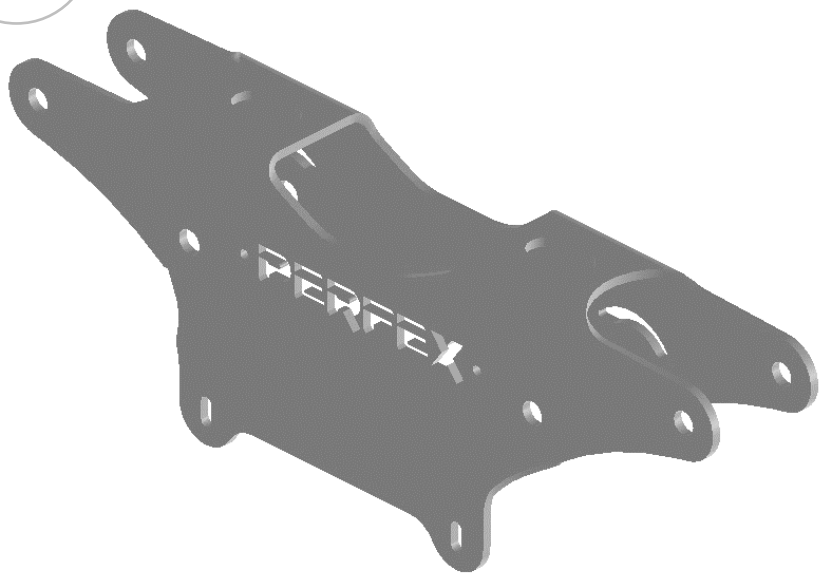
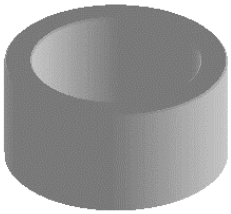
INSTALLATION INSTRUCTIONS

SKU: LK-10279

3" LIFT KIT CAN-AM MAVERICK X3 TURBO (17-23)

01





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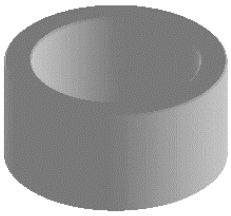


Item	Part No.	Description	Torque	Qty.

LIFT COMPONENTS

Those items are shown on the first page.

01	**279-01**	Front Lift Bracket		**1**
02	**279-02**	Rear Spring Spacer		**2**

FRONT HARDWARE

Those items are included with each kit to install the front lift components.

03	**A-1010**	M12 Flat Washer		**8**
04	**A-1510**	M12-1.75 Lock Nut	62 to 64 ft-lbs	**2**
05	**A-3230**	M12-1.75 x 90mm Hex Bolt	62 to 64 ft-lbs	**2**
06	**A-3246**	M12-1.75 x 180mm Hex Bolt	62 to 64 ft-lbs	**2**
07	**B-5215**	12mm x ID. X 11/16" OD. x 15/16" Lg. Spacer		**2**
08	**B-5237**	12mm ID. x 11/16" OD. x 2-5/16" Lg. Spacer		**2**

PLEASE READ AND UNDERSTAND BEFORE THE INSTALLATION

CUSTOMER AND/OR END USER:

This product is designed for use on ATVs and/or UTVs to increase ground clearance and fender clearance. Purchasers should be aware that use of this product may increase the frequency of required maintenance, part wear…

Using a lift kit will raise the center of gravity on your ATV and/or UTV, increasing risk of roll-over, injury and death on ALL types of terrain. It's YOUR RESPONSIBILITY to always inform other operators and passengers of this vehicle about the added risks.

Our products are designed to best fit user's ATV/UTV under stock conditions. Adding, modifying, or fabricating any OEM or aftermarket parts will void warranty. PERFEX Industries products could interfere with other aftermarket accessories. If the user has aftermarket products on machine, please contact PERFEX Industries to verify that they will work together.

