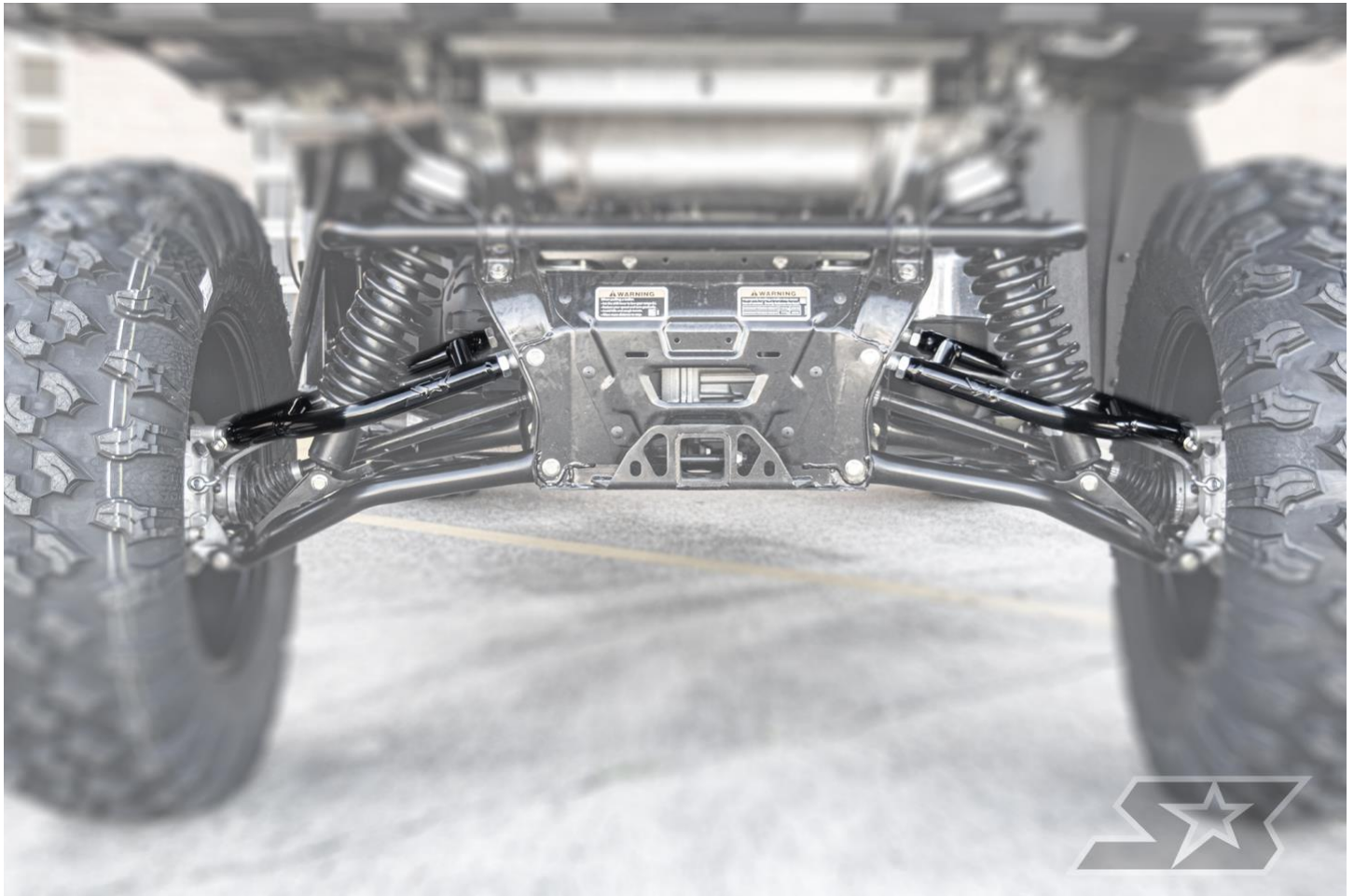




2018+ Can-Am Defender Xmr /  
Lonestar Edition / Cab Model  
Rear Upper Adjustable Arms # S3227-XMR



**INSTALLATION INSTRUCTIONS**

**Can-Am Defender –  
Rear Upper Adjustable  
Arms**



## 2018+ Can-Am Defender Xmr / Lonestar Edition / Cab Model Rear Upper Adjustable Arms # S3227-XMR

### PARTS LIST

ITEM	PART #	DESCRIPTION	QTY
	S3227-XMR	Passenger A-Arm	1
	S3227-XMR	Driver A-Arm	1
		Adjustable Bushing Tube	4
		3/4" Jam Nut	4
		M10 x 1.5 x 120 Hex Head Bolt	2
		M10 Flat Washer	2

