

# User Manual

1099-01-1100 - VERSION B

## TATOU® UTV 4S Track System

Original notice

Other languages translation available at [www.camoplast.com](http://www.camoplast.com)

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## **IMPORTANT**

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

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## INTRODUCTION

Thank you for choosing **Tatou® UTV 4S**, a Camoplast UTV 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 year-round operation. This track system for **utility vehicle**, side-by-side (hereinafter referred to as the "UTV") provides exceptional floatation with very low ground pressure. Its strong lightweight steel frame, its internal sprockets, adapted to the vehicle's capacity, and its track, specifically designed for UTV, make it the best system on the market.

## USING THE UTV WITH TRACKS

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

- ⚠ The driving characteristics of your UTV will change with the installation of the System. It is important to take the time to become familiar with the Systems.
- ⚠ Before every departure, ensure that the wheels are not stuck or jammed into place.
- ⚠ When travelling in groups, people driving behind vehicles equipped with a track system should be warned, as the tracks can propel dangerous objects. Be especially cautious on "rocky" trails.
- ⚠ Adapt your driving style to surrounding conditions (weather, traffic, etc.) and to your driving abilities.
- ⚠ An UTV equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.
- ⚠ Allow for a greater braking distance and periodically apply the brakes while driving to prevent ice buildup on brake components.
- ⚠ Always follow the UTV manufacturer's safety rules and regulations regarding, for example passengers transportation, maximum loads, etc.



## HINTS AND TIPS

Before leaving for an excursion, make sure you have the following within arms reach : 12 mm, 14mm, 16 mm, 17 mm, 19mm and 30 mm wrenches, one axe, one shovel, one tow cable and one adjustable wrench.

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

This document should be read by every person who drives the 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

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 4S** 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 4S** 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](http://www.camoplast.com) and call our technical support line at 1 866-533-0008 or by email at [atvtracksystems@camoplast.com](mailto: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), 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 object said. 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 driveability. 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 ( $\text{kgf} / \text{m}^2$ ).

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 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 UTV.

## USER NOTICE AND DISCLAIMER

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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.

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# DANGEROUS SITUATIONS

When using a vehicle equipped with track systems, it is important to respect the following safety recommendations. It is strongly recommended that the safety guidelines provided below are followed to prevent any accidents and serious malfunctions that could affect the occupants, the vehicle or the track systems from occurring.

### Special recommendations:

- Never exceed vehicle cargo and tow capacity specified by your vehicle manufacturer on any type of terrain.
- In loaded / working mode (100 kg and over) reduce significantly your speed and be extra careful on rough terrain.
- Reduce your speed at all times, a track system installed on your vehicle doesn't have the same absorption capacity as manufacturer's tires.
- Always operate in 4x4 mode, this significantly reduces possibility of derailing in any conditions.

## Jumping



### ⚠ WARNING

It is strictly forbidden to jump with vehicles equipped with track systems. These systems were not designed to carry out this type of operation.

## DANGEROUS SITUATIONS

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### Steep descents



#### **WARNING**

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



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## Descending and being stuck in reverse



### WARNING

If the rear track systems get stuck in the snow, avoid moving or towing the vehicle in reverse to ease it from its position, as this could lead to a malfunction of the systems. If possible, move it in the forward direction to free it from the snow. It is advisable to remove the snow from the top of the rear track systems and to compact it using your feet, behind the systems to dislodge the track. Shovelling remains the best alternative in this situation.



## DANGEROUS SITUATIONS

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### Towing a vehicle out of the snow



#### **WARNING**

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





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## Driving over an obstacle



## Driving over a steep ridge



### **WARNING**

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

## DANGEROUS SITUATIONS

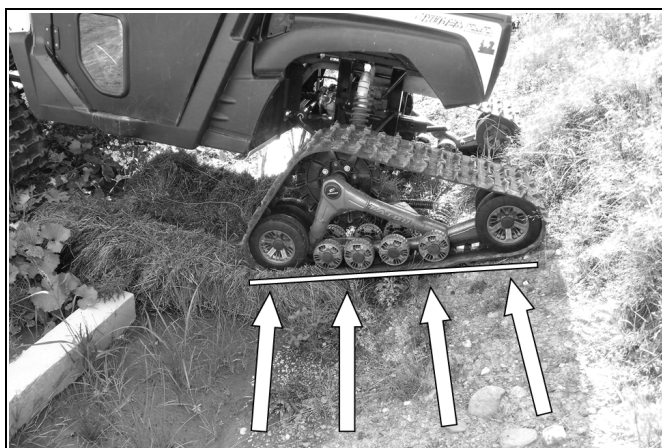
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### Exceeding the anti-rotation stroke on rough terrain



#### **WARNING**

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



## Sharp turns in locked 4x4 mode



### **WARNING**

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

*NOTE: Some vehicles don't have unlocked 4x4 mode on the rear differential, for those vehicles avoid the current situation, take wider turns instead.*

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

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

#### **WARNING**

**Before beginning the installation, ensure you that the vehicle is stopped.**

#### **WARNING**

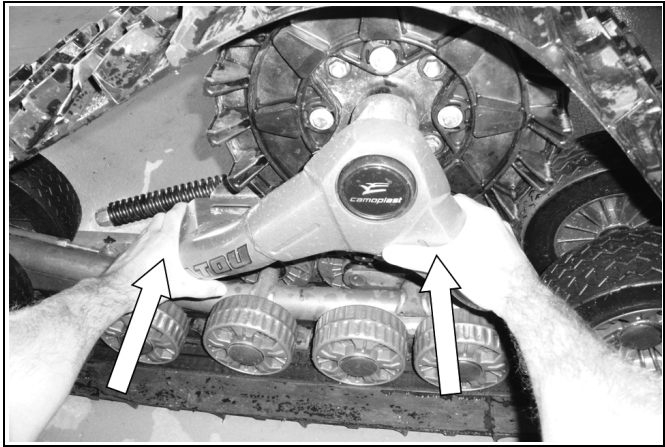
**To avoid any possibilities of burn, leave time at the engine and the exhaust to cool before beginning the installation of the system.**

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

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

### **WARNING**

To avoid any injury to your hands during the manipulation of the systems, we recommend you to manipulate the systems at places indicated in following figure (near to hub and near to the anchoring of the anti-pivot).



## 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 he can result from it grave damages in 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.

## INSTALLATION, REMOVAL AND RE-INSTALLATION

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### At the front:

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

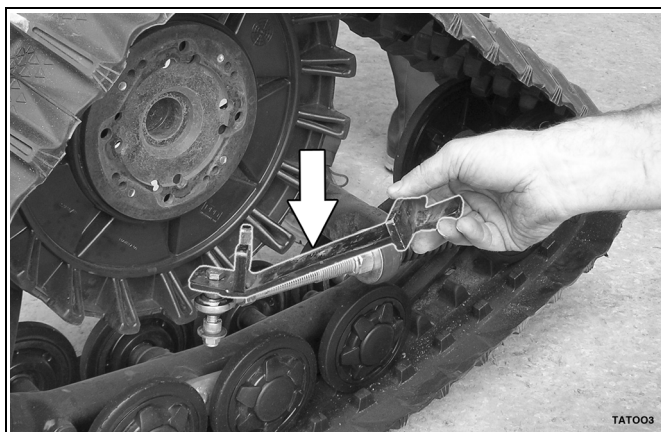


Figure 1

*Leave anchor bracket attached to the stabilizing rod.*

- 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.