Adding aftermarket suspension components and/or more aggressive tires can cause breakage of other OEM driveline components such as differentials, axles or drive shafts.

We ALWAYS recommend that wider tires and/or wheel spacers be used to achieve a wider stance and to improve stability of the ATV and/or UTV. Riders should be advised that the handling characteristics of a taller ATV and/or UTV are different and require extra care when riding, particularly on side hills or off-camber situations. If you further raise the center of gravity by adding taller tires, heavy loads to racks or seats, or by any other means, the ATV and/or UTV must be operated with even more care, at slower speeds and on relatively flat ground. All turns should be done at a slow speed, even on level ground.

Operation of an ATV and/or UTV with or without modified suspension components, while or shortly after consuming alcohol or drugs, subjects the rider to the risk of serious bodily harm or possible death. This risk is compounded if the rider does not wear an approved helmet and other safety gear.

PERFEX Industries urges that all approved safety gear be worn when riding an ATV and/or UTV as a driver or passenger.

By purchasing and installing PERFEX Industries products, user agrees that should damages occur, PERFEX Industries will not be held responsible for loss of time, use, labor fees, replacement parts, or freight charges. WE (PERFEX Industries) will not be held responsible for any direct, indirect, incidental, special, or consequential damages that result from any product purchased from PERFEX Industries.

PLEASE TAKE NOTE: **The total liability of seller to user for all damages, losses, and causes of action, will never exceed the total purchase price paid for the product that gives rise to the claim.**

DEALER AND/OR OTHER INSTALLERS:

You are responsible for informing your customer and end user of the information contained above and the increased potential hazards of operating an ATV and/or UTV equipped with modified suspension components.

If you install any suspension modifying components, it is your responsibility to also install a warning label prominently in view of the driver and in prominent view of the driver and passenger on UTVs and multi-passenger ATVs.

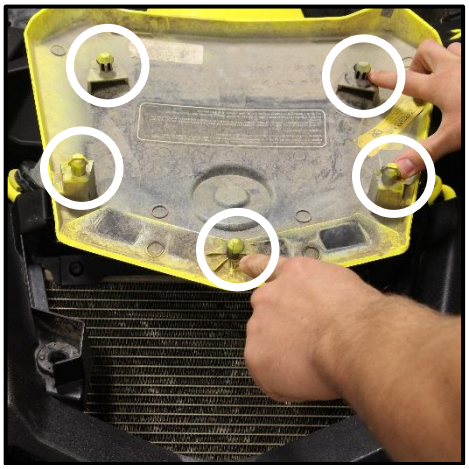
They should also be instructed to notify anyone operating the vehicle, as well as any passengers, that said vehicle is modified.

As discussed above, it is critically important that they be instructed in the need for slower speed operation, regardless of terrain, after this lift kit is installed.

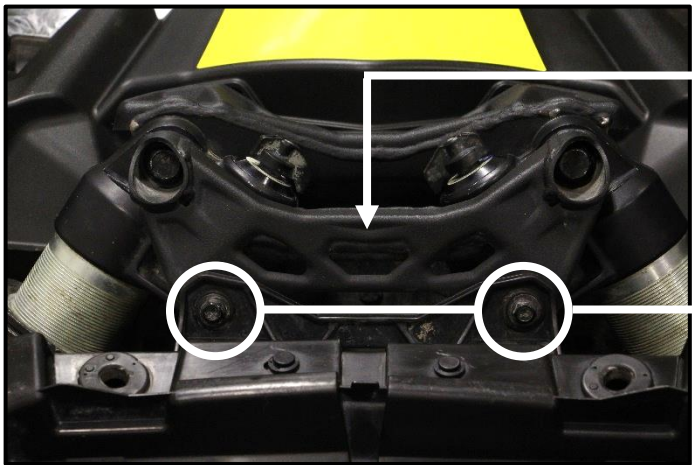
FRONT INSTALLATION INSTRUCTIONS

PREPARATION

- Using a jack under center of front end, lift the rear of the UTV. Stop lifting just before the front wheels leave the ground.
- Remove the hood from the UTV.



