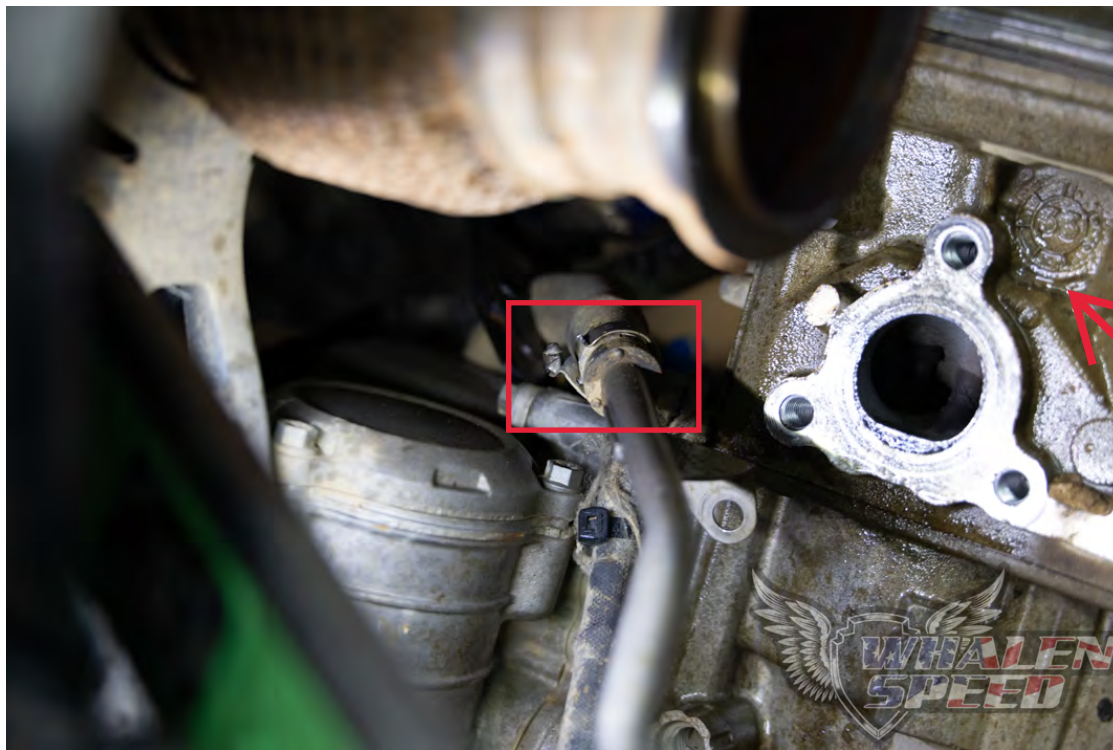




Can-Am X3 900ACE | WSRD Club Turbocharger Package Installation Guide

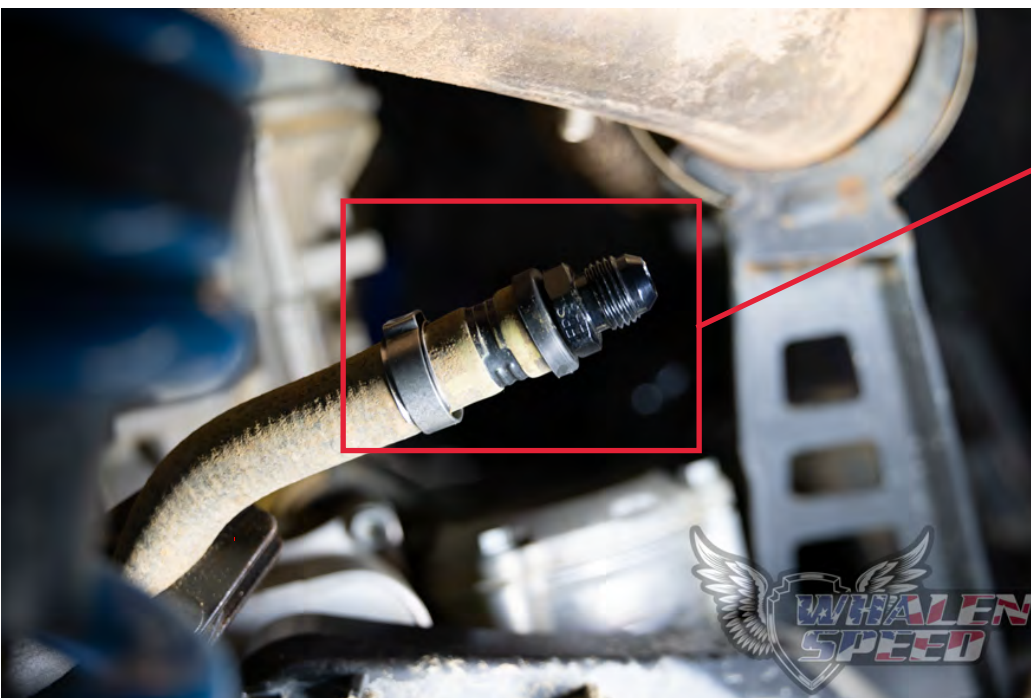


- If not done already, we begin by cutting the OEM pinch clamps from the factory coolant hoses.
- Since the CLUB turbocharger is non water cooled turbo. Hoses will need to be linked together to create a coolant "by-pass".

