



41

KLIM LIP BALM

SLED GRAPHICS







Brad Story

Age: Mostly 18, but it depends on who you ask.
Hometown: Liberty, Utah

Years Riding: At least 30

Brad Story is a Rocky Mountain regular. As a member of Team Thunderstruck you can find Brad attacking ridiculous ascents in full HD in the Thunderstruck series of DVDs. He's also a maniacal sled builder, tuner and horsepower fiend—turbo-charging some of the highest horsepower beasts in the sport. You can always find him taking his sled, his gear and his body to the limits of what's possible, Welcome to Brad Story's Story.

KLIM: What are you trying to accomplish when you take on the world's most intense terrain on high-powered sleds?

BS: I have always pushed my personal limits in everything that I do just to see what those limits may be, but as I keep pushing, they keep advancing to new levels. So I quess I am looking for that next level.

KLIM: What are the most trying, difficult obstacles to overcome when you're pushing the limits of gravity and common sense?

BS: It is always the same obstacle: facing the decision of, "Can I actually do this?" For me, there is always that time to analyze the situation completely and if my current ability or machine isn't up to the task then sometimes the answer is "No".

KLIM: Describe a worst-case scenario during your mountain assaults.

BS: Once in a while, something gets overlooked. The worst case is that something can cause serious consequences which, for me, have meant a broken machine, damaged parts and/or minor injury. But it could be far worse.

KLIM: What drives you most to push the limits of what is possible on a snowmobile?

BS: I have always looked for ways to improve whatever I am involved with. For me, snow machines (or any motorized equipment) can use more power, better delivery, and better handling. I just want what I ride to be the best it can possibly be and then be able to test its capability to my limits or just far enough beyond that I find more to improve on.

KLIM: At any point during your exploits, do you ever ask yourself, "What am I thinking?"

BS: That question has come up many more times than most realize, but the answer is almost always... "Yeah, I think I can do that"

KLIM: How important is being able to trust your machine, equipment and instinct to you and your success?

BS: There is nothing more important! Having trust and confidence is what separates what I do on a snow machine from what someone else can or is willing to do. I must have complete faith in myself and confidence in my equipment or I don't succeed. There is no in-between.

KLIM: When it comes to riding gear, why do you trust KLIM?
BS: Klim gear has proven itself to me time and time again in every condition. I use Klim gear because I don't have to worry about it doing its job in the mountains, it just does, no questions asked! I don't even feel like I need to modify

KLIM: What is your favorite KLIM gear combination?

it to make it better.

BS: Valdez parka, Togwotee or Extreme bib, Base Layers depending on temperature and conditions, Adrenaline GTX Boot, and F4 Helmet with Balaclava and Tech-Vest.

KLIM: If you could be riding anywhere in the world right now, where would it be and who would you take with you?

BS: Anywhere the snow is deep, with a soft layer and full of traction with stupid, steep, narrow ascents. I would take my kids and a bunch from Team Thunderstruck just to make sure that all the limits get pushed.

KLIM: If you're not getting vertical on a sled, where can people find you applying the same level of commitment in your life?

BS: I live my life just like I ride sleds... "Live your own life to its fullest and all else will take care of itself".



Hometown: Nibley, Utah Years Riding: 9

Nate Zollinger has a trophy case of mountainous proportions. He's a three-time World Hillclimb King Champion, Five-time World Hillclimb Class Champion and a Two-time X-Games Hillcross competitor. He and his ZBroz Racing machines have taken numerous Hillclimbing individual event Class wins and King titles over the past nine years and he even won a few Snocross races when racing back east for Polaris.

More than an impressive list of accomplishments on the snow can tell, Nate Zollinger is really a guy looking for fun and loving life with his family. And, of course, he's looking for more trophy space, Read on and find out who the man is behind the hillclimbs.

"I am a father of three crazy kids, two girls and one boy—thank goodness we had that boy or else I'd have to keep trying!" Zollinger laughs. "I have a super cool wife, Lucie, who hates snow and is from Belgium. You think we could have figured that whole 'hates snow' thing before we got married. But, despite that she is very supportive and is usually the one sacrificing a lot so I can ride. I Live on a river but don't fish much. I love guns and hunting, too but both of those things are hobbies I can do when I'm older. As an owner of Zbroz Racing Products, I get to ride year round and love to ride everything; Sled, ATV, Bike, UTV!"

KLIM: What are you trying to accomplish when you take on the world's most intense terrain on high-powered snowmobiles?

NZ: At a Hillclimb event I am looking for the smoothest line and focusing on being fluid in my approach to obstacles. When I am in the back country I am trying to find the tight rock and tree infested lines that I have always liked riding and will push the machine and my ability causing me to work and get better. Basically, I feel if you're not pushing yourself you're getting worse. So I always push at getting better at technical riding.

KLIM: What was the most trying, difficult obstacle to overcome when you're pushing the limits of gravity and common sense on your sled?

NZ: For me it's the large drops and backcountry stuff that gets my heart going. I am not big on heights but it always looks fun. That is until you're looking off into a blue sky and can't see your landing, you have to roll into the cornice or a cliff baced on some tiny mark you made as a point of reference. It's like driving into the unknown. Racing poses more solid obstacles like rocks and

stumps they are easy to see (usually) and don't worry me as much. Only when I get to the top and look down at what I had just come over do I realize how cool it was to make it.

KLIM: Describe a worst-case scenario during your vertical assaults.

NZ: Hillclimbing is like playing Russian roulette: you're going to get nailed sooner or later it's just a matter of time. I always hate getting really out of shape and in save-the-machine mode really having to hang it out. I've always been more than willing to send my sled to the net or rocks if it's pointed downhill, it's just not worth hurting fans or yourself to save the sled. You have to know when to shut things down.

KLIM: What drives you most to push the limits of what is possible on the snow?

NZ: I really enjoy being with good friends and pushing each other. Yeah, It's fun to win and take their money, too. But, for me, it's a personal thing. I am always pushing myself to reach personal goals. When I first started competing it was about proving I was good at something. I guess I'm over that now and just want to have fun. Unfortunately I don't have as much fun unless I'm winning.

KLIM: At any point during your rides, do you ever ask yourself, "What am I thinking? This is nuts!"

NZ: This happens a lot. I guess I'm not a fast learner. It's almost always after it's too late and you're in a situation that really strains your skills or fitness.

KLIM: How important is being able to trust your machine, equipment, your team and your own instinct to you and your success?

NZ: Trust is very important. Having confidence that you have done the work and put the time in is 75 percent of the game. If you have the trust in your program everything else comes easy.

KLIM: When it comes to riding gear, why do you trust KLIM?

NZ: Being so involved in the motorsports industry I have always sought out quality. Klim has no equal when it comes to quality. Klim is quality people, building a quality product, with quality materials. Yeah, there are some trendy good-looking sets of



gear out there. But if you're wet or it just doesn't hold up at the end of the day then what is the point?

KLIM: What is your favorite KLIM gear combination?

NZ: Wow that's tough; I really like my F4 helmet because it works great in the winter and even better in the summer. I also really trust the Extreme bib, I never get wet and I like the pockets in the legs for extra gloves. When you push the limits you get stuck a lot (or someone else gets stuck a lot) so extra gloves are nice. My wife is probably sick of my Summit Tech Long Sleeve Shirts since I wear them all the time. They are super comfortable and I think they look good even if she wants me in a button down shirt. (Not much of a preppy guy, sorry babe!) I have a feeling one of these new jackets will soon be a favorite, too.

KLIM: If you could be riding anywhere in the world right now, where would it be and who would you take with you?

NZ: I'd probably go to Wyoming or just up one of our local canyons with my brothers and the whole Zollinger crew. We're like a swarm of Africanized Killer Bees with everyone trying to outdo each other, goofing off and burning a tank of gas in a few hours. If Deeds brings buffalo burgers it's always a lunchtime treat. If you get stuck on a hill, watch out! You might get run over, if it's stationary, it's traction. And of course we need the Klim quys with cameras to document the mayhem.

KLIM: If you're not getting vertical on a sled, where can people find you applying the same level of commitment in your life?

NZ: I really enjoy Suspension tuning. It's always been a passion for me with racing. Now I am learning more about dirt bike suspension and trying to improve my skills there. I really love riding single track and love the sand dunes on my bike—they just tear up seals and equipment with all the grit. But it's the most like a good powder day on a sled so you can definitely find me in the dunes.





In an effort to make one of the most comfortable motorsport technology. The helmet design is optimized to effectively • NON-INTRUSIVE EYE PORT INCREASES FIELD OF VISION helmets on the market even better, we've been collecting channel air into the helmet where it is assisted by a network of racer, customer and dealer feedback for improvements on the F4 helmet since it's introduction. This newest version has entire head. The result is a dramatically cooler and drier riding implemented these improvements and the result is a helmet experience. The pocketable WINDSTOPPER® liner can be snapped that is even more comfortable and better-fitting than the original F4.

