snowmobile was originally designed with military use in mind, and for this reason, it was built and equipped to manage on its own in all con-

ditions. Its equipment includes a powerful 30 Ah battery and a manual starter just in case that the battery still runs out of charge.

The first look is enough to give you the idea of what this snowmobile is about. It is equipped with a track that is 3,968 mm long and 600 mm wide, and Blade skis equipped with asymmetric ski liners. These solutions result in an extremely low surface pressure, allowing the 69 YETI ARMY to travel on the surface of snow. The the super wide track and the two-speed gearbox are familiar Lynx features all the way from the 1970s. All this results in a snowmobile

that is almost completely unaffected by changes in conditions.

At the same time, the 69 YETI ARMY represents something completely new and the most traditional features of the Lynx utility sleds. It is a snowmobile that travels in soft snow impressively, and surprises with its comfortable riding characteristics.

As the super wide track and the skis with liners that carry the sled on the surface of the snow, slow tiptoeing on the snow is easy. Riding in soft snow, for example climbing steep hills, can seldom be done while lightly sneaking

on the surface of the snow. With ample power at the front and a track with a 44 mm high profile, attacking a hill will not halt half way up.

Like the other wide-tracked, liquid-cooled Lynx utility snowmobiles, the 69 YETI ARMY comes equipped with a front radiator. It allows the running temperature of the engine to remain optimal during slow riding even on a hard surface that does not send a cooling spray of snow into the cooling elements in the track tunnel.



ACCESSORIES



HEAVY-DUTY SKID PLATE, BLACK

860200691

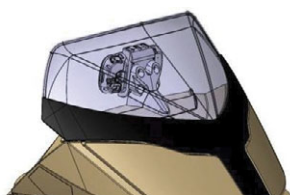
The hard-wearing polyethylene skid plate offers ultimate protection for your front suspension and prevents snow from sticking to the frame. Only available for the 69 YETI.



LinQ CARRIER CARGO SLEIGH

860201065

Take your snowmobile's cargo capacity to a new level with a LinQ cargo carrier. This hi-tech sled has independent suspension, which guarantees a smooth ride for your cargo as well. The sled in the picture is equipped optional racks sides, 2 x 715001665.



GPS HOLDER

860201018

Stay on the map anywhere – with the Garmin Montana 650T placed in this practical, easy-to-mount GPS holder. The device fits all Lynx XU models and comes with a Plug-and-Play cable kit.



CARGO BOX FOR LinQ CARRIER, 360 L

860201066

High-quality cargo box to protect your cargo whatever the weather. The box has steel rails for attaching cargo, and the lid is protected by teak borders. Attachment bolts included.



UNDERSEAT BAG FOR XU MODELS

860201096

This semi-rigid bag fits into the cargo box under the extra seat, protecting your gear from the snow. Thanks to its practical handle, you can easily carry the bag and its contents with you after finishing your ride.



LinQ BAG, MEDIUM, 19 + 3 L

860200917

Durable bag for extra storage space for tools and other gear. For maximal storage space, combine with a small LinQ Premium bag in a track tunnel of at least 3487 mm. Supplied with the LinQ attachment kit.



GPS KIT

860200631

Stay on the map! The Garmin Montana 650T GPS kit is one of the best on the market and designed to fit your sled perfectly. Supplied with a plug-and-play wire harness. You will also need a glove compartment extension (860200707). Topographic maps are sold separately.



LinQ JERRY CAN

860200733

Thanks to the handy LinQ attachment system, the jerry can can be detached and reattached to the sled in seconds.



LinQ RACK

860201003

Just replace your passenger seat with this rack and you can have a LinQ jerry can and a LinQ bag on board in seconds. With LinQ accessories, your YETI sled is always up to the task, whether business or leisure.



HEAVY-DUTY FRONT BUMPER

860200391

Extra protection for your sled in rough terrain.

UTILITY

LIVING THE MOMENT WITH THE GRAND TOURER



Terje Lind enjoys the winter in Finnmark with his Lynx Adventure Grand Tourer 1200 4-TEC. There's not a lot that can match the Northern Lights in the Arctic region on a cold winter's day.

For Terje Lind the snowmobile and nature mean everything. Throughout the long winter he enjoys the best of Finnmark, and can't imagine a better companion than his Lynx Adventure Grand Tourer 1200 4-TEC.

The keys to the good life for Terje are a snowmobile and the great outdoors. From his home in Russenes he clocks up thousands of kilometers on the snowmobile each winter. Ice fishing, camping trips and fun recreational skiing make the winter fly by for this nature-loving and outdoorsy guy from Finnmark. He is also a member of the Red Cross, and prepares both cross-country tracks and snowmobile trails.

STARTED WITH GLS 3300

And don't for a moment think he will drive just anything. In the last 28 years he has bought ten new Lynx snowmobiles. The latest edition is an Adventure Grand Tourer 1200

4-TEC, which he says is a veritable limousine of the tundra and the best tool he could imagine bringing with him on a trip.

– They now just call me Terje Lynx around here, he explains, and laughs heartily as only someone from Finnmark can. To tell the truth, he has lost count after so many years. He thinks it's the ninth or tenth Lynx since 1986. 1986 is firmly fixed in his mind. That was the year he bought his very first Lynx, a GLS 3300.

