

CAMOPLAST

ATV T4S TRACK SYSTEM

TRACK SYSTEM
FOR ATV

2015



USER MANUAL

1099-01-1025 - VERSION D



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IMPORTANT

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

IMPORTANT

The way the Camoplast Hi-Performance Tracks Camoplast ATV T4S track system is used has a direct link with the longevity of the system components. Sportive driving, rapid direction changes and repeated fast turns (more specifically on power steering vehicles) are not advised. These driving styles increase risk of derailing and can cause premature wear and or major breakdowns on the track system which will not be covered under normal warranty.

Original notice

Translations in other languages available at www.camoplastsolideal.com

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INTRODUCTION

INTRODUCTION

Thank you for choosing the **ATV T4S**, a Camoplast Hi-Performance ATV Track System, (hereinafter referred to as the "System"). You have made the right choice. This system will provide you with all the traction, performance and durability you require for recreational or work purposes and allows for operation in winter conditions as well as fall and spring conditions. This track system for **quads** (hereinafter referred to as "ATVs") provides exceptional floatation with very low ground pressure. Its strong lightweight steel frame (30 kg), its internal sprockets, adapted to the vehicle's capacity, and its track, specifically designed for ATVs, make it the best system on the market.

SAFETY

This guide uses the following symbols to emphasize particular information :

WARNING

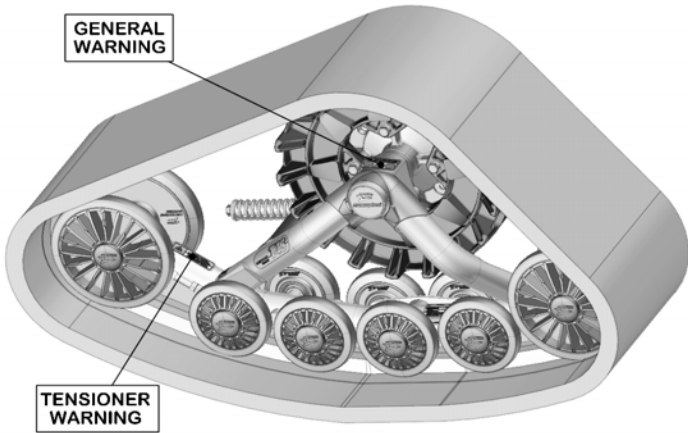
Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION: Indicates a potentially hazardous situation which, if not avoided, may result in damage to vehicle and track system components.

NOTE: Indicates supplementary information.

WARNING STICKERS

On track system frames, you will find the warning stickers shown in the illustration below. Read the stickers carefully and understand them before using the track systems. They contain important information about safety and proper operation of the track systems.



Do not remove the warning stickers from the frame. If a sticker is damaged, have it replaced by an authorized Camoplast Hi-Performance Tracks dealer.

GENERAL WARNING



SAFETY



USER MANUAL - Every user must read the User Manual before attempting to operate a vehicle equipped with track systems. If track systems are 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 track systems.



"MAINTENANCE SCHEDULE" SECTION OF USER MANUAL - Follow instructions contained in the Maintenance Schedule section of the User Manual to ensure safe and long-lasting operation of track systems.

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.

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 installing 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 legal authorities 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 will be reduced, compared to a wheeled vehicle.

HINTS AND TIPS

Before leaving for an excursion, make sure you have the following within arms reach : 13 mm, 14 mm, 15 mm, 16 mm, 17 mm, 18 mm and 19 mm wrenches and sockets, one axe, one shovel, one tow cable, a lifting jack and one adjustable wrench.

Generally, the slower you go, the better the traction will be.

For riding or excursions on unknown, or remote terrain, make sure you have a cellular phone or satellite phone, a first aid kit and spare parts in your possession.

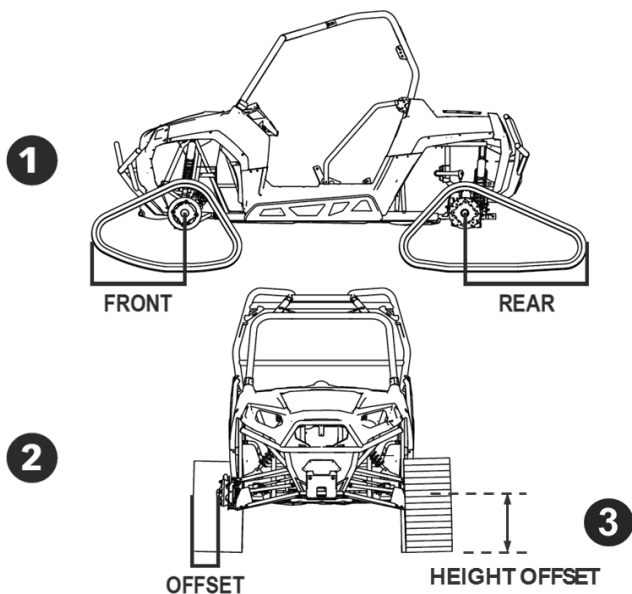
When driving off trails, always be cautious to the presence of hidden obstacles.

When driving in deep snow, do not intentionally spin the track (tracks keep on turning while the vehicle does not). This could cause the vehicle to get stuck.

OFFSETS SPECIFICATIONS

OFFSETS SPECIFICATIONS

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



1	<u>Offset</u> (length)	<u>Front:</u>	24 in (609 mm)
		<u>Rear:</u>	27 in (685 mm)

2	<u>Offset</u> (width)	<u>Polaris:</u>	7 in (178 mm)
		<u>Other models:</u>	6 in (152 mm)

3	<u>Offset</u> (height)	Original tire: 24 in	3 in (76 mm)
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USER NOTICE AND DISCLAIMER

The **Camoplast ATV T4S** 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 **Camoplast ATV T4S** System by Camoplast Hi-Performance Tracks. 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 Camoplast Hi-Performance Tracks products dealer nearest to you to obtain any additional information. You may also consult the Camoplast Solideal Web site at www.camoplastsolideal.com and call our technical support by email at atvtracksystems@camoplastsolideal.com.

Camoplast Hi-Performance Tracks 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 object said. 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.

USER NOTICE AND DISCLAIMER

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 driveability. 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 ATVs.

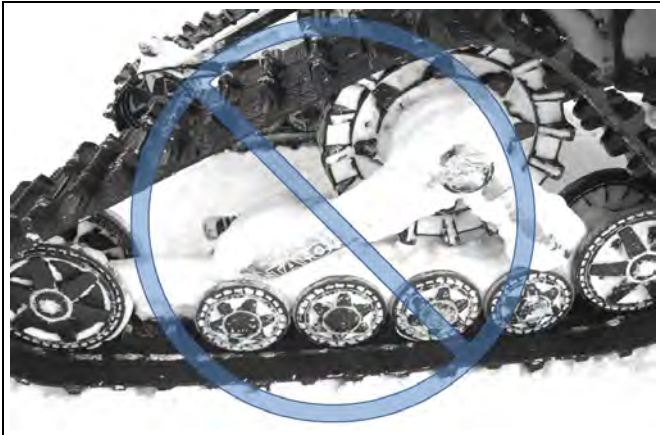
Camoplast Hi-Performance Tracks is proud to offer ATV conversion kits within its wide range of products. ATV Track Systems are not only reliable, but safe. However, there are risks inherent to driving an ATV equipped with the System. It is therefore very important that any driver familiarizes himself with proper driving techniques of an ATV equipped with a System, and that he adapts his driving to his level of experience and continually evaluates operating conditions and terrain to safely and efficiently make the best of these Camoplast Hi-Performance ATV track systems.

USING THE ATV WITH TRACKS

When operating a vehicle equipped with track systems, it is important to observe the safety recommendations. As driving a vehicle equipped with track systems is different from driving a vehicle with wheels, it is strongly recommended that the safety guidelines provided below are followed to prevent any accidents and serious malfunctions that could affect the occupants, the vehicle or to the track systems for occurring.

NOTE: *Non-compliance with usage recommendations can lead to a warranty claim refusal.*

Pre-use inspection



WARNING

Before each ride make sure that all wheels and moving parts of the system are free and that they are not frozen or stuck onto the frame.

Steep descents



WARNING

It is not advisable to change direction during steep descents. This can lead to a serious malfunction of the ATV's steering system and track systems. During a steep descent, it is advisable to keep the handlebars in a forward direction and to begin turning when the ATV is on flat ground, thus to avoid subjecting the vehicle components and the system to any high stress.



Descending and being stuck in reverse



⚠ WARNING

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



Towing a vehicle out of the snow



⚠ WARNING

If your vehicle must be towed out of the snow, never tow it in the direction in which it sank. Tow the vehicle in the direction of the trail it left as it became stuck.



Driving over an obstacle



Driving over a steep ridge



WARNING

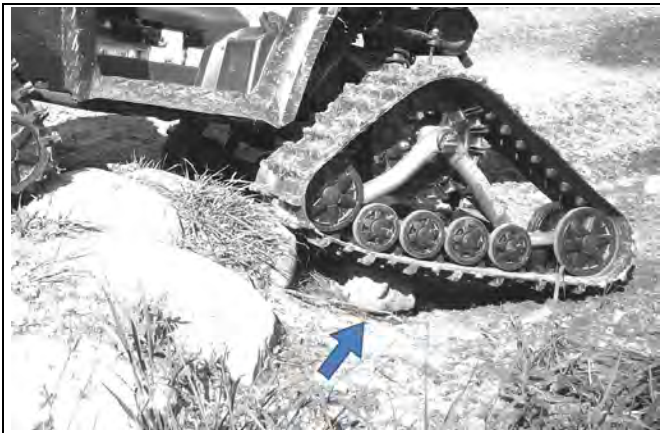
It is not advisable to attempt to drive over an obstacle, such as a tree trunk, a big rock or a steep ridge that could lodge itself between the front and the rear track systems and immobilize the vehicle. The best option remains to bypass this type of obstacle.

Driving over an obstacle taller than 12 in [30 cm]



⚠ WARNING

Driving over an obstacle more than 12 in [30 cm] high, such as a tree trunk, stump or big rock, is sometimes impossible. If the situation occurs, insert a log or appropriately sized rock to lower the height of the obstacle and facilitate driving over it.

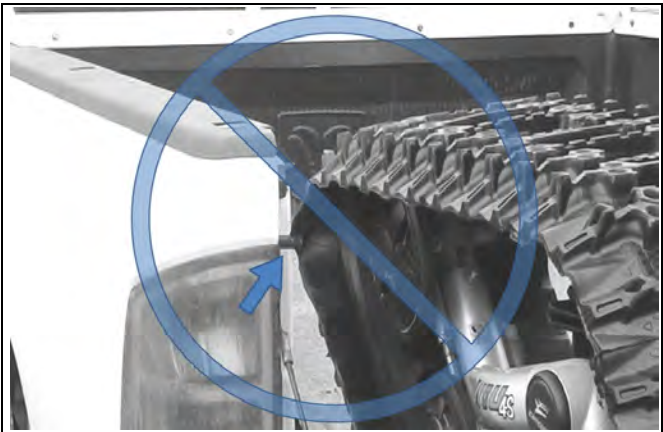


Loading a vehicle into and unloading it from a truck



⚠ WARNING

When a vehicle is being loaded into or unloaded from a truck box, it is extremely important to ensure that the front tracks do not grip the locking gudgeons of the truck's tailgate as this could cause them to tear.



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.

Location of the towing cable

 **WARNING**

If your vehicle must be towed out of the snow, never secure the cable on the track systems to tow the vehicle, the towing cable must be fixed on the vehicle frame.

Special recommendations

 **WARNING**

The driver must remain vigilant and cautious at all times. Powder snow and mud can hide dangerous obstacles.

 **WARNING**

The driving characteristics of your ATV will change with the installation of the System. It is important to take the time to become familiar with the Systems.

 **WARNING**

It is the driver's responsibility to verify that the air intake of the vehicle is well adapted to weather conditions and is not blocked by snow accumulation.

 **WARNING**

When travelling in groups, people following vehicles equipped with track systems should be warned, as the tracks can propel dangerous objects. Be especially cautious on "rocky" trails.

 **WARNING**

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

USING THE ATV WITH TRACKS

WARNING

Allow for a greater braking distance and periodically apply the brakes while driving to prevent ice buildup on brake components.

WARNING

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

WARNING

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

INSTALLATION, REMOVAL AND RE-INSTALLATION

WARNING

Never place parts of your body under the vehicle unless it is securely placed on appropriate stands. Severe injuries could occur if the vehicle collapses or moves. Do not use a lifting device as a secure stand.

Always follow good shop practices. The place where you will be working must be security, clean, bright and well ventilated. If you are to use a floor jack, never use it as a stand. Always use appropriate stands. To avoid vehicle movement during operations, place blocks behind wheels that remain in contact with the ground. These recommendations also apply when removing parts.

WARNING

Before beginning the installation, ensure you that the vehicle is immobilized and that the engine is stopped.

WARNING

To avoid any potential burn injury, allow the engine and exhaust pipes to cool before beginning installation of the system.

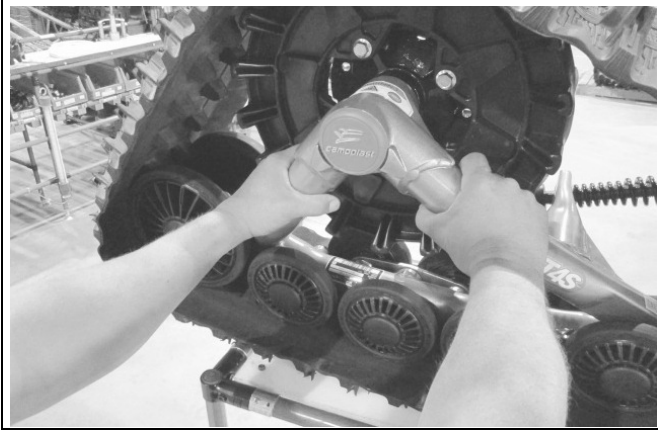
Read this manual before proceeding with the installation work. Read the *Installation Guidelines* included with the System for installation instructions dedicated to your ATV model.

When the system is removed and when the wheels are reinstalled on vehicle, make sure that you reinstall all the original components (wheels, guards, etc.) as they were initially on the vehicle.

INSTALLATION, REMOVAL AND RE-INSTALLATION

WARNING

To avoid any injury during manipulation of the systems, we recommend handling the systems with hands placed on the frame at the positions shown in the figure below.



Installation

Execute all tasks described in the vehicle model's *Installation Guidelines*. Then, proceed to adjust the angle of attack, alignment and track tension as described in this manual. Test drive the ATV and the adjustments must be verified a second time after the first use, re-adjust as required.

Removal

CAUTION: Leaving anchor brackets attached to suspension arms or anti-rotation bars attached to the skid plate when the ATV operates on wheels can result in grave damage to the vehicle. Never leave components other than the skid plate and foot rest reinforcement parts.

INSTALLATION, REMOVAL AND RE-INSTALLATION

At the front: Unbolt the top (1) and bottom (2) part of anchor bracket assembly and remove it from the suspension arm.

NOTE: Leave anchor bracket (2) attached to the stabilizing rod (3).

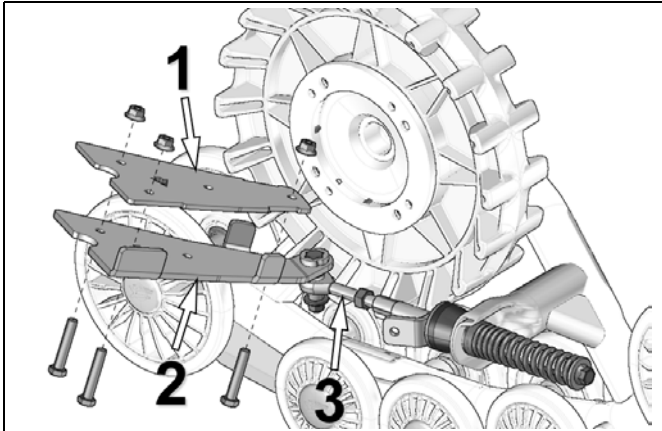


Figure 1

- Remove track systems.
- Re-install wheels.

At the rear on an independent suspension:

- Same procedure as the front.

At the rear on a rigid axle suspension:

- Unbolt anti-rotation arm from the skid plate under the vehicle or from any other anchor point on the vehicle.

NOTE: Leave the skid plate in place.

- Remove track systems.
- Re-install wheels.

INSTALLATION, REMOVAL AND RE-INSTALLATION

Re-installation

Always clean wheel hubs on the ATV before installing wheels or track systems.

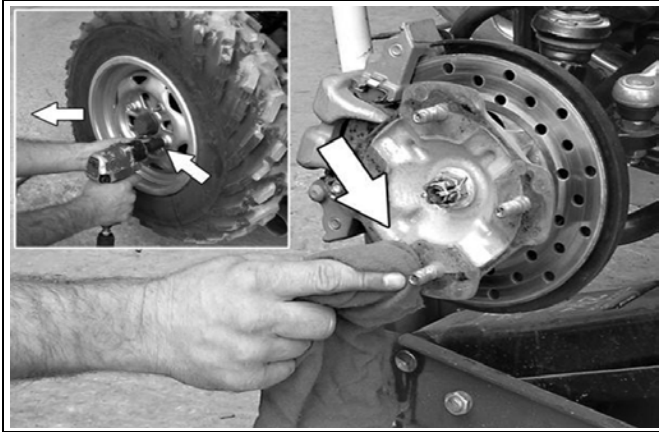


Figure 2

NOTE: Clean wheel hubs.

