

CAMOPLAST

UTV T4S TRACK SYSTEM

FOR SXS

2015



USER MANUAL

1099-01-1125 - VERSION B



camoplast
CHEVROLET BUICK PERFORMANCE

Camoplast Solideal Inc.
4162, Burrill - Local A
Shawinigan, (Québec) G9N 6T6 CANADA

E-mail: atvtracksystems@camoplastsolideal.com
Website: www.camoplastsolideal.com

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 Camoplast UTV T4S, from Camoplast Hi-Performance Tracks, are 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 are also designed for side-by-side type vehicles that can ride at a maximum speed of 40 km/h (about 70 km/ h on 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.

IMPORTANT

The way the Camoplast Hi-Performance Tracks UTV 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 manners of driving 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.

Original notice

Translations in other languages available at www.camoplastsolideal.com

TABLE OF CONTENTS

- INTRODUCTION 1
- SAFETY 1
- GENERAL INFORMATION 4
- HINTS AND TIPS 4
- INSTALLED ON-VEHICLE DIMENSIONS 5
- USER NOTICE AND DISCLAIMER 6
- USING THE SxS WITH TRACKS 8
- INSTALLATION, REMOVAL AND RE-INSTALLATION 19
- ADJUSTMENTS 23
- INSTALLATION OF A RUBBER TRACK 41
- BREAK-IN PERIOD 44
- REPLACEMENT OF A WHEEL WITH EXTRACTOR 45
- TENSIONER ALIGNMENT 47
- MAINTENANCE SCHEDULE 51
- LUBRICATION 58
- TORQUE SPECIFICATIONS 71
- STORAGE 71
- WEAR 72
- 2-YEAR LIMITED WARRANTY 78
- TROUBLESHOOTING 81
- SERIAL NUMBER LOCATION 82
- TECHNICAL SUPPORT 83
- "CE" DECLARATION OF CONFORMITY 84
- PARTS LIST 85

INTRODUCTION

INTRODUCTION

Thank you for choosing **UTV T4S**, a Camoplast Hi-Performance Tracks SxS 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 side-by-side **utility vehicle** (hereinafter referred to as the "SxS") provides exceptional floatation with very low ground pressure. Its strong lightweight steel frame, its internal sprockets adapted to the vehicle's capacity, and its track specifically designed for SxS, make it the best system on the market.

SAFETY

This guide uses the following symbols to emphasize particular information :

 **WARNING**

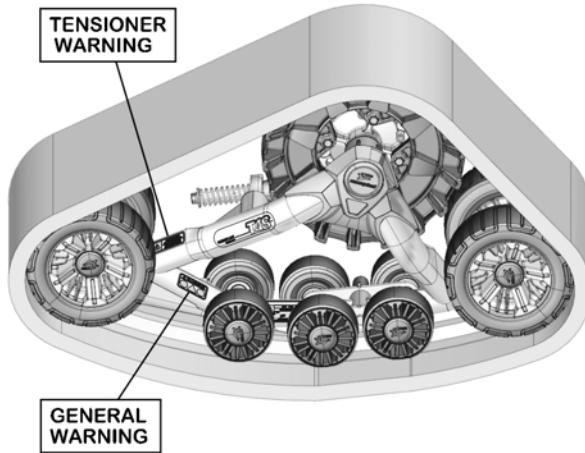
Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

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 SxS 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 SxS 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 SxS equipped with the System before usage to ensure that you respect all applicable laws and regulations.

SxS 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, and 19 mm wrenches and sockets, an axe, a shovel, a tow cable, a lifting jack and an adjustable wrench.

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

For riding on 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.

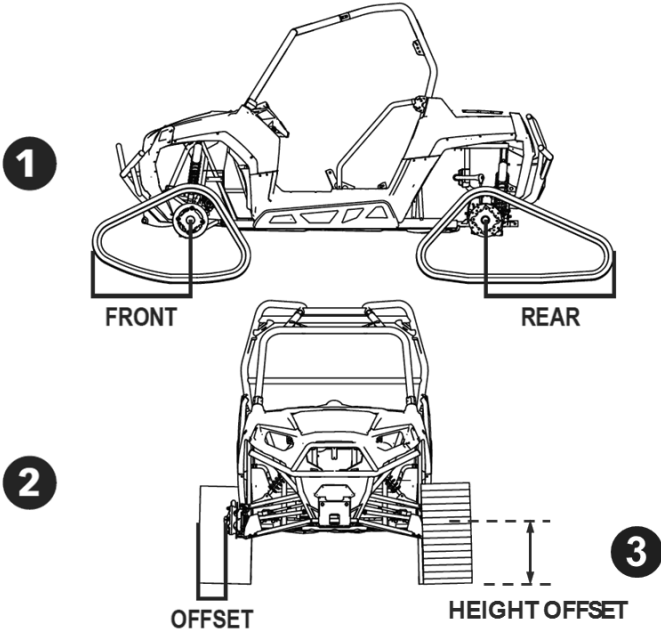
When driving off trails, always be cautious to the presence of hidden obstacles.

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.

INSTALLED ON-VEHICLE DIMENSIONS

INSTALLED ON-VEHICLE DIMENSIONS

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>	26.5 in (673 mm)
		<u>Rear:</u>	35 in (889 mm)

2	<u>Offset</u> (width)	<u>Polaris:</u>	8 in (203 mm)
		<u>John Deere & Kubota:</u>	7.5 in (190 mm)
		<u>Other models.:</u>	7 in (178 mm)

3	<u>Offset</u> (height)	Original tire: 26 in	3.5 in (89 mm)
----------	---------------------------	----------------------	----------------

USER NOTICE AND DISCLAIMER

The **Camoplast UTV 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 SxS equipped with the **Camoplast UTV 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 SxS 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 SxS 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 contact 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 a SxS with the particularities of this type of System. The SxS 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 SxS 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 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 object said. By avoiding to do so, the user exposes himself to sudden movement of the SxS 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 SxS 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

A 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 a 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 SxS to be less stable, and affect driveability. Unless otherwise prescribed by law and by the SxS 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 SxS width and weight.
- Reduces ground pressure.

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

Consequently, **it is highly recommended that the user adapt his driving style in function of 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 SxS 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 SxS 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 SxS.

Camoplast Hi-Performance Tracks is proud to offer SxS conversion kits within its wide range of products. SxS Track Systems are not only reliable, but safe. However, there are risks inherent to driving a SxS equipped with the System. It is therefore very important that any driver familiarizes himself with proper driving techniques of a SxS 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 Tracks SxS track systems.

USING THE SxS WITH TRACKS

When using 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 the track systems from occurring.

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

Pre-use verification



WARNING

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

Steep descents



WARNING

It is not advisable to change direction during steep descents. This can lead to a serious malfunction of the SxS'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 SxS is on flat ground, thus to avoid subjecting the components of the vehicle 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. Shovelling 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, big rock or steep ridge that could lodge itself between the front and the rear track systems and immobilize the vehicle. The best option remains to bypass this type of obstacle.

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



⚠ WARNING

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

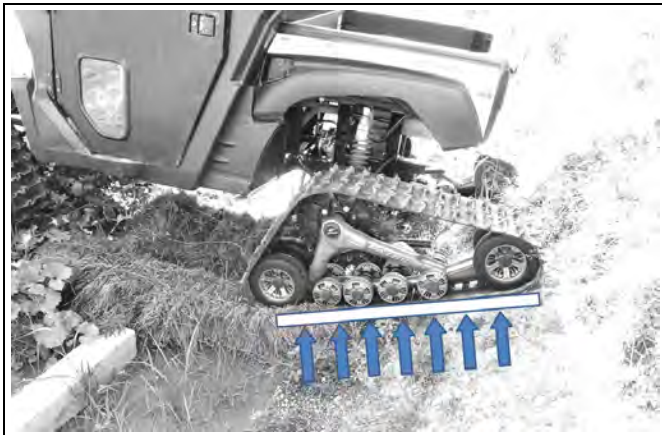


Exceeding the anti-rotation stroke on rough terrain



WARNING

Never exceed anti-rotation stroke of the front and rear track systems, system or vehicle failure may occur. It is recommended to drive on a surface on which the track system is always fully supported.



Sharp turns in locked 4x4 mode



⚠ WARNING

Never do sharp turns in locked differential 4x4 mode on a sticky terrain without lubrication. The track system is designed to slip into the drive system, keeping the vehicle from being overloaded.

NOTE: Some vehicles do not have unlocked 4x4 mode on the rear differential. These vehicles should avoid the situation described above and take wider turns instead.

Jumping



⚠ WARNING

Jumping with vehicles equipped with track systems is not recommended. These systems were not designed to carry out this type of operation. A SxS 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, do not secure the cable on the track systems to tow the vehicle, the towing cable must be fixed on the vehicle frame.

Special recommendations

WARNING

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

WARNING

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

WARNING

Reduce your speed at all times; track systems installed on a vehicle do not have the same absorption capacity as tires.

WARNING

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

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

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

 WARNING

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

 WARNING

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

 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 SxS 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 scheduled maintenance further 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

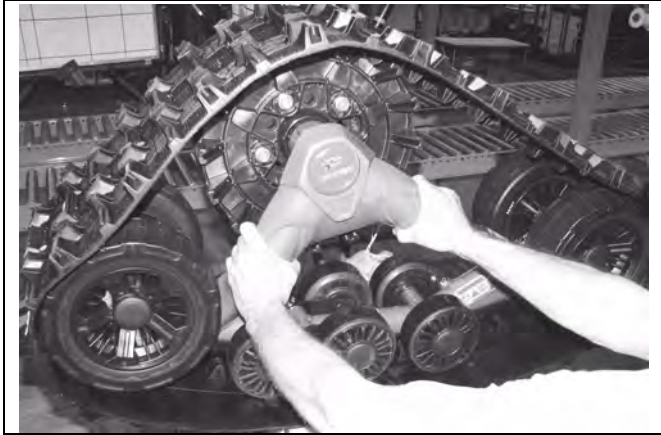
To avoid any possibilities of burn, leave time at the engine and the exhaust to cool before beginning the installation of the system.

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

When the system is removed and when the wheels are reinstalled on vehicle, make sure that you reinstall all the components of origin (wheels, guards, etc.) such as they were in the initial condition on the vehicle.

WARNING

To avoid any injury during the manipulation of the systems, we recommend you manipulate the systems in places indicated in the figure below .



Installation

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

Removal

CAUTION: Leaving anchor brackets attached to suspension arms while the SxS rides on wheels can result in grave damage to the vehicle. Never leave on the vehicle components other than the skid plate and foot rest reinforcement parts.

INSTALLATION, REMOVAL AND RE-INSTALLATION

At the front: Unbolt 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).

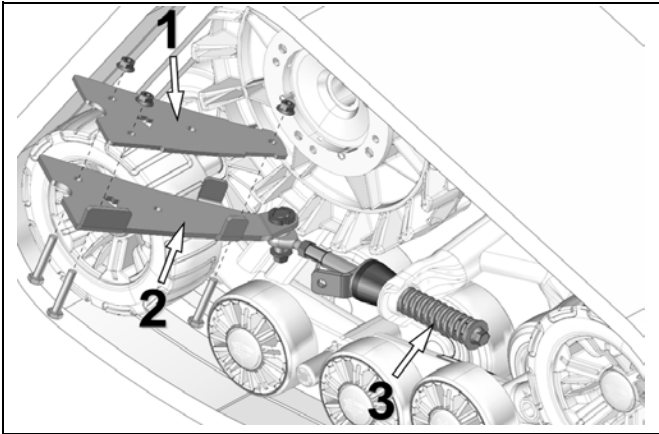


Figure 1

- 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.

Re-installation

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

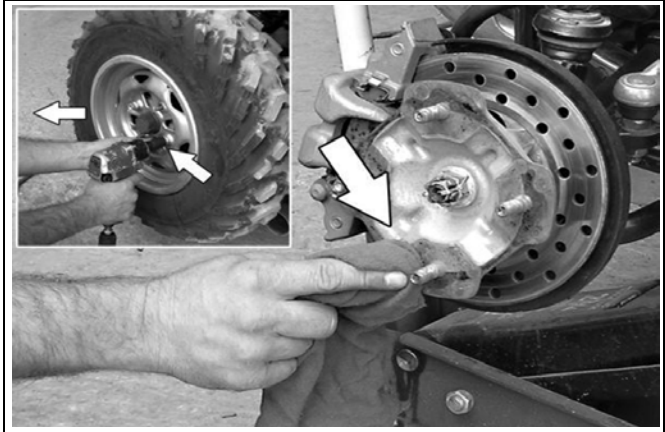


Figure 2

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 the each track systems must be re-verified. Bad adjustments can decrease the performance of the system and create premature wear of certains 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:

- Orient the steering wheel and the track systems straight ahead
- Temporarily apply pressure to the front of the track to make sure that it stays flat on the ground

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

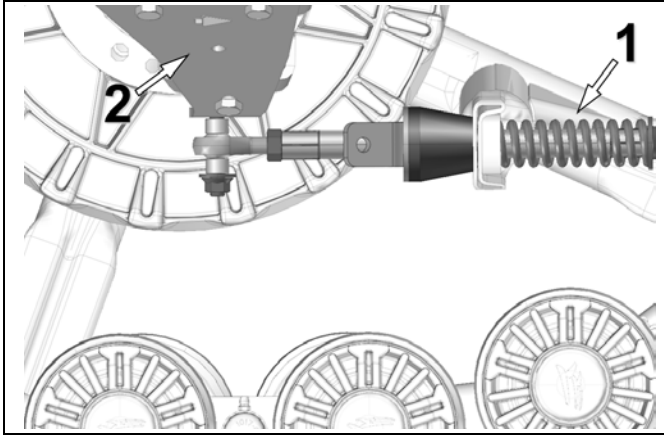


Figure 3

- 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.

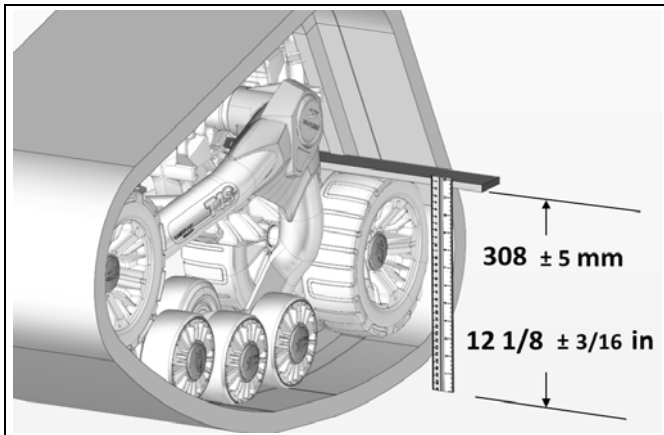


Figure 4

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 to obtain **308 mm [12 1/8 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.

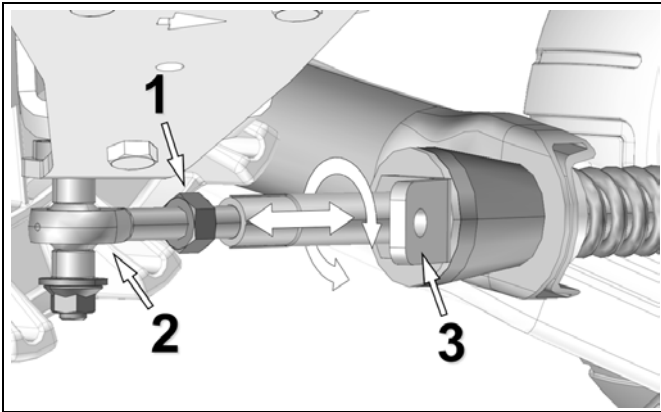


Figure 5

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

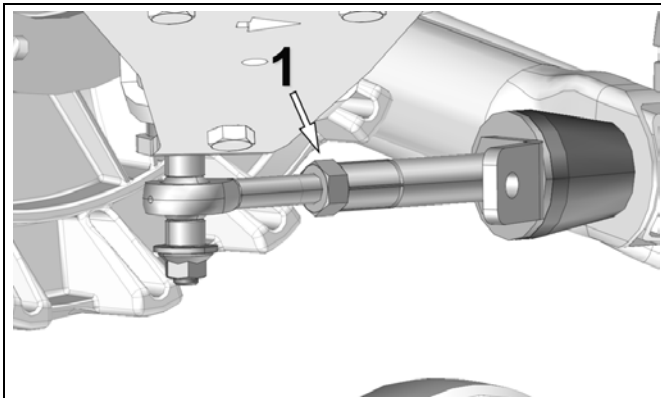


Figure 6

Basic Tuning (front track systems):

- An adjustment of more than **308 mm [12 1/8 in]**, measured with the flat bar, provides easier steering but produces a wobbling effect at high speed.
- An adjustment of less than **308 mm [12 1/8 in]**, measured with the flat bar, results in harder steering and 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.

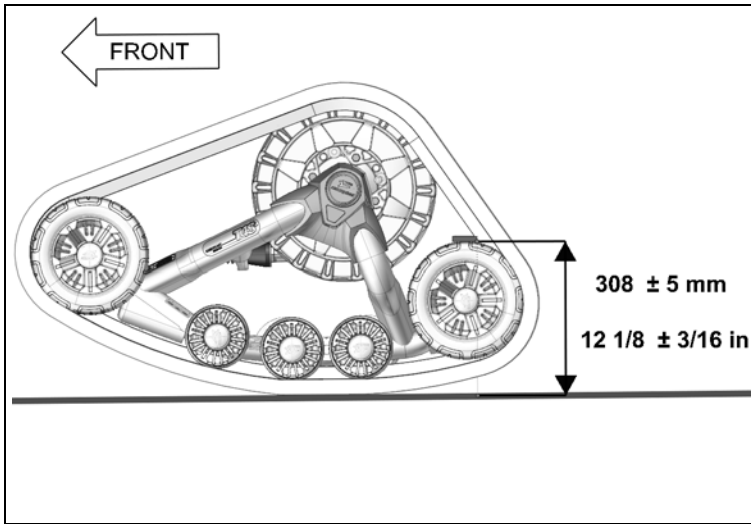


Figure 7

ADJUSTMENTS

Angle of attack for rear track systems

To obtain the correct angle of attack on rear track 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.

