

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, PPS²



BOONDOCKER RE
RADIEN DS, PPS²



BOONDOCKER DS
RADIEN DS, PPS² DS+



XTRIM
RADIEN-X, PPS²



XTERRAIN BRUTAL
RADIEN-X, EASYRIDE-F



59 RANGER 600 ACE
RADIEN-X, EASYRIDE-A

SUSPENSION

PPS²

The perfect rear suspension for sporty riding and comfort for long distances. The independent operation of the front and rear arms of the PPS² rear suspension allows continuous use of the entire large suspension travel.

PPS² DS+

The rear suspension designed for deepest snow and steepest slopes. The PPS² 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 cm³-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 economy¹
- Excellent oil economy
- Virtually no smoke or smell
- Light, linear throttle pull
- Automatic summerization process

850 E-TEC

- 165 horsepower¹

600R E-TEC

- 125 horsepower¹

600 EFI

- 85 horsepower¹
- modern and efficient

E-TEC engines are the best-selling 2-stroke engines in snowmobiling³

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 horsepower²
- Up to 12.1 L/100 km⁴

900 ACE WITH ITC

- 3 cylinders
- 95 horsepower²
- Up to 10.8 L/100 km⁴

600 ACE WITH ITC

- 2 cylinders
- 62 horsepower²
- Up to 8 L/100 km – the most fuel-efficient in the entire industry⁴

ACE engines are the best-selling 4-stroke engines in snowmobiling.³

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; ECO¹ 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

¹ Observed metric horsepower based on internal dyno test performed in optimal conditions.

² Data based on internal engineering trail testing.

³ Based on retail sale results as of December 31, 2019.

