CAMOPLAST UTV T4S TRACK SYSTEM
FOR SIDE BY SIDE

UTV T4S: 1099-01-1130

USER MANUAL 2016

CAMSO ROAD FREE COMPANY

CAMOPLAST TRACK SYSTEMS
ARE BECOMING
CAMSO TRACK SYSTEMS.

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

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 Track System by Camso, formely Camoplast Solideal, is first and foremost designed to provide the best performance in terms of traction and floatation in conditions of extreme terrain such as deep snow and mud. The track 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 in which the Camoplast UTV T4S Track System by Camso, formely Camoplast Solideal, 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.camso.co

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INTRODUCTION

Thank you for choosing the **Camoplast UTV T4S,** becoming the **Camso UTV T4S,** 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

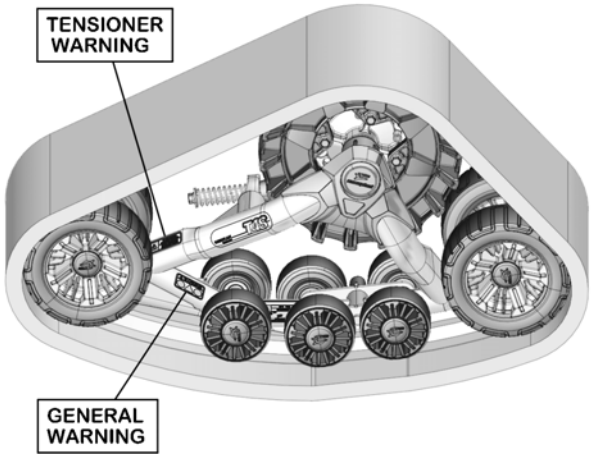
Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

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 Camso dealer.

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 WARNING

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 tranferred 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.

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 installating 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.

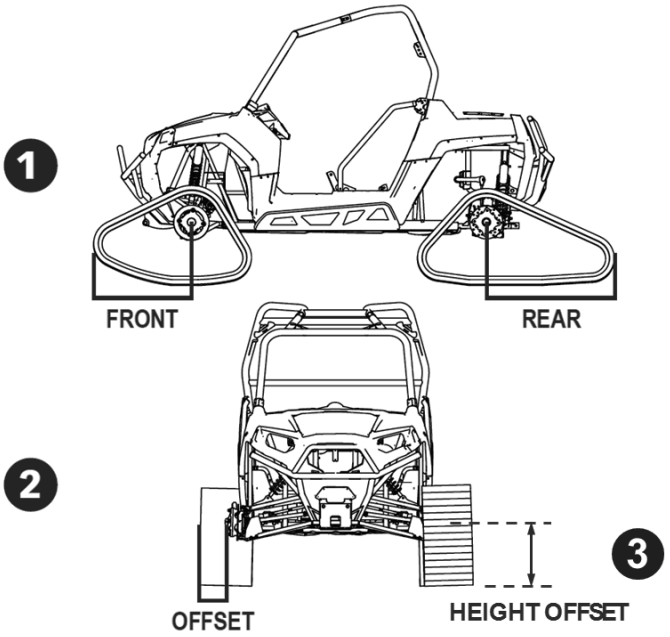
For riding on excursions on unknown or remote terrain, make sure you have a cellular phone or satellite phone, a first aid kit and spare parts in your possession.

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 vehicule does not).This could cause the vehicle to get stuck.

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	Offset (length)	Front:	26.5 in (673 mm)
		Rear:	35 in (889 mm)

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

3	Offset (height)	Original tire: 26 in	3.5 in (89 mm)

USER NOTICE AND DISCLAIMER

The **Camso 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 **Camso UTV T4S** System by Camso. It is mandatory that every user takes the time to carefully read, understand and then consult this reference manual and user guide as well as the 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 Camso products dealer nearest to you to obtain any additional information. You may also consult the Camso Web site at **www.camso.co** and contact our technical support by email at **atvtracksystems@camso.co**.

Camso believes that there are certain risks related to the installation and use of the System. Our experience shows that the System is safe. However, the user must be aware of the risks related with driving a 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. 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.

Camso 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 Camso 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.

Track Systems operating in water and mud

⚠ WARNING

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

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 by 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.

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 System must be re-verified. Bad adjustments can decrease the performance of the system and create premature wear of certain components

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

Angle of attack for front Track Systems

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

- 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 1.

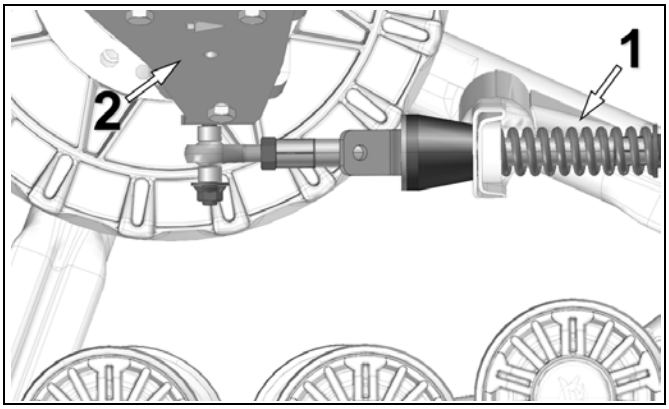


Figure 1

- 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 2.

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

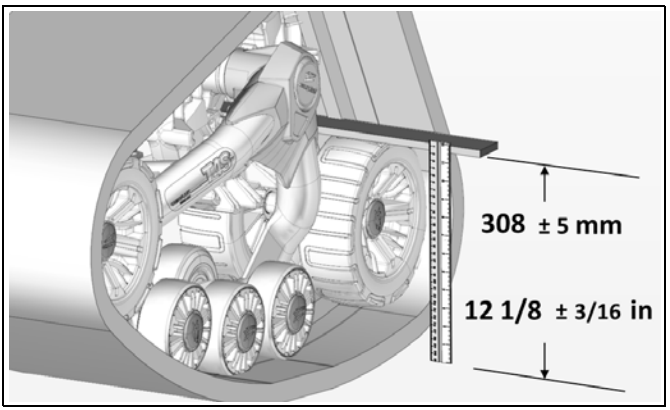


Figure 2

- 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 3.

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

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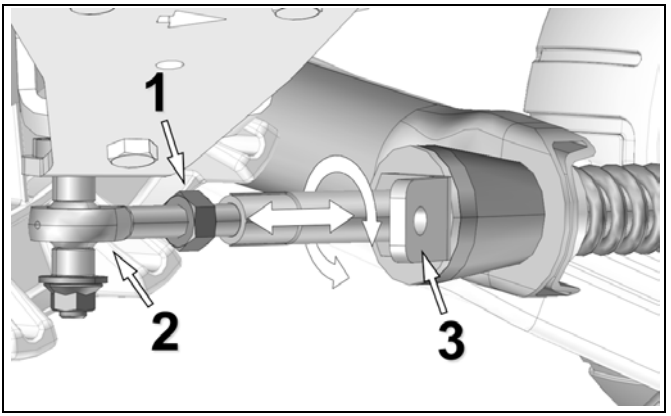


Figure 3

- 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 4.

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

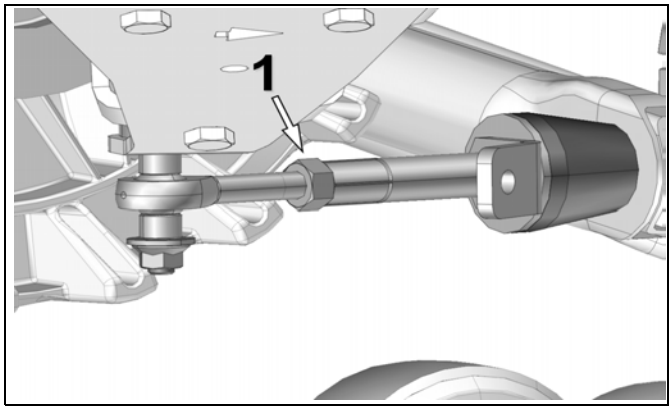


Figure 4

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.

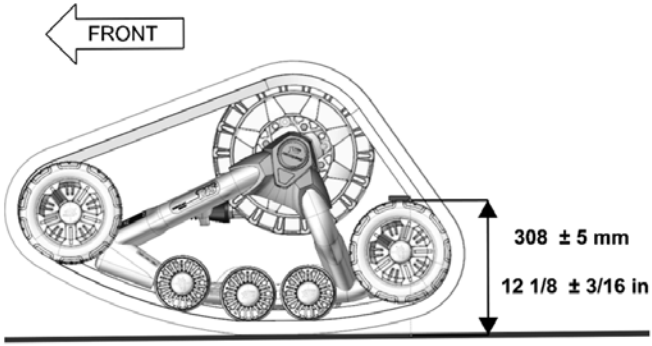


Figure 5

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 6 and Figure 7.

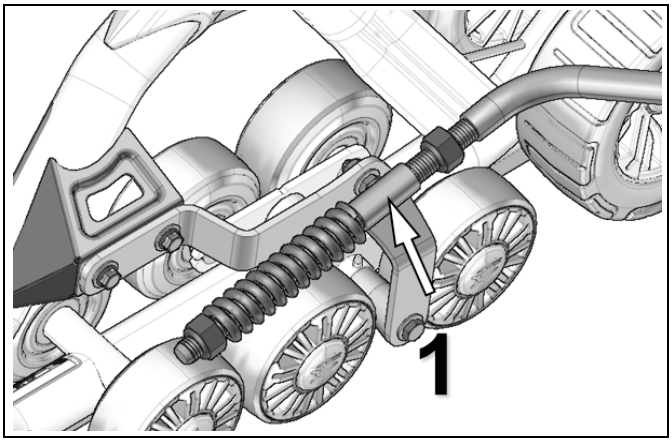


Figure 6

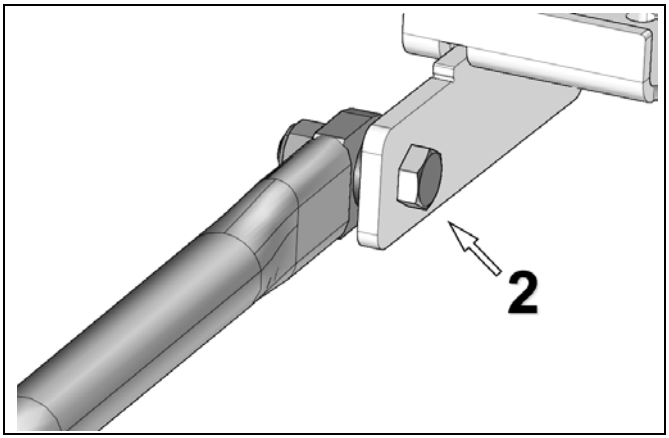


Figure 7

- Loosen the nut (1) compressing the spring of the stabilizing rod. See Figure 8.

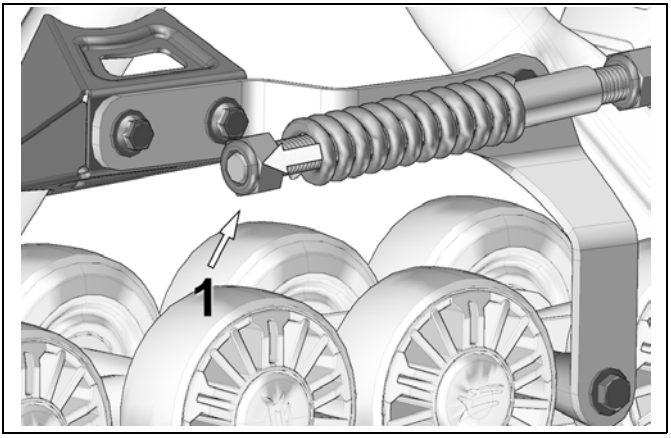


Figure 8

- Set the nut (2) to obtain a distance of 19 mm between nut and stabilizing arm guide as shown on Figure 9.

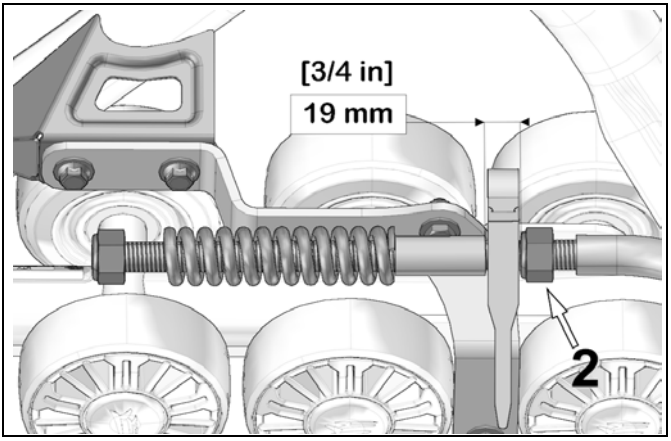


Figure 9

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

- 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 10.

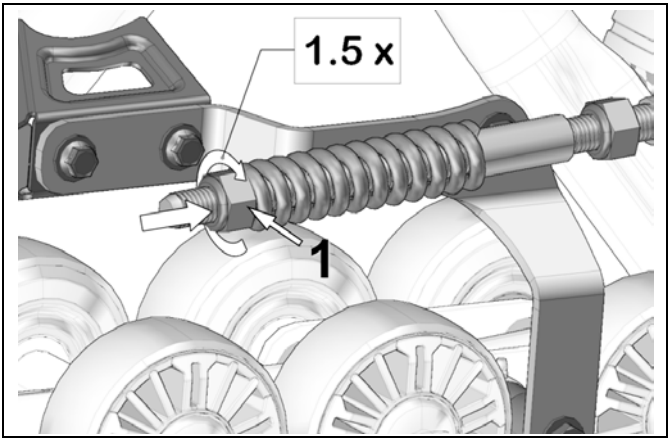


Figure 10

- **IMPORTANT**: Double-check the 19 mm minimum distance between nut and stabilizing arm guide. Re–adjust as needed. See Figure 11.

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

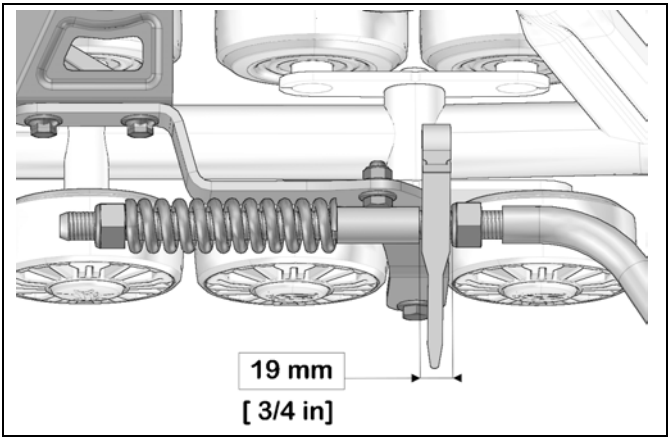


Figure 11

Vehicles with independent suspension (IS)

- Stabilizing arm (1) must be attached to the rear anchor bracket (2) installed on the vehicle. See Figure 12.

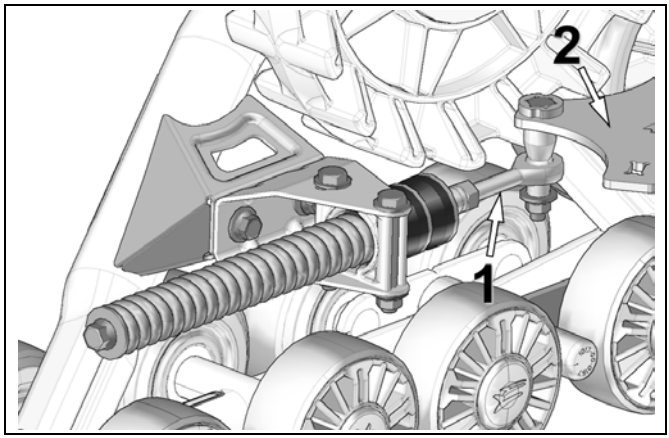


Figure 12

- Loosen anti-rotation bracket bolts (1) and (2) to allow the anti-rotation retainer (3) to rotate on its axis. See Figure 13.

