



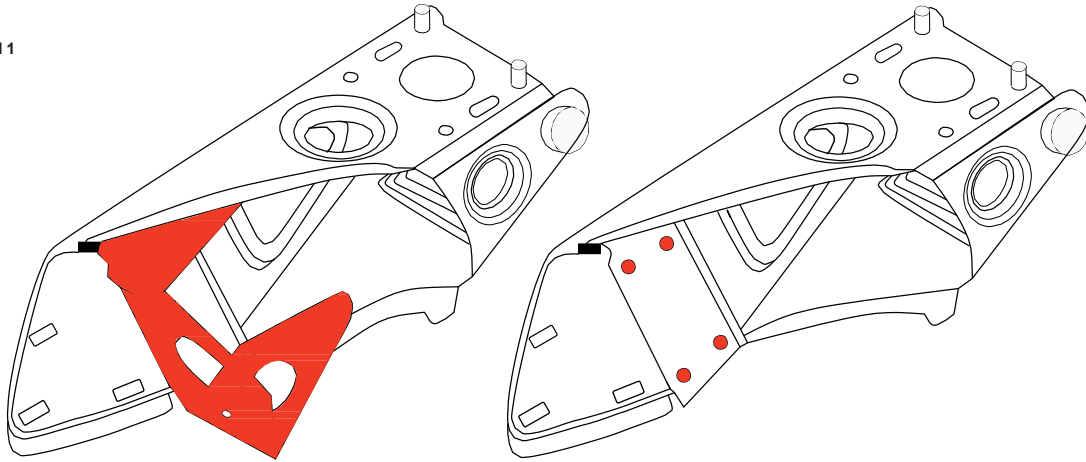
# Electric Power Steering Installation

Fits 2017-2018 Can-Am X3

## Please read before you begin:

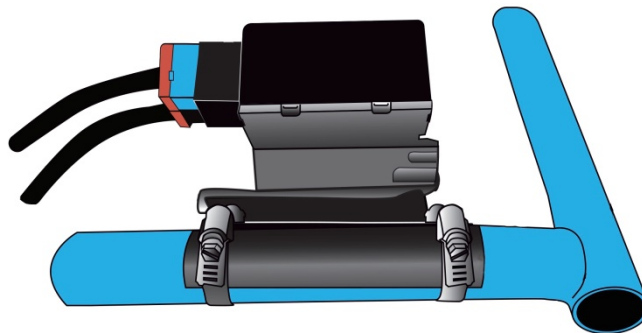
2018 Can-Am DPS has an additional bracket welded over the 2017 location. You will need to use a cut off wheel and grinder to remove this bracket (marked in red on the left diagram). You will then drill out the 4 holes (marked in red on right diagram) to mount the ePowerSteering bracket.

DIAGRAM 1



With our new Steering ECU bracket, use the X3's 1.25" tube to the left of the steering wheel to mount the ECU. This will protect the ECU from the weather. Removing the driver side fender plastic will greatly aid installing the kit. You may consider bolting it on or simply using hose clamps. Diagram 2 shows the recommended ECU mounting location.

DIAGRAM 2



Install the adjustment knob in a convenient place accessible while driving.

Remove the factory EPS unit and bolt in the ePowerSteering unit where the factory EPS was mounted.

Remember to clock/phase the u-joint ends, see Diagram 3.

DIAGRAM 3



CORRECT PHASING



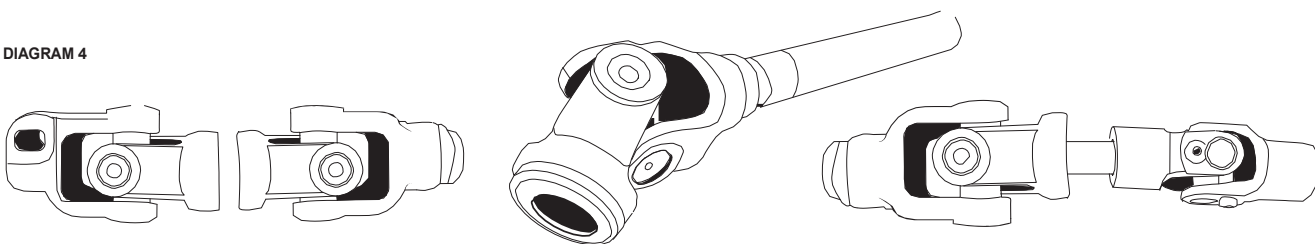
INCORRECT PHASING



When welding on the new u-joints, the lower shaft should be approximately 12 7/8" from end to end. The upper shaft should be approximately 4 1/8" from center to center of the u-joint caps.