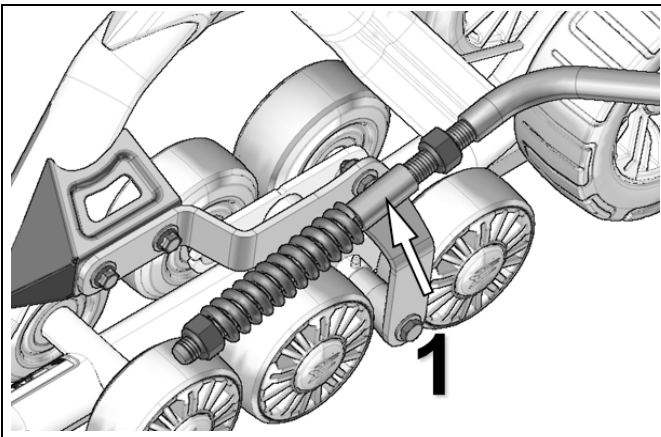


Figure 8

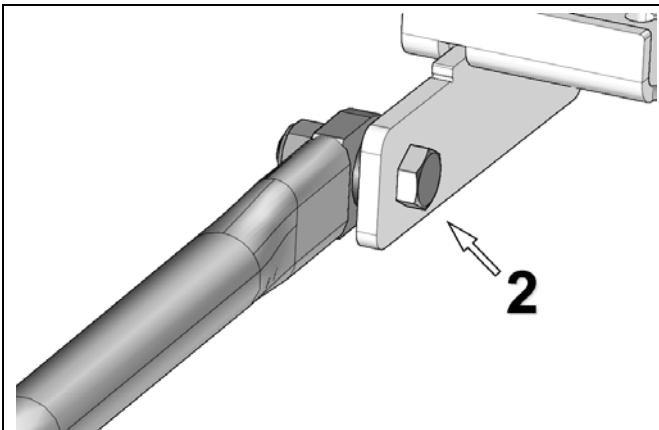


Figure 9

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

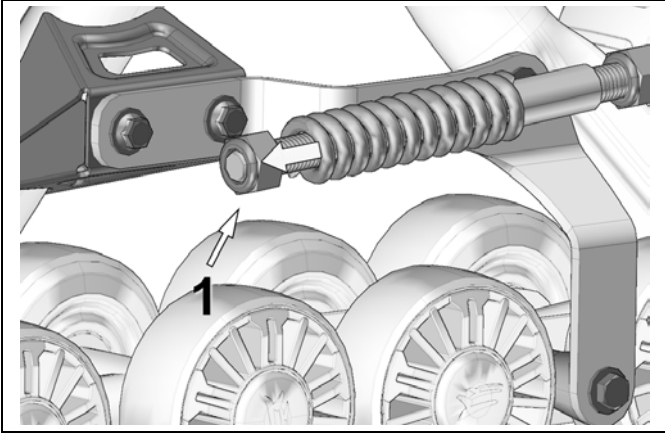


Figure 10

- Set the nut (2) to obtain a distance of 19 mm between nut and stabilizing arm guide as shown on Figure 11.

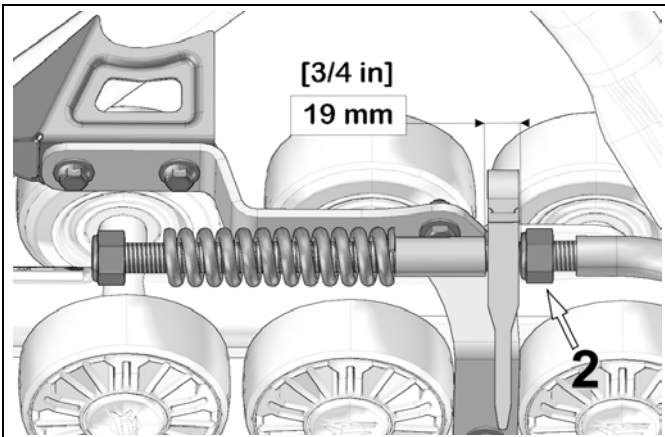


Figure 11

NOTE: Use the wide 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.

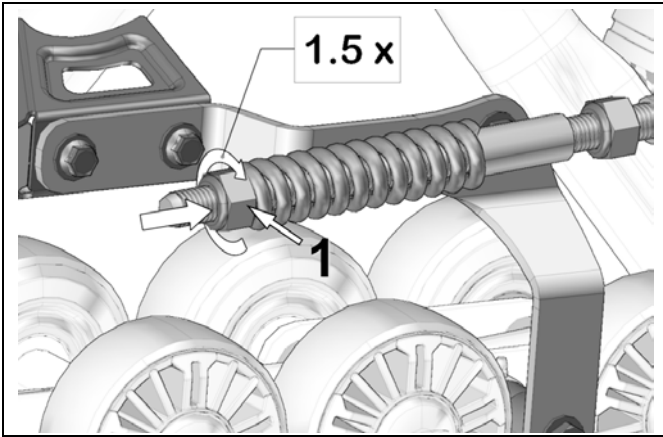


Figure 12

- **IMPORTANT:** Double-check the 19 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.

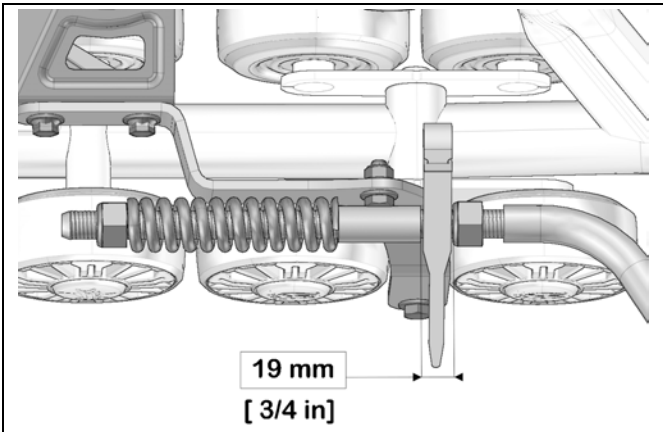


Figure 13

Vehicles with independent suspension (IS)

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

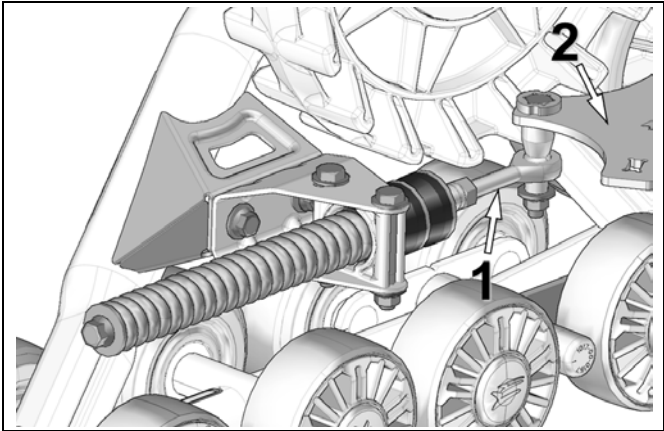


Figure 14

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

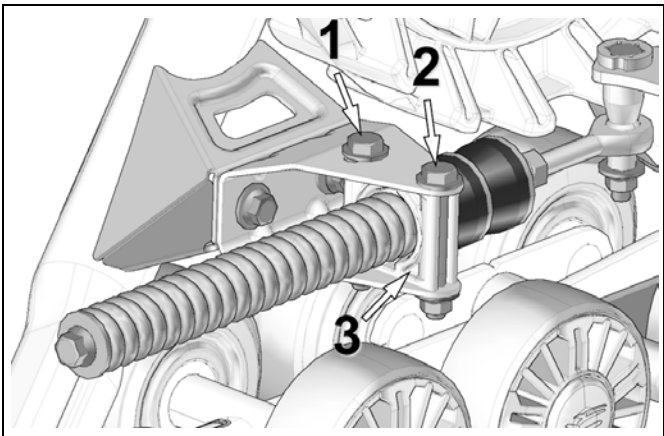


Figure 15

ADJUSTMENTS

- 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.

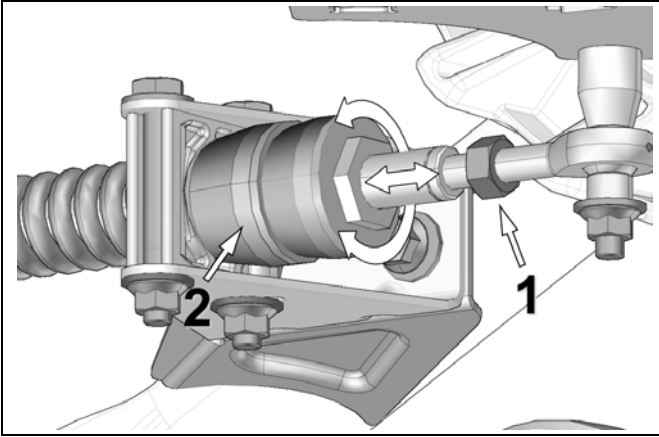


Figure 16

- 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.

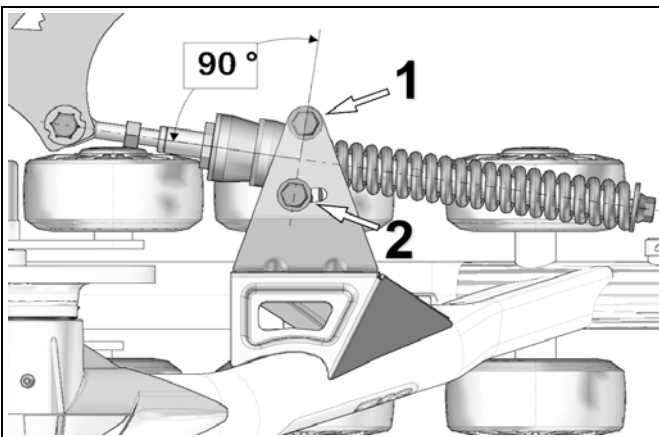


Figure 17

- Turn stabilizing arm nut to adjust length of rod end (1) and get rubber cone (2) to apply light pressure on anti-rotation retainer (3). See Figure 18.

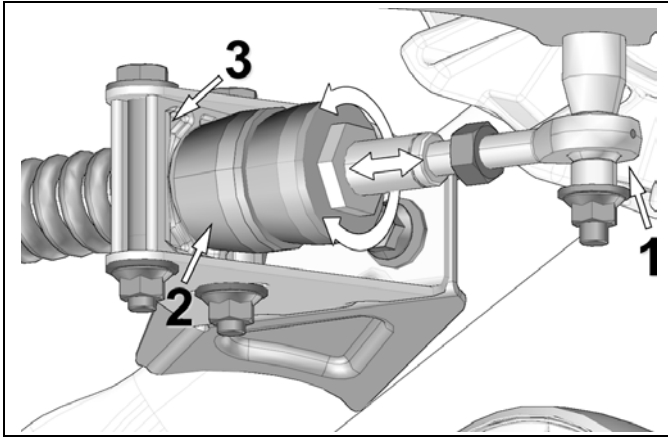


Figure 18

ADJUSTMENTS

- 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.

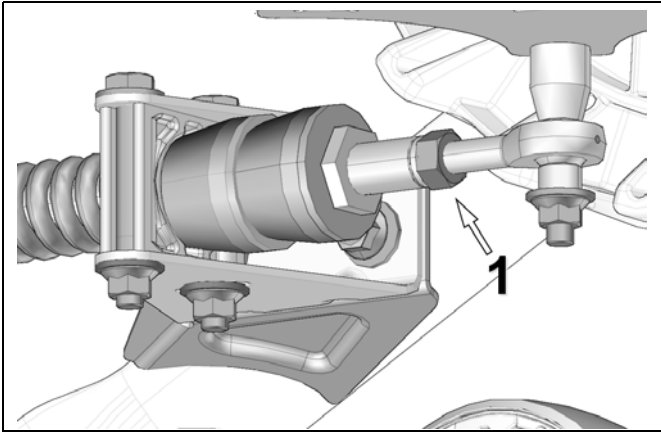


Figure 19

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 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.

Alignment

Parallelism must be adjusted with the SxS 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 on 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.

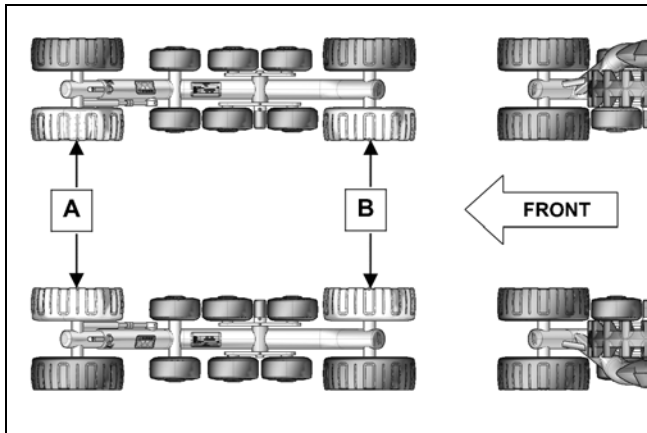


Figure 20

Dimension A: represents the distance between the inner front tires.

Dimension B: represents the distance between the inner back tires.

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

$$A - B = 0 \text{ to } 3 \text{ mm [1/8 in]}$$

ADJUSTMENTS

NOTE: It is easier to begin the parallelism adjustment when the adjustment is open (Measure A - Measure B = positive) than when it is closed (Measure A - Measure B = negative). Starting with an open setting in the parallelism provides a higher degree of precision in the adjustment.

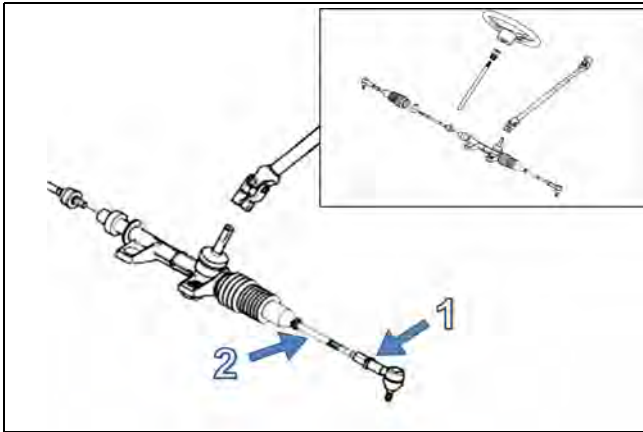


Figure 21

Method of adjustment

To adjust the SxS's steering system, first, loosen coupling rod nut (1), screw or unscrew the coupling rod (2) an equal number of revolutions on both sides of the vehicle. See Figure 21.

NOTE: Before loosening a coupling rod nut (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.

NOTE: The parallelism adjustment of the front track systems is very important and has a direct link with the longevity of the system components. Users must follow attentively the adjustment and verification recommendations of this manual.

NOTE: Once the parallelism adjustment of the front track systems is completed, verify once more to confirm the adjustment setting.

Measure A: Measure the distance between the front inside $\text{\O}241$ mm tires of the front track systems. See Figure 22, Figure 23 and Figure 24.

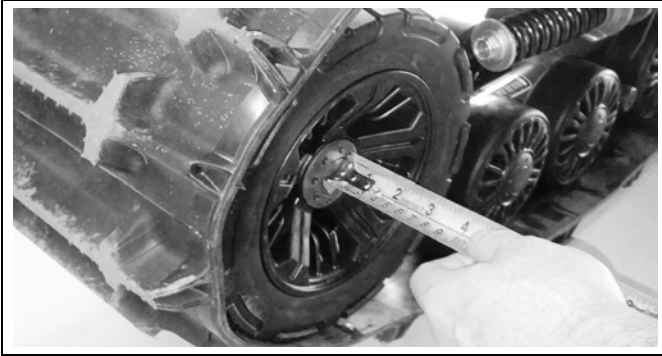


Figure 22

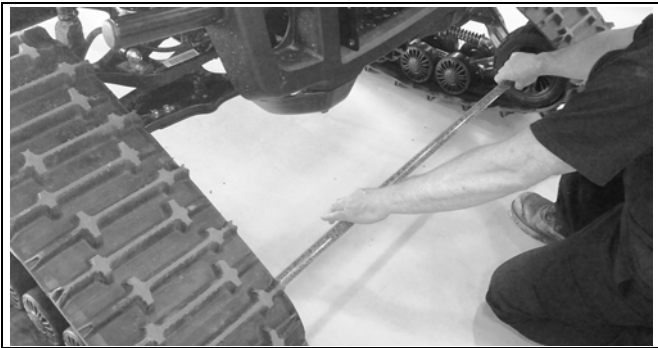


Figure 23 (Distance between the front tires)



Figure 24

ADJUSTMENTS

Measure B: Measure the distance between the rear inside 241 mm tires of the front track systems. See Figure 25, Figure 26 and Figure 27.

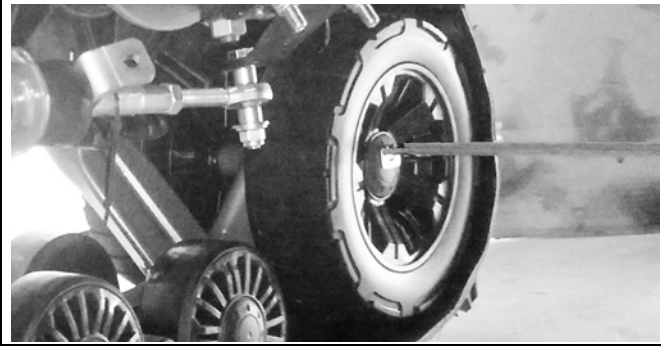


Figure 25

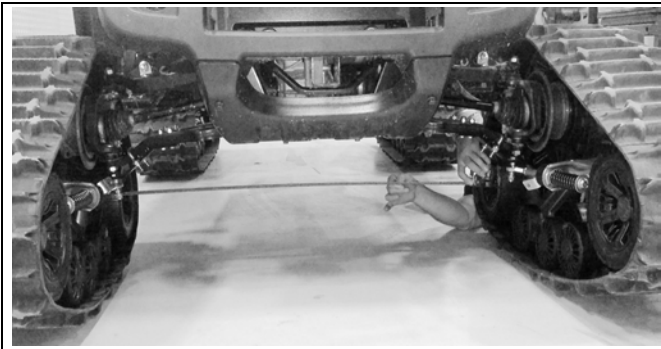


Figure 26 (Distance between the rear tires)



Figure 27

Rubber track tension

WARNING

The tensioner assembly bolt must never be loosened when 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.