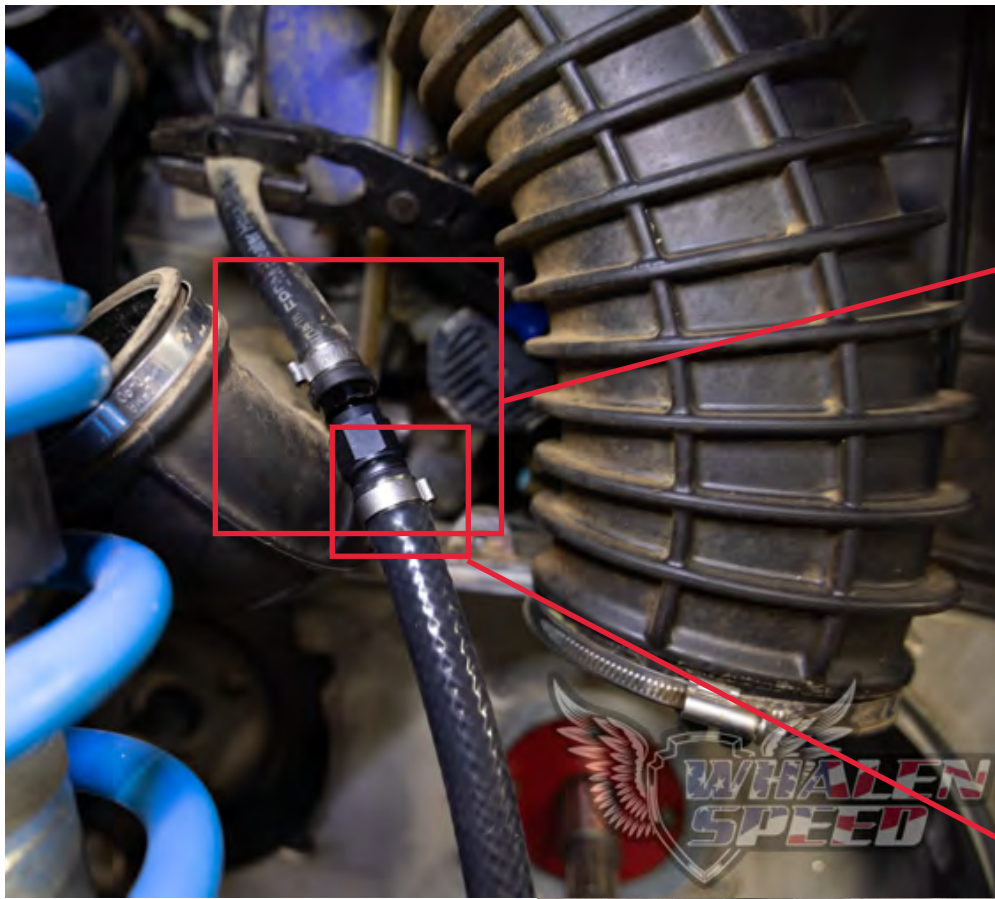


We spray WD-40 to keep the dust and dirt down while removing the parts from the machine.

- The OEM upper turbocharger coolant hose (near the coolant reservoir), push in the supplied fitting into hose and pinch down supplied oetiker clamp, example shown below.



- Same fitting will be installed into the factory hose that's off of the water pump housing. Use provided oetiker clamp in package to tightly secure down.