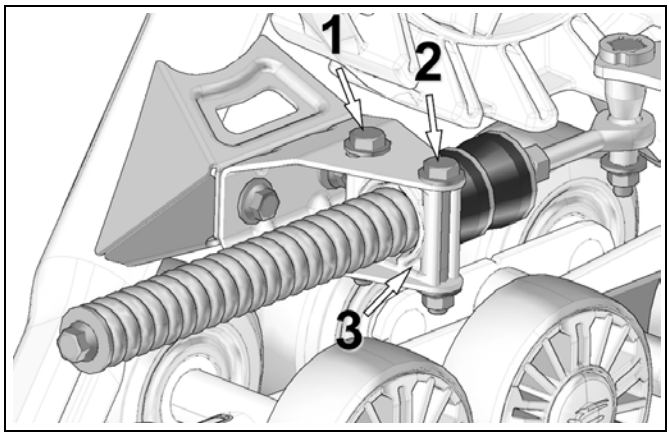


Figure 13

- 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 14.

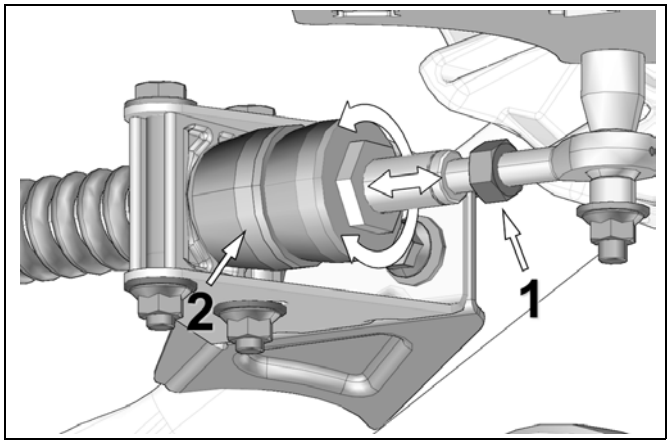


Figure 14

- Position the anti-rotation retainer at 90^{o} (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 15.

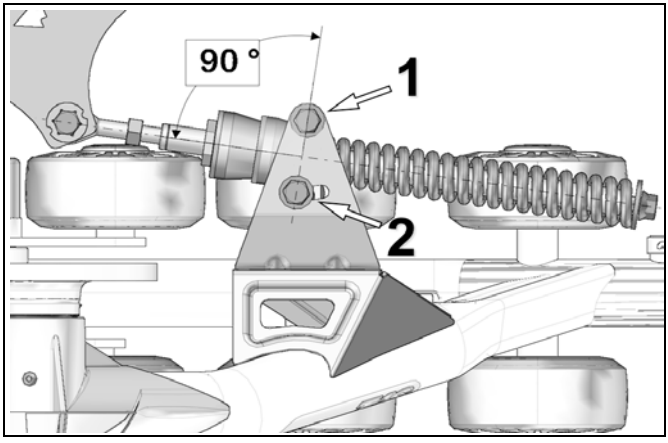


Figure 15

- 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 16.

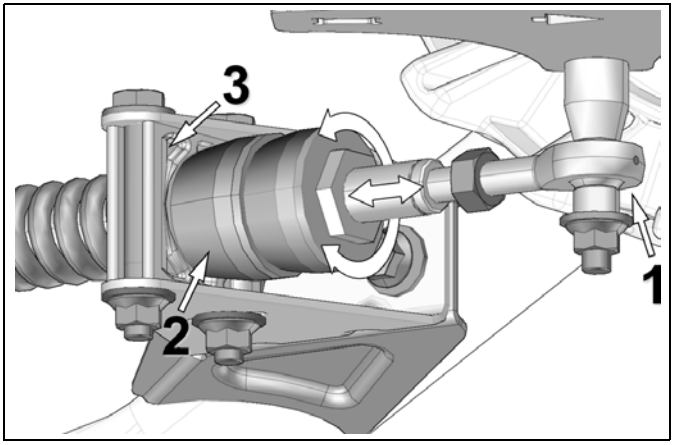


Figure 16

- Re-tighten jam nut (4) to 40 N•m [30 lb•ft] of torque when adjustment is complete. See Figure 17.

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

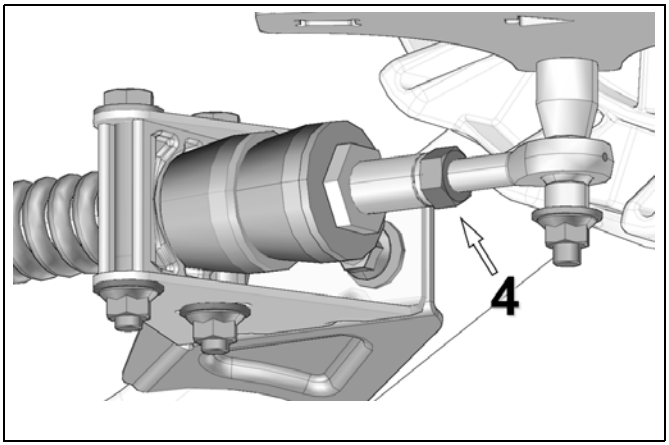


Figure 17

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.

Track System Removal

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

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 18.

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.

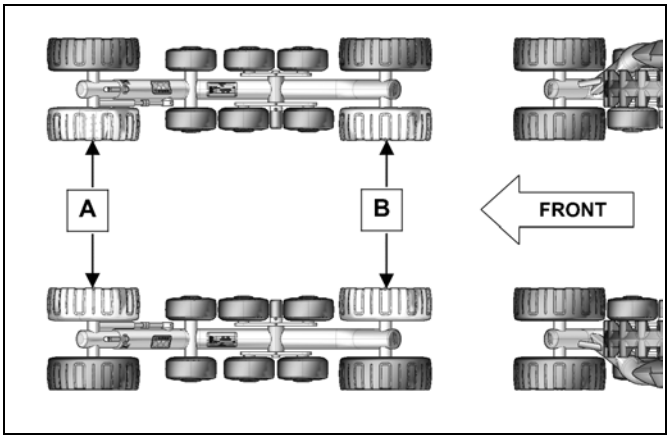


Figure 18

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 inch].

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

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.

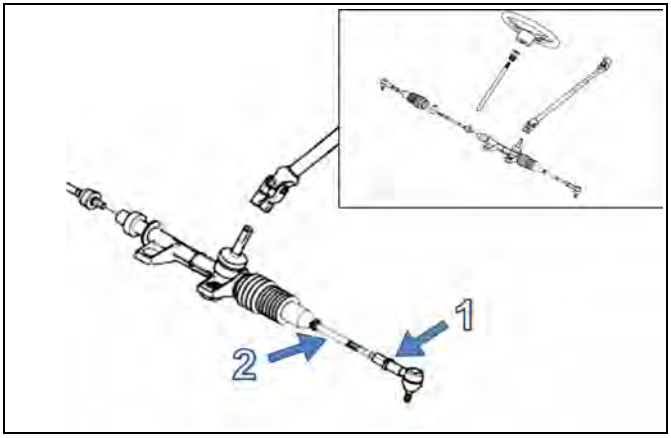


Figure 19

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 19.

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 Ø241 mm tires of the front Track Systems. See Figure 20, Figure 21 and Figure 22.

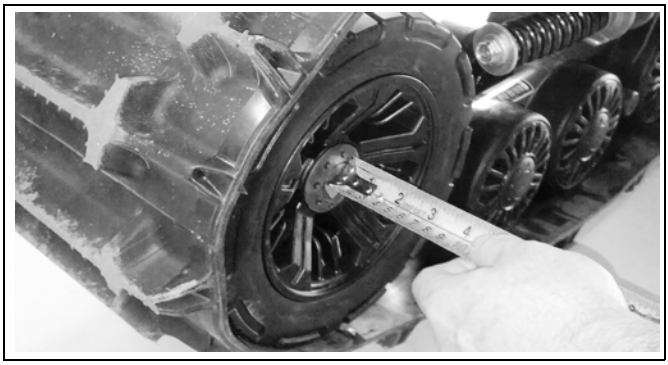


Figure 20

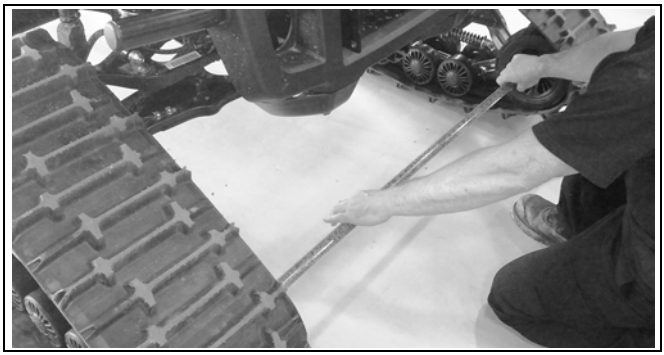


Figure 21 (Distance between the front tires)

Figure 22

Measure B: Measure the distance between the rear inside 241 mm tires of the front Track Systems. See Figure 23, Figure 24 and Figure 25.

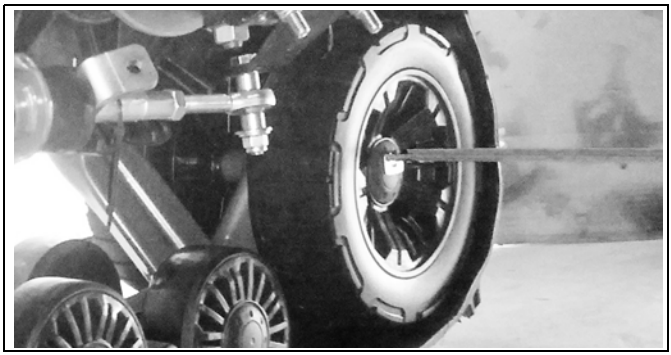


Figure 23

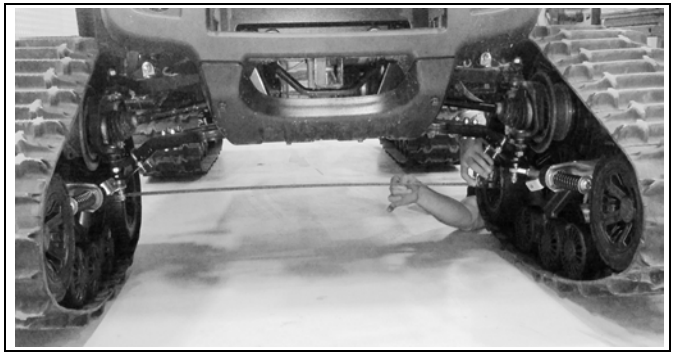


Figure 24 (Distance between the rear tires)

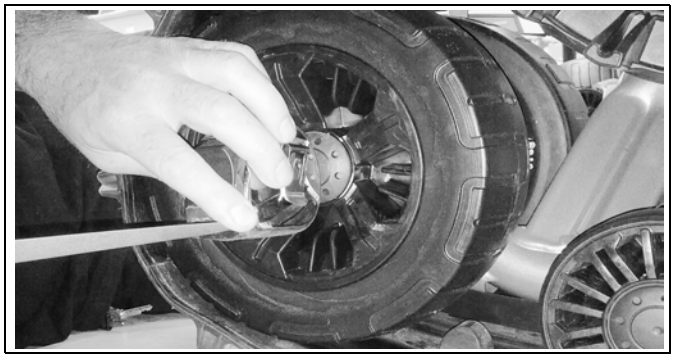


Figure 25

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.

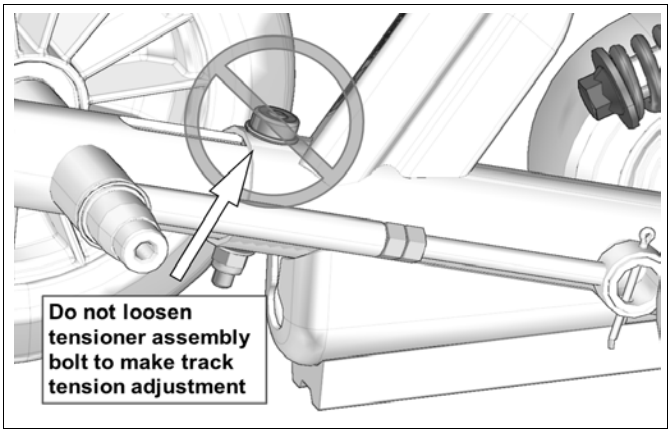


Figure 26

Loosen jam nut (1) and turn adjusting nut to set track tension. See Figure 27.

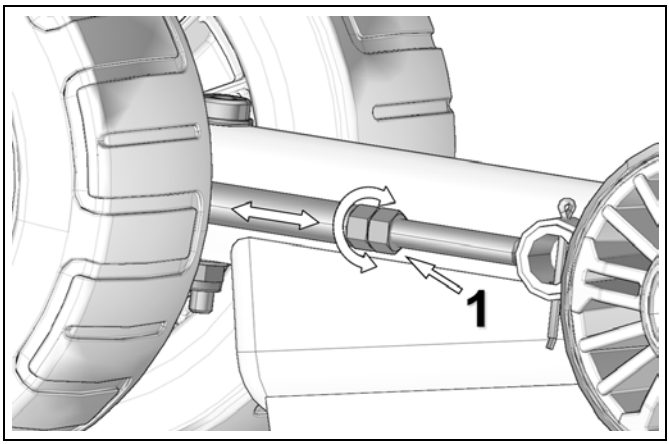


Figure 27

The table below shows the force (1) applied and the deflection (2) which must occur to correctly set track tension. Refer to Figure 29.

Track	Force	Deflection
Front	11 kg [24 lb]	19 mm [¾ in]
Rear	11 kg [24 lb]	19 mm [¾ in]

NOTE: The track tension testing tool shown below in Figure 28 can be purchased through an authorized Camso dealer. The part number is 2000-00-3125.

Figure 28

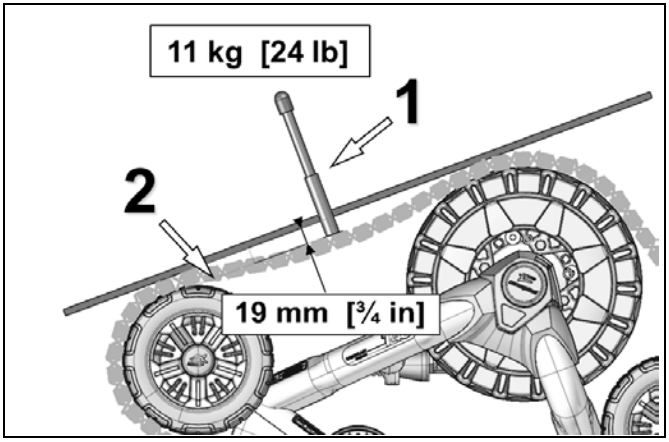


Figure 29

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.

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	1ST HOUR 15 km/h MAX REAL SPEED	2ND HOUR 25 km/h MAX REAL SPEED	3RD HOUR 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.

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

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

For optimum performance and maximum durability, please refer to the maintenance chart on the following page:

For more details on the maintenance program, consult *Maintenance specifications* on page 40.

MAINTENANCE	INITIAL	INTERVALS		
	FIRST USE	EVERY 25[A]- 40[B] HRS	EVERY 50[A]- 75[B] HRS	E'VRY 200 HRS[A] / ANNUAL[B]
SYSTEM - VISUAL INSPECTION	CLEAN / INSPECT	CLEAN / INSPECT	CLEAN / INSPECT	CLEAN / INSPECT
SYSTEM - ADJUSTMENTS	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST
SYSTEM - VEHICLE ALIGNMENT	ADJUST		INSPECT / ADJUST	INSPECT / ADJUST
SYSTEM - BOLT TORQUE				INSPECT / ADJUST
TRACK - TENSION	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST
TRACK - WEAR				INSPECT
WHEELS - SIDE WEAR				INSPECT / REPLACE
WHEELS - BEARINGS			INSPECT	INSPECT / REPLACE
WHEELS - SEAL LUBRICATION ¤			INSPECT / LUBRICATE ¤	REPLACE / LUBRICATE ¤
FRAME - HUB BEARINGS ¤				INSPECT / REPLACE ¤
FRAME - HUB BEARINGS SEAL ¤			LUBRICATE ¤	INSPECT / LUBRICATE ¤
FRAME - TRACK GUIDE WEAR				INSPECT / REPLACE
FRAME - STABILIZERS			LUBRICATE ¤	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 / Abrasive conditions
B Normal winter conditions
¤ Important maintenance

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 20.
- **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 30.
- **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 thread locker 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 34.

