

CAMSO ATV T4S **FOR ALL-TERRAIN VEHICLES**

USER MANUAL 2020

ATV T4S: 1099-01-1050





⚠ WARNING

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

CAUTION: Longevity of the Camso ATV T4S Track System components is directly linked to the way the System is used. Sportive driving, rapid direction changes and repeated fast turns (especially on power steering vehicles) are not advised. These driving styles increase the risk of derailing and can cause premature wear and or major breakdowns on the Track System which will not be covered under normal warranty.

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

TECHNICAL SUPPORT

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

E-Mail: enduser.atv@camso.co
Internet : www.camso.co

System Serial Number: 6622NS 1_____

Original notice
Translations in other languages available at www.camso.co

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INTRODUCTION

Thank you for choosing the **Camso ATV 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 **quads** (hereinafter referred to as "ATVs") provides exceptional floatation with very low ground pressure. Its strong lightweight steel frame (30 kg), its internal sprockets, adapted to the vehicle's capacity, and its track, specifically designed for ATVs, make it the best system on the market.

SYMBOLS AND SIGNAL WORDS

This guide uses the following signal words and 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.



The Prohibition Safety Sign indicates an action NOT to be taken in order to avoid a hazard.



The Mandatory Action Sign indicates an action that NEEDS to be taken to avoid a hazard.

GENERAL INFORMATION

- All figures, information or photos presented in this document are up to date at the time of publication. However, they may change without notice.
- Read and follow indications of the ATV user manual and installation guidelines carefully. Their contents remains applicable after installation of the System.
- This document should be read by every person operating the ATV equipped with the System.

- This document is an integral part of the System. Pass it along to any new System owner.
- Consult the legal authorities of the area where you drive your ATV equipped with the System before usage to ensure that you respect all applicable laws and regulations.
- ATV Track Systems are designed to reduce ground pressure and increase vehicle traction. However, during normal operating conditions, vehicle speed should be reduced compared to a wheeled vehicle.

SERIAL NUMBER LOCATION

The following figures show the location of the serial numbers on the Track System frame (Figure 1) and rubber track (Figure 2).

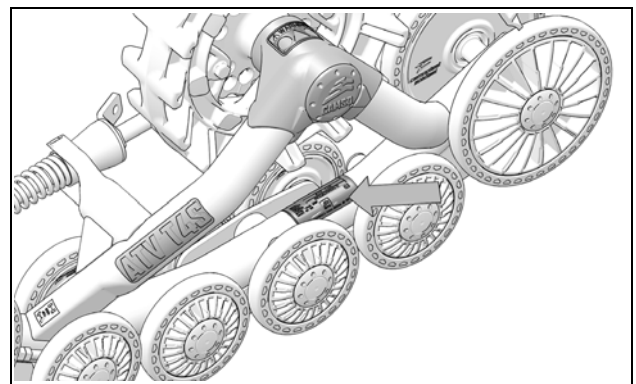


Figure 1

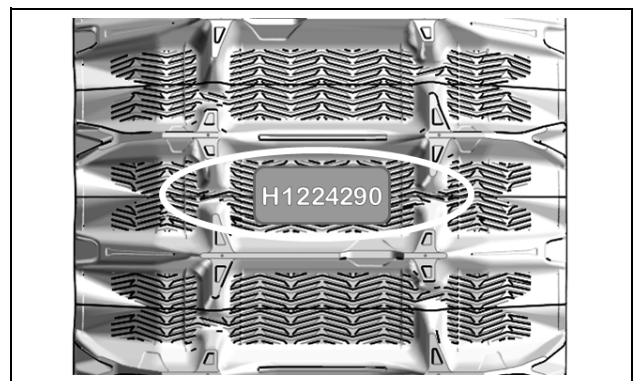
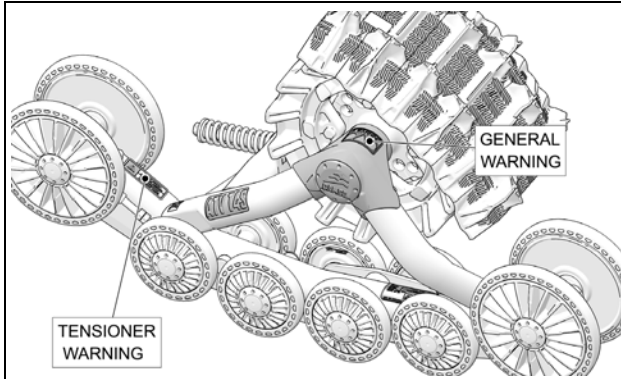


Figure 2

SAFETY

WARNING STICKERS

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



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

GENERAL WARNING



User Manual - Users must read the User Manual before attempting to operate a vehicle equipped with a Track System.

If the Track System is sold or in any way transferred to a new user, the User Manual must also be transferred to the new user.



Moving Parts - Hands or fingers caught between moving parts of the equipment present a danger to life or limb. Turn motor off before servicing the Track System.



Maintenance Schedule - Follow instructions contained in the *User Manual's* Maintenance Schedule to ensure safe and longlasting Track System operation.

TENSIONER WARNING



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

POSITION PICTOGRAM STICKERS

These stickers indicate the position of each Track System unit: front left, front right, rear left and rear right. They are located on the top of each frame.

Front left



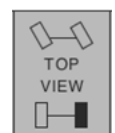
Front right



Rear left



Rear right



USER NOTICE AND DISCLAIMER

The **Camso ATV T4S** System was initially designed to be used in winter conditions and was then adapted to be used in fall and spring conditions.

This document holds important information regarding driving an ATV equipped with the **Camso ATV 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 ATV owner's manual as needed. When purchasing either a new or used Track System, the user must obtain all documentation related to the System, including manuals and guides related to the ATV on which the System is installed. If need be, contact the 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 enduser.atv@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 an ATV with the particularities of this type of System. The ATV driver must, at all times, respect all applicable laws and regulations, the indications of the System manufacturer and the indications from the vehicle manufacturer fixed by law, namely when age restrictions exist and ATV base equipment is required (headlights, flashers and brake lights, rearview mirror, etc.). The user must always wear adequate safety equipment, such as a helmet, safety glasses (or visor), protective clothing, boots and gloves. It is understood that driving while impaired or intoxicated presents a danger for the ATV user and others and is against the law.

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

Driving an ATV equipped with such a System requires particular precautions and a knowledge of proper driving techniques of such vehicles. An evaluation by the user of the conditions and terrain (state of the ground, grade of hill, density of snow, etc.) is equally essential.

An ATV equipped with a System cannot compete and/or be used to perform stunts, acrobatics or other exploits, as these could result in loss of control or severe injuries.

Insufficient knowledge of an ATV during down hill riding, climbs and crossing of obstacles and turns can result in tipping or roll over, and can cause severe injuries.

Carrying a passenger, a load or attaching a tow can cause the ATV to be less stable, and affect usability of the vehicle. Unless otherwise prescribed by law and by the ATV manufacturer, you must not carry a passenger, loads or tow any objects.

The installation of a System:

- Increases ground clearance.
- Changes the center of gravity.
- Increases the ATV width and weight.
- Reduces ground pressure.

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

Consequently, **it is highly recommended that the user adapt his driving style to the new characteristics mentioned above.** The driver must always use caution when he crosses obstacles, circulates through narrow paths, meets vehicles coming in the opposing direction, etc.

As it was designed, the System will considerably reduce the ATV top speed and can falsify the speedometer. Generally, the System transmission wheel diameter is less than that of the tire. Therefore, the vehicle speed will be less than that actually displayed. Whether the ATV is equipped or not with the System, users must always adapt the speed to actual driving conditions. Users must never exceed speed limits or drive faster than their capacities allow. Excessive speed remains one of the main causes of severe accidents on ATV.

Camso is proud to offer ATV conversion kits within its wide range of products. ATV Track Systems are not only reliable, but safe. However, there are risks inherent to driving an ATV equipped with the System. It is therefore very important that a driver familiarize himself with proper driving techniques of an ATV equipped with a System, and that he adapt his driving to his level of experience and continually evaluate operating conditions and terrain to safely and efficiently make the best of the Camso ATV Track Systems.

OPERATING INSTRUCTIONS

HINTS AND TIPS

- Before leaving for an excursion, make sure to bring with you the following: 13 mm, 14 mm, 15 mm, 16 mm, 17 mm, and 19 mm wrenches and sockets, an axe, a shovel, a tow cable, a lifting jack and an adjustable wrench.
- Generally, the slower you go, the better the traction will be.
- If an excursion on unknown or remote terrain is planned, make sure to have in your possession a cellular or satellite phone, a first aid kit and spare parts.
- If you drive off trails, always beware of hidden obstacles.
- If you ride in deep snow, do not intentionally spin the tracks (tracks are rotating but the vehicle is not moving). This could cause the vehicle to get stuck.

BREAK-IN PERIOD

CAUTION: A break-in period is necessary to allow the components of the system to settle and adjust themselves to each other.

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

| VERIFICATION | INSTALLATION | | | |
|----------------------------------|---------------------------------|---|---|---|
| | 1 ST HOUR - 15 km/h* | | | |
| | 2 ND HOUR - 25 km/h* | | | |
| | 3 RD HOUR - 35 km/h* | | | |
| VISUAL INSPECTION | X | X | X | X |
| TRACK TENSION | X | X | | X |
| ANGLE OF ATTACK | X | X | | |
| ALIGNMENT | X | | | X |
| BOLT TORQUE - Anchor Brackets | | | | X |

CAUTION: Avoid running under dry and clean conditions. (For example: asphalt, hay or straw field, etc.). Start sharp turns at very low speed: (10 km/h maximum real speed).

- A **GOOD** break-in period must be done in a lubricated environment such as water, mud, snow, soft soil, sand, dust, etc.

- A **BAD** break-in period can generate smoke, odors of burned rubber as well as plastic deposits on the sprocket and/or the frame.

WARNING

Driving a vehicle equipped with Track Systems is different from driving a vehicle on wheels. It is strongly recommended that the safety guidelines provided below are followed to prevent any accident and/or serious malfunction that could affect the occupants, the vehicle or the Track Systems.

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

PRE-USE VERIFICATION

CAUTION: Before each ride make sure that the System's wheels and moving parts are free and that they are not frozen or stuck on the frame.



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

STEEP DESCENTS

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



CAUTION: During a steep descent, it is advisable to keep the handlebars straight and to begin turning when the ATV is on flat ground, thus avoiding subjecting the vehicle components and the System to any high stress.



WARNING

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

CAUTION: Reduce your speed at all times; Track Systems installed on a vehicle do not have the same absorption capacity as tires.

DESCENDING AND BEING STUCK IN REVERSE

CAUTION: If the rear Track Systems get stuck in the snow, avoid moving or towing the vehicle in reverse to ease it from its position, as this could lead to a malfunction of the Systems. If possible, move it in the forward direction to free it from the snow.



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



WARNING

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

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

DRIVING OVER AN OBSTACLE TALLER THAN 30 cm [12 in]

CAUTION: It is not advisable to attempt to drive over an obstacle taller than 30 cm [12 in], such as a tree trunk, stump or big rock.



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



WARNING

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

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

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

DRIVING OVER A STEEP RIDGE

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



DRIVING OVER AN OBSTACLE



WARNING

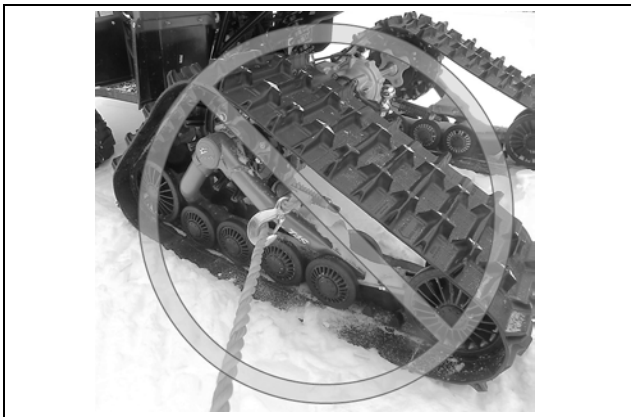
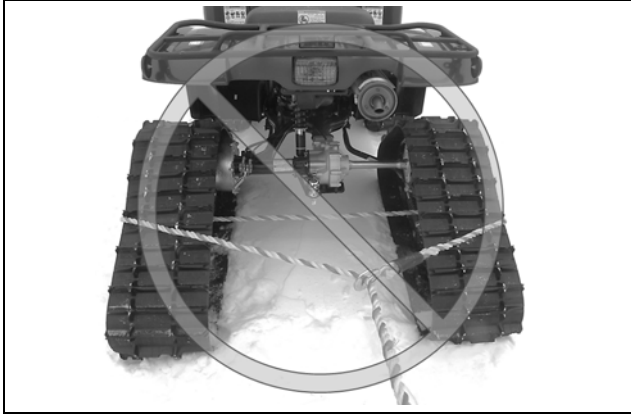
Always follow the ATV manufacturer's safety rules and recommendations regarding, for example passengers transportation, maximum loads, etc.

WARNING

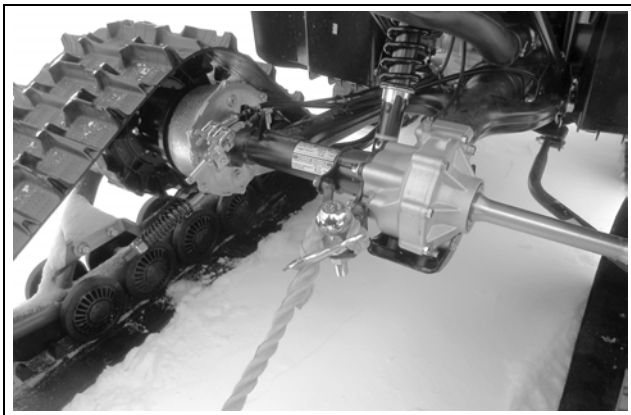
When travelling in groups, riders following vehicles equipped with track systems should be warned of dangerous objects that can potentially be propelled by tracks. Be especially cautious on rocky trails.

LOCATION OF TOWING CABLE

CAUTION: If your vehicle must be towed out of the snow, do not secure the towing cable on the Track Systems.



CAUTION: The towing cable must be attached to the vehicle's frame.



TOWING A VEHICLE OUT OF THE SNOW

CAUTION: If your vehicle must be towed out of the snow, never tow it in the direction in which you were riding when the vehicle got stuck.



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

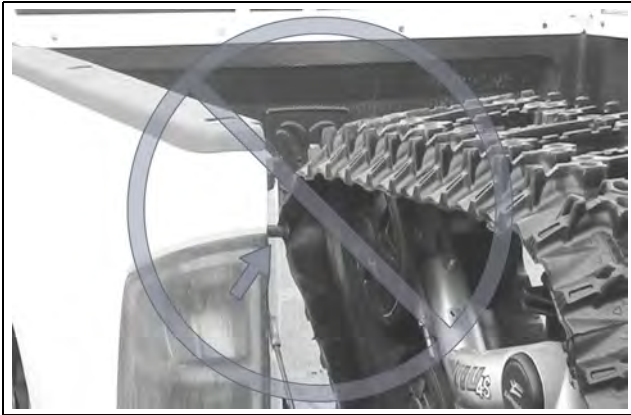
JUMPING

WARNING

Jumping with vehicles equipped with Track Systems is not recommended. These Systems were not designed to carry out this type of operation. An ATV equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.

LOADING AND UNLOADING A VEHICLE IN A TRUCK

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



TRACK SYSTEMS OPERATING IN WATER OR MUD

CAUTION: 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 indicated in this manual related to commercial, industrial and abrasive conditions use.



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

SPECIFICATIONS

TORQUE SPECIFICATIONS

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

| DIMENSION | GRADE | Nm | lb-ft |
|-----------|-------|-----|-------|
| M6-1.0 | 8.8 | 10 | 7 |
| M8-1.25 | 8.8 | 25 | 18 |
| M8-1.25 | 10.9 | 33 | 24 |
| M10-1.5 | 8.8 | 50 | 37 |
| M10-1.5 | 10.9 | 70 | 52 |
| M12-1.75 | 8.8 | 90 | 66 |
| M12-1.75 | 10.9 | 125 | 92 |

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



WARNING

Overtightening bolts may damage parts and safety features may be affected.

STORAGE

CAUTION: Contaminants can alter and corrode the moving parts of Track Systems during storage. It is strongly recommended to perform the prescribed maintenance before storing the Track Systems.

Store the System by laying down each frame on its side, away from direct sunlight. Figure 3.

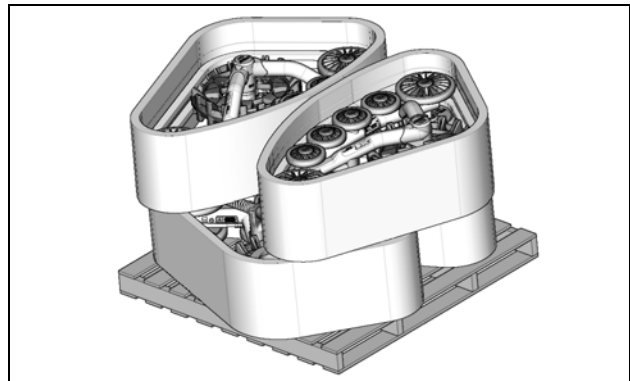
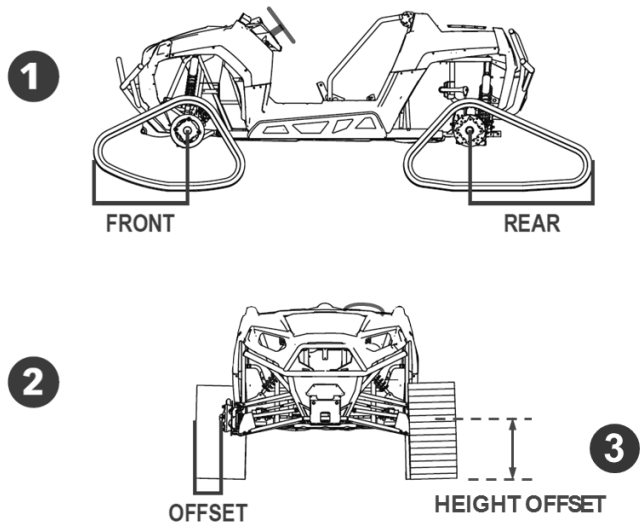


Figure 3

NOTE: Before storing the System, pour 5 cc of oil under wheel caps to help prevent corrosion.

