

THE RIDE SAYS IT ALL



can-am
THE ULTIMATE RIDE™





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THE FACTS SAY A LOT. THE RIDE SAYS IT ALL.

We design ATVs for a certain kind of rider. A rider who's smart. Experienced. Who learns everything he needs to know with his thumb on the throttle. That's why you'll only find facts within these pages. No over-the-top claims. No marketing hype. No B.S. Just the facts about our latest technology: Visco-Lok[†] QE, Dynamic Power Steering (DPS) and Air Control Suspension (ACS). And the fact that Can-Am still offers the most powerful engine in every class. There's no question that the facts say a lot about our quads. But in the end, one blip of the throttle says more.

To make it even easier to get on a Can-Am ATV, we've created The Ride Says It All Tour. This tour gives you the opportunity to experience the Can-Am ATV of your choice. For more information on the tour, and to find out when it's coming your way, visit TryCan-Am.com.

CAN-AM FACTS

FACT
Can-Am ATVs are built by BRP, the makers of Sea-Doo[®] personal watercraft and sport boats, Ski-Doo[®] snowmobiles, Evinrude[®] outboard engines and the Can-Am Spyder[®] roadster.



FACT
All Can-Am Outlander, Renegade and DS 450 ATVs are powered by Rotax, maker of the most powerful ATV engines.

FACT
Can-Am ATVs race in every major pro series to test and improve performance.

FACT
Can-Am ATV has been offering a full 3-year warranty* on Outlander and Renegade for more than 5 years, while the industry standard is just 6 months.

*Promotional offer may change



THE TRACK AND TRAIL WERE JUST THE BEGINNING.

Can-Am has developed the next dimension in open road riding – the revolutionary Spyder roadster. Its sequential electronic 5-speed transmission (SE5) or manual transmission (SM5) puts you in control of a powerful Rotax 990 V-Twin engine. Dynamic Power Steering (DPS) and a Vehicle Stability System (VSS) optimize handling and comfort. And its unique, three-wheeled stance means you'll start catching eyes the moment you take off. Visit your local Can-Am dealer for a test ride.



SPYDER



Racing scene photographed using highly skilled professional operator under controlled conditions.



Racing scene photographed using highly skilled professional operator under controlled conditions.

RACE-PROVEN TECHNOLOGY

Can-Am is the title sponsor of the GNCC racing series, and can be seen all over the competitive track and trail. In fact, accomplished riders power their Can-Am bikes over the finish line in every major racing series – WORCS,[™] GNCC, AMA ATV Motocross[™] and ITP Quadcross.[™]

These ATV racing series cover some of the harshest tracks and trails in North America. And everything we learn about our ATVs in racing conditions quickly finds its way to our production vehicles. Including race-tested technology like Dynamic Power Steering (DPS) and the development of race-ready models like DS 450 X xc, DS 450 X mx and the new Renegade 800R EFI X xc. Our past and present racing success has definitely made an impact on the build quality and performance of our ATVs. So keep an eye out for our race teams as they challenge for their respective championships. Visit Can-AmXteam.com for the latest news and results.

THE RIDE SAYS IT ALL. OR IN OTHER WORDS:

- GNCC: 4x4 Open, 4x4 Limited and 4x4 Lites championships*
 - WORCS: Pro-class championship*
 - AMA ATV Motocross: Three overall podiums*
 - CMRC Canadian Pro ATV motocross championship
- *2008 results

BUILT UNDER THE PREMISE THAT NO ONE PART IS MORE IMPORTANT THAN THE WHOLE.

Passionate riders understand that choosing an ATV comes down to more than just engine size and price. It's about every component on the machine working together to reduce weight, optimize power and improve handling. It's something we like to call the Total Performance Package. And it's something that separates Can-Am ATVs from everything else out there. Go ahead, read all about it. Then hit the trails to discover what it really means.

POWER

Every Can-Am Outlander and Renegade model offers the most power in its respective engine class. But performance is about more than just engine size and raw horsepower. It's about producing maximum power through engine design, vehicle weight optimization and an efficient driveline.

MOST POWER IN EVERY CLASS

Every Can-Am ATV delivers more horsepower than any quad in its class. In fact, our high-tech engines, built with a focus on design principles like optimized combustion thermodynamics, often outperform bigger, less efficient engines. For example, the Rotax 650cc engine on the Can-Am Outlander 650 EFI produces 60 HP. Whereas the bigger 749cc engine on the Kawasaki Brute Force 750[™] produces just 49.8 HP.*

BEST POWER-TO-WEIGHT RATIO IN EVERY CLASS

More horsepower won't translate to more performance if it's weighed down by a heavy chassis. That's why we focus on reducing weight without impacting overall reliability. Because when it comes to comparing ATVs, power-to-weight ratio is an important factor in determining how well a machine will turn raw horsepower into acceleration.** (see page 10 for details)

MORE EFFICIENT DRIVELINE

Our engineers develop drivelines that efficiently transfer engine power to the place it matters most: the wheels. Competitive units may deliver respectable horsepower at the engine crank, but due to an inefficient driveline, some of that power never reaches the wheels. In fact, tests have shown that the Polaris Sportsman XP[™] 850 loses 3 more HP through its driveline when compared to the Outlander 800R EFI. Meaning the Outlander 800R EFI delivers 11% more power*** to the ground, where you'll feel it most.

V-TWIN ENGINE LINEUP

V-Twin engines deliver impressive power, run smoother, provide more torque and have less vibration than single-cylinder engines of the same displacement. That's why Can-Am ATV features three V-Twin engines in its lineup: the Rotax 800R EFI, 650 EFI and 500 EFI. An added bonus of the V-Twin design? Its signature V-Twin exhaust note.

*As per manufacturer's official MY09 declaration to the Air Resource Board.

**As per manufacturer's official MY09 declaration to the Air Resource Board and published dry weight in the rec-utility category.

***Dyno comparison. Hindle Products Ltd. testing compared to 2009 models.

HANDLING

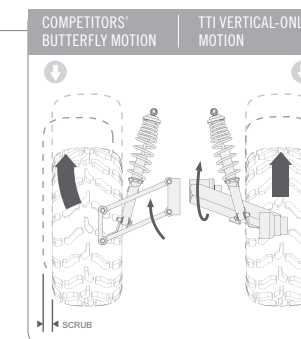
What good is power if the machine can't handle it? It's critical that an ATV's engine is developed in lockstep with its suspension, geometry and 4WD system. Can-Am engineers never think about one without the other. This leads to constant improvements to the suspension geometry and shock calibration of our ATVs. Along with innovations like Visco-Lok, Visco-Lok QE and TTI Rear Suspension.

REVISED SUSPENSION GEOMETRY AND IMPROVED SHOCK CALIBRATION

At BRP, we're committed to improving our products year after year. For 2010, we've revised the front suspension geometry on the Outlander 800R EFI and 650 EFI for less steering effort. Plus, every Outlander and Renegade model features new front and rear shock calibration for a smoother ride.

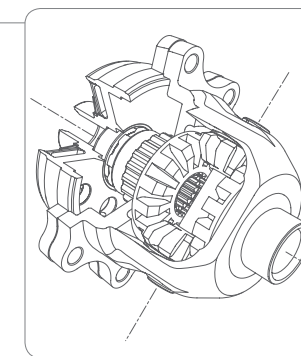
TTI REAR SUSPENSION

TTI is the only independent rear suspension that eliminates scrub and camber changes. Because the pivot points are ahead of the wheels, the rear wheels pivot up and down, which ensures that the vehicle only moves in the direction you point it. Contrast that to traditional rear independent suspensions, which move in a butterfly motion. This in-and-out motion causes the ATV to move laterally and forces the rider to make constant steering corrections to keep a straight line. TTI also has 75% fewer moving parts than competitive systems, making it more durable.



VISCO-LOK AND VISCO-LOK QE

Visco-Lok is the industry's only progressive auto-locking front differential that engages at any speed. It constantly monitors front wheel speed and, if it detects one wheel spinning faster than its mate, it progressively sends more power to the wheel with better traction. All without the rider having to push buttons or pull levers. Most competitive limited-slip differential systems are actually 3WD and require complex manipulations to lock in 4WD. They also have speed limiters that prevent the differential lock from engaging all four wheels above a certain speed.



ENHANCED OWNERSHIP EXPERIENCE

As passionate riders ourselves, we understand the needs and concerns of an ATV enthusiast. So we do everything we can to enhance the ownership experience, from developing packages tailor-made for specific riding styles to offering an industry-best warranty and exclusive anti-theft technology. All so you're free to focus on the only thing that really matters: the ride.

INDUSTRY-LEADING PACKAGES

Different riders have different needs based on how and where they like to ride. That's why BRP develops packages designed specifically for each unique riding need. From premium packages like XT, XT-P and LTD (Outlander family) to terrain-specific packages like the tight-woods-specific X xc (Renegade and DS 450) and the motocross-inspired X mx (DS 450). In fact, BRP offers more ride-specific packages than any ATV manufacturer out there. Meaning more factory-installed upgrades covered by the industry-leading warranty Can-Am offers. More performance right out of the box. And less of a need to invest in expensive aftermarket parts.

3-YEAR WARRANTY

For the past 5 years, we've been offering a full 3-year warranty[†] on all Outlander and Renegade models, compared to the industry standard of just 6 months. This provides added peace of mind for every Can-Am ATV owner, and proof that we stand behind the durability and reliability of our products.

D.E.S.S.[™] (DIGITALLY ENCODED SECURITY SYSTEM)



Outlander and Renegade models come equipped with D.E.S.S., an exclusive anti-theft system that won't allow the ATV to start unless a coded microchip in the key matches a code embedded in the engine control module. So you, and only you, will be able to start your vehicle.

[†]Promotional offer may change.

THE TOTAL PERFORMANCE PACKAGE

GET THE FACTS. THEN LET YOUR RIGHT THUMB DECIDE.

Rotax has developed more than 350 engine types and produced more than 6 million engines over the last century. Their partnership with BRP started 47 years ago when the first Rotax engine was installed in a Ski-Doo snowmobile. Today, Rotax engines power almost the entire BRP lineup, including Ski-Doo snowmobiles, Sea-Doo personal watercraft and sport boats, Can-Am ATVs, and Can-Am Spyder roadsters. You can also find them powering well-known motorcycles such as the Buell 1125R,[™] Aprilia RSV 1000 R[™] and BMW F 800[™].

There are three V-Twin Rotax engines in the Can-Am lineup – the 800R EFI, the 650 EFI and the 500 EFI. Every one of them is liquid-cooled and offers 4 valves per cylinder with overhead camshafts. Air is delivered through a 46-mm downdraft throttle body, which incorporates our progression system, allowing precise throttle control at low RPMs. In addition, twin fuel injectors deliver precise amounts of fuel into the combustion chamber for powerful yet well-mannered performance.

THE INDUSTRY'S ONLY ALL EFI REC-UTILITY ENGINE LINEUP

From the 800R EFI to the 400 EFI, every engine is electronically fuel-injected to start easily and run aggressively in any temperature or altitude.

ROTAX 4-TEC[®] 80° V-TWIN

A lightweight engine with best-in-class torque and power

1. SOHC 4-VALVE HEADS

Provides superior torque and uses lightweight roller rocker arms

2. MULTI-ARM CONTINUOUSLY VARIABLE TRANSMISSION (CVT)

Delivers all the power to the transmission – engine braking is standard

3. 650 WATTS OF ELECTRICAL OUTPUT (WITH DPS)

400 watts for base models

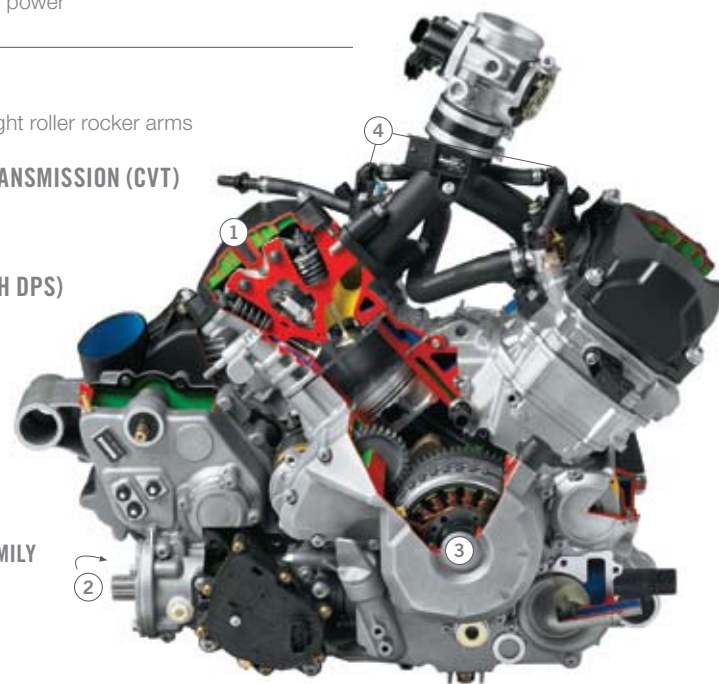
Plenty of power for accessories

4. TWIN VDO SIEMENS INJECTORS

Delivers precise fuel delivery and throttle response

THE ROTAX V-TWIN EFI ENGINE FAMILY

Found in Outlander 800R, 650 and 500 and Renegade 800R and 500



ROTAX 4-TEC 400 EFI

SOHC 4-valve with class-leading torque and power – the industry's only EFI engine in the 400cc class

