

LYNX[®]

ENGLISH

LINEUP 2019



LYNX[®]



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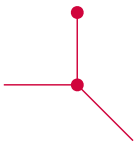
TEXTS:
BRP Finland Oy

DESIGN AND LAYOUT:
Zeeland Family

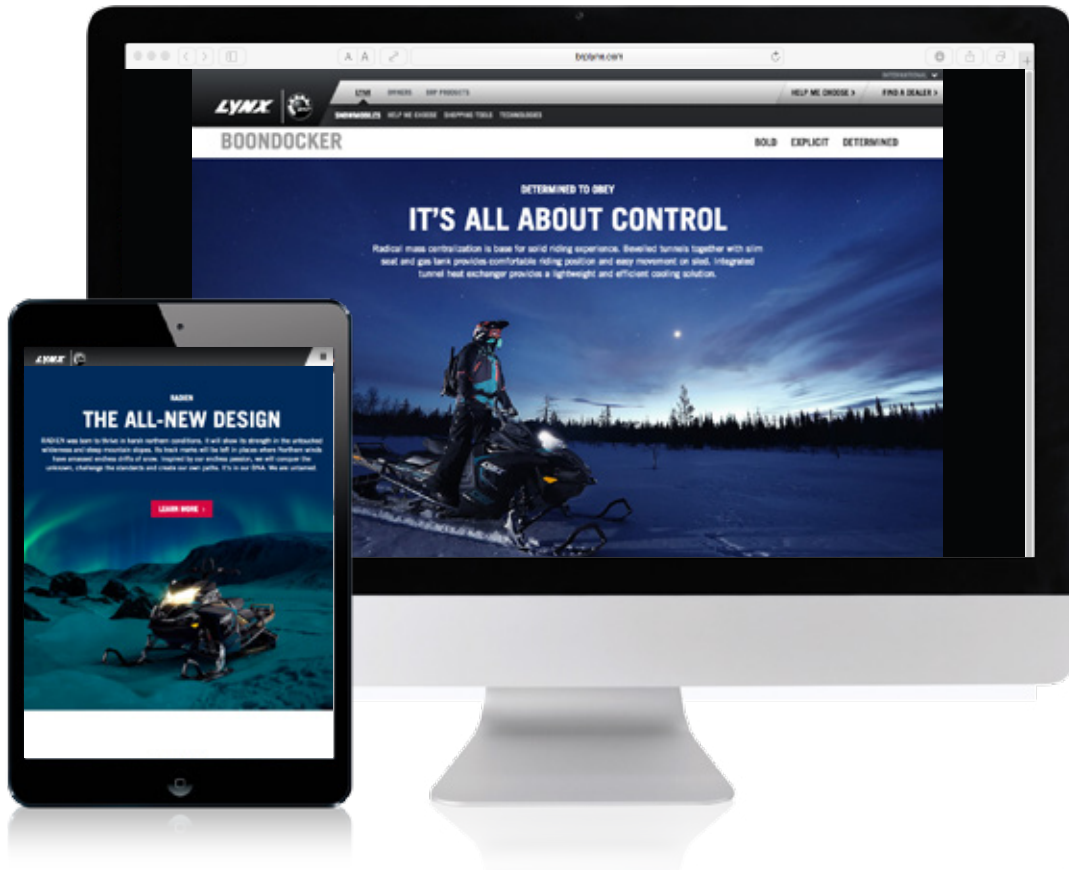
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**IT'S IN
YOUR DNA.**





FIND ALL INFORMATION ON **BRPLYNX.COM**



On this website you can find all the information you need for buying a new Lynx and getting the maximum enjoyment and benefit from your snowmobile and the winter season.



HELP ME CHOOSE

Choosing a new Lynx snowmobile has never been easier! Choose the features you want in your sled – the customization tool tells you which Lynx is best for you.



PRODUCT DATA SHEET

Learn about the most important technical features of your new snowmobile.



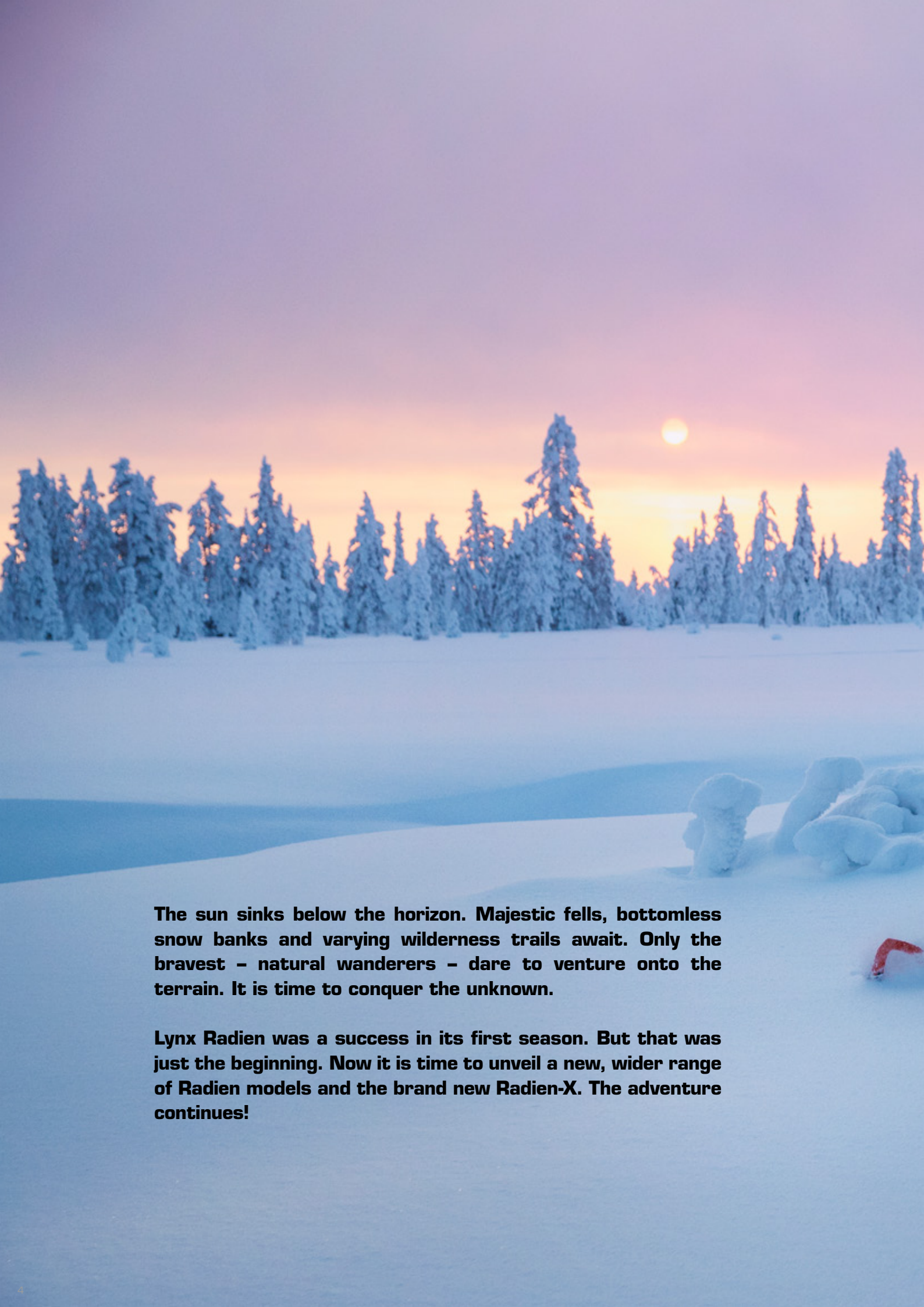
REQUEST A QUOTE

Once you have chosen your snowmobile and any optional extras you require, you can request a price quote from your nearest Lynx dealer.