### Re-installation

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

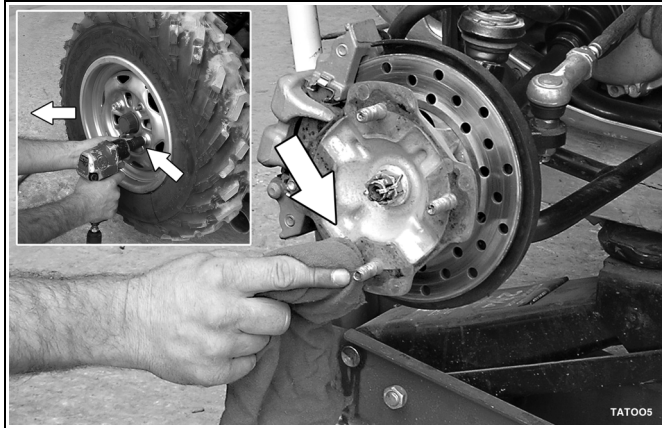


Figure 2  
*Clean wheel hubs.*

- Re-install track systems at the rear and secure stabilizing rod to anchor bracket for rigid axle.
- Re-install track systems at the front.
- Verify track tension. Adjust if required.
- Verify angle of attack. Adjust if required.
- Verify alignment. Adjust if required.

## ADJUSTMENTS

### Angle of attack for front tracks systems

*NOTE: Before adjusting your kit, make sure the vehicle is on a hard and flat surface like concrete. No lifting device should be installed.*

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

- Loosen the nut (1) compressing the spring of the stabilizing rod (refer to Figure 3).



Figure 3

- Orient the steering wheel and the track systems straight forward.
- Temporarily apply pressure on the front section of the rubber track to ensure that it is flat on the ground.
- Install a flat bar on rear wheels of the track systems and measure the height as shown on Figure 4.





Figure 4

- Set the nut (2) shown on Figure 5 until the flat bar reaches  $315 \pm 5$  mm above the ground.

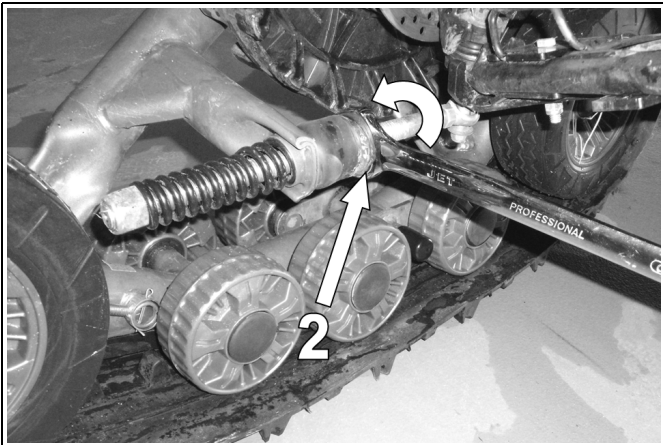


Figure 5

## ADJUSTMENTS

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- Turn the nut (1) until it comes in contact with the spring, then compress the spring by turning this nut 1.5 turns (refer to Figure 6).



Figure 6

### Basic Tuning (front track systems):

- An adjustment of more than 315 mm measured with the flat bar, gives easier steering with wobbling effect at high speed. Opposite effect in reverse.
- An adjustment of less than 315 mm measured with the flat bar, gives harder steering and more stability at high speed. Opposite effect in reverse.
- More spring preload (compression): not recommended.
- Less spring preload (compression): gives better articulation when riding on deep and powder snow. It will not affect the steering effort.

### Angle of attack for rear track systems

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

#### Vehicles with rigid axle or trailing arm suspension

- Loosen the nut (1) compressing the spring of the stabilizing rod (see Figure 7).
- Set the nut (2) to obtain a distance of 15-20 mm as shown.
- Turn the nut (1) until it comes in contact with the spring, then compress the spring by turning this nut 1.5 turns.

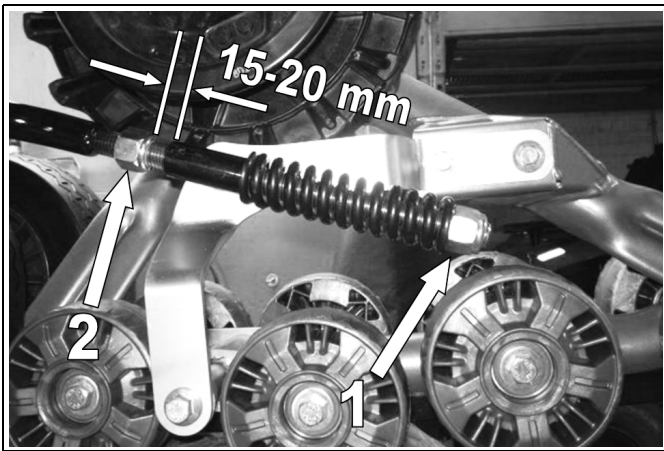


Figure 7

## ADJUSTMENTS

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### Vehicles with independent suspension

- Loosen the nut (1) compressing the spring of the stabilizing rod (refer to Figure 8).
- Turn the nut (2) until it comes in contact with both rubber damper and bracket (3). Then, compress the rubber damper by turning the nut (2) one turn.
- Turn the nut (1) until it comes in contact with the spring. Then compress the spring by turning this nut 4 turns.

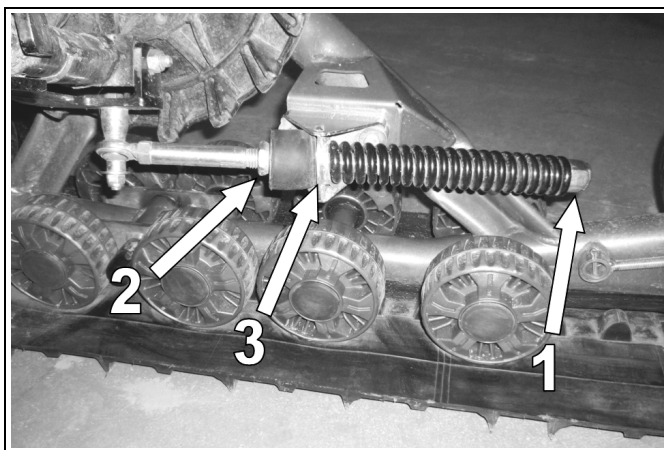


Figure 8

*NOTE: In some rare cases where the adjustment of the nut (1) compressing the spring is near the end of the threaded rod, extend the rod by unlocking the jam nut (item 3 on Figure 9) and unscrew the rod to obtain 19 mm max. of visible threads. Re-tighten the jam nut.*

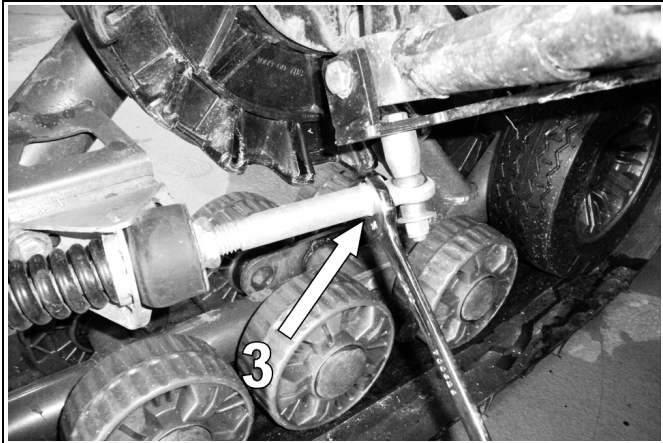


Figure 9

Basic tuning (rear track systems):

- More gap at the rubber bushing gives better obstacle climb and flotation capacity on powder snow while moving **forward**. However, it does not provides better flotation capacity in summer application.
- Compressing the rubber bushing gives better obstacle climb and flotation capacity while moving in **reverse** in deep and powder snow application.
- More spring preload (compression) gives better obstacle climb and flotation capacity while moving **forward**.
- Less spring preload (compression) gives better obstacle climb and flotation capacity while moving in **reverse**.

