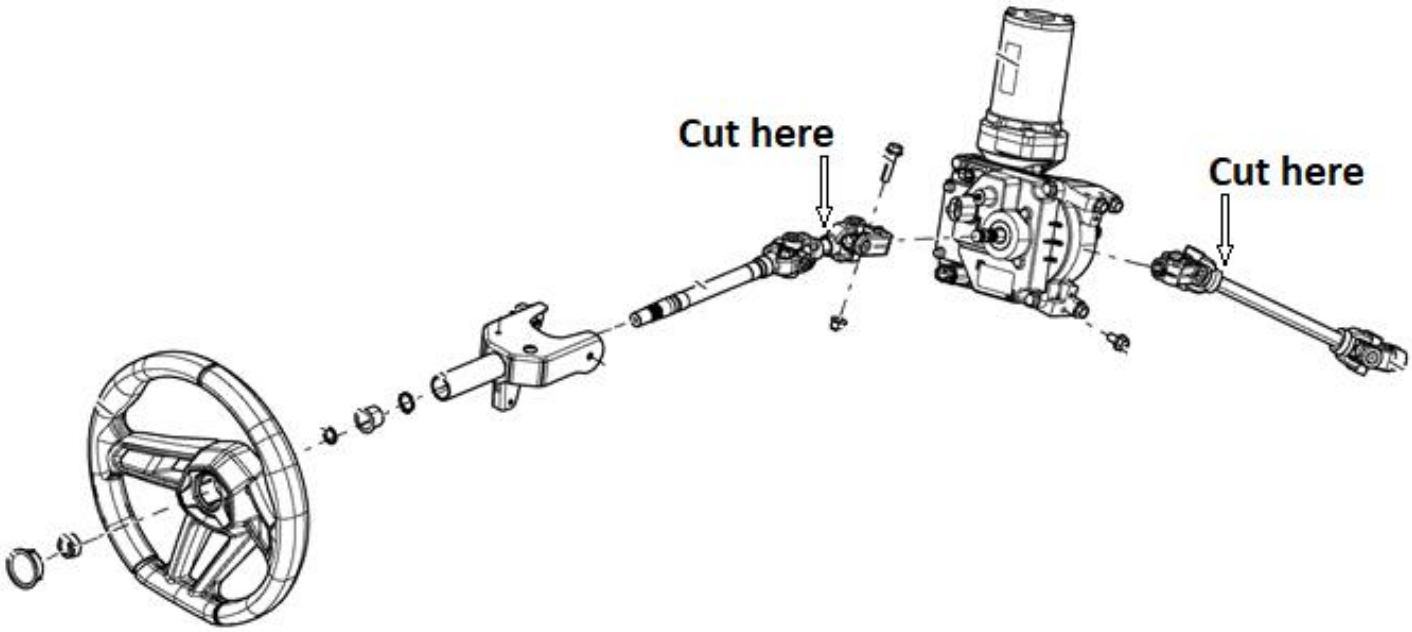
Electric Power Steering Installation

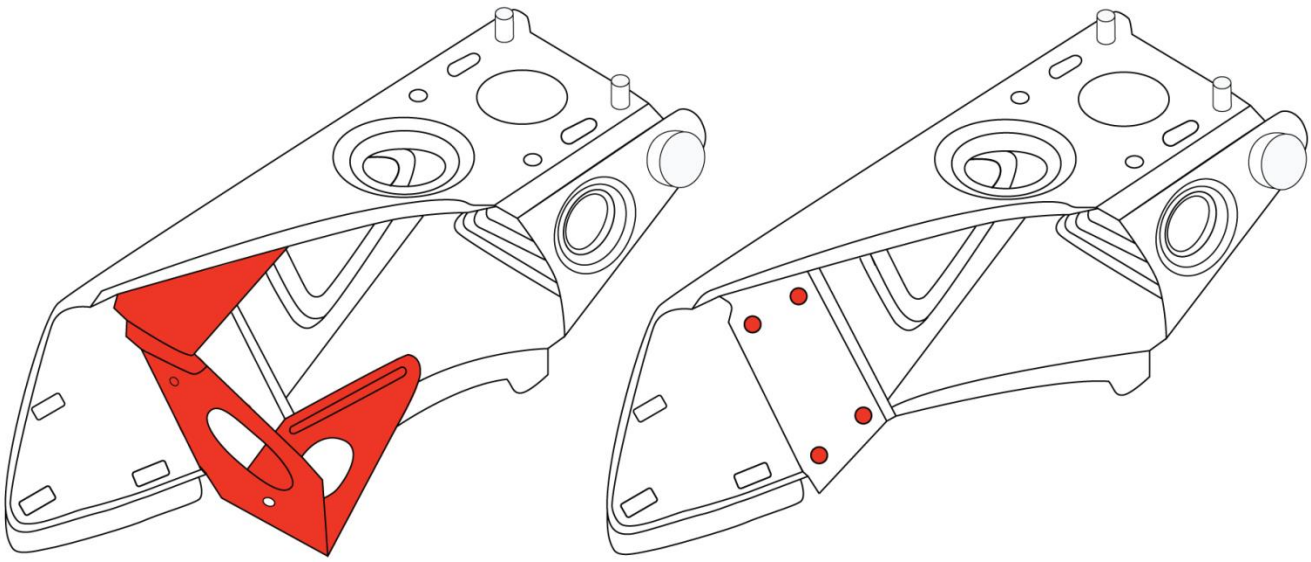
CanAm X3 Kit

Please read before you begin:

- Review the BestPractices.PDF at www.ePowerSteering.com under Installation. It is regularly updated. You can also find other parts at our online store at www.ePowerSteering.com/purchase.
- Remove the factory DPS unit (see below diagram for parts breakdown).



- 2018-24 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 below left diagram). You will then drill out the 4 holes (marked in red on below right diagram) to mount the ePowerSteering bracket. Also note that the steering assembly mount has enlarged holes. You may need to loosen and reposition it.



