

Can-Am Maverick X3 (2017 - Current)
Direct-Fit Cab Heater with Defrost
Center Console Mount

609

STEP 1: PRE-INSTALLATION

- 1) Remove the glove box (**PIC01**).
- 2) Remove the floor cover panel and cut out an opening as shown in **PIC02** and **PIC03**.
- 3) Loosen the center dash panel (**PIC04**).
- 4) Underneath the center dash panel there is a wiring panel that is connected. Remove the wiring panel from the center dash panel (**PIC05**).
- 5) Cut out extra room for the defrost ducting by removing portions of the plastic wiring panel. See **PIC06** for how the passenger side cut-out needs to look and **PIC07** for how the driver side cut-out needs to look.

STEP 2: INSTALL LOUVERS AND RUN DUCT

- 6) With the top dash panel loose, cut (2) holes for the driver and passenger side defrost vents and install the vents (**PIC08**) (**PIC09**).
 - Use the cut-out templates and tape them on the vent locations, then drill a 1/8" pilot hole. Use this pilot hole to start your hole-saw bit.
 - Use a 2-1/8" hole-saw to make the cuts for the vents.
 - Have someone hold the center dash panel for stability while you make the cuts with the hole-saw and always hold the drill firm with two hands.
 - If you have wiring for the winch that is in the way on the driver side you can use the alternative location shown in **PIC10**.
- 7) Cut (2) 34" runs of duct and connect them to the backside of the vents using the zip-ties provided.
 - If you are using the alternative driver side defrost vent location cut that run of duct at 44".
- 8) Remount the plastic wiring panel to the center dash panel.
- 9) Feed the duct down to the location where the heater will later be installed (**PIC11**).
- 10) Cut (2) holes for the driver and passenger side floor vents and install the vents (**PIC12**) (**PIC13**).
 - Use the cut-out templates and tape them on the vent locations, then drill a 1/8" pilot hole. Use this pilot hole to start your hole-saw bit.
 - Use a 2-1/8" hole-saw to make the cuts for the vents.
- 11) Cut (2) 20" runs of duct and connect them to the backside of the vents using the zip-ties provided.
 - The vent adapters release from vent faces. If you prefer you can separate the pieces and install the vent face in the hole. Then attach the ducting to the vent adapter and reconnect the adapter to the face of the louver. This space is tight and you may benefit by installing the floor vents and ducting this way.
 - Do not overtighten the zip tie, it can distort the adapter and make it hard to click it back onto the vent face. There are barbs included in the kit to slide onto the adapters that will grab the ducting. The zip ties do not need to be overly tight.
- 12) Leave all (4) runs of duct, they will be connected to the heater later in the installation.

STEP 3: WIRING

- 13) Remove one of the factory switch plates and install the rocker switch.
- 14) Using the wiring harness, plug the switch connector into the back of the rocker switch.

- 15) Using the wiring harness provided, hook up the red (power) and black (ground) wire eyelets to the 12v distribution block located underneath the wiring panel **(PIC14)**.
 - Lift up the center dash panel to access.
- 16) Leave the blower connector hanging, this will be hooked up later in the installation.

STEP 4: SPLICE INTO THE COOLANT LINES

- 17) Cut the provided heater hose into two equal lengths.
- 18) Now cut 3" pieces of heater hose from each of the two lengths.
- 19) Using the hose clamps, combine the Y-Fittings, heater hose and PEX elbows **(PIC15) (PIC16)**.
- 20) Install the shut-off valve on the hose that will be used on the inlet line. Install it so you are able to access it from the drive side wheel well **(PIC16)**.
- 21) Using the Y-Fitting pieces made in the previous step, splice into the upper and lower radiator hoses and install the Y-Fittings **(PIC17) (PIC18)**.
 - You will run the heater hoses into the machine through the large rubber grommet located on the firewall. Cut the zip tie that holds the grommet flaps tight on the wiring. Once the hoses are installed, use one of the zip ties included in the kits to re-zip tie the grommet flaps onto the wiring and heater hoses **(PIC19)**.
- 22) Set the heater in the location it will be installed and connect the heater hoses to the heater core.

STEP 5: MOUNTING THE HEATER

- 23) Using the wiring harness provided, plug the white connector to the heater blower connector.
- 24) Set the heater in place and mount the rear bracket into the factory bolt location **(PIC20)**.
- 25) Mount the (2) side brackets using the mounting rivets provided **(PIC21)**.
 - You can loosen the brackets to set them in place as needed. Once you have it in place mount the rivet and then re-tighten the bracket onto the heater box.
- 26) Connect the (4) runs of duct onto the heater box adapters using the zip ties provided.

