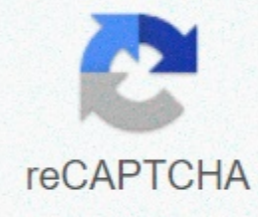




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2017 can am defender hd5 specs

Looking for a Side by Side UTV review to help you decide between a 2017 CanAm Defender HD5 and the 2017 Polaris Ranger 500? So look no further! At Tousley Motorsports, we've had a lot of fun since 1971, but at the end of the day, we want to get you on the right track at the right price. To help you in your search, here's our UTV side-by-side review between the new CanAm Defender HD5 and the new Polaris Ranger 500! CanAm Defender HD5 2017 With a rugged 38 hp single-cylinder Rotax engine® and a 427cc engine, the 2017 CanAm Defender HD5 is a side-by-side battlehorse. The Defender HD5 comes with intelligent gas control (IGC™) and electronic fuel injection (EFI) that feeds from a 10.6-gallon fuel tank. In addition to having an excellent engine, the 2017 CanAm Defender HD5 has other impressive features, which include the TTA-HD rear suspension, a center skid plate, and a VERSA-PRO bench seat with a flippable passenger seat, hooks underneath, and a towing capacity of 1500 pounds! This side is also the proud owner of a multifunctional cargo box and a sturdy tailgate for any cargo you want to move. One of the other great features of this HD5 is the multifunction digital gauge that features a speedometer, tachometer, odometer, travel and hour counters, fuel train position, seat belt sensor, diagnostic notifications, and self stopped! The 2017 CanAm HD5 comes with easy access to key maintenance components and a limited 6-month factory warranty that can be extended to 30 months of B.E.S.T. coverage. Overview Polaris Ranger 500 2017 The 2017 Polaris Ranger 500 has a 32 hp ProStar® EFI engine, the all-new third-generation 500cc engine that has powered hundreds of thousands of Polaris vehicles. Electronic fuel injection provides a reliable cold-weather start and higher fuel economy. The engine is geared towards an optimal low-end torque balance and high power to provide smooth and reliable power to help you get the job done. The plush suspended journey and the refined cabin comfort for two, creates excellent driving. Although the Ranger 500 has a large towing capacity of 1,500 lbs and 1,000 pounds of payload capacity, it is highlighted by a rear box with a gas aid spill operation that can twist up to 500 lbs. Performance continues with polaris' True AWD advantage, where all four wheels automatically engage when your vehicle needs more forward traction and returns to 2X4 when it doesn't. NEW for this year is the switch turf mode that unlocks the rear differential for easier and tighter turns that won't tear your lawn. 2017 CanAm Defender HD5 2017 Polaris Ranger 500 Engine Type: Rotax® single-cylinder engine 4-stroke single-cylinder engine Move: 427cc 500cc Cooling: Liquid Liquid Fuel System: Intelligent Throttle Control (ITC) w/ Electronic Fuel Injection (EFI) (EFI) Injection transmission: CVT, P /R /N/H/L, standard engine braking and Electronic Drive Belt Protection Automatic PVT H/L/N/R/P Limited 6-month warranty, can be extended up to 30 months B.E.S.T. 6-month limited coverage 2017 CanAm Defender HD5 2017 Polaris Ranger 500 Front suspension: Double A-arm MacPherson Strut Rear Suspension: TTA-HD with Dual A-Arm external swing bar, IRS Front Brakes: Dual 220 mm ventilated disc brakes with hydraulic stirrups at two 4-wheel hydraulic disc rear brakes: Double 220mm ventilated disc brakes with 2017 4-wheel hydraulic 4-wheel hydraulic 2017 CanAm Defender HD5 2017 Polaris Ranger 500 Dry Weight: 1,286 lb 1,065 lbs. Wheelbase: 83 in. 73 on the front trip: 10 in. 9 in. Back trip: 10 in. 10 in. Ground clearance: 10.5 in 10. Powered capacity: 10.6 gal. 9.0 gal. Rack capacity: 1,500 lbs 1,500 lbs. Think it's time to start watching a new UTV? Don't forget to check out our reviews of the 2017 CanAm Maverick X3 and the 2017 Yamaha YXZ100R! Looking for more use in your UTV? Check out our review of commercial vehicles between a CanAm and a Polaris UTV! The new 2017 Can-Am Defender HD5 side-by-side vehicle brings a new mid-size engine, two practical sets and exceptional value to the rugged, capable and intelligent defender of recreational utility vehicles. Starting at just \$9,999 (USD), the Defender HD5, using the same chassis as its larger-travel family members (see: Can-Am Off-Road Range 2017), has been designed to outperform in serious work environments such as agriculture, livestock, construction and hunting. A brand new 38 hp HD5 Rotax four-cylinder engine, robust and robust, delivers outstanding performance. The liquid-cooled engine is sharp at a CVT transmission with standard engine braking and TTA-HD rear suspension, giving the Defender side-by-side enough muscle and predictable stability to conquer almost any task. The device is built hard with a robust, high-strength chassis combined with exceptional towing, transport and payload capabilities. In no break-in period, homeowners can focus on household chores and have the confidence to take on difficult tasks and challenging trails. Selectable 2WD/4WD with Visco-Lok front differential self-locking offers great traction, while a