– I remember it like it was yesterday: two-stroke with Rotax 503 engine, twin carburettor and 56 horsepower. It was a lot of fun, he recalls.

A COMFORTABLE RIDE

We suspect it's almost as though Terje insists on you riding a Lynx if you want to accompany him on a trip. The entire family rides the same brand. At the moment there

are no fewer than seven Lynx machines.

– We ride the best, of course, comes the decisive reply when asked why this is the case in the Lind family.

The 1200cc model he currently rides was acquired in 2011. This powerful and environmentally friendly four-stroke machine does everything he asks of it.

– I ride quite a few kilometers when making tracks and it's stable and absolutely fantastic. It's comfortable and pleasant to ride, and copes really well with the bumps, he explains.

– One of the main reasons why I chose this snowmobile is the excellent traction. We often go on long camping trips with a heavy sledge, which is where the 1200 comes into its own with its excellent torque. It's also good at reversing. That's actually a really important feature, he adds.

NAME: Terje Lind
AGE: 56
LIVES: Russenes, Norway
SLED: Adventure Grand
Tourer 1200 4-TEC

TOURING

iTC AND LEARNING KEY

The electronic iTC™ system is the first fly-by-wire throttle control for a snowmobile. It has allowed us to introduce an entirely new set of features to sleds equipped with Rotax 600 ACE and 900 ACE engines.

The iTC system offers three quite different riding modes. The Standard mode combines full engine power with smoother acceleration and throttle response by reducing torque within a certain range of engine speeds, while Sport mode offers full power and a sporty throttle response. The ECO™ mode limits engine power, top speed, and acceleration, for leisurely, economical rides.

An additional standard feature of iTC-equipped sleds is the Learning Key™, a programmable safety tether that facilitates limiting of the top speed to 40 or 70 kilometers per hour. Beginners in particular will find the unique Learning Key of great help on their first snowmobile rides.

SUSPENSION

The Adventure™ LX 600 ACE™ is equipped with PPS² suspension, showcasing the new generation of our PPS range. Our lightest suspension to date, it compensates for small bumps even more sensitively than its predecessor. We reduced the weight of the arms by introducing a new material: a heavy-duty tempered chromium-molybdenum alloy.

The new PPS² suspension produces noticeably less noise and vibration. This was achieved through an increased distance between the upper idler wheels of the rear arm, facilitating more even, unobstructed movement of the track.

ECS² REAR SUSPENSION

The ECS² rear suspension greatly improves the adjustability of the suspension system. It allows independent adjustment of the rear shock absorber and the spring preload. You can also choose from five predefined setup combinations.

Spring preload adjustment only increases the suspension capacity by more than 60%. This together with the wide adjustment range for the shock absorber ensures effortless adaptation of the ECS² suspension if the number of riders or the weight of the load changes.

VERSATILITY

500 MM TRACK

The wider track turns the touring sled into a multipurpose snowmobile for any route, strong enough to haul a cargo sleigh if needed. Thanks to its superior traction, your trip continues with ease even if the groomed trail ends.

STUDED TRACK

A studded track improves performance and safety when you're riding on variable terrain. This is a particularly sensible choice on icy surfaces, where the grip of normal tracks is limited. At the same time, the performance on snow is indistinguishable from that of standard tracks. The studded track is available only for the Lynx Adventure Grand Tourer 900 ACE and 1200 4-TEC models in combination with the ECS² suspension kit.

EFFICIENT COOLING

Lynx Adventure snowmobiles are equipped with a highly efficient cooling system. It is enhanced by a fan-powered front radiator, which keeps the engine temperature stable at low speeds or if there isn't enough snow for the tunnel heat exchanger.

HEATED SEAT

The heated seat for two provides added comfort in subzero temperatures. This seat model is delivered as standard for both Adventure Grand Tourer sleds.



ADVENTURE GRAND TOURER

900 ACE, 1200 4-TEC

Snowmobiling is freedom, and a real feeling of freedom comes from knowing that you are riding a sled that sets no limits to your travels. The Adventure Grand Tourer models are versatile touring snowmobiles that are at home on a trail, but are really in their element when you need power and traction in addition to comfort.

The track that is almost four meters long and 500 millimeters wide makes the Adventure Grand Tourer a jack of all trades the use of which is only limited by your imagination. The wide and long track improves the stability of the sled, particularly with two riders. It also improves traction and pulling power. And when you find the PPS-5900-A rear suspension in the track tunnel, you know that you will always travel in first class.

The Adventure™ Grand Tourer™ models are powered by four-stroke engines. With the engine compartment housing the Rotax 900 ACE- or 1200 4-TEC four-stroke engine, you can be certain that there will be enough power even if you are pulling a large sleigh full of passengers.

The Adventure Grand Tourer model range offers two significant new additions. The Rotax 900 ACE engine is an economical and silent four-stroke engine. It runs extremely smoothly, further improving the riding char-

acteristics. With its introduction, the 900 ACE brings along the iTC system introduced last season in the Xtrim™ SC 900 ACE™ model. In practice, iTC™ means three entirely different natures for the engine. The Learning Key™ is also available, limiting the top speed of the snowmobile, making it easier to ride for a beginner.

