

STAGE 4 KIT

Install guide for: 96090027

Model coverage:
2017-2020 Can-Am X3 R Models

PARTS LIST

1	POWER VISION (PV3-25-01)	1	HOSE	
1	BOOST TUBE KIT (96030013)	2	CLAMPS	
✗	1	INJECTOR KIT (9604004)	1	T-FITTING
	1	WASTEGATE (9601004)		

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION.

✗ 196090027.01

INSTALLING THE PV3 (PV3-25-01)

- 1 Secure the Power Vision to the vehicle using the supplied Velcro. Make sure the Power Vision will not interfere with the operation and steering of the vehicle.

Note: The Power Vision does not need to be installed or remain connected to the vehicle to function once the flash is complete.



- 2 Attach the diagnostic cable to the diagnostic port on the Power Vision and to the diagnostic port on the vehicle. The diagnostic plug is located under the glove box lid. *Note: Remove the diagnostics port holder and insert the Power Vision cable to hold the cable securely in place.*

- 3 Turn the key on. The Power Vision will scan for files.

INSTALL POWER VISION

DIAGNOSTIC PORT

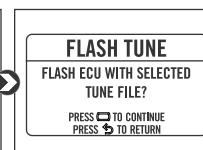
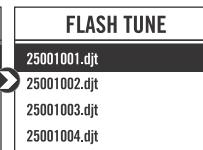
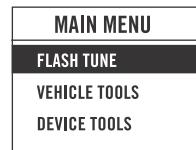


FLASHING YOUR VEHICLE

The Power Vision must be paired to the connected vehicle ECU to function properly.

Note: Once paired to the vehicle ECU, the Power Vision will not work on another vehicle without purchasing a tune license.

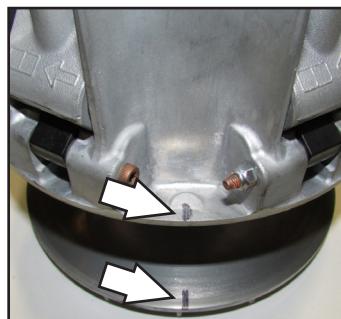
- 1 From the Main Menu, select **Flash Tune**.
- 2 Select the tune file (.djt) and press **Enter** to view the Tune Info.
- 3 Press **Enter** to accept the tune and pair the Power Vision to the vehicle.
Note: Pair to vehicle will only happen on the first flash.
- 4 Press **Enter** to pair and lock the Power Vision to the ECU and to begin the flash. Do not turn off the key switch or disconnect the Power Vision during the flash.
- 5 After the flash is complete, turn the key off and wait 45 seconds before turning the key back on to start.



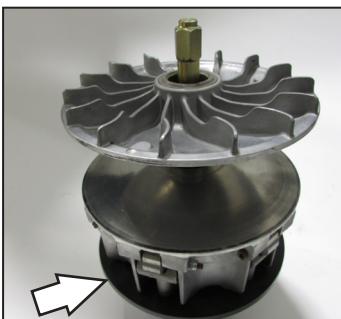
For more detailed information refer to the Installation Guide included with your Power Vision.

INSTALLING THE CLUTCH KIT (25-DCK1)