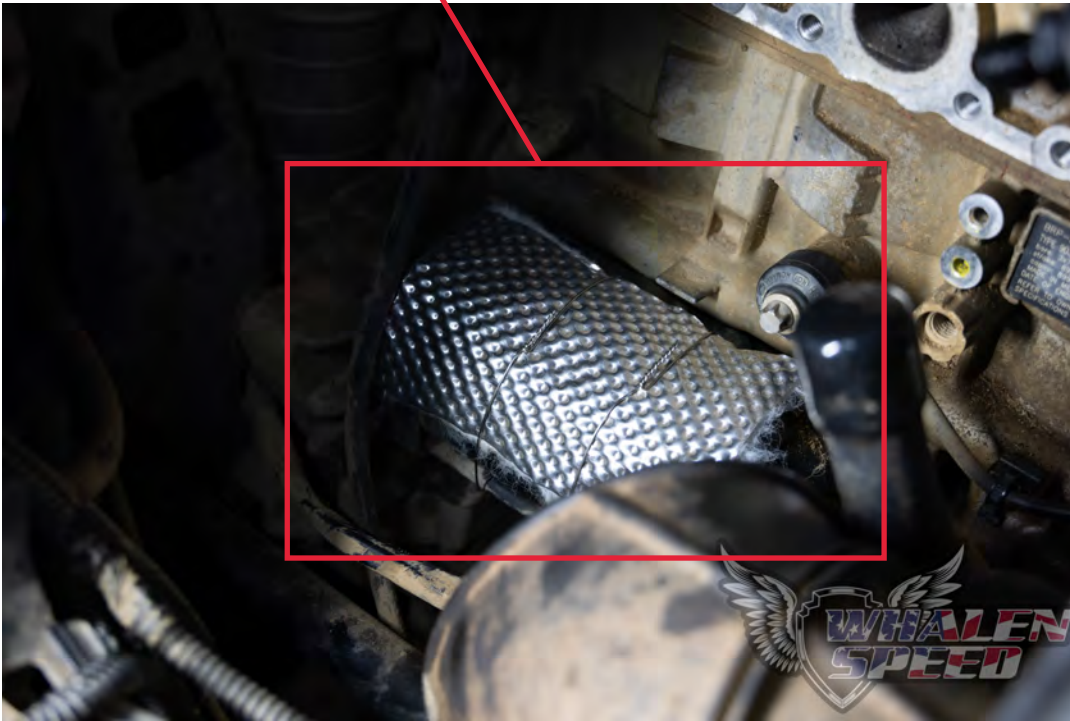


- Included in the package is our turbo coolant by-pass hose.
- We recommend starting by tightening it to the adapter fitting near the water pump housing. As shown here.
- Then route back into engine bay and finish the routing of the by-pass hose. Route hose to your liking.
 - Heat sleeving is included for the by-pass hose.



- This is the coolant by-pass hose.
 - cut to fit

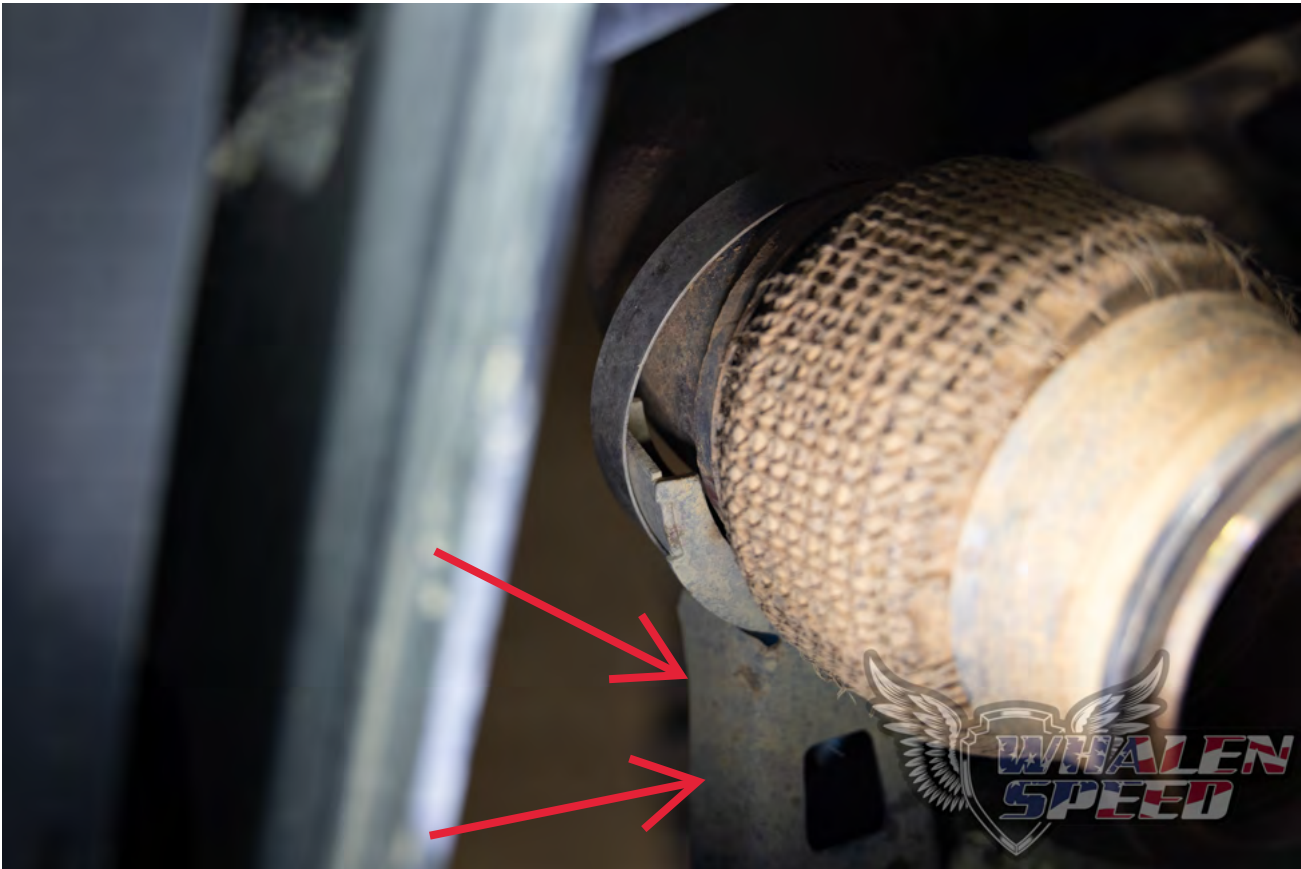
- Supplied with the package is some heat management, we recommend now to install the heat shielding around the engine starter. It's very difficult to do this while the header is installed.
 - Stainless safety wire is included.