## ADJUSTMENTS

### Alignment

The parallelism must be adjusted with the UTV on the ground, driving forward on about 3 m and measuring toe in distance. It should be 0 mm equal at the front (A) than at the back (B) (refer to Figure 10).

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

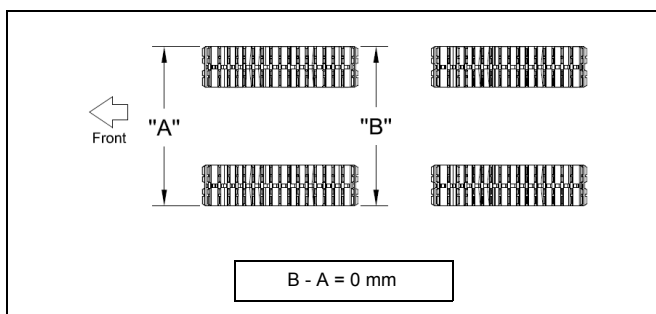


Figure 10

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.

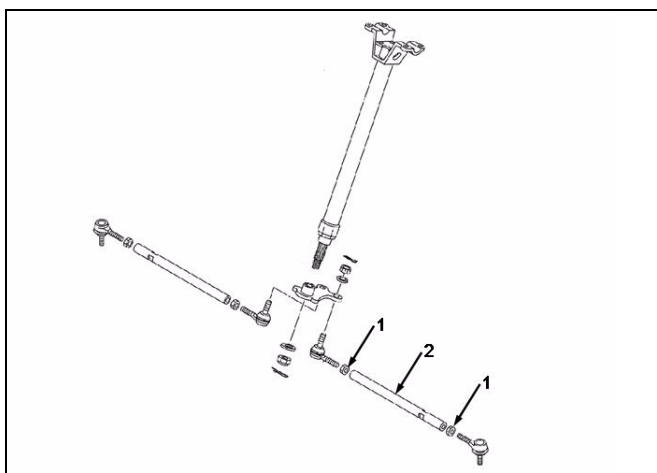


Figure 11

### Rubber track tension

Adjust the tension the rubber track by turning the adjusting nuts of the track tensioner. Adjust track tension.

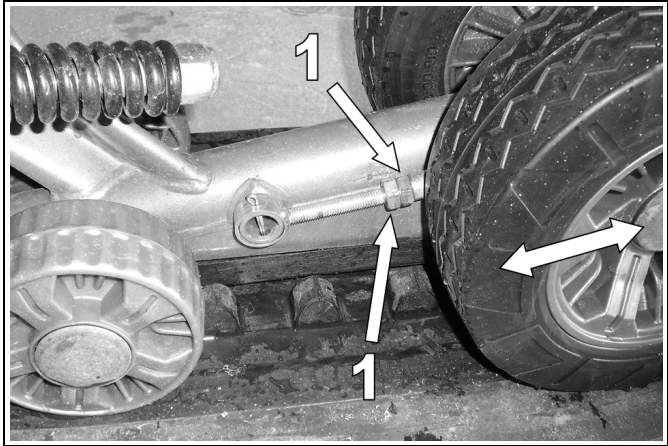


Figure 12

*NOTE: The two nuts are screwed on against the other to clamp the tension adjustment. Free the two nuts on against the other and then loosen the track adjustment.*

## ADJUSTMENTS

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A force of 15 kg positioned as shown should produce a deflection of 19 mm (refer to Figure 13).

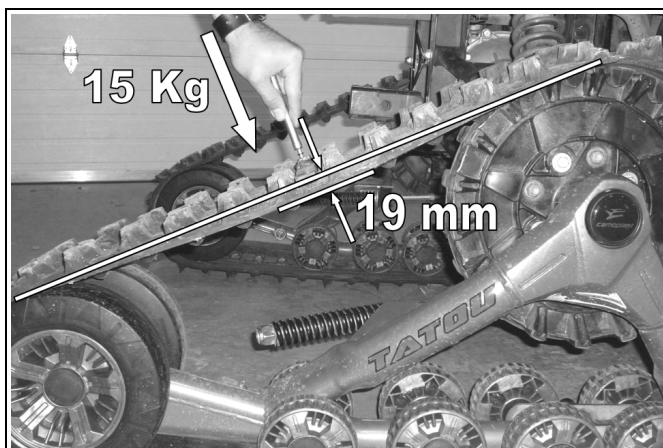


Figure 13

### 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 1.5 km. Evaluate track system performance and re-adjust as required.



BREAK-IN PERIOD

A break-in period is necessary to allow at the components of the system to position themselves correctly with respect to one another.

During the 4 hour or 80 kilometre break-in period, please follow the recommendations made below :

- Never ride in clean and dry conditions. (e.g. asphalt, hay, field. etc.).
- Take sharp turns at very slow speeds (maximum of 15km/h on the speedometer.

Break-in period	Speed	Comments
Installation	N/A	Verify track tension, re-adjust if required Verify vehicle wheel alignment
0-1 hour	30 km/h maximum on speedometer	Verify track tension, re-adjust if required
0-20 km		Verify track tension, re-adjust if required
1-2 hours		Verify track tension, re-adjust if required
20-40 km	40 km/h maximum on speedometer	Verify track tension, re-adjust if required
2-3 hours		Verify track tension, re-adjust if required
40-60 kim		Verify track tension, re-adjust if required
3-4 hours		Verify track tension, re-adjust if required
60-80 km		

A **GOOD** break-in period should take place in an environment containing lubricants and/or loose particles (water, mud, snow, soft ground, sand, dirt ect.).

A **BAD** break-in period will generate white smoke and the smell of burned rubber and leaveplastic deposits on the drive sprocket and/or frame.

## INSTALLATION OF A RUBBER TRACK

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### 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 :

- Set rubber track tension to the minimum (refer to Figure 14).

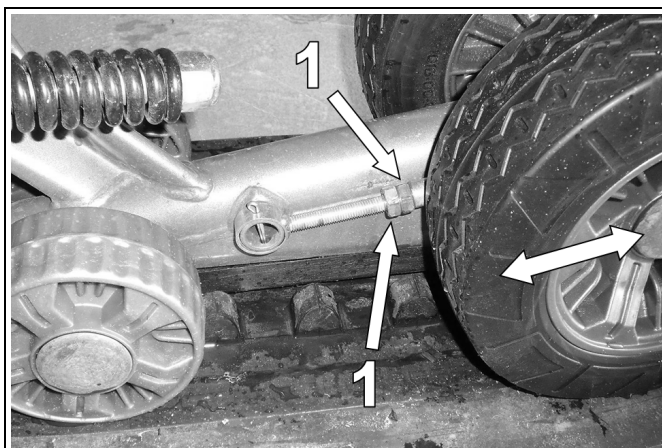


Figure 14

- Remove the two 255 mm wheels opposite to the track tensioner side (refer to Figure 15).

