



## **Installation Manual**

**Part Number: 6000150**

**Product: Agency Power Big Brake Upgrade**

**Vehicle Make: Can-am**

**Model: Maverick X3 (All variants)**

**Years: 2017>**

### **READ THIS BEFORE STARTING**

Returns will not be accepted for ANY installed PART or ASSEMBLY.  
Use great care in preventing cosmetic damage when performing  
wheel fit check.

The recipient indemnifies Agency Power for all liabilities or  
losses incurred in connection with the recipient modifying or  
altering any products during installation.



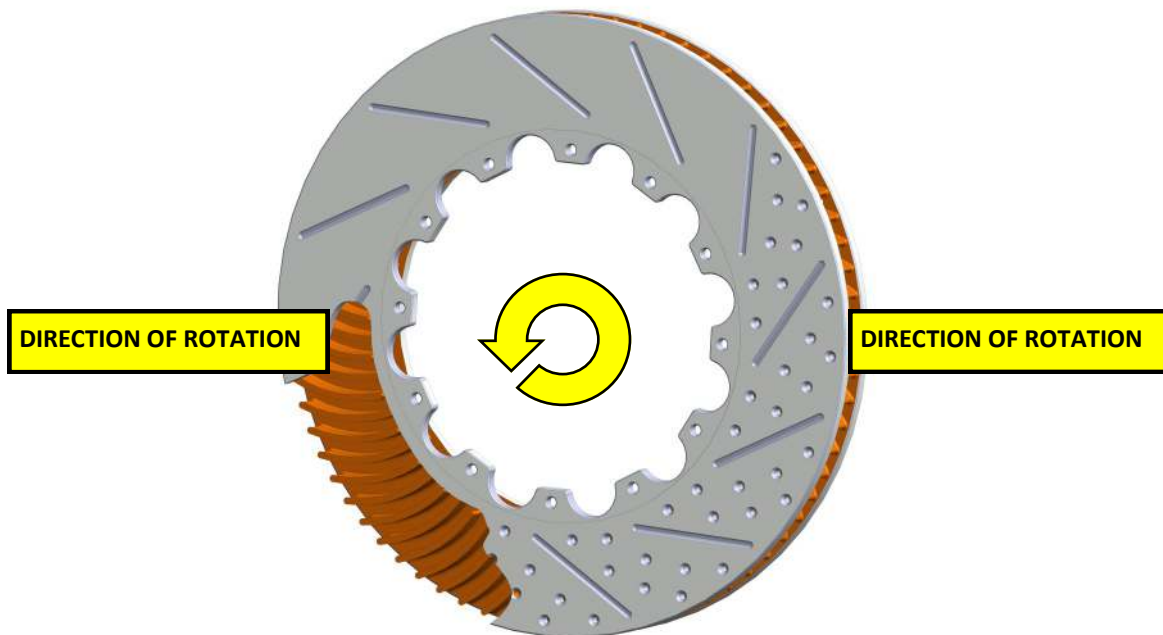
### **Read and Follow BEFORE ATTEMPTING INSTALLATION**

- ♦ **All installations require proper safety procedures and protective eyewear.**
- ♦ **All installations should be performed by qualified personnel using a factory service manual for the vehicle on which the installation is to be performed.**
- ♦ **All references to LEFT side of vehicle always refer to the Driver's side of the vehicle.**
- ♦ **Any installation requiring you to remove a wheel or gain access under the vehicle requires use of jack stands appropriate to the weight of the vehicle. In all cases recommended ratings for jack stands should be at least 2-tons.**
- ♦ **A selection of hand tools sufficient to engage in the installation of these products is assumed and is the responsibility of the installer to have in his/her possession prior to beginning this installation. All installations, which require removal of hydraulic hoses and/or bleeding of the brakes, require appropriate fitting/line wrenches, as well as a safety catch can and protective eyewear. Other than these items, if unique or special tools are required they are listed in the section for that step.**
- ♦ **Returns will not be accepted for systems that have been partially or completely installed. Use extreme care when performing wheel fit check to prevent cosmetic damage.**



# **PLEASE READ BEFORE INSTALLING**

- ♦ Always place the actual corner assembly or a combination of the caliper assembly fit onto the rotor into the actual wheel to confirm proper clearance is available between the caliper and the wheel before proceeding with the actual installation.



