

**can-am**



## **Backgrounder**



### **2010 Can-Am DS 450 EFI**

The 2010 DS 450™ X mx returns to offer unparalleled performance wherever the rider needs it. From the roughest woods racing courses to wide-open desert expanses, the DS 450 X mx features performance for any sport 450-class rider. BRP with Can-Am continues to produce the most race-oriented 450 line up in the industry. With an ultra-light chassis featuring the groundbreaking no-weld, aluminium ALTEC frame and a potent Rotax® engine, the DS 450 has the highest power-to-weight ratio of any 450-class sport ATV. BRP's Can-Am continues to maintain the benchmark for performance, handling and control – both on the track and on the trail.

#### **2010 DS 450 EFI What's New?**

- Re-designed front radiator grill for added protection and cooling
- Netted heel guard and nerf bar setup for DS 450 X mx model
- Colour scheme and race-inspired graphics for the DS 450 X mx and DS 450 X xc
- X-Package seat cover

#### **2010 DS 450 X – packages**

##### **DS 450 X mx**

- +2 (51 mm) A-arms for 50-inch (1270 mm) width
- +1 (25 mm) anti-vibe steering stem
- Camber- and caster-adjustable front end
- 272 mm (10.7 inches) of suspension travel
- Dual-rate shocks with crossovers
- ITP<sup>†</sup> QuadCross MX Pro tires
- Beadlock ITP T-9 rear wheels
- T-9 GP front wheels
- Motocross-specific ride height
- Aluminium nerf bars with netted heel guard
- Offered in EC and non-EC versions

### **DS 450 EFI Key Features**

**Rotax® 4-TEC® 450 EFI** – This engine features top-end DNA from the Rotax V990 which powers the Aprilia<sup>†</sup> RSV 1000 R sportbike while the crankcase, clutch and transmission are specifically designed for the rigours of off-road riding. Its free-flow design – with the largest piston bore, intake valves and throttle body of the segment – delivers awesome power and great potential for performance tuning. A sophisticated EFI system with superfast micro-controller optimises performance at every rpm, compensating for both temperature and altitude; throttle response is instant.

**ALTEC™ aluminium frame** – Aerospace-grade aluminium in dual-pyramidal design is exceptionally strong and lightweight. Unique aluminium lock-bolt fastening system eliminates the need for welds. Strength comes from computer-optimised design rather than heavier or added materials. The pyramidal structure has been proven on BRP's Ski-Doo® REV™ and REV-XP™ snowmobiles.

**NEW Redesigned radiator grill** – Can-Am redesigned the radiator grill of the 2010 DS 450 family for added protection and cooling performance on both the trail and race course.

**R-type double A-arm front suspension** – The R-Type forged aluminium double A-arm front suspension delivers razor-sharp handling, remarkable bump absorption, and confident tracking. The radical design with inverted dual-piston caliper – on the inside of the disc – enables placement of the ball-joints and kingpin axis deep inside the wheel for reduced scrub and steering kickback, as well as self-correcting behaviour under hard braking. All this in a lightweight package with less unsprung weight than competitive designs for a better ride and improved control.

**KYB HPG piggyback shocks** – Aluminium-bodied shocks with compression and rebound adjustment and threaded pre-load adjustment. Features 24 cm (9.5-inches) of travel in front, 26 cm (10.2 inches) in rear. Lightweight, capable and adjustable.

**R-Type rear swing arm suspension** – Lightweight design dramatically reduces unsprung weight for quick response, exceptional traction capability and less rider fatigue. Cast-aluminium swingarm with rising-rate linkage, hollow Chromoly 4140 rear axle, extended-reach aluminium hubs and aluminium chain sprocket.

**Wilwood™ braking systems.** Inverted dual-piston calipers – mounted inside front rotors – enable unique knuckle/spindle/A-arm design. Front and rear rotors' wave shape is computer-designed for exceptional cooling.

**Performance wheels/tires** – Specifically-designed ITP<sup>‡</sup> Holeshot<sup>‡</sup> SR tyres to get maximum performance from the DS 450 EFI. The rims are lightweight, yet durable, because of aluminium construction with rolled bead.

**Performance ergonomics** – Designed to give the active sport rider room and the right leverage. Narrow body and seat with smooth transitional surfaces, wide foot pegs and deep heel guards.

**Performance features** – Detachable headlights, interchangeable front fenders.

### **DS 450 X mx EFI Key Features**

**NEW Graphics package** – The 2010 DS 450 X mx comes with an updated yellow and black graphics package. The package adds more yellow accents to the classic X Package black scheme.

**1270mm (50-inch) width** – At 1,270 mm (50 inches) wide, the DS 450 X mx meets the recognised standard for motocross racing with its stock +2 (51 mm) A-arms. Racers will not have to purchase expensive aftermarket A-arms to take the X mx to the track and be competitive.

**Anti-vibe steering stem** – A rubber-mounted +1 (25 mm) anti-vibe steering stem comes standard on the DS 450 X mx. This gives the racer a better feel for the ATV while out on the track in a racing stance. Again, there is no need to buy an aftermarket stem to be competitive. Mounted to the steering stem is an aluminum 6061-T6 taper-profile handlebar with square racing pad.

**Camber- and caster-adjustable front end** – The front end of the DS 450 X mx is completely adjustable with a shim-style adjustment. Each shim represents one-degree of adjustment with camber adjustable from 11 degrees to 15 degrees; caster is adjustable from 3 degrees to 10 degrees. This allows the racer to completely "dial in" the DS 450 X mx for his or her preference.

**Race-bred suspension** – The suspension, both front and rear, features (piggyback up front and remote reservoir for the rear) KYB HPG shocks with Kashima coating. This high-performance shock coating reduces internal friction and heat for consistent shock performance (less stiction and less fade). The shocks are fully adjustable with high- and low-speed rebound and compression damping, as well as preload adjustment. Two separate-rate springs with a crossover up front allow for maximum performance in all conditions. Front and rear travel is 272 mm (10.7 inches).

**ITP Quad Cross MX Pro tires and ITP T-9 wheels** – High-performance ITP<sup>+</sup> Quadcross MX Pro tyres give the DS 450 X mx maximised traction on a variety of track surfaces, but especially for blue-grooved tracks. The rear tyres are 18-inch motocross-ready tires complete with 203 mm (8-inch) black, aluminium ITP T-9 beadlock wheels with an inner reinforcement ring. Up front, 508 mm (20-inch) ITP Quadcross MX Pro tires mounted on 254 mm (10-inch) black, aluminium ITP T-9 wheels give the DS 450 X mx precise cornering ability with decreased lateral roll.

**NEW Aluminium nerf bars** – In order to race motocross at any level, nerf bars are a requirement. Straight from the factory, the DS 450 X mx comes complete with lightweight aluminum nerf bars with netted heel guards. Side extensions are adjustable to a variety of customisable widths. If one desires, the nerf bars and netted heel guards can be removed with ease.

**Adjustable-width axle** – Many of today's top motocross pros are choosing to race with a rear width that is slightly narrower than the front-end width. This is possible with the DS 450 X mx thanks to a chromoly 4140 adjustable-width hollow axle. Adjustment from 1168 mm (46 inches) to 1270 mm (50 inches) is possible with 13 mm (.5-inch) spacers.

**Motocross-specific ride height** – The DS 450 X mx comes from the factory with a ride height of 178 mm (seven inches), assuming a 79 kg (175-pound) rider with gear, meaning exceptional cornering performance for a lower centre of gravity.

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