



- **Brake System Service and Upgrades**

**Brake System Service and Upgrades** How to replace worn brake pads on an ATV Steps for bleeding air from ATV brake lines How to rebuild a brake caliper on an ATV When to replace brake rotors for safe stopping Signs of brake fluid contamination in an ATV How to inspect brake lines for damage or leaks Understanding how master cylinders work in ATVs Tips for maintaining consistent brake performance How to adjust parking brake tension on an ATV Steps for installing new brake components on an ATV Why regular brake inspections are essential for ATV safety How to prevent brake fade during long downhill rides

- **Suspension and Steering System Overhaul**

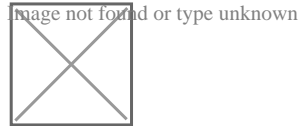
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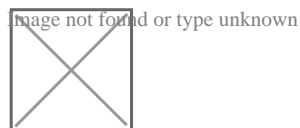
**push mower** car dealership. While it might seem daunting at first, with the right tools and a bit of patience, its a task you can accomplish yourself. Heres a step-by-step guide to help you through the process.

First, gather all the necessary tools and materials. Youll need a socket wrench set, brake pad spreader, C-clamp, brake grease, and of course, the new brake pads. Its also a good idea to have some rags or paper towels handy for cleaning up any brake dust or debris.

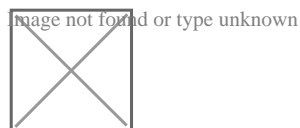


Begin by preparing your ATV. Park it on a flat, stable surface and engage the parking brake. Loosen the lug nuts on the wheel youll be working on before jacking up the ATV. Use jack stands for added safety once the ATV is lifted off the ground. Remove the lug nuts and take off the wheel.

Next, locate the brake caliper. This is the component that houses the brake pads and is attached to the ATVs frame or swingarm. Using your socket wrench, remove the bolts holding the caliper in place. Carefully slide the caliper off the rotor, being cautious not to damage the brake line. You may need to use a piece of wire or string to suspend the caliper out of the way, ensuring it doesnt hang by the brake line.



With the caliper removed, youll have access to the old brake pads. Take note of their position and orientation before removing them, as the new pads will need to be installed in the same manner. Use a brake pad spreader to push the pistons back into the caliper, creating enough space for the new, thicker pads. This step is crucial as it ensures the new pads will fit properly and function effectively.



Apply a thin layer of brake grease to the back of the new brake pads. This helps reduce noise and vibration when braking. Carefully install the new pads into the caliper bracket, ensuring they are seated correctly. Reattach the brake caliper to the bracket, making sure it aligns properly with the rotor. Tighten the caliper bolts to the manufacturers specified torque settings.

Before lowering the ATV, its important to bleed the brake system. This removes any air that may have entered the lines during the pad replacement process. Have a helper press the brake lever while you open the bleeder valve on the caliper. Close the valve once fluid starts to flow steadily, then repeat the process until the fluid is clear and free of bubbles.

Reattach the wheel and tighten the lug nuts while the ATV is still elevated. Lower the ATV and give the lug nuts a final tightening. Its crucial to test the brakes before riding. Start by applying gentle pressure to the brake lever, gradually increasing until you feel the brakes engage fully. This beds in the new pads, ensuring optimal performance.

Replacing worn brake pads on an ATV is a task that, while requiring some mechanical know-how, is well within the reach of the average ATV owner. By following these steps, you not only enhance the safety of your vehicle but also extend its lifespan. Remember, regular maintenance is key to keeping your ATV in top condition.

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.<sup>[1]</sup><sup>[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]</sup><sup>[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]</sup><sup>[7]</sup><sup>[8]</sup><sup>[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]</sup><sup>[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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- <sup>2</sup> **a b c d e** *"The Beginning". [Canned Ham](http://Canned Ham). Retrieved 2022-07-28.*
- <sup>3</sup> **a** *"Canada's BRP Adds Two Electric Motorcycles To Can-Am's Offerings". [forbes](http://forbes). Retrieved 2024-08-31.*
- <sup>4</sup> **a b c d e** *"Can-Am's history". [cyclenews.com](http://cyclenews.com). Retrieved 31 March 2023.*
- <sup>5</sup> **a** *"Bike Design". [canned-ham.com](http://canned-ham.com). Retrieved 31 March 2023.*
- <sup>6</sup> **a** *"History of the International Six Days Trial". [ultimatemotorcycling.com](http://ultimatemotorcycling.com). 25 October 2010. Retrieved 22 February 2019.*
- <sup>7</sup> **a** *"Jeff Smith at the AMA Motorcycle Hall of Fame". [motorcyclemuseum.org](http://motorcyclemuseum.org). Retrieved 2 April 2012.*
- <sup>8</sup> **a** *"Gary Jones at the AMA Motorcycle Hall of Fame". [motorcyclemuseum.org](http://motorcyclemuseum.org). Retrieved 2 April 2012.*
- <sup>9</sup> **a** *"1974 Motocross Season". [racerxonline.com](http://racerxonline.com). Retrieved 23 November 2018.*
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- <sup>11</sup> **a** *"BRP Returns To Two-Wheelers With The Can-Am Electric Motorcycle". [Woman Motorcycle Enthusiast](http://Woman Motorcycle Enthusiast). 2022-03-25. Retrieved 2022-07-28.*
- <sup>12</sup> **a b c** *"Bombardier: Our history". [bombardier.com](http://bombardier.com). Retrieved 31 March 2023.*
- <sup>13</sup> **a b** *"The Demise of Can-Am". [canned-ham.com](http://canned-ham.com). Retrieved 31 March 2023.*

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