1. VDO SIEMENS INJECTOR

Delivers precise fuel delivery and throttle response

2. MULTI-ARM CONTINUOUSLY VARIABLE TRANSMISSION (CVT)

Delivers all the power to the transmission – engine braking is standard

3. COMPACT LAY-DOWN CYLINDER DESIGN

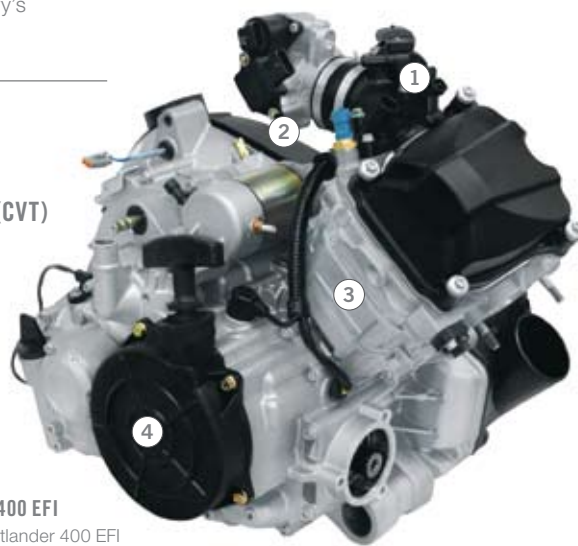
Better packaging in the SST frame resulting in lower center of gravity

4. 400 WATTS

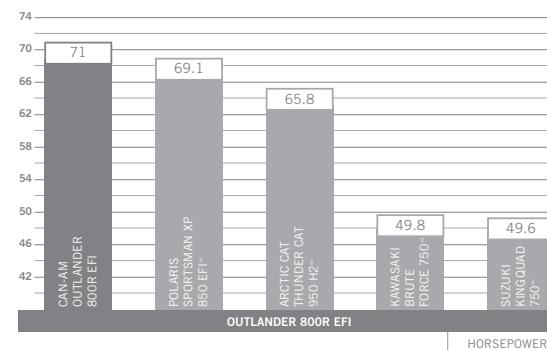
Plenty of power for accessories

THE ROTAX 400 EFI

Found in Outlander 400 EFI



ROTAX 800R EFI V-TWIN



71 HP

The industry's most powerful engine.

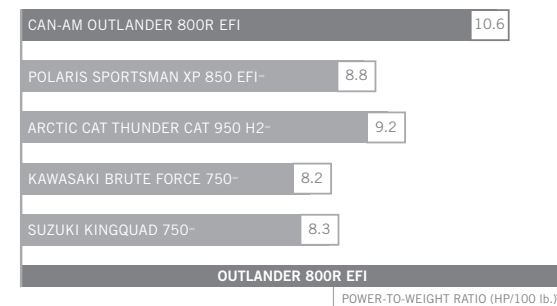
11.6 HP/100 lb. (Renegade 800R EFI)

10.6 HP/100 lb. (Outlander 800R EFI)

Provides each model with the best power-to-weight ratio in its segment.

More efficient driveline

The Outlander 800R EFI delivers 11% more power to the wheels than the Polaris Sportsman XP 850 EFI:^{**}



ROTAX 650 EFI V-TWIN

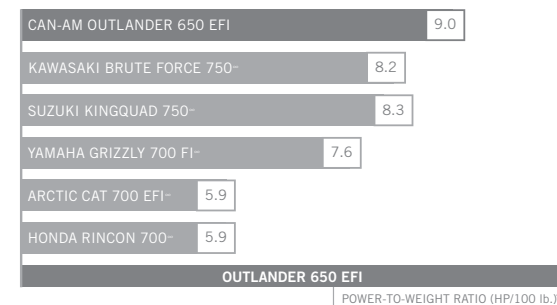


60 HP: A 7% power increase

Not only is the 650 EFI the most powerful engine in its class, it's more powerful than anything below 800cc. With 31% more power than the Yamaha Grizzly 700,[™] and 20% more power than the Kawasaki Brute Force 750[™] and Suzuki KingQuad 750[™].

9 HP/100 lb.

Provides the Outlander 650 EFI with the best power-to-weight ratio of any ATV below 800cc.



ROTAX 500 EFI V-TWIN



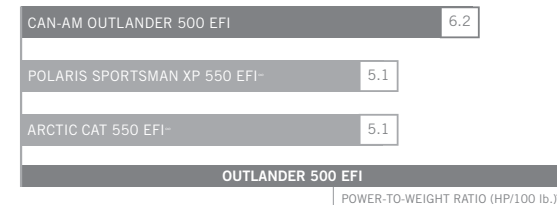
40.4 HP

The most powerful engine in the 500-550cc category.

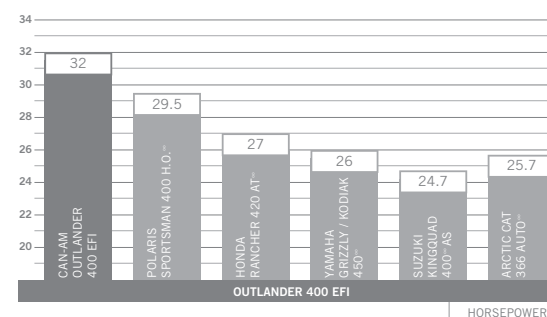
6.6 HP/100 lb. (Renegade 500 EFI)

6.2 HP/100 lb. (Outlander 500 EFI)

Provides each model with the best power-to-weight ratio in its segment.



ROTAX 400 EFI



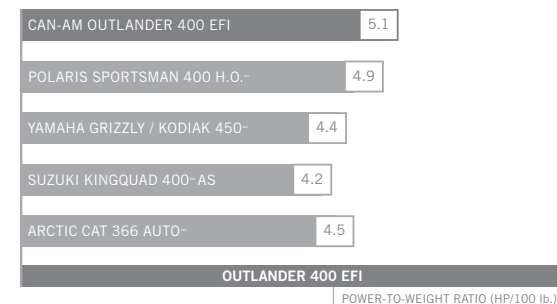
32 HP

The most powerful engine in the 400cc class.

Even more powerful than the Yamaha Grizzly 450[™]

5.1 HP/100 lb.

Provides the Outlander 400 EFI with the best power-to-weight ratio in the 400cc class.



^{*}As per manufacturer's official MY09 declaration to the Air Resource Board

^{**}As per manufacturer's official MY09 declaration to the Air Resource Board and published dry weight in the rec-utility category when available.

[†]Dyno comparison. Hindle Products Ltd. Testing compared to 2009 models.

INTRODUCING THE INDUSTRY'S FIRST DUAL-MODE DYNAMIC POWER STEERING (DPS)

The new Can-Am DPS system is sensitive to vehicle speed. It automatically provides more assist at lower speeds and less assist with more feedback through the handlebars at higher speeds. However, DPS is unique in that it also allows the rider to select on-the-fly from two assist level modes. Available with model-specific calibration for Outlander, Outlander MAX and Renegade.

LESS KICKBACK, MORE FEEDBACK

With the largest final gear ratio in the industry (50:1), DPS delivers more kickback dampening without affecting feedback.

HIGH-CAPACITY, FADE-RESISTANT 50-AMP MOTOR

A high-capacity 50-amp motor means the DPS will never fade with heavy use.

NEW VISCO-LOK QE FOR DPS MODELS

All DPS-equipped models also come with the new Visco-Lok QE, which progressively engages as soon as there is a speed difference between the two front wheels.

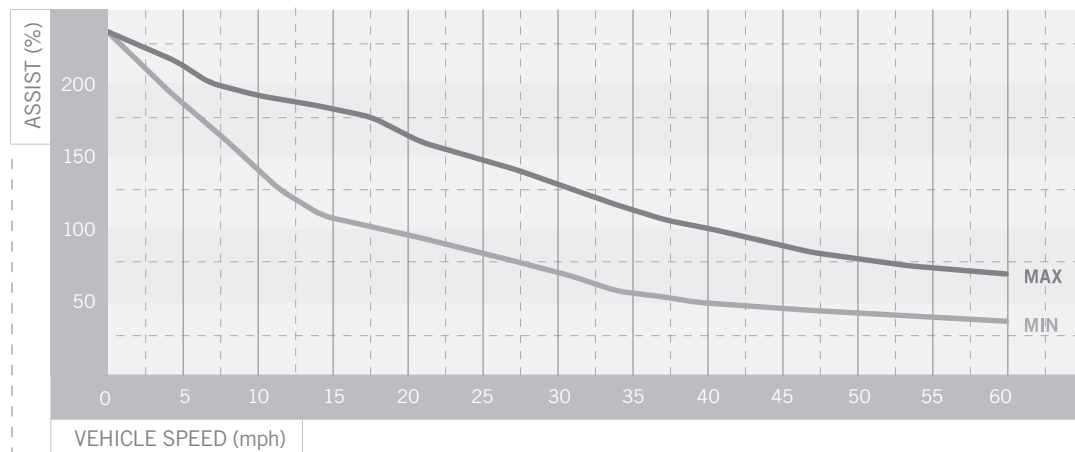
ASSIST MODE FOR TRACK KIT

A third mode to adjust the assist level for a track kit is available as an accessory. (see page 39)

MAX AND MIN ASSIST MODES

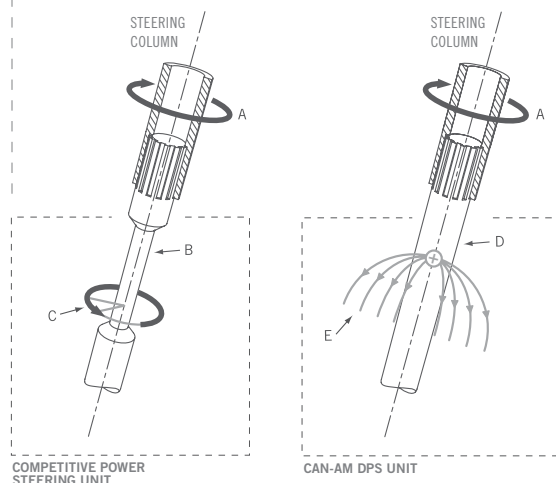
Can-Am DPS has two modes (MAX and MIN) for optimal control in changing ride conditions. Riders can choose MAX assist for technical low-speed riding in rough or muddy terrain. Or MIN assist for more feedback through the handlebars during aggressive, high-speed trail riding.

DPS ASSIST (% OF STEERING TORQUE INPUT) VS. VEHICLE SPEED



QUICKER RESPONSE TO STEERING TORQUE INPUT

Can-Am DPS uses advanced magnetic field sensors for a better direct link-up system. This delivers a quicker response to steering input and minimizes the steering lag experienced with competitive technology.



↓ DYNAMIC POWER STEERING UNIT

- A STEERING TORQUE INPUT
- B THE THIN-SECTION SHAFT AMPLIFIES TWISTING UNDER TORQUE
- C SENSORS MEASURE THE TWISTING OF THE THIN-SECTION SHAFT TO EVALUATE TORQUE INPUT
- D THE POWER STEERING UNIT SHAFT IS MAGNETIZED
- E SENSORS MEASURE THE MAGNETIC FIELD VARIATION TO EVALUATE TORQUE INPUT WITHOUT THE NEED FOR DISPLACEMENT OR TWISTING – THIS REDUCES STEERING LAG

MAX ASSIST

For touring or technical low-speed riding in rough or muddy terrain.

MIN ASSIST

More feedback for aggressive trail riding and high-speed touring.

DUAL-MODE DPS: ON-THE-FLY, RIDER-SELECTABLE ASSIST LEVELS

MOST QUADS LOOK GREAT ON PAPER. PROBLEM IS, YOU DON'T RIDE ON PAPER.

THE 2010 OUTLANDER LINEUP STILL OFFERS THE MOST POWER IN EVERY CLASS, INCLUDING A 7% POWER INCREASE ON THE 650 EFI. THIS YEAR'S ADDITIONS INCLUDE CAST-ALUMINUM WHEELS* FOR REDUCED UNSPRUNG WEIGHT AND A REDESIGNED FASCIA FOR MORE AIRFLOW TO THE RADIATOR. ALONG WITH NEW FEATURES ON OUR PREMIUM PACKAGES (XT AND NEW XT-P) LIKE DUAL-MODE DYNAMIC POWER STEERING (DPS)* AND QUICK-ENGAGING VISCO-LOK QE*. SURE, IT ALL LOOKS GREAT IN HERE. BUT IT DOESN'T REALLY MATTER UNTIL YOU GET OUT THERE.