- Re-install track systems at the rear.
- Re-install track systems at the front.
- Tighten fasteners in a criss-cross sequence to the torque specification recommended by the manufacturer.
- Verify track tension. Adjust if required.
- Verify angle of attack. Adjust if required.
- Verify alignment. Adjust if required.

NOTE: For more information on installation procedures, refer to the "Installation Guidelines" specific to your vehicle model.

ADJUSTMENTS

IMPORTANT

Verifying your adjustments on the system is mandatory after the first use of the vehicle, the track tension, alignment and angle of attack of each track system must be re-verified. Incorrect adjustments can decrease the performance of the system and create premature wear of certain components

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

Angle of attack for front track 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 sure that it stays flat on the ground.

ADJUSTMENTS

- Stabilizing arm (1) must be attached to the front anchor bracket (2) installed on the vehicle. See Figure 3.

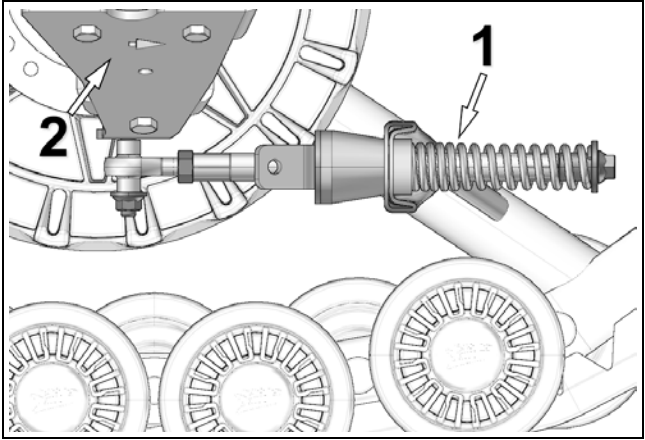


Figure 3

- 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.

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

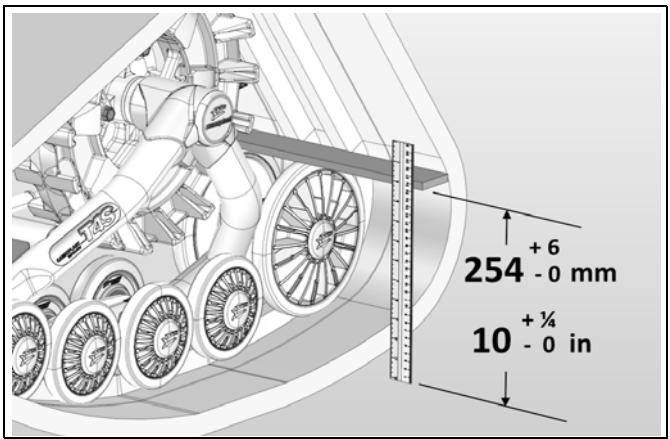


Figure 4

ADJUSTMENTS

- 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 [1 3/16 in] wrench to rotate support plate and obtain **254 mm [10 in]** above the ground. Refer to Figure 5.

NOTE: On front track systems, the stabilizing arms incorporate a steering limiter support plate which is bended (3). This plate should be positioned inwards, towards the vehicle.

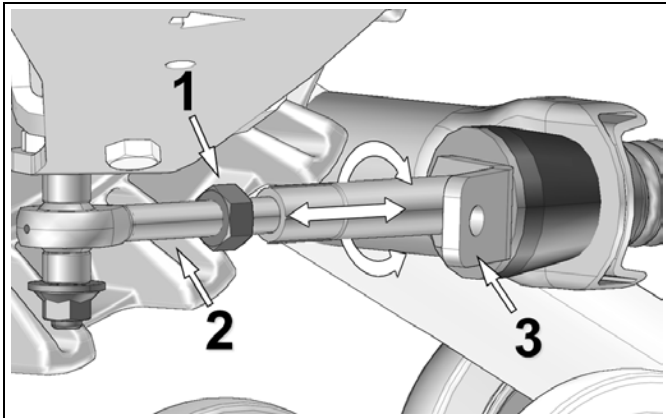


Figure 5

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

NOTE: Follow the recommended torque when tightening the jam nut. Overtightening the nut might damage the rod end's threaded shaft.

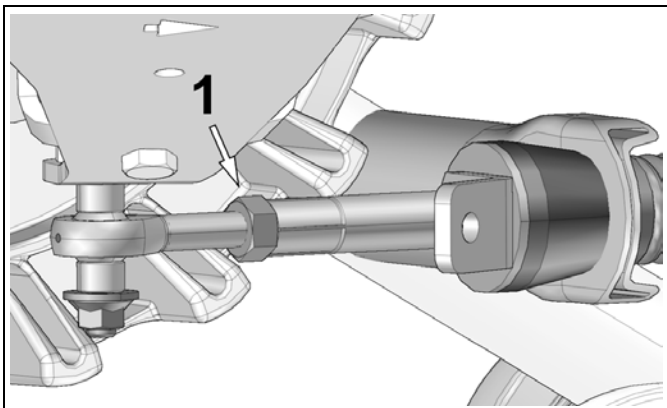


Figure 6

ADJUSTMENTS

Basic Tuning (front track systems):

- An adjustment of more than **254 mm [10 in]** measured with the flat bar, results in 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 but produces more stability at high speed.

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

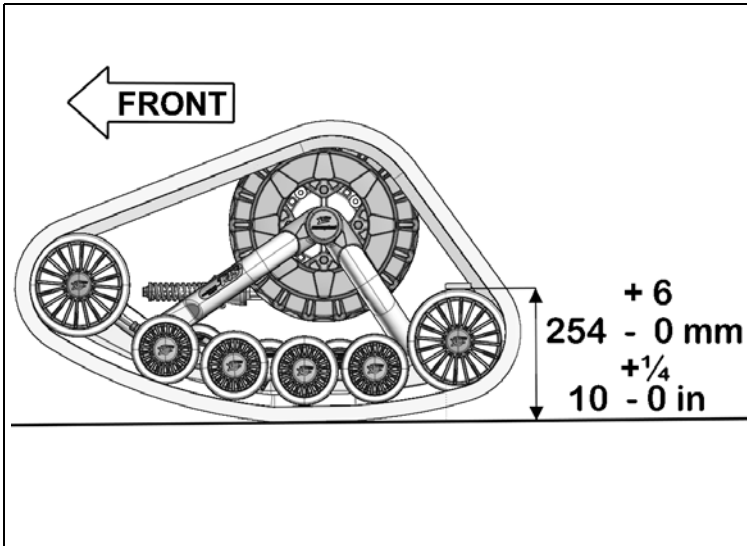


Figure 7

Angle of attack for rear track systems

To obtain the correct angle of attack on rear tracks systems, perform the following:

Vehicles with 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 correct adjustment.

- Stabilizing arm (1) must be attached to track system and to rear anchor bracket (2) installed on vehicle. See Figure 8 and Figure 9.

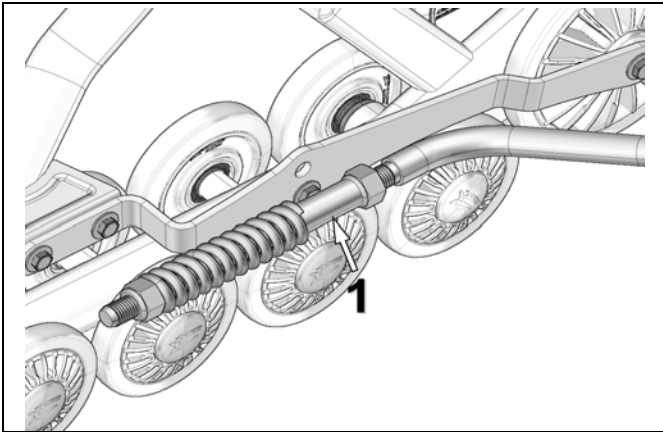


Figure 8

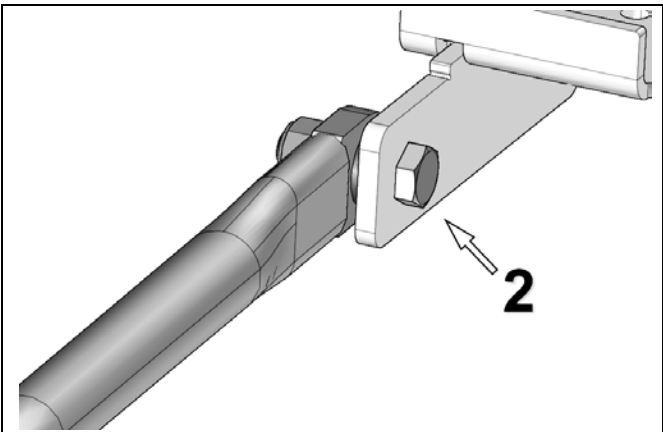


Figure 9

ADJUSTMENTS

- Loosen the nut (1) compressing the spring of the stabilizing rod. See Figure 10.

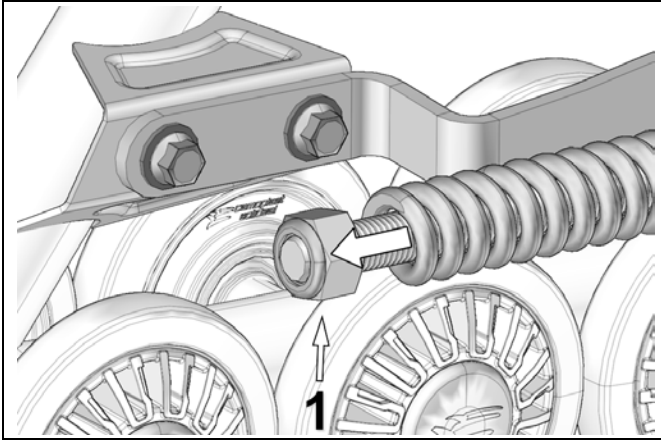


Figure 10

- Set the nut (2) to obtain a distance of 10 mm between nut and stabilizing arm guide as shown on Figure 11.

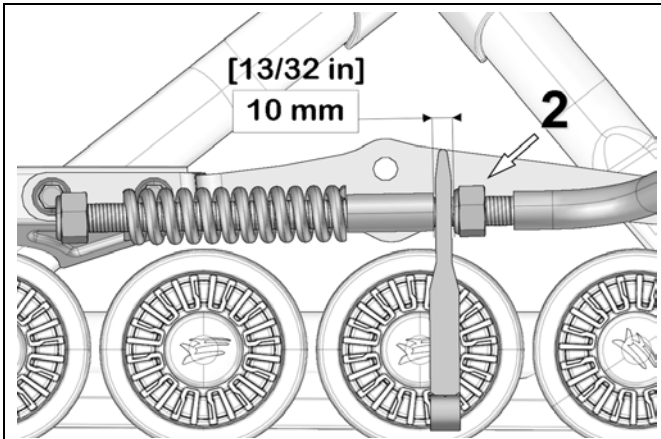


Figure 11

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

ADJUSTMENTS

- Turn nut (1) until it comes in contact with the spring, then compress the spring by turning the nut 1 1/2 turns. See Figure 12.

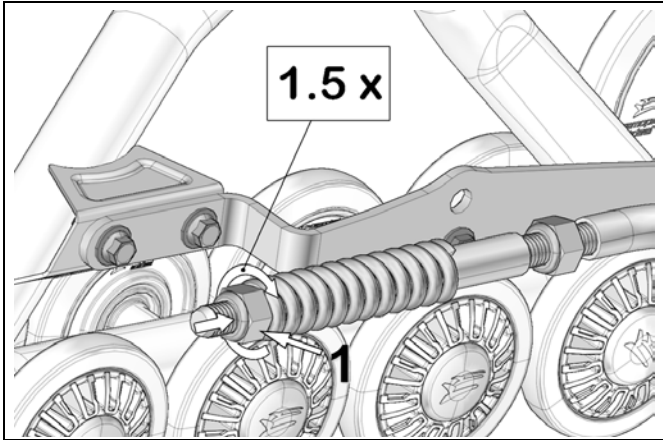


Figure 12

- **IMPORTANT:** Double-check 10 mm minimum distance between nut and stabilizing arm guide. Re-adjust as needed. See Figure 13.

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

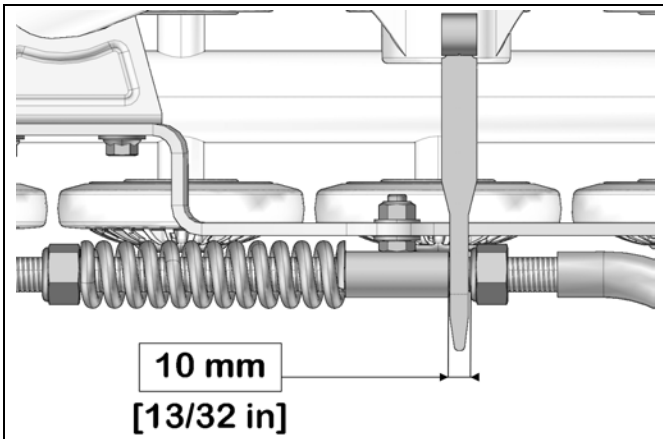


Figure 13

ADJUSTMENTS

Vehicles with independent suspension (IS)

- Stabilizing arm (1) must be attached to the rear anchor bracket (2) installed on the vehicle. See Figure 14.

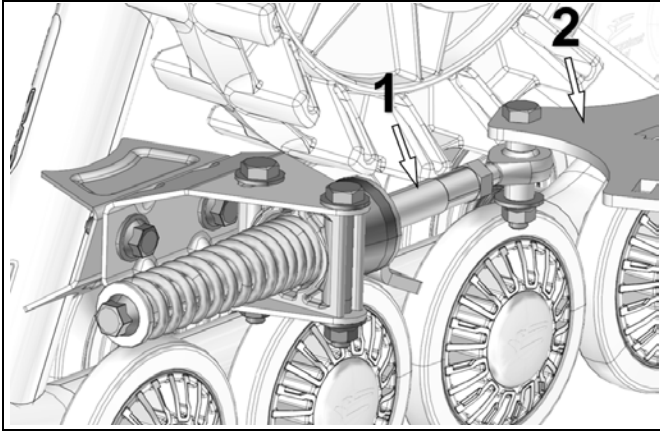


Figure 14

- Loosen anti-rotation bracket bolts (1) and (2) to allow the anti-rotation retainer (3) to rotate on its axis. See Figure 15.

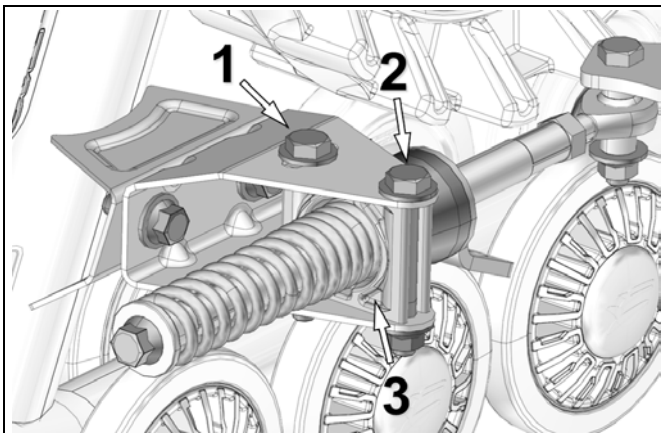


Figure 15

- Loosen jam nut (1). Rotate the stabilizing arm to adjust length of rod end so that no pressure is applied to the rubber cone (2). Refer to Figure 16.

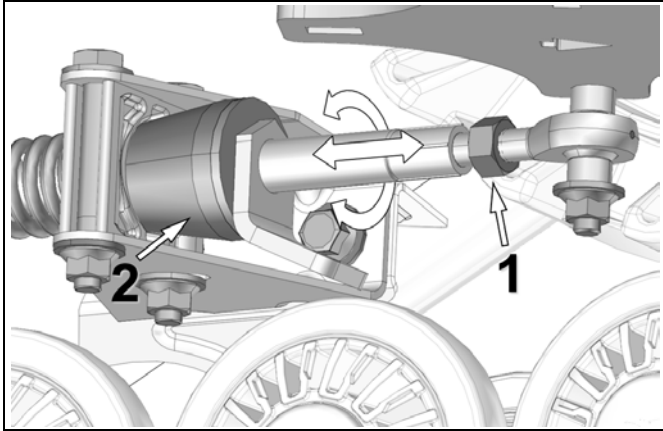


Figure 16

- Position the anti-rotation retainer at 90° (perpendicular) with the stabilizing rod. Tighten the two anti-rotation bracket mounting bolts (1 and 2) to 50 N•m of torque. Refer to Figure 17.

