

**LYNX**



2021 SNOWMOBILES





**TOGETHER, WE RIDE HARDER AND PUSH OURSELVES FURTHER.  
WE EXPLORE THE WILDERNESS TO FIND OUR FREEDOM.  
FROM THE FIRST SNOWFALL TO THE LAST SPRING SLUSH.  
WE ARE FIRST ON AND LAST OFF THE SNOW.  
THIS IS OUR SEASON.  
THIS IS OUR WAY OF LIFE.  
THIS IS OUR TRIBE.**

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# NORDIC SNOW JUNKIES

TEXT BRP, Olli Autonen DESIGN AND LAYOUT Avidly  
PHOTOS BRP, Felix Körner, Harri Tarvainen, Timo Veijalainen, Olli Autonen

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## UNSTOPPABLE

**XTERRAIN BRUTAL IS UNVARNISHED AND UNSTOPPABLE.**

**IT IS THE MOST RUGGED LYNX OF ALL TIMES. AN ADVENTURE SNOWMOBILE THAT CRUSHES THE CONCEPTION OF IMPOSSIBLE.**

**THE XTERRAIN BRUTAL OFFERS RAW POWER, UNMATCHED CAPABILITY AND EASY HANDLING COMBINED WITH SPORTY RIDING CHARACTERISTICS.**

**CHOOSE YOUR DIRECTION AND LET THE ADVENTURE BEGIN!**

### **RADIEN-X DESIGN**

Rugged construction and optimized weight distribution make the Radien-X chassis ideal for the Xterrain Brutal adventure snowmobile. Easy handling, comfortable riding ergonomics and wind protection designed for Arctic conditions, all contribute to the success of your adventure.

### **POWERFUL ROTAX 850 E-TEC ENGINE**

The 165-horsepower Rotax 850 E-TEC engine offers explosive throttle response and seemingly endless power, giving the Xterrain Brutal the character it deserves.

### **EASYRIDE REAR SUSPENSION WITH 3923 x 500 x 60 MM TRACK**

To leverage the power of the engine, Brutal is equipped with the EasyRide rear suspension and a 3923 mm long and 500 mm wide track with 60 mm profile, providing maximum traction in extremely demanding snow conditions. Thanks to the wide track, Xterrain Brutal is stable, yet amazingly nimble.



### **KYB SHOCK ABSORBERS FOR SPEEDY STAGES**

The suspension on Xterrain Brutal is tuned for endure-style fast-paced riding. The rear suspension KYB 46 shock absorbers ensure high load-bearing capacity and performance.

### **EFFICIENT COOLING SYSTEM**

Tunnel cooling together with an air radiator with fan keep the engine at optimum temperatures when riding slowly and in varying snow conditions.

### **SEAT DESIGNED FOR ACTIVE DRIVING**

The Brutal seat has a narrow design, allowing active movement during sporty riding. Abundant cushioning in the back provides comfort for long journeys.

### **BLADE DS+ SKI FOR VARIABLE SNOW CONDITIONS**

The Blade DS+ ski provides the Lynx Xterrain Brutal adventure snowmobile with precise steering in variable snow conditions. The long ski makes the steering precise and stable on trail and improves maneuverability in deep snow.

### **EQUIP FOR ADVENTURE**

The Multi-LinQ cargo plate provides transport capacity and customizing options to match the requirements of your adventure. The cargo plate allows fast and easy attachment of LinQ accessories of different sizes.





# RADIEN AND RADIEN-X

**A CONFIDENT AND CONTROLLED RIDING EXPERIENCE IS BASED ON THE RADIEN AND RADIEN-X DESIGNS THAT ARE CREATED FOR THE RIDER AND NOW COVER THE ENTIRE LYNX COLLECTION.**

## RADIEN

The Radien chassis is designed for active riding. Optimal weight distribution, combined with a bevelled tunnel, narrow seat and fuel tank, allows free rider movement and effortless handling. The integrated tunnel radiator is a light and efficient cooling solution.

## RADIEN DS

The revolutionary Radien DS chassis provides maximum control in deep snow and on steep slopes. The secret of agility is a short tunnel that reduces drag on slopes and in deep snow. The integrated tunnel radiator, combined with an innovative rear axle snowguard, provides a light and efficient cooling solution.

## RADIEN-X

We designed the Radien-X chassis for versatility. It has an optimum weight distribution, excellent ergonomics, rugged construction and adaptable cargo space.