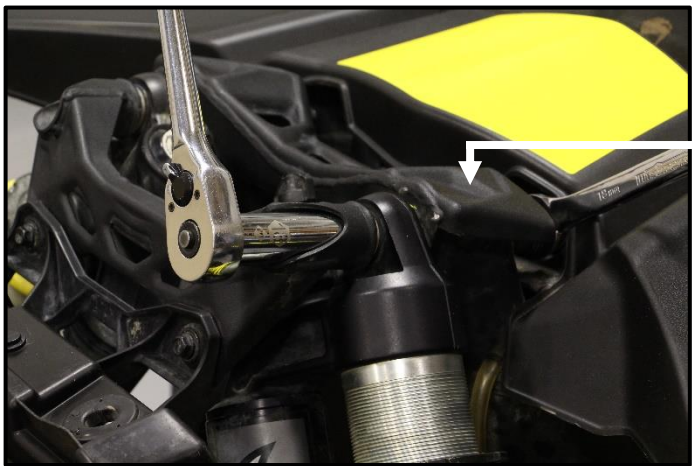
- Remove the hardware that secure the radiator support to the factory link brace. Use a 10mm key and socket.



FACTORY LINK BRACE

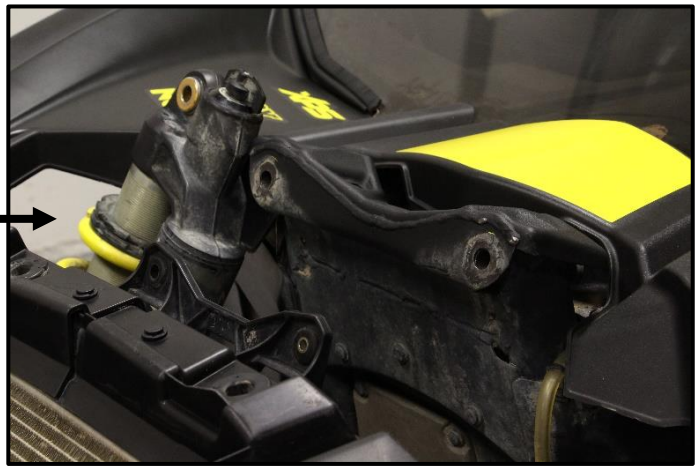
REMOVE

- Disconnect the top of the shocks to the frame shock mount. Use a 18mm key and socket.



FRAME SHOCK MOUNT

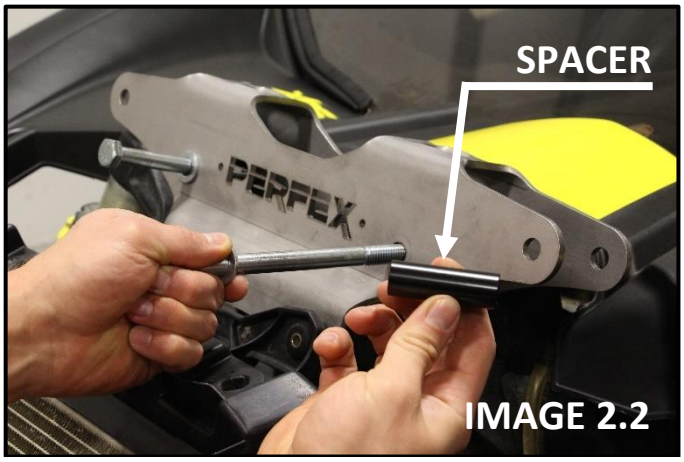
- Remove and discard the link brace and the bolts (2).
- Remove the shock on one side. Use two 18mm sockets.