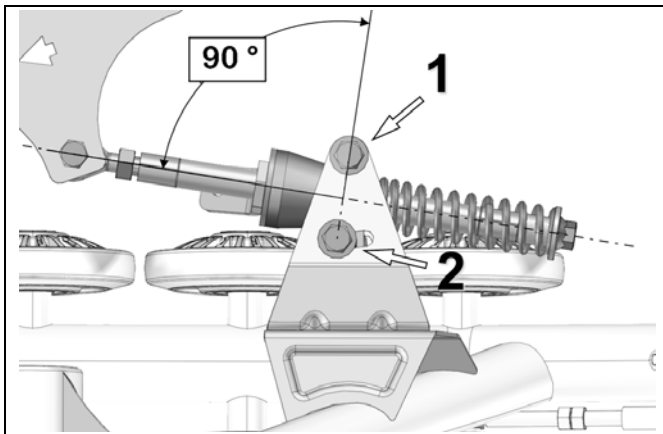


Figure 17

ADJUSTMENTS

- Turn stabilizing arm to adjust length of rod end (1) so that rubber cone (2) applies light pressure on anti-rotation retainer (3). See Figure 18.

NOTE: On rear track systems, the stabilizing arms incorporate a steering limiter support plate which is bended. This plate should be positioned downwards.

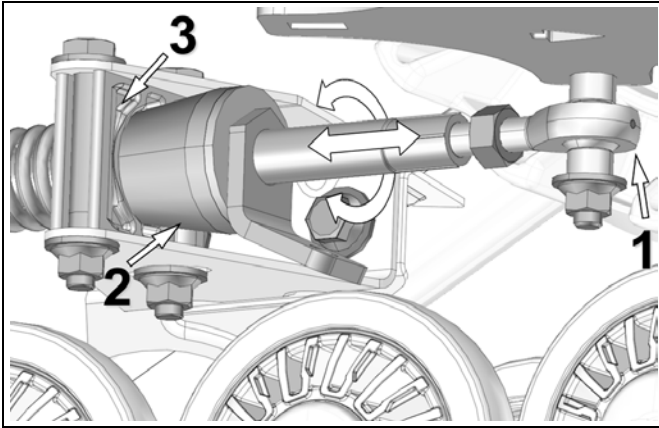


Figure 18

- Re-tighten jam nut (1) to 40 N•m [30 lb•ft] of torque when adjustment is complete. See Figure 19.

NOTE: Follow the recommended torque when tightening the jam nut. Overtightening the nut might damage the rod end's threaded shaft.

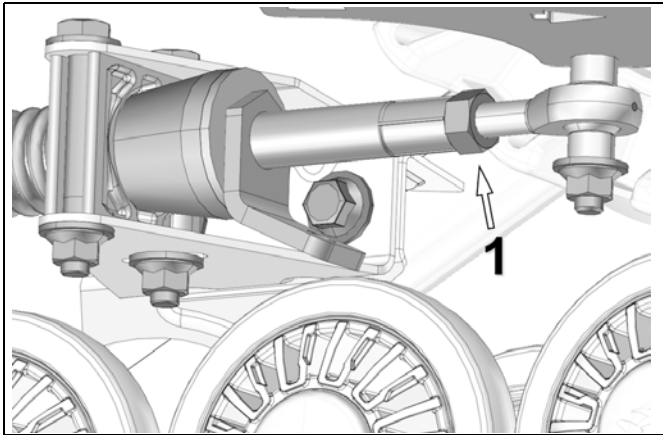


Figure 19

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

Basic tuning (Rear track systems):

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

ADJUSTMENTS

Alignment

Parallelism must be adjusted with the ATV on the ground, driving the vehicle forward about 3 m [10 ft] and measuring toe-in distance. Refer to Figure 20.

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

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

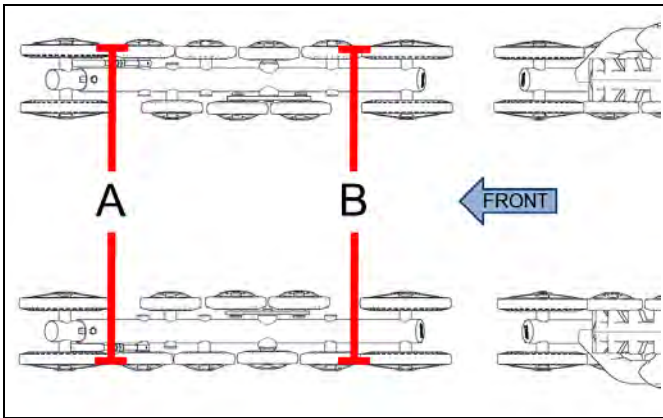


Figure 20

Dimension A: Represents the distance between the outer front idler wheels.

Dimension B: Represents the distance between the outer back idler wheels.

$$A - B = \pm 3 \text{ mm [1/8 in]}$$

ADJUSTMENTS

To perform adjustments on the ATV, first unlock the nut (1) of each tie rod end on the ATV. Then screw or unscrew the rod link (2) equally on both sides of the vehicle.

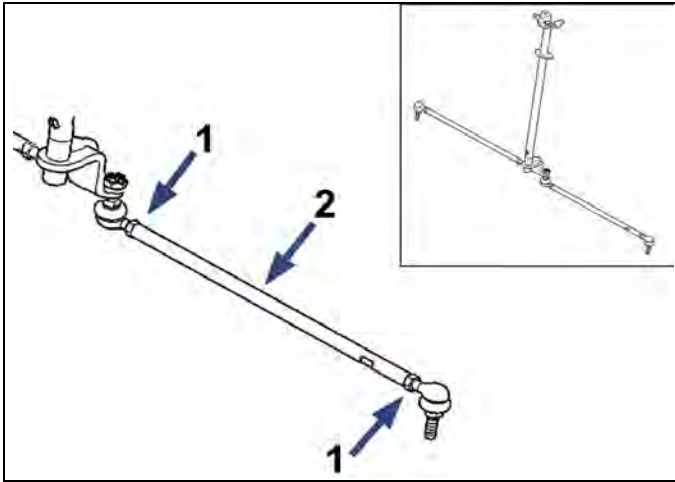


Figure 21

ADJUSTMENTS

Rubber 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.

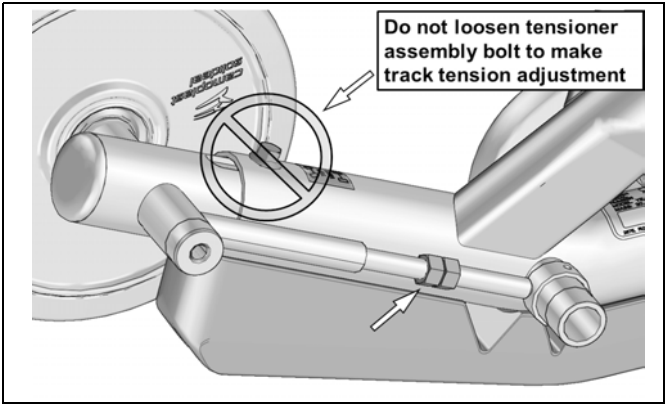


Figure 22

Loosen jam nut and turn adjusting nut (1) to set track tension. See Figure 23.

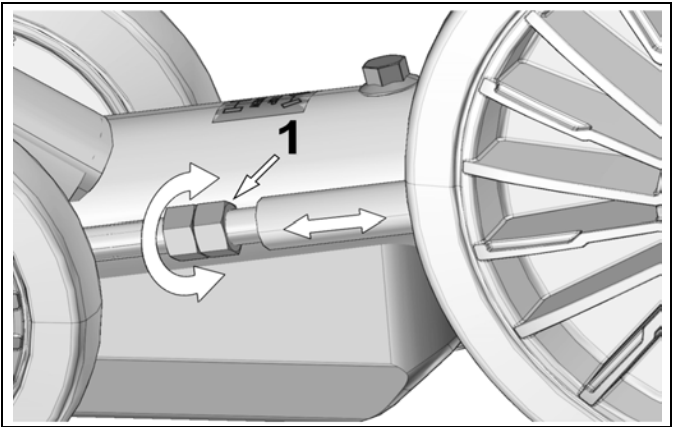


Figure 23

ADJUSTMENTS

The following table shows the force (1) applied and the deflection (2) which must occur depending on the conditions of use. Refer to Figure 25.

Season	Track	Force	Deflection
Summer	Front	15 kg [33 lb]	19 mm [$\frac{3}{4}$ in]
	Rear	15 kg [33 lb]	19 mm [$\frac{3}{4}$ in]
Winter (snow)	Front	11 kg [24 lb]	19 mm [$\frac{3}{4}$ in]
	Rear	11 kg [24 lb]	19 mm [$\frac{3}{4}$ in]

NOTE: The track tension testing tool shown below in Figure 24 can be purchased through an authorized Camoplast Hi-Performance Tracks dealer. The part number is 2000-00-3125.



Figure 24

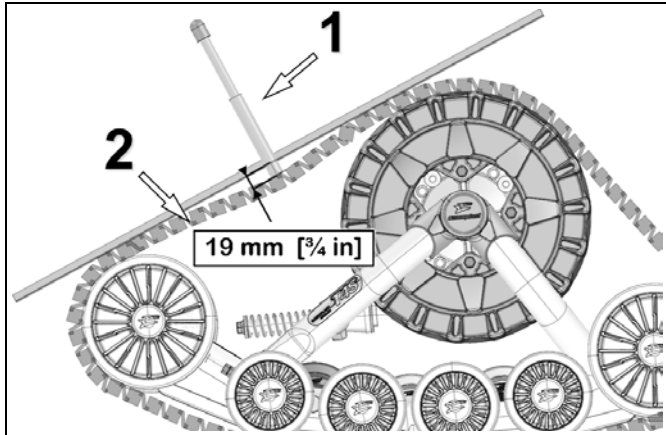


Figure 25

ADJUSTMENTS

Basic tuning

- A higher rubber track tension reduces the risk of “derailing” and reduces drive “ratcheting”.
- A lower rubber track tension provides better traction, a smoother ride and better fuel economy .

Final check

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

INSTALLATION OF A RUBBER TRACK

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.

Proceed as follows:

- Set track tensioner to minimum position.
See Figure 26.

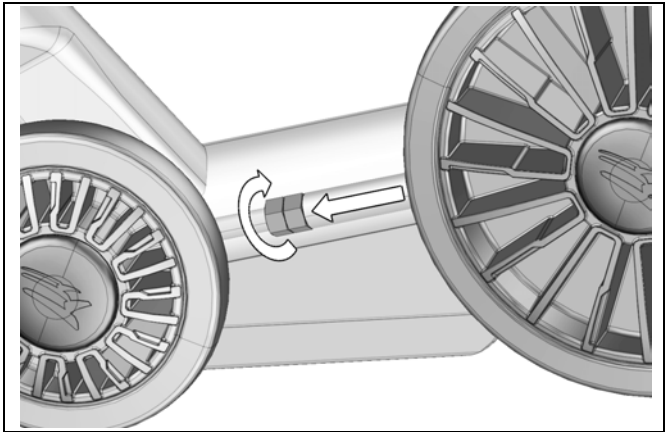


Figure 26

INSTALLATION OF A RUBBER TRACK

- Remove the two 202 mm wheels (1) opposite to the track tensioner. Refer to Figure 27.

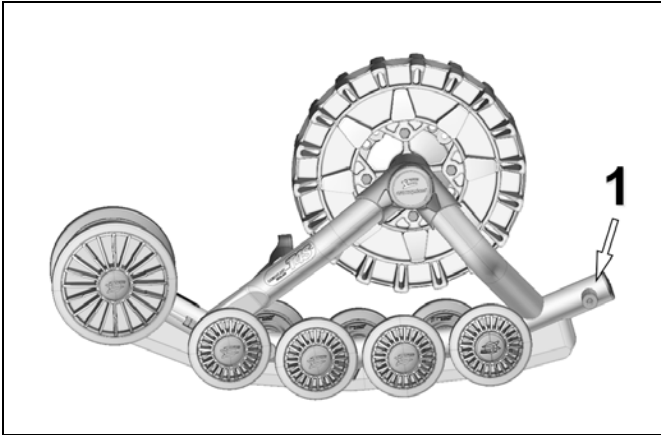


Figure 27

- Install the rubber track. See Figure 28.

NOTE: Front tracks can be installed in both directions of rotation. For rear track installation, locate the direction of rotation indicator on the track.

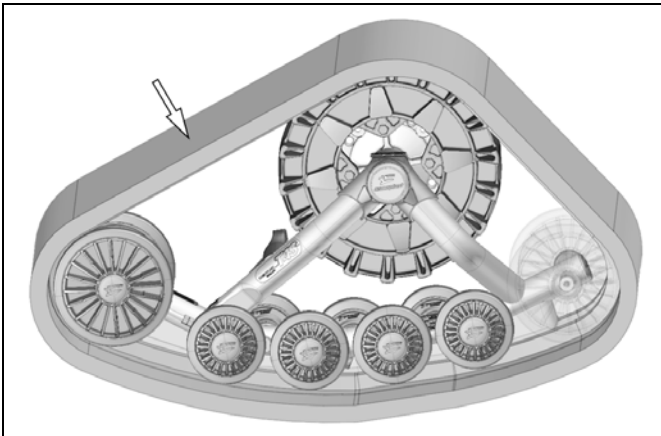


Figure 28

- Re-install 202 mm wheels.
- Adjust track tension. Refer to “Rubber track tension” section on page 35.

BREAK-IN PERIOD

WARNING

A break-in period is necessary in order to allow the components of the system to adjust to each other.

During the break-in period (4 hours or 80 kilometers), follow these recommendations:

- 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).

BREAK-IN PERIOD				
VERIFICATION	INSTALLATION	1 ST HOUR	2 ND HOUR	3 RD HOUR
		15 km/h MAX REAL SPEED	25 km/h MAX REAL SPEED	35 km/h MAX REAL SPEED
VISUAL INSPECTION	X	X	X	X
TRACK TENSION	X	X		
ANGLE OF ATTACK	X	X		
ALIGNMENT	X			X
BOLT TORQUE - ANCHOR BRACKET SYSTEMS				X

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.

REPLACEMENT OF A WHEEL WITH EXTRACTOR

REPLACEMENT OF A WHEEL WITH EXTRACTOR

WARNING

Do not use impulse tools to remove wheels.

Use Camoplast extractor #2000-00-1050 (Figure 29), and the following procedure to make the replacement:

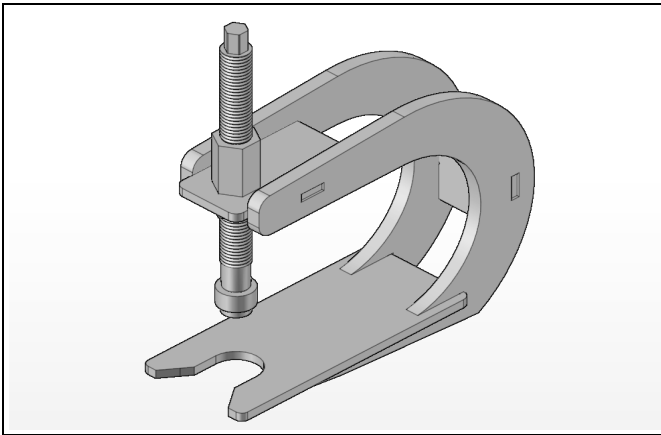


Figure 29

- Remove the rubber cap on the wheel. If the wheel is mounted to the frame using a bolt, loosen it and simply remove the wheel.
- If there is no bolt, use the extractor tool to remove the wheel.

REPLACEMENT OF A WHEEL WITH EXTRACTOR

- Place the extractor under the wheel as shown on Figure 30. Then turn the threaded rod to remove the wheel.

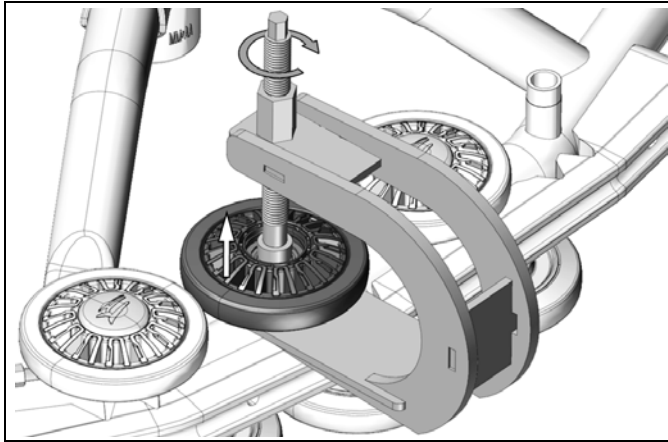


Figure 30

- Hit the end of the threaded rod to shake the wheel loose. Check to see if the rod needs tightening. Repeat until wheel is loose.
- Clean the wheel shaft on the frame.
- Apply new grease to wheel seal (change seal if needed). Refer to “Lubrication” section on page 50.
- Insert the new wheel on the shaft until it reaches the shoulder.

MAINTENANCE SCHEDULE

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. .

WARNING

Regular inspection, adjustment and lubrication of the track systems is essential to their good running order and safe operation. The user is responsible for maintaining and regularly adjusting their track systems. The “Maintenance” section provides the necessary information to perform adequate maintenance on the track systems.

WARNING

Failure to do regular maintenance at the prescribed intervals and perform the preventative 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.

NOTE: Camoplast Hi-Performance Tracks 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 on the following page:

For more details on the maintenance program, consult *Maintenance specifications* on page 45.