Snowmobiles with the Radien-X chassis combine maneuverability, wind protection, practicality and comfort. The result is an uncompromised riding experience.



RAVE  
RADIEN, PPS<sup>2</sup>



BOONDOCKER RE  
RADIEN DS, PPS<sup>2</sup>



BOONDOCKER DS  
RADIEN DS, PPS<sup>2</sup> DS+



XTRIM  
RADIEN-X, PPS<sup>2</sup>



XTERRAIN BRUTAL  
RADIEN-X, EASYRIDE-F



59 RANGER 600 ACE  
RADIEN-X, EASYRIDE-A

# SUSPENSION

## PPS<sup>2</sup>

The perfect rear suspension for sporty riding and comfort for long distances. The independent operation of the front and rear arms of the PPS<sup>2</sup> rear suspension allows continuous use of the entire large suspension travel.

## PPS<sup>2</sup> DS+

The rear suspension designed for deepest snow and steepest slopes. The PPS<sup>2</sup> DS+ rear suspension's simple and lightweight structure low angle of attack provide great deep snow performance and handling.

## EASYRIDE-F

Strong performance and unparalleled riding comfort. The simple and open design of EasyRide-F rear suspension prevents snow buildup, retaining performance even in demanding conditions. Track's low angle of attack adds to the deep snow performance.

## EASYRIDE-A

EasyRide-A rear suspension provides high level performance and superior ride comfort. The unique rear extension mechanism makes reversing in soft snow effortless and maximizes traction when hauling. The version with quick adjustment is easy and quick to optimize for single or dual rides as well as for carrying cargo.

# ROTAX®-ENGINES

## THE NEW 600 EFI

The new 600 cm<sup>3</sup>-class engine, which meets latest emission standards. Equipped with fuel injection, the Rotax 600 EFI engine produces 85 horsepower, great torque and unprecedented fuel economy in its class. Reliable and easy to use, the engine is based on the Rotax 600R E-TEC engine.

- 85 horsepower
- modern and efficient
- meets latest NRMM emission standards
- torqueful
- easy to use
- based on the Rotax 600R E-TEC



## ROTAX E-TEC® ENGINES

### 2-STROKE

E-TEC direct-injection engine technology delivers the most sought-after attributes in the snowmobile industry – adrenaline-surging power, light weight, and recognized reliability. You also get the best ownership experience with:

- Industry-leading fuel economy<sup>1</sup>
- Excellent oil economy
- Virtually no smoke or smell
- Light, linear throttle pull
- Automatic summerization process

### 850 E-TEC

- 165 horsepower<sup>1</sup>

### 600R E-TEC

- 125 horsepower<sup>1</sup>

### 600 EFI

- 85 horsepower<sup>1</sup>
- modern and efficient

E-TEC engines are the best-selling 2-stroke engines in snowmobiling<sup>3</sup>

## ROTAX ACE™ ENGINES

### 4-STROKE

With the Advanced Combustion Efficiency (ACE) family of engines, BRP engineers optimized the combustion system, reduced mechanical friction, and freed intake and exhaust breathing. The result is the most efficient engines in snowmobiling. Not only are they efficient, they're a pleasure to operate and own. Very little maintenance is required; they run smoothly and produce a nice, solid – yet quiet – sound.

### 900 ACE TURBO WITH ITC

- Rotax-designed turbocharger
- 150 horsepower<sup>2</sup>
- Up to 12.1 L/100 km<sup>4</sup>

### 900 ACE WITH ITC

- 3 cylinders
- 95 horsepower<sup>2</sup>
- Up to 10.8 L/100 km<sup>4</sup>

### 600 ACE WITH ITC

- 2 cylinders
- 62 horsepower<sup>2</sup>
- Up to 8 L/100 km – the most fuel-efficient in the entire industry<sup>4</sup>

ACE engines are the best-selling 4-stroke engines in snowmobiling.<sup>3</sup>

## INTELLIGENT THROTTLE CONTROL (ITC)

Standard on the ACE engines, the iTC™ system delivers a whole different snowmobiling experience.

- Driving Modes: A button on the console enables you to select one of three driving modes. Standard mode ensures a smooth start and linear acceleration; Sport enables full performance and quicker acceleration; ECO<sup>1</sup> limits top speed and acceleration rates for a more relaxed, fuel-conserving ride.
- Finger Throttle: The throttle block can be rotated forward for use as a finger throttle, if preferred. Great for changing hand positions on a long ride and for more control in bumps.