Intake and exhaust ports have been significantly enlarged allowing more air to enter and exit the helmet.

The EPS liner shape has been modified in three ways. The cranial shape at the top of the helmet has been altered to allow a better fit on a wider variety of head shapes and also helps keep the helmet positioned correctly. The three large air channels that run laterally through the helmet were already some of the deepest offered in any helmet, but we have made them deeper in this version, allowing even more air to pass over the head and out of the helmet. The plenum chamber (inside the EPS) has also had its channels deepened, allowing an overall greater bandwidth of air to pass through the EPS to the rider's head.

The comfort liner has been completely redesigned to implement the latest technologies in moisture-wicking fabrics. Moisturewicking foam has strategically-placed perforations allowing a much greater amount of air to pass through the liner while enhancing comfort.

establishes the newest standard in helmet ventilation

air-channels in the the EPS liner to maximize airflow over the onto the comfort liner in colder weather, which will still allow moisture to be moved away from the head while preventing air from directly contacting the head. Safety standards have been exceeded not only through the use of aerospace materials, but also in the design. The F4 exceeds Snell M2010 and U.S. DOT

NEW FOR 3206 AND 3306:

- SNELL M2010
- IMPROVED FIT
- IMPROVED VENTILATION VIA DEEPER
- AIR CHANNELS IN THE EPS • IMPROVED VENTILATION VIA LARGER INTAKE AND EXIT PORTS
- IMPROVED FIT OF COMFORT LINER
- IMPROVED COMFORT LINER VENTILATION
- VIA AIRFLOW PERFORATIONS
- IMPROVED MOISTURE-WICKING COMFORT LINER VIA **ENHANCED MOISTURE-WICKING FABRICS** AND PERFORATED FOAM
- BOLD NEW GRAPHICS AND COLORS INCLUDING TWO GRAPHIC VERSIONS, ONE WITH THREE COLOR OPTIONS
- RAM AIR INDUCTION TECHNOLOGY WITH 41 AIR-CRAVING With an unprecedented 41 air-craving intakes, the F4 again INTAKES, THE F4 SETS THE NEWEST STANDARD IN HELMET VENTILATION TECHNOLOGY

- RAM AIR-INDUCTION SCOOPS NOT ONLY MINE AIR AS IT FLOWS OVER THE HELMET, BUT HELPS TO INCREASE THE STRUCTURAL INTEGRITY OF THE HELMET
- PRESSURE CHAMBER NETWORK IN EPS HELPS TO MAXIMIZE AIRFLOW OVER THE HEAD
- [IMPROVED] HIGH-VOLUME AIR CHANNELS ALLOW FOR MORE AIR CAPACITY INSIDE THE HELMET
- ZONAL FIBER SELECT CONSTRUCTION WITH AEROSPACE FIBERGLASS, CARBON FIBER AND KEVLAR™ ENSURE A SAFER HELMET
- [IMPROVED] INCLUDED WINDSTOPPER® LINER IS SMALL AND POCKETABLE, SNAPS ONTO FOAM COMFORT LINER
- [IMPROVED] EXCEEDS SNELL M2010 AND U.S. DOT STANDARDS • [IMPROVED] MOISTURE-WICKING FOAM LINER AND
- LINER MATERIAL • PATENT D583,102
- [NEW] E.C.E. 22.05 VERSION AVAILABLE IN EUROPE

INCLUDED:

- COLD WEATHER LINER WITH GORE WINDSTOPPER® TECHNOLOGY
- [IMPROVED] REMOVEABLE CHEEKPADS • [IMPROVED] REMOVEABLE COMFORT LINER
- BREATH DEFLECTOR
- DELUXE NYLON CARRYING BAG
- SPARE VISOR AND VISOR BOLT
- REPLACEMENT PARTS AVAILABLE



















Chris Olds Age: 38 Hometown: Eagle River, Alaska Years Riding: 13

Chris Olds is an endurance Ace, His team's 2010 victory in The Iron Dog, the longest snowmobile race in the world, put him at the top of his class. And it should. Covering nearly 2,000 miles (over 3.000 km) of Alaskan terrain the race puts man, machine and gear to the ultimate test. But Chris Olds isn't your everyday adrenaline junkie looking for a fix. He's a rider who enjoys good times with his family and friends just as much as zoning in on the checkered flag after 40 hours of racing,

KLIM: What are you trying to accomplish when you race a race like The Iron Dog?

CO: Just finishing the Iron Dog is a big accomplishment,

but ultimately I am trying to win.

KLIM: What was the most trying, difficult obstacle to overcome in these ultimate endurance races

CO: The Iron Dog has so many challenges to overcome there is no one item that is difficult, but many. You need to be a good navigator so you do not get lost, you need to be a good mechanic, because you will break down, you need to be a good rider so you can get yourself over obstacles in a timely manner, and you need to be in shape so you do not get tired.

KLIM: Describe a worst-case scenario during Iron Dog. For instance; what's the worst thing that could go wrong?

CO: Death or a serious injury. We are racing in very remote areas that are hard to access. The extreme weather does not help; -40 degrees F weather is common. This is why we race as a pair for safety.

KLIM: What drives you most to push the limits of what is possible on the snow?

CO: I did not start riding snow machines (it's what we Alaskans call them) until I was 25. I was hooked instantly as soon as I started. I loved the freedom to be able to travel anywhere and everywhere, you can cover ground very fast. I love seeing new areas, and snow machines let me do that. Winter travel allows you to travel places that you can't in the summer. Pushing the limits comes after finding something I love to do; I always like to push

KLIM: At any point during these races, do you ever ask yourself, "What am I thinking?"

CO: All the time. I have raced The Iron Dog 9 times, when things are going good, it is easy to just think that it is a piece of cake. But problems can start to snowball very fast; one problem usually ends up turning into multiple problems. And let's face it: working on a sled at -40 F is not on my fun-things-to-do list. It is usually when I am having problems that I am thinking; "I am spending time away from my family for this!!!" I do find the challenge fun, though; when it is not fun anymore I will not be

KLIM: How important is being able to trust your machine, equipment and team members to you and your success?

CO: Being able to trust your machine, equipment and team is very important. You need to know that you have assembled the best machine, have the best equipment and a teammate you can count on, to do well in a race like the Iron Dog. When the race starts and you cannot trust any of these, then your mind is not on the race when it needs to be.

KLIM: When it comes to riding gear, why do you trust KLIM?

CO: We race in some extreme weather; it can be 50 degrees F and raining, and -50 degrees F. We need to make sure that we stay dry and warm. We also need to make sure that we are cool when it's warm so we do not overheat. Klim gear has plenty of ventilation to keep us cool when we need it. When you know you have the best equipment, you do not need to think about it. Wearing Klim gear gives us that peace of mind. We have plenty of things to worry about racing the Iron Dog, but our clothing is not one of them.

KLIM: What is your favorite KLIM agar combination?

CO: I like the versatility of the the Valdez Parka and the

KLIM: If you could be riding anywhere in the world right now, where would it be and who would you take with you?

CO: It doesn't have to be any particular place, I am not very picky. Fresh powder and a group of friends and family will always put a big smile on my face.



Kevin Beilke Age: 47 Hometown: Alexandria, Minnesota Years riding: 43 with parents, 41 on my own (Snow Pony was my first solo sled.)

As the editor of SnowTech magazine Kevin Beilke's reputation as an expert on riding, machinery and apparel is well known. Even so, the scope of his experience is impressive and surprising. For instance, Kevin has been riding for over 40 years: His dad started what is now SnowTech magazine in 1967. Kevin's been riding new test sleds since the beginning. He logs close to 10,000 miles every winter and since 1995 has over 105,000 miles to his credit. He also rides 50-60 new production and prototype sleds a year and has possibly ridden your personal sled model more than you have.

"While we live in Minnesota we consider ourselves more like enduro riders, to use bike terminology. We are flatlanders, but have been coming west to ride since the 60's. We ride trails, forest roads, deep snow, mountains, cross country—all of it. To loosely quote fellow journalist CJ Ramstad, a true snowmobiler doesn't only ride when the conditions are good; they ride every bloody chance they get. This I do believe in. We ride at every opportunity; they call me a snowmobile whore. I will ride anywhere with anybody at every chance possible. Within some sense of

KLIM: What are you trying to accomplish when you take on the world from the seat of a snowmobile

KB: As Editor of SnowTech Magazine, every ride is a test session to learn more about the sled, the accessories and the location. Testing snowmobiles is my life. Every time I am on a sled I am gathering knowledge and information so I can provide accurate, unbiased information so our readers can make informed decisions. Past that, riding a snowmobile is an escape from the world. It is a time where you can sort out everything and enjoy the scenery, discover what is down this trail, where this road takes you, what can we see from the top of that hill, or how to get from point A to point B (or can we even get there from

KLIM: What was the most trying, difficult obstacle to overcome when you're pushing the limits of your riding?

