

Can-Am X3 R & RR Charge Tubes

RPM



Install Video: https://www.youtube.com/watch?v=_n0jYcUvu9k

Install Instructions:

1. Remove large belt cover venting hose to gain best access to the throttle body and Drive side Intercooler hose.
2. Remove the turbo access cover between seats to gain access to the turbo's cold side charge tube and clamp.
3. You will gain access to your passenger side charge tube easily from just behind the mid pipe.
4. Loosen all clamps and remove the stock charge tubes
5. Begin with the driver side charge tube, place the clamps on the charge tubes before installation noting a close angle to where they will need to be to be easily accessed for tightening. Make sure the charge tubes on the intercooler are completely on the intercooler and up as far as they can go. Make sure the charge tube on the cold side of the turbo is completely on. Start by tightening the cold side of the turbo's clamp first, then moving onto the intercooler side. Easiest access is from the back and through the area in which you removed the clutch cover vent hose. For R & RR models this will be the larger of the two T-Bolt clamps provided.
6. Remember to always have T-bolt & Worm clamps ABOVE the bead roll, and below the top of the silicone on EVERY spot a clamp goes. If this is not done properly you run the risk of the charge tubes coming off under boost.
7. On R and RR models your new tube will go BELOW the factory charge tube hanger. This provides a direct air path with no disruptions of unneeded bends. You may remove your stock hanger.



8. After the larger charge tubes in place you can tighten the intercooler side clamp first and then move to the TB (Throttle Body) side. Here you will want to keep downward pressure on the silicone tube to make sure it is completely bottomed out on the TB. Again keep in mind you need to have the clamp ABOVE the bottom of the silicone and BELOW the bead roll. You will tighten this clamp with hand tools only. A nut driver can tighten so much, so quickly, it can twist the clamp folding it deeming it not usable. This clamp specifically gets tightened all the way until it is maxed out and both ends of the clamp meet.



9. At this point all of your charge tubes should be installed. Our charge tubes come with the plenum's boost reference port. This is attached in place of the factory "plug" in the plenum (AKA manifold) and is used to reference boost for the blow off valve when one is in use. If you are not using a BOV and plan to plug the 25MM port then you can skip this step.

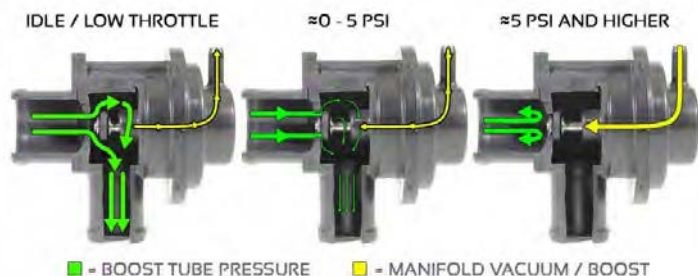


10. If you ARE using our famous RPM BOV or any other 25mm BOV then at this time you can attach it and secure it. When using our BOV you should install it at the 3-8 o'clock position. You can choose to use the filter however it is not required. The lighter spring included in our BOV kit is to change the BOV's tone ONLY, we prefer and recommend the heavier installed spring. If riding in thick mud we recommend the filter. The filter can also be used to muffle the BOV's noise level.

If using the RPM BOV:

- The BOV filter and pre filter are NOT required unless running in constant deep water and mud. The filter and pre filter act as a muffler and will make the BOV quieter.
- The orientation of the BOV should always be pointed downward.
- Q&A BOV videos and How to test
 - <https://www.youtube.com/watch?v=5syyKt7r8yE>
 - <https://www.youtube.com/watch?v=lxhLipiMUUQ>
- This Blow Off Valve is setup with the Medium spring. This is our recommended setting. The extra springs will simply change the tone the BOV makes.
- The billet plug can be used to plug the tube if ever to need to remove the BOV from the silicone hose
- The extra spring will simply change the tone the BOV makes.
- To change out springs simply unscrew the top of the valve.
- The heavier the spring the slower the valve can open to dump boost.
- When reinstalling the cap make sure the o-ring is seated, lubricated, and is sealed correctly.
- Tighten the exhausting tip of the valve before installation

Tips & Frequent Questions:



The X3's should have some blow off during idle and cruising speeds. Trying to keep the valve closed with an extremely heavy spring builds heat in the charge tube from pushing air on the backside of the essentially closed throttle blade.

The purpose of the spring in a BOV is not to hold your BOV closed under boost pressure! All BOVs have a reference line coming into the top of the BOV from your post-throttle body intake manifold. Under high boost, the force holding the BOV closed is BOOST! The pressure coming through the reference line is equal to the pressure under the BOV piston. Therefore a VERY mild spring will hold it shut just fine under these conditions.

Your goal when selecting a BOV spring and adjusting the BOV should NOT be to select a spring based on your boost level. Using the very smallest amount of spring energy possible equates to allowing the BOV to snap open as rapidly as possible when pressure release is necessary.

For a loud sound in the cab point the BOV's exit towards the seats and downward. To quiet it down point it towards the back and downward.