Experience the advantage of XPS. Oil and care products engineered to extend the life of your ride, tested in the world's harshest conditions, and designed to optimize your vehicle's performance. Learn more at [XPSlubricants.com](http://XPSlubricants.com)

<sup>1</sup> Observed metric horsepower based on internal dyno test performed in optimal conditions.

<sup>2</sup> Data based on internal engineering trail testing.

<sup>3</sup> Based on retail sale results as of December 31, 2019.

<sup>4</sup> Data based on internal engineering trail testing in ECO mode.



# X TERRAIN



**“WE HAVE CONQUERED THE UNKNOWN AND OVERCOME THE CHALLENGES. EXHAUSTED. ECSTATIC. HUNGRY FOR MORE.”**



**A snowmobile that matches up to the challenges of adventures.**

The Xterrain's performance and handling is a delight in soft snow. The sporty riding characteristics satisfy even the most demanding rider's needs.

## **XTERRAIN 3700 / 3900 XTERRAIN PRO 3900**

**ENGINES** 600 EFI (3700), 600R E-TEC (3700, 3900, PRO 3900), 850 E-TEC (PRO 3900)  
**TRACK DIMENSIONS** 400 x 3705 x 51 mm (3700), 400 x 3923 x 51 mm (3900), 400 x 3912 x 64 mm (PRO 3900)  
**SKI STANCE** 996 mm (3700, 3900), 921 mm (PRO 3900)  
**SHOCK ABSORBERS** HPG 36  
**FEATURES** Blade DS+ skis, Heavy-duty rear bumper, Air radiator with fan (PRO 3900), Explorer front bumper (PRO 3900), Medium windshield (PRO 3900)

XTERRAIN PRO 3900  
850 E-TEC



## **XTERRAIN RE 3700 / RE 3700 TURBO / RE 3900**

**ENGINES** 850 E-TEC (RE 3700, RE 3900), 900 ACE Turbo (RE 3700 Turbo)  
**TRACK DIMENSIONS RE 3700** 406 x 3705 x 51 / 64 (Spring only) mm  
**TRACK DIMENSIONS RE 3700 TURBO** 406 x 3705 x 51 mm  
**TRACK DIMENSIONS RE 3900** 406 x 3923 x 51 / 64 (Spring only) mm  
**SKI STANCE** 996 mm (RE 3700, RE 3900), 1080 mm (RE 3700 Turbo)  
**SHOCK ABSORBERS** KYB 40 HLCR Kashima (front), KYB 46 HLCR Kashima (rear)  
**FEATURES** Blade DS+ skis, Heavy-duty rear and front bumpers, Low windshield, Handguards, ITC system with three driving modes (RE 3700 Turbo)

XTERRAIN RE 3900  
850 E-TEC



## **XTERRAIN BRUTAL 3900**

**ENGINE** 850 E-TEC  
**TRACK DIMENSIONS** 500 x 3923 x 60 mm  
**SKI STANCE** 996 mm  
**SHOCK ABSORBERS** KYB 36 (front), KYB 46 Kashima (centre and rear)  
**SUSPENSION** LFS (front), EasyRide (rear)  
**FEATURES** Blade DS+ skis, Explorer front bumper, Air radiator with fan, Low windshield, Multi-LinQ plate, Brutal seat

XTERRAIN BRUTAL 3900  
850 E-TEC





# 69 RANGER



“ROUGH CONDITIONS?  
NO EXCUSES.”



## The ruler of the super-wide track category is reborn.

69 Ranger is a snowmobile designed for heavy-duty tasks. It combines superb performance, endless traction and superior handling. Inimitably.

### 69 RANGER

**ENGINE** 900 ACE  
**TRACK DIMENSIONS** 600 x 3968 x 32 mm  
**SKI STANCE** 996 mm  
**SHOCK ABSORBERS** HPG 36  
**SUSPENSION** LFS with bended lower A-Arms (front), EasyRide with adjustment (rear)

**FEATURES** 2F/N/R gearbox with push-button reverse, Hitch, Air radiator with fan, Modular seat with heating, Multi-LinQ plate, Blade DS+ skis, Heavy-duty front bumper, iTC system with three driving modes

