REAR STEERING CAN AM X3/X3 Max

INSTALLATION OF REAR STEERING CONTROL SYSTEM

Flat Out Accessories LLC

25538 County Road 24 Elkhart IN 46517

IMPORTANT: READ BEFORE INSTALLATION

Installation of this product may void any OEM warranty.

This product is intended for use on Can Am Maverick X3 & X3 MAX machines ONLY. Attempting to install this equipment on any other machine may cause damage to the machine and may not be compatible with other Aftermarket parts.

This product can alter the handling characteristics of the machine and caution should be taken when using this system. By purchasing and installing this product, the User assumes all liability and agrees Seller (Flat Out Accessories LLC) is free of any claims for damage, loss, cause of action, resulting from the use of this product, directly or indirectly. Do not operate the Rear Steering System, or machine, after or while consuming any alcohol or drugs.

This product comes with a One-Year Limited Warranty which covers workmanship and material for the original owner. Warranty does not include cost of repair, loss of time, labor fee, replacement parts (not originally included) or freight costs. In addition, the mounting plate for system is intended for Recovery only. Towing or the use of a "snatch strap" can result in damage to the plate and is not covered under said warranty.

This system should ONLY be operated under 20 mph. It is intended to improve the performance of the machine at LOW speeds and failure to do so, may result in accident, injury, or death.

If steering wheel position changes after installation, verify rear wheel toe-in and alignment as meets OEM specification. Failure to adjustment toe-in to the OEM specifications, could result in the binding and/or damage of the rear wheel steering system or machine. Flat Out Accessories LLC is not responsible for damage caused by improper toe-in adjustment.

Pinch Point Warning: Please keep all body parts away from part of the rear steering system to avoid risk of injury.

MAKE SURE YOUR TOE-IN IS ADJUSTED TO OEM SPECIFICATIONS!

RS72-CA - Parts List - 72" Models		$1,500
Part Number	**Description**	**Quantity**
MPA-CA	Mounting Plate Assembly	1
TB72-CA	Turnbuckle (72")	2
DSB-CA	Double Shear Bushing (2022 & newer)	4
SSB-CA	Single Shear Bushing (2021 & older)	4
SWH-CA	Switch Wire Harness	1
RWH-CA	Rear Wire Harness	1
SA-CA	Steering Actuator	1
RHRE-CA	Righthand Rod End	2
LHRE-CA	Lefthand Rod End	2
TBW-CA	Turnbuckle Wrench	1

RS64-CA - Parts List - 64" Models		$1,500
Part Number	**Description**	**Quantity**
MPA-CA	Mounting Plate Assembly	1
TB64-CA	Turnbuckle (64")	2
DSB-CA	Double Shear Bushing (2022 & newer)	4
SSB-CA	Single Shear Bushing (2021 & older)	4
SWH-CA	Switch Wire Harness	1
RWH-CA	Rear Wire Harness	1
SA-CA	Steering Actuator	1
RHRE-CA	Righthand Rod End	2
LHRE-CA	Lefthand Rod End	2
TBW-CA	Turnbuckle Wrench	1

RSVI2-CA - Parts List - Position Indicator		$100
Part Number	**Description**	**Quantity**
VI2-CA	Cable - 2-seater	1
VIHK-CA	Hardware Kit	1

RSVI4-CA - Parts List - Position Indicator		$100
Part Number	**Description**	**Quantity**
VI4-CA	Cable - 4-seater	1
VIHK-CA	Hardware Kit	1

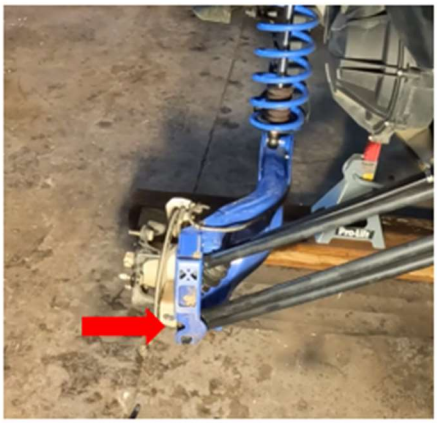
RS-CA - Parts List - Replacement Parts			
Part Number	**Description**	**Quantity**	**Price**
MPA-CA	Mounting Plate Assembly	1	$ 550
MP-CA	Mounting Plate	1	$ 300
SP-CA	Slide	1	$ 100
PB-CA	Plastic Bearing	5	$ 25
AP-CA	Alignment Plate	1	$ 25
TB72-CA	Turnbuckle - 72"	1	$ 100
TB64-CA	Turnbuckle - 64"	1	$ 100
DSB-CA	Double Shear Bushing	2	$ 20
SSB-CA	Single Shear Bushing	2	$ 20
RHRE-CA	Righthand Rod End	1	$ 40
LHRE-CA	Lefthand Rod End	1	$ 40
AC-CA	Actuator	1	$ 500
DAWH-CA	Dash Assy & Wiring Harness	1	$ 150
SW-CA	Switch	1	$ 25
RWH-CA	Rear Wiring Harness	1	$ 75
PP-CA	Pin Plate	1	$ 20
WPP-CA	Welded Pin Plate	1	$ 75
TBW-CA	Turnbuckle Wrench	1	$ 25