OFFSETS ON VEHICLE

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



| | | | |
|---|-----------------|----------------------|----------------|
| 1 | OFFSET (LENGTH) | FRONT | 24 in (610 mm) |
| | | REAR | 27 in (686 mm) |
| 2 | OFFSET (WIDTH) | POLARIS | 7 in (178 mm) |
| | | OTHER MODELS | 6 in (152 mm) |
| 3 | OFFSET (HEIGHT) | ORIGINAL TIRE: 24 in | 3 in (76 mm) |

SPEEDOMETER AND TRIP METER READINGS

Our Track System affects the Speedometer and Trip meter readings by approximately 35% depending on the ratio between sprocket and tire size.

ADJUSTMENTS

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

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

ANGLE OF ATTACK - FRONT SYSTEMS

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

- Use handlebars to point tracks straight ahead.
- Temporarily apply pressure to the front of the track to make stay flat on the ground
- Stabilizing arm (1) must be attached to front anchor bracket (2) mounted on vehicle. Figure 4.

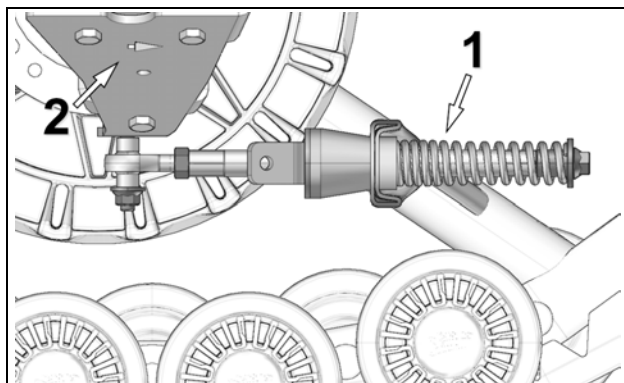


Figure 4

- 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 5.

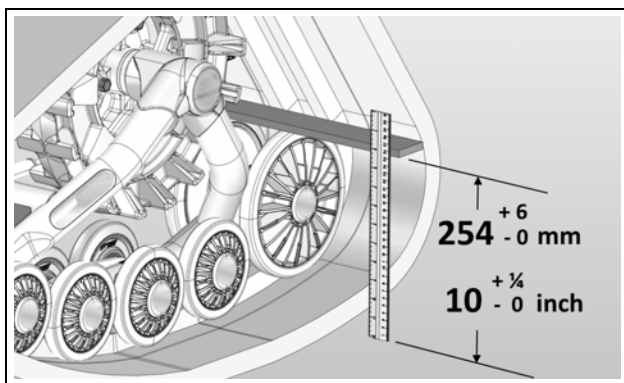


Figure 5

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

- Loosen jam nut (1). Adjust length of rod end (2) by rotating the steering limiter support plate on (3) the stabilizing arm. Use a 30 mm wrench to rotate support plate and obtain **254 mm** above the ground. Refer to Figure 6.

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

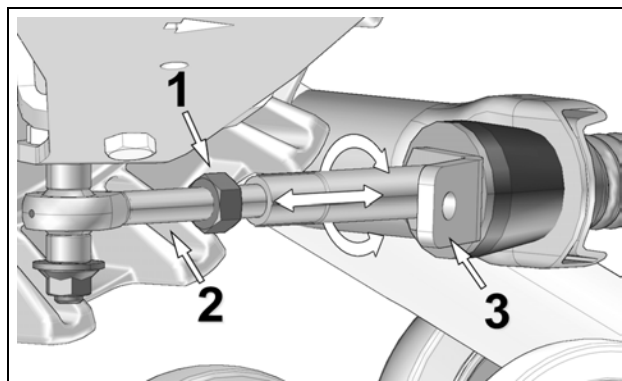


Figure 6

- 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 7.

CAUTION: Follow the recommended torque when tightening the jam nut. Overtightening the nut might damage the rod end.

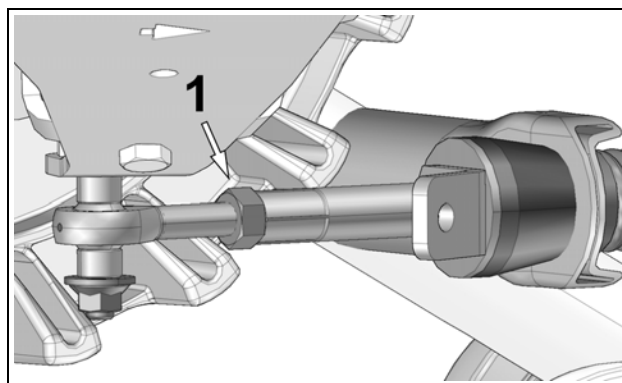


Figure 7

ADJUSTMENTS

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

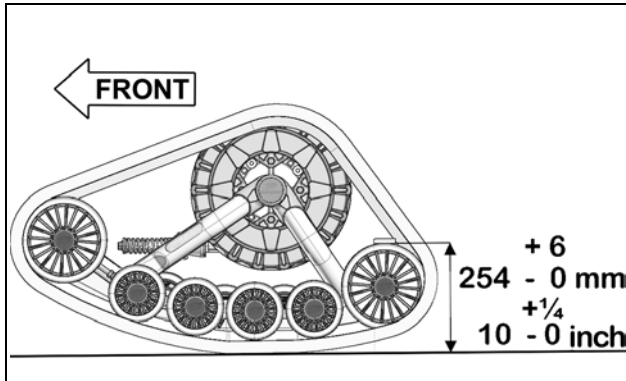


Figure 8

BASIC TUNING (Front Track Systems)

- An adjustment of more than **254 mm [10 in.]**, measured with the flat bar, provides easier steering but produces a wobbling effect at high speed.
- An adjustment of less than **254 mm [10 in.]**, measured with the flat bar, results in harder steering and more stability at high speed.

ANGLE OF ATTACK - REAR SYSTEMS

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

RIGID AXLE OR TRAILING ARM SUSPENSION

CAUTION: Some vehicles require a particular adjustment. Refer to the *Installation Guidelines* specific to your vehicle model to confirm the adjustment.

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

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

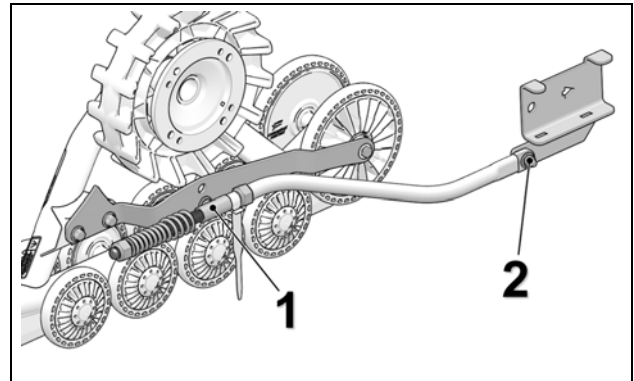


Figure 9

- Loosen nut (3) compressing stabilizing rod spring. See Figure 10.

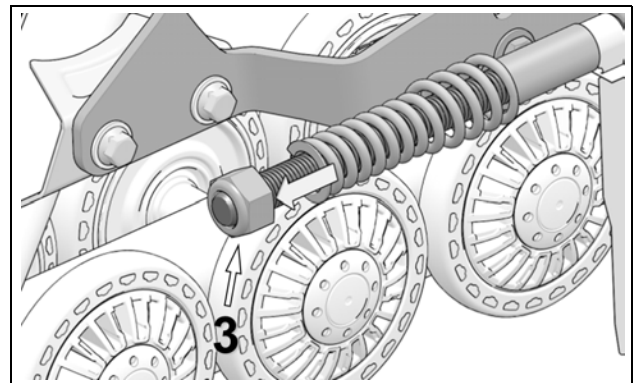


Figure 10

NOTE: Use narrow part of adjusting template, provided with stabilizing arm, to make adjustment.

- Set nut (4) to obtain a distance of 10 mm between nut and stabilizing arm guide as shown on Figure 11.

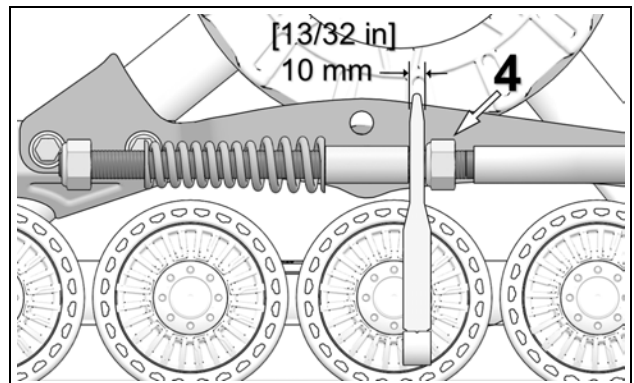


Figure 11

- Turn nut (3) until it comes in contact with spring, then compress spring by rotating nut 1 1/2 turns. See Figure 12.

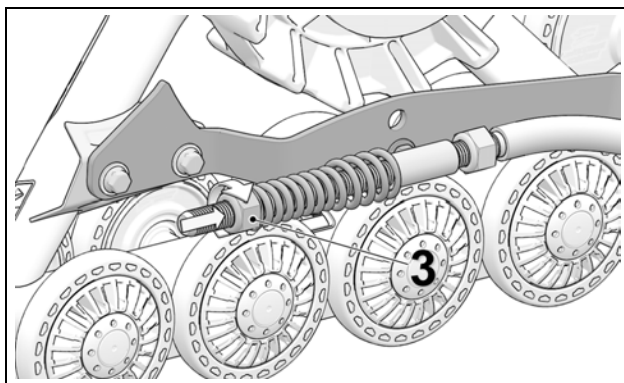


Figure 12

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

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

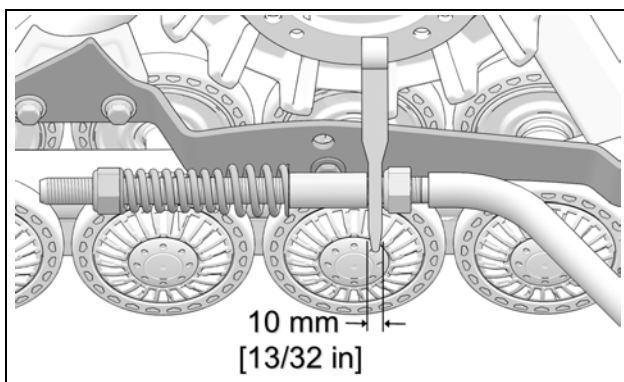


Figure 13

INDEPENDENT SUSPENSION (IS)

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

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

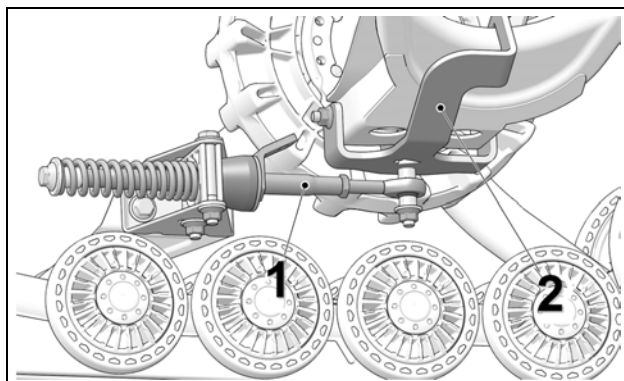


Figure 14

- Loosen anti-rotation bracket bolts (3) to allow the anti-rotation retainer (4) to rotate on its axis. See Figure 15.

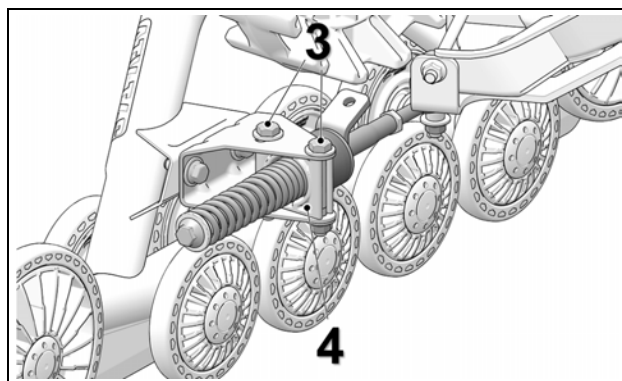


Figure 15

- Loosen jam nut (5). Turn stabilizing arm (1) to adjust length of rod end (6) so that rubber cone (7) applies light pressure on anti-rotation retainer (4). Figure 16.

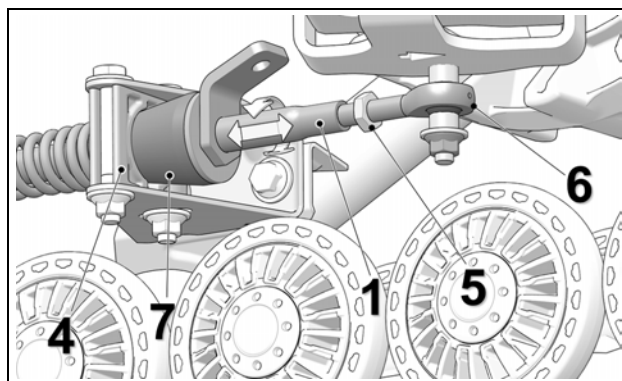


Figure 16

- Re-tighten jam nut (5) to 40 N•m [30 lb-ft] of torque when adjustment is complete. Figure 17.

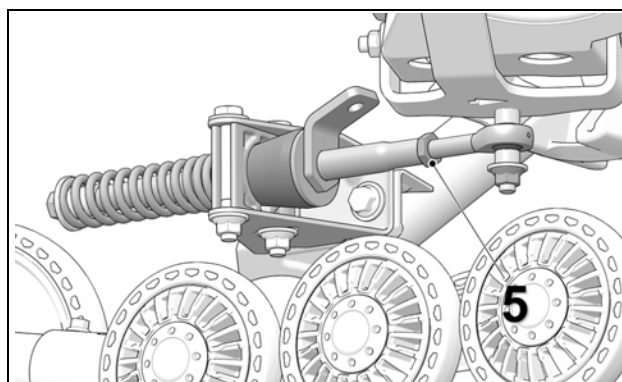


Figure 17

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

ADJUSTMENTS

- Re-tighten anti-rotation bracket bolts (3) to 50 N•m [37 lb-ft] of torque. See Figure 18.

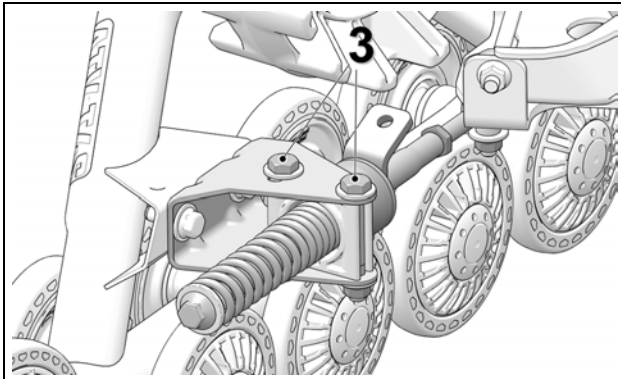


Figure 18

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

BASIC TUNING (Rear Track Systems)

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

TRACK SYSTEM REMOVAL

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

ALIGNMENT

Parallelism must be adjusted with the ATV on the ground, driving the vehicle forward about 3 meters [10 ft.] and measuring toe-in distance. Refer to Figure 19.

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

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

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

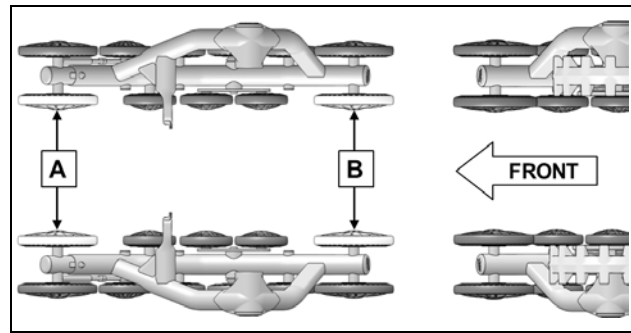


Figure 19

Dimension A: distance between inner front wheels

Dimension B: distance between inner back wheels

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

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

Adjustment Method

To adjust the ATV's steering system, first loosen coupling rod nuts (1), then screw or unscrew the coupling rod (2) an equal number of revolutions on both sides of the vehicle. Re-tighten nuts when adjustment is complete. See Figure 20.

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

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

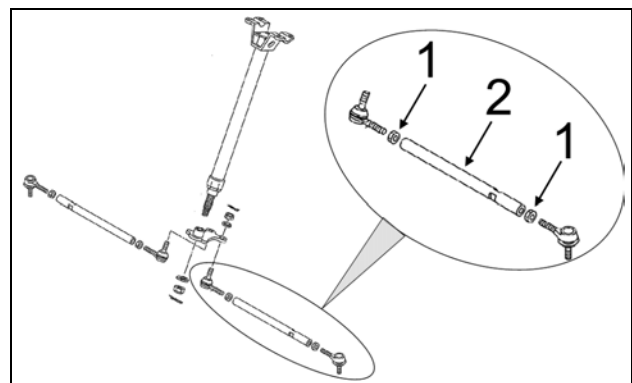


Figure 20

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

Measure A: Measure the distance inside the front $\varnothing 202$ mm wheels on the front Track Systems. See figures 21, 22 and 23.