⁴ 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

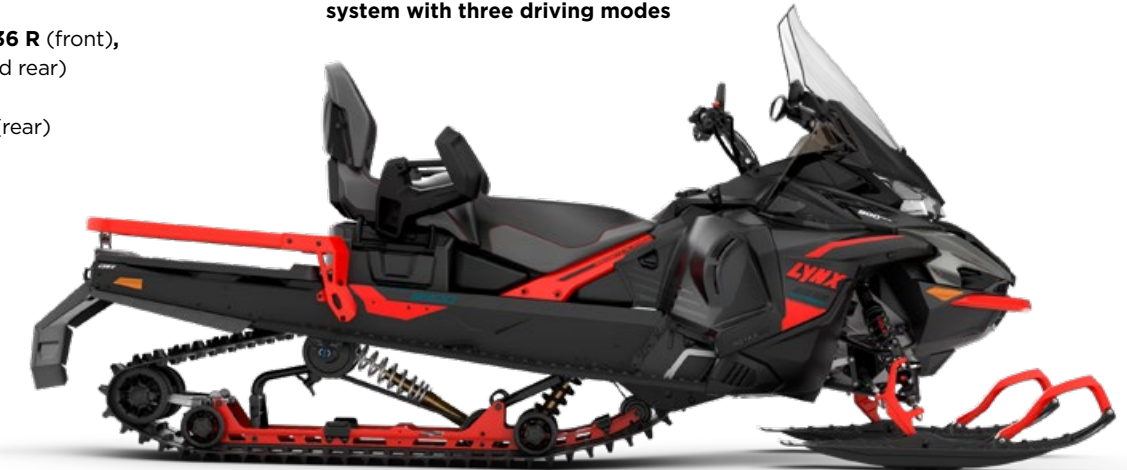


69 RANGER
900 ACE

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.”**

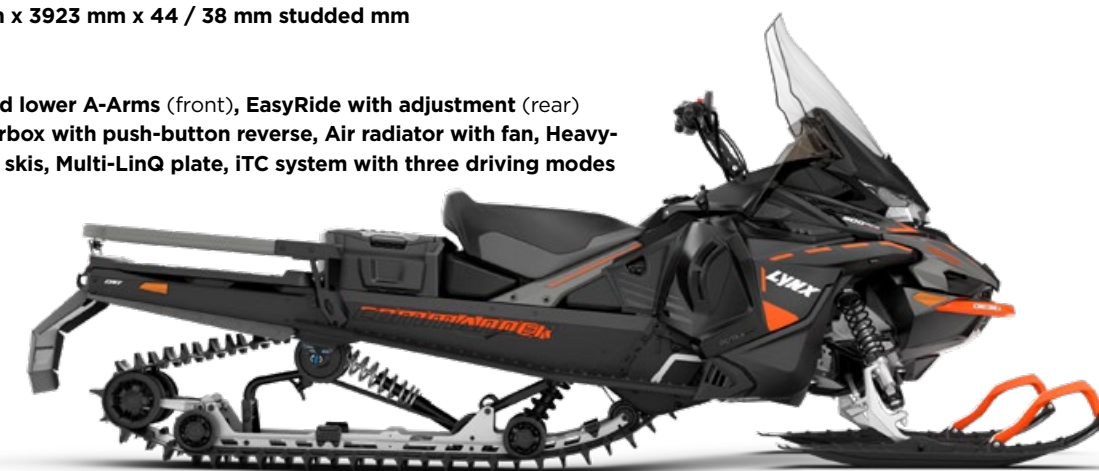
The leader of all crossover snowmobiles does not need much presentation.

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), PPS²-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), PPS²-3700 (3700 rear) / PPS²-3900 (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), PPS²-DS+ -3900 (3900 rear),
PPS²-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), PPS²-3700 (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), PPS²-3700 (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), PPS²-3500 (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)

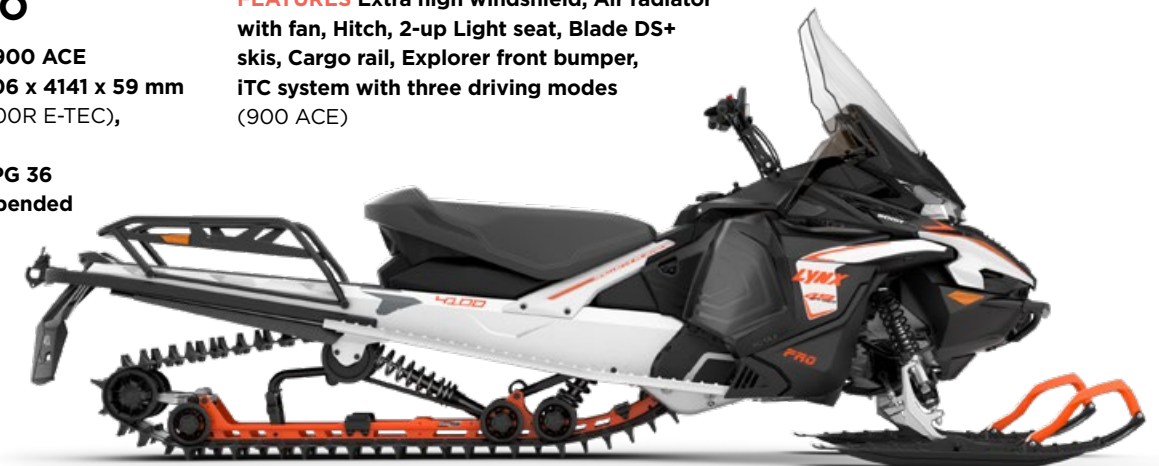


49 RANGER ST
900 ACE

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.”**

RAVE

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),
 PPS²-3500 (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), PPS²-3300 (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](#)

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 [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