The ECS² rear suspension is a second innovation that takes the adjustability of suspension to an entirely new level. The ECS² allows the rear spring and shock absorber to be independently adjusted. This feature enables you to customize the riding characteristics according to terrain and your preferences even better than before.

The Adventure Grand Tourer is more than a regular snowmobile. It is a snowmobile with comfort and versatility that will change your idea of a two-seater touring sled once and for all.



POWERED BY **ROTAX** 4-TEC

ADVENTURE LX 600 ACE

The Adventure LX 600 ACE is a tireless travel partner for ice-fishing trips and family trips to the winter wonderland. It is a snowmobile filled with great features.

The Adventure™ LX 600 ACE™ has been completely redesigned. The REX² design means eye-pleasing lines and an even better protection from the wind. The new design of the front easily steals your attention, but there are significant new features in the rider's seat and the tunnel. The new two-person seat offers even cozier conditions for the rider and the passenger, while the new PPS²-3500 rear suspension offers even more suspension comfort. The suspension is lighter, allowing it to work even more precisely over the small bumps of the trail.

In just a couple of years, the Adventure LX 600 ACE has attained an unshaken position in the touring snowmobile class. The secrets to its success include comfortable riding characteristics and high fuel economy. The engine compartment of the Adventure LX 600 ACE hides the most fuel-efficient snowmobile engine in the market, the Rotax 600 ACE. The fuel consumption is as low as 8 liters per 100 kilometers. The engine is also very easy to use and it is

very low-maintenance. On top of all this, it is the most silent and environmentally friendly engine in the market. The engine generates 60 horsepower, which enables the snowmobile move extremely briskly when necessary.

Good suspension forms the basis of a touring snowmobile. The A-LFS front suspension and the PPS²-3500 rear suspension smooth out the bumps on the trail like they were nothing. The suspension has been adjusted to bear two adults even on a trail in a somewhat poorer condition. The Blade skis give the final touch to the riding comfort. Introduced two years ago, these skis give precision to the steering and flotation in deep snow.

The Adventure LX 600 ACE is a snowmobile on which every trip is an experience. Its unique riding characteristics make you wish that the trip would never end.





GPS KIT

860200631



Stay on the map! The Garmin Montana 650T GPS kit is one of the best on the market and designed to fit your sled perfectly. Supplied with a plug-and-play wire harness. You will also need a glove compartment extension (860200707). Topographic maps are sold separately.



REAR VIEW MIRROR KIT

860201156

Mounted behind the windshield, the new mirrors provide the rider with an unobstructed, stable view to the rear. The kit fits all REX² models.



LinQ BAG, SMALL, 10 + 3 L

860200918

The LinQ system lets you customize the storage space in your sled and attach your bags securely. The stylish black bag is supplied with the LinQ attachment system (860200583).



HANDLEBAR BAG, LARGE

860200919

Now you can pack everything you need in rough terrain! The 3-W heater (sold separately, 515176786, requires Heated Visor Kit 860200628 sold separately.) in the bag which attaches to the handlebar keeps your cell phone and GPS warm and functional however cold it is out there. The bag also contains an RCA adapter as well as insulated pockets for two 0.5-L bottles. Installation requires a heated visor kit (860200242, sold separately).



GLOVE COMPARTMENT EXTENSION

860200707

Thanks to the handy extension, you get 50% more storage space in your sled. The glove compartment extension replaces the lid of the standard compartment, and its front panel makes an excellent docking station for your GPS.



LinQ BAG, MEDIUM, 19 + 3 L

860200917

Durable bag for extra storage space for tools and other gear. For maximal storage space, combine with a small LinQ Premium bag in a track tunnel of at least 3487 mm. Supplied with the LinQ attachment kit.



HEATED VISOR KIT

860200628



SIDE PANEL AIR DEFLECTORS

860201068

Complete the sporty look of your sled with air deflectors that deflect the wind past your legs.



ENGINE HEATER KIT

860200367

Available for the 600 ACE, the 900 ACE and the 1200 4-TEC.

ACCESSORIES

CROWN THE SLED

Lynx offers a comprehensive selection of accessories that will make your life as a snowmobiler easier. We are also constantly developing new and redesigned products to meet the needs of our customers – recently, we have focused on conquering deep snow.



"The ideas for new products stem from practical needs, brought to us by our customers or snowmobile enthusiasts working at BRP. We may also get good ideas from the accessory selections of cars or motorcycles. The basic selection is also updated at the same pace as the snowmobile models", says Henri "Henkka" Toppala, who left the snowcross tracks to become the product manager for accessories and clothing of BRP Finland Oy.

THE GROWING LYNX DEEP SNOW SPORT SEGMENT HAS BROUGHT ITS OWN ADDITIONS TO THE SELECTION OF ACCESSORIES.

"We have developed the Fox air shock absorbers for Deep Snow Sport snowmobiles in order to prevent snow from accumulating into the front suspension. The windshield-mounted powder plow that directs snow away from the rider has also proven to be a useful addition. For deep snow enthusiasts, snowmobiling is a comprehensive hobby: when you are not riding, you are already planning your next trip,

and tuning and equipping your snowmobile. Wrap kits are popular for making your snowmobile as individual as possible, and so are differently-colored skis and auxiliary lights."

