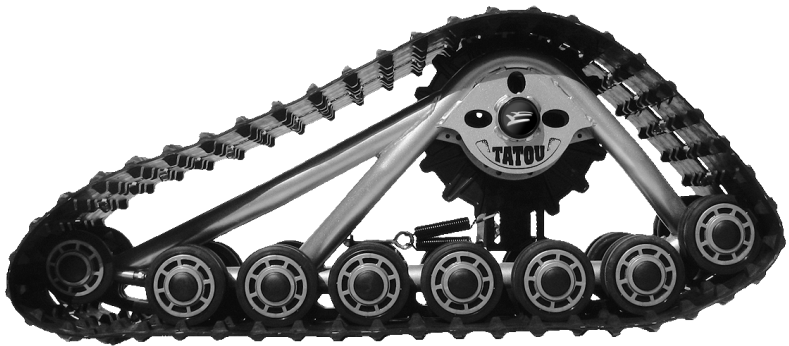


User Manual

TATOU® UTV Track System



 **camoplast**

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.

TABLE OF CONTENTS

INTRODUCTION	1
USING THE UTV WITH TRACKS	1
HINTS AND TIPS	2
GENERAL INFORMATION	2
SAFETY	3
USER NOTICE AND DISCLAIMER	3
INSTALLATION, REMOVAL AND RE-INSTALLATION	6
MAINTENANCE SCHEDULE	15
TORQUE TABLE	16
STORAGE	16
WARRANTY	17
SERIAL NUMBER LOCATION	19
TECHNICAL SUPPORT	20

INTRODUCTION

INTRODUCTION

Thank you for choosing **Tatou® UTV**, an UTV Track System by Camoplast (hereinafter referred to as the "System"). You have made the right choice. This system will provide you with all the traction, performance and durability that you need for your recreational needs or to properly complete your work all year round.

USING THE UTV WITH TRACKS

The driver must remain vigilant and careful at all times. Powder snow or mud can hide obstacles that could be hazardous.

- ⚠ Driving characteristics of your UTV will change with the installation of the System. It is important to take the time to get accustomed to the System.
- ⚠ Before departure, ensure that wheels are not stuck or jammed in place.
- ⚠ While riding in group, warn people who drive behind a vehicle that is equipped with a track system, because tracks can propel dangerous objects. Take particular care to this warning on "rocky" trails.
- ⚠ Adapt your driving to surrounding conditions (weather, traffic, etc.) and according to your driving abilities.
- ⚠ The UTV equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.
- ⚠ Allow more braking distance and periodically apply brakes while riding to eliminate ice buildup on brake components.
- ⚠ Always observe your UTV manufacturer's rules and regulations. Examples: Carrying passengers, loading charge limit, etc.

HINTS AND TIPS

Before leaving for an excursion, make sure you have the following within arms reach: two 9/16-inch (or 14-mm) wrenches, one 5/8-inch (or 16-mm) wrench, one axe, one shovel, one tow cable and a lifting device.

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

For riding or excursions in unknown 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.

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 the UTV user manual and installation guidelines carefully. Their contents remain applicable after installing of the System.

This document should be read by every person who drives the UTV 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 UTV equipped with the System before usage to ensure that you respect all applicable laws and regulations.

UTV 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.

SAFETY

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 components.

NOTE: Indicates supplementary information.

USER NOTICE AND DISCLAIMER

The **Tatou® UTV** 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 UTV equipped with the **Tatou® UTV** System by Camoplast. 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 UTV 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 UTV on which the System is installed. If need be, contact the Camoplast products dealer nearest to you to obtain any additional information. You may also consult the Camoplast Web site at: www.camoplast.com and call our technical support line at: 1 866-533-0008 or 819-533-0008 or send an email to: atvtracksystems@camoplast.com.

Camoplast believes that there are certain risks related to the installation and use of the System. Our experience shows that the System is safe. However, the user must be aware of the risks related with driving an UTV with the particularities of this type of System. The UTV 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 UTV 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),

USER NOTICE AND DISCLAIMER

protective clothing, boots and gloves. It is understood that driving while impaired or intoxicated presents a danger for the UTV user and others and is against the law.

