



CAN-AM MAVERICK X3 - 72-INCH LOWER ARMS

LOWER CONTROL ARM INSTALLATION

REMOVAL / INSTALLATION / CAMBER & TOE



LOWER-ARM DECALS FACE FORWARD

72-inch lower control-arm kit.

One model manual - width and shock choices included. Product photograph is a catalog illustration; verify the supplied kit. Review draft pending hardware and exact-year procedure checks.

Can-Am Maverick X3 - 72-inch Lower Arms

01 / Model, kit and orientation

One model manual covers its listed widths, finishes, shock choices and year configurations.

Listed application	Width / configuration options
Can-am X3 4130 Chromoly 72" lower	HD UTV A-Arms

Fullflight installation direction: lower-arm decals face forward when installed.

Lower arms only, for a verified compatible 72-inch X3 configuration. This kit does not apply to 64-inch geometry.

OEM ball joints and bushings are not included. Install the correct new components using the exact-year factory press/support/retainer procedure.

Support the hub and protect the CV axle, brake hose and stabilizer connections. Do not pull the axle from the differential or let the knuckle hang from it.

Prepare: rated jack stands and wheel chocks; metric hand tools; a suitable joint separator; calibrated torque wrench; new required retaining hardware; straightedge, angle gauge and tape measure. Work on a firm level floor with the engine off. Use the exact-year factory manual for lifting points, access, torque and replacement fasteners.

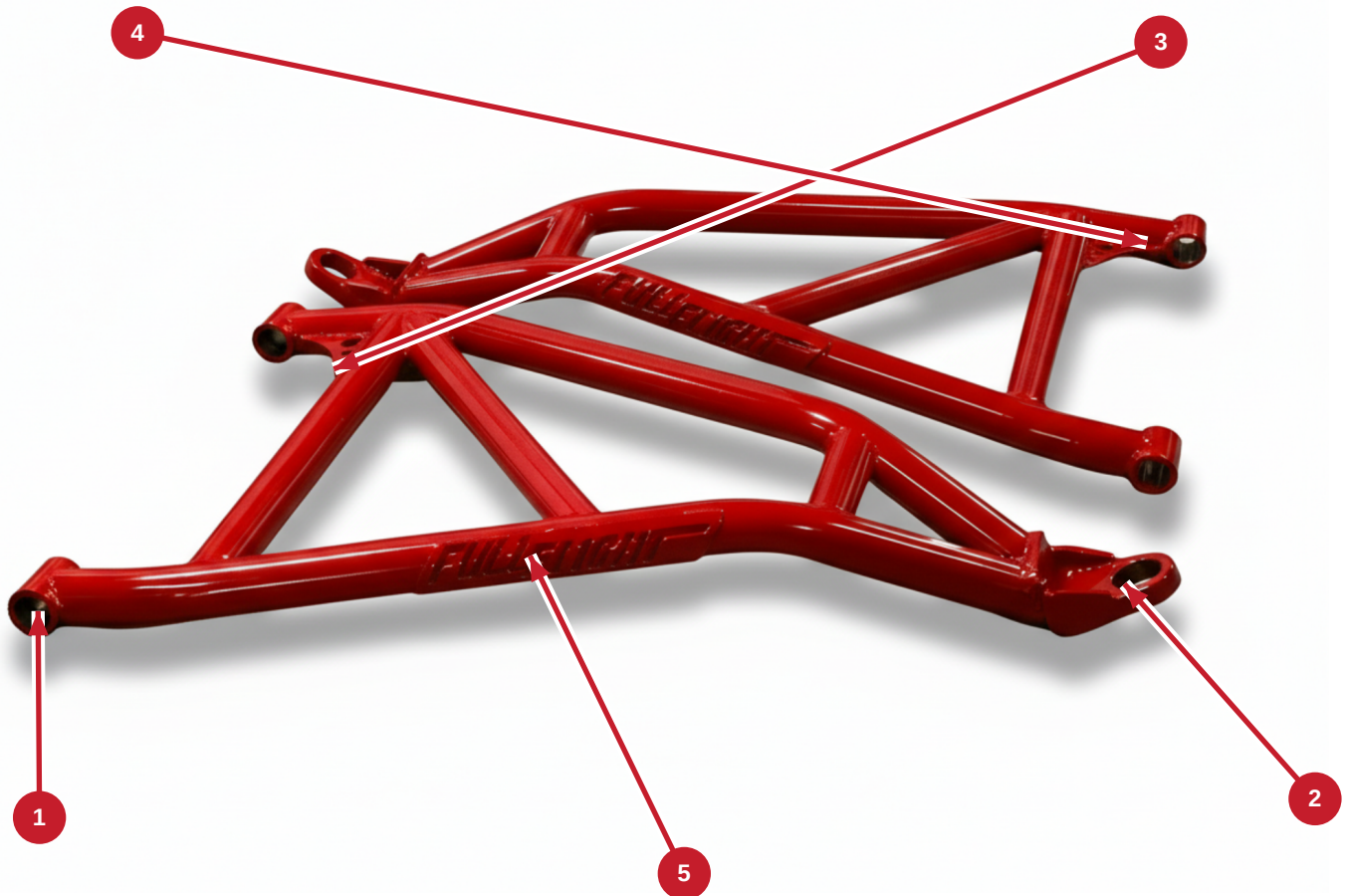
Review status: these instructions combine current Fullflight listing data with a general installation workflow. Full physical-kit, exact-year factory procedure and hardware specification checks remain necessary. No unverified numerical torque or camber target is supplied.