*NOTE: Once the track tension is correctly settled, screw the two nuts one against the other to clamp the track adjustment.*

## INSTALLATION OF A RUBBER TRACK

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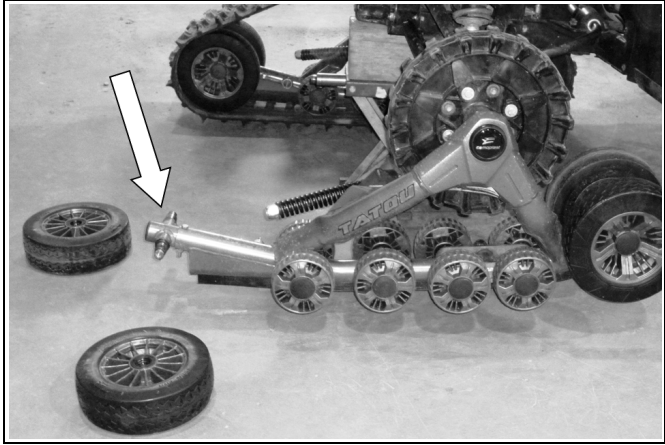


Figure 15

- Install the rubber track

*NOTE: Compare with the other rubber tracks to find the correct orientation.*

- Re-install 255 mm wheels.
- Adjust track tension. Refer to "Rubber track tension" on page 24.

## MAINTENANCE SCHEDULE

## MAINTENANCE SCHEDULE

### WARNING

**Do not insert hands nor feet into or near the system unless the engine is off, and the vehicle is stopped with the security brake engaged.**

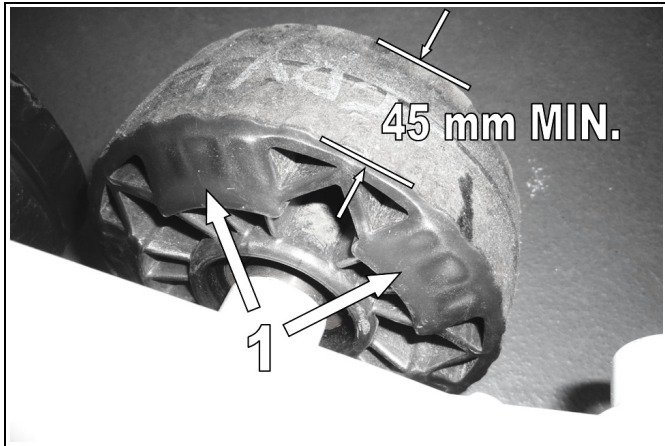
For optimum performance and maximum durability, please refer to the following maintenance grid :

*NOTE: Phillips screwdriver.*

Element to check and maintain	Frequency		
	Break-in period	Winter condition	After break-in Abrasive 4 saisons condition
General: Bolt torque	1 hour	20 hours	20 hours
General: Vehicle alignment	N/A	20 hours	20 hours
General: Visual inspection	Before riding	Before riding	Before riding
Track: Tension	1 hour 4 hours	20 hours	20 hours
Track: Wear	N/A	Once per year	Once per year
Wheels: Lateral wear (see following picture)	N/A	Once per year	20 hours
Wheels: Bearings	N/A	Once per year	20 hours
Frame: Track guide wear (see following picture)	N/A	Once per year	20 hours
Frame: Main hub bearing	N/A	Once per year	50 hours
Frame: Stabilizer (tandem)	N/A	Once per year	50 hours
Frame: Cracks & Inspection	N/A	Once per year	Once per year
Anti-rotation: Adjustment / Bolt torque	1 heure 4 hours	20 hours	20 hours
Anti-rotation: Cracks and deformation	Before riding	Before riding	Before riding
Sprocket: Wear	N/A	Once per year	50 hours

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

Verify wear on the wheel via the inner rolling band (1). If the band is perforated and/or the width of the wheel is less than 45mm, change the wheel. The wheel no longer supports the track properly and the track guide will wear down.



Verify the track guide wear by measuring the side height. If the distance is below than 20mm anywhere on the frame, replace the guide. If the slide is not replaced, track frame, wheels and rubber track will wear.



**TORQUE TABLE**

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**TORQUE TABLE**

Dimension	N-m
M6 - 8.8	10
M8 - 8.8	25
M10 - 8.8	50
M10 - 10.9	75
M12 - 8.8	125

**STORAGE**

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

## WARRANTY

Camoplast guarantees that the new, unused **Tatou® UTV 4S** 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 4S** 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 4S** 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 of the System on the vehicle.

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

## WARRANTY

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

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

6) Labour costs, parts and materials related any and all maintenance costs.

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

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 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

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

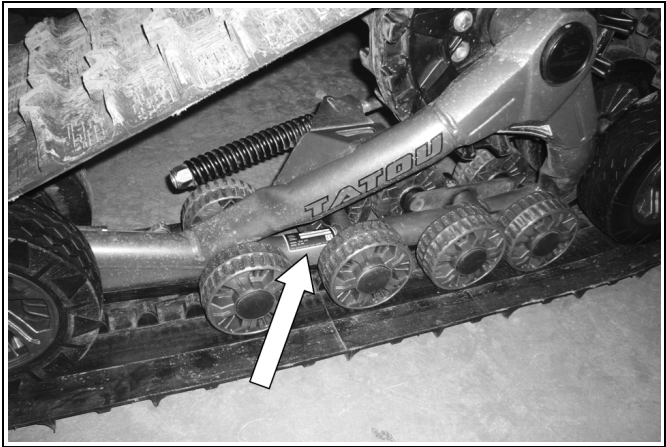


Figure 16

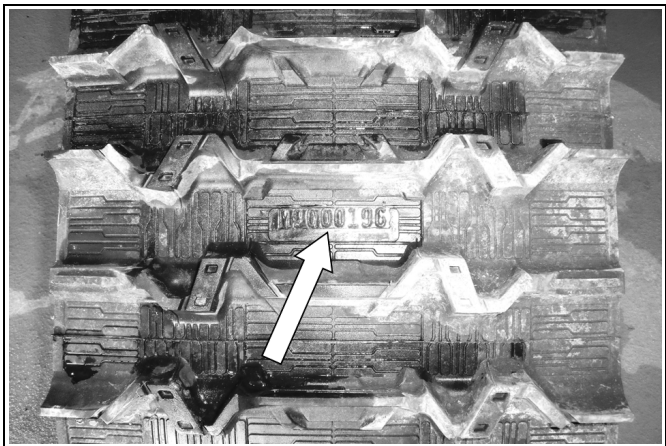


Figure 17

## **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)

### **Camoplast Inc.**

1701, 3<sup>rd</sup> Avenue

Grand-Mère, (Québec) J1X 0E6 CANADA

by dialing : 866-533-0008

Phone : 819-533-0008

Fax : 819-533-5532

E-mail : [atvtracksystems@camoplast.com](mailto:atvtracksystems@camoplast.com)

Website : [www.camoplast.com](http://www.camoplast.com)

