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

INSTALLATION INSTRUCTIONS

Can Am Calibration Kit

Fits: 2018-2020 Maverick X3 MAX 120hp
Stock Tires Trail Kit
0-3000ft Elevation

(3/27/23)

ITEMS INCLUDED:

Drive Spring - Blue
Driven Spring – Maroon
Drive Belt
Weights – WedgeX356 (6)
Decals
Instructions

TOOLS NEEDED:

Floor jack & safety stands
Drive clutch puller
Driven clutch compression tool
Governor Cup Removal tool
3/8" metric socket set
5/8" socket ½"
1/2'' drive 1 ¼'' socket
7mm, 8mm, 16mm, 17mm & 22mm socket
Torx set
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 wheels to sag.
Install safety stands/jacks.
Loosen clamp holding air intake on clutch cover. 7mm.
Loosen intake tube top clamp and fully remove tube.
Remove clutch cover screws (11) with 30 torx or 8mm socket.
After cover bolts have been removed remove jack stand and jack. Allowing suspension to compress.
Remove clutch cover. May need to pull out on the shock spring to remove.
Use Can Am Belt Removal Tool to remove belt.
Remove driven clutch bolt (17mm socket)
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 clutches/belt from machine.
Mark drive clutch and spider for alignment purposes for re-installment.
Using the Governor cup removal tool and the drive clutch puller separate the drive clutch.
Set Governor cup to the side. Be careful not to lose any of the buttons.
Clean/wipe/blow dust from drive clutch assembly.
Scuff sheaves with a Scotch Brite pad and wipe faces of clutch sheaves with contact cleaner on a rag.
Install drive clutch onto compression tool
Tighten cage against spring cup. Remove 6 T30 Torx screws. Remove drive clutch spring.
Install supplied **BLUE** drive spring in clutch. Install spring cup and torque T30 screws to factory spec.
Install supplied weights, without stock shims.
Install cover aligning X on cover to X on clutch spider.
Clean/wipe/blow dust from driven clutch assembly.
Scuff sheaves with a Scotch Brite pad and wipe faces of clutch sheaves with contact cleaner on a rag.
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 **MAROON** driven spring in clutch. **Note: this spring will not have tine ends.**
Make sure arrows on the driven clutch sheaves line up when assembling.
Tighten tool cage slightly against flat area. Align holes. Apply Blue Loctite on helix screws. Torque to factory spec.
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 replacing the driven clutch bolt #42044199 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 1900-2100rpm after initial engagement.
Top rpm should be **76-7900rpm** in normal operating conditions.
When clutches are fully shifted through the shift cycle RPM can go up to 8,000-8,2000 at top speed.

Re-torque drive clutch/driven clutch bolts to proper Can-Am 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

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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