- **Wear**: Check wear and overall condition of the tracks on the systems. Refer to the "Wear" section of the *User Manual* on page 60.

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

Wheels

- **Side wear**: Check side wear on system's wheels. Refer to the "Wear" section of the *User Manual* on page 59. Replace wheel(s) if wear is too great.
- **Bearings**: Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel if it shows one of these defects.
- **Wheel seal lubrication**: Wheel seals must be cleaned of any dirt or contaminant and lubricated according to the manufacturer's recommendations. Refer to the "Lubrication" section of the *User Manual* on page 47. **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.

- **Hub bearing seal**: The maintenance chart recommends cleaning and lubricating the hub seal. Refer to the "Lubrication" section of the *User Manual* on page 51.

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 61. Replace guides if wear is too great.

- **Stabilizers**: Verify condition of rubber cones on the stabilizer assembly of front systems and wheel axle assembly of rear systems. If the cone bores show oval-shaped wear, they must be replaced. Refer to the “Wear” section of the *User Manual* on page 63.
- **Lubrication:** Apply grease to stabilizers through zerk fitting. Refer to the “Lubrication” section of the *User Manual* on page 54.
- **Cracks**: Visually inspect the frames for presence of cracks or defects that can impair proper operation of the systems. Replace components if damaged.

Sprocket

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

Anti-rotation

- **Lubrication**: The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to the “Lubrication” section of the *User Manual* on page 55.

- **Bolt torque**: Verify torque of assembly bolts on anchor brackets and anti-rotation arms at the recommended intervals specified by the maintenance chart.

- **Cracks, bent parts**: Visually inspect anti-rotation arms for presence of cracks or bent parts that can impair proper functioning. Replace components if damaged.

- **Rubber dampers**: Verify condition of rubber dampers on anti–rotation arms. Replace dampers if they are deformed, cracked or show severe wear. Refer to the “Wear” section of the *User Manual* on page 63.

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: 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 50.

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.

SPECIAL TOOLING

WHEEL EXTRACTOR

Camso Part Number: 2000-00-1050

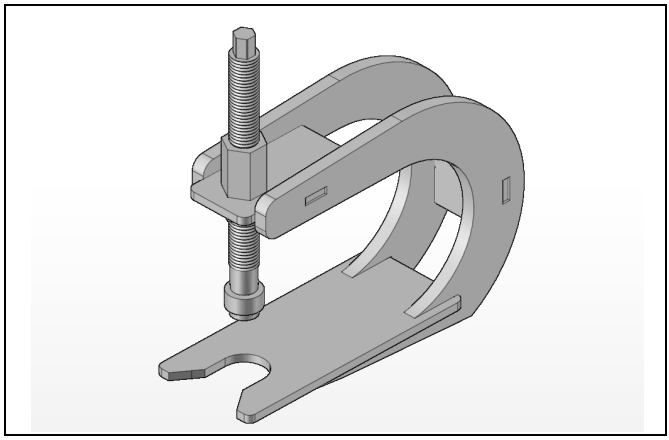


Figure 30

TENSIONER ALIGNMENT TOOL

Camso Part Number: 2000-00-1999

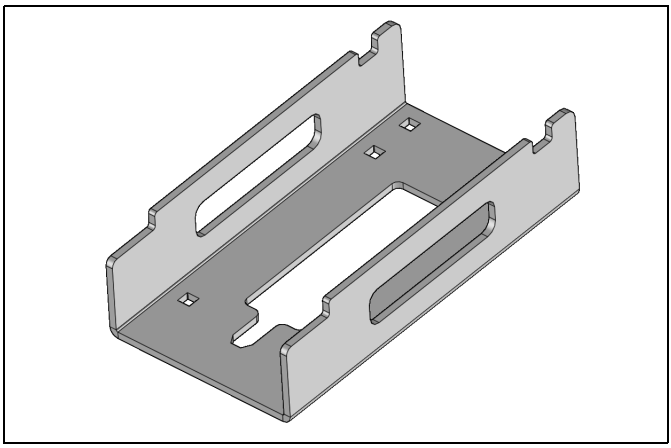
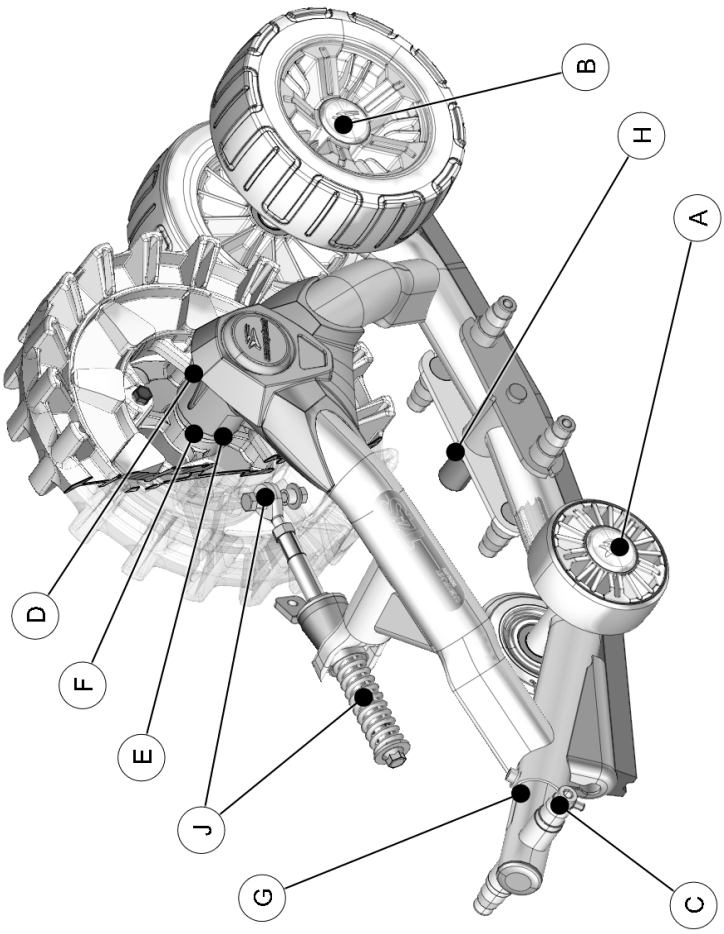
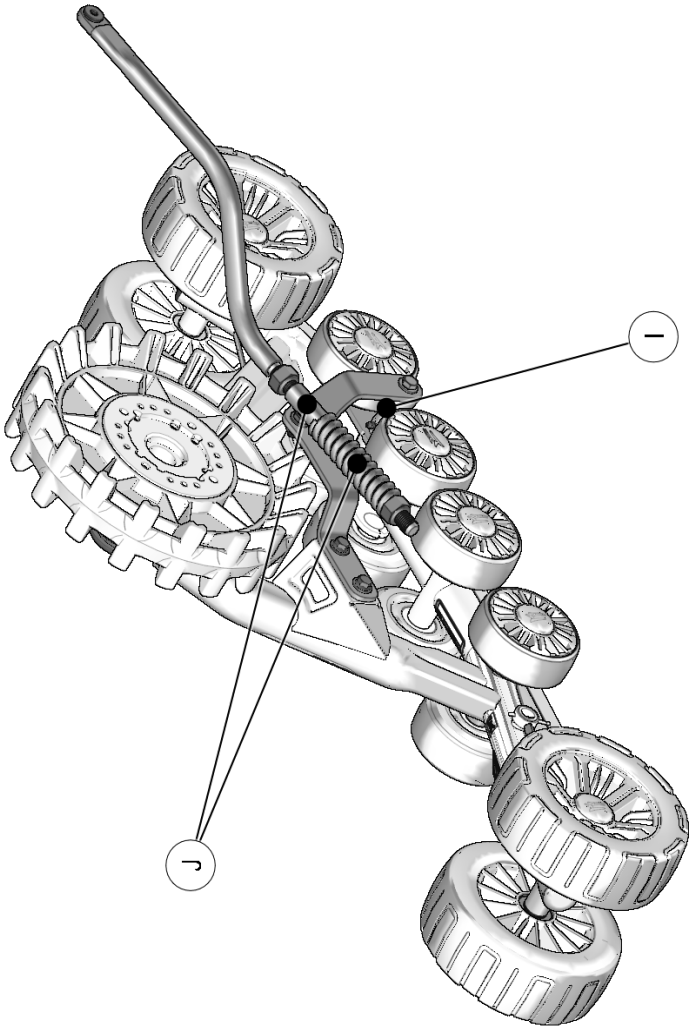


Figure 31

LUBRICATION



LUBRICATION



LUBRICATION

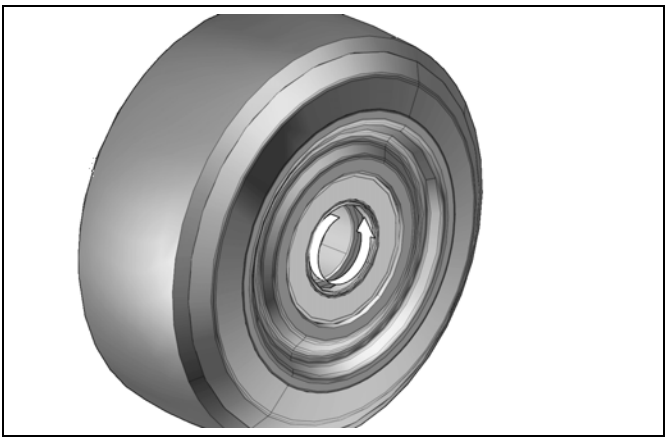
The Maintenance Schedule on page 39 includes lubrication maintenance that should be performed on Track Systems. Refer to the following recommendations for optimal lubrication.

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

REFERENCE "A"

132 mm WHEEL BEARING SEAL LUBRICATION

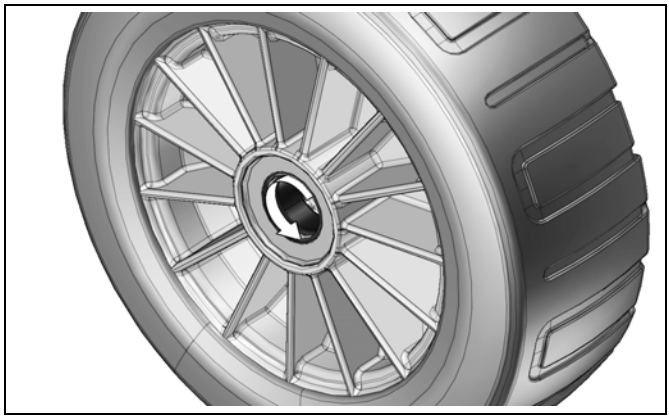
Apply evenly 1 to 1.5 cc (cubic centimeter) of grease on and between the wheel bearing seal lips. Apply over the entire circumference (360°).



REFERENCE “B”

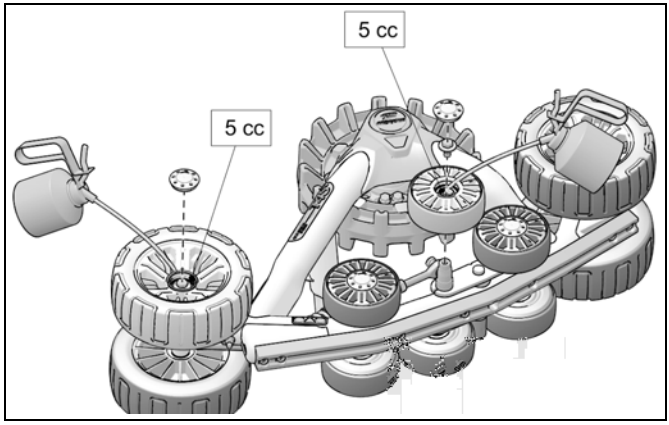
241 mm TIRE BEARING SEAL LUBRICATION

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



WHEEL LUBRICATION - COMMERCIAL, INDUSTRIAL USE, ABRASIVE CONDITIONS

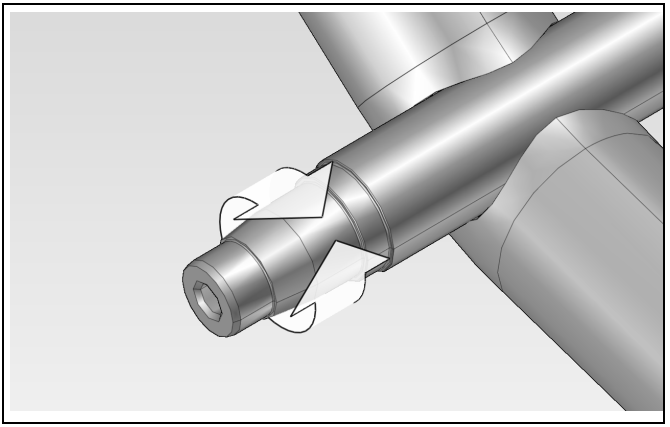
For vehicles operating in abrasive conditions, or used commercially or in industry, Camso recommends pouring 5 cc of oil under the wheel caps and between the wheel bearings, at every maintenance interval. This will help minimize the presence of contaminants and extend wheel bearing life.



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.



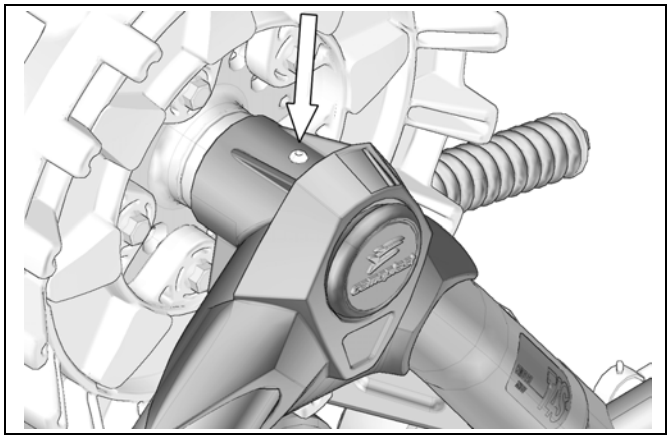
REFERENCE “D”

HUB LUBRICATION

Following replacement of bearings in hub housing and re-installation 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.

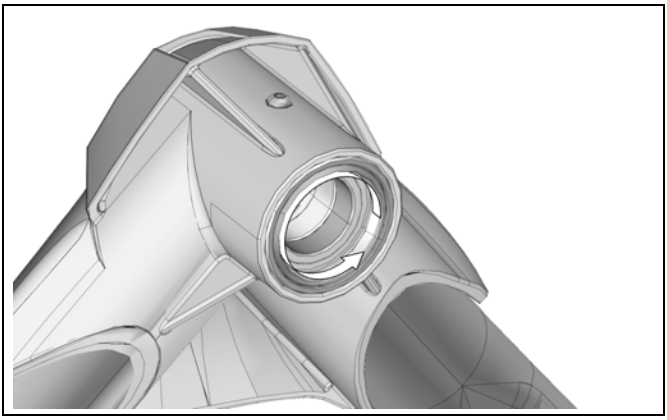
NOTE: Do not exceed the recommended quantity of oil.



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°).



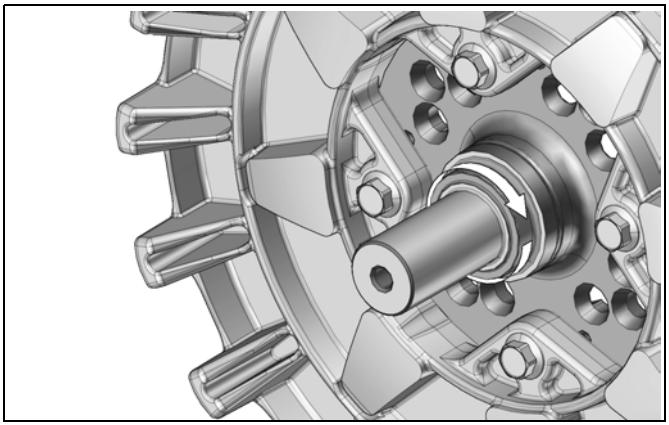
IMPORTANT: The hub seal must be installed flush with the hub face.

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 Speed Sleeve immediately if defective.