Can-Am Maverick X3 - 72-inch Lower Arms

02 / Picture and connection map

Numbered arrows identify visible product features; this is not an on-vehicle installation photograph.

FRONT: lower-arm decals face forward.



1 Frame-pivot housing

2 OEM joint housing - joint not included

3 Reinforced arm junction

4 Other arm frame-pivot housing

5 LOWER-ARM DECALS FACE FORWARD

Photograph provenance: the first image on the linked Fullflight product listing. Several listings reuse images across models or generations. The arrows identify visible features only; verify actual model geometry, joint type, spacers and left/right orientation from the supplied kit. In the loose-parts photo, the page direction does not represent vehicle forward.

Can-Am Maverick X3 - 72-inch Lower Arms

03 / Remove the factory arms

Photograph the original installation first. Work on one side while retaining the other side for reference.

- 1 Lift and secure.** Loosen wheel nuts while grounded, chock the opposite axle and support the frame on rated stands at the proper lifting points. Remove the wheel; label each side's hardware. Never rely on a hydraulic jack alone.
- 2 Support the arm and knuckle.** Use a controllable support under the lower arm without lifting the frame off its stands. Support the knuckle/hub independently so it cannot drop or pull on a hose or CV axle.
- 3** Protect the front end. Support the hub, brake hose and CV axle. Release lower-arm hose clamps and stabilizer connections only as required by the factory access sequence.
- 4** Remove only the lower-arm connections. Use the actual-year factory sequence. Support the knuckle while disconnecting the lower joint; prevent CV overextension or axle withdrawal.
- 5 Release the knuckle connection.** Follow the actual joint design: use a proper separator for tapered studs, or remove the specified through-bolt/pinch-bolt and spacers for other designs. Protect boots and threads. Do not strike the stud, grind the seat or improvise adapters.
- 6 Withdraw the pivot bolts.** With all components supported, remove the relevant frame pivot hardware and arm. Preserve each collar, washer, seal, clip and spacer in labelled order. Inspect frame tabs, bolt holes, knuckles and bolts; repair damage before installation.

Exact-year access may also require guards, bumper parts, exhaust supports or hubs. Follow the factory procedure where it differs from this draft. Opening a brake circuit is separate brake service and requires the correct bleeding procedure before riding.

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04 / Install the Fullflight arms

Confirm the kit, model and connection style before beginning assembly.

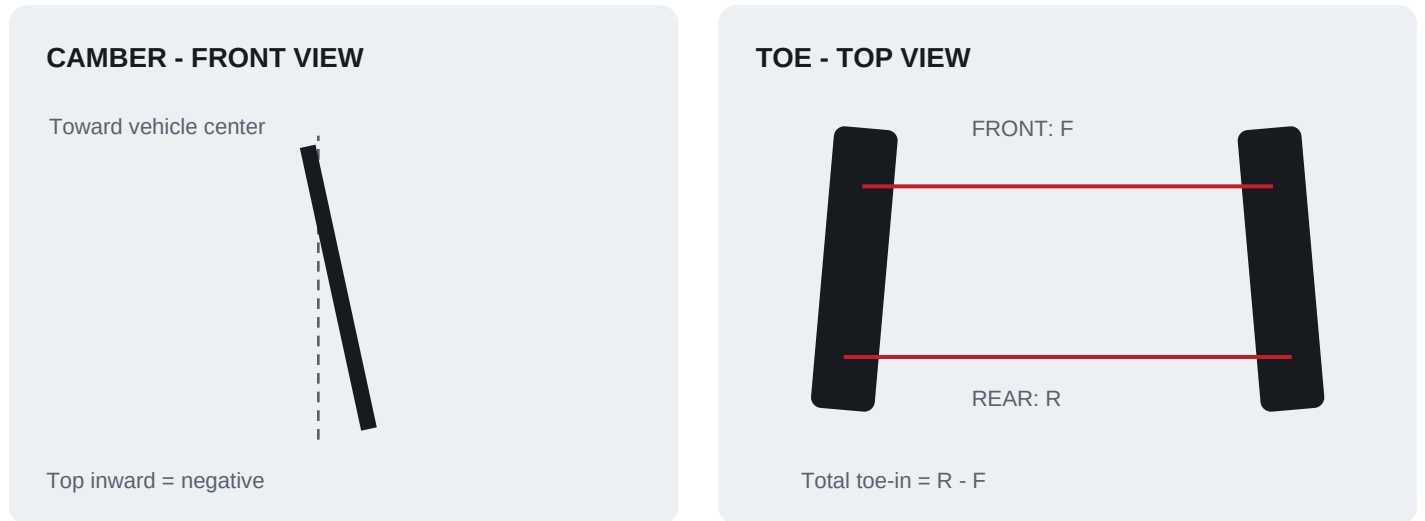
- 1** Orient the parts. Lower-arm decals face forward. Confirm left/right fitment from the supplied kit; do not infer vehicle direction from how parts are arranged in the catalog picture.
- 2** **Prepare the pivots.** Install the separately obtained, correct OEM bushings and ball joints using the proper press supports and factory seating/retaining-clip procedure. Do not press through the moving ball or boot. Confirm the Fullflight housings match the specified OEM parts.
- 3** Mount the lower arms. Use the factory installation sequence and start the correct fasteners by hand. Do not bend frame tabs, drill holes or substitute smaller hardware to make a mismatch fit.
- 4** Connect the knuckle. Confirm the correct lower-arm joint type and retaining hardware. Use the supplied-design nuts, through-bolts, adapters and retainers; keep the boots intact. Use the specified aftermarket-joint torque where supplied; OEM torque is not automatically correct for a different joint.
- 5** **Refit suspension and steering.** Attach the ordered shock setup and any retained stabilizer links with matched hardware. Reconnect steering only if disturbed; do not replace rods for a lower-only kit unless separately ordered.
- 6** **Route hoses and secure the assembly.** Refit clamps, guards and calipers. Check steering lock and usable suspension travel for hose tension, contact and joint binding. Torque structural hardware before loading the tires for alignment. Repeat on the opposite side.