#### Tools Needed:

- Ratchet (3/8" or 1/2") (Impact Optional.)
- Dead Blow Hammer
- 15mm Socket
- 15mm Wrench
- 12mm Socket (Optional)
- Drill
- 3/16" Drill Bit

#### Disassembly:

- 1.) Place Defender in park (P) on a flat level surface and elevate rear of machine. Support Defender with suitable jack stands for safety.
- 2.) Remove rear tires.
- 3.) Remove the bolt securing the bottom shock mount, using a 15mm socket and wrench. (See *Picture A*)
- 4.) Lift shock out of the way and drill out rivet holding the brake line, using a 3/16" drill bit. (See *Picture B*)



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- 5.) Remove the outer a-arm bolt at the bearing carrier, using a 15mm socket and wrench. (See *Picture C*)
- 6.) Remove the inner a-arm bolts at the frame, using a 15mm socket and wrench. (See *Pictures D & E*)
- 7.) With the stock arm now free, remove the pivot tubes and bushings. These will be reused unless installing aftermarket bushing kit. (*Pro Tip : Use a 12mm socket and dead blow to knock out the bushings and pivot tubes, taking care to not damage them.*)

### Assembly:

- 8.) Reinstall bushings and pivot tubes into S3 adjustable bushing tubes, using a dead blow hammer. Fitment will be tighter than OEM. (See *Picture F*)
- 9.) Thread jam nuts on the adjustable bushings until there are 6 threads showing. Do this on both sides. (*Note : This is a baseline measurement only. Due to variances, some additional slight adjustment may be necessary.*)
- 10.) Thread adjustable bushing tubes into S3 A-Arms until the jam nut is reached. Be sure the bushing tubes are parallel to the ground. Leave jam nuts loose at this time. (See *Picture G*)
- 11.) For initial fitment, install the S3 A-Arm by lifting the shock out of the way. The bearing carrier will also need to be manipulated for proper alignment of the outer arm bolt. The brake line should be routed under the S3 A-Arm. (See *Picture H*)
- 12.) Install inner a-arm bolts, leaving loose at this time. (*Pro Tip : if having difficulty lining up bolts, the threaded bushings may need to be adjusted.*)
- 13.) Check for alignment of the outer a-arm "C" bracket in relation to the bearing carrier. (See *Picture I*)
- 14.) If alignment is too far outward, remove inner arm bolts and arm from frame. Adjustable bushing tube should be threaded inward, or tightened/shortened in 180° increments. Recheck alignment.
- 15.) If alignment is too far inward, remove inner arm bolts and arm from frame. Adjustable bushing tube should be threaded outward, or loosened/lengthened in 180° increments. Recheck alignment.
- 16.) Once complete, reinstall inner arm bolts and now install provided 120mm bolt and washer into bearing carrier, front to back, reusing stock nylock nut. Leave loose at this time.
- 17.) Reinstall shock and tighten all nuts and bolts EXCEPT jam nuts. (*Pro Tip : Do not final tighten yet.*)
- 18.) Install wheels/tires and place Defender back on the ground. Drive around briefly to settle suspension.



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- 19.) Check camber, on a flat level surface, by using a long straight edge on the sidewall of the tire. A digital angle finder works best for a precise measurement. Zero the angle finder on a flat surface and measure the angle of the tire. A regular level also works but is less precise. (See Picture J)
- 20.) If no further adjustment is needed, skip to step 23.
- 21.) If the angle is less than 90° from the ground, both adjustable bushing tubes need to be tightened to remove the positive camber (top of tire inwards). (*Pro Tip : Adjust both bushing tubes equally to ensure proper alignment of "C" bracket and bearing carrier.*)
- 22.) If the angle is more than 90°, both adjustable bushing tubes need to be loosened to remove the negative camber (top of tire outwards).
- 23.) Once camber is at desired angle, place Defender in park (P) on a flat level surface and elevate rear of machine. Support Defender with suitable jack stands for safety. Prepare for final assembly.
- 24.) Loosen nuts for inner and outer arm bolts, shock and jam nuts. Do not remove – only loose enough to expose the threads.
- 25.) Apply red threadlocker to all threads and tighten to factory spec.
- 26.) Use zip tie to attach brake line to brake line guide welded to underside of S3 arm.
- 27.) Repeat on both sides.
- 27.) Reinstall wheels/tires and place Defender back on the ground. Test drive and recheck fasteners/hardware.