## "CE" DECLARATION OF CONFORMITY

## "CE" DECLARATION OF CONFORMITY



### "CE" DECLARATION OF CONFORMITY

**WE:**

MANUFACTURER : **CAMOPLAST INC.**

ADDRESS : 1701, 3rd AVENUE  
Grand-Mère (Québec) G8T 2W6 CANADA  
0

PHONE : (819) 533-0008  
FAX : (819) 533-5532  
WEB SITE : [www.camoplast.com](http://www.camoplast.com)

**HEREBY SOLE RESPONSABILITY THE CONFORMITY OF THE PRODUCT SERIES**

PRODUCT : ATV Tracks Systems  
COSTUMER :

**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 THOSE EC DIRECTIVES:**

NUMBER :	TITLE:	DATE :
2006/42/EEC	Safety of machinery directives	2006

DONE AT: Grand-Mère (Québec) G8T 2W6 CANADA

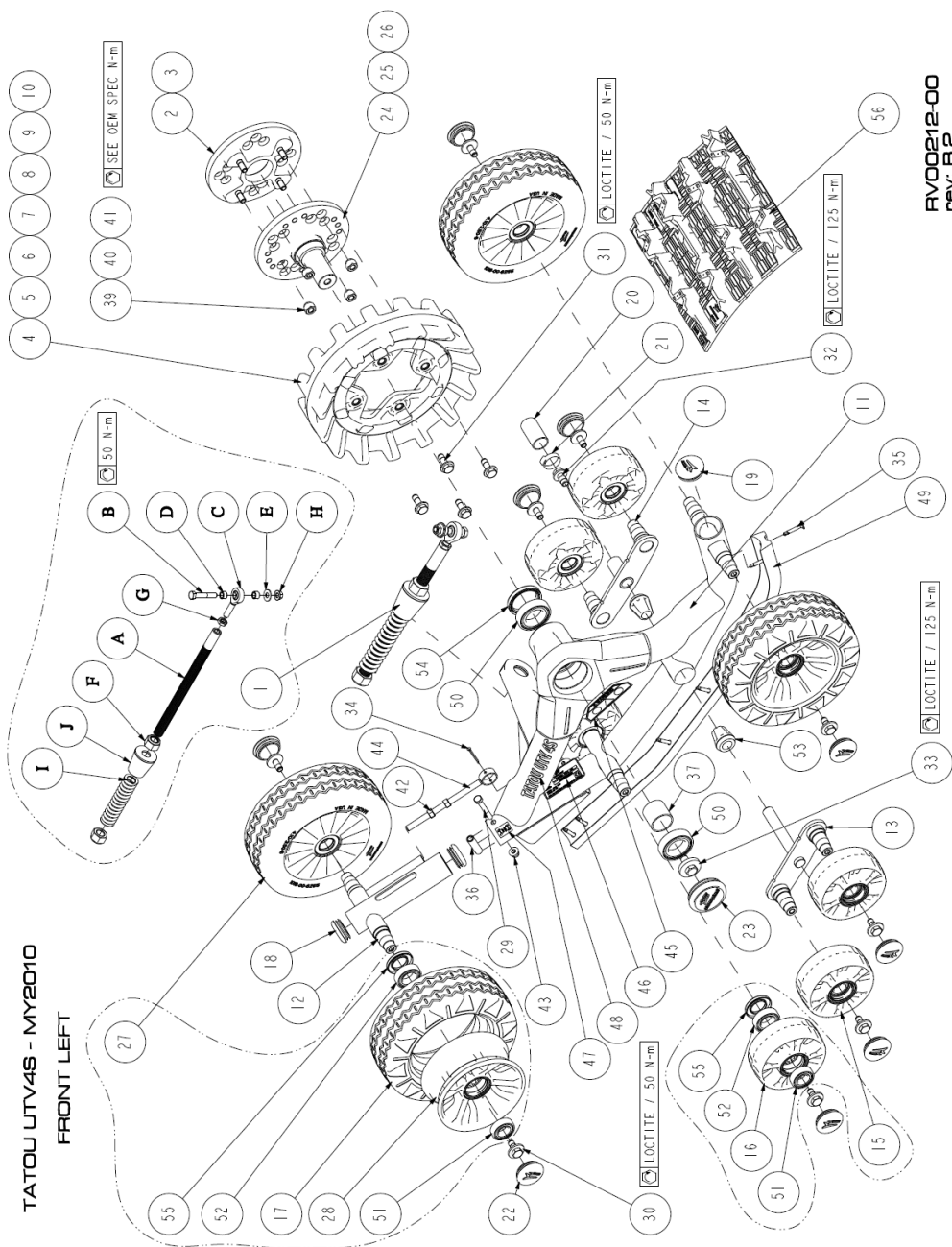
RESPONSABLE NAME: \_\_\_\_\_

TITLE : \_\_\_\_\_

DATE : \_\_\_\_\_

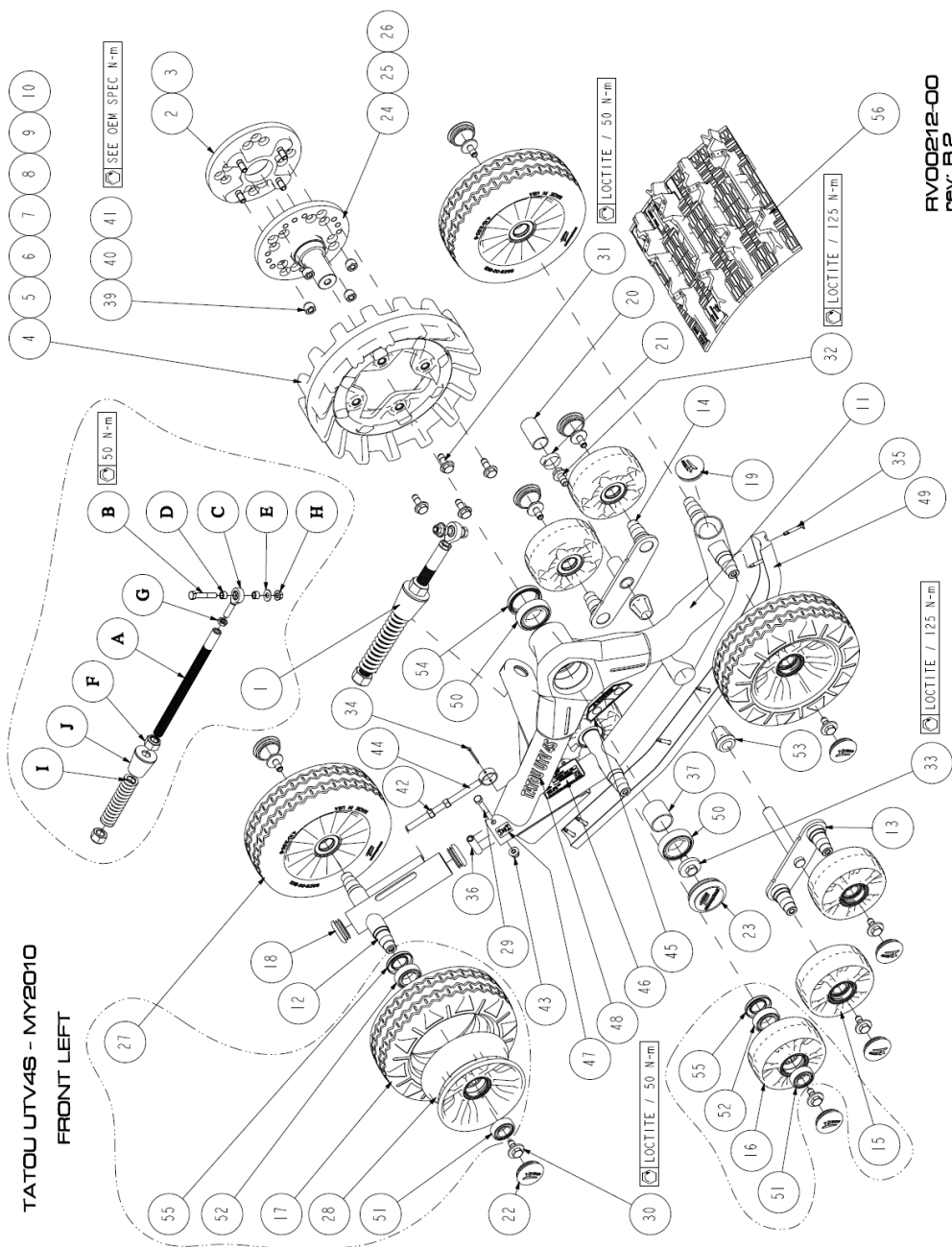
SIGNATURE : \_\_\_\_\_

FRONT LEFT



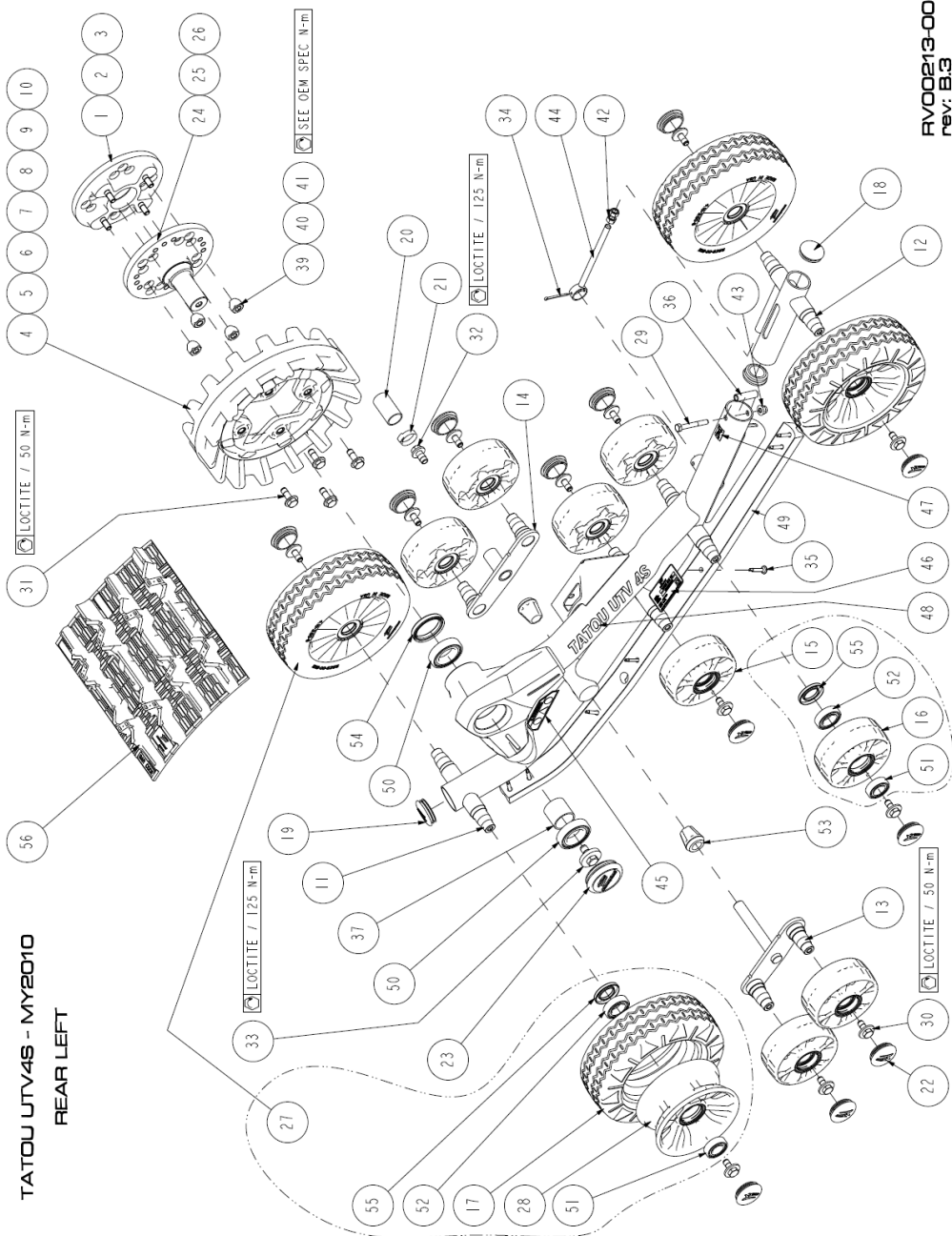
Item #	Part #	Description	QTY
		<b>TATOU UTV4S - MY2010</b>	
		<b>FRONT LEFT &amp; RIGHT</b>	
1	1001-00-7005	STABILIZING ROD ASS'Y, 370 LBS/IN	1
2	1008-77-0010	MULTI HUB SPACER 1-1/8" ASS'Y (METRIC)	1
3	1008-77-0020	MULTI HUB SPACER 2" ASS'Y (METRIC)	1
4	1009-00-7115	INJ SPROCKET, 15 TEETH	1
5	1009-00-7116	INJ SPROCKET, 16 TEETH	1
6	1009-00-7117	INJ SPROCKET, 17 TEETH	1
7	1009-00-7118	INJ SPROCKET, 18 TEETH	1
8	1009-08-7116	SPROCKET, 16 TEETH, 5 BOLTS PATTERN	1
9	1009-08-7117	SPROCKET, 17 TEETH, 5 BOLTS PATTERN	1
10	1009-08-7118	SPROCKET, 16 TEETH, 5 BOLTS PATTERN	1
11-A	1010-00-802X	RH FRONT FRAME - TATOU UTV 4S	1
11-B	1011-00-802X	LH FRONT FRAME - TATOU UTV 4S	1
12	1014-00-802X	TENSIONNER - TATOU UTV 4S	1
13	1015-00-8000	WIDE WHEEL STABILIZER, SHORT	1
14	1015-00-8001	WIDE WHEEL STABILIZER, LONG	1
15	1016-00-4132	132mm x 50mm WHEEL ASS'Y	6
16	-	132mm x 50mm WHEEL	6
17	-	255mm FOAM TIRE (4.10/3.50-6)	4
18	1017-00-0001	2 LIPS CAP, 1-3/4" O.D. TUBE	2
