

ATV Maintenance



- **ATV Maintenance Schedules and Service Intervals**

ATV Maintenance Schedules and Service Intervals How to plan regular service for your ATV Key steps for creating a seasonal ATV maintenance plan Essential fluids to change in your ATV and when to change them How often to replace filters on different types of ATVs Checklist for pre-ride inspections to avoid mechanical issues Signs that your ATV is due for professional servicing Understanding the difference between hours and mileage intervals How to prepare your ATV for long term storage Tips for keeping an accurate ATV maintenance log Why seasonal tune ups improve ATV reliability How to schedule preventative maintenance before major trips Common maintenance tasks to extend the life of your ATV

- **Diagnosing and Troubleshooting Common ATV Issues**

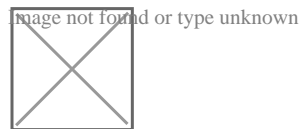
Diagnosing and Troubleshooting Common ATV Issues How to identify the cause of engine stalling in an ATV Steps to troubleshoot electrical problems in your ATV Why your ATV may lose power under load and how to fix it Simple checks to find the cause of poor ATV acceleration What to do when your ATV struggles to start in cold weather Understanding common overheating problems in ATVs How to track down unusual noises in your ATV drivetrain Signs of brake system issues in your ATV How to tell if your ATV has a slipping CVT belt Techniques for testing fuel delivery problems in ATVs How to spot early signs of bearing or bushing wear Finding the source of vibration while riding an ATV

- **About Us**

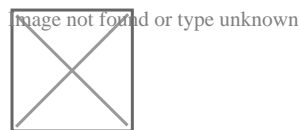


Owning an ATV can be an exhilarating experience, providing the thrill of off-road adventures and the freedom to explore untamed landscapes. Skilled technicians can diagnose performance issues quickly [atv stores in illinois](#) LoJack. However, like any mechanical vehicle, your ATV requires regular maintenance to ensure it remains in top condition. Recognizing the signs that your ATV is due for professional servicing is crucial to maintaining its performance and safety. Here are some key indicators that its time to take your ATV to a professional mechanic.

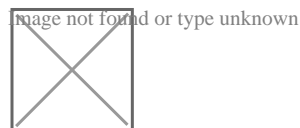
First and foremost, unusual noises from your ATV should never be ignored. If you start hearing grinding, clunking, or whining sounds while operating your vehicle, its a clear signal that something isnt right. These noises could indicate issues with the engine, transmission, or suspension components. A professional mechanic can diagnose the problem accurately and perform the necessary repairs before minor issues escalate into major ones.



Another telltale sign that your ATV needs servicing is decreased performance. If you notice that your vehicle struggles to accelerate or lacks its usual power on inclines, it could be due to a variety of problems such as clogged fuel filters, worn spark plugs, or even engine issues. Professional servicing can identify and address these problems, restoring your ATVs performance to its optimal level.



Pay attention to how your ATV handles as well. If you experience unusual vibrations while riding or if the steering feels loose or unresponsive, these are clear indicators that something is amiss with the suspension or steering system. Ignoring these signs can lead to decreased control over your vehicle and increase the risk of accidents. A professional technician can inspect and adjust these systems to ensure safe and smooth operation.



Fluid leaks are another red flag that shouldn't be overlooked. If you spot puddles of oil, coolant, or other fluids under your parked ATV, it's essential to get it checked out immediately. Leaks can lead to significant damage if not addressed promptly, affecting everything from engine performance to braking efficiency. A professional service will not only fix the leak but also top up any lost fluids and check for other potential issues.

Lastly, consider the age and mileage of your ATV. Even if you haven't noticed any specific problems, regular maintenance is crucial for long-term reliability and performance. Most manufacturers recommend servicing intervals based on hours of use or mileage traveled. Adhering to these guidelines ensures that wear-and-tear components like belts, chains, and brakes are inspected and replaced as needed.