KB: Pushing the limits of riding can mean so many different things. On trails, one must be respectful of others using the same trail, so this is a liability to suggest limit pushing on twoway paths. Instead, we want to emphasize pushing limits in how many miles we ride at -30 below zero, or riding 10,000 miles on ten different sleds in one year, or riding 400 miles in one day to the tip of the Keweenaw Peninsula and back. When we come out to the mountains, then pushing limits has a different meaning, but there is a fine line between pushing yourself and lacking sound judgment. This is a very dangerous sport; we must not lose sight of this.

KLIM: Describe your worst-case scenario during your snow assaults. For instance; What's the worst thing that could go wrong?

KB: Having an accident where one of your group is injured or killed. That is the absolute worst thing that could go wrong. Except maybe having one of your group injure or kill somebody

KLIM: What drives you most to push the limits of what is possible on a

KB: Here we go, pushing limits again. This is often a rider mentality that gets people hurt. After 43 years of riding I have seen a lot of stupid things. What drives me is to be the best I am capable of, and to challenge myself to new locations, new experiences, to always reach just a little further, yet do so safely and respecting the safety of other riders. A head-on collision on 10-foot wide trails at 60 mph is not fun.....neither is hitting a deer at 75 mph and flying 162 feet down the trail. In my position I need to find the limits of the engine, suspension, and the sled's capability in a wide range of operating conditions.

KLIM: At any point during your rides do you ever ask yourself, "What am i thinking? This is nuts!"

KB: Every single time I hop on a sled, a dirt bike, a Spyder, or exceed 100 MPH in any kind of vehicle, I ask myself, "Are you nuts?" The answer is always "yes". We are adrenaline junkies; it is our fix. It is the thrill of danger. Again, it is a fine line between taking chances and being stupid. Some people recognize the risk and enjoy the thrill; others do not recognize the risk and have no clue how dangerous they are.

KLIM: How important is being able to trust your machine, equipment, your team to you and your success?

KB: Trust is paramount. It is not only a matter of safety, but comfort and control. In extreme environments, staying dry can make the difference between enjoying the day and being miserable, and in some cases could decide if you suffer frostbite or become hypothermic. You must stay dry at -20 degrees or you will be in trouble. Trusting your team is also very critical; your life depends on it as well. I am very particular as to who is behind me when riding in tight formation in snow dust at 80 mph. I don't let just anyone get that close to my snow flap!

KLIM: When it comes to riding gear, why do you trust KLIM?

KB: Through the years KLIM gear has always exceeded my expectations. First and foremost is the ability to stay dry. Breathability and water repellency are critical. KLIM products have always protected me for thousands of miles in a wide range of conditions, from -40 to +60, through ice and rain and snow falling to riding in deep wet snow to digging a sled out of the powder. Again, if you get wet out there you are going to be miserable and run the risk of injury. My KLIM gear has never let me down, ever. If there was something better, I would be using

KLIM: What is your favorite KLIM gear combination?
KB: I prefer to use an orange PowerXross pullover for flexibility and visibility while staying dry, with a pair of Togwotee bibs.

Underneath is a set of Inferno shirt and pants, along with a TekVest for impact protection (never ride without it). And of course PowerXross gloves, GORE-TEX® rules. This is what I wear 90% of the time riding sleds. When the temps really drop I will go to a Valdez or the heavier Klimate parka shell for better wind protection and rely on the KLIM Everest fleece to provide the thermal insulation. Of course, I would not ride without my Adrenaline GTX boots, the best overall sledding boot made, in my opinion, period. I don't have to worry about ANY piece of KLIM gear; if it says "KLIM" on it, I know it is the best it can be. KLIM truly is synonymous with quality.

KLIM: If you could be riding anywhere in the world right now, where would it be and who would you take with you?

KB: There are so many locations that I would jump at the chance to go riding; Black Hills of South Dakota, U.P. of Michigan, Snowy Range in Wyoming, Island Park Idaho, or along the Ontario/ Quebec border where the trails are so awesome. Personally I love fresh Lake Effect snow, as it gives us the best of both worlds: world-class trail conditions with endless off-trail deep snow riding opportunities at low elevation. So if I get to cherry pick here it would be riding in the U.P. of Michigan with my (late) son Kyle; I would give anything to be able to do that just one more time.

KLIM: If you're not ripping across the earth on the snow or writing about the sport, where can people find you applying the same level of commitment in your life?

KB: People who know me know how intense I am at everything I do; riding enduro dirt bikes, riding my Spyder (25,000 miles in two years), bicycling, kayaking, hiking, all of it. Life is way too short to not enjoy every single minute of every single day. That is really why I enjoy snowmobiling so much; it is so much fun and









USD XS⇒2XL REGULAR \$22999 • 3XL REGULAR \$27599 S⇒2XL TALL \$24999 • 3XL TALL \$29599 4T⇒12 KIDS \$18999 SIZE XS⇒3XL REGULAR • S⇒3XL TALL • 4T⇒12 KIDS

COLOR BLACK

NEW

The Impulse Pant provides the full protective capability of a GORE-TEX® Performance Shell snow pant, while maintaining a quiet dignity and a subdued look. The Impulse Pant is GUARANTEED TO KEEP YOU DRY® and 100 Gram Thinsulate™ Insulation to keep the rider warm and comfortable.

- GUARANTEED TO KEEP YOU DRY[®]
- GORE-TEX® PERFORMANCE SHELL FABRIC
- HIGHLY BREATHABLE
- 100 GRAM THINSULATE™ INSULATION WARMTH WITHOUT THE BULK
- 300 GRAM MOISTURE-WICKING FLEECE IN SEAT
- STURDY HIGH-BACK WAISTBAND WITH ELASTIC GATHERING
- SIDE WAISTBAND ADJUSTERS
- LIGHTLY ARTICULATED KNEES
- ZIPPERED THIGH POCKET
 BOTTOM LEG ZIPPERS
- YKK[®] ZIPPERS
- BOTTOM LEG SNOW GAITERS • GLOVE-FRIENDLY ZIPPER PULLS
- EMBROIDERED LOGOS

D-RING



Thinsulate INSULATION

YKK[®]









USD REGULAR \$28999 • TALL \$30999 SIZE XS⇒2XL REGULAR • S⇒2XL TALL COLOR BLACK

This next-generation Allure Bib is specifically designed for the aggressive female rider who demands technical performance out of her gear. Specifically patterned and designed for women, by women, the bib includes Thinsulate™ Insulation to reduce bulk while providing thermal retention. GORE-TEX® Performance Shell fabrics provide a waterproof, windproof yet highly breathable barrier between you and the elements.

- GUARANTEED TO KEEP YOU DRY® GORE-TEX® FABRIC
- WOMEN-SPECIFIC PATTERNING
- SIDE STRETCH PANELS
- COMFORT MAPPED
- THINSULATE™ INSULATION
- MORE VISIBILITY THROUGH 3M SCOTCHLITE™ REFLECTIVE TRIM
- CENTER CHEST ZIPPER
- QUILTED LINER
- YKK® ZIPPERS
- AGGRESSIVE PATTERNING
- SNOW GAITERS WITH RETENTION SNAP
- ADJUSTABLE SHOULDER STRAPS 2 HAND POCKETS
- FULL-LENGTH SIDE ZIPPERS
- HEAT-EMBOSSED TEXTURE FABRIC