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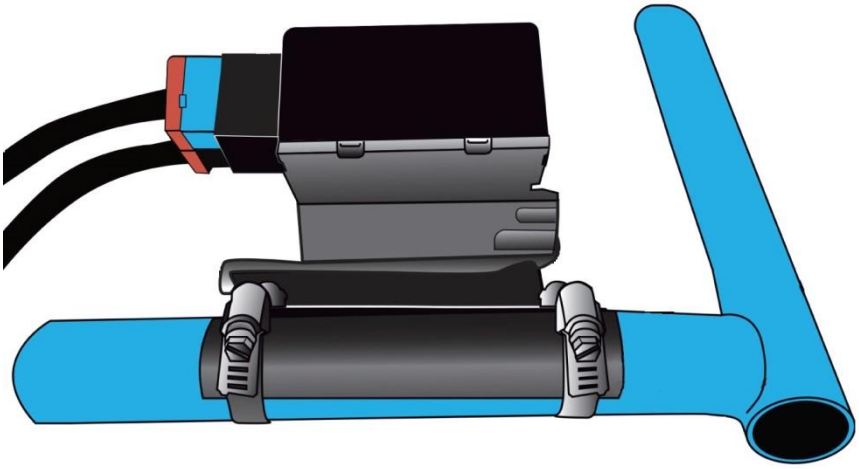
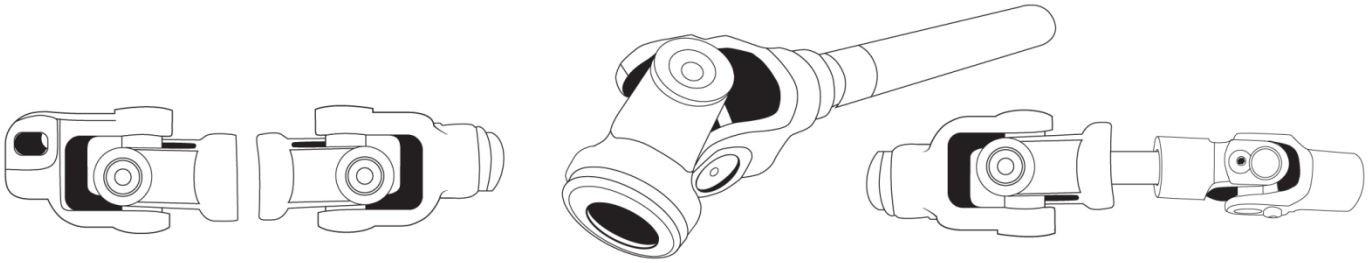
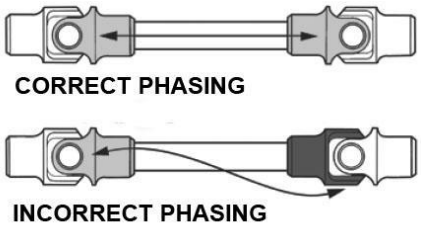
- Use the X3's 1.25" tube to the left of the steering wheel to mount the ECU bracket to the frame. This will protect the ECU from the weather. Removing the driver side fender plastic will greatly aid installing the kit. You may consider bolting it on or simply using hose clamps. Diagram 2 shows the recommended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



- 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-joints for welding (see below). Use a qualified welder to make the weld.