LYNX





The sun sinks below the horizon. Majestic fells, bottomless snow banks and varying wilderness trails await. Only the bravest – natural wanderers – dare to venture onto the terrain. It is time to conquer the unknown.

Lynx Radies was a success in its first season. But that was just the beginning. Now it is time to unveil a new, wider range of Radies models and the brand new Radies-X. The adventure continues!

LYNX



NEW TECHNOLOGY

RADIEN PLATFORM

The Lynx Radien platform was designed on the rider's terms. Each and every technical detail has been thought through with handling, protection and comfort in mind. All Radien-platform Lynx snowmobiles have one thing in common – an unbeatable riding experience.

PPS² REAR SUSPENSION:

The PPS² rear suspension is made for hard use and a smooth ride. The rear suspension follows minor surface roughness closely and carries the load safely even over large bumps.

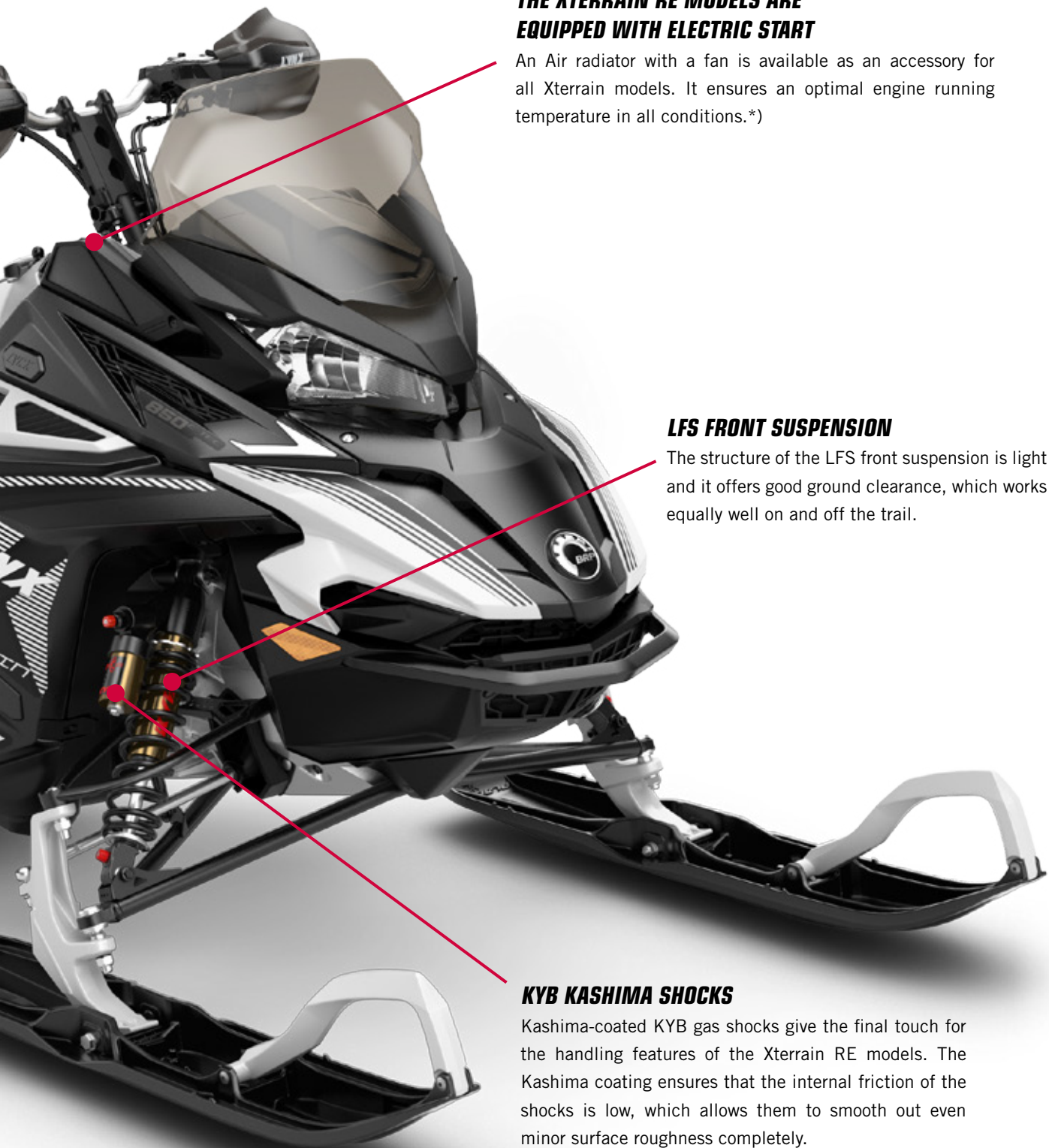
RADIEN DESIGN

Radical mass centralization is base for solid riding experience. Bevelled tunnel together with slim seat and gas tank provides comfortable riding position and easy movement on sled. Integrated tunnel heat exchanger provides a lightweight and efficient cooling solution.

ROTAX E-TEC ENGINES

The Lynx Xtrerrain snowmobiles are powered by fuel-efficient, quiet and high-powered ROTAX E-TEC engines. The newest 600R E-TEC engine is the new king of its class. The engine is now five horse-powers more powerful and responsive, guaranteeing a thrilling ride. The 850 E-TEC is the most powerful two-stroke snowmobile engine on the market. The fuel efficiency of all E-TEC engines is among the best in their respective classes.





**THE XTERRAIN RE MODELS ARE
EQUIPPED WITH ELECTRIC START**

An Air radiator with a fan is available as an accessory for all Xterrain models. It ensures an optimal engine running temperature in all conditions.*)

LFS FRONT SUSPENSION

The structure of the LFS front suspension is light and it offers good ground clearance, which works equally well on and off the trail.

KYB KASHIMA SHOCKS

Kashima-coated KYB gas shocks give the final touch for the handling features of the Xterrain RE models. The Kashima coating ensures that the internal friction of the shocks is low, which allows them to smooth out even minor surface roughness completely.

*) Xterrain 600R E-TEC: An Air radiator with a fan and the electric start are included in the same Build Your Ride option.

NEW TECHNOLOGY

EASYRIDE REAR SUSPENSION

The completely new EasyRide rear suspension improves the traction, deep snow capability and riding comfort of a wide-track snowmobile.

The rear suspension has a simple structure, making it more than 10 kg lighter than its predecessor. The light structure and low angle of attack help in deep snow riding. The open structure of the rear arm prevents snow from packing into the rear suspension while improving deep snow capability.

You can easily optimize the flotation of the rear suspension for one or two riders by adjusting the angle of the drawbar between the front and rear arms. No tools are required. The rear suspension ensures controlled weight transfer and the skis remain even more firmly on the ground when accelerating and pulling loads, making the sled easy to control and light to handle.

The unique extension mechanism maximizes traction and facilitates reversing in deep snow. The rear suspension extension is normally elevated but presses down immediately when setting off, maximizing traction. When reversing in deep snow, the extension remains elevated, allowing the track to rise to the surface better than ever before.





SUSPENSION TECHNOLOGIES

PPS²-3300, -3500 AND -3700 – FOR DEMANDING NORTHERN TRAILS

The long travel of the PPS² rear suspension and the independent operation of the front and rear arms allow for fully utilizing the suspension capacity on demanding northern trails. The independent rear suspension together with the latching front arm allows the suspension to closely track the terrain, while the long front arm facilitates controlled weight transfer.