MAINTENANCE SCHEDULE

MAINTENANCE	INITIAL	INTERVALS		
	FIRST USE	EVERY 15^A- 30^B HRS	EVERY 40^A- 55^B HRS	EVERY 100 HRS^A / ANNUAL^B
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	LUBRICATE
FRAME - HUB BEARINGS	❏			INSPECT / REPLACE
FRAME - HUB BEARING SEAL	❏			INSPECT / LUBRICATE
FRAME - TRACK GUIDE WEAR			LUBRICATE	INSPECT / REPLACE
FRAME - STABILIZERS				INSPECT / REPLACE
FRAME - CRACKS				INSPECT / REPLACE
SPROCKET - WEAR				CLEAN / INSPECT
ANTIROTATION - 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 COLUMN		INSPECT / ADJUST		INSPECT / ADJUST

A Commercial use / Industrial use / Abrasives conditions

B Normal winter conditions

❏ Important maintenance

MAINTENANCE SCHEDULE

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 the attack angle adjustments on the systems according to the manufacturer's recommendations. Refer to the "Adjustments" section of the *User Manual* on page 22.
- **Vehicle alignment**: Make or verify the adjustments (vehicle alignment) on the systems according to the manufacturer's recommendations. Refer to the "Alignment" section of the *User Manual* on page 33.
- **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*.

NOTE: Comply with the tightening torque recommendations and use threadlocker liquid if you come across a bolt 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 the "Rubber track tension" section of the *User Manual* on page 35.
- **Wear:** Check wear and overall condition of the tracks on the systems. Refer to the "Wear" section of the *User Manual* on page 61.

NOTE: A damaged track can result in premature wear of the system's components.

Wheels

- **Side wear:** Check side wear on system's wheels. Refer to the "Wear" section of the *User Manual* on page 59. Replace wheel(s) if wear is too great.
- **Bearings:** Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel 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 the "Lubrication" section of the *User Manual* on page 50. **If a seal shows damage or any defect, it must be replaced.**

NOTE: Lubrication done at the recommended intervals allows the wheel seals to maintain optimal sealing action and extends the useful lifespan 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.

NOTE: Always replace both bearings and the bearing seal when replacement of a bearing is performed.

- **Hub bearing seal:** The maintenance chart recommends cleaning and lubricating the hub seal. Refer to the "Lubrication" section of the *User Manual* on page 52.

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

MAINTENANCE SCHEDULE

- **Track guide wear:** Check wear on track guides. Refer to the “Wear” section of the *User Manual* on page 61. Replace guides if wear is too great.
- **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 of the *User Manual* on page 63.
- **Cracks:** Visually inspect the frames for presence of cracks or defects that can impair proper operation of the systems. Replace components if damaged.

Sprocket

- **Wear:** Check wear of sprockets on the systems. Refer to the “Wear” section of the *User Manual* on page 62. Replace if wear is too great.

Anti-rotation

- **Lubrication:** The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to the “Lubrication” section of the *User Manual* on page 55.
- **Bolt torque:** Verify torque of assembly bolts on anchor brackets and anti-rotation arms at the recommended intervals specified by the maintenance chart.
- **Cracks, bent parts:** Visually inspect anti-rotation arms for presence of cracks 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 the “Wear” section of the *User Manual* on page 63.

WARNING

When performing the annual inspection of all bearings, please note that bearings cannot be re-greased like snowmobile bearings. If they need to be serviced, replace wheels completely. Some of the components (i.e. 134 mm wheels) need a special tool for servicing. Please use appropriate tools to avoid any damage to your component. Refer to section “Replacement of wheel with extractor”.

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

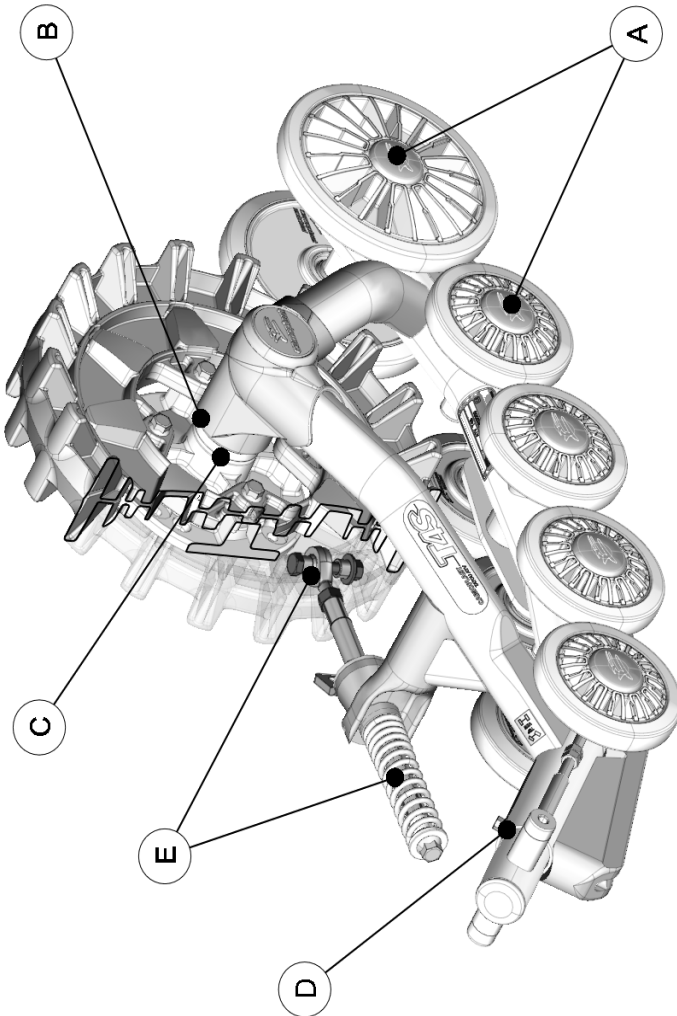
CAUTION: Hub bearings should be checked and replaced in accordance with the maintenance chart. Bearings that present abnormal play, make noise or restrict rotation of hub are indications that they must be replaced.

CAUTION: Stabilizing rod and spring should be greased with a good quality lubricant.

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

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.

LUBRICATION



LUBRICATION

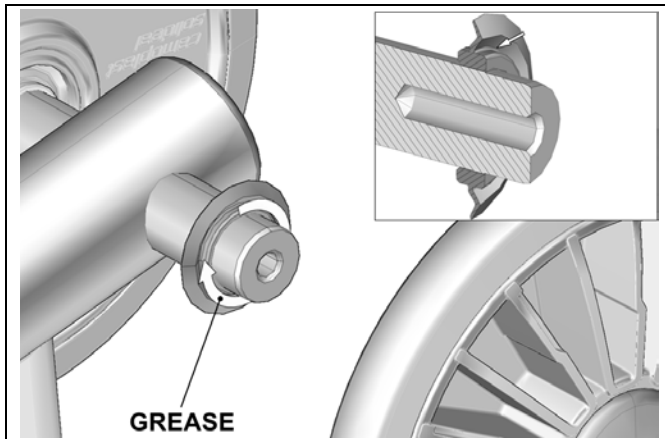
The Maintenance Schedule chart on page 44 includes lubrication maintenance that should be performed on track systems. Refer to the following recommendations for optimal lubrication.

NOTE: Use a "MF" type grease, designed for equipment operating in extreme and very humid environment.

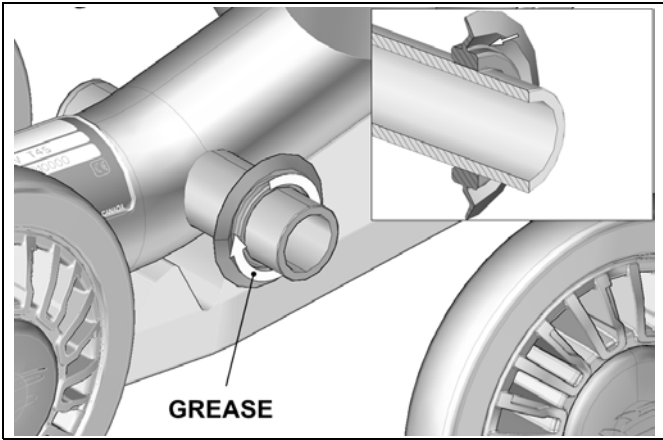
REFERENCE "A"

LUBRICATION OF WHEEL SEALS (Ø202 & Ø134 mm wheels)

Apply evenly 1 to 1.5 cc of grease all around the wheel seal's V-shaped groove (facing the wheel).



LUBRICATION



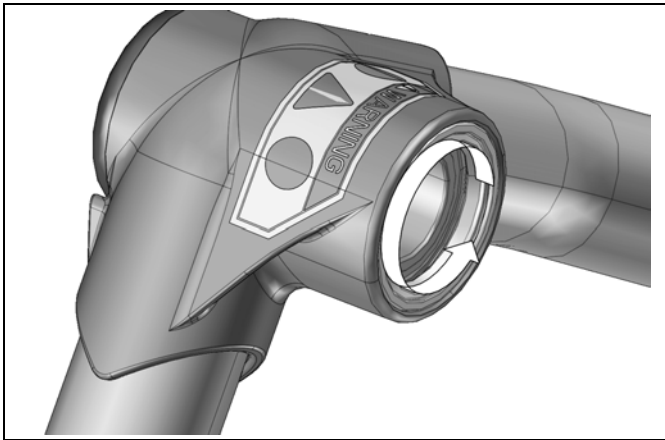
NOTE: Some of the 134 mm wheels require a special tool for removal. Refer to section "Replacement of a wheel with extractor" on page 41 of the User Manual.

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

REFERENCE “B”

LUBRICATION OF HUB SEALS

Apply evenly 1.5 to 2 cc (cubic centimeter) of grease between the hub seal's lips and over its the entire circumference (360°)



IMPORTANT : The hub seal must not extend beyond the hub face. It should be installed flush with the hub face.

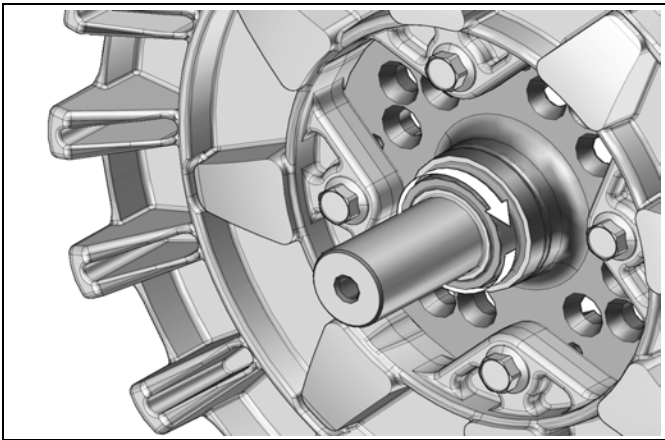
NOTE: Replace hub seal if defective.

LUBRICATION

REFERENCE “C”

LUBRICATION OF THE HUB SPEED SLEEVE

Apply 1 to 1.5 cc (cubic centimeter) of grease over the entire width and circumference (360°) of the hub speed sleeve.

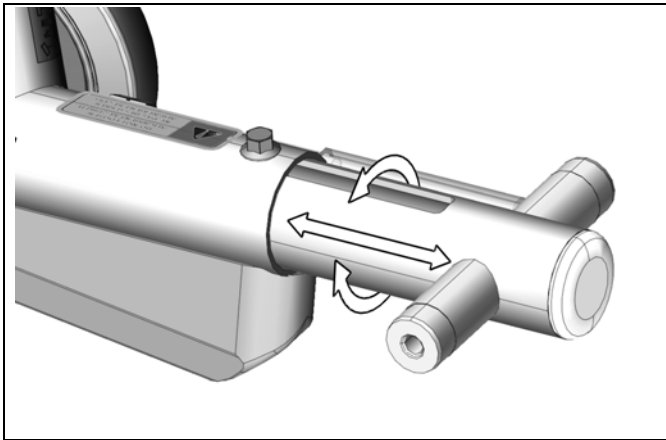


NOTE: Replace hub seal if defective.

REFERENCE “D”

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°).



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

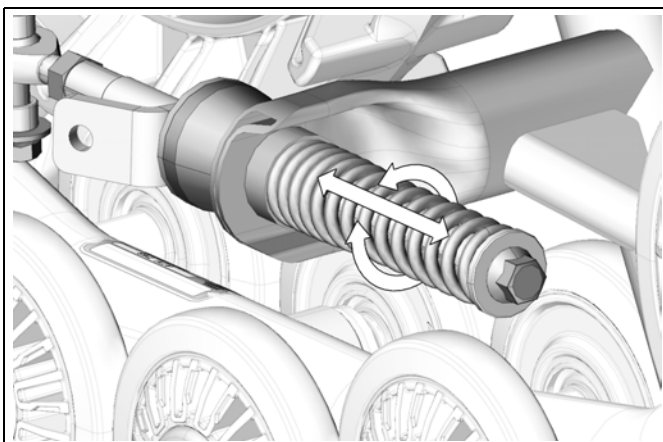
LUBRICATION

REFERENCE “E”

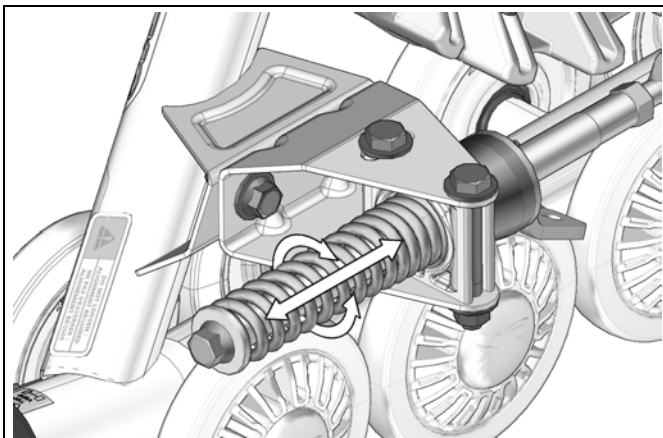
LUBRICATION OF STABILIZING ARMS

Apply spray lubricant all around the stabilizing arm compression spring and over its entire length.

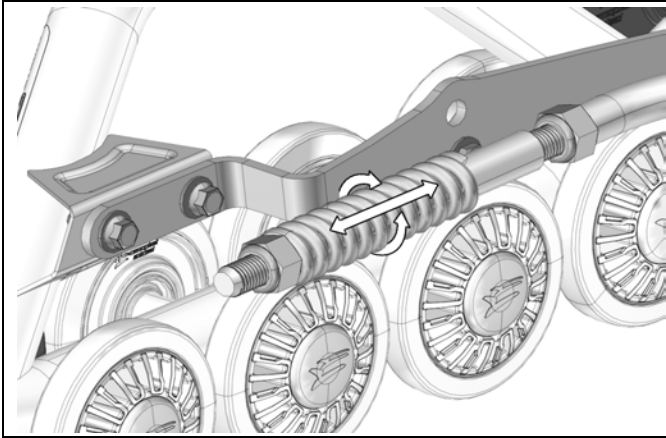
FRONT SYSTEMS



REAR SYSTEMS - INDEPENDENT SUSPENSION

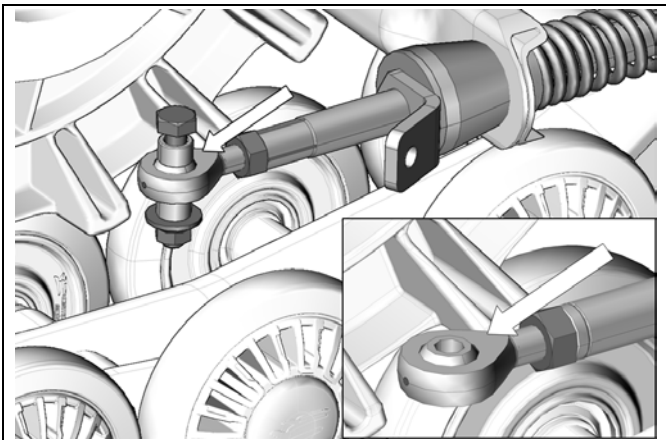


REAR SYSTEMS - RIGID AXLE SUSPENSION



LUBRICATION OF STABILIZING ARM ROD ENDS

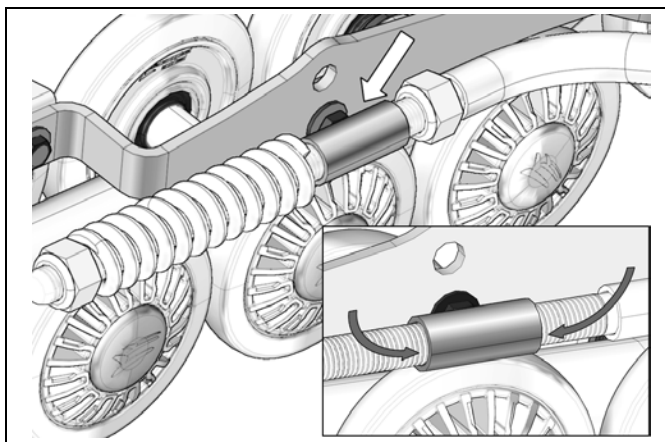
Apply spray lubricant to rod ends of stabilizing arms with a ball joint.



