





**⚠ WARNING**

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

**CAUTION:** The X4S Track System by Camso is first and foremost designed to provide the best performance in terms of traction and floatation in conditions of extreme terrain such as deep snow and mud. The Track System is also designed for All-terrain and Side-by-Side type vehicles that can ride at a maximum speed of 40 km/h (about 70 km/h on the speedometer). Exceeding this speed when the terrain conditions are dry can cause premature wear and or major breakdowns on the Track System. If breakage occurs due to excessive speed, damage will not be covered under normal warranty. It is the user's responsibility to abide by these terms of use.

**CAUTION:** Longevity of the Camso X4S 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.

**CAUTION:** The Camso X4S Track System is designed for installation and use on a specific range of All-Terrain and light Side-by-Side vehicles. Any installation and use on a vehicle that is not on the Camso application guide, will not be covered under warranty.

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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: [pws.tracksystem@micelin.com](mailto:pws.tracksystem@micelin.com)  
Internet: [powersports.camso.co](http://powersports.camso.co)

System Serial Number: 7522\_ \_ \_ \_ \_

*Original notice*  
French translation available at [powersports.camso.co](http://powersports.camso.co)

# TABLE OF CONTENTS

INTRODUCTION .....	1
SYMBOLS AND SIGNAL WORDS .....	1
GENERAL INFORMATION .....	1
SERIAL NUMBER LOCATION .....	1
SAFETY .....	2
OPERATING INSTRUCTIONS .....	4
SPECIFICATIONS .....	9
ADJUSTMENTS .....	10
ANGLE OF ATTACK - FRONT SYSTEMS .....	10
ANGLE OF ATTACK - REAR SYSTEMS .....	11
ALIGNMENT .....	13
TRACK TENSION .....	16
TRACKS - INSTALLATION DIRECTION .....	17
STORAGE .....	17
MAINTENANCE .....	18
LUBRICATION .....	21
WEAR .....	25
TROUBLESHOOTING .....	28
2-YEAR LIMITED WARRANTY .....	30
"CE" DECLARATION OF CONFORMITY .....	31
ENVIRONMENT .....	32
PATENTS .....	32
TRACK SYSTEM VIEWS .....	32
TORQUE SPECIFICATIONS .....	33

# INTRODUCTION

## Welcome to the Camso family!

Thank you for choosing our Track Systems to make your ride a new beast. Our products are designed to take you further and help you work harder in all terrain, whether you're hunting, ice fishing, caring for your land, reaching your remote cabin, or taking on any outdoor adventure. No matter where or in what conditions, get there and back safely with your Camso track systems.

Ready to benefit from optimal traction, mobility, stability, and flotation?

Let's go make tracks!

## SYMBOLS AND SIGNAL WORDS

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

 <b>WARNING</b>
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.

## 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. For the latest available version of this document, go to [powersports.camso.co](http://powersports.camso.co)
- Read and follow the indications contained in the vehicle's user manual and installation guidelines carefully. Their content remain applicable after installation of the System.

- This document should be read by everyone operating the vehicle equipped with the System.
- This document is an integral part of the System. Pass it along to any new owner of the System.
- Before usage, consult the legal authorities of the area where you operate your vehicle equipped with the System to ensure that all applicable laws and regulations are observed.
- ATV and SxS 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).

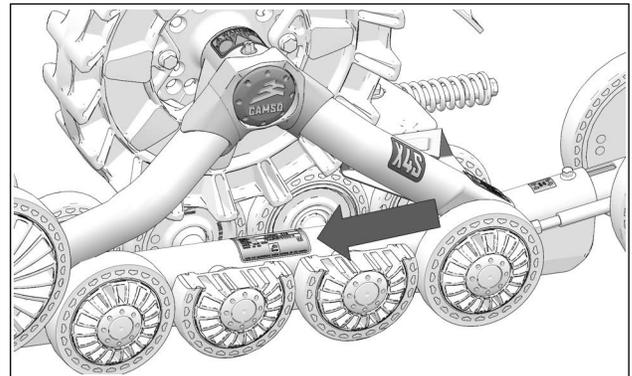


Figure 1

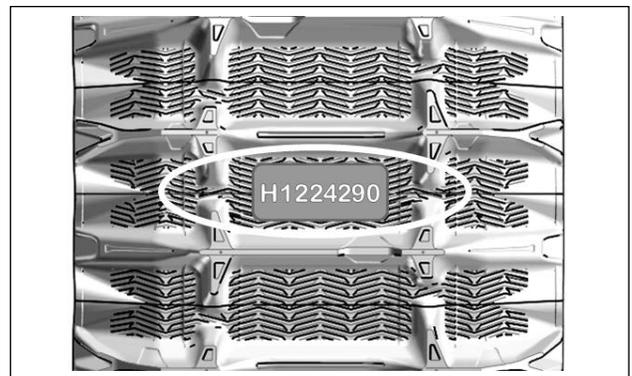
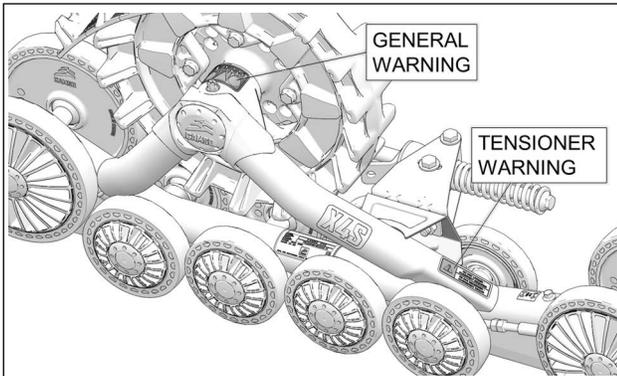


Figure 2

# SAFETY

## WARNING STICKERS

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



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

GENERAL WARNING



**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 *User Manual's* Maintenance Schedule to ensure safe and long lasting Track System operation.

TENSIONER WARNING



**TENSIONER BOLT WARNING** - If track tension adjustment is required, do not loosen the tensioner assembly bolt under any circumstance. The bolt is used to assemble and align the tensioner with the frame. Tensioner re-alignment is necessary if this bolt is loosened.

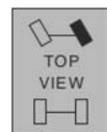
## POSITION PICTOGRAM STICKERS

These stickers 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 X4S** 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 or SxS equipped with the **Camso X4S** System by Camso. It is mandatory that every user take the time to carefully read, understand and then consult this reference manual and user guide as well as the vehicle's owner 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 vehicle 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 [powersports.camso.co](http://powersports.camso.co) or email technical support at [pws.tracksystem@michelin.com](mailto:pws.tracksystem@michelin.com)

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 or SxS and of the particularities if the vehicle is equipped with this type of System. The vehicle 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 vehicle 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 ATV or SxS 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 vehicle 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 vehicle 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 or SxS 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 the ATV or SxS 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 or SxS to be less stable, and affect usability of the vehicle. Unless otherwise prescribed by law and by the vehicle 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 or SxS width and weight.
- Reduces ground pressure.

These parameters will effectively change driving characteristics of an ATV or SxS 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 or SxS top speed and can falsify speedometer readings. 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 vehicle 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 and SxS.

Camso is proud to offer conversion kits for ATV and light SxS within its wide range of products. **Camso X4S** Track Systems are not only reliable, but safe. However, there are risks inherent to driving a vehicle equipped with the System. It is therefore very important that a driver familiarize himself with proper driving techniques of a vehicle 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 X4S** Track System.

# OPERATING INSTRUCTIONS

## HINTS AND TIPS

- Before leaving for an excursion, make sure to bring with you the following: 13 mm, 14 mm, 15 mm, 16 mm, 17 mm, and 19 mm wrenches and sockets, 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 tracks; the vehicle could 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 a Track System differs from driving a vehicle on wheels. It is strongly recommended that the safety guidelines provided below be followed to prevent any accident or serious malfunction that could affect the occupants, vehicle or Track System.

**CAUTION:** Non-compliance with 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 or SxS 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.

## STEEP DESCENTS

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



**CAUTION:** During a steep descent, it is advisable to keep the handlebars straight and to begin turning when the vehicle 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.

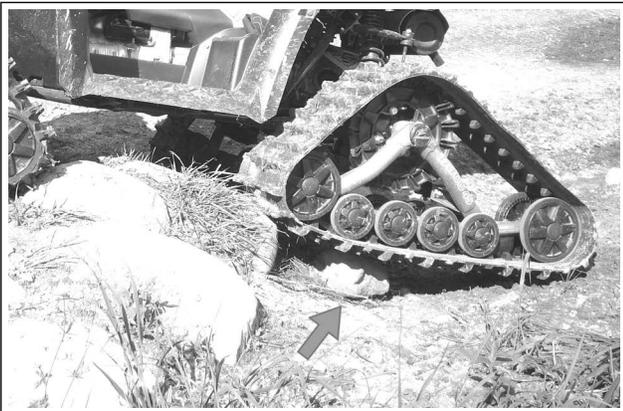
**CAUTION:** Always operate in 4x4 mode, this significantly reduces possibility of derailing in any conditions.

### 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.

### 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 is to bypass this type of obstacle.



### DRIVING OVER AN OBSTACLE

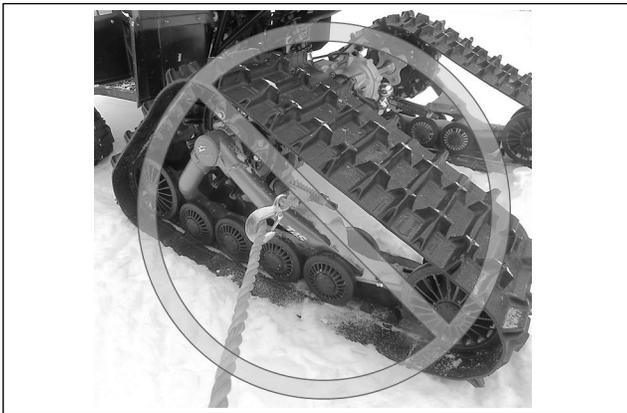
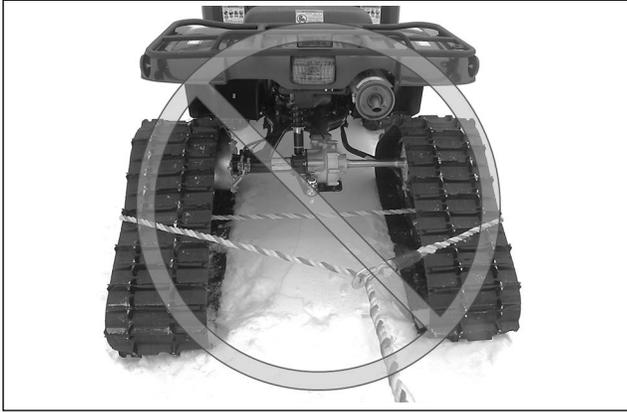


**⚠ WARNING**  
Always follow the ATV or SxS manufacturer safety rules and recommendations regarding passengers transportation, maximum loads, etc.