- ♦ When installing rotors be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of U.S. spec vehicles. Image above is of a “L” left rotor. NOTE: Slots and drill patterns sweep forward and internal vanes sweep rearward.
- ♦ A professional wheel alignment is mandatory following the installation of any system requiring replacement of the front spindles, or tie rod ends. Return the vehicle to factory specifications unless otherwise indicated.
- ♦ Stop the installation if something seems unclear or the parts require force to install. Consult directly with Agency Power Technical Staff in such instances to confirm details. Please have these instructions, as well as the part number (machined or laser etched) on the component that is proving difficult to install, as well as the make, model, and year (date of vehicle production is preferred) of your vehicle available when you call. Agency Power’s Tech Staff is available from 9-am to 6-pm Mountain Standard Time (Arizona does not observe Daylight Savings Time) at 480-921-7422 Monday through Friday.

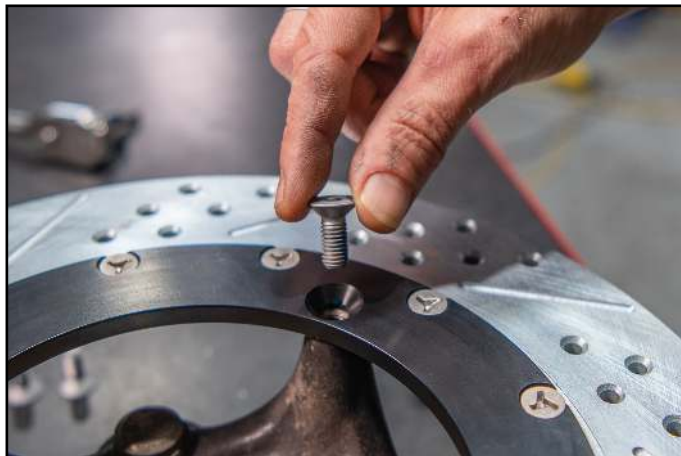


\* This installation begins at the point at which the factory front hub has been removed from the vehicle. \*

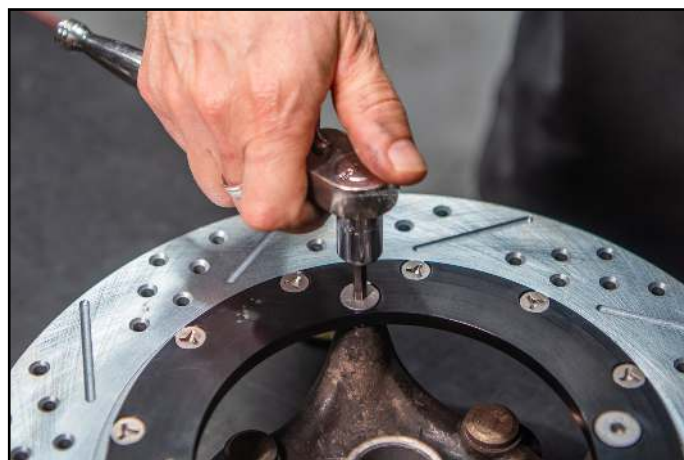
## FRONT OF VEHICLE:



1. Start by inspecting the 4 mounting bosses on the hub and making sure they are clear of rust, debris, etc. Place the correct side rotor (Driver front shown) onto the hub and line up the 4 holes.



2. Use the supplied M8 x 20 FHCS bolts and apply a small amount of Blue Loctite on each bolt.



3. Using a 5mm allen head socket, tighten the bolts by hand. Tighten in a cross sequence to ensure the hat is flat to the hub. Once done torque these bolts to 25ft lbs.



