CAMOPLAST UTV T4S

TRACK SYSTEM
FOR UTV

2014

1099-01-1120 - VERSION F

USER MANUAL

camoplast
CHENILLES HAUTE PERFORMANCE

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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.

IMPORTANT

The Camoplast UTV T4S, from Camoplast Hi-Performance Tracks, where first and foremost designed to provide the best performance in terms of traction and floatation in conditions of extreme terrain such as deep snow and mud. The track were also designed for side-by-side type vehicles that can ride at a maximum speed of 40 km/h (about 70 km/ h on speedometer). Exceeding this speed when the terrain conditions are dry can cause premature wear and or major breakdowns on the track system. If breakage occurs due to excessive speed, damage will not be covered under normal warranty. It is the user's responsibility to abide by these terms of use.

IMPORTANT

The way the Camoplast Hi-Performance Tracks UTV T4S track system is used has a direct link with the longevity of the system components. Sportive driving, rapid direction changes and repeated fast turns (more specifically on power steering vehicles) are not advised. This driving manners increase risk of derailing and can cause premature wear and or major breakdowns on the track system which will not be covered under normal warranty.

Original notice
Translations in other languages available at www.camoplastsolideal.com

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INTRODUCTION

Thank you for choosing **UTV T4S**, a Camoplast Hi–Performance Tracks 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.

SAFETY

This guide uses the following symbols to emphasize particular information :

⚠ WARNING

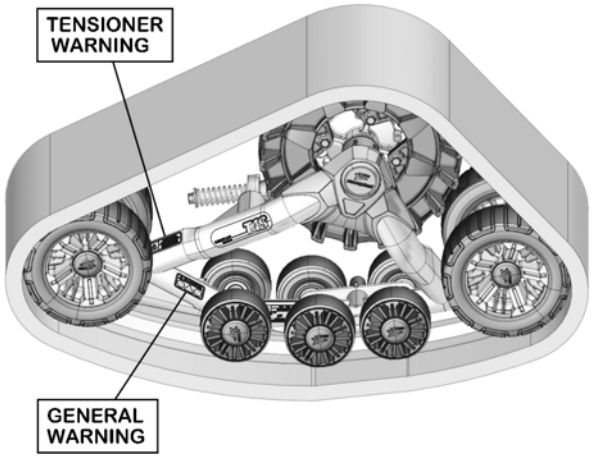
Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION: Indicates a potentially hazardous situation which, if not avoided, may result in damage to vehicle components.

NOTE: Indicates supplementary information.

WARNING STICKERS

On track system frames, you will find the warning stickers shown in the illustration below. Read the stickers carefully and understand them before using the track systems. They contain important information about safety and proper operation of the track systems.



Do not remove the warning stickers from the frame. If a sticker is damaged, have it replaced by an authorized Camoplast Hi–Performance Tracks dealer.

GENERAL WARNING

	USER MANUAL - Every user must read the User Manual before attempting to operate a vehicle equipped with track systems. If track systems are sold or in any way tranferred to a new user, the User Manual must also be transferred to the new user.
	MOVING PARTS - Hands or fingers caught between moving parts of the equipment present a danger to life or limb. Turn motor off before servicing track systems.
	"MAINTENANCE SCHEDULE" SECTION OF USER MANUAL - Follow instructions contained in the Maintenance Schedule section of the User Manual to ensure safe and long–lasting operation of track systems.

TENSIONER WARNING

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

GENERAL INFORMATION

All figures, information or photos presented in this document are up to date at the time of publication. However, they may change without notice.

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

This document should be read by every person who drives the 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.

HINTS AND TIPS

Before leaving for an excursion, make sure you have the following within arms reach: 13 mm, 14 mm, 15 mm, 16 mm, 17 mm, and 19 mm wrenches, an axe, a shovel, a tow cable, a lifting jack and an adjustable wrench.

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

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

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

When driving in deep snow, do not intentionally spin the track (tracks keep on turning while the vehicule does not).This could cause the vehicle to get stuck.

USER NOTICE AND DISCLAIMER

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

This document holds important information regarding driving an UTV equipped with the **Camoplast UTV T4S** System by Camoplast Hi-Performance Tracks. It is mandatory that every user takes the time to carefully read, understand and then consult this reference manual and user guide as well as the 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 Hi-Performance Tracks products dealer nearest to you to obtain any additional information. You may also consult the Camoplast Solideal Web site at www.camoplastsolideal.com and contact our technical support by email at atvtracksystems@camoplastsolideal.com.

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

A 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.
- Changes the center of gravity.
- Increases the UTV width and weight.
- Reduces ground pressure.

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

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

As it was designed, the System will considerably reduce the 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.

Camoplast Hi-Performance Tracks 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 a 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 Hi–Performance Tracks UTV track systems.

USING THE UTV WITH TRACKS

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

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

Pre-use verification

⚠ WARNING

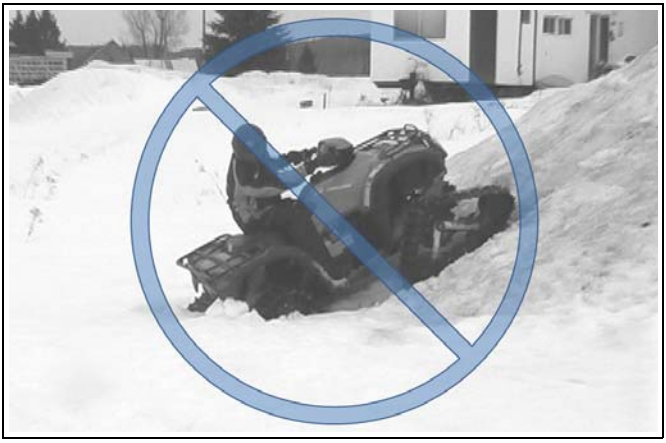
Before each ride make sure that the wheels and moving parts of the system are free and that they are not frozen or stuck on to the frame.

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.

Descending and being stuck in reverse



⚠ WARNING

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

Towing a vehicle out of the snow

⚠ WARNING

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

Driving over an obstacle

Driving over a steep ridge

⚠ WARNING

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

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

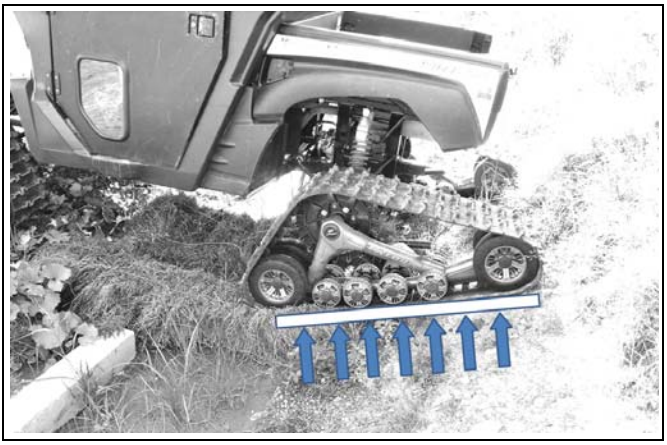
⚠ WARNING

It is not advisable to attempt to drive over an obstacle taller than 30 cm [12 in], such as a tree trunk, stump or big rock. If the situation occurs, insert a log or a rock to lower the height of the obstacle and facilitate driving over this obstacle.

Exceeding the anti-rotation stroke on rough terrain

⚠ WARNING

Never exceed anti-rotation stroke of the front and rear track systems, system or vehicle faillure 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 diffential 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: Somes vehicles do not have unlocked 4x4 mode on the rear differential. These vehicles should avoid the situation described above and take wider turns instead.

Jumping

⚠ WARNING

It is strictly forbidden to jump with vehicles equipped with track systems. These systems were not designed to carry out this type of operation. An UTV equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.

Location of the towing cable

⚠ WARNING

If your vehicle must be towed out of the snow, do not secure the cable on the track systems to tow the vehicle, the towing cable must be fixed on the vehicle frame.

Special recommandations

⚠ WARNING

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

⚠ WARNING

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

⚠ WARNING

Reduce your speed at all times, a track system installed on your vehicle does'nt have the same absorbtion capacity as manufacturer's tires.

⚠ WARNING

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

⚠ WARNING

It is the driver’s responsibility to verify that the air intake of the vehicle is well adapted to weather conditions and is not blocked by snow accumulation.

⚠ WARNING

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

⚠ WARNING

When travelling in groups, people driving behind vehicles equipped with a track system should by warned, as the tracks can propel dangerous objects. Be especially cautious on “rocky” trails.

⚠ WARNING

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

⚠ WARNING

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

⚠ WARNING

Always follow the UTV manufacturer's safety rules and regulations regarding, for exemple passengers transportation, maximum loads, etc.

⚠ WARNING

It is the driver’s responsibility to follow the recommended scheduled maintenance further described in this manual.

INSTALLATION, REMOVAL AND RE-INSTALLATION

⚠ WARNING

Never place 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 immobilized and that the engine is stopped.

⚠ WARNING

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

Read this manual before proceeding with the installation work. Read Installation Guidelines included with the System for installation instructions dedicated to your 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 the adjustments must be verified second time after the first use, re-adjust as required.

Removal

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

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

At the front: Unbolt top (1) and bottom (2) part of anchor bracket assembly and remove it from the suspension arm.

NOTE: Leave anchor bracket (2) attached to the stabilizing rod (3).

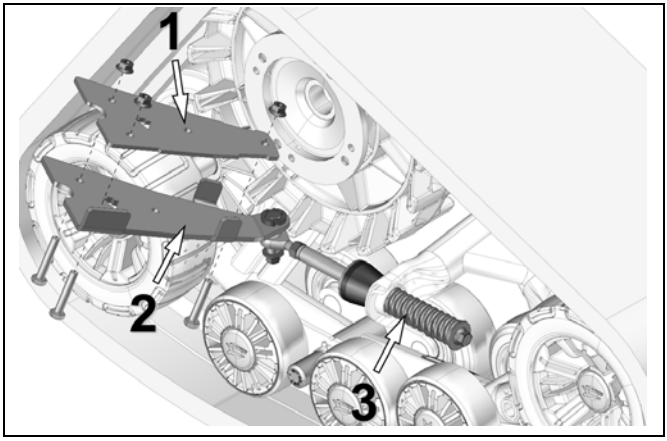


Figure 1

- Remove track systems.
- Re-install wheels.

