



## **Installation Instructions:**

### **CANAM MAVERICK MAX / COMMANDER MAX SUICIDE DOORS**

#### **Part # DS-4101**

**NOTE:** Due to the fact that CANAM uses multiple factories to produce their UTV's, Dirt Specialties has noticed many discrepancies from one unit to the next. With that being said if you experience any fitment issues with these doors don't hesitate to contact us for help. We have tried to make the installation process of this product as simple and straight forward as possible at the same time we strive to produce products that set industry quality and durability standards. Thank you for choosing Dirt Specialties!

**\*\*\* SAFETY FIRST: ALWAYS DISCONNECT THE NEGATIVE BATTERY LEAD ON YOUR MACHINE PRIOR TO PERFORMING ANY MAINTENANCE OR INSTALLATION.**

### **Pre-Installation:**

**A)** Place your Can-am on level ground and then remove the seats from the UTV, unbolt and remove the shoulder bars and retain the aluminum washers and lower mounting bolts (keep). The rear seats require removal of 2 bolts located underneath the front seat and 2 on the rear frame on the back of the car.

**B)** Next remove the "B" pillar stock plastic, side nets, and receiving buckles and keep the hardware. They will be required to mount the front steel jambs.

### **FRONT DOOR INSTALLATION:**

**Step 1:** Now that your unit is prepped for installation, you'll need to mount the two steel jamb assemblies supplied with this kit first. Locate the driver side jamb. (see next page)

## DRIVER SIDE JAMB



## PASSENGER SIDE JAMB



**Step 2:** To start mounting the driver side steel jamb you'll simply remove the left side steering column pivot bolt and nut. Be careful not to lose the stock bushing. Place the driver side jambs slotted hole onto the stock net buckle threaded bolt and install the top portion of the driver side door jamb assembly (angle iron) onto the left side of the steering column pivot you just removed. Secure the top using the supplied 8MM x 35MM bolt and STOCK nut. Make certain the stock steel steering arm bushing stays in place. On the threaded bolt side, use the supplied fender washer and stock nut. **(Below)**



**Step 3:** Now let's mount the passenger door jamb post. First off you'll need to remove the glove box in order to remove the right side grab handle bolts. To do this, a small plastic bezel above the glove box door on the dash needs to be removed. Simply unsnap the bezel by gently pulling on it and squeezing the sides together to get it out. There is one bolt on each side of the glove box that holds the glove box in. Unbolt the glove box and slide it backwards out of the firewall support holes and set it aside.  
**(see next page)**



Now you can see the Grab handle mounts. With suitable light, unbolt the right side of the grab handle and replace the bolts with the supplied 6mm x 30mm long bolts retaining the stock nuts.

Make sure you point the bolts to the outside of the car in order to mount the passenger jamb. Tighten them almost all the way down but still leaving them a bit loose. They should have about ½” of thread past the nut.

Now mount the upper bracket of the passenger door jamb ONTO the bolt threads you just tightened. Use two supplied 6mm nyloc nuts and flat washers to secure the jamb on top of the long bolts and stock nuts.

The lower bracket attaches to the stock net buckle threaded bolt like on the driver side. Once you’ve mounted the jamb on both sides tighten the stock nuts first on the two 6mm long bolts then the rest of the hardware.



**Step 4:** Now is a great time to mount the striker bolts into the slotted portion of door jamb assembly. Using the supplied plated shoulder bolts, place one 5/16” flat washer over the shoulder bolt threads then insert the bolt into the slotted bracket and secure it with one low profile 5/16” Nyloc nut (**see next page**). Do not use a washer on the nut side.





**Step 5:** Now install the passenger side door frame. Slip the top door assembly mount over the factory shoulder bar bung and install the stock bolts and stock black washers.

Using the factory bolt and nut you saved earlier, mount the lower door jamb bracket on the outside of the factory shoulder bar frame mount semi-tight as you may need to adjust your door slightly to align the latch. There are two slotted holes to choose from depending on the year and make of the model. **ONLY USE ONE BOLT AND ONE FACTORY HOLE TO MOUNT THE BOTTOM DOOR BRACKET.** Repeat this door assembly for the driver side.