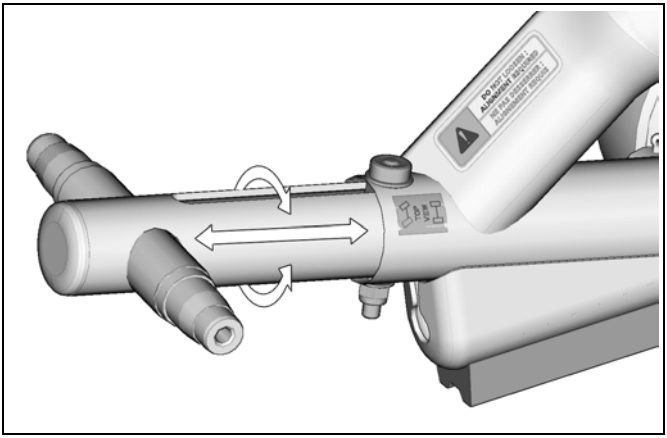
REFERENCE “G”

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°).

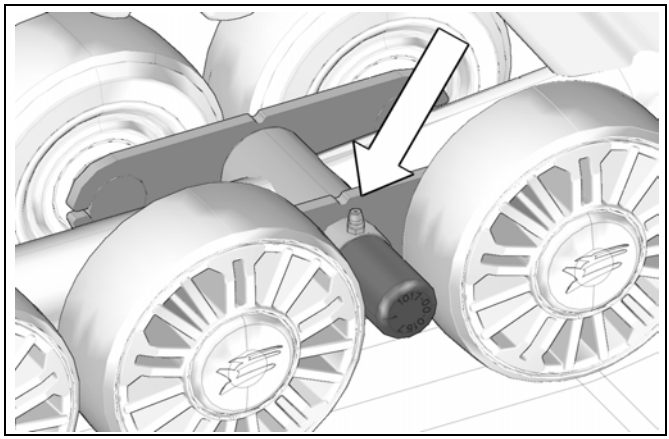


NOTE: Application of lubricant on the tensioner tubing prevents corrosion inside the frame’s tube. Lubrication allows the tensioner to move freely when adjusting the track’s tension.

REFERENCE “H”

STABILIZER LUBRICATION

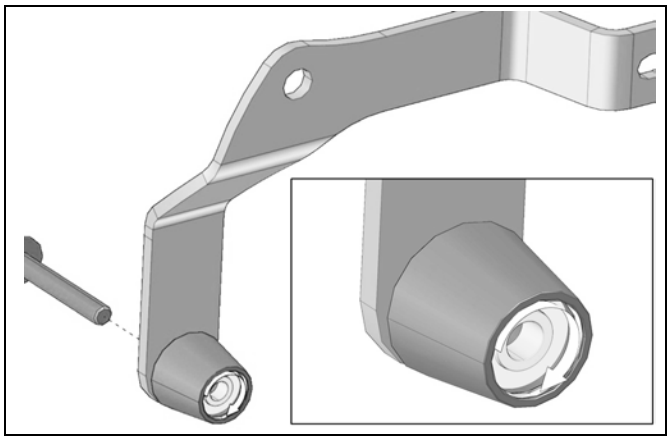
Using a grease gun, apply 1.5 to 2 cc of lubricant on stabilizer shaft through stabilizer grease fitting.



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°).

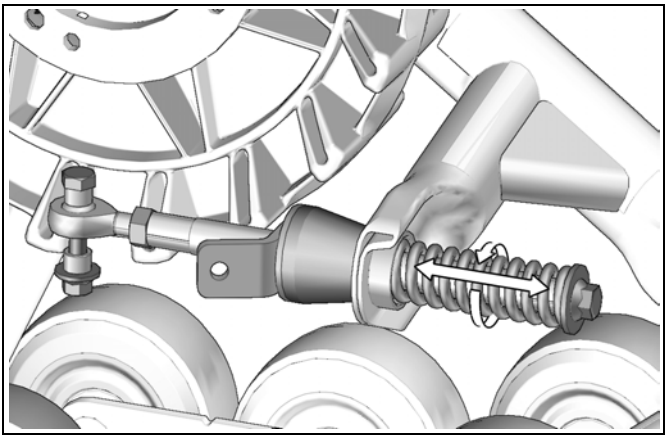


REFERENCE “J”

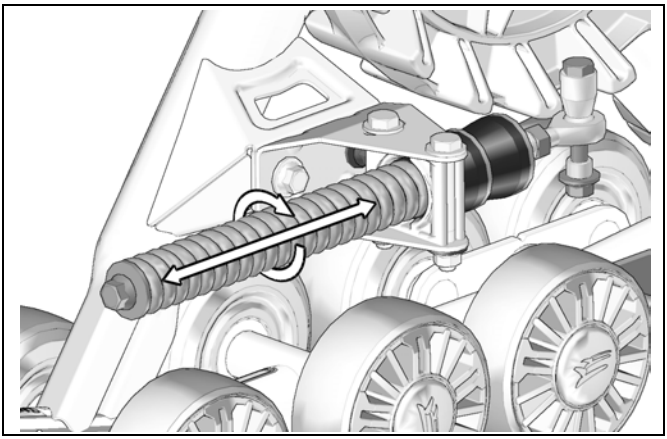
STABILIZING ARM LUBRICATION

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

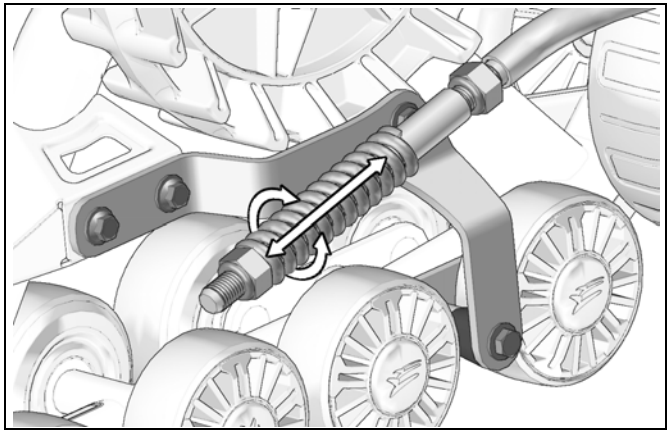
FRONT SYSTEMS



REAR SYSTEMS - INDEPENDENT SUSPENSION

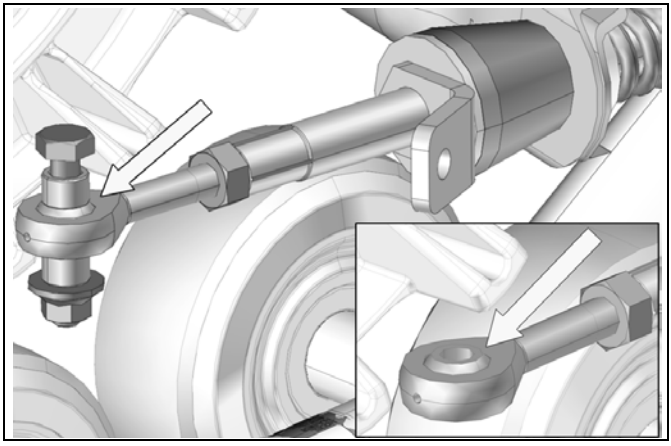


REAR TRACK SYSTEM - RIGID AXLE SUSPENSION



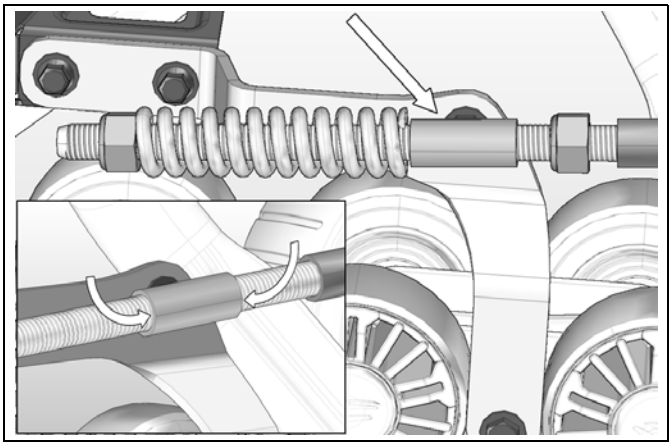
LUBRICATION OF STABILIZING ARM ROD ENDS

Apply spray lubricant to rod ends of stabilizing arms.



LUBRICATION OF STABILIZING ARM GUIDES - RIGID SUSPENSION

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



TORQUE SPECIFICATIONS

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

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

⚠ WARNING

Over-tightening 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.

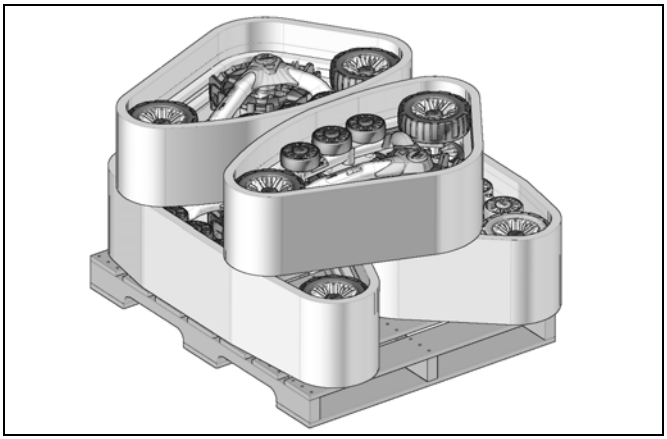


Figure 32

NOTE: Before storing the Track Systems, pouring 5 cc of oil under wheel caps is recommended to help prevent corrosion.

WEAR

Wheel

Verify wear on wheels especially on the interior guidance strip (Figure 33). 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.

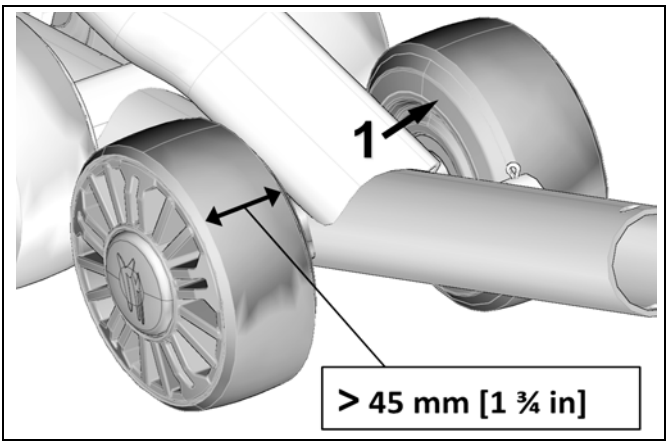


Figure 33

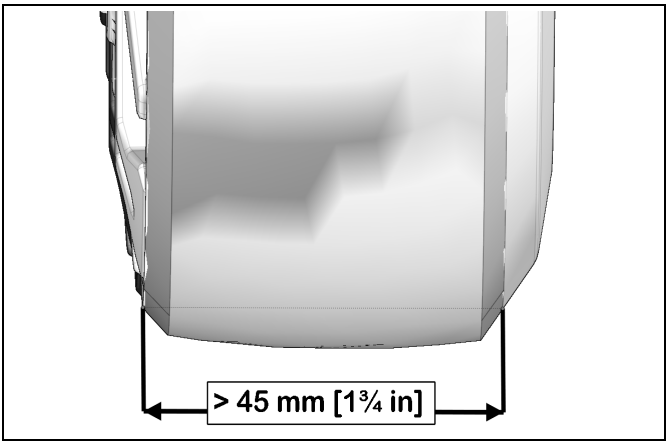


Figure 34

Urethane tire

Verify wear on the urethane tires especially on the interior guidance strip (1) and between 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 35.

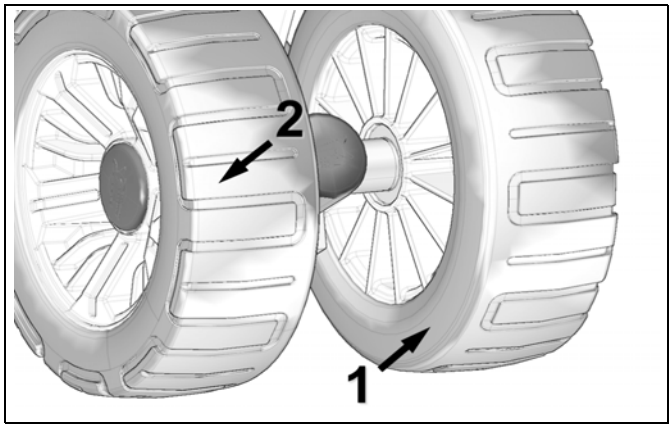


Figure 35

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. Figure 36.

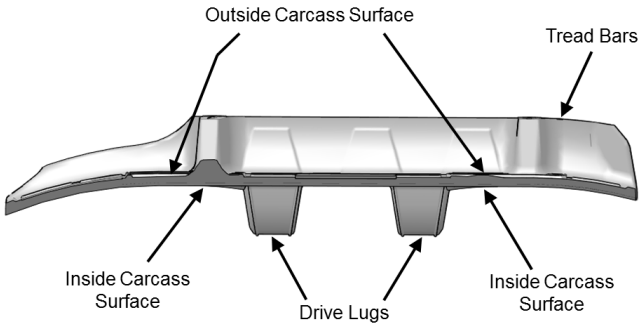


Figure 36

Track Guide

Verify wear on the track guide by measuring the width of the guide rails. If dimensions on the rails, illustrated in Figure 37, 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.

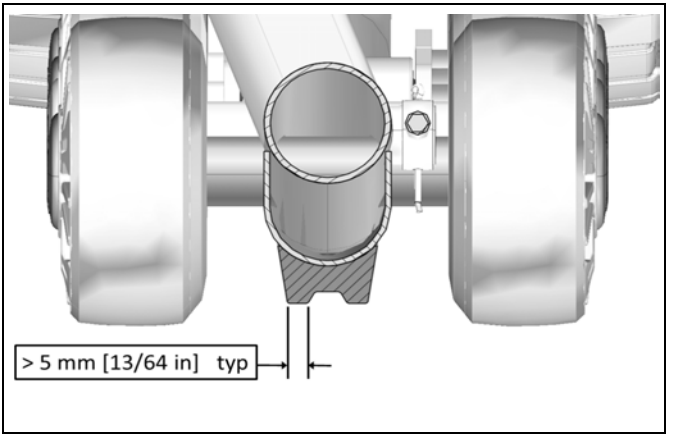


Figure 37

Sprocket

Check wear on sprocket by measuring sprocket teeth as illustrated on Figure 38. Replace sprocket if dimensions are less than 19 mm. Excessive wear could lower track drive efficiency and reduce system performance.

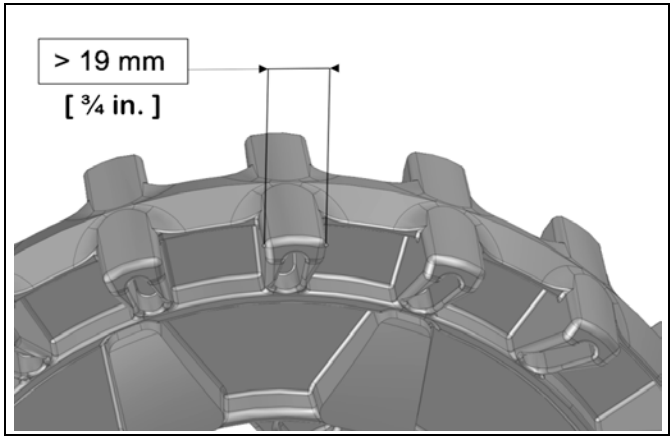


Figure 38

NOTE : In order that wear on sprockets be produced evenly across all 4 sprockets, the vehicle should be driven in 4x4 mode, particularly in abrasive 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 39.

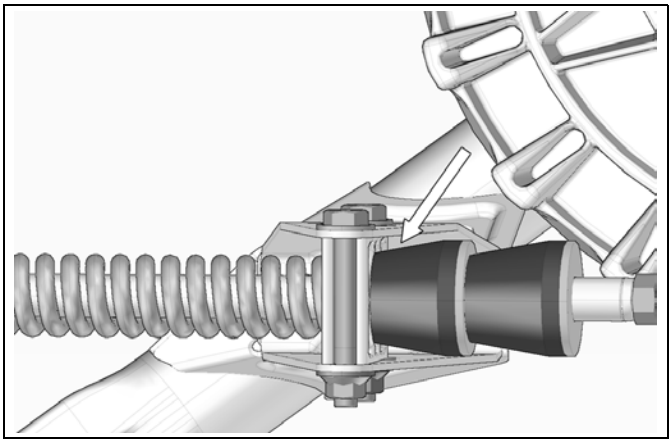


Figure 39

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 40.