STEP 1: PREPARATION

Jack up rear end of machine, placing stands underneath to ensure machine is on stable platform. Machine needs to be high enough to allow full free travel up and down of suspension.

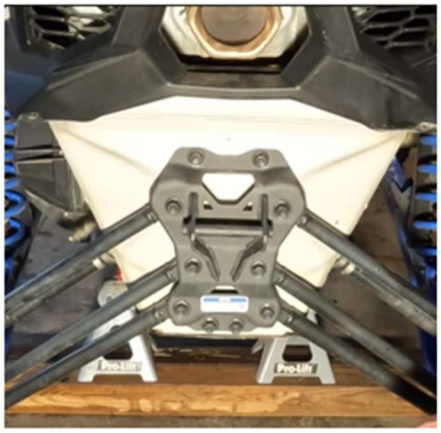
STEP 2: REMOVAL OF CENTER RADIUS RODS

Remove bolt from spindle on outside end of each radius rod.



STEP 3: REMOVAL OF RADIUS ROD PLATE

Remove all bolts holding the radius rod plate. Could be total of 6 or 10 bolts depending on model year.

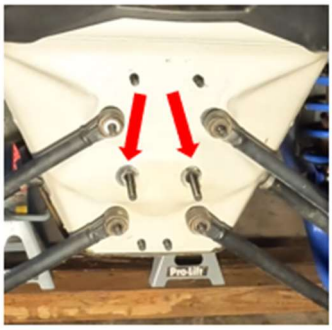


STEP 4: REATTACH UNUSED BOLTS

For newer models that have 10 bolts, reinstall the top and bottom two nuts and tighten.

STEP 5: CUT OFF BOLTS

The (2) middle bolts need removed to allow for mounting the actuator. They can be cut off or the transmission has to be removed to allow removal from the backside. If actuator is no longer used, (2) 12mm bolts can be inserted through plate and nuts threaded on from engine side of back cover.

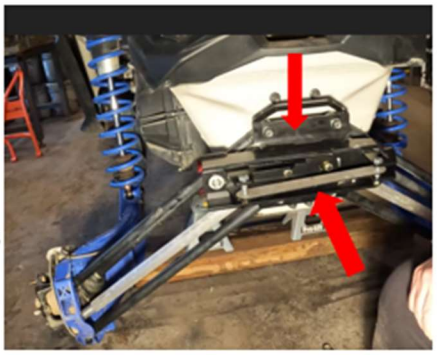


STEP 6: ATTACHING RODS TO PLATE

Thread both turnbuckles (new rods) on to the rod ends already attached to the mounting plate. Leave approximately 3/8" of thread showing.

STEP 7: ATTACHING PLATE TO MACHINE

Fasten plate utilizing the (4) bolts on the back of machine. Leave the factory installed alignment plate in place. This replicates center position of actuator for aligning toe-in.



STEP 8: REINSTALL BOLTS IN SPINDLE

Install the (2) bushings into the rod end and insert into spindle, while aligning the bolt hole. **Caution: Both single & double shear bushings are included in the kit, be sure to use correct one for your machine.** Re-use factory hardware for installation.

STEP 9: TURNBUCKLE ADJUSTMENT

Adjust toe-in to factory spec via the turnbuckle. Repeat for both sides.

STEP 10: TURNBUCKLE ADJUSTMENT

After adjustments are complete, be sure to tighten the (4) jam nuts, on end of each turnbuckle using supplied wrench.

STEP 11: SEAT REMOVAL & TUNNEL ACCESS

Remove passenger side and access panels on the tunnel to expose power bus bar and tunnel access.

STEP 12: SWITCH ASSEMBLY MOUNTING

Remove the two bolts in dash in front of gear shifter and set aside. These will be used to bolt the switch assembly to the dash.

STEP 13: SWITCH ASSEMBLY WIRE HARNESS

Feed harness over the top of tunnel cover underneath dash and forward of shifter. Then feed inside tunnel back to power bus bar.

STEP 14: INSTALL SWITCH

Attach actuator switch to dash using the (2) bolts in front of the gear shift.