long 83-inch (211.5 cm) wheelbase offer superior handling for hard work and track driving. The dynamic power steering on the DPS HD5 package further enhances the driving experience. All Defender vehicles are built with intelligent and adaptable solutions to operate smarter. The contoured cage and the versatile and sturdy cargo box provide seamless integration with real Can-Am accessories. The Defender family of vehicles offers a spacious, comfortable and intuitive cockpit that has been configured to improve entry/exit as well as sight lines. VERSA-PRO bench seat with a 40/20/40 40/20/40 bench seat for three adults as well as a lot of modularity. TOUGHRotax The rotax HD5 single-cylinder engine offers 38 horsepower for difficult chores. The 427cc engine is located at the rear of the Defender chassis to reduce cockpit noise, vibration and heat while improving access and reducing vibration. The Rotax HD5 engine has been calibrated to provide excellent power and torque for farm and field work. Robust CVT Defender HD5 side-by-side vehicles are standard with Park, Reverse, Neutral, High and Low ranges. Built-in hill descent control provides smooth and predictable deceleration. Electronic Drive Belt Protection monitors the CVT belt to determine its condition and alert the driver to being at low speed. A heliomatic transmission provides a calm environment for the operator. Free maintenance for one year With zero break and enter maintenance required and an annual maintenance schedule, Defender side-by-side vehicles reduce total maintenance costs for the buyer. The recommended annual maintenance is 3,000 km (1,865 miles) or 200 hours. In addition to reduced maintenance, the engine and transmission are more suited to the service of doing it yourself, providing easier access to key maintenance elements. Easy access for can-am engineers on duty, gathering ideas and feedback from end-users has created a convenient platform for service, improving access to components by specializing in know-how and ease of maintenance. A service center is located under the front hood with easy access to the brake fluid container, toolbox, fuse box and diagnostic connector. At the rear, critical elements such as the engine bay, oil dipstick, air filter, CVT, transmission and cooling are also easily accessible thanks to the wide opening box option. Other critical parts such as battery, bushes, drainage and cleaning holes and light bulbs have also been strategically positioned for quick access. The Defender's high-rigid chassis is extremely capable off-road and a legitimate workhorse that uses a high-precision chassis and automotive technology and manufacturing tolerances that are in line with modern pickups. High-strength, low-alloy steel (HSLA) means a stiffer design to take on the strain of heavy chores. Can-Am engineers have taken the Defender through the new rigorous cycle of utility testing to winter and summer testing to ensure its robustness.500W magneto This set offers a high-performance 500W output magneto for handling a power and other key accessories. Front bumper The built-in front steel front bumper provides protection for the front end, but is minimalist in appearance. Central Skid Plate A full-length central skid plate borders the underside of Defender vehicles to protect your vehicle from soil roughness. CAPABLEVisco-Lok differential before Le Le Visco-Lok system, calibrated for use in the defender side-by-side vehicle, is one of the most driver-friendly models on the market. The progressive and automatic front locking differential system does not require additional buttons to push or levers to hold. Once 4x4 is selected, the system intelligently transfers the power of the slippery front wheel to the opposing wheel with traction and is not hampered by speed or rev limiters. Users, via a dashboard switch, can choose between 2X4 for the occasional drives and 4X4 for maximum traction for heavy loads and more difficult terrain. The Can-Am HD5 side-by-side vehicle also has a 10.5-inch (26.7 cm) ground clearance, 2XD/4X4 Visco-Lok selectable Maxxis tires and 25-inch (63.5 cm) on 12-inch (30.5 cm) Maxxis wheels for superior off-road capabilities. Double A-arm front suspension with double shock-laden gas tube (10 inches/ 25.4 cm travel) The Defender side-by-side vehicles have a double A-Arm front suspension system designed to offer predictable handling and control even in difficult terrain. With 10 inches of travel, the