At the rear on an independent suspension:

- Same procedure as the front.

At the rear on a rigid axle suspension:

- Unbolt anti-rotation arm from the skid plate under the vehicle.

  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.

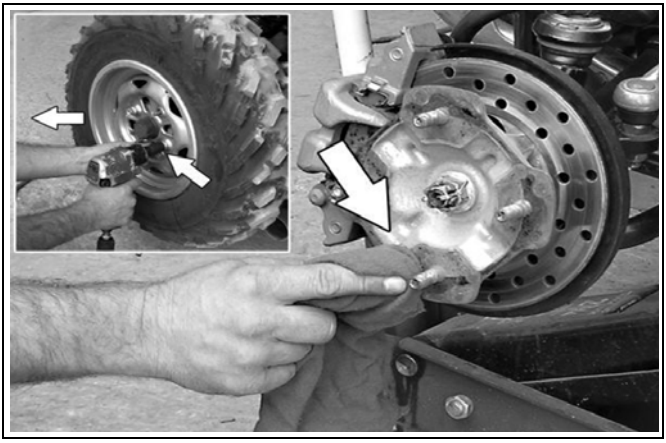


Figure 2

NOTE: Clean wheel hubs.

- Re-install track systems at the rear.
- Re-install track systems at the front.
- Tighten the fasteners in an alternate crosswise pattern to the torque recommended by the manufacturer.
- Verify track tension. Adjust if required.
- Verify angle of attack. Adjust if required.
- Verify alignment. Adjust if required.

NOTE: For more information on installation procedures, refer to the "Installation Guidelines" specific to your vehicle model.

ADJUSTMENTS

IMPORTANT

Verifying your adjustments on the system is mandatory after the first use of the vehicle, the track tension, alignment and angle of attack of the each track systems must be re-verified. Bad adjustments can decrease the performance of the system and create premature wear of certains components

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

Angle of attack for front track systems

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

- Orient the steering wheel and the track systems straight ahead
- Temporarily apply pressure to the front of the track to make sure that it stays flat on the ground
- Stabilizing arm (1) must be attached to the front anchor bracket (2) installed on the vehicle. See Figure 3.

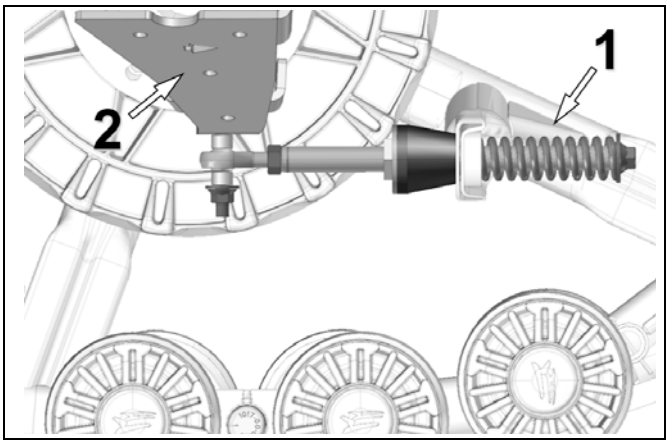


Figure 3

- Verify that spring assembly bolt is tightened to the recommended torque [40 N•m] (1) and that stabilizing arm components are installed in the correct order. See Figure 4.

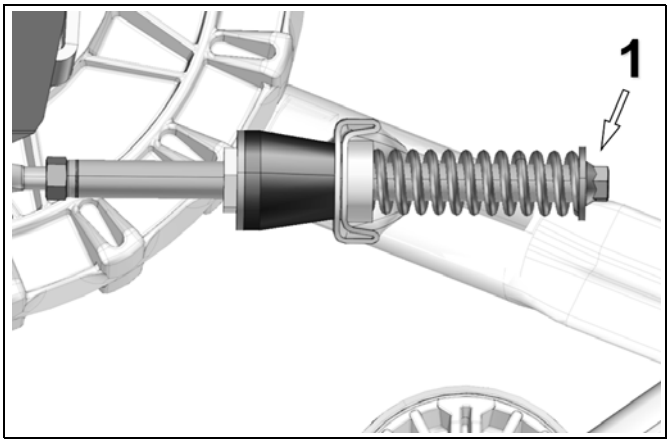


Figure 4

- Position a flat bar across both rear wheels of front track system and measure from the ground up to flat bar as shown on Figure 5.

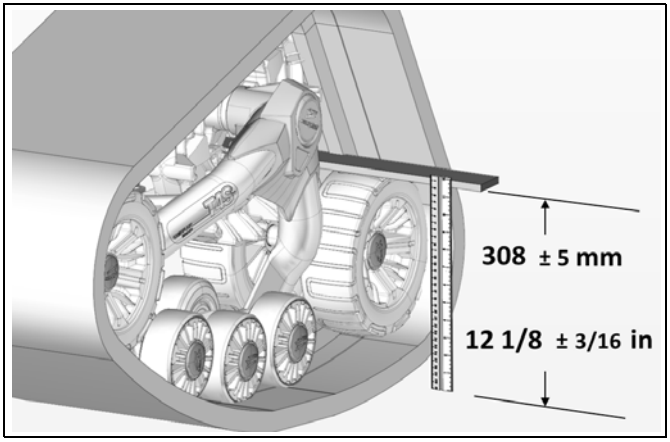


Figure 5

- Loosen jam nut (1). Adjust length of rod end (2) by rotating the stabilizing arm (3) to obtain **308 mm [12 1/ 8 in]** above the ground. Refer to Figure 6.

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

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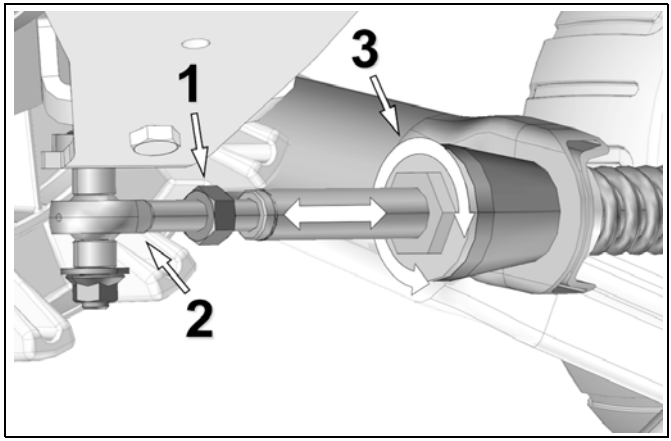


Figure 6

- When angle of attack is correctly set, tighten the jam nut (1) back against the stabilizing arm. See Figure 7.

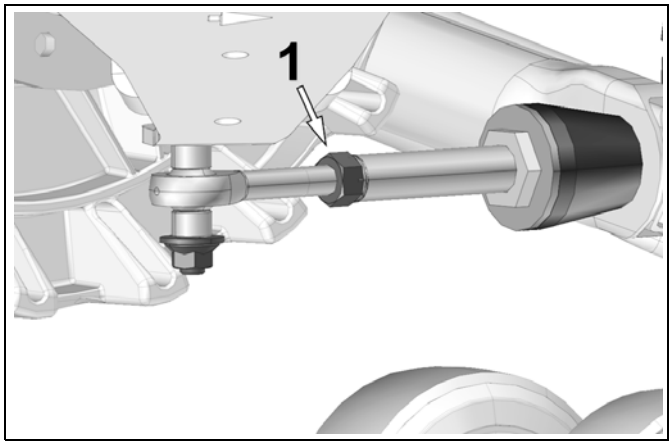


Figure 7

Basic Tuning (front track systems):

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

- An adjustment of less than **308 mm [12 1/8 in],** measured with the flat bar, results in harder steering and more stability at high speed.

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

Angle of attack for rear track systems

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

Vehicles with rigid axle or trailing arm suspension

- Stabilizing arm (1) must be attached to track system and to rear anchor bracket (2) installed on vehicle. See fiigures 8 and 9.