Figure 21

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

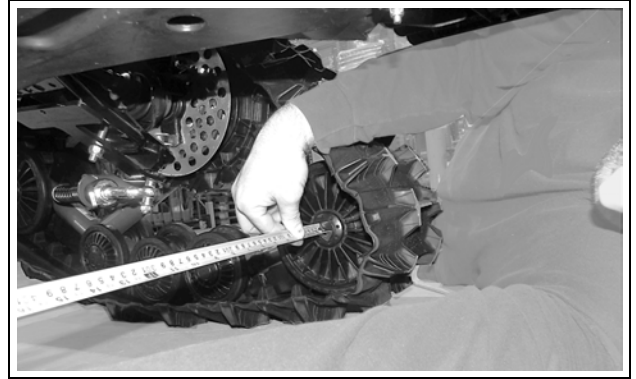


Figure 24

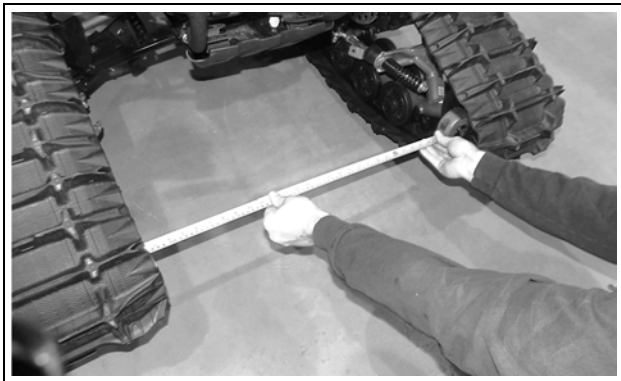


Figure 22 (Distance between front wheels)

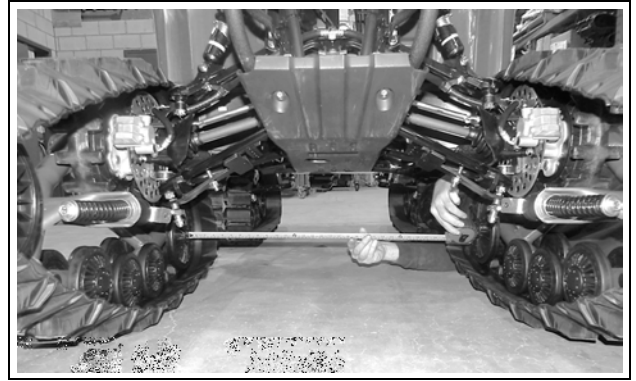


Figure 25 (Distance between rear wheels)



Figure 23

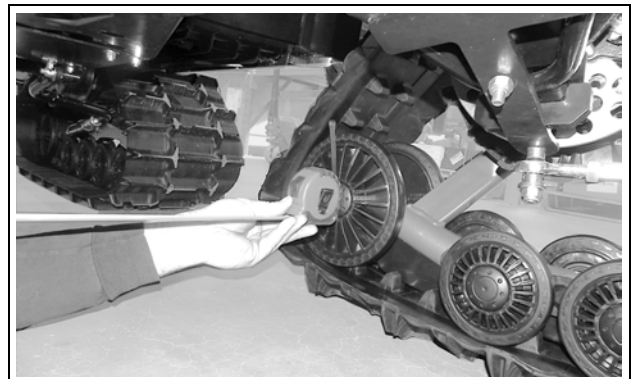



Figure 26

ADJUSTMENTS

TRACK TENSION



WARNING

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

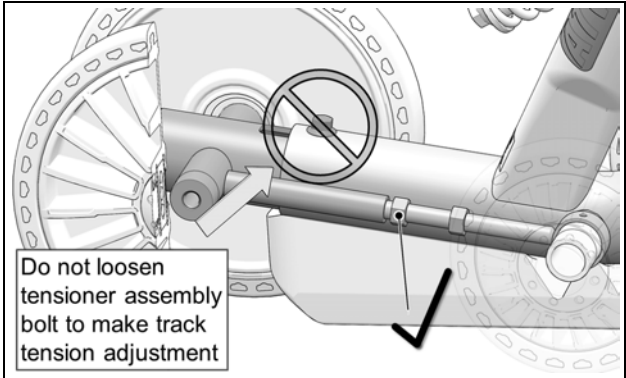


Figure 27

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

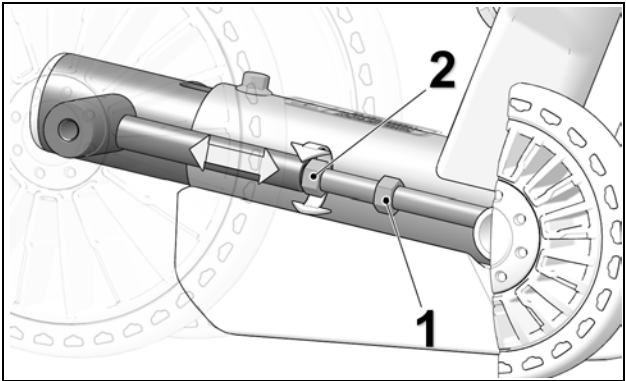


Figure 28

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

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

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



Figure 29

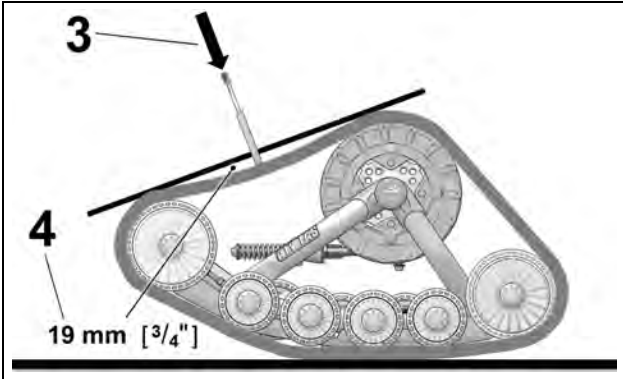


Figure 30

BASIC TUNING

- Higher rubber track tension reduces the risk of “derailing” and reduces sprocket “ratcheting”.
NOTE: Track tension set too high could cause premature wear on system components and is therefore not recommended.
- Lower rubber track tension provides better traction, a smoother ride and better fuel economy.

Final Check

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

MAINTENANCE

⚠ WARNING

Do not insert hands or feet into or near the System unless the engine is off, and the vehicle is stopped with the security brake engaged.

CAUTION: Regular inspection, adjustment and lubrication of the Track System is essential to its good running order and safe operation. Users are responsible to perform maintenance and regularly adjust their Track System. The “Maintenance” section provides the necessary information to perform adequate maintenance on the Track System.

CAUTION: Failure to do regular maintenance at the prescribed intervals and perform the preventive adjustments indicated in the maintenance schedule can result in premature wear and important breakage on the Track System that will not be covered under the warranty. Users are responsible to follow the maintenance schedule provided by the manufacturer.

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

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

For optimum performance and maximum durability, please refer to the maintenance chart below.

For more details on the maintenance program, consult the Maintenance specifications on page 17 and page 18.

| MAINTENANCE | INITIAL | INTERVALS | | |
|--------------------------------------|------------------|---|---|--|
| | FIRST USE | EVERY 25 ^A - 40 ^B HRS | EVERY 50 ^A - 75 ^B HRS | EVERY 200 HRS ^A / ANNUAL ^B |
| SYSTEM - VISUAL INSPECTION | CLEAN / INSPECT | CLEAN / INSPECT | | CLEAN / INSPECT |
| SYSTEM - ADJUSTMENTS | ADJUST | INSPECT / ADJUST | | INSPECT / ADJUST |
| SYSTEM - VEHICLE ALIGNMENT | ADJUST | | INSPECT / ADJUST | INSPECT / ADJUST |
| SYSTEM - BOLT TORQUE | | | | INSPECT / ADJUST |
| TRACK - TENSION | ADJUST | INSPECT / ADJUST | | INSPECT / ADJUST |
| TRACK - WEAR | | | | INSPECT |
| WHEELS - SIDE WEAR | | | | INSPECT / REPLACE |
| WHEELS - BEARINGS | | | INSPECT | INSPECT / REPLACE |
| WHEELS - SEAL LUBRICATION ☐ | | | INSPECT / LUBRICATE ☐ | REPLACE / LUBRICATE ☐ |
| FRAME - HUB BEARINGS ☐ | | | | INSPECT / REPLACE ☐ |
| FRAME - HUB BEARING SEAL ☐ | | | LUBRICATE ☐ | INSPECT / LUBRICATE ☐ |
| FRAME - TRACK GUIDE WEAR | | | | INSPECT / REPLACE |
| FRAME - STABILIZERS | | | | INSPECT / REPLACE |
| FRAME - CRACKS | | | | CLEAN / INSPECT |
| SPROCKETS - WEAR | | | | CLEAN / INSPECT |
| ANTIROTATION - LUBRICATION | | | CLEAN / LUBRICATE | CLEAN / LUBRICATE |
| ANTIROTATION - BOLT TORQUE | INSPECT / ADJUST | | INSPECT / ADJUST | |
| ANTIROTATION - CRACKS, DEFORMATION | | | | INSPECT |
| VEHICLE - SUSPENSION ARM BOLT TORQUE | | INSPECT / ADJUST | | INSPECT / ADJUST |
| VEHICLE - STEERING MECHANISM | | INSPECT / ADJUST | | INSPECT / ADJUST |

A: Commercial use / Industrial use / Abrasives 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 angle of attack adjustments on the systems according to the manufacturer's recommendations. Refer to the *Adjustments* section on page 10.
- **Vehicle Alignment:** Perform or verify the vehicle alignment with the Track Systems installed. Follow the manufacturer's recommendations. Refer to the *Alignment* section on page 13.
- **Bolt Torque:** Check the torque of critical bolts identified in the exploded views of the system. Refer to the central pages of the *User Manual*.

CAUTION: Comply with the tightening torque recommendations and use a thread locker product if you come across a bolt that is not tightened to the manufacturer's recommendations.

Track

- **Tension:** Perform or check track tension on the systems according to the manufacturer's recommendations. Refer to "Rubber Track Tension" in the *Adjustments* section on page 15.
- **Wear:** Check wear and overall condition of the tracks on the Systems. Refer to "Wear" in the *Maintenance* section on page 22.

CAUTION: A damaged track can result in premature wear of Track System components.

Wheels

- **Side Wear:** Check side wear on Track System wheels. Replace wheel(s) if wear is too great. Refer to "Wear" in the *Maintenance* section on page 23.
- **Bearings:** Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel if bearing shows one of these defects.
- **Wheel Seal Lubrication:** Wheel seals must be cleaned of any dirt or contaminant and lubricated according to the manufacturer's recommendations. Refer to "Lubrication" in the *Maintenance* section on page 20. **If a seal shows damage or any defect, it must be replaced.**

NOTE: Installing new seals when doing wheel maintenance is recommended.

NOTE: Lubrication done at the recommended intervals allows the wheel seals to maintain optimal sealing action and prolongs the useful life span of the wheels.

Frame

- **Hub Bearings:** Check hub bearings for restriction, noise or abnormal play in rotation. Bearings must absolutely be replaced if they present a defect.

CAUTION: If a hub bearing shows a defect, replace the both hub bearings and replace hub bearings on all 4 Track Systems at the same time.

- **Hub Bearing seal:** The maintenance chart recommends cleaning and lubricating the hub seal. Refer to “Lubrication” in the *Maintenance* section on page 20.

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

- **Track Guide wear:** Check wear on Track guides. Replace guides if wear is too great. Refer to “Wear” in the *Maintenance* section on page 23.
- **Stabilizers:** Verify condition of rubber cones on the stabilizer assembly of front systems and wheel axle assembly of rear systems. If the cone bores show oval-shaped wear, they must be replaced. Refer to the “Wear” section in the *User Manual* on page 23.
- **Cracks:** Visually inspect frames for presence of cracks or defects that can impair proper operation of the Track System. Replace components if damaged.

Sprockets

- **Wear:** Check wear of sprockets on the Systems. Replace if wear is too great. Refer to “Wear” in the *Maintenance* section on page 23.

Anti-rotation

- **Lubrication:** The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to “Lubrication” in the *Maintenance* section on page 21.
- **Bolt Torque:** Verify torque of assembly bolts on anchor brackets and anti-rotation arms at the recommended intervals specified by the maintenance chart.
- **Cracked or bent parts:** Visually inspect anti-rotation arms for presence of cracked or bent parts that can impair proper functioning. Replace components if damaged.

- **Rubber Dampers:** Verify condition of rubber dampers on anti-rotation arms. Replace dampers if they are deformed, cracked or show severe wear. Refer to “Wear” in the *Maintenance* section on page 22.

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

CAUTION: 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: Use a breaker bar to remove the hub assembly bolt. Do not use an air impact wrench. It might cause the bolt to break.

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

SPECIAL TOOLING

⚠ WARNING

When performing inspection of bearings, please note that the bearings cannot be re-greased like snowmobile bearings. If a wheel bearing needs to be serviced, replace the entire wheel. Some of the components (i.e. 134 mm wheels) need a special tool for servicing. Please use appropriate tools to avoid any damage to your components.

Wheel Extractor

NOTE: The Wheel extractor shown below in Figure 31 can be purchased through an authorized Camso dealer. Part #2000-00-1050.

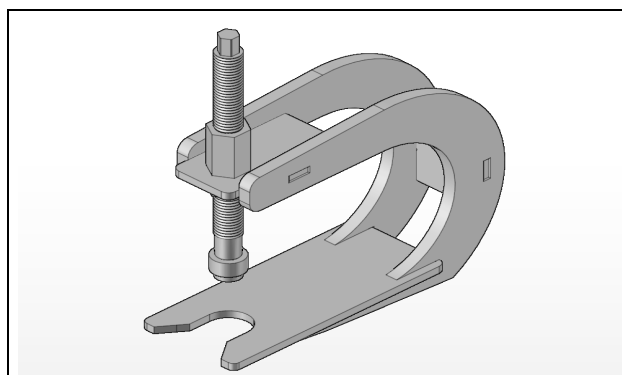
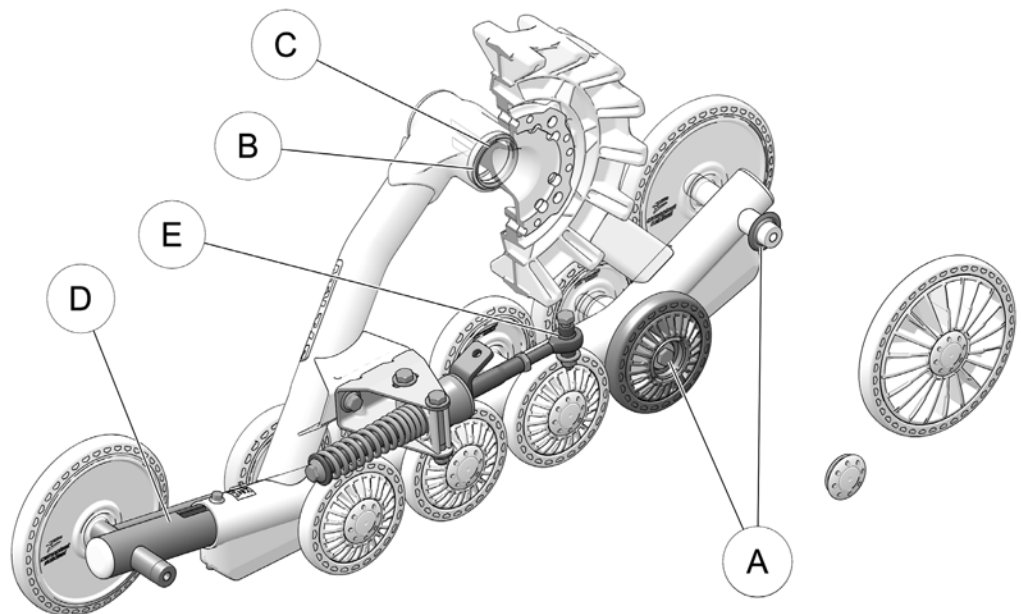
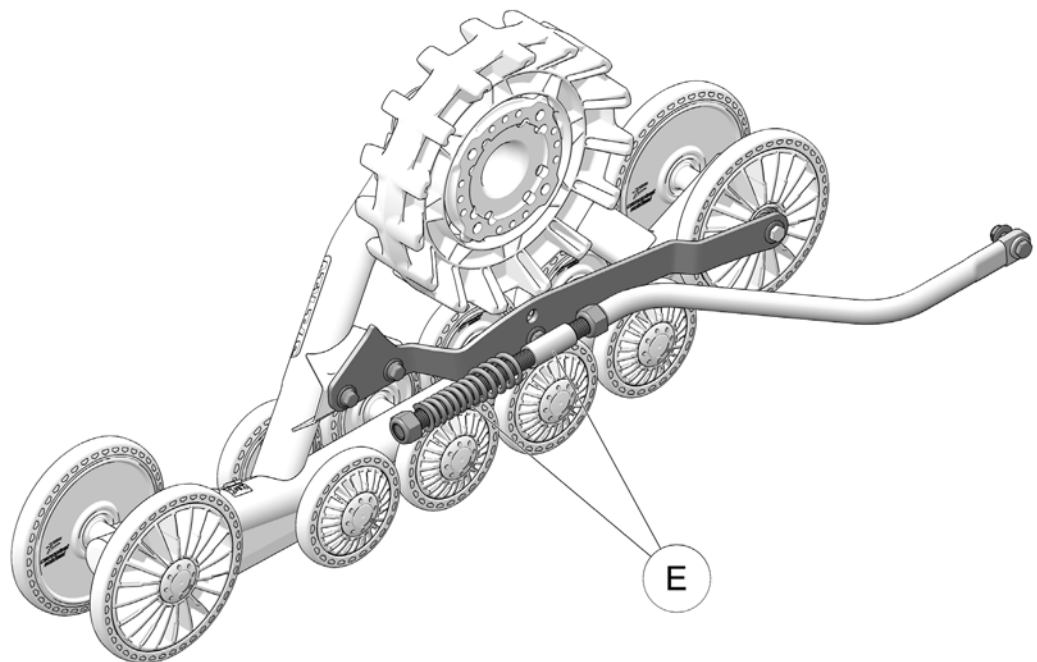


Figure 31

LUBRICATION



- A WHEEL SEALS & WHEELS
- B HUB SEAL
- C HUB - SPEED SLEEVE
- D TRACK TENSIONER
- E ANTI-ROTATION ARM



LUBRICATION

The maintenance chart on page 16 includes lubrication maintenance to perform on the Track Systems. Refer to the following recommendations for optimal lubrication.

