

CAMSO DTS 129

Dirt-to-snow
bike conversion system

DTS 129: 1099-01-1841

USER MANUAL 2019





FORMERLY
CAMOPLAST
SOLIDEAL

Formerly Camoplast Solideal, Camso is the best of Camoplast and Solideal. To keep moving forward while staying true to our history, we're now Camso, the Road Free Company.

⚠ WARNING

Please read carefully each part of this document as well as model specific *Installation Guidelines* prior to assembling, installing and using the Conversion System.

Camso inc.
4162, rue Burrill - Local A
Shawinigan, QC G9N 0C3
CANADA

TECHNICAL SUPPORT

If your dealer or distributor is unable to solve a problem related to the System, you may contact the Camso support team from Monday to Friday.

E-Mail: enduser.atv@camso.co
Website: www.camso.co

System Serial Number: 9021IEE _____

Original notice

Translations in other languages available at www.camso.co

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INTRODUCTION

Thank you for choosing the **Camso DTS 129** Dirt-To-Snow bike conversion system, (hereinafter referred to as the "System"). This conversion system for off-road motorcycle is designed for exceptional traction and floatation performance that will take you off the beaten path and push the boundaries back with each turn of the handle. We went the extra mile to offer you a quality, high-performance conversion system that is suited to the handling behavior of your off-road motorcycle and that will take you to places only dreamt of while summer riding.

SYMBOLS AND SIGNAL WORDS

This guide uses the following signal words and symbols to emphasize particular information:

⚠ WARNING
Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION: Indicates a potentially hazardous situation which, if not avoided, may result in damage to the motorcycle and Conversion System components.

NOTE: Indicates supplementary information.



The Prohibition Safety Sign indicates an action NOT to be taken in order to avoid a hazard.



The Mandatory Action Sign indicates an action that NEEDS to be taken to avoid a hazard.

GENERAL INFORMATION

- All figures, information or photos presented in this document are up to date at the time of publication. However, they may change without notice.
- Read and follow the indications contained in the DTS User Manual and Installation Guidelines carefully. Their contents remains applicable after installation of the System.
- This document should be read by every person who operates a motorcycle equipped with the System.

- This document is an integral part of the System. Pass it along to any new System owner.
- Consult legal authorities where you drive your motorcycle equipped with the System before usage to ensure that you respect all applicable laws and regulations.
- Motorcycle Conversion Systems are designed to reduce ground pressure and increase vehicle traction. However, during normal operating conditions, vehicle speed should be reduced compared to a wheeled vehicle.

SERIAL NUMBER LOCATION

Figures below show the location of serial numbers on the Conversion System frame (Figure 1) and rubber track (Figure 2).

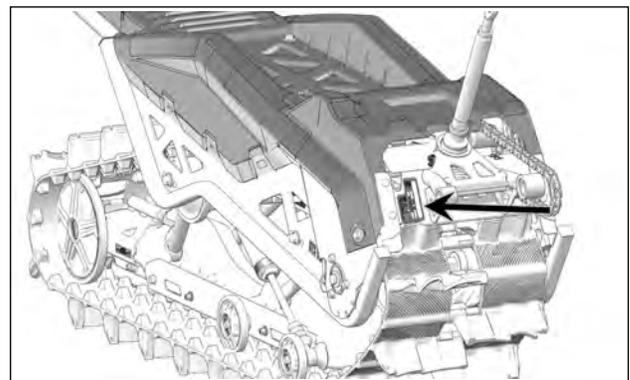


Figure 1

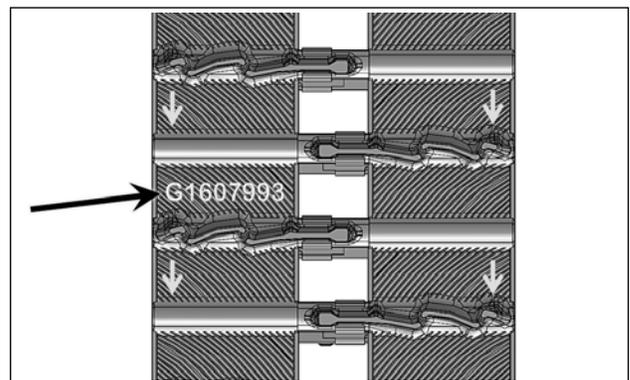
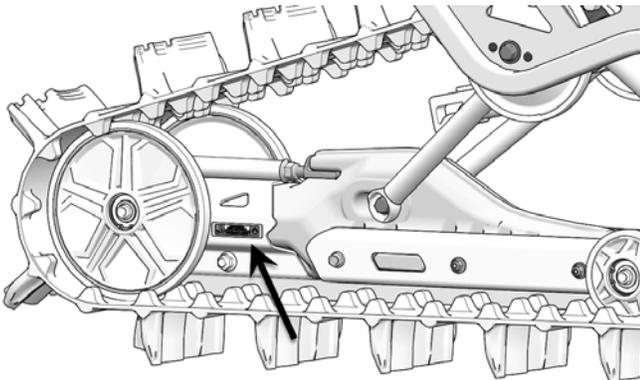
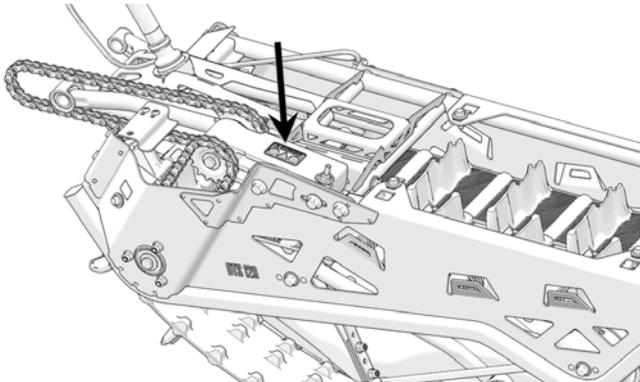


Figure 2

SAFETY

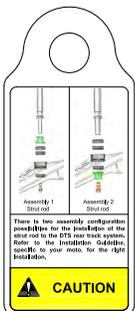
WARNING STICKERS

You will find affixed on the Conversion System's frame the warning stickers shown in the illustration below. Read the stickers carefully and understand them before using the Conversion System. They contain important information about safety and proper operation of the Conversion System.



CAUTION: Do not remove the warning stickers from the frame. If a sticker is damaged, have it replaced by an authorized Camso dealer.

WARNING - STRUT ROD



Assembly configurations - The Strut Rod can be assembled to the DTS rear track system under two possible configurations. Refer to the *Installation Guidelines* specific to your motorcycle to identify the right assembly configuration.

GENERAL WARNING



User Manual - Users must read the User Manual before attempting to operate a vehicle equipped with a Conversion System.

If Conversion System is sold or in any way transferred to a new user, the User Manual must also be transferred to the new user.



Moving Parts - Hands or fingers caught between moving parts of the equipment present a danger to life or limb. Turn motor off before servicing Conversion System.



Maintenance Schedule - Follow the instructions contained in the Maintenance Schedule section of the User Manual to ensure safe and long-lasting operation of the Conversion System.

TENSIONER WARNING

Tensioner Bolt Warning - If track tension adjustment is required, the tensioner assembly bolt must be loosened first. Re-tighten the bolt to the recommended torque specification (35 N-m) after completing the tension adjustment.



USER NOTICE AND DISCLAIMER

The **Camso DTS 129** Dirt-To-Snow bike conversion System is designed to provide exceptional traction and floatation in all winter conditions.

This document holds important information regarding driving a motorcycle equipped with the **Camso DTS 129** System by Camso. It is mandatory that every user takes the time to carefully read, understand and then consult this reference manual and user guide as well as the motorcycle owner's manual as needed. When purchasing either a new or used Conversion System, the user must obtain all documentation related to the System, including manuals and guides related to the motorcycle on which the System is installed. If need be, contact the Camso products dealer nearest to you to obtain any additional information. You may also consult the Camso Web site at www.camso.co and contact our technical support by email at enduser.atv@camso.co.

Camso believes that there are certain risks related to the installation and use of the System. Our experience shows that the System is safe. However, the user must be aware of the risks related with driving a motorcycle with the particularities of this type of System. The motorcycle rider must, at all times, respect all applicable laws and regulations, the indications of the System manufacturer and the indications from the motorcycle manufacturer fixed by law, namely when age restrictions exist and motorcycle base equipment is required (headlights, flashers and brake lights, rear view mirror, etc.). The user must always wear adequate safety equipment, such as a helmet, safety glasses (or visor), protective clothing, boots and gloves. It is understood that driving while impaired or intoxicated presents a danger for the motorcycle user and others and is against the law.

The System consists of many moving parts, including transmission wheels. If an object lodges itself or becomes jammed into the System and blocks the track, it is mandatory to stop the engine and the vehicle and apply the security brake before removing said object. By avoiding to do so, the user exposes himself to sudden movement of the motorcycle or to breakage of a part or component coming from the System, which could cause severe injuries. It is also very important to wear full length clothing and always avoid hanging or stringy accessories.

Driving a motorcycle equipped with such a System requires particular precautions and a knowledge of proper driving techniques of such vehicles.

An evaluation by the user of the conditions and terrain (state of the ground, grade of hill, density of snow, etc.) is equally essential.

A motorcycle equipped with a System cannot compete and/or be used to perform stunts, acrobatics or other exploits, as these could result in loss of control or severe injuries.

Insufficient knowledge of a motorcycle during down hill riding, climbs and crossing of obstacles and turns can result in tipping or roll over, and can cause severe injuries.

Carrying a passenger, a load or attaching a tow can cause the motorcycle to be less stable, and affect usability. Unless otherwise prescribed by law and by the motorcycle manufacturer, you must not carry a passenger, loads or tow any objects.

The installation of a System:

- Increases ground clearance.
- Changes the center of gravity.
- Increases the motorcycle width and weight.
- Reduces ground pressure.

These parameters will effectively change driving characteristics of a motorcycle equipped with the System.

Consequently, **it is highly recommended that the user adapt his driving style to the new characteristics mentioned above.** The rider must always use caution when he crosses obstacles, circulates through narrow paths, meets vehicles coming in the opposing direction, etc.

As it was designed, the System will considerably reduce the motorcycle top speed and can falsify the speedometer. Generally, the System transmission wheel diameter is less than that of the tire. Therefore, the vehicle speed will be less than that actually displayed. Whether the motorcycle is equipped or not with the System, users must always adapt the speed to actual driving conditions. Users must never exceed speed limits or drive faster than their capacities allow. Excessive speed remains one of the main causes of severe motorcycle accidents.

Camso is proud to offer dirt-to-snow motorcycle conversion kits within its wide range of products. Motorcycle Conversion Systems are not only reliable, but safe. However, there are risks inherent to riding a motorcycle equipped with the System. It is therefore very important that the rider familiarizes himself with proper driving techniques of a motorcycle equipped with a System, and that he adapts his driving to his level of experience and continually evaluates operating conditions and terrain to safely and efficiently make the best of the Camso motorcycle Conversion System.

OPERATING INSTRUCTIONS

HINTS AND TIPS

- Before leaving for an excursion, make sure to bring with you the following: 13 mm, 15 mm, 16 mm, wrenches and sockets, 3 and 6 mm Allen keys, an axe, a shovel, a tow cable, a container of fuel, a screwdriver type pry bar and an adjustable wrench.
- Generally, the slower you go, the better the traction will be.
- On excursions on unknown or remote terrain, make sure to have with you a cellular or satellite phone, a first aid kit and spare parts.
- When riding off trails, always be cautious of potential hidden obstacles.
- In deep snow, do not intentionally spin the track (track keeps on turning while motorcycle does not move). This could cause the vehicle to get stuck.

BREAK-IN PERIOD

CAUTION: A break-in period is necessary to allow the components of the system to settle and adjust themselves to each other.

During the break-in period (8 hours or 160 kilo meters), **follow these recommendations:**

VERIFICATION	Install.	Hour 1	Hour 8
Visual Inspection	x	x	x
Track Tension	x	x	x
Chain Tension	x	x	x
Torque - Mounting points (C-clamp)	x	x	x
Torque - Bolts on System	x	x	x
Angle of Attack	x	x	x

- During break-in, **avoid** operating in dry and clean conditions such as icy trails, gravel, asphalt or sand.
- A **GOOD** break-in period must be done in a lubricated environment such as a groomed trail or soft snow.
- A **BAD** break-in period can generate smoke, odors of burned rubber or plastic as well as plastic deposits on track clips.

WARNING

Riding a motorcycle equipped with a Conversion System is different from riding a two-wheeled motorcycle. It is strongly recommended that the safety guidelines provided below are followed to prevent any accident and/or serious malfunction that could affect the rider, the motorcycle or the Conversion System.

CAUTION: Non-compliance with the usage recommendations can lead to a warranty claim refusal.

CAUTION: The rider is responsible for following the recommended scheduled maintenance described in this manual.

CAUTION: Reduce your speed at all times; a Conversion System installed on a motorcycle does not have the same absorption capacity as a tire.

PRE-USE VERIFICATION

CAUTION: Before each ride make sure that the System's wheels and moving parts are free and that they are not frozen or stuck on the frame.

CAUTION: Verify that the motorcycle's air intake is well adapted to weather conditions and is not blocked by snow accumulation.

WARNING

Jumping with a motorcycle equipped with a Conversion System is not recommended. These Systems were not designed for this type of operation. A motorcycle equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.

WARNING

When travelling in groups, riders following a motorcycle equipped with a Conversion System should be warned of dangerous objects that can potentially be propelled by a tracked motorcycle.

OPERATING INSTRUCTIONS

TORQUE SPECIFICATIONS

Refer to the exploded views at the end of the Manual to obtain torque specifications applied to bolts at important points on the System.

DIMENSION	GRADE	N•m	lb-ft
M6-1.0	GR 8.8	10 N•m	7 lb-ft
M8-1.25	GR 8.8	25 N•m	18 lb-ft
M8-1.25	GR 10.9	33 N•m	24 lb-ft
M10-1.5	GR 8.8	50 N•m	37 lb-ft
M10-1.5	GR 10.9	70 N•m	52 lb-ft
M12-1.75	GR 8.8	90 N•m	66 lb-ft
M12-1.75	GR 10.9	125 N•m	92 lb-ft

NOTE: Use a thread locker (Loctite 261 or its equivalent) at indicated places in the exploded views of the system.

WARNING

Over-tightening bolts may damage parts and safety features may be affected.

STORAGE

CAUTION: Contaminants can alter and corrode the moving parts of the System during storage. Performing the prescribed maintenance before storing the System is strongly recommended.

The best way to store the System is to lay it down on a wood pallet, away from direct sunlight.

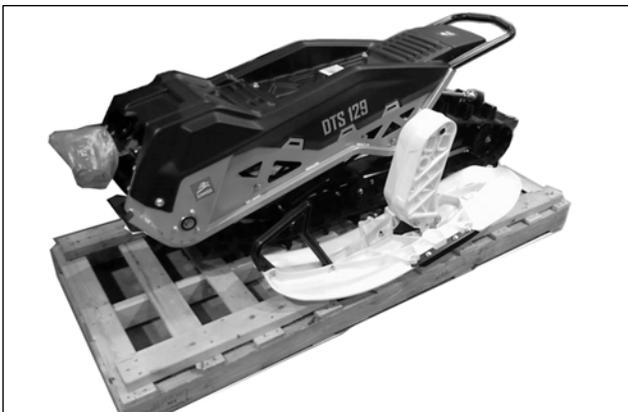


Figure 3

NOTE: Camso recommends releasing track tension during storage period.

NOTE: Camso recommends setting torsion spring at lowest tension position during storage period.

ACCESSORIES

A Wheel kit is available to help move your motorcycle fitted with a DTS 129 Conversion kit.

NOTE: The Wheel kit, shown below in Figure 4, can be purchased through an authorized Camso dealer. Part #7200-00-9050.

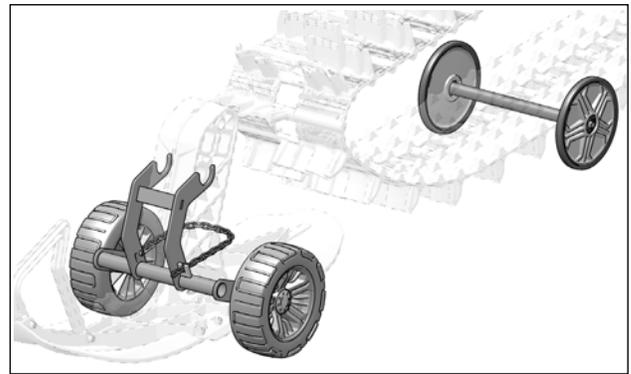


Figure 4

SPEED REDUCTION AND IMPACT ON SPEEDOMETER

Installation of a DTS 129 Conversion kit on a motorcycle affects its speed and the way the speedometer (if present) should be read.

Depending on the motorcycle model, the actual speed is lowered by 35 to 40% as compared to the motorcycle on wheels.

ADJUSTMENTS

CAUTION: Verification of adjustment settings on the system is mandatory after first use on the motorcycle. The rubber track tension, the suspension's angle of attack and the tension in the drive chains must be re-checked. Incorrect adjustments can decrease system performance and produce premature wear on certain components.

NOTE: To make the following adjustments, position the vehicle on a flat and level surface.

ANGLE OF ATTACK - SUSPENSION

CAUTION: Adjust the suspension's limiter strap first before setting the rear system's angle of attack. Refer to the "SUSPENSION - LIMITER STRAP ADJUSTMENT" section in this manual.

Adjustment principle: When laying down the suspension on a flat surface, contact between track and suspension rail must happen at the same time along the entire length of the rail. Figure 5.

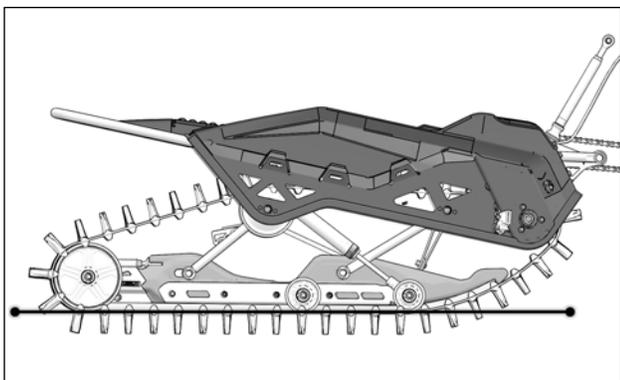


Figure 5

To set the suspension at the correct angle of attack, perform the following:

- The vehicle must be upright and stable, unable to tip over. There must not be any extra load on the vehicle.

NOTE: To check the suspension's angle of attack, lift the back of the motorcycle and lay it down slowly.

- Loosen the rod end's jam nut. Adjust the length of rod end (1) by turning the strut rod (2) using a 25 mm wrench. See Figure 6.

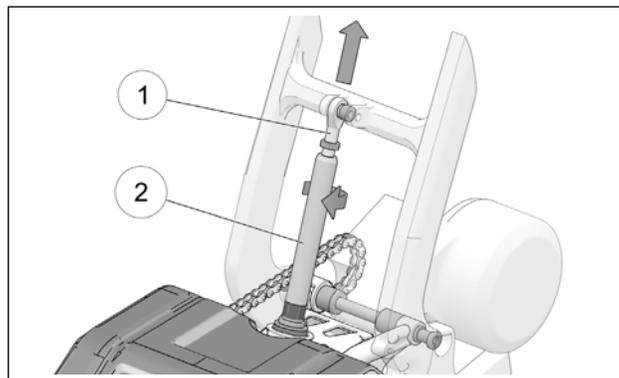


Figure 6

- Lift the back of motorcycle and lay it back down slowly. Check to see if suspension rail comes down at the same time along its entire length.
- Adjust rod end length until a perfect contact is obtained along the entire length of the suspension rail.

NOTE: Check pressure on the track's exterior treads. If the angle is correctly set, pressure will be evenly distributed at the front, center, and back of the rail. If setting is incorrect, a greater deformation of the front or back treads will be noticeable.

- Re-tighten the jam nut to 40 N-m [30 lb-ft] after the correct setting has been obtained.

CAUTION: Follow the recommended torque when tightening the jam nut. Over-tightening the nut might damage the rod end.

NOTE: The rod end must not show more than 30 mm of threads following the setting of the suspension's angle of attack. If more than 30 mm of threads are visible, re-check the adjustment setting or consult the Installation Guidelines specific to your motorcycle model and verify the assembly order of strut rod components on the motorcycle frame.

ADJUSTMENTS

DRIVE CHAIN TENSION

- To make the following setting adjustments, the skin cover must be removed from the rear part of the system.

CAUTION: Some bolts secured on the frame must be loosened temporarily to adjust the drive chain tensioner.

- Loosen assembly bolts (1) and (2) on left side panel to allow the Chain Tensioner (3) to pivot on its axis. See Figure 7.

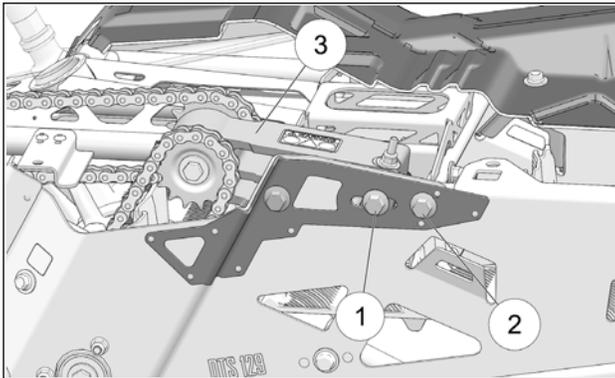


Figure 7

NOTE: Do not loosen third bolt located at the front of the mounting plate.

NOTE: it is important that the following steps be performed in the order prescribed to obtain the optimal tension setting in the drive chains.

- Adjust the primary drive chain tension (1) by turning adjustment nut (2) at the rear of the tensioner (3) to eliminate play in the primary chain. See Figure 8.

NOTE: Do not finalize the primary drive chain adjustment at this point. Eliminate play in the chain only.