4. Next install the rotor/hub assembly onto the spindle by inserting the axle onto the splined portion of the hub. Now is a good time to inspect the outer seal, and replace if needed. Apply synthetic grease (XPS 293550010 or equivalent) around the drive shaft & splines. Be careful not to damage the outer bearing seal while installing the hub snout into the bearing. (Front Driver shown)



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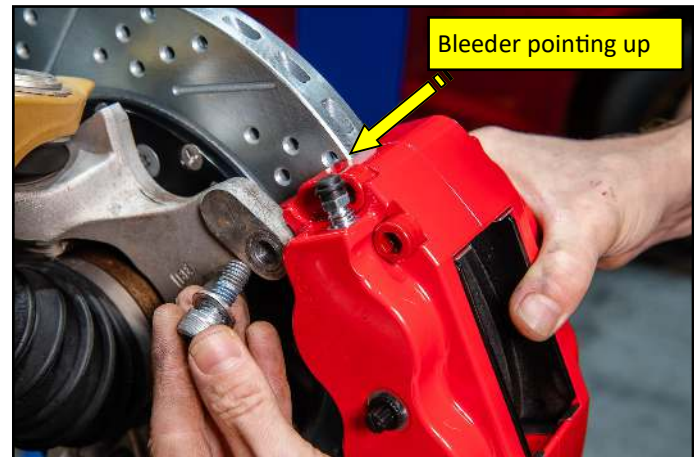
5. Install the factory washer (domed portion outward) and spindle nut onto the axle end. Select the 4WD position and place the transmission lever on 'P'. Using a 30mm socket hand tighten the nut to pull the axle fully through the hub.



6. Once hand tight, torque this nut to 185ft lbs. Tighten the castle nut further slightly if needed to align the cotter pin hole.

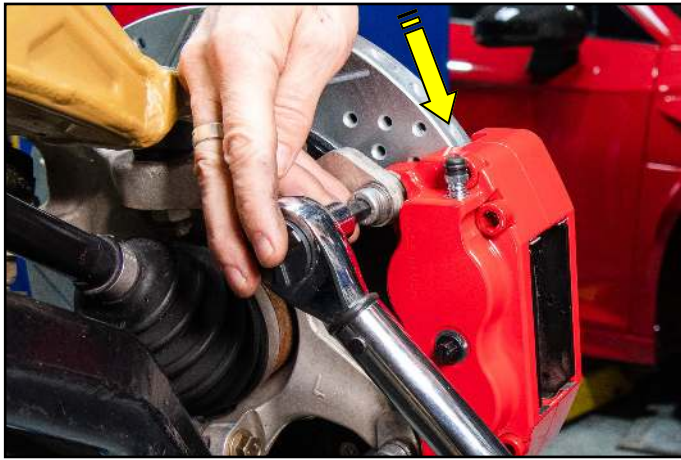


7. Install the cotter pin and bend one side on top of the axle end. Bend the other side down and away towards the hub face.



8. Next install the correct side caliper with the bleeder pointing up. Make sure the spindles caliper mounts are free from debris to ensure the caliper will sit flat. Use the supplied M10 x 30 SHCS bolts and tighten the 2 bolts by hand.

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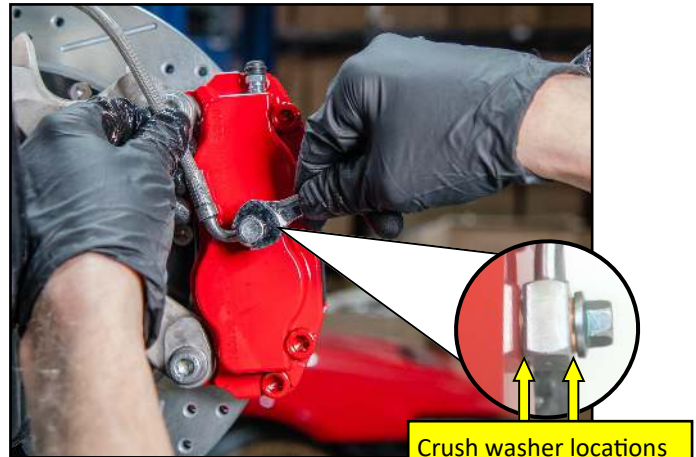
9. Verify there is not any rotor to caliper interference. (See arrow) Once verified torque these bolt to 58ft lbs.