LUBRICATION

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 rear suspension.



TORQUE SPECIFICATIONS

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

NOTE: Use a threadlocker (Loctite 263 type or its equivalent) at indicated places in the exploded views of the system.

WARNING

Overtightening bolts on some parts may damage them and security features may be affected.

STORAGE

The best way to store the System is to lay down each frame on its side, away from direct sunlight.

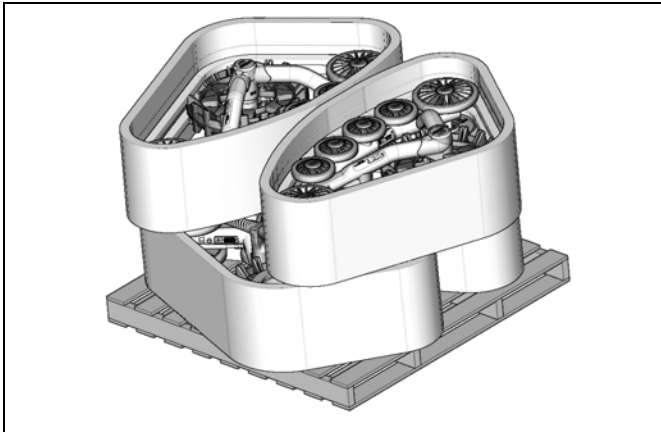


Figure 31

NOTE: Before storing the track systems, it is recommended to pour 5 cc of oil under wheel caps to help prevent corrosion.

WEAR

WEAR

Wheel

Verify wear on the wheels, especially on the interior guidance strip (Figure 32). If the internal plastic structure is visible (Figure 33-2), the rubber coating is worn away and the wheel must be replaced. Replace wheels also when the rolling band narrows to a width of 17 mm or less -- 20.5 mm when new -- (Figure 34). A wheel that is excessively worn will not offer enough support for track guidance.

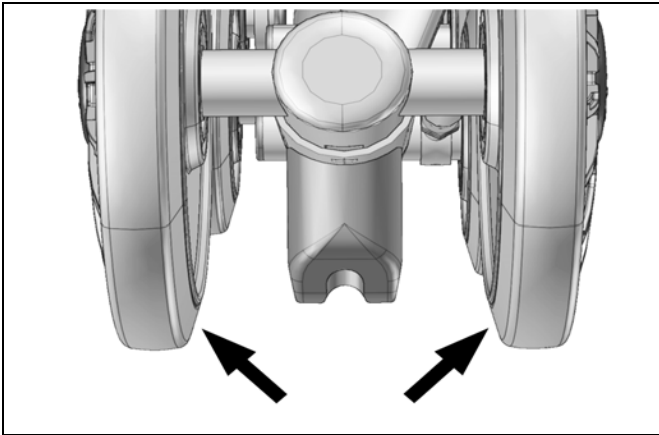


Figure 32

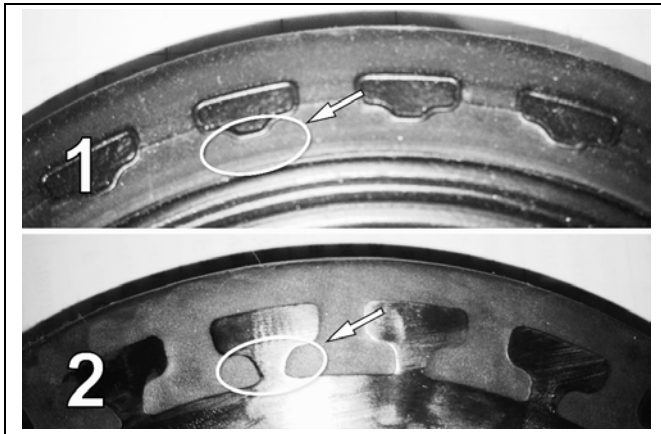


Figure 33
1. Good.
2. Replace wheel.

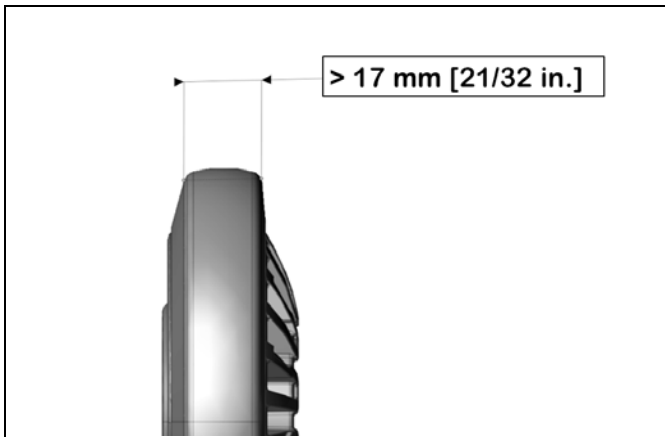


Figure 34

WEAR

Track guide

Verify wear on the track guide by measuring the width of the guide rails. If dimensions, illustrated in Figure 35, are less than 5 mm at any place on the guide, replace the part. If the guide is so worn that the concave shape is no longer visible, replace the part. An overly worn track guide could prematurely wear the other guiding components of the system.

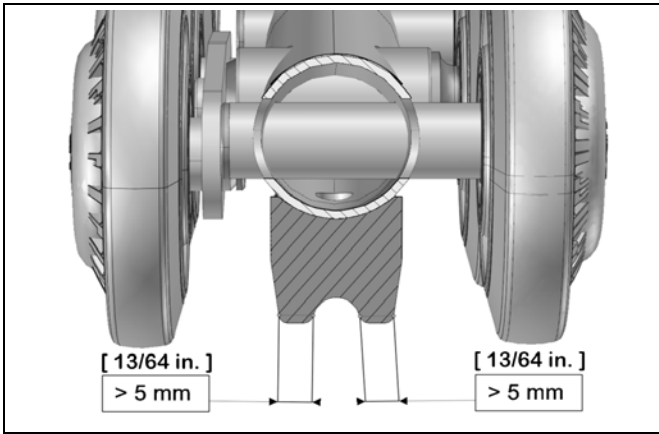


Figure 35

Track

Verify track wear by inspecting rolling path, driving lugs, profile and internal and external condition of the track's carcass. Make sure that the track's internal structure is not visible due to cuts or worn areas. Too much wear could cause damage to the wheels and track guide.

Sprocket

Check wear on sprocket by measuring sprocket teeth as illustrated on Figure 36. Replace sprocket when dimensions are less than 19 mm. Excessive wear could lower track drive efficiency and reduce system performance.

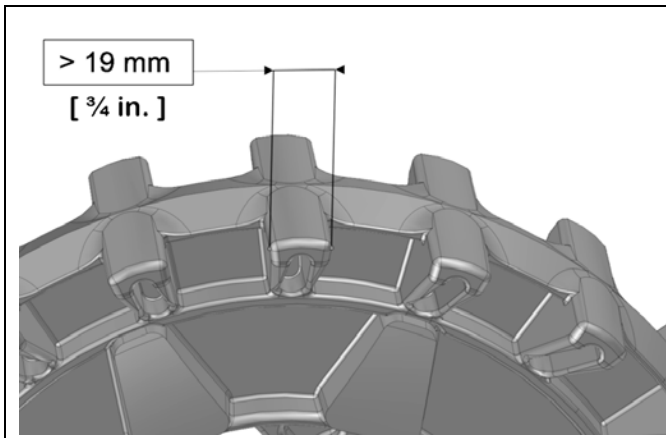


Figure 36

NOTE : In order that wear on sprockets be produced evenly across all 4 sprockets, the vehicle should be driven in 4x4 mode, particularly in abrasives conditions.

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 37.

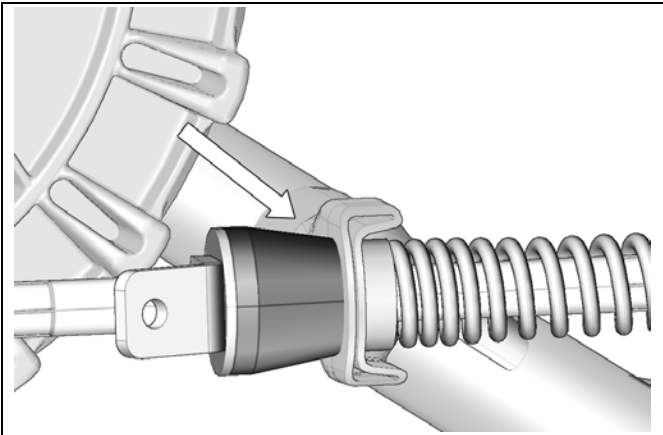


Figure 37

Rubber cones (Stabilizers)

Check condition of rubber cones mounted on stabilizer shaft. Replace both of them, if they show oval wear on the bore, cracks or are deformed. See Figure 38.

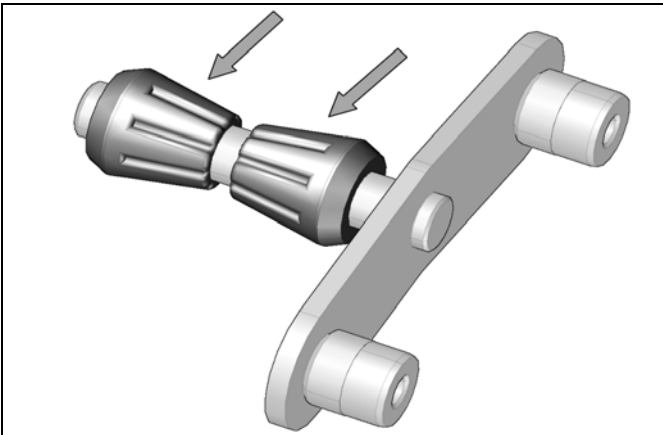


Figure 38

Anti-rotation (Rod end)

Verify wear of anti-rotation system, primarily at the ball joint (Figure 39) to make sure that it is not seized or extremely loose. Ball joint damage could harm performance of the track system.

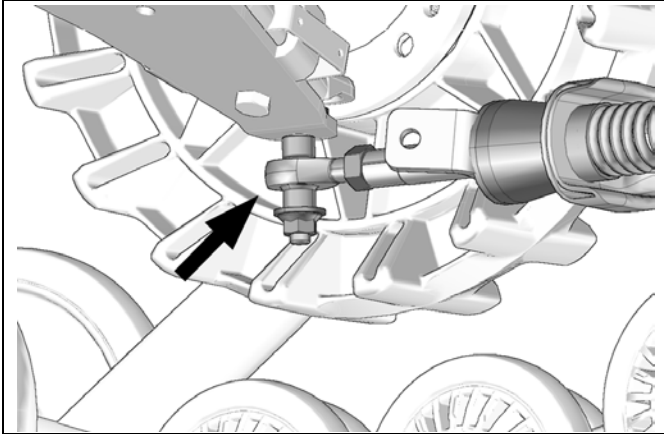


Figure 39

Check if ball rotates freely in ball housing and check also that there is not excessive play between ball and ball housing (Figure 40).

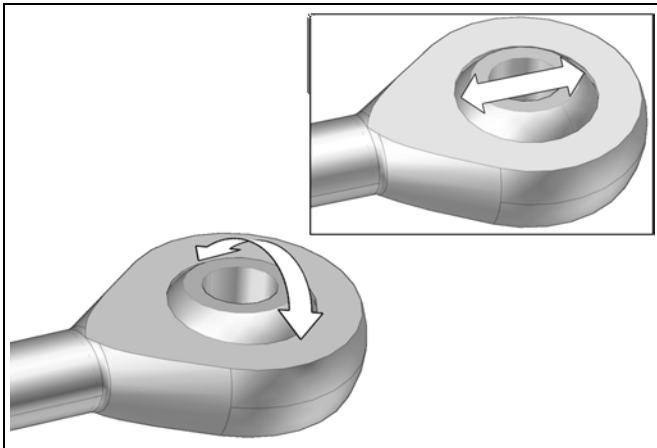


Figure 40

2-YEAR LIMITED WARRANTY

2-YEAR LIMITED WARRANTY

Camoplast Hi-Performance Tracks guarantees that the new, unused **Camoplast ATV T4S** 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 **Camoplast ATV T4S** 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 **Camoplast ATV T4S** 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 Camoplast Hi-Performance Tracks 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 Camoplast Hi-Performance Tracks dealer. All claims not previously approved and authorized by Camoplast Hi-Performance Tracks 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.

2-YEAR LIMITED WARRANTY

- 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) Labour 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 Camoplast Hi-Performance Tracks.
- 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 fifteen (15) months, the new replacement part will only be guaranteed for nine (9) 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. Camoplast Hi-Performance Tracks will have final authority in determining the fair market value of a used System. The warranty is applicable within the limits and conditions initially provided for. 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.

2-YEAR LIMITED WARRANTY

Camoplast Hi-Performance Tracks 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.

TROUBLESHOOTING

TROUBLESHOOTING		
<i>Problem</i>	<i>Potential cause</i>	<i>Correction</i>
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. 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 the 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.
	Hub or wheel bearing damaged.	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 on track system.	Adjust angle of attack according to manufacturer's specifications. (Refer to "Adjustments" section of <i>User Manual</i>)
	Track tension too high	Adjust track tension. (Refer to "Adjustments" section of <i>User Manual</i>)
	Wrong alignment of the system	Correct the system alignment (Refer to the "Adjustments" section of the <i>User Manual</i>)
Overheating of system guiding components (burned rubber odor)	Wheel blocked	Try to free the wheel and replace if necessary
	Wrong alignment of the system	Correct system alignment (Refer to the "Adjustments" section of the <i>User Manual</i>)
	Constant turn	Vary your turning radius and seek areas which can lubricate the system
	Uninterrupted use of the system in rutted paths.	Vary your line (out of the ruts) and seek areas which can lubricate the system
Loss of power	Track tension too high	Lower track tension.
		Clean the sprocket of mud, snow or any contaminants build-up. An optional Sprocket Scraper kit is available. Contact Customer Service.
		Remove ice/snow build up on wheels.
		Clear frame and wheels of compacted snow.
Infiltration of snow in vehicle's air intake system or clutch system.	Remove snow and immediately contact the dealer to fix the situation.	
Partial or total derailing	Severe wear of one or several components	Check tensioner alignment. Check wear on track guide, inside driving lugs and wheels.
	Track tension too low	Adjust track tension on systems. (Refer to "Adjustments" section of <i>User Manual</i>)
	Incorrect alignment of track system and/or incorrect angle of attack.	Adjust angle of attack on track systems and vehicle alignment according to manufacturer's specifications. (Refer to "Adjustments" section of <i>User Manual</i>)
Insufficient snow floatation	Incorrect adjustment of anti-rotation mechanism.	Adjust angle of attack according to manufacturer's specifications. (Refer to "Adjustments" section of <i>User Manual</i>)
		Worn or damaged rubber damper on stabilizing rod.

SERIAL NUMBER LOCATION

SERIAL NUMBER LOCATION

The following figures show the location of the serial numbers on the track system frame and rubber track.

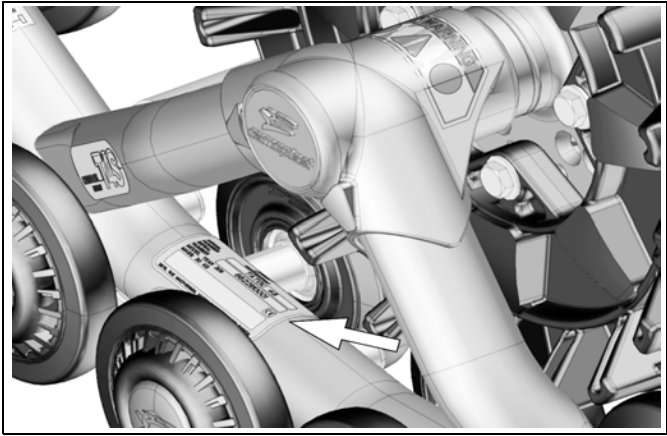


Figure 44

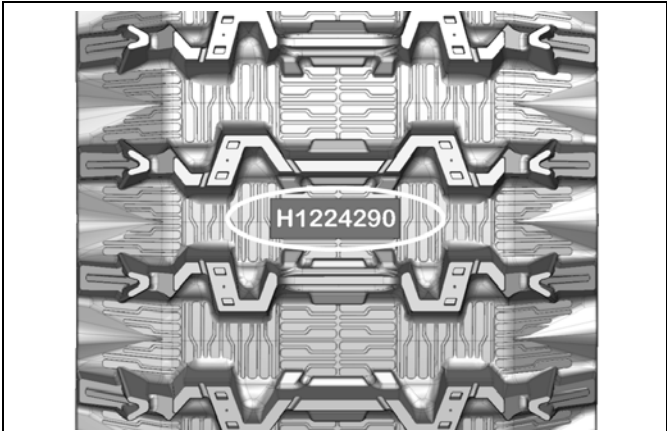


Figure 45

TECHNICAL SUPPORT

If your dealer or distributor is unable to solve a problem related with the System, you may contact the Camoplast Hi-Performance Tracks support team from Monday to Friday.

Camoplast Solideal Inc.