PPS-RADIEN-DS- 3900 AND -4100 – DEEP SNOW SPECIALISTS

The PPS-Radien-DS rear suspension is built for deep snow riding. Its open structure prevents snow from packing into the rear suspension, and the low angle of attack improves deep snow capability. The dual spring mechanism on the rear arm is a new feature in PPS-Radien-DS rear suspension. An auxiliary spring adds sensitivity at the start of the suspension travel and optimizes the riding position of the sled, while the main spring ensures long travel and firm handling.

PPS²-DS-3700 AND -3900 – FOR AGGRESSIVE RIDING

The PPS²-DS-3700 and -3900 rear suspensions of BoonDocker RE models combine the requirements of trail riding and deep snow capability. Together with the reinforced slide rails, the Kashima coated KYB gas shocks with a 46-mm diameter ensure controlled landings even after larger jumps while remaining comfortable and sensitive in trail riding.

READ MORE > [BRPLYNX.COM](https://brplynx.com)

ROTAX ENGINES

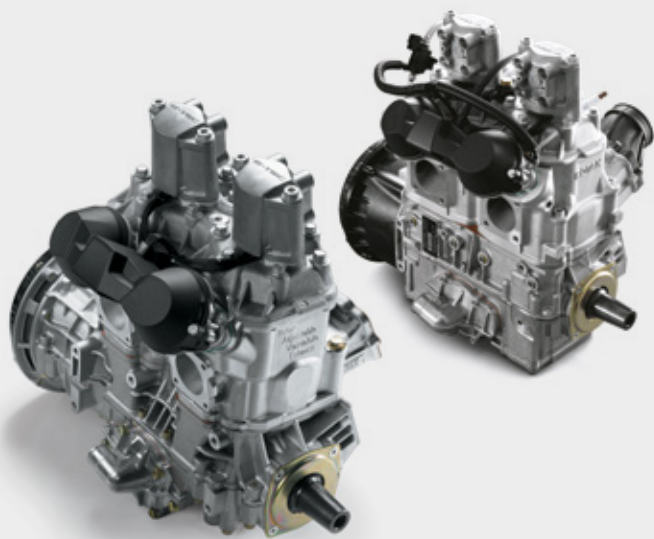
ROTAX FOUR-STROKE ENGINES

The ACE (Advanced Combustion Efficiency) engines are the most fuel-efficient snowmobile engines of all times without lacking in power. These engines are nearly maintenance-free with a pleasant and low running sound.

ROTAX 900 ACE. A three-cylinder, 90 horsepower and incredibly fuel-efficient engine.

ROTAX 600 ACE. The most fuel-efficient snowmobile engine ever produced. Delivers an exceptional ownership experience, with regard to the operating range and user-friendliness of a snowmobile.

ROTAX 1200 4-TEC. The tireless power source. It provides 130 hp of power but its most important feature is its strong torque throughout the entire RPM range.



ROTAX E-TEC™ ENGINES

The E-TEC engines are the cleanest and the most fuel-efficient engines in their class. The idle of these nearly smoke and smell-free engines is smooth and the start-up is easy in all conditions.

ROTAX 800R E-TEC. The revolutionary direct-injection machine is the most fuel-efficient in its class and it offers the highest performance.

ROTAX 600 E-TEC. Most popular and the most fuel-efficient two-stroke engine on the market. This reliable engine also features a low oil consumption rate.



LEARNING KEY™



ITC
INTELLIGENT THROTTLE CONTROL

ITC AND LEARNING KEY

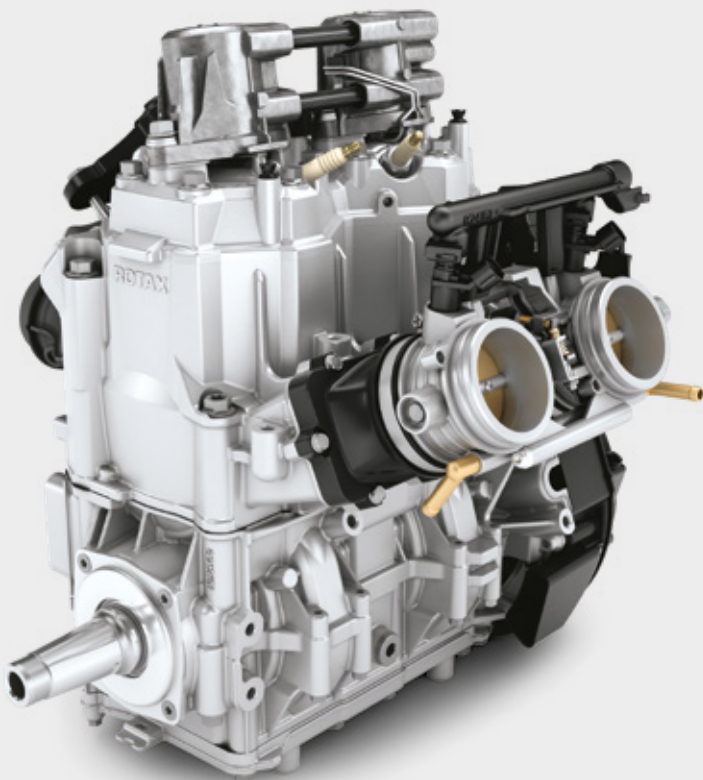
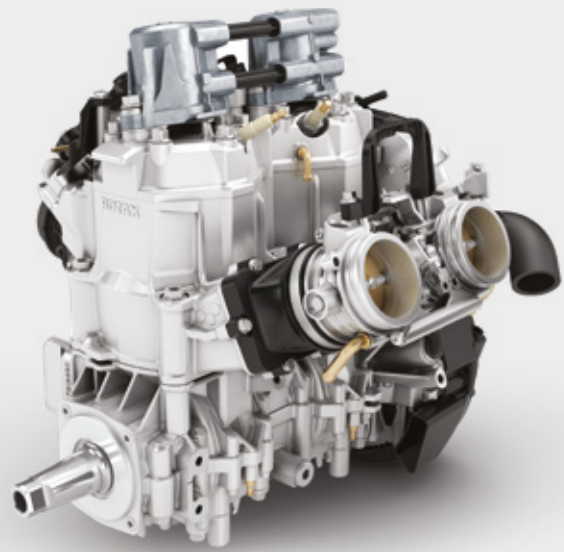
The Rotax 600 ACE, 900 ACE and 1200 4-TEC engines are provided with an iTC system, which brings an entirely new dimension to riding. It offers a reversible throttle lever and three different riding modes, which are easy to select by pressing a button: ECO, Standard and Sport.

Snowmobile with the iTC system can have a (D.E.S.S.™) Learning Key™ as an accessory, which can be programmed to limit the top speed at 40 km/h or 70 km/h. This way the sled is even more suitable for a novice snowmobiler. The three riding modes are also available with the Learning Key.

THE ALL-NEW
**ROTAX
 600R
 E-TEC**

ROTAX 600R E-TEC is the little brother of the 850 cc. It has 5hp more peak output than its predecessor. However, the biggest change is the improved throttle response. The engine responds much faster, but still has best-in-class fuel economy. A new king is born in the 600 class!

Rotax 600 E-TEC together with pDrive clutch mean 30% sharper response than its predecessor, Rotax 600 E-TEC with its TRA clutch. Sharp throttle response makes snowmobile control easy in challenging conditions.



**ROTAX
 850
 E-TEC**

ROTAX 850 E-TEC. The next generation of E-TEC engines pumps out 165 hp, 10 more than the 800R E-TEC*, but its responsiveness is what really shines.

With the pDrive primary clutch, it's 30% quicker responding* than the 800R E-TEC TRA clutch, giving you the instant control you demand in even challenging conditions.