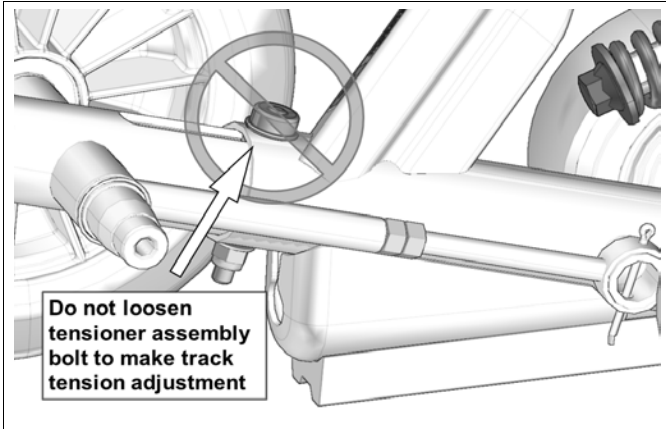


Figure 28

Loosen jam nut (1) and turn adjusting nut to set track tension. See Figure 29.

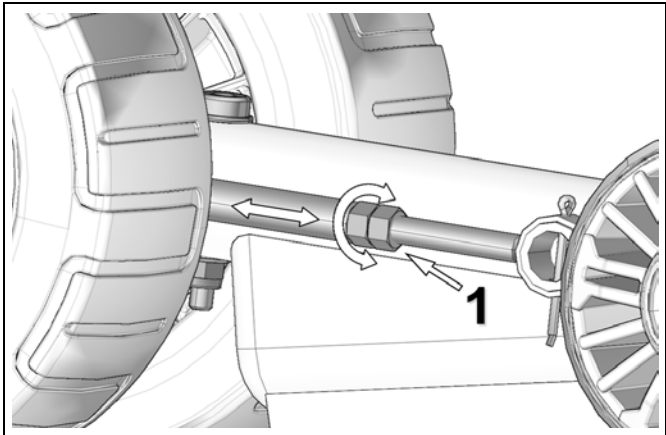


Figure 29

ADJUSTMENTS

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

Track	Force	Deflection
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 30 can be purchased through an authorized Camoplast Hi-Performance Tracks dealer. The part number is 2000-00-3125.



Figure 30

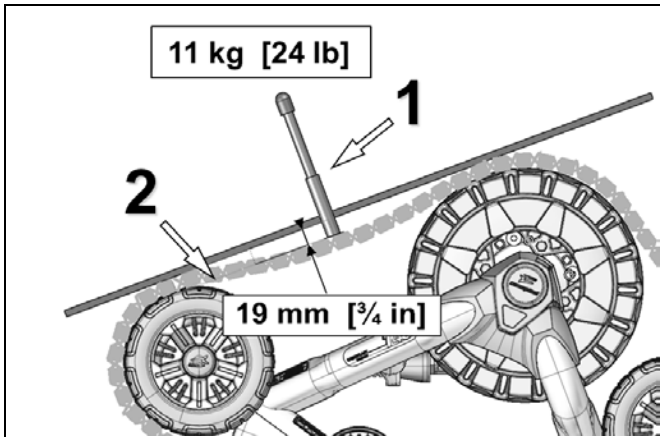


Figure 31

Basic tuning

- A higher rubber track tension reduces the risk of “derailing” and reduces drive “ratcheting”.

NOTE: Track tension set too high could cause premature wear on system components and is therefore not recommended

- A 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.

INSTALLATION OF A RUBBER TRACK

⚠ WARNING

The tensioner assembly bolt must never be loosened when 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 32.

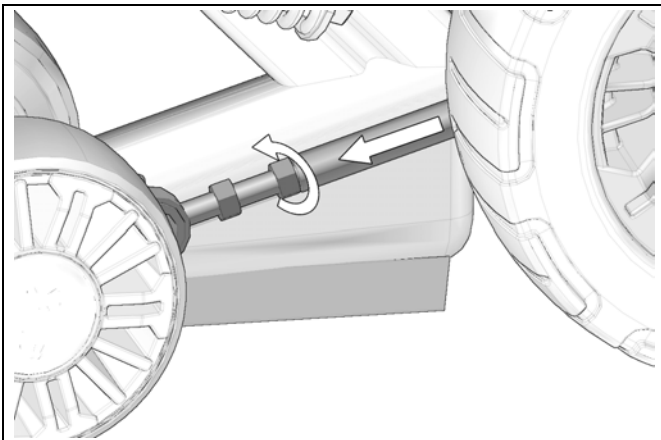


Figure 32

INSTALLATION OF A RUBBER TRACK

- Remove the two 241 mm tires (1) on track tensioner. See Figure 33.

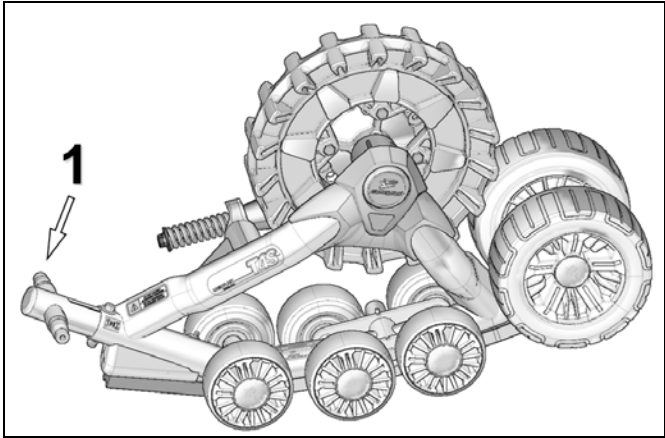


Figure 33.

- Follow the indication molded on the track to install the track in the right direction. See Figure 34.

NOTE: Rear tracks can be installed in both directions of rotation. For front track installation, follow the direction of installation indicator on the track.

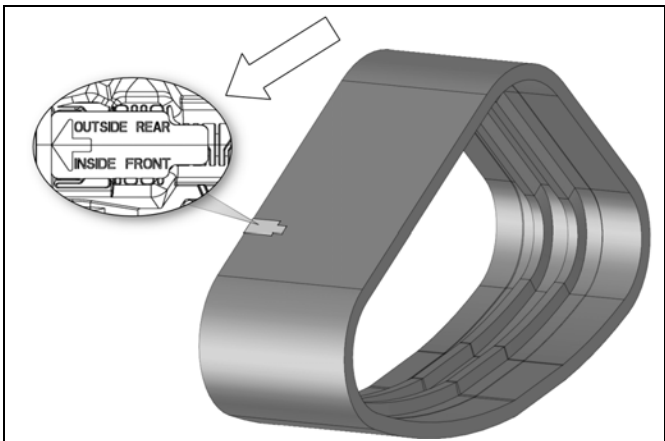


Figure 34.

INSTALLATION OF A RUBBER TRACK

- Install the rubber track. See Figure 35.

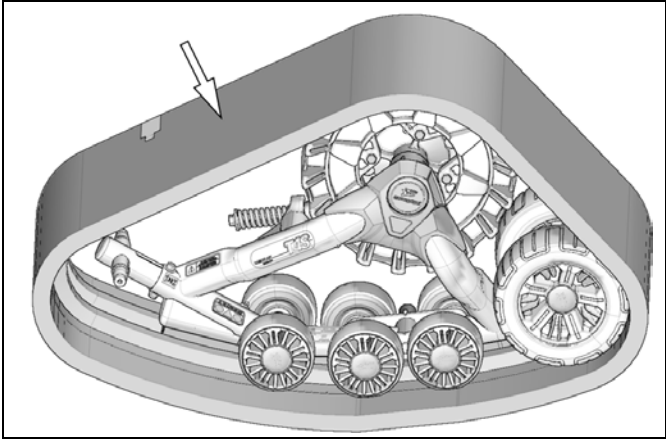


Figure 35

- Re-install the 241 mm tires (1). See Figure 36.

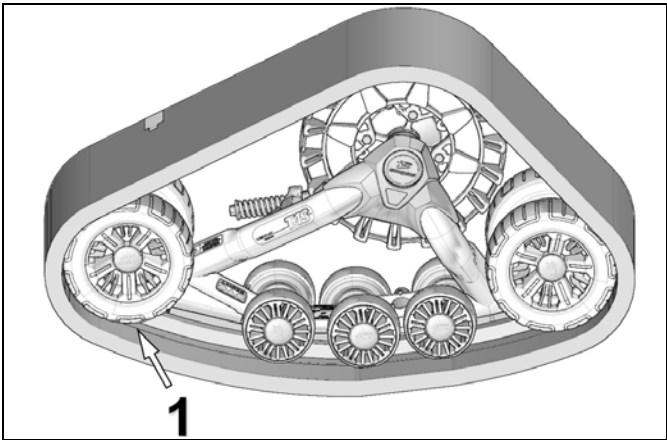


Figure 36

- Adjust track tension. Refer to “Rubber track tension” section on page 38.

BREAK-IN PERIOD

WARNING

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:

- 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 37), and the following procedure to make the replacement:

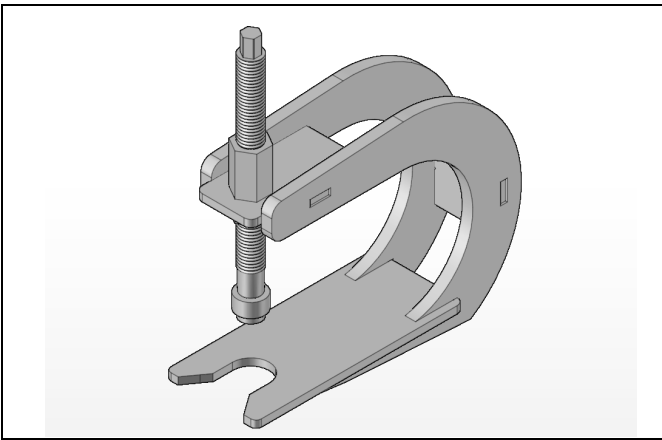


Figure 37

- In cases where the wheel is difficult or impossible to remove by hand, use extractor tool to remove it.
- Remove rubber cap from the wheel.
- Loosen bolt and simply pull wheel out.

REPLACEMENT OF A WHEEL WITH EXTRACTOR

- Place extractor under wheel as shown on Figure 38. Then turn the threaded rod to remove the wheel.

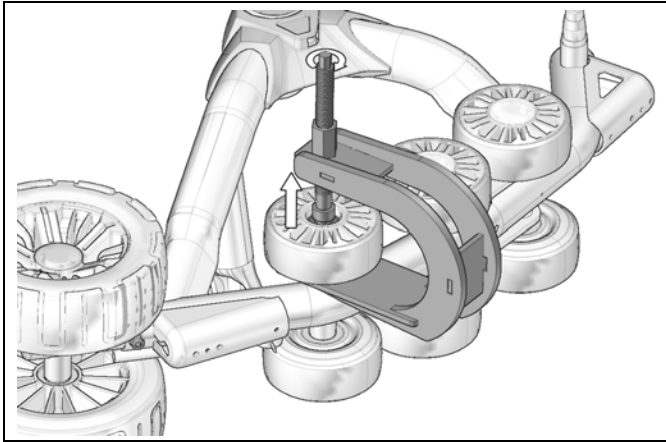


Figure 38

- 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 wheel shaft et wheel bearing surface.
- Grease. See LUBRIFICATION section (wheel seal and wheel shaft).
- Insert the new wheel on the shaft until it reaches the shoulder.

TENSIONER ALIGNMENT

⚠ WARNING

Incorrect alignment of the tensioner will lead to abnormal wear of the track system guiding components and increase the risk of track derailing. Follow closely the next steps to align the tensioner.

Use Camoplast alignment tool #2000-00-1999 (item 1 on Figure 39) to align tensioner by means of the following procedure:

Attach the alignment tool to wheel axle nearest to tensioner assembly using the provided tie wraps (2). Refer to Figure 39.

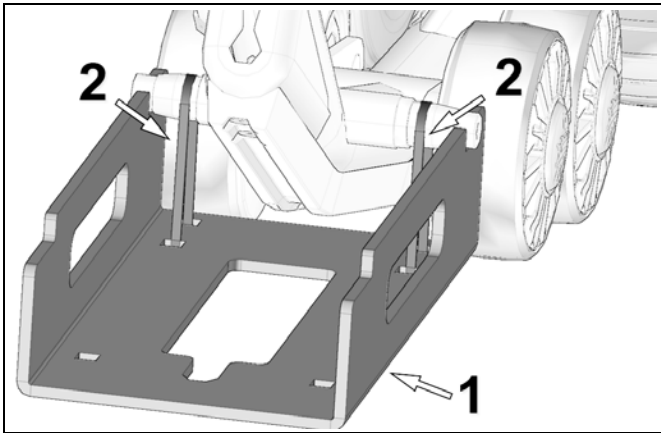


Figure 39

TENSIONER ALIGNMENT

Position tensioner wheel axle ends in the corner notches (1) of the tool. Attach alignment tool to the track system frame using the provided tie wraps (2) Refer to Figure 40.

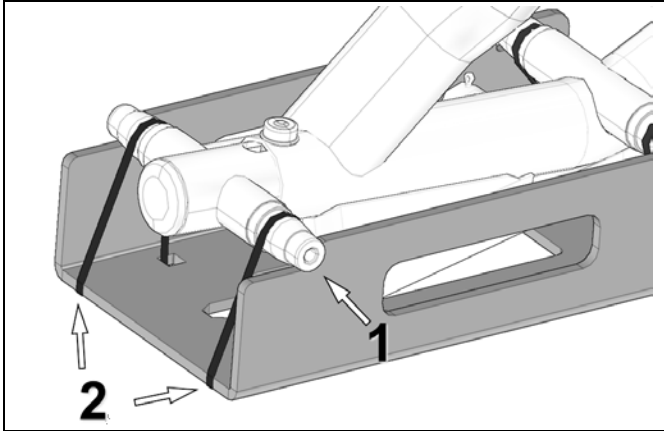


Figure 40

WARNING

Make sure that the wheel axle ends are seated on all 4 surfaces of the alignment tool.

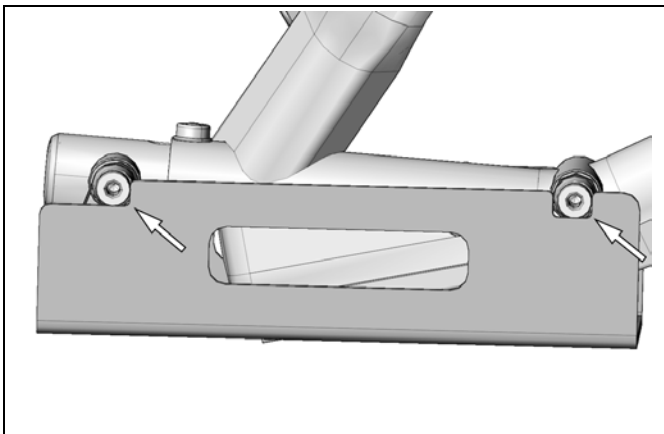


Figure 41

TENSIONER ALIGNMENT

IMPORTANT: If the wheel axles are not perfectly seated on the alignment tool surfaces, pivot the tensioner to adjust the position. Refer to Figure 42.

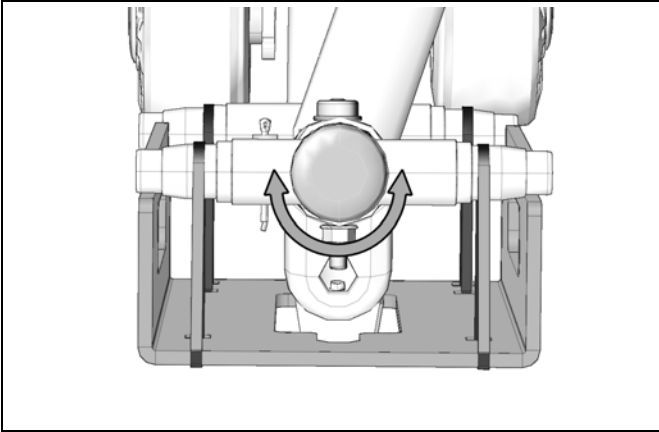


Figure 42

⚠ WARNING

Make sure the wheel axle ends are well seated on all 4 surfaces of the alignment tool before tightening the tensioner assembly in its final position.

Tighten tensioner nut to 33 N•m [24 ft•lb] of torque. Refer to Figure 43.

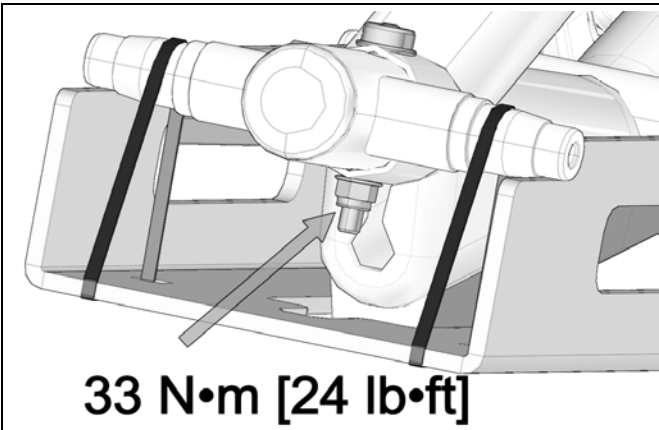


Figure 43

Final check

Residual play in the tensioner assembly must be distributed equally on both sides.

