CLUTCH KIT

INSTALLATION GUIDE

2022-2023 Can-Am X3 P-DRIVE

PARTS LIST 25-DCK10

- **3** CLUTCH ARMS
- **6** SIDE PLATES
- **3** CAMS
- **3** BOLTS
- **24** MAGNETS

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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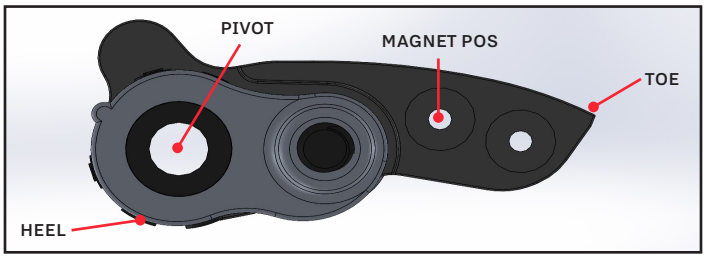
CLUTCH KIT ADJUSTMENT SETTINGS

INTENDED USE	ELEVATION	MAGNETS	TOTAL WEIGHT	PRIMARY SPRING	SECONDARY SPRING	HELIX POS
Trail Std Tire	0-4000 ft	2-2	114 gr	STOCK	LIGHT GREEN	90
Paddle Tire / Heavy load	0-4000 ft	2-1	113 gr	STOCK	LIGHT GREEN	120

CLICKER ON EACH ARM TO BE SET TO THE INDEX POSITION.

THIS CLUTCH ARM KIT IS INTENDED TO BE USED WITH THE DYNOJET HELIX KIT PART #25-DHK1. THE SETTINGS LISTED ABOVE WILL NOT BE RELEVANT IF YOU WERE TO USE THIS KIT WITH THE STOCK HELIX.

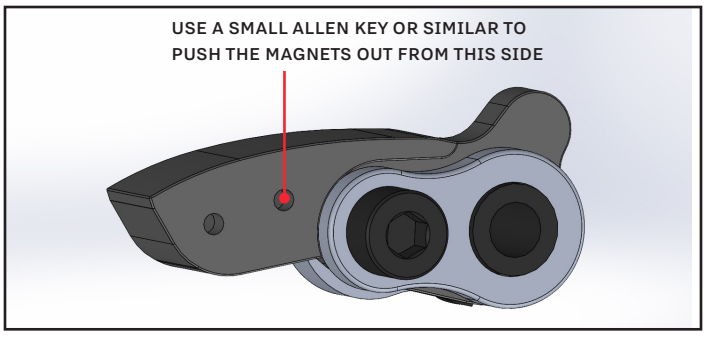
CLUTCH ARM ADJUSTMENT



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 125RPM
- WHERE THE SPRING IS INDICATED ON THE HELIX ALSO AFFECTS TARGET RPM



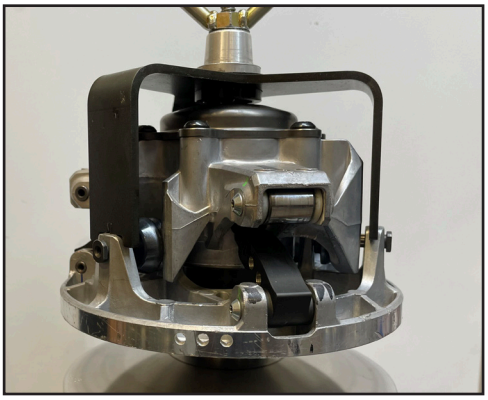
TO REMOVE MAGNETS

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

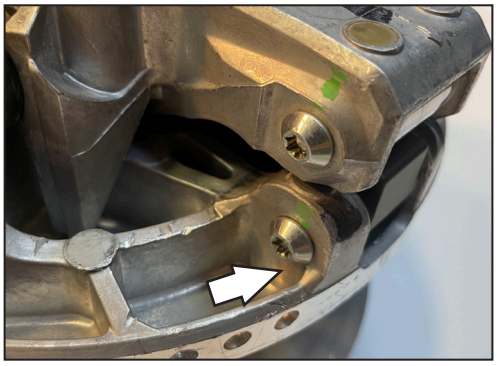
- TIRE BRAND & SIZE
- STATE OF CLUTCH WEAR
- DRIVEBELT CONDITION
- ENGINE POWER OUTPUT
- ENVIRONMENT CONDITIONS