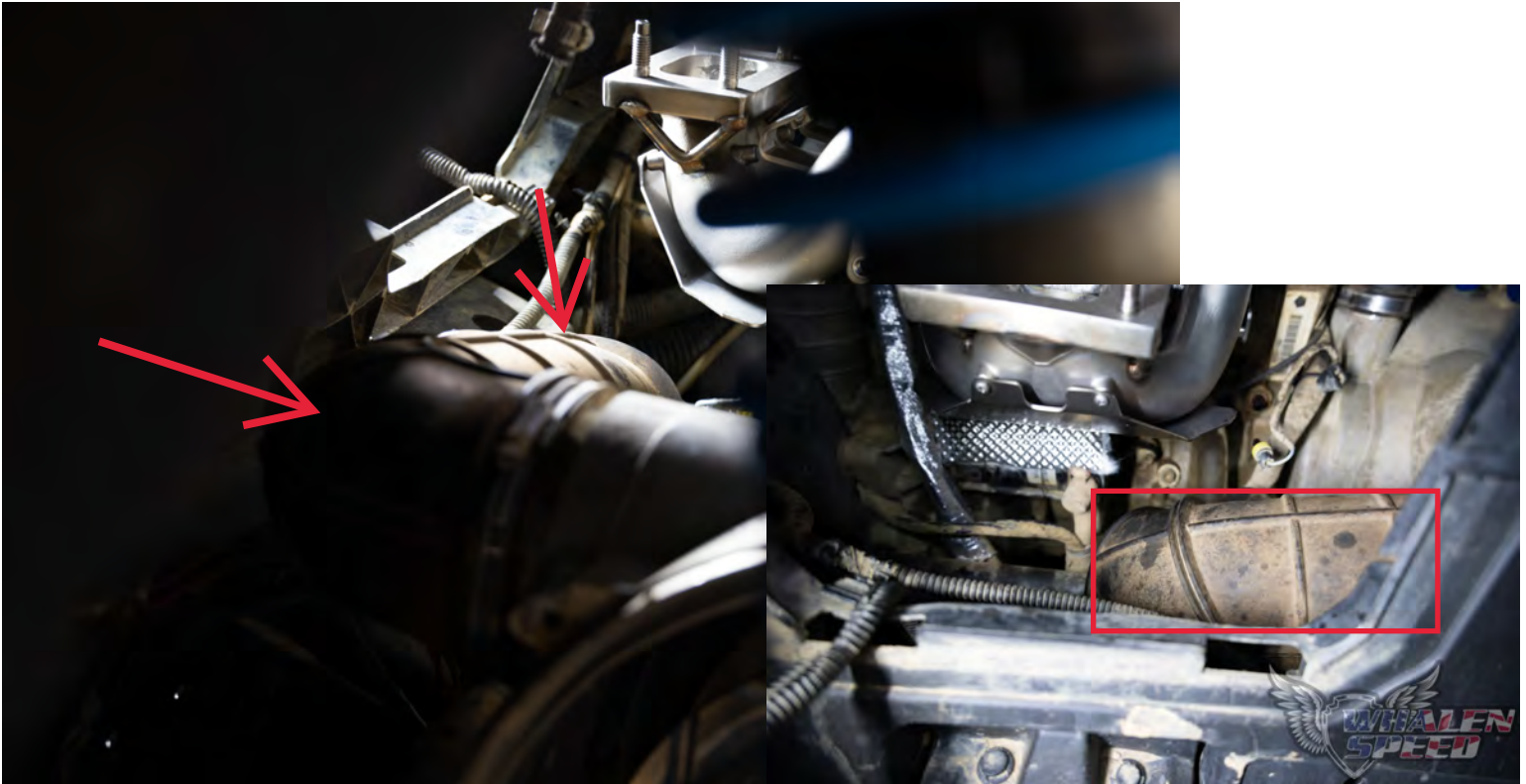
Recommended,
not required.



- THE EXHUAST BRACKET HERE WILL NEED TO BE CUT or REMOVED.