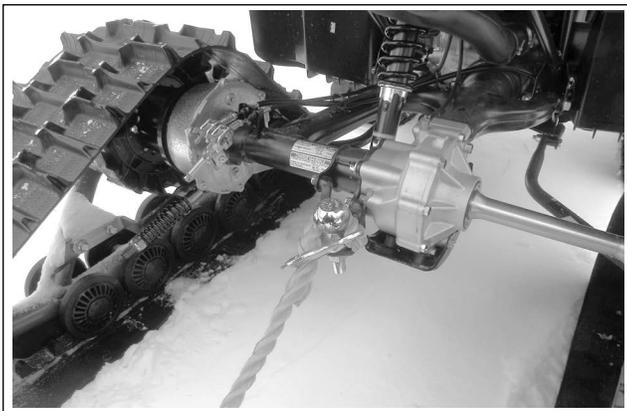
**⚠ WARNING**  
When travelling in groups, riders following vehicles equipped with track systems should be warned of dangerous objects that can potentially be propelled by tracks. Be especially cautious on rocky trails.

## 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.



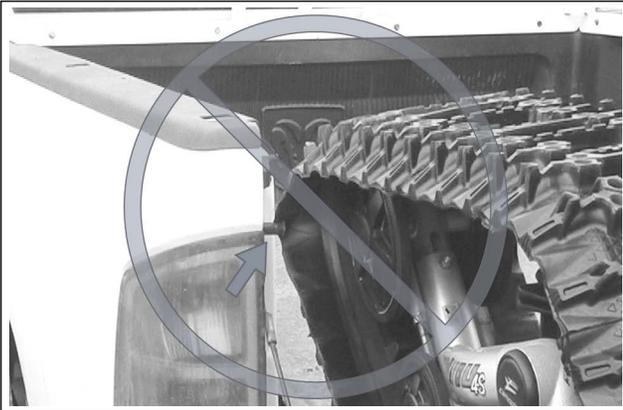
**CAUTION:** Tow the vehicle back in the tracks left before getting stuck.

## JUMPING

**⚠ WARNING**  
Jumping with a vehicle equipped with a Track System is not recommended. The System was not designed to carry out this type of operation. A vehicle equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.

## LOADING & UNLOADING A VEHICLE IN A TRUCK

**CAUTION:** While loading or unloading a vehicle in truck box, make sure the front tracks do not grip the tailgate locking gudgeons to avoid tearing the tracks.



## TRACK SYSTEM OPERATING IN WATER OR MUD

**CAUTION:** If the Track System is used in wet conditions, submerged in water and/or mud, make sure to consult the Track System's 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.

**CAUTION:** Do not exceed the manufacturer's gross vehicle weight rating (GVWR) and tow capacity on any type of terrain. GVWR is the maximum allowable weight of a fully loaded vehicle (refer to the manufacturer relevant guide). It includes the vehicle's base weight, plus weight of all accessories, passengers, fuel, and cargo. Cargo in the box must be positioned front and center. Load must be as low and evenly distributed as possible

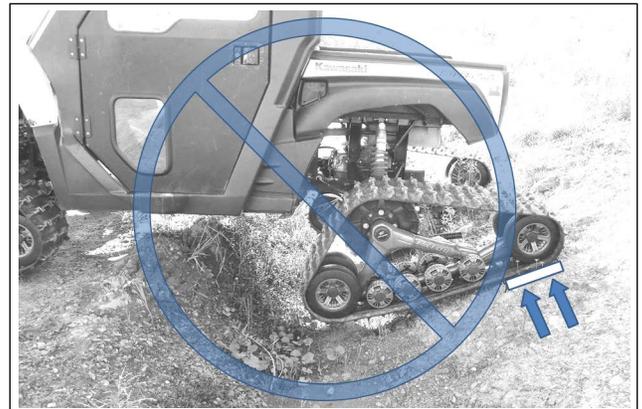
## DRIVING ACROSS SLOPES

### **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. Loads, speed and type of driving should be adapted to the environment.

## 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.



## EQUIPMENT / ACCESSORIES

**CAUTION:** Some equipment / accessories such as snow plow, front bumper or side protective panels, may interfere with track systems. The owner must verify that contact does not occur and, if needed, adapt the vehicle to avoid potential interference.



# SPECIFICATIONS

## TORQUE SPECIFICATIONS

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

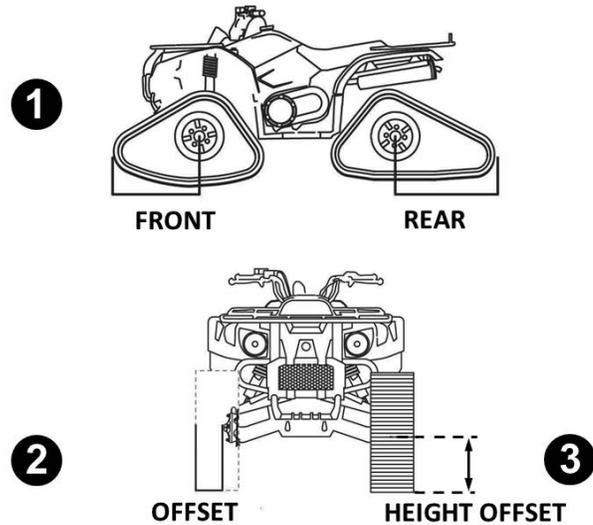
**CAUTION:** Some bolts in the Track System assembly have a specific torque specification. Refer to the exploded views at the end of the Manual to obtain the exact torque specifications applied to these bolts.

DIMENSION	GRADE	Nm	lb-ft
M6-1.0	8.8	10	7
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	24 in. (610 mm)
		REAR	27 in. (686 mm)
2	OFFSET (width)	POLARIS	7 in. (178 mm)
		OTHER MODELS	6 in. (152 mm)
3	OFFSET (height)	ORIGINAL TIRE: 24 in.	3 in. (76 mm)

## SPEEDOMETER & TRIP METER READINGS

Our Track System affects the Speedometer and Trip meter readings. Generally, the System sprocket diameter is smaller than the tire diameter. As a result, real vehicle speed is less than that actually displayed by approximately 35%.

## FUEL / ELECTRIC ENERGY CONSUMPTION

Lower traveling speed and a higher revving engine will increase fuel consumption.

For electric-powered vehicles, the same conditions will increase electric energy consumption.

Vehicles equipped with tracks will consume more fuel / electric energy and travel shorter distances than compared to vehicles operating on wheels.

## ADJUSTMENTS

**CAUTION:** After the first use of the vehicle, the adjustment settings (track tension, alignment and angle of attack) on each Track System must be re-verified. Incorrect adjustments can decrease the performance of the System 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.

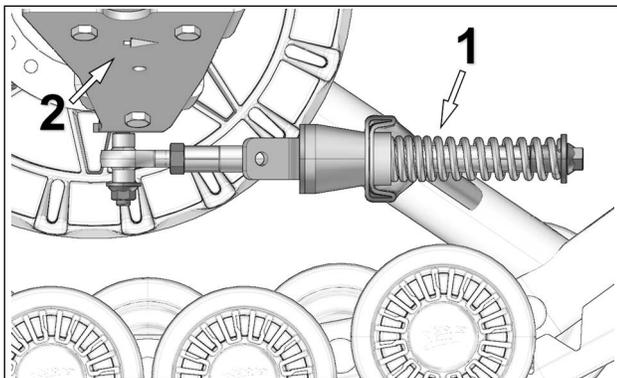


Figure 3

- Position a flat bar on top of rear wheels of front track system and measure from the ground up to flat bar as shown on Figure 4.

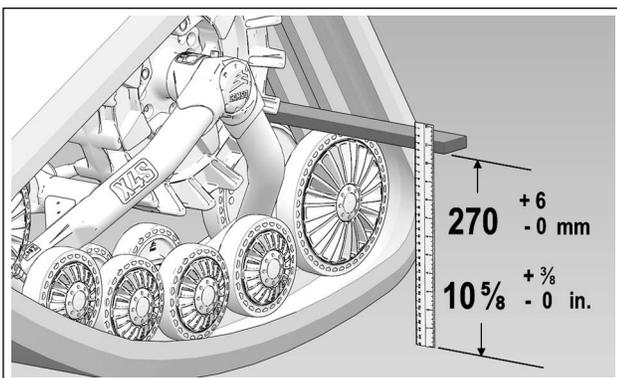


Figure 4

*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 and obtain 270 mm above the ground. Refer to Figure 5.

*NOTE:* The 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.

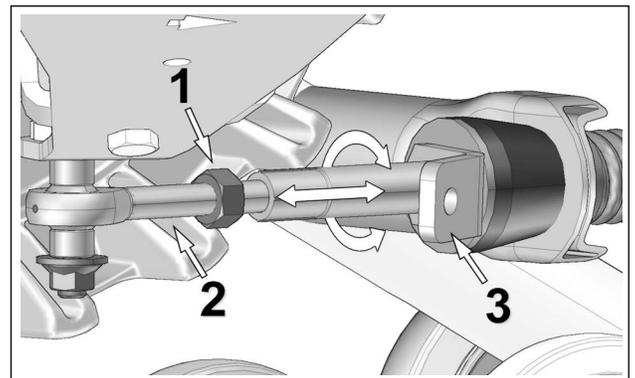


Figure 5

- When angle of attack is correctly set, tighten the jam nut (1) back against the stabilizing arm to 40 Nm [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.

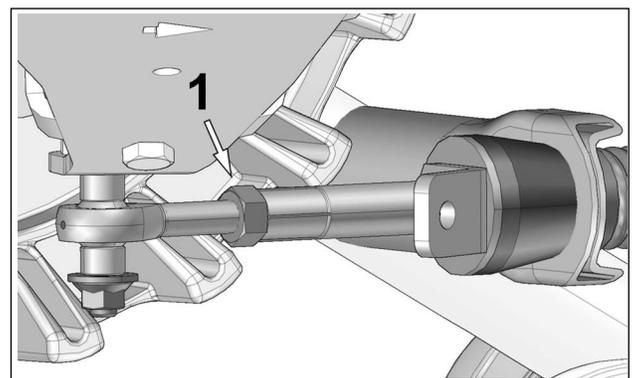


Figure 6

## ADJUSTMENTS

**NOTE:** Once the angle of attack on the front systems is set, verify once again to confirm the adjustment.

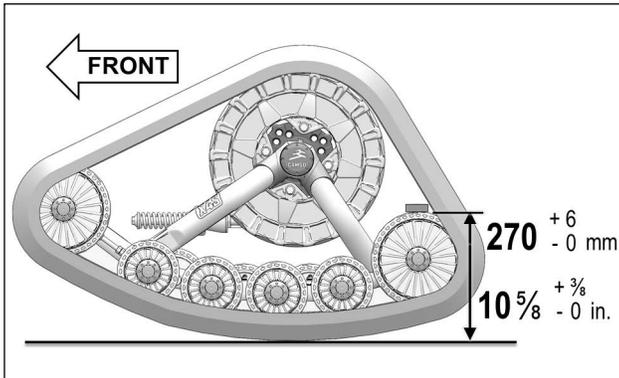


Figure 7

### BASIC TUNING (Front Track Systems)

- An adjustment of more than **270 mm** [10 5/8 in.], measured with the flat bar, provides easier steering but produces a wobbling effect at high speed.
- An adjustment of less than **270 mm** [10 5/8 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.