READ MORE ABOUT ROTAX ENGINES IN BRPLYNX.COM

*Based on internal tests compared to 800R E-TEC.

XTERRAIN



**RADIEN
DESIGN**

**ROTAX 850
E-TEC ENGINE**

**KYB KASHIMA
SHOCKS**

The temperature has plummeted and your face is being buffeted by a cutting wind. The Northern lights dance but provide no warmth, drawing you deeper into the freezing wilderness. Endless, rough trails and snow-filled tracks lie ahead. It takes self-belief and a trustworthy companion to tame a trackless wilderness.

Lynx Xterrain is an uncompromising adventure sled. Every detail was designed for survival in Arctic conditions. Xterrain was made by us, but the adventure is all yours.



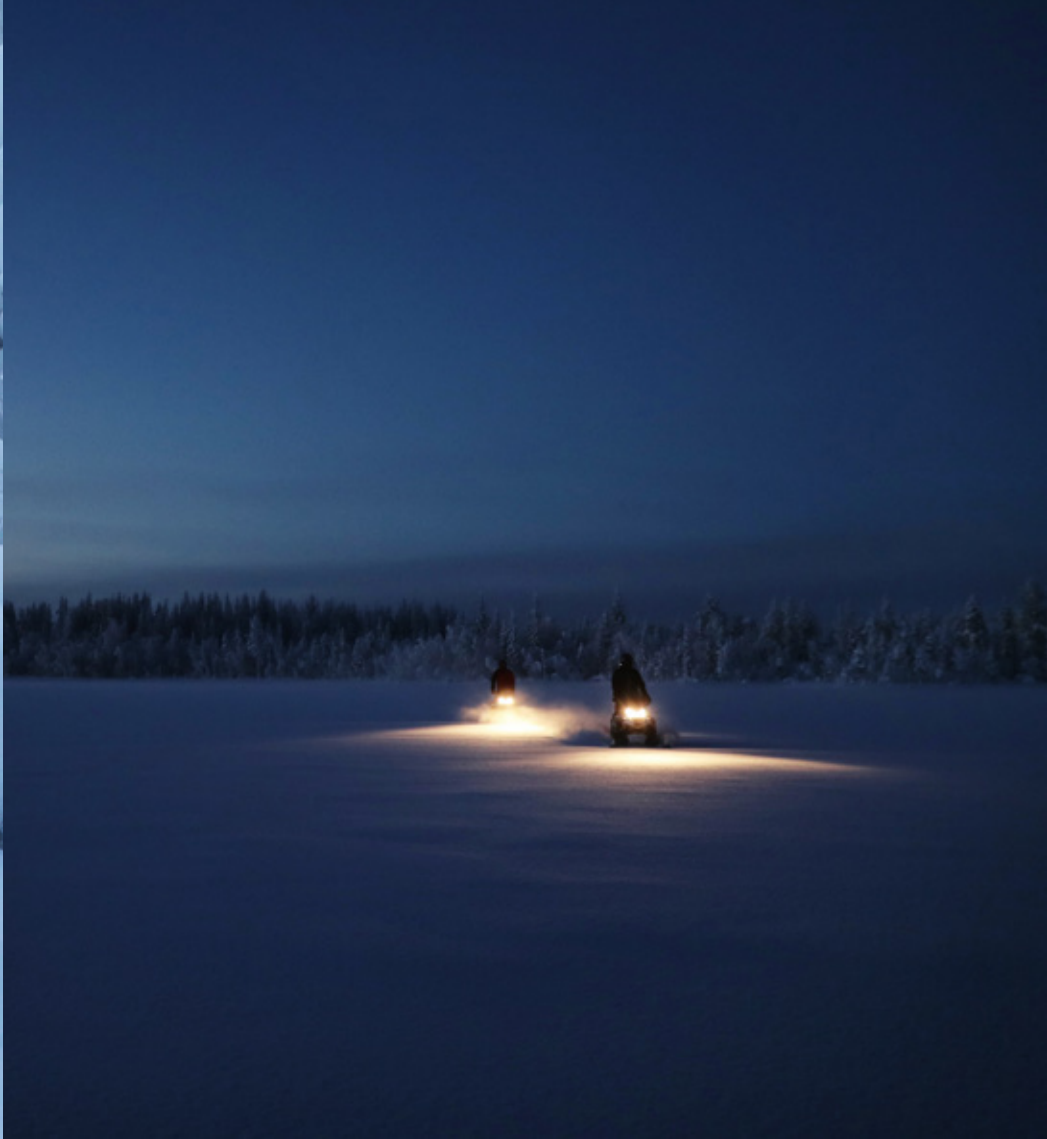


XTERRAIN



Xterrain RE 3900 850 E-TEC pictured.

2019	XTERRAIN	XTERRAIN RE
ENGINE	600R E-TEC	850 E-TEC
PLATFORM	Radien	Radien
TRACK LENGTH	3700/3900	3700/3900
TRACK PATTERN	51 mm	51 mm
SHOCK ABSORBERS	HPG 36	Front: KYB Kashima 40 HLCR Centre and rear: KYB Kashima 46 HLCR
WINDSHIELD	Middle	Low
HANDLEBAR RISER	140 mm	120 mm



NEW XTERRAIN RE 850 E-TEC FEATURES

RADIEN DESIGN

Radical mass centralization is base for solid riding experience. Bevelled tunnel together with slim seat and gas tank provides comfortable riding position and easy movement on sled. Integrated tunnel heat exchanger provides a lightweight and efficient cooling solution.

KYB KASHIMA SHOCKS

Kashima-coated KYB gas shocks give the final touch for the handling features of the Xterrain RE models. The Kashima coating ensures that the internal friction of the shocks is low, which allows them to smooth out even minor surface roughness completely.

HEAVY-DUTY REAR BUMPER

Heavy-duty bumper adds rugged strength and added protection.

BLADE XC SKI

Perfect combination of flotation in deep snow and sharp steering on hard packed snow. Blade XC skis provide precise steering characteristics with less effort.

LFS FRONT SUSPENSION

LFS front suspension is 300 g lighter than its predecessor, providing more controlled suspension response. Bump absorption is improved thanks to increased suspension travel and ground clearance.

CROSSOVER SEAT

The Crossover seat designed for sporty riding is narrow at its front part and wide at the back. The abundant cushioning of the seat provides comfort for long rides and challenging trails.



**CHECK ALL AVAILABLE
BUILD YOUR RIDE OPTIONS
IN BRPLYNX.COM**

BOONDOCKER



**PPS DS REAR
SUSPENSION**

**ROTAX
850 E-TEC
ENGINE**

RADIEN DESIGN

Lynx BoonDocker is relentless. This model's rugged mobility and light handling has made it the king of deep snow. The new kid on the block is the BoonDocker RE 3900 850 E-TEC, which has changed the way we think about long-track snowmobiles. It is the boldest and meanest model on the market. No more and no less.





BOONDOCKER



BoonDocker RE 3900 850 E-TEC pictured.

2019	BOONDOCKER RE	BOONDOCKER DS
ENGINE	850 E-TEC	850 E-TEC
PLATFORM	Radien	Radien-DS
TRACK LENGTH	3 700/3 900	3 900/4 100
TRACK PATTERN	64 mm	64 mm
SHOCK ABSORBERS	Front: KYB Kashima 36 HLCR Centre and rear: KYB Kashima 46 HLCR	Front and centre: KYB 36 Rear: KYB 36
SUSPENSION CALIBRATION	Aggressive Deep Snow	Sporty Deep Snow
SKI STANCE	996 (+/- 21)	921 (+/- 21)



NEW BOONDOCKER RE 850 E-TEC FEATURES

RADIEN COCKPIT

We designed the cockpit around deep snow riders: the gauge is mounted flat, switches are located in the console and buttons are shielded from accidental activation. Bevelled tunnel together with slim seat and gas tank allow effortless movement around the sled.

