

ski-doo®



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Renewed 2009 Ski-Doo MX Zx 600RS Race Sled Ready to Win

Valcourt, Que` August 5, 2008 – BRP is introducing the 2009 Ski-Doo MXZx-600RS with a host of changes and refinements designed to make this the most race ready snowmobile offered to the racing community.

Last year the MXZx600RS debuted on the all new REV-XP platform with great results across North America, winning several championships. This year the Valcourt Engineering and Race Shop team has taken things even further with dozens of improvements to enhance rider control, handling, suspension and durability, all of which will result in faster lap times.

"Our goal was to make the snowmobile easier to race – for both the driver and their mechanics," said Ski-Doo Director of Marketing Francois Tremblay. "The changes reflect our priorities of easier handling, better cornering and better suspension at race speeds – along with the need for extreme durability to keep racing costs lower".

"Many of the changes were also the result of direct feedback from X-Team racers and mechanics, from SuperTeams to the grassroots."

There will also be renewed Race Schools conducted this fall to support racers on the new MX Zx600RS. Be sure to check www.ski-doo.com in mid August for more information.

Bombardier Recreational Products Inc. (BRP), a privately-held company, is a world leader in the design, development, manufacturing, distribution and marketing of motorised recreational vehicles. Its portfolio of brands and products includes: Ski-Doo® and Lynx™ snowmobiles, Sea-Doo® watercraft and sport boats, Evinrude® and Johnson® outboard engines, direct injection technologies such as E-TEC®, Can-Am™ all-terrain vehicles and roadsters, as well as Rotax® engines and karts.

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2009 MX Zx 600RS; Key Features and Improvements

Powertrain

- Rotax® 600RS engine
- **NEW** dual air intake system
- **NEW** tuned pipe support
- Runs on 92 octane fuel

Suspension – **NEW** Calibration Front and Rear

- SC-5 rear suspension
 - **NEW** rear arm geometry and shock linkage
 - **NEW**, STRONGER rail design: better cornering and braking
 - **NEW** stronger coupling system on slide rail
 - 4 rear idler wheels
- Dual A-arm front suspension – **NEW** geometry for sharper cornering
 - Wider ski stance
 - **NEW** steering ratio
 - **NEW** ski spindle
 - **NEW** A-arms
 - Adjustable width, adjustable caster
- **ALL-NEW** C-40 Racing Clicker shocks
 - 16mm shock shafts
 - Piggyback design on all four shocks for better oil flow, higher capacity, smoother ride
 - External high/low speed compression adjustments
 - External Rebound adjustability on front shocks
- Single-keel Pilot™ racing skis

Chassis

- **NEW** Reinforced castings throughout
- **NEW** Stronger engine supports
- **NEW** Wider, stronger running boards
 - **NEW** rolled edge extrusion
 - **NEW** integrated footrest
 - **NEW** toe hold
- **NEW** seat shape and height for easier transitioning
- Exhaust deflector
- 20L fuel tank standard; 40L available for cross-country racing
- Multi-function gauge package with EGT record mode

Driveline

- **NEW** track; designed for improved durability, better cornering and holeshots
- **NEW** Brembo[‡] brake caliper: stronger casting and better resistance to heat transfer through piston
- **NEW** primary and secondary clutch calibrations: stronger holeshots
- TEAM[†] roller secondary: floating design on jackshaft
- BRP-design slip gear: better snap ring retention
- Stronger drive axle: better welding process
- Stronger jackshaft: better welding process

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