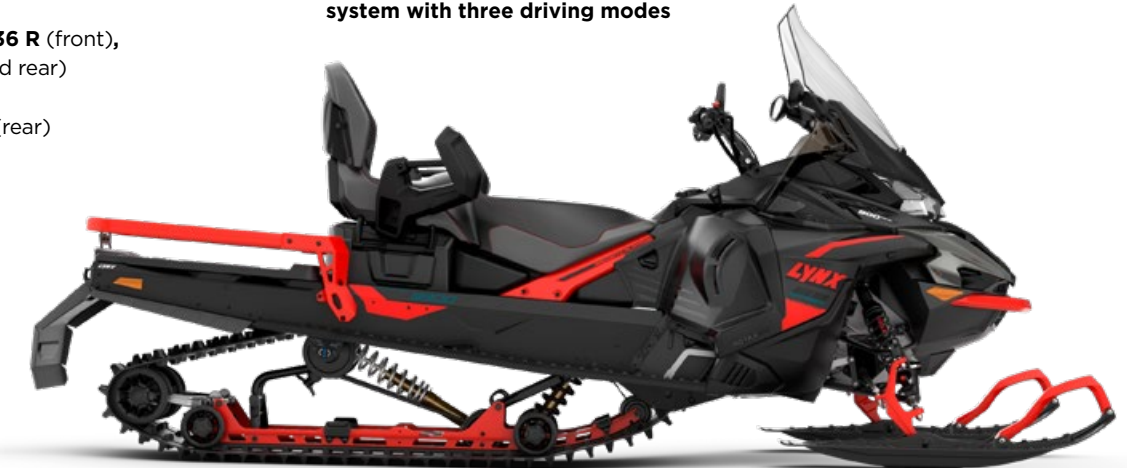


69 RANGER  
900 ACE

### 69 RANGER SNOW CRUISER

**ENGINE** 900 ACE  
**TRACK DIMENSIONS** 600 x 3968 x 32 mm  
**SKI STANCE** 1080 mm  
**SHOCK ABSORBERS** KYB 36 R (front), KYB 46 Kashima (centre and rear)  
**SUSPENSION** LFS (front), EasyRide with adjustment (rear)

**FEATURES** 2F/N/R gearbox with push-button reverse, Hitch, Air radiator with fan, Modular 1+1 Luxury seat with heating, Adjustable handlebar riser, Multi-LinQ plate, Blade DS+ skis, iTC system with three driving modes



69 RANGER SNOW CRUISER  
900 ACE

### 69 RANGER ALPINE

**ENGINE** 900 ACE Turbo  
**TRACK DIMENSIONS** 600 x 3968 x 32 mm  
**SKI STANCE** 1080 mm  
**SHOCK ABSORBERS** HPG 36 (2 rear shocks)  
**SUSPENSION** LFS (front), EasyRide Alpine (rear)

**FEATURES** 2F/N/R gearbox with push-button reverse, Hitch, Air radiator with fan, Modular seat with heating, Multi-LinQ plate, 1000 mm wide rear cargo rack, Blade DS+ skis, Heavy-duty front bumper, Ctek plug, iTC system with three driving modes, Readiness for Alpine accessories



69 RANGER ALPINE  
900 ACE TURBO



# 59 RANGER

"I'VE ALWAYS LIKED WINTER. NOW I'M LOVING IT!"



## Great features, great value.

Modern engine technology, unparalleled riding comfort and outstanding snow capability make 59 Ranger a master of versatility in work and play.

### 59 RANGER

**ENGINE** 600 EFI, 600 ACE

**TRACK DIMENSIONS** 500 x 3923 x 38 (600 EFI) / 44 (600 ACE) mm

**SKI STANCE** 996 mm

**SHOCK ABSORBERS** MC (front), HPG 36 (centre and rear)

**SUSPENSION** LFS (front), EasyRide (600 EFI rear) / EasyRide with adjustment (600 ACE rear)

**FEATURES 600 EFI** Blade DS+ skis, Multi-LinQ plate

**FEATURES 600 ACE** Hitch, 2F/N/R gearbox with push-button reverse, Air radiator with fan, Blade DS+ skis, Multi-LinQ plate, ITC system with three driving modes