HEAVY-DUTY ACCESSORIES FOR HEAVY-DUTY USE

Just like the Lynx snowmobiles, Lynx accessories are also designed and built to work in the extreme Nordic conditions.

"Any old plastic will not stand extreme cold, which means that we select the plastic grade very carefully. The rugged trails of the north also require sturdier mounting. We also test the accessories in the conditions in which our customers use them", Toppala says.

In the utility snowmobile segment, the starting points of design are entirely unique.

"The more heavy-duty the snowmobile, the sturdier the accessories, which is evident in, for example, bumpers and cargo boxes. We also have plenty of special products, designed specifically for professional use."

THE TOP THREE: GPS, LED AND LinQ

The popularity of deep snow snowmobiling is also evident in the list of the most popular Lynx accessories.

"The GPS kit is seeing really fast growth. Deep snow enthusiasts in particular are often riding in unknown terrain, where a GPS provides additional safety, while the dark northern winter affects the popularity of auxiliary LED lights. On narrow trails, they provide light to the sides as well, increasing safety: it will also be easier for you to spot any animals passing along the trail."

The popularity of the quick-mounting LinQ accessories has been increased by their practicality.

"LinQ cargo boxes are well suited to modern snowmobiles all the way to their appearance, and if you are spending the night at a hotel after a day of riding, you can easily take the cargo boxes with their contents along without having to spend time unfastening straps."



NO COMMON WINTER CLOTHES

Every detail of Lynx riding gear has been designed to keep the rider dry and warm even in the most demanding extreme conditions.

"Durability and quality are the foundation of our riding gear design", says Anu Vaara, a clothing designer at BRP Finland Oy. "For our line, we only choose materials that are highly water and wind resistant, have high breathability values in their membranes, and pass the standardized laboratory tests."

CAREFULLY TESTED PROTECTION FROM THE ELEMENTS

The requirements snowmobiling sets for clothing are taken into consideration even in the smallest of details.

"The pattern design and sizing take into account the riding position, protective equipment and

the spots that are subjected to more wear as they rub against the snowmobile. The knees and the seat are better insulated. The double flap of the front zipper and the adjustable collars, cuffs and hems give protection from the wind. Snow guards at the waist and the hems of the pant legs protect from billowing snow", Vaara lists.

THE DESIGN PROCESS OF TECHNICAL CLOTHING ALWAYS STARTS FROM ITS PURPOSE OF USE.

"Utility clothing must serve its wearer during both riding and working. The clothing must be warm and protective, but also easy to air out. The rider of a sports snowmobile does

not need as much additional warmth, as protection from the elements. The pattern design for a suit fitting a more aggressive riding style also takes into account that the chest and knee protectors must fit under the suit, and orange color will increase safety."

According to Vaara, a new riding suit is tested during the product development phase by both professional riders and enthusiasts alike. Information on clothing already included in the product line is also continuously collected from the user with the purpose of meeting the needs of the snowmobilers even better.

THE LYNX LIFESTYLE SHOWS IN YOUR CLOTHING

The Lynx clothing line also includes clothes other than riding gear, for example hoodies, caps and shirts.

"The idea of Lynx sportswear is that we want to offer snowmobile enthusiasts the chance of wearing Lynx colors even when they are not riding", Vaara explains. "Each year, we add new clothes into the clothing line that are suitable for leisurely free time, also during the summer."

The common trends also affect the styles and design of the Lynx clothing.

"We are constantly monitoring the trends. The freeride style riding gear is often influenced by the clothes of snowboarders, as the worlds of these two sports are close to each other. In the Flight suit, for example, this is evident in the asymmetric cuts and the bright and crisp colors, while the suit's print follows the design of the Lynx BoonDocker snowmobiles."

FUNCTIONALITY POSES CHALLENGES

For Vaara, a career designing riding gear was a natural choice. She graduated from the University of Lapland, where you can specialize in the design of functional and cold-climate clothes.

"I became interested in functional clothes already during my student years. The use of layers, different materials and functional details pose a lot of interesting challenges!"



Lynx Flight suit (grey/orange) and Lynx helmet



Lynx Fairbanks riding suit



Lynx Chena Kids suit and Lynx Fairbanks suit



Lynx Denali Race Edition suit and Lynx XR-1 helmet

Lynx Flight suit (blue/orange) and
XP-R2 helmet



Old-school machine sales



Dressed in a checkered shirt, the dealer takes a seat on a shiny new Lynx Rave RE. He is holding his steaming morning coffee, naturally in a Lynx cup.

The CEO of Hyvinkään Konetalo Oy, Olli Penttilä, looks over the row of Rave snowmobiles in his dealership with satisfaction.

– They look sweeter now than ever, Penttilä says.

Olli knows what he is talking about. Penttilä has run a snowmobile dealership in Hyvinkää from 1990, and he says he has seen everything in the business – the fast growths and steep declines. Last years have seen strong sales and in 2013 Hyvinkään Konetalo Oy was selected as the Lynx Dealership of the Year in Finland.

Sports snowmobiles form over 85 percent of Hyvinkään Konetalo's sales, and it is not difficult to name the clear top hitter.

– For us, it is clearly this Lynx Rave RE 600 E-TEC. Its sales alone reach half of the total sales, Penttilä says.

The reasons for the high sales of the model are easy to find.