MOST POWER IN EVERY CLASS**

BEST POWER-TO-WEIGHT RATIO IN EVERY CLASS***

MORE EFFICIENT DRIVELINE
MAINTAINS MORE POWER BY EFFICIENTLY TRANSFERRING HORSEPOWER TO THE WHEELS

REVISED FRONT SUSPENSION GEOMETRY
FOR EASIER STEERING IN DEMANDING TRAIL CONDITIONS

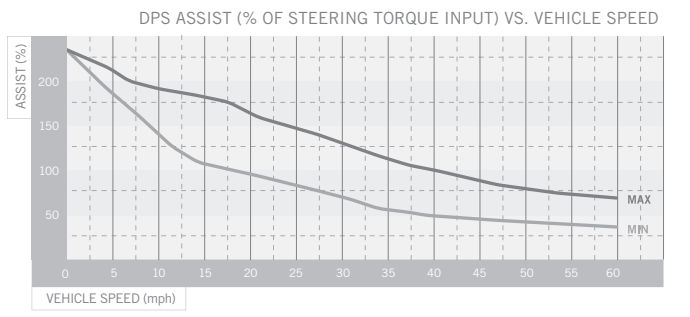
D.E.S.S.
DIGITALLY ENCODED SECURITY SYSTEM

PERFORMANCE-INSPIRED PACKAGES:

XT **XT-P**

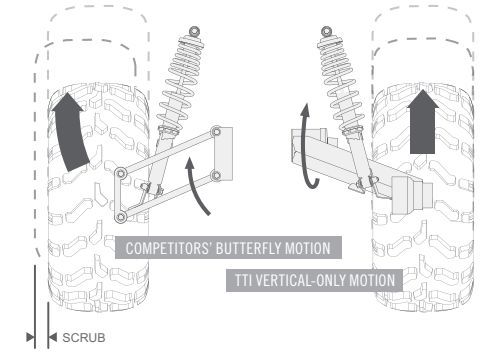
NEW DUAL-MODE DYNAMIC POWER STEERING (DPS)

- SPEED-SENSITIVE POWER STEERING SYSTEM
- RIDER-SELECTABLE MAX & MIN ASSIST MODES
- QUICKER RESPONSE TO STEERING TORQUE INPUT
- LESS KICKBACK, MORE FEEDBACK
- HIGH-CAPACITY, FADE-RESISTANT 50-AMP MOTOR
(see page 12)



- CARLISLE ACT RADIAL TIRES
- HEAVY-DUTY BUMPERS
- 3,000-LB. BRP XL3000 WINCH
- CENTER SKID PLATE

TTI REAR SUSPENSION
THE ONLY INDEPENDENT REAR SUSPENSION THAT ELIMINATES SCRUB AND CAMBER CHANGES. BECAUSE TTI ONLY MOVES UP AND DOWN – AND NEVER SIDE-TO-SIDE – THE VEHICLE MOVES ONLY IN THE DIRECTION YOU POINT IT. *(see page 9)*

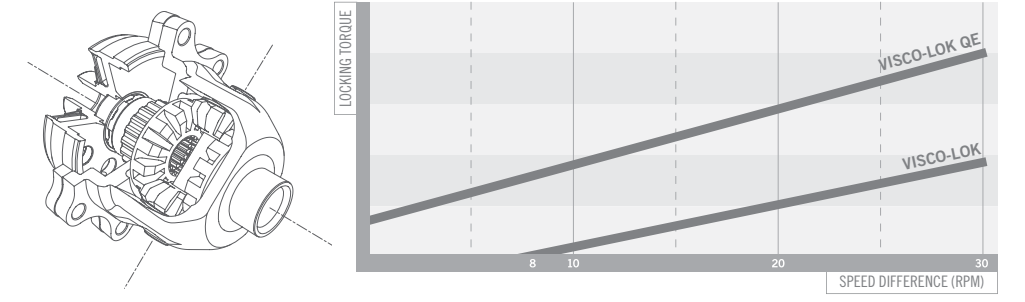


NEW CAST-ALUMINUM WHEELS: STANDARD ON OUTLANDER MODELS*, THE NEW CAST-ALUMINUM WHEEL IS NOT ONLY LIGHTER THAN LAST YEAR'S STEEL AND XT WHEEL, IT'S 3 LB. LIGHTER THAN THE POLARIS SPORTSMAN XP WHEEL™ - THAT'S 12 LB. OF WEIGHT DIFFERENCE FROM THE WHEELS ALONE. PROVIDING OUTLANDER WITH LESS UNSPRUNG WEIGHT, MORE MASS CENTRALIZATION AND IMPROVED HANDLING.

	PERFORMANCE-INSPIRED PACKAGES		
	BASE	XT	XT-P
MOST POWER IN ITS CLASS	x	x	x
BEST POWER-TO-WEIGHT RATIO IN ITS CLASS	x	x	x
REVISED FRONT SUSPENSION GEOMETRY (800R AND 650)	x	x	x
CENTER SKID PLATE	x	x	x
VISCO-LOK	REG	QE*	QE*
TTI REAR SUSPENSION	x	x	x
CAST-ALUMINUM WHEELS	REG*	XT	XT-P
D.E.S.S.	x	x	x
DUAL-MODE DYNAMIC POWER STEERING (DPS)		x*	x
3,000-LB. BRP XL3000 WINCH		x	x
HEAVY-DUTY FRONT AND REAR BUMPERS		x	x
HANDLEBAR WIND DEFLECTORS		x	x
650-WATT MAGNETO		x*	x
PAINTED PLASTIC			x
MUD GUARDS			x

*Not available on 400 EFI models

NEW VISCO-LOK QE:
THE NEW VISCO-LOK QE SYSTEM INSTANTLY STARTS SENDING MORE POWER TO THE WHEEL WITH BETTER TRACTION. VISCO-LOK IS THE INDUSTRY'S ONLY ALL-WHEEL DRIVE SYSTEM THAT CAN ENGAGE ALL FOUR WHEELS AT ANY SPEED.



**As per manufacturer's official MY09 declaration to the Air Resource Board
***As per manufacturer's official MY09 declaration to the Air Resource Board and published dry weight in the rec-utility category





OUTLANDER 800R EFI



STANDARD FEATURES
71-HP Rotax 800cc EFI engine
NEW cast-aluminum wheels
Double A-arm front suspension
TTI independent rear suspension
Visco-Lok auto-locking differential
Continuously Variable Transmission (CVT) with engine braking
Center skid plate
26" radial tires
Steel racks with 300-pound [136 kg] capacity
D.E.S.S. electronic anti-theft system
Multi-function full digital gauge

COLORS:

OUTLANDER 800R EFI XT



XT PACKAGE ADDS
NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
NEW Visco-Lok QE (see page 9)
NEW XT cast-aluminum wheels (painted black for camo)
26" Carlisle ACT radial tires
3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
Heavy-duty front and rear bumpers
Handlebar wind deflectors
NEW 650-watt magneto
NEW industry-exclusive NEXT® G-1 Vista™ camouflage pattern.

COLORS:

OUTLANDER 800R EFI XT-P



XT-P PACKAGE ADDS
NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
NEW Visco-Lok QE (see page 9)
NEW XT-P black cast-aluminum wheels with color-matched inserts
26" Carlisle ACT radial tires
3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
Heavy-duty front and rear bumpers
Handlebar wind deflectors
NEW 650-watt magneto
NEW XT-P mud guards
NEW premium painted plastic: black coloration with yellow accents

COLOR:

OUTLANDER 650 EFI



STANDARD FEATURES
NEW improved 60-HP Rotax 650cc EFI engine
NEW cast-aluminum wheels
Redesigned fascia
Double A-arm front suspension
TTI independent rear suspension
Visco-Lok auto-locking front differential
Continuously Variable Transmission (CVT) with engine braking
Center skid plate
26" radial tires
Steel racks with 300-pound [136 kg] capacity
D.E.S.S. electronic anti-theft system
Multi-function full digital gauge

COLORS:

OUTLANDER 650 EFI XT



XT PACKAGE ADDS
NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
NEW Visco-Lok QE (see page 9)
NEW XT cast-aluminum wheels (painted black for camo)
26" Carlisle ACT radial tires
3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
Heavy-duty front and rear bumpers
Handlebar wind deflectors
NEW 650-watt magneto
NEW industry-exclusive NEXT® G-1 Vista™ camouflage pattern

COLORS:

OUTLANDER 650 EFI XT-P



XT-P PACKAGE ADDS
NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
NEW Visco-Lok QE (see page 9)
NEW XT-P black cast-aluminum wheels with color-matched inserts
26" Carlisle ACT radial tires
3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
Heavy-duty front and rear bumpers
Handlebar wind deflectors
NEW 650-watt magneto
NEW XT-P mud guards
NEW premium painted plastic: black coloration with yellow accents

COLOR:



OUTLANDER 500 EFI



STANDARD FEATURES

- 40.4-HP Rotax 500cc EFI engine
- NEW cast-aluminum wheels
- Redesigned fascia
- MacPherson front suspension
- TTI independent rear suspension
- Visco-Lok auto-locking front differential
- Continuously Variable Transmission (CVT) with engine braking
- Center skid plate
- 25" radial tires
- Steel racks with 300-pound [136 kg] capacity
- D.E.S.S. electronic anti-theft system
- Multi-function full digital gauge

COLORS:

OUTLANDER 500 EFI XT



XT PACKAGE ADDS

- NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
- NEW Visco-Lok QE (see page 9)
- NEW XT cast-aluminum wheels (painted black for camo)
- 25" Carlisle ACT radial tires
- 3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
- Heavy-duty front and rear bumpers
- Handlebar wind deflectors
- NEW 650-watt magneto
- NEW industry-exclusive NEXT® G-1 Vista™ camouflage pattern

COLORS:

OUTLANDER 500 EFI XT-P



XT-P PACKAGE ADDS

- NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
- NEW Visco-Lok QE (see page 9)
- NEW XT-P black cast-aluminum wheels with color-matched inserts
- 25" Carlisle ACT radial tires
- Redesigned fascia
- 3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
- Heavy-duty front and rear bumpers
- Handlebar wind deflectors
- NEW 650-watt magneto
- NEW XT-P mud guards
- NEW premium painted plastic: black coloration with yellow accents

COLOR:

OUTLANDER 400 EFI



STANDARD FEATURES

- 32-HP Rotax 400cc EFI engine
- Redesigned fascia
- MacPherson front suspension
- TTI independent rear suspension
- Visco-Lok auto-locking front differential
- Continuously Variable Transmission (CVT) with engine braking
- Center skid plate
- 25" radial tires
- Steel racks with 300-pound [136 kg] capacity
- D.E.S.S. electronic anti-theft system
- Multi-function full digital gauge

COLORS:

OUTLANDER 400 EFI XT



XT PACKAGE ADDS

- XT cast-aluminum wheels
- 25" Carlisle ACT radial tires
- Redesigned fascia
- 3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
- Heavy-duty front and rear bumpers
- Handlebar wind deflectors

COLORS:

OUR SALES PITCH IS SIMPLE: RIDE IT.

THE OUTLANDER MAX DELIVERS TWO-UP CAPABILITY WITH THE MOST POWERFUL ENGINE IN EVERY CLASS. FEATURING A CONVERTIBLE RACK/SEAT SYSTEM (CRS) THAT LETS YOU GO FROM ONE-UP TO TWO-UP IN A MATTER OF SECONDS. ALONG WITH PASSENGER-FRIENDLY FEATURES LIKE A COMFORTABLE RAISED PASSENGER SEAT, STURDY ERGONOMIC PASSENGER HANDGRIPS AND RAISED FLOORBOARDS. FACTOR IN ITS NEW CAST-ALUMINUM WHEELS* AND YOU'LL REALIZE ONE THING: IT'S TIME TO STOP READING AND START RIDING.

*Not available on 400 EFI models

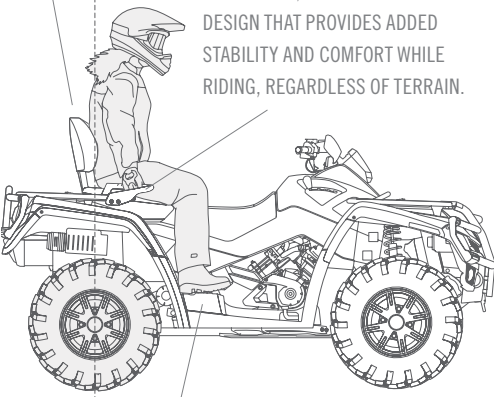
PERFORMANCE-INSPIRED PACKAGES:

- XT
- XT-P
- LTD

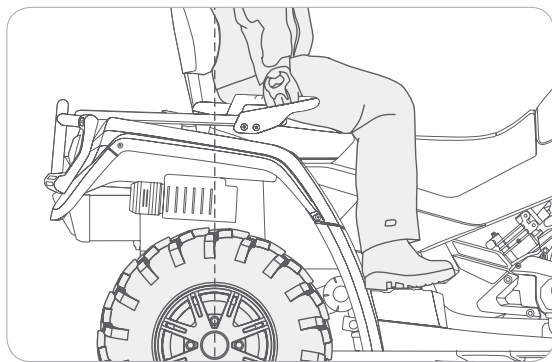
NEW GARMIN NÜVI™ 500 TOUCHSCREEN GPS (LTD only)

RAISED PASSENGER SEAT: GIVES THE PASSENGER A PROACTIVE SEATING POSITION FOR A CLEAR VIEW OF THE TRAIL AHEAD.