Thinsulate

3M Scotchlite

YKK





Klim





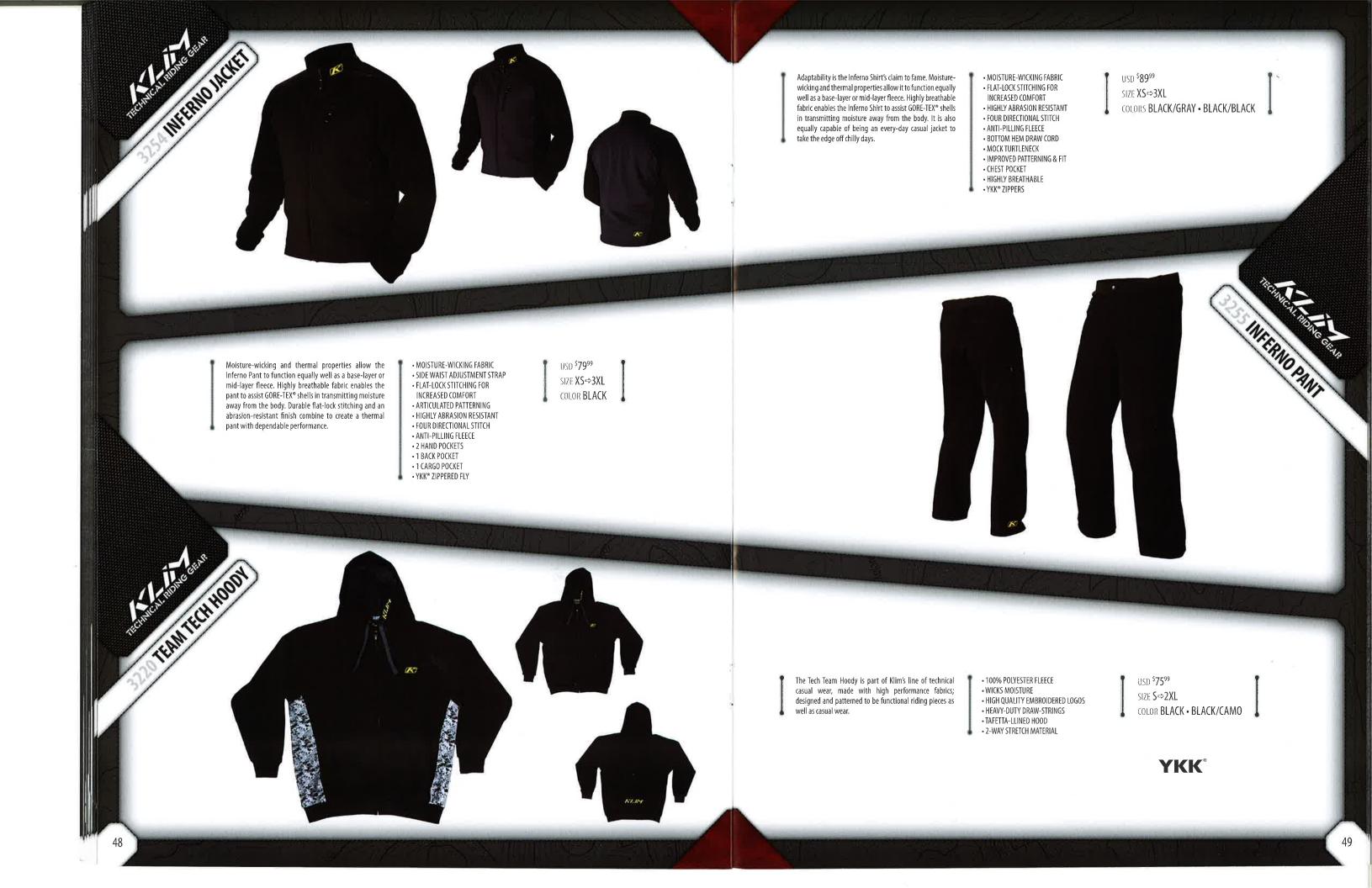




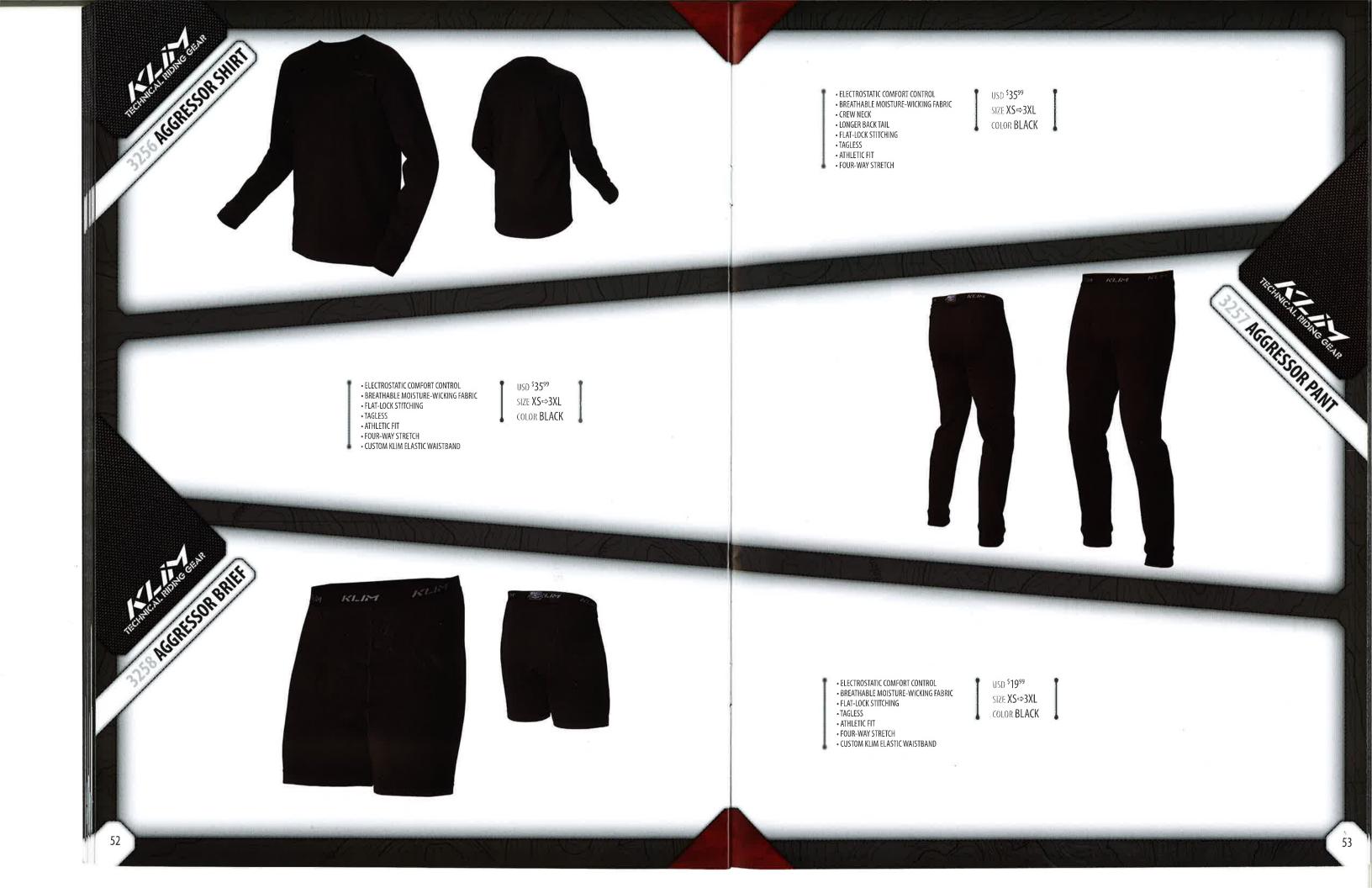












K

USD \$45⁹⁹

SIZE S⇒3XL

color **GRAY**

The Summit Tech T is part of Klim's line of technical shirts, made with high performance fabrics; designed and patterned to be functional riding pieces as well as casual wear.

- 100% POLYESTER
- WICKS MOISTURE
 CAN BE WORN AS PART OF
- LAYERING SYSTEM

 HIGH QUALITY EMBROIDERED GRAPHICS
- TAGLESS
- LONG SLEEVE STRETCH HALF-CUFF







The Summit Tech T is part of Klim's line of technical shirts, made with high performance fabrics; designed and patterned to be functional riding pieces as well as casual wear.