– A major reason for choosing a Lynx is that you want the most reliable machine available. The season is damnably short here in the south, just three months, so you cannot afford to lose time while your snowmobile is at the workshop. Another reason is that the Rave RE 600 seems to suit variable conditions and trails better than anything else.

Sports snowmobiles are selling well in Finland. Deep snow snowmobiles are a new thing in the hobby, already accounting for almost 15 percent of Konetalo's sales.

– People travel to Sweden to enjoy a week or ten days of riding in deep snow. The new conquest expands the

field of snowmobiling, but in Finland, riding where you are not permitted raises ire.

Every now and then, the need for a modern sales method and the special characteristics of the digital era are brought up at powersports trading. Olli Penttilä, however, believes strongly in the traditional way of selling: redeeming and keeping the customer promise.

– I say that a customer-oriented approach is how Hyvinkään Konetalo will survive the competition. Old-fashioned and honest machine sales, where the customer learns to trust the word of the dealer is the hook that will hold, Penttilä asserts.

The financial numbers prove his statement to be true: over the last couple of years, Konetalo has increased its turnover and had a good operating profit.

The dealer himself holds tightly to the amount and quality of his personal riding. Although he has a limited amount of free time, he managed to clock almost 3,000 kilometers on a snowmobile last winter.

– It is vital to ride a lot on different snowmobiles. That is the only way of getting to know the model range you are selling. The customers will trust that the dealer has tested the machines and knows how the machines have changed and how they handle when doing the sales work.

The morning coffee has been drunk and the door makes a sound. Men who have become familiar over the years burst inside the dealership. The working day of a dealer has begun, and rakish, testosterone-filled stories accompanied by bursts of laughter fill the dealership. The regular customers have come to bargain a deal for a new snowmobile.



At Oktan Sverige AB, all doing is based on the passion for snowmobile riding. The committed attitude reaped rewards, such as being selected by the 2013 Lynx Dealership in Sweden.

The owner of Oktan Sverige AB, Olle Olsson, has been selling snowmobiles for around five years, but he says that he has been in the business practically all his life.

– My father was already a racer, so snowmobile riding became a way of life for me kind of naturally. I love riding more than anything. When Oktan was established in 2010, their most important goal was to help snowmobile enthusiasts with the knowledge of a person born to ride. All Oktan employees share the same fire for snowmobiling.

When you are working with a sport you love, it shows in your attitude – all the way to the customers.

– I want to be sure that every customer leaves us satisfied. Natu-

rally, there are times that are better and worse, but ultimately, every day of work is a good one, and that is first and foremost due to a great crew. We are working with the attitude of building something together we can be proud of.

There has been plenty to be proud of, as Team Oktan's Marcus "Oge" Ogemar-Hellgren, who has garnered success in the Pro Stock class in snowcross, recently nabbed the Swedish Stadium Cross Championship. In addition to racing activities, Olle and his colleagues are kept busy by Team Oktan's photo sessions and their planning.

CUSTOMER SATISFACTION IS THE BEST REWARD

Olle seldom thinks about what are the characteristics of a good snowmobile salesperson, but he finds it easy to raise a couple of points above others: – This requires commitment and a lot of hard work. You



HJELDE MASKINSERVICE AS
JO STÅLE HJELDE

Does all for the customer!

need to know the products you sell inside and out, and you have to be reliable.

Commitment to work produces successes, and you cannot measure how rewarding they are in money.

– When you are able to help a customer get the perfect riding experience, the feeling is at the same level as stepping on a podium after a victorious race. We want to serve race riders, freeriders and those who need a snowmobile in their daily work just as well. Oktan is a store founded by riders, for riders, Olle crystallizes. – It feels great that many people have been our customers right from the start and trust us to take care of their snowmobiles.

THE SLED MAKES THE MAN

Olle's own choice for the snows is a slightly tuned 2014 BoonDocker 3700. His all-time Lynx favorite, however, is the 2004 Lynx Racing 440 snowmobile.

– I rode to my first victories in Pro class on it, but on the other hand, the sled ruined my season by busting my knee. You will not forget a machine into which you poured so many hours and which you built to suit your own style. The new era of racing was beginning then, and it could be said that the sled made me a man!

Lynx dealer Jo Ståle Hjelde swears by quality products from Finland. These are the results. Hjelde Maskinservice AS was named Norwegian Lynx dealer of 2013.

Jo Ståle Hjelde and his company Hjelde Maskinservice in Snåsa, Nord-Trøndelag have traded in Lynx snowmobiles for almost 30 years. Good relations, a pleasant tone and reliability are the recipe for an excellent customer relationship.

– It's important to us that customers are satisfied. We should feel able to greet the customer after the deal as well, explains Jo Ståle who joined the motor industry almost straight from high school. He has customers who have driven Lynx since 1983.

THE CUSTOMER ALWAYS COMES FIRST

– We have a number of long-standing customer relationships, and value them greatly. Many of these replace their snowmobiles after a few years, while others actually change every year. This has led to us building solid relationships with many of our regular customers. For us as dealers, honesty is important, as well as being in a good mood, even after a hectic day at work. We have an easy and friendly tone with our customers. However, the customer always comes first, is the assertion of this Nordtrønd resident.