LYNX 2021	DEEP SNOW SPORT						CROSSOVER						CROSSOVER						SPORT		UTILITY										
	BoonDocker						Xterrain						Xtrim			Commander			Rave		49 Ranger			59 Ranger	69 Ranger						
MODEL	3900	DS 3900	DS 4100	RE 3700	RE 3900	RE 3900 (short tunnel)	3700	3900	PRO 3900	RE 3700	RE 3900	RE 3700 Turbo	Brutal 3900	LX	SC		Limited	Grand Tourer		RE	Enduro	PRO	ST		Alpine	Snow Cruiser					
COLOUR	Dazzling Blue/Cyan/Black	Dazzling Blue/Cyan/Black	Dazzling Blue/Cyan	Orange	Orange	Orange	Manta Green/Black	Manta Green/Black	Manta Green/Black	Manta Green	Manta Green	Manta Green	Manta Green	Viper Red/Black	Viper Red/Black	Viper Red/Black	Race Orange/Grey	Race Orange/Grey	Viper Red/Grey	Viper Red/Black/White	Viper Red/Black/White	Full Moon Silver/Orange/Black	Full Moon Silver/Orange/Black	Full Moon Silver/Orange/Black	Viper Red/Black	White/Orange/Black	White/Orange/Black	Viper Red/Grey/Black			
ENGINE	600R E-TEC		850 E-TEC			600 EFI 600R E-TEC	600R E-TEC	600R E-TEC 850 E-TEC	850 E-TEC		900 ACE Turbo	850 E-TEC	600 ACE	900 ACE	600R E-TEC 900 ACE 900 ACE Turbo		900 ACE Turbo	600R E-TEC 850 E-TEC	600R E-TEC	600 ACE	600R E-TEC 900 ACE	900 ACE	600 ACE	600R E-TEC 900 ACE	900 ACE	600 EFI 600 ACE	900 ACE Turbo	900 ACE			
FEATURES																															
Frame	Radien						Radien			Radien-X			Radien-X			Radien-X			Radien		Radien-X				Radien-X						
Skis	Blade DS+						Blade DS+						Blade DS+			Blade DS+			Blade XC		Blade DS+				Blade DS+						
Seating	BoonDocker, 1-up	BoonDocker DS, 1-up			BoonDocker, 1-up			Sport, 1-up			Brutal, 1-up			Sport, 1-up	2-up	Sport, 1-up	Modular, 1-up	Modular, 1+1	Luxury Modular 1+1 with heating	Sport, 1-up		2-up light		2-up	Modular, 1-up	Modular, 1-up heated		Luxury Modular 1+1 with heating			
Handlebar	U-type aluminium with hooks, low grab handle						U-type aluminium with hooks, low grab handle						Straight steel with hooks	Steel with hooks	Straight steel with hooks	U-type steel with hooks, low grab handle		Steel with hooks	U-type aluminium with hooks		U-type steel with hooks, low grab handle			U-type steel with hooks, low grab handle (grab handle only in 600 ACE)		U-type steel with hooks, low grab handle					
Riser block height	140 mm						140 mm			120 mm			120 mm			140 mm		Adjustable 125-165 mm	90 mm		140 mm			140 mm	140 mm	Adjustable 125-165 mm					
Starter	Manual Electric	Manual SHOT	Manual with SHOT	Manual SHOT	Manual SHOT	Manual with SHOT	Electric and manual			Electric	Electric and manual	Electric			Electric	Electric (900 ACE & 900 ACE Turbo) Electric and manual (600R E-TEC)	Electric	Manual Electric	Manual	Electric	Electric (900 ACE) Electric and manual (600R E-TEC)	Electric	Electric (600 ACE) Electric and manual (600 EFI)	Electric							
Reverse	RER						RER			Electro-mechanical	RER	Mechanical			RER (600R E-TEC) Electromechanical (ACE)		Electro-mechanical	RER		Mechanical	RER (600R E-TEC) Mechanical (900 ACE)	Mechanical	RER (600 EFI) Electromechanical (ACE)	Electromechanical							
Gauge	4.5-in. digital display						4.5-in. digital display		7.2-in. wide digital display				4.5-in. digital display		7.2-in. wide digital display		4.5-in. digital display	7.2-in. wide digital display		7.2-in. wide digital display		4.5-in. digital display	7.2-in. wide digital display		4.5-in. digital display	7.2-in. wide digital display					
Mirrors																Standard					Standard										
