

**can-am**



## **Backgrounder**



### **2010 Can-Am Outlander 650 EFI ATV Family**

The competition wants you to believe that there is no substitute for displacement. Apparently, they haven't ridden the 2010 Can-Am™ Outlander™ 650 EFI line of ATVs, have they? This season, Can-Am engineers coaxed an additional 7 percent of power from the already potent Rotax® engine making the Outlander 650 EFI the most powerful ATV below 800cc\*. You read that right; our engineers are getting 60 horsepower out of the engine. The Outlander 650 can give up 150cc to the competition and still come out ahead. And, we haven't even started to talk about the comfort and all-out trail capabilities of the ATV. For 2010, the Outlander 650 represents decisive value for the ATV enthusiast.

#### **2010 Outlander 650 EFI Family Highlights**

- Seven percent power increase on 2009 Outlander 650 model for 60 hp.
- DPS power steering on XT™
- Visco-Lok<sup>†</sup> QE front differential calibration of DPS-equipped models
- New cast-aluminium wheels
- Updated front fascia
- Improved front suspension geometry
- Revised front and rear suspension calibration
- Torsional Trailing arm Independent (TTI™) rear suspension with no scrub, 75% fewer moving parts
- Get-on-and-go continuously variable transmission (CVT)
- Availability of the MAX 2-up configuration
- New industry-exclusive camouflage pattern on the XT models
- Available in EC and non-EC versions

#### **Outlander 650 EFI Family Key Features**

**NEW** Rotax 650 V-Twin powerpack – At 60 hp, this 80° V-twin engine is the most powerful engine below 800cc!\*. The liquid-cooled, single overhead cam power plant has four valves per cylinder and is fed by a 46mm throttle body and two VDO Siemens<sup>‡</sup> fuel injectors. The sophisticated electronic fuel injection system automatically keeps the 650 engine's performance at its peak, regardless of temperature or altitude. The progressive throttle ensures power is manageable whether in precise rock crawling or opening it up on the straights.

**Visco-Lok front differential** – Progressively transfers power from a slipping front wheel to the gripping one – automatically with no buttons to push or levers to pull. Plus, there's no wheel hop or driveline wind-up so the system is totally transparent to the driver and extremely easy to steer. Can lock up to 100% with no rev or speed limiter. All DPS-equipped models come with the Visco-Lok QE calibration giving an even quicker engagement of the front differential.

**Trailing Torsional Independent (TTI) rear suspension** – Trailing arm design provides excellent control and stability, especially in rough terrain by eliminating scrub. Wheels move rear-ward as they move up and down producing a smoother ride than the competition, and the ATV does not waver down the trail. Plus, TTI has 75% fewer parts than competitive designs and significantly decreases tyre wear.

**Surrounding Spar Technology (SST™) frame** – Rather than the common tubular box, the SST frame is a single spar that is lightweight, yet strong. It contributes to the Outlander model's benchmark power-to-weight ratio and low centre of gravity.

**NEW Front fascia** – Updates the look of the Outlander 650 and increases airflow to the radiator.

**NEW Improved front suspension geometry** – Our engineers worked hard to improve the handling of the front end by adjusting the geometry of the front suspension. The result? Lighter steering on the trail meaning less rider fatigue.

**High-density polyethylene injection-molded skid plate** – Added protection

**NEW 12-inch cast-aluminium wheels** – Lightweight 4 twin spoke design gives an aggressive and premium look to the Outlander. The new wheels saves 0.64 kg of unsprung weight versus last year's XT wheel.

**66cm (26-inch) Badlands radial tyre** – Lightweight and great handling tyres for the base model.

**Inboard disc brakes** – Unique design both front and rear reduces unsprung weight and helps centralise masses for more responsive handling. Also better protects against mud and debris.

**Digitally Encoded Security System (D.E.S.S.)** – Industry's first standard anti-theft device. Electronic code in key must match code in ECU to start.

**Front and rear steel racks** – 45 kg (100 lbs) capacity in front, 90 kg (200 lbs) in back.

### **Outlander MAX 650 EFI Family**

Outlander MAX models are designed specifically for riding with a passenger. The longer vehicle wheelbase not only delivers rock-solid stability and super predictable handling with a passenger, but one-up, too. Ability to swap the seat and rack extension box without tools makes the MAX model extremely versatile.

**Longer vehicle wheelbase** – The passenger rides well in front of the rear axle for rock-solid stability and super predictable handling.

**Stadium-style seating** – The passenger rides above the driver, stadium-style, and can see down the trail.

**Passenger comfort features** – A well-padded active backrest moves with rider. Raised footrests and multi-position handholds add comfort.

**Convertible rack system** – The passenger seat can be removed and replaced with a rack-extension/totable cargo box in just seconds, without tools. BRP offers several accessories, such as a cargo box and touring box that interface seamlessly with this system.

### **Outlander 650 EFI XT Family**

To start, all XT models come standard with the Can-Am DPS power steering system. Starting with that key feature, Can-Am adds popular aftermarket items like: 1,360-kilogramme winch with remote control, XT-specific cast aluminium wheels, Carlisle ACT radial tyres, front and rear bumpers, handlebar wind deflectors and more.

**NEW Dual-mode Dynamic Power Steering (DPS)** – The Can-Am DPS system has two modes meaning the rider can choose the amount of assist depending on the conditions. Each DPS-equipped model with its dual-mode selectability for the ultimate in rider control depending on the conditions.

**NEW Visco-Lok QE front differential** – All DPS-equipped models have the Visco-Lok QE calibration up front, which has all the features and benefits of the standard Visco-Lok differential, but with an even quicker engagement point. This differential, unlike some competitor's differentials, does not have a speed or rev limiter.

**NEW More-powerful magneto** – The XT package provides a more-powerful magneto with 650 watts of power output.

**XT-specific front and rear bumper** – Heavy-duty front and rear bumpers for a premium look.

**BRP XL 3000 Winch** – At 1,360 kg (3,000 lbs)) capacity, 227 kg more (500 lbs) than 2007 model. The winch comes complete with a roller fairlead and its remote control stows in front storage compartment.

**NEW XT-specific cast-aluminium wheels** – Lightweight and a premium look

**Carlisle<sup>†</sup> ACT radial tires** – Great lightweight traction

**Wind deflectors** – Premium look and protection from brush and cold

**Color options** – All XT models come in yellow or industry-exclusive NEXT<sup>®</sup> G-1 Vista<sup>™</sup> camouflage.

### **Outlander 650 XT-P EFI**

All the benefits of the XT package, but with a premium **painted plastic** yellow / black finish, **mudguards** and black **XT-P specific** cast-aluminium wheels with colour-matched inserts.

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\*as per manufacturer's official MY09 declaration to the California Air Resources Board

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