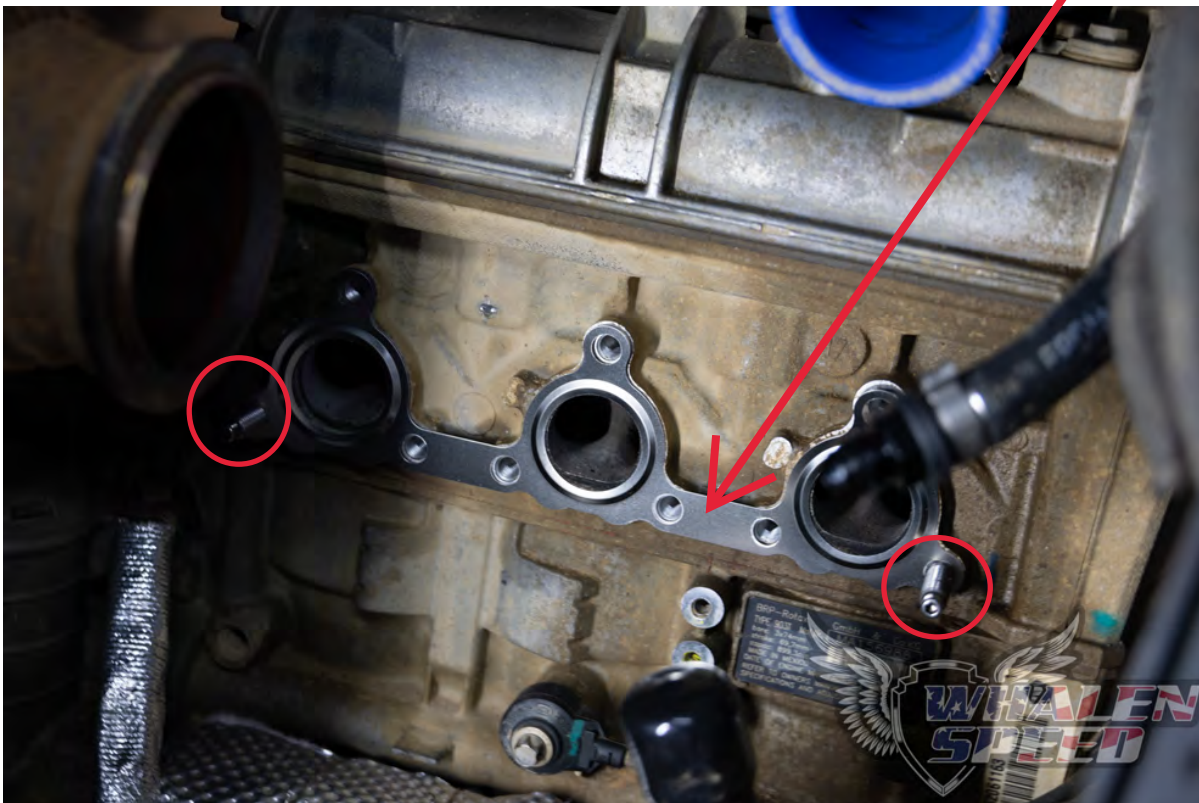
- Loosen factory clutch vent clamp to route vent tube downward. As shown below.



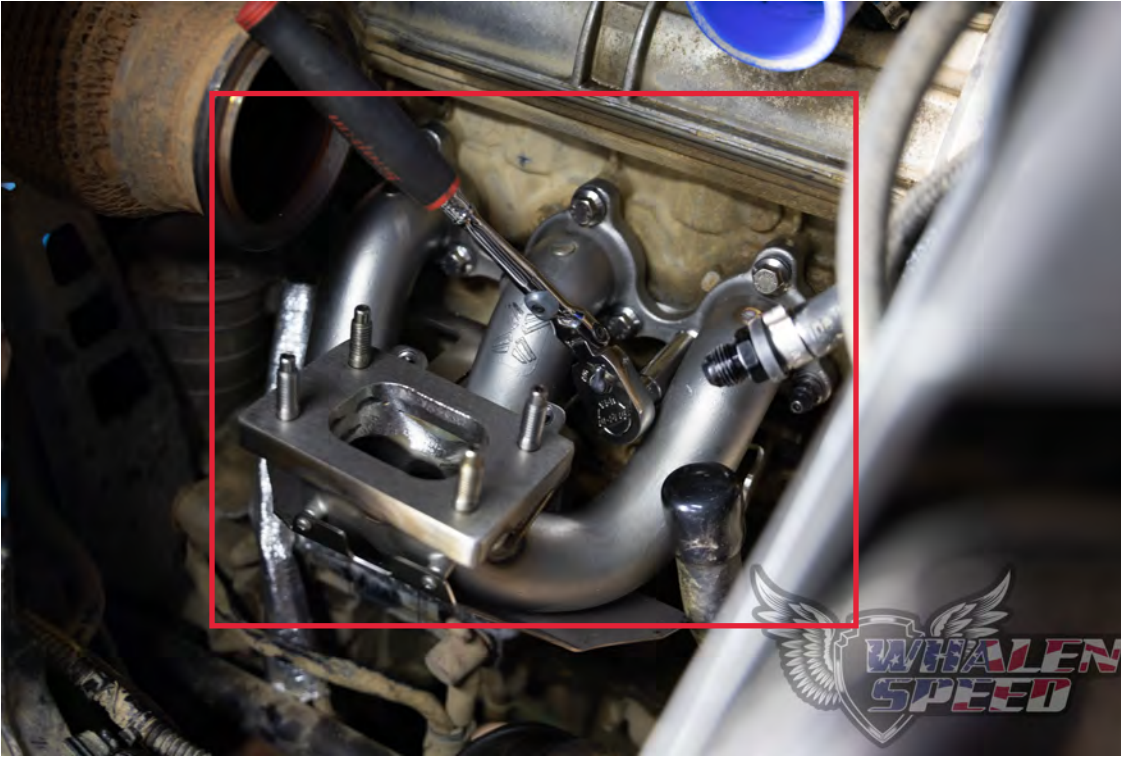
1. We supply ARP stainless steel hardware for the exhaust manifold to cylinder head installation. High temp graphite (ARP molly) for the installation.
2. Install both "alignment" studs on each side of the cylinder head. Helps with installation of the turbo manifold.



