

CAMSO ATV R4S FOR ALL-TERRAIN VEHICLES

ATV R4S: 1099-01-1352

USER MANUAL 2022



ATV R4S



⚠ WARNING

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

CAUTION: The ATV R4S Track System by Camso is designed for installation on vehicles 500 cc and under. Use of the System in applications other than those recommended by Camso may result in a warranty claim denial.

CAUTION: Longevity of the Camso ATV R4S Track System components is directly linked to the way the System is used. Sportive driving, rapid direction changes and repeated fast turns (especially on power steering vehicles) are not advised. These driving styles increase the risk of derailing and can cause premature wear and/or major breakdowns on the Track System which will not be covered under normal warranty.

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4162, rue Burrill - Local A
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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: 6322NN B _____

Original notice

Translations in other languages available at www.camso.co

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INTRODUCTION

Thank you for choosing the **Camso ATV R4S** Track System, (hereinafter referred to as the "System"). This system, designed for a more recreative use, will provide you with all the traction, performance and durability you require in winter conditions as well as fall and spring conditions. This Track System for all-terrain vehicles (hereinafter referred to as "ATV") is lighter and is aimed at small engine ATVs; 500 cc or less. It provides exceptional floatation in snow 60 cm or less deep, with a ground pressure that is 50% less than tires. Its strong lightweight steel frame, its internal sprockets adapted to the vehicle's capacity, and its tracks specifically designed for ATVs, make it the best system on the market in its category. You will do more with your ATV, at less cost.

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 vehicle and Track 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 indications of the ATV user manual and installation guidelines carefully. Their contents remains applicable after installation of the System.
- This document should be read by every person who drives the ATV equipped with the System.

- This document is an integral part of the System. Pass it along to any new System owner.
- Consult the legal authorities of the area where you drive your ATV equipped with the System before usage to ensure that you respect all applicable laws and regulations.
- ATV Track 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

The following figures show the location of the serial numbers on the Track System frame (Figure 1) and rubber track (Figure 2).

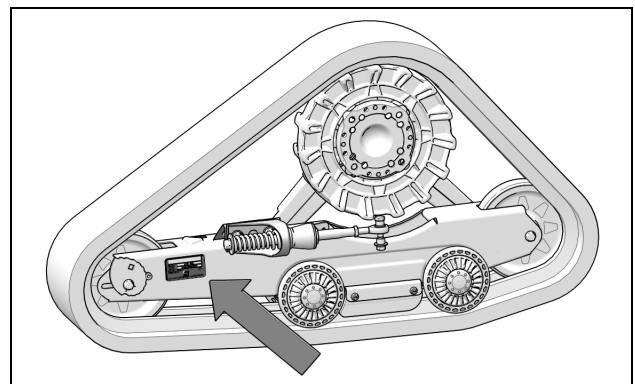


Figure 1

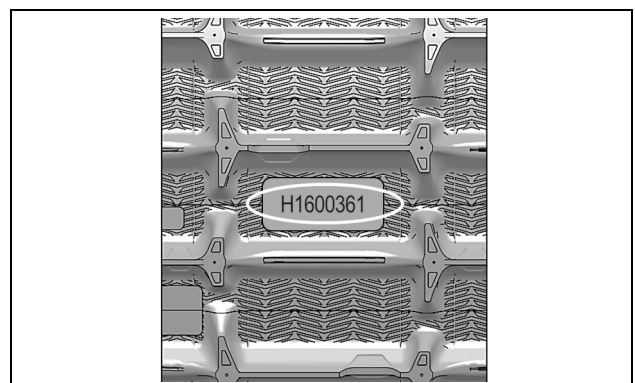
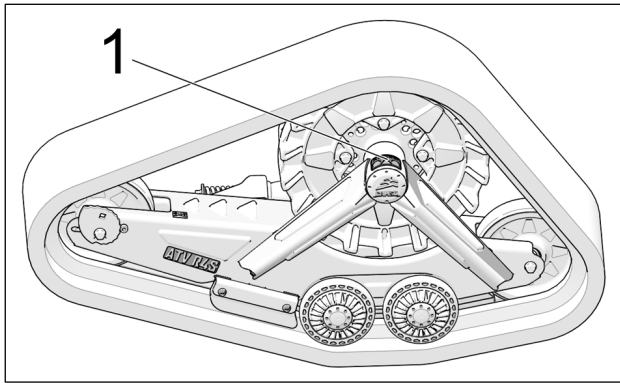


Figure 2

SAFETY

GENERAL WARNING

You will find on each Track System frame the general warning sticker (1) shown in the illustrations below. Read and understand the sticker carefully before using the Track System. It contains important information about safety and proper operation of the Track System.



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



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

If the Track 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 the Track System.



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

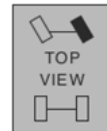
POSITION PICTOGRAM STICKERS

These labels indicate the position of each Track System unit: front left, front right, rear left and rear right. They are located on the top of each frame.

Front left



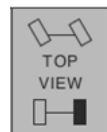
Front right



Rear left



Rear right



USER NOTICE AND DISCLAIMER

The **Camso ATV R4S** System was initially designed to be used in winter conditions and was then adapted to be used in fall and spring conditions.

This document holds important information regarding driving an ATV equipped with the **Camso ATV R4S** 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 ATV owner's manual as needed. When purchasing either a new or used Track System, the user must obtain all documentation related to the System, including manuals and guides related to the ATV 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 an ATV with the particularities of this type of System. The ATV driver must, at all times, respect all applicable laws and regulations, the indications of the System manufacturer and the indications from the vehicle manufacturer fixed by law, namely when age restrictions exist and ATV base equipment is required (headlights, flashers and brake lights, rearview 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 ATV 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 ATV 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 an ATV 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.

An ATV 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 an ATV 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 ATV to be less stable, and affect usability of the vehicle. Unless otherwise prescribed by law and by the ATV 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 ATV width and weight.
- Reduces ground pressure.

These parameters will effectively change driving characteristics of an ATV equipped with the System.

Consequently, **it is highly recommended that the user adapt his driving style to the new characteristics mentioned above.** The driver 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 ATV 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 ATV 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 accidents on ATV.

Camso is proud to offer ATV conversion kits within its wide range of products. ATV Track Systems are not only reliable, but safe. However, there are risks inherent to driving an ATV equipped with the System. It is therefore very important that a driver familiarize himself with proper driving techniques of an ATV equipped with a System, and that he adapt his driving to his level of experience and continually evaluate operating conditions and terrain to safely and efficiently make the best of the Camso ATV Track Systems.

OPERATING INSTRUCTIONS

HINTS AND TIPS

- Before leaving for an excursion, make sure to bring with you the following: 13 mm, 15 mm, 16 mm, 17 mm, and 19 mm wrenches and sockets, long-nose locking pliers, a ratchet wrench with 2 in. extension - 3/8 in. drive, an ax, a shovel, a tow cable, a lifting jack and an adjustable wrench.
- Generally, the slower you go, the better the traction will be.
- If an excursion on unknown or remote terrain is planned, make sure to have in your possession a cellular or satellite phone, a first aid kit and spare parts.
- If you drive off trails, always beware of hidden obstacles.
- If you ride in deep snow, do not intentionally spin the track (tracks keep on turning while the vehicle 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 (4 hours or 80 kilometers), **follow these recommendations:**

VERIFICATION	Hr 0	Hr 1 15 km/h*	Hr 2 25 km/h*	Hr 3 35 km/h*
VISUAL INSPECTION	x	x	x	x
TRACK TENSION	x	x		x
ANGLE OF ATTACK	x	x		
ALIGNMENT	x			x
BOLT TORQUE - ANCHOR BRACKETS				x

* Maximum Real Speed

CAUTION: Avoid running under dry and clean conditions. (For example: asphalt, hay or straw field, etc). Start sharp turns at very low speed: (10 km/h maximum real speed).

- A **GOOD** break-in period must be done in a lubricated environment such as water, mud, snow, soft soil, sand, dust, etc.

- A **BAD** break-in period can generate smoke, odors of burned rubber as well as plastic deposits on the sprocket and/or the frame.

⚠ WARNING

Driving a vehicle equipped with Track Systems is different from driving a vehicle on wheels. It is strongly recommended that the safety guidelines provided below are followed to prevent any accident and/or serious malfunction that could affect the occupants, the vehicle or the Track Systems.

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

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: Track systems installed on an ATV project more snow, dirt, water, or mud than tires. The owner/driver is responsible for adapting engine and CVT air intakes to minimize the risks of breakdowns and/or damage to mechanical components.

JUMPING

⚠ WARNING

Jumping with vehicles equipped with Track Systems is not recommended. These Systems were not designed to carry out this type of operation. An ATV equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.

STEEP DESCENTS

CAUTION: It is not advisable to change direction during steep descents. This can lead to a serious malfunction of the ATV steering system and Track Systems.



CAUTION: During a steep descent, it is advisable to keep the handlebars straight and to begin turning when the ATV is on flat ground, thus avoiding subjecting the vehicle components and the System to any high stress.



⚠ WARNING
Allow for a greater braking distance and periodically apply the brakes while driving to prevent ice build-up on brake components.

CAUTION: Reduce your speed at all times; Track Systems installed on a vehicle do not have the same absorption capacity as tires.

DESCENDING AND BEING STUCK IN REVERSE

CAUTION: If the rear Track Systems get stuck in the snow, avoid moving or towing the vehicle in reverse to ease it from its position, as this could lead to a malfunction of the Systems. If possible, move it in the forward direction to free it from the snow.



CAUTION: It is advisable to remove the snow from the top of the rear Track Systems and to compact it behind the Systems, using your feet, to dislodge the track. Shoveling remains the best alternative in this situation.



⚠ WARNING
Adapt your driving style to surrounding conditions (weather, traffic, etc.) and your driving abilities.

CAUTION: Always operate in 4x4 mode, this significantly reduces possibility of derailing in any conditions.

DRIVING OVER AN OBSTACLE TALLER THAN 30 cm [12 in]

CAUTION: It is not advisable to attempt to drive over an obstacle taller than 30 cm [12 in], such as a tree trunk, stump or big rock.



CAUTION: If the situation occurs, insert a log or a rock to lower the height of the obstacle and facilitate driving over the obstacle.



⚠ WARNING
The driver must remain vigilant and cautious at all times. Snow and mud can hide dangerous obstacles.

CAUTION: In loaded / working mode (100 kg and over), reduce significantly your speed and be extra careful on rough terrain.

CAUTION: Never exceed vehicle cargo and tow capacity specified by your vehicle manufacturer on any type of terrain.

DRIVING OVER A STEEP RIDGE

CAUTION: It is not advisable to attempt to drive over an obstacle, such as a tree trunk, big rock or steep ridge that could lodge itself between the front and the rear Track Systems and immobilize the vehicle. The best option remains to bypass this type of obstacle.



DRIVING OVER AN OBSTACLE

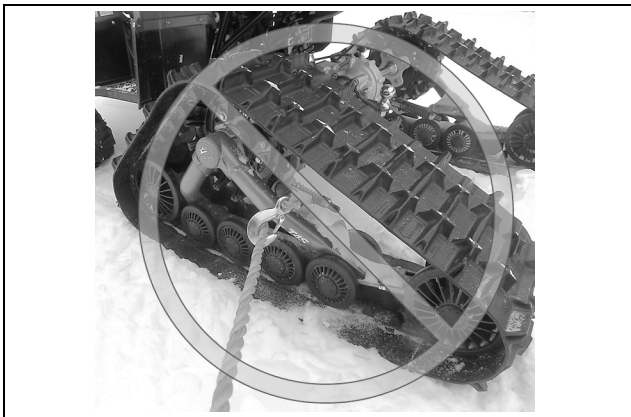
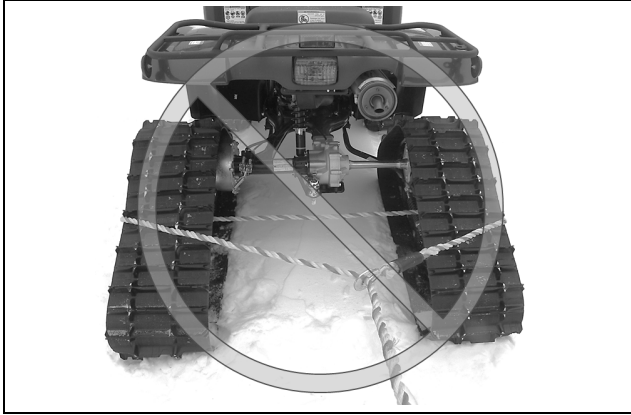


⚠ WARNING
Always follow the ATV manufacturer's safety rules and recommendations regarding, for example passengers transportation, maximum loads, etc.