The System consists of many moving parts, including transmission wheels. If an object lodges itself or becomes jammed into the System and blocks the track, it is mandatory to stop the engine and the vehicle and apply the security brake before removing said object. By avoiding to do so, the user exposes himself to sudden movement of the UTV or to breakage of a part or component coming from the System, which could cause severe injuries. It is also very important to wear full length clothing and always avoid hanging or stringy accessories.

Driving an UTV equipped with such a System requires particular precautions and a knowledge of proper driving techniques of such vehicles. An evaluation by the user of the conditions and terrain (state of the ground, grade of hill, density of snow, etc.) is equally essential. An UTV equipped with a System cannot compete and/or be used to perform stunts, acrobatics or other exploits, as these could result in loss of control or severe injuries.

Insufficient knowledge of an UTV 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 UTV to be less stable, and affect drivability. Unless otherwise prescribed by law and by the UTV manufacturer, you must not carry a passenger, loads or tow any objects.

The installation of a System:

- Increases ground clearance.
- Raises the center of gravity.
- Increases the UTV width and weight.
- Reduces ground pressure (psi (kgf/ m²)).

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

Consequently, it is highly recommended that the user adapts 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 UTV 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

USER NOTICE AND DISCLAIMER

displayed. Whether the UTV 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 UTVs.

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

INSTALLATION, REMOVAL AND RE-INSTALLATION

WARNING

Never place body parts 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 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.

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

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 re-adjust as required.

Removal

CAUTION: Leaving anchor brackets attached to suspension arms or anti-rotation bars attached to the skid plate when the UTV rides on wheels will damage the vehicle. Never leave components other than the skid plate and foot rest reinforcement parts.

Using a lifting device, raise the UTV and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.

At the front:

- Remove the anti-rotation bracket cover but keep the anchor bracket attached to the anti-rotation device on the track system.

INSTALLATION, REMOVAL AND RE-INSTALLATION

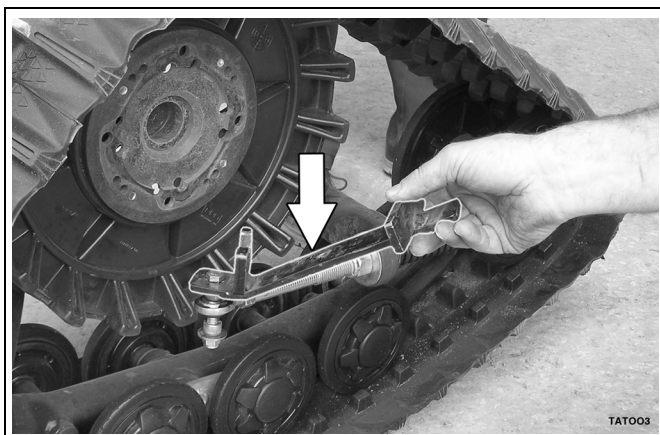


Figure 1

- 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:

- Disconnect the anti-rotation bar from the skid plate under the vehicle.

NOTE: Leave the skid plate in place.

- Remove track systems.
- Re-install wheels.

NOTE: Footrest protector can usually stay installed.

INSTALLATION, REMOVAL AND RE-INSTALLATION

Re-installation

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

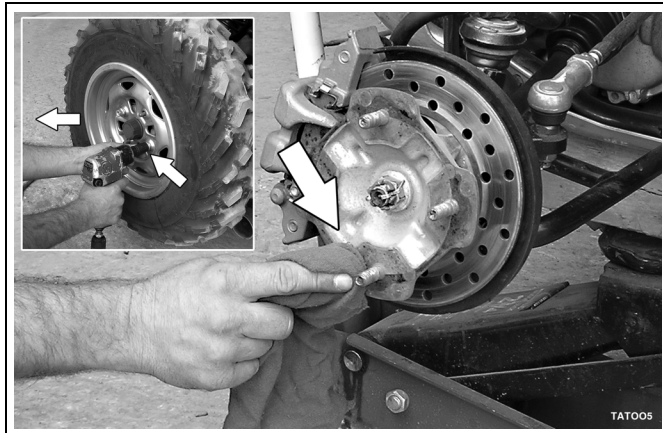


Figure 2

Clean wheel hubs.