- Install new OEM exhaust manifold gasket.



- Installation of exhaust manifold to cylinder head
- ARP stainless hex bolts are included in package w/ a nord lock washers.

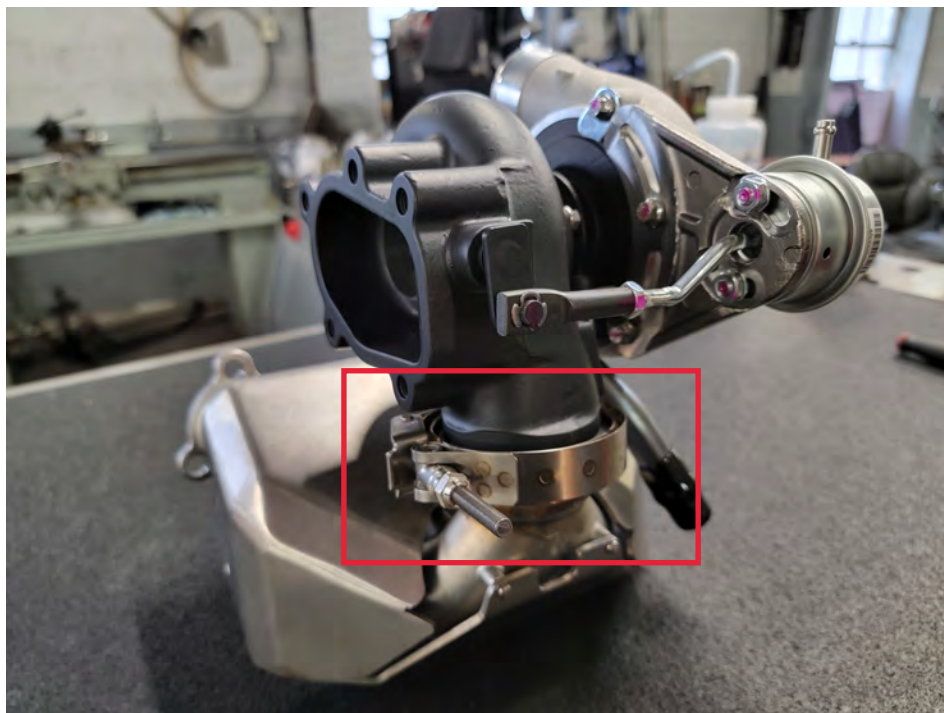


- Install new turbocharger oil feed extended banjo fitting
- Install new turbocharger oil feed stainless braided hose



Use provided
copper crush washers!

- Updated CLUB turbocharger will no longer be a 4 bolt (T25) flange. We have updated the CLUB to a v-band style inlet flange.