INSTALLATION

1. Fix one side of the front bracket (**01**) to the frame shock mount. Use M12-1.75 x 180mm bolt and M12 washer.

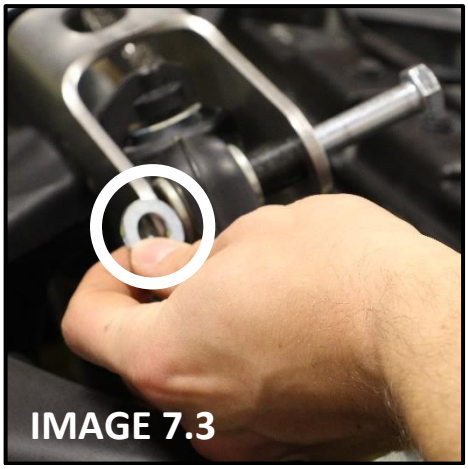
2. Fix the other side using M12-1.75 x 180mm bolt and M12 washer.

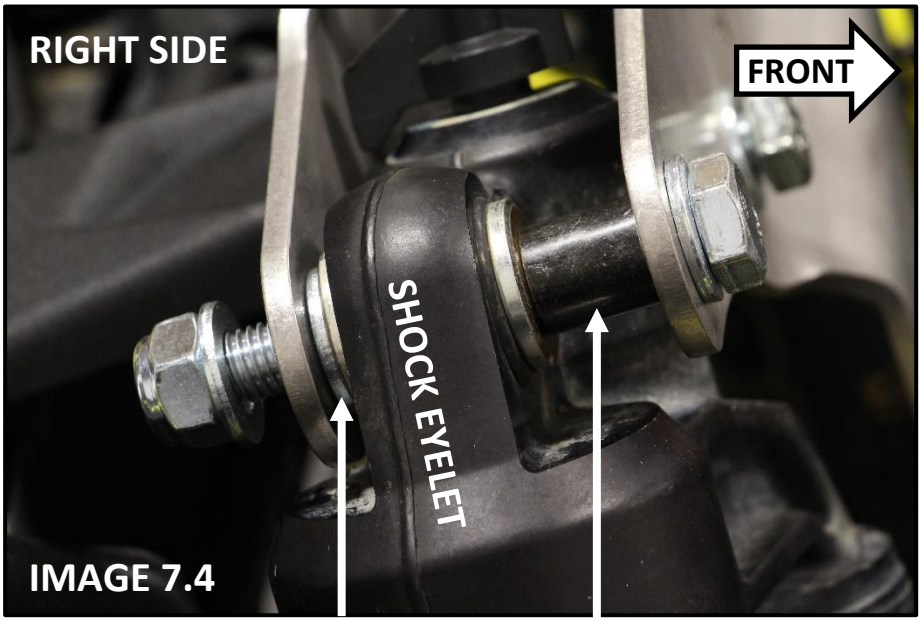


3. Insert one 2-5/16” spacer on each bolt (2), inside of the bracket. See image above (**IMAGE 2.2**).
4. Secure each bolt (2) using the factory nylon nut. **Do NOT tighten now.**
5. Fix the bottom of the bracket to the radiator support. Use factory hardware. **Do NOT tighten now.**

6. Lift the front of the UTV so that the whole of the shock eyelet is opposite to the hole of the bracket.

7. Connect the top of the shock to the new shock location on the bracket. Use M12-1.75 x 90mm bolt, M12 washers, 15/16” spacer and M12-1.75 nylon nut.
    a. Put one 15/16” spacer between the bracket and the shock eyelet, face of the front.
    b. Put one M12 washer between the shock eyelet and the bracket, face of the rear.





8. Reconnect the bottom of the shock that you removed. Use factory hardware.

9. Repeat step 7 for the opposite side.

10. Tight all the hardware appropriately at this point. Use 19mm key and ratchet when you will tight the provided M12 bolt and nylon nut.
    NOTE: Start to tight the M12 hardware firstly, and finish with the hardware that fix the radiator support to the bracket.