- Re-install track systems at the rear and secure stabilizing rod to anchor bracket for rigid axle.
- Re-install track systems at the front and attached suspension anchor bracket to "A" arm.
- Verify track tension, adjust if required.
- Verify angle of attack, adjust if required.
- Verify alignment, adjust if required.

INSTALLATION, REMOVAL AND RE-INSTALLATION

Spring tension adjustment

Vehicles with rigid axle or trailing arm suspension

- Position vehicle on a flat and level surface.
- Set the nut (1) compressing the spring of the stabilizing rod by doing one complete turn (see Figure 3).
- Turn the nut (2) until it comes in contact with the pivot guide (3).

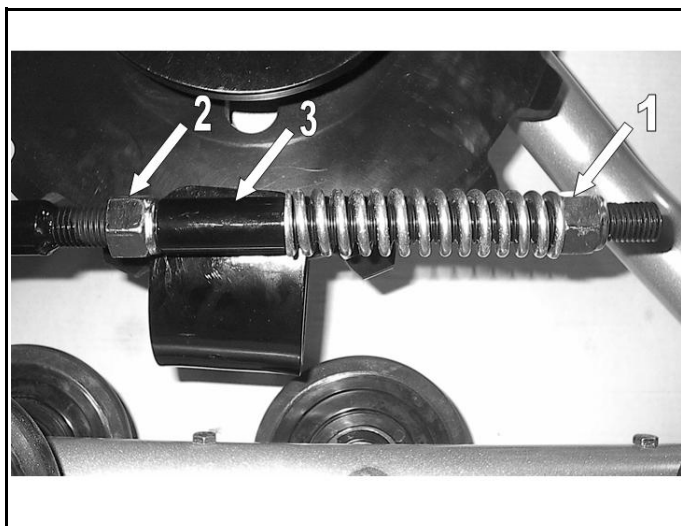


Figure 3

INSTALLATION, REMOVAL AND RE-INSTALLATION

Vehicles with independent suspension

- Install the extension spring with the eye bolt supplied and adjust tension until you can insert 1/32 inch (1 mm) thickness plastic card between spring coils. (refer to Figure 4).

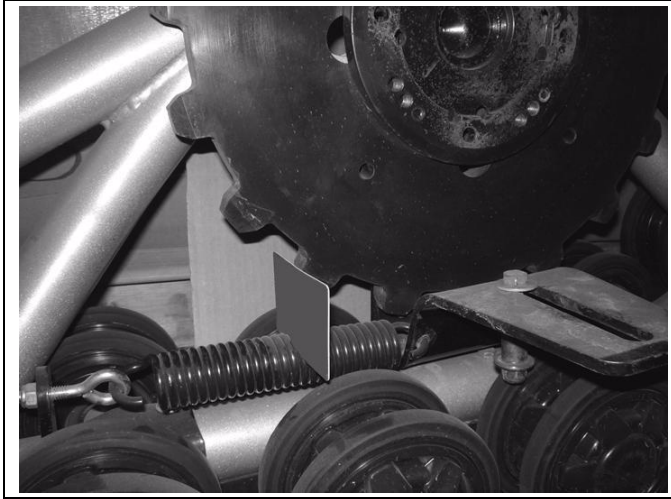


Figure 4

INSTALLATION, REMOVAL AND RE-INSTALLATION

Alignment

The parallelism must be adjusted with the UTV on the ground, driving forward on about 10 feet (3 m) and measuring toe out distance. It should be $\frac{1}{4}$ inch (6 mm) more at the front (B) than at the back (A) (refer to Figure 5).

NOTE: Every time the measurement has to be verified, drive in reverse, then, drive forward again on about 10 feet (3 m).