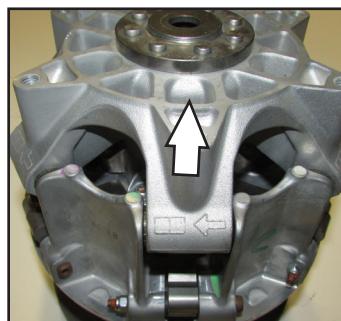
- 1 Remove clutch housing by removing all the 8mm head bolts for the plastic, clutch housing.
- 2 Mark the direction of the drivebelt and remove it.
- 3 Using the primary clutch puller (included in Dynojet P/N 16300002) remove the primary clutch. It is recommended to grease the threads of the clutch puller before usage.
Note: 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.
- 4 To disassemble the primary clutch use the disassembly tool (included in Dynojet P/N 16300002). Once the sheaves have been separated you can remove the special tool.
- 5 Slide the governor cup out of the guides. If the slider shoes fall out make sure you inspect the slider and O-ring.
- 6 Remove the stock clutch arms using a T25 torx and 8mm wrench. Replace with the Dynojet arms using the required number of magnets shown in the chart on page two of the Clutch Kit Installation Guide included with your clutch kit. Make sure to reinstall the stock thrust washers on each side of the arms. There are replacement washers included in the kit if needed.
- 7 Remove the 6 bolts for the spring cover to access the primary spring.
- 8 Place the compression tool (included in Dynojet P/N 16300002) 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.
- 9 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.
- 10 Remove the secondary clutch assembly from the vehicle. To disassemble the secondary clutch use the compression tool (included in Dynojet P/N 16300002). 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.



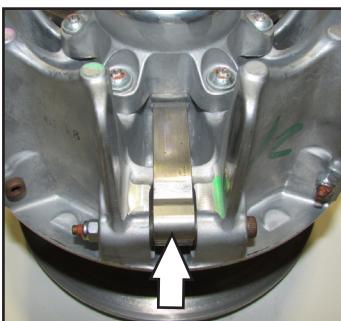
MARKS



SEPARATE



REMOVE CUP



REMOVE ARMS



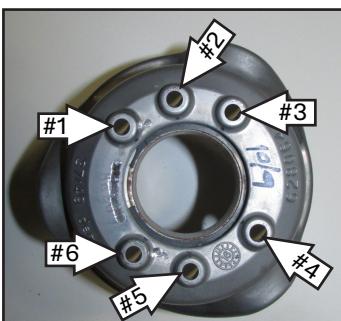
REMOVE BOLTS



SPECIAL TOOL



REMOVE BOLTS

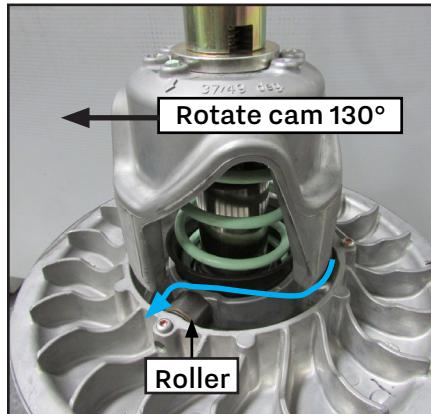


SPRING POSITION

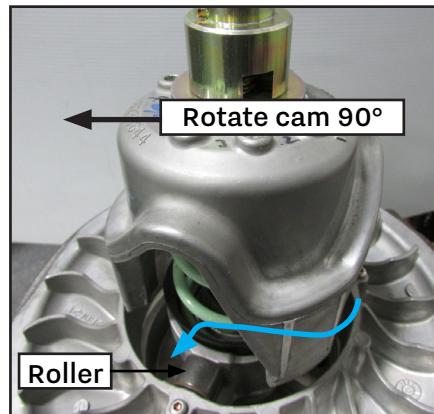
11 While the secondary is compressed remove the 3 torx cam retaining screws. Note: With the secondary clutch disassembled, inspect the cam. The #1 location in this image is the location where the stock alignment arrow is.

12 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 using the chart on page two of the Clutch Kit Installation Guide included with your clutch kit. Rotate the sheave per the pictures so the roller engages the next finger.

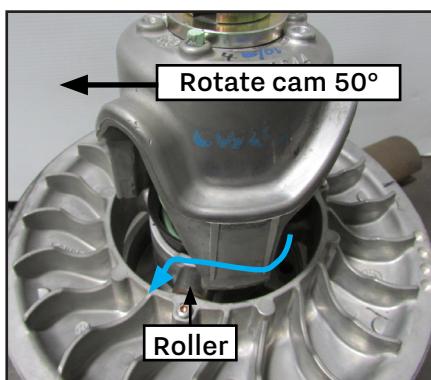
13 Align the marks on each sheave. Fully compress the sheaves and reinstall the 3 torx screws to 45 lb/ft. Clean the sheaves thoroughly and the transmission shaft. Reinstall the secondary clutch assembly onto the transmission shaft. Replace the bolt and torque to 52 lb/ft.