- 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. Loosening the steering rack maybe required to fit the lower steering shaft.
- Before welding on the new U-Joints, test fit both shafts for length. 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. Use a qualified welder to make the weld.



- Remember to clock/phase the U-Joint ends. See above diagram.
- Working from the bottom up, install the ePowerSteering EPS Unit.
- Install the Adjustment Knob in a convenient place where you can reach while driving. If you want, you can cut the Adjustment Knob shaft to the desired length, the shaft is made of plastic.

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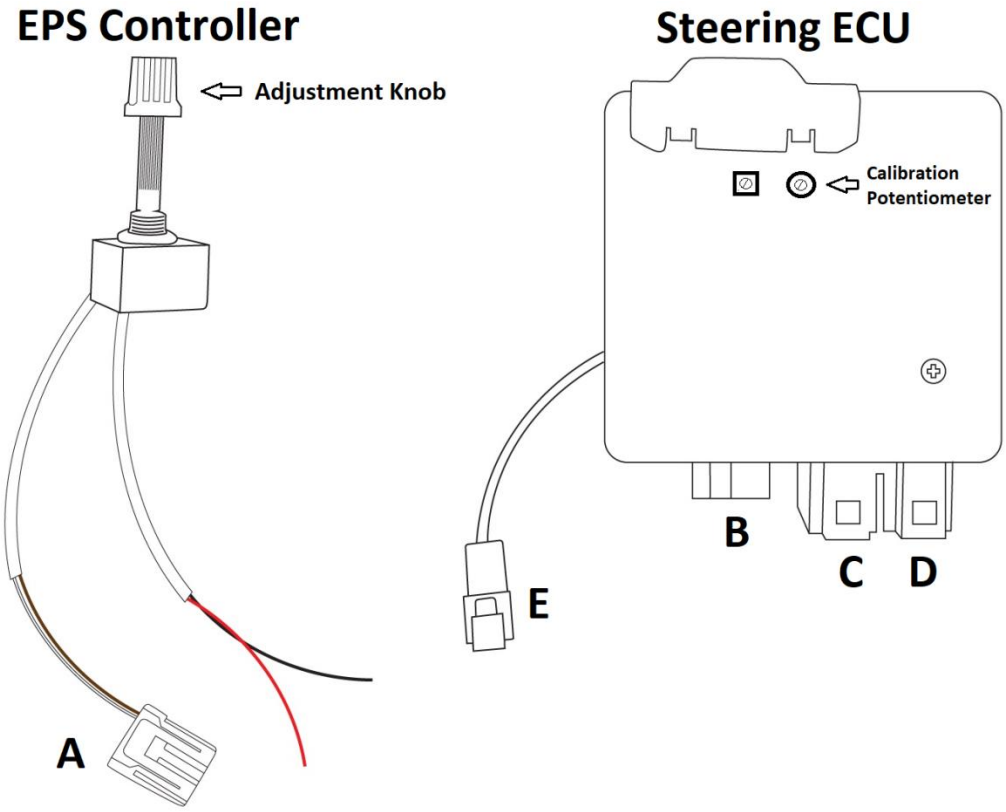
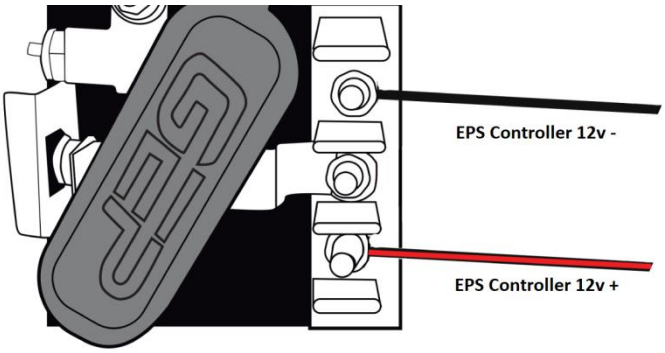


- The plug labeled '**A**' with a brown and white wire gets connected to the Steering ECU receptacle labeled '**B**'.
- To connect the EPS Controller power connections, first remove the passenger seat. Then remove the right side center console panel to reveal the Terminal Block.



