

Belt Change – 2019 Defender

Sometimes under heavy loads for a while, the Belt of an ATV or UTV can break. Often this happens out on the trail and can be viewed as a daunting task. Following these steps will assist you in a successful belt change with minimal downtime.

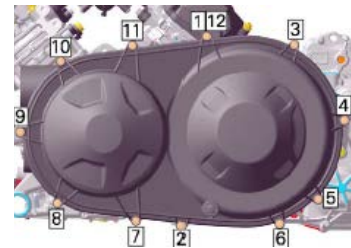
During the pre-use inspection of the Whiskey Jack Nordic Ski Club 2019 Can-Am Defender, ensure you have the following.

- The spare belt, under the passenger seat in the storage box.
- The clutch adjusting set in the glove box of the Defender. The tool has two parts, a silver disk with threads and two small threaded holes and a long brass colored bolt.
- Also, in the glove box of the Defender, a ratchet driver, two adapters of different lengths, and a 3/8th (10mm) socket. If the socket driver and sockets are not present, use the tool kit located under the front hood as it has several smaller, less easy-to-use tools that will work.

Once the belt needs to be changed, stop the machine, place it into Park, and shut off the engine. **Do not work on the CVT drive while the engine is running, as doing so could result in burns from the hot exhaust system or injury from moving parts.**

1. Remove the five plastic pop rivets from the plastic shield located directly in front of the left rear track. There is one on the top frame mount, one on the underside frame mount, and three on the vertical plastic guarding. Place this guard off to the side out of the way. Removing the centre piece of the rivet first will allow for the removal of the clip.

2. Using the 3/8th (10mm) socket or the Can-Am Hex head tool, remove the eleven silver screws located around the CVT housing cover assembly's outer edge. This picture shows twelve; however, this is the diagram used for tightening the screws once finished replacing the belt. Place the CVT cover off to the side.



3. Remove all pieces of the broken belt. If you cannot remove all the parts of the belt, follow step four first.

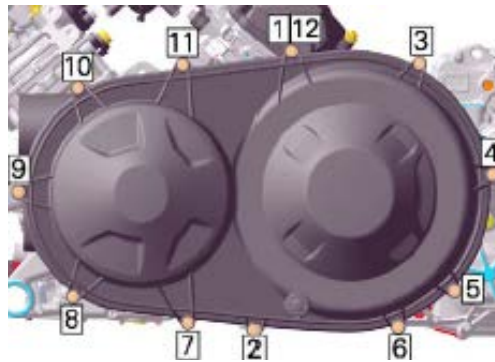
4. Thread the clutch tool into the rear clutch's center, and once tight, thread the bolt into the outer edge hole and proceed to tighten. Winding this bolt in all the way will push the clutch sheaves into each other and may free up enough space to remove any remaining Belt pieces. In this picture, adding the Can-Am socket allows for easy turning of the adapter bolt.



5. Once the clutches are clear of all the belt pieces, place the new belt over the front clutch drive and then the rear clutch drive, as pictured, and unthread the bolt and clutch tool from the rear clutch. It is essential to have the belt arrows face the front while looking down at the belt.

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6. Once the CVT clutch area is free of all tools, belt pieces and body parts, start the Defender's engine and apply a bit of throttle. Completing this step will allow the primary (front) clutch to engage, enabling the secondary (rear) clutch to spin and return to its normal position. Shut off the engine and inspect the clutches to ensure engagement has taken place. If the secondary clutch fails to engage, reexamine the CVT housing and clutches for any remaining belt pieces and repeat this step.
7. Replace the CVT housing shroud, and insert the silver bolts into the housing. Use the following diagram to tighten with either the socket driver or the Can-Am Hex tool. One and twelve are the same bolt.



8. Replace the front plastic guard and insert the five pop rivets.
9. Please clean up the tools and replace them in their respective spots on the machine for the next time they are needed.