– This means that the customer is always right, and we think so too. We do all we can to find good solutions for the customer, and for us as dealer, he adds.

LYNX 5900 IS THE FAVORITE

Jo Ståle has many years of experience with snowmobiles, and his favorite model is the Lynx 5900, as it was then called. But he sadly admits to not having driven as many snowmobiles as he would have liked.

– There's a lot of work during the winter months so it's difficult to find the time to get out much. The trips I do manage are mostly on models with a 50 cm track. I like these work machines the best. But usually there's not so much to choose from when I do go on a trip. Lynx is a very popular brand of snowmobile in our area and it's often a challenge to get hold of enough models for customers. So it's rare I have my own Lynx during Easter. But that's just a luxury problem, he smiles.

– The Lynx snowmobile story looks like it'll never end. It just keeps getting better for us, he says with satisfaction. And now Jo Ståle can also boast that he belongs to the very elite when it comes to selling Lynx in Norway!



FACT FILE:

Name: Markus Nordin

Age: 26

Home: Sundsvall, Sweden

Snowmobile: Lynx Rave RS 600 -14

Favorite trick: Deadbody

www.markusnordin.com

MARKUS NORDIN

– The feeling I got when I flew into the heights with my snowmobile made adrenaline burst throughout my entire body, says Markus Nordin about his first jump from a ramp.

– I had watched others jumping and said to myself that if they can make such jumps, so can I.

Nordin has been practicing freestyle snowcross for four years. He moved into the Lynx camp for the 2014 season. He has been happy with his new ride.

– It works great in FSX. Naturally, the power line and suspension of the racer had to be adjusted to suit the sport, but now the snowmobile works like a charm. I particularly like the PPS suspension.

FSX has taken Nordin around the world. In addition to his home country, Sweden, he has appeared in numerous shows in, for example, Norway, Russia and Australia.

– The first show in Australia was overall a great experience. So was my first gig in Russia, as cultures really met during that trip.

Today, Nordin's life is literally jumpy. He is focusing on the sport full time.

– I no longer have a day job. If the weather is fine, I practice jumps with my friends. If the conditions do not favor riding, I service my snowmobile.

Previously, I also practiced jumping with a motocross bike, but today, FSX is a year-round job for me.

FSX looks wild, but Nordin hopes that more people could experience how fun it is.

– I hope that everyone could try jumping off a ramp. You shouldn't rush headlong to a ramp, though; first, you must have the skills to handle your snowmobile while airborne. So you must practice jumping from smaller snow ramps.

Nordin also reminds of the risks inherent to the sport.

– You must not stress yourself! Have fun and never ride beyond your limits, as that is a recipe for a disaster. I wish someone had given me that piece of advice when I was starting out, as I used to hurt myself quite often.





JOSTEIN STENBERG

FACT FILE:

Name: Jostein Stenberg
 Home: Hokksund, Norway
 Snowmobile: Lynx 600 RS
 Favorite trick: No hand backflip

Taking off from a ramp for a couple of seconds of flight still gives Jostein Stenberg the same feeling that made him become a freestyle enthusiast. Once the skis come off from the ramp, the level of adrenaline in your body starts to rise so fast that there is a rush in your ears.

Stenberg has been practicing freestyle for eight years, the last five while commanding a Lynx RS 600 racer. The man quickly took command of the sport. His motocross years had taught him a trick or two of about airborne activities, so it did not take long until Jostein nailed his first backflip on a snowmobile.

Stenberg has been described as a man who is not particularly nervous about new tricks or major jumps, and what else would you expect from man that jumps a backflip over a parachutist in a Norwegian mobile phone opera-

tor's commercial. The man himself says, however, that he is nervous before each show and jump.

– I will stop doing this immediately when I am no longer nervous!

Annually, Jostein Stenberg performs in around 20 shows. FSX has taken him all around Europe.

– I have performed in Norway, Sweden, Germany, England, Ireland, Austria, Mallorca, Croatia, Slovenia, Serbia, and so forth.

Shows around the world have increased awareness of the sport in also those areas where snowmobiling is not yet a major sport. The shows have given him memories that are unlikely to ever fade.

– My first backflip is naturally something I will never forget. But perhaps my finest memory is from Berlin, in 2008. Appearing in front of a crazy 12,000-strong audience was unbelievable.



JYRI KESKIAHO

In spring 2013, Jyri Keskiäho, an FSX rider from Rovaniemi, jumped to the awareness of the Gumball 3000 audience on the Narikkatori square in Helsinki. His jumps spread all around the world on TV and the Internet and were seen by millions of eyes. The modest northerner considers the Gumball gig a fine experience, but he says that he gets the best kicks from nailing new tricks.

– When I got the Sideway Seat Crab launch so that I was upside down in the air with my feet well to the side, and the trick also looked good on camera, I had an awesome feeling.

Keskiäho moved from snowcross to FSX a couple of years ago. For a young man who had always liked jumping, the first try-out spelled a change of sports.

– Even the first jump from a ramp felt nice, because the air time was so long.

Although FSX is a wild sport, it is not for reckless daredevils. For an FSX rider, career advancement means hard work, practicing and controlled risk-taking.

– When we were jumping over a half pipe in Ruka, it felt hardcore. You just had to mentally preview the jump in advance and consider the different elements carefully.