Check play by removing the two nylon tie wraps installed on the front wheel axle. Keep one end of the axle against the alignment tool, rotate tensioner assembly by hand and evaluate gap (A) between axle and tool. Check gap (B) on the other side. Total play must be distributed equally on both sides. Refer to Figure 44

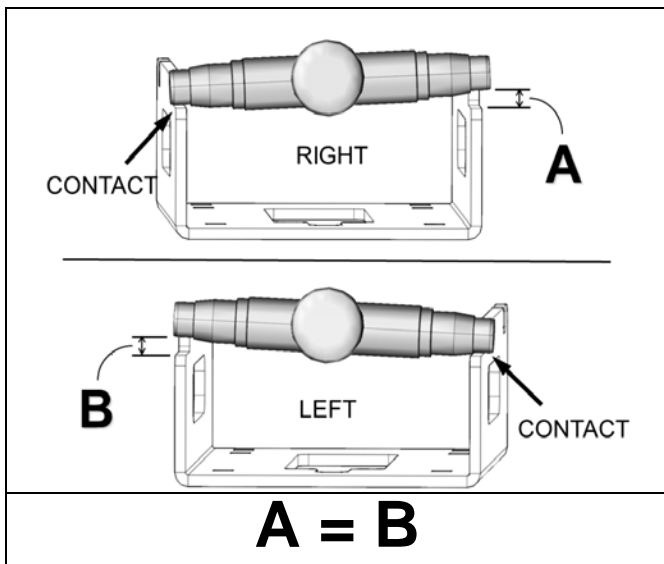


Figure 44

If play is only on one side, realign the tensioner assembly until residual play is equally distributed on both sides.

⚠ WARNING

After tightening bolt and before removing the alignment tool, doublecheck alignment of tensioner assembly. If alignment is not satisfactory, repeat preceding steps until desired result is achieved.

Remove alignment tool from track system frame when alignment is satisfactory.

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 preventive adjustments indicated in the maintenance schedule can result in premature wear and important breakage on the track systems that will not be covered under the warranty. The user is responsible to follow the maintenance schedule provided by the manufacturer.

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 53.

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 BEARINGS SEAL ☒			LUBRICATE	INSPECT / LUBRICATE
FRAME - TRACK GUIDE WEAR				INSPECT / REPLACE
FRAME - STABILIZERS				INSPECT / REPLACE
FRAME - CRACKS				CLEAN / INSPECT
SPROCKET - WEAR				CLEAN / INSPECT
ANTIROTATION - LUBRICATION			CLEAN / LUBRICATE	CLEAN / LUBRICATE
ANTIROTATION - BOLT TORQUE	INSPECT / ADJUST		INSPECT / ADJUST	
ANTIROTATION - CRACKS, DEFORMATION				INSPECT
VEHICLE - 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 23.
- **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 34.
- **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 38.
- **Wear:** Check wear and overall condition of the tracks on the systems. Refer to the "Wear" section of the *User Manual* on page 73.

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 72. 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 59. **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 prolongs 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 all hub bearings and bearing seals when replacement of a hub bearing is performed.

NOTE: Replace hub bearings on all 4 track systems when a hub bearing is being replaced.

MAINTENANCE SCHEDULE

- **Hub bearing seal:** The maintenance chart recommends cleaning and lubricating the hub seal. Refer to the “Lubrication” section of the *User Manual* on page 63.

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

- **Track guide wear:** Check wear on track guides. Refer to the “Wear” section of the *User Manual* on page 74. 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.
- **Lubrication:** Apply grease to stabilizers through zerk fitting. Refer to the “Lubrication” section of the *User Manual* on page 66.
- **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 75. 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 68.
- **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 76.

MAINTENANCE SCHEDULE

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: If stabilizer rubber cone bores show sign of wear and oval deformation, they must be replaced along with the bolt, washers, and bushing.

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.

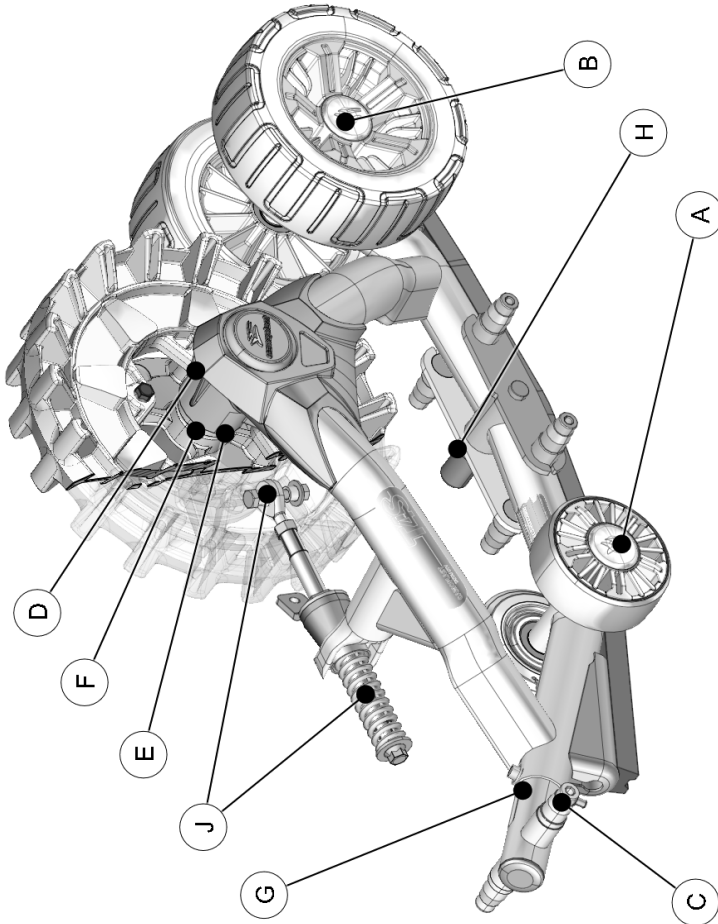
CAUTION: Stabilizing rod and spring should be greased. Motorcycle chain lube or its equivalent is recommended.

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

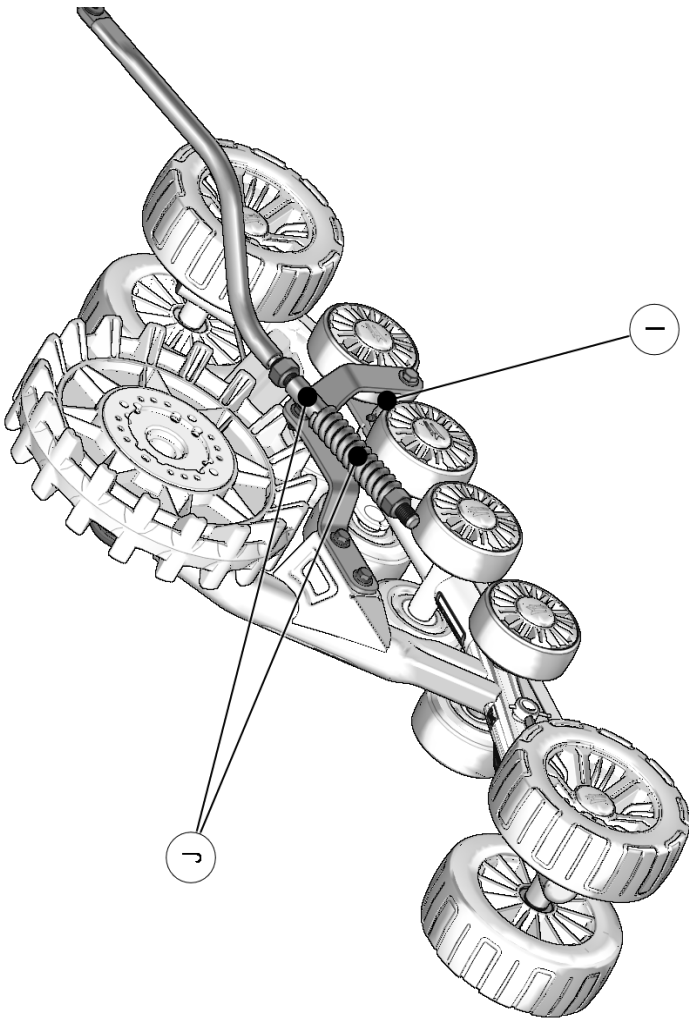
NOTE: Pour 8 to 10 cc of 80w90 oil through hole on top of hub housing intended for this purpose. Refer to the "Lubrication" section of the User Manual on page 62.

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



LUBRICATION

LUBRICATION

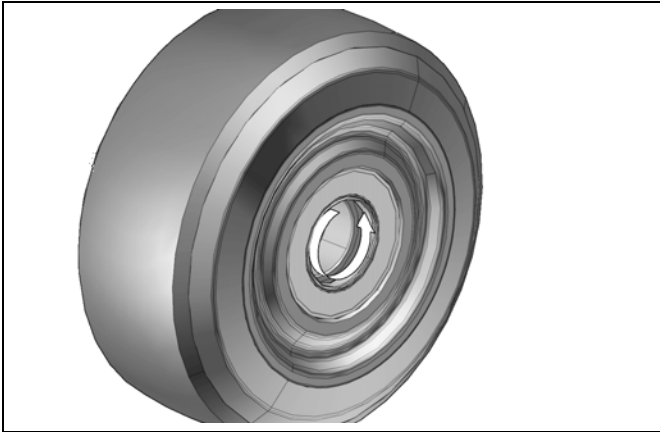
The Maintenance Schedule on page 52 includes lubrication maintenance that should be performed on track systems. Refer to the following recommendations for optimal lubrication.

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

REFERENCE “A”

132 mm WHEEL BEARING SEAL LUBRICATION

Apply evenly 1 to 1.5 cc (cubic centimeter) of grease on and between the wheel bearing seal lips. Apply over the entire circumference (360°).



REFERENCE “B”

241 mm TIRE BEARING SEAL LUBRICATION

Apply evenly 1 to 1.5 cc of grease on and between the tire bearing seal lips. Apply over the entire circumference (360°).

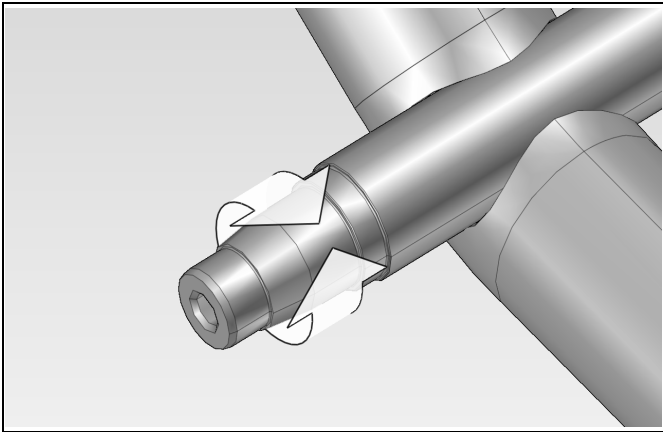


LUBRICATION

REFERENCE “C”

WHEEL SHAFT AND SEAL BEARING DIAMETER LUBRICATION

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



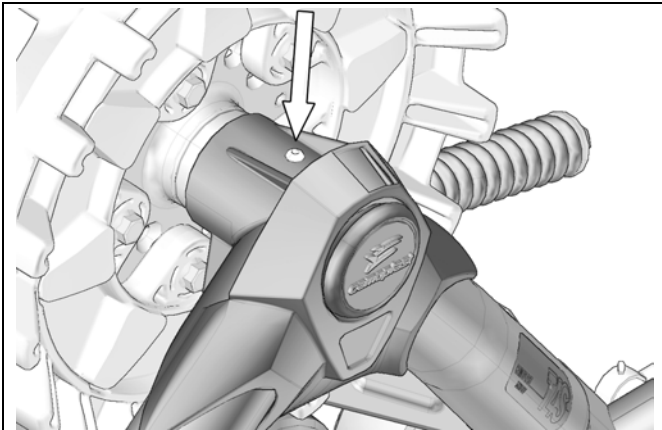
REFERENCE “D”

HUB LUBRICATION

Following replacement of bearings in hub housing and reinstallation of hub, pour 8 to 10 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.

NOTE: Do not exceed the recommended quantity of oil.

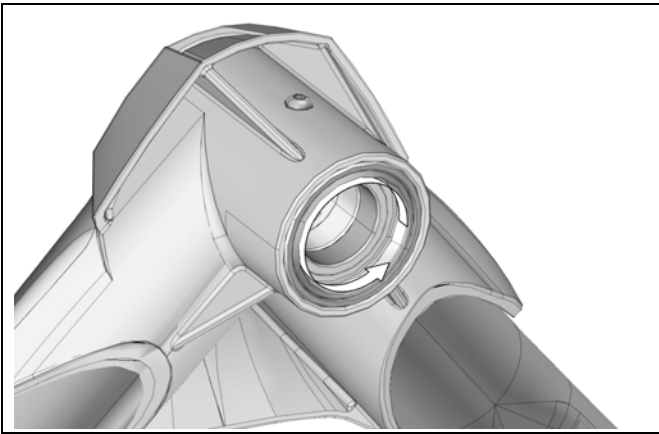


LUBRICATION

REFERENCE “E”

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°).



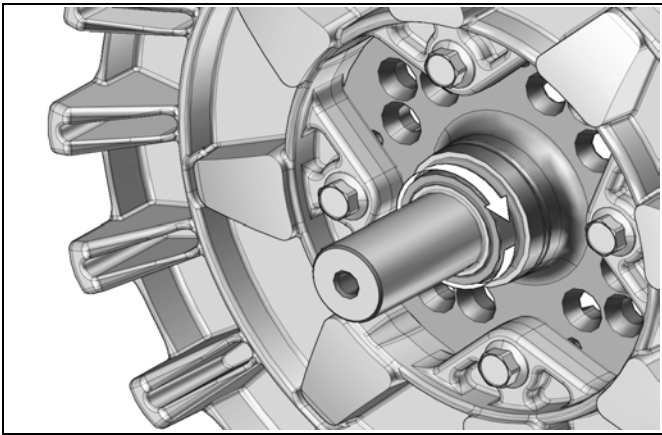
IMPORTANT : The hub seal must be installed flush with the hub face.

NOTE: Replace hub seal immediately if defective.

REFERENCE “F”

LUBRICATION OF HUB SPEED SLEEVE

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



NOTE: Replace hub seal immediately if defective.

LUBRICATION

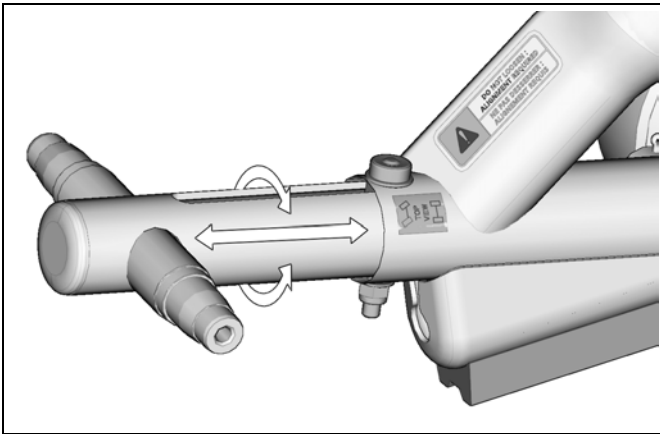
REFERENCE “G”

FRAME TUBING - TENSIONER SIDE

⚠ WARNING

Tensioner must always be realigned when it is disassembled. Refer to Tensioner alignment section.

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°).

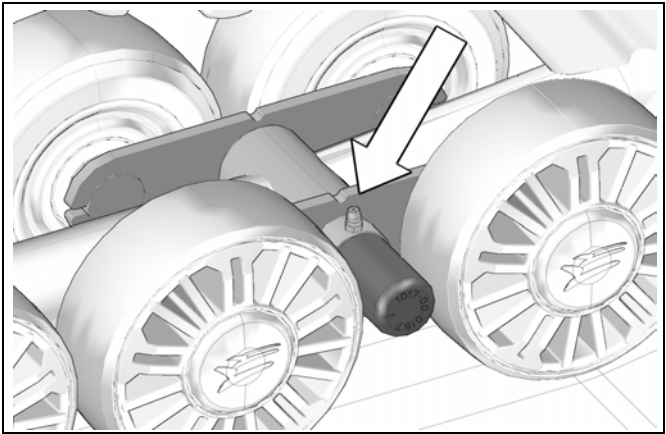


IMPORTANT: Application of lubricant on the tensioner tubing prevents corrosion inside the frame's tube. Lubrication allows the tensioner to move freely when adjusting the track's tension.

REFERENCE “H”

STABILIZER LUBRICATION

Using a grease gun, apply 1.5 to 2 cc of lubricant on stabilizer shaft through stabilizer grease fitting.

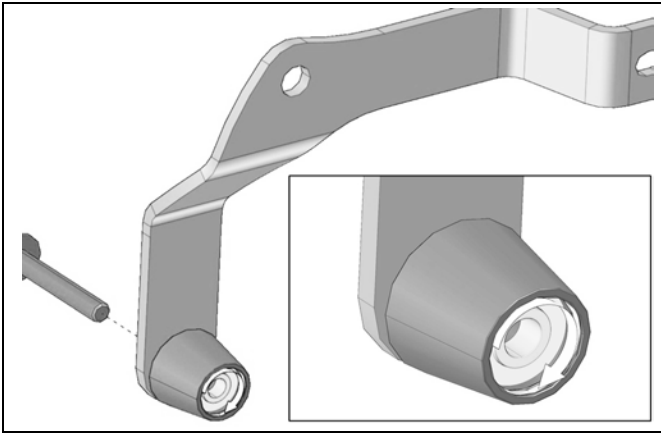


LUBRICATION

REFERENCE “I”

BUSHING LUBRICATION - RIGID SUSPENSION ARM

On vehicles with rigid rear suspension, apply evenly 0.5 to 1 cc of grease on the inner o-ring of the rigid suspension arm bushing. Apply over the entire circumference (360°).