STEP 15: ATTACH TO POWER BUS BAR

Connect the BLACK wire to the Negative post & RED to the Accessory post. Once this is complete, put cover back over the bar.

STEP 16: INSTALL 2ND WIRE HARNESS

Attach the 2nd harness to the 1st harness. Then run end of 2nd harness out the back of the tunnel along right side of machine.

STEP 17: INSTALL 2ND WIRE HARNESS

Continue to run the 2nd harness along the right side of machine and zip tie where possible to avoid contact with drive line, radiator lines or exhaust that will damage it.

If you purchased the Visual Indicator Kit, please see Visual Indicator Installation Instructions before proceeding to Step 18: ACTUATOR INSTALLATION.

If you did not purchase the Visual Indicator Kit, skip the next section and resume at STEP 18.

VISUAL INDICATOR INSTALLATION

STEP V1: VISUAL INDICATOR INSTALLATION

Feed indicator cable from inside cabin out the back of the tunnel same as STEP 16.

STEP V2: VISUAL INDICATOR INSTALLATION

Remove alignment plate. Insert cable end washer & bolt into slide as shown. Also attach hold down retainer on cable and insert washer & bolt into mounting bracket as shown. DO NOT TIGHTEN BOLTS.

STEP V3: VISUAL INDICATOR INSTALLATION

Measure 3-1/4" from larger radius of cable end to left side of washer as shown in picture and tighten both bolts. Re-install alignment plate.

STEP V4: VISUAL INDICATOR INSTALLATION

Drill ½" inch hole at top of vertical cover under the dash, in front of the shifter and below the starter button.

STEP V5: VISUAL INDICATOR INSTALLATION

From inside cabin, feed the front half of the cable along the tunnel and up underneath the dash making a U-turn loop and coming back through the hole created.

STEP V6: VISUAL INDICATOR INSTALLATION

Remove the two screws holding the switch assembly so the indicator end of the cable can be fed through the mounting hole.

STEP V7: VISUAL INDICATOR INSTALLATION

Adjust indicator jam nut and long tightening nut so that the yellow indicator is clearly visible. There is a small area between the yellow end & second indicator, this is where it should be centered at.

STEP V8: VISUAL INDICATOR INSTALLATION

Reinstall dash mounting screws. It should look like this when complete.

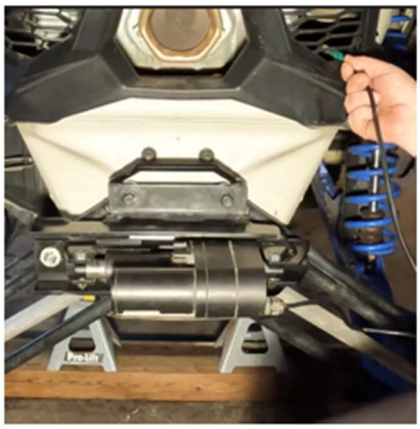
INSTALLATION OF REAR STEERING CONTROL SYSTEM -CONTINUED

STEP 18: REINSTALL TUNNEL COVERS & SEAT

Reattach plastic covers for tunnel and reinstall passenger seat.

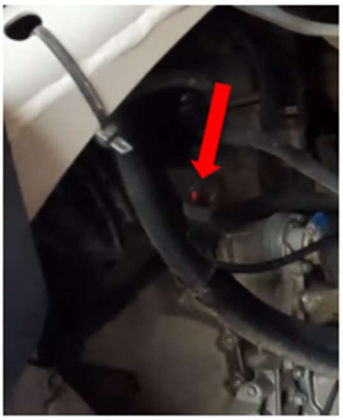
STEP 19: ACTUATOR INSTALLATION

Remove the two bolts holding the centering plate and install actuator with cord on right side. Insert bolts and tighten. Feed cord end through rear fairing in bottom right corner.



STEP 20: PLUG INTO ACTUATOR HARNESS

Connect harness to the actuator harness and tie down where necessary to keep from being caught or damaged. System should be fully functionable and operate properly.



MAINTENANCE

Period maintenance and inspection of the bearing slides is required. As bearings wear, the mounting bolts will need to be retightened.

TROUBLESHOOTING

Loose feeling rear end

Check slide bushings and bolt tightness

- Inner two bolts of the slide should be tightened to 20 ft lbs torque
- Outside bolt (on left end of slide as looking at it) should be tightened to 20 ft lbs torque and then loosened 1/3 of a turn

Check Turnbuckles to make sure properly tightened

Check Actuator mounting bolts

- Should be tightened to 40 ft lbs torque

No power

Check 20 AMP fuse by switch

Steering wheel @ 12 o'clock position

Misalignment of toe-in on rear end

- Check to ensure proper alignment per OEM specifications

If you have any questions regarding your system, please contact us for support.