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

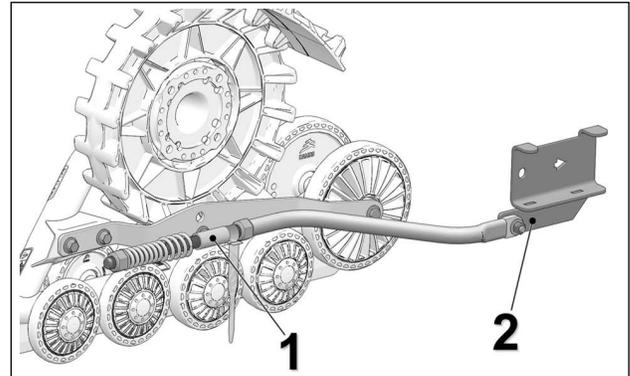


Figure 8

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

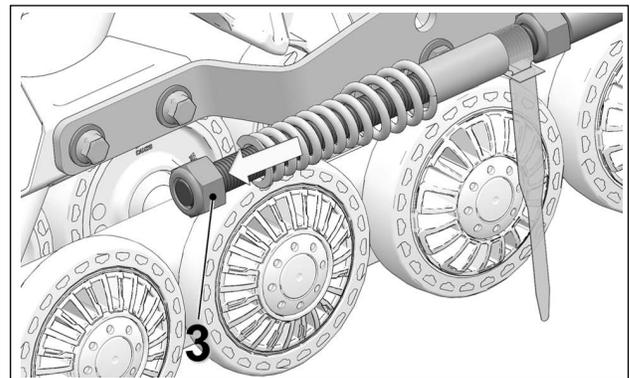


Figure 9

**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.

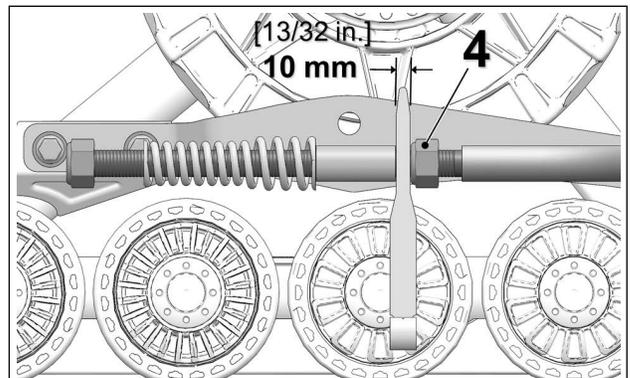


Figure 10

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

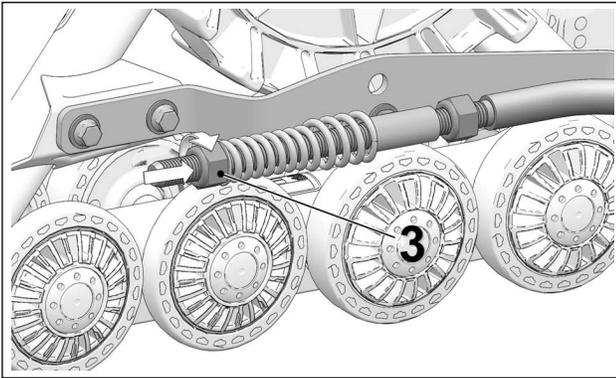


Figure 11

- **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.*

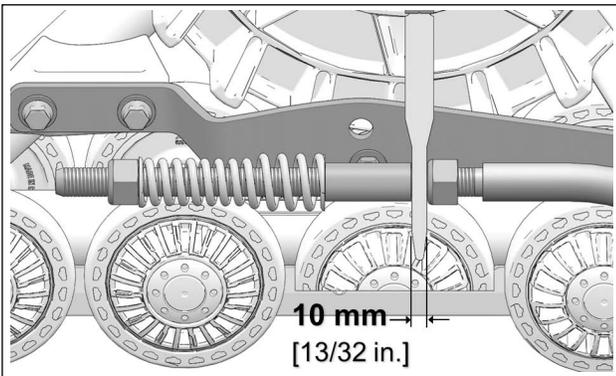


Figure 12

**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.*

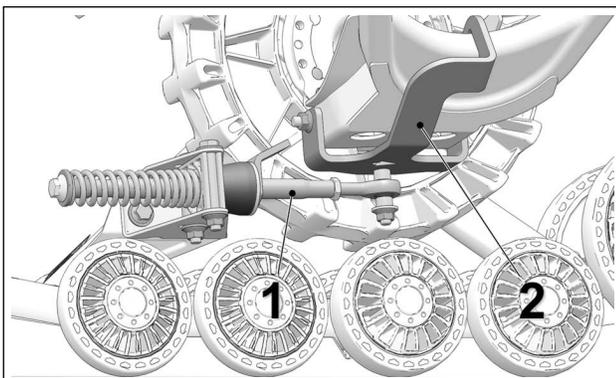


Figure 13

- Loosen anti-rotation bracket bolts (3) to allow the anti-rotation retainer (4) to rotate on its axis. See Figure 14.

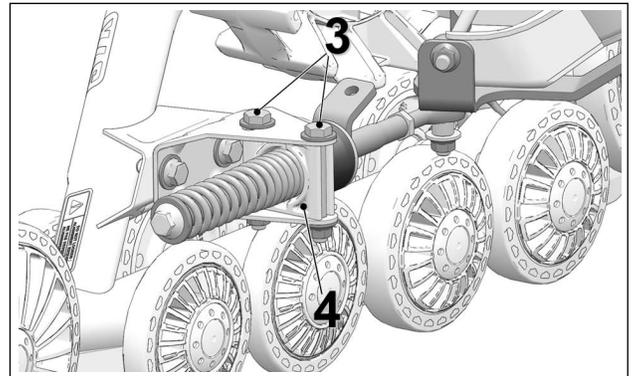


Figure 14

- Loosen jam nut (5). Turn stabilizing arm (1) to adjust length of rod end (6) so that rubber cone (7) applies light pressure on anti-rotation retainer (4). Figure 15.

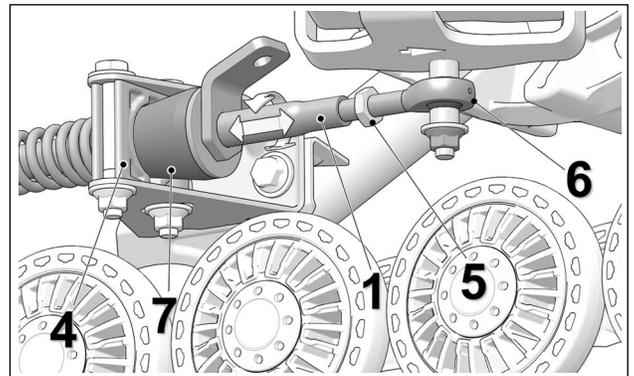


Figure 15

- Re-tighten jam nut (5) to 40 Nm [30 lb-ft] of torque when adjustment is complete. Figure 16.

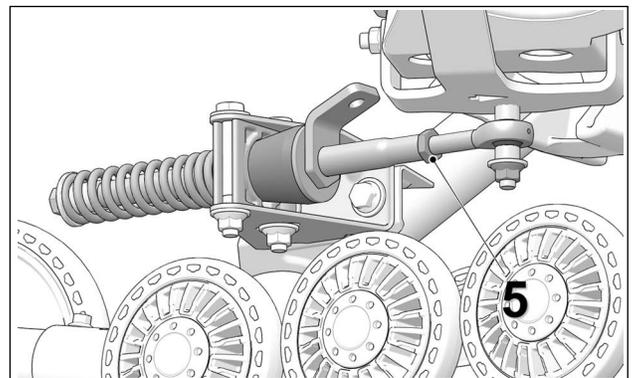


Figure 16

**CAUTION:** Tighten the jam nut to the recommended torque specification. Overtightening the nut might damage the rod end.

## ADJUSTMENTS

- Re-tighten anti-rotation bracket bolts (3) to 50 Nm [37 lb-ft] of torque. See Figure 17.

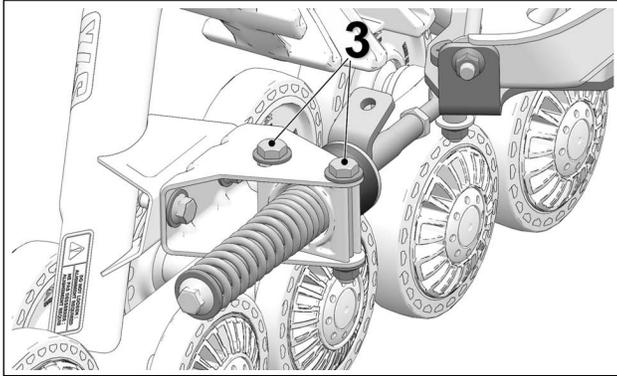


Figure 17

*NOTE: Once the angle of attack on the rear systems is set, verify once again to confirm the adjustment.*

### 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 or SxS 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 18.

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

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

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

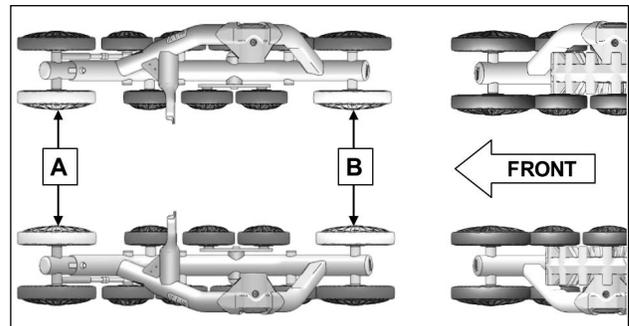


Figure 18

**Dimension A:** distance between inner front wheels

**Dimension B:** distance between inner back 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 vehicle'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. Retighten nuts when adjustment is complete. See Figure 19 or Figure 20.

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

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

#### ATV

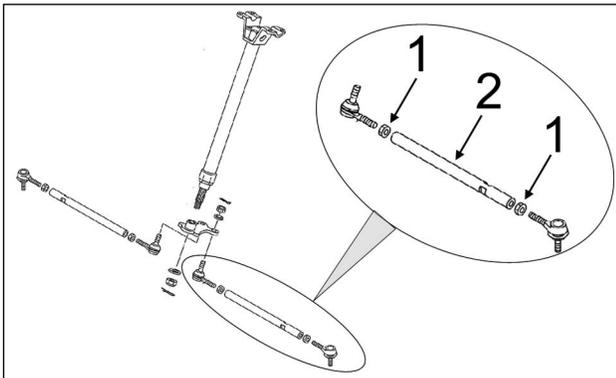


Figure 19

#### SxS

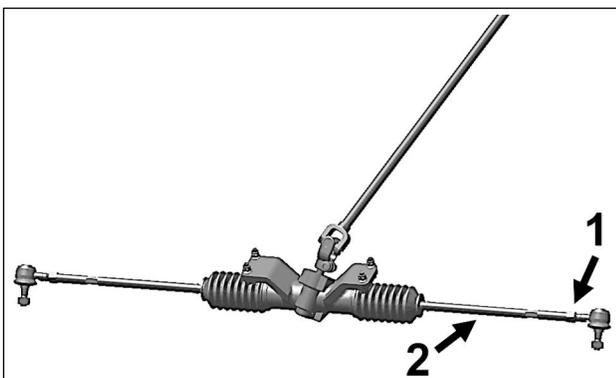


Figure 20

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

## ADJUSTMENTS

**Measure A:** Measure the distance inside the front  $\text{\O}202$  mm wheels on the front Track Systems. See figures 21, 22 and 23.