BOONDOCKER SEAT

The best seat is the one you don't have to think about. The BoonDocker seat design provides the rider with a better possibility to move on the snowmobile.

POWDERMAX LIGHT TRACK WITH FLEXEDGE

9 cm pitch reduces weight, and keeps snow between lugs for added performance. Exclusive 41 cm wide design adds flotation and traction without sacrificing manoeuvrability. Edges flex to reduce the effort to initiate roll-up. Available in either 64 or 75 mm in lug heights (75 mm track only available as a spring option for BoonDocker DS models).

KYB KASHIMA SHOCKS

The Kashima coating used in the KYB gas shocks in Lynx RE models reduces internal friction. Reduced friction allows the shock to closely follow even minor surface roughness.

PPS²-DS REAR SUSPENSION

At the acceleration stage, the suspension transfers weight and thus ensures a maximum grip. The ski lift is controlled and the sled remains under control even in difficult spots. Thanks to the slide rail reinforcements, the suspension is suitable for aggressive riding.

SHOT PUSH-BUTTON STARTER is available as a spring option. After an initial pull-start, the engine can be restarted pushing the handlebar SHOT button.

SHOT 



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XTRIM



900 ACE ENGINE
RADIEN-X DESIGN

LFS FRONT
SUSPENSION

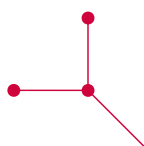


**PPS²-3700
REAR SUSPENSION**

Going on a short day trip with the family, or a wilderness safari lasting several days all the way to the Arctic Ocean?

The completely redesigned Xtrim SC is a next-generation crossover. The new Radien-X platform means unbeatable ergonomics, while riding comfort is guaranteed by the PPS² 3700 rear suspension. A great riding experience is rounded off by the vibration-free and long-range Rotax 900 ACE engine.

The Xtrim SC sled provides unforgettable rides.



XTRIM



Xtrim SC 900 ACE pictured.

2019	XTRIM SC	XTRIM	XTRIM RE
ENGINE	900 ACE	600 ACE	850 E-TEC
PLATFORM	Radien-X	REX ²	Radien
SHOCK ABSORBERS	Front: KYB 36R Centre: KYB 36 / Rear: KYB 46	HPG 36	Front: KYB Kashima 40 HLCR Centre and rear: KYB Kashima 46 HLCR
SUSPENSION CALIBRATION	Sporty Trail	Comfort	Enduro
TRACK LENGTH	3700	3700	3500
TRACK PATTERN	39 mm	39 mm	59 mm
GAUGE	Multifunction digital	Analog with display	Multifunction digital
SEAT	Crossover	Xtrim	BoonDocker



NEW XTRIM SC 900 ACE FEATURES

RADIEN-X DESIGN

We designed the Radien-X platform on the rider's terms. Each and every technical detail has been thought through with handling, protection and comfort in mind. All Radien-platform Lynx snowmobiles have one thing in common – an unbeatable riding experience.

LFS FRONT SUSPENSION

LFS front suspension is 300 g lighter than its predecessor, providing more controlled suspension response. Bump absorption is improved thanks to increased suspension travel and ground clearance.

REAR SUSPENSION

PPS²-3700 brings a large portion of sportiness to the Xtrim SC snowmobile. Due to the 3,487 mm long track, the sled turns swiftly even at the sharpest corners and moves without effort in deep snow.

CROSSOVER SEAT

The Crossover seat designed for sporty riding is narrow at its front part and wide at the back. The abundant cushioning of the seat provides comfort for long rides and challenging trails.

RADIEN-X COCKPIT

We designed the cockpit around riders: handling, protection and comfort in mind. Bevelled tunnel together with slim seat and gas tank allow effortless movement around the sled.

BLADE XC SKI

Perfect combination of flotation in deep snow and sharp steering on hard packed snow. Blade XC skis provide precise steering characteristics with less effort.



**CHECK ALL AVAILABLE BUILD YOUR RIDE OPTIONS
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RAVE



**ROTAX
600R E-TEC ENGINE**

**PPS²-3300
SUSPENSION**

**LFS FRONT SUSPENSION
AND BLADE XC SKIS**

You will never tire of its explosive acceleration. Its performance and its ability to steadily cross endless trails have turned it into a legend. The updated Lynx Rave collection will take handling, sportiness and the pleasure of riding to a new level. Experience the fierce power of the new Rave RE 600R E-TEC. You will understand why this is the snowmobile that is on everyone's lips in 2019.





RAVE



Rave RE 850 E-TEC pictured.

2019	RAVE RE 600R E-TEC	RAVE RE 850 E-TEC
ENGINE	600R E-TEC	850 E-TEC
PLATFORM	Radien	Radien
SHOCK ABSORBERS	Front: KYB 40 HLCR Centre and rear: KYB 46 HLCR	Front: KYB Kashima 40 HLCR Centre and rear: KYB Kashima 46 HLCR
SUSPENSION CALIBRATION	Enduro	Enduro
SEAT	Rave	Rave



NEW RAVE 600R E-TEC FEATURES

RADIEN DESIGN

Radical mass centralization is base for solid riding experience. Bevelled tunnel together with slim seat and gas tank provides comfortable riding position and easy movement on sled. Integrated tunnel heat exchanger provides a lightweight and efficient cooling solution.

LFS FRONT SUSPENSION

LFS front suspension is 300 g lighter than its predecessor, providing more controlled suspension response. Bump absorption is improved thanks to increased suspension travel and ground clearance.

BLADE XC SKI

Perfect combination of flotation in deep snow and sharp steering on hard packed snow. Blade XC skis provide precise steering characteristics with less effort.

ROUND-SHAPED SIDE PANELS

Design enables you to lean steep and forward when cornering. Round shaped side panels are designed for aggressive riding on bumpy trails.

RADIEN COCKPIT

We designed the cockpit around riders: the gauge is mounted flat. Bevelled tunnel together with slim seat and gas tank allow effortless movement around the sled.

KYB KASHIMA SHOCKS

The Kashima coating used in the KYB gas shocks in Lynx RE models reduces internal friction. Reduced friction allows the shock to closely follow even minor surface roughness.



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LYNX 49 RANGER

- AN ARCTIC ENTREPRENEUR'S FAVORITE

Cold weather, long rides and deep, powdery snow are a part of everyday life in the experience tourism business. That is why Johan Väisänen has been relying on the Lynx 49 Ranger for years.

“Reliable, fuel efficient and versatile.”

This is how **Johan Väisänen**, an entrepreneur in the experience tourism business from Kangos in Northern Sweden, describes his favorite snowmobile, the Lynx 49 Ranger. Väisänen, who is a Kangos native, says that he learned to ride a snowmobile at a young age, like many others at this latitude. “We had a snowmobile at home when I was a kid, but even though I really wanted one, I didn’t have a sled of my own. I did get to ride my dad’s snowmobile already then, though.”

Work and studies took Väisänen away from home. A year in the wilds of Alaska in his twenties reminded him of how necessary snowmobiles are. “We used snowmobiles to transport firewood, maintain the dog sled trails and for everything else, too.” In Alaska, a snowmobile was an everyday tool in the winter. Today, Väisänen’s snowmobiles must be able to withstand the same kind of use.