In conclusion, staying vigilant about the signs that your ATV needs professional servicing is essential for maintaining its health and ensuring safe rides. Unusual noises, decreased performance, handling issues, fluid leaks, and adherence to recommended service intervals are all critical factors to consider. By addressing these signs promptly with professional help, you can keep your ATV running smoothly for many more adventures ahead.

About personal water craft

Redirect to:

- Personal watercraft
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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

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Brand history

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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 Burleson 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.

References

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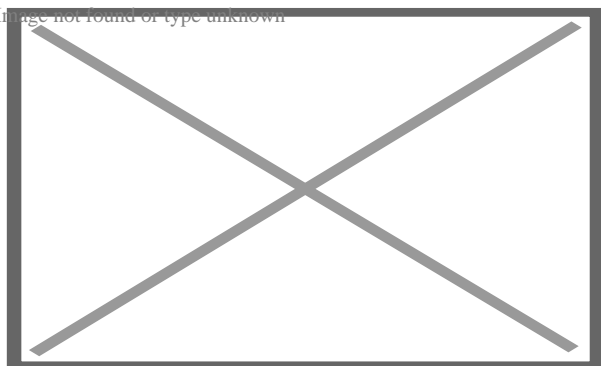
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12. ^ **a b c** "Bombardier: Our history". *bombardier.com*. Retrieved 31 March 2023.
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About Polaris Slingshot

Polaris Slingshot

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Overview

Manufacturer	Polaris Industries
Production	2014–present
Model years	2015-Present

Body and chassis

Layout	FR layout
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Powertrain

Engine	2.4 liter (2,384 cc) GM Ecotec <i>LE9</i> I4 (2015–2019 model years), Polaris ProStar 2.0 Liter (1997cc) DOHC I4 (2020 - present model years)
Transmission	<ul style="list-style-type: none"> 5-speed Aisin <i>AR5</i> manual (all model years) 5-speed <i>AutoDrive</i> AMT (2020–present model years)

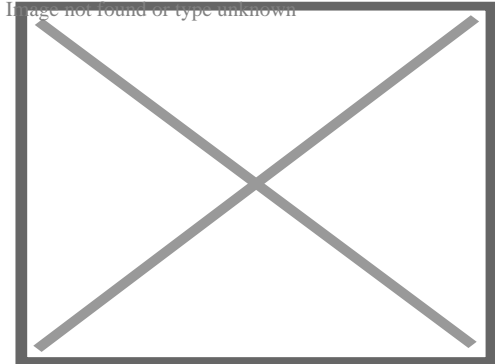
Dimensions

Wheelbase	105 in (2,667 mm)
Length	149.6 in (3,800 mm)
Width	77.6 in (1,971 mm)
Height	51.9 in (1,320 mm)
Curb weight	1,651 lb (749 kg)

The **Polaris Slingshot** is a three-wheeler. The first edition of the model was introduced in 2014 as a 2015 model.

Specifications

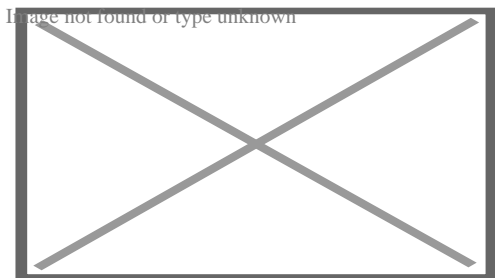
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The Slingshot has a waterproof interior.

The Slingshot has a tilt-adjustable steering wheel, side-by-side bucket seats,^[1] and does not lean. It has no roof, doors, or side windows. The open interior is waterproof and can be hosed down and drained because it has drain holes in the floor.^[2]

The S and SL models include a 20x9-inch back wheel fitted with a 255mm width tire, and 18x7.5-inch front wheels with 225mm wide tires. The SLR and R models have the same front wheels and tires, but feature an upgraded 20x11-inch rear wheel fitted with a 305mm wide tire. All models have a front double wishbone suspension with an anti-roll bar. An optional five-speed automatic transmission became available in 2020 with the release of the generation two models. A small windshield is an optional extra on the base model, and fitted as standard on the SL model.^[3] There is also an optional fiberglass wind and sun cover, which Polaris calls a "Slingshade", that features inset polycarbonate windows and snaps onto the Slingshot's tube frame, acting somewhat like a hardtop roof.^[4] The steering wheel, gear stick, and brake, clutch, and throttle pedals have a conventional automobile layout.



