

# CLUTCH KIT

## INSTALLATION GUIDE

2017-2019 Can-am X3

### PARTS LIST

## 25-DCK1

- |                                       |                          |
|---------------------------------------|--------------------------|
| <b>6</b> CLUTCH ARMS                  | <b>24</b> MAGNETS (3/8") |
| <b>1</b> PRIMARY SPRING GOLD          | <b>12</b> WASHERS        |
| <b>1</b> SECONDARY SPRING LIGHT GREEN |                          |

**PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION**

**THIS KIT REQUIRES SPECIAL TOOLS FOR INSTALLATION.  
FOR BEST RESULTS, DYNOJET RECOMMENDS  
INSTALLATION BY A QUALIFIED TECHNICIAN.**

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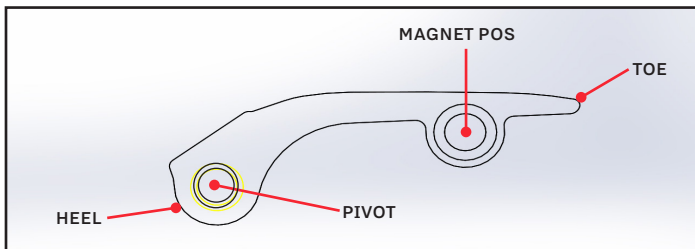
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# CLUTCH KIT ADJUSTMENT SETTINGS

INTENDED USE	ELEVATION	MAGNETS	TOTAL WEIGHT	PRIMARY SPRING	SECONDARY SPRING	HELIX POS
Trail Std Tire	0-4000 ft	2	52 gr	GOLD	LIGHT GREEN	3
Trail 30-32" Tire	0-4000 ft	4	56 gr	GOLD	LIGHT GREEN	1
Sand 30-32" Tire	0-4000 ft	3	54 gr	GOLD	LIGHT GREEN	1
Paddle Tire / Heavy load	0-4000 ft	2	52 gr	GOLD	LIGHT GREEN	1

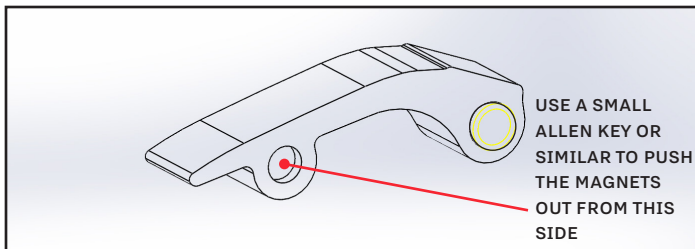
## CLUTCH ARM ADJUSTMENT



LOAD MAGNETS STARTING AT HEEL - POS #1

**LOAD MAGNETS PER THE TABLE ABOVE. MAKE SURE EACH CLUTCH ARM IS LOADED WITH THE SAME AMOUNT OF WEIGHT.**

- 1 MAGNET CHANGE ON EACH ARM WILL ALTER RPM APPROXIMATELY 150RPM
- WHERE THE SPRING IS INDICATED ON THE HELIX ALSO AFFECTS TARGET RPM