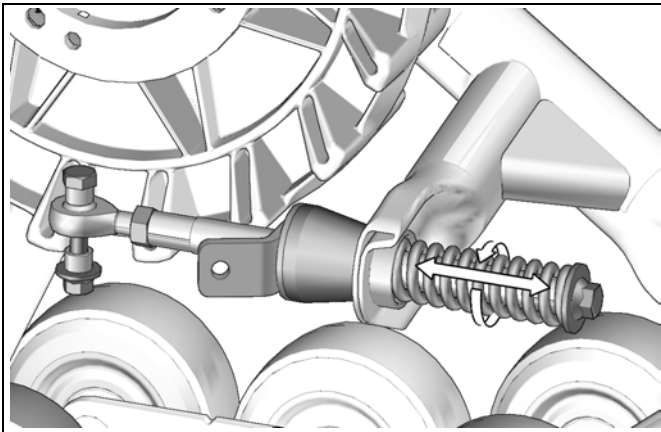


REFERENCE “J”

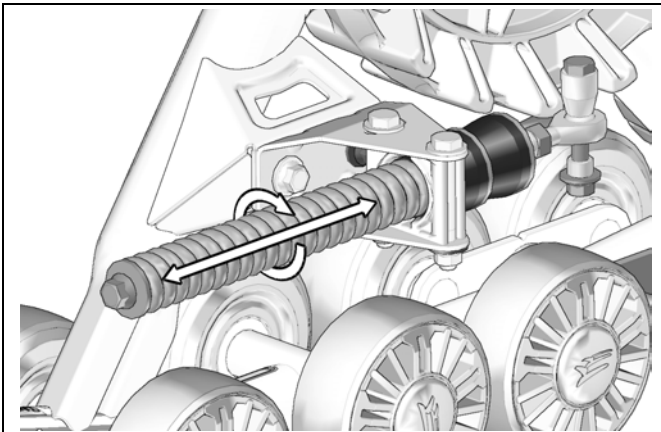
STABILIZING ARM LUBRICATION

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

FRONT SYSTEMS

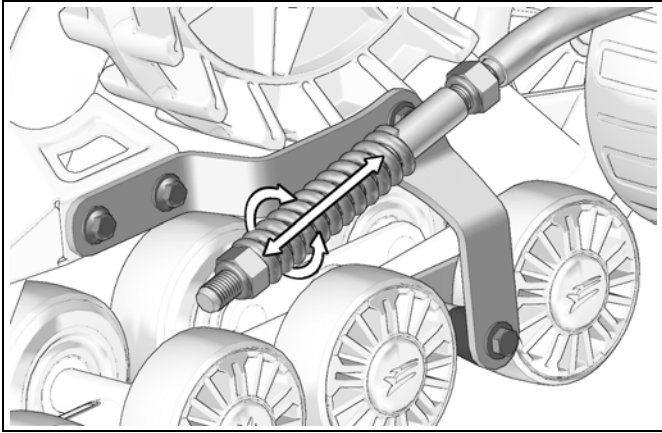


REAR SYSTEMS - INDEPENDENT SUSPENSION



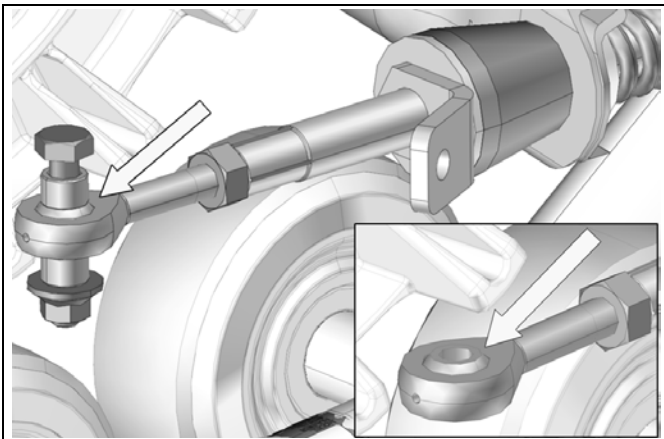
LUBRICATION

REAR TRACK SYSTEM - RIGID AXLE SUSPENSION



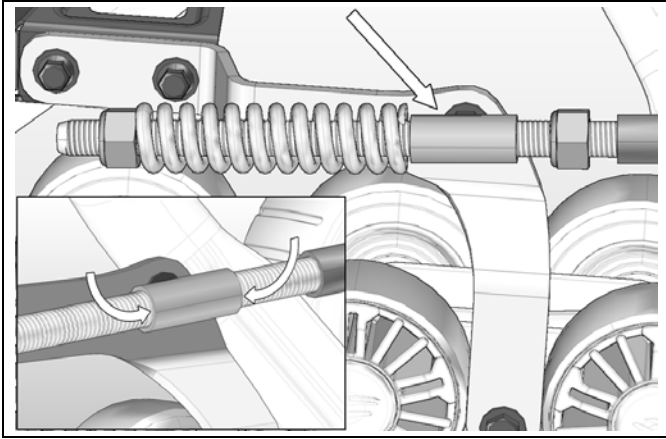
LUBRICATION OF STABILIZING ARM ROD ENDS

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



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

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 safety 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.

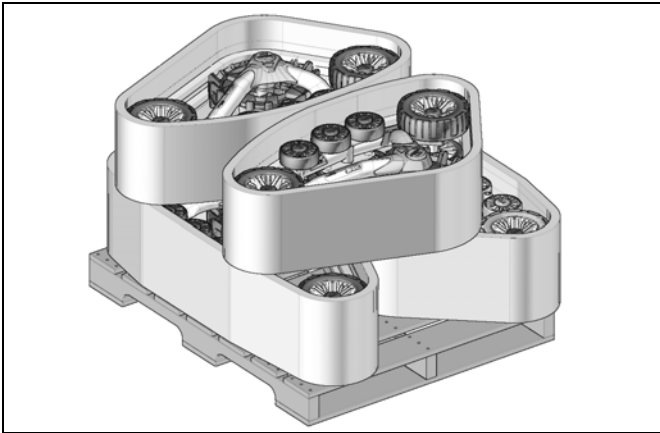


Figure 45

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

WEAR

Wheel

Verify wear on wheels especially on the interior guidance strip (Figure 46). The wheel must be replaced if the inner surface (1) is perforated or when the wheel's rolling band narrows to less than 45 mm wide. A wheel that is excessively worn will not offer enough support to guide the track.

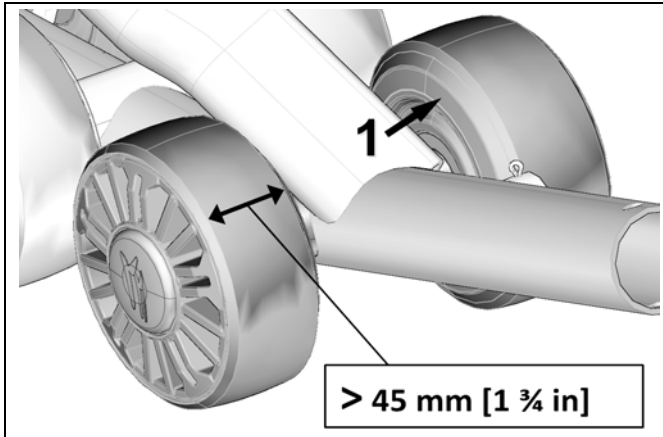


Figure 46

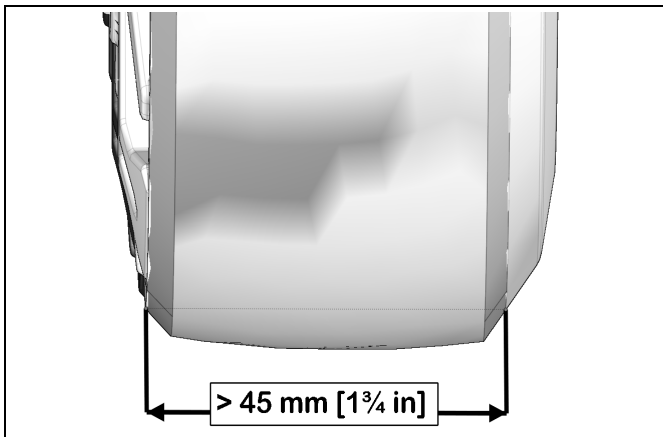


Figure 47

WEAR

Urethane tire

Verify wear on the urethane tires especially on the interior guidance strip (1) and between the tire profiles (2). The wheel must be replaced if the inner surface is worn out or the tire is cracked between the tire profiles. A wheel that is excessively worn will not offer enough support for track guidance. Refer to Figure 48.

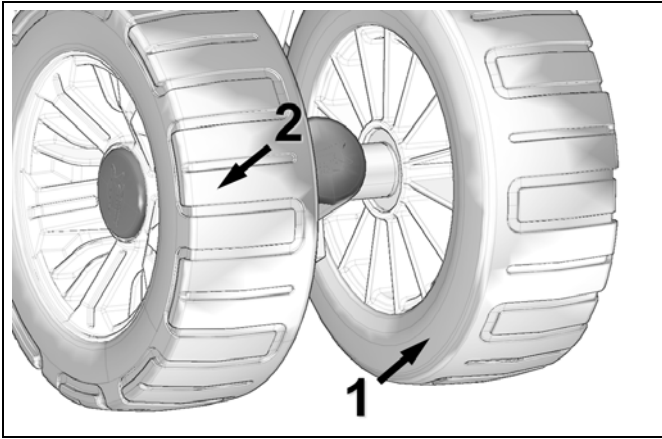


Figure 48

Track

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

Track Guide

Verify wear on the track guide by measuring the width of the guide rails. If dimensions on the rails, illustrated in Figure 49, are less than 5 mm, at any place, replace the part. If the guide rails are worn to the point that the concave shape is no longer visible, replace the part. An overly worn track guide could cause premature wear on other guidance components of the system.

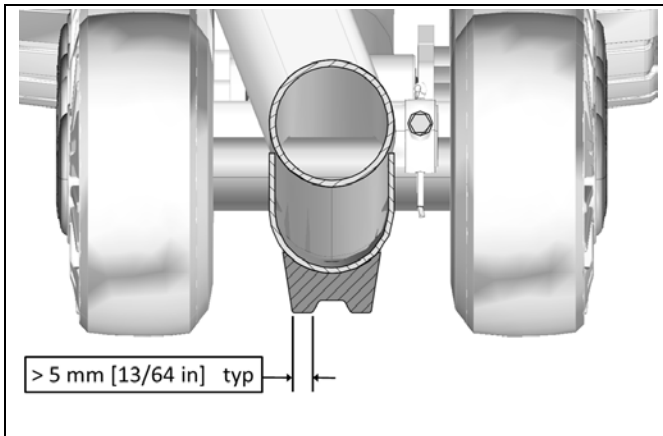


Figure 49

WEAR

Sprocket

Check wear on sprocket by measuring sprocket teeth as illustrated on Figure 50. Replace sprocket if dimensions are less than 19 mm. Excessive wear could lower track drive efficiency and reduce system performance.

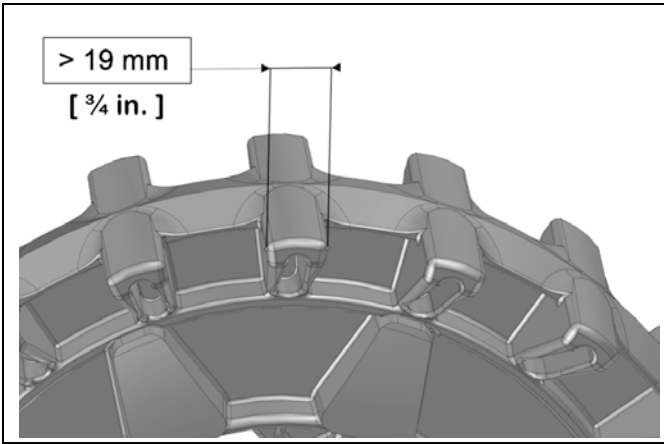


Figure 50

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.

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 51.

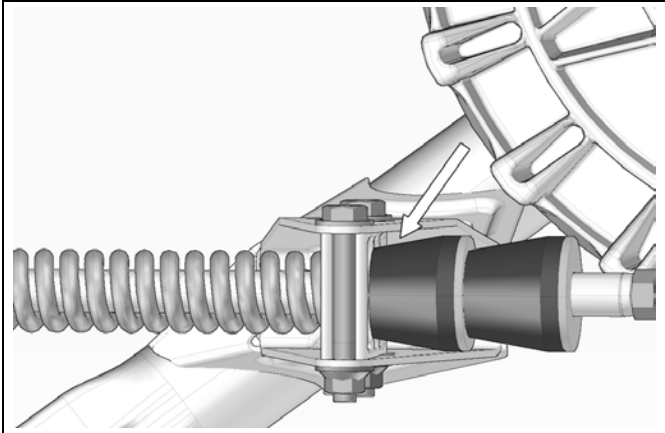


Figure 51

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 52.

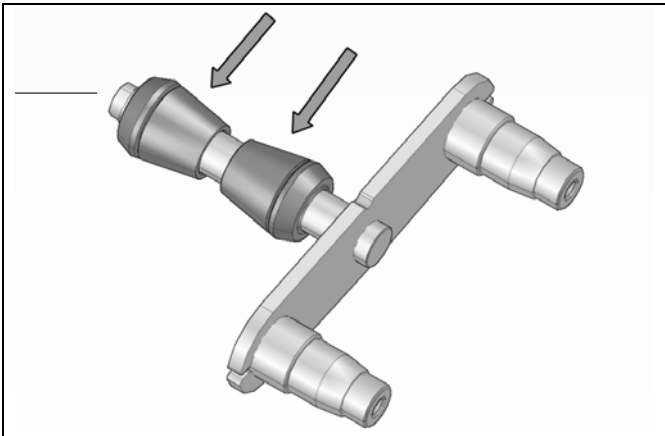


Figure 52

Anti-rotation

Verify wear of stabilizing arm at the ball joint (Figure 53) to make sure that it is not seized or too loose. Ball joint damage could harm the performance of the track system.

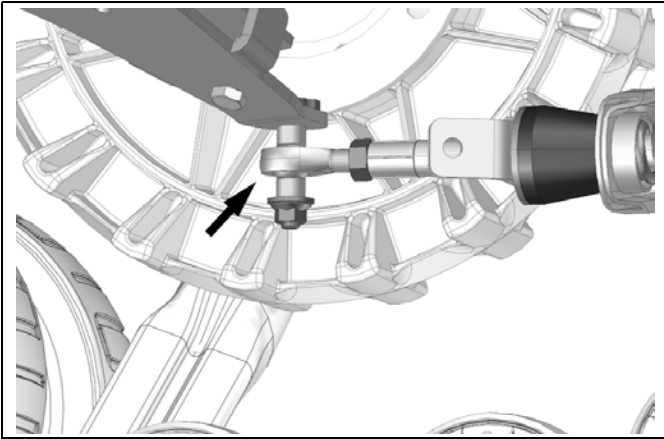


Figure 53

Check if ball rotates freely in ball housing and check also that there is not excessive play between ball and ball housing (Figure 54).

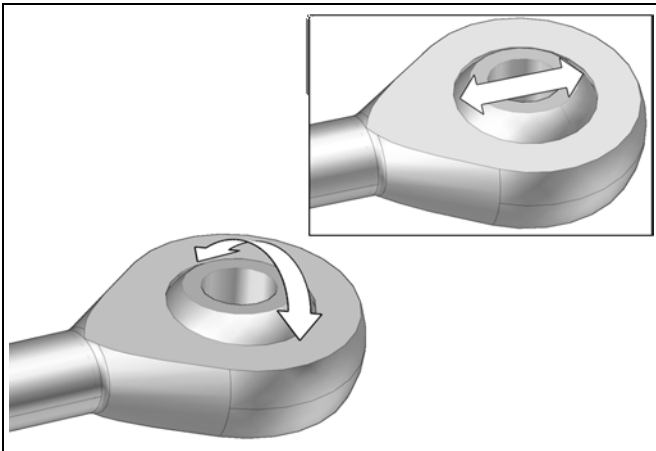


Figure 54

2-YEAR LIMITED WARRANTY

Camoplast Hi-Performance Tracks guarantees that the new, unused **Camoplast® UTV 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® UTV 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 SxS **Camoplast® UTV 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 SxS and related defects on the SxS, 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.

2-YEAR LIMITED WARRANTY

- 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) 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 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. 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 contracted.

2-YEAR LIMITED WARRANTY

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.

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

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 tires, 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.
		Clean 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

The following figures show the location of the serial numbers on the track system frame (Figure 55) and rubber track (Figure 56).