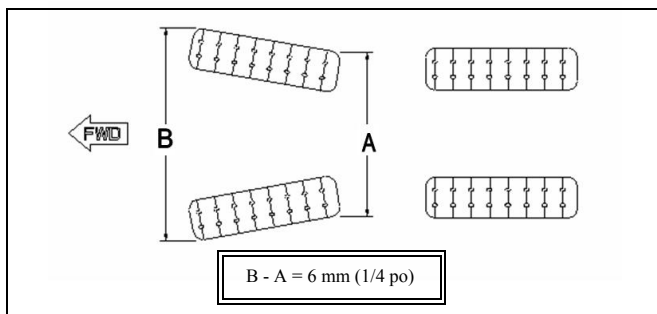


Figure 5

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

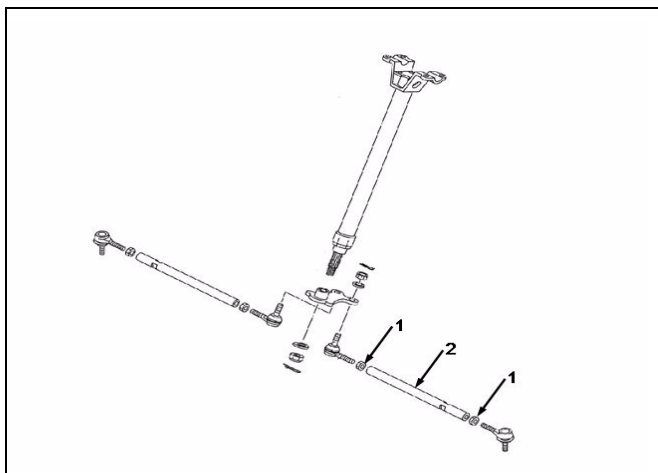


Figure 6

INSTALLATION, REMOVAL AND RE-INSTALLATION

Front rubber track tension

Adjust tension of the rubber track by turning the adjusting nut (item 1 in Figure 7) of the track tensioner. Adjust track tension.

A force of 22 lb max (10 kg) positioned as shown should produce a deflection of **1 inch (25 mm)** (refer to Figure 8).

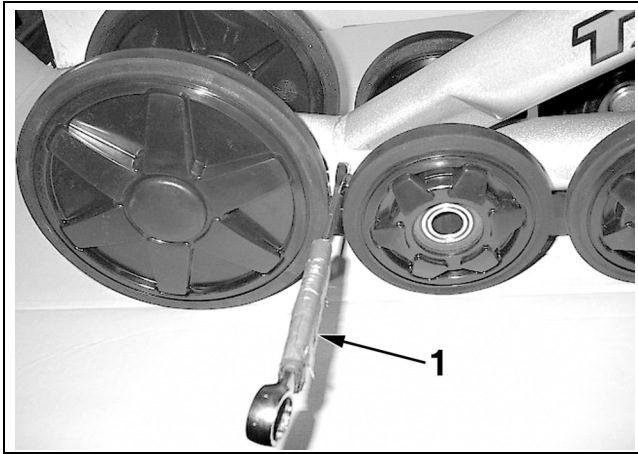


Figure 7

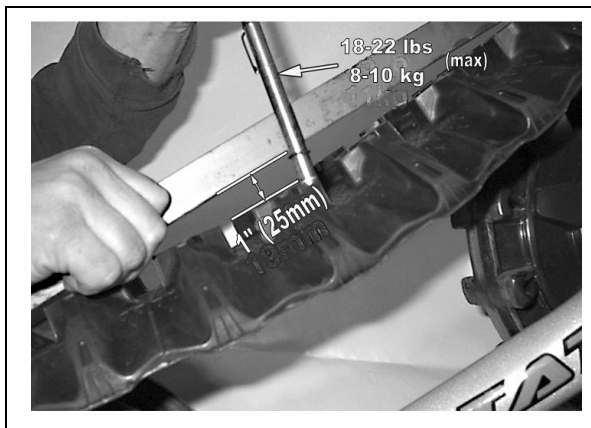


Figure 8

INSTALLATION, REMOVAL AND RE-INSTALLATION

Basic tuning

- A higher rubber track tension reduces the risk of “detracking” and reduces drive “ratcheting” (for severe use only).
- A lower rubber track tension provides better performance, better rolling and better fuel economy (recreational use).