Thank you for choosing S3 Power Sports! Let us know if you have any questions! 855-221-7097





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Picture A





# 2018+ Can-Am Defender Xmr / Lonestar Edition / Cab Model Rear Upper Adjustable Arms # S3227-XMR

Picture B







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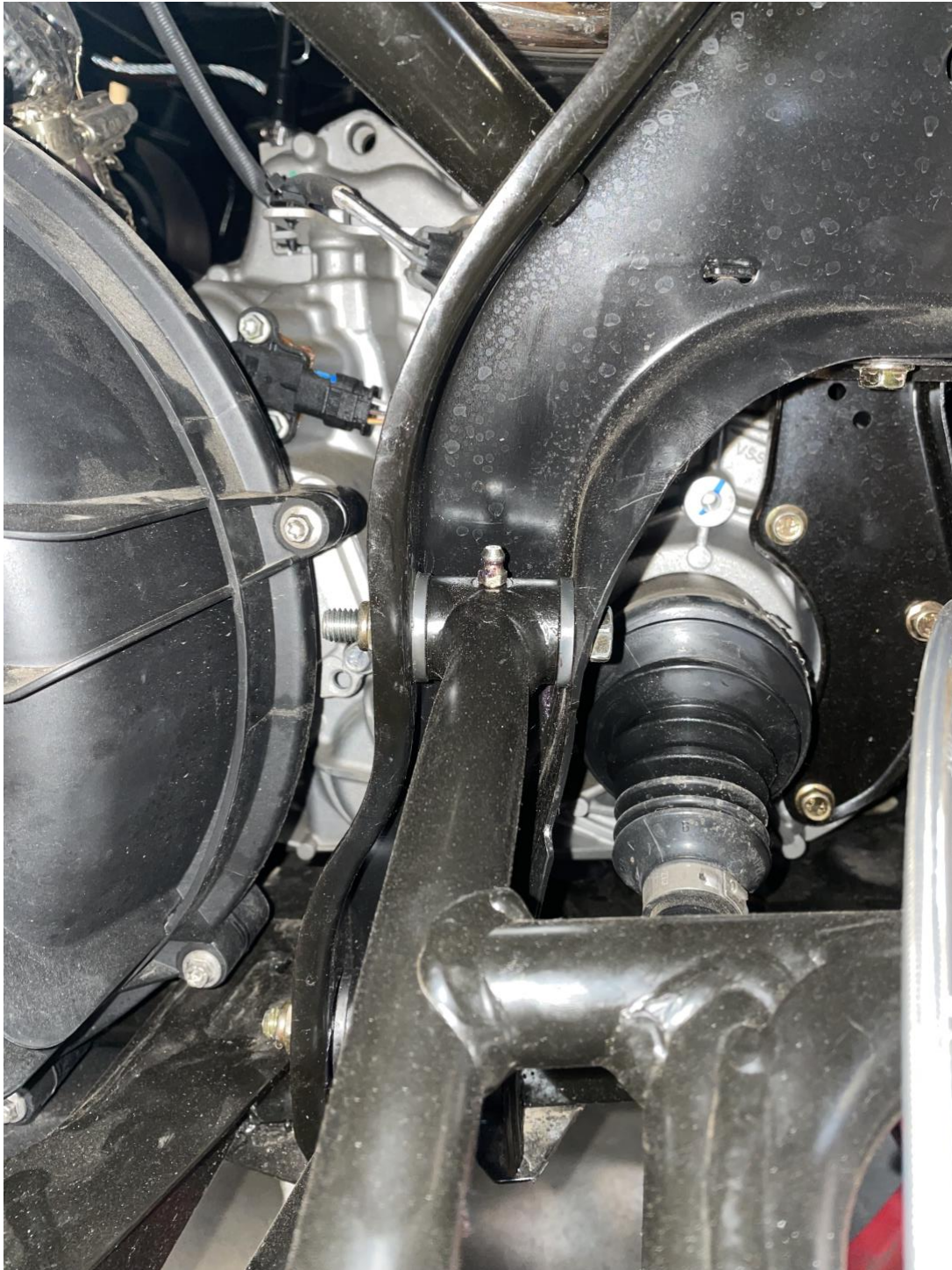
Picture C