- 100% POLYESTER WICKS MOISTURE

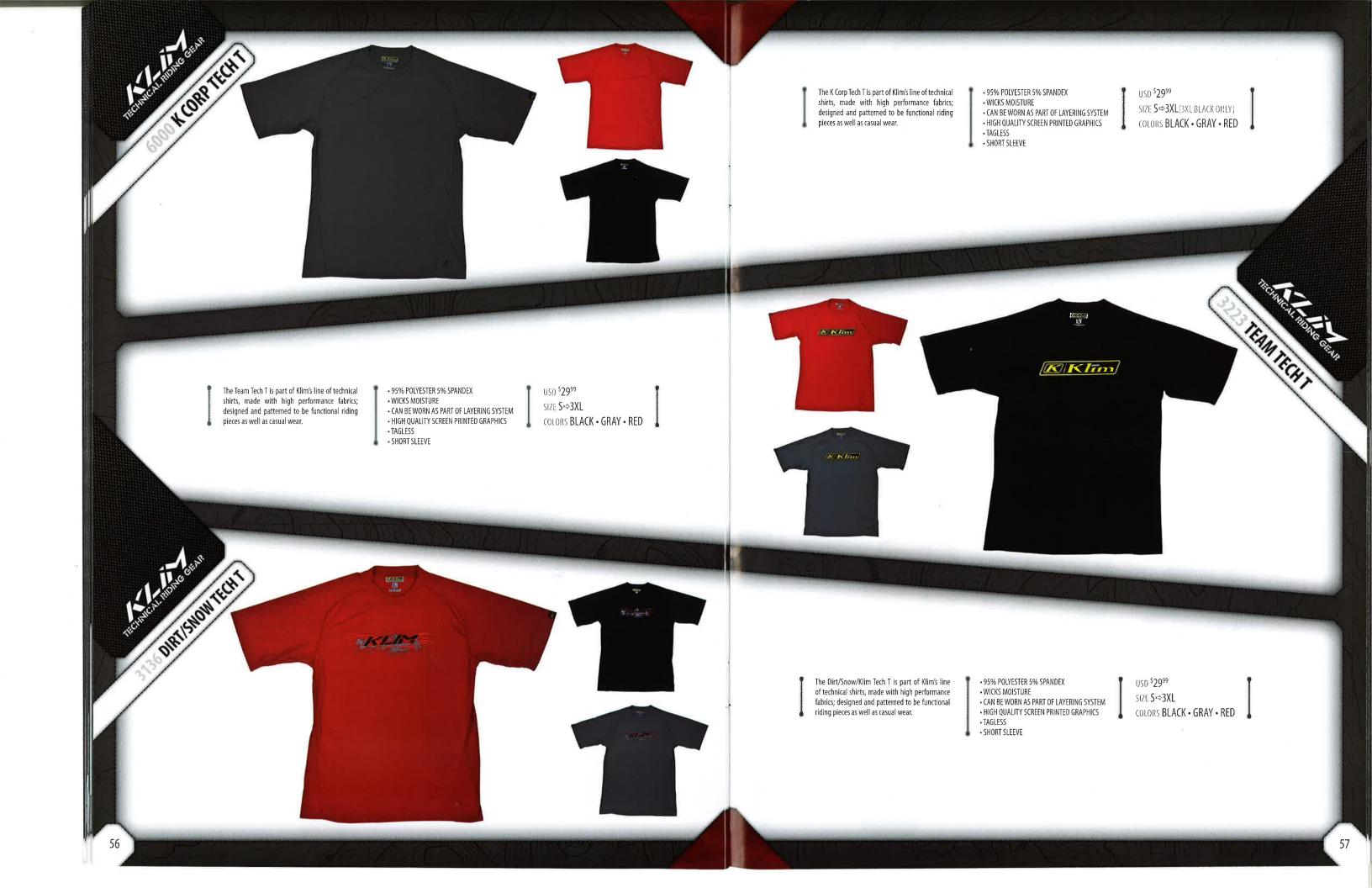
- HIGH QUALITY EMBROIDERED GRAPHICS
- TAGLESS
- SHORT SLEEVE

• CAN BE WORN AS PART OF LAYERING SYSTEM

USD \$3999

S!ZE **S⇒3XL**

COLOR GRAY



Essential to every good ride is having the right equipment. The Revolt Jersey fits that bill from its ability to wick moisture created while riding hard keeping the rider dry and comfortable to its rider specific patterning that allows the rider to move without any restriction or binding. The Revolt Jersey also features a silicone back patch that keeps the jersey tucked in the pants, non-interfering seam construction for all-day comfort, and underarm mesh panels that allow unwanted heat to escape. Take the Revolt Jersey with you on your next ride and you will have the right equipment with you.

- PADDED SHOULDERS
- CUT-AWAY SLEEVES
- PADDED ELBOWS
- BREATHABLE MOISTURE-WICKING FABRICS
- NO-FADE SUBLIMATED GRAPHICS
 SILICONE BACK PATCH
- FLEX NECK COLLAR
- NON-RESTRICTIVE CUFFS

USD \$39°9

SIZE S⇔3XL

COLORS BLACK • GRAY • RED

BLUE • YELLOW • ORANGE







properties draw moisture away from your body helping you to maintain the highest possible comfort level, even in the hottest weather.

- PADDED SHOULDERS AND ELBOWS
- SILICONE PATTERN ON TAIL KEEPS JERSEY TUCKED IN

ventilation-maximizing meshes are strategically placed

to ensure efficient airflow, while their moisture-wicking

- 2 VENTILATION-MAXIMIZING MESH MATERIALS • MOISTURE-WICKING MATERIALS
- COMFORT MAPPED VENTILATION
- NON-INTERFERING SEAM CONSTRUCTION
- NON-RESTRICTIVE CUFFS
 RAGLAN SLEEVE DESIGN
- MESH COLLAR
- NECK SEAM COVER
- ARTICULATED PATTERNING

USD \$3999

SIZE **S⇒3XL**

COLORS GRAY • RED • BLUE • YELLOW • ORANGE













NEW





USD \$12999 SIZE XS⇔3XL COLORS BLACK • RED • BLUE

• GUARANTEED TO KEEP YOU DRY®

• GORE-TEX® GLOVE WITH XCR® PRODUCT TECHNOLOGY HIGHLY BREATHABLE

• DELUXE REMOVABLE 100% POLYESTER FLEECE LINER

• PITTARDS® WATER RESISTANT BREATHABLE LEATHER PALM, OVERLAY, FINGERS AND FOURCHETTES • PITTARDS® WATER RESISTANT BREATHABLE LEATHER

BACK HAND WITH PADDED KNUCKLES • 3M SCOTCHLITE™ REFLECTIVE PIPING

ADJUSTABLE WRIST CINCH

• ADJUSTABLE ONE-HAND PULL SHOCK CORD ON EXTENDED GAUNTLET

• GOGGLE SQUEEGEE

GUSSETED THUMB

• SOFT BRUSH TRICOT INNER LINER













3M Scotchlite⁻

USD \$115⁹⁹ SIZE XS⇒3XL COLORS BLACK • RED • BLUE

• GUARANTEED TO KEEP YOU DRY®

• GORE-TEX® GLOVE WITH GORE™ 2 IN 1 TECHNOLOGY

• WARM POSITION - 200 GRAM THINSULATE™ ON TOP OF HAND AND 100 GRAM THINSULATE™ ON PALM OF HAND

• GRIP POSITION - 300 GRAM THINSULATE™ ON TOP OF HAND AND ONLY LEATHER ON PALM SIDE

- 3M SCOTCHLITE™ REFLECTIVE PIPING

 ADJUSTABLE WRIST CINCH
 ADJUSTABLE ONE-HAND PULL SHOCK CORD ON EXTENDED GAUNTLET

- GOGGLE SQUEEGEE

GUSSETED THUMB

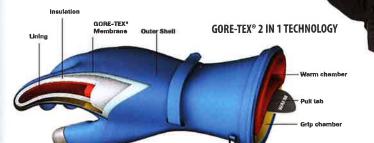
SEAMLESS PALM

• WRAP-AROUND FINGERTIP CONSTRUCTION

• PITTARDS® WATER-RESISTANT BREATHABLE LEATHER ON PALM, FINGERS AND FOURCHETTES











3M Scotchlite[™] Reflective Material

USD \$**99**99 SIZE XS⇒3XL COLORS BLACK • RED • BLUE

- GORE-TEX® WATERPROOF/BREATHABLE HIGH PERFORMANCE LINER
- GUARANTEED TO KEEP YOU DRY®
 REMOVABLE 100% POLYESTER INSULATING FLEECE LINER
- SILICONE INJECTED KNUCKLE PADDING
- GOGGLE SQUEEGEE
- 3M SCOTCHLITE™ REFLECTIVE PIPING
 ADJUSTABLE ONE-HAND PULL SHOCK CORD ON EXTENDED GAUNTLET
- ADJUSTABLE WRIST CINCH
- SPOTECH FABRIC FORCHETTES
- LEATHER PALM AND FINGERS
- ARTICULATED FINGERS DURABLE NYLON SHELL
- WRAP AROUND FINGERTIP CONSTRUCTION
- SOFT BRUSHED TRICOT INNER LINER

















- GUARANTEED TO KEEP YOU DRY®
- 200 GRAM THINSULATE™ INSULATION • MICRO-INJECTED LOGO
- INTERNALLY REINFORCED TOUGHTEK® PALM
- 3M SCOTCHLITE™ REFLECTIVE PIPING
- ABRASION RESISTANT NYLON SHELL • LADDER-LOCK WRIST ADJUSTMENT
- ONE HAND CUFF ADJUSTMENT
- GUANTLET STYLE CUFF
- GOGGLE SQUEEGEE

USD ADULT \$6999 • KIDS \$3999 SIZE ADULT S⇒2XL • KIDS YOUTH SMALL, MEDIUM, LARGE COLOR BLACK





USD \$**79**99 SIZE XS⇒3XL COLORS BLACK • RED • BLUE



Scotchlite*
Reflective Material



- HIGH PERFORMANCE LINER
- GUARANTEED TO KEEP YOU DRY®
 SCHOELLER® KEPROTEC® FABRIC
- SILICONE INJECTED KNUCKLE PADS
 MICRO-INJECTED LOGO AND WRIST STRAP
- EMBOSSED NEOPRENE CUFF
- 3M SCOTCHLITE™ REFLECTIVE PIPING GOGGLE SQUEEGEE
- LORICA SUEDE REINFORCEMENTS
 PERFORMANCE FIT
- IMPROVED WRIST STRAP CLOSURE







LIGHTWEIGHT

• ANATOMICAL DESIGN
• SEAMLESS TIP CONSTRUCTION

• STRETCHABLE NEOPRENE CUFFS

• WINDSTOPPER® SHELL CONSTRUCTION
• CLARINO™ PALM OVERLAYS

• MICRO-INJECTED WRIST STRAPS • MICRO-INJECTED LOGO

• IMPROVED FINGER-WALL FABRICS

• IMPROVED WRIST STRAP CLOSURE

USD \$4599 SIZE XS⇒3XL COLOR BLACK











Say goodbye to the days of chafing and other riding maladies associated with loose-fitting riding shorts. The Klim Tactical Short is designed to keep your equipment stowed properly and to wick moisture away from your skin to ensure maximum possible comfort on your ride. The saddle area is constructed with a high-tech triple-density chamois that will help absorb riding vibrations and cushion your ride. PORON® XRD® Extreme Impact Protection material is embedded in strategic locations to help absorb impacts. On impact, the PORON® XRD™ high-performance molecules create a unique protective shield that can repeatedly absorb up to *90% of the most intense force.