19	1017-00-0010	2 LIPS CAP, 2" O.D. TUBE (LDPE)	1
20	1017-00-0011	DUST CAP, STABILIZER	1
21	1017-00-0030	RETAINER, DUST CAP	1
22	1017-00-0110	2 LIPS CAP, 2" O.D. TUBE (ESPRENE)	10
23	1017-00-7011	HUB CAP (HOT STAMPED) ASS'Y	1
24	1019-05-0010	POLARIS HUB (METRIC), ASS'Y	1
25	1019-08-0002	5 BOLTS PATERN HUB ASS'Y (METRIC)	1
26	1019-77-0031	UTV MULTI-MODEL HUB (METRIC) ASS'Y	1
27	1024-00-1255	WHEEL (4.10/3.50-6) ASSY	4
28	-	RIM (3.50-6)	4
29	1033-08-0060	HEX SCR .DIN 931, 8.8, YNZ / M8x1.25x60	1
30	1033-10-2026	HEX SCR W/ WASHER 30 OD, 8.8, YZN / M10x1.5x25	10
31	1033-10-2030	HEX SCR W/ WASHER 25 OD, 8.8, YZN / M10x1.5x30	4
32	1033-12-2025	HEX SCR W/ WASHER 25 OD, 8.8, YZN / M12x1.75x25	1
33	1033-12-2030	HEX SCR W/ WASHER 40 OD, 8.8, YZN / M12x1.75x30	1
34	1042-00-0001	COTTER PIN, 1/8" x 1.500"	1
35	1049-00-0007	SELF TAPPING SCREW, YNZ / #12-24x1.5"	7
36	1051-00-0015	TENSIONNER BUSHING	1
37	1051-00-0037	INTERNAL SPACER	1
39	1071-00-0001	HEX NUT M10-1.25 TAPER, 8.8, YZN	4
40	1071-00-0009	HEX NUT M12-1.5 TAPER, 8.8, YZN	4
41	1071-00-0012	HEX NUT M12-1.25 TAPER, 8.8, YZN	4
42	1073-10-0003	HEX NUT 8.8 CLE 14 YZN / M10x1.5	2
43	1074-08-0001	HEX FLANGE NYLON INSERT 8.8 YZN / M8x1.25	1
44	1082-00-7013	TENSIONNER ROD ASS'Y- 188mm	1
45	1083-00-8002	STICKER - WARNING	1
46	1083-00-8050	STICKER - SERIAL NUMBER TATOU UTV 4S	1
47-A	1083-00-8100	STICKER - FRONT LEFT PICTOGRAM	1
47-B	1083-00-8110	STICKER - FRONT RIGHT PICTOGRAM	1
48	1083-00-8200	STICKER - TATOU 4S DECAL	1
49	1085-00-8000	TRACK GUIDE FRONT- TATOU UTV4S	1
50	1090-00-0001	6007 DU2 BALL BEARING, SEALED	2
51	-	BEARING 6004DDU	10
52	-	BEARING 6005DDU	10
53	1093-00-7000	RUBBER CONE, STABILIZER	2
54	1093-00-7002	SHAFT SEAL 50 x 62 x 10 TC	1
55	-	SHAFT SEAL 28 x 48 x 6 TC	10
56	1093-00-8000	TRACK 12.5" x 98.57" x 1.000" (9131S)	1