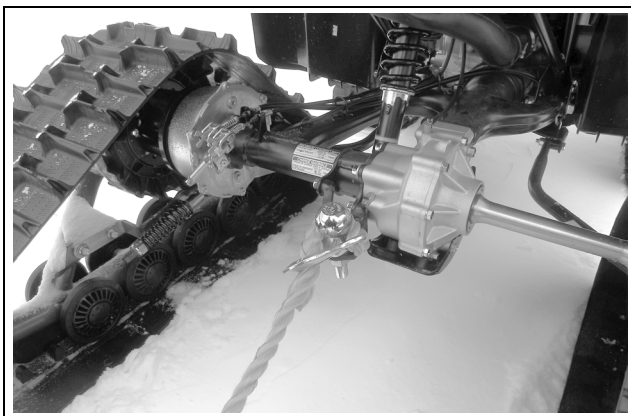
⚠ WARNING
When travelling in groups, people following vehicles equipped with Track Systems should be warned, as tracks can propel dangerous objects. Be especially cautious on "rocky" trails.

LOCATION OF TOWING CABLE

CAUTION: If your vehicle must be towed out of the snow, do not secure the towing cable on the Track Systems.



CAUTION: The towing cable must be attached to the vehicle's frame.



TOWING A VEHICLE OUT OF THE SNOW

CAUTION: If your vehicle must be towed out of the snow, never tow it in the direction in which you were riding when the vehicle got stuck.



CAUTION: Tow the vehicle in the direction of the tracks it left before getting stuck.

DRIVING ACROSS SLOPES

⚠ WARNING

Driving across slopes can be dangerous. On a slope too steep, your vehicle could rollover. Keep in mind that mud, snow or ice can modify ground conditions. In all cases, do not drive across a slope with a bank angle of more than 15 degrees.

TRACK SYSTEMS OPERATING IN WATER AND MUD

CAUTION: If Track Systems are used in wet conditions, submerged in water and/or mud, it is important to consult the Track Systems' maintenance chart and to observe the maintenance intervals indicated in this manual related to commercial, industrial and abrasive conditions use.



CAUTION: It is the driver's responsibility to follow the recommended scheduled maintenance described in this manual.

EXCEEDING THE ANTI-ROTATION STROKE ON ROUGH TERRAIN

CAUTION: Never exceed anti-rotation stroke of front or rear Track Systems. System or vehicle failure may occur. Camso recommends always riding on terrain that fully supports the Track System.

SPECIFICATIONS

TORQUE SPECIFICATIONS

The table below contains the recommended torque specifications according to bolt size and grade.

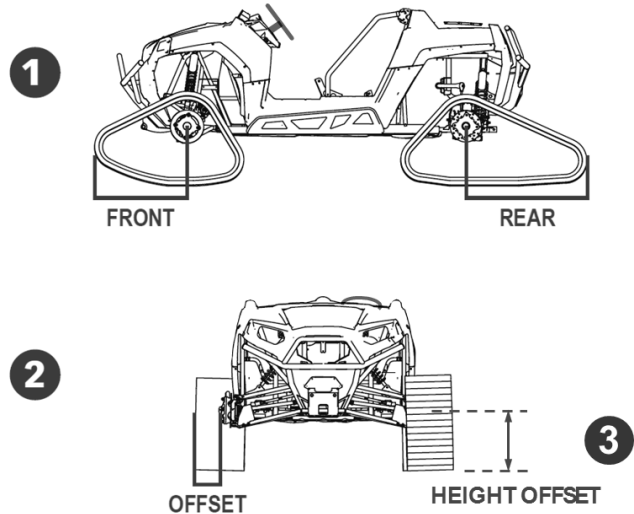
CAUTION: Some bolts in the Track System assembly have a specific torque specification. Refer to the exploded views at the end of the Manual to obtain the exact torque specifications applied to these bolts.

DIMENSION	GRADE	Nm	lb-ft
M6-1.0	8.8	10	7
M6-1.0	10.9	16	12
M8-1.25	8.8	25	18
M8-1.25	10.9	33	24
M10-1.5	8.8	50	37
M10-1.5	10.9	70	52
M12-1.75	8.8	90	66
M12-1.75	10.9	125	92

NOTE: Use a thread locker (Loctite 262 type or its equivalent) at indicated places in the exploded views of the system.

OFFSETS ON VEHICLE

Installation of a Track System on a vehicle creates offsets in length, height and width. The offsets are illustrated in the figure below and their dimensions are specified in the accompanying table.



1	OFFSET (LENGTH)	FRONT	25 in (635 mm)
		REAR	26 in (660 mm)
2	OFFSET (WIDTH)	POLARIS	5 in (127 mm)
		OTHER MODELS	4 in (102 mm)
3	OFFSET (HEIGHT)	ORIGINAL TIRE: 24 in	3 in (76 mm)

SPEEDOMETER AND TRIP METER READINGS

Our Track System affects the Speedometer and Trip meter readings by approximately 35% depending on the ratio between sprocket and tire size.

ADJUSTMENTS

CAUTION: Track System adjustments must be verified after first use on the vehicle, and then at the maintenance chart's recommended intervals. Track tension, alignment and angle of attack of each Track System unit must be re-verified. 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 - FRONT SYSTEMS

To obtain the correct angle of attack on front Track Systems, perform the following:

- Use handlebars to point tracks straight ahead.
- Temporarily apply pressure to the front of the track to make stay flat on the ground
- Stabilizing arm (1) must be attached to front anchor bracket (2) mounted on vehicle. Figure 3.

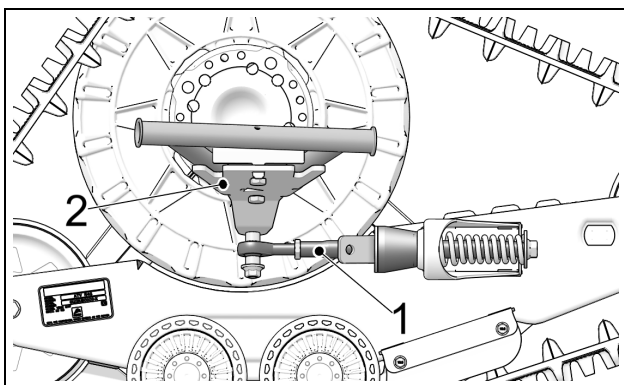


Figure 3

- A Bubble Level (1) is attached to the inside of the front frames. A perfectly centered bubble is needed to adjust the angle of attack correctly. See Figure 4.

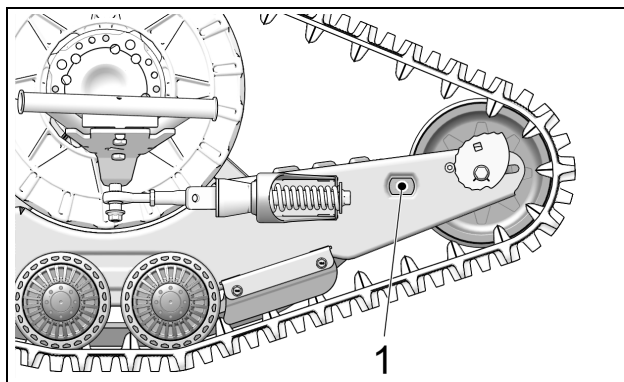


Figure 4

NOTE: Before each measurement, temporarily apply light pressure to the front of the track to make sure that it stays flat on the ground.

- Loosen jam nut (1). Adjust length of rod end (2) by rotating the steering limiter support plate on (3) the stabilizing arm. Use a 30 mm wrench to rotate support plate to obtain a perfectly centered bubble in the level. Refer to Figure 5.

NOTE: Stabilizing arms on front Track Systems incorporate a steering limiter support plate (3) that is bent. This plate should be positioned inwards, towards the vehicle.

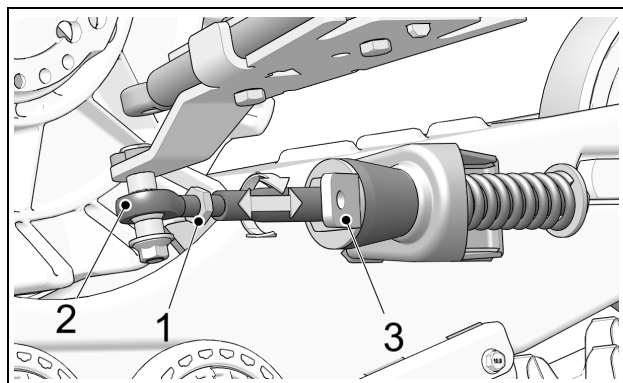


Figure 5

- When angle of attack is correctly set, tighten the jam nut (1) back against the stabilizing arm to 40 N•m [30lb•ft] of torque. See Figure 6.

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

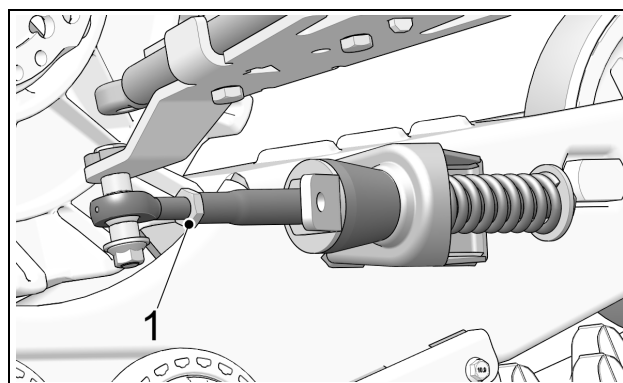


Figure 6

- Once the centered bubble in the level indicates that the angle of attack is correct, double-check the setting by validating the distance from the top of the back tires to the ground. Figure 7.

ADJUSTMENTS

- Position a flat bar on top of the rear wheels of the front Track System and measure from the ground up to the flat bar as shown on Figure 7.

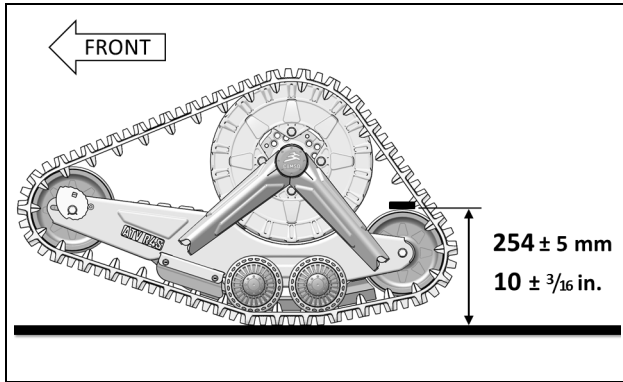


Figure 7

CAUTION: The 254 mm dimension corresponds to the required angle of attack setting. If the centered bubble in the level does not produce the required measurement of 254 mm, re-adjust angle of attack to obtain the required dimension without referring to the bubble level.

NOTE: Once angle of attack adjustment on front systems is completed, verify once more to confirm adjustment setting.

BASIC TUNING (Front Track Systems)

- An adjustment of more than **254 mm [10 in]**, measured with the flat bar, provides easier steering but produces a wobbling effect at high speed.
- An adjustment of less than **254 mm [10 in]**, measured with the flat bar, results in harder steering and more stability at high speed.

