

## Can-Am 2009 Highlights

### 2009 Can Am DS450

#### Ready to personalize, ready to race

No wrenching all week to get ready for Sunday. No expensive aftermarket goodies to eat up your bank account. The Can Am DS450 is not only competitive right out of the box — already equipped with the high performance equipment that it takes to race; it is also easy to set up for each individual rider's weight, riding style and track. And that is a winning combination no other manufacturer offers.

For '09 the DS450 is available as an MX or XC model. The first version lends itself to a straight motocross setup while the XC package is tuned to take the abuse of cross-country racing. The key difference between the two is a 46-inch track for cross-country versus a 50-inch track for MX. For a personal setup the front end uses

shims, one degree apiece, to change the camber angle of the steering wheels. The width of the rear axle is also adjustable. Both are easy to do!

Tires are different in each version — as you would expect. XC tires are a rugged 20-inch design with aggressive cross-country lugs, while the MX tire is a stiffer, low profile 18-inch tire with an inner reinforcement ring that resists the stresses of high-speed cornering.

### More horsepower for the Outlander 800s

The unique two-passenger set-up of the Outlander MAX sets it apart from the competition, both visually and usefully. In head-to-head comparisons, the Outlander 800 MAX with two riders finished ahead of the competitive machines with only one rider. Amazing! For 2009 the Can Am engineers have managed to boost the output of the big 800 twin by 9%, which puts the Outlander 800 models even farther out in front. Five Outlander 800 models are offered this year, from the single-seat Outlander 800R to the fully-equipped two-passenger Outlander MAX 800R EFI XT.

### Can-Am Spyder

#### Part motorcycle, part sports car

Don't call it a trike. Can-Am's Spyder blends the excitement of a road bike with the safety and stability of a sports car. It's designed to open up the motorcycling experience to people without the skill, determination and daring it takes to ride a conventional motorcycle.

Propelling the DS the Rotax V900 engine that's used in some sport bikes, fed by an EFI system that compensates for both temperature and altitude. With its low weight and aggressive valves and double camshaft the power just snaps as you hit the throttle — getting this bike airborne when you need it. •



2009 DS450



2009 Outlander 800



2009 Spyder

## SPYDER



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