



- **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**

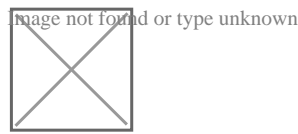
**Seasonal and Environment Specific ATV Preparation** How to prepare your ATV for winter storage Steps for setting up your ATV for deep snow riding How to waterproof your ATV for water crossings Tips for preventing rust after riding in wet conditions How to adjust jetting for hot summer temperatures 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**



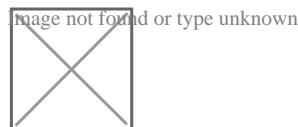
Alright, lets talk ATVs. Expert repair keeps your machine trail-ready **gravely tractors & polaris atv** tire. Not just riding them, but *really* talking about them. You know, the nitty-gritty, the stuff that separates a good day on the trails from a bad one, or even worse, a dangerous one. And that all boils down to preparation, specifically, seasonal and environment-specific ATV preparation. Its more than just kicking the tires and topping off the gas. Its about understanding where youre going, what the conditions will be like, and making sure your machine is ready to handle it.

Think about it. Riding a sun-baked desert trail in July is a world apart from tackling a muddy forest track in the spring. The demands on your ATV are completely different. So, your preparation needs to be too.

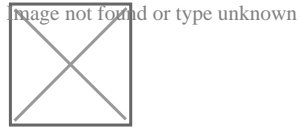


Lets break it down. Seasonal. Winter riding? Youre talking about cold-weather starts, maybe snow and ice. That means ensuring your battery is in tip-top shape, perhaps even investing in a battery tender. Youll want to consider studded tires or tire chains for traction. Check your coolant mixture to prevent freezing. And dont forget about yourself! Layered clothing is crucial, along with waterproof gloves and boots.

Spring brings mud, often deep and unforgiving. Prepare for this by ensuring your air filter is clean and consider a snorkel kit if youre planning on hitting seriously deep water crossings. Check your brake pads; mud grinds them down faster than you think. Winches are your best friend in these conditions; make sure yours is in good working order and that you know how to use it.



Summer riding often means heat and dust. Overheating can be a real problem, so ensure your radiator is clean and your cooling system is functioning correctly. Check your tires for proper inflation; lower pressure can help with traction on loose surfaces, but too low can lead to sidewall damage. And, of course, hydration is key for you – carry plenty of water.



Fall presents its own challenges. Falling leaves can obscure trails and hide obstacles. Be extra vigilant and slow down. The changing temperatures can also affect tire pressure. And, depending on where you are, you might be sharing the trails with hunters, so wear bright clothing for visibility.

Now, let's move onto environment-specific prep. Riding in the mountains? Altitude can affect your engine's performance. You might need to adjust your carburetor or fuel injection system. Steep climbs require low gearing and good tires. Descending can be just as challenging, so be sure your brakes are in excellent condition.

Sand dunes? Paddle tires are a must for traction. A flag is often required for visibility. And be prepared for sand to get *everywhere*. Protect your air filter and consider a pre-filter.

Riding in the woods? Protecting your ATV is key. Consider adding brush guards and skid plates to protect vulnerable components. Be aware of low-hanging branches and tight trails. A navigation system, like a GPS unit or a good map and compass, can be invaluable.

Ultimately, seasonal and environment-specific ATV preparation is about being proactive. It's about anticipating the challenges and taking the necessary steps to mitigate them. It's not just about the machine, either. It's about you, the rider, being prepared mentally and physically for the journey ahead. Do your research, know your limits, and always prioritize safety. Because a little preparation goes a long way towards making sure your next ATV adventure is a memorable one, for all the right reasons.

## 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
<b>Headquarters</b>	, Canada
<b>Products</b>	Motorcycles
<b>Parent</b>	Bombardier Corporation
<b>Website</b>	<a href="http://can-am.brp.com/us/en/">can-am.brp.com/us/en/</a>

**Can-Am** is a Canadian subsidiary of Bombardier Recreational Products (BRP) founded in 1972 and based in Valcourt, Quebec.<sup>[1][2]</sup> 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.<sup>[3]</sup>

## History

[edit]

## Brand history

[edit]

Can-Am was created as a subsidiary of the Bombardier Corporation in 1972.<sup>[4]</sup> 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.<sup>[1]</sup> The right side of the barn housed the offices for design and engineering, and the left side was used for fabrication.<sup>[2]</sup> 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.<sup>[2]</sup>

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.<sup>[1][5]</sup> 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.<sup>[2]</sup>

The machines made an immediate impact, with riders winning Gold, Silver and bronze medals at the International Six Days Trial.<sup>[1]</sup> 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.<sup>[6]</sup>

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.<sup>[4][7][8][9]</sup>

Can-Am enduro rider Skip Olson finished second to Dick Burleson in the 1976 AMA Enduro national championship.<sup>[10]</sup> Can-Am's motorcycle racing success enhanced the brand's image and they gained a reputation for their high horsepower outputs.<sup>[4][11]</sup> 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.<sup>[2]</sup>

When the 1973 oil crisis precipitated a decrease in sales of recreational vehicles, Bombardier was forced to reduce their snowmobile and motorcycle production.<sup>[12]</sup> Bombardier then shifted its priority from recreational products towards the transit equipment industry and then, several years later, into aircraft manufacturing.<sup>[12]</sup> 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.<sup>[12][13]</sup> In 1983, Bombardier licensed the brand and outsourced development and production of the Can-Am motorcycles to Armstrong-CCM Motorcycles of Lancashire, England.<sup>[4][13]</sup> 1987 was the final year of Can-Am motorcycle production.<sup>[1][4]</sup>

## 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.

## References

[edit]

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12. ^ **a b c** "Bombardier: Our history". *bombardier.com*. Retrieved 31 March 2023.
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41.558509620271, -87.95950362543

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**atv push mower**

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auto atv

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