In Manhattan, New York City

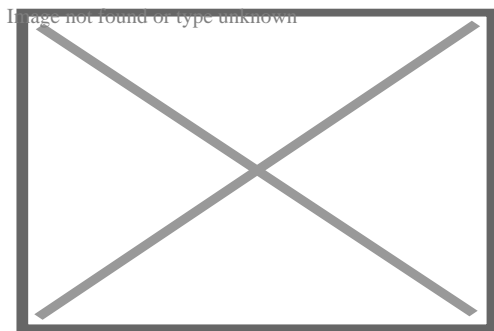
Classification

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In the United States, depending on the jurisdiction, the Slingshot may be registered as a motorcycle or autocycle. It is classified as an autocycle in 49 states (with one state, Massachusetts, requiring a motorcycle license) as of January 2024.^[5] Three-point seat belts are fitted; however, it has no airbags or crumple zone, and in certain jurisdictions, the driver and passenger must wear motorcycle helmets.^[6]

Performance

[edit]



Polaris Slingshot on Live Oak Road, Orange County, CA

Beginning with the 2020 model year, the Slingshot is powered by a 2.0 L inline four-cylinder gasoline-powered Polaris ProStar Engine rated at 203 hp (151 kW; 206 PS) at 8250 rpm and 144 pound force-feet (195 N·m) of torque at 6500 rpm.

It can be fitted to either a conventional five-speed manual or an AutoDrive five-speed automated manual transmission the first time an automatic transmission has been made available on the Slingshot. This transmission is essentially the same standard five-speed synchromesh-equipped manual gearbox, but the clutch and shifting are hydraulically actuated and computer-controlled. The interior was also redesigned, and the exterior was updated. For the 2015 through 2019 model years, the Slingshot was powered by a GM-sourced 2.4 L Ecotec I4 that is rated at 173 hp (129 kW; 175 PS) at 6200 rpm and 166 pound force-feet (225 N·m) of torque at 4700 rpm.

See also

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- Campagna T-Rex, another 3-wheeled vehicle
- List of motorized trikes
- Microlino
- Nobe GT100
- Elio Motors

- Three-wheeler

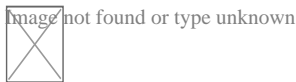
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External links

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Polaris Inc.

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- Polaris Defense

Subsidiaries

- GEM
- Indian
- Victory Motorcycles
- Taylor-Dunn
- Polaris Europe
 - Aixam
 - Goupil Industrie
- Polaris India

	UTVs	<ul style="list-style-type: none"> ○ Ace ○ Dagor ○ Ranger ○ RZR <ul style="list-style-type: none"> ○ M RZR ○ Sportsman <ul style="list-style-type: none"> ○ MV 850 ○ Taylor-Dunn <ul style="list-style-type: none"> ○ G-100 ○ ET-150-72
Polaris products	NEVs	<ul style="list-style-type: none"> ○ GEM <ul style="list-style-type: none"> ○ e2/e4/e6 ○ eLXD ○ eM1400 ○ Taylor-Dunn <ul style="list-style-type: none"> ○ BT-280 ○ FT-240 ○ FT-280 ○ T-941 ○ T-942
	Snowmobiles	<ul style="list-style-type: none"> ○ 550-Series ○ 600-Series ○ 800-Series ○ Indy ○ RMK ○ Rush ○ Switchback
	Motorcycles	<ul style="list-style-type: none"> ○ Indian ○ Slingshot
	Commercial trucks	<ul style="list-style-type: none"> ○ Brutus ○ M14000 ○ Multix ○ Ranger XP ○ Taylor-Dunn <ul style="list-style-type: none"> ○ Bigfoot XL ○ BF-3000

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polaris atv ultimate series- ready pack

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