

can-am



Backgrounder



2010 Can-Am Renegade 500 EFI ATV

Just like the larger version, the 2010 Renegade™ EFI 500 is the ultimate package for the performance-orientated trail rider who wants the looks and performance of a sport ATV, but the all-terrain capability of a 4x4 utility ATV. The powerful V-Twin Rotax® engine, race-proven suspension setup and the go-anywhere Visco-Lok† front differential combine to make the Renegade 500 EFI the ultimate in value and trail performance.

2010 Renegade 500 EFI Highlights

- Renegade-specific transmission calibration
- RS-Type double A-arm front suspension with dive-control geometry
- RS-Type Torsional Trailing arm Independent (TTI™) rear suspension with no scrub, 75% fewer moving parts
- Get-on-and-go continuously variable transmission (CVT)
- ITP‡ Holeshots‡ ATR tyres
- 23 kg (50 pounds) lighter than the Outlander™ 500 EFI model
- Convenient 3.7 L (1 US gal.) storage compartment
- Full floorboards with aggressive, kick-up footpegs
- Motion-control shocks
- Separate front and rear braking control
- Offered in EC and non-EC versions

Outlander 500 EFI Key Features

Rotax 500 V-Twin engine – This 80° V-twin engine is still the most powerful engine in the industry*. 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‡ fuel injectors. The sophisticated electronic fuel injection system automatically keeps the 500 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.

RS-Type Front Suspension – Developed with the top-racers on Can-Am products, this double A-arm set up delivers precise handling and control in the roughest of terrain, yet delivers a smooth ride on a leisurely trail ride. Dive-control geometry tightly controls the roll-centre, especially when entering corners. Aluminium upper A-Arms and mounts further reduces weight.

RS-Type 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 tire wear.

Motion-control shocks – Gas shocks for a smooth ride with Renegade 500-specific calibration to soak up both high- and low-speed bumps.

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.

Quad 60W projector beam headlights – For exceptional night-time visibility, just like headlights found on many high-end, luxury automobiles.

12-inch (30.5 cm) cast-aluminium wheels – Rolled edge rims with rolled aluminium are mated with sharply styled cast-aluminium centres for the best of both worlds.

63.5 cm (25-inch) ITP Holeshot ATR tyres – Premium tyres for the best in trail performance.

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.

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

For International Media:

Adrien de Alexandris
Product Manager – Can-Am
Tel. +1.450.532.6413
adrien.dealexandris@brp.com

For the United Kingdom:

Katy Hitchings
Marketing & Commercial Department
Tel: +44 1202 812 103
katy.hitchings@brp.com

www.brp.com