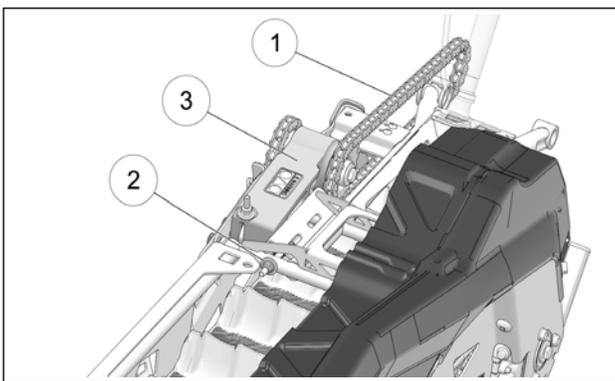


Figure 8

- Adjust next the tension in the secondary drive chain (1) by turning the vertical adjustment nut (2) on the chain tensioner. See Figure 9.

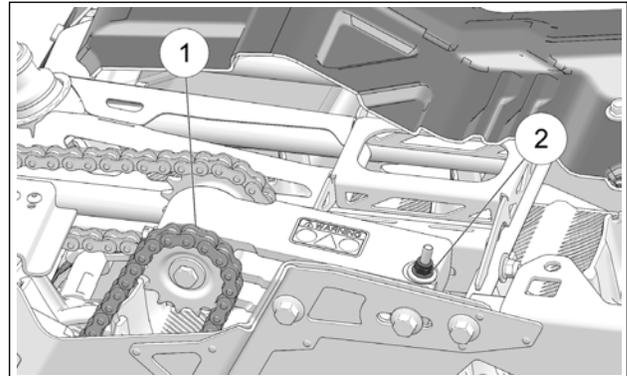


Figure 9

- Apply pressure at center of the two drive sprockets. The chain should have 3-6 mm (1/8-1/4 in.) of play. Re-adjust until the right amount of play is obtained. See Figure 10.

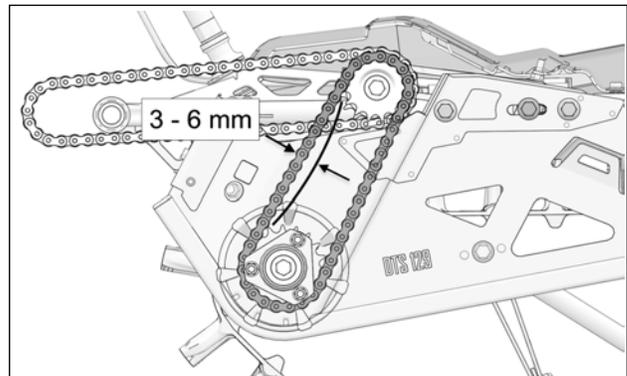


Figure 10

NOTE: Secondary drive chain tension must be set before finalizing primary drive chain tension adjustment.

- Once the secondary drive chain tension is set, finalize tension adjustment of primary drive chain. Apply pressure at center of the two drive sprockets. The chain should have 3-6 mm (1/8 -1/4 in.) of play. Re-adjust until the right amount of play is obtained. See Figure 11.

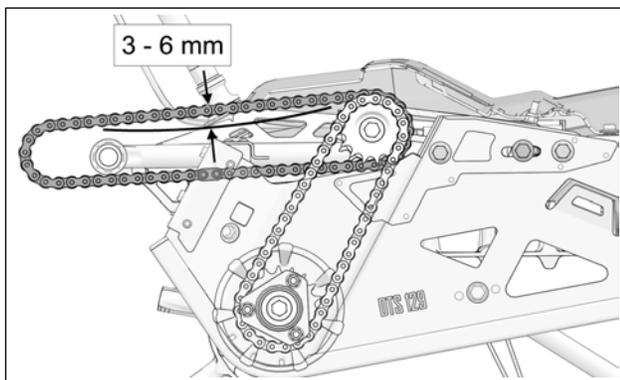


Figure 11

CAUTION: After having adjusted the primary drive chain and before tightening the mounting bolts, double-check the secondary drive chain tension. Re-adjust tension if chain deflection does not meet requirement.

- Re-tighten in sequence chain tensioner mounting bolts (1), (2) and (3) to 90 N-m [67 lb-ft] of torque. See Figure 12.

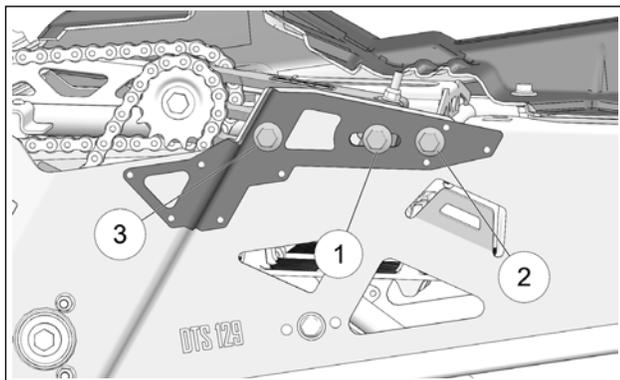


Figure 12

- Chain tension set too high will result in loss of power and excessive mechanical stress put on drive system components. A chain tension set too high is therefore not recommended. On the other hand, when a chain is highly tensioned, it is less likely to come off and is also less likely to skip on the sprockets.

CAUTION: Drive chain tension set too high can cause premature wear on drive sprockets and on the chain itself.

- Lower drive chain tension increases the risk of chains coming off or skipping on the drive sprockets.
- Lower drive chain tension results premature wear on drive sprocket teeth.

NOTE: Once the chain tension adjustments are done, double-check to make sure that the tension settings are according to specification.

SUSPENSION ADJUSTMENT

The suspension can be adjusted to fit the rider's weight, personal preferences or use of the motorcycle.

NOTE: Camso recommends that the suspension spring adjustment be made in a workshop/garage before using the motorcycle.

- Loosen and remove assembly bolt (1) and washer (2) from wheel (3) located next to long end of suspension spring. Remove wheel and spacer (4) from wheel shaft. Figure 13.

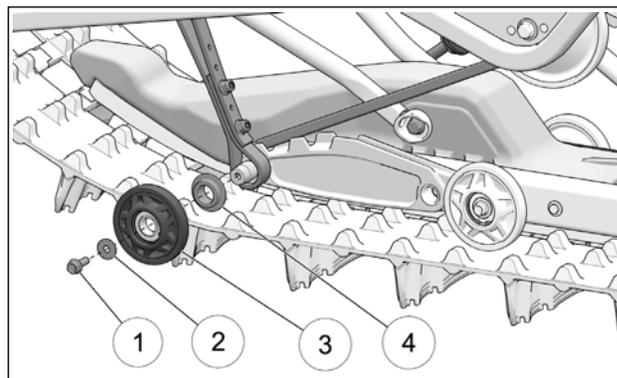


Figure 13

- Depress suspension to allow removal of limiter strap (1) from wheel shaft. See Figure 14.

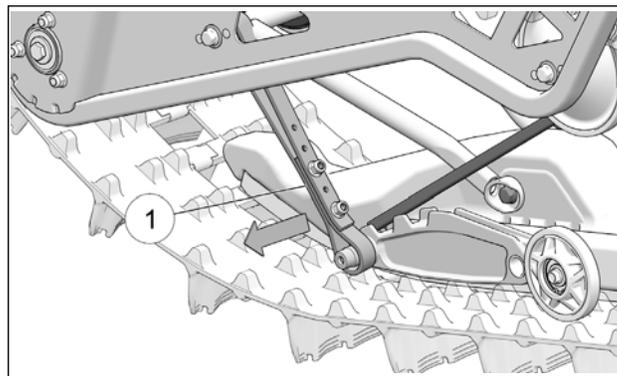


Figure 14

ADJUSTMENTS

⚠ WARNING

Suspension spring tension is very high. Handle with care and use appropriate tools to avoid any risk of injury during spring calibration.

- Using an appropriate tool, lift the long end of the spring (1) out of its groove to release the tension. See Figure 15.

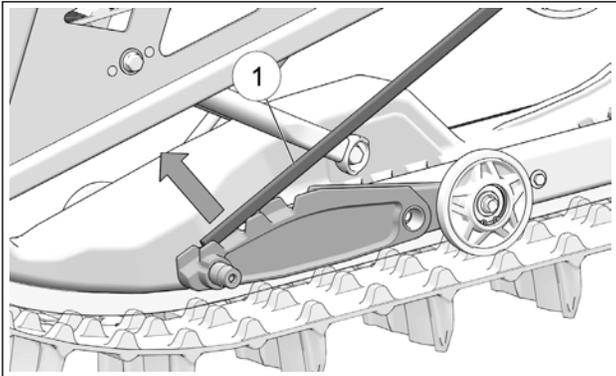


Figure 15

Torsion Spring tension cam positions

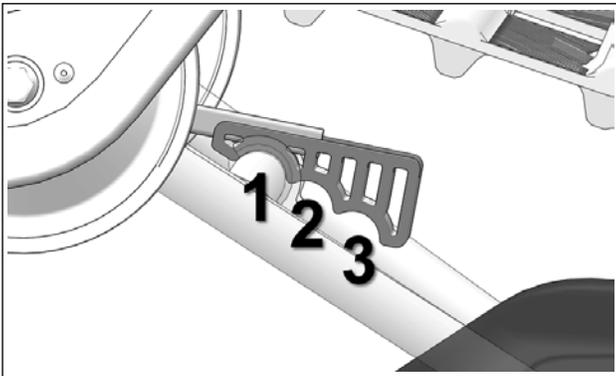


Figure 16

CAM POSITION	SPRING PRE-LOAD
1	Minimum
2	Medium
3	Maximum

- Position Tension Cam in its seat on the suspension arm. Move cam forward or backward depending on the level of stiffness desired in the suspension. See Figure 17.

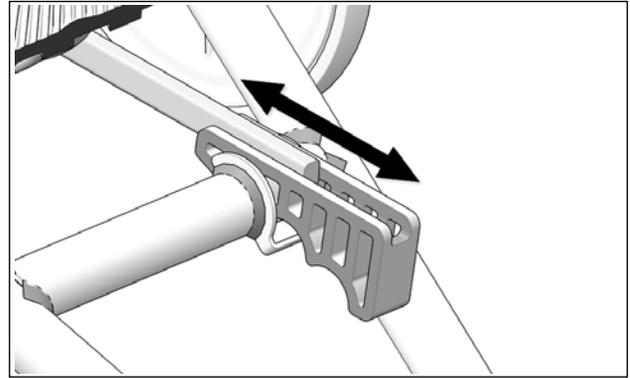


Figure 17

- Using an appropriate tool, re-install the long end of the spring in its groove.
- Depress the suspension and re-insert limiter strap on wheel shaft.
- Re-install spacer (1) and wheel (2) on shaft. Tighten bolt (3) to 27 N-m (20 lb-ft) of torque. See Figure 18.

NOTE: Be careful to place the spacer's (1) large diameter against the limiter strap.

NOTE: Grease shaft before re-installing wheel.

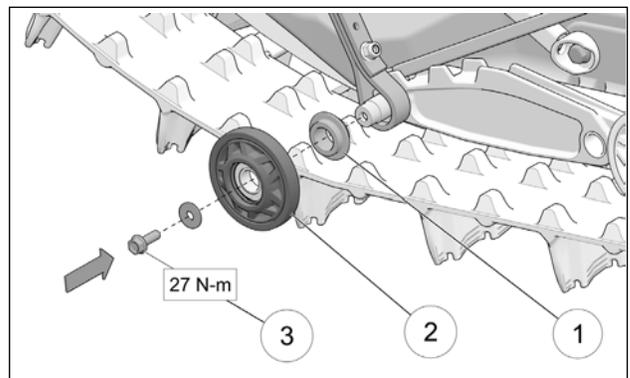


Figure 18

CAUTION: Track tension and angle of attack settings must be re-verified if Spring pre-load is changed.

SUSPENSION - LIMITER STRAP ADJUSTMENT

Upon reception of the Conversion kit, you will find the Suspension Limiter Strap adjusted to the middle position.

- The Limiter Strap has 3 adjustment settings: Figure 19.

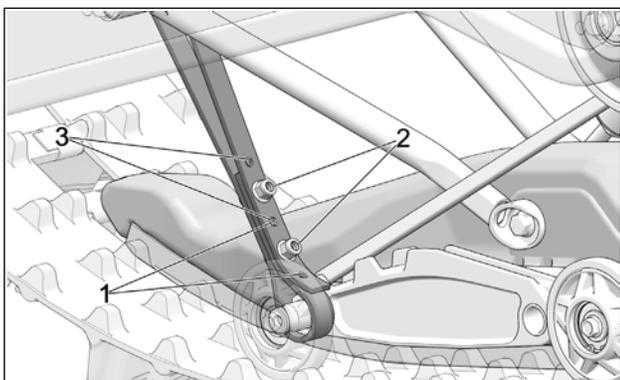


Figure 19

1. Long 2. Middle 3. Short

- The Limiter Strap adjustment impacts the suspension's calibration and the amount of ground pressure exerted by the ski.

Limiter Strap Settings		
Position	Type	Use
1	Short	- Excellent performance in powder snow. - More ground pressure exerted by ski.
2	Middle	- Factory setting: best overall setting.
3	Long	- Ski is lighter when accelerating. - Better shock absorption. - Better performance on hard or packed snow.

- A shorter Limiter Strap adjustment offers excellent performance in powder snow and better handling when going uphill, while providing for a more aggressive ski.
- A longer strap adjustment generally gives better performance on hard snow or packed trail, while lowering pressure produced by ski.

CAUTION: Angle of attack and Track tension settings must be re-verified following a change in suspension's Limiter Strap adjustment.

- Loosen and remove the two nuts (A) and washers (B) securing the Suspension Limiter Strap (C) assembly bolts. Figure 20.

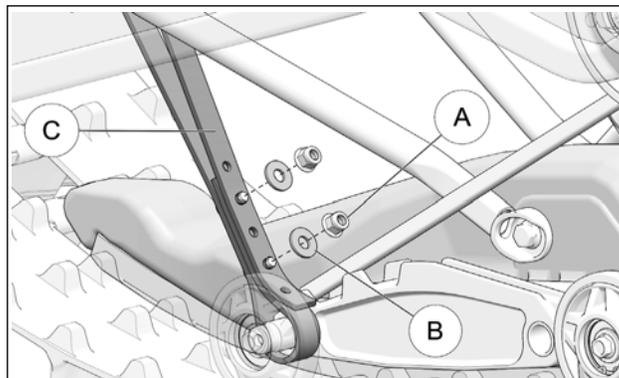


Figure 20

- Lift the end of the strap (C) off of the bolts, taking care that the bolts stay in their position. Figure 21.

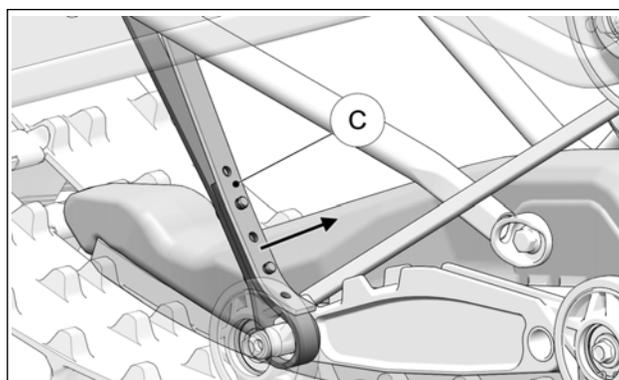


Figure 21

- Slide the free end of the strap up or down to align the holes of the desired position with the bolts in the strap. Figure 22.

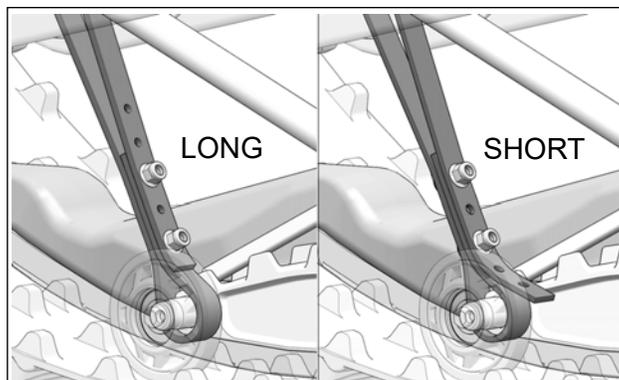


Figure 22

- Once the strap is set to the desired position, re-install nuts and washers, and tighten to 7 N-m (62 lb-in) of torque.

RUBBER TRACK TENSION

CAUTION: Track Tensioner assembly bolt (A) must be loosened before adjusting track tension. Figure 23.

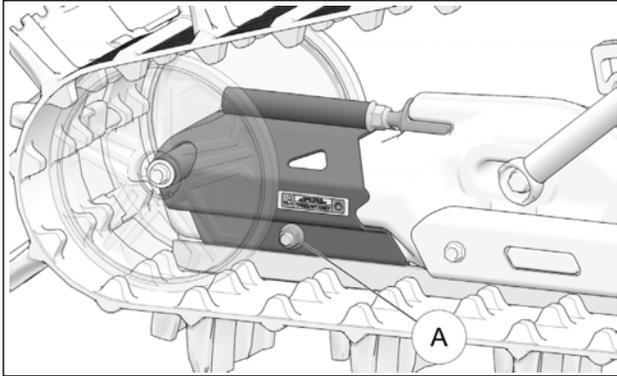


Figure 23

To adjust track tension, turn tension adjustment nut (B) clockwise or counter-clockwise to obtain the recommended track tension. See Figure 24.

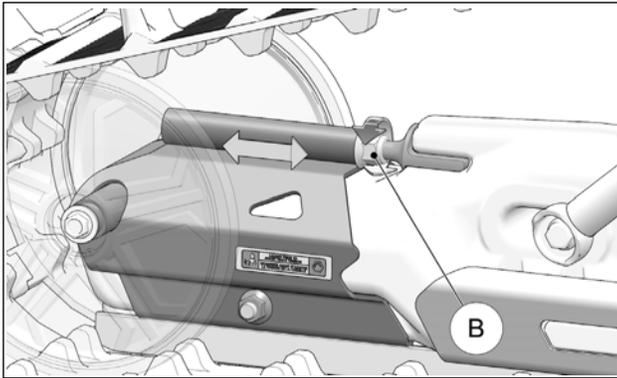


Figure 24

CAUTION: Make sure to re-tighten Track Tensioner assembly bolt (A) after completing track tension adjustment.

The table below shows the force applied and the deflection which must occur when track tension is correctly set. Refer also to Figure 25.

FORCE	DEFLECTION
6.8 kg [15 lbs]	19 mm [$\frac{3}{4}$ in.]

BASIC TUNING

- A higher rubber track tension reduces drive “ratcheting”.

NOTE: Track tension set too high could cause premature wear on system components.

- A lower rubber track tension provides better traction, a smoother ride and better fuel economy.

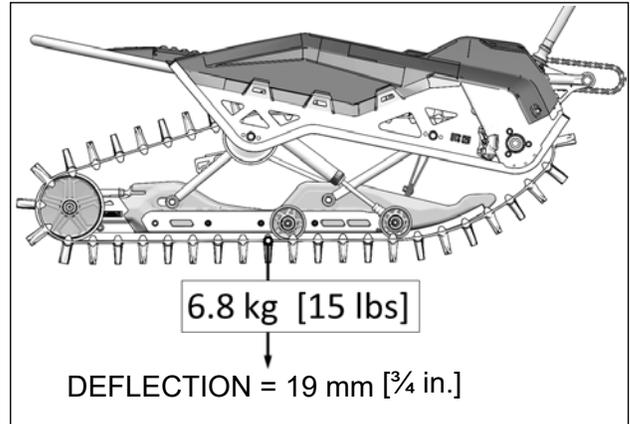


Figure 25

NOTE: The track tension testing tool shown below in Figure 26 can be purchased through an authorized Camso dealer. The part number is 2000-00-3125.



Figure 26

Final Check

Ride at slow speed on a distance of about 1.5 km [1 mile]. Re-adjust as required.

MAINTENANCE

⚠ WARNING

Do not insert hands or feet into or near the System unless the engine is off, and the vehicle is stopped with the security brake engaged.

CAUTION: Regular inspection, adjustment and lubrication of the System is essential to its good running order and safe operation. Users have the responsibility to perform maintenance and regularly adjust their System. The “Maintenance” section provides the necessary information to perform adequate maintenance on the System.

CAUTION: Failure to do regular maintenance at the prescribed intervals and perform the preventive adjustments indicated in the maintenance schedule can result in premature wear and important breakage on the System that will not be covered under the warranty. The user is responsible to follow the maintenance schedule provided by the manufacturer.

The maintenance schedule has been established in order to provide optimum durability for your System. The type of usage and the conditions in which the System is used, have a direct bearing on the frequency of maintenance actions to perform. After inspection of your System, you will be able to determine if the recommended maintenance intervals are correct or to adjust them as needed.

For optimum performance and maximum durability, please refer to the maintenance chart below.

For more details on the maintenance program, consult the Maintenance specifications on page 13 and page 14.