59 RANGER  
600 ACE





# COMMANDER



**“AS WE DISCOVER NEW PLACES,  
WE DISCOVER NEW PARTS OF OURSELVES.”**

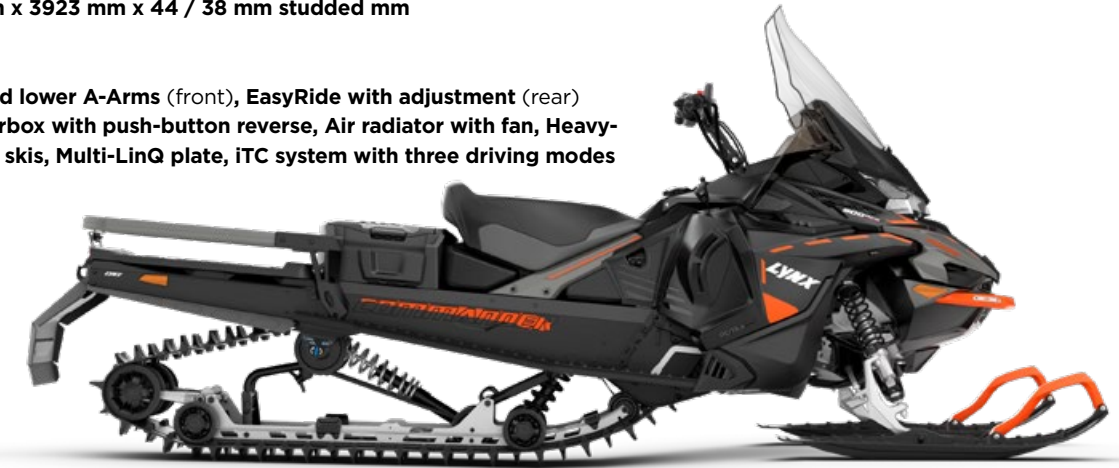
**The leader of all crossover snowmobiles does not need much presentation.**

Someone has to lead the way. Commander does, by being respectful to its reputation for effortless handling, versatility and great on and off-trail performance.

## COMMANDER

**ENGINES** 600R E-TEC, 900 ACE, 900 ACE Turbo  
**TRACK DIMENSIONS** 500 mm x 3923 mm x 44 / 38 mm studded mm  
**SKI STANCE** 996 mm  
**SHOCK ABSORBERS** HPG 36  
**SUSPENSION** LFS with bended lower A-Arms (front), EasyRide with adjustment (rear)  
**FEATURES** Hitch, 2F/N/R gearbox with push-button reverse, Air radiator with fan, Heavy-duty front bumper, Blade DS+ skis, Multi-LinQ plate, iTC system with three driving modes (900 ACE & 900 ACE Turbo)

COMMANDER  
900 ACE TURBO



## COMMANDER LIMITED

**ENGINES** 600R E-TEC, 900 ACE, 900 ACE Turbo  
**TRACK DIMENSIONS** 500 x 3923 x 44 mm  
**SKI STANCE** 996 mm  
**SHOCK ABSORBERS** HPG 36  
**SUSPENSION** LFS with bended lower A-Arms (front), EasyRide with adjustment (rear)  
**FEATURES** Hitch, 2F/N/R gearbox with push-button reverse, Air radiator with fan, Heavy-duty front bumper, Blade DS+ skis, Modular seat with heating, Multi-LinQ plate, 70 L LinQ rear cargo box, Shovel, iTC system with three driving modes (900 ACE, 900 ACE Turbo)

COMMANDER  
LIMITED  
900 ACE



## COMMANDER GRAND TOURER

**ENGINES** 900 ACE, 900 ACE Turbo  
**TRACK DIMENSIONS** 500 x 3923 x 38 mm  
**SKI STANCE** 1080 mm  
**SHOCK ABSORBERS** KYB 36 R (front), KYB 46 Kashima (centre and rear)  
**SUSPENSION** LFS (front), EasyRide with adjustment (rear)  
**FEATURES** Hitch, 2F/N/R gearbox with push-button reverse, Air radiator with fan, Blade DS+ skis, Modular 1+1 Luxury seat with heating, Multi-LinQ plate, Adjustable handlebar riser, iTC system with three driving modes

COMMANDER  
GRAND TOURER  
900 ACE TURBO





# BOONDOCKER

“THE INTERACTION  
BETWEEN THROTTLE  
AND GRAVITY.  
OUR KIND OF  
YIN AND YANG.”



## Unparalleled handling and raw performance.

BoonDocker is the most radical deep snow sports sled. Used to overcoming boundaries. The promise of pure deep snow enjoyment.