Standard stock-length-shock compatibility is order-specific. Special shock options, spindle conversions, frame adapters and supplied brake-line packages must match the selected kit. If a hydraulic line is replaced, follow the factory bleeding method and verify a firm pedal/lever and leak-free system.

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05 / Simple camber and toe

Original measurement diagrams; level floor, equal tire pressures and consistent ride-height loading.



- 1 **Settle the vehicle.** Secure all connections, set equal side-to-side tire pressures and roll the vehicle to settle the suspension. Use the same normal ride height and loading for all readings.
- 2 **Measure camber first.** Place a straightedge against sound top and bottom rim edges and measure tilt from vertical. Use the approved target for the actual kit; no universal numeric camber setting is supplied here.
- 3 **Check alignment.** Use the exact-year factory alignment provisions. These lower arms are replacement components; do not assume they provide camber adjustment. Recheck toe if geometry has been disturbed.
- 4 **Measure toe.** Center the steering. Mark repeatable front-tire centerlines, measure front distance F at axle height, then roll the same marks to the rear and measure R at the same height. Positive R - F is toe-in.
- 5 **Adjust rods and recheck.** Keep steering centered and engagement adequate at both ends. Tighten jam nuts and settle again. Use the approved model/kit toe target. The public Fullflight ATV guide describes equal front/rear readings; do not assume that target applies to every UTV kit.

Example only: R = 40.000 in and F = 39.875 in gives 0.125 in total toe-in. This illustrates the calculation, not a prescribed setting.

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06 / Final checks and records

Record the specifications actually used. Blank entries must be resolved before riding.

Check / record	Specification or result
Lower-arm frame pivots	Torque and hardware source: _____
Knuckle joint and adjustment locks	Component-specific torque / retention: _____
Shock, steering and stabilizer mounts	Applicable torque: _____
Caliper, guards and wheels	Exact-year specification: _____
Alignment	Camber L/R: _____ Toe F/R: _____ Total: _____
Kit identification	Year/VIN: _____ Width/shock/spindles: _____

Locking: verify the correct threadlocker, designated threads, minimum engagement and cure requirements for the actual joint generation. The public ATV guide specifies a six-turn-out limit and 24-hour cure; those do not independently establish engagement or locking for every current kit.

Inspect: decals forward, correct arm fitment, all specified nuts torqued, fresh required cotter pins/clips, intact boots and no contact or binding at steering lock and usable bump/droop. Full-travel checks may require proper spring/shock equipment and a suspension technician. Check brakes stationary, then test at walking speed off-road and reinspect after the first short ride.

Sources and verification status: current Fullflight product listing(s) checked 12 Oct 2026; manufacturer orientation instructions supplied in this conversation; Fullflight public installation guidance. This draft does not claim an exact-year factory procedure has been verified for every model. Obtain the correct factory service manual and confirm all model-specific hardware before customer release.

[Can-am X3 4130 Chromoly 72" lower - source listing](#)

[Fullflight public installation reference](#) | Add verified on-vehicle photos before presenting these loose-product illustrations as an installation photo sequence.