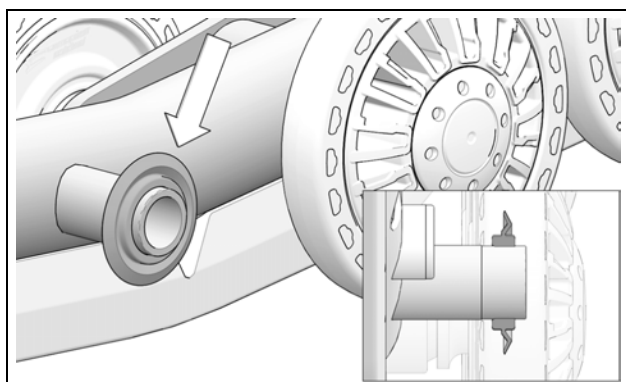
NOTE: Use a grease designed for operation in cold temperature and in extreme and wet environments.

REFERENCE "A"

WHEEL SEAL LUBRICATION (Ø202 & Ø134 mm wheels)

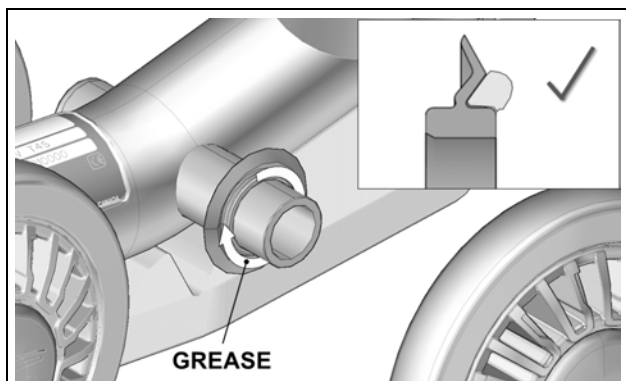
Install new seal on clean, dry wheel shaft at mid-point on bearing seat.

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

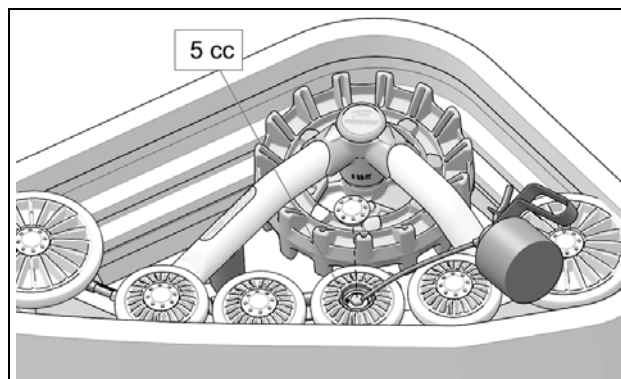


Apply evenly 3 to 3.5 cc of grease all around the wheel seal's V-shaped groove.

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



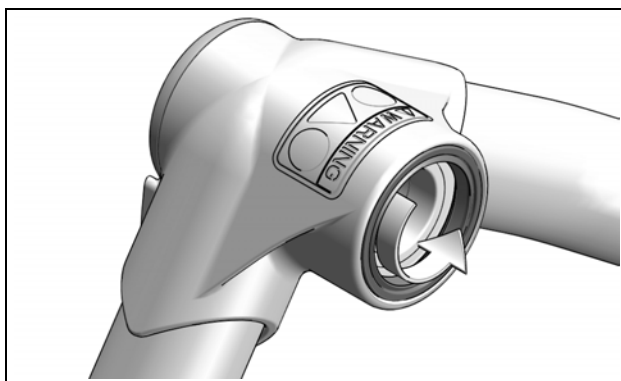
Camso recommends pouring 5 cc of oil under wheel caps, at every maintenance interval. This will help minimize presence of contaminants and extend wheel bearing life.



REFERENCE "B"

HUB BEARING SEAL LUBRICATION

Apply evenly 1.5 to 2 cc of grease between the hub seal lips and on its the entire circumference (360°).



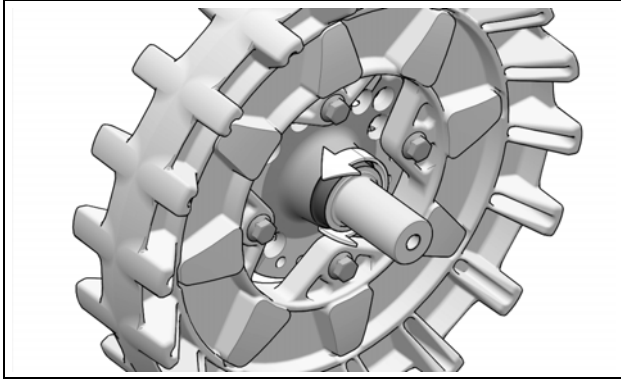
IMPORTANT: The hub seal must be installed flush with the hub face.

CAUTION: Replace hub seal immediately if defective.

REFERENCE “C”

LUBRICATION OF HUB SPEED SLEEVE

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

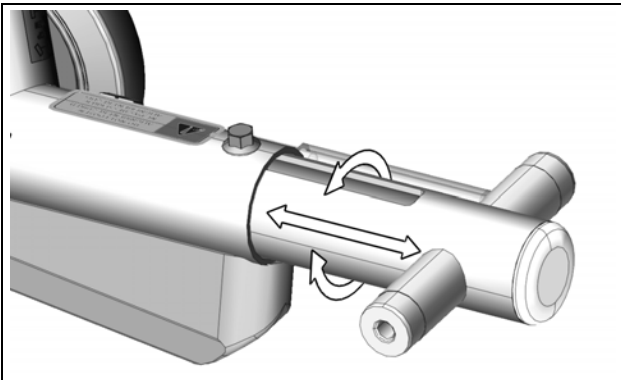


CAUTION: Replace Speed Sleeve immediately if it shows wear.

REFERENCE “D”

FRAME TUBING - TENSIONER SIDE

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



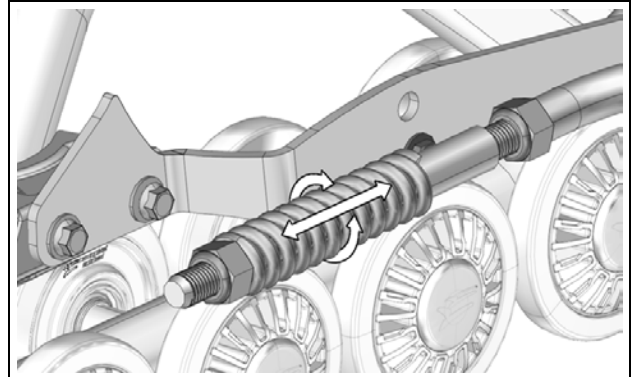
NOTE: Application of lubricant on the tensioner tubing prevents corrosion inside the frame. Lubrication allows the tensioner to move freely when adjusting the track's tension.

REFERENCE “E”

STABILIZING ARM LUBRICATION

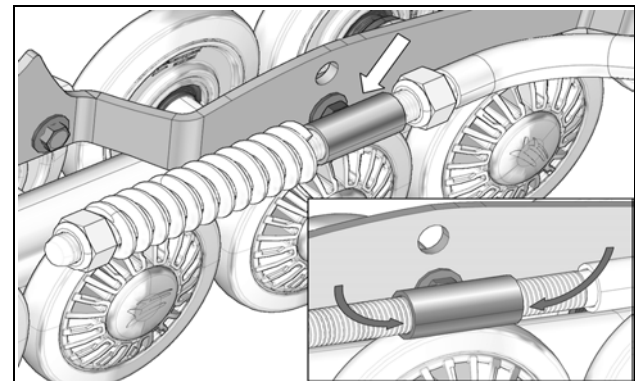
Clean and apply spray lubricant all around Rear Stabilizing arm compression spring on vehicles with a rigid rear axle suspension.

RIGID REAR AXLE SUSPENSION



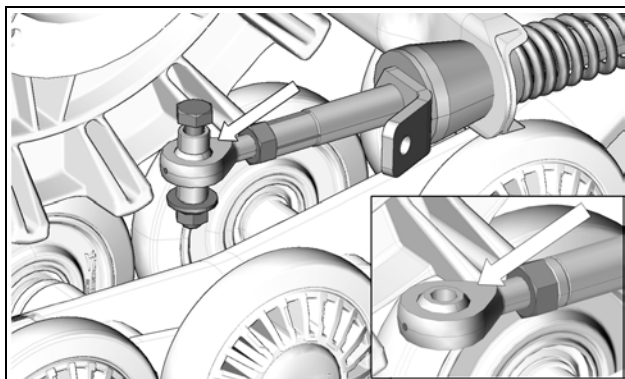
LUBRICATION OF STABILIZING ARM GUIDES - RIGID SUSPENSION

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



LUBRICATION OF STABILIZING ARM ROD ENDS

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



WEAR

Rubber dampers (Stabilizing arms)

Check wear and damage on rubber dampers mounted on the stabilizing arms. Replace them if they show cracks or are excessively worn or deformed. See Figure 32.

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

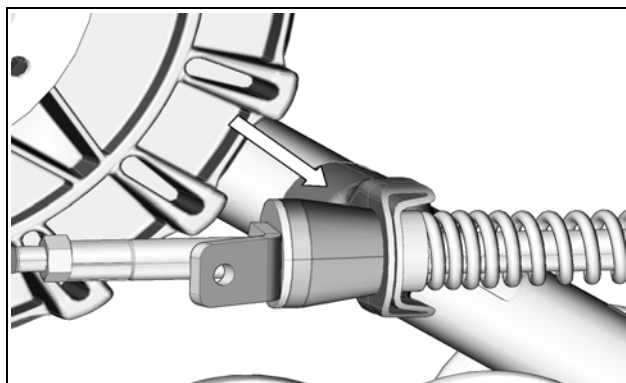


Figure 32

Anti-rotation

Verify wear on Stabilizing arm ball joint to make sure that it is not seized or too loose. Figure 33.

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

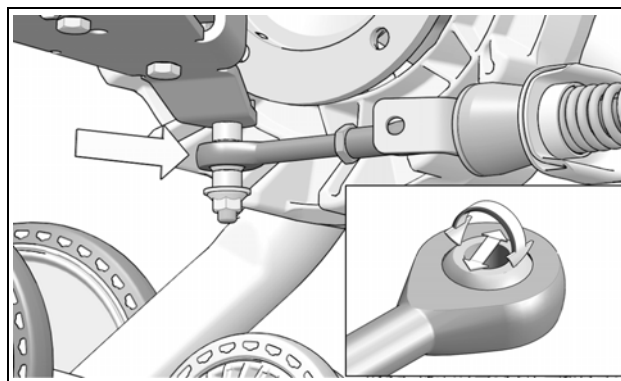


Figure 33

Track

Verify wear on track by inspecting the drive lugs, tread bars, and the track's inside and outside surfaces. Make sure that the track's internal structure is not visible where cuts have occurred or in worn areas. See Figure 34.

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

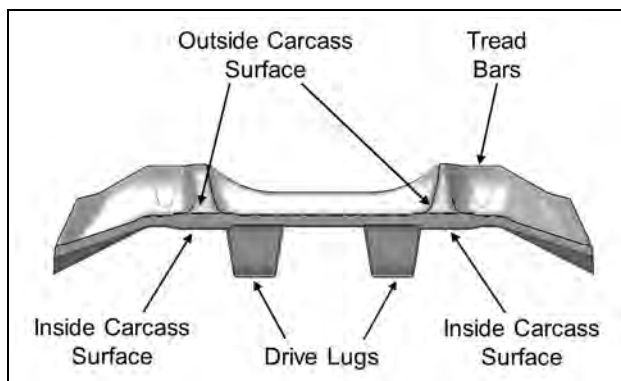


Figure 34

Wheels

Verify wear on wheels, especially on interior guidance strip. If internal plastic structure is visible (Figure 36-2) -- (new wheel Figure 36-1), rubber coating is worn away and wheel must be replaced. Replace wheels also if rolling band narrows to a width of 17 mm or less -- (22 mm when new). Figure 35 and Figure 36.

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

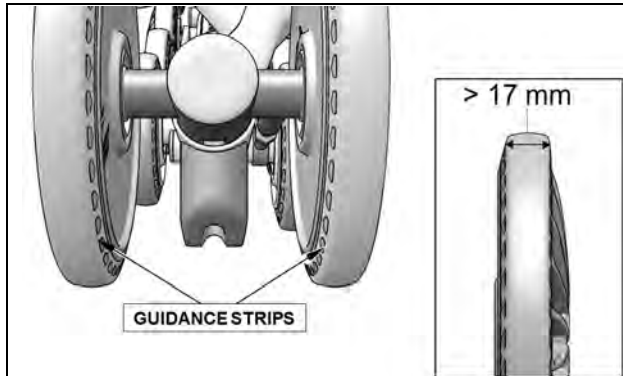


Figure 35



Figure 36

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 37.

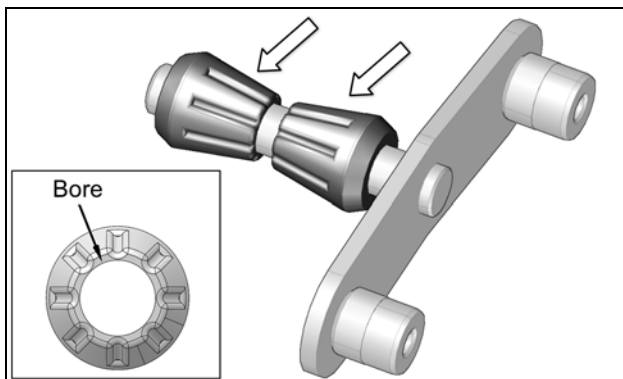


Figure 37

Track guide

Verify wear on Track guide by measuring width of guide rails. If rail dimensions, illustrated in Figure 38, are less than 5 mm at any point along Track guide, replace part. If guide is so worn that concave shape is no longer visible, replace part.

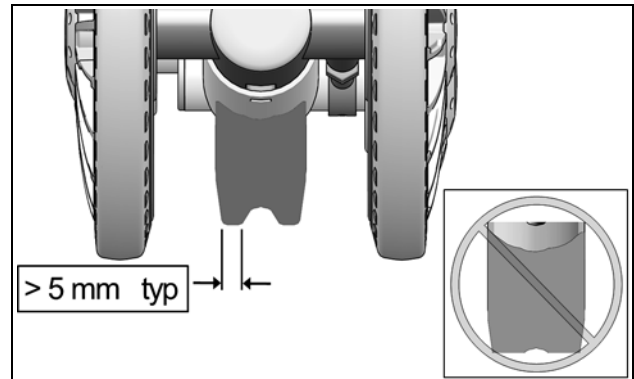


Figure 38

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

Sprocket

Check wear on Sprocket by measuring sprocket teeth as illustrated on Figure 39. Replace sprocket if dimensions are less than 19 mm.

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

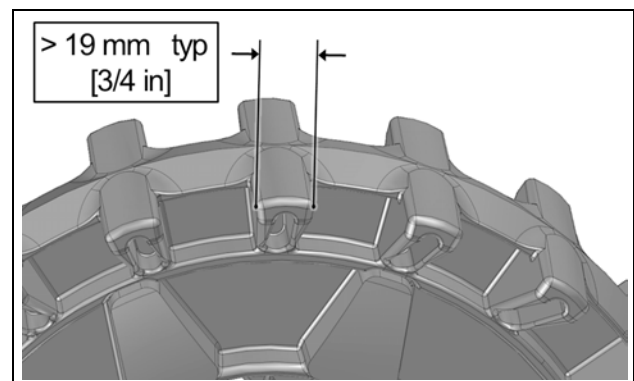


Figure 39

CAUTION: In order that wear on sprockets be produced evenly across all 4 sprockets, the vehicle should be driven in 4x4 mode, especially in abrasive conditions.

TROUBLESHOOTING

| 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. |
| | Presence of dirt between wheel hub and track system hub could cause incorrect seating of mating surfaces when installing track system. | Check wear on wheels, track guide and track drive lugs. |
| | Hub or wheel bearing damaged. | Remove system and clean contact surfaces between hubs. |
| Unstable behavior | Wheel Hub or track system hub deformed following an impact or abusive use | Replace damaged bearing. |
| | Incorrect adjustment of angle of attack on track system. | Replace deformed part |
| | Track tension too high | Adjust angle of attack according to manufacturer's specifications. (Refer to "Adjustments" section of <i>User Manual</i>) |
| | Wrong alignment of the system | Adjust track tension. (Refer to "Adjustments" section of <i>User Manual</i>) |
| | | Correct the system alignment (Refer to the "Adjustments" section of the <i>User Manual</i>) |

| | | |
|--|---|--|
| Overheating of system guiding components (burned rubber odor) | Wheel blocked | Try to free the wheel and replace if necessary |
| | Wrong alignment of the system | Correct system alignment (Refer to the "Adjustments" section of the 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. |
| Partial or total derailing | Infiltration of snow in vehicle's air intake system or clutch system... | Remove snow and immediately contact the dealer to fix the situation. |
| | 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. |

2-YEAR LIMITED WARRANTY

Camso guarantees that the new, unused **Camso® ATV T4S** System (System) installed by an authorized dealer or distributor is free from any defects in materials and workmanship during the period and in conditions described below. When operating a new **Camso® ATV T4S** System, the user agrees that the present form is applicable and exclusive, that they have been signified and that they have been accepted by him/her at the time of purchase.