TO REMOVE MAGNETS

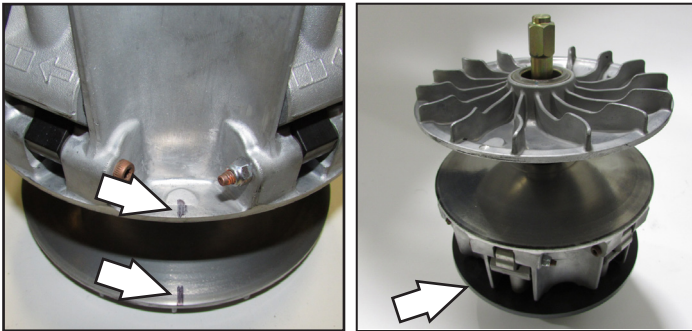
**OUR SETTINGS ARE A GENERAL BASELINE. MANY THINGS CAN EFFECT CLUTCH SETUP:**

- TIRE BRAND & SIZE
- STATE OF CLUTCH WEAR
- DRIVEBELT CONDITION
- ENGINE POWER OUTPUT
- ENVIRONMENT CONDITIONS

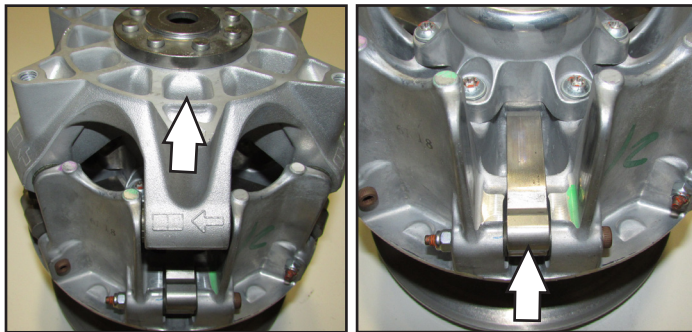
# INSTALLATION INSTRUCTIONS

**IT IS RECOMMENDED TO HAVE AN AUTHORIZED CANAM TECHNICIAN INSTALL THE CLUTCH KIT AS SPECIAL TOOLS ARE NEEDED TO COMPLETE THE INSTALLATION.**

Remove all the 8mm head bolts for the plastic, clutch housing. Remove clutch housing. Mark the direction of the drivebelt. Remove the drivebelt. Although there are arrows on the sheaves it is a good idea to make a mark that you can easily see to ensure proper alignment when reinstalling. Using the Canam clutch puller part #529 035 746 remove the primary clutch. It is recommended to grease the threads of the clutch puller before usage.



To disassemble the primary clutch use special tool 529 036 350.

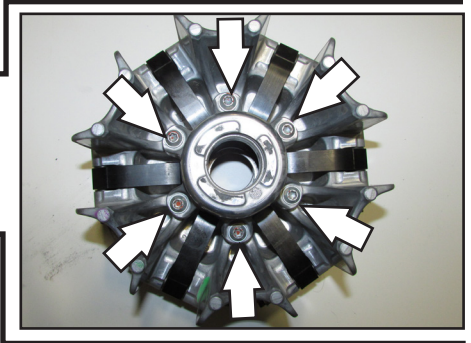


Once the sheaves have been separated you can remove the special tool. Slide the governor cup out of the guides. If the slider shoes fall out make sure you inspect the slider and O'ring.

Remove the stock clutch arms using a T25 torx and 8mm wrench. Replace with the Dynojet arms using the required number of magnets per chart on page 2. Make sure to reinstall the stock thrust washers on each side of the arms. There are replacement washers included in the kit if needed.

Place special tool part # 529 036 012 in a secure vice. Slide primary assembly over the tool and tighten down the tool over the spring cover. Remove the 6 bolts holding the spring cover in place. Remove the special tool.

Remove the 6 bolts for the spring cover to access the primary spring.



Replace the primary spring with the supplied Dynojet GOLD spring. Reverse order of disassembly. Make sure to clean the taper of the assembly and the face of the sheaves properly. When installing the primary assembly back on the crankshaft make sure that your original marks are aligned before tightening. Replace the drive pulley screw and torque to 89lb/ft.

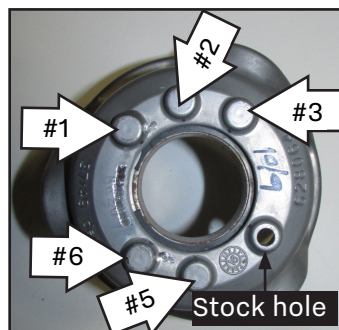


Remove the secondary clutch assembly from the vehicle. To disassemble the secondary clutch use special tool part #529 036 012. Take notice of the arrow marks on each sheave. It is best to make marks on the edge of each sheave with a marker for ease of reassembly.



While the secondary is compressed remove the 3 torx cam retaining screws.

With the secondary clutch disassembled inspect the cam.