### BOONDOCKER 3900

**ENGINE** 600R E-TEC  
**TRACK DIMENSIONS** 400 x 3912 x 64 mm  
**SKI STANCE** 921 mm  
**SHOCK ABSORBERS** HPG 36  
**SUSPENSION** LFS (front), PPS<sup>2</sup>-DS+ -3900 (rear)  
**FEATURES** Short tunnel,  
Rear axle snowguard

BOONDOCKER  
3900 600R E-TEC



### BOONDOCKER RE 3700/3900 BOONDOCKER RE 3900 SHORT TUNNEL

**ENGINE** 850 E-TEC  
**TRACK DIMENSIONS 3700** 406 x 3705 x 64 mm  
**TRACK DIMENSIONS 3900** 400 x 3912 x 64 mm  
**SKI STANCE** 996 mm, 921 mm (Short tunnel)  
**SHOCK ABSORBERS** KYB 36 CR Kashima (front), KYB 46 HLCR Kashima (centre and rear)  
**SUSPENSION** LFS (front), PPS<sup>2</sup>-3700 (3700 rear) / PPS<sup>2</sup>-3900 (3900 rear)  
**FEATURES** Adjustable Kashima coated KYB shocks,  
Short tunnel, Rear axle  
snowguard

BOONDOCKER RE DS  
3900 850 E-TEC



### BOONDOCKER DS 3900 BOONDOCKER DS 4100

**ENGINE** 850 E-TEC  
**TRACK DIMENSIONS 3900** 400 x 3912 x 76/64 mm  
**TRACK DIMENSIONS 4100** 400 x 4178 x 76 mm  
**SKI STANCE** 921 mm  
**SHOCK ABSORBERS** KYB 36 Kashima  
**SUSPENSION** LFS (front), PPS<sup>2</sup>-DS+ -3900 (3900 rear),  
PPS<sup>2</sup>-DS+ -4100 (4100 rear)  
**FEATURES** Short tunnel,  
Rear axle snowguard

BOONDOCKER DS  
3900 850 E-TEC





# XTRIM

“THE NEED TO EXPLORE.  
IT RUNS IN THE FAMILY.”



## Your key to memorable winter experiences.

Lynx Xtrim is easy to control and comfortable to ride. It is a dependable travel companion for both short day trips and longer adventures.

### XTRIM

**ENGINE** 600 ACE  
**TRACK DIMENSIONS** 406 x 3705 x 39 mm  
**SKI STANCE** 996 mm  
**SHOCK ABSORBERS** HPG 36  
**SUSPENSION** LFS (front), PPS<sup>2</sup>-3700 (rear)  
**FEATURES** Medium windshield, Heavy-duty rear bumper, Blade DS+ skis, ITC system with three driving modes

XTRIM  
600 ACE



### XTRIM SC

**ENGINE** 900 ACE  
**TRACK DIMENSIONS** 406 x 3705 x 39 mm  
**SKI STANCE** 996 mm  
**SHOCK ABSORBERS** KYB 36 (front and centre), KYB 46 (rear)  
**SUSPENSION** LFS (front), PPS<sup>2</sup>-3700 (rear)  
**FEATURES** Medium windshield, Hitch, Air radiator with fan, Heavy-duty rear bumper, Blade DS+ skis, ITC system with three driving modes

XTRIM SC  
900 ACE



### XTRIM LX

**ENGINE** 600 ACE  
**TRACK DIMENSIONS** 381 x 3487 x 34 mm  
**SKI STANCE** 1080 mm  
**SHOCK ABSORBERS** HPG 36  
**SUSPENSION** LFS (front), PPS<sup>2</sup>-3500 (rear)  
**FEATURES** Extra high windshield, Air radiator with fan, 2-up seat, Blade DS+ skis, Cargo rail, ITC system with three driving modes, Learning key

XTRIM LX  
600 ACE





# 49 RANGER



“WINTER. OUR SEASON WITH NO LIMITS.”

## The master of the Nordic landscapes.

Capable and agile. 49 Ranger is a reliable companion for demanding conditions. It thrives in the woods, in the mountains and in varying snow conditions.

