

Technical data	
Engine emissions conformity	Automotive EURO-6 / EPA
Type	3-Cylinder in-line DOHC / VVT
Cycle	4-stroke
Displacement	1199 cc.
Number of valves	12
Cylinders block	aluminum
Cylinder head	aluminum
Fuel delivery system	Indirect Multipoint Injection System with Electronic Throttle Control (DbW)
Ignition system	electronic
Cooling system	liquid with front radiator and electric-fan (two-speed)
Engine pre-heater (electric)	on request
Recommended fuel type	unleaded gasoline (RON/MON 95/85)
Lubrication	forced
Electric starter	standard
Exhaust system	3-way exhaust converter catalyst with dual lambda-probe and remote muffler
Max. power @ 5750 rpm	82 hp
Max. torque @ 2750 rpm	85 lb-ft / 115 nm
Drive pulley	5-mass centrifugal clutch
Driven pulley	torque-sensing with rollers and variable-angle helix
Gear transmission	AP+2 with Direct Drive System (chainless)
Forward-gears	2 (Low range / High range)
Reverse / Neutral gear	standard / standard
Tracks	hi-traction profile
Number of tracks	2-Twin
Track carrying structure	polyester fabric and cord / rubber
Track-length (in./mm.)	156 / 3968
Track-width (in./mm.)	20+20 / 500+500 Twin
Lug-height (in./mm.)	1.25 / 32
Tracks suspension type / Rear travel (in./mm.)	self-leveling ATSS-3 / 7.65 / 195
Steering	composite plastic-skis with extra-wide HD-PE skin



Technical data	
Wear bars	carbide
Front suspensions type / travel (in./mm.)	dual A-arm independent suspension with spring shock-absorber / 9.45 / 240
Handlebar	adjustable steel handlebar
Brake system (in./mm.)	disc brake Ø 10.5 / 266
Service brake	hydraulic caliper self adjusting
Parking / Emergency brake	mechanical caliper self adjusting
Electric system	12 V. with hi-output alternator (960 Watts)
Battery	50 Amp/h with enhanced start-power
Headlight / Parking-light	dual-headlight with 2 halogen bulbs 55 W. (H11) / LED parking-light
Tail-light / Stop-light	mini LED 0.19/1.38 W.
Engine temperature gauge	standard
Electronic engine hourmeter	standard
Electronic tachometer	standard
Electronic speedometer with total and trip odometer	standard
Fuel-level gauge	standard
Check panel	standard
Electric controls on the handlebar	standard
Electric grips heater	standard (adjustable)
Saddle with electric heater	standard (adjustable)
Backrest	on request
Big-size windshield	standard
Pintle-hitch	standard
2"x2" receiver-bar	standard
Frame	steel frame MIG welded w/anticorrosion Epox-Acrylic coating and polyester paint
Overall length (in./mm.)	124.5 / 3155
Overall width (in./mm.)	54.5 / 1385
Load platform capacity (in./mm.)	46.5x15/ 1188x380
Est. dry-weight (lbs./kg.)	1318 / 598
Fuel tank capacity (US-Gallons/Liters)	11.1 / 42

Alpina reserves the right to change specifications at any time without incurring obligations.

Alpina Snowmobiles is based in Vicenza, Italy in the far north near to the Alps, one of the world's most advanced poles for engineering and mountain technology. Since 1996, Alpina Snowmobiles has become a milestone in the market of utility snow-vehicles, focusing its experience and design on dual-track snowmobiles for utility purposes and accessories.

For almost 3 decades, Alpina snowmobiles have trodden the snow in every continent, from Alaska to Patagonia, from Siberia to Antarctica. They are known for being able to accomplish a wide range of tasks, typical of a utility snowmobile and of small snowcats, thus being recognized as the "missing link" between these two classes of snow-vehicles.

The new Superclass 1.2L is the latest pride of the Alpina R&D team, which has hit the target many times already with the Sherpa series. Follow us, you are welcome aboard.



