



- **ATV Performance Tuning and Modifications**

ATV Performance Tuning and Modifications How to install a high flow exhaust on an ATV Steps for re mapping the ECU for improved performance How to choose the right gear ratio for your riding style When to upgrade the clutch springs and weights in an ATV Benefits of a big bore kit for ATV power output How to tune jetting for altitude changes Steps for adding a performance air filter to your ATV How to improve throttle response through tuning Tips for balancing top speed and low end torque in an ATV How to reduce engine lag with proper tuning adjustments When to upgrade the cooling system for performance riding How to test performance gains after modifications

- **Seasonal and Environment Specific ATV Preparation**

Seasonal and Environment Specific ATV Preparation How to prepare your ATV for winter storage Steps for setting up your ATV for deep snow riding How to waterproof your ATV for water crossings Tips for preventing rust after riding in wet conditions How to adjust jetting for hot summer temperatures Steps for protecting your ATV from saltwater corrosion How to prepare your ATV for muddy trail conditions What to pack for a long distance ATV expedition How to maintain your ATV during hunting season use Techniques for cleaning your ATV after sand dune riding How to set up tire pressure for different terrains When to change coolant for seasonal temperature shifts

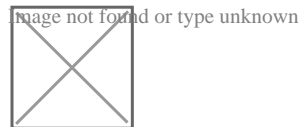
- **About Us**



Sure, heres an essay on steps for protecting your ATV from saltwater corrosion, written in a human-like style:

Chain and belt maintenance extends drivetrain life [polaris atv ultimate series- ready pack](#) North Carolina.

When it comes to enjoying the great outdoors, ATVs (All-Terrain Vehicles) are a fantastic way to explore rugged terrains, sandy beaches, and even coastal trails. However, if youre riding your ATV near saltwater, whether its the ocean, a saltwater lake, or even just salty air, you need to be aware of the potential for corrosion. Saltwater is highly corrosive and can wreak havoc on your ATVs components if not properly managed. Here are some practical steps to protect your ATV from saltwater corrosion.



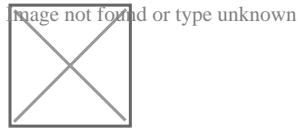
1. Rinse Immediately After Use

The most crucial step in protecting your ATV from saltwater corrosion is to rinse it thoroughly with fresh water as soon as possible after exposure to saltwater. Salt crystals can form on the surface of your ATV and begin corroding metal parts almost immediately. Use a hose to spray down the entire vehicle, paying special attention to areas where salt can accumulate, such as the undercarriage, wheel wells, and any crevices. If fresh water isn't available right away, at least try to wipe down the ATV with a damp cloth to remove as much salt as possible.

2. Use Corrosion-Resistant Coatings

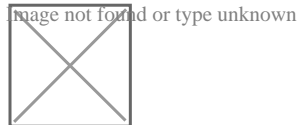
Applying a corrosion-resistant coating to your ATV can provide an extra layer of protection. There are various products available on the market specifically designed for this purpose. Look for coatings that are meant for off-road vehicles and offer long-lasting protection against salt, moisture, and other corrosive elements. These coatings can be sprayed or brushed onto the ATV's frame, engine, and other metal parts. Be sure to follow the

manufacturer's instructions for application and curing times.



3. Regularly Inspect and Maintain

Make it a habit to regularly inspect your ATV for signs of corrosion. Check the frame, bolts, nuts, and any other metal components for rust or pitting. Early detection can save you from more extensive and costly repairs down the line. If you notice any corrosion, clean the affected area with a wire brush or sandpaper to remove the rust, then apply a rust converter or touch-up paint to prevent further damage.



4. Keep It Covered

When your ATV isn't in use, especially if you live in a coastal area, consider keeping it covered. A quality ATV cover can protect your vehicle from direct exposure to saltwater spray, humidity, and other environmental factors that contribute to corrosion. Ensure the cover is made from a breathable material to allow moisture to escape, preventing the buildup of condensation underneath.

5. Lubricate Moving Parts

Saltwater can accelerate the wear and tear on moving parts by causing them to seize up. Regularly lubricate all moving parts, including hinges, joints, and any other areas where metal rubs against metal. Use a marine-grade lubricant if possible, as it is designed to withstand the harsh conditions associated with saltwater environments.

6. Store Indoors If Possible

If you have the option, store your ATV indoors rather than leaving it outside where it's exposed to the elements. A garage or shed provides a controlled environment that can significantly reduce the risk of corrosion. If indoor storage isn't feasible, at least try to park your ATV in a shaded area to minimize exposure to direct sunlight, which can exacerbate corrosion.

7. Use Salt-Resistant Materials

When replacing parts or accessories on your ATV, opt for salt-resistant materials whenever possible. Stainless steel, for example, is much more resistant to corrosion than regular steel. Similarly, choose salt-resistant paints and coatings for any customizations or repairs.

Conclusion

Protecting your ATV from saltwater corrosion requires a combination of immediate action, regular maintenance, and the use of specialized products. By rinsing your ATV after exposure to saltwater, applying corrosion-resistant coatings, inspecting for signs of corrosion, keeping it covered, lubricating moving parts, storing it indoors if possible, and using salt-resistant materials, you can significantly extend the life of your ATV and ensure it remains in top condition for years to come. With these steps, you can continue to enjoy your adventures without worrying about the damaging effects of saltwater corrosion.