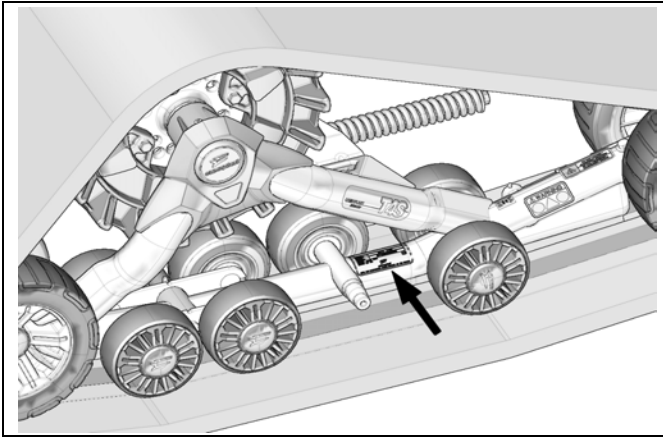


Figure 55

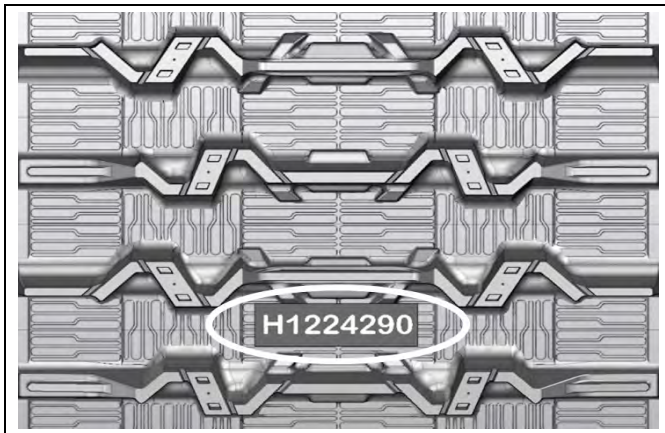


Figure 56

TECHNICAL SUPPORT

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 6T6 CANADA

E-mail: atvtracksystems@camoplastsolideal.com
Website: www.camoplastsolideal.com

"CE" DECLARATION OF CONFORMITY



camoplast
HI-PERFORMANCE TRACKS

"CE" DECLARATION OF CONFORMITY

WE:

MANUFACTURER: **CAMOPLAST SOLIDEAL INC.**

ADDRESS: 4162, Burrill, Local A
Shawinigan (Québec), Canada
G9N 6T6

PHONE:

FAX:

WEB SITE: www.camoplastsolideal.com

HEREBY DECLARE THAT THE PRODUCT SERIES

PRODUCT: UTV 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

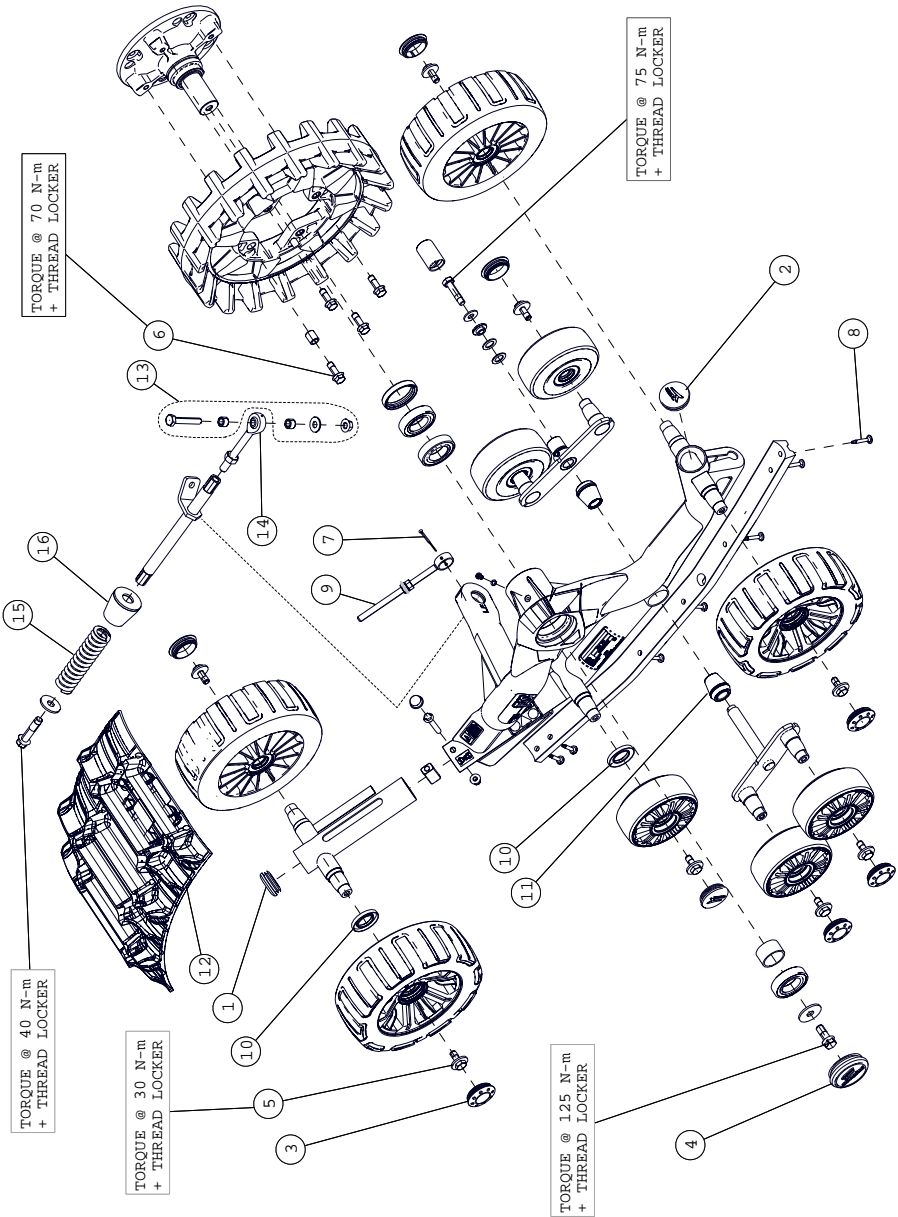
DONE AT: Shawinigan (Québec), Canada

PERSON IN-CHARGE: _____

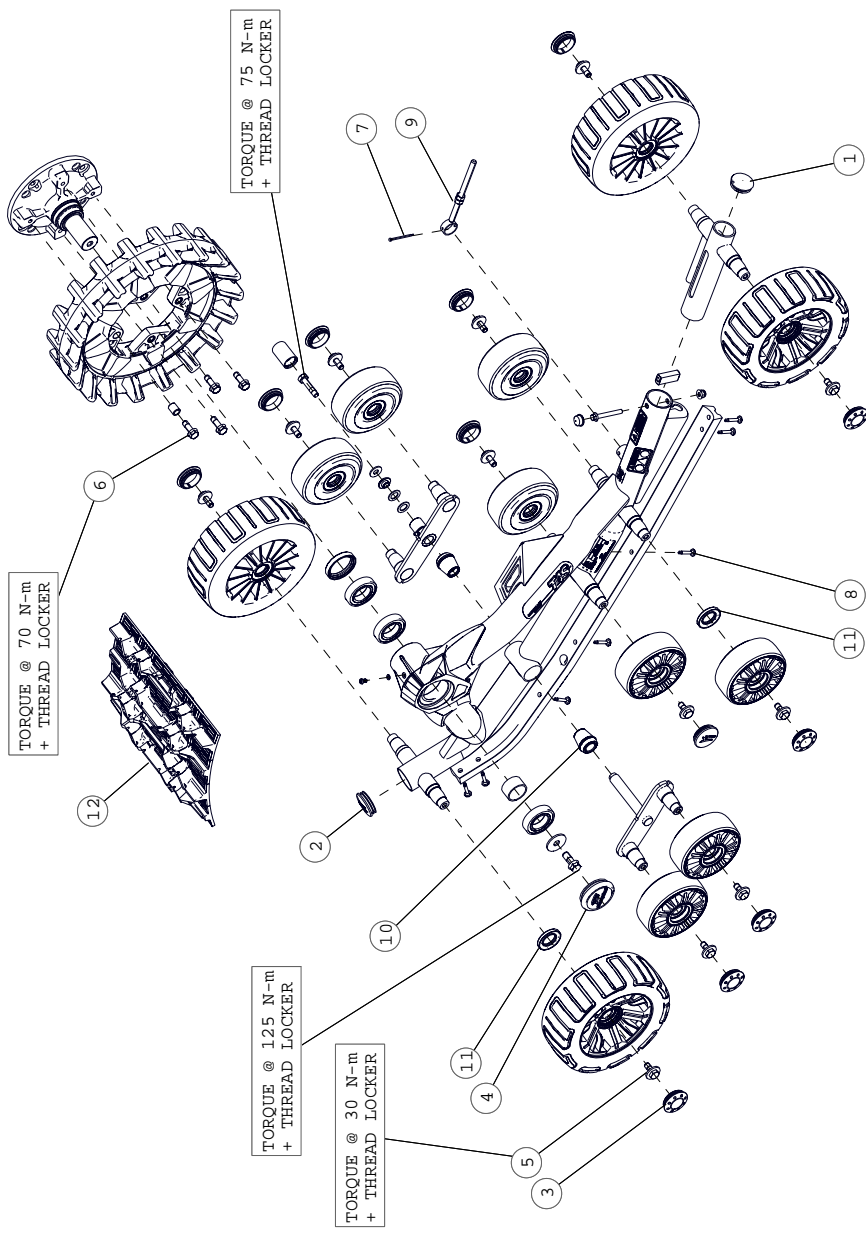
TITLE: _____

DATE: _____

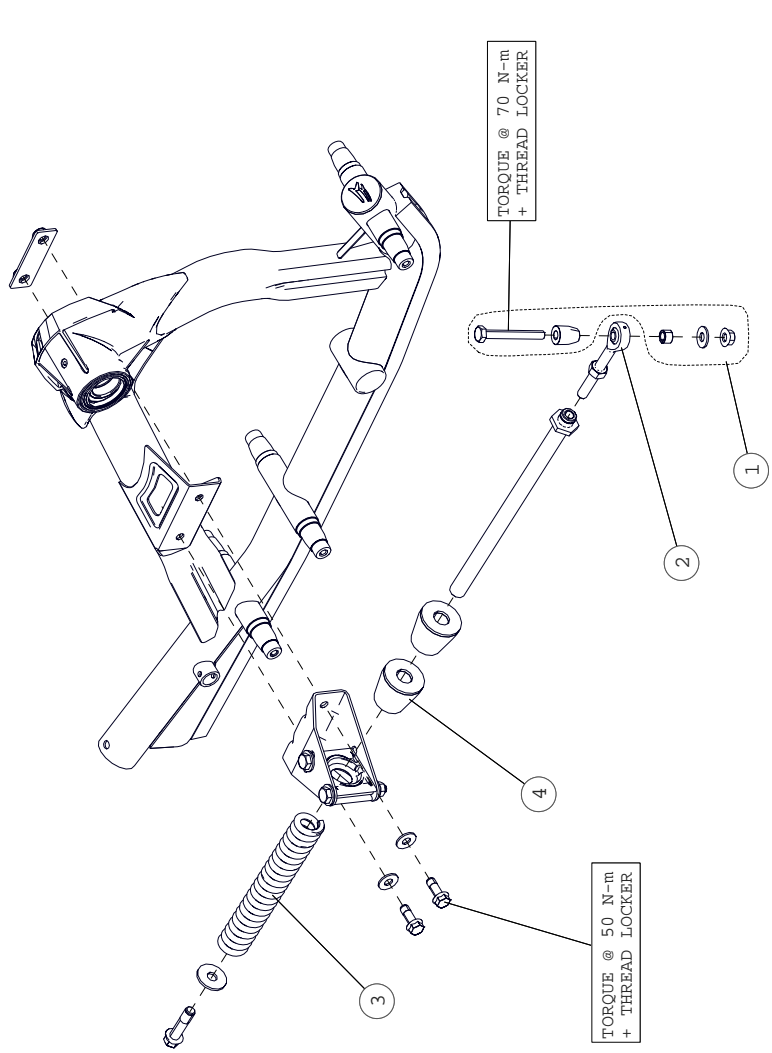
SIGNATURE: _____



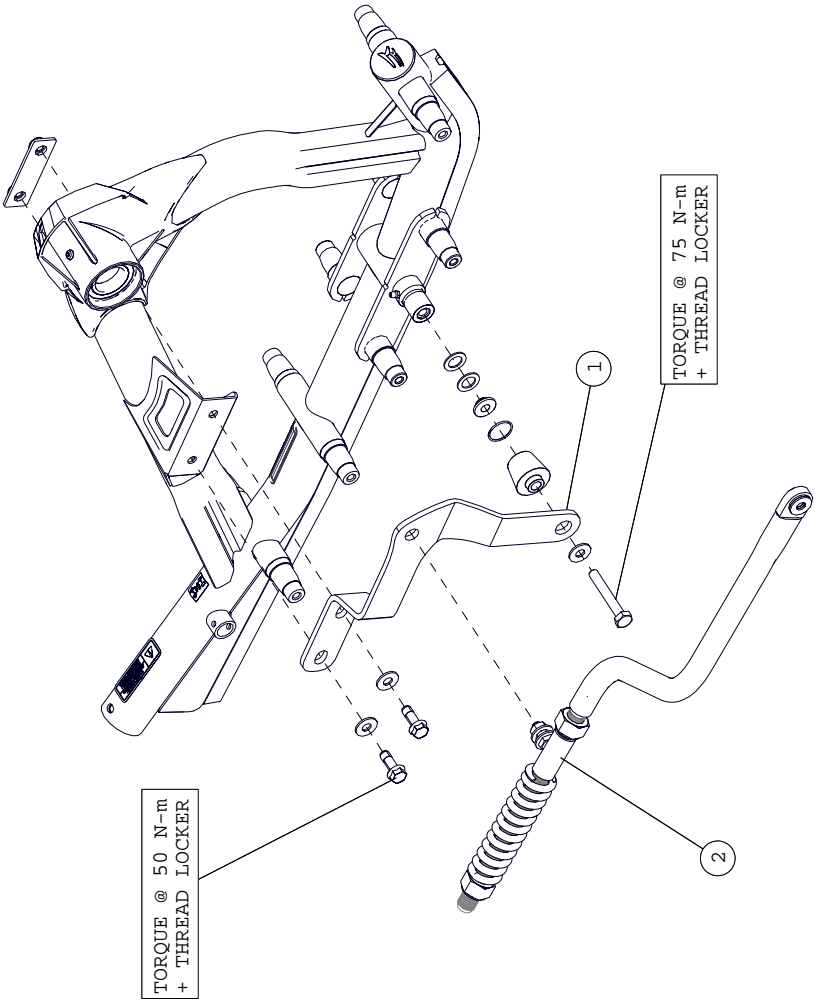
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 FRONT LEFT & RIGHT	
1	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
2	1017-00-0010	PLASTIC FRAME CAP / CAP DE CADRE -- 2"	1
3	1017-00-0042	2 LIPS CAP, 2"O.D TUBE / BOUCHON 2 LÈVRES, TUBE 2" O.D.	10
4	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
5	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	10
6	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4-5
7	1042-00-0001	CP, 1/8,1-3/4, ZP	1
8	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
9	1082-00-7050	TRACK TENSIONNER ROD ASSY / TIGE TENSIONNEUR ASS.	1
10	1093-00-7011	SHAFT SEAL / JOINT ÉTANCHE (28 x 48 x 6 TC)	10
11	1093-00-7045	RUBBER CONE / CÔNE DE CAOUCHOUC	2
12	1093-00-9278	FRONT UTV TRACK / CHENILLE AVANT UTV -- 12.5 x 98 x 1 (9278S)	1
13	1033-AS-0025	STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR	1
14	1047-12-1090	X-LONG ROD END / TIGE À ŒIL X-LONG	1
15	1080-00-0087	COMPRESSION SPRING / RESSORT DE COMPRESSION -- 417 LBS/IN	1
16	1093-00-7050	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	1



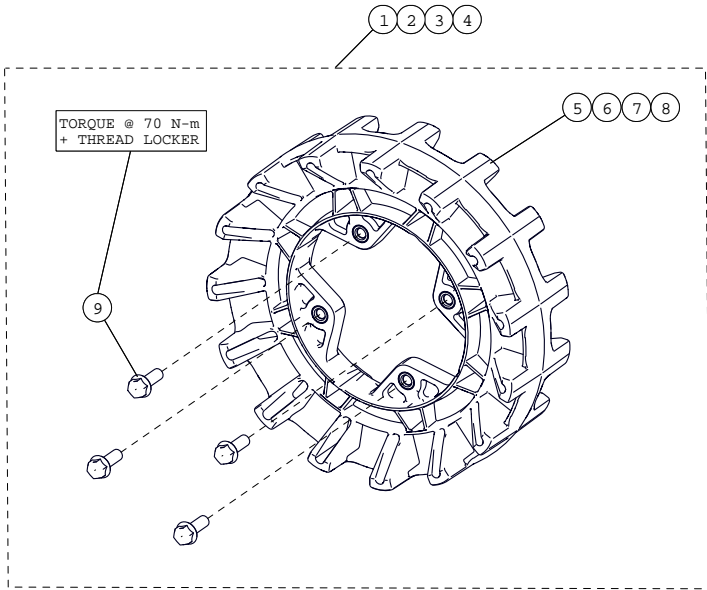
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 LEFT & RIGHT REAR			
1	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
2	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
3	1017-00-0042	2 LIPS CAP, 2" O.D TUBE / BOUCHON 2 LÈVRES, TUBE 2" O.D.	12
4	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
5	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	12
6	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4-5
7	1042-00-0001	CP, 1/8, 1-3/4, ZP	1
8	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
9	1082-00-7050	TRACK TENSIONNER ROD ASS'Y / TIGE TENSIONNEUR ASS.	1
10	1093-00-7045	RUBBER CONE / CÔNE DE CAOUCHOUC	2
11	1093-00-7011	SHAFT SEAL / JOINT ÉTANCHE (28 x 48 x 6 TC)	12
12	1093-00-8001	REAR TRACK / CHENILLE ARRIÈRE -- UTV T4S (9132S)	1



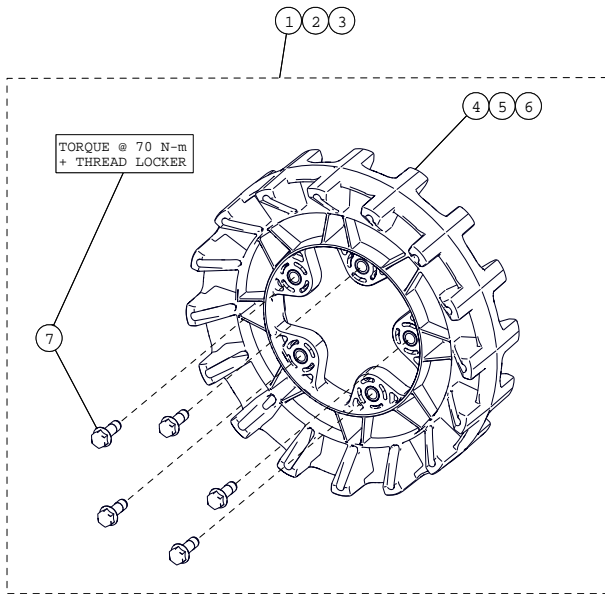
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 INDEPENDENT SUSPENSION (IS)	
1	1033-AS-0075	STABILIZING ROD LONG BOLT KIT / ENSEMBLE BOULON LONG, BRAS STABILISATEUR	1
2	1047-12-1090	X-LONG ROD END / TIGE À ŒIL X-LONG	1
3	1080-00-0901	COMPRESSION SPRING / RESSORT DE COMPRESSION -- 480 LBS/IN	1
4	1093-00-7050	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	2