CAM POSITION #1



CAM POSITION #3



STOCK CAM POSITION



ROLLER ENGAGEMENT

DISASSEMBLY

NOTE: You will need a vacuum/pressure pump (a.k.a. Mighty Vac) to complete the installation and set the wastegate crack pressure properly.

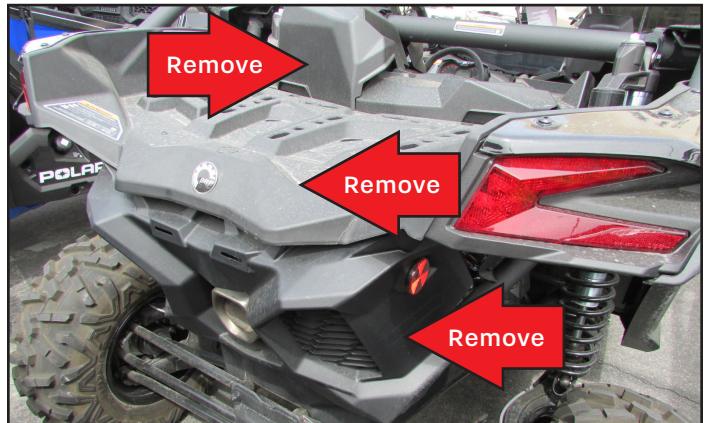
1 Remove the turbo access panel between the back of the rear most seats.



TURBO ACCESS PANEL

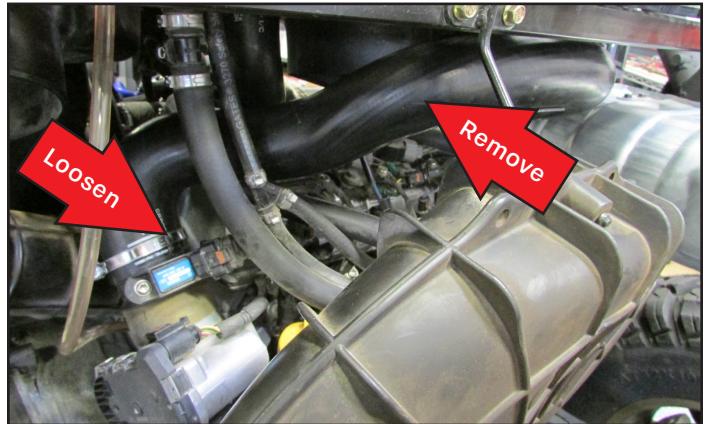
DISASSEMBLY

- 2 Remove the panels and bodywork necessary to access the engine compartment (intercooler covers, particle separator covers, cargo bed, rear bumper panels, etc.)



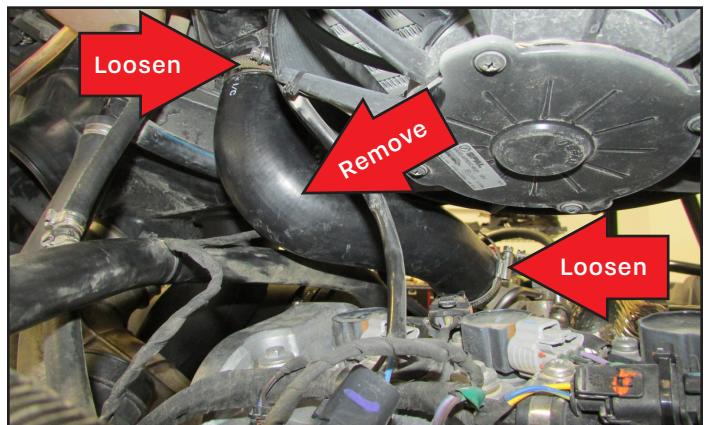
REAR OF VEHICLE

- 3 Loosen the hose clamps at both ends of the long stock boost tube (which connects the outlet of the intercooler to the throttle body).
- 4 Remove the long stock boost tube.