Center Console Terminal Block

- The red wire going out of the Controller Harness gets connected to the bottom post on the Terminal Block.
- The black wire going out of the Controller Harness gets connected to the upper post on the Terminal Block.
- The receptacle labeled '**C**' on the Steering ECU is where you connect the Power Loom. The other end of the Power Loom must be connected to the battery.
- The receptacle labeled '**D**' on the Steering ECU is where the Blue Plug labeled '**G**' from the electric motor is connected.
- Connect the 4 wire plugs '**E**' and '**F**' need together. Ensure that the pins in the female connector don't get bent while connecting them. Ensure that the plugs are securely connected. Use the enclosed **DTM Mounting Clip** to secure the plug to your chassis.
- 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

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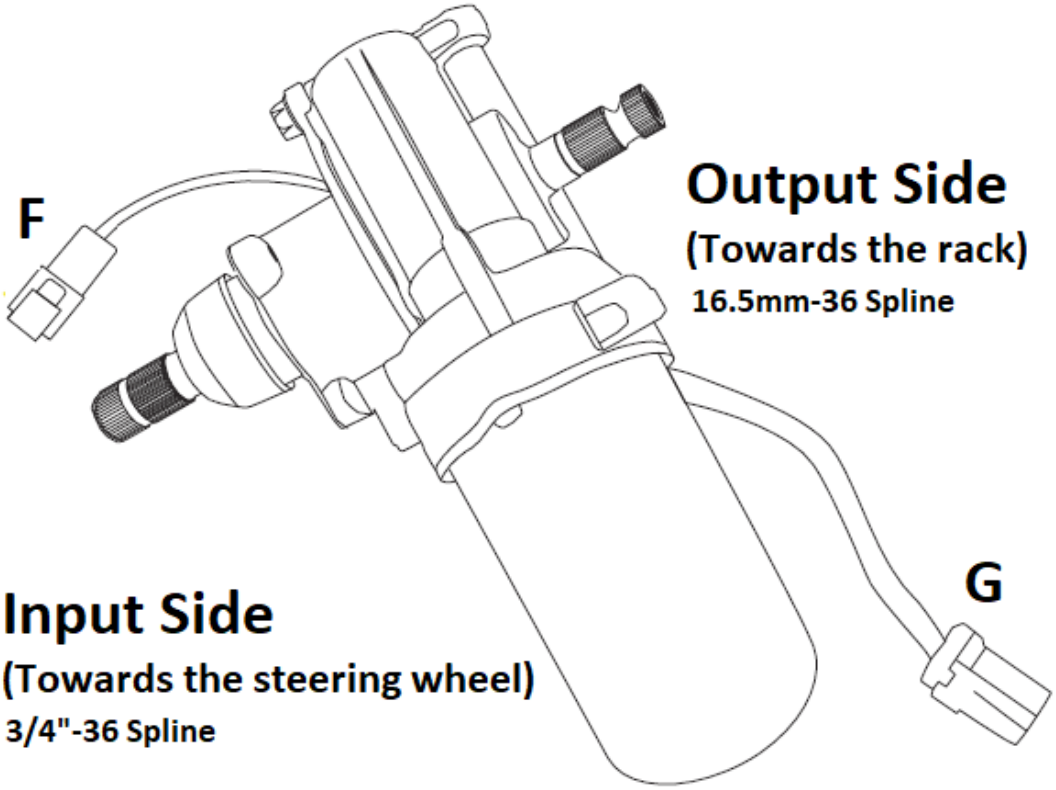
operation. Take the vehicle to a CanAm dealer that has B.U.D.S. software and have the DPS disabled to remove the check engine light and alarm message from your vehicle.



Basic System Verification:

- Turn Adjustment 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 Adjustment Knob slowly 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 Adjustment Knob 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:

- When you turn the ignition ON, you will hear the relay on the Steering ECU click on. One single click. If you hear it double click, there is something incorrectly installed or not functioning properly.
- While you turn the Adjustment Knob you must wait for the Steering ECU to adjust the steering assistance level. The amount of assistance is not immediately felt. There is a very slight delay.
- The steering can feel slightly softer to turn left than right (or the opposite). There is a potentiometer on the Steering ECU to adjust this. It is accessible under the round hole in the Steering ECU cover. You may need to peel back the cover sticker to gain access. It is EXTREMELY sensitive. Make very small adjustments if you feel that the calibration is off.

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