PASSENGER HANDGRIPS: ERGONOMIC, MULTI-POSITION DESIGN THAT PROVIDES ADDED STABILITY AND COMFORT WHILE RIDING, REGARDLESS OF TERRAIN.



RAISED FLOORBOARDS: PROVIDE THE PASSENGER WITH A SAFE, SECURE RIDING POSITION.



NEW 650-WATT MAGNETO TO POWER MORE ACCESSORIES

REDESIGNED FRONT FASCIA



OUTLANDER MAX 800R EFI LTD SHOWN

- CARLISLE ACT RADIAL TIRES
- HEAVY-DUTY BUMPERS
- 3,000-LB. BRP XL3000 WINCH
- CENTER SKID PLATE

	PERFORMANCE-INSPIRED PACKAGES			
	BASE	XT	XT-P	LTD
EXTENDED CHASSIS	x	x	x	x
RAISED PASSENGER SEAT	x	x	x	x
PASSENGER HANDGRIPS	x	x	x	x
CONVERTIBLE RACK/SEAT SYSTEM (CRS)	x	x	x	x
VISCO-LOK	REG	QE*	QE*	QE*
TTI REAR SUSPENSION	x	x	x	x
CAST-ALUMINUM WHEELS	REG	XT	XT-P	LTD
D.E.S.S.	x	x	x	x
DYNAMIC POWER STEERING (DPS)*		x	x	x
3,000-LB. BRP XL3000 WINCH		x	x	x
HEAVY-DUTY FRONT AND REAR BUMPERS		x	x	x
HANDLEBAR WIND DEFLECTORS		x	x	x
650-WATT MAGNETO*		x	x	x
MUD GUARDS			x	x
AIR CONTROL SUSPENSION (ACS)				x
GARMIN NÜVI™ 500 TOUCHSCREEN GPS				x

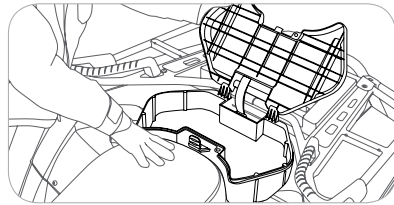
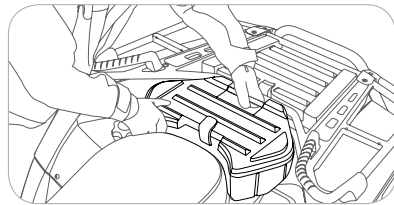
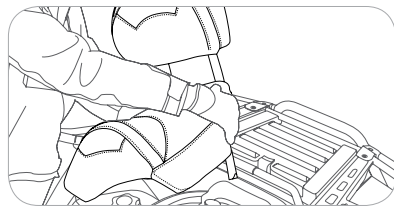
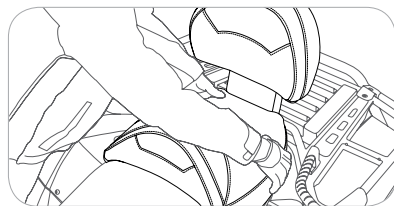
*Not available on 400 EFI models

CHASSIS

THE CHASSIS ON THE OUTLANDER MAX PLACES BOTH RIDERS IN FRONT OF THE REAR AXLE, RESULTING IN A STABLE RIDING PLATFORM AND A MORE COMFORTABLE RIDE FOR THE PASSENGER.



CONVERTIBLE RACK/SEAT SYSTEM (CRS):



CAN-AM'S INDUSTRY-EXCLUSIVE CRS ALLOWS THE OUTLANDER MAX TO GO FROM ONE-UP TO TWO-UP IN A MATTER OF SECONDS. IN ONE-UP MODE, THE RACK EXTENSION/TOTABLE STORAGE BOX OFFERS A LARGE TIE-DOWN AREA, PLUS A RECEPTACLE BIG ENOUGH FOR TOOLS, EQUIPMENT OR LUNCH.

CONVERT YOUR MAX TO TWO-UP MODE AND YOU AND YOUR PASSENGER WILL BE READY FOR WHATEVER LIES AHEAD. ONE RIDER OR TWO? THE CHOICE IS YOURS, EVERY TIME YOU GET ON.

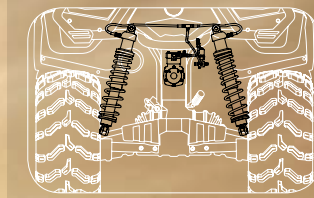


OUTLANDER MAX



**THE OUTLANDER MAX LTD.
ITS STANDARD FEATURES ARE ANYTHING BUT STANDARD.**

We've added new features to an ATV that was already loaded. This year, the Outlander MAX LTD comes newly equipped with Air Control Suspension (ACS), the industry's first suspension system that lets riders customize their ride on the fly. Plus, new additions like dual-mode Dynamic Power Steering (DPS), a Garmin Nüvi™ 500 touchscreen GPS, quick-engaging Visco-Lok QE and a new 500cc engine option. It's a quad that can only be appreciated in one place. And it's not in a brochure.



NEW AIR CONTROL SUSPENSION (ACS)

This innovative system is the industry's first air-controlled suspension that allows riders to adjust the preload level of the rear shocks with an onboard compressor. The Outlander MAX LTD features a handlebar-mounted button to make adjustments while riding without having to reach under the ATV.

SIX ON-THE-FLY, ADJUSTABLE SETTINGS

ACS features six preset levels that adjust shock preload levels on the fly. Meaning a more comfortable ride for one-up or two, with or without cargo.

HPG FOX™ RACING SHOX

Equipped with two high-pressure gas Fox Racing Shox shocks for the ultimate in trail performance.

COMPRESSOR HOSE TO FILL TIRES

ACS includes a hose that can be used to fill ATV tires while out on the trail.



NEW GARMIN NÜVI™ 500 TOUCHSCREEN GPS

High-end meets high-tech. This new portable GPS unit is rugged, waterproof and ready for the trails. The Outlander MAX LTD features a 3.5" touchscreen display, micro SD slot, and four modes for hiking, walking, boating and turn-by-turn directions for the car. Factor in its cradle-mounted rechargeable battery with eight hours of life and you have a GPS unit that's truly built for the long haul.



OUTLANDER MAX 800R EFI LTD / 500 EFI LTD



Outlander MAX 500 EFI LTD



Outlander MAX 800R EFI LTD

STANDARD FEATURES	800R Model: 71-HP Rotax 800cc EFI engine
	500 Model: 40.4-HP Rotax 500cc EFI engine
	NEW Air Control Suspension (ACS)
	NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
	NEW Visco-Lok QE (see page 9)
	NEW Garmin Nüvi™ 500 touchscreen GPS
	NEW LTD cast-aluminum wheels
	Carlisle ACT radial tires
	3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
	Heavy-duty front and rear bumpers
	Mud guards
	Handlebar wind deflectors
Premium 2-tone seat	
Comfort grips	
Chrome muffler trim	
NEW 650-watt magneto	
Painted plastic: 800R available in metallic grey or metallic red, 500 available in metallic grey	

COLORS: 800R

COLOR: 500



OUTLANDER MAX 800R EFI / 650 EFI / 500 EFI



COLORS:  800R / 650

COLORS:  500

STANDARD FEATURES

- 800R Model: 71-HP Rotax 800cc EFI engine
- 650 Model: Improved 60-HP Rotax 650cc EFI engine
- 500 Model: 40.4-HP Rotax 500cc EFI engine
- Ergonomic passenger backrest
- Convertible Rack/Seat System with totable storage box
- Raised floorboards
- Multi-position passenger handgrips
- Driver lumbar support
- NEW cast-aluminum wheels
- Double A-arm front suspension (500 model: MacPherson front suspension)
- TTI independent rear suspension
- Visco-Lok auto-locking differential
- Continuously Variable Transmission (CVT) with engine braking
- Center skid plate
- 26" radial tires (500 model: 25")
- Steel racks with 300-pound [136 kg] capacity
- D.E.S.S. electronic anti-theft system
- Multi-function full digital gauge



XT PACKAGE ADDS

- NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
- NEW Visco-Lok QE (see page 9)
- NEW XT cast-aluminum wheels (painted black for camo)
- 26" Carlisle ACT radial tires (500 model: 25")
- 3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
- Heavy-duty front and rear bumpers
- Handlebar wind deflectors
- NEW 650-watt magneto
- NEW industry-exclusive NEXT® G-1 Vista™ camouflage pattern

COLORS: 



XT-P PACKAGE ADDS

- NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
- NEW Visco-Lok QE (see page 9)
- NEW XT-P black cast-aluminum wheels with color-matched inserts
- 26" Carlisle ACT radial tires (500 model: 25")
- 3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
- Heavy-duty front and rear bumpers
- Handlebar wind deflectors
- NEW 650-watt magneto
- NEW XT-P mud guards
- NEW premium painted plastic: black coloration with yellow accents

COLOR: 

OUTLANDER MAX 400 EFI



STANDARD FEATURES

- 32-HP Rotax 400cc EFI engine
- Ergonomic passenger backrest
- Convertible Rack/Seat System with totable storage box
- Raised floorboards
- Multi-position passenger handgrips
- Driver lumbar support
- MacPherson front suspension
- TTI independent rear suspension
- Visco-Lok auto-locking front differential
- Continuously Variable Transmission (CVT) with engine braking
- Center skid plate
- 25" radial tires
- Steel racks with 300-pound [136 kg] capacity
- D.E.S.S. electronic anti-theft system
- Multi-function full digital gauge

COLORS: 



XT PACKAGE ADDS

- XT cast-aluminum wheels
- 25" Carlisle ACT radial tires
- 3,000-pound [1,361 kg] BRP XL3000 winch with roller fairlead, wired remote control and integrated remote storage
- Heavy-duty front and rear bumpers
- Handlebar wind deflectors

COLORS: 

**YOUR RIGHT THUMB.
THE ONLY SPOKESPERSON
WORTH LISTENING TO.**

THE RENEGADE IS THE RIGHT BLEND OF SPORT PERFORMANCE AND 4x4 TERRAIN ABILITY. AND FOR 2010, WE'VE DEVELOPED A NEW RACE-INSPIRED, CROSS-COUNTRY PACKAGE, THE RENEGADE 800R EFI X xc. COMPLETE WITH DUAL-MODE DYNAMIC POWER STEERING (DPS), QUICK-ENGAGING VISCO-LOK QE, FRONT SWAY BAR AND BEADLOCK WHEELS THAT PREVENT THE TIRE FROM BREAKING ITS BEAD FROM THE RIM DURING HEAVY ACCELERATION OR CORNERING. WE COULD GO ON. BUT NONE OF IT REALLY MATTERS UNTIL YOU RIDE IT.



NEW RACE-INSPIRED, CROSS-COUNTRY PACKAGE BORN FROM OUR GNCC RACING SUCCESS

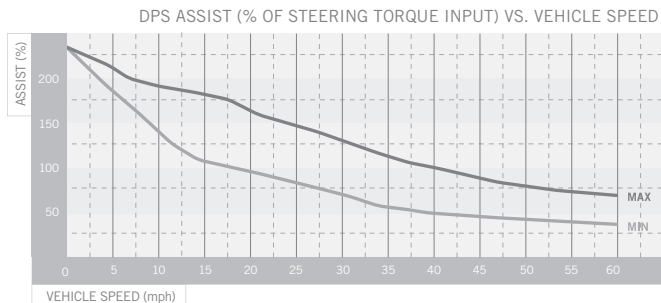
D.E.S.S.
DIGITALLY ENCODED SECURITY SYSTEM



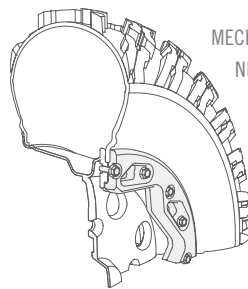
NEW DUAL-MODE DYNAMIC POWER STEERING (DPS)

- SPEED-SENSITIVE POWER STEERING SYSTEM
- RIDER-SELECTABLE MAX & MIN ASSIST MODES
- QUICKER RESPONSE TO STEERING TORQUE INPUT
- LESS KICKBACK, MORE FEEDBACK
- THIRD ASSIST MODE FOR TRACK KIT (see page 39)

AVAILABLE ON X xc MODEL (see page 12 for details)

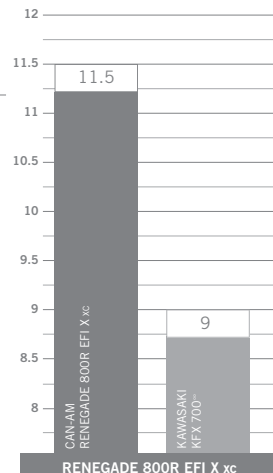


NEW BEADLOCK WHEELS WITH INNER REINFORCEMENT RINGS

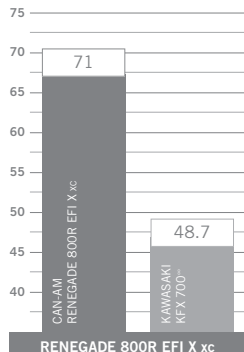


MECHANICAL FASTENING DEVICE THAT MAKES IT NEARLY IMPOSSIBLE FOR THE TIRE TO BREAK ITS BEAD FROM THE WHEEL DURING HEAVY ACCELERATION OR CORNERING. (X xc only)

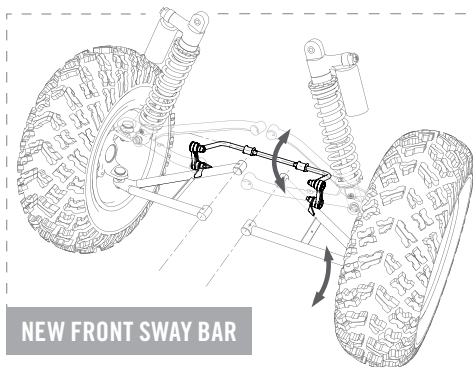
POWER-TO-WEIGHT RATIO (HP/100 LB.)**



HORSEPOWER*



*As per manufacturer's official MY09 declaration to the Air Resource Board.
**As per manufacturer's official MY09 declaration to the Air Resource Board and published dry weight in the rec-sport category.