MAINTENANCE	INITIAL	INTERVALS		
	FIRST USE	EVERY 25 HRS	EVERY 50 HRS	EVERY 100 HRS / ANNUAL
SYSTEM - VISUAL INSPECTION	CLEAN / INSPECT	CLEAN / INSPECT	CLEAN / INSPECT	CLEAN / INSPECT
SYSTEM - ADJUSTMENTS	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST
SYSTEM - BOLT TORQUE				INSPECT / ADJUST
SYSTEM - SPROCKETS / CHAINS	ADJUST	ADJUST / LUBRICATE	ADJUST / INSPECT / LUBRICATE	ADJUST / REPLACE
SYSTEM - BRAKE	INSPECT		INSPECT	INSPECT
SYSTEM - BEARINGS, TENSIONER				INSPECT / LUBRICATE
SYSTEM - BEARINGS, DRIVE SHAFT		INSPECT / LUBRICATE		INSPECT / LUBRICATE / REPLACE
SYSTEM - CRACKS				INSPECT
TRACK - TENSION	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST
TRACK - WEAR				INSPECT
WHEELS - WEAR				INSPECT
WHEELS - BEARINGS			INSPECT	INSPECT
WHEELS - SHAFTS				LUBRICATE
SUSPENSION - WEAR ON GUIDE			INSPECT	INSPECT
SUSPENSION - LUBRICATION			INSPECT	INSPECT / LUBRICATE
SUSPENSION - SPROCKETS				INSPECT
SKI - CARBIDE RUNNERS			INSPECT	INSPECT / REPLACE
SKI - SIDE RUNNERS		INSPECT	INSPECT	INSPECT / REPLACE
SKI - RUBBER DAMPER			INSPECT	INSPECT

MAINTENANCE - TASKS

- **Inspect:** Component(s) must be examined with care. If an anomaly is noticed, the malfunctioning component(s) must be repaired or replaced.
- **Clean:** Component(s) must be cleaned of any dirt, dust or contaminant liable to impair the proper operation of the Conversion System.
- **Adjust:** Component(s) must be adjusted or re-adjusted according to the manufacturer's adjustment recommendations. Refer to the relevant section of the *User Manual*.
- **Lubricate:** Component(s) need to be lubricated according to the manufacturer's recommendations. Refer to the relevant section of the *User Manual*.
- **Replace:** Component(s) must be replaced to avoid serious breakage.

MAINTENANCE - SPECIFICATIONS

System

- **Visual Inspection:** Visually inspect the System's components to detect any defect or anomaly that can impair its proper functioning.
- **Adjustment:** Perform or verify angle of attack adjustment on the suspension according to the manufacturer's recommendations. Refer to the *Adjustments* section on page 6.
- **Bolt Torque:** Check the torque of critical bolts identified in the exploded views of the System. Refer to the central pages of the *User Manual*.

CAUTION: Comply with tightening torque recommendations and use a thread locker product if you come across a bolt that is not tightened to the manufacturer's specifications.

- **Sprockets - Wear:** Verify wear and general condition of sprockets in chain drive mechanism. Refer to "Wear" in the *Maintenance* section on page 20. Replace sprockets if wear is too great.
- **Chains - Adjustment:** Perform or verify tension adjustment on the System's drive chains according to the manufacturer's recommendations. Refer to the *Adjustments* section on page 7.

- **Chains - Wear:** Verify wear and general condition of chains in drive mechanism. Refer to "Wear" in the *Maintenance* section on page 18. Replace chains if wear is too great.
- **Chains - Lubrication:** Lubricate the System's primary and secondary drive chains according to the maintenance chart. Refer to "Lubrication" in the *Maintenance* section on page 16.
- **Master link - Lubrication:** Remove the primary drive chain's master link and grease its two pins according to the maintenance chart recommendations. Refer to "Lubrication" in the *Maintenance* section on page 17.

CAUTION: If a chain needs to be replaced, its sprockets should be replaced at the same time. Assembly of new and used parts can speed up wear of new components installed on drive system.

- **Brake Pads - Wear:** Verify wear on brake pads. Refer to "Wear" in the *Maintenance* section on page 19. Replace brake pads if wear is too great.
- **Brake - Oil Level:** With the vehicle upright and on a level surface, check the oil level to make sure that it is over the indicator mark on the brake's master cylinder sight glass. Add oil if needed.
- **Tensioner Bearings:** Check Chain tensioner bearings for noise, restriction or abnormal play in rotation. Replace bearings if they show any one of these defects.

CAUTION: If a bearing shows a defect, replace all three bearings mounted on the tensioner shaft at the same time.

- **Tensioner - Lubrication:** Verify Chain Tensioner oil level according to the maintenance chart. Refer to "Lubrication" in the *Maintenance* section on page 16.
- **Drive Shaft Bearings - Inspection:** Check Drive Shaft bearings for restriction, noise or abnormal play in rotation. Bearings must absolutely be replaced if they present a defect.
- **Drive Shaft Bearings - Lubrication:** Remove outer bearing seals and pack the bearings with an appropriate grease. Refer to "Lubrication" in the *Maintenance* section on page 17.
- **Cracks:** Visually inspect the System's frame for presence of cracks or defects that can impair proper operation of the System.

Track

- **Tension:** Set or check track tension on the System according to the manufacturer's recommendations. Refer to "Rubber Track Tension" in the *Adjustments* section on page 11.
- **Wear:** Verify wear and overall condition of the System's rubber track. Refer to "Wear" in the *Maintenance* section on page 18.

CAUTION: A damaged track can result in premature wear on suspension components.

Wheels

- **Wear:** Verify general condition of wheels and inspect for wear on the outside diameter or deformation. Refer to "Wear" in the *Maintenance* section on page 17. Replace wheel(s) if a defect is present.
- **Bearings:** Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel bearing if it shows any one of these defects.
- **Shafts:** Remove Wheels. Clean and apply new grease to wheel shafts.

Suspension

- **Guide - Wear:** Inspect for wear on Suspension Guide. Refer to "Wear" in the *Maintenance* section on page 18. Replace guide if wear is too great.
- **Suspension Arms - Lubrication:** As per the maintenance chart, the suspension arm pivot shafts must be cleaned and lubricated. Refer to "Lubrication" in the *Maintenance* section on page 16.
- **Shock Absorber Upper Mounting Point - Lubrication:** As per the maintenance chart, the shock absorber's upper mounting point bushing must be cleaned and lubricated. Refer to "Lubrication" in the *Maintenance* section on page 16.
- **Drive Sprockets - Wear:** Inspect for wear on the sprockets driving the rubber track. Refer to "Wear" in the *Maintenance* section on page 20. Replace the sprockets if wear is too great.

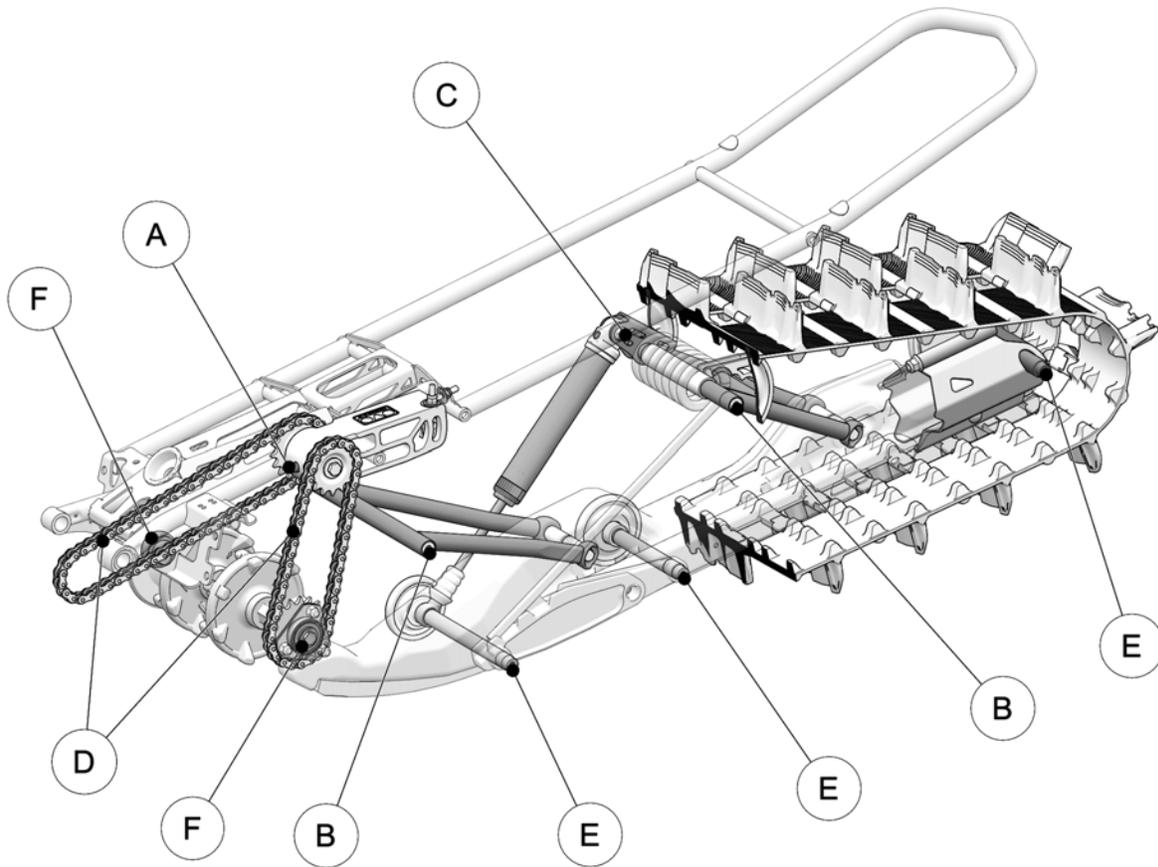
Ski

- **Carbide Runners:** Inspect general condition of Carbide Runners. Replace Carbide Runners if they show signs of damage or deformation. Refer to "Wear" in the *Maintenance* section on page 20.
- **Side Runners:** Inspect general condition of the ski's Side Runners. Replace Side Runners if they show signs of damage or deformation. Refer to "Wear" in the *Maintenance* section on page 20.
- **Rubber Damper:** Inspect general condition of the Rubber Damper located on the ski. Replace damper if it is deformed, cracked or shows severe wear. Refer to "Wear" in the *Maintenance* section on page 19.

Anti-rotation

- **Rubber Dampers:** Inspect general condition of the Rubber Dampers located at the base of the anti-rotation arm. Replace dampers if they are deformed, cracked or show severe wear. Refer to "Wear" in the *Maintenance* section on page 19.

LUBRICATION



- (A) CHAIN TENSIONER
- (B) SUSPENSION ARMS
- (C) SHOCK ABSORBER
- (D) CHAINS
- (E) WHEEL SHAFTS
- (F) DRIVE SHAFT BEARINGS

LUBRICATION

The maintenance chart on page 12 contains lubrication maintenance to be performed on the System. Refer to the following recommendations for optimal lubrication.

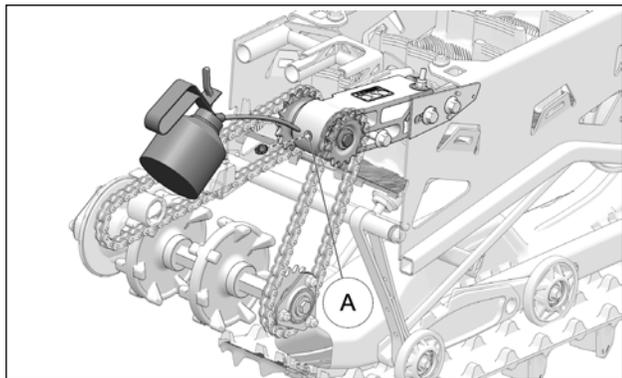
NOTE: Use lubricants designed for extreme and/or wet environments.

NOTE: Remove Skin Cover to access lubrication points.

REFERENCE "A"

CHAIN TENSIONER

Pour 6-8 cc of oil through hole (A) located at front end of chain tensioner.



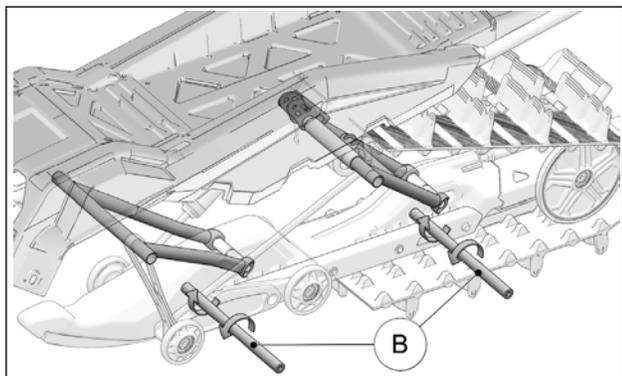
NOTE: Use a SAE 80W-90 grade oil designed for high pressure applications.

CAUTION: Do not exceed the recommended quantity of oil.

REFERENCE "B"

SUSPENSION ARMS

Apply 3-4 cc of grease evenly all around and along the entire length of the suspension arm pivot shafts (B).

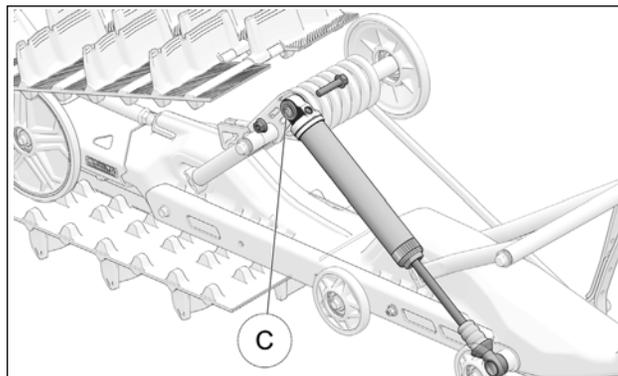


NOTE: Tension in the Suspension torsion spring must be released before attempting to remove the side panels to grease the suspension arm shafts.

REFERENCE "C"

SHOCK ABSORBER UPPER MOUNT

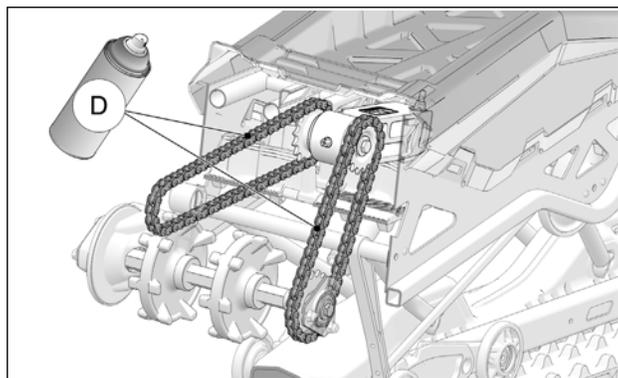
Remove bolt and nut securing upper mount point (C) of shock absorber to suspension arm and apply grease to exterior diameter of shock absorber's upper mounting point bushing.



REFERENCE "D"

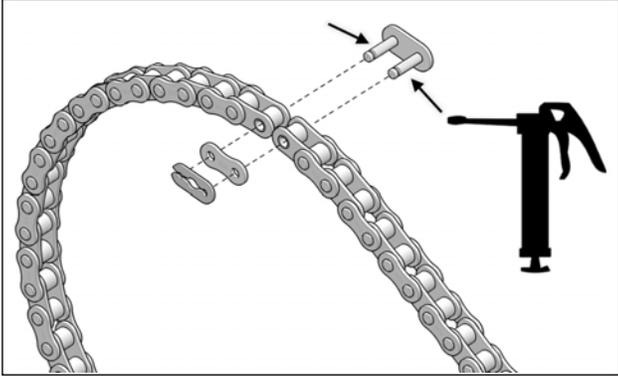
CHAINS

Apply aerosol grease on the Conversion system's primary and secondary drive chains (D).



PRIMARY CHAIN MASTER LINK

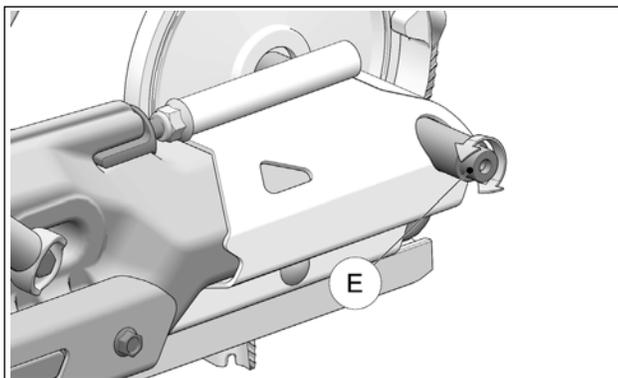
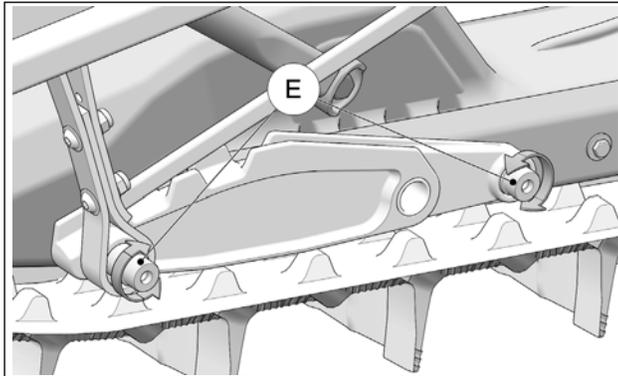
Remove master link from primary chain and apply a small quantity of grease to the link's pins.



REFERENCE "E"

WHEEL SHAFTS

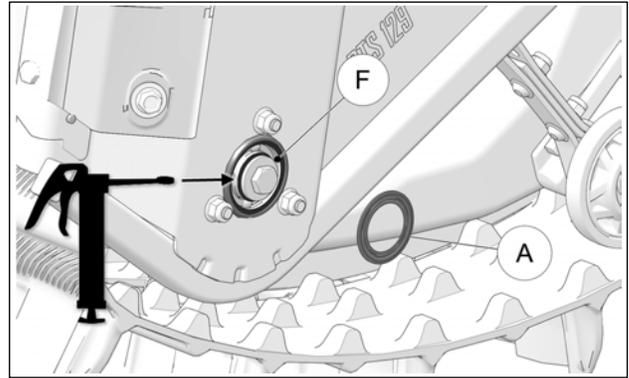
Apply 1-2 cc of grease evenly all around and along the length of wheel shafts (E).



REFERENCE "F"

DRIVE SHAFT BEARINGS

Carefully remove outer bearing seals (A) and pack the bearing (F) with grease. Re-install seals.



CAUTION: Be very careful to avoid damaging the seals when removing or putting them back in place.

WEAR

Wheels

Verify the general condition of the suspension's wheels. If they show important wear or missing fragments, replace the wheel. Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel or wheel bearing if they show any one of these defects. Figure 27.

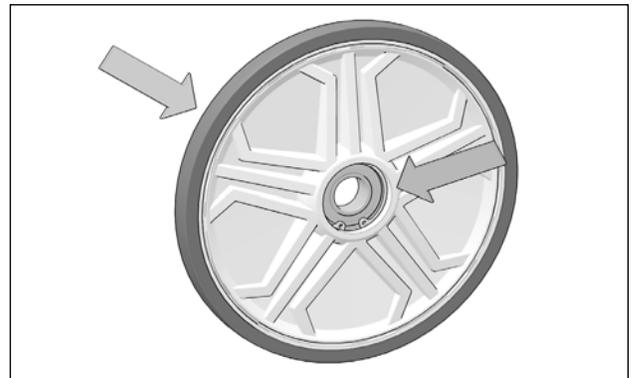


Figure 27

Chains

If a chain is adjusted to the highest setting (A) and the required amount of play (3-6 mm [1/8-1/4 in.]) cannot be obtained at mid point (B) between the sprockets, the chain should be replaced. See Figure 28.

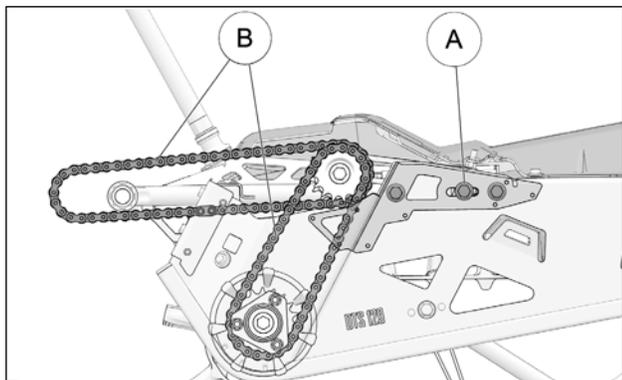


Figure 28

CAUTION: If a chain is replaced, the sprockets should be replaced at the same time. Assembly of new and used parts together can speed up wear of the new components installed on drive system.

Check wear on the primary chain's master link pins. If abnormal wear is present, replace the master link. See Figure 29.

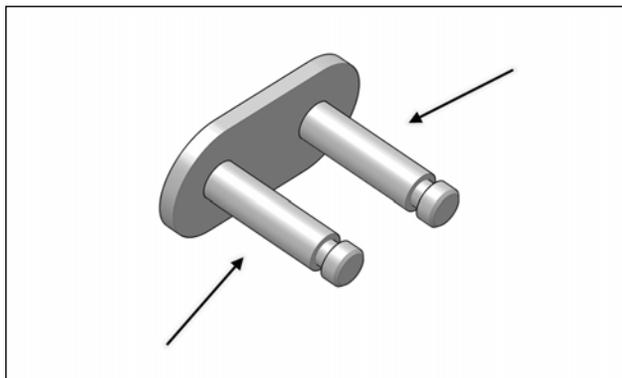


Figure 29

Track

Verify wear on Track by inspecting the internal (A) and external (B) condition of the Track's carcass rolling path, driving lugs (C), the profile (D). Make sure that the Track's internal structure is not visible at cuts or in worn areas. Make sure the steel clips (E) are not abnormally worn. See Figure 30.

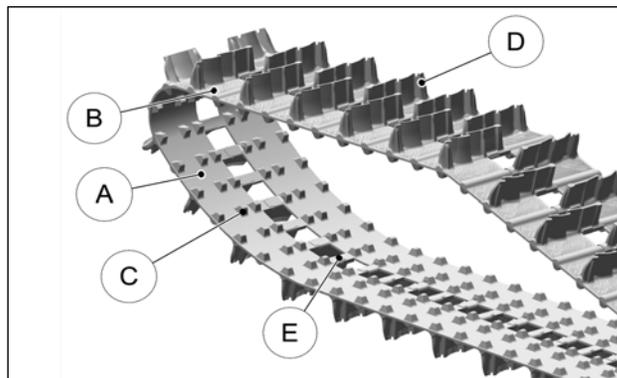


Figure 30

Track Guide

Inspect the Track Guide for wear. If the guide is less than 17 mm thick (original thickness - 23 mm), anywhere along the entire length, replace the part. See Figure 31.