SNOWMOBILES ARE THE MOST IMPORTANT TOOLS

In 2005, he and his wife Sara established the tourism company Explore The North together. The company offers accommodation services and adventure activities for customers in Särkimukka in Kangos, a bit further north in Lannavaara, and in Tärendö along the Kalix River. “In addition to dog sled and snowmobile tours, we also arrange northern light and fat bike tours. We have the capacity to accommodate up to 180 people, and most of our customers come from Central Europe.”

According to Väisänen, the snowmobiles are the most important tools of the business, because they make the other activities possible. The company has a wide-track Lynx YETI for pulling the heaviest loads, but the snowmobile they use the most is the 49 Ranger. “The 49 Ranger can pull a light drag, make trails through unbroken snow and take care of the daily chores. We have five 49 Rangers that all rack up 10,000 kilometers every winter; most of them are used by our guides on the tours.”

RELIABILITY IN CHALLENGING CONDITIONS

Väisänen says that he bought his first 49 Ranger four years ago, because he was convinced by the versatility of the snowmobile. “We have tried out many other brands and models, too, but none of them has proven to be as versatile as the 49 Ranger. It does great on unbroken snow, and it’s a nice ride on trails. The suspension can take big bumps without bottoming out, and the ergonomics of the snowmobile are fantastic. The cockpit suits a lot of different-sized riders, and you can ride it the whole day without getting tired.”

The arctic conditions and the large number of kilometers demand a lot from the equipment. In fact, Väisänen points out the reliability of the 49 Ranger as one of its most important features. The snowmobiles must keep on working every day; they can’t stand idle in the workshop. “The 49 Rangers have only needed the annual maintenance, and that’s it. They are reliable, and both the four-stroke 900 ACE as well as the 600 E-TEC always start with the push of a button no matter how cold it gets. Our record was –43 degrees Celsius, and we didn’t have any trouble then, either.”

RIDE A SNOWMOBILE TO DIFFERENT EXPERIENCES

Even though Väisänen mostly uses the snowmobile for work, he says that snowmobiling is a way for the whole family to relax together on their leisure time. “Me and my wife both ride our own 49 Rangers, and we take the children along. We enjoy snowmobiling and the nature together.” Väisänen emphasizes that snowmobiling is a unique way of experiencing the nature around you. There you can find unforgettable moments – even while working.

“In January, we rode our snowmobiles on top of the Lumivaara Hill to admire the sun that was rising after the long polar night. One Belgian customer asked me if I still enjoyed snowmobiling and the northern as much as they did now that I was working. After looking at the winter scenery, I realized

what an amazing privilege this job is. I get to take people to experience things that would be practically unreachable without a snowmobile. That was a really emotional moment.”

The Lannavaara hills and their snow-filled valleys, the monumental pine forests and expanses of peatland in Kangos and the changeable trails on the shores of the Kalix River in Tärendö. This is where Johan Väisänen feels at home – just like the Lynx 49 Ranger. ■





SNX

49 RANGER



RADIEN-X DESIGN

**4 141 MM
LONG TRACK**

**600R E-TEC
ENGINE**

49 Ranger is a snowmobile that is ready to face any terrain whatsoever. As it resembles a mountain sled and is provided with a long track and low gear ratio, this sled is a one-of-a kind and fun combination of easy riding and versatility.





49 RANGER



49 Ranger 600R E-TEC pictured.

2019	49 RANGER	49 RANGER PRO	49 RANGER ST
ENGINE	600 ACE	600R E-TEC/900 ACE	900 ACE
TRACK PATTERN	39 mm	59 mm	39 mm
SKI STANCE	921 (+/- 21)	921 mm (600R E-TEC) 996 mm (900 ACE)	996 (+/- 21)
SEAT	BoonDocker	2 up light	2-up
HANDLEBAR RISER	160 mm	140 mm	140 mm
GAUGE	Analog with display	Multi-function digital	Multi-function digital



NEW 49 RANGER PRO FEATURES

RADIEN-X DESIGN

We designed the Radien-X platform on the rider's terms. Each and every technical detail has been thought through with handling, protection and comfort in mind. All Radien-platform Lynx snowmobiles have one thing in common – an unbeatable riding experience.

4,141 MM LONG TRACK

Due to the large footprint of the long track, the ground pressure is low so the sled travels lightly even in thick snow while carrying two people. Flexible edges of the track facilitates nimble handling in soft snow.

PPS²-4100-A REAR SUSPENSION

Efficient weight transfers and controlled ski lift provide agility and nimble handling. The lockable, articulated rear suspension ensures an easy ride in deep snow and helps with reversing. Operation on trail is also smooth.

HIGH WINDSHIELD AND GLOVEBOX

635 mm high windshield provides excellent protection against the elements. The glovebox behind the windshield keeps the goods safe from weather and the heat from the engine compartment ensures that the goggles stay frostfree.

LARGE CARGO SPACE AND REINFORCED REAR FRAME

The large cargo rack can hold a large amount of gear. Thanks to the reinforced rear frame, the carrying capacity of the rear cargo rack is up to 15 kg.

HEAVY-DUTY FRONT BUMPER

Heavy-duty bumper adds rugged strength and added protection.

TWO-UP LIGHT SEAT

Extended seat has enough room for two riders.



**CHECK ALL AVAILABLE BUILD YOUR RIDE OPTIONS
IN BRPLYNX.COM**



69 RANGER



69 Ranger 900 ACE pictured.

2019	69 RANGER	69 RANGER ALPINE	69 RANGER SNOWCRUISER
ENGINE	900 ACE	1200 4-TEC	900 ACE
TRACK PATTERN	32 mm	32 mm Ice Ripper	32 mm
SKI STANCE	996 (+/- 21)	1080 (+/- 21)	996 (+/- 21) mm
SHOCK ABSORBERS	Front: HPG 36 Centre: HPG 25 / Rear: HPG 36	Front: HPG 36 Centre: HPG 36 / Rear: 2 x HPG 36	Front: HPG 36 Centre: HPG 36/Rear: ECS2
HANDLEBAR RISER	Adjustable	205 mm	Adjustable 130-205 mm
START	Electric	Electric	Electric
REAR RACK	Standard	Extra wide 800 mm	Standard
SEAT	Modular 1-up heated	Modular 1+1 light with passenger backrest	Modular 1+1 heated
REAR SUSPENSION	PPS-6900-A	PPS-6900-F	PPS-6900-A



69 RANGER FEATURES

2F/N/R GEARBOX

There is no comparison to the traction of the sled due to the twospeed gearbox. It is easy to use and there is no chain to be adjusted. A low gear ratio facilitates pulling of heavy loads and riding on harsh terrain.

EFFICIENT COOLING SYSTEM

A heavy load, slow speed and hard terrain require a high cooling capacity. Tunnel cooling combined with a front radiator, equipped with an electric fan, keeps the engine temperature at an optimal level even when riding at a slow speed and on a hard surface.

SUPER-WIDE TRACK

Large footprint of the 600 mm wide track provides great traction and flotation.

L-XU-DESIGN

The pyramid structure gives a high torsional rigidity to the frame so it withstands harsh use without fatigue. Narrowed at the top, the tunnel allows the use of a narrower seat and fuel tank, which provides a natural riding position in spite of a wide track.

BLADE XC SKIS

2,200 g lighter than a pair of Blade skis, the Blade XC skis provide same precise steering characteristics with less effort.

PPS-6900-A REAR SUSPENSION

Massive suspension travel and efficient weight transfer offer comfort and control in all conditions and tasks. Even though weight transfer is efficient, the skis retain contact to snow. The articulated rear suspension facilitates reversing in soft snow.

MODULAR SEAT

Standard one-up seat offers an enormous cargo area and heated seat (standard in 69 Ranger 900 ACE and SnowCruiser models) increases cold weather comfort. Passenger seat, available as an accessory, is easy to install when needed.