ANGLE OF ATTACK - REAR SYSTEMS

To obtain the correct angle of attack on rear Track Systems, perform the following:

RIGID AXLE OR TRAILING ARM SUSPENSION

CAUTION: Some vehicles require a particular adjustment. Refer to the *Installation Guidelines* specific to your vehicle model to confirm the adjustment.

- Stabilizing arm (1) must be attached to Track System and to rear anchor bracket (2) installed on vehicle. See Figure 8.

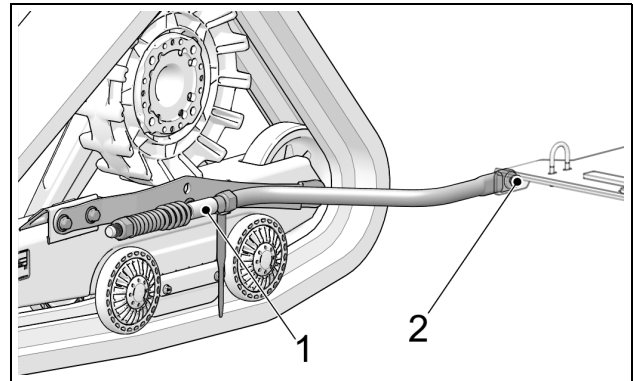


Figure 8

- Loosen nut (3) compressing stabilizing rod spring. See Figure 9.

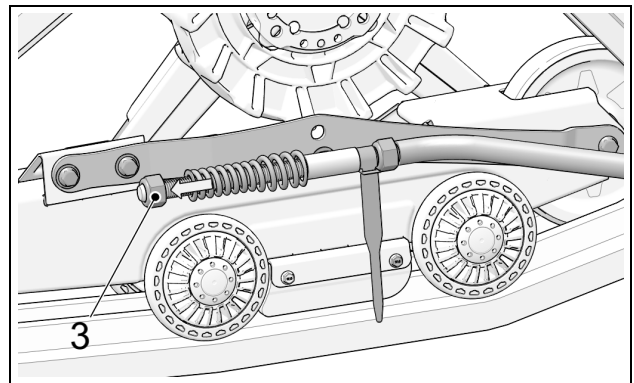


Figure 9

NOTE: Use narrow part of adjusting template provided with stabilizing arm to make adjustment.

- Set nut (4) to obtain a distance of 10 mm between nut and stabilizing arm guide as shown on Figure 10.

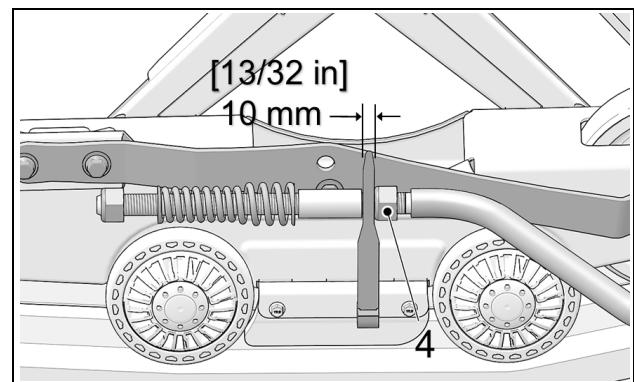


Figure 10

- Turn nut (3) until it comes in contact with spring, then compress spring by rotating nut 1 1/2 turns. See Figure 11.

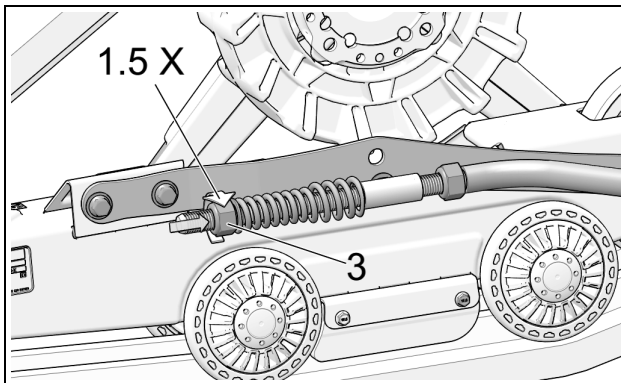


Figure 11

- **IMPORTANT:** Double-check the 10 mm minimum distance between nut and stabilizing arm guide. Re-adjust as needed. Figure 12.

NOTE: Use the provided template to double-check the adjustment.

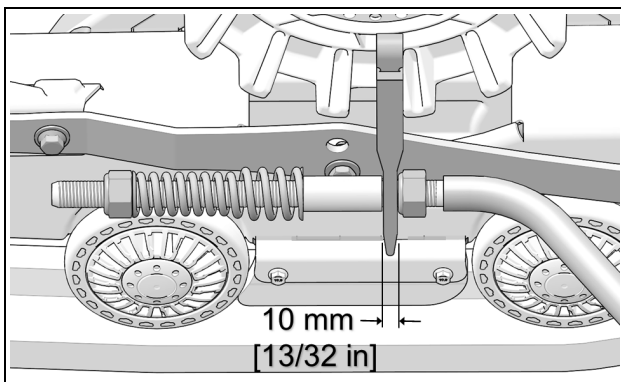


Figure 12

INDEPENDENT SUSPENSION (IS)

- Stabilizing arm (1) must be attached to rear anchor bracket (2) installed on vehicle. Figure 13.

NOTE: Actual Rear Anchor bracket (2) mounted on vehicle may differ from the one in the illustration.

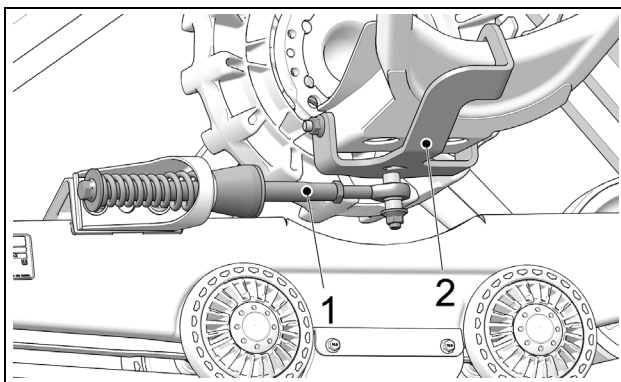


Figure 13

- Loosen jam nut (1). Turn stabilizing arm (3) to adjust length of rod end (2) so that rubber cone (4) applies light pressure on anti-rotation retainer (5). Figure 14.

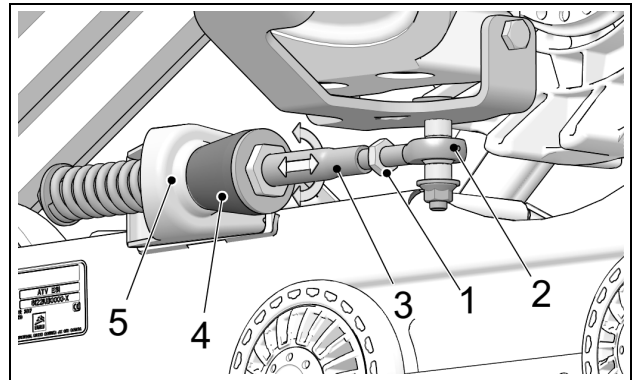


Figure 14

- Re-tighten jam nut (1) to 40 N•m [30 lb-ft] of torque when adjustment is complete. Figure 15.

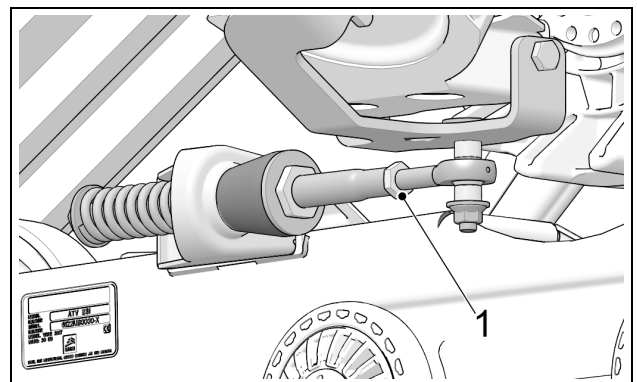


Figure 15

CAUTION: Tighten the jam nut to the recommended torque specification. Over-tightening the nut might damage the rod end.

NOTE: Once angle of attack adjustment on rear systems is completed, verify once more to confirm adjustment setting.

BASIC TUNING (Rear Track Systems):

- The adjustment is **incorrect** when the stabilizing arm's rubber cone is compressed and deformed. The stabilizing arm's spring is then difficult or impossible to turn by hand.

TRACK SYSTEM REMOVAL

CAUTION: Leaving the anti-rotation anchor brackets attached to the suspension arms, after having removed the Track Systems, could cause interference which might damage the vehicle. Remove all Track System anti-rotation mechanism components installed on the vehicle before reinstalling the wheels.

CAUTION: Track Systems mounted on an ATV increase ground clearance and vehicle stability. Be careful after re-installing your wheels; the handling characteristics of the vehicle will differ from those produced by Track Systems.

ALIGNMENT

Parallelism must be adjusted with the ATV on the ground, driving the vehicle forward about 3 meters [10 ft.] and measuring toe-in distance. Refer to Figure 16.

NOTE: Every time the measurement has to be taken, drive in reverse, then, drive forward again for about 3 meters [10 ft.].

CAUTION: Verify condition of the steering system components before adjusting parallelism. Damaged components can prevent proper adjustment and impair proper operation of the system.

CAUTION: Parallelism adjustment of front Track Systems is very important and is directly linked to longevity of System components. Users must follow attentively adjustment and verification recommendations of this manual.

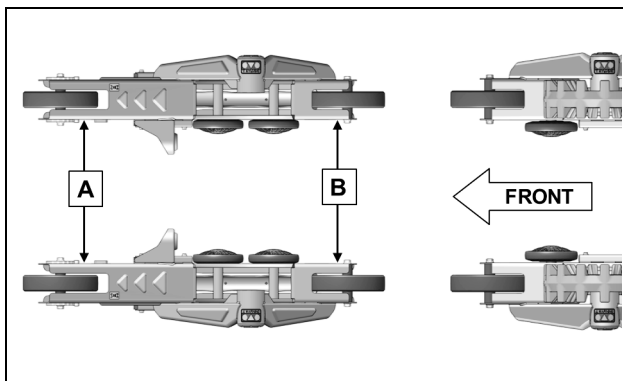


Figure 16

Dimension A: inside distance between front system frames at front wheels.

Dimension B: inside distance between front system frames at rear wheels.

Dimension A must be equal to or greater than **dimension B** without exceeding 3 mm [1/8 inch].

A - B = 0 to 3 mm [1/8 inch]

Adjustment Method

To adjust the ATV's steering system, first loosen coupling rod nuts (1), then screw or unscrew the coupling rod (2) an equal number of revolutions on both sides of the vehicle. Re-tighten nuts when adjustment is complete. See Figure 17.

NOTE: Starting with an open alignment setting provides a higher degree of precision in the adjustment.

CAUTION: Remember that some nuts have reverse threads before loosening a coupling rod nuts (1) on the vehicle's steering system. Make sure to unlock the nut in the proper rotational direction.

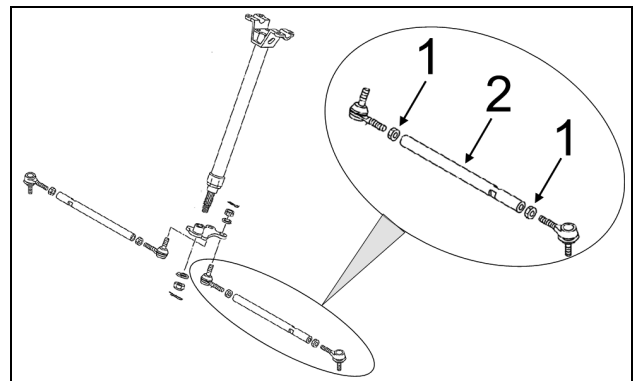


Figure 17

NOTE: Once parallelism of front Track Systems is set, verify once more to confirm adjustment setting.

Measure A: Measure the distance inside the front ends of the front Track System frames. See Figures 18, 19 and 20.