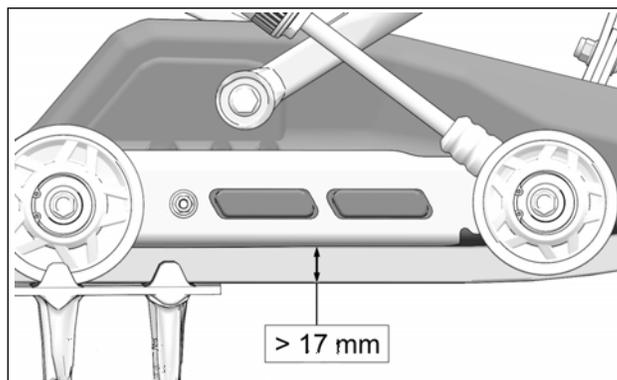


Figure 31

Rubber Dampers (anti-rotation)

Inspect the Rubber Dampers (A) mounted on strut rod. Replace them if they show cracks or are excessively worn or deformed. Figure 32.

CAUTION: An improperly adjusted System can deform and damage the Rubber Dampers. Check the adjustment settings if necessary.

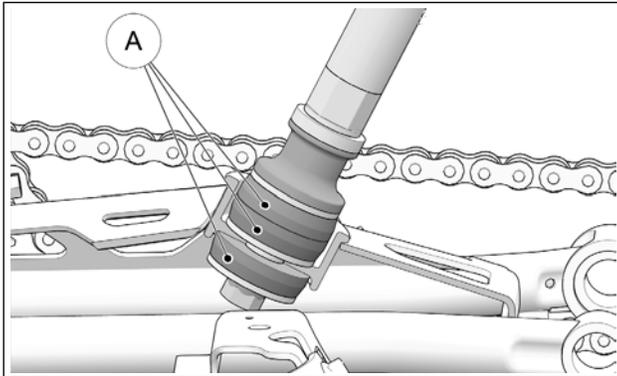


Figure 32

Rubber Dampers (ski)

Inspect the Rubber Damper mounted on the ski. Replace the damper if it shows cracks or is excessively worn or deformed. A deformed Rubber Damper does not provide the same level of support to the ski and affects the steering behavior of the motorcycle. Figure 33.

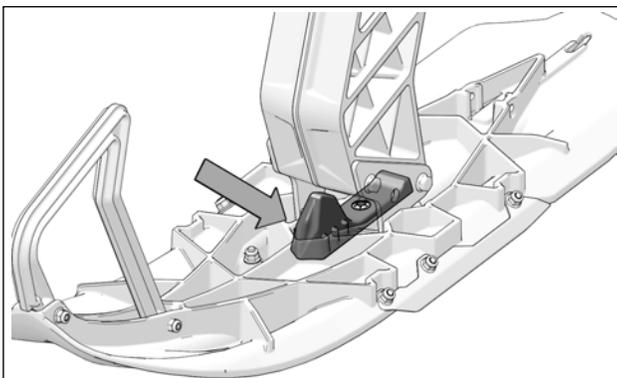


Figure 33

CAUTION: Rubber damper must be correctly seated in its position. An improperly seated rubber damper can result in ice accumulating underneath and difficult steering.

Brake Pads

Inspect brake pads (A) for wear. If pad thickness is under 1.6 mm (1/16 in.), replace the parts. See Figure 34.

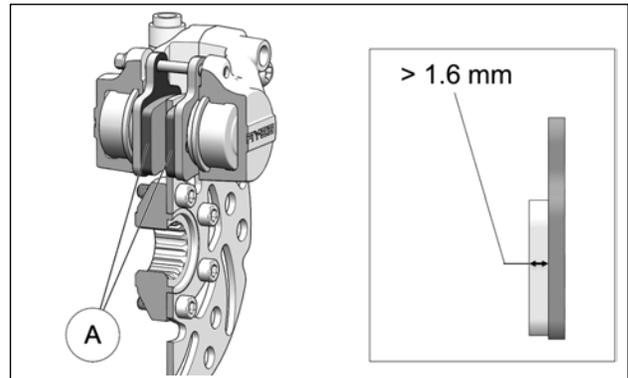


Figure 34

Ball Joint - Anti-rotation Arm

Inspect ball joint on Strut rod. Make sure that it is not seized or too loose. Figure 35.

CAUTION: A damaged ball joint can make the System difficult to adjust and result in damages if not replaced.

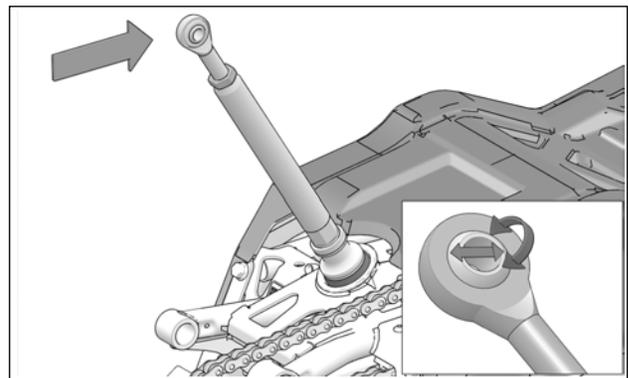


Figure 35

Nylon Protector and Guides - chains

Replace nylon protector and guides when they are worn out and let the chain pass too near the frame. See Figure 36.

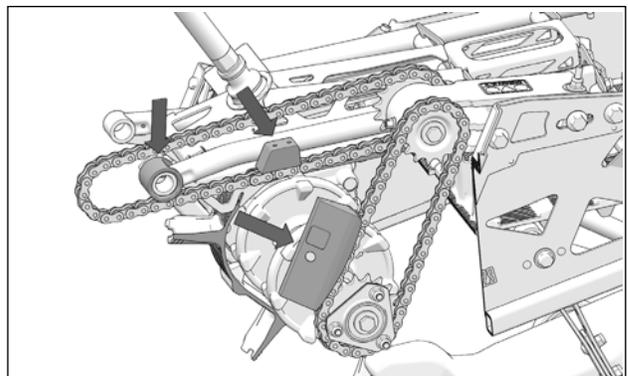


Figure 36

Chain Drive Sprockets

Inspect the chain drive sprockets (A) for wear. If the chain is set to the required tension (3-6 mm [1/8-1/4 in.] deflection) but misses or skips over some of the driving teeth, the sprockets must be replaced. Figure 37.

CAUTION: If a chain is replaced, the sprockets should be replaced at the same time. Assembly of new and used parts can speed up wear of the new components installed on the drive system.

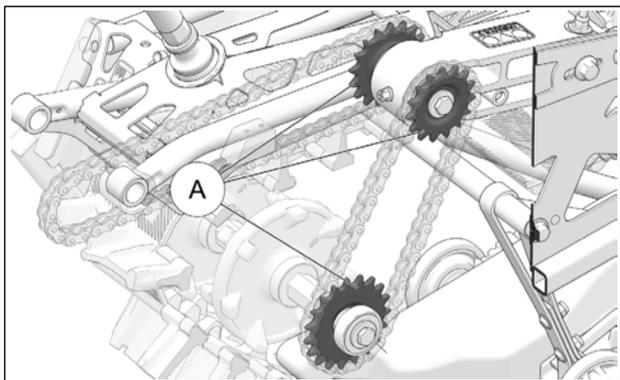


Figure 37

Suspension Limiter Strap

Inspect condition of Suspension Limiter Strap (A). If it shows abnormal wear or degradation anywhere along its length. Verify that the bolts (B) are solidly secured and that the bolt holes (C) in the strap are not deformed. Replace the Limiter Strap if it shows defects. Figure 38.

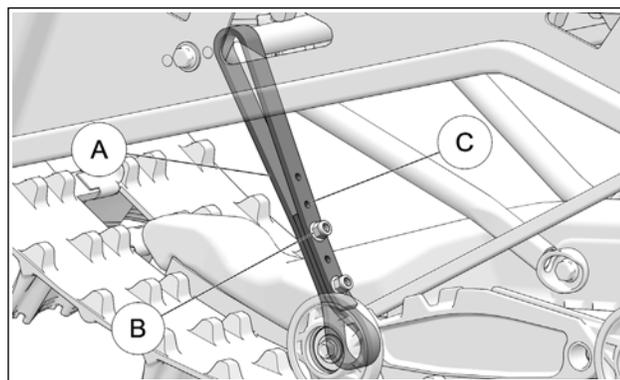


Figure 38

Side Runners

Verify the Side runners (A) mounted on the ski. If they show flat spots bigger than 1 mm along the edge, they should be re-sharpened. If the measurement between the edge of the ski and the edge of the runner is under 10 mm (13-14 mm when new), the part should be replaced. See Figure 39.

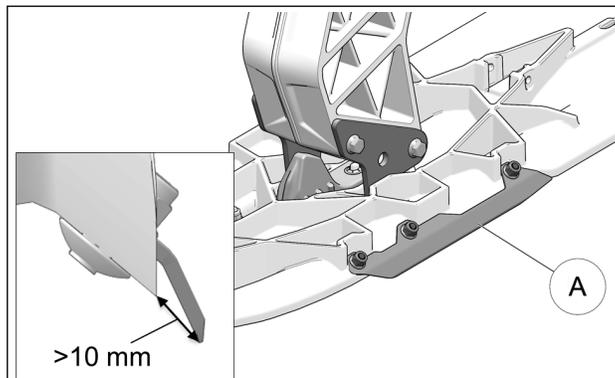


Figure 39

Carbide Runners

If the ski lacks support through turns on ice, check condition of carbide runners (A). If carbide inserts (B) show abnormal wear, cracks or missing fragments, replace the parts. If the carbide inserts show flat spots wider than 2 mm, they do not provide the necessary support. Replace them. Figure 40.

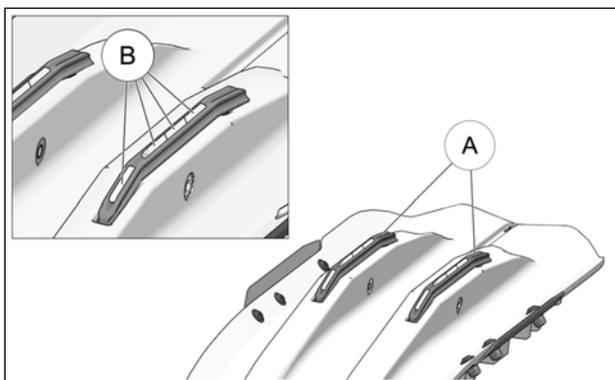


Figure 40

Track Drive Sprockets

Inspect the Sprockets that drive the Track. If the Track is set to the required tension (19 mm deflection for an applied force of 6.8 kg) and that the sprockets miss or skip over some of the driving lugs, the sprockets must be replaced.

2-YEAR LIMITED WARRANTY

Camso guarantees that the new, unused **Camso® DTS 129** System (System) installed by an authorized dealer or distributor is free from any defects in materials and workmanship during the period and in conditions described below. When operating a new **Camso® DTS 129** System, the user agrees that the present form is applicable and exclusive, that they have been signified and that they have been accepted by him/her at the time of purchase.

The **Camso® DTS 129** Dirt-To-Snow bike conversion System is covered by a manufacturer warranty (warranty). The warranty covers manufacturing defects related with materials and workmanship. The installation and maintenance of the System is always the responsibility of the owner.

PERIOD OF COVERAGE

The warranty is valid for a period of twenty-four (24) months following the date of purchase. This warranty does not apply to normal maintenance.

The warranty applies exclusively to parts and components of the conversion System. All paint defects on the System (frames and components) are not covered.

The warranty is not valid if the System is not installed by an authorized Camso network dealer or distributor.

This warranty specifically excludes any damage or breakage to the motorcycle and related defects on the motorcycle, whether or not these were caused or believed to be caused by the System.

The manufacturer is not responsible for damages, injuries or loss caused at the time of or after installing of the System on the motorcycle.

For a warranty to be valid, the System owner must comply with manufacturer notices and warnings. In addition, all claims must be accompanied by a proof of purchase (original receipt or sale contract) and work or repairs must be performed by an authorized Camso dealer. All claims not previously approved and authorized by Camso will be rejected.

The following situations and items are not under any circumstances covered by the warranty:

- 1) Any and all consequential damages, including, but not limited to, indirect costs, such as towing, storage, phone calls, renting, transportation, inconveniences, insurance coverage, reimbursement of loss, loss of time and loss of revenue, etc.
- 2) Damage resulting from faulty installation.
- 3) Damage resulting from normal parts wear or progressive deterioration owing to the distance covered with a vehicle on which the System is installed.
- 4) Damage resulting in non-compliance with the user manual and with maintenance instructions recommended in the user's manual and other technical documents.
- 5) Damage resulting in abusive use, abnormal use, negligence or even a use which does not comply with recommendations of the manual, excess weight or loading, including excessive number of passengers.
- 6) Labor costs, parts and materials related any and all maintenance costs.
- 7) Damage resulting from faulty repairs, improper maintenance or any unauthorized changes made to the System other than those specified by the manufacturer or from the installation of non-original or unauthorized parts that were not produced or approved by Camso.
- 8) Damage resulting from an accident, incident, robbery, vandalism, war or unforeseen event or act of God.
- 9) Regardless of cause, damage resulting from inexperience, driving errors, accident or other incident.
- 10) The use of the System on a motorcycle used for public rental, including by a previous owner, will render this warranty null and void.
- 11) The use of the System in races, rallies or other competitive events/activities of this type, at any time, including from a previous owner or in conditions that do not comply with those described by the manufacturer will render the warranty null and void.

Any repaired or replaced components or parts are guaranteed only to the extent of the original warranty. In other words: if a warranted part was replaced after nine (9) months, the new replacement part will only be guaranteed for fifteen (15) months, for a total of twenty-four (24) months. Any claim for a track will be established according to its residual value, 100% during the first 12 months, 75% between 12 and 18 months and 50% between 18 and 24 months. The residual value will have to be applied in the form of reduction to the purchase of a track of replacement at regular price. In no event shall the warranty extend beyond a total of twenty-four (24) months from the date of original System purchase.

In all cases, the warranty is limited to a maximum of the original purchase price or the fair market value of the System. Camso will have final authority in determining the fair market value of a used System. The warranty is applicable within the limits and conditions initially contracted. If the System is determined to be unusable due to accident or improper repair, the warranty will be considered null and void without further recourse available to the System owner.

The manufacturer, the retailer and/or the repair shop shall not be held responsible for any delays caused by material, parts or components availability or backorder.

*Shipping and handling costs, as well as any fees related with shipping or transportation of the System to the dealer location are the responsibility of the System owner.

Camso reserves its sole and exclusive right to update or modify this warranty without impact on end users. All previous terms and conditions of the warranty at time of purchase will be respected.

ELKA SHOCK ABSORBER (OPTIONAL)

Camso guarantees that the optional ELKA shock absorber is free from any defects in materials and workmanship during a period of twelve (12) months. All subsequent support, maintenance or repair requests should be sent to the appropriate ELKA Authorized Service Center.

CANADA:

ELKA FACTORY SERVICE DEPT
1585-M De Coulomb, Boucherville, Québec,
Canada J4B 8J7
Phone: 1-800-557-0552

U.S.A:

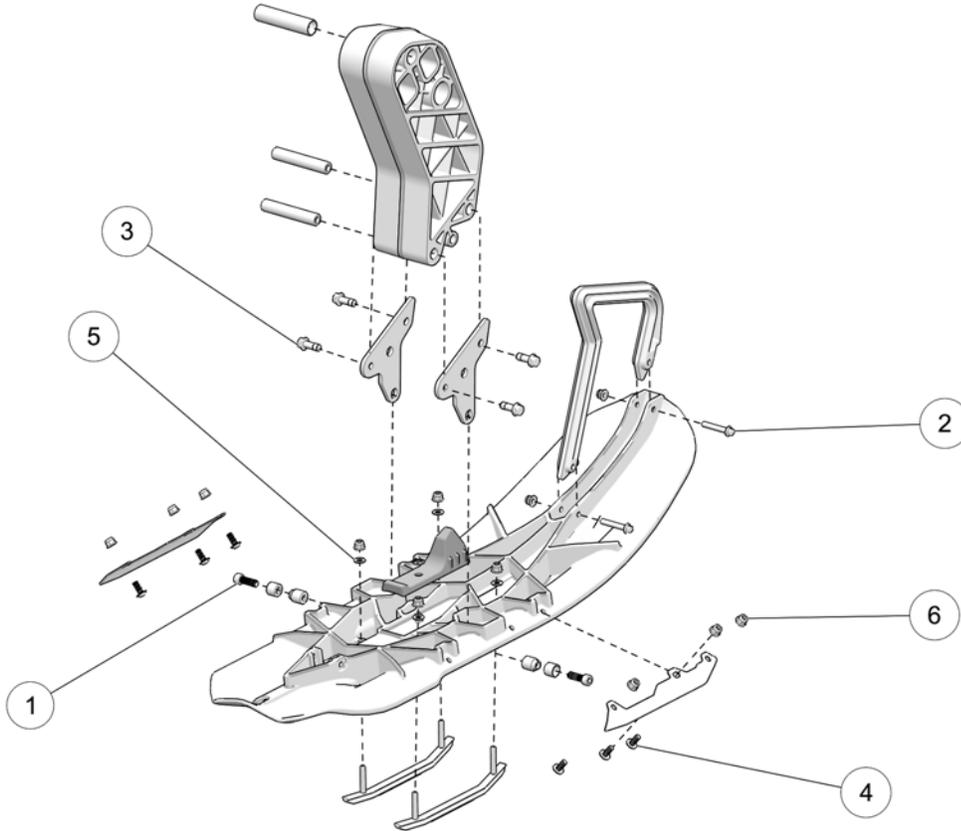
IMPACT SOLUTIONS LLC.
655 Hocking Rd., Little Hocking, OH 45742
Phone: 740-989-2026
www.impactolutionsatv.com

TROUBLESHOOTING

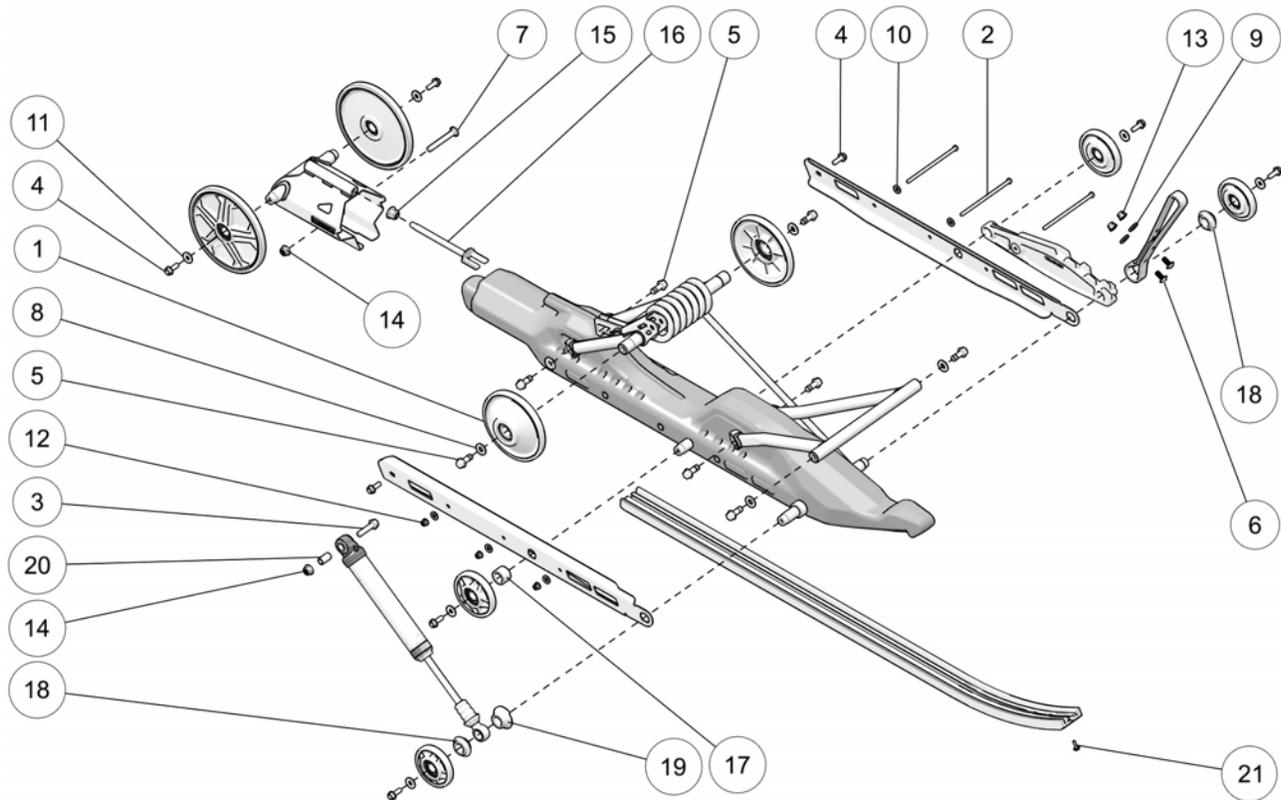
PROBLEM	CAUSE	SOLUTION
Unstable ski / handling too loose	Incorrect angle of attack adjustment	Re-adjust the suspension's angle of attack
	Ski mount is iced up & does not move	Break any ice under the front or back of the upright (around rubber location) check if ski can move 15-20° up and 5-10° down
	Suspension preload too high	Lower spring preload
	Broken Suspension Limiter Strap	Replace Limiter Strap
	Limiter Strap is adjusted to long position	Adjust Limiter Strap to a shorter position
	Sagged, damaged ski damper	Replace Ski damper if ski can move more than 20° up or 10° down
	Compound too soft	Replace rubber damper on ski
	Ice build-up	Break any ice under the front or back of the upright (around rubber location) check if ski can move 15-20° up and 5-10° down
Ski washout / Understeering	Limiter Strap is adjusted to long position	Adjust Limiter Strap to a shorter position
	Track too loose, worn sprockets, worn track	Adjust track tension, inspect parts, replace if needed
	Chain tensioner not adjusted properly or sprockets worn out	Adjust chain tension. Inspect parts, replace if needed
	Improper chain adjustment or too little lubrication	Replace parts as a set, adjust & lubricate to manual specification (frequency)
Chain or chain sprockets rapidly worn out	Misalignment of track drive shaft	Verify and realign drive track drive shaft assembly
	Skin cover incorrectly installed	Verify that cover is properly seated, skin cover must be inserted in the side panel openings
Rattling sound coming from rear of kit	Top idler wheel bearing worn	Replace top idler wheel or bearing