COMMANDER



Commander Limited 600 E-TEC. pictured.

2019	COMMANDER LIMITED	COMMANDER	COMMANDER GRAND TOURER	COMMANDER 800R E-TEC
ENGINE	600 E-TEC 900 ACE	600 E-TEC 900 ACE	900 ACE 1200 4-TEC	800R E-TEC
SHOCK ABSORBERS	HPG 36	HPG 36	HPG 36	Front: KYB Kashima 36R Centre: KYB Kashima 36 Rear: KYB Kashima 46
TRACK PATTERN	44 mm	44 mm	38 mm	44 mm
SEAT	Modular, 1+1 (heated rider seat)	Modular, 1-up heated	Luxury Modular 1+1 (heated rider seat)	Modular, 1-up heated
HANDLEBAR RISER	130 mm	130 mm	Height-Adjustable	Height-Adjustable



NEW COMMANDER LIMITED 900 ACE FEATURES

EASYRIDE REAR SUSPENSION

The completely new rear suspension improves the traction and riding comfort of a wide-track snowmobile. It has a simple structure, making it more than 10 kg lighter than its predecessor. The open structure of the rear arm prevents snow from packing into the rear suspension and also improves deep snow capability.

2F/N/R GEARBOX

Due to the two-speed gearbox, the Commander snowmobiles are extremely easy to ride on tough terrain. The low gear ratio enables a slow ride on covered terrain and sharp accelerations, if required.

EFFICIENT COOLING SYSTEM

Tunnel cooling combined with a front radiator, equipped with an electric fan, keeps the engine temperature at an optimal level even when riding at a slow speed.

L-XU-DESIGN

The pyramid structure gives a high torsional rigidity to the frame so it withstands harsh use without fatigue. Narrowed at the top, the tunnel allows the use of a narrower seat and fuel tank, which provides a natural riding position in spite of a wide track. Sports sled-like ergonomics facilitate the handling on trail and tough terrain.

BLADE XC SKI

Perfect combination of flotation in deep snow and sharp steering on hard packed snow. Blade XC skis provide precise steering characteristics with less effort.

HEATED MODULAR SEAT

Standard two-up seat offers an enormous cargo area and heated rider seat increases cold weather comfort.



**CHECK ALL AVAILABLE BUILD YOUR RIDE OPTIONS
IN BRPLYNX.COM**



ADVENTURE LX

Adventure LX 600 ACE is a tireless partner for an ice-fishing trip and family outings to the winter wonderland. It is a sled with versatile features, which make each ride a true experience.

REX² DESIGN

The eye-pleasing shapes are attractive but the true beauty of the design is revealed by riding. Thanks to the excellent ergonomics, the riding and travel comfortability are in their own class. The aerodynamical design provides great wind protection.

TWO-UP SEAT

The one-part, two-up seat offers an enjoyable ride for the rider and the passenger. A sturdy backrest and handgrips give the final touch for a perfect ride.

TRACK

The 3,487 mm long track combined with the PPS² rear suspension ensures a stable and smooth ride even on a worn trail. The track allows riding also in soft snow.

2019	ADVENTURE LX
ENGINE	Rotax 600 ACE (ITC)
TRACK PATTERN	381 x 3487 x 34 mm Cobra
FRONT SUSPENSION	A-LFS+
SKI STANCE	1080 mm
REAR SUSPENSION	PPS ² -3500
SHOCK ABSORBERS	Front: HPG 36 Centre: HPG 25/Rear: HPG 36
SUSPENSION CALIBRATION	Comfort Touring

BLADE XC SKIS

The ski is perfect for aggressive trail riding and it offers extremely precise steering and steady handling features.

TOP-CLASS SUSPENSION

Suspension is a significant factor in riding comfortability and safety. The Adventure LX model suspension solutions originate from the renowned Lynx sport sleds. You can be certain that these features are sufficient even on demanding trails. The suspension has been calibrated to carry two adults comfortably even on a poorer trail.



**CHECK ALL AVAILABLE
BUILD YOUR RIDE OPTIONS
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YETI

The demanding Nordic winter and variable conditions raise great challenges for a utility snowmobile. When you must fulfil your duties regardless of the conditions, you need tools that equal the challenge. Lynx YETI models are real working-class heroes, built to thrive where others dare not tread.

EFFICIENT COOLING SYSTEM

A heavy load, slow speed and hard terrain require a high cooling capacity. Tunnel cooling combined with a front radiator, equipped with an electric fan, keeps the engine temperature at an optimal level even when riding at a slow speed and on a hard surface.

PPS-A SUSPENSION

The massive suspension travel offers comfortability and good controllability in all imaginable riding conditions. The articulated rear suspension facilitates reversing in soft snow.

2F/N/R GEARBOX

There is no comparison to the traction of the sled due to the twospeed gearbox. It is easy to use and there is no chain to be adjusted. A low gear ratio facilitates pulling of heavy loads and riding on harsh terrain.

2019	59 YETI
ENGINE	600 ACE
TRACK PATTERN	500 x 3923 x 32 mm
SHOCK ABSORBERS	Front: MC
	Center: HPG 25
	Rear: HPG 25
SKIS	Blade XC
HANDLEBAR RISER	130 mm
START	Electric
SEAT	Modular 1-up

LTS FRONT SUSPENSION













The suspension is designed for deep snow and harsh terrain. Its simple structure does not collect snow underneath the sled. The even smoother low-friction bottom pan slides easily in snow. Due to the ski stance of 900 mm, the snowmobile is easy to turn in soft snow.










L-XU-DESIGN

The pyramid structure gives a high torsional rigidity to the frame so it withstands harsh use without fatigue. Narrowed at the top, the tunnel allows the use of a narrower seat and fuel tank, which provides a natural riding position in spite of a wide track. Sports sled-like ergonomics facilitate the handling on trail and tough terrain.



LYNX 2019	DEEP SNOW SPORT			
	BOONDOCKER			
MODEL	DS 4100	DS 3900	RE 3900	RE 3700
COLOUR	Black/Race Orange	Black/Race Orange	Black/Red	Black/Red
FEATURES				
FRAME	Radien			
SKIS	Blade DS			
SEATING	BD, 1-up			
HANDLEBAR	U-type aluminium with hooks, mountain strap			
RISER BLOCK HEIGHT	140 mm			
STARTER	Manual, Electric (Accessory), SHOT (BYR Opt.)			
REVERSE	RER			
HEATED THROTTLE LEVER	Standard			
HEATED GRIPS	Standard			
GAUGE	Compact digital			
MIRRORS	-			
WINDSHIELD	Accessory			
HITCH	-	Accessory		
VISOR PLUG FRONT / REAR	-			
12V POWER OUTLET	Yes, in glove box			
SUSPENSION				
FRONT SUSPENSION	LFS			
FRONT SHOCK	KYB 36	KYB 36 CR Kashima		
REAR SUSPENSION	PPS RADIEN DS	PPS ² -DS-3900	PPS ² -DS-3700	
CENTER SHOCK	KYB 36	KYB 46 HLCR Kashima		
REAR SHOCK	KYB 36	KYB 46 HLCR Kashima		
ENGINE	850 E-TEC			
FUEL TANK	37 liters			
OIL TANK CAPACITY (2-STROKE)	3,4 liters			
TRACK				
SKI STANCE	921 +/- 21 mm		996 +/- 21 mm	
TRACK NOMINAL WIDTH	400 mm			406 mm
TRACK NOMINAL LENGTH	4178 mm	3912 mm		3705 mm
TRACK PROFILE HEIGHT	64 mm PowderMax Light FlexEdge		64 mm PowderMax FlexEdge	
DIMENSIONS				
VEHICLE OVERALL LENGTH*	3330 mm	3210 mm	3250 mm	3130 mm
VEHICLE OVERALL WIDTH	1105 mm		1180 mm	
VEHICLE OVERALL HEIGHT	1350 mm		1320 mm	

