

can-am



Backgrounder



2010 Can-Am Renegade 800R EFI Family

BRP with Can-Am™ has raised the stakes once again in a segment where other ATV's dare not to tread. Returning for 2010 is the highly successful Can-Am Renegade™ 800R with its unique blend of sport and utility trail mannerscapabilities, and this year Can-Am offers substantial updates to the premium Renegade X™ package.

This model year, BRP introduces the Can-Am Renegade 800R X xc package, which builds on Can-Am ATV's promise to deliver performance-oriented packages for the rider who demands the best out on the trail. The X xc was developed through our high level cross-country race experience. Specific features like the industry's first front sway bar and X xc-specific DPS power steering calibration are a direct result of that racing experience.

2010 Renegade 800R EFI Family Highlights

- 71 horsepower, the most powerful in the industry*
- DPS power steering on the Renegade X xc
- Visco-Lok[†] QE front differential calibration with Renegade X xc
- New premium beadlock wheels on Renegade X xc
- ½-inch front sway bar on Renegade X xc
- 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 tires
- 23 kg (50 pounds) lighter than the Outlander™ 800R EFI model
- Convenient 3.7 L (1 US gal.) storage compartment
- Full floorboards with aggressive, kick-up footpegs
- High-Pressure Gas (HPG) front and rear shocks with dual-speed compression adjustment on Renegade X xc
- Separate front and rear braking control
- Offered in EC and non-EC versions

Outlander 800R EFI Family Key Features

Rotax® 800R 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 800R 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 rearward 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.

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 tires – 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.

NEW Renegade 800R EFI X xc

The Renegade X xc starts with all the performance-driven features of the base Renegade 800R EFI, and adds several items for the serious trail rider or woods racer. Building on the success and experience of the Can-Am GNCC racing program, BRP engineers consulted with the top 4x4 woods racers in the world to improve on the already successful X package. In 2010, the serious trail rider or woods racer has his perfect model. Can-Am also delivers the industry's first front sway bar for added performance on the racecourse and the trail.

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 (not sure about this sentence?).

HPG high-performance suspension package – Up front, the Renegade 800R EFI X xc features HPG (High-Pressure Gas) Piggyback shocks with high- and low-speed compression adjustability and preload adjustment. Front travel is 21.6cm (8.5 inches). The rear also features HPG shocks with remote reservoirs and high-speed and low-speed compression adjustment with preload adjustability. Rear suspension travel is 22.9cm (nine inches).

NEW Visco-Lok QE front differential – The DPS-equipped Renegade X xc model comes with the Visco-Lok QE calibration giving an even quicker engagement of the 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.

NEW 12-Inch aluminium beadlock wheels – Aluminium beadlock wheels mean added performance under heavy acceleration and cornering. A Can-Am exclusive design clamps the tyre bead securely to the Renegade X xc wheel for the ultimate in performance. All GNCC Renegade racers use beadlocks and this is a feature coming directly from racer feedback.

NEW 1.3cm (1/2-inch) diameter sway bar – Front sway bar reduces body roll in aggressive cornering conditions and will be an advantage for the performance trail rider or cross-country racer.

NEW X xc-specific Renegade graphics – For 2010, BRP outfits the Can-Am Renegade 800R EFI X xc with a sleek black and yellow graphics scheme that looks fast even when sitting still. Premium, embroidered seat cover and package-specific graphics add to the overall look.

NEW More-powerful magneto – The X xc package comes with a more-powerful magneto with 650 watts of power output.

Aluminum skid plate – Added protection

Aluminum taper-profile handlebar with square pad – An aluminum 6061-T6 taper-profile handlebar with square racing pad completes the race-inspired look and feel of the Renegade X xc.

Handlebar wind deflectors – Premium look and protection from brush and cold

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

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