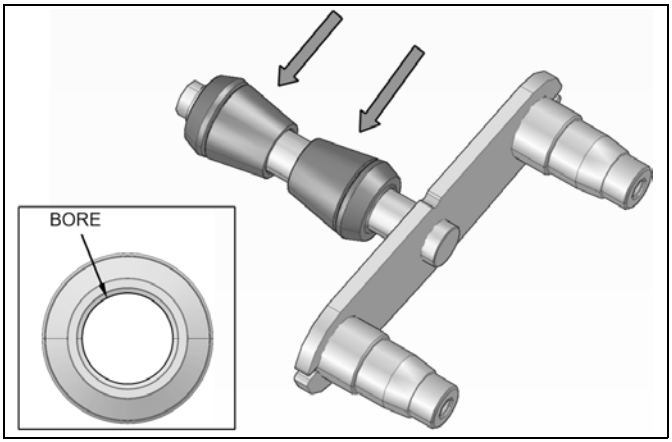


Figure 40

Anti-rotation

Verify wear of stabilizing arm at the ball joint to make sure that it is not seized or too loose. Ball joint damage could harm the performance of the track system. See Figure 41.

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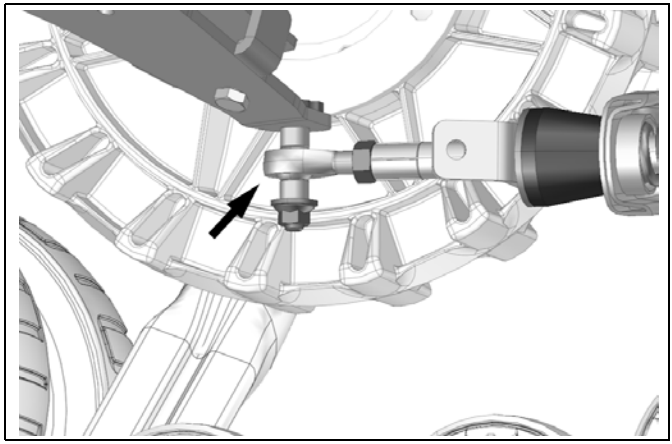


Figure 41

Check if ball rotates freely in ball housing and check also that there is not excessive play between ball and ball housing. See Figure 42.

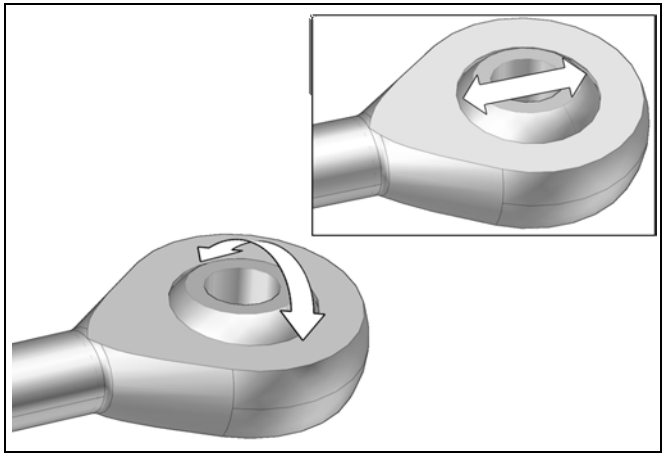


Figure 42

2-YEAR LIMITED WARRANTY

Camso guarantees that the new, unused **Camso® 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 **Camso® 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 **Camso® 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 Camso 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 Camso dealer. All claims not previously approved and authorized by Camso will be rejected.

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

1) Any and all consequential damages, including, but not limited to, indirect costs, such as towing, storage, phone calls, renting, transportation, inconveniences, insurance coverage, reimbursement of loss, loss of time and loss of revenue, etc.

2) Damage resulting from faulty installation.

3) Damage resulting from normal parts wear or progressive deterioration owing to the distance covered with a vehicle on which the System is installed.

4) Damage resulting in non-compliance with the user manual and with maintenance instructions recommended in the user's manual and other technical documents.

5) Damage resulting in abusive use, abnormal use, negligence or even a use which does not comply with recommendations of the manual, excess weight or loading, including excessive number of passengers.

6) 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 Camso.

8) Damage resulting from an accident, incident, robbery, vandalism, war or unforeseen event or act of God.

9) Regardless of cause, damage resulting from inexperience, driving errors, accident or other incident.

10) The use of the System on a vehicle used for public rental, including by a previous owner, will render this warranty null and void.

11) The use of the System in races, rallies or other competitive events/activities of this type, at any time, including from a previous owner or in conditions that do not comply with those described by the manufacturer will render the warranty null and void.

Any repaired or replaced components or parts are guaranteed only to the extent of the original warranty. in other words: if a warranted part was replaced after nine (9) months, the new replacement part will only be guaranteed for fifteen (15) months, for a total of twenty–four (24) months. Any claim for a track will be established according to its residual value, 100% during the first 12 months, 75% between 12 and 18 months and 50% between 18 and 24 months. The residual value will have to be applied in the form of reduction to the purchase of a track of replacement at regular price.

In no event shall the warranty extend beyond a total of twenty-four (24) months from the date of original System purchase.

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

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

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

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

TROUBLESHOOTING		
Problem	***Potential cause***	***Correction***
Abnormal vibration	Presence of debris in the system.	Remove any debris which could prevent proper operation of the system.
	Severe and localized wear of a wheel (flat spot).	Replace part.
	Frozen sprocket or wheel.	Remove the ice/snow build-up. Storing the vehicle at temperatures higher than 0 °C might be required. 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 *User Manual*)
	Track tension too high	Adjust track tension. (Refer to "Adjustments" section of *User Manual*)
	Wrong alignment of the system	Correct the system alignment (Refer to the "Adjustments" section of the User Manual)

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 User Manual)
	Constant turn	Vary your turning radius and seek areas which can lubricate the system
	Uninterrupted use of the system in rutted paths.	Vary your line (out of the ruts) and seek areas which can lubricate the system
Loss of power	Track tension too high	Lower track tension.
		Clean the sprocket of mud, snow or any contaminants build-up. An optional Sprocket Scraper kit is available. Contact Customer Service.
		Remove ice/snow build up on wheels.
		Clear frame and wheels of compacted snow.
	Infiltration of snow in vehicle's air intake system or clutch system..	Remove snow and immediately contact the dealer to fix the situation.
Partial or total derailing	Severe wear of one or several components	Check tensioner alignment. Check wear on track guide, inside driving lugs and wheels.
	Track tension too low	Adjust track tension on systems. (Refer to "Adjustments" section of *User Manual*)
	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 *User Manual*)
Insufficient snow floatation	Incorrect adjustment of anti-rotation mechanism.	Adjust angle of attack according to manufacturer's specifications. (Refer to "Adjustments" section of *User Manual*)
		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 43) and rubber track (Figure 44).

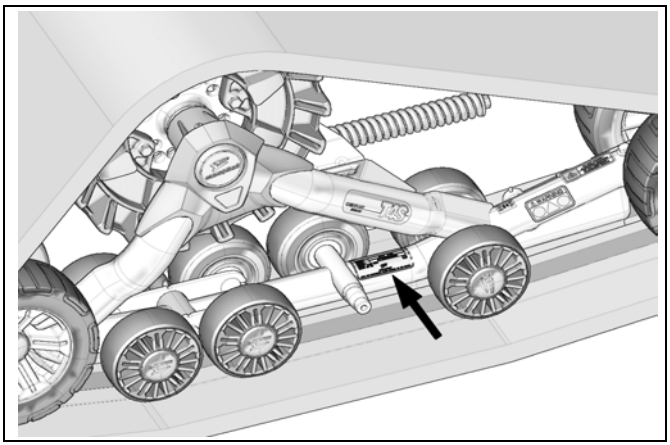


Figure 43

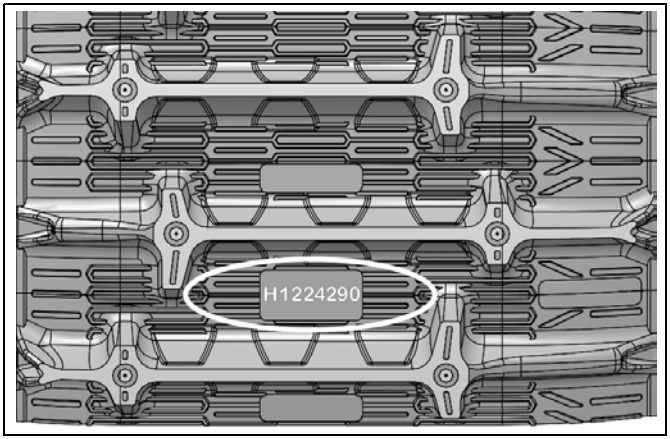


Figure 44

TECHNICAL SUPPORT

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

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

E-mail: atvtracksystems@camso.co
Website: www.camso.co

CE DECLARATION OF CONFORMITY

WE:

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

HEREBY DECLARE THAT THE PRODUCT SERIES:

PRODUCT : UTV T4S Track System
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