- PORON® XRD™ EXTREME IMPACT PROTECTION MATERIAL ON SIDES AND THIGHS AND OVER TAILBONE
- PADDED COMPRESSION SHORT
- MOISTURE-WICKING POLYESTER MATERIAL
- 4-WAY-STRETCH SPANDEX
- SOFT ELASTIC WAIST
- SUEDE TEXTURE CHAMOIS CROTCH
- MICRO-INJECTED LOGO
- TAGLESS
- ARTICULATED DESIGN









* Klim makes NO guarantees, implicit or implied, regarding Klim Armor product's ability to prevent injury or death. Please ride carefully. As measured according to ASTM-F1614-C. PORON and XRD are licensed trademarks of Rogers Corporation.





- LIGHTEST, MOST BREATHABLE TEKVEST AVAILABLE
- HIGH TENACITY, VENTED MESH, RIP-STOP NYLON
- SHELL WITH VENTILATED SOFT-ARMOR CONFIGURATION
- UHMW (ULTRA HIGH MOLECULAR WEIGHT) PLASTIC
- 8 TIMES MORE CUT RESISTANCE THAN HDPE • MORE FLEXIBLE THAN POLY-CARB MX GEAR
- ARMOR DOES NOT ABSORB WATER
- ACTION-CUT FOR THE FULL RANGE OF MOTION
- BUILT WITH 4" OF WAIST ADJUSTMENT AND WILL NOT RIDE UP OR TAP YOUR HELMET
- RUN IT LOOSE FOR GREATER COMFORT AND INCREASED AIRFLOW RUN IT TIGHT FOR **EXCELLENT BACK SUPPORT**
- COMPATIBLE WITH MOST POPULAR FANNY PACKS
- 3M REFLECTIVE PIPING FOR INCREASED VISIBILITY WHEN WORN EXTERNALLY QUICK-ATTACH DELUXE UHMW SHOULDER PADS ARE AVAILABLE AS AN OPTION

USD ADULT XS⇒XL 524999 ADULT 2XL ⇒3XL 527999 YOUTH \$19999

SIZE ADULT XS⇒3XL • YOUTH 12

COLOR BLACK

SHOULDER PADS

USD \$7199

SIZE ADULT XS⇒3XL • YOUTH 12

COLOR BLACK





Thinsulate

Dirt, snow, rain or sun, the Adrenaline GTX® Boot is up to the challenge. This versatile boot incorporates breathable GORE-TEX® product technology to keep riders' feet warm and dry. This boot is the next generation of technical Adrenaline, which was the industry's first snowmobile specific GORE-TEX® boot. Non-bulky and insulated, this boot will stand with riders as they challenge anything that comes their way.

superiority, patterned after the original

USD \$18999 SIZE MENS 5 ⇒ 14 COLOR BLACK

- GORE-TEX® PRODUCT TECHNOLOGY - GUARANTEED TO KEEP YOU DRY®

- ANCHORED LACE LOOPS FOR SYNCH-DOWN POWER
- PU MID-SOLE ADDS CUSHION & RESISTS PACKING OUT
- KICKER TOE PIECE RESISTS WEAR FROM TUNNEL BOLTS • STIFF DURABLE BOARD TO HELP DISPERSE SHOCK & PROTECT BOTTOM OF FOOT
- 600 GRAM THINSULATE™ INSULATION INCREASES
- WARMTH WITHOUT UNNEEDED BULK
- INTERNAL EVA FOAM TO CUSHION TOP & TIPS OF TOES • MULTI-LAYER SUBSTRUCTURE CONSTRUCTED FROM PERFORATED MATERIALS INCREASES OVERALL
- MOISTURE-WICKING LINER MATERIALS
- ANKLE CUTOUT PROMOTES FORWARD FLEX
- HIGH OUALITY, FLAT ANTI-SLIP. MOISTURE-RESISTANT LACES

BREATHABILITY

- REMOVABLE MOISTURE-WICKING INSOLE
- EXTREMELY DURABLE HIGH-GRIP OUTSOLE

Note that the use of a technical sock is required to obtain the full functionality of GORE-TEX® boots.





For aggressive riders who need the ultimate in weather protection and unsurpassed functionality, the Radium GORE-TEX® Boot with a removable liner offers this and more. Constructed with GORE-TEX® product technology, the rider's feet stay dry and allows sweat from the inside to escape. The Radium has been specifically engineered to take the abuse the tunnel and running boards dish out by adding additional protective material to the boot. It offers more rigid support than its brother, the Adrenaline Boot, but does not compromise when it comes to freedom of movement. The new Radium sole is specifically designed from lug pattern to the durometer of rubber to ensure total traction on the running boards even when they are full of snow.

USD ^{\$}249⁹⁹
SIZE MENS 6⇒14
COLOR BLACK

• GORE-TEX® PRODUCT TECHNOLOGY
• GUARANTEED TO KEEP YOU DRY®
• RIDER SPECIFIC FORWARD FLEX WITI

RIDER SPECIFIC FORWARD FLEX WITH RIGID
 SIDE TO SIDE SUPPORT
 SUPPORT SPECIFIC DESIGNED SOLE FAITH

 SNOWMOBILE SPECIFIC DESIGNED SOLE WITH EXCLUSIVE DUAL DUROMETER RUBBER PROVIDES SUPERIOR TRACTION ON THE RUNNING BOARDS AND IN THE SNOW

 ENCAPSULATED EVA FOAM MID-SOLE AND STIFF LASTING BOARD STIFFENS THE SOLE, HELPS DISPERSE SHOCK AND PROTECTS BOTTOM OF THE FEET

 KICKER TOE ABRASION RESISTANT TOE PIECE PROTECTS THE FRONT OF THE BOOT FROM EXCESS ABRASION

 RUBBERIZED SPINE AND HEEL AIDS IN SUPPORT, CONTROLS FLEX, RESIST ABRASION AND HELPS KEEP SNOW GAITER IN PLACE

• ZONAL LACING KEEPS LACES TIGHT WHILE LACING THE BOOT

• HINGED TONGUE MAKES FOR EASY ENTRY
• OUTER BOOT MADE WITH MILITARY GRADE LEATHER

REMOVABLE LINER

• SLIP PAD FOR EASIER ENTRY

• NON-SLIP PATCH KEEPS HEEL LOCKED IN PLACE

 EXO-LACING SYSTEM WITH CENTER PULL TECHNOLOGY GIVES A MORE SECURE FIT

- BREATHABLE

• PADDED TOE BOX HELPS PROTECT TOES







75

INCLUDES HYDRAPAK RESERVOIR SEE PAGE 72 FOR SPECS

SHOVEL NOT INCLUDED

NEW

SHOVEL NOT INCLUDED

INCLUDES HYDRAPAK RESERVOIR

SEE PAGE 72 FOR SPECS















4 3X3 STERILE DRESSINGS • 4 2X2 STERILE DRESSINGS • 2 3X4 NON-ADHERENT DRESSINGS • 1 CONFORMING GAUZE BANDAGE • 4 1X3 ADHESIVE BANDAGES • 3 KNUCKLE BANDAGES • 1 1"X10' TAPE • 1 ELASTIC BANDAGE • 8 MOTRIN • 2 DIPHENHYDRAMINE • 2 AFTERBITE STING RELIEF • 11 MOLESKINS • 5 AFTER CUT ANTISEPTICS • 3 ANTIBIOTIC OINTMENT • 1 TINCTURE OF BENZOIN • 3 BUTTERFLY STRIPS • 2 LATEX GLOVES • 1 TWEEZERS • 3 SAFETY PINS • 1 DUCT TAPE • WATERPROOF INTERNAL BAGS

SURMURL PAR

NEW



USD \$2599



- HEATSHEETS® SURVIVAL BLANKET • SLIM RESCUE HOWLER® WHISTLE
- TINDER-QUICK® TINDER
- [BURNS 2-3 MINUTES]
- 20MM COMPASS
- MINI RESCUE FLASH™ SIGNAL MIRROR WATERPROOF/WINDPROOF MATCHES
- FISHING/SEWING KIT
- DUCT TAPE
- WATERPROOF DRY SACK WITH STRAP AND CLIP



NEW

USD \$16⁹⁹ SIZE 3.8 oz.