### 49 RANGER

**ENGINE** 600 ACE  
**TRACK DIMENSIONS** 406 x 3923 x 39 mm  
**SKI STANCE** 996 mm  
**SHOCK ABSORBERS** HPG 36  
**SUSPENSION** LFS with bended lower A-Arms (front), EasyRide (rear)

**FEATURES** Extra high windshield, Air radiator with fan, Hitch, 2-up Light seat, Blade DS+ skis, Cargo rail, iTC system with three driving modes



49 RANGER  
600 ACE

### 49 RANGER ST

**ENGINE** 900 ACE  
**TRACK DIMENSIONS** 406 x 4141 x 39 mm  
**SKI STANCE** 996 mm  
**SHOCK ABSORBERS** HPG 36  
**SUSPENSION** LFS with bended lower A-Arms (front), EasyRide with adjustment (rear)

**FEATURES** Extra high windshield, Air radiator with fan, Hitch, 2-up seat with backrest, Blade DS+ skis, Cargo rail, Explorer front bumper, iTC system with three driving modes (900 ACE)

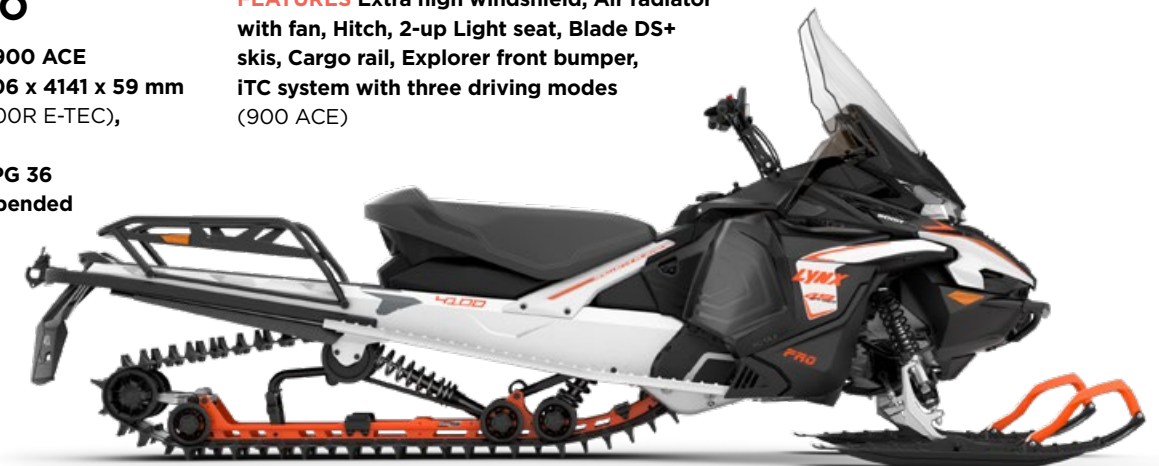


49 RANGER ST  
900 ACE

### 49 RANGER PRO

**ENGINES** 600R E-TEC, 900 ACE  
**TRACK DIMENSIONS** 406 x 4141 x 59 mm  
**SKI STANCE** 921 mm (600R E-TEC), 996 mm (900 ACE)  
**SHOCK ABSORBERS** HPG 36  
**SUSPENSION** LFS with bended lower A-Arms (front), EasyRide (rear)

**FEATURES** Extra high windshield, Air radiator with fan, Hitch, 2-up Light seat, Blade DS+ skis, Cargo rail, Explorer front bumper, iTC system with three driving modes (900 ACE)



49 RANGER PRO  
600R E-TEC





**“THE FIERCER THE TRAIL,  
THE GREATER THE PLEASURE.”**



**The undisputed leader of Nordic trails.**

The Rave's performance and riding characteristics are unparalleled. It is mostly recognized by its receding tail lights. Experience the pace of the winners.

**RAVE RE**

- ENGINES** 600R E-TEC, 850 E-TEC
- TRACK DIMENSIONS** 381 x 3487 x 41 / 38 mm studded mm
- SKI STANCE** 1080 mm
- SHOCK ABSORBERS** KYB 40 HLCR Kashima (front), KYB 46 HLCR Kashima (centre and rear)
- SUSPENSION** LFS (front), PPS<sup>2</sup>-3500 (rear)

RAVE RE  
850 E-TEC



**RAVE ENDURO**

- ENGINE** 600R E-TEC
- TRACK DIMENSIONS** 381 x 3269 x 41 mm
- SKI STANCE** 1080 mm
- SHOCK ABSORBERS** KYB 40 HLCR Kashima (front), KYB 46 HLCR Kashima (centre and rear)
- SUSPENSION** LFS (front), PPS<sup>2</sup>-3300 (Enduro calibration) (rear)
- FEATURES** Racing-type frame reinforcements, Four-piston RS brake, Aluminum throttle lever holder, slip-gear readiness