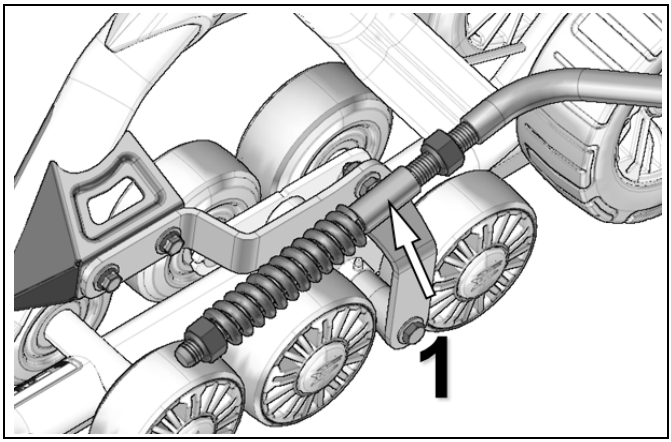


Figure 8

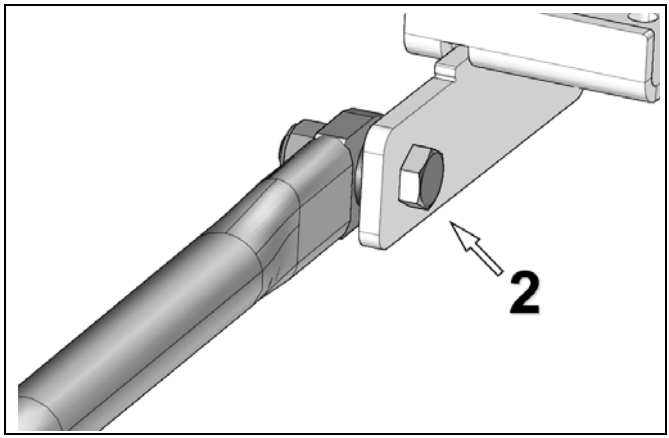


Figure 9

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

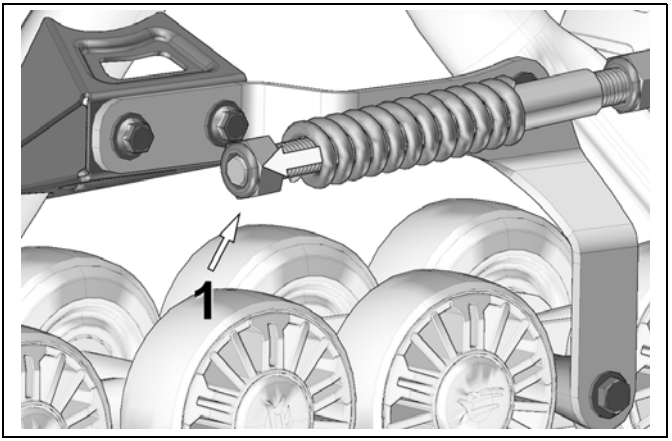


Figure 10

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

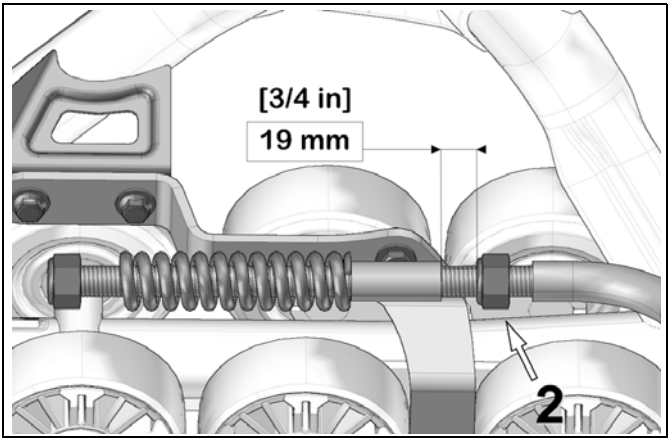


Figure 11

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

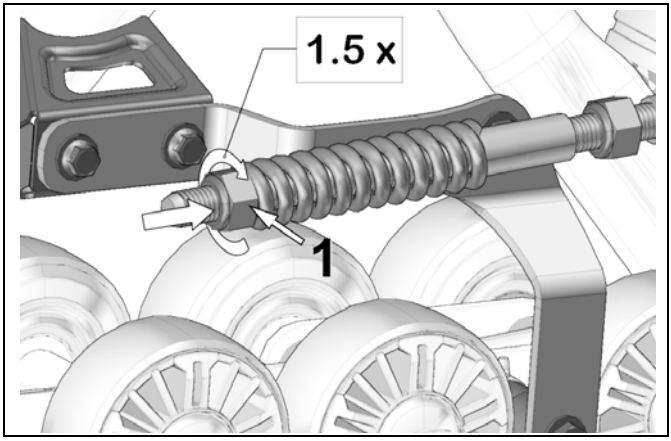


Figure 12

- **IMPORTANT**: Double-check the 19 mm minimum distance between nut and stabilizing arm guide. Re–adjust as needed. See Figure 13.

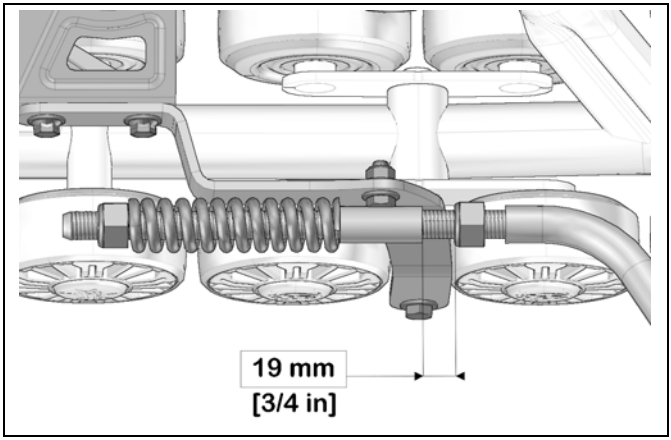


Figure 13

Vehicles with independent suspension (IS)

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

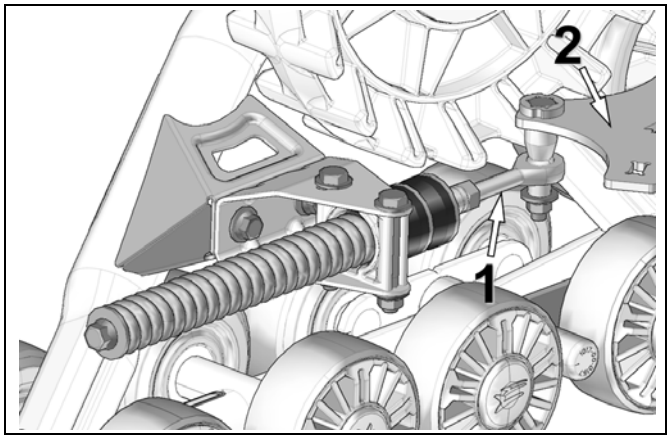


Figure 14

- Verify that the spring assembly bolt (1) is tightened to the recommended torque [40 N•m] and that stabilizing arm components are in the correct order. See Figure 15.

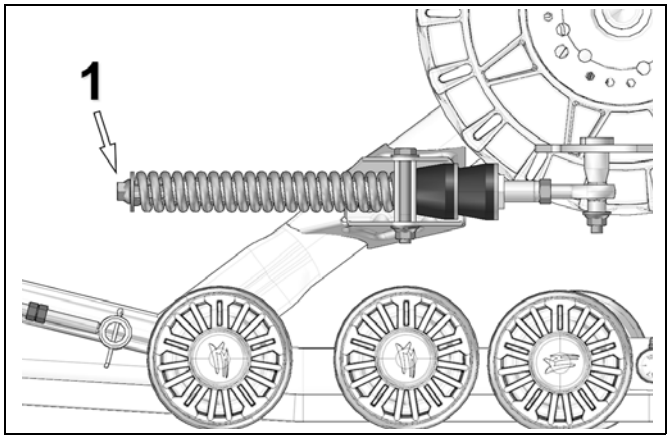


Figure 15

- Loosen anti-rotation bracket bolts (1) and (2) to allow the anti-rotation retainer (3) to rotate on its axis. See Figure 16.

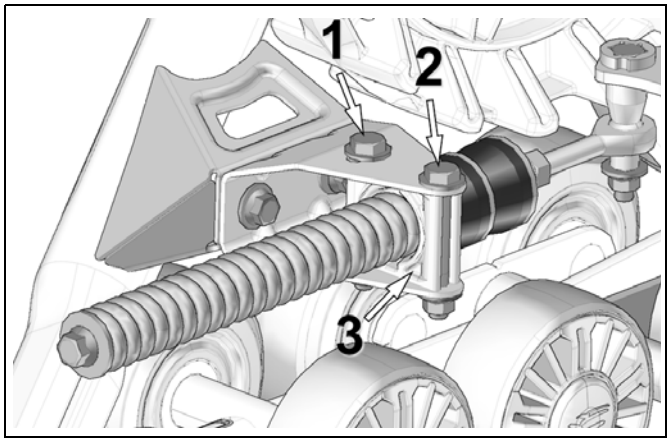


Figure 16

- Loosen jam nut (1). Rotate the stabilizing arm to adjust length of rod end so that no pressure is applied to the rubber cone. (2). Refer to Figure 17.

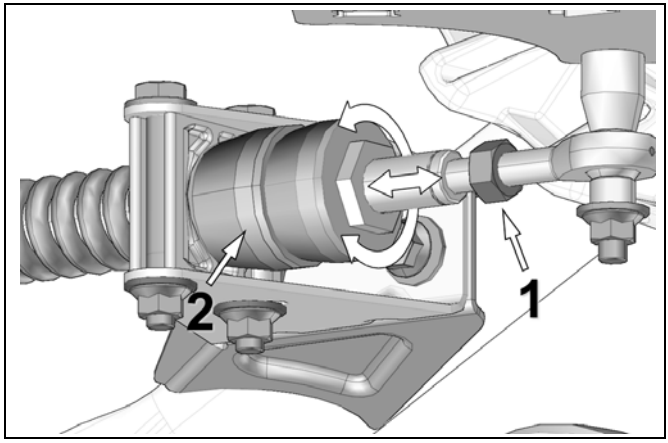


Figure 17

- Position the anti-rotation retainer at 90^{O} (perpendicular) with the stabilizing rod. Tighten the two anti-rotation bracket mounting bolts (1 and 2) to 50 N•m of torque. Refer to Figure 18.

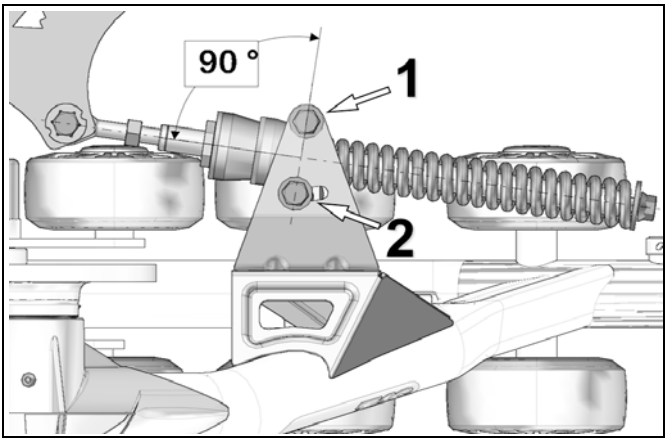


Figure 18

- Turn stabilizing arm nut to adjust length of rod end (1) and get rubber cone (2) to apply light pressure on anti–rotation retainer (3). See Figure 19.