11. Put the hood back on the UTV once all will be done.

REAR INSTALLATION INSTRUCTIONS

PREPARATION

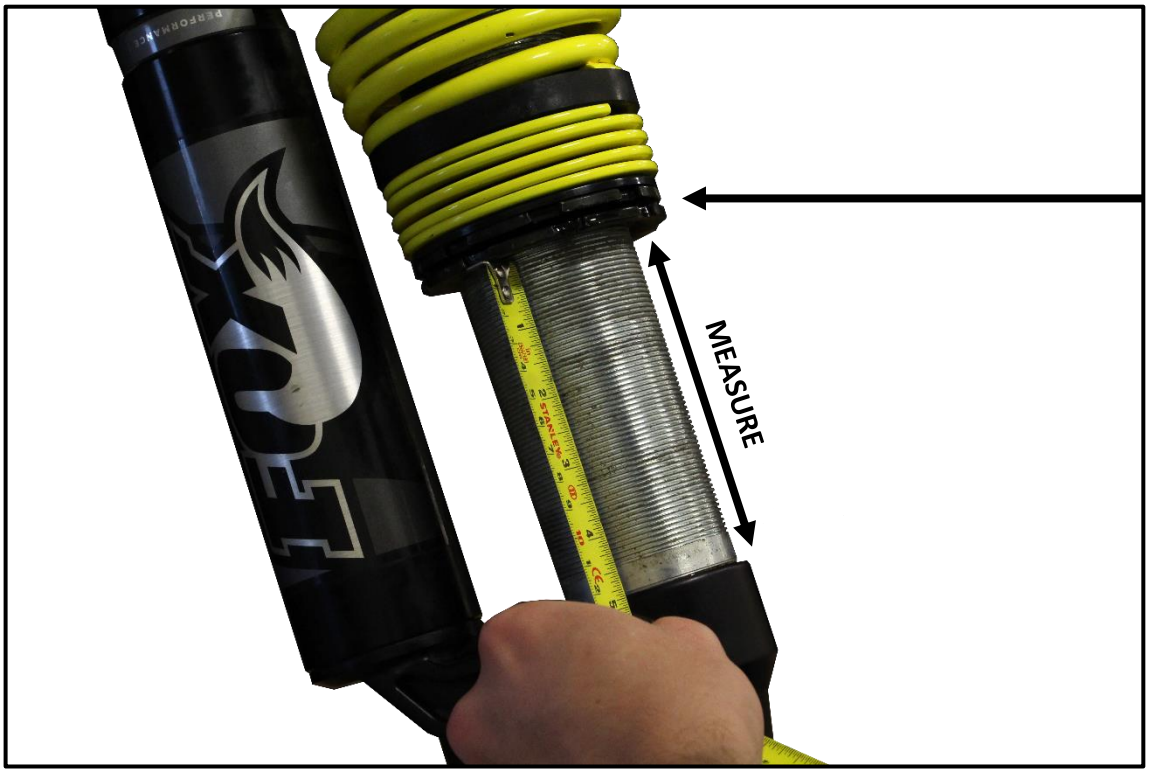
- Using a jack under center of rear end, lift the rear of the UTV. Stop lifting just before the rear wheels leave the ground.
- Remove the rear shocks from the UTV. Use a 18mm key and socket.
  NOTE: You have one REAR LEFT SHOCK and one REAR RIGHT SHOCK.