FRONT LEFT



Item #	Part #	Description	QTY
		<b>TATOU UTV4S - MY2010</b>	
		<b>FRONT LEFT &amp; RIGHT</b>	
A	1000-00-7002	THREADED ROD, STABILIZING ROD	1
B	1033-10-1060	HEX SCR ,DIN 931, 10.9,YNZ / M10x1.5x60	1
C	1047-00-7010	ROD END, STABILIZING ROD	1
D	1050-00-0013	ROD END SPACER	2
E	1060-00-0004	WASHER 3/8" GRADE 8 YELLOW ZINC PLATED	1
F	1071-20-0001	HEX NYLON INSERT 8.8 YZN / M20x2.5	2
G	1073-12-3002	HEX THIN NUT YZN / M12x1.25	1
H	1074-10-0001	HEX FLANGE NYLON INSERT 8.8 YZN / M10x1.5	1
I	1080-00-0004	370 LBS/IN COMPRESSION SPRING	1
J	1093-00-7007	RUBBER DAMPER	1
		2009-11-26 / rev B	

REAR LEFT



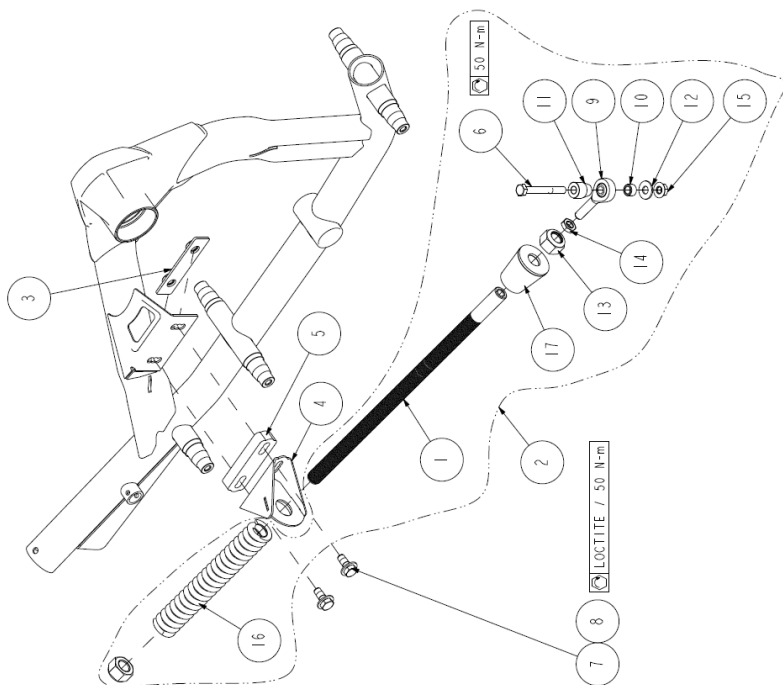


Item #	Part #	Description	QTY
		<b>TATOU UTV4S - MY2010</b>	
		<b>REAR LEFT &amp; RIGHT</b>	
1	1008-77-0010	MULTI HUB SPACER 1-1/8" ASS'Y (METRIC)	1
2	1008-77-0020	MULTI HUB SPACER 2" ASS'Y (METRIC)	1
3	1008-77-0040	MULTI HUB SPACER 4" ASS'Y (METRIC)	1
4	1009-00-7115	INJ SPROCKET, 15 TEETH	1
5	1009-00-7116	INJ SPROCKET, 16 TEETH	1
6	1009-00-7117	INJ SPROCKET, 17 TEETH	1
7	1009-00-7118	INJ SPROCKET, 18 TEETH	1
8	1009-08-7116	SPROCKET, 16 TEETH, 5 BOLTS PATTERN	1
9	1009-08-7117	SPROCKET, 17 TEETH, 5 BOLTS PATTERN	1
10	1009-08-7118	SPROCKET, 16 TEETH, 5 BOLTS PATTERN	1
11-A	1012-00-802X	RH REAR FRAME - TATOU UTV 4S	1
11-B	1013-00-802X	LH REAR FRAME - TATOU UTV 4S	1
12	1014-00-802X	TENSIONNER - TATOU UTV 4S	1
13	1015-00-8000	WIDE WHEEL STABILIZER, SHORT	1
14	1015-00-8001	WIDE WHEEL STABILIZER, LONG	1
15	1016-00-4132	132mm x 50mm WHEEL ASS'Y	8
16	-	132mm x 50mm WHEEL	8
17	-	255mm FOAM TIRE (4.10/3.50-6)	4
18	1017-00-0001	2 LIPS CAP, 1-3/4" O.D. TUBE	2
19	1017-00-0010	2 LIPS CAP, 2" O.D. TUBE (LDPE)	1
20	1017-00-0011	DUST CAP, STABILIZER	1
21	1017-00-0030	RETAINER, DUST CAP	1
22	1017-00-0110	2 LIPS CAP, 2" O.D. TUBE (ESPRENE)	12
23	1017-00-7011	HUB CAP (HOT STAMPED) ASS'Y	1
24	1019-05-0010	POLARIS HUB (METRIC), ASS'Y	1
25	1019-08-0002	5 BOLTS PATERN HUB ASS'Y (METRIC)	1
26	1019-77-0031	UTV MULTI-MODEL HUB (METRIC) ASS'Y	1
27	1024-00-1255	WHEEL (4.10/3.50-6) ASSY	4
28	-	RIM (3.50-6)	4
29	1033-08-0060	HEX SCR .DIN 931, 8.8, YNZ / M8x1.25x60	1
30	1033-10-2026	HEX SCR W/ WASHER 30 OD, 8.8, YZN / M10x1.5x25	12
31	1033-10-2030	HEX SCR W/ WASHER 25 OD, 8.8, YZN / M10x1.5x30	4
32	1033-12-2025	HEX SCR W/ WASHER 25 OD, 8.8, YZN / M12x1.75x25	1
33	1033-12-2030	HEX SCR W/ WASHER 40 OD, 8.8, YZN / M12x1.75x30	1
34	1042-00-0001	COTTER PIN, 1/8" x 1.500"	1
35	1049-00-0007	SELF TAPPING SCREW, YNZ / #12-24x1.5"	7
36	1051-00-0015	TENSIONNER BUSHING	1