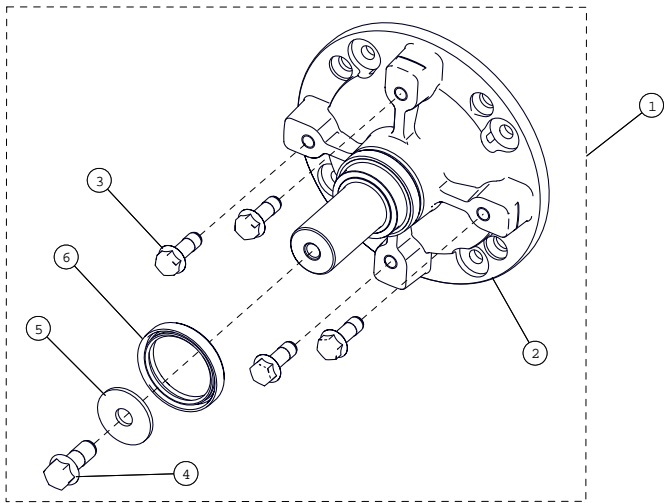
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 RIGID SUSPENSION (RS)	
1-A	1015-00-8004	LH, BRACKET ANTI-ROTATION (RS) UTV 4S / ANCRAGE ANTI-ROT. GA. (SR) UTV 4S	1
1-B	1015-00-8014	RH, BRACKET ANTI-ROTATION (RS) UTV 4S / ANCRAGE ANTI-ROT. DR. (SR) UTV 4S	1
2	1080-00-3000	STABILIZING ARM GUIDE ASSY (RS) / GUIDE BRAS STABILISATEUR ASSEMBLÉ (SR)	1



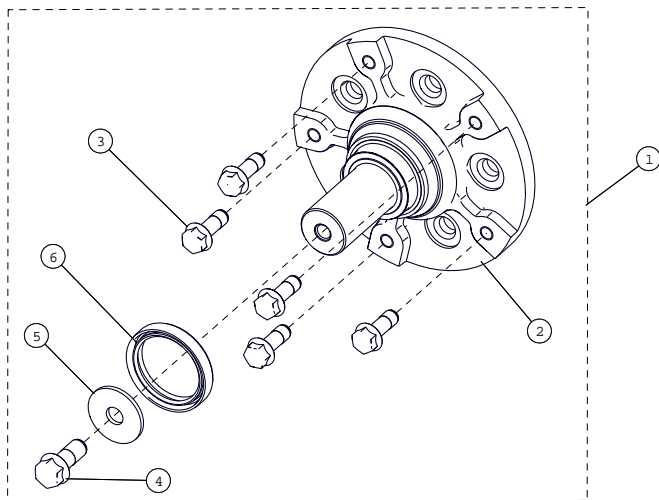
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 S-KIT 4-BOLT SPROCKETS			
1	7009-00-7115	S-KIT 15/4 SPROCKET / BARBOTIN 15/4	1
2	7009-00-7116	S-KIT 16/4 SPROCKET / BARBOTIN 16/4	1
3	7009-00-7117	S-KIT 17/4 SPROCKET / BARBOTIN 17/4	1
4	7009-00-7118	S-KIT 18/4 SPROCKET / BARBOTIN 18/4	1
5	--	SPROCKET 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



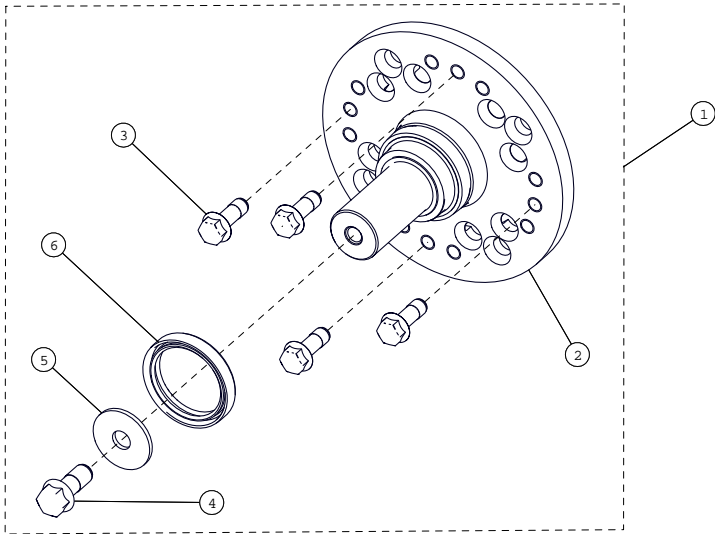
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 S-KIT 5-BOLT SPROCKETS			
1	7009-08-7116	S-KIT 16/5 SPROCKET / BARBOTIN 16/5	1
2	7009-08-7117	S-KIT 17/5 SPROCKET / BARBOTIN 17/5	1
3	7009-08-7118	S-KIT 18/5 SPROCKET / BARBOTIN 18/5	1
4	--	SPROCKET 16 TEETH / BARBOTIN 16 DENTS -- T4S	1
5	--	SPROCKET 17 TEETH / BARBOTIN 17 DENTS -- T4S	1
6	--	SPROCKET 18 TEETH / BARBOTIN 18 DENTS -- T4S	1
7	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	5



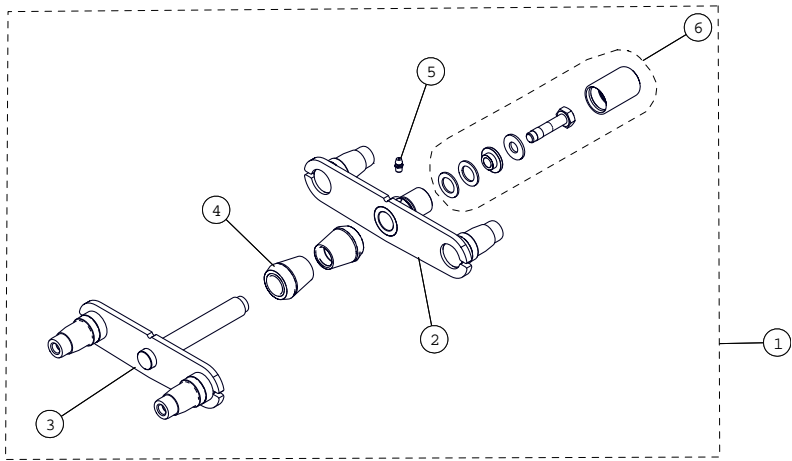
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 S-KIT HUB MULTI POLARIS			
1	7019-05-0062	S-KIT HUB MULTI POLARIS / S-KIT MOYEU MULTI POLARIS	1
2	--	POLARIS MULTI HUB / MOYEU MULTI POLARIS	1
3	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
4	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921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



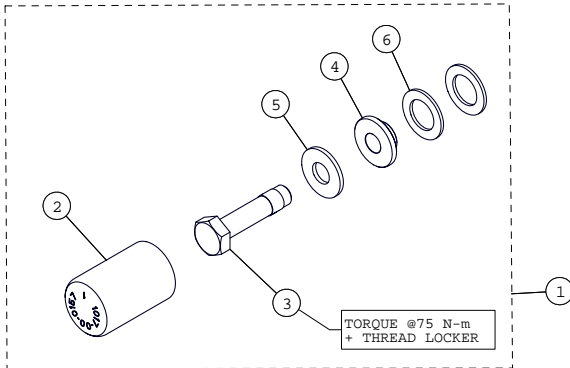
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 S-KIT HUB 5 BOLTS			
1	7019-08-0002	S-KIT HUB 5 BOLTS / ENSEMBLE ESSIEU 5 BOULONS	1
2	--	5-BOLT PATTERN HUB (METRIC) / ESSIEU 5 BOULONS (MÉTRIQUE)	1
3	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	5
4	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
5	--	WASHER / RONDELLE -- 1.625, 0.515, 11GA.	1
6	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1



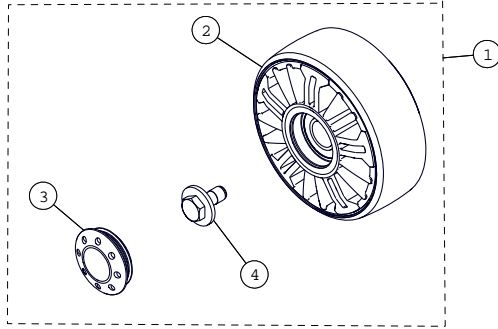
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 S-KIT HUB MULTI	
1	7019-77-0031	S-KIT HUB MULTI / S-KIT MOYEU MULTI	1
2	--	MULTI-MODEL HUB (METRIC) / MOYEU MULTI-MODÈLES (MÉTRIQUE)	1
3	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
4	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1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



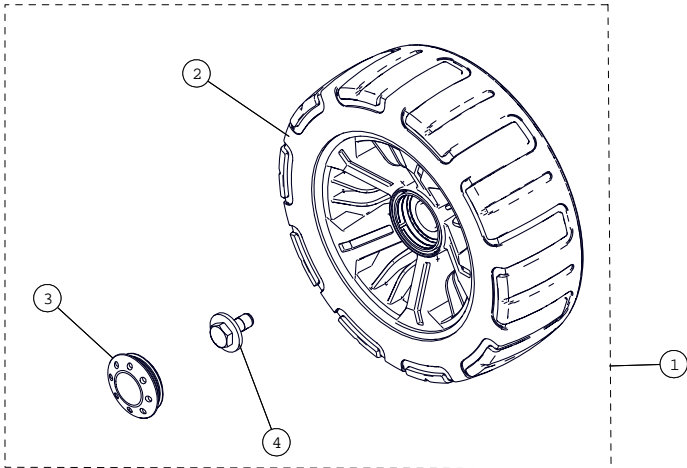
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 S-KIT UTV STABILIZER			
1	7015-00-8100	S-KIT UTV STABILIZER 2014-2015 / S-KIT STABILISATEUR UTV 2014-2015	1
2	--	UTV WHEEL STABILIZER, FEMALE / STABILISATEUR FEMELLE ROUE UTV	1
3	--	UTV WHEEL STABILIZER, MALE / STABILISATEUR MÂLE ROUE UTV	1
4	1093-00-7045	RUBBER CONE / CÔNE DE CAOUTCHOUC	2
5	--	GFS, M6X1.0X14, ZP, KEY7	1
6	7017-00-0157	S-KIT STABILIZER FIXATION BOLT / S-KIT BOULON FIXATION STABILISATEUR 2014-2015	1



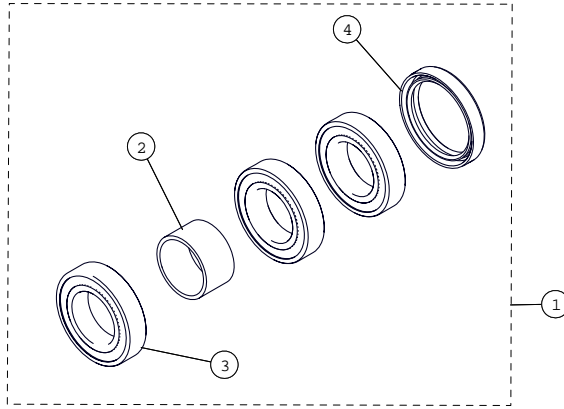
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 STABILIZER FIXATION BOLT KIT			
1	7017-00-0157	S-KIT STABILIZER FIXATION BOLT '14-15 / S-KIT BOULON FIXATION STABILISATEUR	1
2	--	DUST CAP - STABILIZER / CAPUCHON - STABILISATEUR	1
3	--	HCS, M10-1.5X45, 10.9, ZP, TL, DIN931	1
4	--	TANDEM BUSHING / COUSSINET TANDEM	1
5	1060-00-0004	W. 7/16X1.0X0.072, 8, ZP, USS	1
6	--	TW, 1X0.625X0.62	2



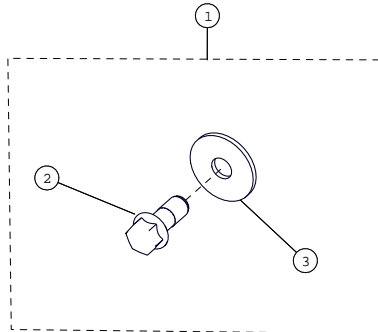
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 50 MM REPLACEMENT WHEEL KIT			
1	7016-00-5134	REPLACEMENT WHEEL KIT / ENSEMBLE REMPLACEMENT ROUE -- 50 MM HD 2015	1
2	--	132MM X 50MM HD WHEEL ASSY / ROUE HD ASS. 132MM X 50MM	1
3	1017-00-0042	WHEEL CAP / CAPUCHON DE ROUE	1
4	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1



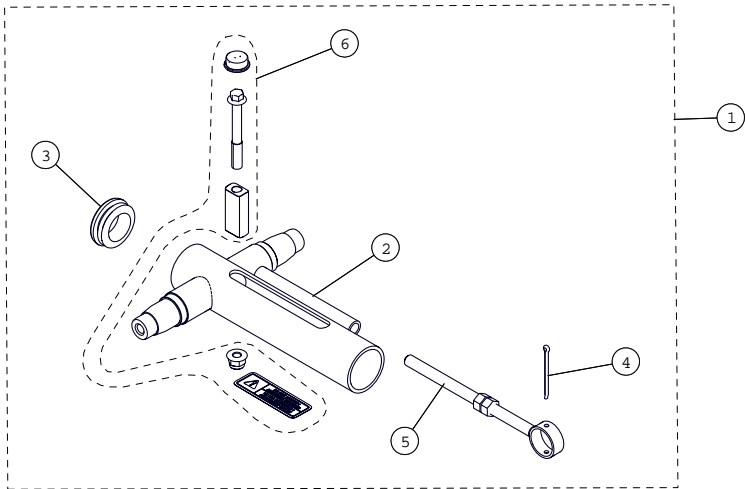
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 241 MM REPLACEMENT WHEEL KIT			
1	7016-00-2242	REPLACEMENT WHEEL KIT / ENSEMBLE REMPLACEMENT ROUE -- 241 MM 2015	1
2	--	WHEEL 241MM - ASSY / PNEU 241MM - ASS.	1
3	1017-00-0042	WHEEL CAP / CAPUCHON DE ROUE	1
4	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1



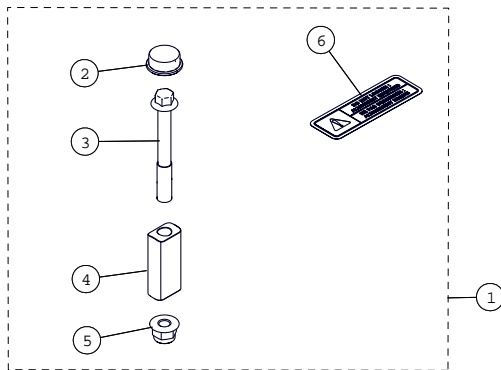
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 HUB BEARING KIT			
1	7090-00-0002	S-KIT UTV -- 3 BEARINGS / 3 ROULEMENTS	1
2	--	INTERNAL SPACER / ESPACEUR INTERNE -- UTV	1
3	--	STANDARD BEARING / ROULEMENT À BILLE STANDARD	3
4	--	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1



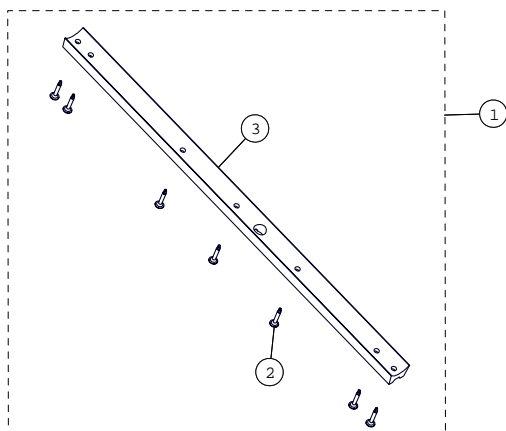
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST ATV T4S MY2015 WHEEL HUB BOLT KIT			
1	1033-AS-0066	WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU	1
2	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
3	--	W, 1.625, 0.515, 11GA.	1



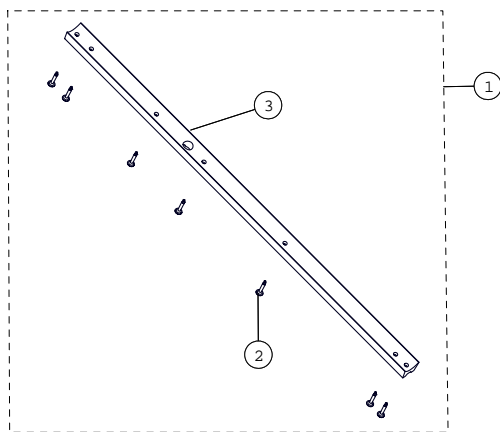
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 TRACK TENSIONER			
1	7014-00-B022	S-KIT UTV TRACK TENSIONER / S-KIT TENSIONNEUR CHENILLE UTV	1
2	--	TENSIONNER - UTV T4S HW / TENSIONNEUR - UTV T4S HW	1
3	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
4	1042-00-0001	CP. 1/8, 1-3/4, ZP	1
5	1082-00-7050	TRACK TENSIONNER ROD ASS'Y / TIGE TENSIONNEUR ASS.	1
6	7051-00-0111	S-KIT UTV TENSIONER BUSHING / S-KIT BAGUE TENSIONNEUR	1