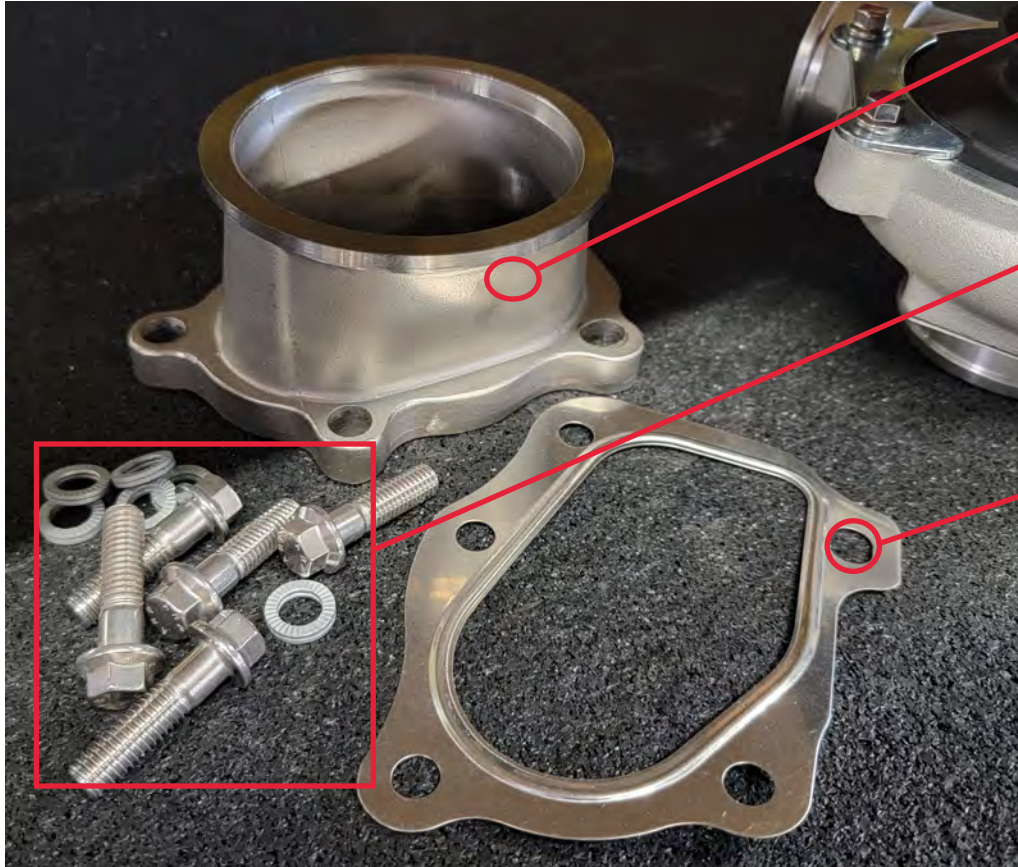
1. Install upper heat shield onto the exhaust manifold.
2. Install stainless 5 bolt adapter to turbine housing.
3. Install turbocharger onto header.
 - a. Old style | 4 Bolt Version | Tighten nuts onto studs
 - b. New Style | V-band Version | Mate flange and use v-band to snug to manifold
4. Don't completely tighten inlet v-band, some alignment for exhaust may be needed.



Install factory turbo oil drain.