4162, Burrill - Local A
Shawinigan, (Québec) G9N 0C3 CANADA

E-mail: atvtracksystems@camoplastsolideal.com

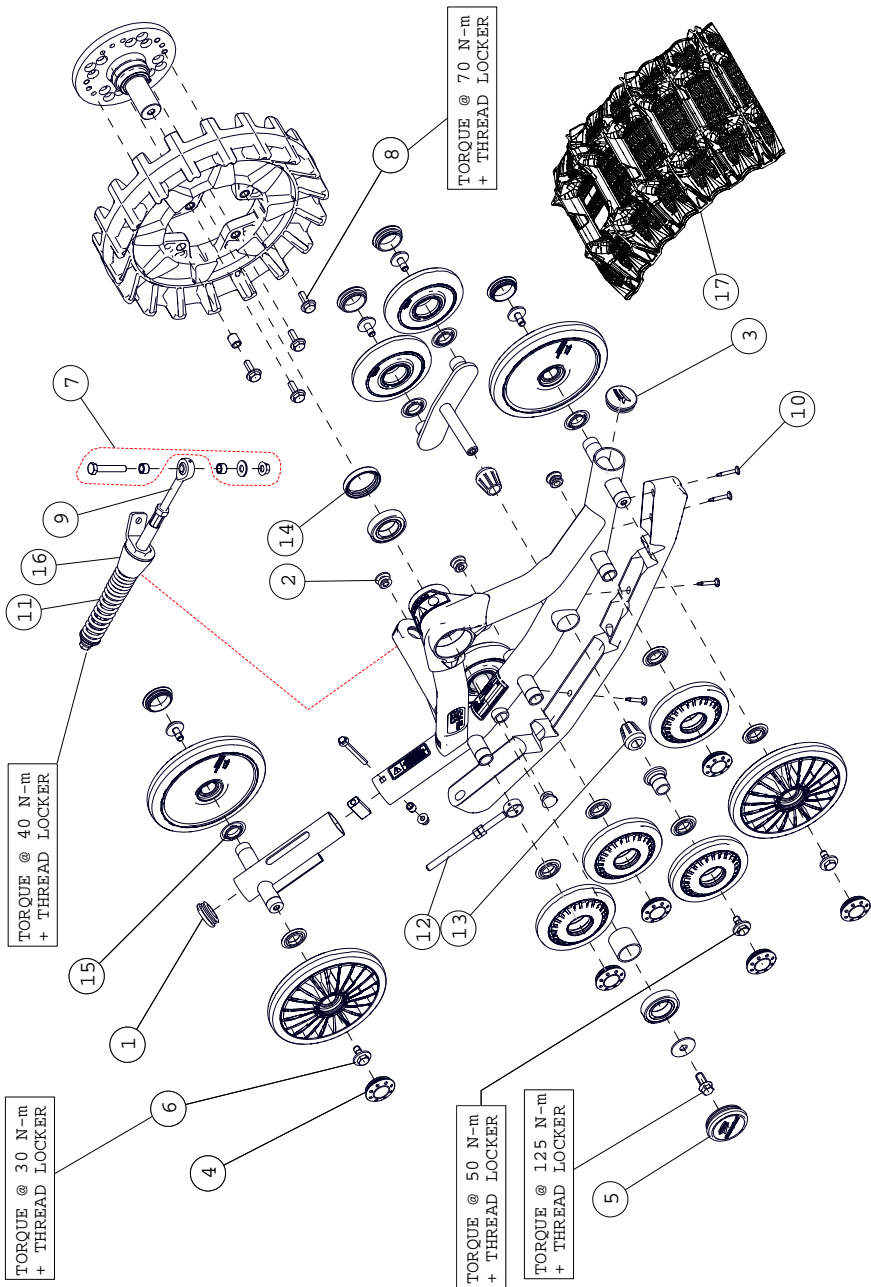
Website: www.camoplastsolideal.com

”CE” DECLARATION OF CONFORMITY

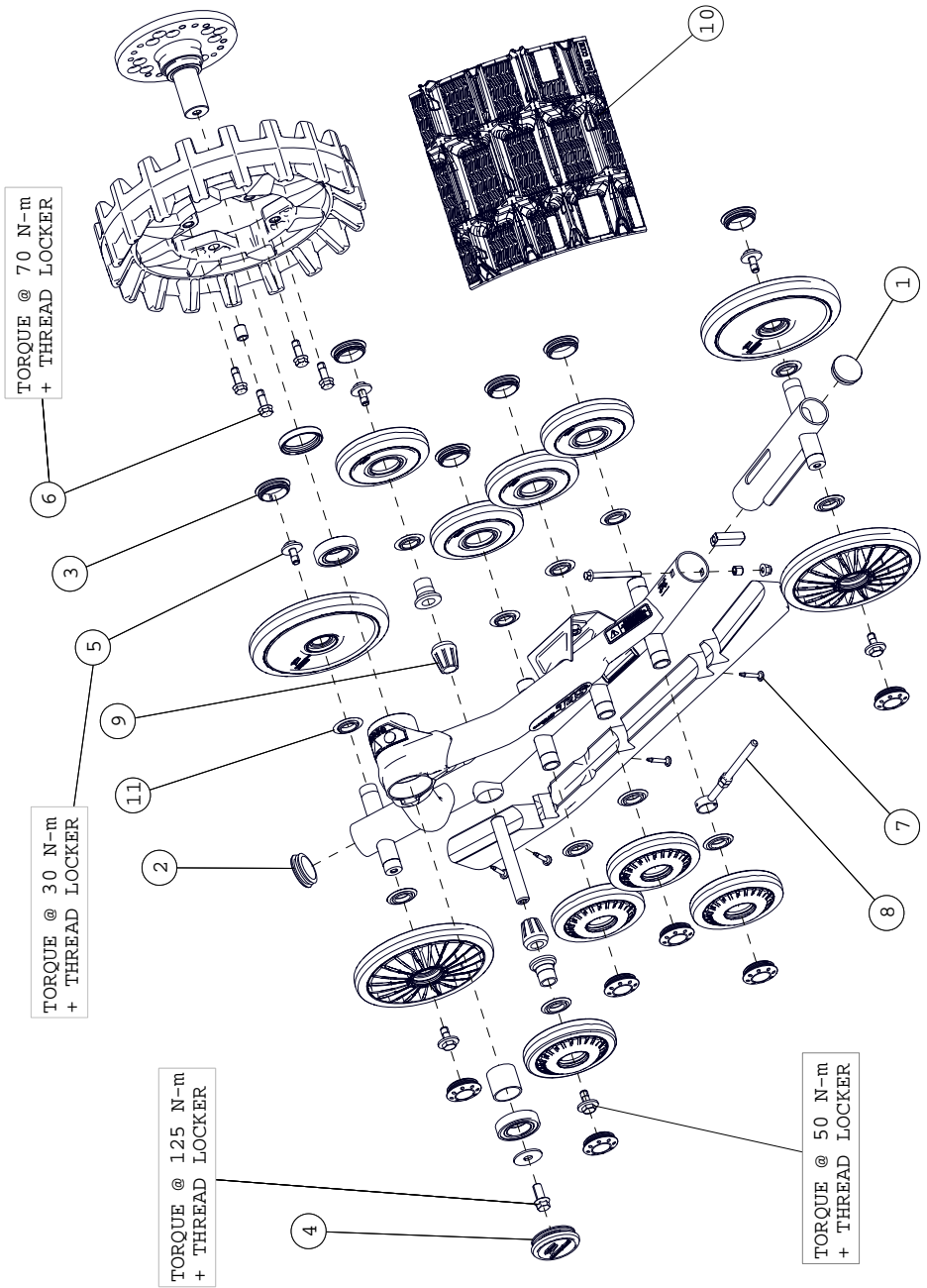
”CE” DECLARATION OF CONFORMITY

 camoplast <small>HI-PERFORMANCE TRACKS</small>		
<u>”CE” DECLARATION OF CONFORMITY</u>		
WE:		
MANUFACTURER : CAMOPLAST SOLIDEAL INC.		
ADDRESS : 4162, Burnill, Local A Shawinigan (Québec), Canada G9N 0C3		
PHONE :		
FAX :		
WEB SITE : www.camoplastsolideal.com		
HEREBY DECLARE THAT THE PRODUCT SERIES		
PRODUCT : ATV Track Systems		
CUSTOMER :		
IS IN CONFORMITY WITH THE FOLLOWING STANDARDS		
NUMBER :	TITLE:	DATE:
-EN 62079	Preparation of Instruction	2001
-EN 12100-1 & -2	Safety of Machinery	1996
-EN 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: _____		
DATE: _____	SIGNATURE: _____	

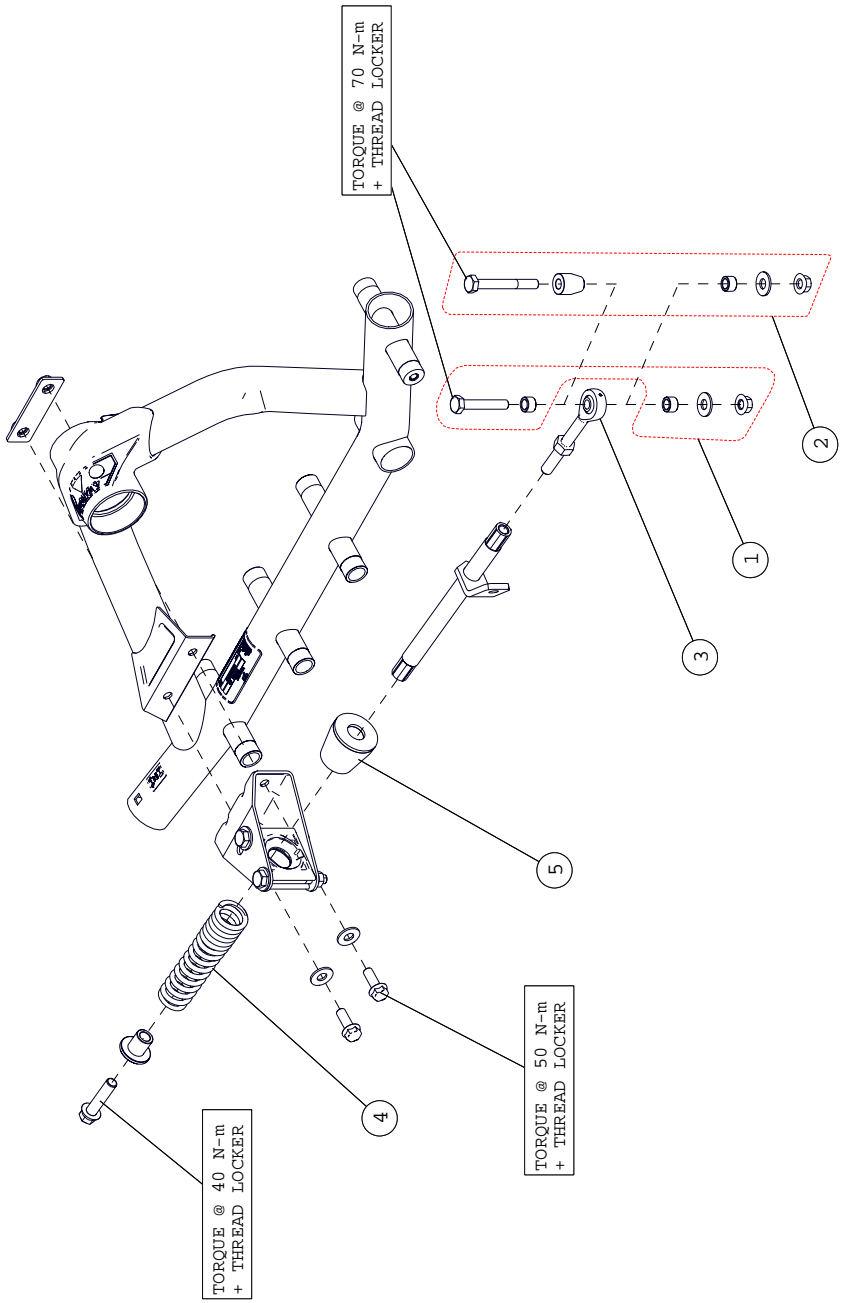
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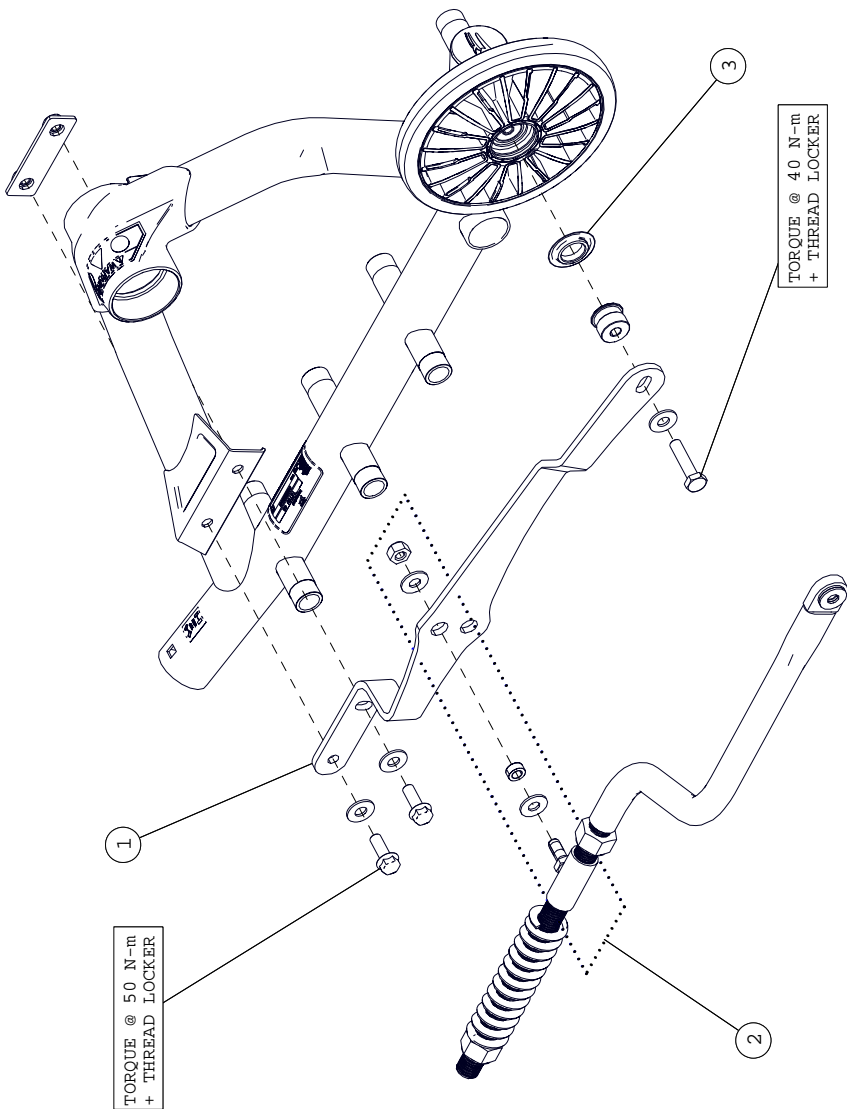
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST ATV T4S MY2015 FRONT LEFT & RIGHT	
1	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
2	1017-00-0005	PLASTIC WHEEL CAP 1" / CAP DE ROUE DE 1"	4
3	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
4	1017-00-0042	WHEEL CAP / CAP DE ROUE -- 2"	11
5	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
6	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	7
7	1033-AS-0025	STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR	1
8	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
9	1047-12-1090	X-LONG ROD END / TIGE À ŒIL X-LONG	1
10	1049-00-0007	SDSQWS, #12-24X1.5, ZP	4
11	1080-00-0054	COMPRESSION SPRING / RESSORT COMPRESSION -- 138/285 LBS/IN	1
12	1082-00-7050	TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS.	1
13	1093-00-7000	RUBBER CONE / CONE DE CAOUTCHOUC	2
14	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1
15	1093-00-7009	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD)	11
16	1093-00-7050	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	1
17	1093-00-9229	TRACK / CHENILLE -- 11.5 X 93.38 X 1.125 (9229S)	1



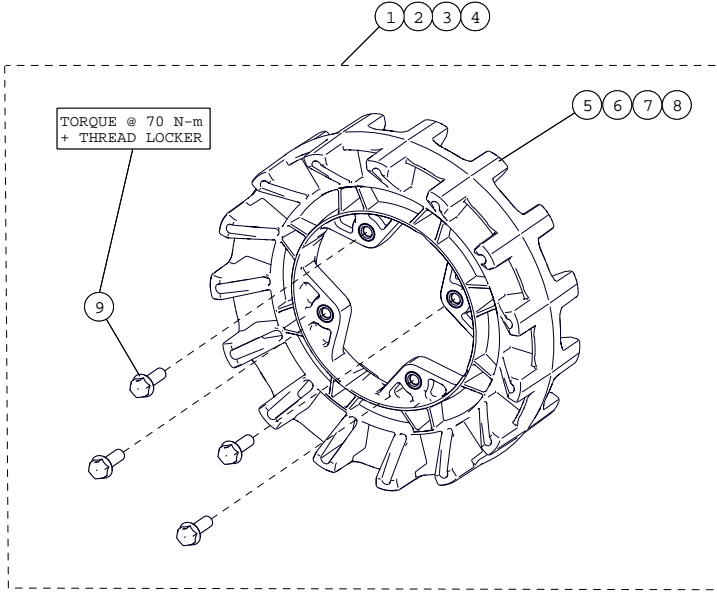
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 LEFT & RIGHT REAR			
1	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
2	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
3	1017-00-0042	WHEEL CAP / CAP DE ROUE -- 2"	12
4	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
5	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	6
6	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
7	1049-00-0007	SDSQWS, #12-24X1.5, ZP	4
8	1082-00-7050	TRACK TENSIONNER ROD ASS'Y / TIGE TENSIONNEUR ASS.	1
9	1093-00-7000	RUBBER CONE / CONE DE CAOUTCHOUC	2
10	1093-00-9228	REAR TRACK / CHENILLE ARRIÈRE -- 12.5 x 98.57 x 1.250 (9228S)	1
11	1093-00-7009	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD)	12