**Step 6:** Next install the rotary latches on both doors using supplied 1/4" x 20 bolts and lock washers. There is a right and left latch supplied with the kit. The latch lever should be pointing DOWN and the latch should be on the BACK side of the door bracket. Leave the latch bolts loose for final adjustment. Install door knobs to both latches using supplied nut and washer. In some cases the latch can be mounted on the other side of the bracket to work better with the striker bolt. (see next page)



**Step 7:** Now let's adjust the door. Carefully close the door and make any necessary adjustments to the latch and or striker bolt to assure proper function. Remember the entire door can pivot up or down for further adjustability. **NOTE:** In extreme cases, the upper mounting holes can be re-drilled if required to make the door fit better.

**Make sure the striker bolt and latch align perfectly to avoid unnecessary wear on the hinges and life of the door. Once you have checked for any clearance issues, go back and tighten all hardware. We recommend using blue Loctite on the upper door 6mm bolts.**

## **REAR DOOR INSTALLATION**

**Step 8:** Having already removed the stock plastic from the cage "B" pillar in the earlier stages, remove the rear stock net buckles on the back of the roll cage "B" pillar. Now install the supplied steel bracket using the supplied 35 mm bolt and supplied fender washer. (see next page)





**DRIVER SIDE REAR BRACKET**



**PASSENGER SIDE REAR BRACKET**

Like the front doors, it is time to mount the striker bolts into the slotted portion of door jamb assembly.

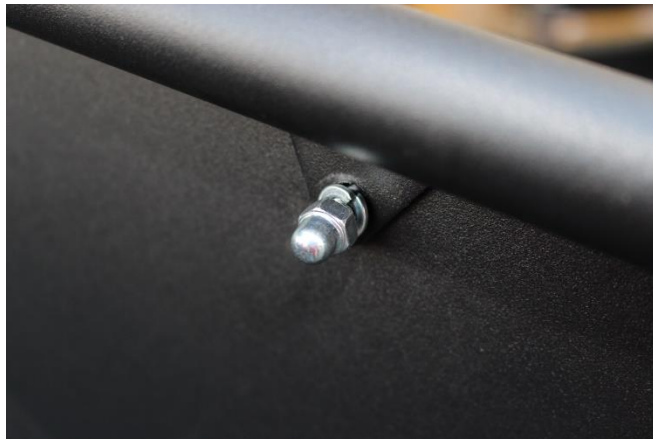
**Step 9:** Now install the rear door frames. Slip the top door assembly mount over the rear factory shoulder bar bung and install the stock bolts and stock black washers just like the front doors.

Using the factory bolt and nut you saved earlier, mount the lower door jamb bracket on the outside of the factory shoulder bar frame mount semi-tight as you may need to adjust your door slightly to align the latch. There are two slotted holes to choose from depending on the year and make of the model. Repeat this door assembly for the other side.

**ONLY USE ONE BOLT AND ONE FACTORY HOLE TO MOUNT THE BOTTOM DOOR BRACKET.**

**Make certain that all the doors are adjusted properly and all latches open and close properly without binding. Tighten all hardware. We recommend using a liquid thread lock agent such as Loctite (blue) to secure all hardware.**

**Step 10:** Now that the door frames are adjusted properly it's time to install the aluminum door skins using the supplied 6mm black button heads, 6mm lock washers and the 6mm acorn nuts. Start with the top most middle hole for support. Mount the skin by placing the bolt through the skin and triangle tab then place a lock washer and finally the acorn nut. Do not tighten until you have all the bolts in place and the skin has a nice fit detailing the front plastic body panels with out hitting them. **(see next page)** Adjust as needed, then tighten.



Hardware kit



**Tips:**

- After installation of doors, ride your machine through rough terrain then check fitment again. It may be necessary to make adjustments again.
- Always check fitment before and after each ride to see if adjustments need to be made and to get the longest life out of your doors.
- Over time and use, the body of your UTV may flex and alter. This may also require adjustments to be made.

**CONGRATULATIONS on your install!**



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