INSTALLATION INSTRUCTIONS

IT IS RECOMMENED TO HAVE AN AUTHORIZED CAN-AM TECHNICIAN INSTALL THE CLUTCH KIT AS SPECIAL TOOLS ARE NEEDED TO COMPLETE THE INSTALLATION.



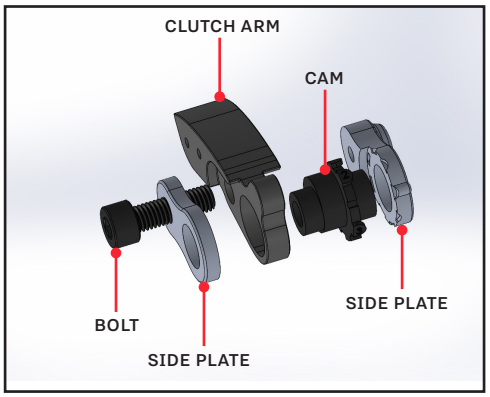
- After removing the primary clutch from the vehicle, set the clutch up in a compression tool and compress the primary clutch.



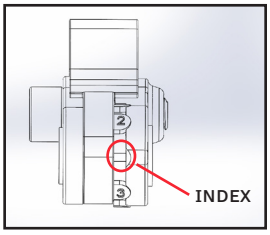
- Using a T25 torx remove the screw for each clutch weight pin

- Using the Can-am pin press tool lightly tap the clutch arm pin out.

  PAY ATTENTION TO THE DIRECTION THAT THE PINS ARE REMOVED AS THEY NEED TO BE RE-INSTALLED IN THE SAME DIRECTION

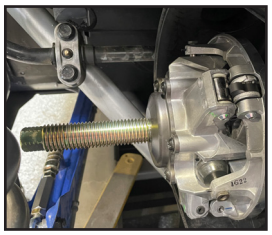


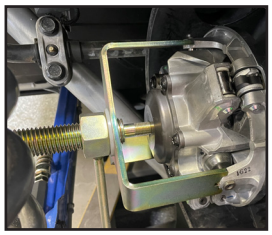
- Assemble the Dynojet clutch arms per the above diagram. Set the cam to the index mark.
- Install the Dynojet clutch arms in place of the stock arms. Push the clutch arm pins back into the clutch housing in the same orientation that you removed them.

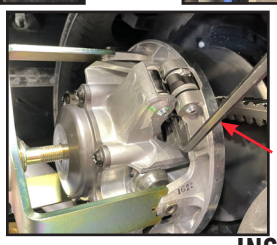


- Tighten the clutch arm pin screw to 44in/lbs using blue loctite.
- Remove the compression tool and reinstall the primary clutch on the vehicle. Torque the primary bolt to 89ft/lbs.

- The arms can be adjusted while the primary is still installed on the vehicle.
- Remove the primary bolt and install the special tool bolt. Then put the compression plate and nut on to put slight pressure on the primary.
- Use an allen key to loosen the bolt of the arm assembly enough so that you can turn the cam.







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.

Each clicker adjustment will alter the RPM 150-200rpm. #1 will drop the RPM and #4 will raise the RPM from the index position.

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

TOOLS NEEDED FOR INSTALLATION

- PULLER (529 035 746)
- CLUTCH COMPRESSOR
- PDRIVE SHEAVE COMPRESSION TOOL
- T25 TORX
- THREADED PUNCH TOOL

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