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Picture D







# 2018+ Can-Am Defender Xmr / Lonestar Edition / Cab Model Rear Upper Adjustable Arms # S3227-XMR

Picture E





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Picture F







**2018+ Can-Am Defender Xmr /  
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Picture G







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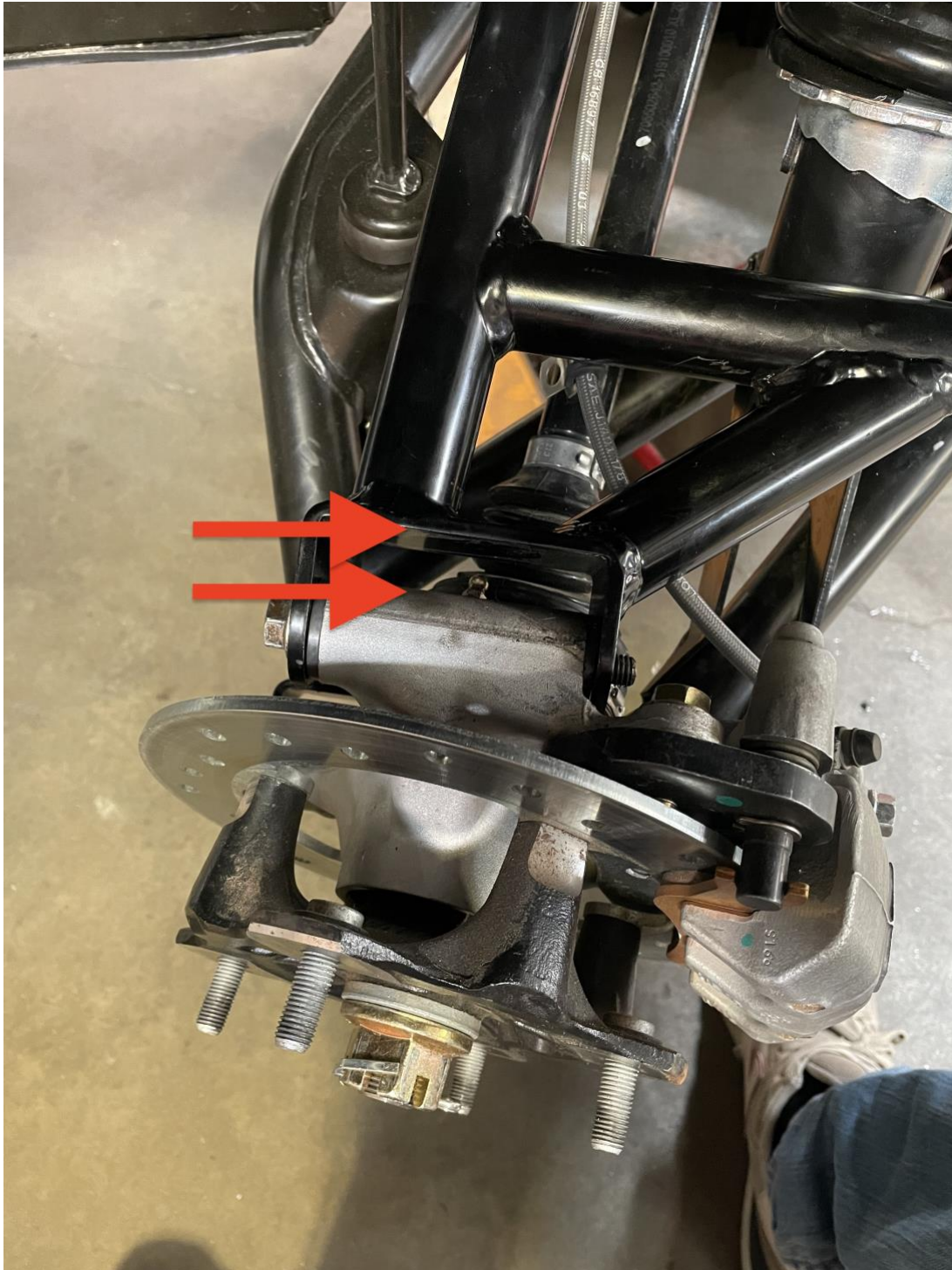
Picture H





# 2018+ Can-Am Defender Xmr / Lonestar Edition / Cab Model Rear Upper Adjustable Arms # S3227-XMR

Picture 1







# 2018+ Can-Am Defender Xmr / Lonestar Edition / Cab Model Rear Upper Adjustable Arms # S3227-XMR

Picture J