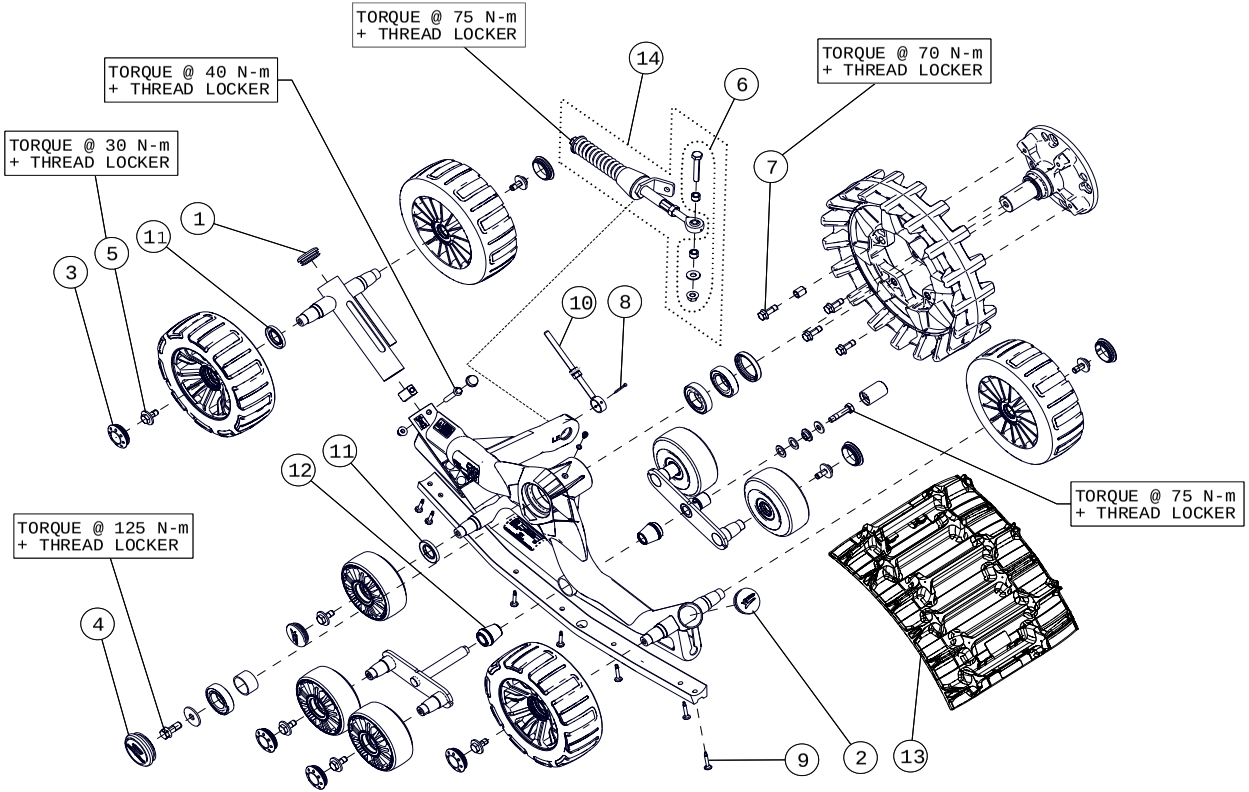
PERSON IN-CHARGE: _____

TITLE: _____

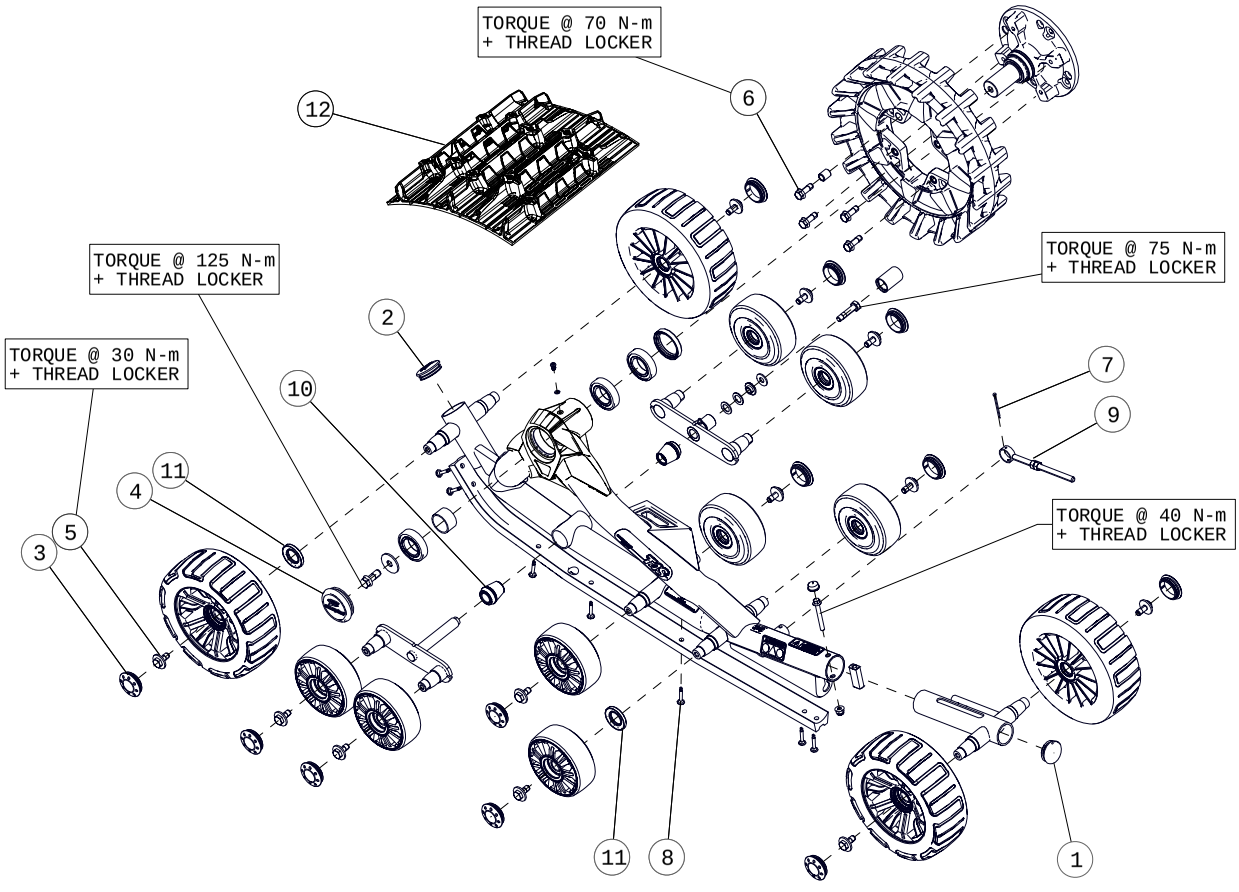
SIGNATURE: _____

DATE: _____

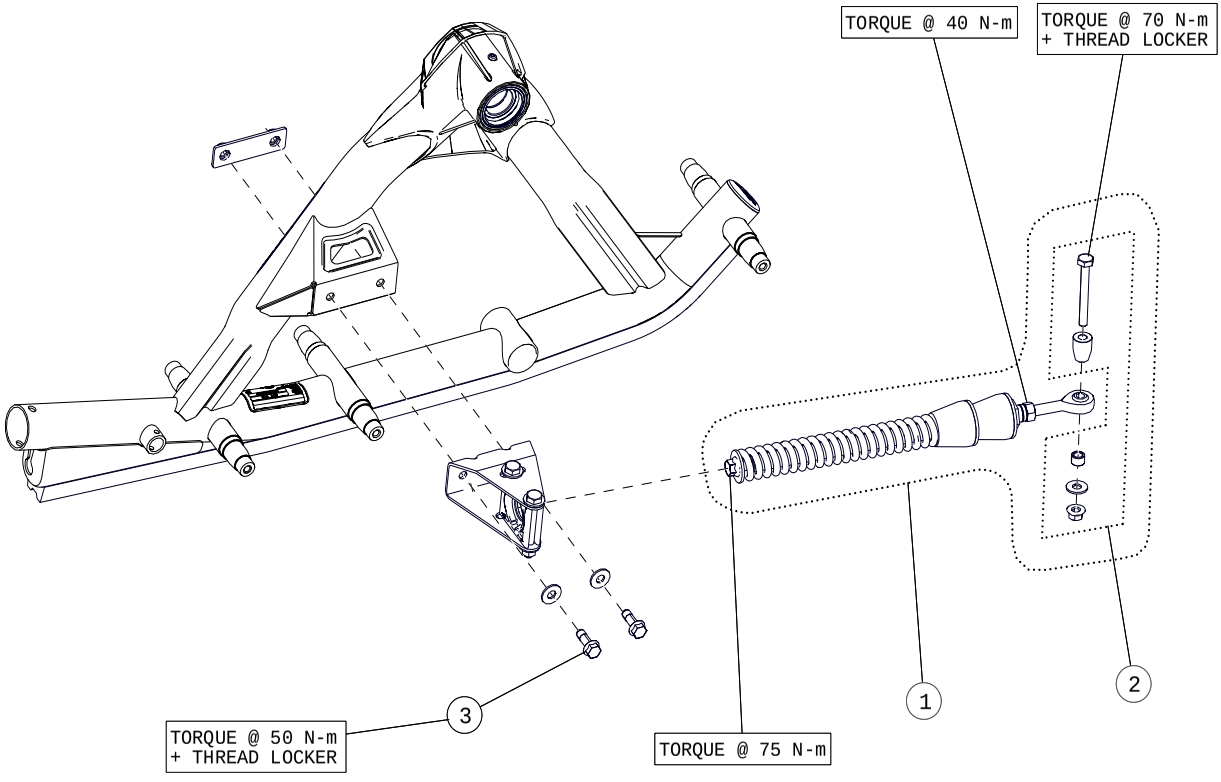
CAMSO ROAD FREE COMPANY
FORMERLY CAMOPLAST SOLIDEAL


TORQUE @ 75 N-m
+ THREAD LOCKER
TORQUE @ 40 N-m
+ THREAD LOCKER
TORQUE @ 30 N-m
+ THREAD LOCKER
TORQUE @ 70 N-m
+ THREAD LOCKER
TORQUE @ 75 N-m
+ THREAD LOCKER
TORQUE @ 125 N-m
+ THREAD LOCKER
1
2
3
4
5
6
7
8
9
10
11
12
13
14

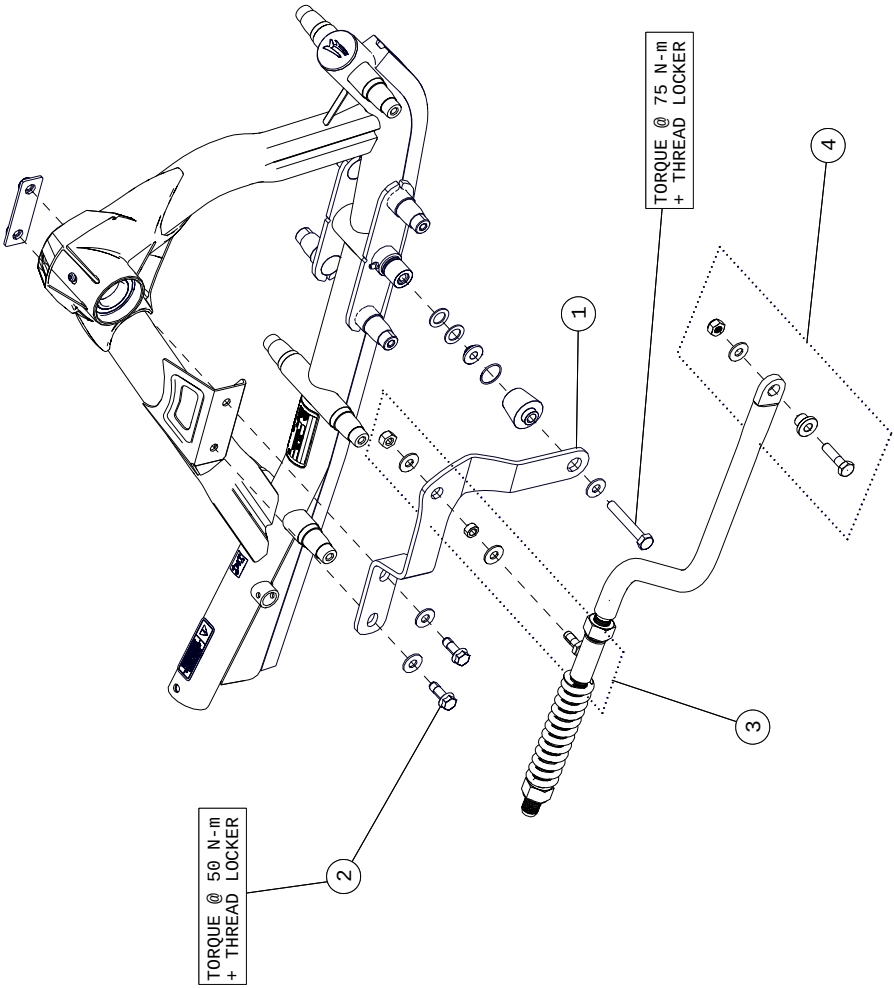
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 FRONT LEFT & RIGHT	
1	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
2	1017-00-0010	PLASTIC FRAME CAP / CAP DE CADRE -- 2"	1
3	1017-00-0042	2 LIPS CAP, 2" O.D TUBE / BOUCHON 2 LÈVRES, TUBE 2" O.D.	10
4	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
5	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	10
6	1033-AS-0025	STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR	1
7	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4-5
8	1042-00-0001	CP, 1/8,1-3/4, ZP	1
9	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
10	1082-00-7050	TRACK TENSIONNER ROD ASSY / TIGE TENSIONNEUR ASS.	1
11	1093-00-7011	SHAFT SEAL / JOINT ÉTANCHE (28 x 48 x 6 TC)	10
12	1093-00-7045	RUBBER CONE / CÔNE DE CAOUCHOUC	2
13	1093-00-9278	FRONT UTV TRACK / CHENILLE AVANT UTV -- 12.5 x 98 x 1 (9278S)	1
14	7001-00-8902	STABILIZING ROD ASS'Y / BRAS STABILISATEUR ASSEMBLÉ	1


TORQUE @ 70 N-m
+ THREAD LOCKER
TORQUE @ 125 N-m
+ THREAD LOCKER
TORQUE @ 30 N-m
+ THREAD LOCKER
TORQUE @ 75 N-m
+ THREAD LOCKER
TORQUE @ 40 N-m
+ THREAD LOCKER
12
6
2
10
11
4
5
3
7
9
11
8
1

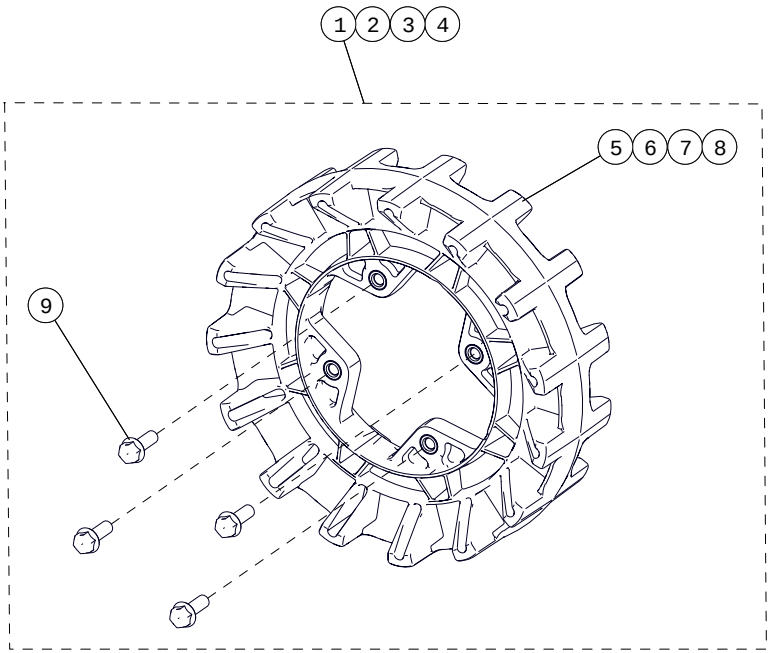
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 LEFT & RIGHT REAR	
1	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
2	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
3	1017-00-0042	2 LIPS CAP, 2"O.D TUBE / BOUCHON 2 LÈVRES, TUBE 2" O.D.	12
4	1017-00-7081	HUB CAP ASSY BLUE / 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	1093-00-9296	REAR TRACK / CHENILLE ARRIÈRE -- UTV T4S (9296S)	1


TORQUE @ 40 N-m
TORQUE @ 70 N-m
+ THREAD LOCKER
1
2
3
TORQUE @ 50 N-m
+ THREAD LOCKER
TORQUE @ 75 N-m

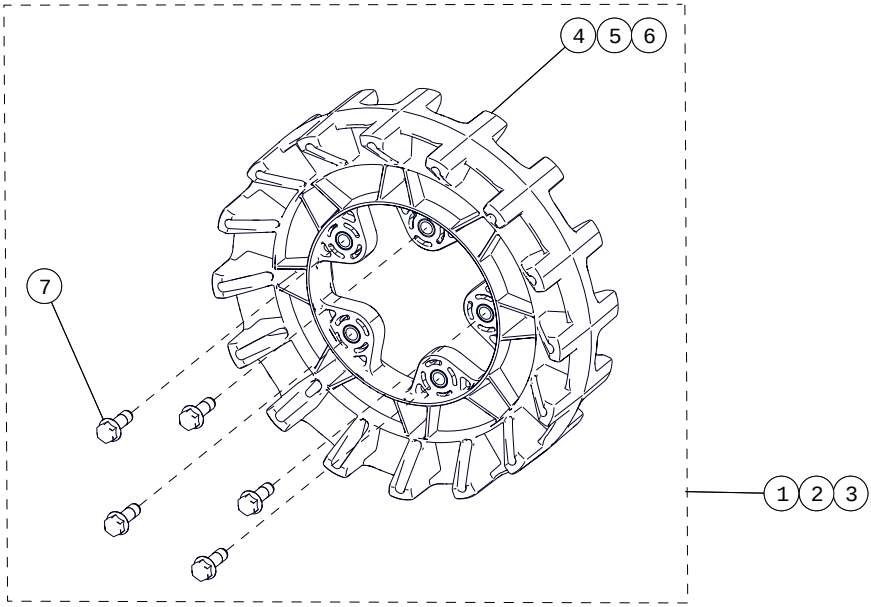
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 INDEPENDENT SUSPENSION (IS)	
1	7001-00-8508	STABILIZING ROD ASSY, UTV REAR / BRAS STABILISATEUR ASSEMBLÉ, UTV ARRIÈRE	1
2	1033-AS-0075	STABILIZING ROD, LONG BOLT KIT / ENSEMBLE BOULON LONG, BRAS STABILISATEUR	1
3	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	2


TORQUE @ 75 N-m
+ THREAD LOCKER
TORQUE @ 50 N-m
+ THREAD LOCKER
1
2
3
4

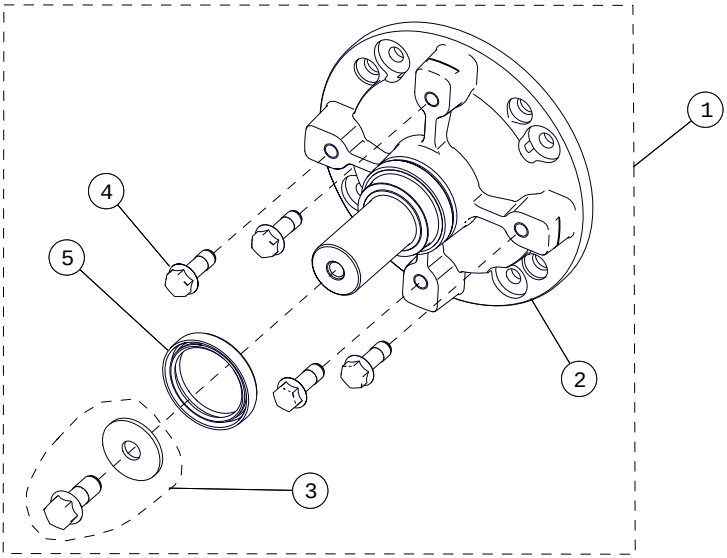
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 RIGID SUSPENSION (RS)	
1-A	1015-00-8004	LH, BRACKET ANTI-ROTATION (RS) UTV 4S / ANCRAGE ANTI-ROT. GA. (SR) UTV 4S	1
1-B	1015-00-8014	RH, BRACKET ANTI-ROTATION (RS) UTV 4S / ANCRAGE ANTI-ROT. DR. (SR) UTV 4S	1
2	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	2
3	1080-00-3000	STABILIZING ARM GUIDE ASSY (RS) / GUIDE BRAS STABILISATEUR ASSEMBLÉ (SR)	1
4	7050-00-0024	S-KIT - BUSHING RS, STABILIZING ROD / BAGUE SR , BRAS STABILISATEUR	1



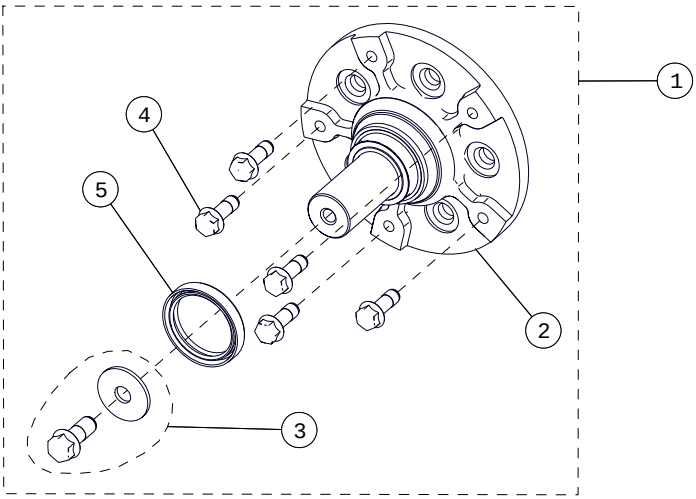
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO ATV-UTV T4S MY2016 S-KIT 4-BOLT SPROCKETS	
1	7009-00-7115	S-KIT 15/4 SPROCKET / BARBOTIN 15/4	1
2	7009-00-7116	S-KIT 16/4 SPROCKET / BARBOTIN 16/4	1
3	7009-00-7117	S-KIT 17/4 SPROCKET / BARBOTIN 17/4	1
4	7009-00-7118	S-KIT 18/4 SPROCKET / BARBOTIN 18/4	1
5	--	SPROCKET 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