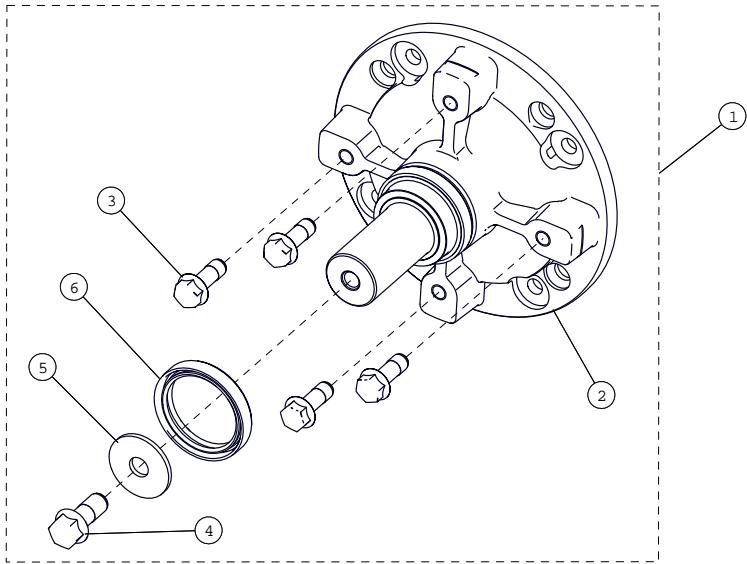
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST ATV T4S MY2015 INDEPENDENT SUSPENSION (IS)	
1	1033-AS-0025	STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR	1
2	1033-AS-0075	STABILIZING ROD LONG BOLT KIT / ENS. BOULON LONG BRAS STABILISATEUR	1
3	1047-12-1090	X-LONG ROD END / TIGE À CŒIL X-LONG	1
4	1080-00-0054	COMPRESSION SPRING / RESSORT COMPRESSION -- 138/285 LBS/IN	1
5	1093-00-7050	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	1



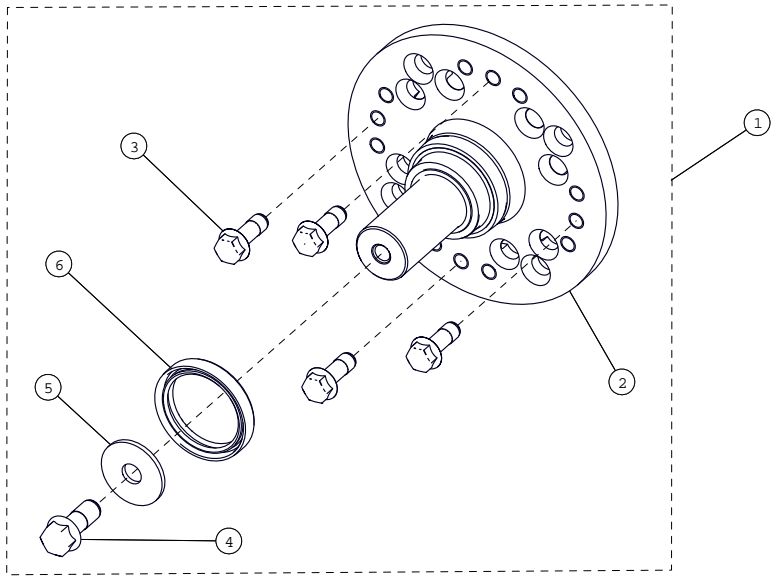
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST ATV T4S MY2015 RIGID SUSPENSION (RS)	
1-A	1015-00-7004	ANTI-ROT. BRACKET RIG. SUSP. LEFT / ATTACHE ANTI-ROT. GAUCHE SUSP. RIG.	1
1-B	1015-00-7014	ANTI-ROT. BRACKET RIG. SUSP. RIGHT / ATTACHE ANTI-ROT. DROIT SUSP. RIG.	1
2	1080-00-3000	STABILIZING ARM GUIDE ASSY (RS) / GUIDE BRAS STABILISATEUR ASSEMBLÉ (SR)	1
3	1093-00-7009	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD)	1



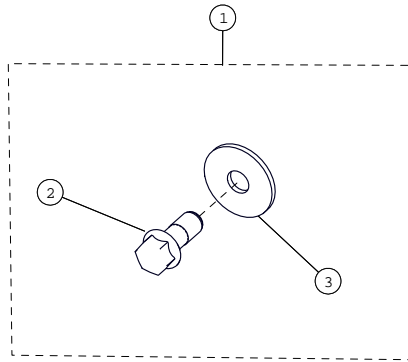
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 SPROCKET KITS			
1	7009-00-7115	S-KIT 15/4 SPROCKET / BARBOTIN 15/4	1
2	7009-00-7116	S-KIT 16/4 SPROCKET / BARBOTIN 16/4	1
3	7009-00-7117	S-KIT 17/4 SPROCKET / BARBOTIN 17/4	1
4	7009-00-7118	S-KIT 18/4 SPROCKET / BARBOTIN 18/4	1
5	--	SPROCKET 15 TEETH / BARBOTIN 15 DENTS -- T4S	1
6	--	SPROCKET 16 TEETH / BARBOTIN 16 DENTS -- T4S	1
7	--	SPROCKET 17 TEETH / BARBOTIN 17 DENTS -- T4S	1
8	--	SPROCKET 18 TEETH / BARBOTIN 18 DENTS -- T4S	1
9	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4



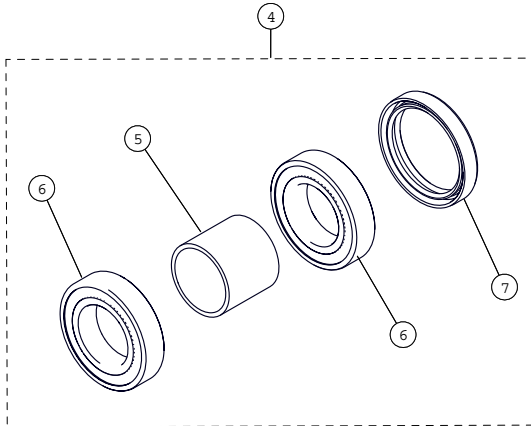
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST ATV T4S MY2015 S-KIT HUB MULTI POLARIS	
1	7019-05-0062	S-KIT HUB MULTI POLARIS / S-KIT MOYEU MULTI POLARIS	1
2	--	POLARIS MULTI HUB / MOYEU MULTI POLARIS	1
3	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
4	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
5	--	W, 1.625, 0.515, 11GA.	1
6	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1



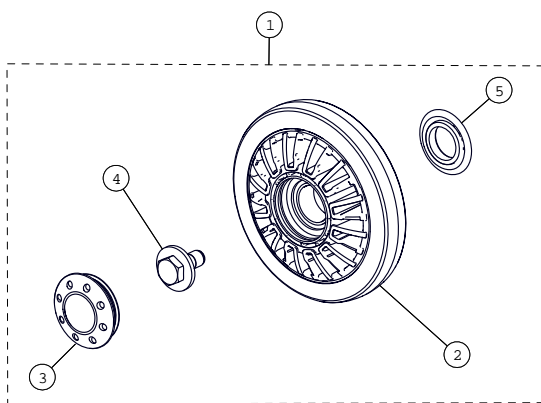
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 S-KIT HUB MULTI			
1	7019-77-0031	S-KIT HUB MULTI / S-KIT MOYEU MULTI	1
2	--	MULTI-MODEL HUB (METRIC) / MOYEU MULTI-MODELES (MÉTRIQUE)	1
3	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
4	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
5	--	W, 1.625, 0.515, 11GA.	1
6	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1



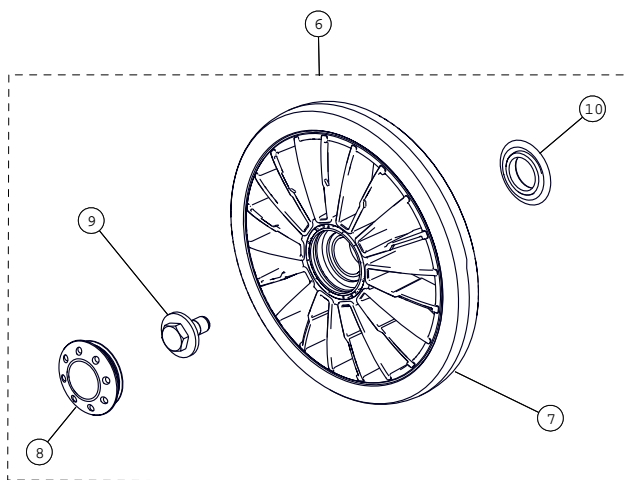
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 WHEEL HUB BOLT KIT			
1	1033-AS-0066	WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU	1
2	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
3	--	W, 1.625, 0.515, 11GA.	1



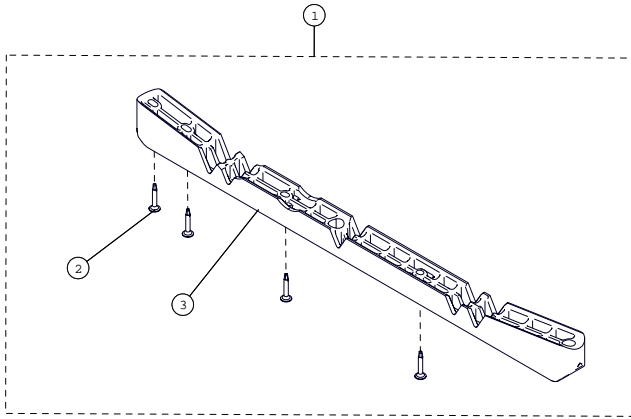
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 HUB BEARING KIT			
4	7090-00-0001	S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS	1
5	--	BUSHING SPINDLE HUB / ESPACEUR ROULEMENT	1
6	--	BEARING / ROULEMENT -- 6007	2
7	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1



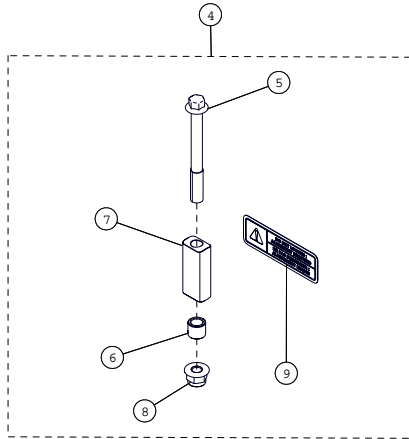
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 134 MM WHEEL KIT			
1	7016-00-0134	REPLACEMENT WHEEL KIT / ENSEMBLE ROUE DE REMPLACEMENT -- 134 MM-2015	1
2	--	INJECTION ATV WHEEL / ROUE ATV INJ. -- 134 MM	1
3	1017-00-0042	WHEEL CAP / CAP DE ROUE -- 2"	1
4	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
5	1093-00-7009	WHEEL SEAL / JOINT D'ÉTANCHEITÉ -- (25ID X 42OD)	1



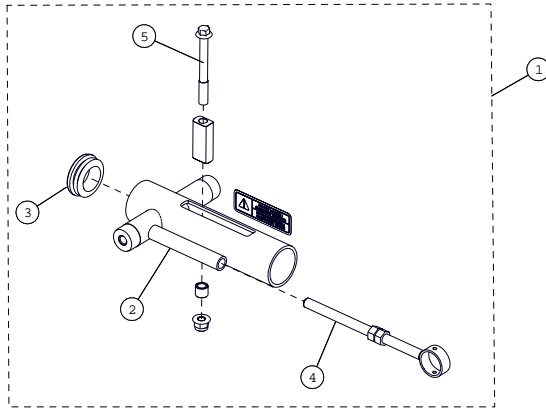
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 202 MM WHEEL KIT			
6	7016-00-0202	REPLACEMENT WHEEL KIT / ENSEMBLE ROUE DE REMPLACEMENT -- 202 MM-2015	1
7	--	INJECTION ATV WHEEL / ROUE ATV INJ. -- 202 MM	1
8	1017-00-0042	WHEEL CAP / CAP DE ROUE -- 2"	1
9	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
10	1093-00-7009	WHEEL SEAL / JOINT D'ÉTANCHEITÉ -- (25ID X 42OD)	1



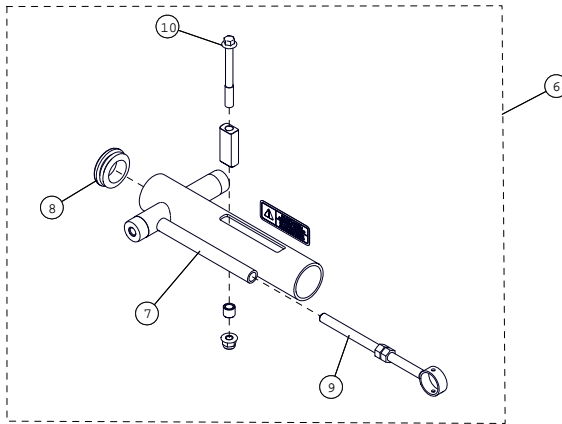
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 TRACK GUIDE KIT			
1	7085-00-7010	S-KIT ATV GUIDE / S-KIT GUIDE ATV	1
2	1049-00-0007	SDSQWS, #12-24X1.5, ZP	4
3	--	TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S	1



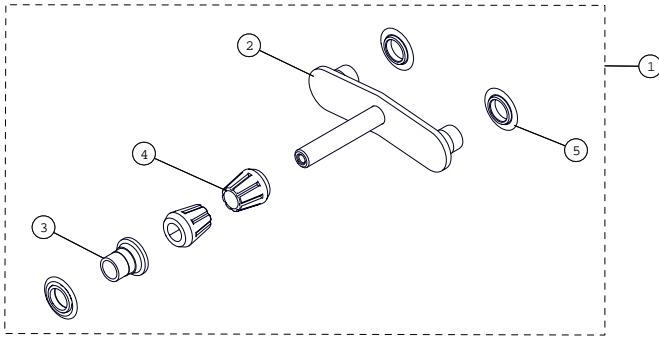
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 TENSIONER BUSHING KIT			
4	7051-00-0112	S-KIT ATV TENSIONER BUSHING / S-KIT BAGUE TENSIONNEUR ATV	1
5	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
6	--	SLIDE BUSHING / ESPACEUR	1
7	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
8	--	FNN, M8-1.25, 8, ZP, DIN6926	1
9	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1



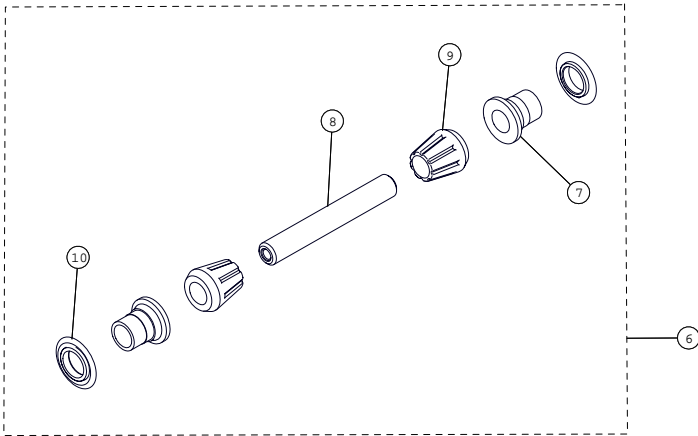
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 SHORT TRACK TENSIONER KIT			
1	7014-00-7222	S-KIT ATV SHORT TRACK TENSIONER / S-KIT TENSIONNEUR CHENILLE ATV COURT	1
2	--	TRACK TENSIONNER / TENSIONNEUR CHENILLE -- ATV T4S	1
3	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
4	--	TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS.	1
5	7051-00-0112	S-KIT ATV TENSIONER BUSHING / S-KIT BAGUE TENSIONNEUR ATV	1