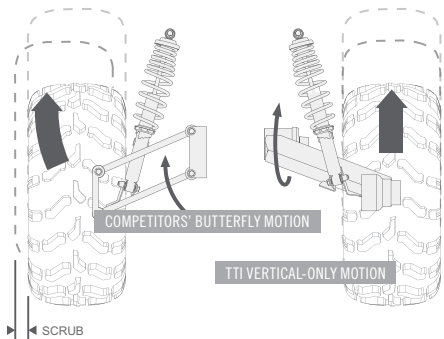


NEW FRONT SWAY BAR

THE INDUSTRY'S ONLY FRONT SWAY BAR HELPS KEEP ALL FOUR WHEELS ON THE GROUND IN EXTREME CORNERING SITUATIONS. (X xc only)

RS-TYPE TTI REAR SUSPENSION

THE ONLY INDEPENDENT REAR SUSPENSION DESIGNED TO ELIMINATE SCRUB AND CAMBER CHANGES. BECAUSE TTI ONLY MOVES UP AND DOWN – AND NEVER SIDE-TO-SIDE – THE VEHICLE MOVES ONLY IN THE DIRECTION YOU POINT IT. (see page 9)



4x60-WATT PROJECTOR BEAM LIGHTS

HANDLEBAR WIND DEFLECTORS

NEW 650-WATT MAGNETO

ALUMINUM SKID PLATE

RENEGADE 800R EFI X xc SHOWN

ITP HOLESHOT™ ATR SPORT RADIAL TIRES

X xc SHOCKS

KYB™ HPG SHOCKS WITH REMOTE RESERVOIR WITH DUAL-SPEED COMPRESSION, REBOUND AND THREADED PRELOAD ADJUSTMENTS

REAR

KYB™ HPG PIGGYBACK SHOCKS WITH DUAL-SPEED COMPRESSION, REBOUND AND THREADED PRELOAD ADJUSTMENTS

FRONT

	PERFORMANCE-INSPIRED PACKAGES	
	BASE	X xc
MOST POWER IN ITS CLASS	X	X
BEST POWER-TO-WEIGHT RATIO IN ITS CLASS	X	X
RS-TYPE DOUBLE A-ARM FRONT SUSPENSION WITH DIVE CONTROL GEOMETRY	X	X
RS-TYPE TTI REAR SUSPENSION	X	X
VISCO-LOK	REG	QE
FOUR 60W PROJECTOR BEAM LIGHTS	X	X
FULL FLOORBOARDS WITH KICK-UP ALUMINUM FOOTPEGS	X	X
D.E.S.S.	X	X
CENTER CAST-ALUMINUM WHEELS	X	
ALUMINUM BEADLOCK WHEELS		X
DYNAMIC POWER STEERING (DPS)		X
650-WATT MAGNETO		X
FRONT KYB HPG PIGGYBACK SHOCKS WITH DUAL-SPEED COMPRESSION ADJUSTMENT		X
REAR KYB HPG REMOTE RESERVOIR SHOCKS WITH DUAL-SPEED COMPRESSION ADJUSTMENT		X
ALUMINUM TAPER-PROFILE HANDLEBAR WITH SQUARE PAD		X
X PACKAGE GRAPHICS AND SEAT COVER		X



RENEGADE



RENEGADE 800R EFI



STANDARD FEATURES

- 71-HP Rotax 800cc EFI engine
- RS-Type double A-arm front suspension with dive-control geometry and 8.5" [216 mm] travel
- RS-Type TTI rear suspension with 9" [229 mm] travel
- Fade resistant HPG shocks
- Visco-Lok auto-locking front differential
- Lightweight, center-cast-aluminum wheels with ITP Holeshoot™ ATR sport radial tires
- Multi-purpose digital gauge
- Four 60W projector beam lights
- Full floorboards with kick-up aluminum footpegs
- Separate front and rear brake controls

COLORS: 

RENEGADE 800R EFI X xc



X xc PACKAGE ADDS

- NEW dual-mode Dynamic Power Steering (DPS) (see page 12)
- NEW Visco-Lok QE (see page 9)
- NEW beadlock wheels
- NEW front sway bar
- Front KYB™ HPG piggyback shocks with dual-speed compression, rebound and threaded preload adjustments
- Rear KYB™ HPG shocks with remote reservoir with dual-speed compression, rebound and threaded preload adjustments
- Aluminum skid plate
- NEW 650-watt magneto
- Handlebar wind deflectors
- Aluminum taper-profile handlebar with square pad
- NEW X xc package graphics
- NEW X xc package seat cover

COLOR: 

RENEGADE 500 EFI



STANDARD FEATURES

- 40.4-HP Rotax 500 EFI engine,
- RS-type double A-arm front suspension with dive-control geometry and 8.5" [216 mm] travel
- RS-type TTI rear suspension with 9" [229 mm] travel
- Motion control front and rear shocks
- Visco-Lok auto-locking front differential
- Lightweight, center-cast-aluminum wheels with ITP Holeshoot™ ATR sport radial tires
- Multi-function digital gauge
- Four 60W projector beam lights
- Full floorboards with kick-up aluminum pegs
- Separate front and rear brake controls

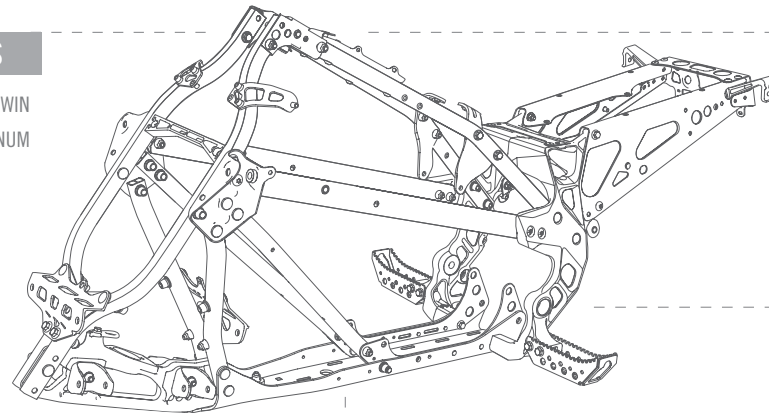
COLORS: 

**PERFORMANCE SHOULD BE A GIVEN,
NOT AN OPTION.**

IN DEVELOPING THE DS 450 EFI, WE COMPLETELY REINVENTED HOW A SPORT QUAD IS BUILT. EQUIPPING IT WITH INDUSTRY FIRSTS LIKE A NO-WELD ALL-ALUMINUM FRAME, HOLLOW REAR AXLE AND INVERTED BRAKE CALIPERS. IT ALL TRANSLATES TO LESS UNSPRUNG WEIGHT, MORE MASS CENTRALIZATION AND A BETTER POWER-TO-WEIGHT RATIO. WE THEN PUSHED THINGS EVEN FURTHER WITH TWO TERRAIN-SPECIFIC X MODELS – THE TIGHT-WOODS-RACING DS 450 X xc AND MOTOCROSS-INSPIRED DS 450 X mx. BOTH FEATURE AGGRESSIVE NEW X PACKAGE STYLING, AND BOTH ARE READY TO RACE RIGHT OUT OF THE BOX. FOR MORE INFORMATION, JUST PIN THE THROTTLE.

ALL-ALUMINUM, TWIN PYRAMIDAL FRAME WITH LOCK BOLTS

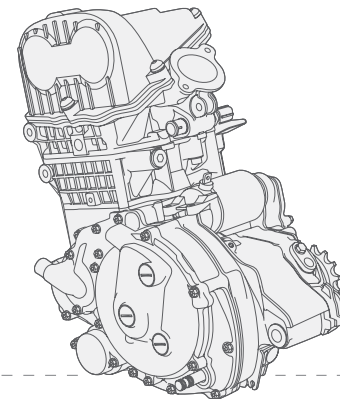
HIGH-STRENGTH ALUMINUM OFFERS A SIGNIFICANT WEIGHT ADVANTAGE TO STEEL. A TWIN PYRAMIDAL STRUCTURE DELIVERS SUPERIOR STRENGTH. AND HIGH-TENSILE, ALUMINUM LOCK BOLTS ELIMINATE THE NEED FOR WELDS AND HEAVY GUSSETS.



EXTRA-STRENGTH EXTENDED +1" STEERING STEM WITH ANTI-VIBE MOUNTS

45.3-HP ROTAX 449cc EFI ENGINE

ROTAX ENGINEERS UTILIZED HIGH-FLOW DYNAMICS TO ALLOW THIS 4-STROKE TO BREATHE EASILY AND PRODUCE MORE POWER. FEATURING THE LARGEST BORE (97 mm), INTAKE VALVES (38 mm) AND THROTTLE BODY (46 mm) IN THE INDUSTRY.



TERRAIN-SPECIFIC PACKAGES:

TRACK

MOTOCROSS-INSPIRED X mx MODEL



TRAIL

TIGHT-WOODS-RACING X xc MODEL



INVERTED BRAKE CALIPERS

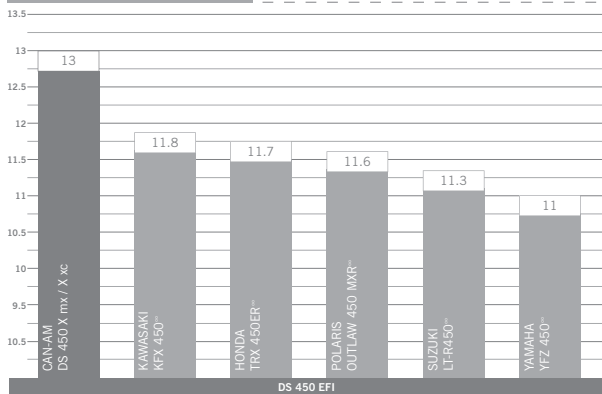
THIS INNOVATIVE DESIGN ENABLES THE TRADITIONAL STEEL SPINDLE SHAFT TO BE TRADED FOR A ONE-PIECE FORGED ALUMINUM KNUCKLE AND ALLOWS THE A-ARM BALL JOINTS TO FIT CLOSER TO THE WHEEL, BOTH OF WHICH PLAY AN IMPORTANT ROLE IN REDUCING FRONT UNSPRUNG WEIGHT AND IMPROVING HANDLING.



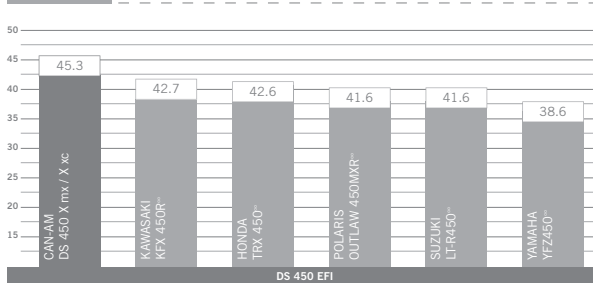
DS 450 X mx SHOWN

REDESIGNED FRONT GRILLE

POWER-TO-WEIGHT RATIO (HP/100 LB.)