The **Camso® ATV T4S** Track System is covered by a manufacturer warranty (warranty). The warranty covers manufacturing defects related with materials and workmanship. The installation and maintenance of the System is always the responsibility of the owner.

PERIOD OF COVERAGE

The warranty is valid for a period of twenty-four (24) months following the date of purchase. This warranty does not apply to normal maintenance.

The warranty applies exclusively to parts and components of the Track System. All paint defects on the System (frames and components) are not covered.

The warranty is not valid if the System is not installed by an authorized Camso network dealer or distributor.

This warranty specifically excludes any damage or breakage to the ATV and related defects on the ATV, whether or not these were caused or believed to be caused by the System.

The manufacturer is not responsible for damages, injuries or loss caused at the time of or after installing of the System on the vehicle.

For a warranty to be valid, the System owner must comply with manufacturer notices and warnings. In addition, all claims must be accompanied by a proof of purchase (original receipt or sale contract) and work or repairs must be performed by an authorized 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) Labor costs, parts and materials related any and all maintenance costs.

7) Damage resulting from faulty repairs, improper maintenance or any unauthorized changes made to the System other than those specified by the manufacturer or from the installation of non-original or unauthorized parts that were not produced or approved by Camso.

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

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

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

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

Any repaired or replaced components or parts are guaranteed only to the extent of the original warranty. In other words: if a warranted part was replaced after nine (9) months, the new replacement part will only be guaranteed for fifteen (15) months, for a total of twenty-four (24) months. Any claim for a track will be established according to its residual value, 100% during the first 12 months, 75% between 12 and 18 months and 50% between 18 and 24 months. The residual value will have to be applied in the form of reduction to the purchase of a track of replacement at regular price. In no event shall the warranty extend beyond a total of twenty-four (24) months from the date of original System purchase.

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

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

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

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

"CE" DECLARATION OF CONFORMITY



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 : ATV 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: _____



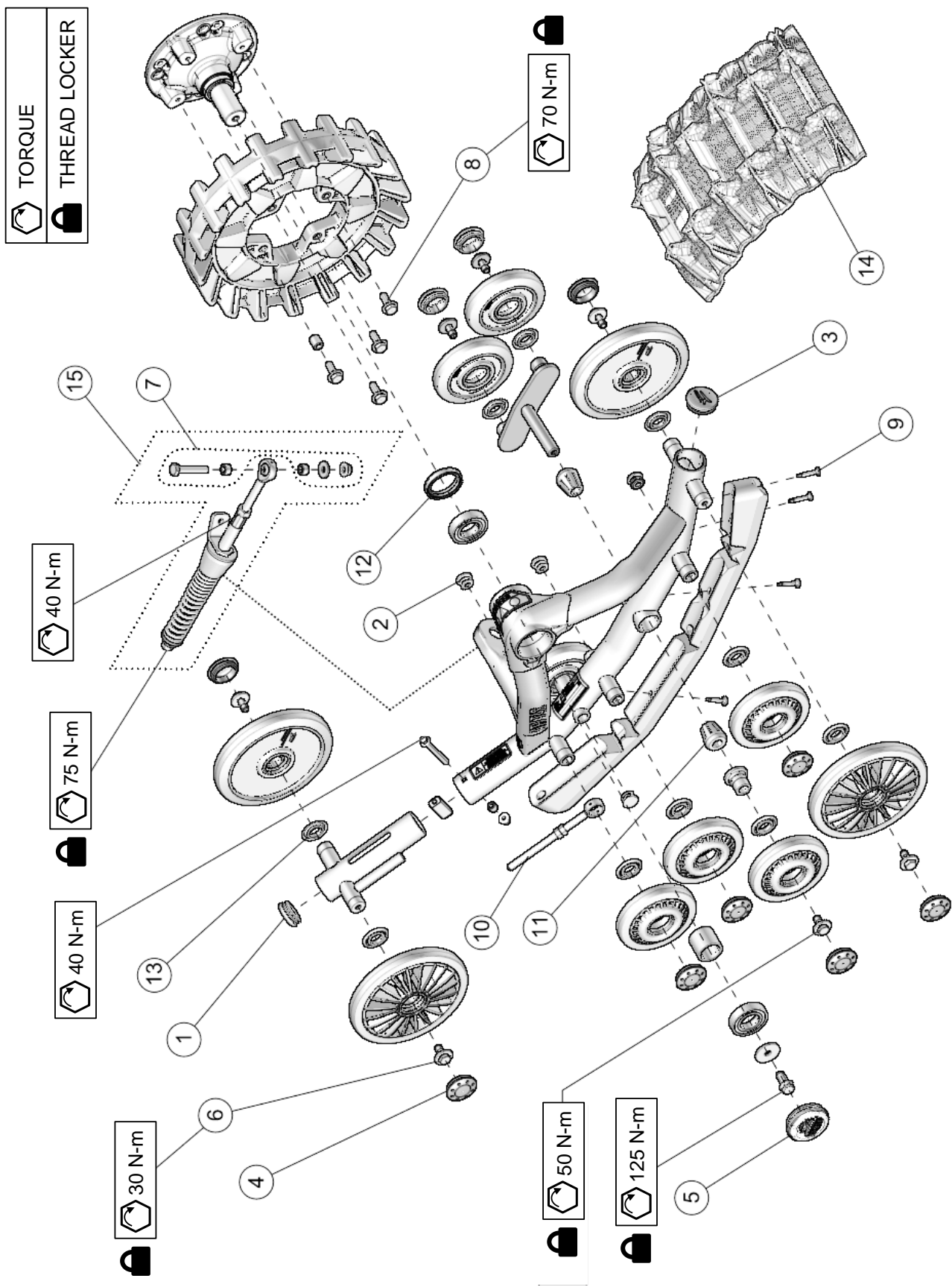
PATENTS

The Camso ATV T4S System is covered by the following patents:

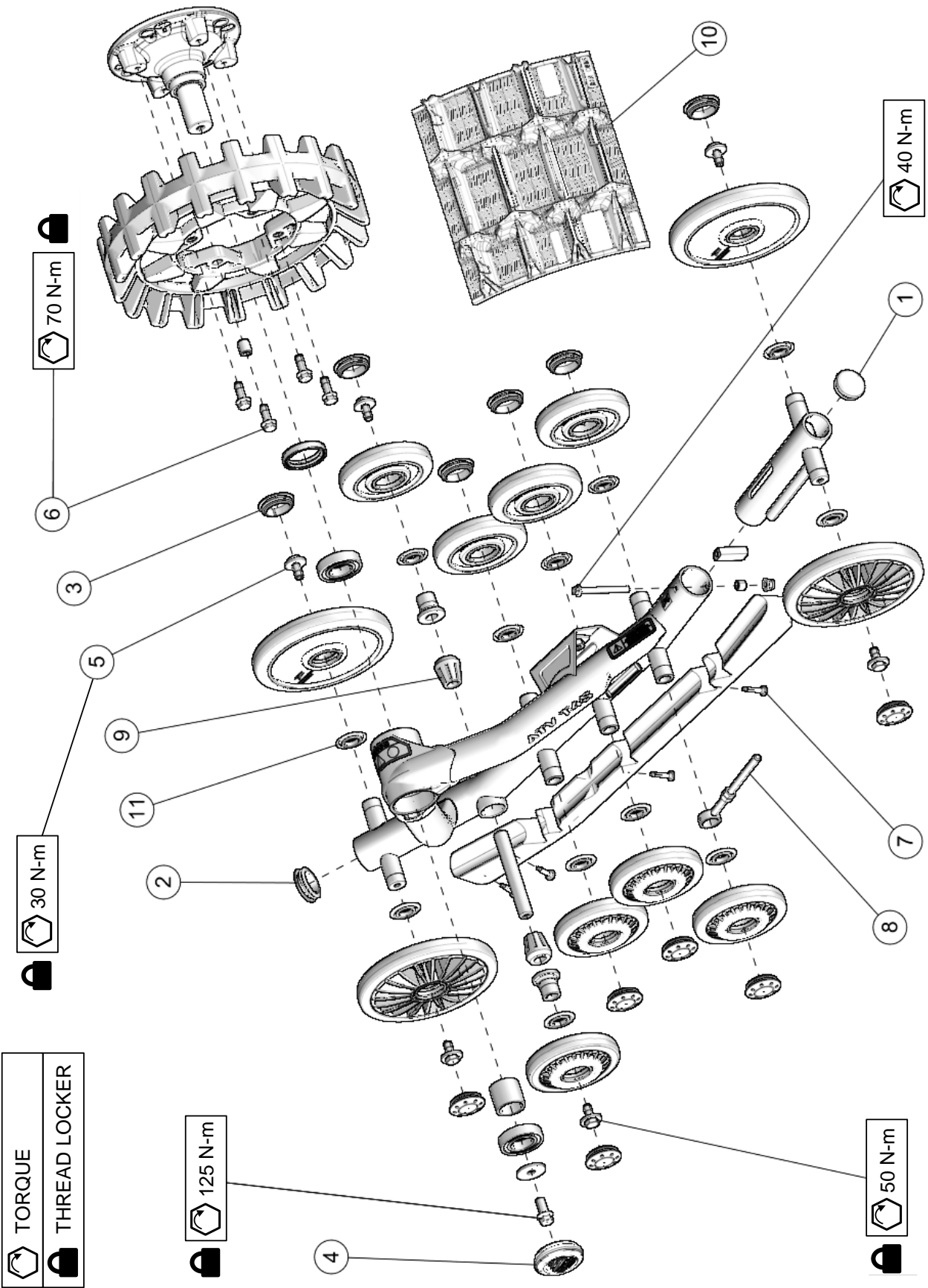
- CA 2 405 908
- CA 2 493 181
- CA 147 901
- CA 2 822 562
- CA 2 825 509
- CA 2 552 119 *
- CA 2 770 498 *
- EU 002116731-0001
- EU 002116731-0002
- US 6 935 708
- US 7 229 141
- US 8 347 991
- US 8 662 214
- US 8 967 737
- US D681,071
- US D680,561
- US 7 708 092 *
- US 8 297 383 *

* inventor: Jean Després

PARTS LIST

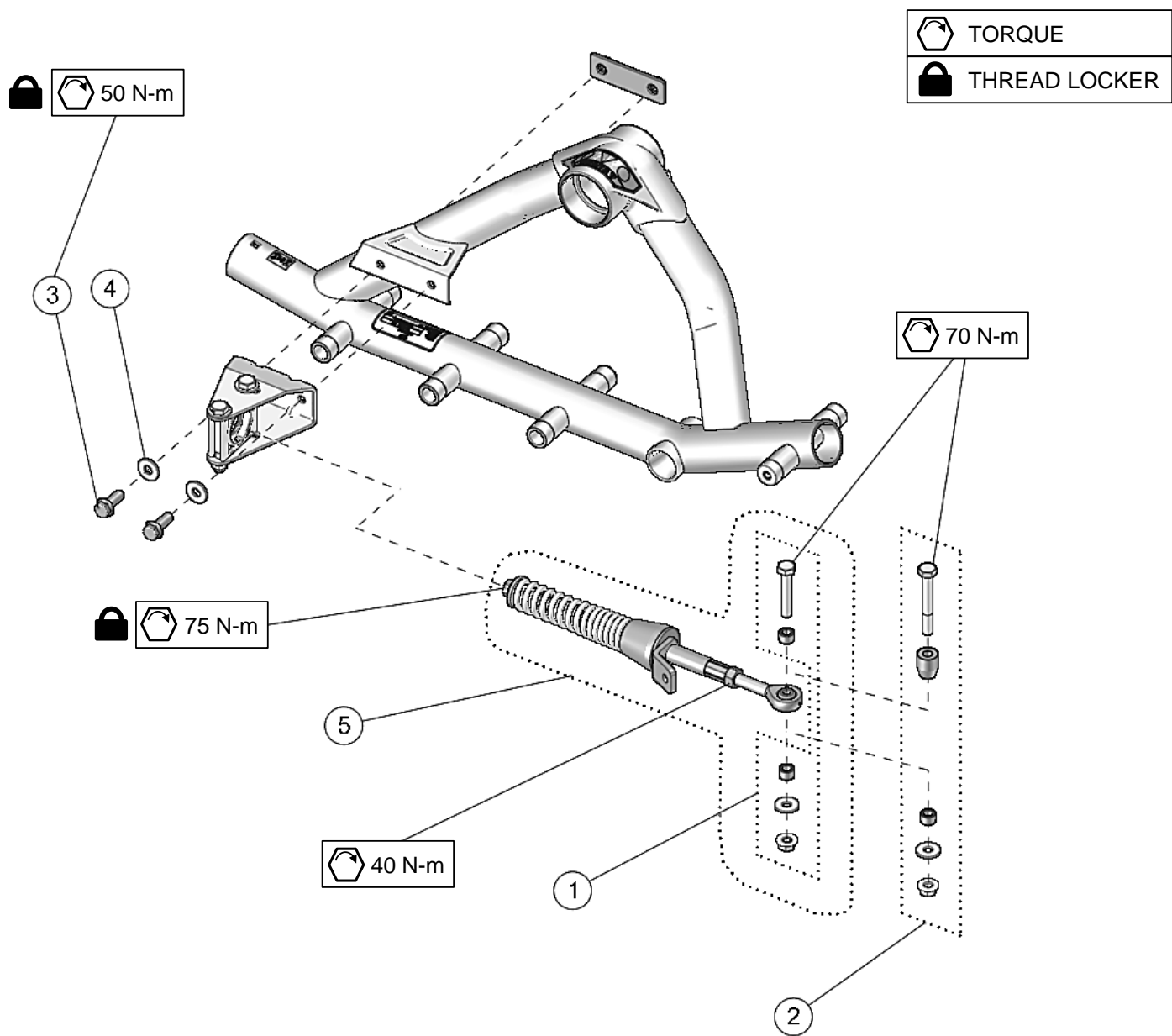


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|---|-----|
| | | CAMSO ATV T4S MY2020 :: FRONT LEFT & RIGHT | |
| 1 | 1017-00-0001 | FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE | 1 |
| 2 | 1017-00-0005 | PLASTIC WHEEL CAP 1" / CAP DE ROUE DE 1" | 4 |
| 3 | 1017-00-0010 | PLASTIC FRAME CAP 2" / CAP DE CADRE 2" | 1 |
| 4 | 1017-00-0042 | WHEEL CAP / CAP DE ROUE -- 2" | 11 |
| 5 | 1017-00-7150 | HUB CAP CAMSO ASS'Y / CAP MOYEU CAMSO ASS. | 1 |
| 6 | 1033-10-2026 | HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 7 |
| 7 | 1033-AS-0025 | STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STAB. | 1 |
| 8 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 4 |
| 9 | 1049-00-0007 | SDSQWS, #12-24X1.5, ZP | 4 |
| 10 | 1082-00-7050 | TRACK TENSIONER ROD ASS. / TIGE TENDEUR ASS. | 1 |
| 11 | 1093-00-7000 | RUBBER CONE / CONE DE CAOUTCHOUC | 2 |
| 12 | 1093-00-7002 | DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE | 1 |
| 13 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 11 |
| 14 | 1093-00-9229 | TRACK / CHENILLE -- 11.5 X 93.38 X 1.125 (9229S) | 1 |
| 15 | 7001-00-7504 | S-KIT STABILIZING ROD - ATV / S-KIT BRAS STABILISATEUR, ATV | 1 |





| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|---|-----|
| | | CAMSO ATV T4S MY2020 :: LEFT & RIGHT REAR | |
| 1 | 1017-00-0001 | FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE | 1 |
| 2 | 1017-00-0010 | PLASTIC FRAME CAP 2" / CAP DE CADRE 2" | 1 |
| 3 | 1017-00-0042 | WHEEL CAP / CAP DE ROUE -- 2" | 12 |
| 4 | 1017-00-7150 | HUB CAP CAMSO ASS'Y / CAP MOYEU CAMSO ASS. | 1 |
| 5 | 1033-10-2026 | HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 6 |
| 6 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 4 |
| 7 | 1049-00-0007 | SDSQWS, #12-24X1.5, ZP | 4 |
| 8 | 1082-00-7050 | TRACK TENSIONER ROD ASS'Y / TIGE TENDEUR ASS. | 1 |
| 9 | 1093-00-7000 | RUBBER CONE / CONE DE CAOUTCHOUC | 2 |
| 10 | 1093-00-9228 | REAR TRACK / CHENILLE ARRIÈRE -- 12.5 x 98.57 x 1.250 (9228S) | 1 |
| 11 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 12 |

