



# INSTALLATION GUIDE

## HDE CAN-AM X3 72" LIMIT STRAP KIT



### INCLUDED COMPONENTS

- 1x Billet Aluminum Clevis Block - Driver Side
- 1x Billet Aluminum Clevis Block - Pass Side
- 2x Low Profile Clevises
- 2x 1/2-20 Jam Nuts for Clevises
- 2x 16" Limit Straps
- 2x 38" Bungee Limit Straps
- 4x M12 Socket Head Cap Screws
- 6x M12 Extended Shock Bolts
- 6x Aluminum Spacers
- 10x M12 Nylock Nuts

### TOOLS REQUIRED

- 19mm Wrench
- 19mm Socket
- 10mm Allen Head

### TORQUE SPECS

- M12 bolts & nuts:  
**92ft-lbs**

### WARNING!

If these instructions are not properly followed severe damage may result. Hammer Down Enterprises recommends all installation be performed by a professional service technician. Product failure caused by improper installation will not be covered under warranty.



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### FRONT INSTALLATION

1. Above the steering rack you can see where the sway bar mounts to the bulk head. On the driver side remove the two nuts and bolts that hold the sway bar to the bulkhead. (End links can stay attached)
2. Install the drivers side billet block (part number ends in DS) on top of the bulkhead. Take two M12 socket head cap screw bolts and attach the block to the bulkhead securing it with nylock nuts.
3. Install passenger side block in the same manner.
4. Using a properly rated jack, raise the front of the vehicle and support the frame rails with jack stands. **NEVER** work under an unsupported vehicle.
5. Thread a clevis into the block with enough threads showing on the backside to get a jam nut on.
6. With the front suspension in full droop get an eye-to-eye measurement of the shock length at full extension and jot it down. Making sure shock is at full extension, remove the lower shock bolt.
7. Replace shock bolt with one supplied in the kit, using a single washer against the bolt head.
8. Once the bolt is through the shock eyelet put an aluminum spacer on the bolt, this spacer provides clearance between the limit strap and coilover body.
9. Attach one end of a 16" limit strap after the spacer and finish with a second washer and nylock nut.
10. Fine tune the length using the clevis: thread it inward to reduce extension and thread it out to increase extension. The goal is to get the shock eye-to-eye measurement to be 1" less than before once the strap is installed. This accounts for the strap stretching.







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### REAR INSTALLATION

1. Using a properly rated jack, raise the rear of the vehicle and support with jack stands. **NEVER** work under an unsupported vehicle.
2. Making sure shock is at full extension, remove the lower shock bolt first and replace with our longer bolt using a washer at the bolt head.
3. Next remove the top shock bolt and replace with the supplied longer bolt and washer. Once the bolt is through the shock add the aluminum spacer to the bolt and the top of the 38" limit strap (bulge faces out). Add a washer and secure with a nylock nut.
4. Add an aluminum spacer to the bottom shock bolt and stretch the limit strap to reach the bolt. You may need to raise the trailing arm with a floor jack so the strap reaches more easily, just go slow so the bolt doesn't pop out. Once the strap is on add a washer and secure with nylock nut.
5. Torque everything, go for a test drive, then re-torque.
6. Enjoy your new Limit Strap Kit!