Measure B: Measure the distance inside the rear ends of the front Track System frames. See Figures 21, 22 and 23.



Figure 18



Figure 21



Figure 19 (Distance inside front frames - front end)



Figure 22 (Distance inside front frames - rear end)

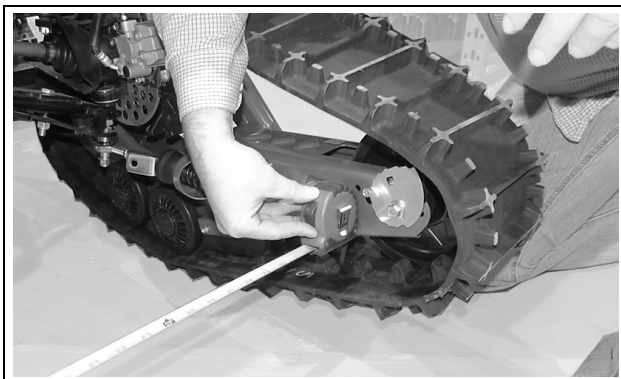


Figure 20



Figure 23

TRACK TENSION

- Loosen both tensioner side wheel shaft bolts (1), enough to allow tensioner cams (2) to turn. Figure 24.

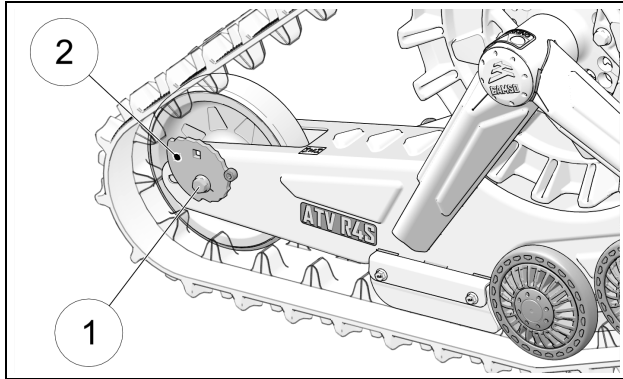


Figure 24

- Insert ratchet wrench extension with 3/8" drive (1) in tensioner cam's square hole. Figure 25.

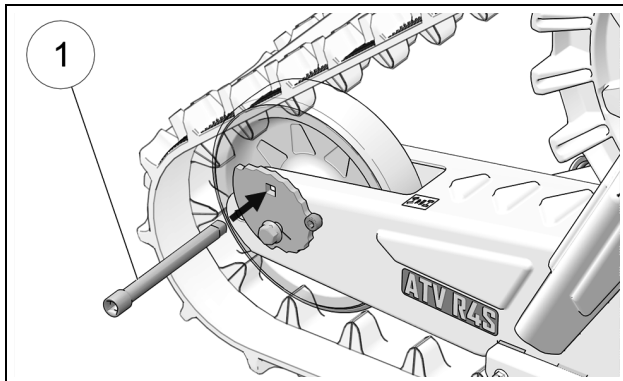


Figure 25

- Turn cam on each side and adjust tension as close as possible to the recommended tension. Figure 26.

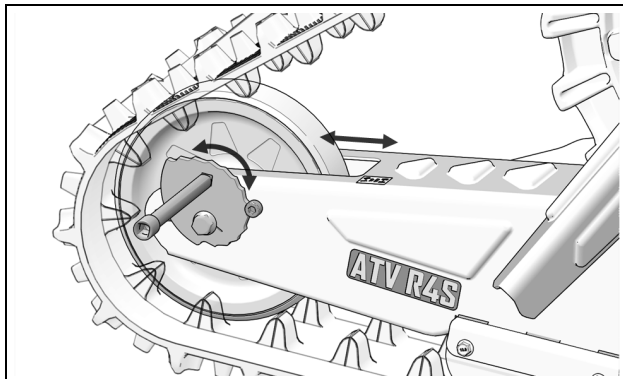


Figure 26

CAUTION: Tensioner cam adjustment position must be identical on both sides of Track System. Verify adjustment by counting at which position each cam is set. Both positions must be the same.

- After having adjusted the tension and **verified cam positions**, re-tighten both wheel shaft bolts to 50 N-m (37 lb-ft) of torque.
- Position of Tensioner cam locking bolts:
 - (A) - System with 15 or 16-tooth sprockets.
 - (B) - System with 17 or 18-tooth sprockets. See Figure 27.

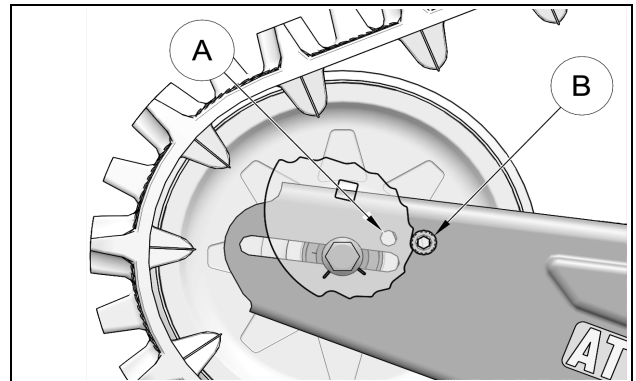


Figure 27

- Installation direction of Tensioner cams. Figure 28 and Figure 29.

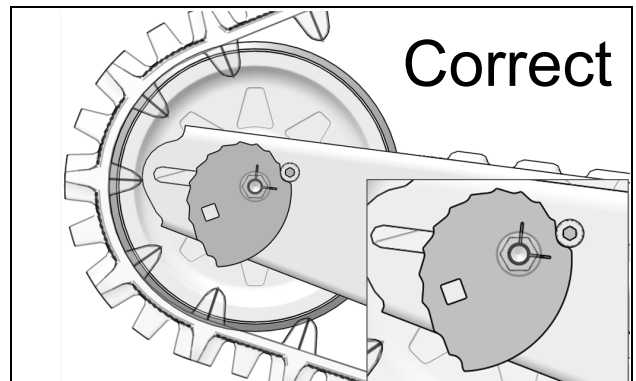


Figure 28

NOTE: With tensioner cam in position 0, the small slots cut at 90° should indicate 3 o'clock.

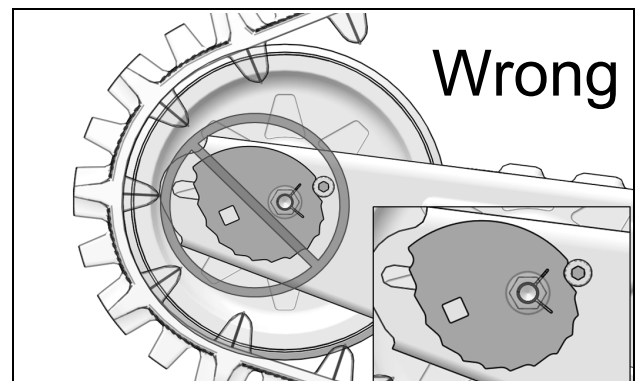


Figure 29

The table below shows the force (1) applied and the deflection (2) which must occur to correctly set track tension. Refer also to Figure 31.

TRACK	FORCE	DEFLECTION
Front	13,5 kg (30 lb)	17 mm ($\frac{5}{8}$ in.)
Rear	13,5 kg (30 lb)	17 mm ($\frac{5}{8}$ in.)

BASIC TUNING

- Higher rubber track tension reduces the risk of “derailing” and reduces drive “ratcheting”.
- NOTE: Track tension set too high could cause premature wear on system components and is therefore not recommended.*
- Lower rubber track tension provides better traction, a smoother ride and better fuel economy.

NOTE: The tension testing tool shown below in Figure 30 can be purchased through an authorized Camso dealer. Part #2000-00-3125.



Figure 30

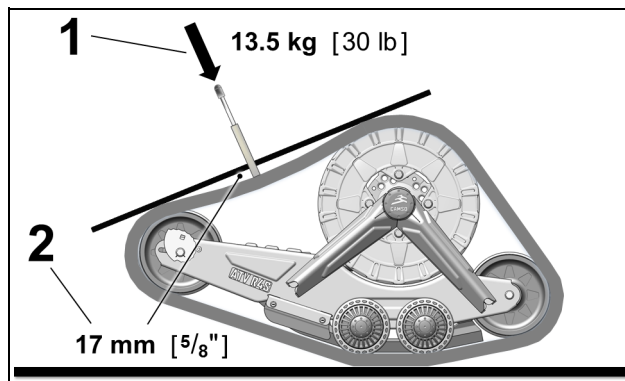


Figure 31

Final Check

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

TRACKS - INSTALLATION DIRECTION

Front track: can be installed in both direction. Figure 32.

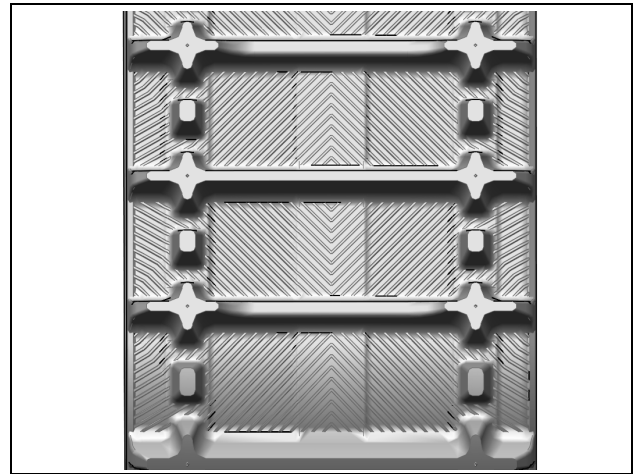


Figure 32

Rear track: can be installed in both direction. See Figure 33.

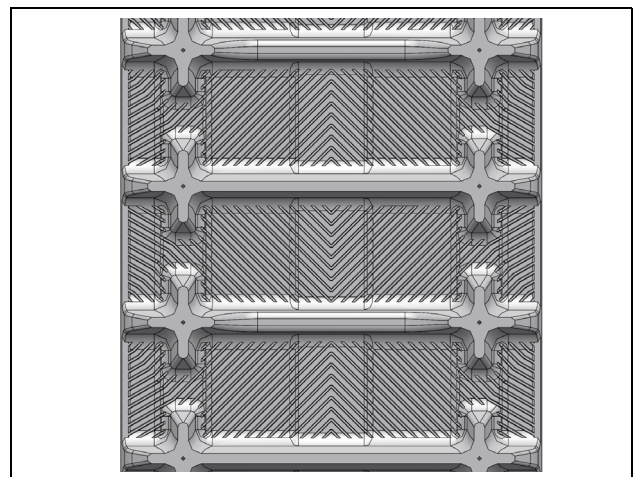


Figure 33

STORAGE

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

Before storing the Track System, it is important to perform the recommended annual maintenance tasks. Refer to the maintenance chart of page 18, section *Intervals* - column *200 Hrs / Annual*.

To avoid deterioration of mechanical components due to potential prolonged exposition to water, sand, salt or other similar contaminant, it is necessary to perform the recommended tasks contained in the maintenance schedule.

The following service steps must be performed before storage:

- Clean Track system.
- Inspect Track system completely.
- Release track tension.
- Remove, clean and lubricate wheel seals.
- Lubricate hub seal.
- Verify and/or replace oil in hub.
- Verify torque on bolts.

For more details, refer to the *Maintenance*, *Lubrication*, and *Wear* sections of this manual.

Store the System by laying down each frame on its side, away from direct sunlight. Figure 34.