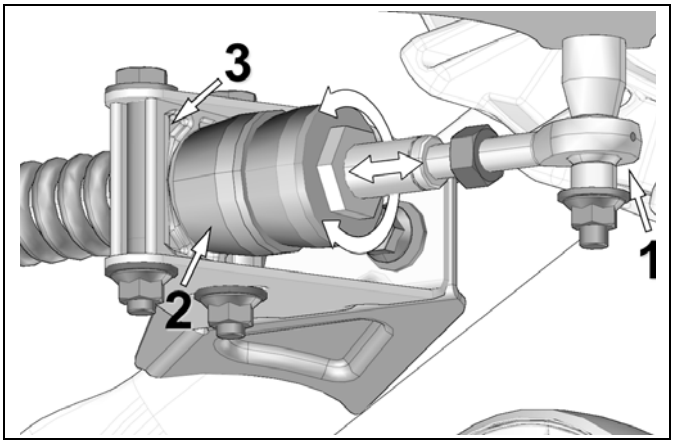


Figure 19

- Re-tighten jam nut (1) when adjustment is complete. See Figure 20.

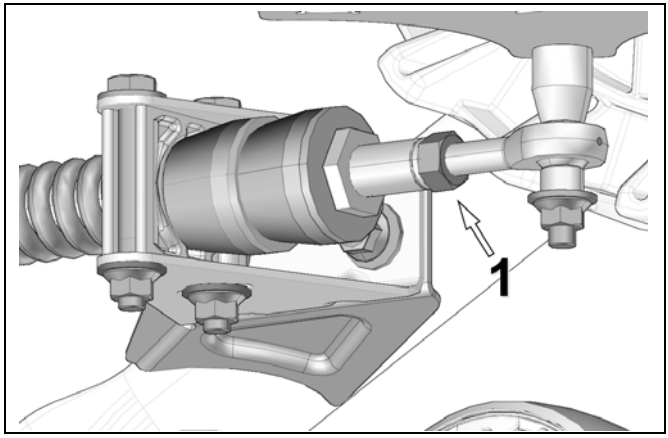


Figure 20

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

Basic tuning (rear track systems):

- A wider gap at the rubber cone bushing provides better obstacle climbing and floatation capability in powdered snow while moving **forward**.

- Compressing the rubber cone bushings helps prevent contact with footrest. Rubber cones too compressed adversely affect operation of the track systems.

Alignment

Parallelism must be adjusted with the UTV on the ground, driving the vehicle forward about 3 m [10 ft] and measuring toe–in distance. Refer to Figure 21.

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

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

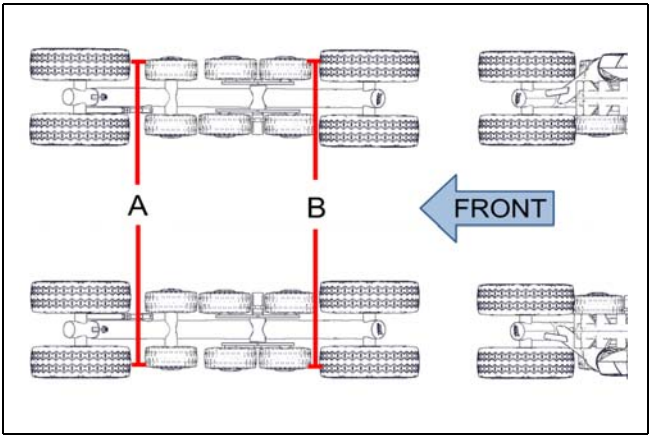


Figure 21

Dimension A: represents the distance between the outer front idler wheels.

Dimension B: represents the distance between the outer back idler wheels.

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

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

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

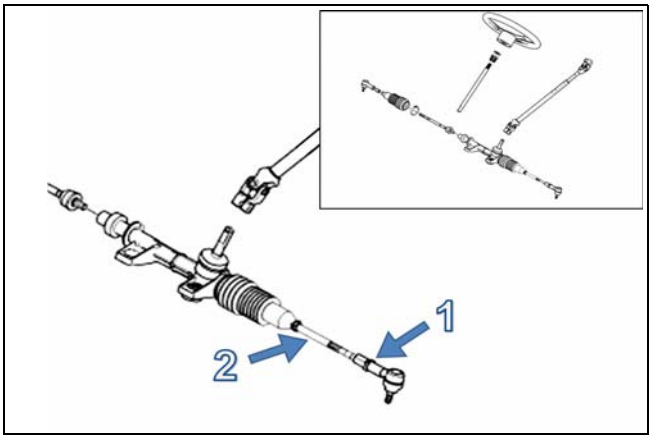


Figure 22

Method of adjustment

To adjust the UTV's steering system, first, loosen coupling rod nut (1), screw or unscrew the coupling rod (2) an equal number of revolutions on both sides of the vehicle. See Figure 22.

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

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

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

Measure A: Measure the distance which separates the external wheels of the front axle on the front track systems. See Figure 23 and Figure 24.

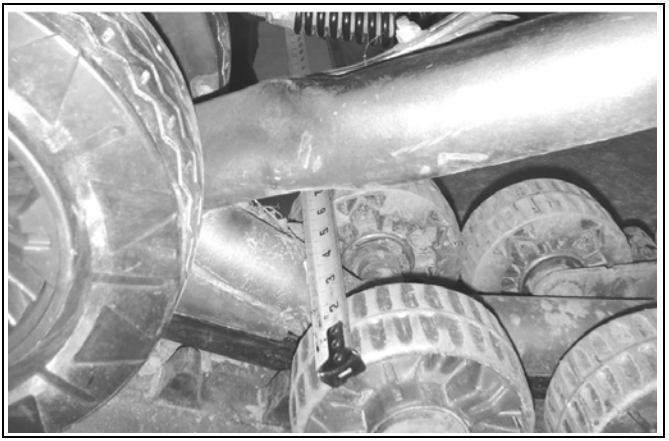


Figure 23 (Distance between the front axle wheels)

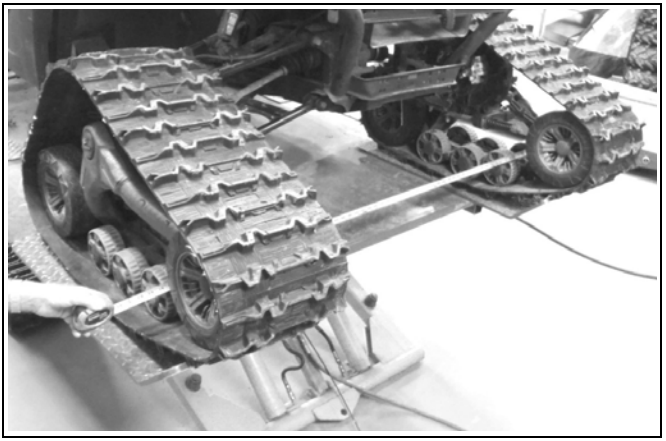


Figure 24 (Distance between the front axle wheels)

Measure B: Measure the distance which separates the external wheels of the rear axle on the front track systems. See Figure 25 and Figure 26.

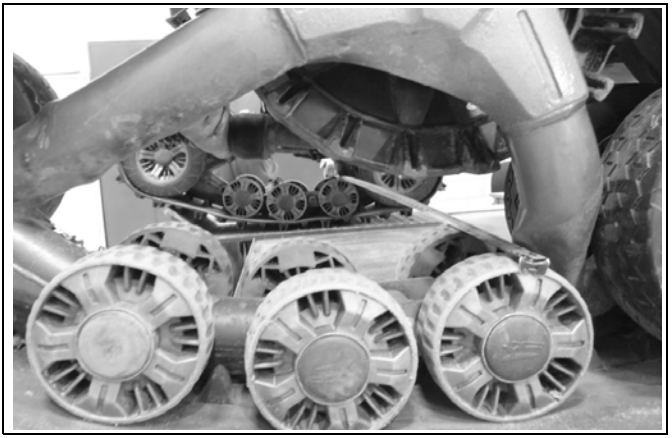


Figure 25 (Distance between the rear axle wheels)

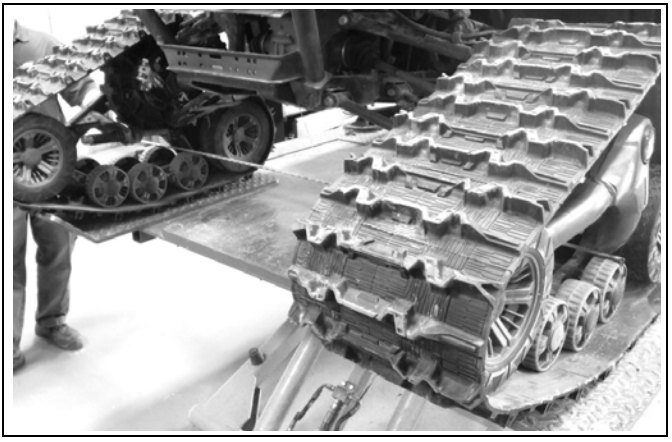


Figure 26 (Distance between the rear axle wheels)

Rubber track tension

⚠ WARNING

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

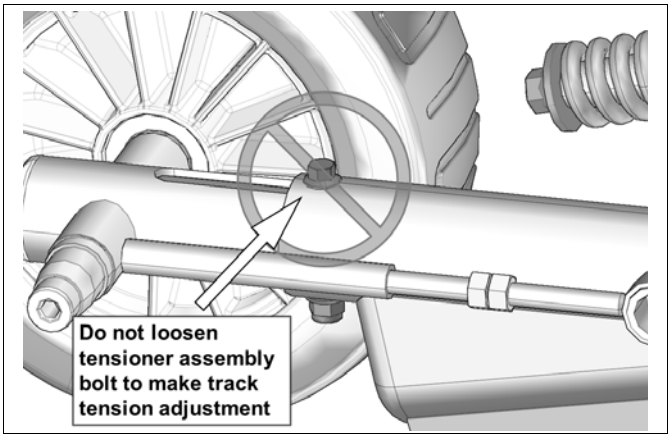


Figure 27

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

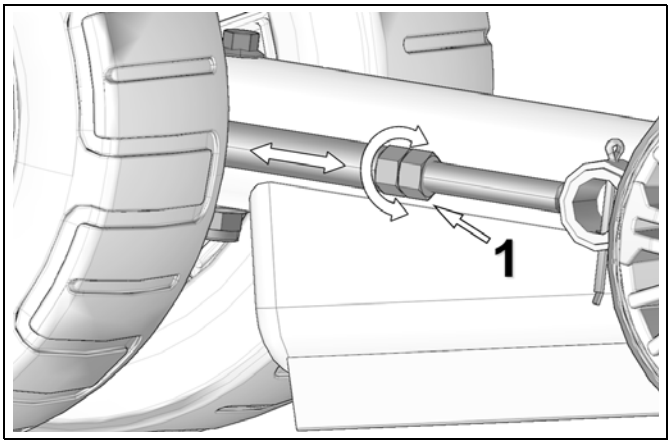


Figure 28

The table below shows the force (1) applied and the deflection (2) which must occur to correctly set track tension. Refer to Figure 30.