CROSSTERRAIN				CROSSOVER								
XTERRAIN				XTRIM			COMMANDER					
												
RE 3900	RE 3700	3900	3700	RE 850 E-TEC	SC			800R E-TEC			LTD	Grand Tourer
Black/White	Black/White	Black/White	Black/White	Black/Race Orange	White/Red/Black	White/Red/Black		Black/Race Orange	Black/Race Orange	Black/Race Orange	Black/Race Orange	Black/Race Orange
Radien				Radien	Radien-X	REX ²	L-XU					
Blade XC				Blade DS	Blade XC			Blade XC				
Crossover, 1-up				BD, 1-up	Rave 1-up	1-up	Modular, 1-up heated		Modular, 1+1 (heated rider seat)	Luxury Modular 1+1 (heated rider seat)		
U-type aluminium with hooks				U-type aluminium with hooks	Straight steel with hooks			U-type steel, mountain strap			U-type steel	
120 mm		140 mm		120 mm		160 mm	Adjustable 130-205 mm	130 mm		Adjustable 130-205 mm		
Manual, Electric		Manual, Electric (BYR Opt.)		Manual, Electric (Accessory), SHOT (BYR Opt.)	Electric			Electric		Manual, Electric	Electric	
RER				RER	Mechanical			Mechanical (2F-N-R)				
Standard				Standard				Standard				
Standard				Standard				Standard				
Multifunction		Compact digital		Multifunction		Analog with display	Multifunction					
-	-	Accessory	Accessory	Accessory	-	Accessory	-	Accessory	Standard			
Low / 360 mm		Medium		Extra low	Medium with deflectors	Medium / 410 mm	Mid-high, one piece	High (510 mm), one piece				
Accessory				Accessory	Standard	Accessory	Standard					
Front				Front			-	Front				
Yes, in glove box				Yes, in glove box				Front				
LFS				LFS		A-LFS+	A-LFS+ with bended lower A-Arms					
KYB 40 HLCR Kashima		HPG 36		KYB 40 HLCR Kashima	KYB 36R	HPG 36	KYB 36R Kashima	HPG 36				
PPS ² -3900	PPS ² -3700	PPS ² -DS-3900	PPS ² -DS-3700	PPS ² -3500	PPS ² -3700		EasyRide	EasyRide	PPS-5900-A			
KYB 46 HLCR Kashima		HPG 36		KYB 46 HLCR Kashima	KYB 36	HPG 36	KYB 36 Kashima	HPG 36				
KYB 46 HLCR Kashima		HPG 36		KYB 46 HLCR Kashima	KYB 46	HPG 36	KYB 46 Kashima	HPG 36				
850 E-TEC		600R E-TEC		850 E-TEC	900 ACE	600 ACE	800R E-TEC	600 E-TEC 900 ACE	900 ACE 1200 4-TEC			
37 liters				37 liters		38 liters	40 liters					
3,4 liters				3,4 liters	-		2,9 liters	2,9 liters (600 E-TEC)		-		
996 +/- 21 mm				996 +/- 21 mm				996 +/- 21 mm				
406 mm				406 mm				500 mm				
3923 mm	3705 mm	3923 mm	3705 mm	3487 mm	3705 mm		3923 mm					
51 mm PowderMax FlexEdge				59 mm PowderMax	39 mm DSG			44 mm		38 mm		
3150 mm		3190 mm		3040 mm	3310 mm	2970 mm	3260 mm					
1180 mm				1180 mm				1180 mm				
1230 mm		1300 mm		1230 mm	1270 mm	1320 mm	1330 mm	1445 mm				

SPORT		TOURING		UTILITY					
RAVE		ADVENTURE		49 RANGER			69 RANGER		59 YETI
									
RE	LX	PRO	ST		Alpine	SnowCruiser			
Red/Black	Red/Black	White/Orange	White/Orange	White/Orange	White/Orange	Titanium/White/Black	White/Orange	Red/Black	

Radien	REX ²	Radien-X			REX ²	L-XU			L-XU
Blade XC	Blade XC	Blade DS				Blade XC			Blade XC
Rave, 1-up	2-up	2-up light	2-up	BD, 1-up	Modular, 1+1	Modular, 1+1 (heated seats)	Modular, 1-up heated	Modular 1-up	
U-type aluminium with hooks	Straight steel with hooks	U-type steel with hooks, mountain strap				U-type steel with hooks, mountain strap			U-type steel with hooks, mountain strap
120 mm	130 mm	140 mm			160 mm	130 mm	Adjustable 130-205 mm		130 mm
Manual, Electric (BYR Opt.)	Electric	Electric (900 ACE) Electric, Manual (600R E-TEC)	Electric			Electric			Electric
RER	Mechanical	RER (600R E-TEC) Mechanical (900 ACE)	Mechanical			Mechanical (2F-N-R)			Mechanical (2F-N-R)
Standard	Standard	Standard				Standard			Standard
Standard	Standard	Standard				Standard			Standard
Multifunction	Analog with display	Multifunction			Analog with display	Multifunction		Analog with display	Analog with display
Accessory	Accessory	Accessory	Standard	Accessory	Standard			Accessory	
Extra low	635 mm	635 mm				High (510 mm), one piece			High (510 mm), one piece
Accessory	Accessory	Standard				Standard			Standard
-	-	Front			-	Front			-
Yes, in glove box	-	Yes, in glove box				Front			Front

LFS	A-LFS+	LFS with bended lower A-Arms		A-LFS+ with bended lower A-Arms	A-LFS	A-LFS+ with bended lower A-Arms		LTS	
KYB 40 HLCR Kashima	HPG 36	HPG 36				HPG 36			MC
PPS ² -3300	PPS ² -3500	PPS ² -4100-A				PPS-6900-F	PPS-6900-A		PPS-5900-A
KYB 46 HLCR Kashima	HPG 25	HPG 36				HPG 36		HPG 25	HPG 25
KYB 46 HLCR Kashima	HPG 25	HPG 36				2 x HPG 36	ECS2	HPG 36	HPG 25
600R E-TEC 850 E-TEC	600 ACE	600R E-TEC 900 ACE	900 ACE	600 ACE	1200 4-TEC	900 ACE		600 ACE	
37 liters	38 liters	37 liters			38 liters	40 liters			40 liters
3,4 liters	-	-				-			-

1080 mm	1080 mm	921 +/- 21 mm (600R E-TEC) 996 +/- 21 mm (900 ACE)	996 +/- 21 mm	921 +/- 21 mm	1102 (-42) mm	996 (+/- 21) mm		900 mm	
381 mm	406 mm	406 mm			600 mm			500 mm	
3269 mm	3487 mm	4141 mm				3968 mm			3923 mm
41 mm Cobra	34 mm Cobra	59 mm Powder Max FlexEdge	39 mm DSG Flex		32 mm Ice Ripper (studded)	32 mm	32 mm	32 mm	

2950 mm	2970 mm	3540 mm			3370 mm	3280 mm		3250 mm
1265 mm	1265 mm	1105 mm (600R E-TEC) 1180 mm (900 ACE)	1180 mm	1105 mm	1290 mm	1180 mm		1085 mm
1230 mm	1470 mm	1380 mm			1470 mm	1400 mm	1430 mm	1420 mm



ski-doo ***LYNX*** ***SEA-DOO*** ***EVINRUDE*** ***ROTAX*** ***Can-am***