Figure 21

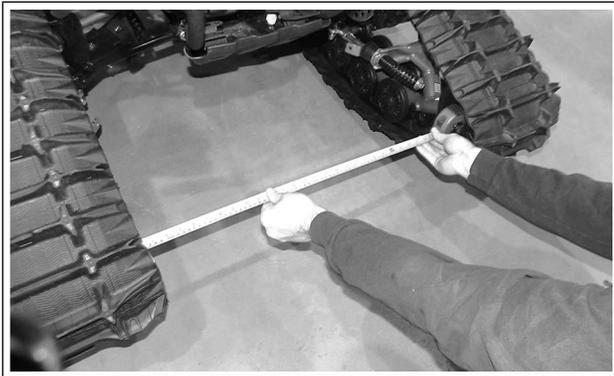


Figure 22 (Distance between front wheels)



Figure 23

**Measure B:** Measure the distance inside the rear  $\text{\O}202$  mm wheels on the front Track Systems. See figures 24, 25 and 26.



Figure 24



Figure 25 (Distance between rear wheels)

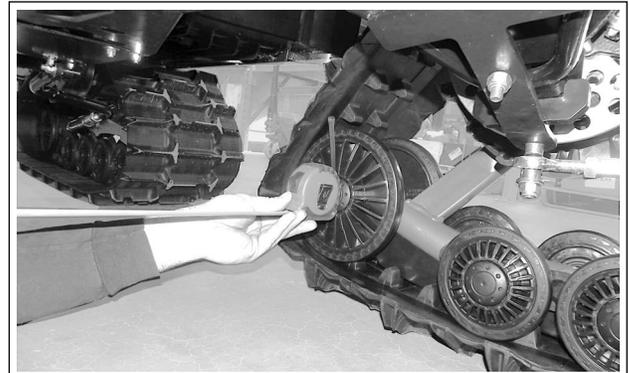


Figure 26

TRACK TENSION

**⚠ WARNING**  
 The tensioner assembly bolt must never be loosened while adjusting the track tension. This bolt is designed for assembly and alignment of the tensioner with the frame. The tensioner must always be realigned when this bolt is loosened.

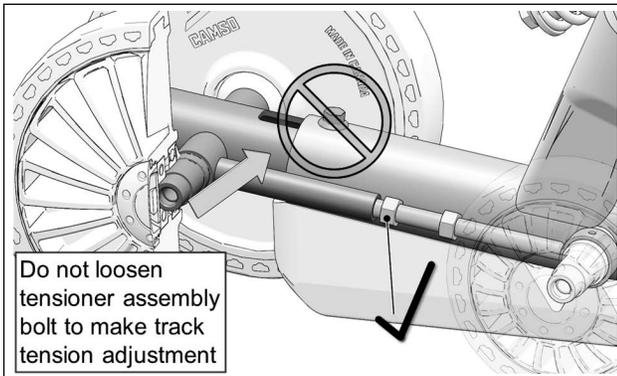


Figure 27

- Loosen jam nut (1) and turn adjusting nut (2) to set track tension. See Figure 28.

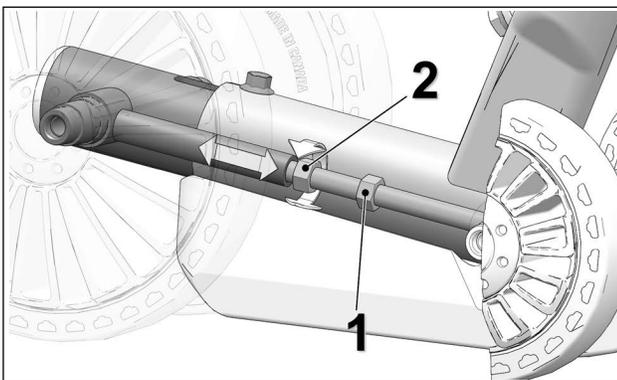


Figure 28

- The table below shows the force (3) applied and the deflection (4) which must occur to correctly set track tension. See also Figure 30.

SEASON	TRACK	FORCE	DEFLECTION
SUMMER	Front	15 kg (33 lb)	19 mm (¾ in.)
	Rear	15 kg (33 lb)	19 mm (¾ in.)
WINTER (snow)	Front	11 kg (24 lb)	19 mm (¾ in.)
	Rear	11 kg (24 lb)	19 mm (¾ in.)

NOTE: The track tension testing tool, shown below in Figure 29, can be purchased through an authorized Camso dealer. Part #2000-00-3125.



Figure 29

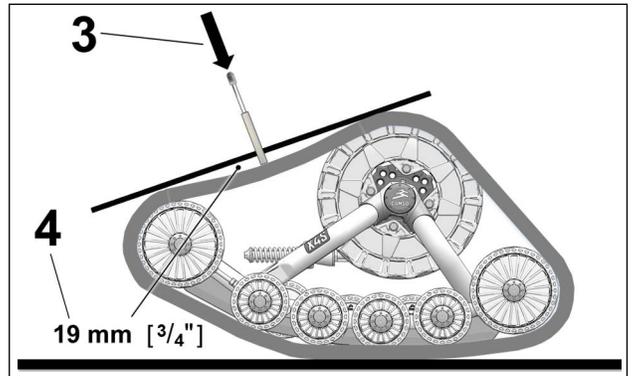


Figure 30

**BASIC TUNING**

- Higher rubber track tension reduces the risk of “derailing” and reduces sprocket “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.

**Final Check**

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

## STORAGE

### TRACKS - INSTALLATION DIRECTION

**Front track:** can be installed in both direction.  
Figure 31.

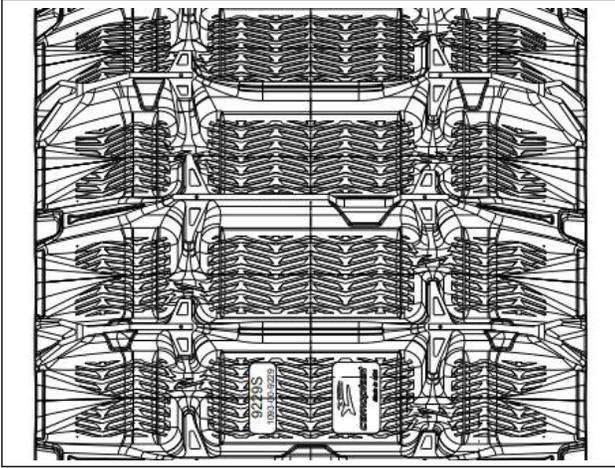


Figure 31

**Rear track:** arrow molded on rear tracks must point out, away from Track system frames. See Figure 32.

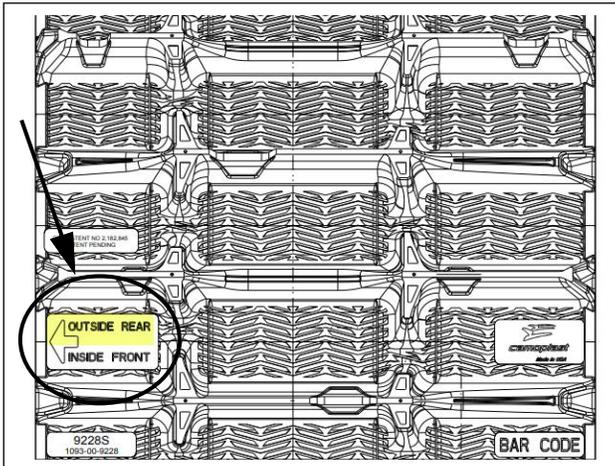


Figure 32

## 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 33.

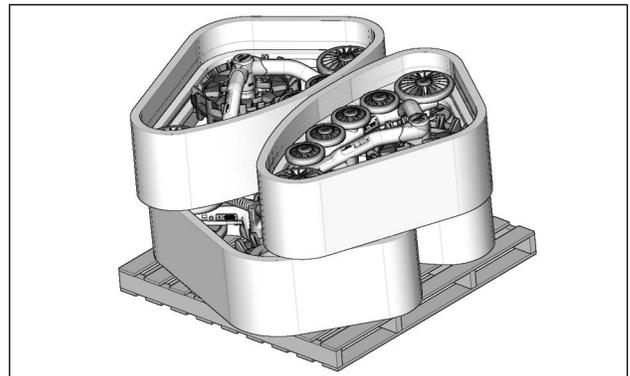


Figure 33

# 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 System is essential to its good running order and safe operation. Users are responsible to perform maintenance and regularly adjust their Track System. The “Maintenance” section provides the necessary information to perform adequate maintenance on the Track 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 Track System that will not be covered under the warranty. Users are 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 System. The type of usage and the conditions in which the Track System is used, have a direct bearing on the frequency of maintenance actions to perform. After inspection of your Track 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 19 and page 20.

MAINTENANCE	INITIAL	INTERVALS		
	FIRST USE	EVERY 25 <sup>A</sup> - 40 <sup>B</sup> HRS	EVERY 50 <sup>A</sup> - 75 <sup>B</sup> HRS	EVERY 200 HRS <sup>A</sup> / ANNUAL <sup>B</sup>
SYSTEM - VISUAL INSPECTION	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 - STABILIZERS				INSPECT / REPLACE
FRAME - CRACKS				CLEAN / INSPECT
SPROCKETS - WEAR				CLEAN / INSPECT
ANTIROTATION - LUBRICATION			CLEAN / LUBRICATE	CLEAN / LUBRICATE
ANTIROTATION - BOLT TORQUE	INSPECT / ADJUST		INSPECT / ADJUST	
ANTIROTATION - CRACKS, DEFORMATION				INSPECT
VEHICLE - SUSPENSION ARM BOLT TORQUE		INSPECT / ADJUST		INSPECT / ADJUST
VEHICLE - STEERING MECHANISM		INSPECT / ADJUST		INSPECT / ADJUST

A: Commercial use / Industrial use / All-season use / Wet, abrasive conditions

B: Normal winter conditions

 Important maintenance

## MAINTENANCE

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**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 16.
- **Wear:** Check wear and overall condition of the tracks on the Systems. Refer to "Wear" in the *Maintenance* section on page 26.

**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 26.
- **Bearings:** Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel if bearing 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 23.

*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 27.
- **Stabilizers:** Verify condition of rubber cones on the stabilizer assembly of front systems and wheel axle assembly of rear systems. If the cone bores show oval-shaped wear, they must be replaced. Refer to the “Wear” section in the *User Manual* on page 27.
- **Cracks:** Visually inspect frames for presence of cracks or defects that can impair proper operation of the Track System. 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 27.

