

# Escape Power Sports Free Write Up

**How To:** Change Can-Am Maverick (And Maverick Max) Oil and Oil Filter

**When To Change Oil:** First of: 50 Engine Hours, 500 Miles, or 1 Year

**Demo Machine:** 2014 Can-Am Maverick Max XRS

**Time Estimate:** 3 Beers (60 Minutes)

**Cost:** \$30

## **Tools Required:**

-17mm Socket, Extension, and Ratchet

-8mm Socket (or Torx-30 Star bit), Extension, and Ratchet

-Flat Head Screw Driver

-Funnel, Drain Bucket, Shop Towels

-Maverick Max owners will need 10mm socket, 10+” extension and swivel socket to remove passenger rear seat.

## **Recommended Tools**

- Torque Wrench

- Interior Pop Rivet Remover

-Zip Lock Bags and Sharpie to Label Parts

-Degreaser

## **Parts Required:**

-2.1 Quarts of Oil (We Used Rotella T6 SAE 5w-40 Synthetic Diesel Oil) \$10

-Correct Oil Filter from Dealer for Your Machine (\$18)

-New Crush Washer for Drain Plug (\$3)

-New O Ring for Oil Filter (\$5) (Recommended but not always required)

## Steps:

1. Warm Up Bike (2-3 Minutes)
2. Open Fill Tube Under Passenger Seat (Under Rear Passenger Seat for Max)
3. Remove Drain Plug (17mm Bolt on Passenger side of skid plate)

### Procedure for 2-Seater Mavericks

4. Remove Passenger Seat.
5. Remove Passenger Side Engine Cover with the Pop Rivets along the edges.
6. Remove the Panel Under the Passenger Seat with the 4 Pop Rivets Along the Back, 2 on the side, and 3 holding it to the floor.

### Procedure for Maverick Max

4. Remove Rear Passenger Seat with 3 10mm bolts. (1 under seat and two accessed from rear of machine) -Will Probably need a swivel socket to reach one of the rear bolts.
5. Remove rear passenger panel with 5 pop rivets

### Procedure is Same for both 2-Seaters and Maverick Max Owners From Here

7. Remove Oil Filter Cover with three Torx-30 Star bolts (If a torx bit is not available an 8mm socket will do the job)
8. Remove filter
9. Replace rubber O-Ring on Filter Housing if Necessary
10. Pop in new filter with rubber boot facing inside the motor.
11. Secure the oil filter cover with the 3 bolts to 10NM or 7.38 ft lbs, and if a torque wrench is not available be careful not to over-tighten as it can pinch the new O-ring causing a leak.
12. Replace metal crush washer on drain plug.
13. Re-Install drain plug
14. Add 2.1 Quarts of your oil of choice.
15. Spray oil filter and drain plug areas with degreaser and hose off mess to make checking for leaks easier.
16. Check the dip stick has oil on it
17. Start up bike, checking for leaks around the oil filter and drain plug

18. Check oil after bike has run by wiping off dip stick and screwing it all the way back in. Then remove it to see if the oil line is in the middle of the safe range
19. Add oil and check it as necessary to get to the middle of safe range.
20. Clear maintenance required notification (See "How-To Reset Maintenance Required Notification Video on Escape Power Sports Youtube Channel)
21. Re-Install any panels and passenger side seat.
- 22.

#### Notes/Tips:

- Always have the oil change section of operators guide available. If you lost your book like me a free printable version is available at [www.operatorsguides.brp.com](http://www.operatorsguides.brp.com)
- Never a bad idea to bring a few shop towels under bike when draining oil
- As always labeling bolts and pop rivets as they come out with zip lock baggies and a sharpie makes it go back together smoother
- Use Torque Wrench for oil filter bolts (in our case 10 nm = 7.38 ft lbs torque) and for the drain plug (in our case 30 nm = 22.13 ft lbs torque)
- \*\*if a torque wrench is not available choke up on wrench when tightening oil filter bolts to avoid over tightening and pinching O ring, which may cause a leak\*\*
- Drain plug is also a small magnet that collects metal and any debris in motor so check it for excessive debris, and clean it off before putting it back in.