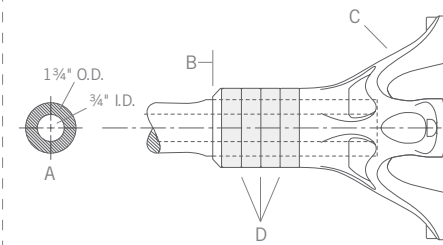


HORSEPOWER**



HOLLOW REAR AXLE

AN ATV'S REAR AXLE PLAYS A VITAL ROLE IN OBTAINING MOST MASS CENTRALIZATION, LOWEST WEIGHT AND LOWEST UNSPRUNG WEIGHT. TO ACHIEVE THESE OBJECTIVES, OUR TEAMS RETHOUGHT EVERY COMPONENT OF THE REAR AXLE.



- A – A HOLLOW AXLE SAVES 2 LB.
- B – A SHORTER AXLE
- C – EXTENDED HUBS REDUCE AXLE WEIGHT BY 2 LB.
- D – ADJUSTABLE 1/2" ALUMINUM* SPACERS (46" TO 50") SAVE 1 LB.

DS 450



*As per manufacturer's official MY09 declaration to the Air Resource Board and published dry weight in the rec-sport category.

**As per manufacturer's official MY09 declaration to the Air Resource Board.

*Available on DS 450 X mx and DS 450 X xc only.



DS 450 EFI



STANDARD FEATURES

- 45.3-HP Rotax 4-TEC 449cc, liquid-cooled, single-cylinder 4-stroke DOHC 4-valve head 97 x 60.8-mm bore and stroke
- EFI with 46-mm throttle body, 16-bit CPU with 32 MHz clock speed
- Electric start
- 5-speed manual transmission
- Chain drive with hollow, high-strength, steel axle
- No-weld, ALTEC twin-pyramidal aluminum frame
- R-type forged aluminum double A-arm front suspension
- KYB™ HPG aluminum piggyback front shocks with compression, rebound & threaded preload adjustments and 9.5" [241 mm] of travel
- R-type cast-aluminum swingarm rear suspension
- KYB™ HPG aluminum piggyback rear shock with compression, rebound & threaded preload adjustments and 10.5" [267 mm] of travel
- ITP Holeshot™ SR front and rear tires
- Polished-aluminum wheels
- NEW redesigned front grille

COLOR:

DS 450 EFI X mx



X mx PACKAGE ADDS

- +2" double A-arms with adjustable caster and camber give a 50" front stance
- Kashima-coated KYB™ HPG C40 aluminum piggyback front shocks with dual-speed compression, rebound and threaded preload adjustments and 10.7" [272 mm] of travel
- KYB™ HPG C46 aluminum remote-reservoir rear shock with dual-speed compression, rebound and threaded preload adjustments, and 10.7" [272 mm] of travel
- 7" [179 mm] factory-set ride height (175-lb. rider)
- Adjustable-width hollow rear axle (from 46" [1.17 m] to 50" [1.27 m] by increments of 0.5" [12.7 mm] per spacer)
- 20x6-10 ITP QuadCross MX PRO™ front tires

COLOR:

- 18x10-8 ITP QuadCross MX PRO rear tires
- Black aluminum ITP 10x5 T-9 GP front wheels
- Black aluminum ITP 8x8 T-9 Trac-lock (beadlock) rear wheels
- Extra-strength extended 1" [25.4 mm] steering stem with anti-vibe mounts
- Lightweight aluminum nerf bars with NEW netted heel guards
- Aluminum 6061-T6 taper-profile handlebar with square pad
- Aluminum front bumper, number plate ready
- Redesigned X package styling: NEW X package seat cover, race graphics, yellow/black color scheme with painted and anodized black frame

DS 450 EFI X xc



X xc PACKAGE ADDS

- R-type forged aluminum double A-arms with adjustable caster
- KYB™ HPG C36 aluminum piggyback front shocks with dual-speed compression, rebound and threaded preload adjustments and 9.6" [245 mm] of travel
- KYB™ HPG C40 aluminum piggyback rear shock with dual-speed compression, rebound and threaded preload adjustments and 10.5" [267 mm] of travel
- 7.5" [190 mm] factory-set ride height (175-lb. rider)
- Adjustable-width hollow rear axle (from 46" [1.17 m] to 50" [1.27 m] by increments of 0.5" [12.7 mm] per spacer)
- Extra-strength extended 1" [25.4 mm] steering stem with anti-vibe mounts
- 21x7-10 ITP Holeshot GNCC 6-ply front tires
- 20x10-9 ITP Holeshot GNCC 6-ply rear tires

COLOR:

- Black aluminum ITP 10x5 T-9 Trac-lock front wheels
- Black aluminum ITP 9x8 T-9 Trac-lock rear wheels
- 3-mm full aluminum chassis skid plate
- 5-mm full aluminum swing arm skid plate
- Aluminum nerf bars with removable heel guards
- Aluminum 6061-T6 taper-profile handlebar with square pad
- Aluminum front bumper, number plate ready
- Handlebar wind deflectors
- Redesigned X package styling: NEW X package seat cover, race graphics, yellow/black color scheme with painted and anodized black frame

DS 250



The DS 250 is a quad built for riders on the rise. Featuring a lively 249.4cc liquid-cooled engine, a smooth Continuously Variable Transmission (CVT), and hydraulic front and rear disc brakes for added control when you need it most. It's an ATV designed to take you to the next level. And it's waiting to be unleashed on the nearest track or trail.



14
AND UP

STANDARD FEATURES

- NEW: Recommended for 14 years old and up
- 249.4cc liquid-cooled engine
- Continuously Variable Transmission (CVT)
- Electric start
- Hydraulic front and rear disc brakes with steel-braided brake lines
- Double A-arm front suspension
- Preload adjustable front and rear shocks
- Built-in throttle limiter

COLOR:

DS 90/70



The Can-Am youth ATVs deliver all the safety features you demand for your children, without compromising their fun. Your kids will love not having to shift gears or get off the vehicle to go into reverse, thanks to the CVT transmission with forward/neutral/reverse. They'll also appreciate the smooth ride with better bump absorption from the long travel suspension. Best of all, so will you.

DS 90



10
AND UP

STANDARD FEATURES

- NEW: Recommended for 10 years old and up
- 89.5cc 4-stroke engine (CARB "Green Label" certified)
- Fully automatic Continuously Variable Transmission (CVT) with F/N/R
- Long travel suspension
- Built-in throttle limiter
- Key-operated ignition switch
- Electric start with a backup kick-start
- Full floorboards
- Day lights
- 0.7 US gal. (2.7 l) storage compartment

COLOR:

DS 90 X



10
AND UP

X PACKAGE ADDS

- NEW: Recommended for 10 years old and up
- 43" wide double A-arm with HPG piggyback shocks, with 7" of travel
- Swingarm with 41" wide and HPG piggyback shock, with 9" of travel
- Black aluminum wheels
- Hydraulic front and rear disc brakes
- Square race-style handlebar pad
- Handlebar riser block (+1")
- Aluminum front bumper with number plate
- Nerf bars
- Racing kick-up pegs
- Sport-look exhaust
- NEW X package graphic
- NEW X package seat cover

COLOR:

DS 70



6
AND UP

STANDARD FEATURES

- 69cc 4-stroke engine (CARB "Green Label" certified)
- Fully automatic Continuously Variable Transmission (CVT) with F/N/R
- Long travel suspension
- Built-in throttle limiter
- Key-operated ignition switch
- Electric start with a backup kick-start
- Full floorboards
- Day lights
- 0.7 US gal. (2.7 l) storage compartment

COLOR:

ACCESSORIES



DS 450 ACCESSORIES

1. A-ARM PROTECTORS
2. X PACKAGE CHASSIS SKID PLATE
3. X PACKAGE NERF BARS
4. FRONT FENDER EXTENSIONS
5. SPEEDOMETER
6. RADIATOR PROTECTOR
7. X PACKAGE SEAT
8. X PACKAGE FRONT ALUMINUM BUMPER
9. FRONT SHOCK PROTECTORS
10. FRONT PLASTIC GRILLE
11. NUMBER PLATE
12. HANDLEBAR WIND DEFLECTORS
13. REAR ALUMINUM BASKETS

RENEGADE ACCESSORIES

1. CENTER CONSOLE DAY LIGHT
2. REAR ALUMINUM RACK
3. FRONT SHOCK PROTECTORS
4. HANDLEBAR WIND DEFLECTORS
5. MIRROR
6. A-ARM PROTECTORS
7. XT15 WARN™ WINCH KIT
8. RENEGADE RIM KIT



RIDING GEAR

MEN
X Race Jersey



X Race Pants



X Race Gloves



Can-Am ATV Pro Cross
Mechanitime Helmet



RIDING GEAR

MEN
Team Jersey



Team Riding Pants



Team Riding Gloves



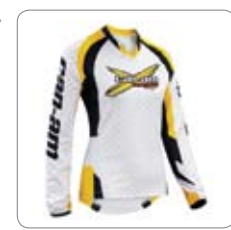
Team Cap



Can-Am ATV Critter
Cross Helmet



LADIES
Team Jersey



Team Pants



Team Gloves



Can-Am ATV Team
Cross Helmet





OUTLANDER ACCESSORIES

- | | |
|-----|---------------------------|
| 1. | FRONT SHOCK PROTECTORS |
| 2. | XT FRONT BUMPER KIT |
| 3. | ULTRA HIGH WINDSHIELD KIT |
| 4. | FRONT RACK EXTENSION |
| 5. | MUD GUARD KIT |
| 6. | FENDER PROTECTORS |
| 7. | REAR TRUNK BOX |
| 8. | MIRROR |
| 9. | LOWER BUMPER EXTENSION |
| 10. | A-ARM PROTECTORS |
| 11. | FLASHER AND HORN KIT |

NEW APACHE™ WIDE TRACK SYSTEMS

THE INDUSTRY'S WIDEST TRACK

A NEW 13 5/8" X 1" (34.6 CM X 2.5 CM) REAR TRACK PROFILE PROVIDES A LARGER FOOTPRINT AND INDUSTRY-LEADING FLOTATION. WITH AN 11.5" (29 CM) ARC-SHAPED FRONT TRACK THAT REDUCES VIBRATION AND STEERING EFFORT. AVAILABLE IN STUDDED AND UNSTUDDED VERSIONS.

INCLUDED WITH APACHE WT SYSTEMS:

3RD DPS MODE FOR APACHE WT SYSTEMS

THIS REVOLUTIONARY 3RD DPS MODE OPTIMIZES POWER STEERING PERFORMANCE WHEN INSTALLED WITH THE APACHE WT SYSTEM. IT MAXIMIZES STEERING AGILITY AT LOWER SPEEDS WHILE PROVIDING FIRMER STEERING AT CRUISING SPEEDS. IT ALSO PROVIDES A SPEED CORRECTION FACTOR FOR THE SPEEDOMETER.

REAR MOUNTING KIT

MAINTAINS CONSTANT CONTACT WITH THE GROUND, INCREASING TRACTION THROUGHOUT SUSPENSION TRAVEL. REDUCED INSTALLATION TIME.

FRONT MOUNTING KIT

A SIMPLIFIED SYSTEM THAT REDUCES INSTALLATION TIME. ALLOWS FOR SMOOTHER STEERING WITH LESS EFFORT AND REDUCED STRESS ON THE FRONT SUSPENSION.