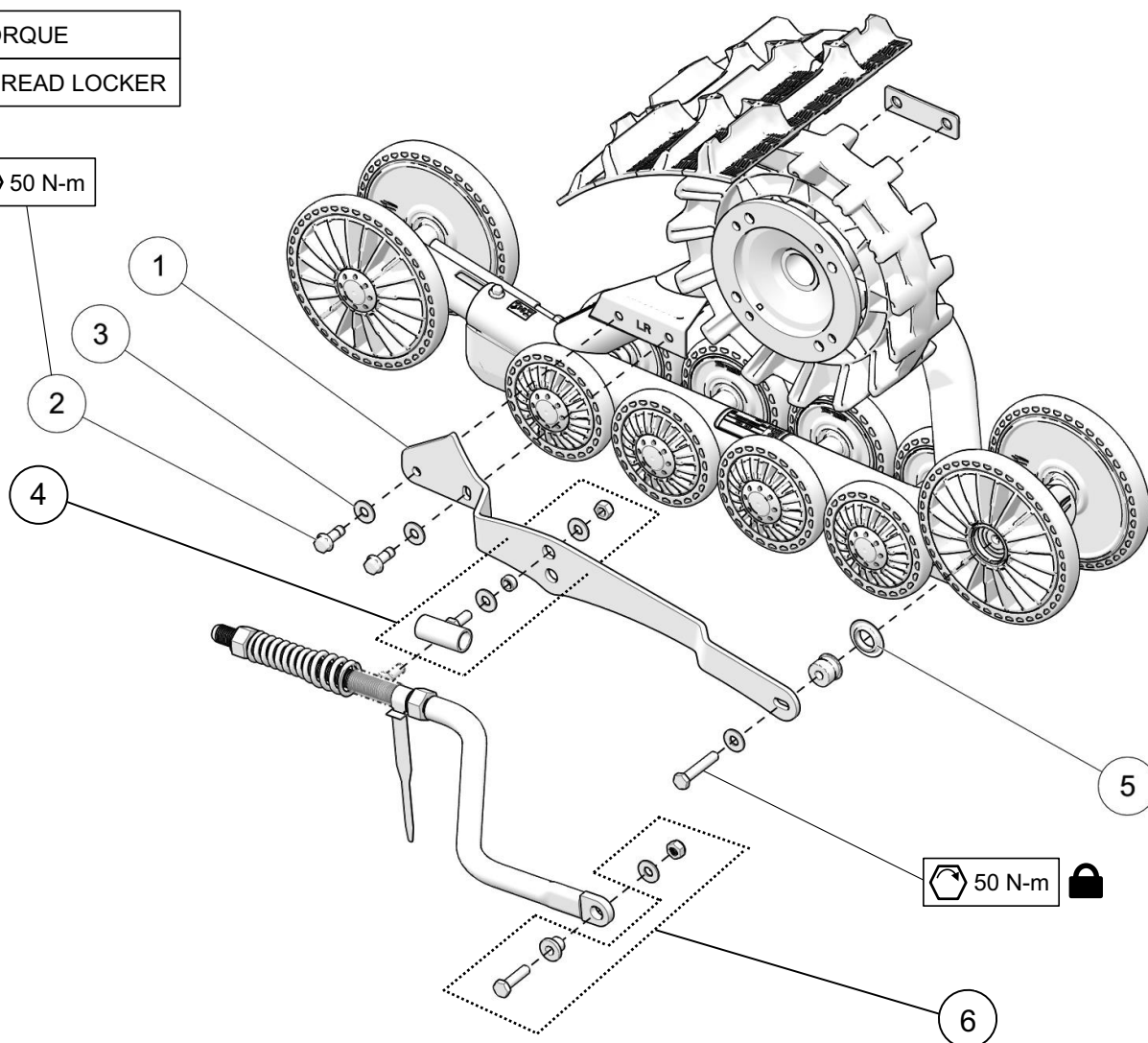
PARTS LIST



| ITEM # | PART # | DESCRIPTION | QTY |
|---|--------------|---|-----|
| CAMSO ATV T4S MY2020 :: INDEPENDENT SUSPENSION (IS) | | | |
| 1 | 1033-AS-0025 | STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR | 1 |
| 2 | 1033-AS-0075 | STABILIZING ROD LONG BOLT KIT / ENS. BOULON LONG BRAS STABILISATEUR | 1 |
| 3 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 2 |
| 4 | 1060-00-0004 | W, 7/16X1.0X0.072, 8, ZP, USS | 2 |
| 5 | 7001-00-7504 | S-KIT STABILIZING ROD - ATV / S-KIT BRAS STABILISATEUR - ATV | 1 |

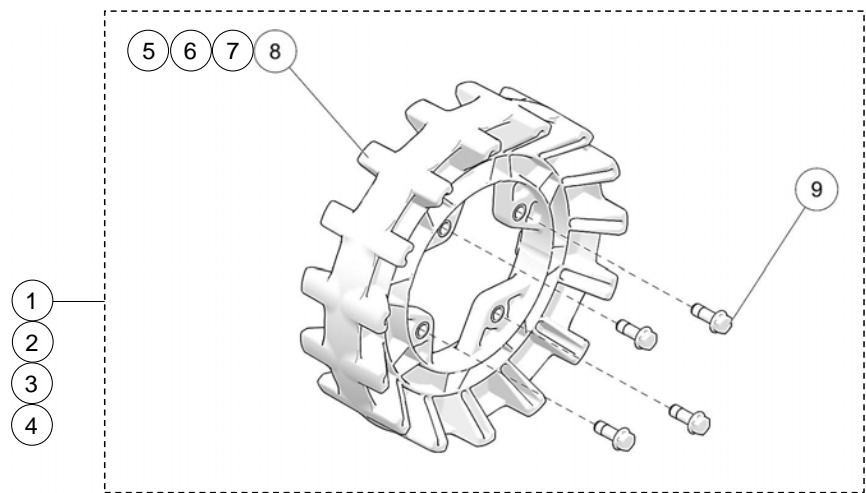
| | |
|---|---------------|
|  | TORQUE |
|  | THREAD LOCKER |

 50 N-m

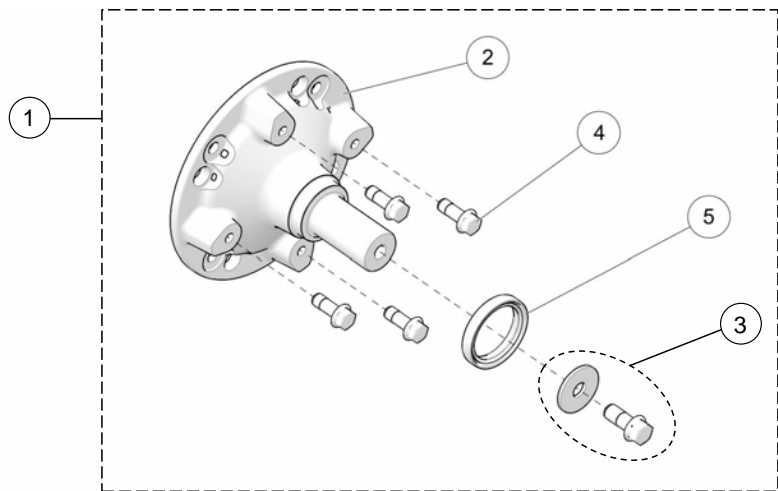


| ITEM # | PART # | DESCRIPTION | QTY |
|--|--------------|--|-----|
| CAMSO ATV T4S MY2020 :: RIGID SUSPENSION (RS) | | | |
| 1-A | 1015-00-7008 | ANTI-ROT. BRACKET RIG. SUSP. LEFT / ATTACHE ANTI-ROT. GAUCHE SUSP. RIG. | 1 |
| 1-B | 1015-00-7018 | ANTI-ROT. BRACKET RIG. SUSP. RIGHT / ATTACHE ANTI-ROT. DROIT SUSP. RIG. | 1 |
| 2 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 2 |
| 3 | 1060-00-0004 | W, 7/16X1.0X0.072, 8, ZP, USS | 3 |
| 4 | 1080-00-3000 | STABILIZING ARM GUIDE ASSY (RS) / GUIDE BRAS STABILISATEUR ASSEMBLÉ (SR) | 1 |
| 5 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 1 |
| 6 | 7050-00-0024 | S-KIT - BUSHING RS, STABILIZING ROD / BAGUE SR , BRAS STABILISATEUR | 1 |

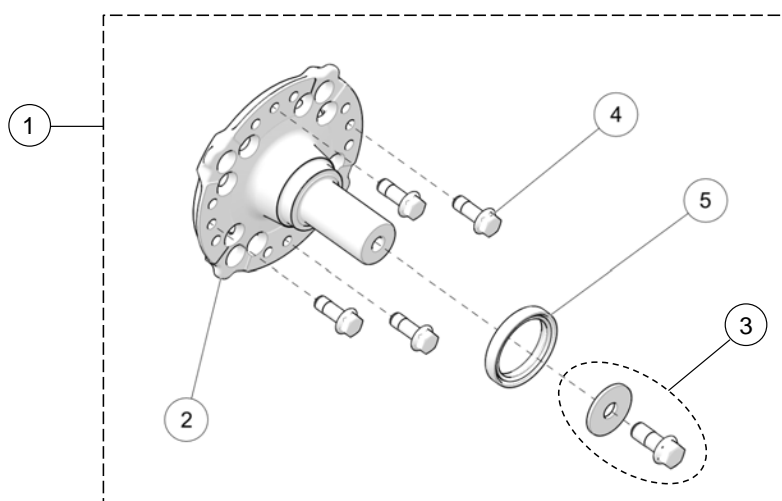
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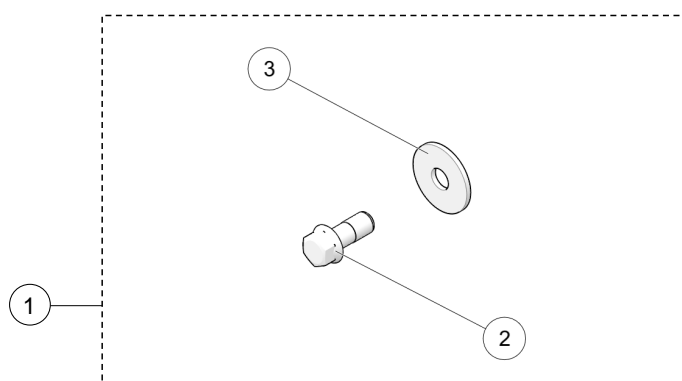
| ITEM # | PART # | DESCRIPTION | QTY |
|---------------------------------------|--------------|--|-----|
| CAMSO ATV-UTV MY2020 :: SPROCKET KITS | | | |
| 1 | 7009-00-7115 | S-KIT 15/4 SPROCKET / BARBOTIN 15/4 | 1 |
| 2 | 7009-00-7116 | S-KIT 16/4 SPROCKET / BARBOTIN 16/4 | 1 |
| 3 | 7009-00-7117 | S-KIT 17/4 SPROCKET / BARBOTIN 17/4 | 1 |
| 4 | 7009-00-7118 | S-KIT 18/4 SPROCKET / BARBOTIN 18/4 | 1 |
| 5 | -- | SPROCKET 15 TEETH / BARBOTIN 15 DENTS -- T4S | 1 |
| 6 | -- | SPROCKET 16 TEETH / BARBOTIN 16 DENTS -- T4S | 1 |
| 7 | -- | SPROCKET 17 TEETH / BARBOTIN 17 DENTS -- T4S | 1 |
| 8 | -- | SPROCKET 18 TEETH / BARBOTIN 18 DENTS -- T4S | 1 |
| 9 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 4 |



| ITEM # | PART # | DESCRIPTION | QTY |
|---|--------------|---|-----|
| CAMSO ATV-UTV MY2020 :: S-KIT POLARIS MULTI HUB | | | |
| 1 | 7019-05-0070 | S-KIT POLARIS MULTI HUB / S-KIT MOYEU MULTI POLARIS | 1 |
| 2 | -- | POLARIS MULTI HUB ASS'Y / MOYEU MULTI POLARIS ASS. | 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 |

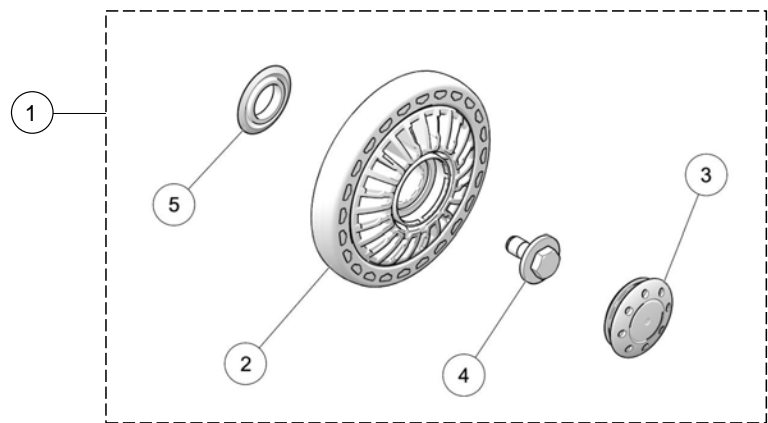


| ITEM # | PART # | DESCRIPTION | QTY |
|--|--------------|--|-----|
| CAMSO ATV-UTV MY2020 :: S-KIT MULTI MODEL HUB | | | |
| 1 | 7019-77-0015 | S-KIT MULTI MODEL HUB / S-KIT MOYEU MULTI MODÈLE | 1 |
| 2 | -- | MULTI MODEL HUB ASS'Y / MOYEU MULTI MODÈLE ASS. | 1 |
| 3 | 1033-AS-0066 | WHEEL HUB BOLT 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 |

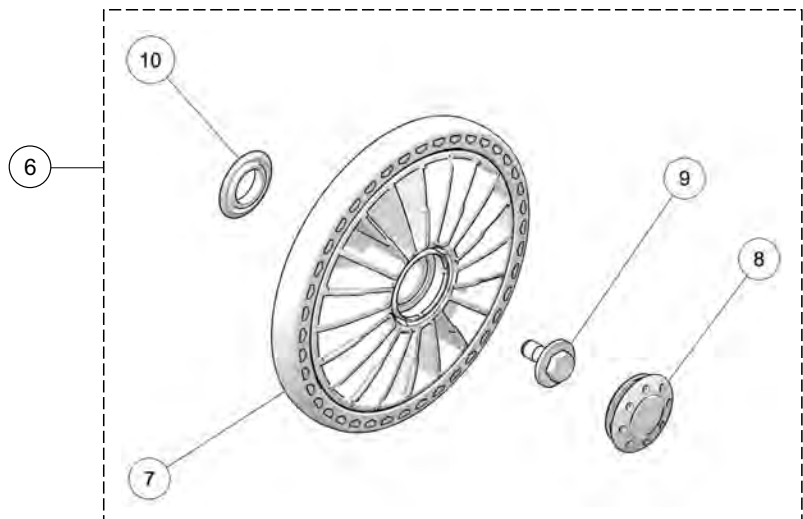


| ITEM # | PART # | DESCRIPTION | QTY |
|---|--------------|--|-----|
| CAMSO ATV - UTV MY2020 :: WHEEL HUB BOLT KIT | | | |
| 1 | 1033-AS-0066 | WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU | 1 |
| 2 | -- | HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921 | 1 |
| 3 | -- | W, 1.625, 0.515, 11GA. | 1 |

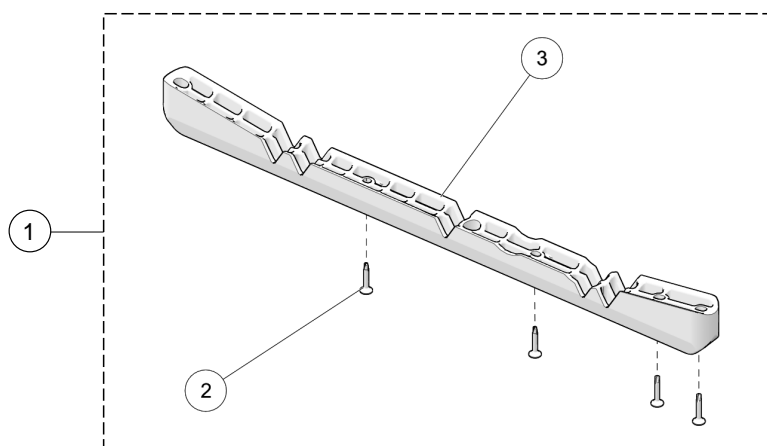
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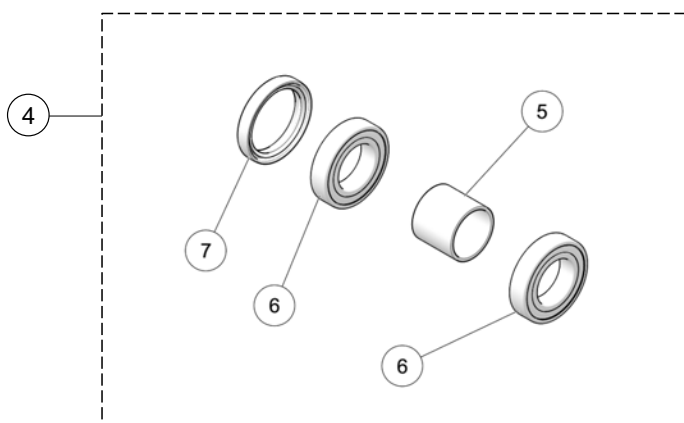
| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--|-----|
| | | CAMSO ATV T4S - ATV R4S MY2020 :: 134 MM WHEEL KIT | |
| 1 | 7016-00-0134 | REPLACEMENT WHEEL KIT / ROUE DE REMPLACEMENT -- 134MM-2015 | 1 |
| 2 | -- | INJECTION ATV WHEEL / ROUE ATV INJ. -- 134 MM | 1 |
| 3 | 1017-00-0042 | WHEEL CAP / CAP DE ROUE -- 2" | 1 |
| 4 | 1033-10-2026 | HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 1 |
| 5 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 1 |



| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--|-----|
| | | CAMSO ATV T4S MY2020 :: 202 MM WHEEL KIT | |
| 6 | 7016-00-0202 | REPLACEMENT WHEEL KIT / ENS. ROUE DE REMPLACEMENT -- 202 MM | 1 |
| 7 | -- | INJECTION ATV WHEEL / ROUE ATV INJ. -- 202 MM | 1 |
| 8 | 1017-00-0042 | WHEEL CAP / CAP DE ROUE -- 2" | 1 |
| 9 | 1033-10-2026 | HEX BOLT / BOULON HEX -- HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 1 |
| 10 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 1 |