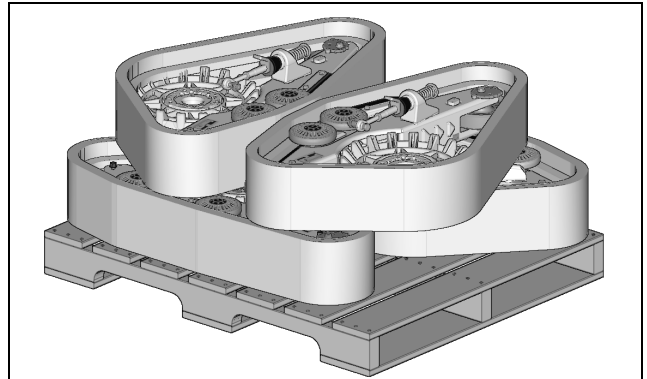


Figure 34

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 Track Systems is essential to their good running order and safe operation. Users have the responsibility to perform maintenance and regularly adjust their Track Systems. The “Maintenance” section provides the necessary information to perform adequate maintenance on the Track Systems.









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 Track Systems that will not be covered under the warranty. The user is responsible to follow the maintenance schedule provided by the manufacturer.

CAUTION: Camso recommends not using a brake cleaning solvent to clean the track system. This may damage sealing components and stickers.

The maintenance schedule has been established in order to provide optimum durability for your Track Systems. The type of usage and the conditions in which the Track Systems are used, have a direct bearing on the frequency of maintenance actions to perform. After inspection of your Track Systems, 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 19 and page 20.

MAINTENANCE	INITIAL	INTERVALS		
	FIRST USE	EVERY 25 ^A - 40 ^B HRS	EVERY 50 ^A - 75 ^B HRS	EVERY 200 HRS ^A / ANNUAL ^B
SYSTEM - VISUAL INSPECTION	CLEAN / INSPECT	CLEAN / INSPECT	CLEAN / INSPECT	CLEAN / INSPECT
SYSTEM - ADJUSTMENTS	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST
SYSTEM - VEHICLE ALIGNMENT	ADJUST		INSPECT / ADJUST	INSPECT / ADJUST
SYSTEM - BOLT TORQUE				INSPECT / ADJUST
TRACK - TENSION	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST
TRACK - WEAR				INSPECT
WHEELS - SIDE WEAR				INSPECT / REPLACE
WHEELS - BEARINGS			INSPECT	INSPECT / REPLACE
WHEELS - SEAL LUBRICATION 			INSPECT / LUBRICATE 	REPLACE / LUBRICATE 
FRAME - HUB BEARINGS 				INSPECT / REPLACE 
FRAME - HUB BEARING SEAL 			LUBRICATE 	INSPECT / LUBRICATE 
FRAME - TRACK GUIDE WEAR				INSPECT / REPLACE
FRAME - SKATE WEAR			INSPECT	INSPECT / REPLACE
FRAME - CRACKS				CLEAN / INSPECT
SPROCKET - WEAR				CLEAN / INSPECT
ANTIROTATION - LUBRICATION			CLEAN / LUBRICATE	CLEAN / LUBRICATE
ANTIROTATION - BOLT TORQUE	INSPECT / ADJUST		INSPECT / ADJUST	
ANTIROTATION - CRACKS, DEFORMATION				INSPECT
VEHICLE - A-ARM BOLT TORQUE		INSPECT / ADJUST		INSPECT / ADJUST
VEHICLE - STEERING COLUMN		INSPECT / ADJUST		INSPECT / ADJUST

A: Commercial use / Industrial use / Abrasive conditions

B: Normal winter conditions

 Important maintenance

MAINTENANCE

CAUTION: Some of the repair or maintenance tasks require the use of petroleum-based products, such as oils or greases, that should not be handled directly with unprotected hands. Use protective gloves that are resistant to petroleum-based products. In case of contact with skin, clean immediately with soap and water.

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 Track 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 each Track System to detect any defect or anomaly that can impair proper functioning of the systems.
- **Adjustment:** Perform or verify angle of attack adjustments on the systems according to the manufacturer's recommendations. Refer to the *Adjustments* section on page 10.
- **Vehicle Alignment:** Perform or verify the vehicle alignment with the Track Systems installed. Follow the manufacturer's recommendations. Refer to the *Alignment* section on page 13.

- **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 the tightening torque recommendations and use a thread locker product if you come across a bolt that is not tightened to the manufacturer's recommendations.

Track

- **Tension:** Perform or check track tension on the systems according to the manufacturer's recommendations. Refer to "Rubber Track Tension" in the *Adjustments* section on page 15.
- **Wear:** Check wear and overall condition of the tracks on the Systems. Refer to "Wear" in the *Maintenance* section on page 24.

CAUTION: A damaged track can result in premature wear of Track System components.

Wheels

- **Side Wear:** Check side wear on Track System wheels. Replace wheel(s) if wear is too great. Refer to "Wear" in the *Maintenance* section on page 25.
- **Bearings:** Check wheel bearings for restriction, noise or abnormal play in rotation. Replace bearing if it shows one of these defects.
- **Wheel Seal Lubrication:** Wheel seals must be cleaned of any dirt or contaminant and lubricated according to the manufacturer's recommendations. Refer to "Lubrication" in the *Maintenance* section on page 22. **If a seal shows damage or any defect, it must be replaced.**

NOTE: Installing new seals when doing wheel maintenance is recommended.

NOTE: Lubrication done at the recommended intervals allows the wheel seals to maintain optimal sealing action and prolongs the useful life span of the wheels.

Frame

- **Hub Bearings:** Check hub bearings for restriction, noise or abnormal play in rotation. Bearings must absolutely be replaced if they present a defect.

CAUTION: If a hub bearing shows a defect, replace the both hub bearings and replace hub bearings on all 4 Track Systems at the same time.

- **Hub Bearing seal:** The maintenance chart recommends cleaning and lubricating the hub seal. Refer to “Lubrication” in the *Maintenance* section on page 22.

NOTE: Lubrication done at the recommended intervals allows the hub seal to maintain optimal sealing action and prolongs the life span of the hub bearings.

- **Track Guide wear:** Check wear on Track Guides. Replace guides if wear is too great. Refer to “Wear” in the *Maintenance* section on page 24.
- **Skate wear:** Check wear of guide skates on the Systems. Refer to “Wear” in the *Maintenance* section on page 25. Replace if wear is too great.
- **Cracks:** Visually inspect the frames for presence of cracks or defects that can impair proper operation of the Track Systems. Replace components if damaged.

Sprockets

- **Wear:** Check wear of sprockets on the Systems. Replace if wear is too great. Refer to “Wear” in the *Maintenance* section on page 25.

Anti-rotation

- **Lubrication:** The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to “Lubrication” in the *Maintenance* section on page 23.
- **Bolt Torque:** Verify torque of assembly bolts on anchor brackets and anti-rotation arms at the recommended intervals specified by the maintenance chart.

- **Cracked or bent parts:** Visually inspect anti-rotation arms for presence of cracked or bent parts that can impair proper functioning. Replace components if damaged.
- **Rubber Dampers:** Verify condition of rubber dampers on anti-rotation arms. Replace dampers if they are deformed, cracked or show severe wear. Refer to “Wear” in the *Maintenance* section on page 24.

CAUTION: When pressure washing the Track Systems, care must be taken to keep the water stream away from wheel and hub bearing seals and from rubber caps.

CAUTION: Use a breaker bar to remove the hub assembly bolt. Do not use an air impact wrench. It might cause the bolt to break.

CAUTION: Always replace washer and hub assembly bolt when removing the hub from the frame. Use new fasteners at reassembly.

SPECIAL TOOLING

Wheel Extractor

Camso Part Number: 2000-00-1050

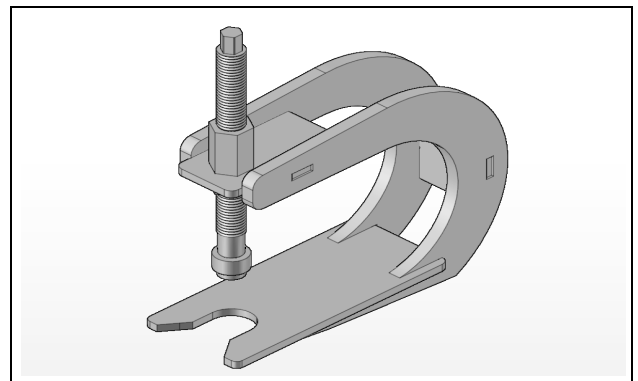
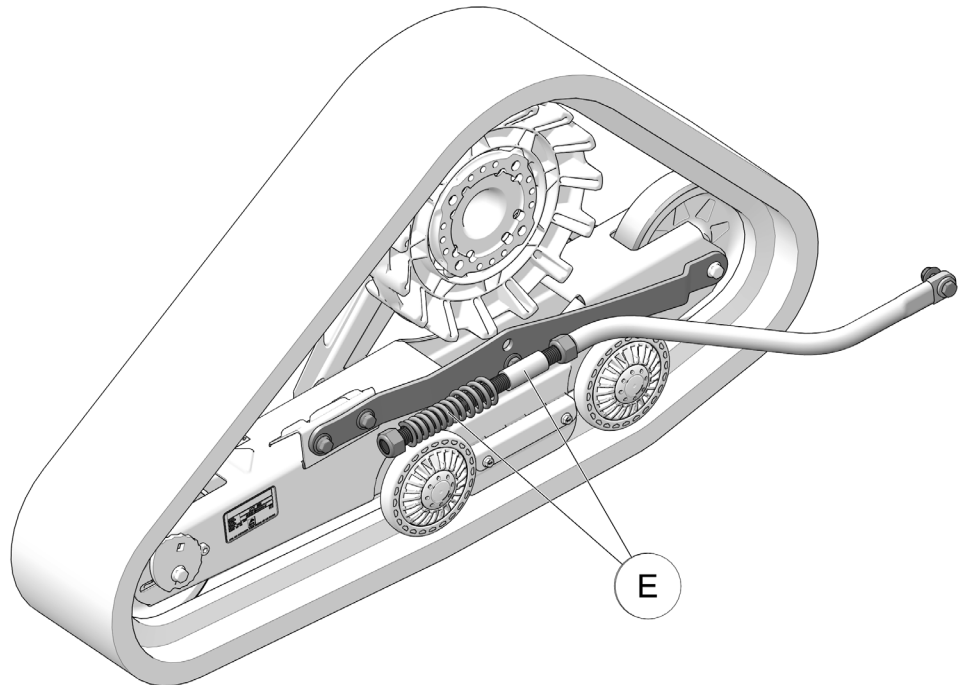
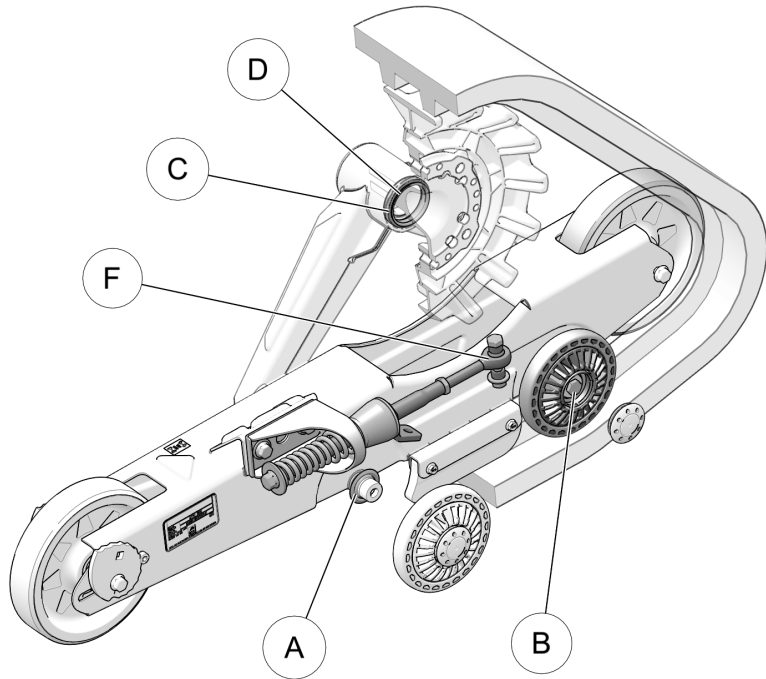


Figure 35

LUBRICATION

- A WHEEL SEALS
- B WHEELS
- C HUB SEAL
- D HUB - SPEED SLEEVE
- E ANTI-ROTATION ARM
- F ROD END



LUBRICATION

The maintenance chart on page 18 includes lubrication maintenance to perform on the Track Systems. Refer to the following recommendations for optimal lubrication.

