

SKI-DOO UNLEASHES AN EVEN SHARPER MXZ 600RS E-TEC ON THE SNOCROSS WORLD FOR 2027

Valcourt, Quebec, September 12, 2026. BRP's Ski-Doo Race Department never stops searching for the next competitive advantage, and for 2027 the MXZ 600RS E-TEC takes a significant step forward with the introduction of a major handling package update featuring a new front suspension. Extensive late-season testing demonstrated substantial improvements in lap times while delivering increased stability throughout the entire racecourse. The result is a more predictable, confidence-inspiring snowmobile that allows racers to push harder, attack obstacles with greater precision and maintain speed in the toughest snocross conditions.

Also added for 2027 is a new cylinder that increases the power slightly but more importantly provides a wider peak power curve to make clutch calibration easier.

The MXZ 600RS E-TEC has earned its reputation as the benchmark in snocross racing. Season after season, Ski-Doo fills starting lines across North America, with more racers choosing the MXZ 600RS E-TEC than any other sled. That trust has translated into results, with Ski-Doo racers capturing the majority of race wins, championships and titles over the past several years. Yet in racing, success is never a reason to stand still. Every victory provides new insight, and every season presents new challenges that drive continuous development.



2027 Ski-Doo MXZ 600RS E-TEC

Few forms of racing place greater demands on a snowmobile than snocross. Massive jumps, relentless moguls and increasingly technical racecourses push both rider and machine to their limits. Guided by extensive race data, testing and feedback from athletes and teams, Ski-Doo engineers focused on refining the 2027 MXZ 600RS E-TEC to further enhance performance, durability and reliability. The latest handling improvements, combined with targeted chassis refinements, give racers a more capable platform they can trust from the first practice lap to the championship final.

A complete list of 2027 improvements is outlined below:

- NEW front suspension geometry moving the spindle forward 38mm (1.5-inches)
- NEW A-arms
- NEW front shock length
- Recalibrated shocks all the way around to optimize the geometry changes
- NEW cylinder with added power and broader power curve
- NEW tunnel design - .5 lb. lighter and stronger with a higher buckling resistance
- NEW 56T slip gear and resultant ratio change (22/56) improves chain life and offers more calibration choices

The goal is always to win, and with the proven performance of the MXZ 600RS E-TEC, Ski-Doo racers already have a leg up on the competition. Being able to race right out of the crate with minimal setup time and as little work as possible is what defines easy for a racer. The Rotax 600RS E-TEC engine featuring a twin injector system (direct injection and booster injectors), has ease of use built in with optimal throttle response and maximum power in all conditions courtesy of the sophisticated engine management system. The KYB Pro 46 shocks featuring Integral Base Valves with adjustable high and low speed compression and rebound damping make fast, easy suspension adjustments to suit riders and tracks the norm.

Key features of the 2027 Ski-Doo MXZ 600RS E-TEC:

The REV Gen5 platform features an open cockpit design with a centrally balanced engine providing superior rider ergonomics and handling in rough conditions. The layout delivers agile and responsive behavior to rider input while the Ergo Step side panels and beveled tunnel allow racers the room to attack - without interference from the chassis. It features the REV Gen5 four-point engine mounting system and improved CVT alignment for more consistent clutch performance plus a stiffer chassis that provides more precise handling and better feedback to the rider. Another REV Gen5 feature is the quick-change drive axle for faster track changes, making race weekends easier for the pit crews. The RS specific front S-Module is also reinforced for improved durability.

The RAS RS front suspension features optimal shock length for long travel and a lower center of gravity. This front suspension design uses a long spindle design that allows high cornering

speeds and a unique power steering system exclusive to the MXZ RS race sled. This characteristic provides ultra-precise handling with less effort.

The legendary rMotion RS rear suspension is improved with new rear to center shock coupling and features a refined center arm for improved traction in rough conditions – especially the ice edges and ridges that develop in snocross racing. The motion ratio of the rear arm linkage provides a soft initial feel and when combined with the improved coupling, it delivers better traction and weight transfer for more control in wicked snocross conditions.

The MXZ RS continues to use bespoke 46 mm KYB Pro Series shocks that have Integral Base Valves with the ability to adjust not only High and Low Speed Compression but also High-Speed rebound.

The engine powering the MXZ 600RS E-TEC is highly sophisticated. It includes booster injectors, a short intake tract with double reeds and digital eRAVE. By using E-TEC advanced systems, this 600cc high output engine is a hands-off package that compensates for weather and altitude conditions while delivering maximum horsepower at all times without human intervention.



2027 Ski-Doo MXZ 600RS E-TEC in traditional black and yellow identity

About BRP

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engines for karts, recreational aircraft and jet boats, BRP unlocks exhilarating adventures and provides access to experiences across different playgrounds. The Company completes its product lines with a dedicated parts, accessories and apparel portfolio to fully optimize the riding experience. Headquartered in Quebec, Canada, BRP had annual sales of CA\$8.4 billion from over 110 countries and employed close to 17,000 driven, resourceful people as of January 31, 2026.

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