10. Finally re-install the factory dust cap by inserting the tabs into the hub face and snapping the 4 tabs into the holes.



11. Using the supplied banjo bolts and crush washers install the factory hose to the caliper. Make sure you install one crush washer on each side of the banjo end of the hose.



12. Make sure the banjo end is orientated as shown. Torque the banjo bolt to 12-15ft lbs.



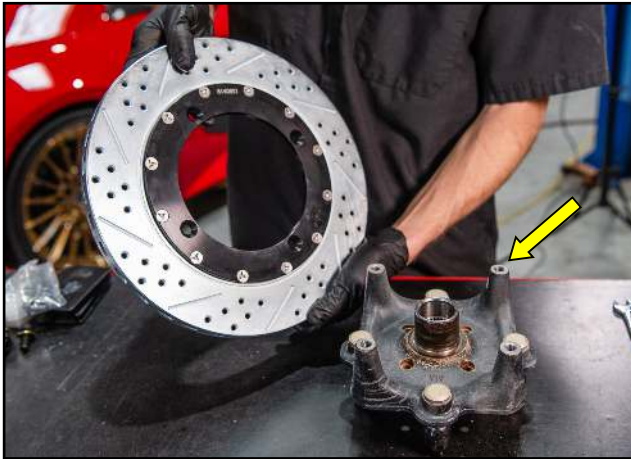
This is a finished shot of the front left (Driver side) brake system. You can now repeat these steps for the front passenger side of the vehicle.



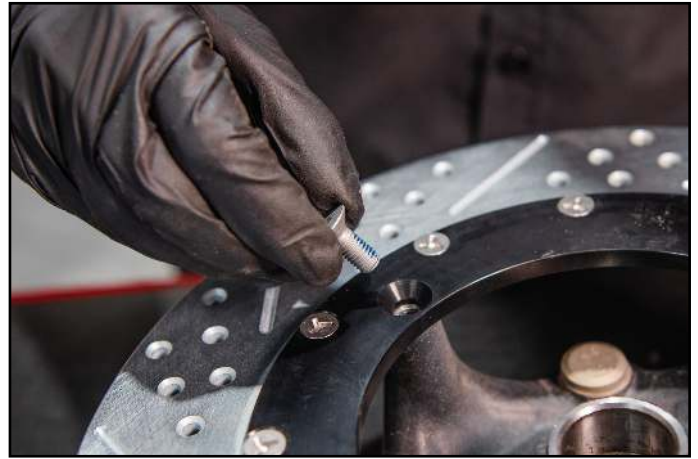


\* This installation begins at the point at which the factory rear hub has been removed from the vehicle. \*

## REAR OF VEHICLE:



1. Start by inspecting the 4 mounting bosses on the hub and making sure they are clear of rust, debris, etc. Place the correct side rotor (Driver front shown) onto the hub and line up the 4 holes.



2. Use the supplied M8 x 20 FHCS bolts and apply a small amount of Blue Loctite on each bolt.



3. Using a 5mm allen head socket, tighten the bolts by hand. Tighten in a cross sequence to ensure the hat is flat to the hub. Once done torque these bolts to 25ft lbs.



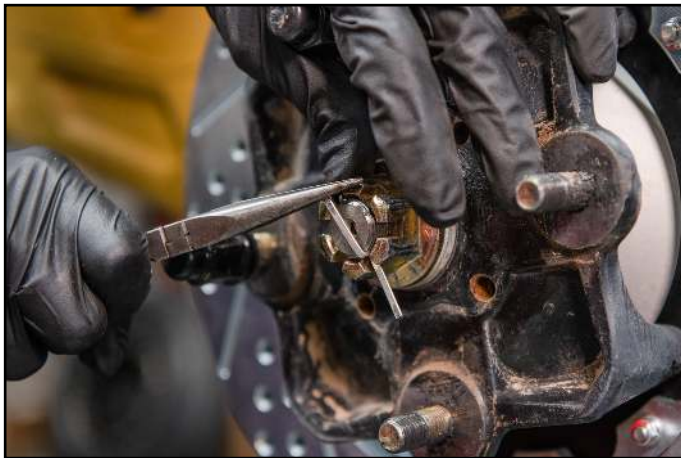
4. Next install the rotor/hub assembly onto the spindle by inserting the axle onto the splined portion of the hub. Now is a good time to inspect the outer seal, and replace if needed. Apply synthetic grease (XPS 293550010 or equivalent) around the drive shaft & splines. Be careful not to damage the outer bearing seal while installing the hub snout into the bearing. (Front Driver shown)