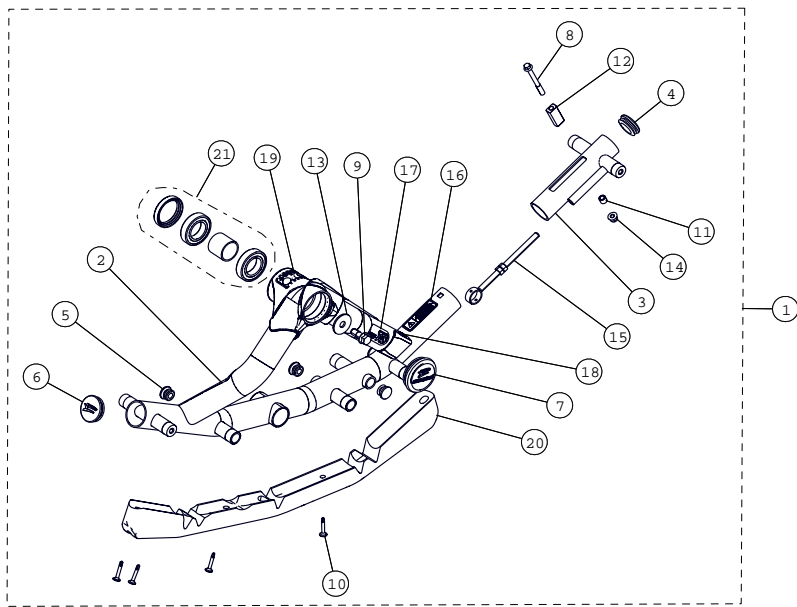
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 LONG TRACK TENSIONER KIT			
6	7014-00-7322	S-KIT ATV LONG TRACK TENSIONER / S-KIT TENSIONNEUR CHENILLE ATV LONG	1
7	--	LONG TRACK TENSIONNER / TENSIONNEUR CHENILLE LONG -- ATV T4S	1
8	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
9	--	TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS.	1
10	7051-00-0112	S-KIT ATV TENSIONER BUSHING / S-KIT BAGUE TENSIONNEUR ATV	1



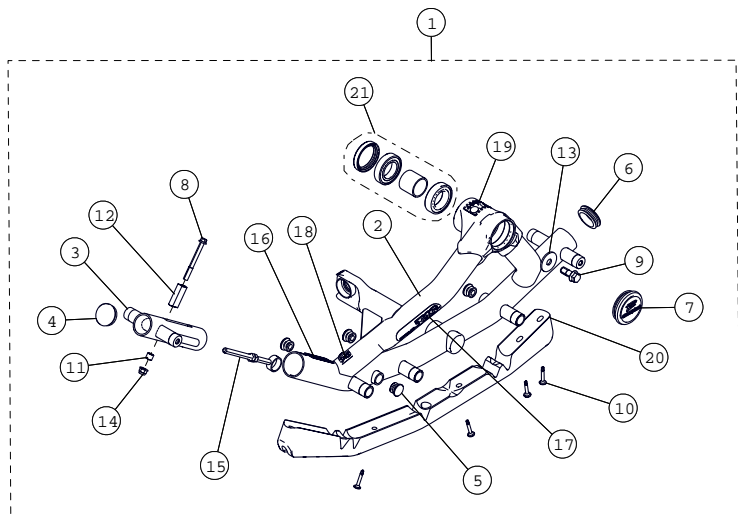
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 STABILIZER KIT			
1	7015-00-7010	S-KIT ATV STABILIZER / S-KIT STABILISATEUR ATV	1
2	--	STABILIZER / STABILISATEUR	1
3	--	WHEEL AXLE, STABILIZER / AXE DE ROUE, STABILISATEUR	1
4	1093-00-7000	RUBBER CONE / CONE DE CAOUTCHOUC	2
5	1093-00-7009	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD)	3



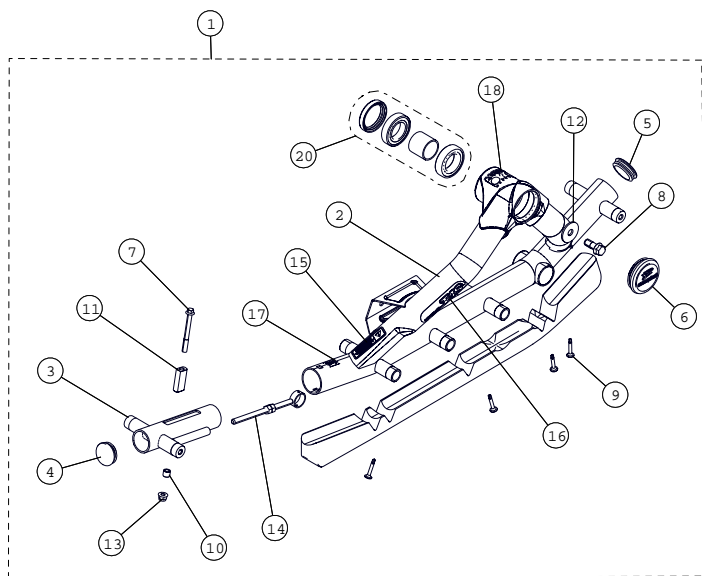
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 REAR AXLE STABILIZER			
6	7082-00-7012	S-KIT ATV REAR AXLE STABILIZER / S-KIT AXE STABILISATEUR ARRIÈRE ATV	1
7	--	WHEEL AXLE, STABILIZER / AXE DE ROUE, STABILISATEUR	2
8	--	AXLE, REAR STABILIZER / AXE STABILISATEUR ARRIÈRE	1
9	1093-00-7000	RUBBER CONE / CONE DE CAOUTCHOUC	2
10	1093-00-7009	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD)	2



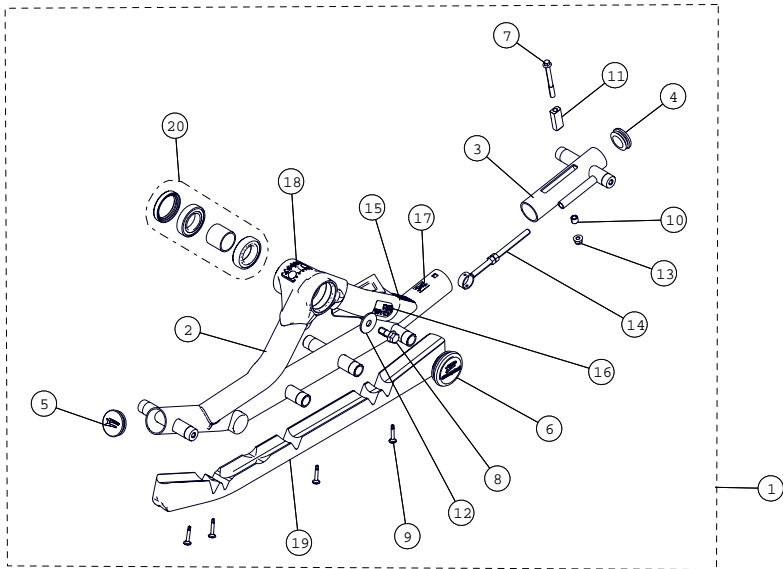
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 FRONT RIGHT FRAME			
1	7010-00-7222	S-KIT FRAME FR ATV 2012-2015 / S-KIT CHASSIS AVD ATV 2012-2015	1
2	--	RH FRONT FRAME / CHASSIS AV. DROIT -- ATV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- ATV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
5	1017-00-0005	PLASTIC WHEEL CAP 1" / CAP DE ROUE DE 1"	4
6	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
7	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
8	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
9	--	HFCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
10	1049-00-0007	SDSQWS, #12-24X1.5, ZP	4
11	--	SLIDE BUSHING / ESPACEUR	1
12	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
13	--	W, 1.625, 0.515, 11GA.	1
14	--	FNN, M8-1.25, 8, ZP, DIN6926	1
15	1082-00-7050	TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS.	1
16	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1
17	--	STICKER / DÉCALQUE -- CAMOPLAST ATV T4S	1
18	--	STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AV. DROIT	1
19	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
20	--	TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S	1
21	7090-00-0001	S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS	1



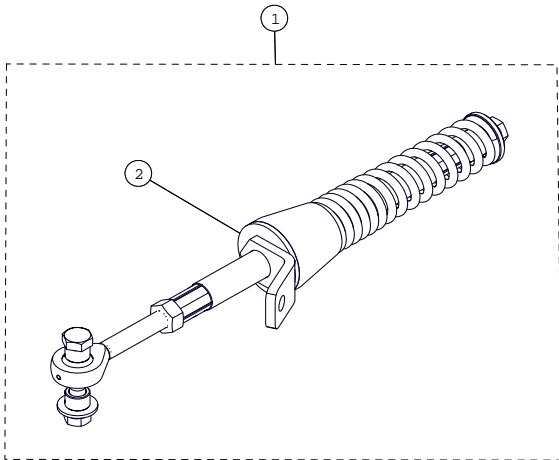
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 FRONT LEFT FRAME			
1	7011-00-7222	S-KIT FRAME FL ATV 2012-2015 / S-KIT CHASSIS AVG ATV 2012-2015	1
2	--	LH FRONT FRAME / CHASSIS AV. GAUCHE -- ATV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- ATV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
5	1017-00-0005	PLASTIC WHEEL CAP 1" / CAP DE ROUE DE 1"	4
6	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
7	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLE	1
8	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
9	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
10	1049-00-0007	SDSQWS, #12-24X1.5, ZP	4
11	--	SLIDE BUSHING / ESPACEUR	1
12	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
13	--	W, 1.625, 0.515, 11GA.	1
14	--	FNN, M8-1.25, 8, ZP, DIN6926	1
15	1082-00-7050	TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS.	1
16	--	STICKER - DO NOT LOOSEN / DECALQUE - NE PAS DESERRER	1
17	--	STICKER / DECALQUE -- CAMOPLAST ATV T4S	1
18	--	STICKER, FRONT LEFT PICTOGRAM / DECALQUE PICTOGRAMME AV. GAUCHE	1
19	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
20	--	TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S	1
21	7090-00-0001	S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS	1



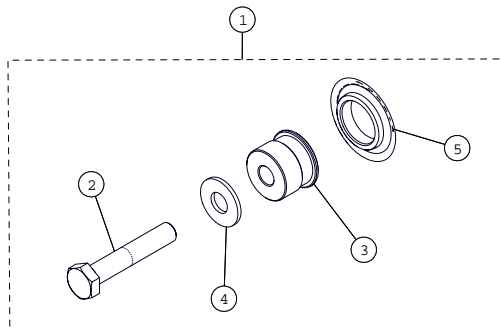
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 REAR RIGHT FRAME			
1	7012-00-7222	S-KIT FRAME RR ATV 2012-2015 / S-KIT CHASSIS ARD ATV 2012-2015	1
2	--	RH REAR FRAME / CHASSIS AR. DROIT -- ATV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- ATV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
5	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
6	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
7	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
8	--	HFCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
9	1049-00-0007	SDSQWS, #12-24X1.5, ZP	4
10	--	SLIDE BUSHING / ESPACEUR	1
11	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
12	--	W, 1.625, 0.515, 11GA.	1
13	--	FNN, M8-1.25, 8, ZP, DIN6926	1
14	1082-00-7050	TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS.	1
15	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1
16	--	STICKER / DÉCALQUE -- CAMOPLAST ATV T4S	1
17	--	STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AR. DROIT	1
18	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
19	--	TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S	1
20	7090-00-0001	S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS	1



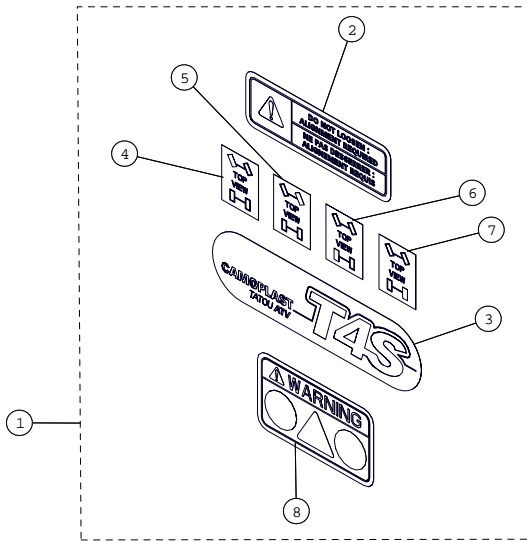
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 REAR LEFT FRAME			
1	7013-00-7222	S-KIT FRAME RL ATV 2012-2015 / S-KIT CHASSIS ARG ATV 2012-2015	1
2	--	LH REAR FRAME / CHASSIS AR. GAUCHE -- ATV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- ATV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
5	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
6	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
7	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
8	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
9	1049-00-0007	SDSQWS, #12-24X1.5, ZP	4
10	--	SLIDE BUSHING / ESPACEUR	1
11	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
12	--	W, 1.625, 0.515, 11GA.	1
13	--	FNN, M8-1.25, 8, ZP, DIN6926	1
14	1082-00-7050	TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS.	1
15	--	STICKER - DO NOT LOOSEN / DECALQUE - NE PAS DESERRER	1
16	--	STICKER / DECALQUE -- CAMOPLAST ATV T4S	1
17	--	STICKER, REAR LEFT PICTOGRAM / DECALQUE PICTOGRAMME AR. GAUCHE	1
18	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
19	--	TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S	1
20	7090-00-0001	S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS	1



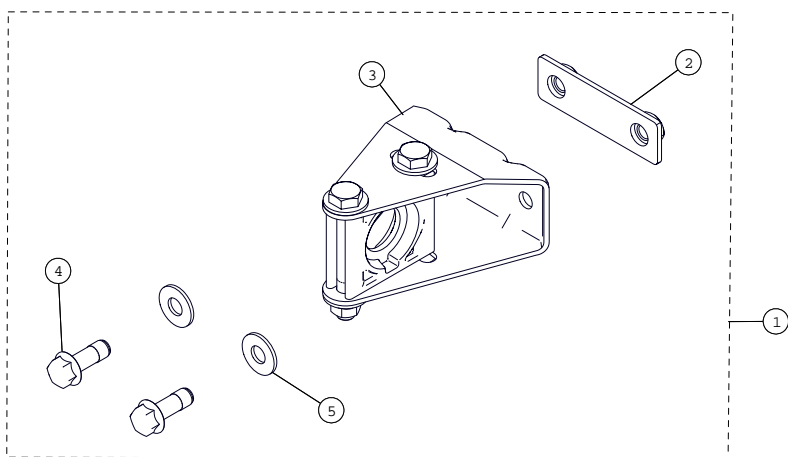
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 STABILIZING ROD - ATV			
1	7001-00-7504	S-KIT STABILIZING ROD - ATV / S-KIT BRAS STABILISATEUR - ATV	1
2	--	ANTI-ROTATION ROD ASSY, ATV / BRAS STABILISATEUR ASSEMBLÉ -- ATV	1



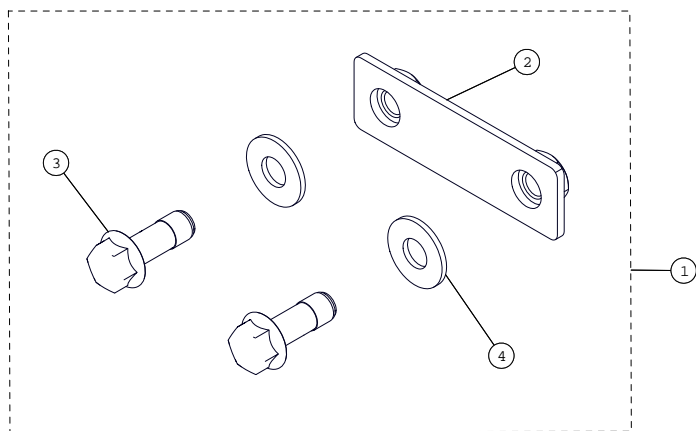
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 BUSHING RIGID SUSPENSION			
1	7051-00-0060	S-KIT BUSHING RIGID SUSPENSION - ATV / S-KIT BAGUE SUSPENSION RIGIDE - ATV	1
2	--	HCS, M10-1.5X55, 8.8, ZP, DIN931	1
3	--	SPACER WHEEL ASSY / ESPACEUR ROUE -- Ø202MM	1
4	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
5	1093-00-7009	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD)	1



ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 DECALS			
1	7083-00-7375	S-KIT DECAL ATV 2012-2015 - 1 TRACK / S-KIT DECALQUE ATV 2012-2015 -1 CHENILLE	1
2	--	STICKER - DO NOT LOOSEN / DECALQUE - NE PAS DESERRER	1
3	--	STICKER / DÉCALQUE -- CAMOPLAST ATV T4S	1
4	--	STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AV. GAUCHE	1
5	--	STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AV. DROIT	1
6	--	STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AR. GAUCHE	1
7	--	STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AR. DROIT	1
8	1093-00-7009	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1



ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 ANTI-ROTATION INDEPENDENT SUSPENSION			
1	7015-00-8250	S-KIT ANTI-ROTATION IND. SUSPENSION / S-KIT ANTIROT. SUSP. IND.	1
2	--	BACK PLATE / PLAQUE DE FIXATION	1
3	--	ANTI-ROTATION BRACKET IND SUSP / ATTACHE ANTI-ROTATION SI	1
4	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	2
5	--	W, 7/16X1.0X0.072, 8, ZP, USS	2



ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 BACK PLATE			
1	7015-00-7026	S-KIT BACK PLATE / S-KIT PLAQUE DE FIXATION	1
2	--	BACK PLATE / PLAQUE DE FIXATION	1
3	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	2
4	--	W, 7/16X1.0X0.072, 8, ZP, USS	2