

What happened to my Can Am secondary spring?

Working on clutches is a job that requires dealer installation and case specific tools. Certain Can Am models can come apart and cause a lot of damage if not installed by a qualified technician with the exact proper tools for the job. For example, there are special tools that are designed to hold both clutches properly so that the proper torque sequence can be done for re-installation of the clutches.

Now and then we have had pictures sent to us of a secondary clutch spring that becomes “unwound” because the secondary clutch came loose. This can easily happen with the torsion type secondary springs (like what comes stock on some newer Outlander/Renegade 1000, 850, and 2013 and newer commander 1000 models) with tang hooks on both ends.

It is usually the case of a person unfamiliar with, and/or does not have the proper tools or the correct procedure.

On models using a **torsion type secondary spring this clutch must be carefully assembled. The Dalton Black/Violet secondary spring is a torsional spring.** The Can Am service manuals always have very distinct procedures.

Some of these models have a center bolt in the secondary (on those Can Am requires that you replace the bolt each time since it is a “stretch to yield” type of bolt). On some other models, BRP has changed to a “stud and double flange nut type assembly” (for instance, on a

2014 Maverick it was BRP technical service bulletin # 2014-6)

Newer 1000 Outlander/Renegade models since 2016 now also have the stud and flange nut assembly instead of a center bolt, which has less chance of failure during a re-assembly.

If your model has a center bolt, be sure that the technician follows the proper BRP procedures. That is a new bolt.....blue thread locker,...special torque procedure (described in the service manual, as well as on the “downloads” page of our website under **instructions, - “Installing the Black/Violet secondary spring”**

There is a very distinct procedure to re-assemble the clutch. Anyone not familiar and without proper tools could not only not get the clutch rotated wrong and put together in the incorrect clock rotation, they may also not use the proper bolt and procedures.....**the secondary clutch would fail in short distance after assembly** if everything is not correct.

One thing is for sure, these clutches only come apart like that (and ruin the spring) if the center bolt comes loose. ...it does not matter what spring.

If the center bolt comes loose, the the spring will get all wound up and make a mess....no matter what spring it is, stock or other....**if the bolt comes loose, that is the cause.**

....if everything above is not perfectly done, the bolt will come loose, and usually it ruins the spring, sometimes the helix, and one half of the secondary clutch. We have seen sometimes

where someone who wants to do it themselves to save money, may end up costing a LOT more.