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

NOTE: The track tension testing tool shown below in Figure 29 can be purchased through an authorized Camoplast Hi-Performance Tracks dealer. The part number is 2000-00-3125.

Figure 29

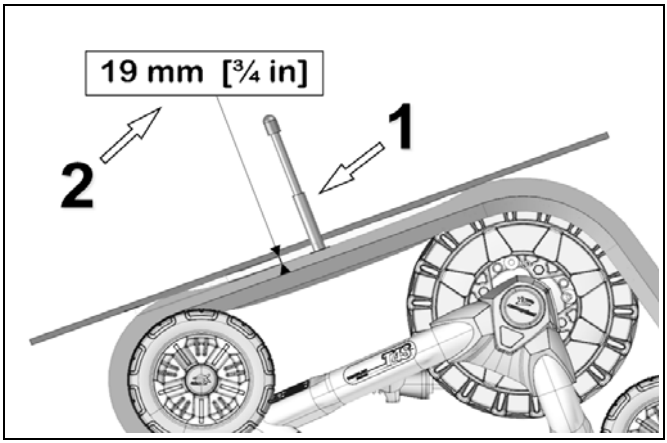


Figure 30

Basic tuning

- A higher rubber track tension reduces the risk of “derailing” and reduces drive “ratcheting” (for severe use only).

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

- A lower rubber track tension provides better performance, a smoother ride and better fuel economy (recreational use).

Final check

Ride at slow speed on a distance of about 1.5 km [1 mile]. Evaluate track system performance and re-adjust as required.

INSTALLATION OF A RUBBER TRACK

⚠ WARNING

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

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 track tensioner to minimum position. See Figure 31.

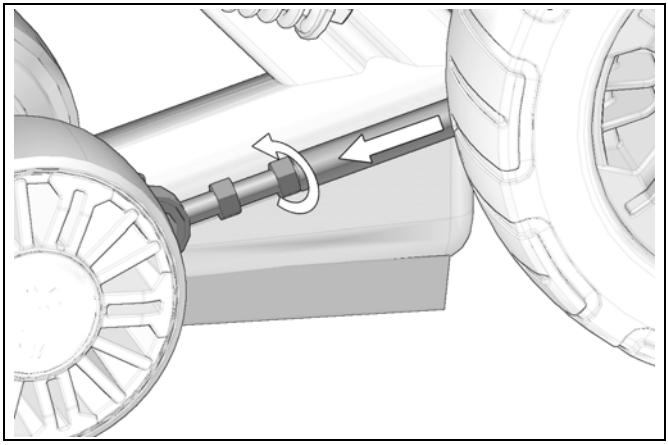


Figure 31

- Remove the two 241 mm wheels on track tensioner. See Figure 32.

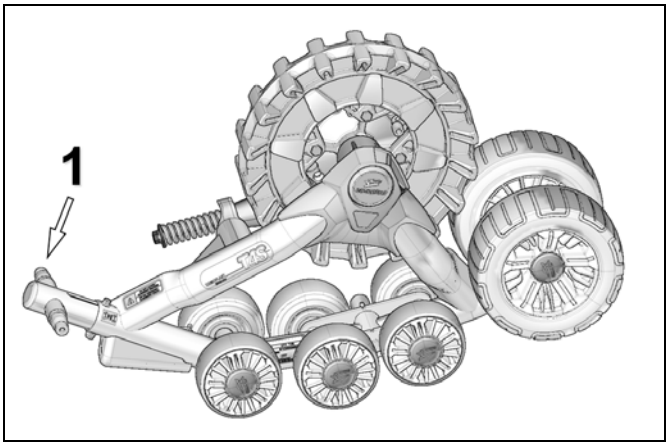


Figure 32.

- Install the rubber track. See Figure 33.

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

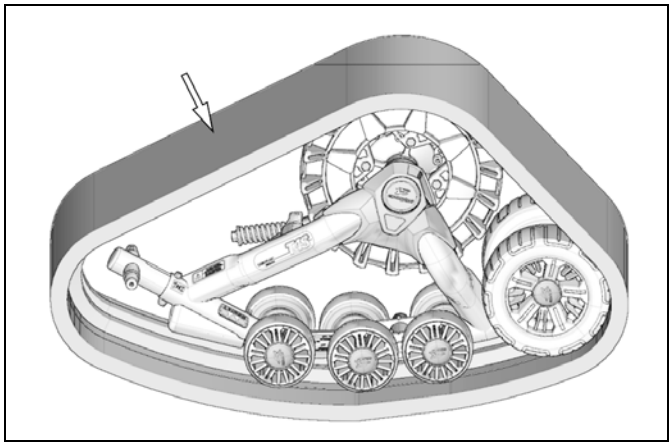


Figure 33

- Re-install the 241 mm wheels. See Figure 34.

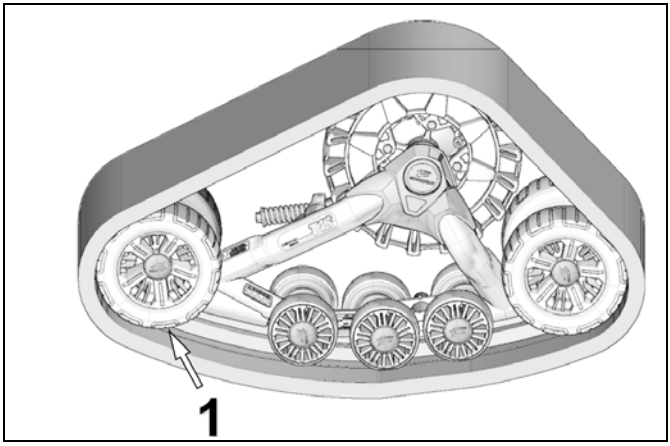


Figure 34

- Adjust track tension. Refer to “Rubber track tension” section on page 37.

BREAK-IN PERIOD

A break-in period is necessary in order to allow the components of the system to match themselves to each others.

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

- Avoid running under dry and clean conditions. (For example: asphalt, hay or straw field, etc).

- Start sharp turns at very low speed: (10 km/h maximum real speed).

BREAK-IN PERIOD				
VERIFICATION	INSTALLATION	1ST HOUR 15 km/h MAX REAL SPEED	2ND HOUR 25 km/h MAX REAL SPEED	3RD HOUR 35 km/h MAX REAL SPEED
VISUAL INSPECTION	X	X	X	X
TRACK TENSION	X	X		
ANGLE OF ATTACK	X	X		
ALIGNMENT	X			X
BOLT TORQUE				X

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

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

REPLACEMENT OF A WHEEL WITH EXTRACTOR

⚠ WARNING

Do not use impulse tools to remove wheels.

Use Camoplast extractor #2000-00-1050 (Figure 35), and the following procedure to make the replacement:

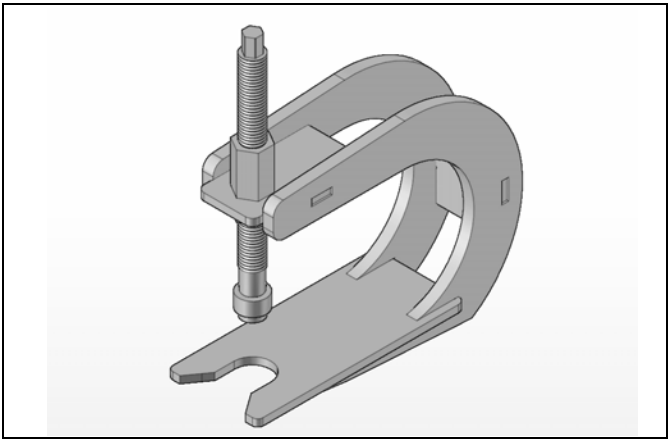


Figure 35

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

- Place extractor under wheel as shown on Figure 36. Then turn the threaded rod to remove the wheel.

.

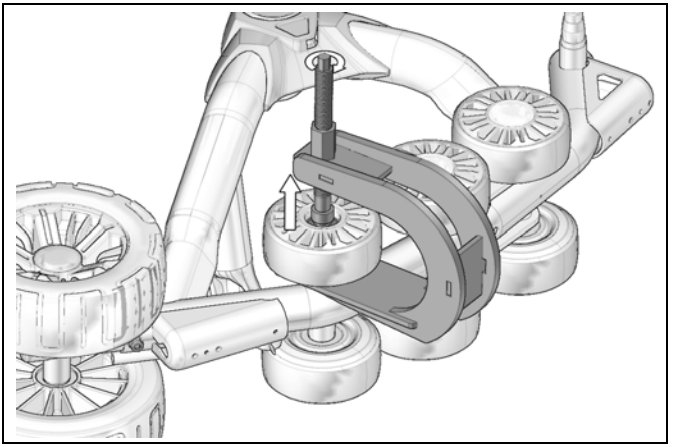


Figure 36

- Hit the end of the threaded rod to shake the wheel loose. Check to see if the rod needs tightening. Repeat until wheel is loose.