STOCK BOOST TUBE (LONG)

- 5 Loosen the hose clamps at both ends of the short stock boost tube (which connects the turbo to the inlet of the intercooler).
- 6 Remove the short stock boost tube.

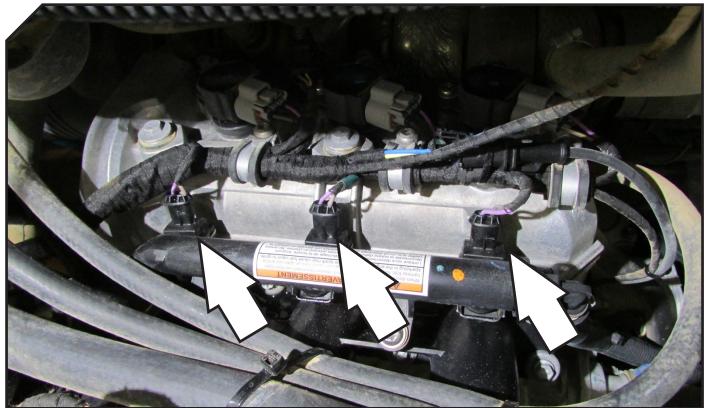


STOCK BOOST TUBE (SHORT)

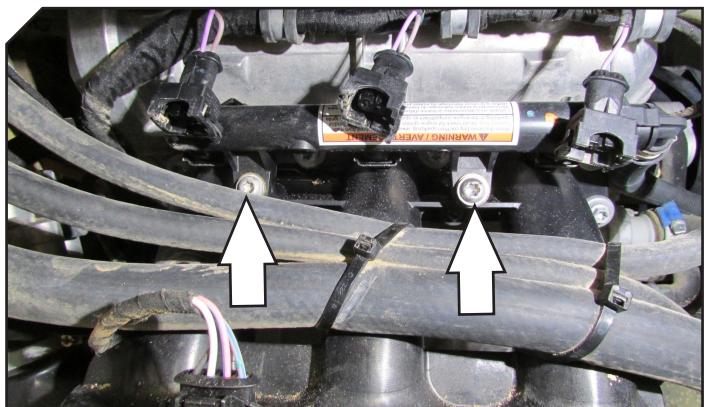
INSTALLING THE INJECTORS (96040004)

- 7 Unplug the stock wiring harness from each injector.

Note: It is recommended to make sure this area is clean and free from debris so dirt does not get into the engine when injectors are removed.



- 8 Remove the 2 torx bolts from the fuel rail.
- 9 Pull up on the fuel rail to remove. The injectors will stay connected to the rail.



- 10 Remove the clip and this will allow the injector to be removed from the fuel rail.
- 11 Assuming your stock O-rings are in good condition it is recommended to remove the ORANGE O-rings from the Dynojet injector and replace with the stock O-ring.
Note: This allows the injector to more easily seat into the fuel rail.



- 12 Install the Dynojet injectors onto the fuel rail. Make sure to use some grease on each O-ring.
- 13 Reinstall the fuel rail and injectors back onto the engine.
- 14 Plug the Dynojet adapters onto each injector and then the stock wiring harness onto each adapter.