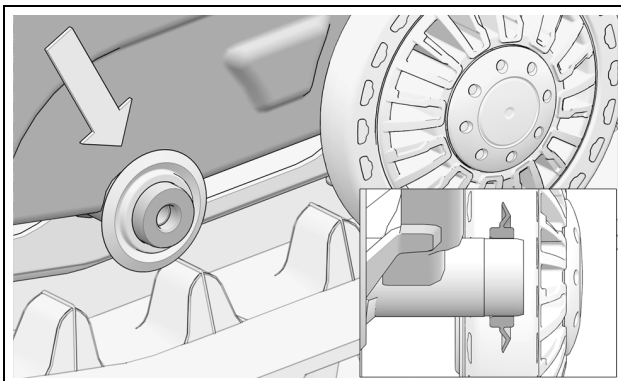
NOTE: Use a grease designed for operation in cold temperature and in extreme and wet environments.

REFERENCE "A"

WHEEL SEAL LUBRICATION (ø134 mm wheels)

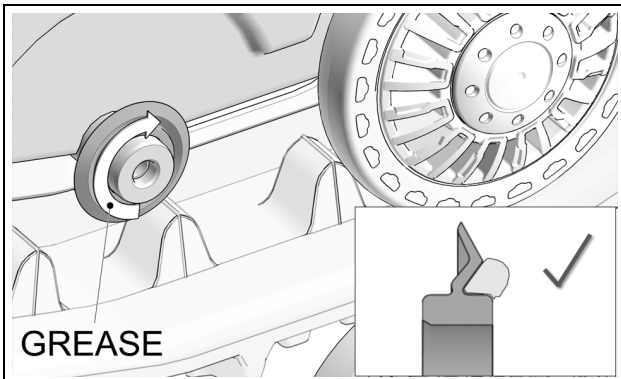
Install new seal on clean, dry wheel shaft at mid-point on bearing seat.

NOTE: Installing new wheel seals is recommended when lubricating these components.



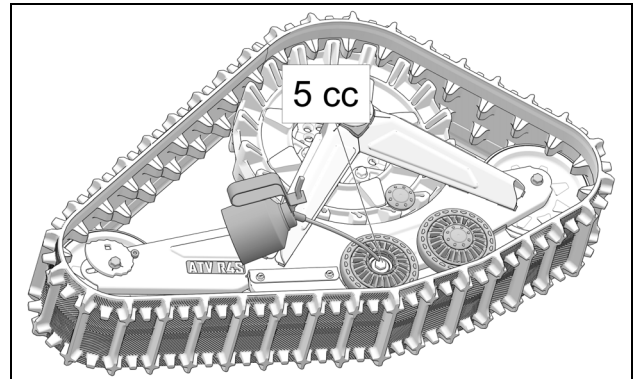
Apply evenly 3 to 3.5 cc of grease all around the wheel seal's V-shaped groove.

NOTE: V-shaped groove must be filled with grease all around.



REFERENCE "B"

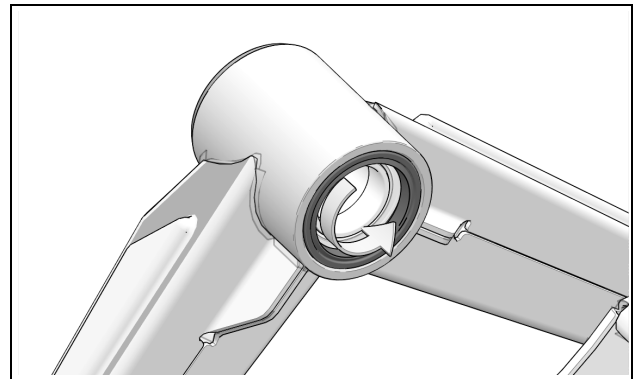
Camsco recommends pouring 5 cc of oil under wheel caps, at every maintenance interval. This will help minimize presence of contaminants and extend wheel bearing life.



REFERENCE "C"

HUB BEARING SEAL LUBRICATION

Apply evenly 1.5 to 2 cc of grease between the hub seal lips and on its the entire circumference (360°).



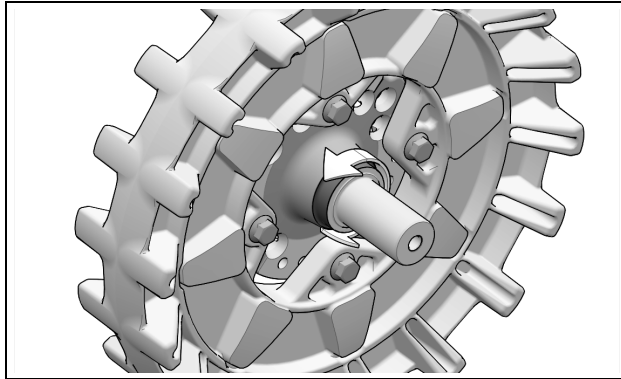
IMPORTANT: The hub seal must be installed flush with the hub face.

CAUTION: Replace hub seal immediately if defective.

REFERENCE "D"

LUBRICATION OF HUB SPEED SLEEVE

Apply 1.5 to 2 cc of grease over the entire width and circumference of the hub Speed Sleeve.



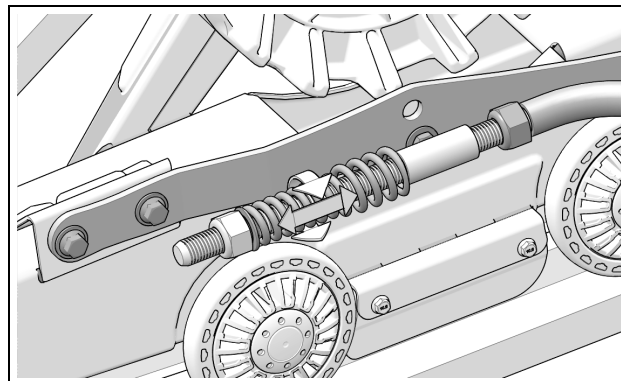
CAUTION: Replace Speed Sleeve (P/N 1093-00-7003) immediately if it shows wear.

REFERENCE "E"

STABILIZING ARM LUBRICATION

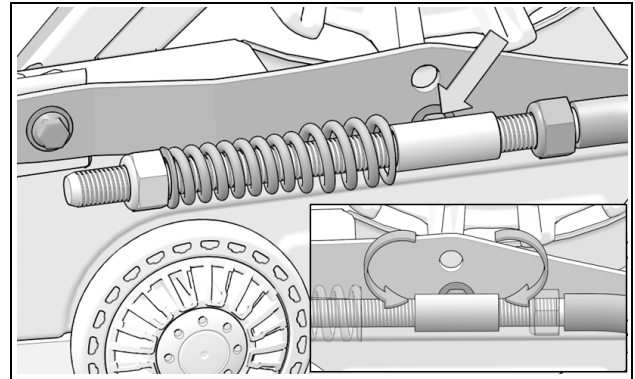
Clean and apply spray lubricant all around Rear Stabilizing arm compression spring on vehicles with a rigid rear axle suspension.

REAR - RIGID SUSPENSION



LUBRICATION OF STABILIZING ARM GUIDES - RIGID SUSPENSION

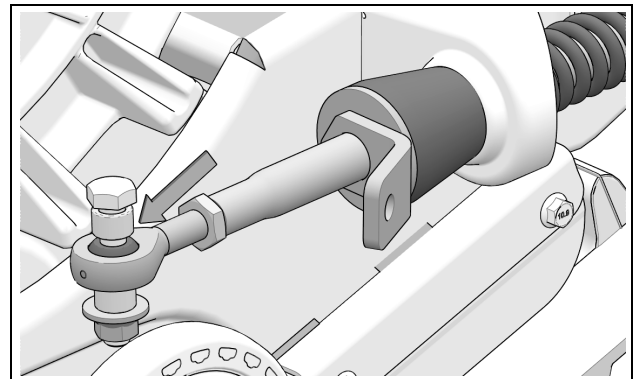
Apply spray lubricant to the Stabilizing Arm guide and the threaded shaft, on Track Systems with an anti-rotation mechanism designed for vehicles with a rigid axle rear suspension.



REFERENCE "F"

LUBRICATION OF STABILIZING ARM ROD ENDS

Clean and apply spray lubricant to rod end on Stabilizing Arms.



NOTE: For maximum durability of rod end, disassemble rod end assembly and rotate ball in its seat to distribute lubricant.

WEAR

Rubber Dampers (Stabilizing arms)

Check wear and damage on rubber dampers (1) mounted on the stabilizing arms. Replace them if they show cracks or are excessively worn or deformed. See Figure 36.

CAUTION: Improperly adjusted Track systems can deform and damage the Rubber Dampers as well as impair proper operation.

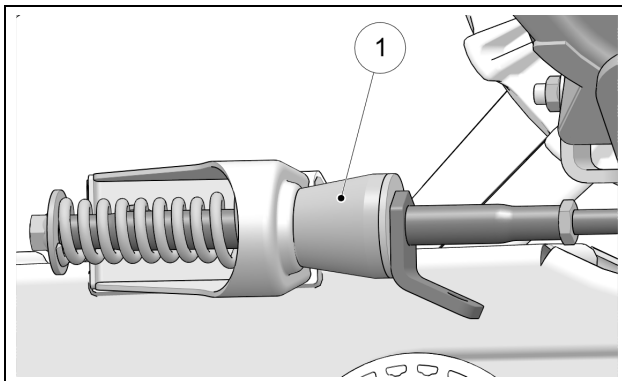


Figure 36

Anti-rotation

Verify wear on Stabilizing Arm ball joint (1) to make sure that it is not seized or too loose. Figure 37.

CAUTION: A damaged ball joint can impede Track System adjustments and result in damages to the Track Systems and to the Vehicle if not replaced.

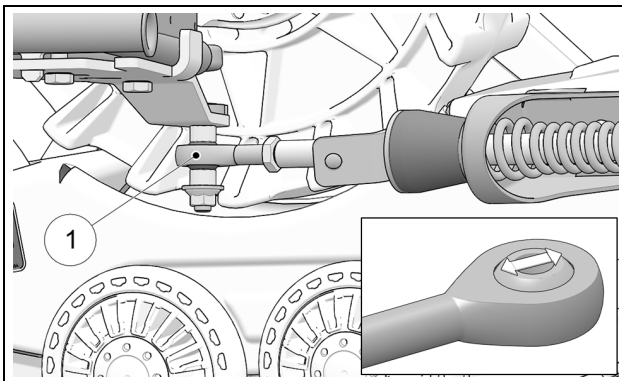


Figure 37

Track

Wear of external profile impacts track performance directly. Important wear on profiles means less traction. Replace track if you notice a significant loss of performance. Verify internal (1) and external (2) rolling path, driving lugs (3), and profiles (4). Presence of tears, perforations or delamination in these places can render the Track system inoperable. Replace track to prevent failure risks. See Figure 38.

CAUTION: Too much wear could cause damage to the Wheels and to the Track guide.

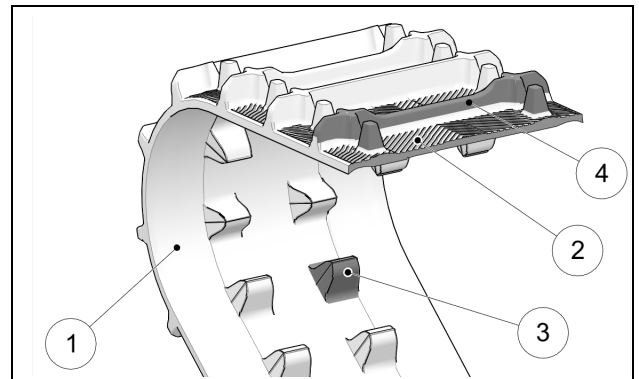


Figure 38

Track Guide

Verify wear on Track Guide by measuring width of guide rails. If rail dimensions, illustrated in Figure 39, are less than 5 mm, at any point along the Track Guide, replace part. If guide rails are worn to the point that concave shape is no longer visible, replace part.