PROBLEM	CAUSE	SOLUTION
Suspension does not collapse or travel	Humidity has iced up inside shock absorber	Shock absorber needs to be replaced or taken off for maintenance
Understeering on icy terrain	Side runner worn out	Re-sharpen or replace
Hard to initiate leaning	Slide is worn out	Replace slide
Brake needs to be pumped in order to brake (spongy brake lever)	Disc brake is bent or loose	Replace damaged parts. Check torque on brake hub.
	Excessive ice build-up on disc	Pay attention to ice build-up in particular conditions
Brake system is hard to bleed	Air trapped in brake line	Bleed braking system
	Improper brake line routing	Brake line must be routed as straight as possible. Avoid small radius bends
Hissing sound when applying brake	Brake pads are loose or worn out	Verify installation or replace pads
Bike hard to start (too rich)	Air temperature sensor trapped in snow (permanent cold start mode)	Relocate Air temperature sensor or install pre-filter on sensor

PARTS LIST

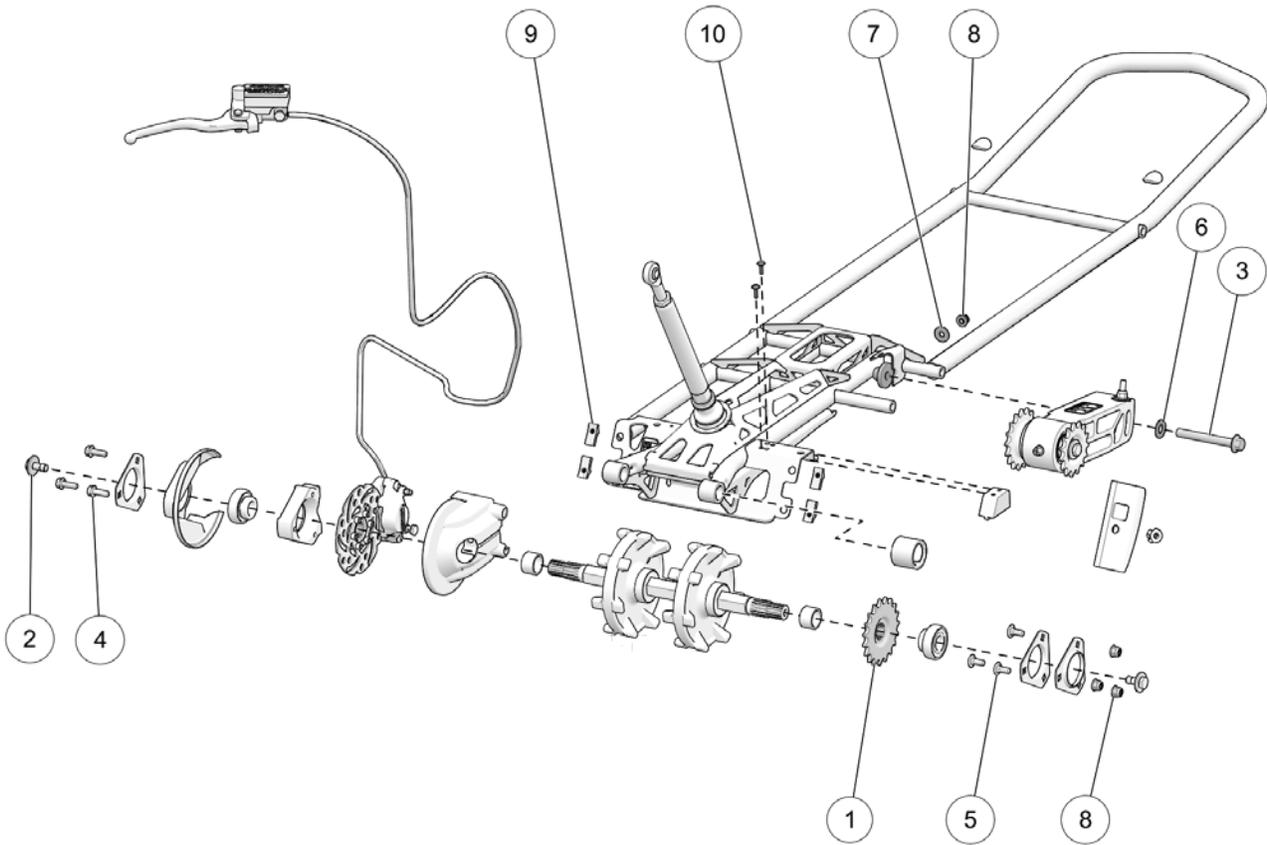


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: FRONT SKI ASSEMBLY			
1	1032-10-H030	HSCS, M10-1.5X30, 12.9, ZP, TL, DIN 912	2
2	1035-08-C050	HFCS, M8-1.25X50, 10.9, ZP, IFI536	2
3	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
4	1038-08-K020	HSFBS, M8-1.25X20, SS, 18-8	6
5	1060-00-0001	W, 11/16X11/32X0.060, 8, ZP, SAE	4
6	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	12

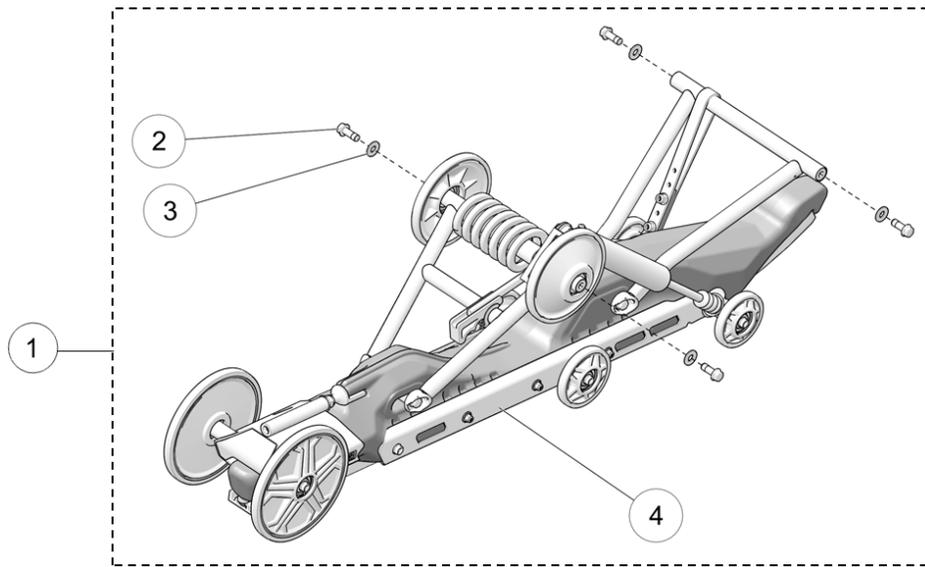


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: REAR SUSPENSION			
1	1016-00-9162	IDLER WHEEL 162MM / ROUE INTERMÉDIAIRE 162MM	2
2	1033-06-0150	HCS, M6-1.0X150, 8.8, ZP, ISO4014	3
3	1035-10-1045	HFCS, M10-1.5X45, 10.9, ZP, DIN6921	1
4	1036-08-0025	HFSCS, M8-1.25X25, 8.8, ZP, DIN6921	8
5	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	8
6	1038-08-K020	HSFBS, M8-1.25X20, SS, 18-8	2
7	1046-10-0080	CB, M10-1.5X80, 8.8, ZP, DIN603	1
8	1060-00-0004	W, 7/16X1.0X0.072, 8, ZP, USS	4
9	1060-00-0516	W, 3/8X7/8X0.09, 8, ZP, USS	2
10	1060-06-0001	W, 6.4X20X1.5, ZP, DIN9021	6
11	1060-08-0001	W, 24X8.4X2, ZP, DIN9021	6
12	1074-06-0001	FNN, M6-1, 8, ZP, DIN6926	3
13	1074-08-0001	FNN, M8-1.5, 8, ZP, DIN6926	2
14	1074-10-0001	FNN, M10-1.5, 8, ZP, DIN6926	2
15	1074-12-0001	FNN, M12-1.75, 8, ZP, DIN6926	1
16	1082-00-9032	TENSIONER ROD ASS'Y / TIGE TENSIONNEUR ASSEMBLÉ	1
17	1087-00-9023	WHEEL SPACER / ESPACEUR ROUE	1
18	1087-00-9040	SHOCK BUSHING / DOUILLE AMORTISSEUR	2
19	1087-00-9046	SHOCK BUSHING / DOUILLE AMORTISSEUR	1
20	1089-00-9026	SHOCK, SLEEVE / AMORTISSEUR, DOUILLE	1
21	1430-06-X016	RWHS, 6X16, TX, ZP	1

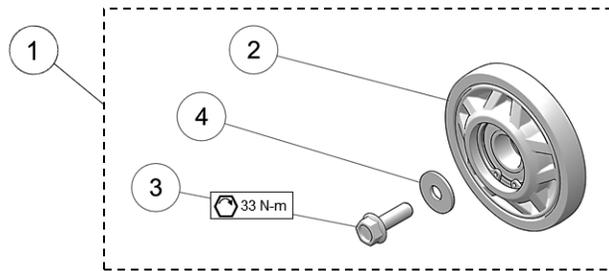
PARTS LIST



ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: FRAME ASSEMBLY			
1	1009-00-9019	SPROCKET, 520, 19 TEETH / BARBOTIN, 520, 19 DENTS	1
2	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	2
3	1035-12-1100	HFCS, M12-1.75X100 ,10.9, ZP, DIN6921	1
4	1036-08-0025	HFSCS, M8-1.25X25, 8.8, ZP, DIN6921	3
5	1046-08-0020	CB, M8-1.25X20, 8.8, ZP	3
6	1060-00-0006	W, 1/2X1.06X.095, 8, ZP, SAE	1
7	1060-08-0001	W, 24X8.4X2, ZP, DIN9021	1
8	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	4
9	1178-08-0001	CLN, M8-1.25, BP	4
10	1430-06-X016	RWHS, 6X16, TX, ZP	2

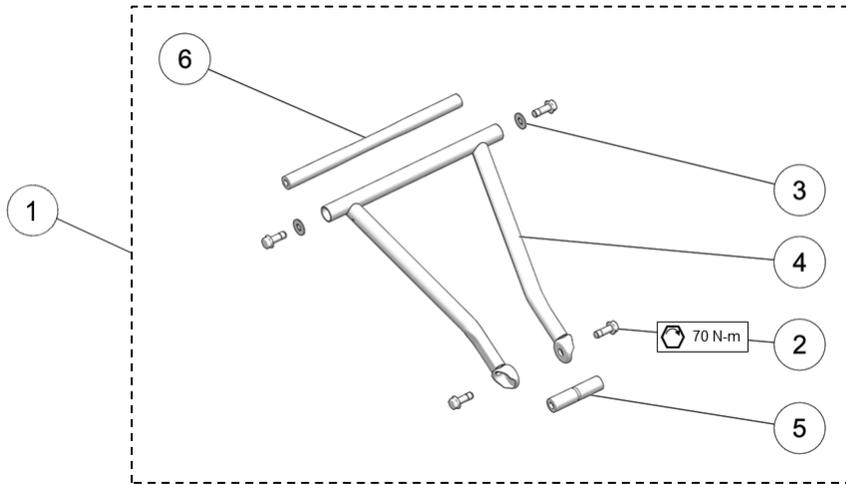


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: REAR SUSPENSION ASSEMBLY			
1	7087-00-9124	S-KIT, SUSPENSION ASSY/ SUSPENSION ASSEMBLÉE	1
2	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
3	1060-00-0004	W, 7/16X1.0X0.072, 8, ZP, USS	4
4	--	REAR SUSPENSION, SUB ASSY / SOUS-ENS, SUSP. ARRIÈRE	1

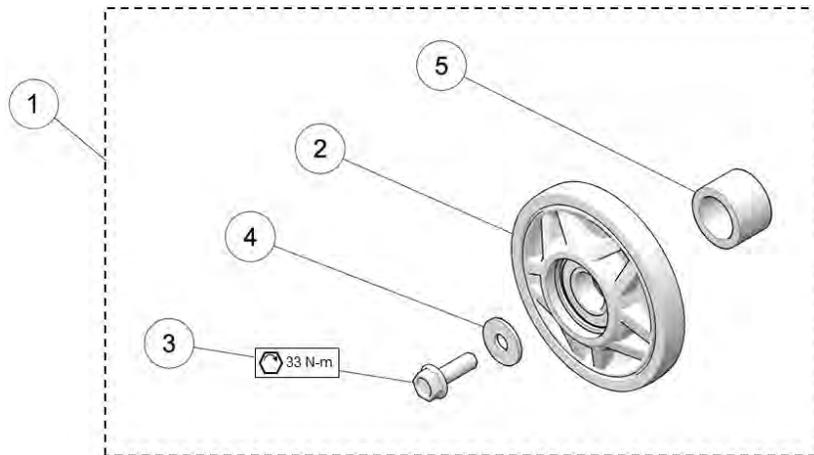


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: 94MM WHEEL ASSEMBLY			
1	7016-00-9094	S-KIT, WHEEL 94MM / ROUE 94MM	1
2	--	WHEEL 94MM / ROUE 94MM	1
3	1036-08-0025	HFSCS, M8-1.25X25, 8.8 ,ZP, DIN6921	1
4	1060-08-0001	W, 24X8.4X2, ZP, DIN9021	1

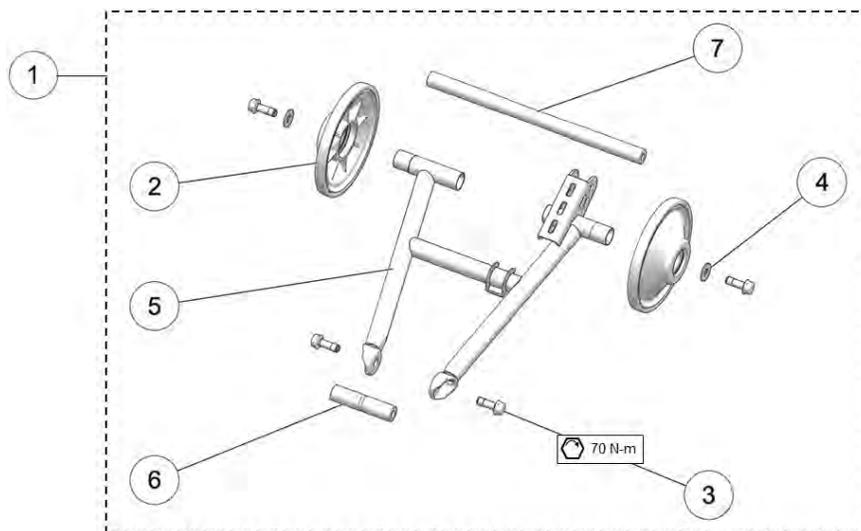
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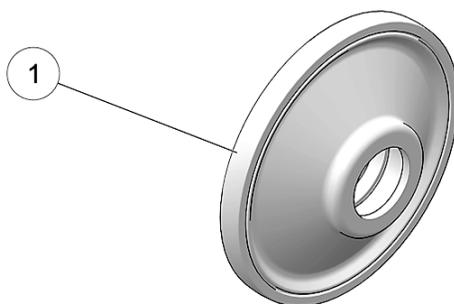
ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: FRONT SUSPENSION ARM	
1	7087-00-9360	S-KIT, FRONT SUSPENSION ARM / BRAS SUSPENSION AVANT	1
2	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
3	1060-00-0004	W, 7/16X1.0X0.072, 8, ZP, USS	2
4	--	FRONT SUSPENSION A-ARM / BRAS SUSPENSION AVANT	1
5	4000-00-9091	A-ARM SHAFT / ARBRE, BRAS SUSPENSION	1
6	4000-00-9327	SUSPENSION A-ARM, SHAFT / BRAS SUSPENSION, ARBRE	1



ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: 104MM WHEEL ASSEMBLY	
1	7016-00-9104	S-KIT, WHEEL 104MM / ROUE 104MM	1
2	--	WHEEL 104MM / ROUE 104MM	1
3	1036-08-0025	HFSCS, M8-1.25X25, 8.8, ZP, DIN6921	1
4	1060-08-0001	W, 24X8.4X2, ZP, DIN9021	1
5	1087-00-9023	WHEEL SPACER / ESPACEUR DE ROUE	1

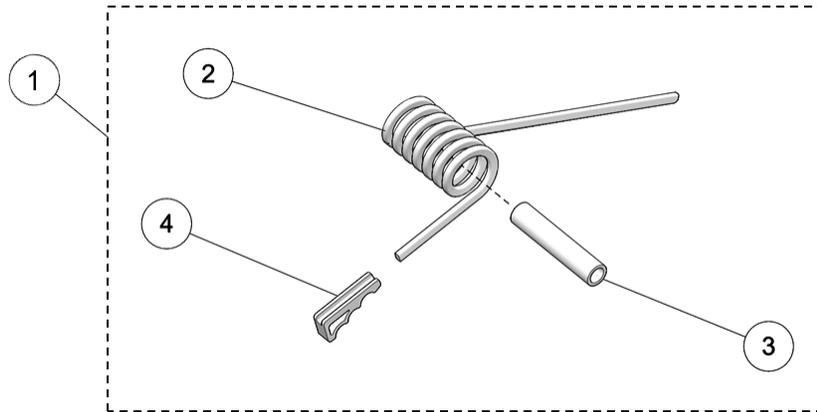


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: REAR SUSPENSION ARM			
1	7087-00-9295	S-KIT, REAR SUSPENSION ARM / BRAS SUSPENSION ARRIERE	1
2	1016-00-9162	IDLER WHEEL, 162MM / ROUE INTERMÉDIAIRE, 162MM	2
3	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
4	1060-00-0004	W, 7/16X1.0X0.072, 8, ZP, USS	2
5	--	REAR SUSPENSION A-ARM / BRAS SUSPENSION ARRIÈRE	1
6	4000-00-9091	A-ARM SHAFT / ARBRE, BRAS SUSPENSION	1
7	4000-00-9327	SUSPENSION A-ARM, SHAFT / BRAS SUSPENSION, ARBRE	1

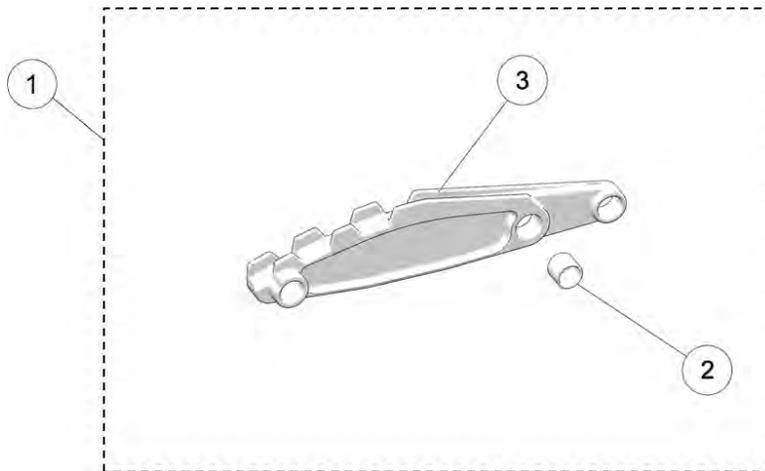


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: 162MM IDLER WHEEL			
1	1016-00-9162	IDLER WHEEL 162MM / ROUE INTERMÉDIAIRE 162MM	1

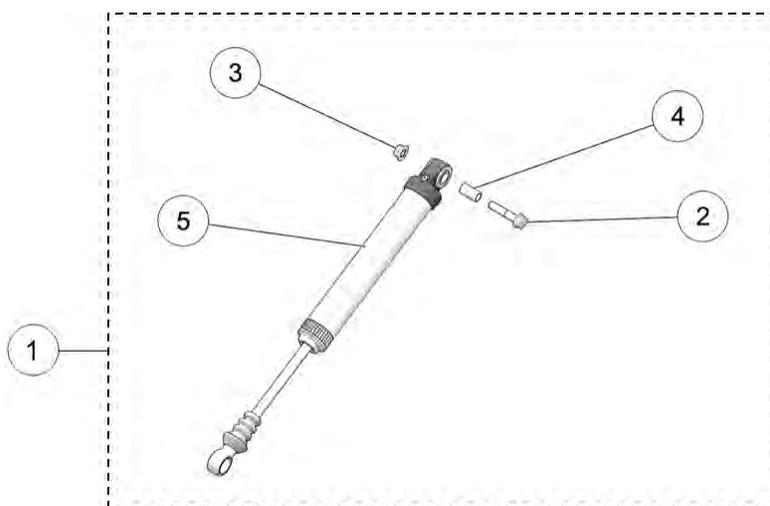
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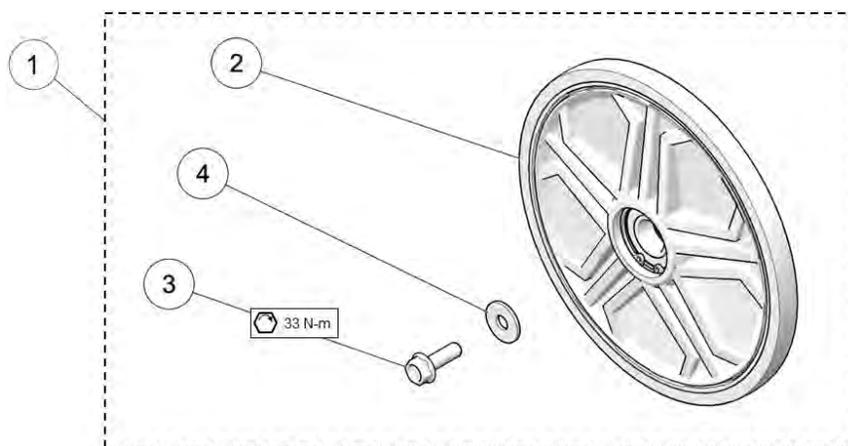
ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: TORSION SPRING	
1	7080-00-9018	S-KIT, TORSION SPRING / RESSORT DE TORSION	1
2	--	TORSION SPRING - 100 DEG. / RESSORT DE TORSION - 100 DEG.	1
3	1087-00-9154	SLEEVE / MANCHON	1
4	1092-00-9033	SPRING CAM / CAME, RESSORT	1



ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: RISING RATE CAM	
1	7092-00-9037	S-KIT, RISING RATE CAM / CAME PROGRESSIVE	1
2	--	CAM BUSHING / CAME, DOUILLE	1
3	--	SPRING CAM / CAME, RESSORT	1

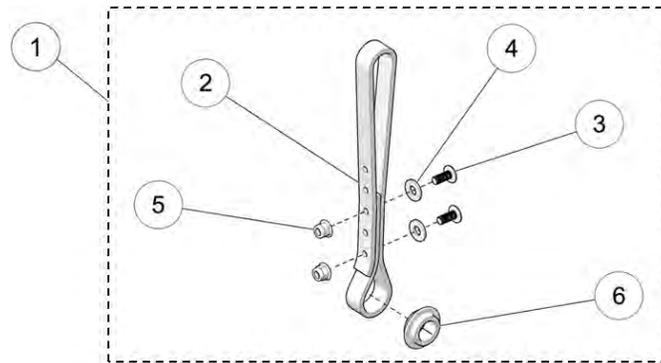


ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: SHOCK ABSORBER	
1	7089-00-9601	S-KIT, SHOCK ABSORBER / AMORTISSEUR	1
2	1035-10-1045	HFCS, M10-1.5X45, 10.9, ZP, DIN6921	1
3	1074-10-0001	FNN, M10-1.5, 8, ZP, DIN6926	1
4	1089-00-9026	SHOCK, SLEEVE / AMORTISSEUR, DOUILLE	1
5	--	SHOCK ABSORBER / AMORTISSEUR SUSPENSION	1

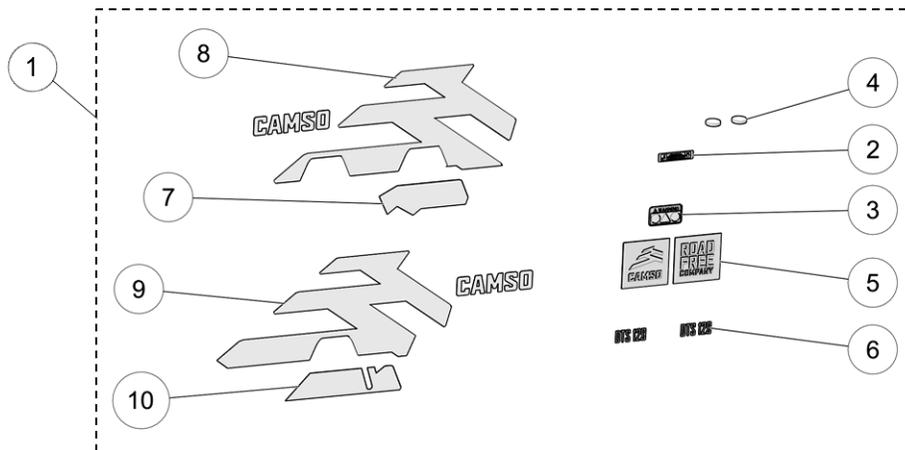


ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: 200MM WHEEL ASSEMBLY	
1	7016-00-9200	S-KIT, WHEEL 200MM / ROUE 200MM	1
2	--	WHEEL 200MM / ROUE 200MM	1
3	1036-08-0025	HFSCS, M8-1.25X25, 8.8, ZP, DIN6921	1
4	1060-08-0001	W, 24X8.4X2, ZP, DIN9021	1

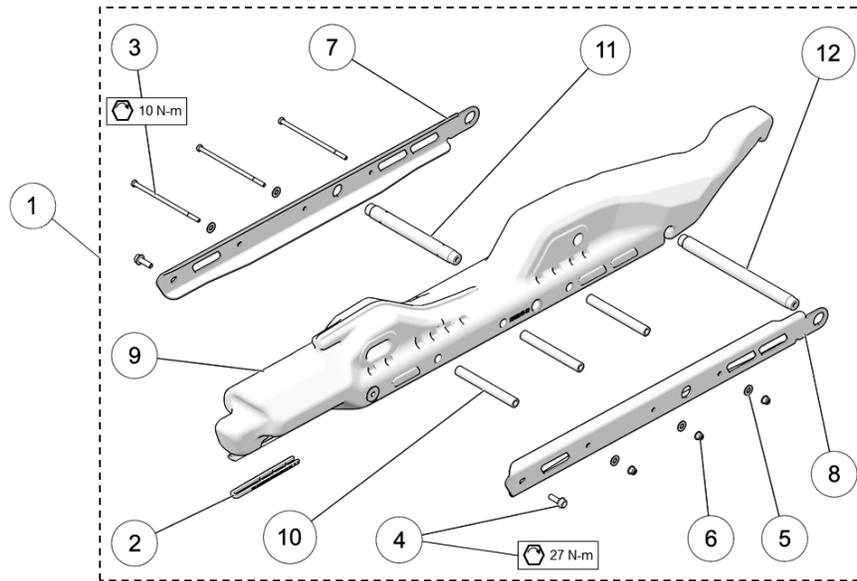
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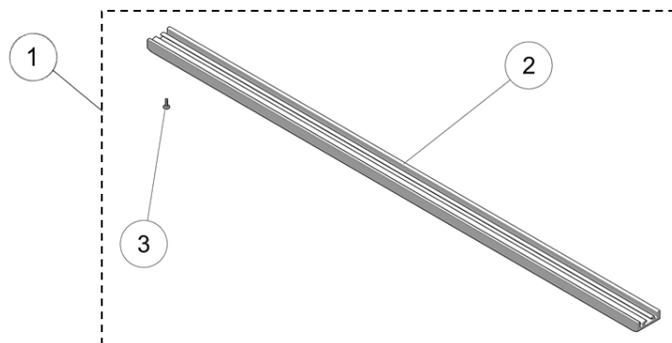
ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: SUSPENSION LIMITER STRAP			
1	7003-00-9003	S-KIT, SUSPENSION LIMITER STRAP / COURROIE D'ARRÊT, SUSP.	1
2	--	STRAP / COURROIE	1
3	1038-08-K020	HSFBS, M8-1.25X20, SS, 18-8	2
4	1060-00-0516	W, 3/8X7/8X0.09, 8, ZP, USS	2
5	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	2
6	1087-00-9040	SHOCK BUSHING / DOUILLE AMORTISSEUR	1



ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: STICKER KIT			
1	7083-00-9101	S-KIT, STICKER DTS / COLLANT DTS	1
2	--	STICKER - LOOSEN PRIOR / DÉCALQUE DESSERRER AVANT	1
3	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
4	--	STICKER DAMPER - SKIN COVER / DÉCALQUE AMORTISSEUR	2
5	--	STICKER, CAMSO ROAD FREE / DÉCALQUE CAMSO ROAD FREE	1
6	--	STICKER, DTS 129 / COLLANT, DTS 129	1
7	--	STICKER, LOGO EXT. PANEL-LH / COLLANT, LOGO EXT PANNEAU GA	1
8	--	STICKER, CAMSO LOGO - LH / COLLANT, CAMSO LOGO - GA	1
9	--	STICKER, CAMSO LOGO - RH / COLLANT, CAMSO LOGO - DR	1
10	--	STICKER, LOGO EXT. PANEL-RH / COLLANT, LOGO EXT PANNEAU DR	1

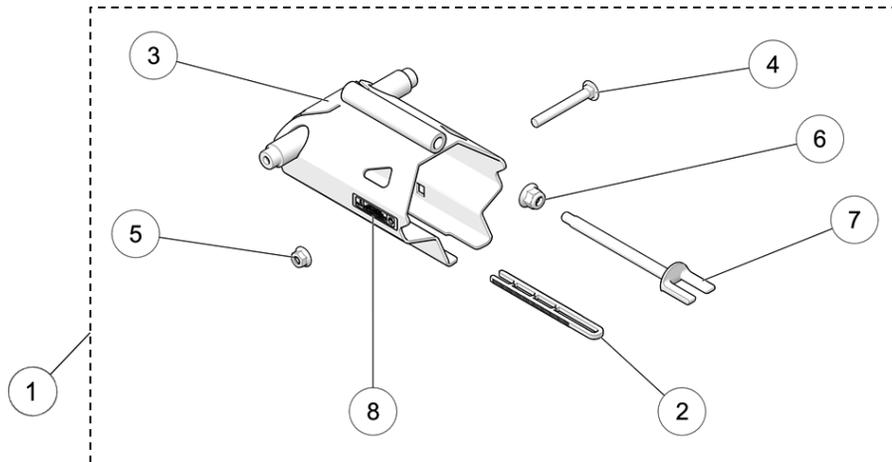


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: SUSPENSION RAIL			
1	7087-00-9180	S-KIT, SUSPENSION RAIL ASSY / RAIL SUSPENSION ASS.	1
2	1014-00-9007	TENSIONER LOCK / VERROU DE TENDEUR	1
3	1033-06-0150	HCS, M6-1.0X150, 8.8, ZP, ISO4014	3
4	1036-08-0025	HFSCS, M8-1.25X25, 8.8, ZP, DIN6921	2
5	1060-06-0001	W, 6.4X20X1.5, ZP, DIN9021	5
6	1074-06-0001	FNN, M6-1, 8, ZP, DIN6926	3
7	--	SUSPENSION, RAIL STIFFENER - LH / RENFORT RAIL - GA	1
8	--	SUSPENSION, RAIL STIFFENER - RH / RENFORT RAIL - DR	1
9	--	SUSPENSION, RAIL & RIVET NUTS / RAIL & ÉCROUS À SERTIR	1
10	--	BASE SHAFT / ARBRE BASE	3
11	4000-00-9207	IDLER SHORT SHAFT / ARBRE RENVOI COURT	1
12	4000-00-9266	IDLER LONG SHAFT / ARBRE RENVOI LONG	1

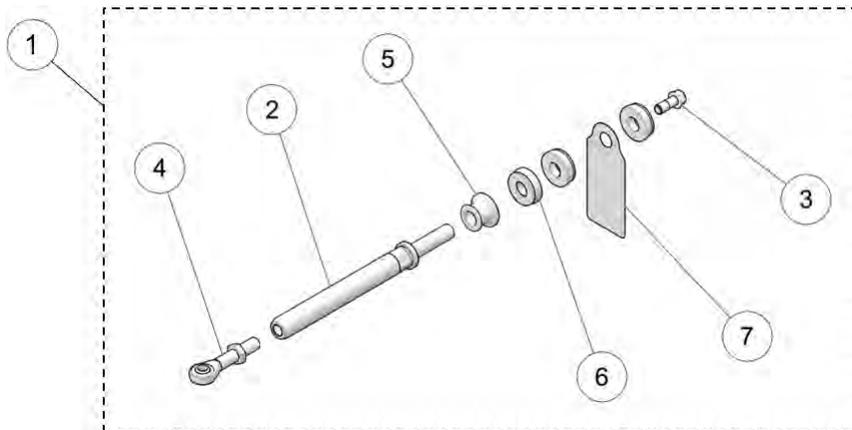


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: TRACK SLIDE			
1	7085-00-9321	S-KIT, TRACK SLIDE / S-KIT, GLISSIÈRE CHENILLE	1
2	--	SLIDE, 129 / GLISSIÈRE, 129	1
3	1430-06-X016	RWHS, 6X16, TX, ZP	1

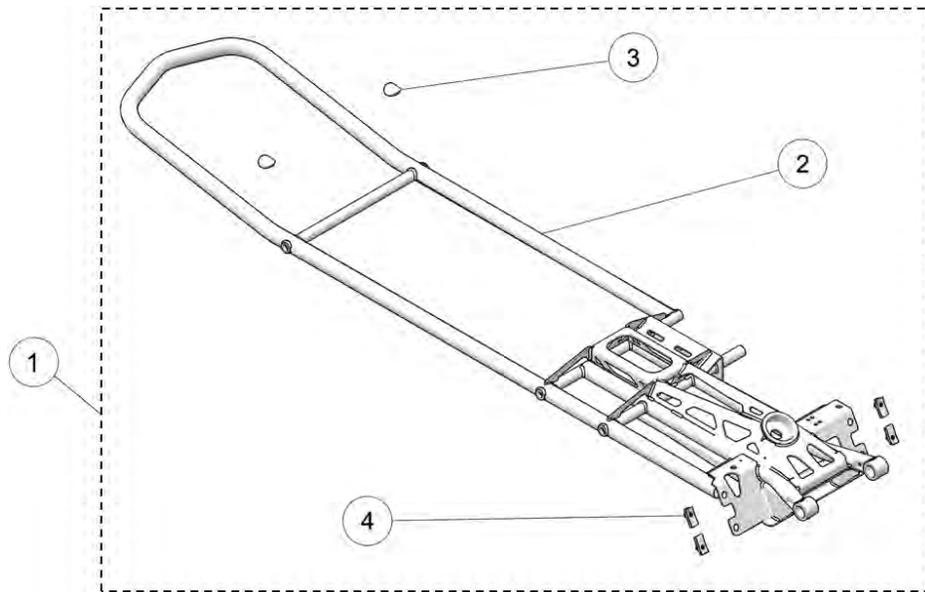
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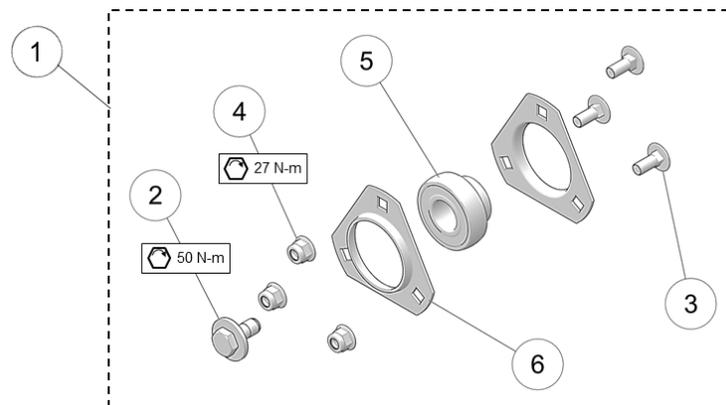
ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: TRACK TENSIONER	
1	7014-00-9245	S-KIT, TRACK TENSIONER / TENDEUR DE CHENILLE	1
2	1014-00-9007	TENSIONER LOCK / VERROU DE TENDEUR	1
3	--	TENSIONER, ASSY / TENDEUR, ASSEMBLÉ	1
4	1046-10-0080	CB, M10-1.5X80, 8.8, ZP, DIN603	1
5	1074-10-0001	FNN, M10-1.5, 8, ZP, DIN6926	1
6	1074-12-0001	FNN, M12-1.75, 8, ZP, DIN6926	1
7	1082-00-9032	TENSIONER FORK / TENDEUR, FOURCHETTE	1
8	--	STICKER - LOOSEN PRIOR / DÉCALQUE, DESSERRER AVANT	1



ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: ANTI-ROTATION ROD	
1	7001-00-9240	ANTI-ROTATION ROD ASSY / TUBE ANTI-ROTATION ASSEMBLÉ	1
2	--	ANTI-ROTATION ROD / TIGE ANTI-ROTATION	1
3	1036-12-4030	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
4	1047-16-1065	ROD END, M16-1.5X65, ASSY / TIGE EMBOUT, M16-1.5X65, ASS	1
5	1051-00-9030	SPACER, ANTI-ROTATION / ESPACEUR ANTI-ROTATION	1
6	1093-00-9060	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	3
7	--	TAG - STRUT ROD DTS 129 / ÉTIQUETTE - BRAS COUPLAGE DTS 129	1

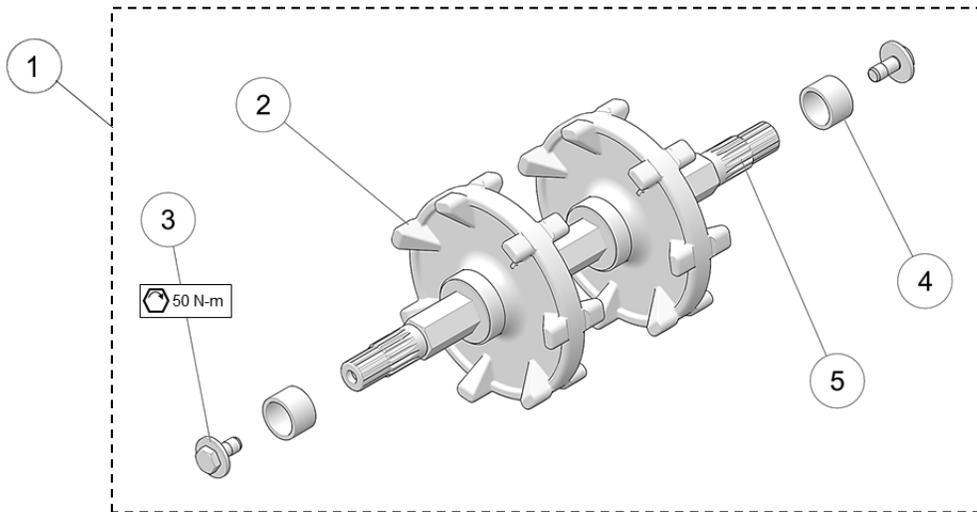


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: MAIN FRAME			
1	7018-00-9270	S-KIT, MAIN FRAME / S-KIT, CHÂSSIS	1
2	--	FRAME - DTS / CHÂSSIS - DTS	1
3	--	STICKER DAMPER - SKIN COVER / DÉCALQUE AMORTISSEUR	2
4	1179-08-0001	CLN, M8-1.25, BP	4

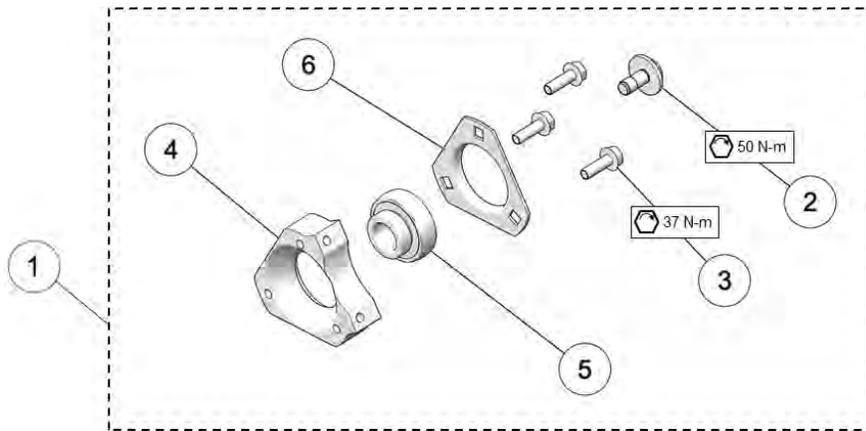


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: DRIVE SIDE BEARING ASS'Y			
1	7090-00-9205	S-KIT, BEARING DRIVE SIDE / ROULEMENT, CÔTÉ ENTRAÎNEMENT	1
2	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
3	1046-08-0020	CB, M8-1.25X20, 8.8, ZP	3
4	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	3
5	--	BEARING / ROULEMENT -- AS205-014	1
6	--	BEARING FLANGE / BRIDE DE SOUTIEN ROULEMENT -- PFT205	2

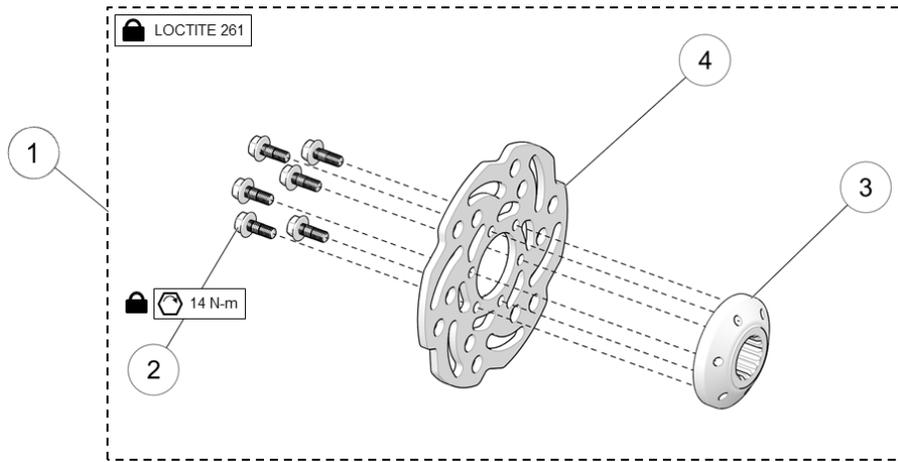
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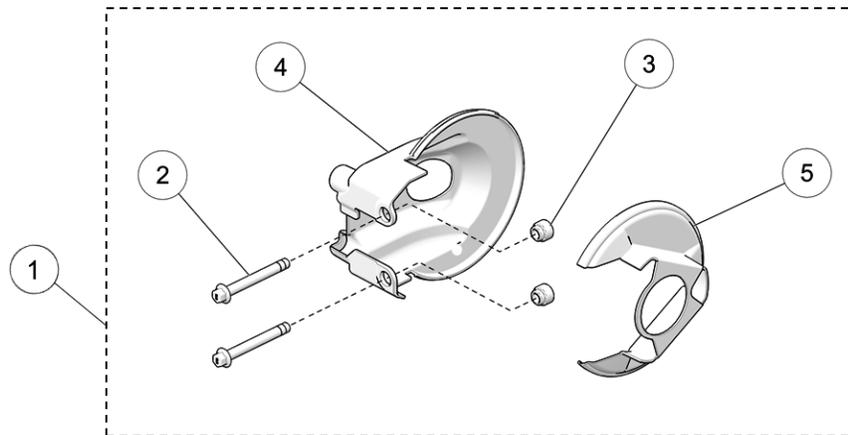
ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: DRIVE AXLE ASSEMBLY			
1	7000-00-9406	S-KIT, DRIVE AXLE ASSY / ARBRE D'ENTRAÎNEMENT	1
2	1009-00-9310	SPROCKET, 7 TEETH / 2.86 PITCH / BARBOTIN 7 DENTS, PAS 2.86	2
3	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	2
4	1051-00-9020	SPACER, AXLE SHAFT / ESPACEUR, ARBRE D'ENTRAÎNEMENT	2
5	--	AXLE SHAFT / ARBRE D'ENTRAÎNEMENT	1



ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: BRAKE SIDE BEARING ASS'Y			
1	7086-00-9058	S-KIT, BEARING BRAKE SIDE / ROULEMENT, CÔTÉ FREIN	1
2	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
3	1036-08-0025	HFSCS, M8-1.25X25, 8.8, ZP, DIN6921	3
4	--	BRAKE CARRIER / SUPPORT ÉTRIER FREIN	1
5	--	BEARING / ROULEMENT -- AS205-014	1
6	--	BEARING FLANGE / BRIDE DE SOUTIEN ROULEMENT -- PFT205	1

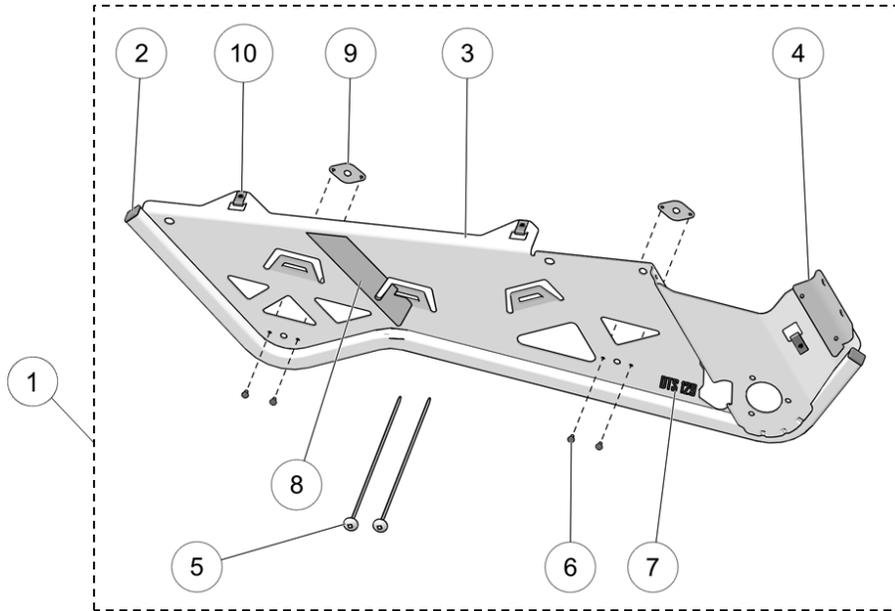


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: BRAKE ROTOR ASS'Y			
1	7086-00-9027	S-KIT, BRAKE ROTOR ASSY / ENSEMBLE ROTOR FREIN	1
2	1035-06-A016	HFCS, M6-1X16, 10.9, ZP, TL, DIN6921	6
3	--	BRAKE ROTOR DTS / DISQUE DE FREIN DTS	1
4	--	ROTOR HUB / MOYEU DE ROTOR	1

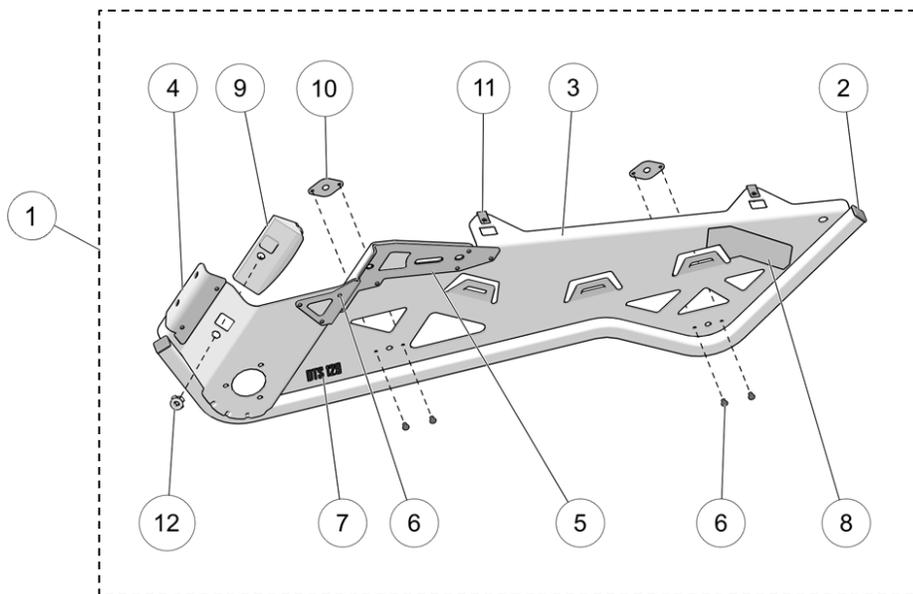


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: BRAKE SHIELD ASS'Y			
1	7086-00-9068	S-KIT, BRAKE SHIELD ASSY / ENSEMBLE DÉFLECTEUR DE FREIN	1
2	1035-08-A070	HFCS, M8-1.25X70, 10.9, ZP, TL, IFI536	2
3	1051-00-9063	BRAKE SHIELD SPACER / ESPACEUR, DÉFLECTEUR DE FREIN	2
4	--	BRAKE SHIELD / DÉFLECTEUR DE FREIN	1
5	--	BRAKE SHIELD COVER / COUVERCLE, DÉFLECTEUR DE FREIN	1

PARTS LIST

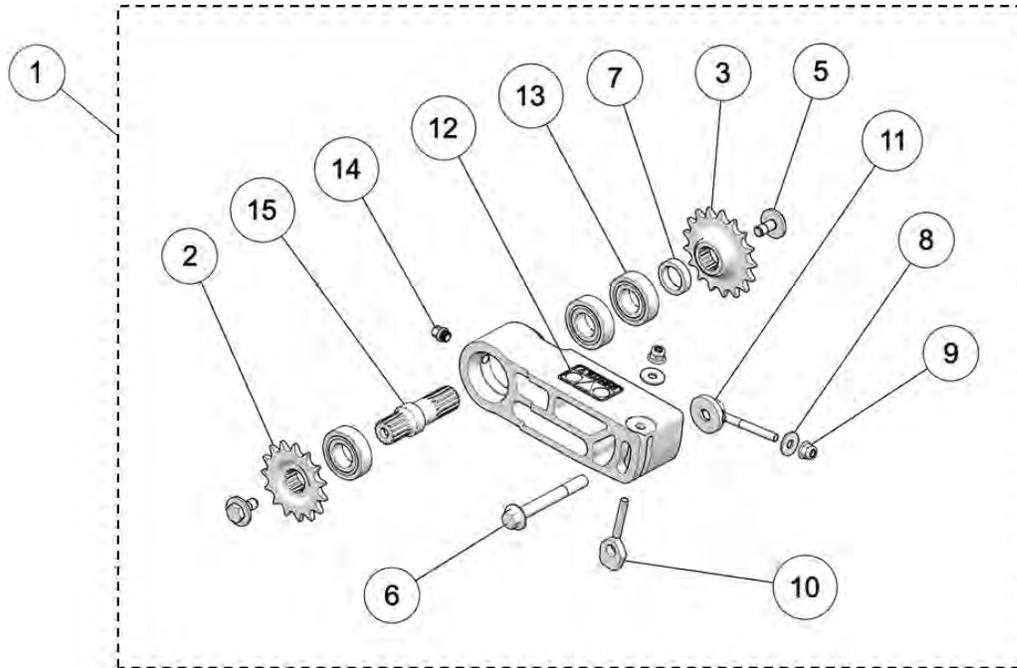


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: RIGHT SIDE PANEL			
1	7018-00-9121	S-KIT, DTS SIDE PANEL - RH / PANNEAU LATÉRAL DROIT	1
2	1017-00-9026	SQUARE RIBBED PLUG / CAPUCHON TUBE CARRÉ	2
3	--	SIDE PANEL, RH, ASS'Y / PANNEAU LATÉRAL DROIT ASSEMBLÉ	1
4	--	SIDE PANEL, STIFFENER / PANNEAU LATÉRAL, RENFORT	1
5	1037-00-0003	MOUNTABLE CABLE TIE / ATTACHE CÂBLE	2
6	1066-B3-X010	RF, SS, 3/16 X .38	4
7	--	STICKER, DTS 129 / DÉCALQUE, DTS 129	1
8	--	STICKER, CAMSO LOGO - RH / COLLANT, CAMSO LOGO - DR	1
9	1087-00-9016	SUSPENSION ARM WEAR PLATE / SUSP., PLAQUE D'USURE	2
10	1179-08-0001	CLN,M8-1.25,BP	3

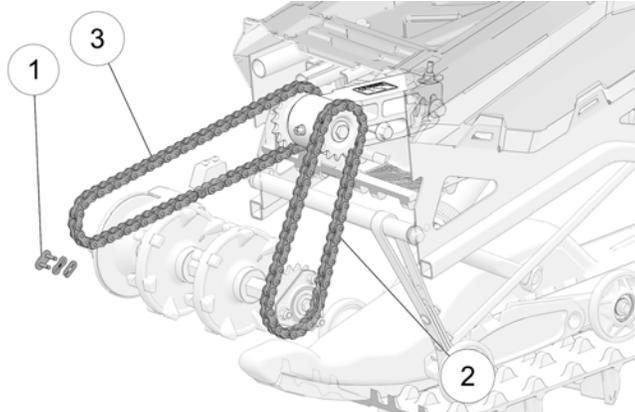


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: LEFT SIDE PANEL			
1	7018-00-9111	S-KIT, DTS SIDE PANEL - LH / PANNEAU LATÉRAL GAUCHE	1
2	1017-00-9026	SQUARE RIBBED PLUG / CAPUCHON TUBE CARRÉ	2
3	--	SIDE PANEL, LH, ASSY / PANNEAU LATÉRAL GAUCHE ASSEMBLÉ	1
4	--	SIDE PANEL, STIFFENER / PANNEAU LATÉRAL GAUCHE, RENFORT	1
5	--	TENSIONER, PLATE / TENDEUR, PLAQUE	1
6	1066-B3-X010	RF, SS, 3/16 X .38	14
7	--	STICKER, DTS 129 / DÉCALQUE, DTS 129	1
8	--	STICKER, CAMSO LOGO - LH / COLLANT, CAMSO LOGO - GA	1
9	--	CHAIN GUIDE / GUIDE DE CHAÎNE	1
10	1087-00-9016	SUSPENSION ARM WEAR PLATE / SUSP., PLAQUE D'USURE	2
11	1179-08-0001	CLN, M8-1.25, BP	2
12	1278-08-X029	RN, M8-1.25, 0.5-7.1, ZP	1

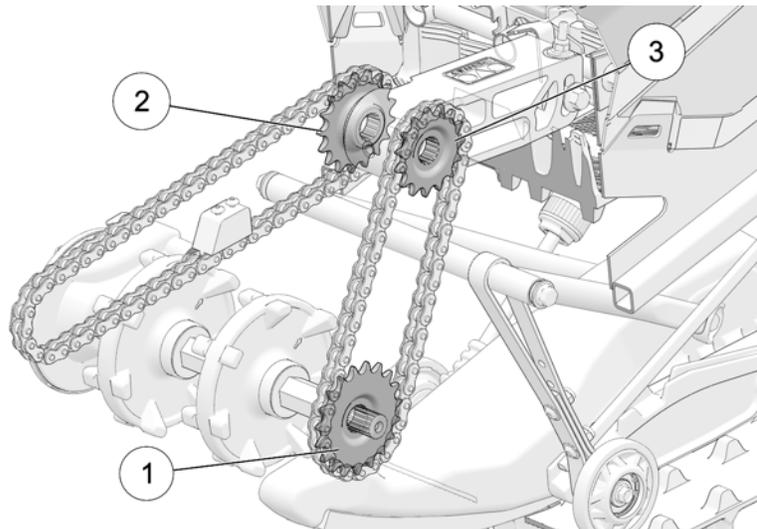
PARTS LIST



ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: CHAIN TENSIONER ASS'Y	
1	7014-00-9180	S-KIT, DTS CHAIN TENSIONER / TENDEUR CHAÎNE DTS	1
2	1009-00-9015	SPROCKET, 520, 15 TEETH / BARBOTIN, 520, 15 DENTS	1
3	1009-00-9017	SPROCKET, 520, 17 TEETH / BARBOTIN, 520, 17 DENTS	1
4	--	TENSIONER, CHAIN / TENDEUR DE CHAÎNE	1
5	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	2
6	1035-12-1100	HFCS, M12-1.75X100, 10.9, ZP, DIN6921	1
7	1051-00-9008	SPACER / ESPACEUR	1
8	1060-08-0001	W, 24X8.4X2, ZP, DIN9021	2
9	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	2
10	1082-00-9083	VERT. CHAIN ADJUSTER PLATE / PLAQUE AJUST. CHAÎNE VERT.	1
11	1082-00-9110	TENSIONER, CHAIN / TENDEUR CHAÎNE	1
12	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
13	1090-00-0003	BEARING 6205 / ROULEMENT À BILLES 6205	3
14	1433-10-0001	HHP, M10-1	1
15	4000-00-9098	SHAFT / ARBRE	1

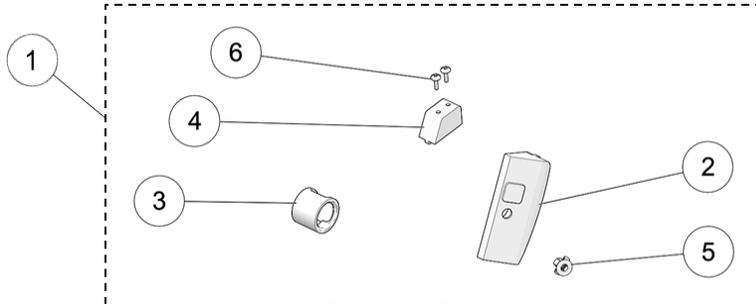


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: CHAINS			
1	1095-00-9001	CHAIN, MASTER LINK 520 / CHAÎNE, MAILLON - 520	1
2	1095-00-9048	CHAIN, ASS'Y, O-RING - 520X48 / CHAÎNE, ASS., O-RING - 520X48	1
3	1095-00-9064	CHAIN, ASS'Y, O-RING - 520X64 / CHAÎNE, ASS., O-RING - 520X64	1

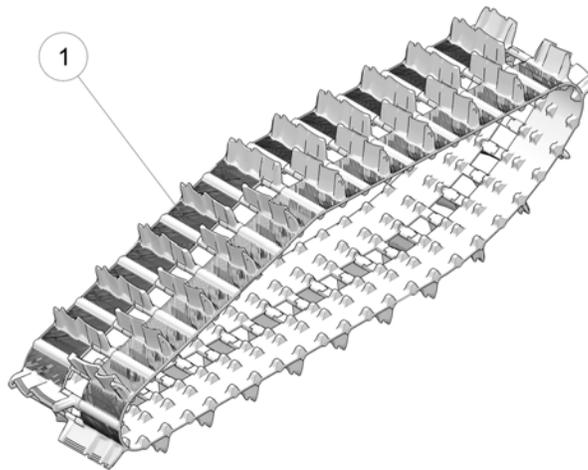


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: CHAIN SPROCKETS			
1	1009-00-9019	SPROCKET, 520, 19 TEETH / BARBOTIN, 520, 19 DENTS	1
2	1009-00-9017	SPROCKET, 520, 17 TEETH / BARBOTIN, 520, 17 DENTS	1
3	1009-00-9015	SPROCKET, 520, 15 TEETH / BARBOTIN, 520, 15 DENTS	1

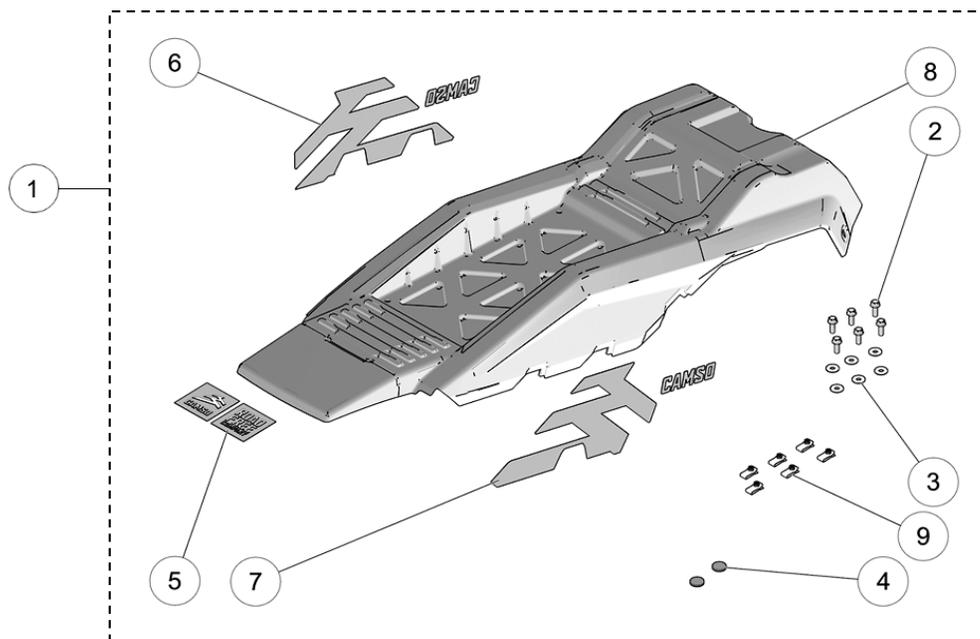
PARTS LIST



ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: CHAIN GUIDE KIT			
1	7085-00-9061	S-KIT, CHAIN GUIDE SET / ENS. GUIDE CHAÎNE	1
2		CHAIN GUIDE / GUIDE DE CHAÎNE	1
3	--	SLEEVE, NYLON / DOUILLE, NYLON	1
4	--	BLOCK, CHAIN GUIDE / BLOC, GUIDE DE CHAÎNE	1
5	1278-08-X029	RN, M8-1.25, 0.5-7.1, ZP	1
6	1430-06-X016	RWHS, 6X16, TX, ZP	2

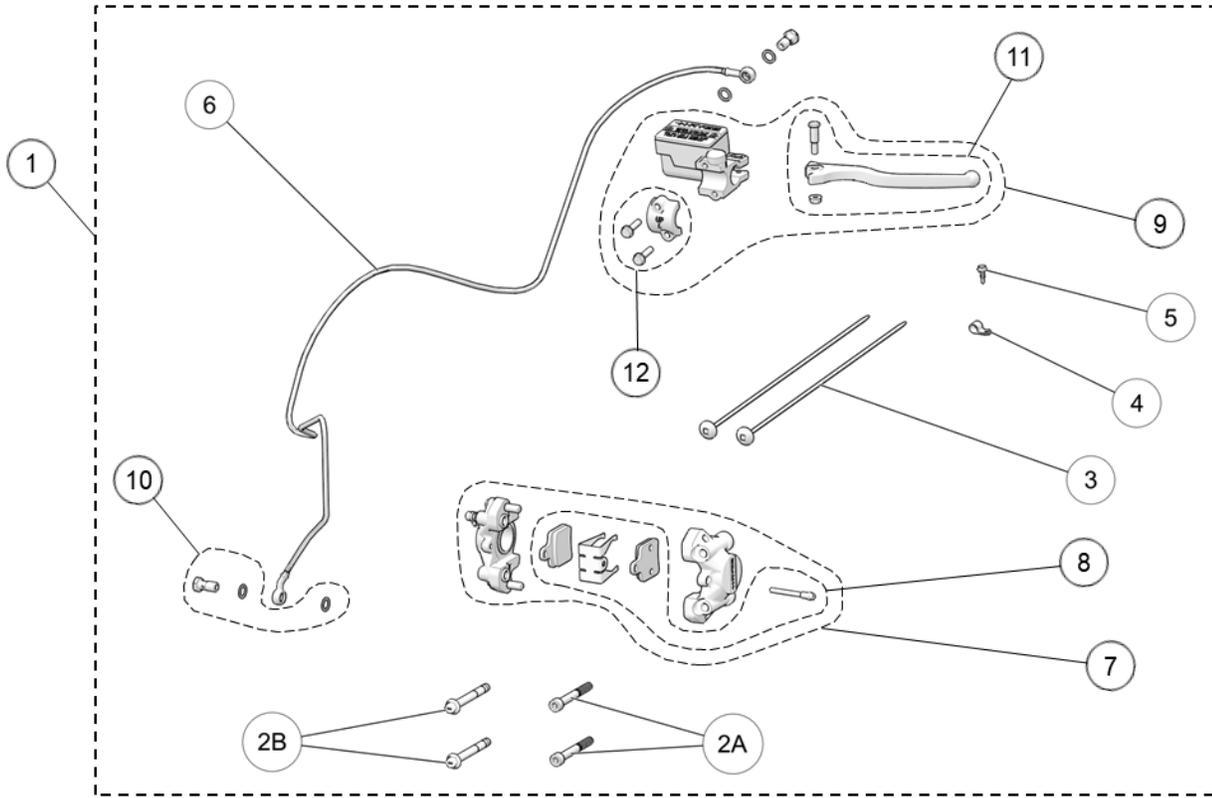


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: TRACK			
1	1093-00-9339	TRACK - SNOWBIKE 129" (9339S) / CHENILLE - SNOWBIKE 129" (9339S)	1