INSTALLING WASTEGATE ACTUATOR (96010004)

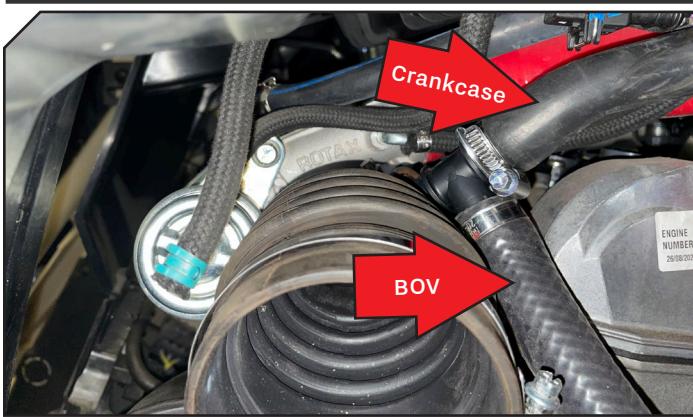


BOOST REFERENCE LINE



WASTEGATE ACTUATOR INSTALLED

INSTALLING THE BOOST TUBES



INTAKE T-FITTING

96030027

- 15 Disconnect the boost control tube from the stock wastegate actuator.

Cut the stock hose clamp off. It will be replaced.

To remove the stock wastegate actuator, pump just enough air pressure into the stock actuator with the vacuum/pressure pump to remove spring pressure from the clevis arm before loosening it from the wastegate.

- 16 Install the Dynojet actuator to the stock mounting bracket.

The clevis arm will need to be removed from the actuator to get it into place.

- 17 Reinstall the clevis arm and set the wastegate crack pressure to 10 psi. It is highly recommended to verify and set crack pressure with a vacuum/pressure pump before operating the vehicle.

- 18 Attach the clevis arm to the wastegate. Re-use the stock clip.

- 19 Attach the stock boost control tube to the Dynojet actuator. Use the supplied hose clamp to secure it.

- 20 Remove the stock fitting out of the intake tube going to the turbo. Install the supplied T-fitting in its place.

- 21 Connect the crankcase breather hose to the T-fitting. Secure the supplied hose for the Blow off Valve to the other end of the T-fitting.

THIS PICTURE IS SHOWN WITH THE AIRBOX REMOVED. AIRBOX DOES NOT NEED TO BE REMOVED TO PERFORM THIS STEP

DYNOJET

INSTALLATION



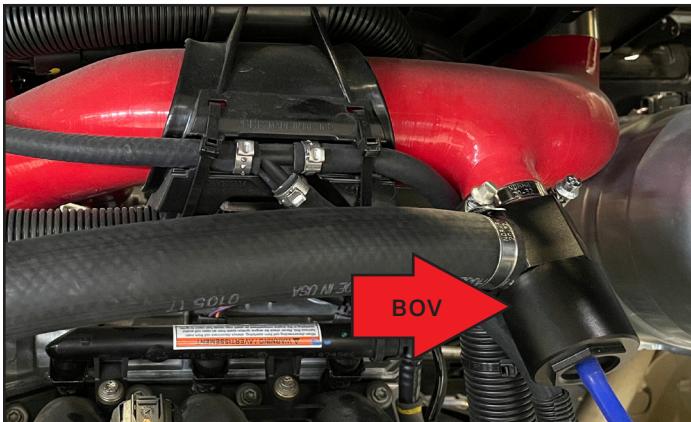
DYNOJET BOOST TUBE (SHORT)

- 22 Install the short Dynojet boost tube on to the turbo and the inlet of the intercooler. Use the small t-bolt clamp to secure the end that goes over the turbo. Use one of the two medium sized t-bolt clamps to secure the end that goes over the inlet to the intercooler.



DYNOJET BOOST TUBE (LONG)

- 23 Install the long Dynojet boost tube on to the outlet of the intercooler and to the throttle body. Use the largest t-bolt clamp to secure the end that goes over the throttle body. Use one of the two medium sized t-bolt clamps to secure the end that goes to the outlet of the intercooler.