37	1051-00-0037	INTERNAL SPACER	1
39	1071-00-0001	HEX NUT M10-1.25 TAPER, 8.8, YZN	4
40	1071-00-0009	HEX NUT M12-1.5 TAPER, 8.8, YZN	4
41	1071-00-0012	HEX NUT M12-1.25 TAPER, 8.8, YZN	4
42	1073-10-0003	HEX NUT 8.8 CLE 14 YZN / M10x1.5	2
43	1074-08-0001	HEX FLANGE NYLON INSERT 8.8 YZN / M8x1.25	1
44	1082-00-7013	TENSIONNER ROD ASS'Y- 188mm	1
45	1083-00-8002	STICKER - WARNING	1
46	1083-00-8050	STICKER - SERIAL NUMBER TATOU UTV 4S	1
47-A	1083-00-8120	STICKER - REAR LEFT PICTOGRAM	1
47-B	1083-00-8130	STICKER - REAR RIGHT PICTOGRAM	1
48	1083-00-8200	STICKER - TATOU 4S DECAL	1
49	1085-00-8001	TRACK GUIDE REAR - TATOU UTV 4S	1
50	1090-00-0001	6007 DU2 BALL BEARING, SEALED	2
51	-	BEARING 6004DDU	12
52	-	BEARING 6005DDU	12
53	1093-00-7000	RUBBER CONE, STABILIZER	2
54	1093-00-7002	SHAFT SEAL 50 x 62 x 10 TC	1
55	-	SHAFT SEAL 28 x 48 x 6 TC	12
56	1093-00-8001	TRACK 13.5" x 116.7" x 1.000" (9132S)	1

2009-11-26 / rev B

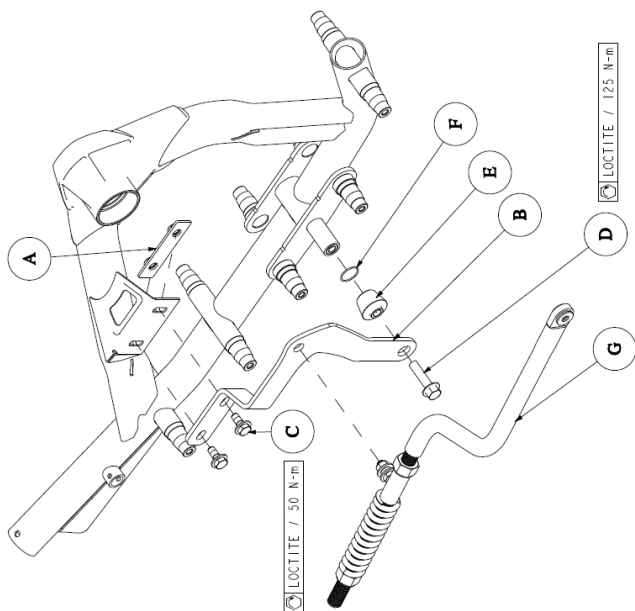
# TATOU UTV4S - MY2010

## INDEPENDENT SUSPENSION (IS) OPTION



# TATOU UTV4S - MY2010

## RIGID AXLE SUSPENSION (RS) OPTION



Item #	Part #	Description	QTY
		<b>TATOU UTV4S - MY2010</b>	
		<b>INDEPENDENT SUSPENSION (IS) OPTION</b>	
1	1000-00-8002	THREADED ROD, LONG	1
2	1001-00-8005	STABILIZING ROD ASS'Y, 480 LBS/IN	1
3	1015-00-7026	BACK PLATE	1
4	1015-00-8005	BRACKET ANTI-ROT, UTV (IS)	1
5	1015-05-7005	SPACER 5/8", ANTI-ROTATION BRACKET	1
6	1033-10-1080	HEX SCR, DIN 931, 10.9, YNZ / M10x1.5x80	1
7	1033-10-2025	HEX SCR W/ WASHER 25 OD, 8.8, YZN / M10x1.5x25	2
8	1033-10-2045	HEX SCR W/ WASHER 25 OD, 8.8, YZN / M10x1.5x45	2
9	1047-00-7010	ROD END, STABILIZING ROD	1
10	1050-00-0013	ROD END SPACER	1
11	1050-06-0758	SPACER, ANTIROTATION	1
12	1060-00-0004	WASHER 3/8" GRADE 8 YELLOW ZINC PLATED	1
13	1071-20-0001	HEX NYLON INSERT 8.8 YZN / M20x2.5	2
14	1073-12-3002	HEX THIN NUT YZN / M12x1.25	1
15	1074-10-0001	HEX FLANGE NYLON INSERT 8.8 YZN / M10x1.5	1
16	1080-00-0901	480 LBS/IN COMP. SPRING, LONG	1
17	1093-00-7007	RUBBER DAMPER	1
		2009-11-26 / rev B	
Item #	Part #	Description	QTY
		<b>TATOU UTV4S - MY2010</b>	
		<b>RIGID AXLE SUSPENSION (RS) OPTION</b>	
A	1015-00-7026	BACK PLATE	1
B-1	1015-00-8004	LH, BRACKET ANTI-ROT. UTV (RS)	1
B-2	1015-00-8014	RH, BRACKET ANTI-ROT. UTV (RS)	1
C	1033-10-2025	HEX SCR W/ WASHER 25 OD, 8.8, YZN / M10x1.5x25	2
D	1035-12-1050	HEX SCR FLANGE, ISO 8102, 10.9, YZN / M12x1.75x50	1
E	1050-00-8000	BUSHING, ANTI-ROTATION UTV (RS)	1
F	1093-00-0020	O-RING, 26 x 29 x 1.5	1
G	VARIABLE	STABILIZING ARM, RIGID AXLE ASSY	1
		2009-11-26 / rev B	