RIDING GEAR

MEN

Can-Am Riding Jacket



Can-Am Cross Pants



Can-Am Cap



Mud Jacket



Mud Pants



RIDING GEAR

MEN

Winter Jacket



Winter Highpants



Can-Am Winter Riding Gloves





Can-Am Winter Riding Mitts



Can-Am GS-2 Full Face Helmet



	OUTLANDER 800R EFI	OUTLANDER 650 EFI	OUTLANDER 500 EFI	OUTLANDER 400 EFI	OUTLANDER MAX 800R EFI	OUTLANDER MAX 650 EFI	OUTLANDER MAX 500 EFI	OUTLANDER MAX 400 EFI		
ENGINE	Type	799.9cc, V-twin, liquid-cooled, SOHC, 8-valve (4-valve/cyl)	649.6cc, V-twin, liquid-cooled, SOHC, 8-valve (4-valve/cyl)	499.6cc, V-twin, liquid-cooled, SOHC, 8-valve (4-valve/cyl)	400cc, single cylinder, liquid-cooled, SOHC, 4-valve	799.9cc, V-twin, liquid-cooled, SOHC, 8-valve (4-valve/ cyl)	649.6cc, V-twin, liquid-cooled, SOHC, 8-valve (4-valve/ cyl)	499.6cc, V-twin, liquid-cooled, SOHC, 8-valve (4-valve/ cyl)	400cc, single cylinder, liquid-cooled, SOHC, 4-valve	
	Bore & Stroke	91 x 62 mm	82 x 62 mm	82 x 47 mm	91 x 61.5 mm	91 x 62 mm	82 x 62 mm	82 x 47 mm	91 x 61.5 mm	
	EFI System/Carburetor	46mm throttle body, 2 Siemens [®] VDO injectors	46mm throttle body, 2 Siemens VDO injectors	46mm throttle body, 2 Siemens VDO injectors	46mm throttle body, Siemens VDO injector	46mm throttle body, 2 Siemens VDO injectors	46mm throttle body, 2 Siemens VDO injectors	46mm throttle body, 2 Siemens VDO injectors	46mm throttle body, Siemens VDO injector	
	Starting System	Electric	Electric	Electric	Electric w/ auxiliary recoil	Electric	Electric	Electric	Electric w/ auxiliary recoil	
	Transmission	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	
Drivetrain	Selectable 2w/ 4w shaft driven with Visco-Lok front differential	Selectable 2w/ 4w shaft driven with Visco-Lok front differential	Selectable 2w/ 4w shaft driven with Visco-Lok front differential	Selectable 2w/ 4w shaft driven with Visco-Lok front differential	Selectable 2w/ 4w shaft driven with Visco-Lok front differential	Selectable 2w/ 4w shaft driven with Visco-Lok front differential	Selectable 2w/ 4w shaft driven with Visco-Lok front differential	Selectable 2w/ 4w shaft driven with Visco-Lok front differential		
CHASSIS	Frame	SST	SST	SST	SST	SST	SST	SST	SST	
	Front Suspension Type/Shocks	Double A-arm	Double A-arm	MacPherson	MacPherson	Double A-arm	Double A-arm	MacPherson	MacPherson	
	Front Suspension Travel	8 in (203 mm)	8 in (203 mm)	7 in (178 mm)	7 in (178 mm)	8 in (203 mm)	8 in (203 mm)	7 in (178 mm)	7 in (178 mm)	
	Rear Suspension Type/Shocks	TTI independent	TTI independent	TTI independent	TTI independent	TTI independent	TTI independent	TTI independent	TTI independent	
	Rear Suspension Travel	9 in (229 mm)	9 in (229 mm)	9 in (229 mm)	8 in (203 mm)	9 in (229 mm)	9 in (229 mm)	9 in (229 mm)	8 in (203 mm)	
	Front Brake	2 inboard hydraulic discs	2 inboard hydraulic discs	2 inboard hydraulic discs	2 inboard hydraulic discs	2 inboard hydraulic discs	2 inboard hydraulic discs	2 inboard hydraulic discs	2 inboard hydraulic discs	
	Rear Brake	1 inboard hydraulic disc	1 inboard hydraulic disc	1 inboard hydraulic disc	1 inboard hydraulic disc	1 inboard hydraulic disc	1 inboard hydraulic disc	1 inboard hydraulic disc	1 inboard hydraulic disc	
	Tires/Front	26 x 8 x 12 in 660 x 203 x 305 mm	26 x 8 x 12 in 660 x 203 x 305 mm	25 x 8 x 12 in 635 x 203 x 305 mm	25 x 8 x 12 in 635 x 203 x 305 mm	26 x 8 x 12 in 660 x 203 x 305 mm	26 x 8 x 12 in 660 x 203 x 305 mm	25 x 8 x 12 in 635 x 203 x 305 mm	25 x 8 x 12 in 635 x 203 x 305 mm	
	Tires/Rear	26 x 10 x 12 in 660 x 254 x 305 mm	26 x 10 x 12 in 660 x 254 x 305 mm	25 x 11 x 12 in 635 x 279 x 305 mm	25 x 11 x 12 in 635 x 279 x 305 mm	26 x 10 x 12 in 660 x 254 x 305 mm	26 x 10 x 12 in 660 x 254 x 305 mm	25 x 11 x 12 in 635 x 279 x 305 mm	25 x 11 x 12 in 635 x 279 x 305 mm	
	Wheels	NEW cast-aluminum wheels	NEW cast-aluminum wheels	NEW cast-aluminum wheels	Steel	NEW cast-aluminum wheels	NEW cast-aluminum wheels	NEW cast-aluminum wheels	Steel	
DIMENSIONS	L x W x H (in)	86 x 46 x 45 in	86 x 46 x 45 in	86 x 46 x 45 in	86 x 46 x 45 in	94 x 46 x 45 in	94 x 46 x 45 in	94 x 46 x 45 in	94 x 46 x 45 in	
	L x W x H (mm)	2,184 x 1,168 x 1,143 mm	2,184 x 1,168 x 1,143 mm	2,184 x 1,168 x 1,143 mm	2,184 x 1,168 x 1,143 mm	2,387 x 1,168 x 1,143 mm	2,387 x 1,168 x 1,143 mm	2,387 x 1,168 x 1,143 mm	2,387 x 1,168 x 1,143 mm	
	Wheelbase	51 in (1,295 mm)	51 in (1,295 mm)	51 in (1,295 mm)	49 in (1,244 mm)	59 in (1,499 mm)	59 in (1,499 mm)	59 in (1,499 mm)	57 in (1,447 mm)	
	Seat Height	34.5 in (877 mm)	34.5 in (877 mm)	34.5 in (877 mm)	35 in (889 mm)	34.5 in (877 mm)	34.5 in (877 mm)	34.5 in (877 mm)	35 in (889 mm)	
	Ground Clearance	12 in (305 mm)	12 in (305 mm)	11 in (279 mm)	9.3 in (236 mm)	12 in (305 mm)	12 in (305 mm)	11 in (279 mm)	9.3 in (236 mm)	
	Dry Weight	669 lb (303 kg)	669 lb (303 kg)	654 lb (297 kg)	630 lb (296 kg)	719 lb (326 kg)	719 lb (326 kg)	704 lb (319 kg)	680 lb (308 kg)	
	Towing Capacity	1,300 lb (590 kg)	1,300 lb (590 kg)	1,300 lb (590 kg)	1,100 lb (500 kg)	1,300 lb (590 kg)	1,300 lb (590 kg)	1,300 lb (590 kg)	1,100 lb (500 kg)	
	Rack Capacity	Front: 100 lb (45 kg) Rear: 200 lb (91 kg)	Front: 100 lb (45 kg) Rear: 200 lb (91 kg)	Front: 100 lb (45 kg) Rear: 200 lb (91 kg)	Front: 100 lb (45 kg) Rear: 200 lb (91 kg)	Front: 100 lb (45 kg) Rear: 200 lb (91 kg)	Front: 100 lb (45 kg) Rear: 200 lb (91 kg)	Front: 100 lb (45 kg) Rear: 200 lb (91 kg)	Front: 100 lb (45 kg) Rear: 200 lb (91 kg)	
	Storage	Rear: 5.3 US gal (20L)	Rear: 5.3 US gal (20L)	Rear: 5.3 US gal (20L)	Rear: 5.3 US gal (20L)	Rear: 5.3 US gal (20L) CRS (Convertible Rack System)	Rear: 5.3 US gal (20L) CRS (Convertible Rack System)	Rear: 5.3 US gal (20L) CRS (Convertible Rack System)	Rear: 5.3 US gal (20L) CRS (Convertible Rack System)	
	Fuel Capacity	4.3 US gal (16.3L)	4.3 US gal (16.3L)	4.3 US gal (16.3L)	4.3 US gal (16.3L)	4.3 US gal (16.3L)	4.3 US gal (16.3L)	4.3 US gal (16.3L)	4.3 US gal (16.3L)	
FEATURES	Instrumentation	Multi-function digital LCD gauge: Speedometer, tachometer (bar graph RPM, bottom bar numerical RPM), odometer, trip & hour meters, diagnostic center, gear position, engine hour meter, 4x4 indicator, temperature & engine lights, fuel gauge, auto shut off after 15 minutes	Multi-function digital LCD gauge: Speedometer, tachometer (bar graph RPM, bottom bar numerical RPM), odometer, trip & hour meters, diagnostic center, gear position, engine hour meter, 4x4 indicator, temperature & engine lights, fuel gauge, auto shut off after 15 minutes	Multi-function digital LCD gauge: Speedometer, tachometer (bar graph RPM, bottom bar numerical RPM), odometer, trip & hour meters, diagnostic center, gear position, engine hour meter, 4x4 indicator, temperature & engine lights, fuel gauge, auto shut off after 15 minutes	Multi-function digital LCD gauge: Speedometer, tachometer (bar graph RPM, bottom bar numerical RPM), odometer, trip & hour meters, diagnostic center, gear position, engine hour meter, 4x4 indicator, temperature & engine lights, fuel gauge, auto shut off after 15 minutes	Multi-function digital LCD gauge: Speedometer, tachometer (bar graph RPM, bottom bar numerical RPM), odometer, trip & hour meters, diagnostic center, gear position, engine hour meter, 4x4 indicator, temperature & engine lights, fuel gauge, auto shut off after 15 minutes	Multi-function digital LCD gauge: Speedometer, tachometer (bar graph RPM, bottom bar numerical RPM), odometer, trip & hour meters, diagnostic center, gear position, engine hour meter, 4x4 indicator, temperature & engine lights, fuel gauge, auto shut off after 15 minutes	Multi-function digital LCD gauge: Speedometer, tachometer (bar graph RPM, bottom bar numerical RPM), odometer, trip & hour meters, diagnostic center, gear position, engine hour meter, 4x4 indicator, temperature & engine lights, fuel gauge, auto shut off after 15 minutes	Multi-function digital LCD gauge: Speedometer, tachometer (bar graph RPM, bottom bar numerical RPM), odometer, trip & hour meters, diagnostic center, gear position, engine hour meter, 4x4 indicator, temperature & engine lights, fuel gauge, auto shut off after 15 minutes	
	Anti-theft System	D.E.S.S. (Digital Encoded Security System)	D.E.S.S. (Digital Encoded Security System)	D.E.S.S. (Digital Encoded Security System)	D.E.S.S. (Digital Encoded Security System)	D.E.S.S. (Digital Encoded Security System)	D.E.S.S. (Digital Encoded Security System)	D.E.S.S. (Digital Encoded Security System)	D.E.S.S. (Digital Encoded Security System)	
	Electrical	Prewired for winch	Prewired for winch	Prewired for winch	Prewired for winch	Prewired for winch	Prewired for winch	Prewired for winch	Prewired for winch	
	Lighting	2 fender mounted headlamps (35W) with tail light/ brake light	2 fender mounted headlamps (35W) with tail light/ brake light	2 fender mounted headlamps (35W) with tail light/ brake light	2 fender mounted headlamps (35W) with tail light/ brake light	2 fender mounted headlamps (35W) with tail light/ brake light	2 fender mounted headlamps (35W) with tail light/ brake light	2 fender mounted headlamps (35W) with tail light/ brake light	2 fender mounted headlamps (35W) with tail light/ brake light	
	DC Outlet	Lighter type in console, standard connector in the back (15A)	Lighter type in console, standard connector in the back (15A)	Lighter type in console, standard connector in the back (15A)	Lighter type in console, standard connector in the back (15A)	Lighter type in console, standard connector in the back (15A)	Lighter type in console, standard connector in the back (15A)	Lighter type in console, standard connector in the back (15A)	Lighter type in console, standard connector in the back (15A)	
PACKAGE	Standard Colors	Yellow, Viper Red	Yellow, Viper Red	Yellow, Green	Green, Viper Red	Yellow, Viper Red	Yellow, Viper Red	Yellow, Green	Green, Viper Red	
	Package(s) Available	XT: NEW dual-mode Dynamic Power Steering (DPS), NEW Visco-Lok QE, NEW XT cast-aluminum wheels, NEW 650-watt magneto, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle [™] ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Colors: Yellow, Viper Red, Camo	XT: NEW dual-mode Dynamic Power Steering (DPS), NEW Visco-Lok QE, NEW XT cast-aluminum wheels, NEW 650-watt magneto, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Colors: Yellow, Viper Red, Camo	XT: NEW dual-mode Dynamic Power Steering (DPS), NEW Visco-Lok QE, NEW XT cast-aluminum wheels, NEW 650-watt magneto, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Colors: Yellow, Viper Red, Camo	XT: BRP XL3000 winch with roller fairlead and wired remote control, XT cast-aluminum wheels, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Colors: Yellow, Viper Red	XT: NEW dual-mode Dynamic Power Steering (DPS), NEW Visco-Lok QE, NEW XT cast-aluminum wheels, NEW 650-watt magneto, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Colors: Yellow, Viper Red, Camo	XT: NEW dual-mode Dynamic Power Steering (DPS), NEW Visco-Lok QE, NEW XT cast-aluminum wheels, NEW 650-watt magneto, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Colors: Yellow, Viper Red, Camo	XT: NEW dual-mode Dynamic Power Steering (DPS), NEW Visco-Lok QE, NEW XT cast-aluminum wheels, NEW 650-watt magneto, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Colors: Yellow, Viper Red, Camo	XT: NEW dual-mode Dynamic Power Steering (DPS), NEW Visco-Lok QE, NEW XT cast-aluminum wheels, NEW 650-watt magneto, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Colors: Yellow, Viper Red, Camo	XT: XT cast-aluminum wheels, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Colors: Yellow, Viper Red
		XT-P: NEW dual-mode DPS, NEW Visco-Lok QE, NEW XT-P black cast-aluminum wheels with yellow inserts, NEW 650-watt magneto, painted black plastic with yellow side panels, NEW XT-P mud guards, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Color: Black with Yellow side panels	XT-P: NEW dual-mode DPS, NEW Visco-Lok QE, NEW XT-P black cast-aluminum wheels with yellow inserts, NEW 650-watt magneto, painted black plastic with yellow side panels, NEW XT-P mud guards, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Color: Black with Yellow side panels	XT-P: NEW dual-mode DPS, NEW Visco-Lok QE, NEW XT-P black cast-aluminum wheels with yellow inserts, NEW 650-watt magneto, painted black plastic with yellow side panels, NEW XT-P mud guards, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Color: Black with Yellow side panels		XT-P: NEW dual-mode DPS, NEW Visco-Lok QE, NEW XT-P black cast-aluminum wheels with yellow inserts, NEW 650-watt magneto, painted black plastic with yellow side panels, NEW XT-P mud guards, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Color: Black with Yellow side panels	XT-P: NEW dual-mode DPS, NEW Visco-Lok QE, NEW XT-P black cast-aluminum wheels with yellow inserts, NEW 650-watt magneto, painted black plastic with yellow side panels, NEW XT-P mud guards, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Color: Black with Yellow side panels	XT-P: NEW dual-mode DPS, NEW Visco-Lok QE, NEW XT-P black cast-aluminum wheels with yellow inserts, NEW 650-watt magneto, painted black plastic with yellow side panels, NEW XT-P mud guards, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Color: Black with Yellow side panels	XT-P: NEW dual-mode DPS, NEW Visco-Lok QE, NEW XT-P black cast-aluminum wheels with yellow inserts, NEW 650-watt magneto, painted black plastic with yellow side panels, NEW XT-P mud guards, BRP XL3000 winch with roller fairlead and wired remote control, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, handlebar wind deflectors Color: Black with Yellow side panels	
						LTD: NEW Garmin Nüvi 500 touchscreen GPS, NEW rear Air Control Suspension (ACS), NEW dual-mode Dynamic Power Steering (DPS), NEW Visco-Lok QE, NEW LTD cast-aluminum wheels, NEW 650-watt magneto, BRP XL3000 winch with roller fairlead and wired remote control, painted plastic, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, mud guards, handlebar wind deflectors, premium 2-tone seat, comfort grips, chrome muffler trim Colors: Radiant Red Metallic, Steel Grey Metallic		LTD: NEW Garmin Nüvi 500 touchscreen GPS, NEW rear Air Control Suspension (ACS), NEW dual-mode Dynamic Power Steering (DPS), NEW Visco-Lok QE, NEW LTD cast-aluminum wheels, NEW 650-watt magneto, BRP XL3000 winch with roller fairlead and wired remote control, painted plastic, aggressive Carlisle ACT radial tires, heavy-duty front & rear bumpers, mud guards, handlebar wind deflectors, premium 2-tone seat, comfort grips, chrome muffler trim Color: Steel Grey Metallic		

