



### Installation Instructions CAX3GK1

#### DRT Can Am X3 Maverick Gusset Kit Installation

**Professional Installation Recommended on this Product!**

1. Remove front plastics panel and fascia using a T20, T30, and a 10mm wrench. Make sure to disconnect headlights before removing plastics. Use care around headlight/radiator brackets to ensure nothing is broken.
2. After removing plastics, remove the radiator and lift it upward. Use a tie down strap or zip ties to hold the radiator up and out of the way. Be careful not to damage or pinch and lines connected to the radiator.



3. Once the vehicle is lifted using a jack, remove the 2 front shocks from the vehicle.



4. Remove the wheels and tires from the front of the vehicle.
5. Remove brake caliper.
6. Remove cotter pin and axle nut using a 1 3/16" socket. Once axle nut is removed, remove the brake caliper.



7. Remove 15mm knuckle bolt to release the lower control arm. Drop the lower control arm from the knuckle.



8. Remove the tie rod by removing the cotter pin and 18mm bolt.



9. Pull the axle from the knuckle.
10. Remove sway bar end links using a 19mm open end wrench and 18mm socket.



11. To gain access to upper control arm bolt, remove the smart-lok differential module by removing 3 torx T40 bolts. Once the bolts are removed, move the module up and out of the way. BE CAREFUL with module.



12. Drill out the 3/16" rivets on the lower A-arm holding the brake line. Sometimes a hammer and chisel are required to fully remove the rivets. Use special care not to damage brake lines or clips. Remove 10mm bolt at the bottom of the control arm to free the brake line.



13. Remove upper and lower control arm front bolts.



14. Once front control arm bolts are removed, remove the bulk head from the vehicle.

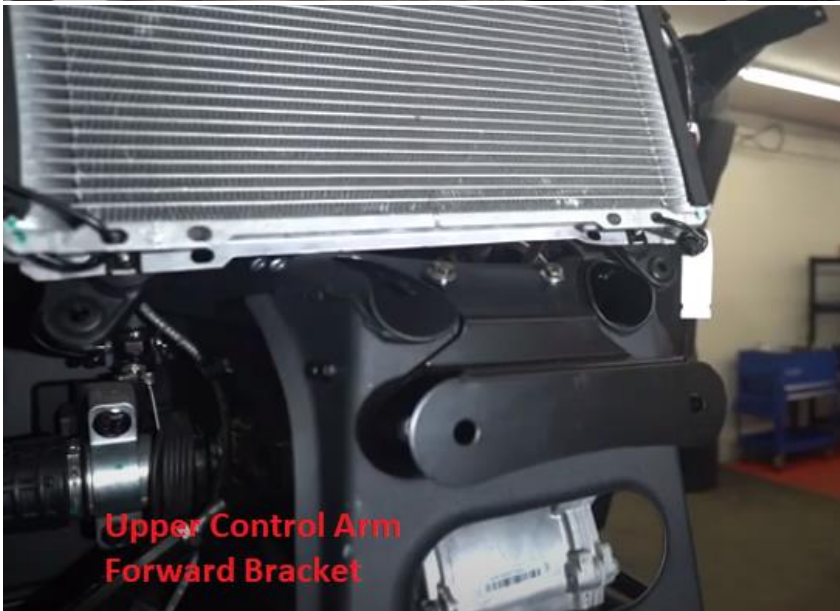
15. Now remove the rear control arm bolts. You may need to turn the steering wheel to allow more clearance between the steering rack and the control arm bolts.
16. Remove the upper and lower control arms from the vehicle. To remove lower control arms, pull forward away from the vehicle. Wear plates may break when removing the lower control arms. They will not be needed when reinstalling so remove and discard wear plates.



17. Remove 10mm bolts from between the lower control forward studs located on the front of the frame.



18. Begin by LOOSELY installing the upper control arm forward and rear plates. Each bracket is held in place with a provided nut, bolt, and a washer on each side.



19. Identify the forward and rear brackets for the lower control arm. The rear bracket has the smaller round cut in the center of the bracket. The forward bracket has the larger round cut in the center of the bracket.



20. Set the rear lower control arm bracket in place for now.
21. Reinstall the lower control arm. You will need a second person for this step. Position the rear of the lower control arm in the bracket while place the bushings in the front lower control arm gusset and push backward through the mounting bolts. The arm will need to push on to the mounting bolts at one time.





22. Now tighten the rear lower control arm bolts. Use lock tight when re torqueing to factory specs.
23. Now install the upper control arm to the DRT gusset plates. Install bolts through the gusset plate and the control arm.

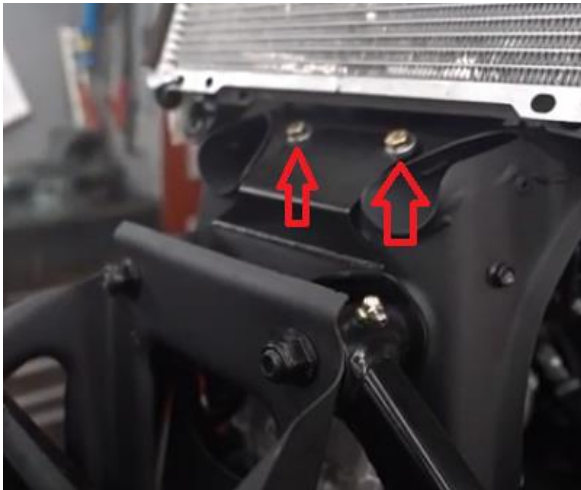


24. Replace bulk head and install nuts on forward upper and lower control arm bolts. Re torque to factory specifications.





25. You can replace the nut and retorque rear upper control arm nut.
26. Torque the provided 13mm bolts attaching the gusset kit to the frame on **BOTH** upper control arm gussets.



27. USE LOCK TIGHT on all hardware you are replacing on the vehicle.
28. Replace the diff-lok module back on the vehicle. It will click in place. Make sure not to overtighten this hardware.



29. Reinstall axles to the vehicle and through the knuckle.



30. Reinstall lower A-arm to the knuckle using loc-tite.



31. Reinstall tie rod to the knuckle using loc-tite. Be sure to replace the cotter pin.
32. Reinstall disc assembly to the axle by matching up the splines.
33. Reinstall axle nut to 184ft lbs. Make sure to replace cotter pin.
34. Reinstall brake calipers. Torque to 37 ft lbs. Use a small amount of loc-tite.



35. Reattach sway bar. Torque to 52lbs.
36. Reinstall radiator to the bulk head and upper mounts. Take care and make sure aluminum spacers are located on the front and back side of the lower mount. Do not over torque.
37. Reinstall shocks. There is a driver and a passenger side shock. The reservoir should sit forward on the vehicle. If installed incorrectly serious damage will occur. Torque shock bolts to 77 ft lbs with loc-tite.

38. Reinstall 10mm bolts to the brake line bracket on the lower control arm. Rivet remaining brackets into place using a rivet tool.
39. Replace wheels and tires. Torque to factory specifications.
40. Reinstall plastics, fascia, and headlights using T20, T30, and 10mm wrench.

Thank you for choosing DRT Motorsports and we hope you enjoy your new DRT Bumper and Bulk Head. If you have any questions, please call us at 951-422-1340 or email at [Info@DRTMotorsports.com](mailto:Info@DRTMotorsports.com).

Thank you,

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