STEP 6: INSTALL THE CENTER CONSOLE ENCLOSURE PANELS

NOTE: there is a video on our website showing the steps of installing the enclosure panels (www.infernoheaters.com).

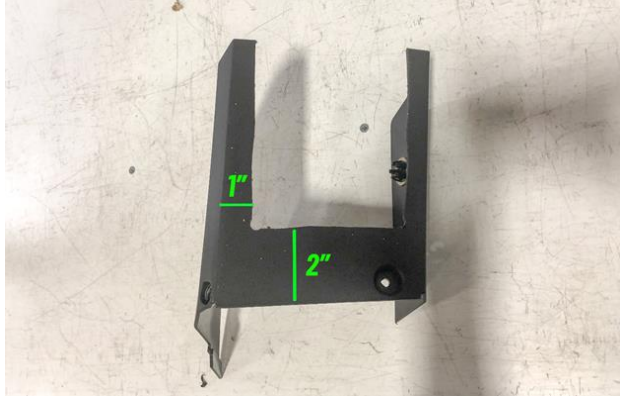
- 27) Mount the center enclosure panel in place. Start by mounting the bottom (2) mounting points by using the factory screw holes. Then mount the top (2) mounting points using a 19/64 drill bit and drilling openings to use two plastic rivets **(PIC22)**.
- 28) Mount the passenger side enclosure panel in place. Start by mounting the back (2) mounting points by using the factory plastic rivet holes (red circles). Then mount the front (2) mounting points using a 19/64 drill bit and drilling openings to use two plastic rivets **(PIC23)**.
- 29) Mount the driver side enclosure panel in place. Mount the (4) mounting points using a 19/64 drill bit and drilling openings to use the plastic rivets **(PIC24)**.

STEP 7: REFILL COOLANT

- 30) Refill the radiator and check for leaks.
- 31) Start the machine and allow the engine to warm up and circulate the coolant.
- 32) Drive the vehicle and put it under a good load, this will help expel air from the system.
- 33) When done let the machine cool down, recheck the coolant level and refill coolant if needed.
- 34) Coolant will be consumed as the air is expelled from the system. It is possible you will need to run the machine and recheck fluid levels multiple times before working out all the air.



PIC01



PIC02



PIC03



PIC04



PIC05



PIC06



PIC07



PIC08



PIC09



PIC10



PIC11



PIC12



PIC13



PIC14



PIC15



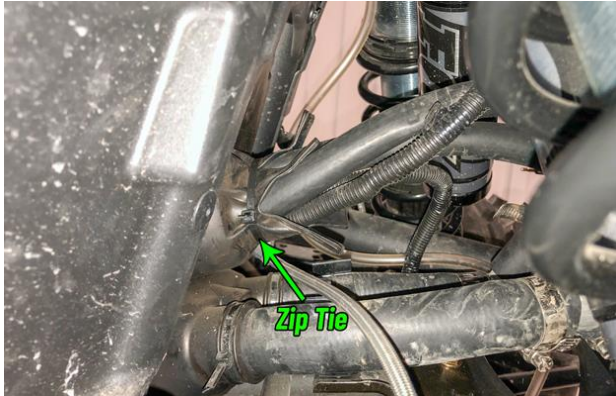
PIC16



PIC17 – DRIVER SIDE WHEEL WELL



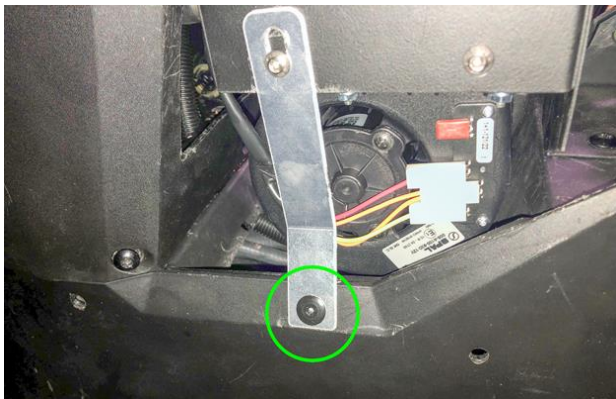
PIC18 – PASSENGER SIDE WHEEL WELL



PIC19



PIC20



PIC21



PIC22



PIC23



PIC24

BLANK