	RENEGADE 800R EFI	RENEGADE 500 EFI	DS 250 EFI	DS 90 EFI	DS 70 EFI	DS 450 EFI	DS 450 EFI PACKAGES
ENGINE	Type	799.9cc, V-twin, liquid-cooled, SOHC, 8-valve (4-valve/cyl)	499.6cc, V-twin, liquid-cooled, SOHC, 8-valve (4-valve/cyl)	249.4cc, single cylinder, liquid-cooled, SOHC, 4-valve	89.5cc, single, air-cooled, SOHC, 2-valve	69cc, single, air-cooled, SOHC, 2-valve	449.3cc, single cylinder, liquid-cooled, DOHC, 4-valve head with high-flow "Durchzugskraft" design, 38 mm intake valve, 31 mm Nimonol – alloy
	Bore & Stroke	91 x 62 mm	82 x 47 mm	71 x 63 mm	49.5 x 48 mm	47 x 40 mm	97 x 60.8 mm
	EFI System/Carburetor	46mm throttle body, 2 Siemens VDO injectors	46mm throttle body, 2 Siemens VDO injectors	Keihin® PTG 23	Carburetion, Keihin	Carburetion, Keihin	46 mm throttle body, 16 bit/32 MHz CPU
	Starting System	Electric	Electric	Electric	Electric & kick start	Electric & kick start	Electric
	Transmission	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	CVT, sub-transmission with high, low, park, neutral & reverse. Standard engine braking	Automatic CVT, sub-transmission with forward, neutral & reverse	Automatic CVT, with forward, neutral & reverse	Automatic CVT, with forward, neutral & reverse	Automatic CVT, with forward, neutral & reverse
CHASSIS	Drivetrain	Selectable 2w/4w shaft driven with Visco-Lok front differential	Selectable 2w/4w shaft driven with Visco-Lok front differential	Chain driven/solid axle	Chain driven/solid axle	Chain driven/solid axle	520 0-ring high capacity chain, aluminum sprocket hub, aluminum sprocket, Chromoly hollow rear axle
	Frame	SST	SST	DS 250	DS 90	DS 70	ALTEC dual-pyramidal aluminum
	Front Suspension Type/Shocks	RS-Type double A-arm, forged aluminum upper arm/HPG shocks	RS-Type double A-arm, forged aluminum upper arm/Motion Control shocks	Double A-arm, 5-position preload adjustable	Independent A-arm	Independent A-arm	R-Type forged aluminum double A-arm, KYB HPG piggyback shocks with compression, rebound and preload adjustments
	Front Suspension Travel	8.5 in (216 mm)	8.5 in (216 mm)	5.5 in (140 mm)	3.4 in (86 mm)	3.4 in (86 mm)	9.5 in (241 mm)
	Rear Suspension Type/Shocks	RS-Type TTI independent/HPG shocks	RS-Type TTI independent/Motion Control shocks	Swingarm, 5-position preload adjustable	Swingarm	Swingarm	R-Type cast-aluminum swingarm, KYB HPG piggyback shocks with compression, rebound and preload adjustments
	Rear Suspension Travel	9 in (229 mm)	9 in (229 mm)	6.7 in (170 mm)	6.3 in (160 mm)	6.3 in (160 mm)	10.5 in (267 mm)
	Front Brake	2 hydraulic discs	2 inboard hydraulic discs	2 hydraulic discs	Double drum	Double drum	Dual 182 mm wave type discs with inverted twin-piston calipers
	Rear Brake	1 inboard hydraulic disc	1 inboard hydraulic disc	1 hydraulic disc	Drum	Drum	198 mm wave type rotor with single-piston caliper
	Tires/Front	ITP Holeshot ATR 25 x 8 x 12 in 635 x 203 x 305 mm	ITP Holeshot ATR 25 x 8 x 12 in 635 x 203 x 305 mm	22 x 7 x 10 in 559 x 178 x 254 mm	19 x 7 x 8 in 483 x 178 x 203 mm	19 x 7 x 8 in 483 x 178 x 203 mm	ITP Holeshot™ SR 21 x 7R-10 in 533 x 178R-254 mm
	Tires/Rear	ITP Holeshot ATR 25 x 10 x 12 in 635 x 254 x 305 mm	ITP Holeshot ATR 25 x 10 x 12 in 635 x 254 x 305 mm	20 x 11 x 9 in 508 x 279 x 229 mm	18 x 9.5 x 8 in 457 x 241 x 203 mm	18 x 9.5 x 8 in 457 x 241 x 203 mm	ITP Holeshot™ SR 20 x 10R-9 in 508 x 254R-299 mm
DIMENSIONS	Wheels	Center-cast-aluminum	Center-cast-aluminum	Steel	Steel	Steel	Polished aluminum
	L x W x H (in)	86 x 46 x 45 in	86 x 46 x 45 in	72 x 40.5 x 43.5 in	59.8 x 35.6 x 36.8 in	59.8 x 35.6 x 36.8 in	72.4 x 46 x 41.9 in
	L x W x H (mm)	2,184 x 1,168 x 1,143 mm	2,184 x 1,168 x 1,143 mm	1,830 x 1,030 x 1,105 mm	1,520 x 905 x 935 mm	1,520 x 905 x 935 mm	1,839 x 1,168 x 1,064 mm
	Wheelbase	51 in (1,295 mm)	51 in (1,295 mm)	47 in (1,187 mm)	39 in (1,000 mm)	39 in (1,000 mm)	50 in (1,267 mm)
	Seat Height	34.5 in (877 mm)	34.5 in (877 mm)	31.5 in (800 mm)	27 in (685 mm)	27 in (685 mm)	33 in (831 mm)
	Ground Clearance	11 in (279 mm)	11 in (279 mm)	10.2 in (260 mm) center of ATV	8.3 in under frame/4.5 in under rear axle	8.3 in under frame/4.5 in under rear axle	9 in under frame/5.2 in under rear axle
	Dry Weight	614 lb (279 kg)	614 lb (279 kg)	429 lb (195 kg)	245 lb (111 kg)	245 lb (111 kg)	349 lb (158 kg)
	Towing Capacity	1,300 lb (590 kg)	1,300 lb (590 kg)	N/A	N/A	N/A	N/A
	Rack Capacity	35 lb (16 kg)	35 lb (16 kg)	N/A	N/A	N/A	N/A
	Fuel Capacity	Rear: 1 US gal (3.7L) 4.3 US gal (16.3L)	Rear: 1 US gal (3.7L) 4.3 US gal (16.3L)	N/A 3.3 US gal (12.5L)	Front: 0.7 US gal (2.7L) 1.6 US gal (6L)	Front: 0.7 US gal (2.7L) 1.6 US gal (6L)	N/A 3 US gal (11.5L)
FEATURES	Instrumentation	Multi-function gauge: Speedometer, tachometer, odometer, trip and hour meters, fuel, gear position, 4x4 indicator, diagnostics, auto shut off	Multi-function gauge: Speedometer, tachometer, odometer, trip & hour meters, fuel, gear position, 4x4 indicator, diagnostics, auto shut off	Neutral light, reverse light & oil/temperature light	Reverse, neutral	Reverse, neutral	Low fuel, check engine, neutral
	Anti-theft System	D.E.S.S. (Digital Encoded Security System)	D.E.S.S. (Digital Encoded Security System)	N/A	N/A	N/A	N/A
	Electrical	Prewired for winch	Prewired for winch	N/A	N/A	N/A	N/A
	Lighting	4 fender mounted projector beam headlamps (60W) with tail light/brake light	4 fender mounted projector beam headlamps (60W) with tail light/brake light	2 headlamps (35W) with tail light/brake light	Day lights	Day lights	Dual removable headlamps (35W)
	DC Outlet	Lighter type in console, standard connector in the back (15A)	Lighter type in console, standard connector in the back (15A)	Yes	N/A	N/A	N/A
PACKAGE	Standard Color(s)	Yellow, Viper Red 	Yellow, Viper Red 	Yellow 	Yellow 	Yellow 	Yellow 
	Package Available	X xc: NEW dual-mode DPS, NEW Visco-Lok QE, NEW full aluminum beadlock wheels with inner reinforcement rings, NEW front sway bar, NEW 650-watt magneto, front KYB® HPG aluminum piggyback with dual-speed compression, rebound and preload adjustments, rear KYB HPG shocks with remote reservoir with dual speed compression, rebound and preload adjustments, aluminum skid plate, handlebar wind deflectors, aluminum taper-profile handlebar with square pad, NEW X package graphics, NEW X package seat cover	N/A	N/A	X: 43-inch wide double A-arm with HPG piggyback shocks with 7" of travel, swingarm with 41-inch wide and HPG piggyback shock with 9" of travel, black aluminum rims, hydraulic front & rear disc brakes, square race-style handlebar pad, handlebar riser block (+1-inch), aluminum front bumper with number plate, nerf bars, racing kick-up pegs, sport-look exhaust, NEW X package graphics, NEW X package seat cover	N/A	X mx PACKAGE ADDS: <ul style="list-style-type: none"> +2" double A-arms with adjustable caster and camber give a 50-inch front stance Kashima-coated KYB HPG C40 aluminum piggyback front shocks with dual-speed compression, rebound and preload adjustments, and 10.7" (272 mm) of travel Adjustable-width hollow rear axle (from 46" [1.17 m] to 50" [1.27 m] by increments of 0.5" [12.7 mm] per spacer) Rear Kashima-coated KYB HPG C46 with remote reservoir shock with dual speed compression, rebound and preload adjustments, and 10.7" (272 mm) of travel 7" (179 mm) factory-set ride height (175-lb rider) Black aluminum ITP 10 x 5 T-9 GP front wheels Black aluminum ITP 8 x 8 T-9 Trac-lock (beadlock) rear wheels 20 x 6-10 ITP QuadCross MX PRO front tires 18 x 10-8 ITP QuadCross MX PRO rear tires Extra-strength extended 1" (25.4 mm) steering stem with anti-vibe mounts Aluminum 6061-T6 taper-profile handlebar with square pad Aluminum front bumper, number plate ready Lightweight aluminum nerf bars with NEW netted heel guards NEW X package seat cover NEW X mx race graphics and color scheme Color: Yellow and Black with X package graphics 
	Package Color	Black and Yellow with X package graphics 			Black and Yellow with X package graphics 		

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