



ASSEMBLY/INSTALL INSTRUCTIONS

Can-Am X3 Front Spindles (Set)

C-108S

Your set should come with the following:

- (1) C-108S-L (Left/Driver Side Spindle)
- (1) C-108S-R (Right/Passenger Side Spindle)
- (2) Lower pinch bolt (Installed)
- (2) 12 point nut (Installed)
- (2) Washer (Installed)
- (2) Wheel bearing (Installed)
- (2) 4140 Chromoly Black Oxide Bolt-On Cap

Tools/Hardware Needed:

- Jack/jack stands
- Ratchet or impact
- 12-point 11mm socket
- 12-point 12mm socket
- 12mm socket
- 15mm socket
- 15mm wrench
- 18mm socket
- 18mm wrench
- 19mm socket
- 19mm wrench
- 30mm socket
- Pliers
- Flathead Screwdriver
- Loctite
- Factory Red Grease (recommended)
- Hammer/Rubber Mallet
- Breaker bar
- Prybar (optional)
- Ball joint spreader (optional)
- Cotter pins (optional)

Install Instructions:

Uninstalling current spindles:

1. Make sure you are on flat, level ground before working on your car. Loosen the lug nuts on both front wheels and jack up car off the ground. Place the car on jack stands and make sure the car is secured on them. *The vehicle's owner's manual will provide you with proper places to lift and support your car if you are unsure.*
2. Take both front wheels off and place to the side.
3. Start with the front tie rods. *We found that starting here allows for better movement of the spindle for harder to reach areas later.* Use pliers to remove cotter pin, then remove 18mm hardware with your 18mm tools and set everything aside. The tie rod will now hang out of the way.
4. If your hub has a dust cap, remove with a small flathead screwdriver. Remove the cotter pin with your pliers and then the castle nut and washer using your 30mm socket and breaker bar. Make sure your brakes are engaged while loosening the castle nut. Set castle nut and washer aside.
5. Loosen and remove the lower a-arm ball joint hardware with your 15mm tools. Lower arm should now be hanging and pushed down and out of the way. *You will not need to re-use this hardware: new, stronger hardware is provided to you in your kit.*
6. Remove (2) 15mm bolts on the caliper bracket using the 15mm tools. Make sure you hang the caliper and bracket to the side securely and safely to ensure the brake line isn't pulled on. *We found that zip-tying the caliper to the springs helps keep it out of the way and safe.*
7. Remove hub and rotor and set aside.
8. Moving onto the upper a-arm and ball joint, remove cotter pin using pliers and set aside. Remove the nut using your 19mm tools, a ball joint spreader, hammer, or pry bar if spreader is not available. *Your spindle should now be broken free from the ball joints and a-arms.*
9. Remove spindle and set aside.

Installing new spindles:

10. Grab the new spindle installed with wheel bearing, bolt-on cap and hardware. Uninstall the lower a-arm hardware from spindle and keep close. Make sure the L is on the left/driver side and R is on the right/passenger side.
11. Slide new spindle onto the car with the axle through the center of the wheel bearing.

12. Install upper ball joint on new spindle with original hardware using your 19mm tools. Tighten. Install the original cotter pin with your pliers. *We recommend starting with the upper a-arm and ball joint to allow for easier access.*
13. Regrease axle splines with factory recommended grease.
14. Place hub and rotor back onto the axle. *Greasing the outside of the shaft could make it easier to install.*
15. Loosely install the original castle nut and washer.
16. Grab your caliper and install back onto the rotor and spindle. Make sure to use Loctite on your original 15mm hardware using your 15mm tools to tighten.
17. Install lower a-arm and ball joint into the new spindle using your new hardware and 12-point tools.
18. Install the tie-rod with your original 18mm hardware using your 18mm tools and pliers for the cotter pin.
19. Now that everything is back on the car, you can engage the brakes and tighten your castle nut with your 30mm socket and breaker bar. Install the original cotter pin using your pliers.
20. Install wheels back on car.
21. Remove jack and jack stands from car.
22. Torque wheels to spec.
23. Check alignment is correct by turning/twisting your tie rod to correct/change toe.

Congratulations! You have successfully completed your Tatum UTV upgrade! We cannot wait to see your build on Instagram & Facebook. Follow and tag us @TatumUTV.

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