In the near future, Keskiäho will concentrate on practicing new tricks and honing his old ones.

– I'm working on bar tricks, where you go over the handlebar. I will try out a flip when its time comes.

You can check out Keskiäho's achievements on his website at jyrikeskiaho.com.

FACT FILE:

Name: Jyri Keskiäho
 Age: 25 years
 Home: Rovaniemi
 Snowmobile: Lynx Rave RS 600
 Favorite trick: Hart Attack

RACING

The Lynx Racing Team is ready to conquer the podiums.

The Lynx Racing Team is a strong contender in all major snowcross contests. It is no mere coincidence that its three-rider team this season consists of Petter Nârsa, Emil Öhman, and Aki Pihlaja.

As for the Nestor of the team, 27-year-old Öhman, it would be beyond strange if he had not ended up becoming an international snowcross champion. After all, speeding around on a Lynx is a matter of tradition in the Öhman family. Its fastest member in the past was Emil's uncle Mats Öhman, who won one European championship, two Nordic championships, and seven Swedish championships – an illustrious career.

Emil Öhman himself already has two snowcross world championships to his name, for 2009 and 2011. He has also been successful in the North American ISOC, the most demanding snowcross league in the world. Öhman spent four seasons in North America. At the close of the last one, a year ago, he ranked fifth in the top class of the league, the Pro Open. His best total score he achieved as a rookie in 2010, when he finished third in the Pro Super Stock class.

Öhman's return to the snowcross tracks of northern Europe was welcome news, for this world-class rider is expected to bring additional action and thrill to the races.

– It is great to be back, because I prefer longer tracks. North American racing tracks tend to be shorter, with all turns in the same direction. Here I have more use for my brain than in ISOC races, where a lot depends on a good start, he comments.

Returning home after four winters in America also makes Öhman's private life easier: – It's pretty hard to be far from home and your loved ones.

PETTER NÂRSA

– A SNOWCROSS WORKAHOLIC

At the young age of 22, Petteri Nârsa is already an experienced rider. He became a hot topic in Nordic snowcross early on, with his brisk riding style already earning him three Swedish championships and three World Cup silver medals. His most cherished victory so far was winning the Clash of Nations race in 2012. The young man broke the bank that day in Falun, Sweden, by defeating the 2012 ISOC Pro Open champion, Tim Tremblay:

– That was the shining moment of my career. I had a bad start but managed to end up in the lead, he remembers.

Nârsa spends most of the winter in North America, participating in ISOC races on a Jimmy John's / Boss Racing Ski-Doo. The winter tour means endless traveling, but Nârsa doesn't mind living out of a suitcase.



Aki Pihlaja, Petter Nârsa, Emil Öhman and Janne Tapio.

– I like to be here. The only thing I miss is my family and friends back home. But time flies when our schedule is tight and we're constantly on the road.

He points out that the tough North American league puts every rider to the test, since the competition for gold and honor is tighter than in the Nordic countries:

– Over here, the 10 best riders are all very fast, whereas back in Sweden very few are. This means you have to be fast right from the start if you want to score any points.

When the North American races end, in mid-March, Nârsa's season continues closer to home. In Sweden, he races on a Lynx Rave RS 600 Open Mod.

– I will participate at least in Clash of Nations, the Swedish championships finals, and a few smaller races, he lists.

TEAMM



The companion of the Swedish members of the Lynx Racing Team is Aki Pihlaja, from Rovaniemi, Finland. This season is already his second with the team. Pihlaja has been the best Finnish rider in the snowcross World Championships for several years in a row. As far as sleds and riders go, a successful season is as good as guaranteed.

AKI PIHLAJA

Age: 25

Racing Career: 12th season

Lynx Racing Team: 2nd season

Achievements: WC 5th 2013 and 2012, Snowstar winner 2013 and 2011, Finnish Championship 1st in junior class 2006, Finnish Snowcross Team Championship 2011. Races Lynx Rave RS 600 and 600 Open Mod.

– Your heart rate peaks a moment before the 15-second board. After the start, the stress vanishes. Before the first curve, everything moves like in a sped-up film, but after that, everything seems slowed down, Aki Pihlaja describes the beginning of a round.

Aki knows what he is talking about. He is now riding his 12th season in snowcross. Having made steady progress in his career, this Team Lynx rider from Rovaniemi has been the best Finn in the snowcross World Championships for the last couple of winters. Last winter, he placed fifth in the overall results.

As a rider, Aki has the spirit of a warrior who thrives on challenge. The warrior spirit is required, as he intends to improve his World Championship placement.

– I already know what is required. Last winter, after testing Petter NÅrsa's sled, I realized that I had ridden for eleven years with too soft suspension setup. That has now been taken care of.

Aki's life is surrounded by snowmobiling, as he works as a test team leader in the product development department of BRP's Rovaniemi facility. A full-time life of a snowmobile rider suits a man who has been dealing with roaring machines since he was a little boy.