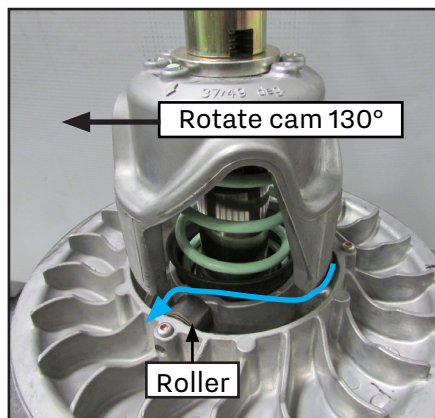


Some cams will have multiple holes in it and early units will only have 1 hole. If yours only has 1 hole then you need to drill additional holes per the picture on the left with a 17/64" drill bit. The #1 location in this pic is the location where the STOCK alignment arrow is.

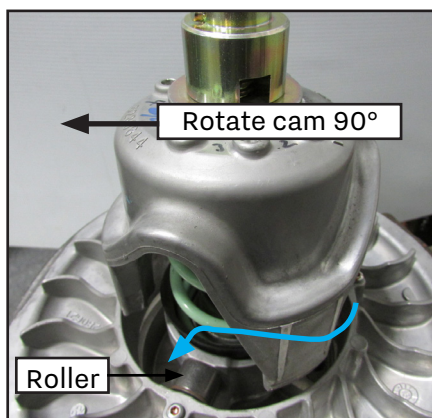
**INSTALLATION GUIDE**

Slide the secondary sheave onto the special tool. Put the stock plastic cup and Dynojet Light Green spring into the sheave making sure the tab on the spring is inserted into the hole in the sheave correctly. Install the cam over the spring engaging the hole location per the chart on page 2. Rotate the sheave per the pictures below so the roller engages the next finger.

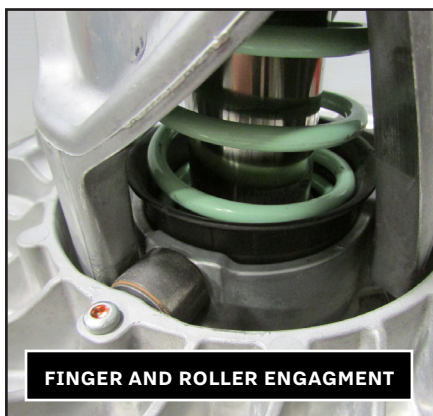
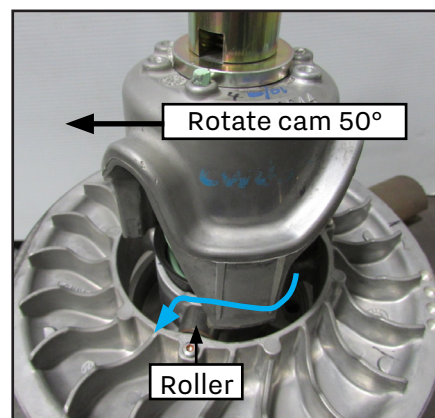
**CAM POSITION #1**



**CAM POSITION #3**



**STOCK CAM POSITION**



Align the marks on each sheave. Fully compress the sheaves and reinstall the 3 torx screws to 45 lb/ft. Clean the sheaves thoroughly and the transmission shaft. Reinstall the secondary clutch assembly onto the transmission shaft. Replace the bolt and torque to 52 lb/ft.

## TUNING NOTES

For best performance your RPM when checked at 55 mph should be 7850-8000rpm. This should be checked on a surface that offers good traction and tested with normal load in the vehicle. Adjustments to overall weight of each clutch arm and/or secondary springs may be necessary to achieve this RPM target.

If you were to test on the street and then ride in the sand or mud it is not uncommon to see a loss of 300-400rpm if using paddle tires.

Our settings are based on using a PowerVision tune in the ECM for optimal performance.

## TOOLS NEEDED FOR INSTALLATION

- PULLER ( 529 035 746 )
- PRIMARY HOLDER ( 529 036 350)
- SECONDARY COMPRESSOR ( 529 036 012)
- 8MM SOCKET
- T27 TORX
- T30 TORX
- 17/64" DRILL BIT
- 22MM SOCKET
- 17MM SOCKET

**PUSH THE LIMIT.**

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