

2021 SUMMIT® X®

// WHAT'S NEW

- Rotax® 850 E-TEC® Turbo engine available
- One-piece lightweight hood with 850 E-TEC® Turbo engine
- Short tunnel with lightweight snowflap
- 4.5-in. digital display
- Lightweight ski spindle and revised ski stopper to reduce ski drag and improve predictability in technical sidehills
- Smaller diameter handlebar ends and handgrips
- Low handlebar strap
- Compact and lightweight deep snow seat

// PACKAGE HIGHLIGHTS

- REV® Gen4 platform with narrow-design bodywork
- Rotax® 850 E-TEC® engine available
- E-TEC® SHOT™ starter available
- Full-length extruded profile running boards with large openings
- tMotion™ rear suspension with ice scratchers
- PowderMax® Light with FlexEdge™ track choice: 16 x 154 / 165 x 2.5 in. or 16 x 154 / 165 x 3.0 in.*
- *ULTIMATE* color option with panel wrap: Supreme look and finish, maximum protection
- Sea-level calibration available on select configurations



SUMMIT® X® 165 850 E-TEC® SHOWN

ROTAX® ENGINE	850 E-TEC® Turbo	850 E-TEC®
Engine details	Liquid-cooled, two-stroke, turbocharged, eRAVE™	Liquid-cooled, two-stroke, eRAVE™
Cylinders	2	2
Displacement	849 cc / 51.9 in. ³	849 cc / 51.9 in. ³
Bore	82 mm / 3.2 in.	82 mm / 3.2 in.
Stroke	80.4 mm / 3.2 in.	80.4 mm / 3.2 in.
Maximum engine speed	7,900 RPM	7,900 RPM
Carburation	E-TEC® direct injection with additional booster injectors	E-TEC® direct injection with additional booster injectors
Recommended fuel type	Premium unleaded	Premium unleaded
Minimum octane	91	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

DRY WEIGHT	207 kg / 456 lb [154 in.] 211 kg / 466 lb [165 in.]	200 kg / 441 lb [154 in.] 204 kg / 450 lb [165 in.]
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POWERTRAIN		
Drive clutch type	pDrive™ with clickers	pDrive™ with clickers
Driven clutch type	QRS	QRS
Engagement	3,800 RPM	Sea-Level: 3,300 RPM High Altitude: 3,600 RPM
Small sprocket number of teeth	21	21
Large sprocket number of teeth	51 [154 in.] 53 [165 in.]	51 [154 in.] 53 [165 in.]
Drive sprocket number of teeth	6	6
Drive sprocket diameter	164 mm / 6.5 in.	164 mm / 6.5 in.
Drive sprocket pitch	89 mm / 3.5 in.	89 mm / 3.5 in.
Brake system	Brembo racing brake with stainless-steel braided brake line	Brembo racing brake with stainless-steel braided brake line

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.

COLOR

ULTIMATE Intense Blue / White (850 E-TEC only) 

Black (850 E-TEC only) 

ULTIMATE Steel Black Metallic (850 E-TEC Turbo only) 

DIMENSIONS

Vehicle overall length	3,188 mm / 125.5 in. [154 in.] 3,299 mm / 129.9 in. [165 in.]
Vehicle overall width	1,080 to 1,110 mm / 42.5 to 43.7 in.
Vehicle overall height	1,395 mm / 54.9 in.
Ski stance	910 or 950 mm / 35.8 or 37.4 in.
Track (Length x Width x Profile)	PowderMax® Light with FlexEdge™: 154 x 16 x 2.5 in. [3,912 x 406 x 64 mm] 154 x 16 x 3.0 in. [3,912 x 406 x 76 mm] opt. 165 x 16 x 2.5 in. [4,178 x 406 x 64 mm] sea-level opt. only 165 x 16 x 3.0 in. [4,178 x 406 x 76 mm]

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	850 E-TEC: Manual (Specific models only*), Electric (opt.), SHOT (opt.) 850 E-TEC Turbo: Manual, SHOT (opt.)
Reverse	RER™
Heated throttle lever / grips	Standard
Gauge type	4.5 in. digital display
Windshield	Optional
Runner	Square 3/8
Carbide configuration	102 mm / 4 in. at 90°
Bumpers (Front/Rear)	Std / Std



SUMMIT® X® 165 850 E-TEC® SHOWN



SUMMIT® X® 154 850 E-TEC® TURBO SHOWN

// FEATURE HIGHLIGHTS



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 feet of elevation. Sophisticated design integrates flawlessly with the REV Gen4 platform for maximum agility. Factory install ensures peace of mind.



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.



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.



pDrive™ clutch

Fast and friction-free dual rollers transfer torque in place of traditional sliding buttons. Ultra-responsive shifting, impressive RPM consistency and lightweight.



Improved 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.



4.5-in. digital display

All-digital LCD gauge cluster with flatter viewing angle for an easy-to-read info center whether standing or sitting.

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