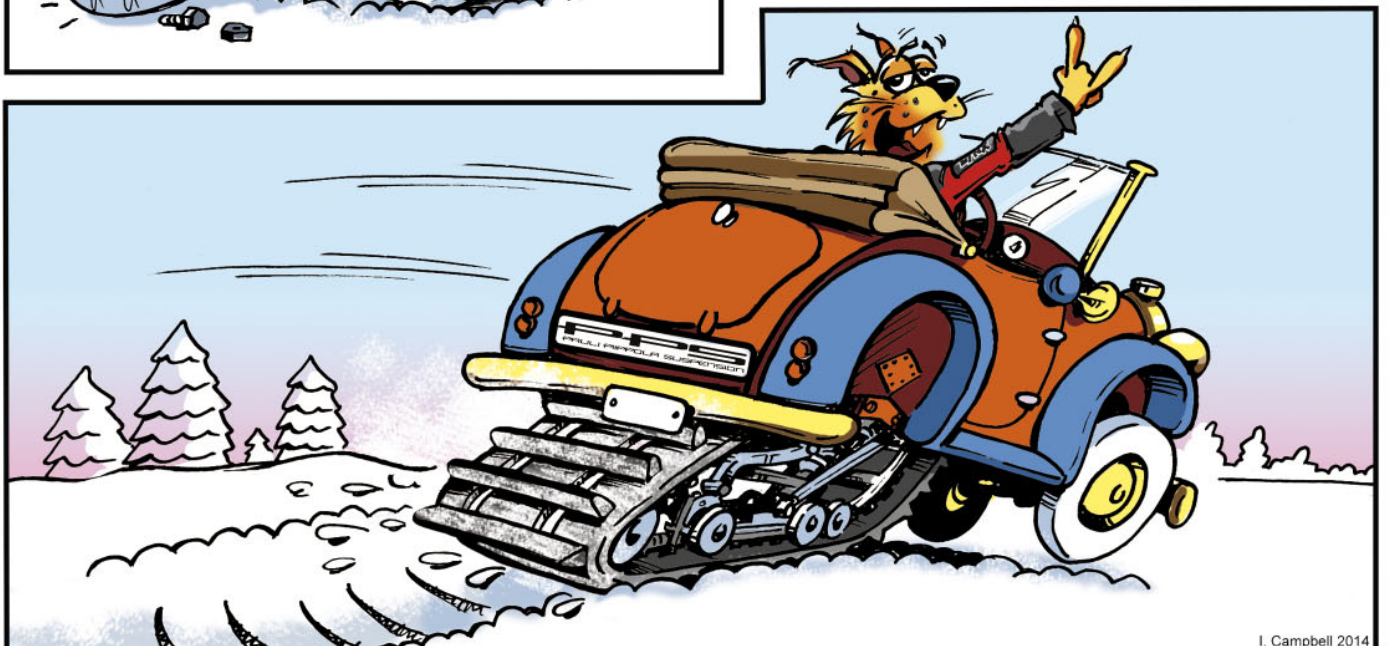
– It all began when the neighbor's older boys loaned our snowmobile. I naturally elbowed my way on board. Once I grew up a bit, I rode in MÅntyvaara, where I also saw Janne Tapio riding. I got my first racer in 2001 after I successfully begged for a Lynx Light from my father.

Being recruited by perhaps the most desirable team in Europe has given him fuel for advancing in his career. Aki values the chance he has been given.

– This is naturally where I have always aimed at, and I know that there would certainly have been other takers for the position.



LYNX GUBBE



SAXNÄS - POWDER PARADISE

Meters and meters of snow, huge tracts of snow-covered, varying terrain, and first-rate trails – Saxnäs offers this and so much more.

Lynx lineup photo shoots have taken the photography team to different places in Finland and Sweden over the last years. Lineups from 2012 to 2015 have been photographed in Saxnäs, a small village close to the Norwegian border in the Västerbotten County in Sweden. Saxnäs has been the stage for the photo sessions, as there, powder snow is a certainty in February, and the scenery is gorgeous around the year.

It did not take more than the first photography trip for something irreversible to take place. Saxnäs became synonymous for excellent snowmobiling country to the photography team. Apparently, when Saxnäs was created in the begin-

ning of time, it was designed with snowmobiling in mind. The excellent riding terrain begins just around the corner from the village center, eliminating the need of spending time to find places to ride. Instead, a powder snow enthusiast can find a challenge as close as just fifteen minutes away from the village's nerve center, the Saxnäsgården hotel.

Although freeriding is usually brought up first when talking about Saxnäs, it has wild experiences on offer for other kinds of snowmobiling, too. The area is also popular among trail riders, which is easy to notice during the weekends when riders and their equipment begin to gather in the hotel yard. In addition to deep snow sleds, both short-tracked sports snowmobiles and two-seater touring snowmobiles are represented.

Because Saxnäs is located on the eastern slope of the Scandinavian Mountains, the annual snowfall is rather high. The location means that the weather can change drastically during the day, making snowmobiling in the fjelds and the highlands potentially tricky. In the cover of the forest, even heavy snowfall poses no trouble; after all, for treeriding enthusiasts, heavy snowfall means that the fun will continue.

The travel editor of the Lynx Times warmly recommends the Saxnäs region for you who are equally fond of a relaxing day trip on a trail and toiling on powder-covered slopes during your vacation or a weekend.



Lynx Flight suit (grey/orange)
and Lynx helmet





*Lynx Flight suit (blue/orange)
and Lynx helmet*

LYNX TIMES



Lynx Flight suit (grey/orange) and XP-R2 helmet

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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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