## Anti-rotation

- **Lubrication:** The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to “Lubrication” in the *Maintenance* section on page 24.
- **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 25.

**CAUTION:** When pressure washing the Track System, 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

*NOTE: The Wheel extractor shown below in Figure 34 can be purchased through an authorized Camso dealer. Part #2000-00-1050.*

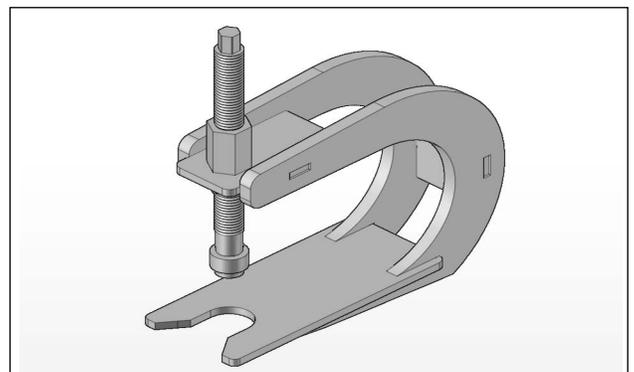
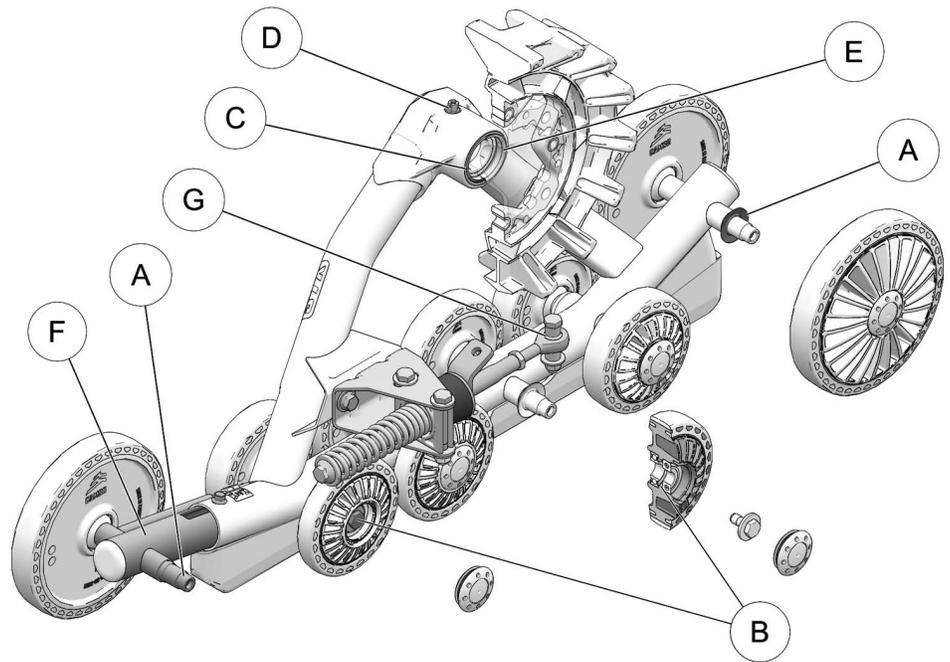
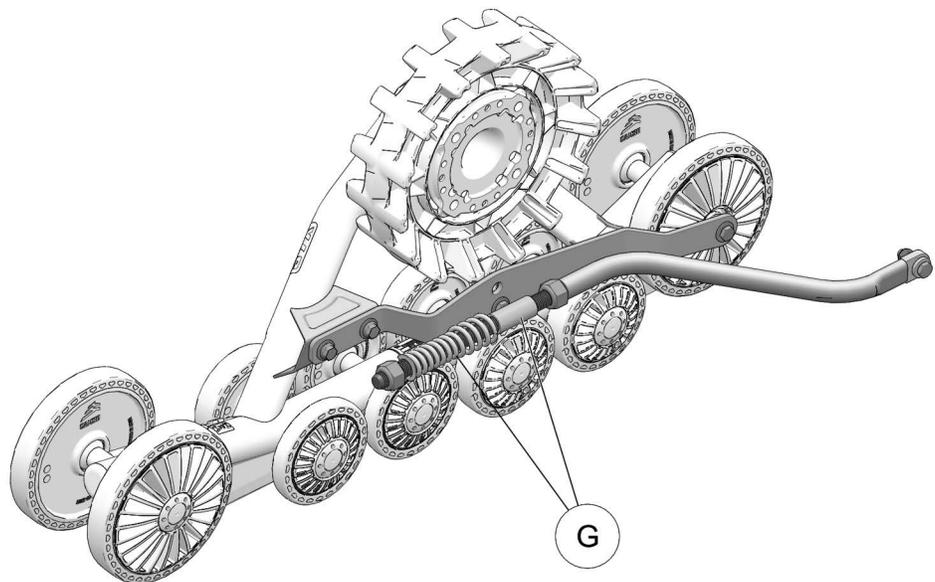


Figure 34

LUBRICATION



- (A) WHEEL SEALS & SHAFTS
- (B) WHEELS & BEARINGS
- (C) HUB SEAL
- (D) HUB HOUSING
- (E) HUB - SPEED SLEEVE
- (F) TRACK TENSIONER
- (G) ANTI-ROTATION ARM



**LUBRICATION**

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

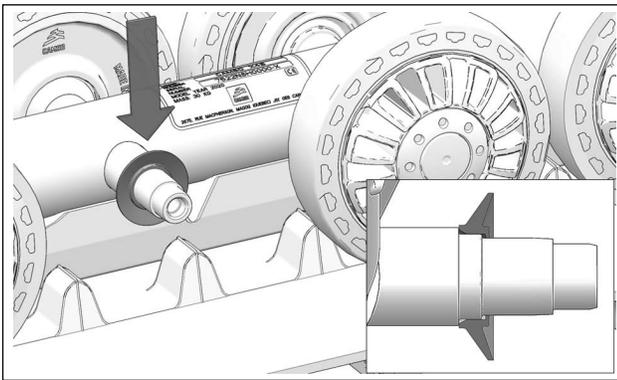
*NOTE: Use a grease designed for operation in cold temperature and in extreme and wet environments.*

**REFERENCE “A”**

**WHEEL SEAL LUBRICATION (Ø202 mm & wide Ø134 mm wheels)**

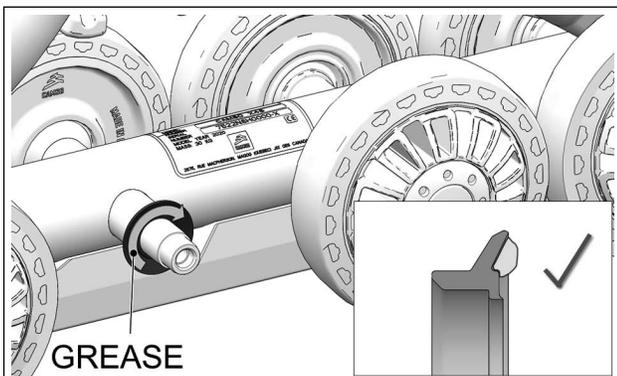
Install new seal on clean, dry wheel shaft at position shown below.

*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.

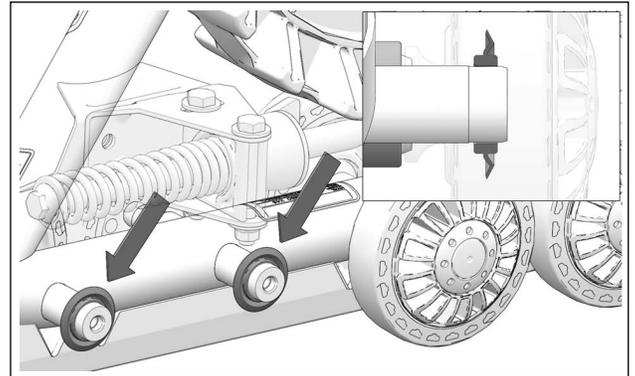
*NOTE: V-shaped groove must be filled with grease all around.*



**WHEEL SEAL LUBRICATION (narrow Ø134 mm wheels)**

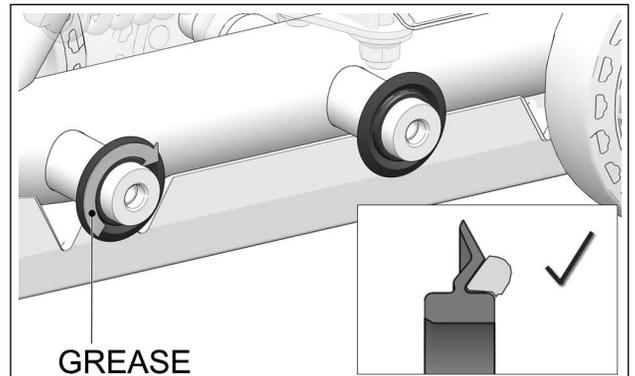
Install new seal on clean, dry wheel shaft at mid-point on bearing seat.

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



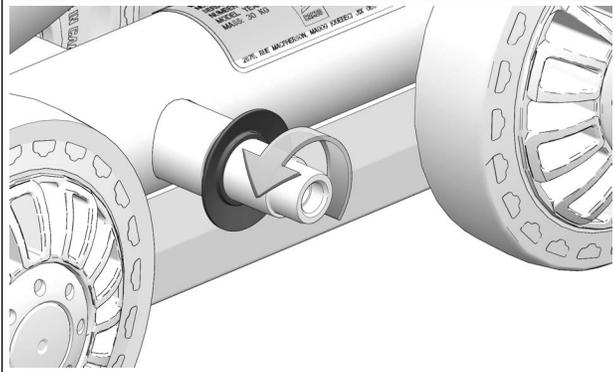
Apply evenly 3 to 3.5 cc of grease all around the wheel seal's V-shaped groove.

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

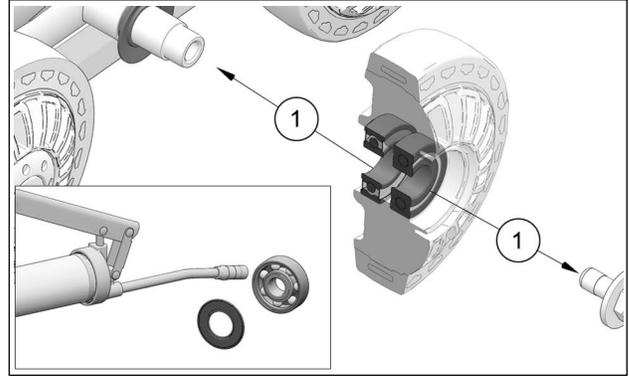


### WHEEL SHAFT LUBRICATION

Apply evenly 1 to 1.5 cc of grease on the wheel shaft, over the entire circumference (360°) and width.



Unbolt wheel from frame and carefully remove exterior bearing seal (1) of both bearings. Clean off old lubricant and pack with new grease. Lastly, re-install seals over matching bearings.