Cutting the upper shaft in the middle of the lower weld will yield approximately the recommended length. Use the supplied 5/8" rod to line up the upper u-joint for welding. Note: Each machine is unique and will require individual measurements. Use a qualified welder to make the weld.

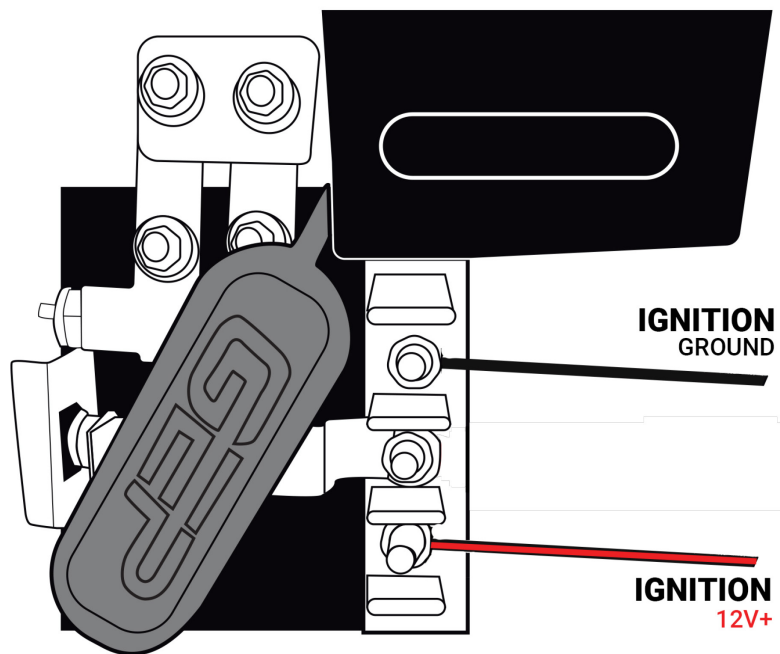
DIAGRAM 4



Cut the lower steering shaft upper u-joint at the weld and adjust the length to fit your machine. Note: Each machine is unique and will require individual measurements.

Use a qualified welder to make the weld. Loosening the rack and pinion is required to fit the lower steering shaft.

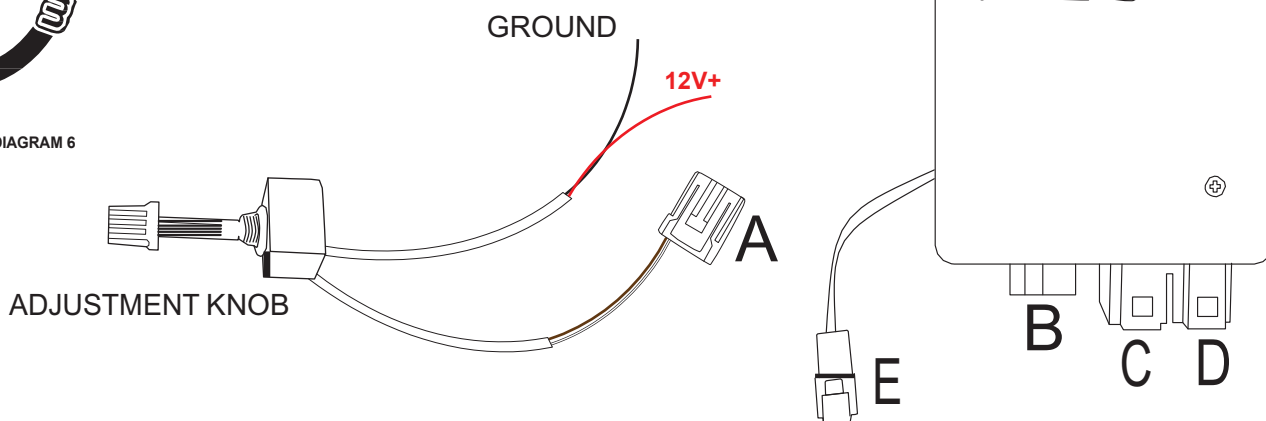
DIAGRAM 5



To connect the ignition lead and the main power lead, first remove the passenger seat. Remove the right side center console panel to reveal the terminal block.