Windshield							Low	Medium with side deflectors	Low			Medium with side deflectors	Extra high with side deflectors	Medium with side deflectors	Extra high with side deflectors			Extra low		Extra high with side deflectors			Extra high with side deflectors	Extra high with side deflectors							
Hitch																Standard					Standard			Standard							
Visor Plug front / rear							Front						Front			Front		Front/Rear			Front			Front (only in 600 ACE)	Standard						
12V power outlet	Yes, in front compartment						Yes, in front compartment						Yes, in front compartment			Front			Yes, in front compartment		Yes, in front compartment			Front (only on 600 ACE)	Yes, in front compartment	Front					
Air radiator with fan							Yes						Yes			Yes					Yes			Yes (600 ACE)		Yes					
SUSPENSION																															
Front suspension	LFS						LFS						LFS			LFS with bended lower A-Arms		LFS	LFS		LFS with bended lower A-Arms			LFS	LFS	LFS with bended lower A-Arms	LFS				
Front shock	HPG 36	KYB 36 Kashima			KYB 36 CR Kashima			HPG 36			KYB 40 HLCR Kashima			KYB 36	HPG 36	KYB 36	HPG 36	KYB 36 R	KYB 40 HLCR Kashima		HPG 36			MC	HPG 36		KYB 36 R				
Rear suspension	PPS ² -DS+ -3900		PPS ² -DS+ -4100	PPS ² -3700	PPS ² -3900			PPS ² -DS+ -3700	PPS ² -DS+ -3900	PPS ² -3700	PPS ² -3900	PPS ² -3700	EasyRide	PPS ² -3700	PPS ² -3500	PPS ² -3700	EasyRide with adjustment		PPS ² -3500	PPS ² -3300	EasyRide		EasyRide with adjustment	EasyRide (600 EFI) EasyRide with adjustment (600 ACE)	EasyRide Alpine	EasyRide with adjustment					
Center shock	HPG 36	KYB 36 Kashima			KYB 46 HLCR Kashima			HPG 36			KYB 46 HLCR Kashima			KYB 46 Kashima	HPG 36	KYB 36	HPG 36	KYB 46 Kashima	KYB 46 HLCR Kashima		HPG 36			HPG 36	HPG 36		KYB 46 Kashima				
Rear shock	HPG 36	KYB 36 Kashima			KYB 46 HLCR Kashima			HPG 36			KYB 46 HLCR Kashima			KYB 46 Kashima	HPG 36	KYB 46	HPG 36	KYB 46 Kashima	KYB 46 HLCR Kashima		HPG 36			HPG 36	2 x HPG 36	HPG 36	KYB 46 Kashima				
MEASUREMENTS																															
Ski stance	921 mm			996 mm			921 mm	996 mm			1080 mm	996 mm	996 mm	1080 mm	996 mm	1080 mm		1080 mm		996 mm			921 mm (600R E-TEC) 996 mm (900 ACE)	996 mm	996 mm	1080 mm	996 mm	1080 mm			
Track nominal width	400 mm			406 mm	400 mm			400 mm			406 mm			500 mm	406 mm	381 mm	406 mm	500 mm		381 mm			406 mm			500 mm			600 mm		
Track nominal length	3912 mm		4178 mm	3705 mm	3912 mm			3705 mm	3923 mm	3912 mm	3705 mm	3923 mm	3705 mm	3923 mm	3705 mm	3487 mm	3705 mm	3923 mm		3487 mm	3269 mm	3923 mm	4141 mm		3923 mm	3968 mm					
Track profile height	64 mm PowderMax Light FlexEdge	76 mm PowderMax Light FlexEdge 64 mm PowderMax Light FlexEdge	76 mm PowderMax Light FlexEdge	64 mm PowderMax FlexEdge	64 mm PowderMax Light FlexEdge			51 mm PowderMax	64 mm PowderMax Light FlexEdge	51 mm PowderMax 64 mm PowderMax Light FlexEdge	51 mm PowderMax	60 mm	39 mm DSG	34 mm Cobra	39 mm DSG	44 mm Cobra 38 mm Cobra studded	44 mm	38 mm Cobra (studded)	41 mm Cobra	41 mm Cobra	39 mm DSG Flex	59 mm PowderMax FlexEdge	39 mm DSG Flex	38 mm (600 EFI) 44 mm (600 ACE)	32 mm Ice Ripper (studded)	32 mm					
Fuel tank	37 liters						37 liters						42 liters			37 liters			42 liters		37 liters			42 liters		42 liters					
Oil tank capacity (2-stroke)	3,4 liters						3,4 liters						-	3,4 liters	3,4 liters			-	3,4 liters		-	3,4 liters			-	-	-				



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