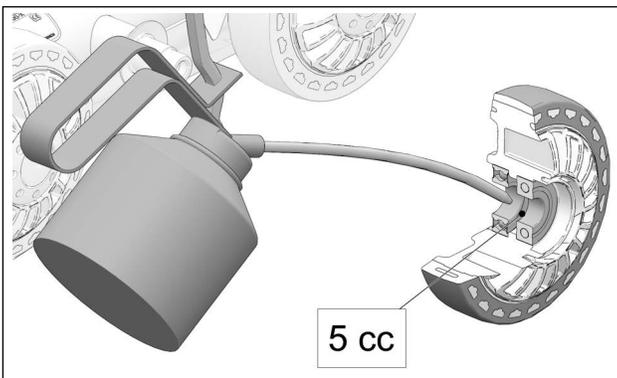
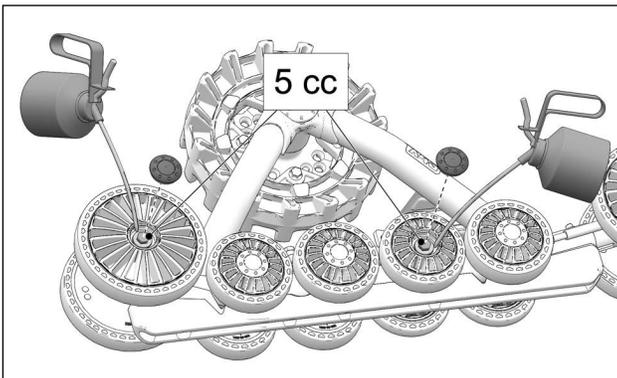


**CAUTION:** Take special care to avoid damaging the bearing seals when you remove and reinstall them.

### REFERENCE "B"

#### LUBRICATION - WHEELS & BEARINGS

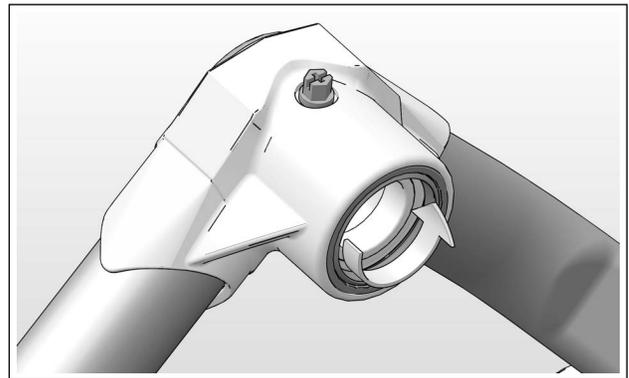
Camso recommends pouring 5 cc of oil under wheel caps and between the two wheel bearings, at every maintenance interval. This will help minimize presence of contaminants and extend wheel bearing life.



### 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.

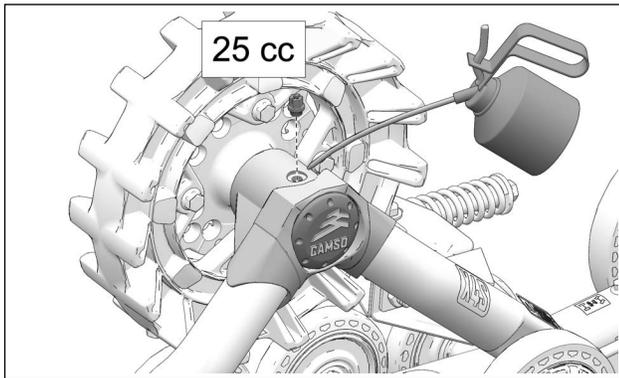
**REFERENCE “D”**

**HUB LUBRICATION**

Following replacement of hub bearings and/or re-installation of hub, pour 25 cc of oil through hole on top of hub housing intended for this purpose.

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

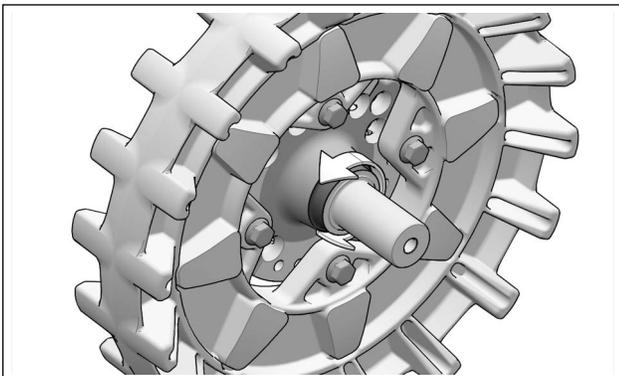
**CAUTION:** Do not exceed the recommended quantity of oil.



**REFERENCE “E”**

**LUBRICATION OF HUB SPEED SLEEVE**

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

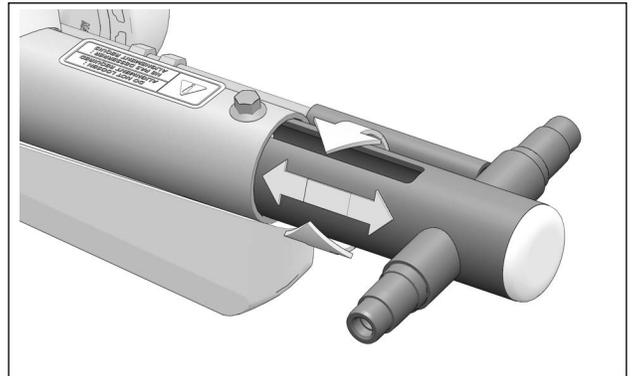


**CAUTION:** Replace Speed Sleeve (P/N 1093-00-7003) immediately if it shows wear.

**REFERENCE “F”**

**FRAME TUBING - TENSIONER SIDE**

Slide the tensioner to its furthest point out. Apply evenly a thin coat of grease, oil or spray lubricant on the outside of the tensioner tubing, over the entire circumference (360°).



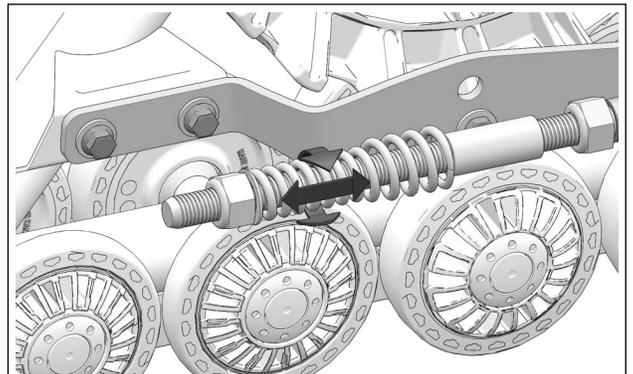
*NOTE: Application of lubricant on the tensioner tubing prevents corrosion inside the frame. Lubrication allows the tensioner to move freely when adjusting the track's tension.*

**REFERENCE “G”**

**STABILIZING ARM LUBRICATION**

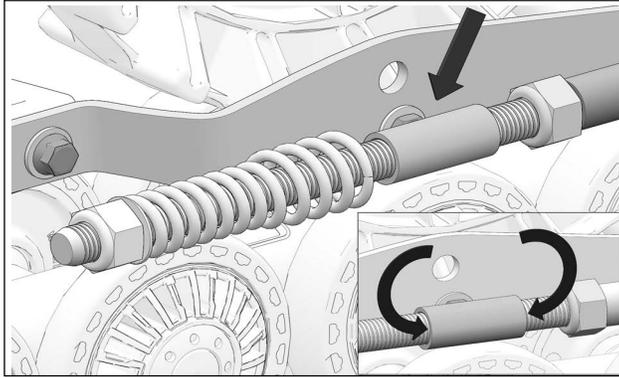
Clean and apply spray lubricant all around Rear Stabilizing arm compression spring on vehicles with a rigid rear axle suspension.

**RIGID REAR AXLE SUSPENSION**



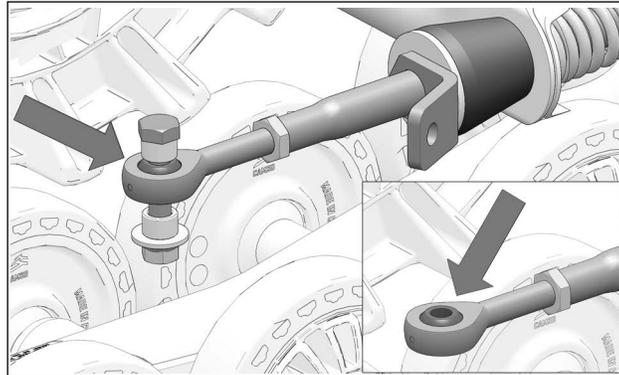
### LUBRICATION OF STABILIZING ARM GUIDES - RIGID SUSPENSION

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



### LUBRICATION OF STABILIZING ARM ROD ENDS

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



### WEAR

#### Rubber dampers (Stabilizing arms)

Check wear and damage on rubber dampers mounted on the stabilizing arms. Replace them if they show cracks or are excessively worn or deformed. See Figure 35.

**CAUTION:** Improperly adjusted Track systems can deform and damage the rubber dampers as well as impair proper operation.

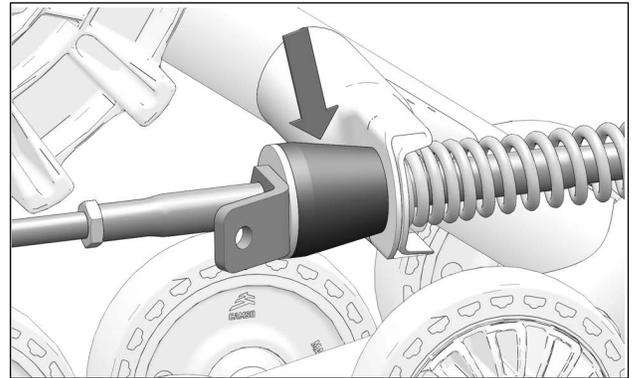


Figure 35

#### Anti-rotation

Verify wear on Stabilizing arm ball joint to make sure that it is not seized or too loose. Figure 36.

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

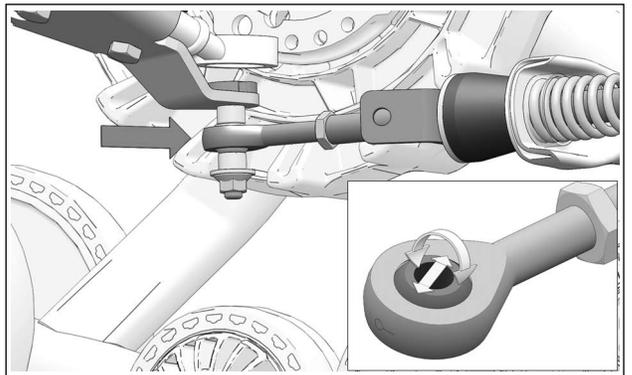


Figure 36

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

### 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 and external rolling path, profiles, and driving lugs. Presence of tears, perforations or delamination in these places can render the Track system inoperable. Replace track to prevent failure risks. See Figure 37.