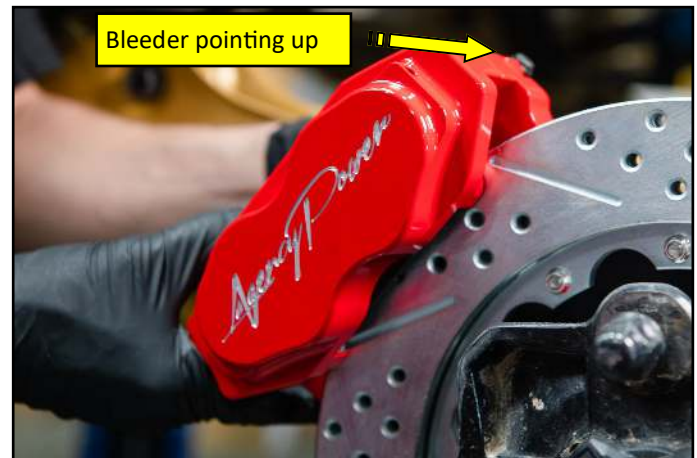
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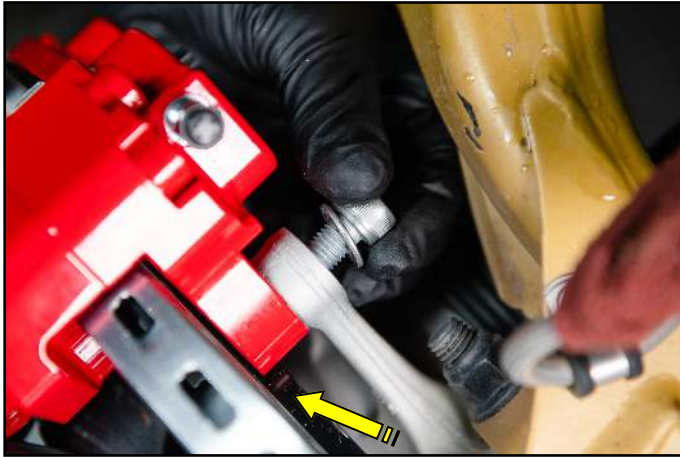
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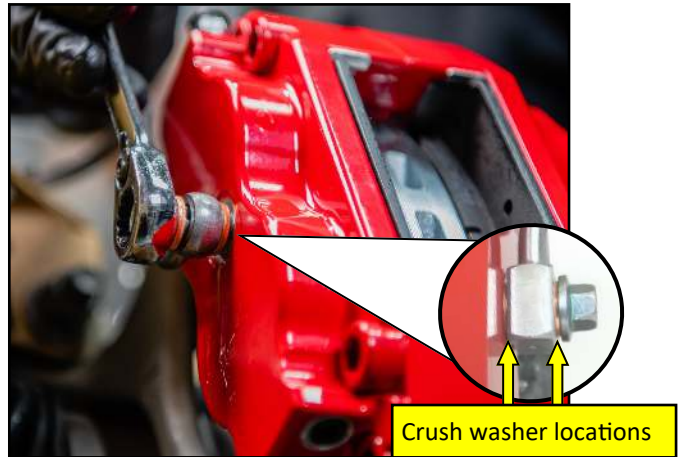
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Refer to the Bleeding and Rotor Seasoning procedures outlined on a separate sheet.

For service components and replacement parts contact your Agency Power Tech Representative.