• VACUUM MATERIALIZED POLYETHYLENE BIVVY SACK REFLECTS BACK UP TO 90% OF YOUR RADIATED BODY HEAT

• NYLON STUFF SACK WITH DRAW CORD





NEW

- TWO PACK
- AIR ACTIVATED MINI/HAND WARMERS • IDEAL SIZE FOR HEADWEAR AND GLOVES
- GENERATES OVER 8 HOURS OF HEAT

SIZE 2"x3.5"

SIZE **.17 oz.**



- SPF 15+ VITAMIN E
- UVA/UVB PABA FREE
- · LIP MOISTURIZER FOR SUNBURN, WINDBURN, AND CHAPPED LIPS





With four extra tall heat chambers, the DG1 can dry up to four garments at the same time in an hour. Features include heat or no heat drying, 3 hour timer and one button disassembly.



NEW



MADE FROM 1 1/8" 100% NYLON WEBBING, THE KLIM TIE DOWN FEATURES DUAL LOCKING CLIPS AND SOFT-END LOCK TO PROTECT THE HANDLEBARS. 24"-78"

I USD \$2999 1

ARCTIC CAT CROSSFIRE/M SERIES [NO. 2000] COLORS: GREEN FOR BLACK/GREEN/WHITE HOODS

COLORS: BLUE FOR BLACK/WHITE HOODS • ORANGE FOR BLACK/WHITE HOODS

 ORANGE FOR BLACK/ORANGE/WHITE HOODS
RETAIL: \$299,99 USD SKIDOO XP SERIES [NO. 2010]

• YELLOW FOR BLACK/WHITE HOODS RETAIL: \$299.99 USD

BLACK/WHITE HOODS RETAIL: \$279.99 USD

RETAIL: \$269.99 USD

POLARIS SHIFT/IQ/RMK SERIES [NO. 2020] COLORS: RED FOR BLACK/WHITE HOODS • BLUE FOR

YAMAHA FX/NYTRO SERIES [NO. 2030] COLORS: BLUE FOR BLACK/BLUE/WHITE HOODS - YELLOW FOR BLACK/BLUE/WHITE HOODS

YAMAHA APEX SERIES [NO. 2040]
COLORS: BLUE FOR BLACK/BLUE/WHITE HOODS

48"Trailer Decal 9200-040-000 RETAIL: \$25.50 USD

YELLOW FOR BLACK/BLUE/WHITE HOODS

RETAIL: \$34.50 USD

USD \$2999

THE KLIM TOW STRAP IS PERFECT FOR TOWING A SNOWMOBILE, ATV OR MOTORCYCLE OUT OF A BAD SITUATION. MADE FROM 1 1/8" 100% NYLON WEBBING AND THE SAME LOCKING CLIP ENDS AS THE KLIM TIE DOWN. 97"

NEW

NEW

USD \$999

RENEWS WATER REPELLENCY OF FABRICS



BOOMOCHERS



Join us as we travel through the Rocky Mountains of the United States and Canada in search of first tracks and new riding locations. Experience the highs and lows of the season, the successes and gut-wrenching failures, and of course the ridiculous deep powder days. Filmed in 1080HD. Appropriate for audiences of all ages. Starring: Geoff"Phatty" Dyer, Rick Barker, Dan Gardiner, Justin Cowett, Matt Entz, Kris Kaltenbacher, Dan Davidoff, Ryan Nelson, Shane Kynaston, Erik Woog, Julian Grimes, and Many More...

USD \$2499

Imagine the exhilaration of accomplishing things no one else ever has. Imagine conquering the tallest ascents ever attempted on a snowmobile. Smashing World Records... Climbing first ascent after first ascent... Imagine climbing almost 1 mile VERTICALLY on a sled in just over 2 minutes!! Far and gone the most intense riding season ever put to DVD and Blu-Ray. Award winning filmmaker Jim Phelan presents TS9!

T USD \$2999





USD \$8999

DE ALS BANKERS



K/Klim

9200-008-000

RENEWS WATER REPELLENCY OF LEATHER &



NEW

WARRANTY

We warrant *every product we make to be free of manufacturer defects for the **lifetime of the product. Additionally, all KLIM GORE-TEX® products are GUARANTEED TO KEEP YOU DRY® for the **lifetime of the product. Should you have a warranty issue, call us for a case number. We will repair it if possible or replace all valid warranty items. Please have all warranty item claims clean for evaluation or it will be sent back to you as is without an inspection being made. This warranty does not cover damage caused by accident, improper care, negligence, normal wear and tear, modifications, alterations, or use for a purpose other than which it was designed. If this product fails due to a manufacturing or material defect, we will repair the product without charge, or replace it at our discretion. This warranty is not transferable. Product must be registered with Klim to receive warranty coverage.

- * KLIM BOOTS are warranted against defects in materials and workmanship for one [1] year from the date of purchase. Aggressive running boards will accelerate the wear and tear on the soles of the boots. This is considered normal wear and tear. General warranty terms apply.
- * The KLIM F4 HELMET is warranted against defects in materials and workmanship for five [5] years from the date of purchase. General warranty terms apply.
- ** The lifetime of a product unfortunately does not mean your lifetime. The intensity under which the product is used determines this factor. Rips, tears, cuts, punctures and burns will void the lifetime warranty of the product even if the warranty issue is not related to these damages.

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MEXICO EUROBIKE +52 33 35 60 57 60 SERGIO@EUROBIKE.MX

THIS IS A GENERAL SIZING CHART. FOR ALL PRODUCTS AVAIL-ABLE AT KLIM, PLEASE REFER TO THE GARMENT PAGE OF YOUR PRODUCT FOR AVAILABLE SIZES