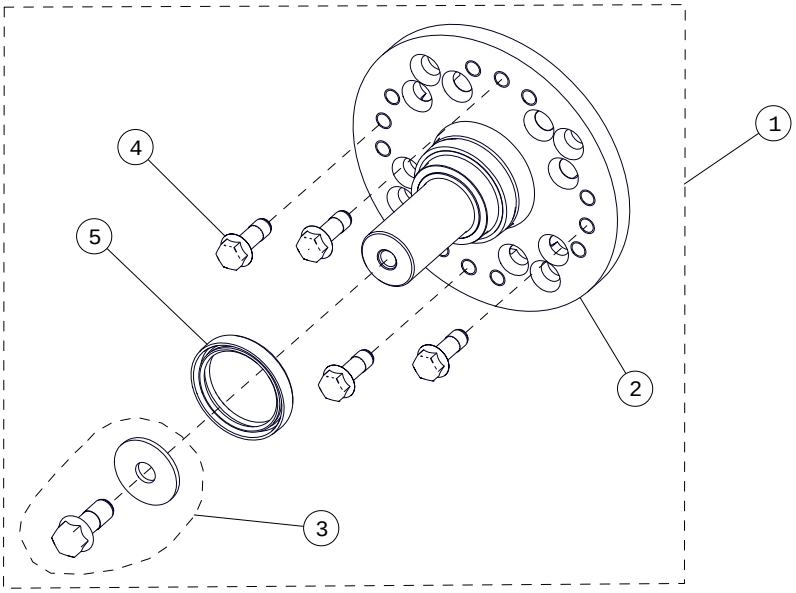
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 S-KIT 5-BOLT SPROCKETS	
1	7009-08-7116	S-KIT 16/5 SPROCKET / BARBOTIN 16/5	1
2	7009-08-7117	S-KIT 17/5 SPROCKET / BARBOTIN 17/5	1
3	7009-08-7118	S-KIT 18/5 SPROCKET / BARBOTIN 18/5	1
4	--	SPROCKET 16 TEETH / BARBOTIN 16 DENTS -- T4S	1
5	--	SPROCKET 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



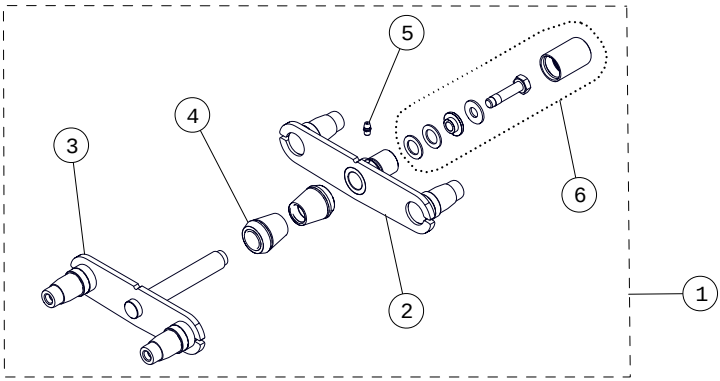
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO ATV-UTV T4S MY2016 S-KIT HUB MULTI POLARIS	
1	7019-05-0062	S-KIT HUB MULTI POLARIS / S-KIT MOYEU MULTI POLARIS	1
2	--	POLARIS MULTI HUB / MOYEU MULTI POLARIS	1
3	1033-AS-0066	WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU	1
4	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
6	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1



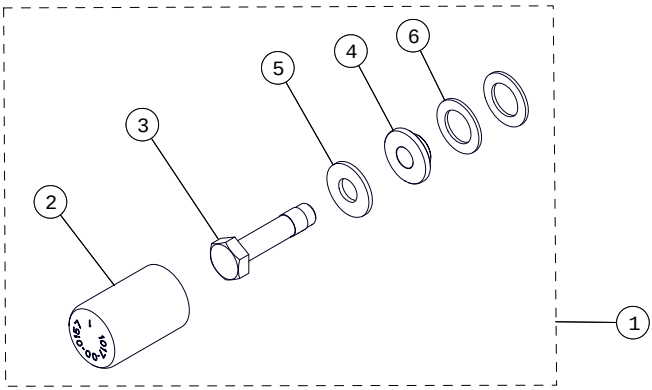
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 S-KIT HUB 5 BOLTS	
1	7019-08-0002	S-KIT HUB 5 BOLTS / ENSEMBLE ESSIEU 5 BOULONS	1
2	--	5-BOLT PATTERN HUB (METRIC) / ESSIEU 5 BOULONS (MÉTRIQUE)	1
3	1033-AS-0066	WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU	1
4	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	5
5	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1



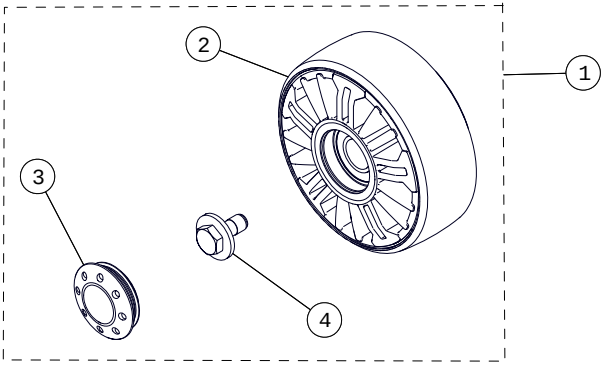
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO ATV-UTV T4S MY2016 S-KIT HUB MULTI	
1	7019-77-0031	S-KIT HUB MULTI / S-KIT MOYEU MULTI	1
2	--	MULTI-MODEL HUB (METRIC) / MOYEU MULTI-MODÈLES (MÉTRIQUE)	1
3	1033-AS-0066	WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU	1
4	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4
5	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1



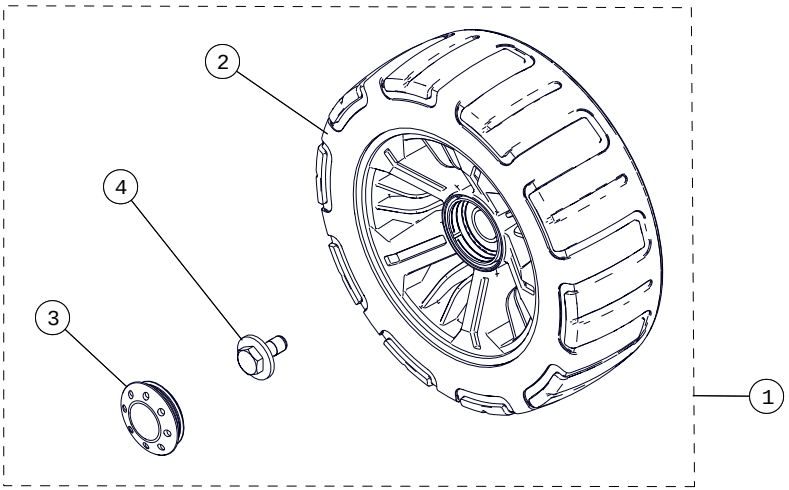
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 S-KIT UTV STABILIZER	
1	7015-00-8100	S-KIT UTV STABILIZER 2014-2015 / S-KIT STABILISATEUR UTV 2014-2015	1
2	--	UTV WHEEL STABILIZER, FEMALE / STABILISATEUR FEMELLE ROUE UTV	1
3	--	UTV WHEEL STABILIZER, MALE / STABILISATEUR MÂLE ROUE UTV	1
4	1093-00-7045	RUBBER CONE / CÔNE DE CAOUCHOUC	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



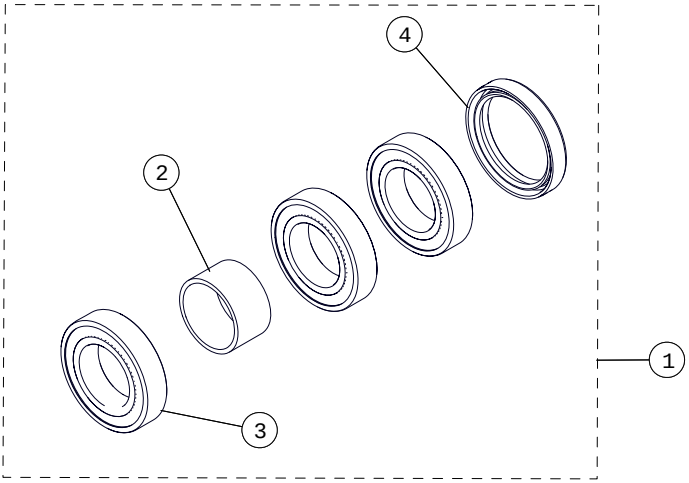
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 STABILIZER FIXATION BOLT KIT	
1	7017-00-0157	S-KIT STABILIZER FIXATION BOLT '14-15 / S-KIT BOULON FIXATION STABILISATEUR	1
2	--	DUST CAP - STABILIZER / CAPUCHON - STABILISATEUR	1
3	--	HCS, M10-1.5X45, 10.9, ZP, TL, DIN931	1
4	--	TANDEM BUSHING / COUSSINET TANDEM	1
5	1060-00-0004	W, 7/16X1.0X0.072, 8, ZP, USS	1
6	--	TW, 1X0.625X0.62	2



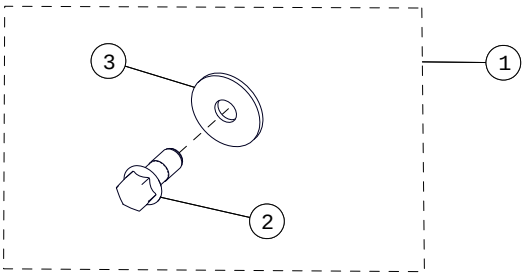
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 50 MM REPLACEMENT WHEEL KIT	
1	7016-00-5134	REPLACEMENT WHEEL KIT / ENSEMBLE REMPLACEMENT ROUE -- 50 MM HD 2015	1
2	--	132MM X 50MM HD WHEEL ASS'Y / ROUE HD ASS. 132MM X 50MM	1
3	1017-00-0042	WHEEL CAP / CAPUCHON DE ROUE	1
4	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1



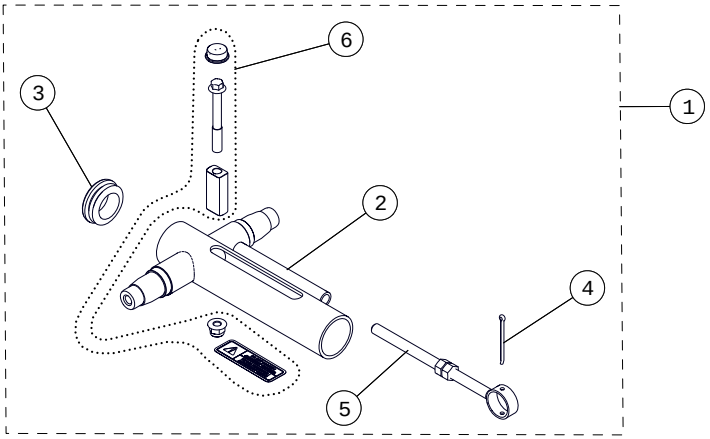
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 241 MM REPLACEMENT WHEEL KIT	
1	7016-00-2242	REPLACEMENT WHEEL KIT / ENSEMBLE REMPLACEMENT ROUE -- 241 MM 2015	1
2	--	WHEEL 241MM - ASS'Y / PNEU 241MM - ASS.	1
3	1017-00-0042	WHEEL CAP / CAPUCHON DE ROUE	1
4	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1



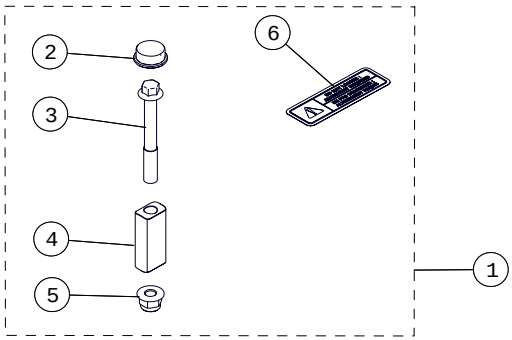
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 HUB BEARING KIT	
1	7090-00-0002	S-KIT UTV -- 3 BEARINGS / 3 ROULEMENTS	1
2	--	INTERNAL SPACER / ESPACEUR INTERNE -- UTV	1
3	--	STANDARD BEARING / ROULEMENT À BILLE STANDARD	3
4	--	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1



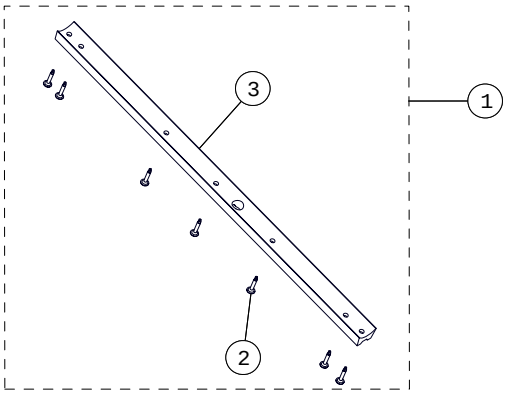
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO ATV-UTV T4S MY2016 WHEEL HUB BOLT KIT	
1	1033-AS-0066	WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU	1
2	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
3	--	W, 1.625, 0.515, 11GA.	1



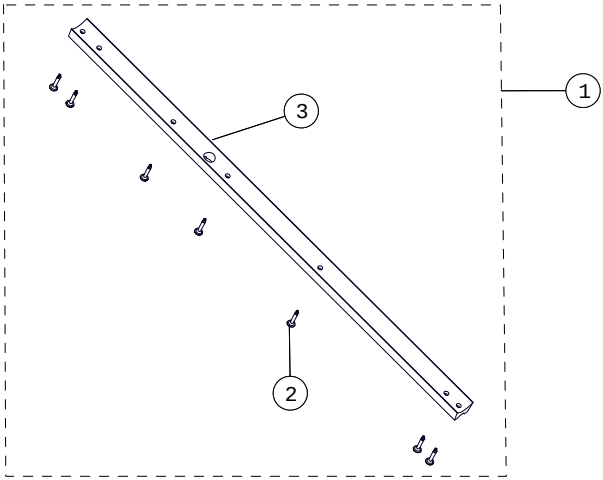
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 TRACK TENSIONER	
1	7014-00-B022	S-KIT UTV TRACK TENSIONER / S-KIT TENSIONNEUR CHENILLE UTV	1
2	--	TENSIONNER - UTV T4S HW / TENSIONNEUR - UTV T4S HW	1
3	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
4	1042-00-0001	CP, 1/8, 1-3/4, ZP	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



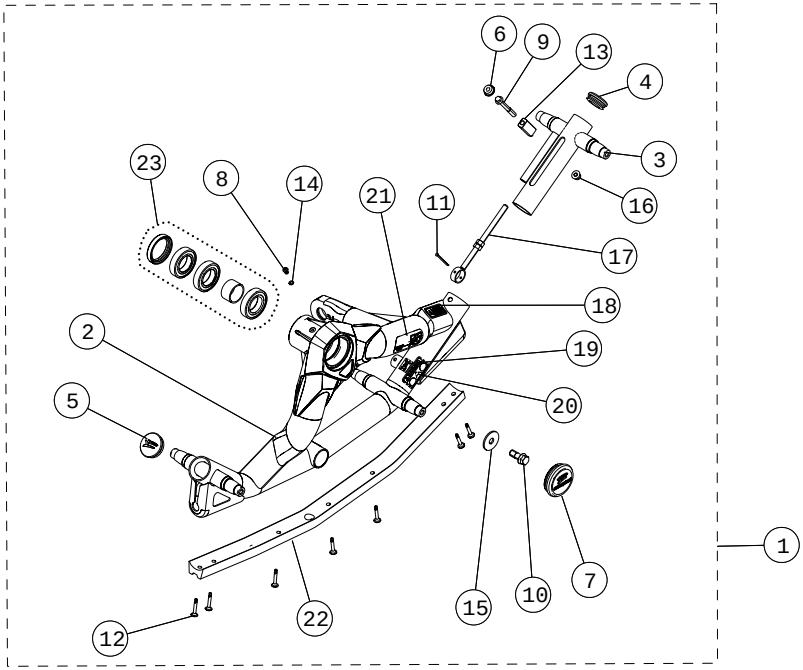
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 TENSIONER BUSHING	
1	7051-00-0111	S-KIT UTV TENSIONER BUSHING / S-KIT BAGUE TENSIONNEUR	1
2	--	CAP NUT / CAPUCHON DE BOULON	1
3	--	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
4	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
5	--	FNN, M8-1.25, 10, ZP, DIN6926	1
6	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1