INSTALLATION

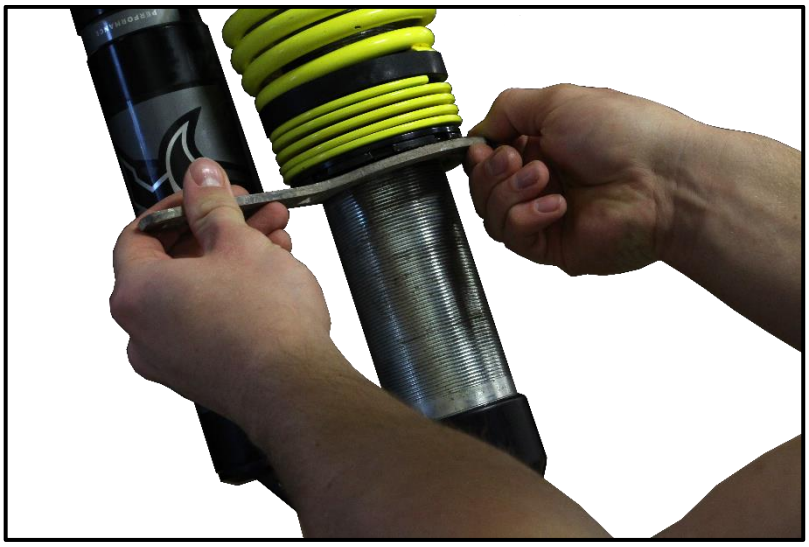
We STRONGLY RECOMMEND to use a shock compressor to install the spring spacers.

- IF YOU HAVE IT: Start on step 3.
- IF YOU **DON'T** HAVE IT: Start on step 1.

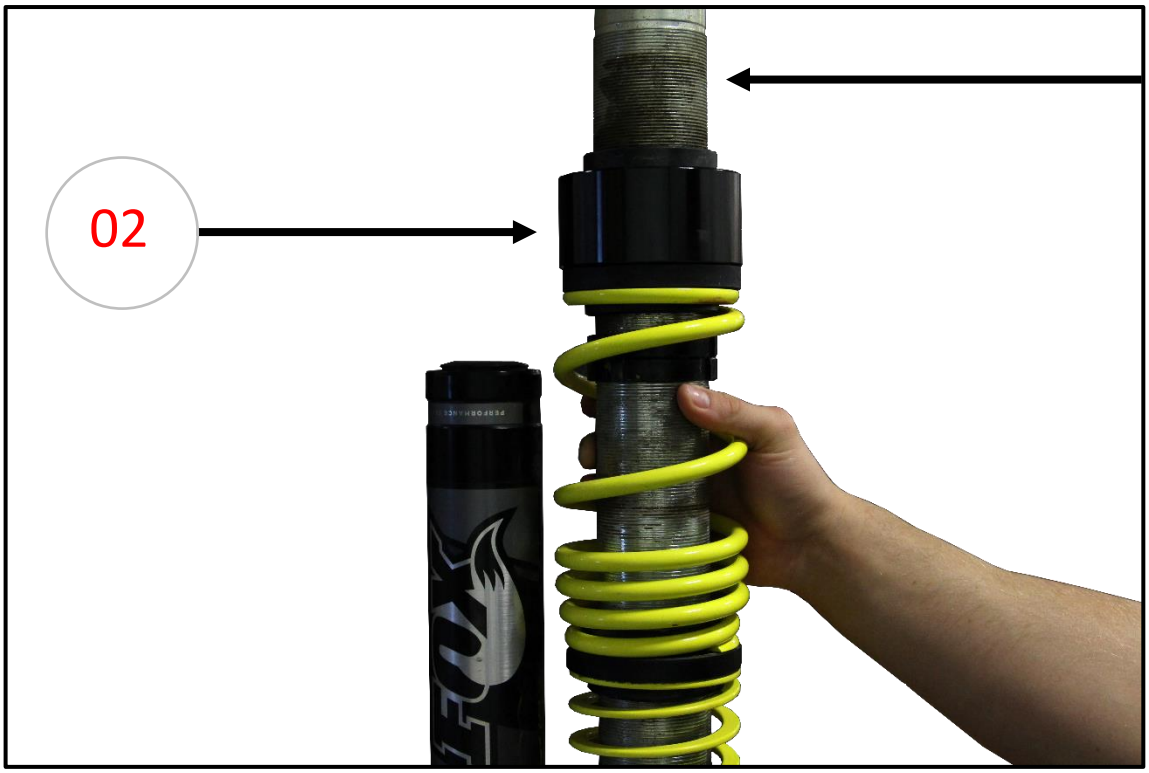
1. Measure the distance of the spanner nuts.