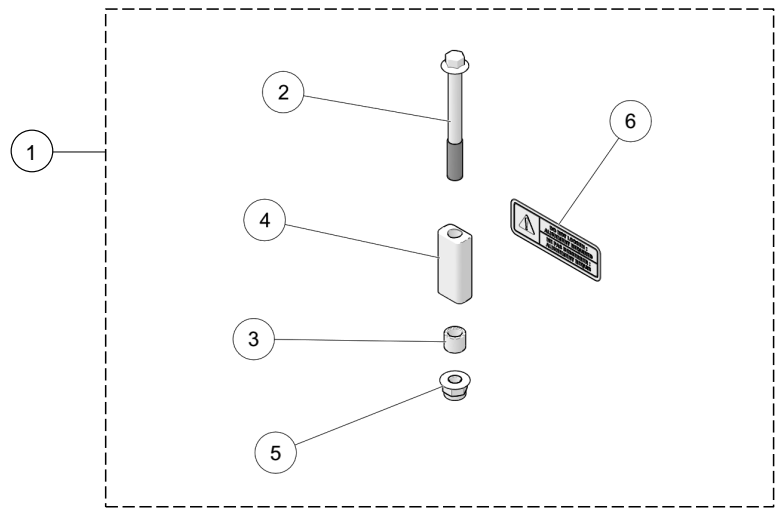


| ITEM # | PART # | DESCRIPTION | QTY |
|--|--------------|--|-----|
| CAMSO ATV T4S MY2020 :: TRACK GUIDE KIT | | | |
| 1 | 7085-00-7010 | S-KIT ATV GUIDE / S-KIT GUIDE ATV | 1 |
| 2 | 1049-00-0007 | SDSQWS, #12-24X1.5, ZP | 4 |
| 3 | -- | TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S | 1 |

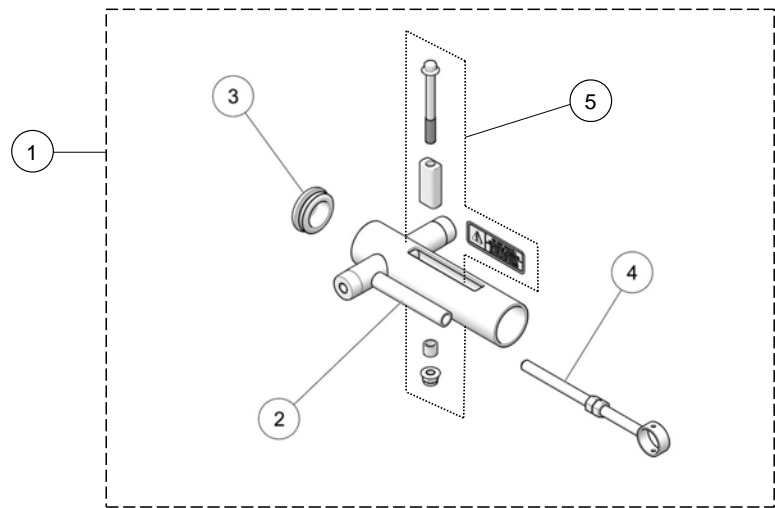


| ITEM # | PART # | DESCRIPTION | QTY |
|--|--------------|---|-----|
| CAMSO ATV T4S - ATV R4S MY2020 :: HUB BEARING KIT | | | |
| 4 | 7090-00-0001 | S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS | 1 |
| 5 | -- | BUSHING SPINDLE HUB / ESPACEUR ROULEMENT | 1 |
| 6 | -- | BEARING / ROULEMENT -- 6007 | 2 |
| 7 | 1093-00-7002 | DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE | 1 |

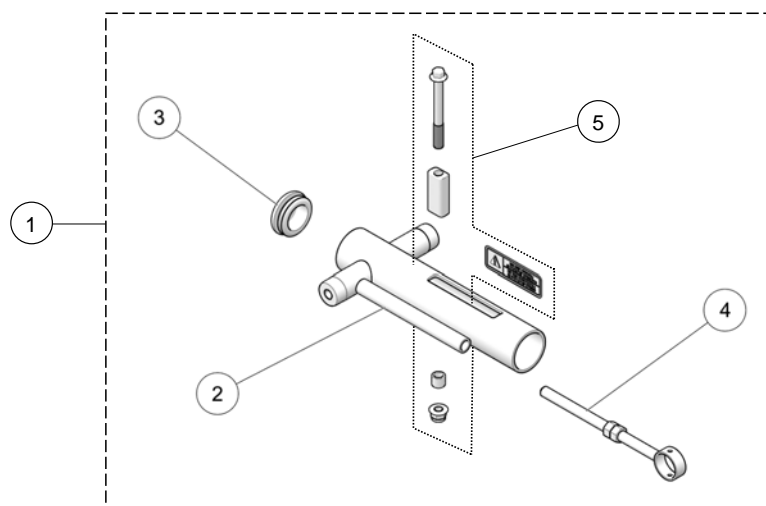
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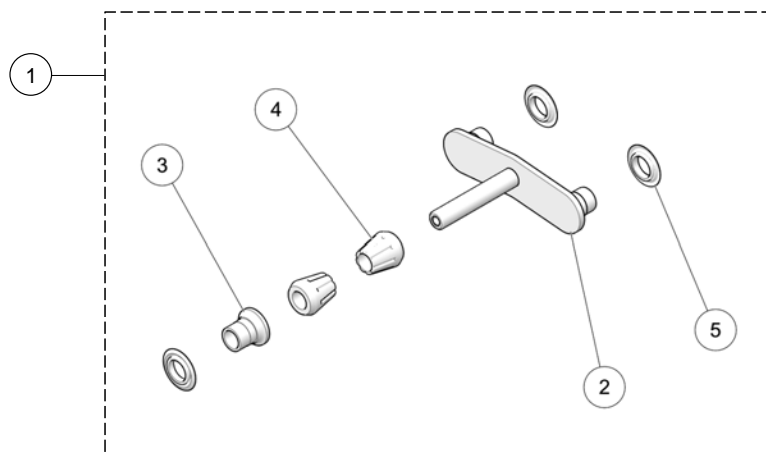
| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|---|-----|
| | | CAMSO ATV T4S MY2020 :: TENSIONER BUSHING KIT | |
| 1 | 7051-00-0112 | S-KIT ATV TENSIONER BUSHING / S-KIT BAGUE TENDEUR ATV | 1 |
| 2 | -- | HFCS, M8-1.25X80, 10.9, ZP, IFI536 | 1 |
| 3 | -- | SLIDE BUSHING / ESPACEUR | 1 |
| 4 | -- | TENSIONER BUSHING / COUSSINET TENDEUR | 1 |
| 5 | -- | FNN, M8-1.25, 10, ZP, DIN6926 | 1 |
| 6 | -- | STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER | 1 |



| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--|-----|
| | | CAMSO ATV T4S MY2020 :: SHORT TRACK TENSIONER KIT | |
| 1 | 7014-00-7222 | S-KIT ATV SHORT TENSIONER / S-KIT TENDEUR CHENILLE ATV COURT | 1 |
| 2 | -- | TRACK TENSIONER / TENDEUR CHENILLE -- ATV T4S | 1 |
| 3 | 1017-00-0001 | FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE | 1 |
| 4 | 1082-00-7050 | TRACK TENSIONER ROD ASS. / TIGE TENDEUR ASS. | 1 |
| 5 | 7051-00-0112 | S-KIT ATV TENSIONER BUSHING / S-KIT BAGUE TENDEUR ATV | 1 |

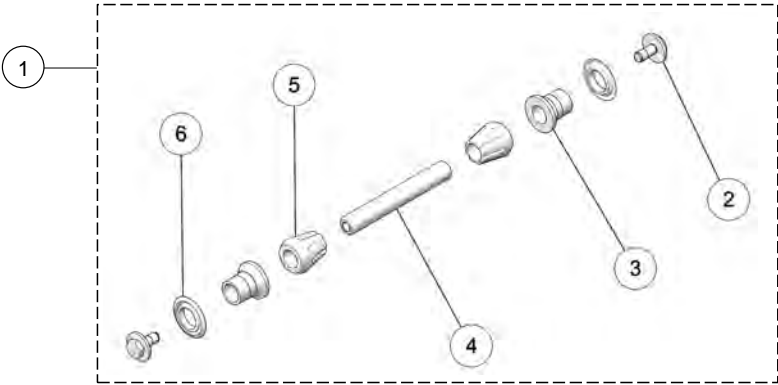


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--|-----|
| | | CAMSO ATV T4S MY2020 :: LONG TRACK TENSIONER KIT | |
| 1 | 7014-00-7322 | S-KIT ATV LONG TENSIONER / S-KIT TENDEUR CHENILLE ATV LONG | 1 |
| 2 | -- | LONG TRACK TENSIONER / TENDEUR CHENILLE LONG -- ATV T4S | 1 |
| 3 | 1017-00-0001 | FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE | 1 |
| 4 | 1082-00-7050 | TRACK TENSIONER ROD ASS. / TIGE TENDEUR ASS. | 1 |
| 5 | 7051-00-0112 | S-KIT ATV TENSIONER BUSHING / S-KIT BAGUE TENDEUR ATV | 1 |

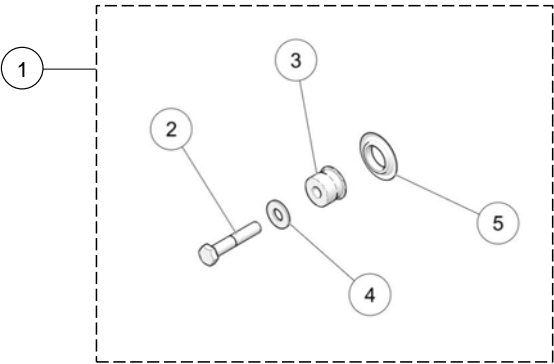


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|---|-----|
| | | CAMSO ATV T4S MY2020 :: STABILIZER KIT | |
| 1 | 7015-00-7010 | S-KIT ATV STABILIZER / S-KIT STABILISATEUR ATV | 1 |
| 2 | -- | STABILIZER / STABILISATEUR | 1 |
| 3 | -- | WHEEL AXLE, STABILIZER / AXE DE ROUE, STABILISATEUR | 1 |
| 4 | 1093-00-7000 | RUBBER CONE / CONE DE CAOUTCHOUC | 2 |
| 5 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 3 |

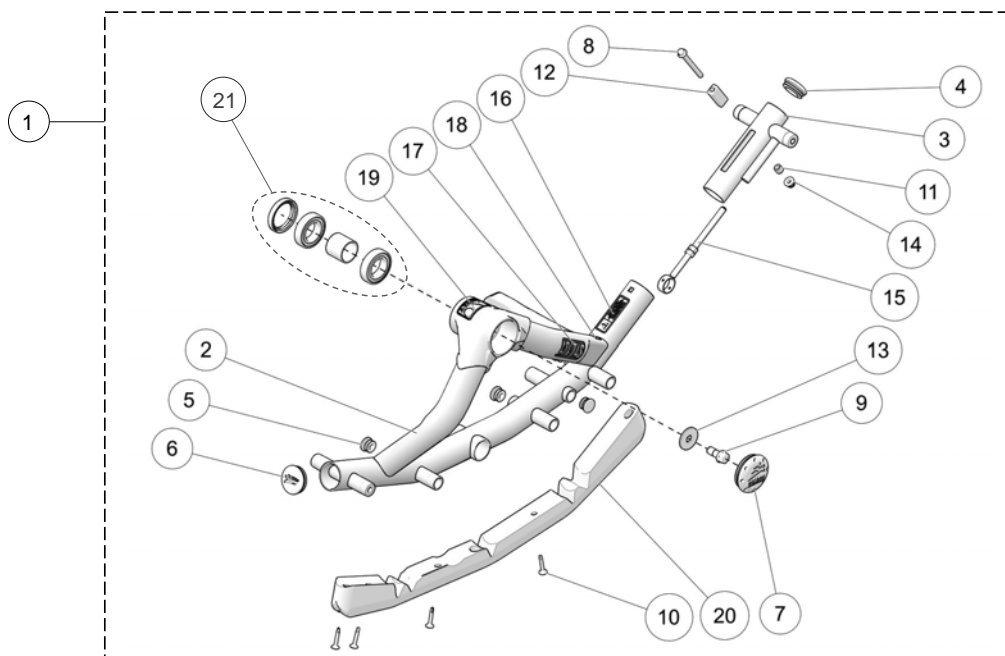
PARTS LIST



| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--|-----|
| | | CAMSO ATV T4S MY2020 :: REAR AXLE STABILIZER | |
| 1 | 7082-00-7012 | S-KIT ATV REAR AXLE STABILIZER / AXE STABILISATEUR ARRIÈRE ATV | 1 |
| 2 | 1033-10-2026 | HEX BOLT / BOULON HEX -- HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 2 |
| 3 | -- | WHEEL AXLE, STABILIZER / AXE DE ROUE, STABILISATEUR | 2 |
| 4 | -- | AXLE, REAR STABILIZER / AXE STABILISATEUR ARRIÈRE | 1 |
| 5 | 1093-00-7000 | RUBBER CONE / CONE DE CAOUTCHOUC | 2 |
| 6 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 2 |

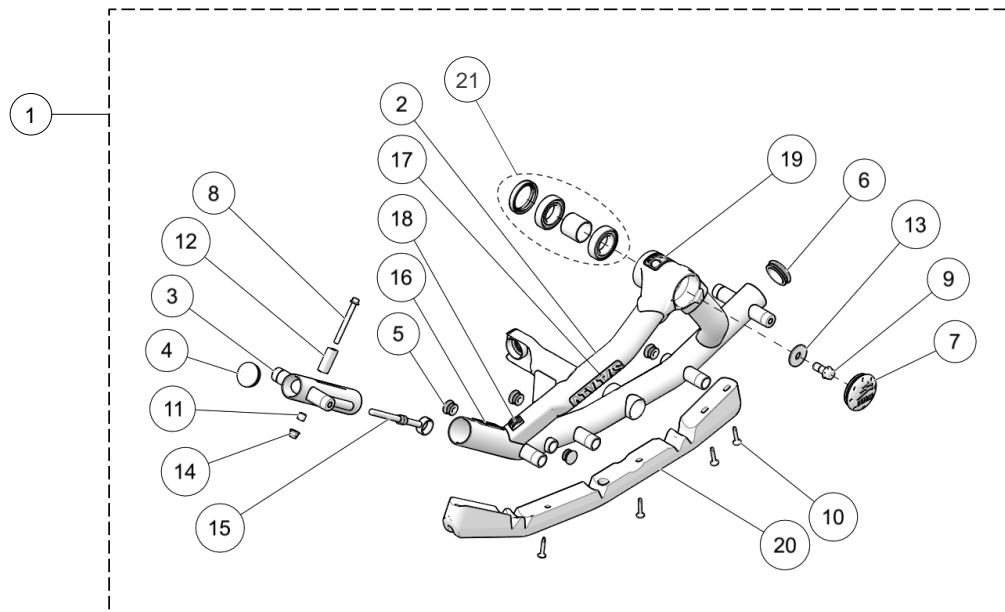


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|---|-----|
| | | CAMSO ATV T4S MY2020 :: BUSHING RIGID SUSPENSION | |
| 1 | 7051-00-0060 | S-KIT BUSHING RIGID SUSPENSION - ATV / BAGUE SUSP. RIGIDE - ATV | 1 |
| 2 | 1033-10-0055 | HCS, M10-1.5X55, 8.8, ZP, DIN931 | 1 |
| 3 | -- | SPACER WHEEL ASSY / ESPACEUR ROUE -- Ø202MM | 1 |
| 4 | 1060-00-0004 | W, 7/16X1.0X0.072, 8, ZP, USS | 1 |
| 5 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 1 |

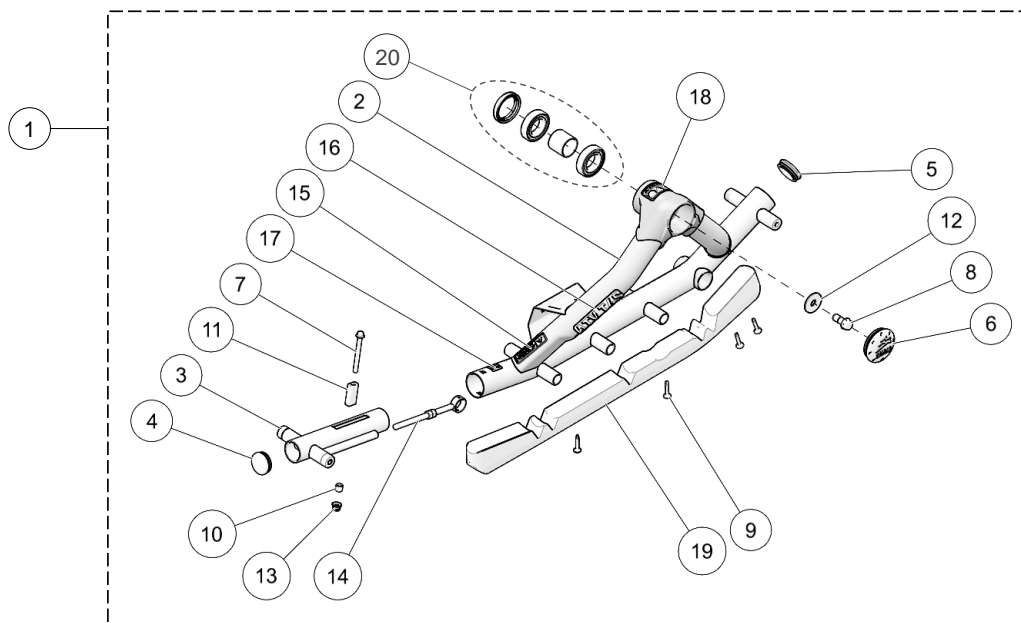


| ITEM # | PART # | DESCRIPTION | QTY |
|--|--------------|--|-----|
| CAMSO ATV T4S MY2020 :: FRONT RIGHT FRAME | | | |
| 1 | 7010-00-7222 | S-KIT FRAME FR ATV 2012-2015 / S-KIT CHASSIS AVD ATV 2012-2015 | 1 |
| 2 | -- | RH FRONT FRAME / CHÂSSIS AV. DROIT -- ATV T4S | 1 |
| 3 | -- | TENSIONER / TENDEUR -- ATV T4S | 1 |
| 4 | 1017-00-0001 | FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE | 1 |
| 5 | 1017-00-0005 | PLASTIC WHEEL CAP 1" / CAP DE ROUE DE 1" | 4 |
| 6 | 1017-00-0010 | PLASTIC FRAME CAP 2" / CAP DE CADRE 2" | 1 |
| 7 | 1017-00-7150 | HUB CAP CAMSO ASS'Y / CAP MOYEU CAMSO ASS. | 1 |
| 8 | -- | HFCS, M8-1.25X80, 10.9, ZP, IFI536 | 1 |
| 9 | -- | HFCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921 | 1 |
| 10 | 1049-00-0007 | SDSQWS, #12-24X1.5, ZP | 4 |
| 11 | -- | SLIDE BUSHING / ESPACEUR | 1 |
| 12 | -- | TENSIONER BUSHING / COUSSINET TENDEUR | 1 |
| 13 | -- | W, 1.625, 0.515, 11GA. | 1 |
| 14 | -- | FNN, M8-1.25, 10, ZP, DIN6926 | 1 |
| 15 | 1082-00-7050 | TRACK TENSIONER ROD ASS. / TIGE TENDEUR ASS. | 1 |
| 16 | -- | STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER | 1 |
| 17 | -- | STICKER / DÉCALQUE -- CAMSO ATV T4S | 1 |
| 18 | -- | STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AVD | 1 |
| 19 | -- | STICKER WARNING / AUTOCOLLANT AVERTISSEMENT | 1 |
| 20 | -- | TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S | 1 |
| 21 | 7090-00-0001 | S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS | 1 |