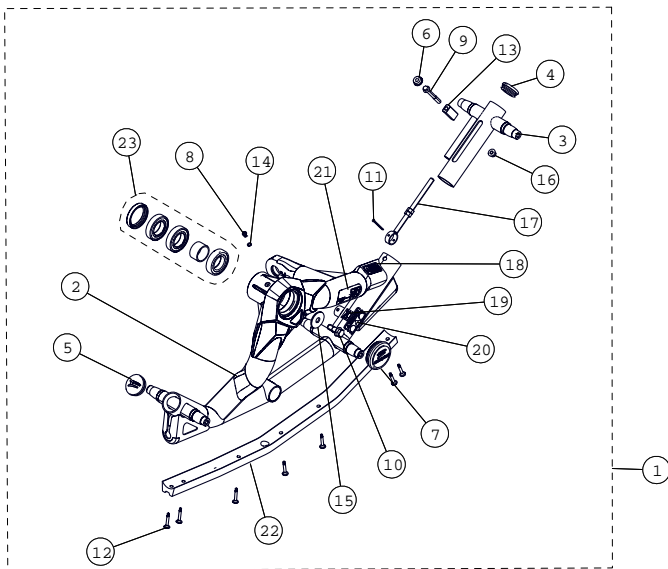
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 TENSIONER BUSHING			
1	7051-00-0111	S-KIT UTV TENSIONER BUSHING / S-KIT BAGUE TENSIONNEUR	1
2	--	CAP NUT / CAPUCHON DE BOULON	1
3	--	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
4	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
5	--	FNN, M8-1.25, 8, ZP, DIN6926	1
6	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1



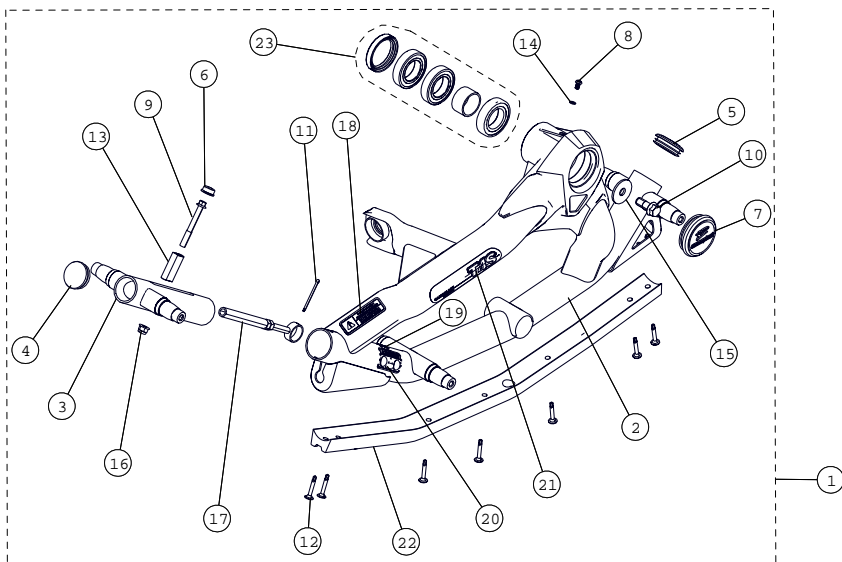
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 FRONT GUIDE	
1	7085-00-8000	S-KIT UTV FRONT GUIDE / S-KIT GUIDE UTV AVANT	1
2	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
3	--	TRACK GUIDE FRONT / GUIDE DE CHENILLE AVANT -- UTV T4S	1



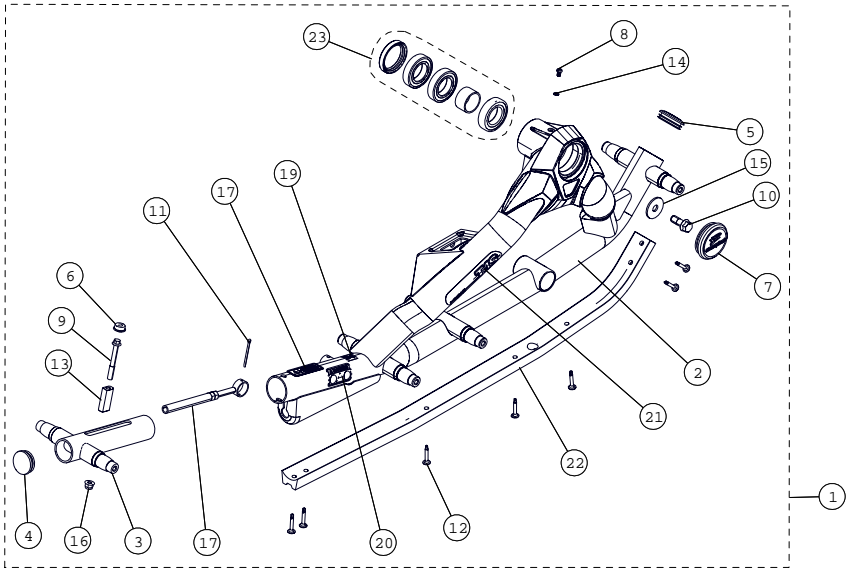
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 REAR GUIDE	
1	7085-00-8001	S-KIT UTV REAR GUIDE / S-KIT GUIDE UTV ARRIÈRE	1
2	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
3	--	TRACK GUIDE REAR / GUIDE DE CHENILLE ARRIÈRE -- UTV T4S	1



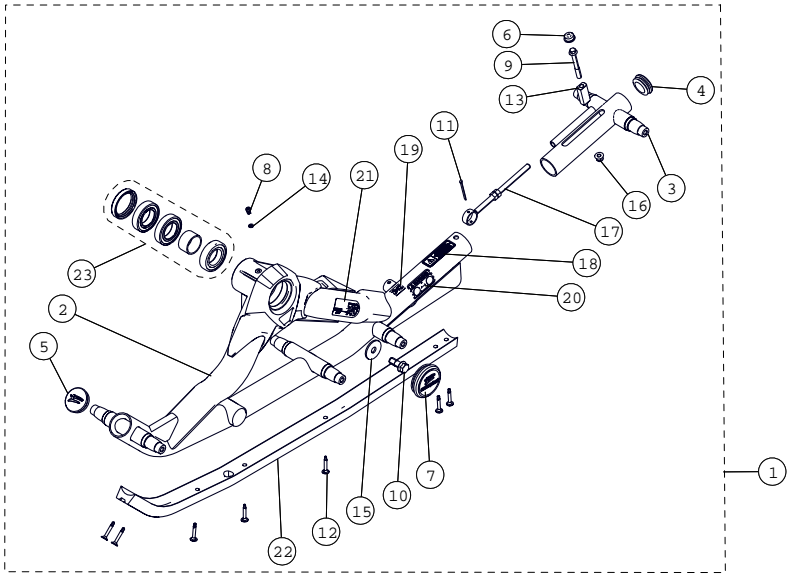
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 FRONT RIGHT FRAME			
1	7010-00-B022	S-KIT FRAME FR UTV 2014-2015 / S-KIT CHASSIS AVD UTV 2014-2015	1
2	--	RH FRONT FRAME / CHÂSSIS AV. DROIT -- UTV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- UTV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
5	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
6	--	CAP NUT / CAPUCHON DE BOULON	1
7	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
8	--	HSBS, M6-1X10, 10.9, ZP	1
9	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
10	--	HFCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
11	1042-00-0001	CP, 1/8.1-3/4, ZP	1
12	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
13	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
14	--	W, 9.9X6X0.9, AL	1
15	--	W, 1.625, 0.515, 11GA.	1
16	--	FNN, M8-1.25, 8, ZP, DIN6926	1
17	1082-00-7050	TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS.	1
18	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1
19	--	STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AV. DROIT	1
20	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
21	--	STICKER / DÉCALQUE -- CAMOPLAST UTV T4S	1
22	--	TRACK GUIDE FRONT / GUIDE DE CHENILLE AVANT -- UTV T4S	1
23	7090-00-0002	S-KIT UTV 3 BEARINGS / S-KIT UTV 3 ROULEMENTS	1



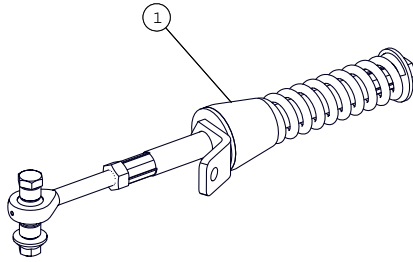
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 FRONT LEFT FRAME	
1	7011-00-B022	S-KIT FRAME FL UTV 2014-2015 / S-KIT CHASSIS AVG UTV 2014-2015	1
2	--	LH FRONT FRAME / CHÂSSIS AV. GAUCHE -- UTV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- UTV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
5	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
6	--	CAP NUT / CAPUCHON DE BOULON	1
7	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
8	--	HSBS, M6-1X10, 10.9, ZP	1
9	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
10	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
11	1042-00-0001	CP, 1/8, 1-3/4, ZP	1
12	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
13	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
14	--	W, 9.9X6X0.9, AL	1
15	--	W, 1.625, 0.515, 11GA.	1
16	--	FNN, M8-1.25, 8, ZP, DIN6926	1
17	1082-00-7050	TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS.	1
18	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1
19	--	STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AV. GAUCHE	1
20	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
21	--	STICKER / DÉCALQUE -- CAMOPLAST UTV T4S	1
22	--	TRACK GUIDE FRONT / GUIDE DE CHENILLE AVANT -- UTV T4S	1
23	7090-00-0002	S-KIT UTV 3 BEARINGS / S-KIT UTV 3 ROULEMENTS	1



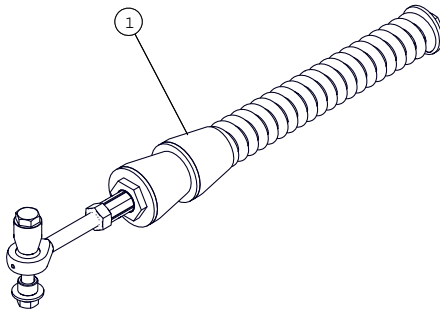
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 REAR RIGHT FRAME			
1	7012-00-B022	S-KIT FRAME RR UTV 2014-2015 / S-KIT CHASSIS ARD UTV 2014-2015	1
2	--	RH REAR FRAME / CHÂSSIS AR. DROIT -- UTV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- UTV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
5	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
6	--	CAP NUT / CAPUCHON DE BOULON	1
7	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
8	--	HSBS, M6-1X10, 10.9, ZP	1
9	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
10	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
11	1042-00-0001	CP, 1/8, 1-3/4, ZP	1
12	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
13	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
14	--	W, 9.9X6X0.9, AL	1
15	--	W, 1.625, 0.515, 11GA.	1
16	--	FNN, M8-1.25, 8, ZP, DIN6926	1
17	1082-00-7050	TRACK TENSIONER ROD ASS. / TIGE TENSIONNEUR ASS.	1
18	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1
19	--	STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AR. DROIT	1
20	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
21	--	STICKER / DÉCALQUE -- CAMOPLAST UTV T4S	1
22	--	TRACK GUIDE REAR / GUIDE DE CHENILLE ARRIÈRE -- UTV T4S	1
23	7090-00-0002	S-KIT UTV 3 BEARINGS / S-KIT UTV 3 ROULEMENTS	1



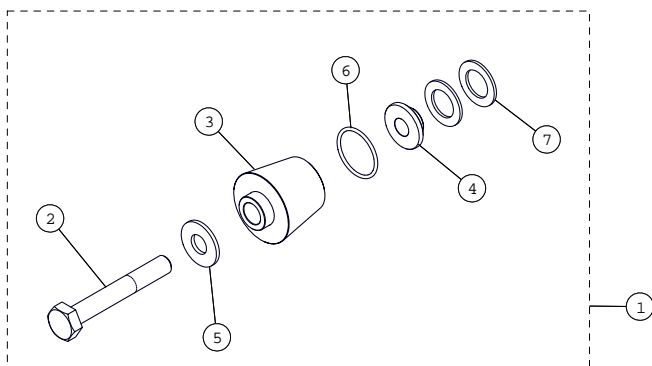
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 REAR LEFT FRAME			
1	7013-00-B022	S-KIT FRAME RL UTV 2014-2015 / S-KIT CHASSIS ARG UTV 2014-2015	1
2	--	LH REAR FRAME / CHÂSSIS AR. GAUCHE -- UTV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- UTV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
5	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
6	--	CAP NUT / CAPUCHON DE BOULON	1
7	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
8	--	HSBS, M8-1X10, 10.9, ZP	1
9	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
10	--	HFCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
11	1042-00-0001	CP, 1/8, 1-3/4, ZP	1
12	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
13	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
14	--	W, 9.9X6X0.9, AL	1
15	--	W, 1.625, 0.515, 11GA.	1
16	--	FNN, M8-1.25, 8, ZP, DIN6926	1
17	1082-00-7050	TRACK TENSIONER ROD ASS. / TIGE TENSIONNEUR ASS.	1
18	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1
19	--	STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AR. GAUCHE	1
20	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
21	--	STICKER / DÉCALQUE -- CAMOPLAST UTV T4S	1
22	--	TRACK GUIDE REAR / GUIDE DE CHENILLE ARRIÈRE -- UTV T4S	1
23	7090-00-0002	S-KIT UTV 3 BEARINGS / S-KIT UTV 3 ROULEMENTS	1



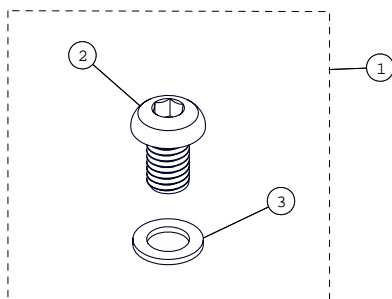
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 STABILIZING ROD FRONT	
1	1001-00-8902-SP	S-KIT STABILIZING ROD UTV FRONT / S-KIT BRAS STABILISATEUR UTV AVANT	1



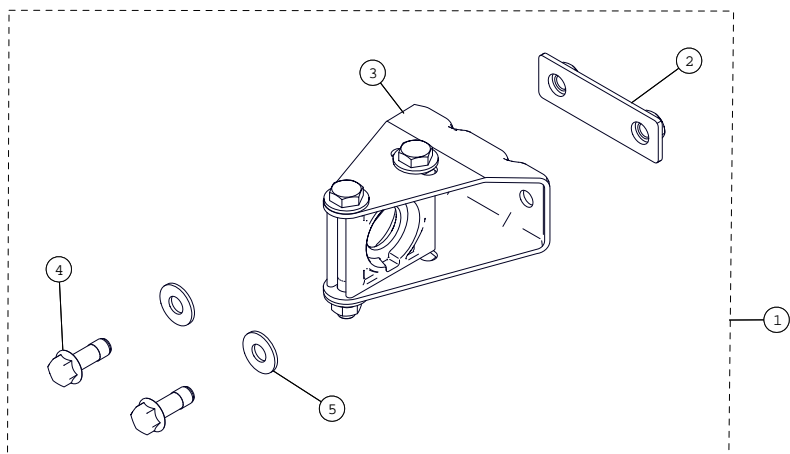
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 STABILIZING ROD REAR	
1	1001-00-8508-SP	S-KIT STABILIZING ROD UTV REAR / S-KIT BRAS STABILISATEUR UTV ARRIÈRE	1



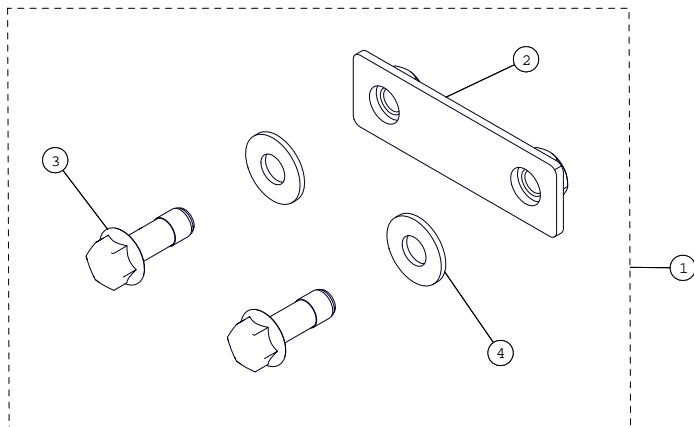
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 BUSHING RIGID SUSPENSION			
1	7050-00-8000	S-KIT BUSHING RIGID SUSPENSION - UTV / S-KIT BAGUE SUSPENSION RIGIDE - UTV	1
2	--	HCS, M10-1.5X70, 10.9, ZP, DIN931	1
3	--	ANTI-ROTATION BUSHING (RS) UTV / BAGUE ANTI-ROTATION (SR) UTV	1
4	--	TANDEM BUSHING / COUSSINET TANDEM	1
5	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
6	--	O-RING / JOINT TORIQUE -- 26 X 29 X1.5	1
7	--	TW, 1X0.625X0.62	2



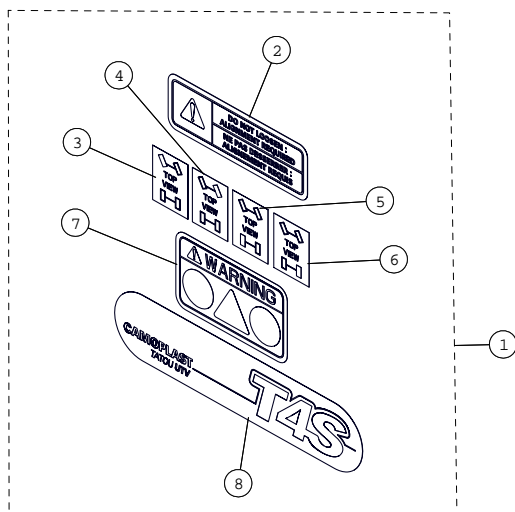
ITEM #	PART #	DESCRIPTION	QTY
CAMOPLAST UTV T4S MY2015 OIL PLUG			
1	7031-06-1011	S-KIT OIL PLUG / S-KIT BOUCHON HUILE	1
2	--	HSBS, M6-1X10, 10.9, ZP	1
3	--	W, 9.9X6X0.9, AL	1



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



ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2015 DECALS UTV	
1	7083-00-8450	S-KIT DECAL UTV 2012-2015 / S-KIT DECALQUE UTV 2012-2015	1
2	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1
3	--	STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AV. GAUCHE	1
4	--	STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AV. DROIT	1
5	--	STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AR. GAUCHE	1
6	--	STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AR. DROIT	1
7	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
8	--	STICKER / DÉCALQUE -- CAMOPLAST UTV T4S	1