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The Superclass design is based on the Alpina winning solution with two tracks and two skis. Twin tracks offer a doubled contact surface and grip. Two skis allow precise steering with a reduced radius in every situation. The combination of these two factors is the key to high stability, on any type of snow. The Superclass can be equipped with roll-over protection and a work-lights kit on the bar, passenger backrest and additional 2-seat kit on the cargo platform. Many other options are available including studded tracks, the alpine brake (ripper brake) and the SRK support for rescue stretchers.

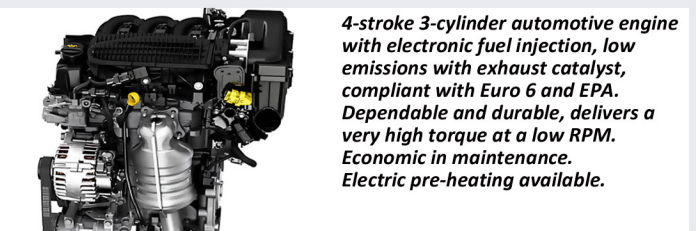
AFFORDABLE INVESTMENT, GREAT FUEL ECONOMY, LOW MAINTENANCE COST, LONG LIFE-SPAN
 The payback period for a Superclass can be much shorter than what you imagine. When you purchase a utility vehicle, beside the initial purchase cost, consider all the other economic factors involved: the insurance cost, the driver's wage, the fuel consumption, the maintenance cost, the lifespan, or number of years it will do the job without needing to buy a new one. Now consider the Superclass can do from 2 to 3 times the job of one "conventional" snowmobile, for many years: the costs must be related to the job done, thus divided by 2 or 3 times. When you draw a line underneath these figures, you recognize that the Superclass is cheaper than other snowmobiles and snow-groomers. And this can radically change your point of view. Keeping consistent with the Italian standard of superior quality, Alpina will be sure to provide the best service and parts availability in the industry. You will always have a friendly person to speak with who can address your needs and options, either factory direct or with our preferred network of international distributors.

BEYOND YOUR EXPECTATIONS
 You can't compare the Superclass with the other utility snowmobiles, it's in a class by itself. It's not just "a larger snowmobile", it's a real workhorse which can do from 2 to 3 times the job made by other snowmobiles. Only the Superclass can:

- transport up to 4 persons aboard (with additional 2-seats kit);
- transport up to 13 persons at one time (with Transalp Bus trailer);
- tow a heavy cargo widely exceeding the registered weight of 940 kg / 2072 Lbs;
- carry a rescue stretcher aboard without need of a trailer;
- prepare XC ski trails with a quality close to an expensive snow-groomer;
- drive on deep fresh snow where others will get stuck.



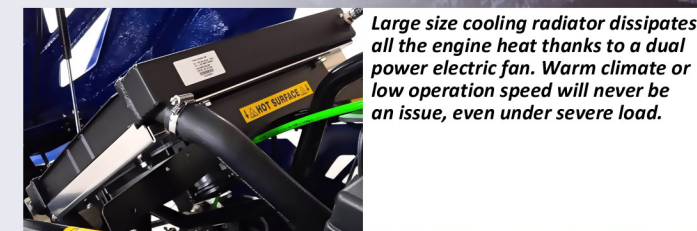
ALL-ROUND QUALITY
 Quality is everywhere in the Superclass, even in the smallest hidden spots you wouldn't expect. Watch it, the design comes from a country where beautiful cars and "beauty" in general are a tradition. Open the hood and it will self-lift thanks to a gas spring. Start it, with the quick and easy RFID programmable key system. Drive it, and the diurnal LED lights will increase your visibility in the snow. Plug and play, with the pre-set wiring for 12V accessories and the CAN-Bus digital system for multiple electric devices like track-setters and similar. Smell it, as it is the world's cleanest snowmobile, awarded with a NER index of 0 (the cleanest) during EPA emission tests. And feel the passion our team has spent in every big and small detail.