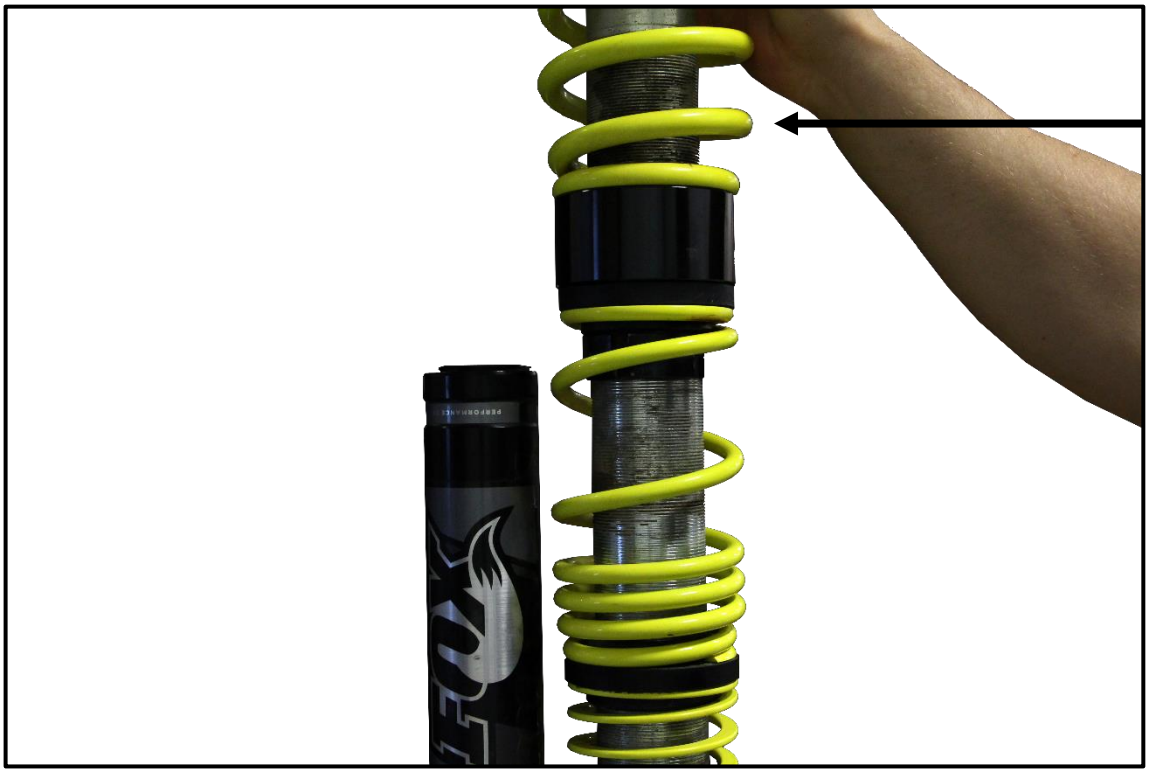
2. Loose the spanner nuts to the bottom. Use the factory spanner wrench.
   IMPORTANT: Make sure that the shock is clean and all the threads near the spanner nuts are free from dirt or other materials that can damage the threads when you are loosening or tightening the spanner nuts.



3. Once the shock will be free of pressure, remove the retaining clip.
4. Remove the main spring.
5. Insert one spring spacer **(02)** to the shock.



6. Reinstall the main spring and the retaining clip.



7. Once all is installed correctly, tighten the spanner nuts to the original position.
8. Repeat the same steps for the other shock.
9. Reconnect the shocks to the UTV. Use factory hardware.