

2022 SUMMIT® X®

Longer climbs, tighter tree lines
and deeper powder.



SUMMIT® X®
165 850 E-TEC® TURBO SHOWN

// WHAT'S NEW

- HPG Plus shock package
- 850 E-TEC Turbo available with two color choices
- One-piece lightweight hood on all models
- Standard with two sets of LinQ attachment points

// PACKAGE HIGHLIGHTS

- Rotax® 850 E-TEC® or 850 E-TEC Turbo engines available
- Short tunnel with lightweight snowflap
- RAS™ 3 front suspension with lightweight ski spindle and revised ski stopper
- tMotion™ rear suspension with ice scratchers
- E-TEC® SHOT™ starter standard
- Full-length extruded-profile running boards with large openings
- **ULTIMATE** color option with panel wrap: supreme look and finish, maximum protection
- Low handlebar strap
- Sea-level calibration available on select configurations
- 4.5 in. digital display
- Smaller-diameter handlebar ends and handgrips
- Compact and lightweight deep-snow seat
- DS 3 skis
- Belt monitoring system

ROTAX® ENGINE	850 E-TEC® TURBO	850 E-TEC®
Engine details	Liquid-cooled, two-stroke, turbocharged, eRAVE™	Liquid-cooled, two-stroke, eRAVE™
Horsepower	165 up to 8,000 ft.	165
Cylinders – Displacement	2 – 849 cc	2 – 849 cc
Bore – Stroke	82 mm – 80.4 mm	82 mm – 80.4 mm
Carburation	E-TEC® direct injection with additional booster injectors	E-TEC® direct injection with additional booster injectors
Fuel type – Octane	Premium unleaded – 91	Premium unleaded – 91
Fuel tank	36 L/9.5 US gal	36 L/9.5 US gal
Oil tank capacity	3.4 L/3.6 qt	3.4 L/3.6 qt

POWERTRAIN		
Drive clutch	pDrive™ with clickers	pDrive™ with clickers
Driven clutch	QRS Vent Plus	QRS Vent Plus
Drive sprocket pitch	89 mm/3.5 in.	89 mm/3.5 in.

DRY WEIGHT		
Dry weight	207 kg/456 lb (154 in.) 211 kg/466 lb (165 in.)	198 kg/435 lb (154 in.) 201 kg/442 lb (165 in.)

DIMENSIONS	
Overall vehicle length	3,188 mm/125.5 in. (154 in.) 3,299 mm/129.9 in. (165 in.)
Overall vehicle width	1,080 to 1,110 mm/42.5 to 43.7 in.
Overall vehicle height	1,395 mm/54.9 in.
Ski stance	910 or 950 mm/35.8 or 37.4 in.
Track	PowderMax® Light with FlexEdge™:
(Length x Width x Profile)	154 x 16 x 2.5 in. 154 x 16 x 3.0 in. opt. 165 x 16 x 2.5 in. sea-level opt. only 165 x 16 x 3.0 in.

COLOR
ULTIMATE Scandinavian Blue / Orange Crush
Triple Black

SUSPENSION	
Front suspension	RAS™ 3
Front shock	HPG™ Plus
Front suspension travel	215 mm/8.5 in.
Rear suspension	tMotion™
Center shock	HPG™ Plus
Rear shock	HPG™ Plus
Rear suspension travel	239 mm/9.4 in.

FEATURES	
Frame	REV® Gen4
Bodywork	Narrow design
Skis	Pilot™ DS 3
Seating	Deep-snow compact and lightweight
Handlebar	Tapered U-shaped aluminum with J-hooks/Low grab handle
Riser block height	165 mm/6.5 in.
Starter	SHOT, Electric (opt. select models), Manual (opt. select models)
Reverse	RER™
Brake system	Brembo racing brake with stainless-steel braided brake line
Heated throttle lever/grips	Standard
Gauge type	4.5 in. digital display
Windshield	Optional
Runner – Carbide	Square 3/8 – 4 in.
Bumpers (front/rear)	Std/Std

// FEATURE HIGHLIGHTS



1 Rotax 850 E-TEC® Turbo engine

The first-ever factory-built 2-stroke turbocharged engine in any industry. It boasts instant response and a full 165 HP up to 8,000 ft of elevation. Sophisticated design integrates flawlessly with the REV Gen4 platform for maximum agility. Factory installation ensures peace of mind.



2 Short tunnel

Shorter tunnel length without snowflap for greater deep-snow capabilities with more clearance and lighter overall weight. Standard rear fender with LinQ-ready attachment points.

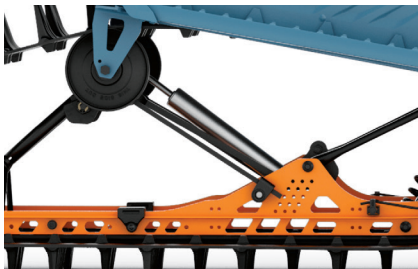


3 One-piece lightweight hood

One-piece polypropylene construction instantly drops 6.2 lb of weight. Optimized ventilation for heat dispersion and noise reduction.



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4 HP6 Plus shock package

Highest-quality KYB lightweight high-pressure front and rear gas shocks. Rebuildable and revalvable.



5 Profile running boards

Front-to-back extruded grid-style board allowing snow to pass easily through, preventing washout and trenching, plus clears footrests for grip. Flatter foot position for comfort and control.



6 E-TEC® SHOT™ starter

Push-button starting with almost no added weight. Uses energy stored in the lightweight ultracapacitor to turn the magneto and with E-TEC® technology, starts the engine.

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