- Insert the new wheel on the shaft until it reaches the shoulder.

TENSIONER ALIGNMENT

⚠ WARNING

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

Use Camoplast alignment tool #2000-00-1999 (item 1 on Figure 37) to align tensioner by means of the following procedure:

Attach the alignment tool to wheel axle nearest to tensioner assembly using the provided tie wraps (2). Refer to Figure 37.

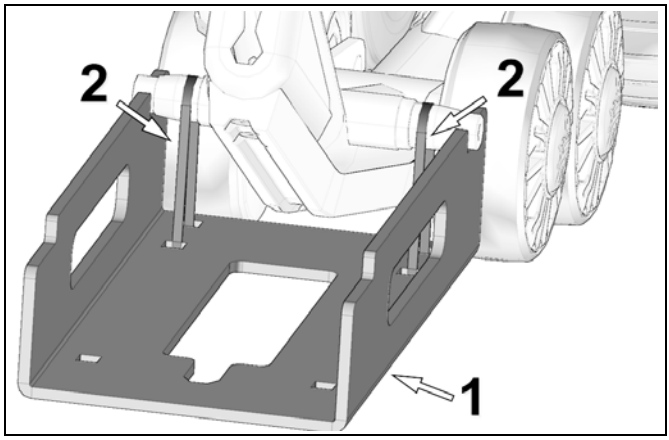


Figure 37

Position tensioner wheel axle ends in the corner notches (1) of the tool. Attach alignment tool to the track system frame using the provided tie wraps (2) Refer to Figure 38.

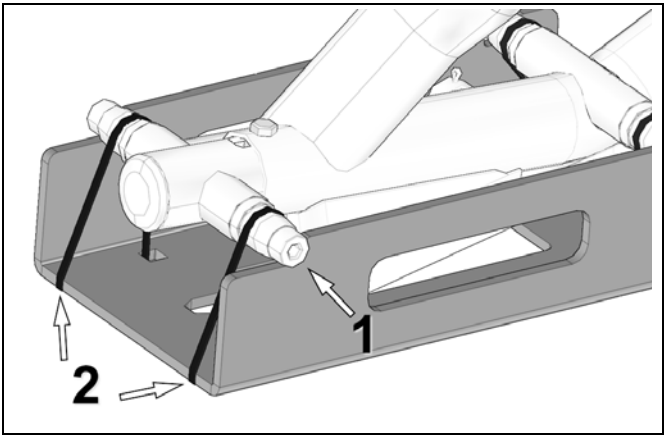


Figure 38

⚠ WARNING

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

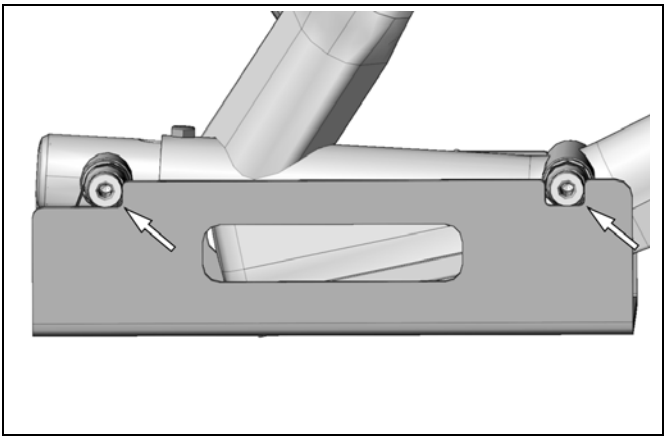


Figure 39

IMPORTANT: If the wheel axles are not perfectly seated on the alignment tool surfaces, pivot the tensioner to adjust the position. Refer to Figure 40.

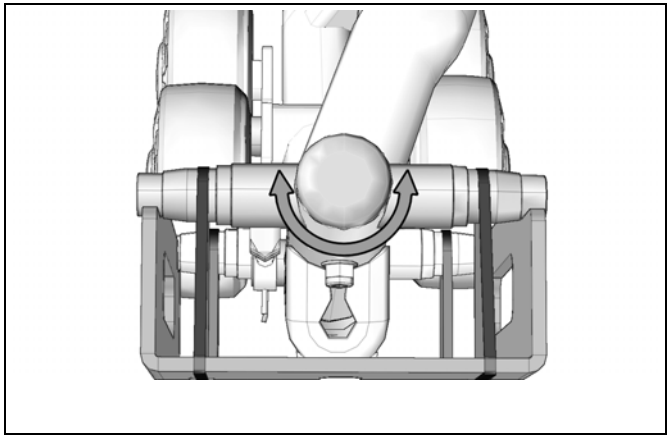


Figure 40

⚠ WARNING

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

Torque tensioner nut to 33 N-m. Refer to Figure 41.

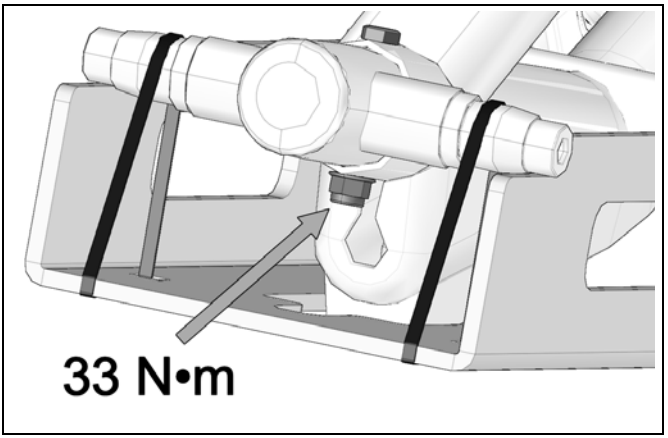


Figure 41

⚠ WARNING

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

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

MAINTENANCE SCHEDULE

⚠ WARNING

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

⚠ WARNING

Regular inspection, adjustment and lubrication of the track systems is essential to their good running order and safe operation. The user is responsible for maintaining and regularly adjusting their track systems. The "Maintenance" section provides the necessary information to perform adequate maintenance on the track systems.

⚠ WARNING

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

NOTE: Camoplast Hi-Performance Tracks recommends not using a brake cleaning solvent to clean the track system. This may damage sealing components and stickers.

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

For more details on the maintenance program, consult *Maintenance specifications* on page 52.

NORMAL WINTER CONDITIONS

MAINTENANCE	INITIAL			INTERVALS			
	BEFORE USE	10-HOUR MARK	20-HOUR MARK	EVERY 25 HOURS	EVERY 40 HOURS	EVERY 50 HOURS	EVERY 100 HRS / ANNUAL
SYSTEM - VISUAL INSPECTION	INSPECT		CLEAN / INSPECT		CLEAN / INSPECT		CLEAN / INSPECT
SYSTEM - ADJUSTMENTS	ADJUST			INSPECT / ADJUST			INSPECT / ADJUST
SYSTEM - VEHICLE ALIGNMENT	ADJUST			INSPECT / ADJUST			INSPECT / ADJUST
SYSTEM - BOLT TORQUE			INSPECT / ADJUST				INSPECT / ADJUST
TRACK - TENSION	ADJUST	ADJUST		INSPECT / ADJUST			
TRACK - WEAR							INSPECT
WHEELS - SIDE WEAR					INSPECT		INSPECT / REPLACE
WHEELS - BEARINGS			INSPECT			INSPECT	INSPECT / REPLACE
WHEELS - SEAL LUBRICATION				LUBRICATE			LUBRICATE
FRAME - HUB BEARINGS						INSPECT	REPLACE
FRAME - HUB BEARING SEAL						LUBRICATE	INSPECT / REPLACE
FRAME - TRACK GUIDE WEAR					INSPECT		INSPECT / REPLACE
FRAME - STABILIZERS			LUBRICATE			LUBRICATE	INSPECT / REPLACE
FRAME - CRACKS							INSPECT
SPROCKET - WEAR							INSPECT
ANTIROTATION - LUBRICATION					CLEAN / LUBRICATE		CLEAN / LUBRICATE
ANTIROTATION - BOLT TORQUE		INSPECT / ADJUST				INSPECT / ADJUST	INSPECT / ADJUST
ANTIROTATION - CRACKS, DEFORMATION						INSPECT	INSPECT
VEHICLE - SUSPENSION ARM BOLT TORQUE		INSPECT / ADJUST					INSPECT / ADJUST
VEHICLE - STEERING COLUMN		INSPECT / ADJUST					INSPECT / ADJUST

INDUSTRIAL / COMMERCIAL USE / ABRASIVES CONDITIONS

	INITIAL			INTERVALS			
	BEFORE USE	10-HOUR MARK	20-HOUR MARK	EVERY 25 HOURS	EVERY 40 HOURS	EVERY 50 HOURS	EVERY 100 HRS / ANNUAL
SYSTEM - VISUAL INSPECTION	INSPECT	CLEAN / INSPECT			CLEAN / INSPECT		CLEAN / INSPECT
SYSTEM - ADJUSTMENTS	ADJUST	INSPECT / ADJUST				INSPECT / ADJUST	INSPECT / ADJUST
SYSTEM - VEHICLE ALIGNEMENT	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST			INSPECT / ADJUST
SYSTEM - BOLT TORQUE		INSPECT / ADJUST	INSPECT / ADJUST				INSPECT / ADJUST
TRACK - TENSION	ADJUST	INSPECT / ADJUST				INSPECT / ADJUST	
TRACK - WEAR					INSPECT		INSPECT
WHEELS - SIDE WEAR		INSPECT		INSPECT			INSPECT / REPLACE
WHEELS - BEARINGS			INSPECT		INSPECT		INSPECT / REPLACE
WHEELS - SEAL LUBRICATION			LUBRICATE		LUBRICATE		LUBRICATE
FRAME - HUB BEARINGS						INSPECT	REPLACE
FRAME - HUB BEARING SEAL				CLEAN / LUBRICATE			REPLACE
FRAME - TRACK GUIDE WEAR					INSPECT		INSPECT / REPLACE
FRAME - STABILIZERS		LUBRICATE			LUBRICATE	INSPECT	INSPECT / REPLACE
FRAME - CRACKS							INSPECT
SPROCKET - WEAR							INSPECT / REPLACE
ANTIROTATION - LUBRICATION	LUBRICATE			LUBRICATE			LUBRICATE
ANTIROTATION - BOLT TORQUE		INSPECT / ADJUST				INSPECT / ADJUST	INSPECT / ADJUST
ANTIROTATION - CRACKS, DEFORMATION				INSPECT			INSPECT
VEHICLE - SUSPENSION ARM BOLT TORQUE		INSPECT / ADJUST			INSPECT / ADJUST		INSPECT / ADJUST
VEHICLE - STEERING COLUMN		INSPECT / ADJUST			INSPECT / ADJUST		INSPECT / ADJUST