Rear rubber track tension

Adjust tension of the rubber track by turning the adjusting nut (item 1 in Figure 7) of the track tensioner. Adjust track tension.

A force of 22 lb max (10 kg) positioned as shown should produce a deflection of **1½ inches (38 mm)** (refer to Figure 9).

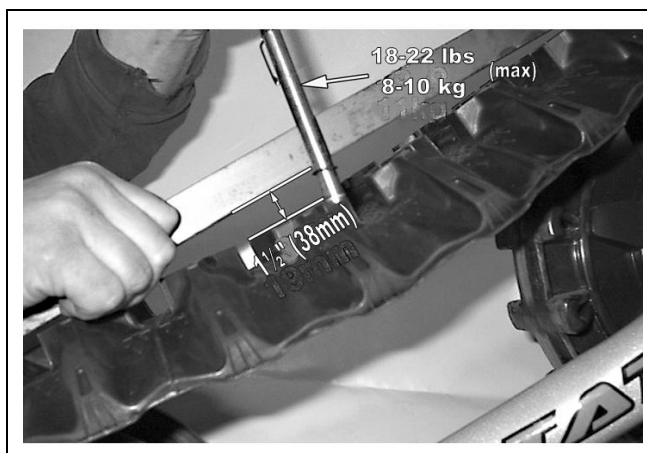


Figure 9

Basic tuning

- A higher rubber track tension reduces the risk of “detracking” and reduces drive “ratcheting” (for severe use only).
- A lower rubber track tension provides better performance, better rolling and better fuel economy (recreational use).

Final check

Ride at slow speed on a distance of about 1.0 mile (1.5 km).
Evaluate track system performance and re-adjust as required.

INSTALLATION OF A RUBBER TRACK

If possible, position the vehicle on a flat and level surface (or on a suitable lift device). Turn off the engine.

Proceed as follows:

- Install the track over the frame starting with front wheels, then over the sprocket, finishing with the rear.
- Install rear wheels and secure with bolts and washers, then finish with plastic cap.
- Be sure to install the **rear** rubber track with the right orientation (refer to Figure 10).

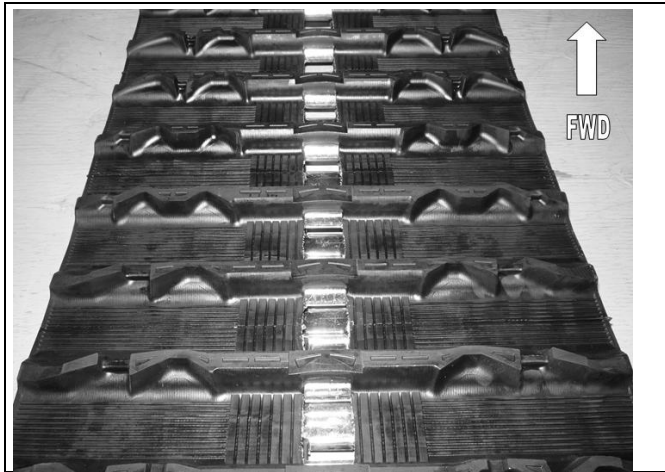


Figure 10

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.

For optimum performance and maximum durability, please refer to the following maintenance grid:

Elements to check and maintain	Frequency	
	Break-in period	After break-in
Rubber track tension	1 hour, 4 hours	20 hours
Bolt torque	1 hour	4 hours
Anti-pivot adjustment	4 hours	20 hours
Alignment (wheel alignment)	N/A	20 hours
Condition of bearings and seal ring wear sleeves (main pivot)	N/A	Once a year
Visual inspection	Before riding	Before riding

Do not use a brake cleaning solvent to clean the track system. This may damage sealing components and stickers.