--Installation of 5 bolt outlet V-band adapter--

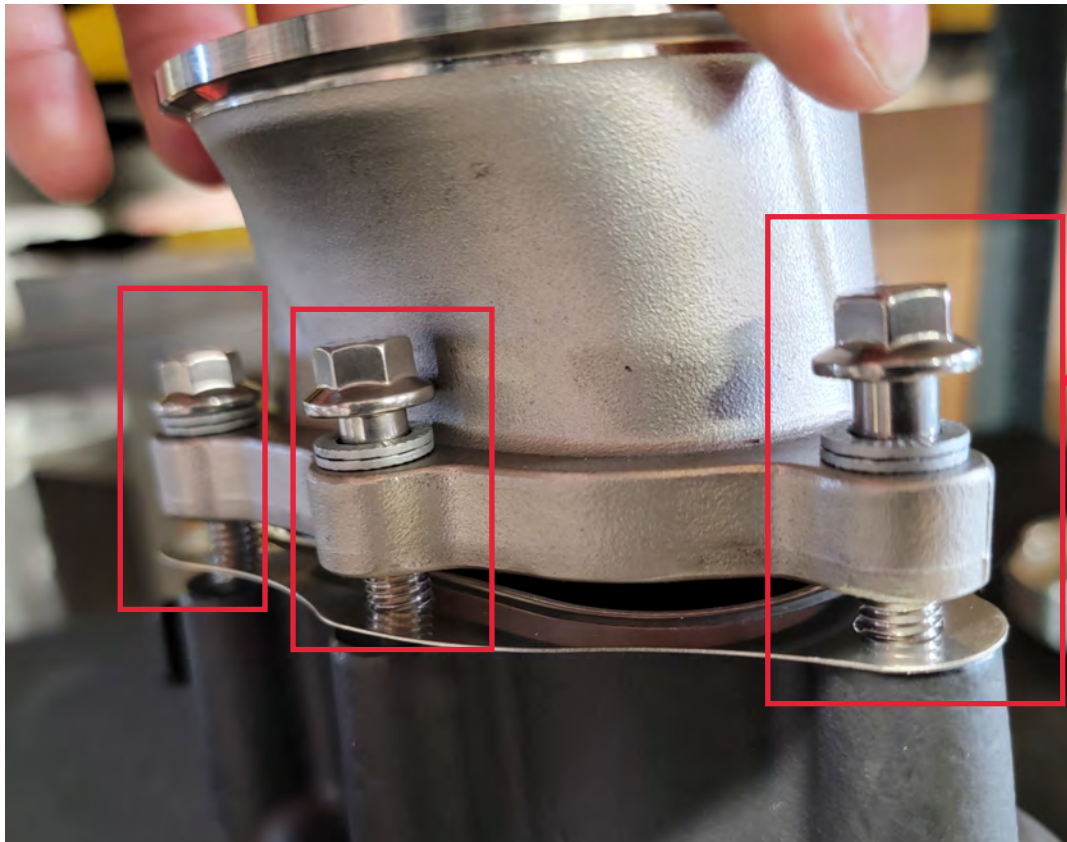


Stainless steel 5 bolt adapter to v-band

Stainless ARP hardware w/
Nord lock washers

Stainless 5 bolt adapter
gasket to turbine housing

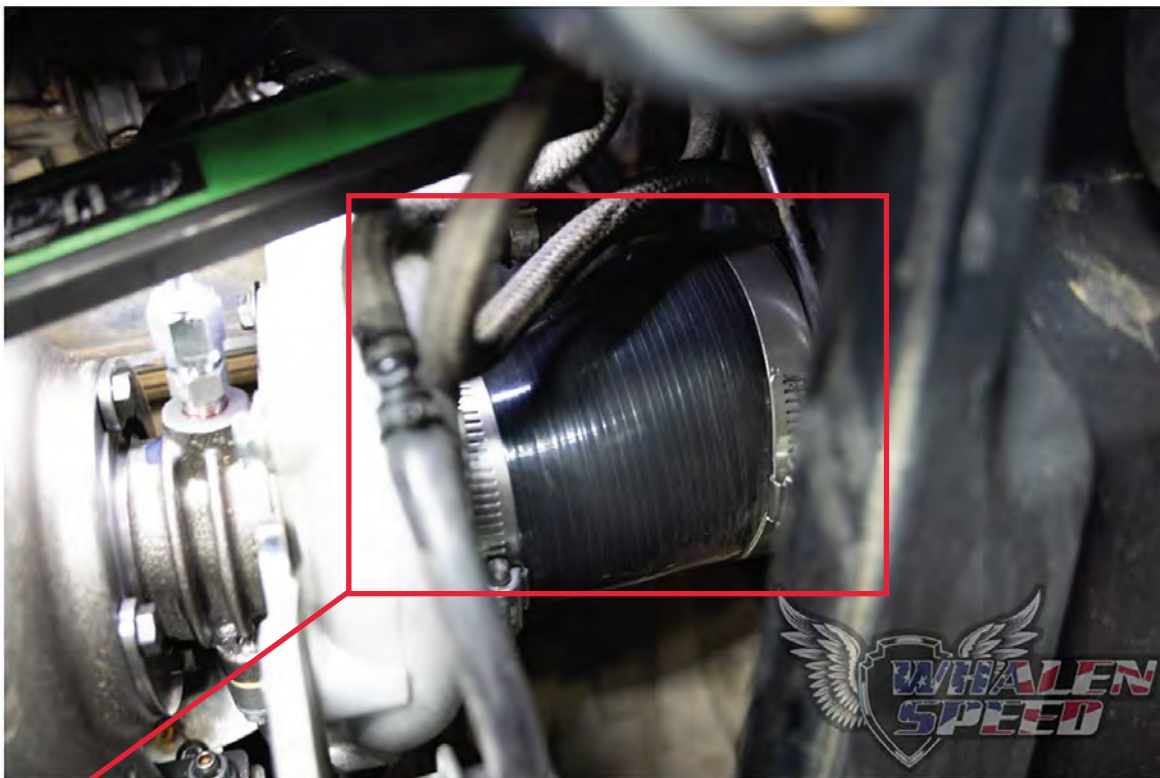
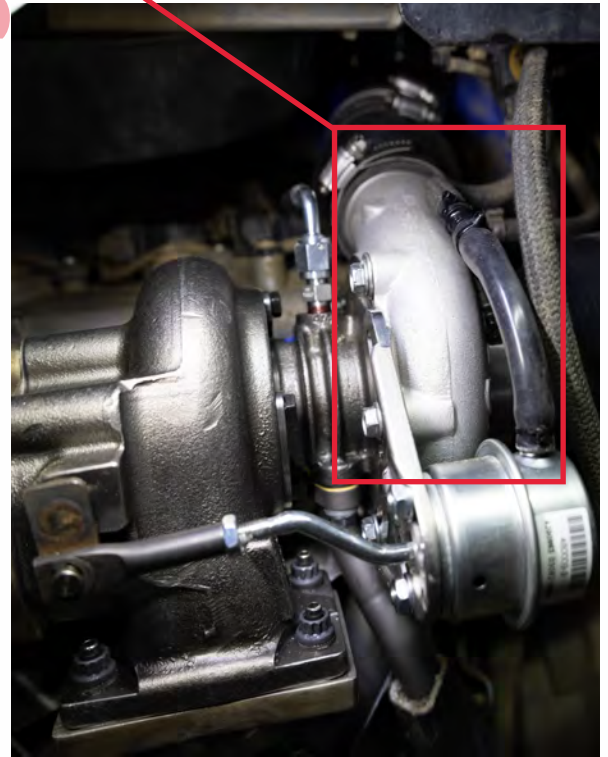
Start all bolts in first before
tightening any of them
down all the way. The
adapter will need to be
lifted up to thread some of
the bolts in.



- OEM boost controller configuration.

We supply a silicone vacuum hose to extend the factory boost controller.

Factory vacuum line adapter right back to turbocharger/compressor.



- Adapter coupler to OEM air box

--Intercooler pipe configuration | Installation--