THE IN S - INCASURE	MENTS 4'11".	4' 0"						
	XS		AA L	XL	2XL	3XL	4XL	5XL
WEIGHT	70 - 104	S	791		231 - 264	265 - 299	300 - 349	
HEIGHT	4/1 24		66 - 186 187 -			5'9" - 6'9"	5'9" - 6'9'	
CHEST	32 - 34	0.5	′5″ - 6′ 5′6″ -	44 50	51 - 55	56 - 60	61 - 65	
WAIST	24 - 27		88 - 41 42 -	45	44 - 47	48 - 51	52 - 55	66 - 70
HIP & SEAT	28 - 31		32 - 35 36 -	37	48 - 51	52 - 55		56 - 59
SLEEVE	24 - 25		16 - 39 40 -		35 - 36	37 - 38	56 - 59	60 - 63
INSEAM	29		8 - 29 30 -			37 - 38	39 - 40	41 - 42
INSEAM TALL	32	30	31 32	33	33		33	33
INSEAM SHORT	_	33	34 35	36	36	36	36	36
	26	27	28 29	30	30	30	30	30
GLOVES	7	8	9 10) 11	12	13	*	2
WOMEN'S - MEAS	SUREMENTS 4' 1	1" - 6' 4"						
	XS	S		**	L	XL		2XL
WEIGHT	80 - 120	121 -		M 5 · 154	155 - 184	185 - 21	9	220 - 249
HEIGHT	4'11" - 5'1"		F/1" =		5'3" - 5'10"	5'4" - 5'10"		5'8" - 6'4"
CHEST	32 - 33	34 -	0.5			43 - 45		47 - 48
WAIST	24 - 25		30 -					39 - 41
HIP & SEAT	34 - 35		20.					49 - 51
SLEEVE	22 - 23	24 -	0.5	8 - 40				32 - 33
INSEAM	28	24 -		6 - 27	28 - 29			
				30	31			32
INSEAM TALL GLOVES	Ĺ	32 8		33	34			35
GLOVES	7	0		9	10	11		12
					10			
KIDS - MEASURFMF	FNTS 1/3″-4/1	0"			10			
KIDS - MEASUREME			ΔT				10	-
	1T	2T	4T 32 - 41	6	8		10	12
WEIGHT	1T 11 - 21	2T 22 - 31	32 - 41	42 - 51	8 52 - 6'	1 6.	2 - 71	12 72+
WEIGHT HEIGHT	1T 11 - 21 1' - 1'9"	2T 22 - 31 1'10" - 2'3"	32 - 41 2'4" - 2'7"	42 - 51 2′8″ - 3′6′	8 52 - 6' ' 3'7" - 3'	1 6.	2 - 71 0" - 4'3"	12 72+ 4'4" - 4'10
WEIGHT HEIGHT CHEST	1T 11 - 21 1' - 1'9" 18	2T 22 - 31 1'10" - 2'3" 20	32 - 41 2'4" - 2'7" 22	42 - 51 2'8" - 3'6' 25	8 52 - 6' ' 3'7" - 3' 28	1 6. 9" 3'10	2 - 71 0" - 4'3" 31	12 72+ 4'4" - 4'10 34
WEIGHT HEIGHT CHEST WAIST	1T 11 - 21 1' - 1'9" 18 12-14	2T 22 - 31 1'10" - 2'3" 20 15-18	32 - 41 2'4" - 2'7" 22 19-22	42 - 51 2'8" - 3'6' 25 23-26	8 52 - 6' ' 3'7" - 3' 28 27-29	1 6. 9" 3'10	2 - 71 0" - 4'3" 31 30-32	12 72+ 4'4" - 4'10 34 33-35
WEIGHT HEIGHT CHEST WAIST HIP & SEAT	1T 11 - 21 1' - 1'9" 18 12-14	2T 22 - 31 1'10" - 2'3" 20 15-18 28	32 - 41 2'4" - 2'7" 22 19-22 30	42 - 51 2'8" - 3'6' 25 23-26 32	8 52 - 6' ' 3'7" - 3' 28 27-29 34	1 6. 9″ 3′10	2 - 71 0" - 4'3" 31 30-32 36	12 72+ 4'4" - 4'10 34 33-35 38
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE	1T 11 - 21 1' - 1'9" 18 12-14	2T 22 - 31 1'10" - 2'3" 20 15-18 28 10 - 15	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20	42 - 51 2'8" - 3'6' 25 23-26 32 21 - 22	8 52 - 6' ' 3'7" - 3' 28 27-29	1 6. 9″ 3′10	2 - 71 0" - 4'3" 31 30-32	12 72+ 4'4" - 4'10 34 33-35
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE INSEAM	1T 11 - 21 1' - 1'9" 18 12-14	2T 22 - 31 1'10" - 2'3" 20 15-18 28	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20 15	42 - 51 2'8" - 3'6' 25 23-26 32	8 52 - 6' ' 3'7" - 3' 28 27-29 34	1 6. 9″ 3′10	2 - 71 0" - 4'3" 31 30-32 36	12 72+ 4'4" - 4'10 34 33-35 38
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE	1T 11 - 21 1' - 1'9" 18 12-14 ** 7 - 9	2T 22 - 31 1'10" - 2'3" 20 15-18 28 10 - 15	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20	42 - 51 2'8" - 3'6' 25 23-26 32 21 - 22	8 52 - 6' 3'7" - 3' 28 27-29 34 22 - 23	1 6. 9″ 3′10	2 - 71 0" - 4'3" 31 30-32 36 3 - 24	12 72+ 4'4" - 4'10 34 33-35 38 24 - 25
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE INSEAM	1T 11 - 21 1' - 1'9" 18 12-14	2T 22 - 31 1'10" - 2'3" 20 15-18 28 10 - 15 13	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20 15	42 - 51 2'8" - 3'6' 25 23-26 32 21 - 22 18	8 52-6 3'7"-3' 28 27-29 34 22-2'	1 6. 9″ 3′10	2 - 71 0" - 4'3" 31 30-32 36 3 - 24 23	12 72+ 4'4" - 4'10 34 33-35 38 24 - 25 25
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE INSEAM GLOVES	1T 11 - 21 1' - 1'9" 18 12-14	2T 22 - 31 1'10" - 2'3" 20 15-18 28 10 - 15 13	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20 15	42 - 51 2'8" - 3'6' 25 23-26 32 21 - 22 18	8 52-6 3'7"-3' 28 27-29 34 22-2'	1 6 9″ 3′10 3	2 - 71 0" - 4'3" 31 30-32 36 3 - 24 23	12 72+ 4'4" - 4'10 34 33-35 38 24 - 25 25
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE INSEAM GLOVES	1T 11 - 21 1' - 1'9" 18 12-14 7 - 9	2T 22 - 31 1'10" - 2'3" 20 15-18 28 10 - 15 13	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20 15 S	42 - 51 2'8" - 3'6' 25 23-26 32 21 - 22 18 M	8 52-6 37"-3' 28 27-29 34 22-2(21 L	1 6 9" 3'10 3 3 2	2 - 71 0" - 4'3" 31 30-32 36 3 - 24 23	12 72+ 4'4" - 4'10 34 33-35 38 24 - 25 25
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE INSEAM GLOVES HELMET - MEASURE	1T 11 - 21 1' - 1'9" 18 12-14 7 - 9 EMENTS 20" 8/16 XS 6' 5/8" 6' 3/4"	2T 22 - 31 1'10" - 2'3" 20 15-18 28 10 - 15 13 - - - 25" 10/16" - 5 6' 15/16" - 7' 3/'	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20 15 S	42 - 51 2'8" - 3'6' 25 23-26 32 21 - 22 18 M	8 52-6' 3'7"-3' 28 27-29 34 22-2' 21 1	1 6 9" 3'10 3 3 2	2 - 71 0" - 4'3" 31 30-32 36 3 - 24 23	12 72+ 4'4" - 4'10 34 33-35 38 24 - 25 25
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE INSEAM GLOVES HELMET - MEASURE	1T 11 - 21 1' - 1'9" 18 12-14 7 - 9 EMENTS 20" 8/16 XS 6' 5/8" 6' 3/4"	2T 22 - 31 1'10" - 2'3" 20 15-18 28 10 - 15 13 - - - 25" 10/16" - 5 6' 15/16" - 7' 3/'	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20 15 S	42 - 51 2'8" - 3'6' 25 23-26 32 21 - 22 18 M	8 52-6' 3'7"-3' 28 27-29 34 22-2' 21 1	1 6. 9" 3'11' 3 3 2 7' 24" 24'7/16"	2 - 71 0" - 4'3" 31 30-32 36 3 - 24 23	12 72+ 4'4" - 4'10 34 33-35 38 24 - 25 25
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE INSEAM GLOVES HELMET - MEASURE HAT SIZE HEAD CIRC. (IN)	1T 11 - 21 1' - 1'9" 18 12-14 7 - 9 EMENTS 20" 8/16 XS 6'5/8" 6'3/4" 20'8/16" - 20'14/16' 52-53	2T 22 - 31 1'10" - 2'3" 20 15-18 28 10 - 15 13 - 5 5 6'15/16' - 2'1'1/5 54 - 55	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20 15 S M M 16" 7' 1/4-7' 3/8 16" 22'1/16" - 22'7/	42 - 51 2'8" - 3'6' 25 23-26 32 21 - 22 18 M	8 52-6 377"-3 28 27-29 34 22-2 21 L XL 7'3/4" (16" 2310/16":	1 6. 9" 3'11' 3 3 2 7' 24" 24'7/16"	2 - 71 0" - 4'3" 31 30-32 36 3 - 24 23 =	12 72+ 4'4" - 4'10 34 33-35 38 24 - 25 25 3XL 8'3/8" 5'3/16" - 25'10/1
WEIGHT HEIGHT CHEST WAIST HIP & SEAT SLEEVE INSEAM GLOVES HELMET - MEASURE HAT SIZE HEAD CIRC, [IN] HEAD CIRC, [IN]	1T 11 - 21 1' - 1'9" 18 12-14 7 - 9 EMENTS 20" 8/16 XS 6' 5/8" 6' 3/4" 20'8/16" - 20'14/16" 52 - 53	2T 22 - 31 1'10" - 2'3" 20 15-18 28 10 - 15 13 - 5 5 6'15/16' - 2'1'1/5 54 - 55	32 - 41 2'4" - 2'7" 22 19-22 30 16 - 20 15 S M M 16" 7' 1/4-7' 3/8 16" 22'1/16" - 22'7/	42 - 51 2'8" - 3'6' 25 23-26 32 21 - 22 18 M	8 52-6 377"-3 28 27-29 34 22-2 21 L XL 7'3/4" (16" 2310/16":	1 6. 9" 3'11' 3 3 2 7' 24" 24'7/16"	2 - 71 0" - 4'3" 31 30-32 36 3 - 24 23 =	12 72+ 4'4" - 4'10 34 33-35 38 24 - 25 25 3XL 8'3/8" 5'3/16" 25'10/16

Note: For all measuring use a flexible measuring tape

How to Measure:

widest point.

7" - 8" 8" - 9"

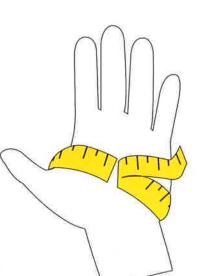
9" - 10"

10" -11" XL 11" - 12" 2XL

To select glove size;

measure around you

dominate palm at the



Hip / Seat

Measure circumference of head just above top of ears, and 1" above eyebrows

Measure under arms around the fullest part of the chest. Be sure to keep tape level across back and comfortably loose

Measure around natural waist with a loose tape.

Without shoes; measure on inside of leg, from crotch to the floor

Place the measuring tape around the body at the fullest part of the lower hip, feet

With your arm fully extended, measure from the center back of neck at spine to