ride is smooth in all situations, even when carrying heavy loads. TTA-HD rear suspension with external swing bar and dual-tube gas shock absorbers (10 inches / 25.4 cm travel) The A-arm torsional rear suspension (TTA), which was designed specifically for utilitarian and recreational use, offers a full 10-inch travel to provide smooth driving regardless of terrain. Its architecture offers optimal comfort and handling in all conditions, thanks to virtually no change of camber. The Defender TTA-HD carries more bushes than some competitive units and is also larger and more greasy on the chassis and articulation, resulting in a more durable configuration. In addition, the TTA-HD has a wear plate between the suspension and the chassis, preventing direct friction between these two. The durable system controls wheel movement and also includes a removable external swing bar to improve traction and power transfer to the ground when needed.10.5-inch (26.7 cm) ground clearance Defender side-by-side vehicles offer 10.5 inches (26.7 cm) of ground clearance for maximum performance to conquer terrain difficult or carrying a maximum load.25 inches (63.5 cm) Maxxis tires on 12-inch (30.5 cm) steel front wheels 25 x 8-12 and rear 25 x 10-12 Maxxis tires are mounted on 12-inch black steel wheels. 220 mm disc brakes with hydraulic piston stirrups The vehicle side-to-side Defender uses two 220mm ventilated disc brakes with two-piston hydraulic stirrups at the front and a 220mm ventilated disc brake with dual-piston hydraulic stirrups at the rear for excellent stopping force when pulling heavy loads.140-W lighting output and LED taillights For superb wide visibility, two 35W reflectors on each side run at 140 watts on the high beam at superior lighting for early morning screening trips, trail hikes or late-night agricultural tasks. The taillights are LED for increased visibility in all conditions and provide a new level of refinement. Tight turning radius Defender side-by-side vehicles have a tight turn of 442 cm (14.5 feet) to allow easy handling in restricted work environments, carrying heavy loads and for recreational purposes. Optimal weight distribution The 44/56 weight distribution provides a solid base regardless of the nature of the route or landscape. Towing /Transport / Payload Serious tasks are easy thanks to the defender's powerful Rotax engine side by side and its exceptional towing, transport and payload capabilities. The Defender is valued at towing up to 1500 pounds (680 kg), carrying up to 600 pounds (272.2 kg) in its large cargo box and features a 1200-pound (544 kg) payload.2-inch A 2-inch (5.08 cm) rear hitch receiver equipped with all defenders. The standard size allows a hitch to be transferred directly from a typical pickup truck. Fuel Tank Combined with a state-of-the-art 10.6-gallon (40-L) fuel tank and excellent fuel efficiency, Defender side-by-side vehicles offer maximum range for serious work and recreation. CLEVERVersatile, built-in cargo box with rugged tailgate The highly durable cargo box has a load capacity of 600 pounds (272.2 kg) and dump assist levers on both sides. It also has a versatile configuration that can create a customizable two-tier configuration or completely separate compartments. Strategic features include 5-gallon (18.9L) bucket cavities, built-in anchors on the side walls, and several attachment points for convenience. To completely optimize the large charging box, consumers can divide it using built-in cavities. The box allows both 1x3 (inch) and plywood separators and accepts bed extenders to refine the overall dimensions of the bed. The charging box is adaptable to accept 14 fast-fixing LinQ accessories for more complete customization. The sturdy cargo box has an intuitive adaptability to go with its rated capacity of 600 pounds (272 kg), tilted bed and fully functional hatchback.Complete with cable supports and metal bars, the reinforced tailgate can withstand the ordinary use of the farm and serve as a seat during your lunch break (maximum weight: 250 pounds / 113.4 kg). To make it easier to use, it can also be removed a few seconds without tools. Open dashboard design with storage under the dashboard The open dashboard configuration is designed to be more functionally user-friendly with more accessible on-board storage, reducing overall hood space. The Defender HD5 side-by-side vehicle provides a total of 3.1 gallons (11.7 L) of storage solutions. Storage includes an area under the dash with a closed pocket (0.4 gal. / 1.3 L), 1.8 gal. (6.9 L) dash compartment and armrest with cup holder (0.9 gal. / 3.5 L). BENCH seat VERSA-PRO The seat of the bench VERSA-PRO, VERSA-PRO, A 40/20/40 bench seat design inspired by modern pickups. It can comfortably accommodate three adults and features profiled corners to improve