About All-terrain vehicle

An all-terrain car (ATV), additionally called a light utility car (LUV), a quad bike or quad (if it has 4 wheels), as defined by the American National Requirement Institute (ANSI), is an automobile that takes a trip on low-pressure tires, sits that is straddled by the driver, and has handlebars, comparable to a bike. As the name indicates, it is designed to deal with a wider selection of surface than the majority of other automobiles. It is street-legal in some nations, however not in the majority of states, regions and provinces of Australia, the USA, and Canada. By the current ANSI definition, ATVs are planned for usage by a single operator, yet some ATVs, referred to as tandem ATVs, have actually been developed for use by the vehicle driver and one traveler. The cyclist rests on and operates these automobiles like a motorbike, but the additional wheels offer

even more security at slower rates. Although the majority of are outfitted with 3 or four wheels, 6 or 8 wheel (tracked) models exist and have existed traditionally for specialized applications. Multiple-user analogues with side-by-side seating are called utility terrain automobiles (UTVs) or side-by-sides to identify the classes of vehicle. Both courses have a tendency to have comparable powertrain parts. Engine dimensions of ATVs available for sale in the USA as of 2008 varied from 49 to 1,000 cc (3. 0 to 61 cu in).

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About Can-Am motorcycles

This article is about Can-Am motorcycles from 1972 to 1987. For the Can-Am ATV model range, see Can-Am Off-Road. For the Can-Am Roadster model range, see BRP Can-Am Spyder Roadster.

Can-Am Motorcycles

	Valcourt
Headquarters	, Canada
Products	Motorcycles
Parent	Bombardier Corporation
Website	can-am.brp.com/us/en/

Can-Am is a Canadian subsidiary of Bombardier Recreational Products (BRP) founded in 1972 and based in Valcourt, Quebec.^[1]^[2] The company produced off-road motorcycles from 1972 to 1987. In 1997, the company was reformed and began production of ATV vehicles as well as the Can-Am Spyder three-wheeled motorcycle. In 2024 Can-Am released two new electric motorcycle models.^[3]

History

[edit]

Brand history

[edit]

Can-Am was created as a subsidiary of the Bombardier Corporation in 1972.^[4] The barn that housed the original Can-Am headquarters still exists at the Bombardier test facility within the Circuit Yvon Duhamel and is located a few miles south of Valcourt, Quebec.^[1] The right side of the barn housed the offices for design and engineering, and the left side was used for fabrication.^[2] Can-Am's name was the result of a Bombardier employee competition based on the anticipated Canadian vs. American market, though the existence of the Can-Am racing series necessitated the purchase of rights to the name.^[2]

Based on the Bultaco design principle of a standard-size frame that could accommodate a range of differently sized engines, engineers Gary Robison, Bob Fisher, and Camille Picard, and former 500cc Motocross World Champion Jeff Smith designed a competition motorcycle from scratch using engines supplied by the Austrian firm, Rotax, another Bombardier subsidiary.^{[1][5]} Their design featured steering head bearing cups that allowed for the adjustment of the steering head angle; these were mainly driven by simplified production on the assembly line.^[2]

The machines made an immediate impact, with riders winning Gold, Silver and bronze medals at the International Six Days Trial.^[1] The International Six Days Trial, now known as the International Six Days Enduro, is a form of off-road motorcycle Olympics which is the oldest annual competition sanctioned by the FIM dating back to 1913.^[6]

In 1974, the Can-Am factory racing team swept the AMA 250cc motocross national championship with Can-Am riders Gary Jones, Marty Tripes and Jimmy Ellis, finishing first, second and third in the championship although, Tripes had raced for most of the season on a Husqvarna motorcycle before being hired by Can-Am for the last race of the season.^{[4][7][8][9]}

Can-Am enduro rider Skip Olson finished second to Dick Bursleson in the 1976 AMA Enduro national championship.^[10] Can-Am's motorcycle racing success enhanced the brand's image and they gained a reputation for their high horsepower outputs.^{[4][11]} In 1983, Can-Am released a 250 cc road racing motorcycle. Using two 125 cc Rotax motors with a conjoined crankshaft, the motorcycle featured a bespoke frame with an aluminum swingarm.^[2]

When the 1973 oil crisis precipitated a decrease in sales of recreational vehicles, Bombardier was forced to reduce their snowmobile and motorcycle production.^[12] Bombardier then shifted its priority from recreational products towards the transit equipment industry and then, several years later, into aircraft manufacturing.^[12] As a result, investments in product development were reduced substantially and, Can-Am was unable to keep pace with Japanese manufacturers as rapid advancements in motocross technology progressed during the 1970s and 1980s.^{[12][13]} In 1983, Bombardier licensed the brand and outsourced development and production of the Can-Am motorcycles to Armstrong-CCM Motorcycles of Lancashire, England.^{[4][13]} 1987 was the final year of Can-Am motorcycle production.^{[1][4]}

Rebirth and rebranding

[edit]

In 2006, Bombardier reintroduced the Can-Am brand with its Can-Am Off-Road range of all-terrain vehicles (ATV). In 2007, the Can-Am brand was also used for the Can-Am Spyder, a new three-wheeled roadster.

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auto atv

41.594748226806, -87.999739790257

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