WARNING

After extreme environment uses (mud and water) and inspecting all bearings once a year, please note that bearings cannot be regreased like snowmobile bearings. If they need to be serviced replace the wheel completely. Some of the components (i.e. 5-in (132-mm) wheels) need special tool for servicing. Please use appropriate tools to avoid any damage to your component.

TORQUE TABLE

Dimension / Grade 5	N•m	lbf•in
5/16 - 18	18 - 22	163 - 199
5/16 - 24	20 - 25	180 - 220
3/8 - 16	33 - 40	289 - 353
3/8 - 24	37 - 45	328 - 400
7/16 - 14	52 - 64	462 - 564
7/16 - 20	58 - 71	516 - 630

Dimension / Grade 5	N•m	lbf•ft
1/2 - 13	80 - 97	59 - 71
1/2 - 20	91 - 110	67 - 81
9/16 - 12	116 - 40	85 - 103
9/16 - 18	128 - 158	94 - 116
5/8 - 11	159 -195	117 - 143
5/8 - 18	180 - 221	132 - 162
3/4 - 10	282 - 344	207 - 253
3/4 - 16	314 - 385	231 - 283

STORAGE

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

WARRANTY

WARRANTY

Camoplast guarantees that the new, unused **Tatou® UTV** 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 **Tatou® UTV** 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 UTV **Tatou® UTV** 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 twelve (12) 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 network dealer or distributor.

This warranty specifically excludes any damage or breakage to the UTV and related defects on the UTV, 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 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 dealer. All claims not previously approved and authorized by Camoplast 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 income, etc.
- 2) Damage resulting from faulty installation.
- 3) Damage resulting from normal parts wear or progressive deterioration owing to the distance covered with a vehicle on which the System is installed.
- 4) Damage resulting in non-compliance with the user manual and with maintenance instructions recommended in the user's manual and other technical documents.

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

6) Labor costs, parts and materials related with 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.

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 five (5) months, the new replacement part will only be guaranteed for seven (7) months, for a total of twelve (12) months. In no event shall the warranty extend beyond a total of twelve (12) 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 will have final authority in determining the fair market value of a used System. The warranty is applicable within the limits and conditions initially provided for in the contract. 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 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.

SERIAL NUMBER LOCATION

SERIAL NUMBER LOCATION

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



Figure 11

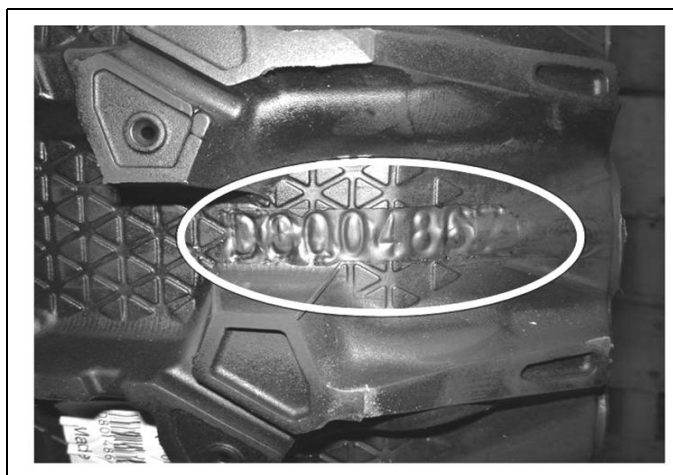


Figure 12

TECHNICAL SUPPORT

If your dealer or distributor is unable to solve a problem related with the System, you may contact the Camoplast support team from Monday to Friday from 8:00 a.m. to noon and 1:00 to 5:00 p.m. (Eastern Standard time) by dialing 1-866-533-0008 or 819-533-0008.

E-mail: atvtracksystems@camoplast.com

Website: www.camoplast.com

Postal Address: 1701, 3rd Avenue, Grand-Mère, QC (Canada)
G9T 2W6