RAVE ENDURO  
600R E-TEC





# ANDREAS BERGMARK

**ANDREAS BERGMARK DEFIES THE LAWS OF PHYSICS BY DOING UNBELIEVABLE TRICKS ON A SNOWMOBILE, THAT ARE THE RESULT OF THE YEARS OF CONTINUOUS PRACTICE. THEREFORE, THERE IS NO REASON FOR AN ORDINARY RIDER TO TRY THEM.**

Long journeys to riding places and countless hours of practicing jumps. All of this sweating for just one or two seconds of flight in the air.

What on earth is it all about?

- During those seconds in the air, I feel more alive than ever. At that moment everything becomes very clear, says freerider Andreas Bergmark.

Known for his wild tricks on a snowmobile, the Swede goes onto the scene in the back country, on the slopes of hills and mountains; the video footage filmed there has gathered countless views on social media in recent years.

## WEEKLY ALLOWANCE FOR GASOLINE

Andreas did backflips back in his home yard in Fällfors, a small village near Skellefteå, already when he was a child. At the time, his vehicle was a snowracer, and old home videos show the young daredevil jumping on his sleigh from the upper terrace of a two-story house onto a snowbank. An old snowmobile was also put to test when he jumped it in the yard.

- Our house is surrounded by forests, and there was little to do. That's why my dad got me and my sister vehicles when we were little. I got hooked. I didn't want to do anything else but ride.

In winter, Andreas rode a snowmobile after school for hours, and summers were spent on a dirt bike together with his peers. 20 liters of gasoline served as his weekly allowance.

- I am very grateful to my parents for my childhood.

**“EVERYTHING IS SO CLEAR IN THE AIR”**

## CHASING THE NEXT LEVEL

After having bought his first snowmobile, Andreas' swinters were all about snowmobiling. He drew inspiration from the videos of Slednecks and RuffRiders, but he never thought he could ride like his idols in those films.

- However, when I continued to practice, I noticed at some point that I had reached that level.

In the winter of 2016, Andreas began to appear on snowmobile videos of Northern Light Films, and in the same season he started to collaborate with Lynx.

- Then we started to do backflips on a sled with Adam Thomelius. We started to get tremendous feedback from excited viewers, which pushed us even further.

Andreas made his first trip to North America in winter 2017, and that trip has been one of the most memorable. He returned home with a memory of a stunt that he considers to be the greatest achievement of his career so far.

- We were with the camera crew in Revelstoke, Canada, riding in great snow amidst spectacular scenery. Before we went home, Adam and I, both did a backflip over a large cliff called the Turtle Gap. It was the sickest stunt I've ever done, and I would not do it again.

A barrel roll, which is rolling the sled in the air around its longitudinal axis, is another one of Andreas's trademark stunts. After hearing that Adam had pulled the stunt first in the world, Andreas decided to follow and performed his first barrel roll in the back country of Canada in the spring of 2018.

- It's a very demanding stunt. Timing is the hardest. Sometimes I have tried up to 25 times before I get it right.

Watch Lynx documentary about Andreas Bergmark on social networks

 [lynx\\_snowmobiles](#)

 [Lynx Snowmobiles](#)

 [Lynx Snowmobiles](#)

## TALENT ON LYNX VIDEOS

In the spring of 2018, Andreas took part in Lynx lineup shoot for the first time. Since then, he has been seen on the Boon-Docker commercials every year.

- It's great to get to the back country with a big camera crew, but with this also comes pressure, as you often have to nail it on the first try. I can be one of the first to ride future models and I can also give feedback on them.

In the spring of 2019, Andreas was given the opportunity to promote the Nordic snowmobile maker on the other side of the ocean, as he travelled to North America with another Lynx ambassador, Pontus Lundmark. They had Lynx's next year's models with them.

- Lynx isn't sold in North America, but the locals who got to try the sleds were really impressed. The trip was great, by the way: for the first time I managed to land a 270 degrees jump successfully. 360 degrees is the next target. I am not quite there yet, but I am getting close.

The voice of the Swede conveys passion when he describes his attitude towards snowmobiling. The sport that, according to Andreas Bergmark, is a big part of his life and that he has been growing up with since he was a kid.

- Snowmobiling is simply the reason why I love winter.

*Andreas Bergmark*











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