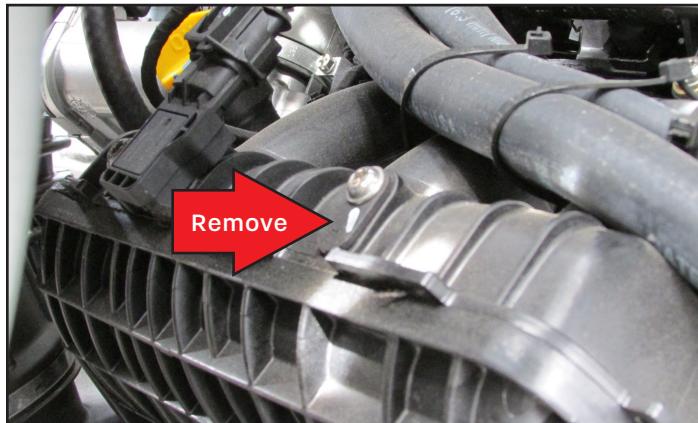
BOLOW VALVE ASSEMBLY

- 24 Install the blow off valve assembly into long Dynojet boost tube. Secure it with supplied hose clamp.
- 25 Clamp the other end of the supplied hose to the BOV.

INSTALLATION

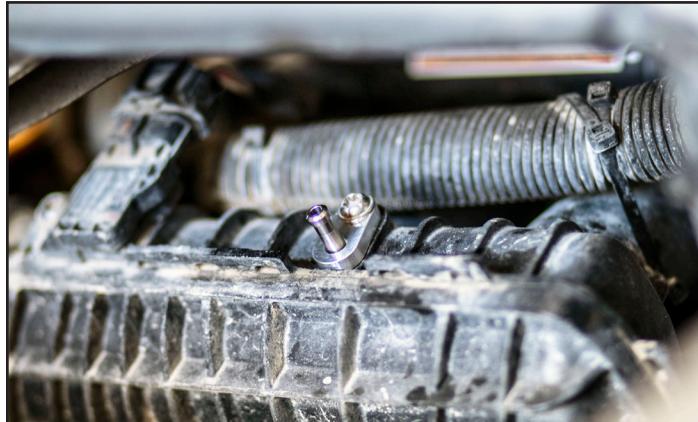
26 Remove the stock plug from the intake plenum.

(If the vehicle has a nozzle fitting installed here instead of a flat plug/cover, proceed to step 15)



STOCK PORT COVER

27 Install the o-ring side of the nozzle fitting into the hole of the intake plenum. Screw the plate down on top of it with the stock screw.

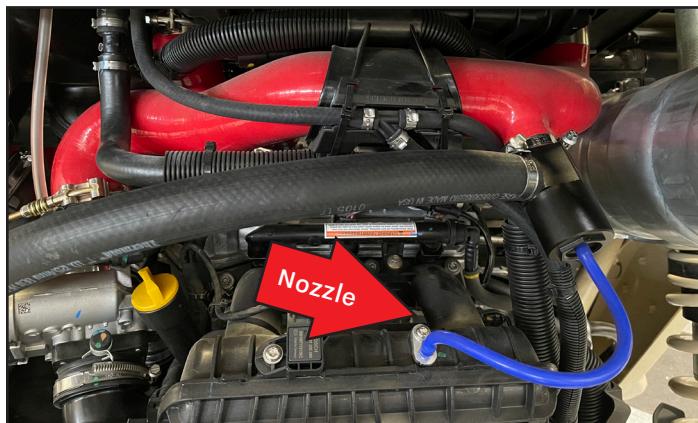


PORT FITTING INSTALLED

28 Attach the boost reference tube to the nozzle fitting on the intake plenum and to the blow off valve.

29 Reinstall the removed panels and bodywork.

30 Affix the supplied CARB E.O. label to a conspicuous area. Next to the original emissions label is a good location. Make sure to clean the surface before attaching.



PRESSURE REFERENCE LINE CONNECTED



**PUSH
THE
LIMIT**

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