2753 Michigan Road • Madison, Indiana 47250 • 855-743-3427

INSTALLATION INSTRUCTIONS

Can Am Calibration Kit

Fits: 2017 Can Am Maverick X3
Stock Tires
3-6000ft Elevation

(3/27/2023)

ITEMS INCLUDED:

Drive Spring - Gold
Driven Spring – Orange
Driven Belt
Weights – WedgeX362 (6)
Decals
Instructions

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
Can Am belt removal tool
3/8" metric socket set
7/8" socket ½"
1/2'' drive 1 ¼'' socket
7mm, 16mm, 17mm & 22mm socket
Torx set
Allen set
Snap Ring pliers
Misc. normal shop tools
Belt Removal Tool

Make sure that you compare year/model on instruction sheet to the unit you have.
Do Not attempt this install w/o proper tools or damage to clutches & injury could occur.
Do Not attempt this install if you are not qualified. Injury could occur.
Inspect Drive/Driven clutch faces before you install kit. Repair/Replace as necessary.

Need help with your installation?

sales@superatv.com
www.superatv.com
1-855-743-3427
8:00am - 8:00pm EST M-Th
8:00am - 7:00pm EST Friday
9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

Thank You For Choosing

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Jack up rear end allowing left rear wheel to sag.
Install safety stands/jacks.
Remove clamp holding air intake on clutch cover. 7mm.
Remove spring/shock guard (8mm)
Remove clutch cover screws (11) with 30 torx socket.
Remove clutch cover.
Use Can Am Belt Removal Tool to remove belt.
Remove drive clutch retainer bolt (22mm socket).
Remove drive clutch using clutch puller & 16mm socket. Hand thread to get started.
OEM torque spec is 89ft/lbs. so clutch is on there.
Remove driven clutch bolt (17mm socket)
Remove clutches/belt from machine.
Mark drive clutch and spider for alignment purposes for re-installment.
Note: two person job! Work over work bench so you do not lose parts.
Hold up from bench. Thread clutch puller into drive clutch leaving it about ½-3/4" up from the clutch.
Take a hammer and hit the puller until the spider comes apart from the clutch. Keep an eye on the buttons. They may fall out during this process.
DO NOT hit the clutch itself!
Keep an eye on driver bolt flanged washer.
Install drive clutch onto Compression Tool.
Remove drive clutch cover.
Clean/wipe/blow dust from drive clutch assembly.
Wipe faces of clutch sheaves with contact cleaner on a rag.
Install supplied **Gold** drive spring in clutch.
Install supplied weights. If unit seems sluggish drop to 3 of 62gm weights and 3 stock weights. Install every other.
Install cover aligning X on cover to X on clutch spider.
Compress cover/spring and install bolts and torque to 10lbs.
Clean/wipe/blow dust from driven clutch assembly.
Install driven clutch sheave with spring cone on compression tool.
Note: use a ½" drive, 1 1/4" socket instead of black hold down fixture for more space to remove torx bolts.
Tighten tool cage slightly against flat area.
Remove 3 torx screws (#50). Slight heat will help.
Release pressure on spring and remove spring.
Install supplied **Orange** driven spring in clutch. **Note: this spring will not have tine ends.**
Tighten tool cage slightly against flat area. Align holes. Apply Blue Loctite on helix screws.
Install driven clutch assembly on unit.
Install retainer bolt and finger tighten to hold clutch assembly on shaft.
Install Can Am belt removal tool for easier installation.
Install drive belt on driven clutch with part numbers so that you can read them.
Install drive clutch thru belt and onto engine stub shaft.
Tighten driven clutch bolt to 52ft/lbs. factory spec.
Install drive clutch bolt and torque to 89ft/lbs.

Note: BRP does recommend to replace the driven clutch bolt #420441990 each time the clutches are serviced.
Verify that all items have been properly installed & properly torqued.
Install clutch cover.

After verifying that all items have been properly installed/torqued start engine.
Engagement should be 1900-2000rpm after initial engagement.
Top rpm should be **7-7500rpm** under full throttle *before 300 miles* and **75-7800rpm** *after 300 miles* normal operating conditions.
When clutches are fully shifted through the shift cycle RPM can go up to 8-8200 at top speed.
The shifter will be hard to shift/move. This is due to the new belt. This will change after a short amount of operational time. You can expedite this by jacking up the rear end & putting safety jacks under rear end & run unit to break in the belt.

Re-torque drive clutch/driven clutch bolts to proper Polaris specs after 100 miles of operation.
Failure to do so could cause future damage to clutches or injury to operator.
If you have any problems/questions on this kit contact us by email at SUPERATV.COM

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TECH TIPS:

1. Contact SuperATV if you add larger/heavier tires as this changes the clutch calibration.
2. Drain water out of clutch cover after washing unit or driving thru deep water before operating. As this could cause a flat spot/damage belt and wear the drive clutch causing a clutch face Groove/damage.
3. Clean clutches at least once a season for normal maintenance.
4. Under Severe conditions such as MUD BOG riding/racing, clean clutches daily.
5. Do not install partial kit as kit was designed to work correctly using all enclosed items.
6. Do not mix other company's parts with kit as this could cause damage/improper operation.

Torque Specs: Companies change specs so verify any/all bolt tightening specs by checking with your BRP dealer, service manual, owners manual.

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