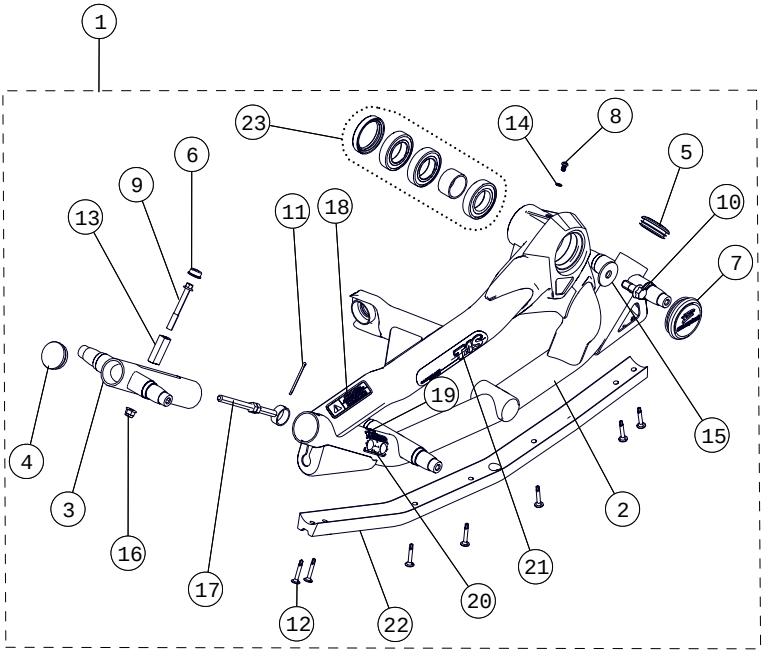
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 FRONT GUIDE	
1	7085-00-8000	S-KIT UTV FRONT GUIDE / S-KIT GUIDE UTV AVANT	1
2	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
3	--	TRACK GUIDE FRONT / GUIDE DE CHENILLE AVANT -- UTV T4S	1



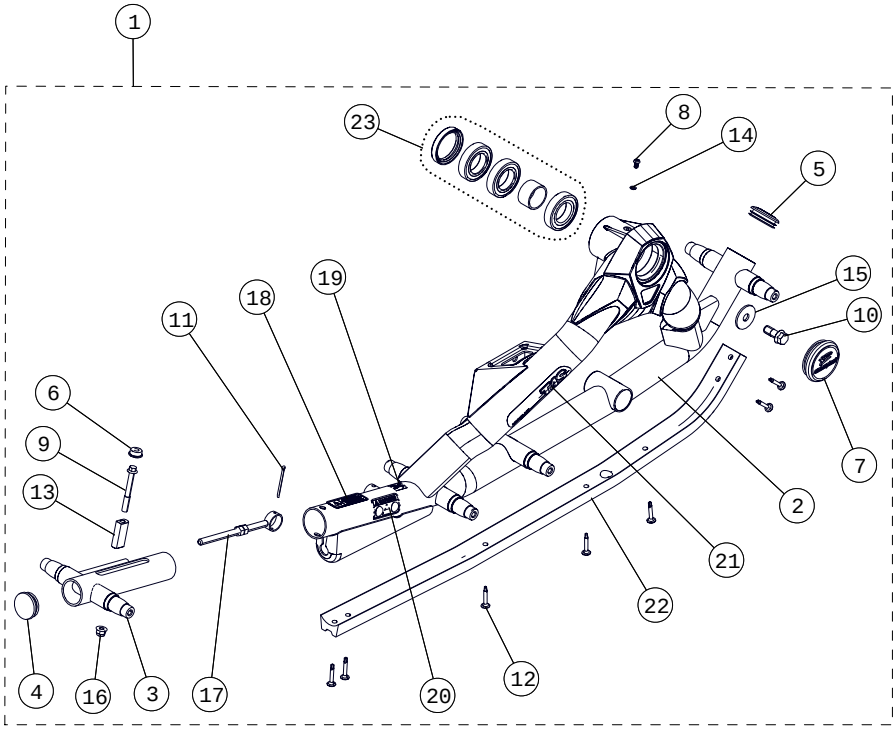
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 REAR GUIDE	
1	7085-00-8001	S-KIT UTV REAR GUIDE / S-KIT GUIDE UTV ARRIÈRE	1
2	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
3	--	TRACK GUIDE REAR / GUIDE DE CHENILLE ARRIÈRE -- UTV T4S	1



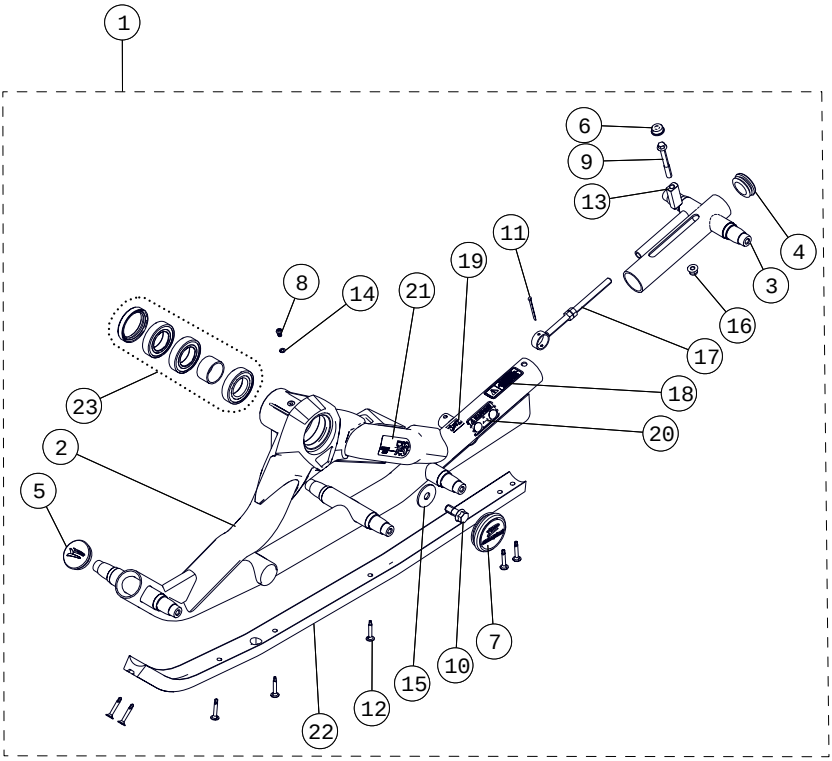
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 FRONT RIGHT FRAME	
1	7010-00-B022	S-KIT FRAME FR UTV 2014-2015 / S-KIT CHASSIS AVD UTV 2014-2015	1
2	--	RH FRONT FRAME / CHÂSSIS AV. DROIT -- UTV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- UTV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE 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	--	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, 10, 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



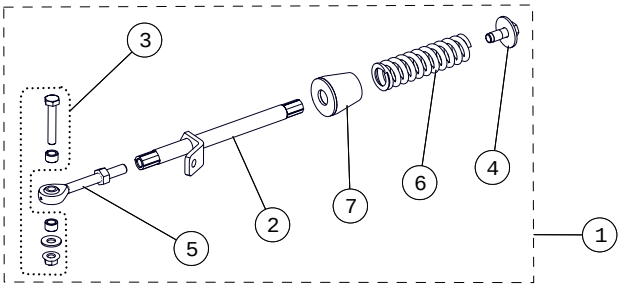
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 FRONT LEFT FRAME	
1	7011-00-B022	S-KIT FRAME FL UTV 2014-2015 / S-KIT CHASSIS AVG UTV 2014-2015	1
2	--	LH FRONT FRAME / CHÂSSIS AV. GAUCHE -- UTV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- UTV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE 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, 10, 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



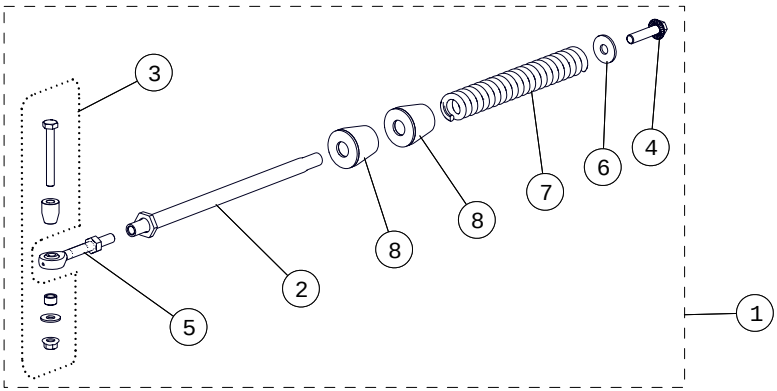
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 REAR RIGHT FRAME	
1	7012-00-B022	S-KIT FRAME RR UTV 2014-2015 / S-KIT CHASSIS ARD UTV 2014-2015	1
2	--	RH REAR FRAME / CHÂSSIS AR. DROIT -- UTV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- UTV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE 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, 10, 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, 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



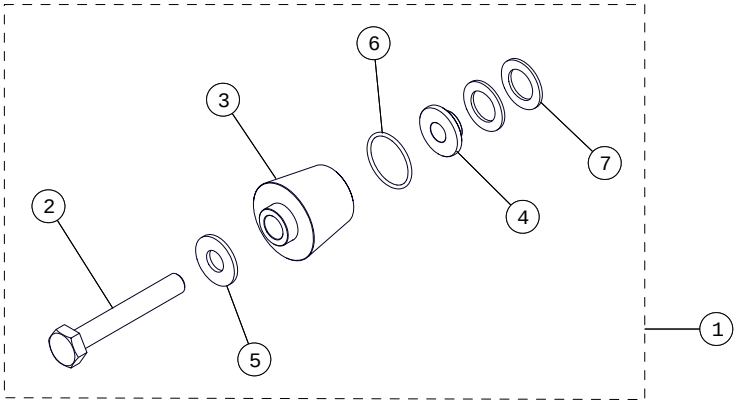
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 REAR LEFT FRAME	
1	7013-00-B022	S-KIT FRAME RL UTV 2014-2015 / S-KIT CHASSIS ARG UTV 2014-2015	1
2	--	LH REAR FRAME / CHÂSSIS AR. GAUCHE -- UTV T4S	1
3	--	TENSIONNER / TENSIONNEUR -- UTV T4S	1
4	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE 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, 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, 10, 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, 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



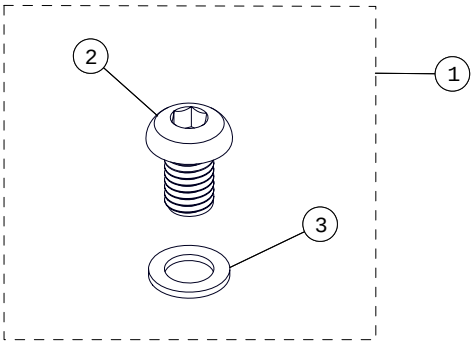
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 STABILIZING ROD FRONT	
1	7001-00-8902	S-KIT STABILIZING ROD, UTV FRONT / S-KIT BRAS STABILISATEUR, UTV AVANT	1
2	1000-00-8570	SHORT ANTI-ROTATION TUBING WELDMENT / TIGE ANTI-ROTATION COURTE	1
3	1033-AS-0025	STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR	1
4	1035-12-9030	HFCSW, M12-1.75X30, 10.9, ZP, TL	1
5	1047-12-1090	X-LONG ROD END / TIGE À OEIL X-LONGUE	1
6	1080-00-0087	COMPRESSION SPRING / RESSORT À COMPRESSION - 417 LBS/IN	1
7	1093-00-7050	RUBBER DAMPER / AMORTISSEUR EN CAOUTCHOUC	1



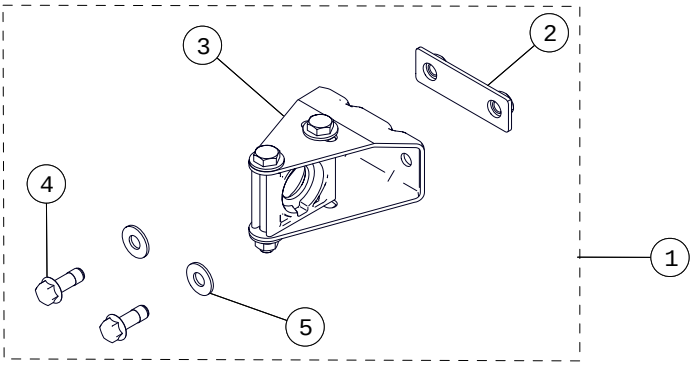
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 STABILIZING ROD REAR	
1	7001-00-8508	S-KIT STABILIZING ROD, UTV REAR / S-KIT BRAS STABILISATEUR, UTV ARRIÈRE	1
2	1000-00-8058	LONG ANTI-ROTATION TUBING WELDMENT / TIGE ANTI-ROTATION LONGUE	1
3	1033-AS-0075	STABILIZING ROD LONG BOLT KIT / ENS. BOULON LONG BRAS STABILISATEUR	1
4	1036-12-D050	BOLT / BOULON - HFSCS, M12-1.75X50, 8.8, ZP, FULL THREAD	1
5	1047-12-1090	X-LONG ROD END / TIGE À OEIL X-LONGUE	1
6	1060-12-0001	WASHER / RONDELLE - W, 37.4X13X3, ZP, DIN9021	1
7	1080-00-0901	COMPRESSION SPRING, LONG / RESSORT À COMPRESSION, LONG - 480 LBS/IN	1
8	1093-00-7050	RUBBER DAMPER / AMORTISSEUR EN CAOUTCHOUC	2



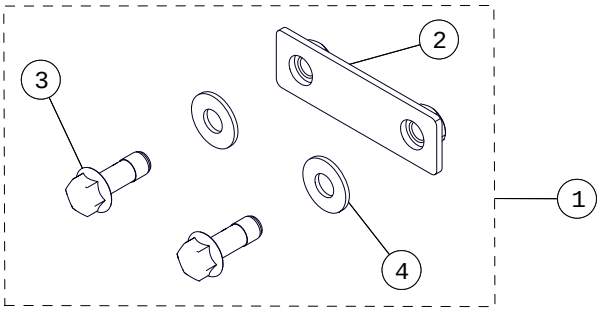
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 BUSHING RIGID SUSPENSION	
1	7050-00-8000	S-KIT BUSHING RIGID SUSPENSION - UTV / S-KIT BAGUE SUSPENSION RIGIDE - UTV	1
2	--	HCS, M10-1.5X70, 10.9, ZP, DIN931	1
3	--	ANTI-ROTATION BUSHING (RS) UTV / BAGUE ANTI-ROTATION (SR) UTV	1
4	--	TANDEM BUSHING / 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



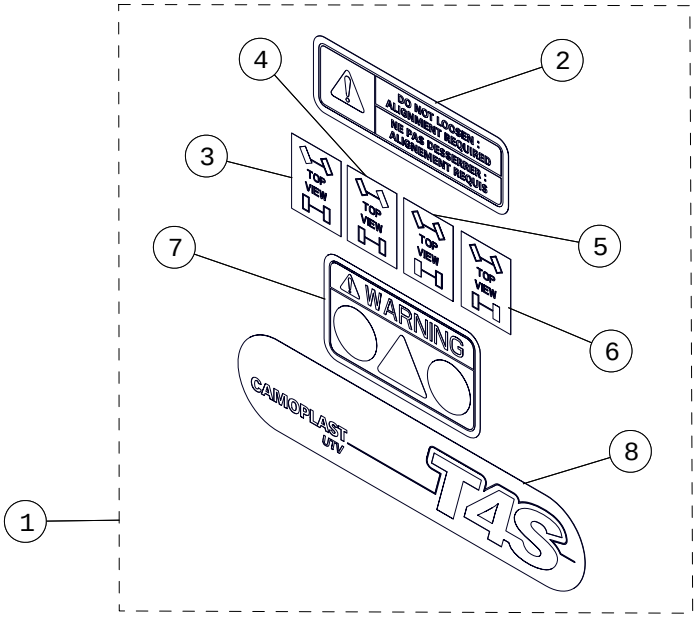
ITEM #	PART #	DESCRIPTION	QTY
		CAMSO UTV T4S MY2016 OIL PLUG	
1	7031-06-1011	S-KIT OIL PLUG / S-KIT BOUCHON HUILE	1
2	--	HSBS, M6-1X10, 10.9, ZP	1
3	--	W, 9.9X6X0.9, AL	1



ITEM #	PART #	DESCRIPTION	QTY
		CAMSO ATV-UTV T4S MY2016 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
		CAMSO ATV-UTV T4S MY2016 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
		CAMSO UTV T4S MY2016 DECALS	
1	7083-00-8553	S-KIT DECAL UTV 2016 / S-KIT DECALQUE UTV 2016	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