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

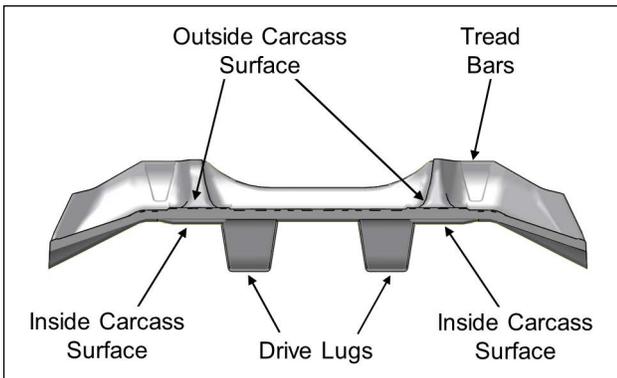


Figure 37

### Wheels (Ø202mm & Ø134mm)

Verify wear on wheels, especially on interior guidance strip. Replace wheels also if rolling band narrows to a width of 24 mm or less -- (29 mm when new). Figure 38.

**CAUTION: A wheel that is excessively worn will not offer enough support for track guidance.**

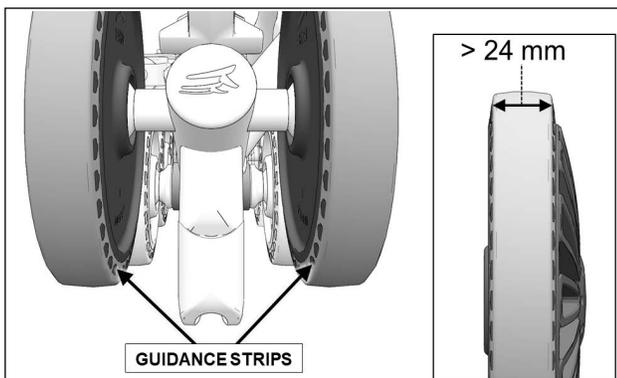


Figure 38

### Wheels (Ø134mm - narrow)

Verify wear also on narrow Ø134mm wheels located on the inside of rear Track System units, especially on interior guidance strip. Replace wheels also if rolling band narrows to a width of 17 mm or less -- (20 mm when new). See Figure 39.

**CAUTION: A wheel that is excessively worn will not offer enough support for track guidance.**

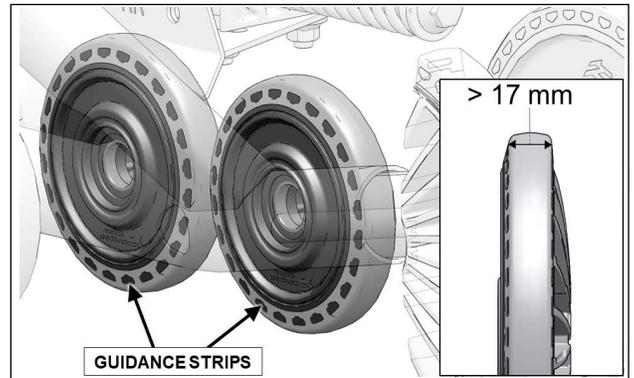


Figure 39

If internal plastic structure is visible (Figure 40-2) - (new wheel Figure 40-1), rubber coating is worn away and wheel must be replaced. Figure 40.



Figure 40

### Urethane cones (Stabilizers)

Check condition of urethane cones mounted on stabilizer shaft. Replace both of them, if they show oval wear on the bore, cracks or are deformed. See Figure 41.

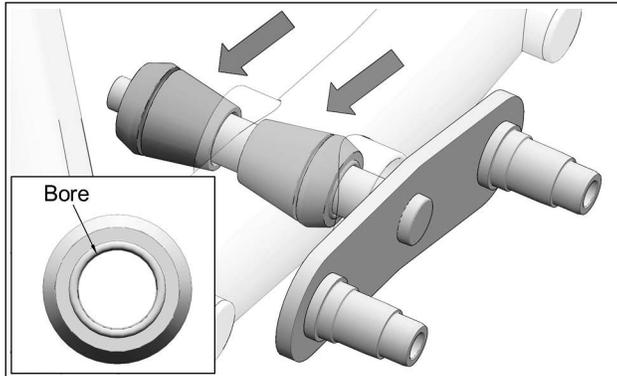


Figure 41

### Track guide

Verify wear on Track guide by measuring width of guide rails. If rail dimensions, illustrated in Figure 42, are less than 5 mm at any point along Track guide, replace part. If guide is so worn that concave shape is no longer visible, replace part.

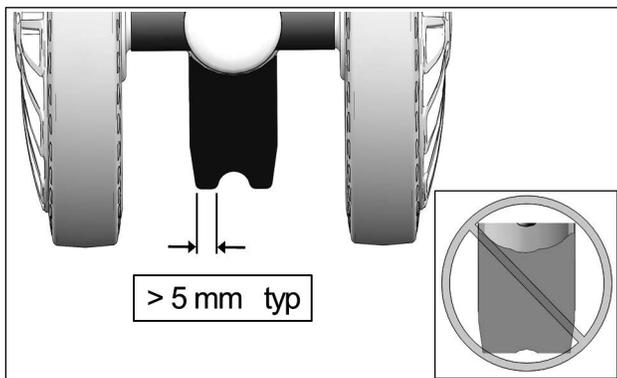


Figure 42

**CAUTION:** An overly worn Track guide could cause premature wear and damage on other guidance components of the System.

### Sprocket

Check wear on Sprocket by measuring sprocket teeth as illustrated on Figure 43. Replace sprocket if dimensions are less than 19 mm.

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

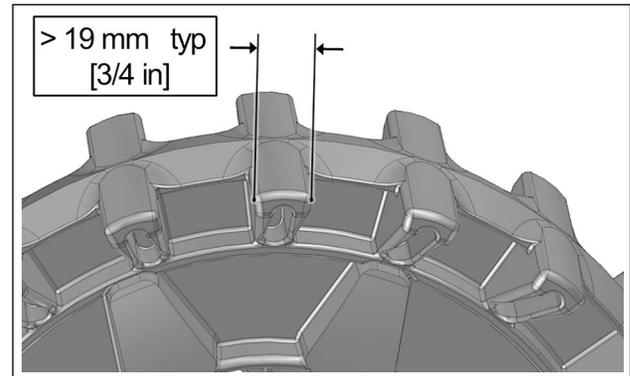


Figure 43

**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.

## TROUBLESHOOTING

PROBLEM	POTENTIAL CAUSE	CORRECTION
Overheating of System guiding components (burned rubber or plastic odor)	Blocked wheel	Try to free the wheel and replace it if necessary
	Misalignment of System	Correct Track System alignment. Refer to <i>Adjustments</i> section in <i>User Manual</i>
	Constant turning	Vary your turning radius and seek areas that can help lubricate the System
	Uninterrupted use of the System in rutted trails	Vary your line (out of ruts) and seek areas that can help lubricate the System
Loss of power	Track Tension too high	Lower track tension
		Clean sprockets of all mud or snow build up, or of any other contaminant. An optional Sprocket Scraper kit is available. Contact Customer Service
		Remove ice/snow build up on wheels
	Snow infiltration in vehicle's air intake or clutch system	Clear all compacted snow between frame and wheels
Partial or total derailing	Severe wear on one or several components	Remove snow and contact dealer immediately to fix the situation
	Track tension too low	Check tensioner alignment. Check wear on track guide, inside driving lugs and wheels
	Misalignment of Track System and/or incorrect angle of attack	Adjust track tension on Track System units. Refer to <i>Adjustments</i> section in <i>User Manual</i>
Insufficient snow flotation	Incorrect adjustment of anti-rotation mechanism	Adjust angle of attack of Track System and vehicle alignment as per manufacturer's specifications. Refer to <i>Adjustments</i> section in <i>User Manual</i>
		Worn or damaged rubber damper or stabilizing rod

PROBLEM	POTENTIAL CAUSE	CORRECTION
Abnormal vibration	Presence of debris in the system	Remove any debris that could prevent proper operation of the System
	Severe and localized wear on a wheel (flat spot)	Replace part
	Frozen sprocket or wheel	Remove ice/snow build-up. Storing the vehicle at temperatures higher than 0°C might be required. An optional Sprocket Scraper kit is available. Contact Customer Service.
	Beginning of derailing	Check tensioner alignment. Make sure that the track is well guided by the wheels and track guide. Realign Track System if needed.
		Check wear on wheels, track guide and track drive lugs
	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
	Damaged Hub or wheel bearing	Replace damaged 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	Adjust angle of attack according to manufacturer's specifications. (Refer to <i>Adjustments</i> section in <i>User Manual</i> )
	Track tension too high	Adjust track tension. (Refer to <i>Adjustments</i> section in <i>User Manual</i> )
	Misalignment of Track System	Correct alignment. (Refer to <i>Adjustments</i> section in <i>User Manual</i> )

## 2-YEAR LIMITED WARRANTY

Camso guarantees that the new, unused **Camso® X4S** System (System) installed by an authorized dealer, distributor or self-installed by the original consumer is free from any defects in materials and workmanship during the period and in conditions described below. When operating a new **Camso® X4S** 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® X4S** 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, distributor or self-installed by the original consumer.

This warranty specifically excludes any damage or breakage to the vehicle and related defects on the vehicle, 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 with Camso original parts. 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) Normal wear and tear.
- 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.

12) Damage resulting from use of the System on a vehicle not found on the [Camso fitment guide](#).

13) A track system that was bought second hand, even if bought by the original owner less than 2 years ago.

THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. ANY AND ALL CONSEQUENTIAL DAMAGE, 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 AND LOSS OF BUSINESS, AND OTHER INDIRECT DAMAGES ARE EXCLUDED FROM THIS WARRANTY.