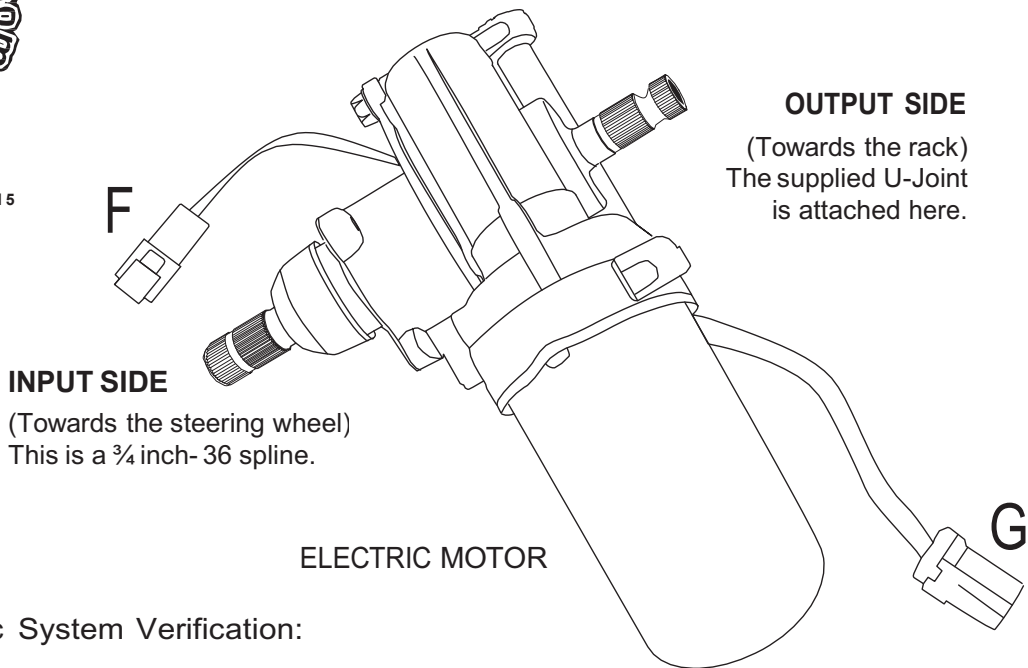
DIAGRAM 6



- The plug labeled “A” with the brown and white wires is connected to the STEERING ECU.
- The plug labeled with “C” on the STEERING ECU is where you connect the power loom.
- The small red wire labeled **12v+** is connected to the bottom post on the Terminal Block as shown in Diagram 5.
- The small black with labeled GROUND is connected to the top post on the Terminal Block as shown in Diagram 5.
- The plug labeled with “D” on the STEERING ECU is where the plug “G” from the ELECTRIC MOTOR is connected.
- The large red fused from the STEERING ECU plug “C” is connected to the positive post on the Battery.
- The large black wire from STEERING ECU plug “C” is connected to chassis ground.
- The 4 wire plugs “E” and “F” are connected.
- After installation is complete the check engine light may be on and an alarm message “Check DPS” will scroll across the instrument cluster. The check engine light and alarm message have no effect on vehicle operation. Take the vehicle to a CanAm dealer that has B.U.D.S. software and have the DPS turned off to remove the check engine light and alarm message from your vehicle.



DIAGRAM 5



○ Basic System Verification:

- Turn knob fully counterclockwise (left).
- Turn Ignition ON. You should hear the relay click on once.
- Wait about 10 seconds. You should hear the relay click off. You will have no steering assistance.
- Start turning the knob slowly to the clockwise (right) until you hear the relay click on again. This is the point where you start having steering assistance, but at the minimum. Test to verify.
- Then turn the further to the right. This will increase the assistance. Test to verify.

○ Adjusting Steering Assistance:

- If you turn the adjustment knob fully counterclockwise (left) you will have no steering assistance.
- If you turn the adjustment knob fully clockwise (right) you will have the maximum steering assistance.
- Between these two points, you have various intermediate steering assistance levels.

○ Additional Information:

- While you turn the knob, you must wait for the ECU to adjust the steering assistance level. It is not an immediate process.
- The steering can feel slightly softer to turn left than right (or the opposite). The potentiometer under the round hole on the Steering ECU is used to adjust this. It is EXTREMELY sensitive. Make very small adjustments if you feel that the calibration is off.