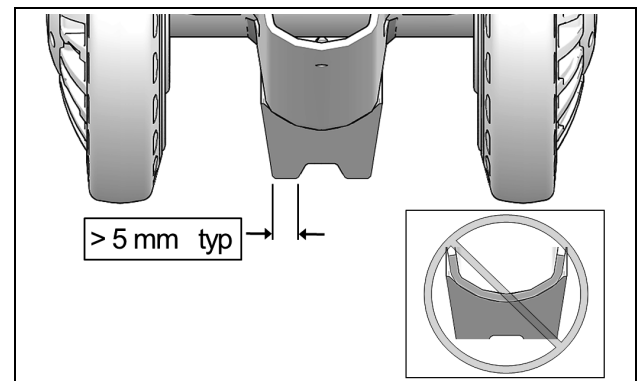


Figure 39

CAUTION: An overly worn Track Guide could cause premature wear and damage on other guidance components of the system.

200 mm Wheels

Verify wear on contact band (1) of 200-mm Wheels. The wheel must be replaced if the surface is worn out, cracked or has holes in it. A wheel that is excessively worn will not offer enough support for track guidance. Track guides may also wear prematurely. Figure 40.

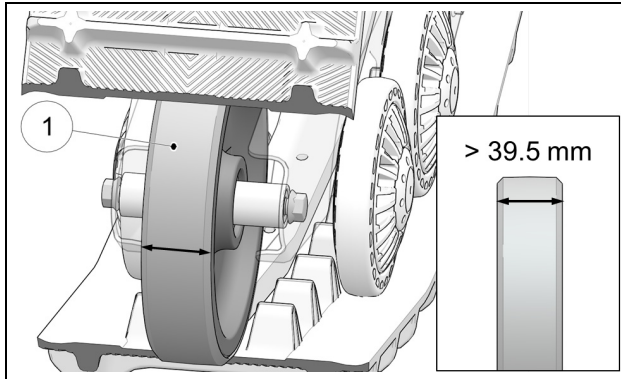


Figure 40

Verify wear on guidance strips on both sides of 200-mm wheels. Replace wheel if it narrows to a width of 39.5 mm or less (42.5 mm when new). A wheel that is excessively worn will not offer enough support for track guidance. Figure 40.

Sprocket

Check wear on Sprocket by measuring sprocket teeth as illustrated on Figure 41. Replace sprocket if dimensions are less than 19 mm.

CAUTION: Excessive wear could lower track drive efficiency and reduce System performance.

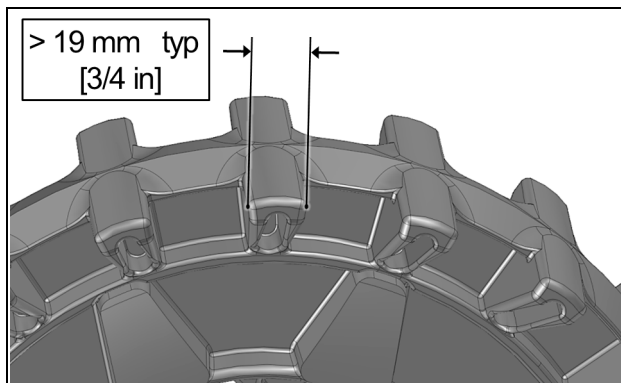


Figure 41

CAUTION: In order that wear on sprockets be produced evenly across all 4 sprockets, the vehicle should be driven in 4x4 mode, especially in abrasive conditions.

134 mm Wheels

Verify wear on interior guidance strip (1) of 134-mm wheels. If internal plastic structure is visible (Fig. 43-2), rubber coating is worn away and wheel must be replaced. Replace wheels also if rolling band narrows to a width of 17 mm or less (22 mm when new). An excessively worn wheel will not offer enough support for track guidance. Figure 42 and Figure 43.

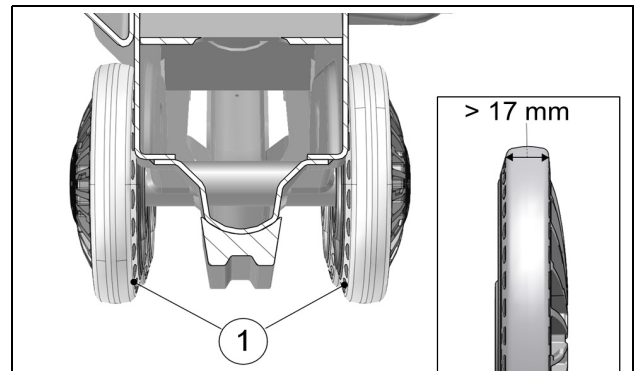


Figure 42

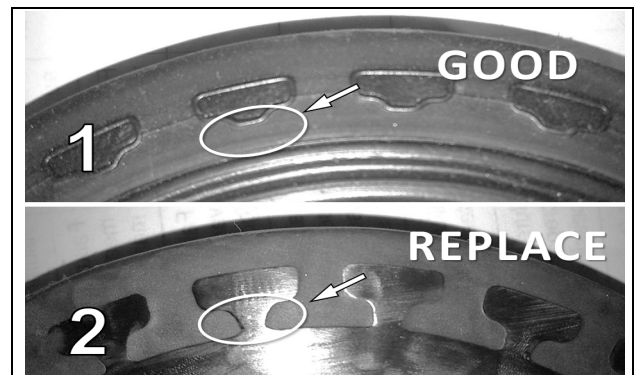


Figure 43

Skates

Verify wear of exposed part of skates. Replace skates if exposed part is less than 25.7 mm high - - (30.7 mm when new). Verify also width of skates. If skates are less than 9 mm wide -- (13 mm when new), replace them. An excessively worn skate will not offer enough support for track guidance. Figure 44.

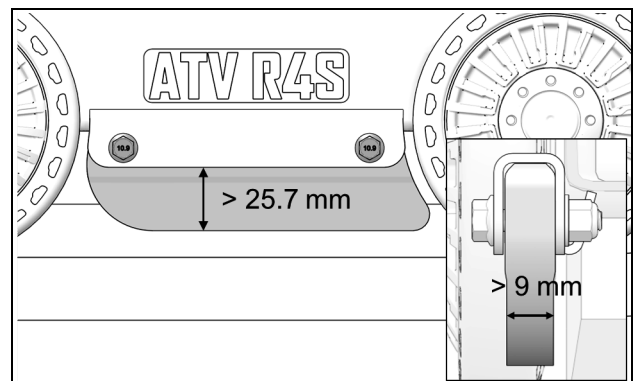


Figure 44

TROUBLESHOOTING

PROBLEM	POTENTIAL CAUSE	CORRECTION
Abnormal vibration	Presence of debris in the system	Remove any debris which could prevent proper operation of the system
	Severe and localized wear of a wheel (flat spot)	Replace part
	Frozen sprocket or wheel	Remove the ice/snow build-up. Storing the vehicle at temperatures higher than 0 °C might be required
		Surface wear on components augments adherence of ice/snow on parts. Replace the worn components
	Beginning of derailling	Verify if the tensioner cams are in the same position on each side of the frame (same notch)
		Check wear on wheels, skates and front track guide. Replace worn components
		Check track tension. Adjust tension if incorrect
	Presence of dirt between wheel hub and track system hub could cause incorrect seating of mating surfaces when installing track system	Remove system and clean contact surfaces between hubs
	Hub or wheel bearing damaged	Replace damaged wheels or bearing
	Wheel Hub or track system hub deformed following an impact or abusive use	Replace deformed part
Unstable behavior	Incorrect adjustment of angle of attack on track system	Adjust angle of attack according to manufacturer's specifications. (See the <i>Adjustments</i> section in the <i>User Manual</i>)
	Track tension too high	Adjust track tension. (See the <i>Adjustments</i> section in the <i>User Manual</i>)
	Incorrect Track System alignment	Correct the system alignment. (See the <i>Adjustments</i> section in the <i>User Manual</i>)

PROBLEM	POTENTIAL CAUSE	CORRECTION	
Overheating of system guiding components (burned rubber odor)	Wheel(s) blocked	Try to free the wheel. Replace if necessary	
	Incorrect Track System alignment	Correct system alignment. See the <i>Adjustments</i> section in the <i>User Manual</i>	
Loss of power	Constant turns	Vary your turning radius and seek areas which can lubricate the system	
	Continuous use of the System on rutted paths	Vary your line (out of the ruts) and seek areas which can lubricate the system	
	Track tension too high	Lower track tension	Lower track tension
		Clean the sprocket of any mud, snow or contaminants build-up	Clean the sprocket of any mud, snow or contaminants build-up
Partial or total derailing	Remove ice/snow build-up on wheels	Remove ice/snow build-up on wheels	
	Clear compacted snow from frame and wheels	Clear compacted snow from frame and wheels	
	Infiltration of snow in vehicle's air intake or clutch system	Remove snow and immediately contact the dealer to fix the situation	
	Severe wear on one or several components	Verify if the tensioner cams are in the same position on each side of the frame (same notch)	Verify if the tensioner cams are in the same position on each side of the frame (same notch)
Insufficient snow flotation	Track tension too low	Check wear on wheels, skates and front track guide. Replace worn components	
	Adjust track tension on systems. See the <i>Adjustments</i> section in the <i>User Manual</i>	Adjust track tension on systems. See the <i>Adjustments</i> section in the <i>User Manual</i>	
Insufficient snow flotation	Incorrect Track System alignment and/or incorrect angle of attack	Adjust angle of attack on Track Systems and vehicle alignment according to manufacturer's specifications. See the <i>Adjustments</i> section in the <i>User Manual</i>	
	Adjust angle of attack according to manufacturer's specifications. See the <i>Adjustments</i> section in the <i>User Manual</i>	Adjust angle of attack according to manufacturer's specifications. See the <i>Adjustments</i> section in the <i>User Manual</i>	
	Worn or damaged rubber damper on stabilizing rod	Worn or damaged rubber damper on stabilizing rod	

2-YEAR LIMITED WARRANTY

Camso guarantees that the new, unused **Camso® ATV R4S** 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® ATV R4S** 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® ATV R4S** Track 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 Track 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 ATV and related defects on the ATV, 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 vehicle.

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 vehicle 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.

"CE" DECLARATION OF CONFORMITY



CE DECLARATION OF CONFORMITY

WE:

MANUFACTURER : Camso Inc.
ADDRESS : 4162, rue Burrill, Local A
Shawinigan (Québec), Canada G9N 0C3
PHONE :
FAX :
WEB SITE : www.camso.co

HEREBY DECLARE THAT THE PRODUCT SERIES:

PRODUCT : ATV R4S Track System
CUSTOMER :

IS IN CONFORMITY WITH THE FOLLOWING STANDARDS:

NUMBER :	TITLE:	DATE:
IEC/IEEE 82079-1	Preparation of information for use of products	2019
ISO 12100	Safety of Machinery	2010
ISO/IEC 17050-1&2	Conformity Assessment	2005

AND IN CONFORMITY WITH THE FOLLOWING EC DIRECTIVE:

NUMBER :	TITLE:	DATE:
2006/42/EEC	Safety of machinery directives	2006

DONE AT:

Shawinigan (Québec), Canada

PERSON IN-CHARGE: _____

TITLE: _____

SIGNATURE: _____

DATE: _____



ENVIRONMENT

Track Systems are made of varied materials: steel, aluminum, rubber, plastic, grease & oil used by the manufacturer. Please recycle, reuse, or dispose of components at appropriate depot facilities when Track Systems come to the end of their life.

PATENTS

The Camso ATV R4S System is covered by the following patents:

- CA 2 405 908
- CA 2 493 181
- CA 2 822 562
- CA 2 825 509
- CA 2 552 119 *
- CA 2 770 498 *
- US 6 935 708
- US 7 229 141
- US 8 347 991
- US 8 662 214
- US 9 033 430
- US 7 708 092 *
- US 8 297 383 *

* inventor: Jean Després

TRACK SYSTEM VIEWS

Exploded views of Track Systems and Service kits are available on Camso's website.