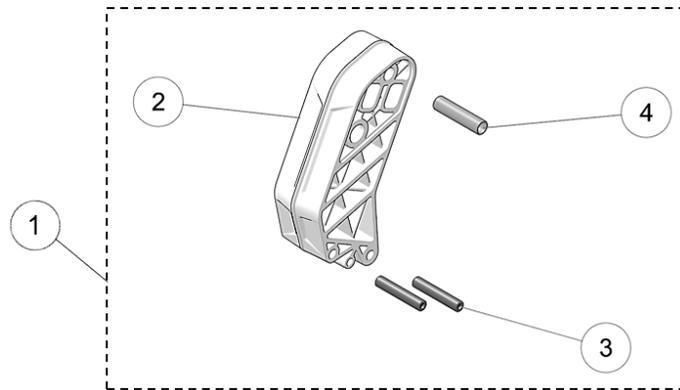


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: SKIN COVER			
1	7087-00-9109	S-KIT, SKIN COVER DTS / COUVRE TUNNEL DTS	1
2	1036-08-0025	HFSCS, M8-1.25X25, 8.8, ZP, DIN6921	6
3	1060-08-0001	W, 24X8.4X2, ZP, DIN9021	6
4	--	STICKER DAMPER - SKIN COVER / DÉCALQUE AMORTISSEUR	2
5	--	STICKER, CAMSO ROAD FREE / DÉCALQUE CAMSO ROAD FREE	1
6	--	STICKER, CAMSO LOGO - LH / COLLANT, CAMSO LOGO - GA	1
7	--	STICKER, CAMSO LOGO - RH / COLLANT, CAMSO LOGO - DR	1
8	--	SKIN COVER / COUVRE TUNNEL	1
9	1179-08-0001	CLN, M8-1.25, BP	6

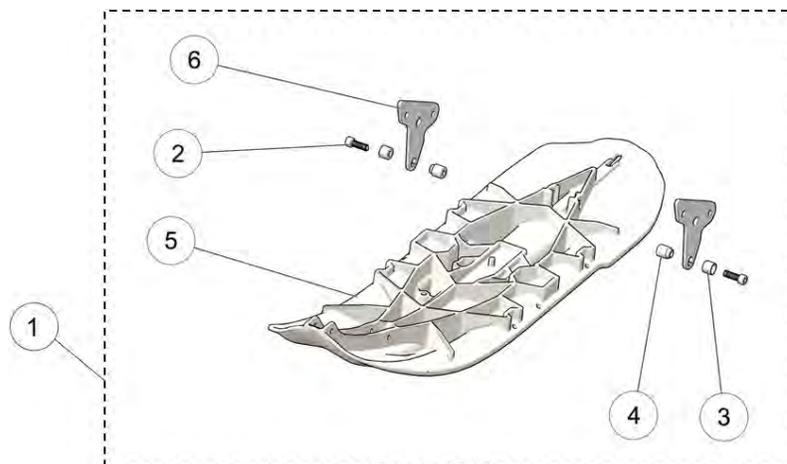
PARTS LIST



ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: BRAKE SYSTEM			
1	7086-00-9070	S-KIT, BRAKE SYSTEM DTS / S-KIT, SYSTÈME FREIN DTS	1
2A*	1032-08-J065	HSCS, M8-1.25X65, 12.9, ZN, DIN912 *(MY2017-2018)	2
2B*	1035-08-A070	HFCS, M8-1.25X70, GR 10.9, ZINC PLATED, IFI 536 *(MY2019)	2
3	1037-00-0003	MOUNTABLE CABLE TIE / ATTACHE CÂBLE	2
4	1037-00-0037	LOOP CLAMP / BRIDE DE FIXATION	1
5	1249-E1-X016	SDHWS, #10-16X5/8, ZP	1
6	1086-00-9190	BRAKE LINE ASS'Y, 1847 MM / CONDUITE FREIN ASS., 1847 MM	1
7	7086-00-9010	S-KIT, BRAKE CALIPER / S-KIT, ÉTRIER DE FREIN	1
8	7086-00-9011	S-KIT, BREAK PADS / S-KIT, PLAQUETTES DE FREIN	1
9	7086-00-9012	S-KIT, MASTER CYLINDER - RH / S-KIT, MAÎTRE CYLINDRE, DR	1
10	7086-00-9013	S-KIT, BRAKE LINE FASTENERS / QUINCAILLERIE SYSTÈME FREIN	2
11	7086-00-9014	S-KIT, BRAKE LEVER / LEVIER DE FREIN	1
12	7086-00-9015	S-KIT, MASTER CYLINDER, CLAMP/ SYSTÈME FREIN, BRIDE	1

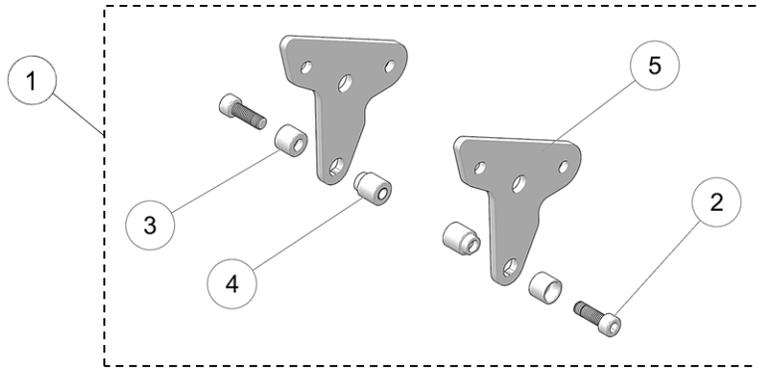


ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: UPRIGHT	
1	7085-00-9150	S-KIT, UPRIGHT ASSY / S-KIT, SUPPORT ASSEMBLÉ	1
2	--	SKI, UPRIGHT - WHITE / SKI, SUPPORT - BLANC	1
3	--	SKI, UPRIGHT ROD / SKI, ARBRE SUPPORT	2
4	--	SKI, UPRIGHT TUBE / SKI, TUBE SUPPORT	1

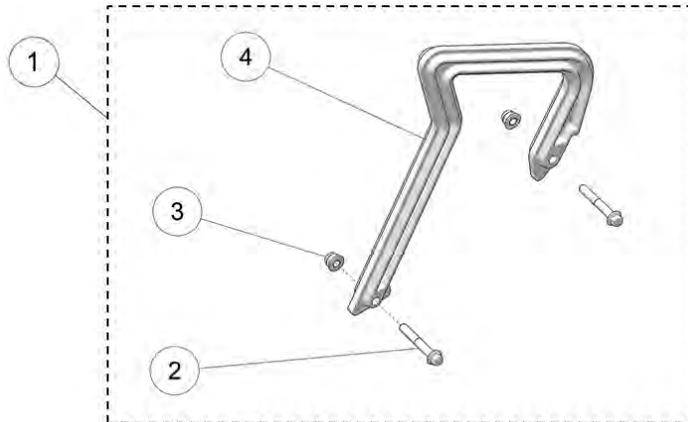


ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: SKI	
1	7085-00-9032	S-KIT, SKI	1
2	1032-10-H030	HSCS, M10-1.5X30, 12.9, ZP, TL, DIN 912	2
3	--	SKI, PIVOT	2
4	--	SKI, PIVOT THREADED / SKI, PIVOT FILETÉ	2
5	--	SKI - WHITE / SKI - BLANC	1
6	--	SKI, BRACKET / SKI, ANCRAGE	2

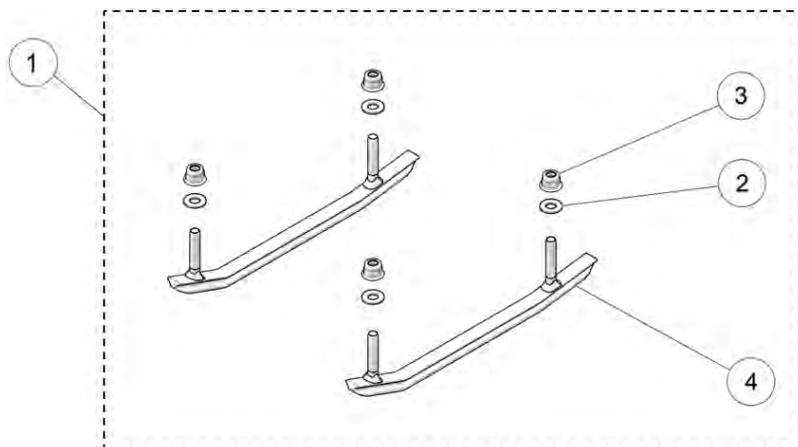
PARTS LIST



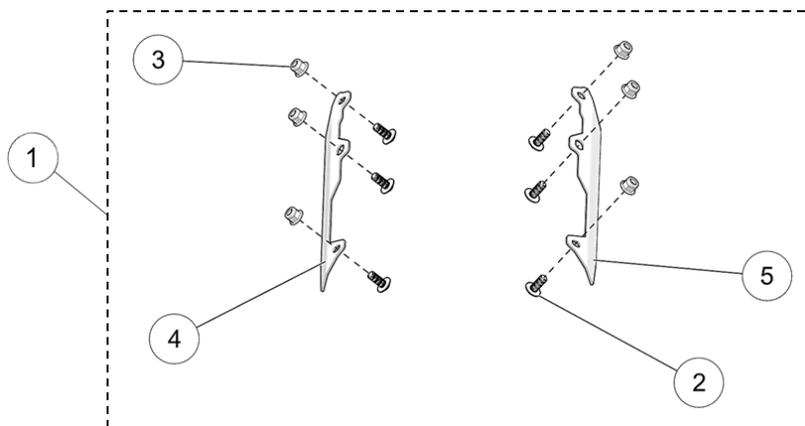
ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: PIVOT PLATE SET			
1	7085-00-9040	S-KIT, SKI PIVOT PLATE SET / S-KIT, ENS. PLAQUE PIVOT SKI	1
2	1032-10-H030	HSCS, M10-1.5X30, 12.9, ZP, TL, DIN 912	2
3	--	SKI, PIVOT	2
4	--	SKI, PIVOT THREADED / SKI, PIVOT FILETÉ	2
5	--	SKI, BRACKET / SKI, ANCRAGE	2



ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: SKI HANDLE			
1	7085-00-9011	S-KIT, SKI HANDLE DTS / S-KIT, POIGNÉE SKI DTS	1
2	1035-08-C050	HFCS, M8-1.25X50, 10.9, ZP, IFI536	2
3	1074-08-0001	FNN,M8-1.25,8,ZP,DIN6926	2
4	--	SKI, HANDLE / SKI, POIGNÉE	1

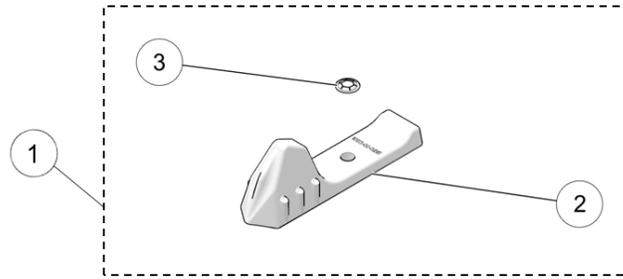


ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: CARBIDE RUNNER SET	
1	7088-00-9055	S-KIT, SKI CARBIDE SET / S-KIT, ENS. CARBURE SKI	1
2	1060-00-0001	W, 11/16X11/32X0.060, 8, ZP, SAE	4
3	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	4
4	--	SKI RUNNER / LISSE SKI	2

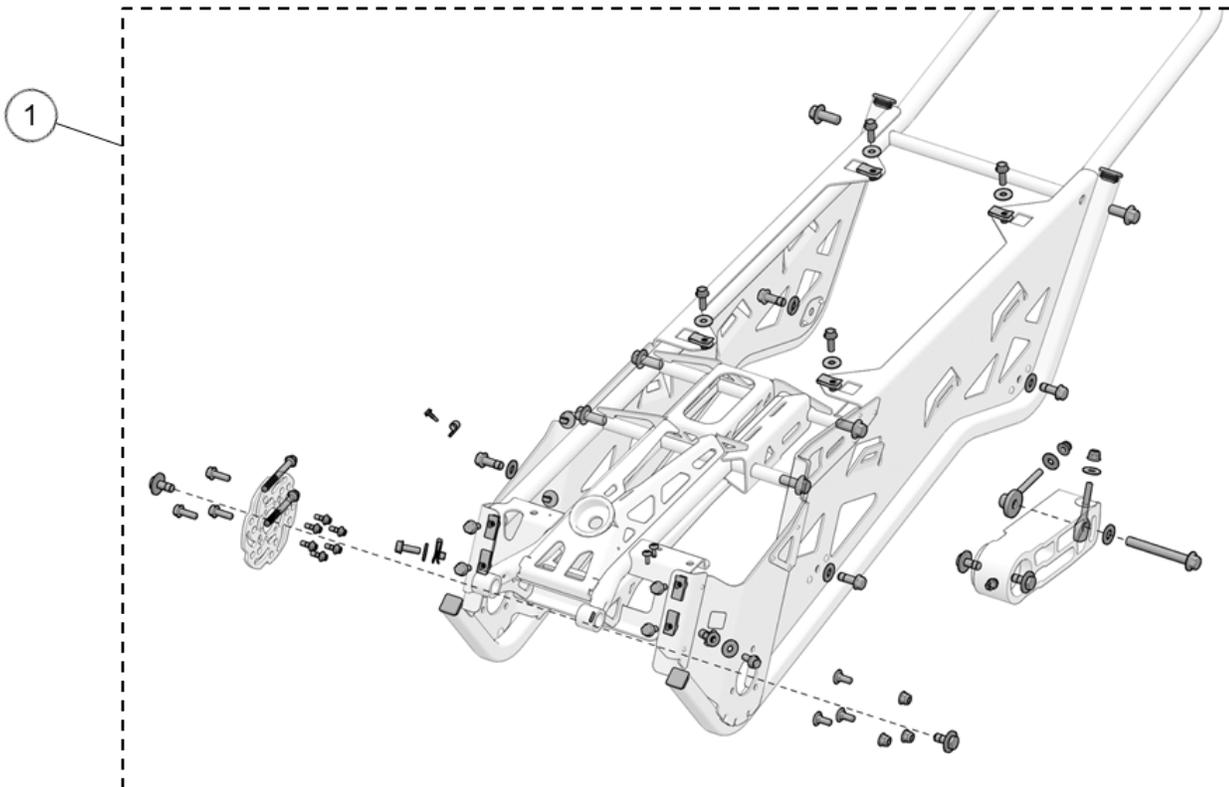


ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: SIDE RUNNER SET	
1	7088-00-9037	S-KIT, SKI SIDE RUNNER SET / S-KIT, ENS. LISSE LATÉRALE SKI	1
2	1038-08-K020	HSFBS, M8-1.25X20, SS, 18-8	6
3	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	6
4	--	SKI, SIDE PLATE - LH / SKI, PLAQUE LATÉRALE - GA	1
5	--	SKI, SIDE PLATE - RH / SKI, PLAQUE LATÉRALE - DR	1

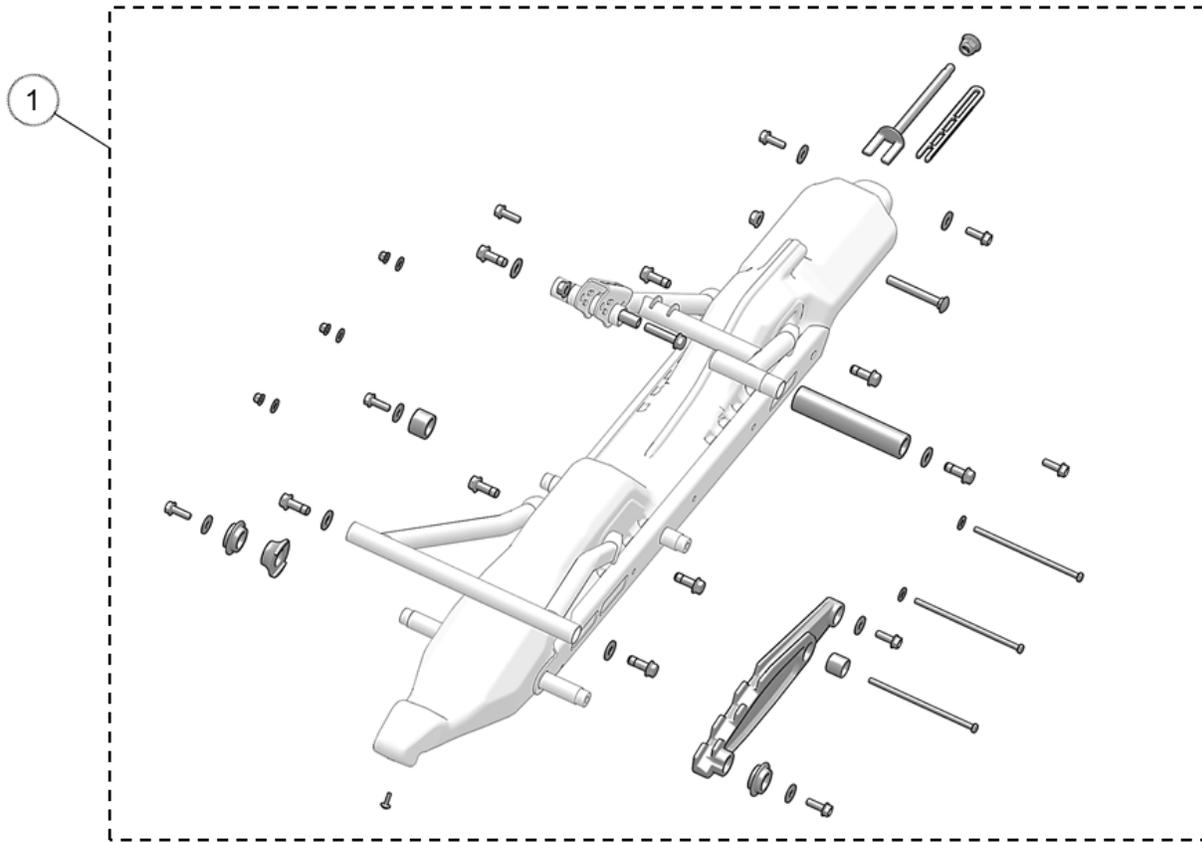
PARTS LIST



ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: SKI RUBBER DAMPER			
1	7093-00-0215	S-KIT, SKI RUBBER / S-KIT, CAOUTCHOUC SKI	1
2	--	SKI, DAMPER / SKI, AMORTISSEUR	1
3	1096-00-0001	PN, 20X10X2, 2	1

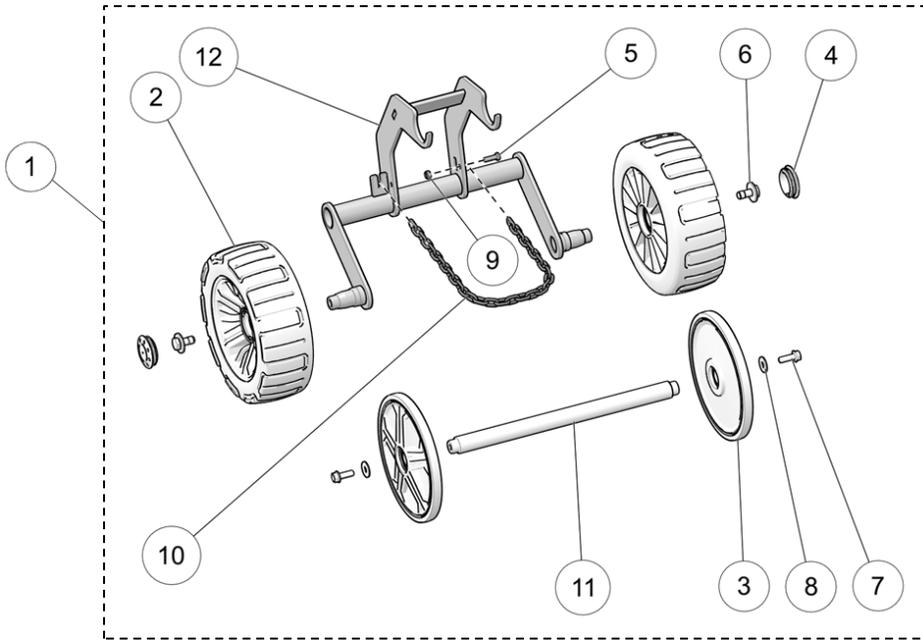


ITEM	PART #	DESCRIPTION	QTY
CAMSO DTS 129 MY2019 :: FRAME FASTENERS			
1	7000-00-9010	S-KIT, FASTENERS, DTS FRAME / BOULONNERIE, CHÂSSIS DTS	1



ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: SUSPENSION FASTENERS	
1	7000-00-9013	S-KIT, FASTENERS / BOULONNERIE - DTS SUSPENSION	1

PARTS LIST



ITEM	PART #	DESCRIPTION	QTY
		CAMSO DTS 129 MY2019 :: WHEEL KIT	
1	7200-00-9050	SKI, WHEEL KIT / ENSEMBLE DE ROUE, SKI	1
2	1016-00-2260	WHEEL (4.10/3.50-6) BLACK - ASS'Y / ROUE (4.10/3.50-6) NOIR - ASS.	2
3	1016-00-9200	WHEEL, 200 MM / ROUE, 200 MM	2
4	1017-00-0042	WHEEL CAP / CAPUCHON DE ROUE	2
5	1033-06-0020	BOLT / BOULON - HCS, M6-1X20, 8.8, ZP, DIN933	1
6	1033-10-2026	BOLT / BOULON - HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	2
7	1036-08-0025	BOLT / BOULON - HFSCS, M8-1.25X25, 8.8, ZP, DIN6921	2
8	1060-08-0001	WASHER / RONDELLE - W, 24X8.4X2, ZP, DIN9021	2
9	1071-06-0001	NYLON NUT / ÉCROU NYLON - NN, M6-1, ZP, DIN982	1
10	--	RETAINING CHAIN / CHAÎNE DE RETENUE	1
11	--	REAR SHAFT / ARBRE ARRIÈRE	1
12	--	WHEEL KIT WELDMENT / ENSEMBLE ROUE SOUDAGE	1