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

# DECLARATION OF CONFORMITY



**WE:**

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

**HEREBY DECLARE THAT THE PRODUCT SERIES:**

PRODUCT: X4S 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 X4S System is covered by the following patents:

- CA 2 405 908
- CA 2 493 181
- CA 147 901
- CA 2 822 562
- CA 2 825 509
- CA 2 552 119 \*
- CA 2 770 498 \*
- EU 002116731-0001
- EU 002116731-0002
- US 6 935 708
- US 7 229 141
- US 8 347 991
- US 8 662 214
- US 8 967 737
- US D681,071
- US D680,561
- 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>

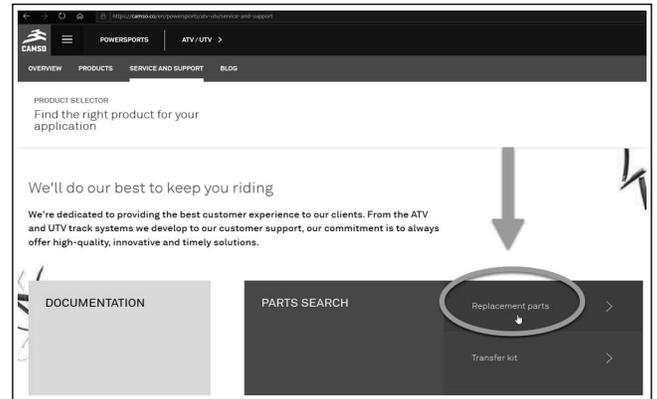
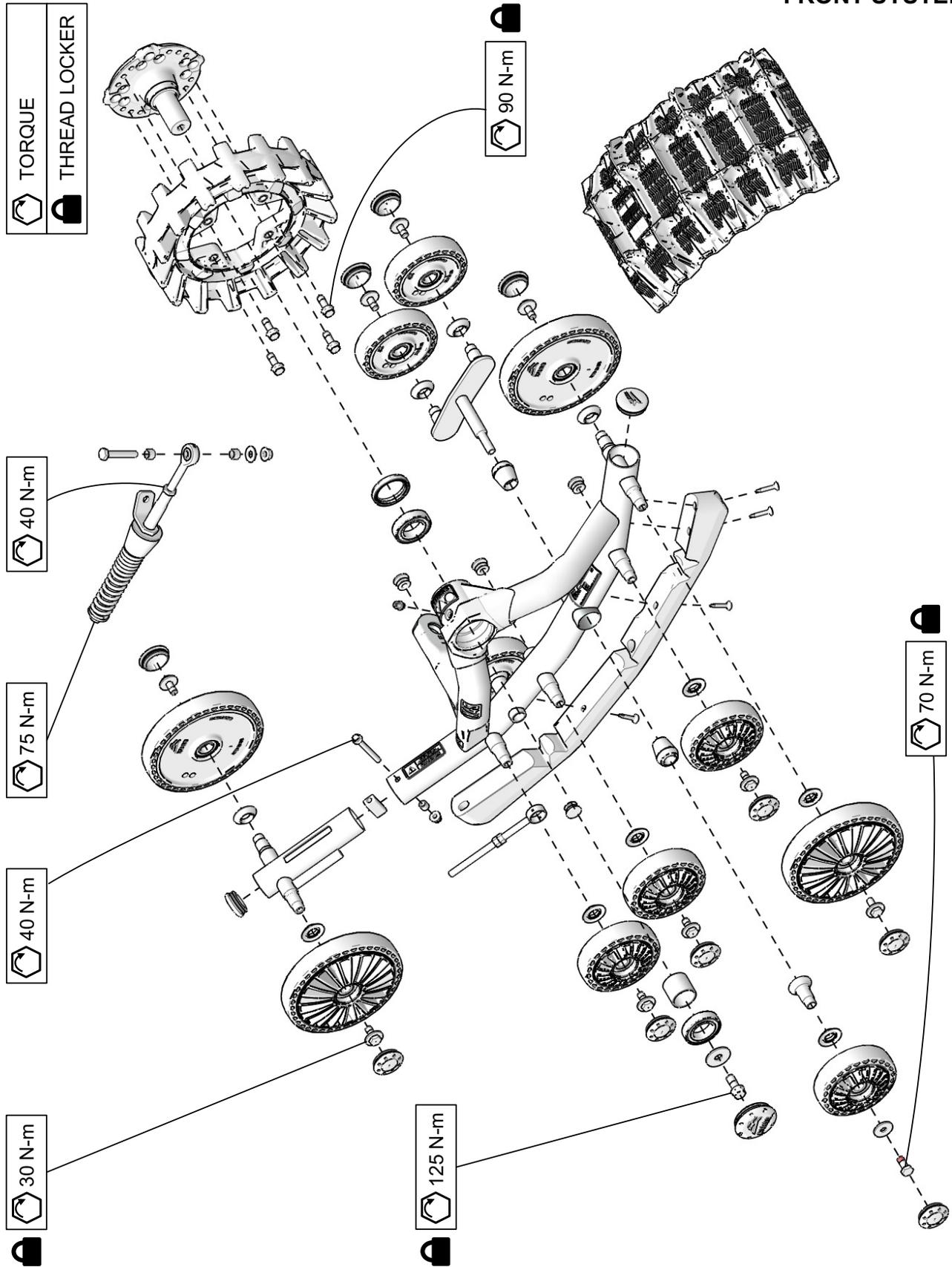


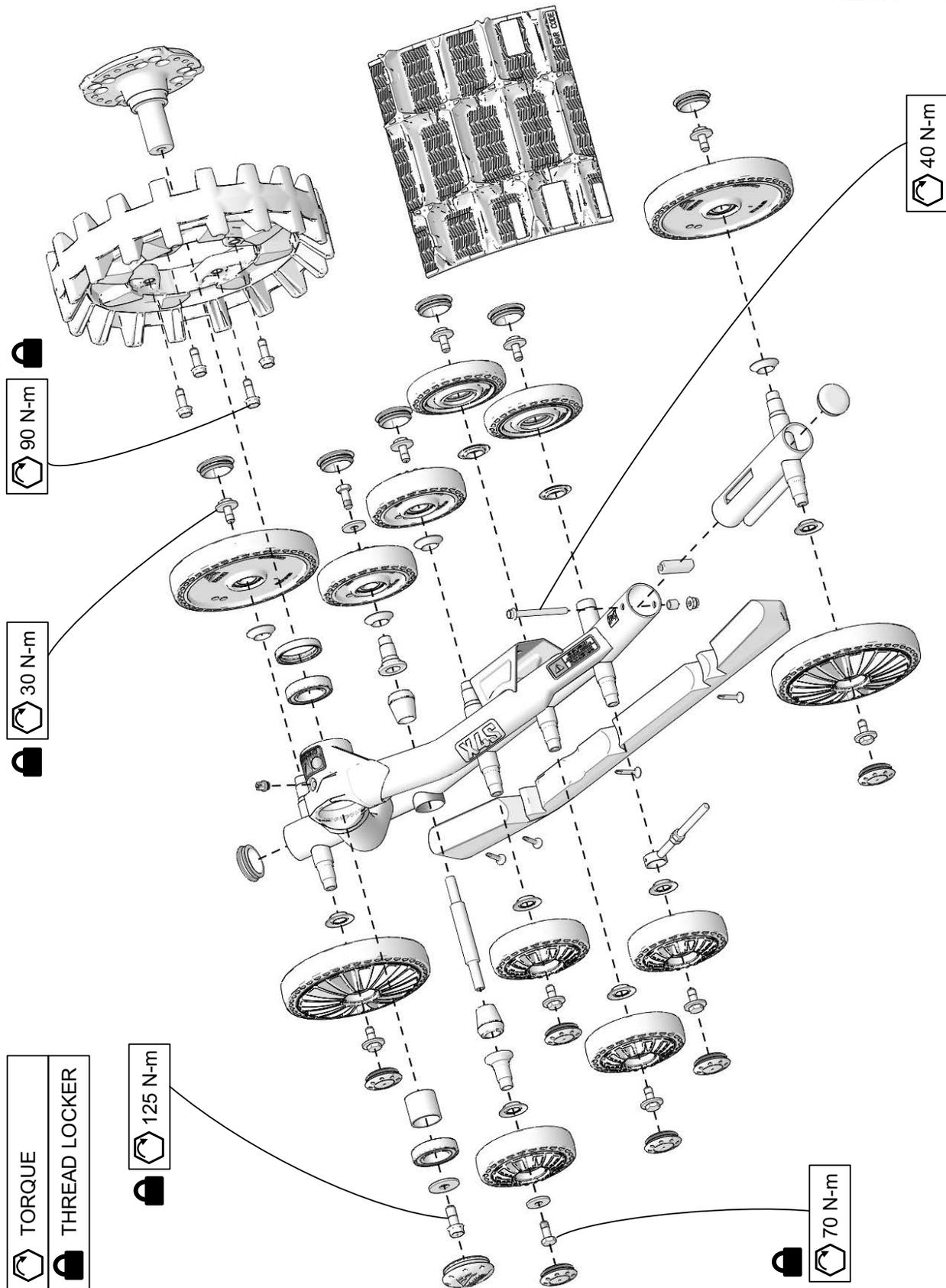
Figure 44



FRONT SYSTEMS

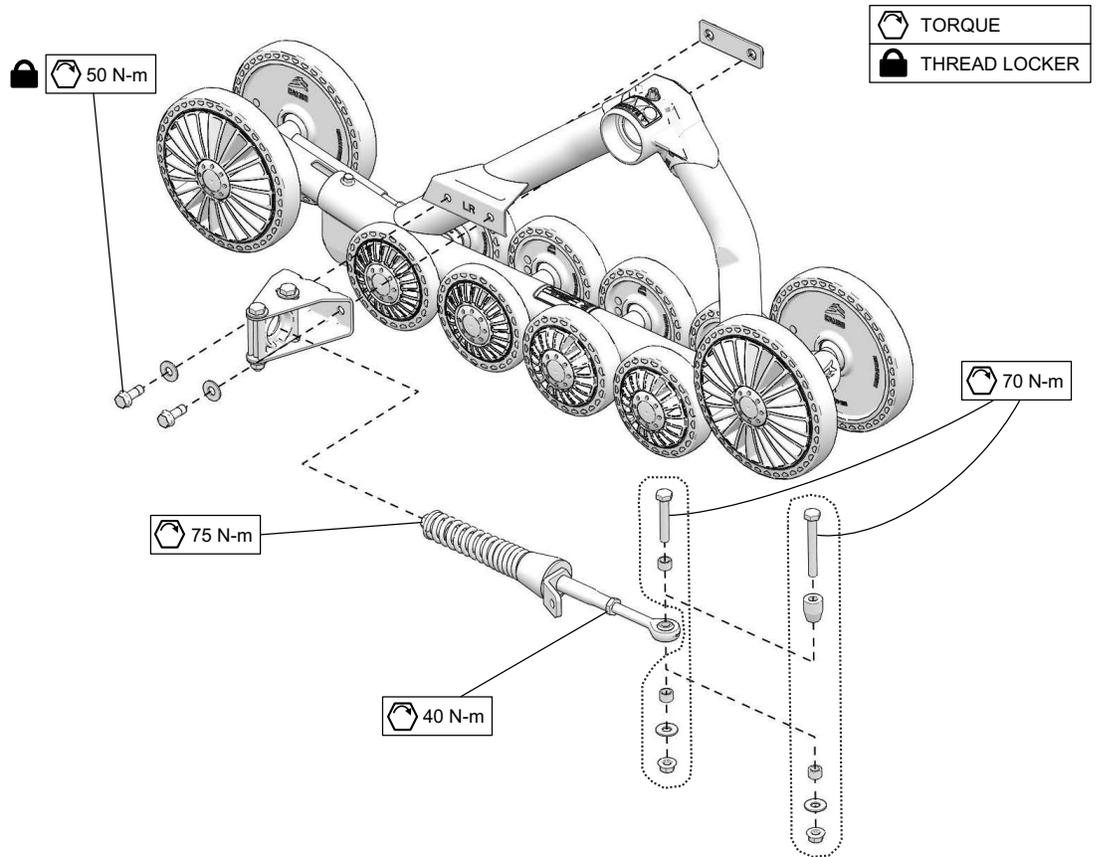


REAR SYSTEMS



# TORQUE SPECIFICATIONS

## - REAR - INDEPENDENT SUSPENSION



## - REAR - RIGID SUSPENSION