<https://camso.co/en/powersports/atv-utv/service-and-support>

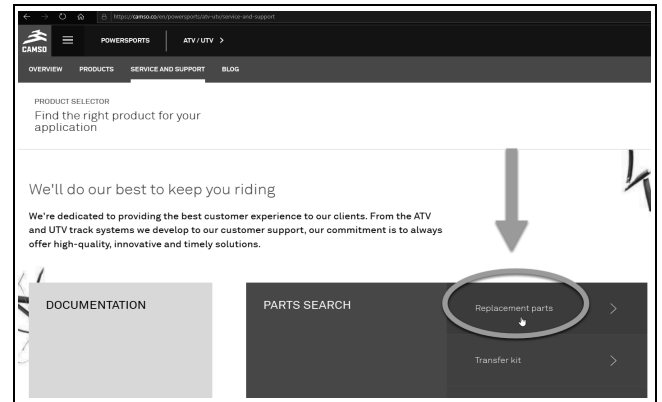
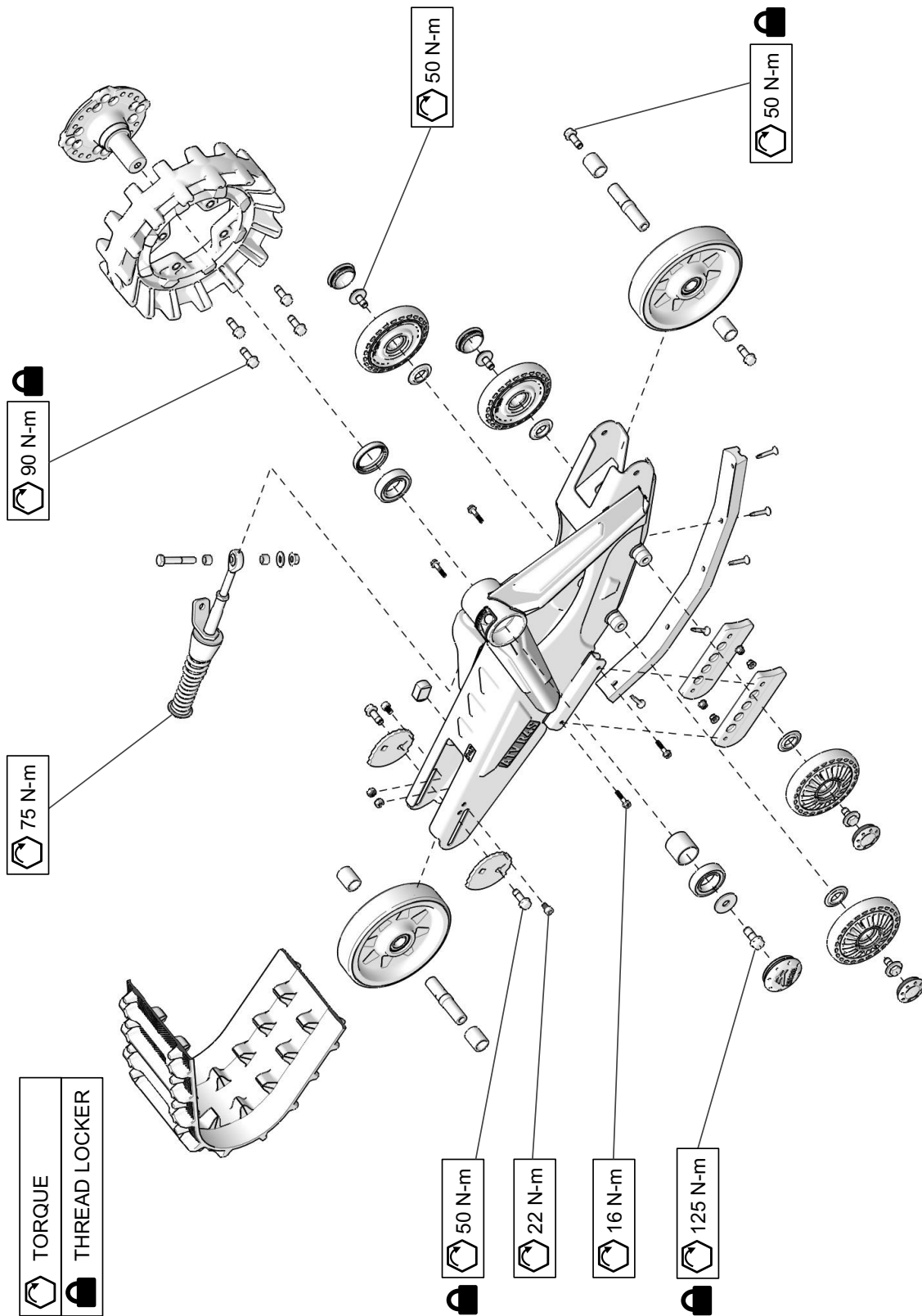
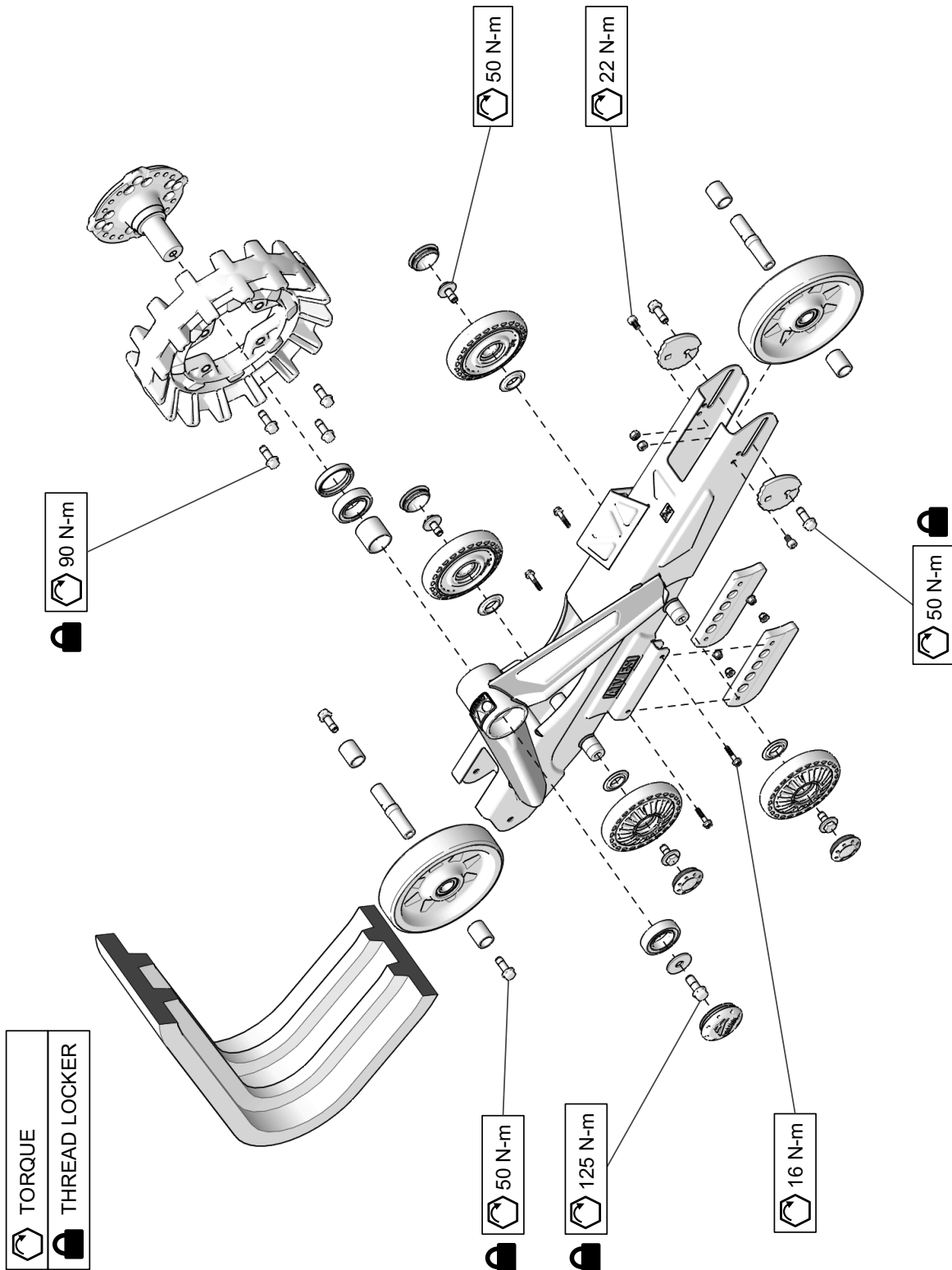


Figure 45



FRONT SYSTEMS



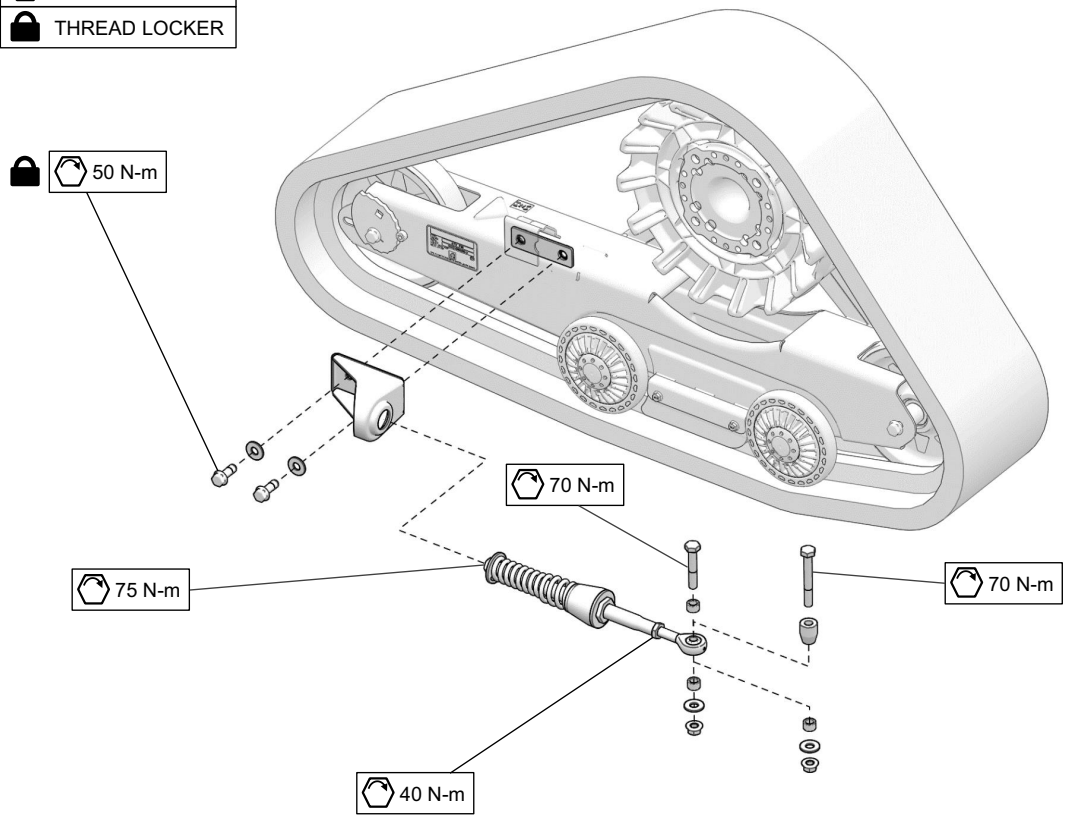
REAR SYSTEMS





TORQUE SPECIFICATIONS

	TORQUE
	THREAD LOCKER

- REAR - INDEPENDENT SUSPENSION



	TORQUE
	THREAD LOCKER

- REAR - RIGID SUSPENSION