cabin entry/exit as well as a sturdy vinyl cover for better wear resistance. Passenger seats, with built-in hooks on their underside, can also be flipped over to improve on-board storage. Can-Am engineers also added a foldable center console and armrest with two cup holders to allow more space in the cabin. The Defender's spacious and intuitive cockpit offers a spacious cockpit with unmatched fit and finish. Engineers have optimized interior ergonomics for a wide range of people. The sloping steering, improved sightlines, improved storage and overall cockpit volume improve comfort and convenience. Pillar A was moved far ahead to ensure an almost effortless exit and to improve visibility for all occupants. More cabin and dash interior space, rather than the overall outer hood size, creates a more spacious interior for the owner. Tilt steering The steer has been specially designed for utilitarian applications with a larger diameter for better handling and control. The car-shaped steering wheel allows drivers to adjust it (up to 25 degrees) to their driving style and ergonomic preference. It also offers an easier maneuver when entering/exiting the vehicle. Multifunction digital gauge with open storage The location of the gauge is strategically positioned in front of the driver to increase the readability of the information provided. The LCD gauge displays key information; speedometer, tachometer, odometer, travel and hour counters, fuel, speed position, seat belt and indicator 4x4, diagnostics, clock, automatic stop. Cup holder The new Can-Am Defender has four cup holders in the cabin that are easily accessible. Two are located in the dash area and two additional cup holders are located in the central armrest. Four cup cavities were also incorporated into the cargo box tailgate for convenience. Robust ergonomic hoarding bar and three-foot rests The grip bar and ergonomically placed footrests provide optimal stability and comfort for occupants. Profile Cage The contoured cage means it offers a flushing fit when it quickly incorporates the long list of Can-Am cabin accessories. The robust profile cage (steel) meets the industry standards of roll-over protective structures (ROPS) and is ISO 3471 and OSHA. It is designed in tandem with the Can-Am cabin and real accessories to ensure the best fit and finish and seamless integration in the industry. Color The Defender HD5 side-by-side vehicle is available in Green.2017 Can-Am Defender HD5 DPSThe Defender DPS HD5 side-by-side vehicle has several of the main features of the Defender family, but also includes upgrades like segment-specific power dynamics, Visco-Lok QE, 12-inch cast aluminum wheels, additional additional and a choice of high-end colours. The Defender DPS HD5 is available in green or industry exclusivity, high-end, mossy-soaked oak break-up country camo finishingDynamic Power Steering The specific DPS system is tuned for utility applications while offering responsiveness for recreational use. DPS improves the feel of direction in low-speed work situations and in more technical terrain. It is also designed to offer less high-speed assistance and more low-speed assistance. Visco-Lok QE Automatic Lock Differential Before Visco-Lok QE Calibration (Fast Engagement) provides an even faster commitment to the front differential, which can lock up to 100% without rev or speed limiter.12-inch cast aluminum wheels The DPS package includes 12-inch (30.5 cm) cast aluminum wheels with 25-inch (63.5 cm) Maxxis tires. Mossy Oak® Break-Up® Country™ Camo features 12-inch black aluminum wheels. Open dashboard design with sub-dash storage The Defender DPS HD5 offers the same open dash configuration as the base model, but has more onboard storage at 10.4 gallons (39.5 L). Its larger dashed storage space (6 gal. / 22.8 L) and its industry-exclusive, water-resistant removable toolbox with 1.7 gallons. (6.3 L) portable storage offer extra versatility. Color Options The Defender DPS HD5 is available in green or the arrival camo Mossy Oak Break-Up Country camo exclusive to the industry, high-end and water-soakedAbout BRP BRP (TSX:DOO) is a world leader in the design, development, manufacture, distribution and marketing of vehicles and powersports propulsion systems. Its portfolio includes Ski-Doo and Lynx snowmobiles, Sea-Doo personal watercraft, Can-Am all-terrain and side-by-side vehicles, Can-Am Spyder roadsters, Evinrude and Rotax marine propulsion systems, and Rotax engines for karts, motorcycles and recreational aircraft. BRP supports its product range with a company dedicated to parts, accessories and clothing. With annual sales of more than C\$3.8 billion from more than 100 countries, the Company employs approximately 7,900 people worldwide. World.

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