Maintenance - Tasks

- **Inspect**: Component(s) must be examined with care. If an anomaly is noticed, the malfunctioning component(s) must be repaired or replaced.
- **Clean**: Component(s) must be cleaned of any dirt, dust or contaminant liable to impair the proper operation of the track system.
- **Adjust**: Component(s) must be adjusted or re-adjusted according to the manufacturer's adjustment recommendations. Refer to the relevant section of the *User Manual*.
- **Lubricate**: Component(s) need to be lubricated according to the manufacturer's recommendations. Refer to the relevant section of the *User Manual*.
- **Replace**: Component(s) must be replaced to avoid serious breakage.

Maintenance - Specifications

System

- **Visual inspection**: Visually inspect each track system to detect any defect or anomaly that can impair proper functioning of the systems.
- **Adjustment** : Perform or verify the attack angle adjustments on the systems according to the manufacturer's recommendations. Refer to the "Adjustments" section of the *User Manual* on page 22.
- **Vehicle alignment**: Make or verify the adjustments (vehicle alignment) on the systems according to the manufacturer's recommendations. Refer to the "Alignment" section of the *User Manual* on page 33.
- **Bolt torque**: Check the torque of critical bolts identified in the exploded views of the system. Refer to the central pages of the *User Manual*.

NOTE: Comply with the tightening torque recommendations and use threadlocker liquid if you come across a bolt not tightened to the manufacturer's recommendations.

Track

- **Tension**: Perform or check track tension on the systems according to the manufacturer's recommendations. Refer to the "Rubber track tension" section of the *User Manual* on page 37.

- **Wear**: Check wear and overall condition of the tracks on the systems. Refer to the “Wear” section of the *User Manual* on page 71.

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

Wheels

- **Side wear**: Check side wear on system’s wheels. Refer to the “Wear” section of the *User Manual* on page 70. Replace wheel(s) if wear is too great.
- **Bearings**: Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel if it shows one of these defects.
- **Wheel seal lubrication**: Wheel seals must be cleaned of any dirt or contaminant and lubricated according to the manufacturer’s recommendations. Refer to the “Lubrication” section of the *User Manual* on page 58. If a seal shows damage or any defect, it must be replaced.

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

Frame

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

NOTE: Always replace the bearings at the same time when replacement of a bearing is performed.

- **Hub bearing seal**: The maintenance chart recommends cleaning and lubricating the hub seal. Refer to the “Lubrication” section of the *User Manual* on page 62.

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

- **Track guide wear**: Check wear on track guides. Refer to the “Wear” section of the *User Manual* on page 72. Replace guides if wear is too great.
- **Stabilizers**: Verify condition of rubber cones on the stabilizer assembly of front systems and wheel axle assembly of rear systems. If the cone bores show oval-shaped wear, they must be replaced.
- **Cracks**: Visually inspect the frames for presence of cracks or defects that can impair proper operation of the systems. Replace components if damaged.

Sprocket

- **Wear**: Check wear of sprockets on the systems. Refer to the "Wear" section of the *User Manual* on page 73. Replace if wear is too great.

Anti-rotation

- **Lubrication**: The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to the "Lubrication" section of the *User Manual* on page 67.

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

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

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

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

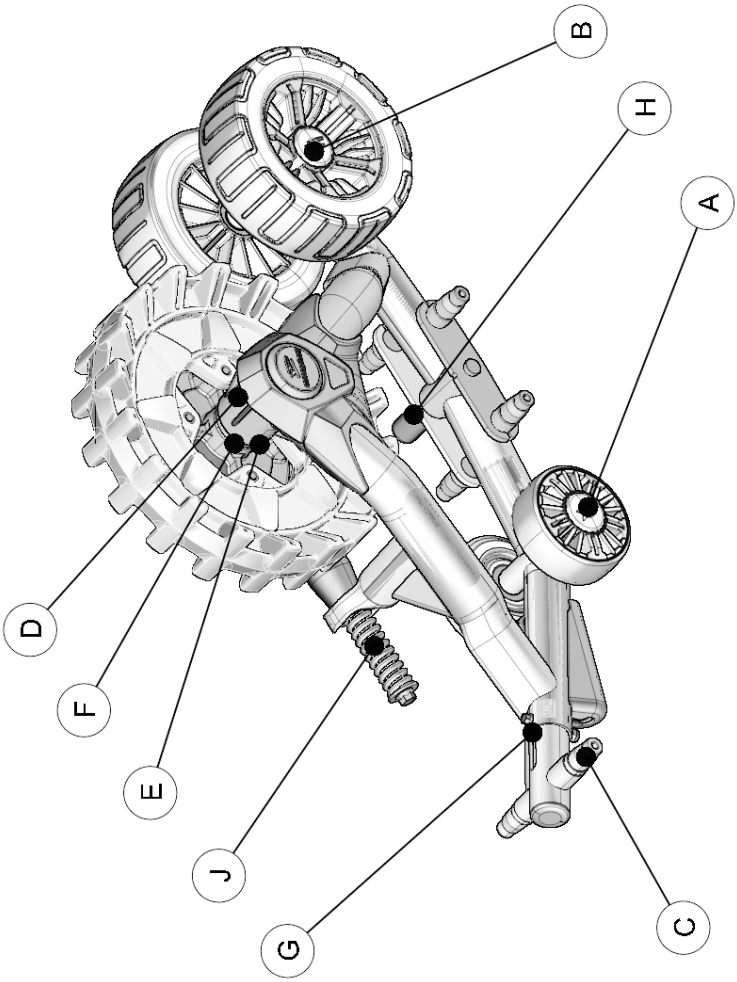
CAUTION: Hub bearings should be checked and replaced, as needed. Bearings that make noise and restrict rotation of hub are indications that they must be replaced.

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

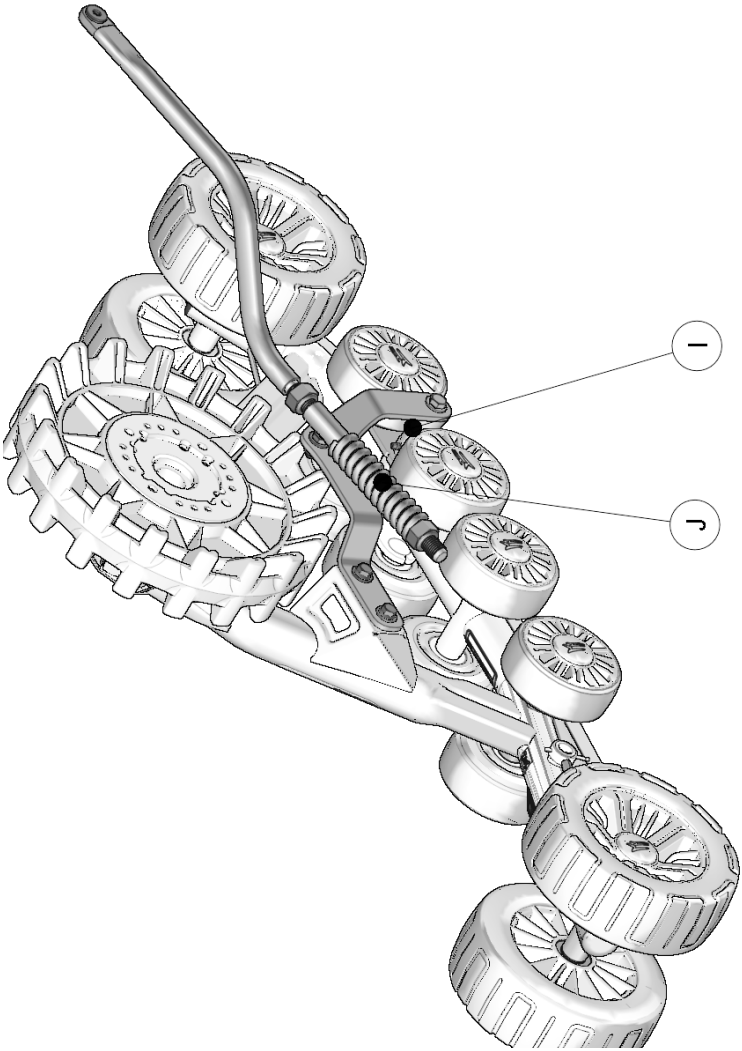
CAUTION: Always replace the washer when removing hub from frame. And when putting it back together, use a threadlocker adhesive (Loctite 263 or its equivalent) on M12–1.75 bolt that secures hub to track system frame.

CAUTION: Use a breaker bar to remove the M12-1.75 hub bolt. Do not use an air impact wrench. It might cause the bolt to break.