PARTS LIST

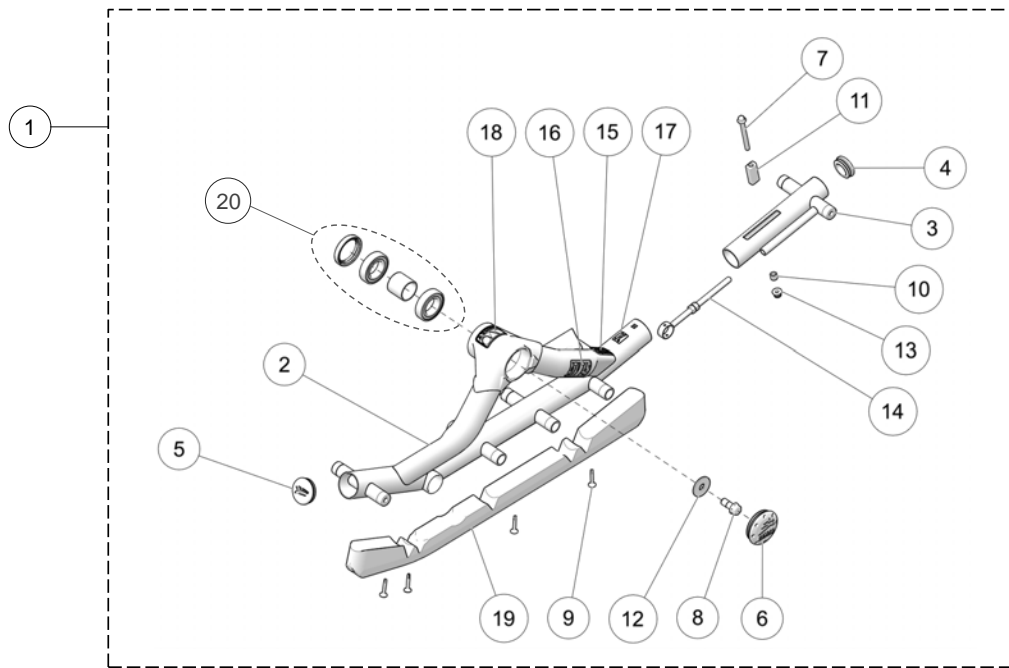


| ITEM # | PART # | DESCRIPTION | QTY |
|---|--------------|--|-----|
| CAMSO ATV T4S MY2020 :: FRONT LEFT FRAME | | | |
| 1 | 7011-00-7222 | S-KIT FRAME FL ATV 2012-2015 / S-KIT CHASSIS AVG ATV 2012-2015 | 1 |
| 2 | -- | LH FRONT FRAME / CHÂSSIS AV. GAUCHE -- ATV T4S | 1 |
| 3 | -- | TENSIONER / TENDEUR -- ATV T4S | 1 |
| 4 | 1017-00-0001 | FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE | 1 |
| 5 | 1017-00-0005 | PLASTIC WHEEL CAP 1" / CAP DE ROUE DE 1" | 4 |
| 6 | 1017-00-0010 | PLASTIC FRAME CAP 2" / CAP DE CADRE 2" | 1 |
| 7 | 1017-00-7150 | HUB CAP CAMSO ASS'Y / CAP MOYEU CAMSO ASS. | 1 |
| 8 | -- | HFCS, M8-1.25X80, 10.9, ZP, IFI536 | 1 |
| 9 | -- | HFCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921 | 1 |
| 10 | 1049-00-0007 | SDSQWS, #12-24X1.5, ZP | 4 |
| 11 | -- | SLIDE BUSHING / ESPACEUR | 1 |
| 12 | -- | TENSIONER BUSHING / COUSSINET TENDEUR | 1 |
| 13 | -- | W, 1.625, 0.515, 11GA. | 1 |
| 14 | -- | FNN, M8-1.25, 10, ZP, DIN6926 | 1 |
| 15 | 1082-00-7050 | TRACK TENSIONER ROD ASS. / TIGE TENDEUR ASS. | 1 |
| 16 | -- | STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER | 1 |
| 17 | -- | STICKER / DÉCALQUE -- CAMSO ATV T4S | 1 |
| 18 | -- | STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AVG | 1 |
| 19 | -- | STICKER WARNING / AUTOCOLLANT AVERTISSEMENT | 1 |
| 20 | -- | TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S | 1 |
| 21 | 7090-00-0001 | S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS | 1 |

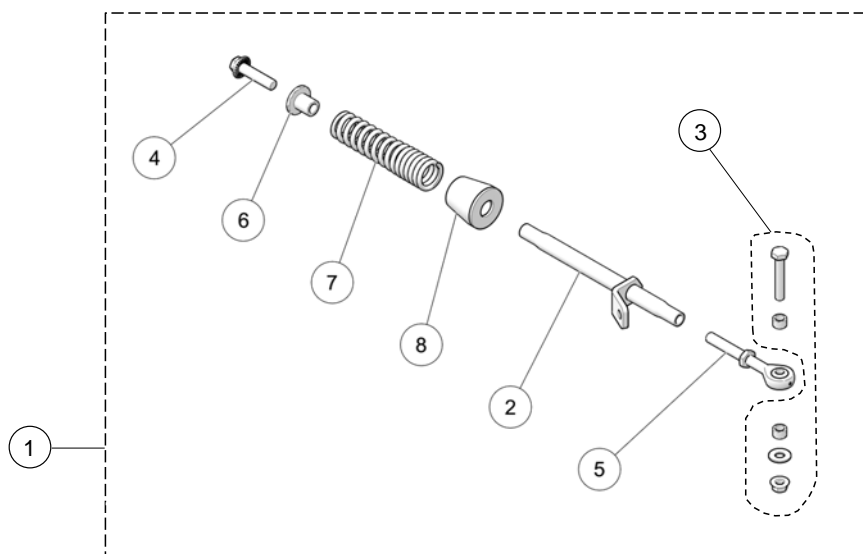


| ITEM # | PART # | DESCRIPTION | QTY |
|---|--------------|--|-----|
| CAMSO ATV T4S MY2020 :: REAR RIGHT FRAME | | | |
| 1 | 7012-00-7222 | S-KIT FRAME RR ATV 2012-2015 / S-KIT CHASSIS ARD ATV 2012-2015 | 1 |
| 2 | -- | RH REAR FRAME / CHÂSSIS AR. DROIT -- ATV T4S | 1 |
| 3 | -- | TENSIONER / TENDEUR -- ATV T4S | 1 |
| 4 | 1017-00-0001 | FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE | 1 |
| 5 | 1017-00-0010 | PLASTIC FRAME CAP 2" / CAP DE CADRE 2" | 1 |
| 6 | 1017-00-7150 | HUB CAP CAMSO ASS'Y / CAP MOYEU CAMSO ASS. | 1 |
| 7 | -- | HFCS, M8-1.25X80, 10.9, ZP, IFI536 | 1 |
| 8 | -- | HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921 | 1 |
| 9 | 1049-00-0007 | SDSQWS, #12-24X1.5, ZP | 4 |
| 10 | -- | SLIDE BUSHING / ESPACEUR | 1 |
| 11 | -- | TENSIONER BUSHING / COUSSINET TENDEUR | 1 |
| 12 | -- | W, 1.625, 0.515, 11GA. | 1 |
| 13 | -- | FNN, M8-1.25, 10, ZP, DIN6926 | 1 |
| 14 | 1082-00-7050 | TRACK TENSIONER ROD ASS. / TIGE TENDEUR ASS. | 1 |
| 15 | -- | STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER | 1 |
| 16 | -- | STICKER / DÉCALQUE -- CAMSO ATV T4S | 1 |
| 17 | -- | STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME ARD | 1 |
| 18 | -- | STICKER WARNING / AUTOCOLLANT AVERTISSEMENT | 1 |
| 19 | -- | TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S | 1 |
| 20 | 7090-00-0001 | S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS | 1 |

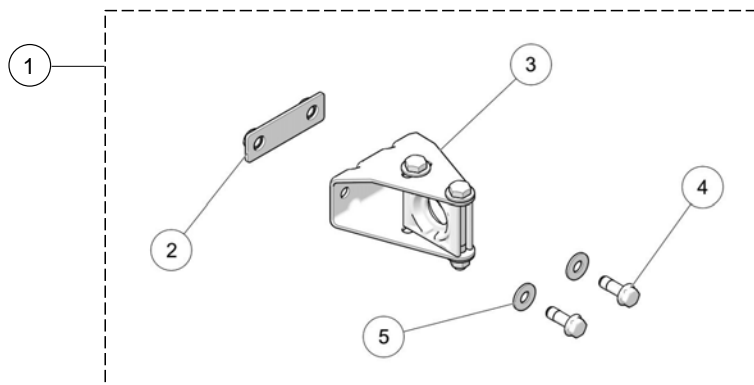
PARTS LIST



| ITEM # | PART # | DESCRIPTION | QTY |
|--|--------------|--|-----|
| CAMSO ATV T4S MY2020 :: REAR LEFT FRAME | | | |
| 1 | 7013-00-7222 | S-KIT FRAME RL ATV 2012-2015 / S-KIT CHASSIS ARG ATV 2012-2015 | 1 |
| 2 | -- | LH REAR FRAME / CHÂSSIS AR. GAUCHE -- ATV T4S | 1 |
| 3 | -- | TENSIONER / TENDEUR -- ATV T4S | 1 |
| 4 | 1017-00-0001 | FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE | 1 |
| 5 | 1017-00-0010 | PLASTIC FRAME CAP 2" / CAP DE CADRE 2" | 1 |
| 6 | 1017-00-7150 | HUB CAP CAMSO ASS'Y / CAP MOYEU CAMSO ASS. | 1 |
| 7 | -- | HFCS, M8-1.25X80, 10.9, ZP, IFI536 | 1 |
| 8 | -- | HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921 | 1 |
| 9 | 1049-00-0007 | SDSQWS, #12-24X1.5, ZP | 4 |
| 10 | -- | SLIDE BUSHING / ESPACEUR | 1 |
| 11 | -- | TENSIONER BUSHING / COUSSINET TENDEUR | 1 |
| 12 | -- | W, 1.625, 0.515, 11GA. | 1 |
| 13 | -- | FNN, M8-1.25, 10, ZP, DIN6926 | 1 |
| 14 | 1082-00-7050 | TRACK TENSIONER ROD ASS. / TIGE TENDEUR ASS. | 1 |
| 15 | -- | STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER | 1 |
| 16 | -- | STICKER / DÉCALQUE -- CAMSO ATV T4S | 1 |
| 17 | -- | STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME ARG | 1 |
| 18 | -- | STICKER WARNING / AUTOCOLLANT AVERTISSEMENT | 1 |
| 19 | -- | TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S | 1 |
| 20 | 7090-00-0001 | S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS | 1 |

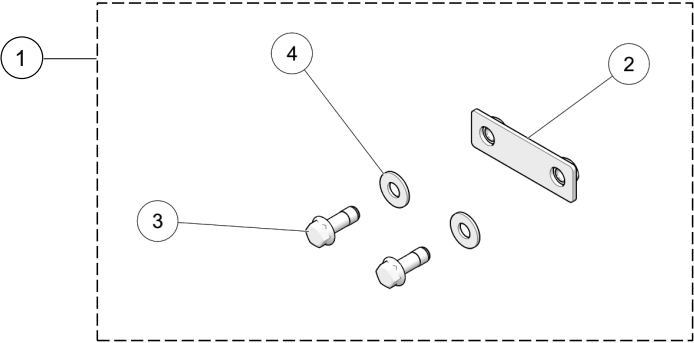


| ITEM # | PART # | DESCRIPTION | QTY |
|--|--------------|---|-----|
| CAMSO ATV T4S MY2020 :: STABILIZING ROD - ATV | | | |
| 1 | 7001-00-7504 | S-KIT STABILIZING ROD - ATV / S-KIT BRAS STABILISATEUR - ATV | 1 |
| 2 | -- | SHORT ANTI-ROTATION ROD / TIGE ANTI-ROTATION COURTE | 1 |
| 3 | 1033-AS-0025 | STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STAB. | 1 |
| 4 | 1036-12-D050 | HFSCS, M12-1.75X50, 8.8, ZP, FULL THREAD | 1 |
| 5 | 1047-12-1090 | X-LONG ROD END / TIGE À ŒIL X-LONGUE | 1 |
| 6 | 1050-00-0081 | T-BUSHING / BAGUE EN T | 1 |
| 7 | 1080-00-0054 | COMPRESSION SPRING / RESSORT COMPRESSION - 138/285 LBS/IN | 1 |
| 8 | 1093-00-7050 | RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC | 1 |

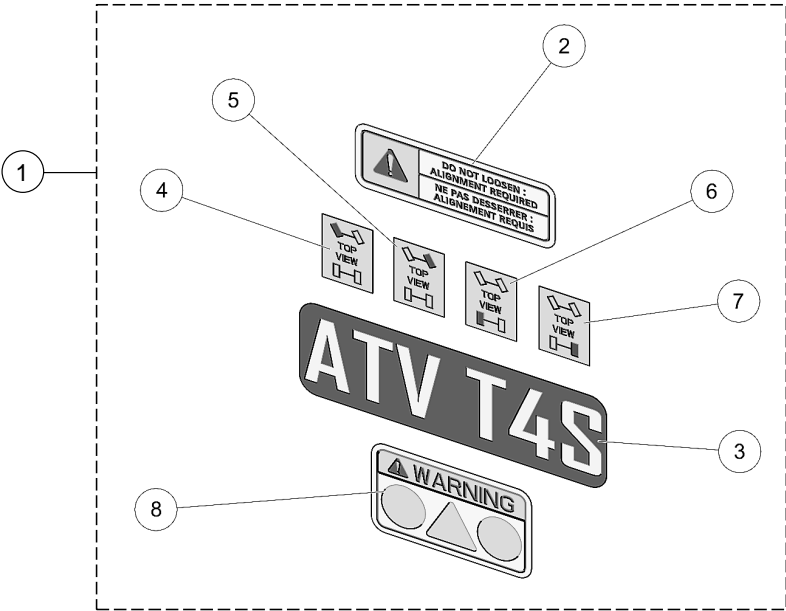


| ITEM # | PART # | DESCRIPTION | QTY |
|---|--------------|---|-----|
| CAMSO ATV-UTV T4S MY2020 :: ANTI-ROTATION INDEPENDENT SUSPENSION | | | |
| 1 | 7015-00-8250 | S-KIT ANTI-ROTATION IND. SUSPENSION / S-KIT ANTIROT. SUSP. IND. | 1 |
| 2 | -- | BACK PLATE / PLAQUE DE FIXATION | 1 |
| 3 | -- | ANTI-ROTATION BRACKET IND SUSP / ATTACHE ANTI-ROTATION SI | 1 |
| 4 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 2 |
| 5 | 1060-00-0004 | W, 7/16X1.0X0.072, 8, ZP, USS | 2 |

PARTS LIST



| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|---|-----|
| | | CAMSO ATV-UTV MY2020 :: BACK PLATE | |
| 1 | 7015-00-7026 | S-KIT BACK PLATE / S-KIT PLAQUE DE FIXATION | 1 |
| 2 | -- | BACK PLATE / PLAQUE DE FIXATION | 1 |
| 3 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 2 |
| 4 | 1060-00-0004 | W, 7/16X1.0X0.072, 8, ZP, USS | 2 |



| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--|-----|
| | | CAMSO ATV T4S MY2020 :: DECALS | |
| 1 | 7083-00-7410 | S-KIT, DECALS ATV 2017 - 1 TRACK / DECALQUES ATV 2017 - 1 CHENILLE | 1 |
| 2 | -- | STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER | 1 |
| 3 | -- | STICKER / DÉCALQUE -- CAMSO ATV T4S | 1 |
| 4 | -- | STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AVG | 1 |
| 5 | -- | STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AVD | 1 |
| 6 | -- | STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME ARG | 1 |
| 7 | -- | STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME ARD | 1 |
| 8 | -- | STICKER WARNING / AUTOCOLLANT AVERTISSEMENT | 1 |