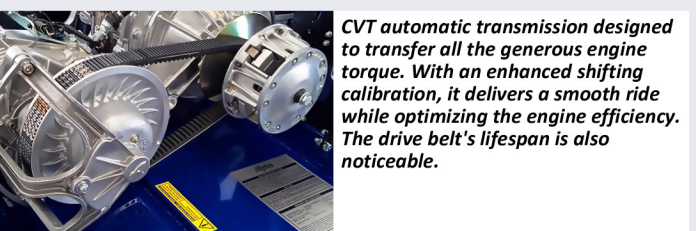
4-stroke 3-cylinder automotive engine with electronic fuel injection, low emissions with exhaust catalyst, compliant with Euro 6 and EPA. Dependable and durable, delivers a very high torque at a low RPM. Economic in maintenance. Electric pre-heating available.



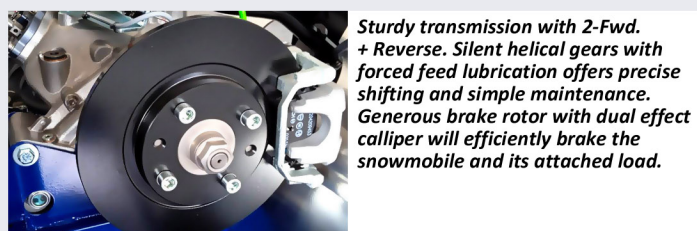
Automotive reliable battery with a great capacity and high Cold Cranking Amps. Thanks to the high-power alternator (960 W) there is always plenty of power to start and feed all the electric devices and options. Full automotive wiring system with standard OBD diagnostic socket.



Large size cooling radiator dissipates all the engine heat thanks to a dual power electric fan. Warm climate or low operation speed will never be an issue, even under severe load.



CVT automatic transmission designed to transfer all the generous engine torque. With an enhanced shifting calibration, it delivers a smooth ride while optimizing the engine efficiency. The drive belt's lifespan is also noticeable.



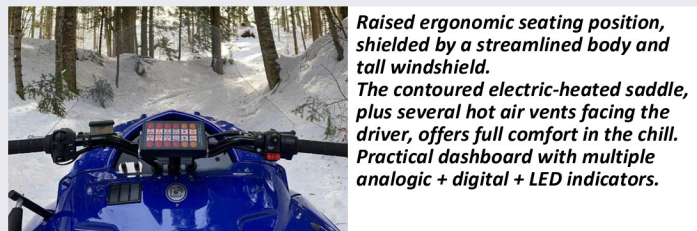
Sturdy transmission with 2-Fwd. + Reverse. Silent helical gears with forced feed lubrication offers precise shifting and simple maintenance. Generous brake rotor with dual effect calliper will efficiently brake the snowmobile and its attached load.



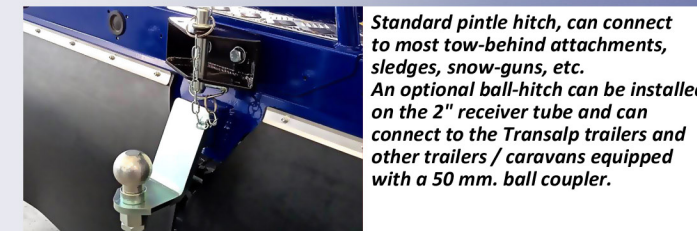
Articulated track suspension with nitrogen-gas shock absorber. Automatic variable angle of attack increases the floatation and traction in deep snow. Features a high number of bogie wheels to prevent hyfax runner damage under extreme loads and icy snow conditions.



Dual A-arm ski suspension with nitrogen-gas adjustable shock absorbers. The long suspension travel, besides offering a grand-touring style comfort ride, keeps the wide-sized skis always in contact with the snow, for precise and efficient steering.



Raised ergonomic seating position, shielded by a streamlined body and tall windshield. The contoured electric-heated saddle, plus several hot air vents facing the driver, offers full comfort in the chill. Practical dashboard with multiple analogic + digital + LED indicators.



Standard pintle hitch, can connect to most tow-behind attachments, sledges, snow-guns, etc. An optional ball-hitch can be installed on the 2" receiver tube and can connect to the Transalp trailers and other trailers / caravans equipped with a 50 mm. ball coupler.