LUBRICATION



LUBRICATION



LUBRICATION

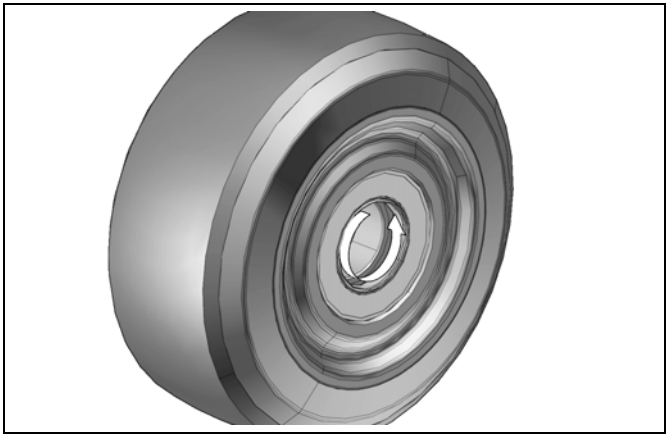
The Maintenance Schedule on page 51 includes lubrication maintenance that should be performed on track systems. Refer to the following recommendations for optimal lubrication.

NOTE: Use a water-resistant anti-friction synthetic grease. Aerochem MF grease is recommended.

REFERENCE "A"

132 mm WHEEL BEARING SEAL LUBRICATION

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



REFERENCE “B”

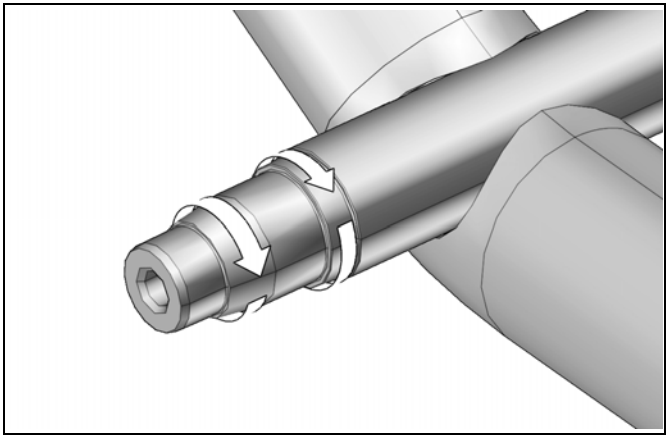
241 mm TIRE BEARING SEAL LUBRICATION

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

REFERENCE “C”

WHEEL SHAFT AND SEAL BEARING DIAMETER LUBRICATION

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

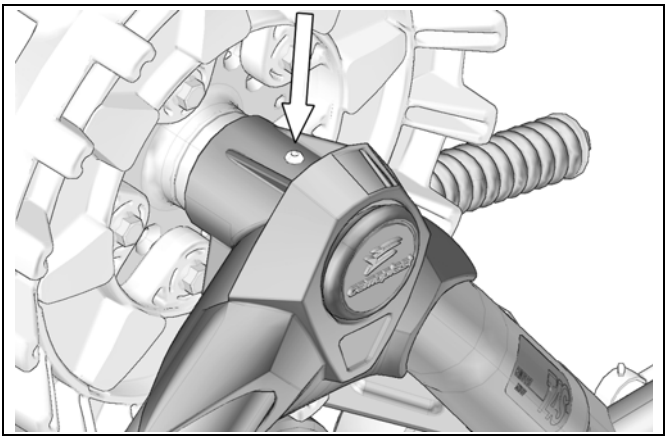


REFERENCE “D”

HUB LUBRICATION

Following replacement of bearings in hub housing and reinstallation of hub, pour 8 to 10 cc of 80w90 oil through hole on top of hub housing intended for this purpose.

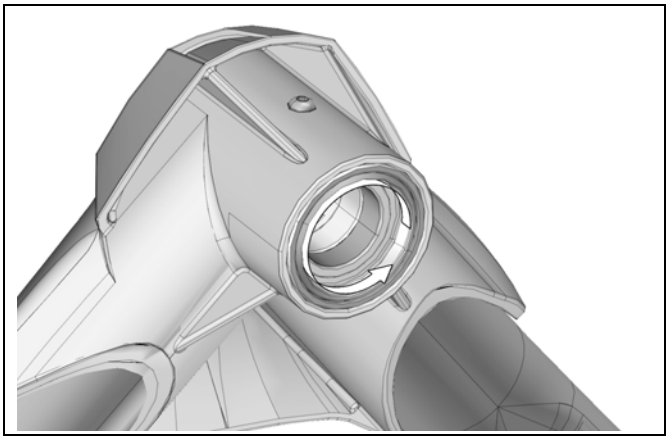
NOTE: Do not exceed the recommended quantity of oil.



REFERENCE “E”

HUB BEARING SEAL LUBRICATION

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

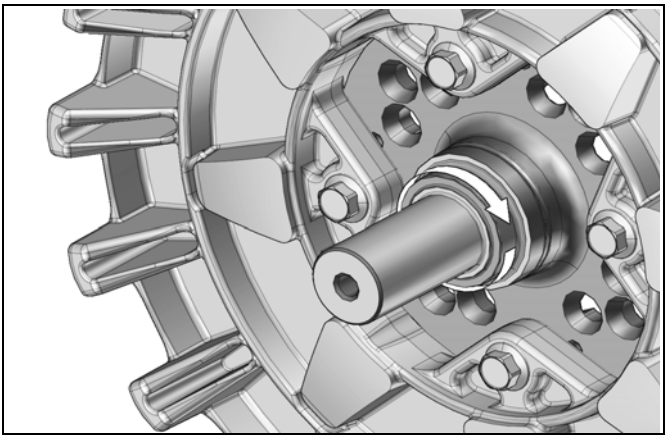


IMPORTANT : the hub seal must not extend beyond the hub face. It should be installed flush with the hub face.

REFERENCE “F”

LUBRICATION OF THE HUB SPEED SLEEVE

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



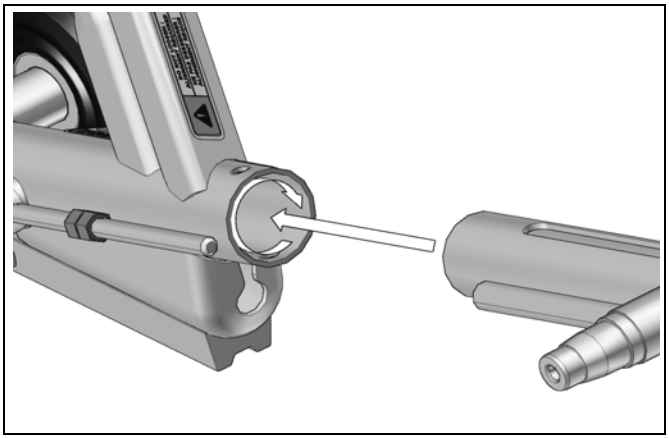
REFERENCE “G”

FRAME TUBING - TENSIONER SIDE

⚠ WARNING

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

Apply evenly a thin coat of grease, oil or spray lubricant inside the frame tubing, over the entire inner circumference (360°) and to a depth of about 12 to 15 cm (5 to 6 in).



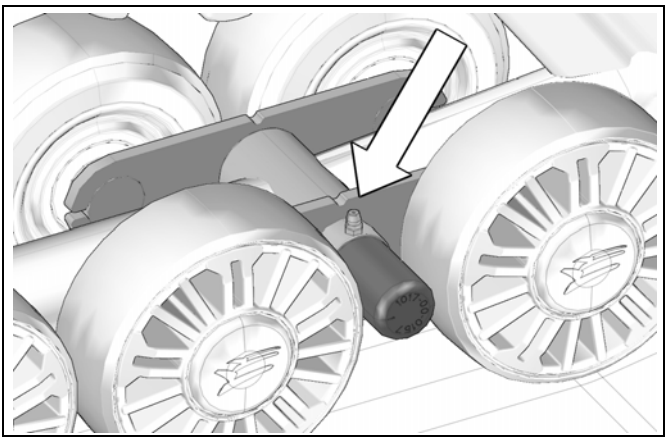
IMPORTANT: Application of lubricant inside the frame tubing prevents corrosion inside the tube. Such corrosion can cause the tensioner tail to move and lose its alignment when a tension adjustment is made to the track**.**

REFERENCE “H”

STABILIZER LUBRICATION

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

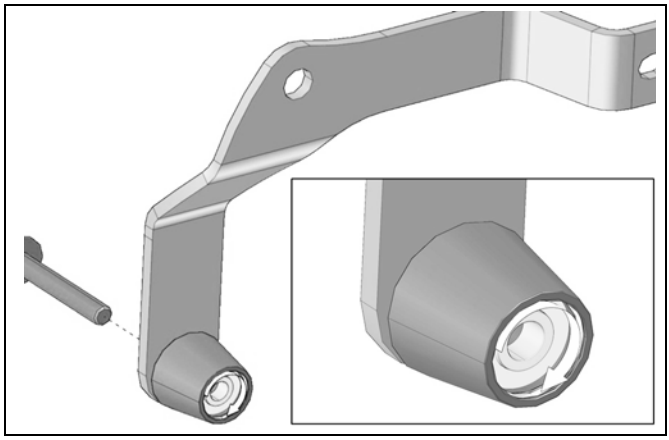
NOTE: Do not to apply too much grease in stabilizer fitting. The protective plastic cap could be forced off.



REFERENCE “I”

BUSHING LUBRICATION - RIGID SUSPENSION ARM

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

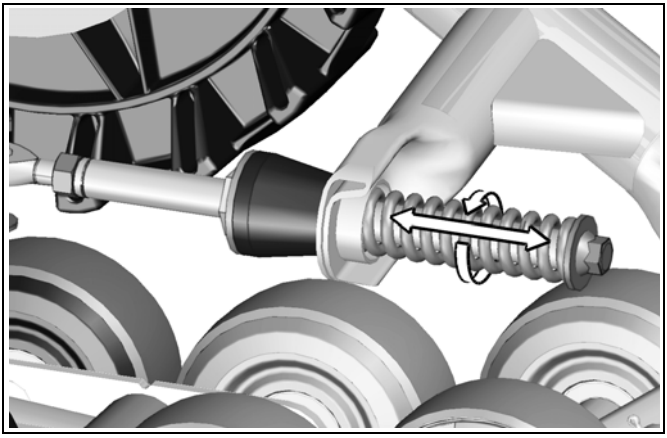


REFERENCE "J"

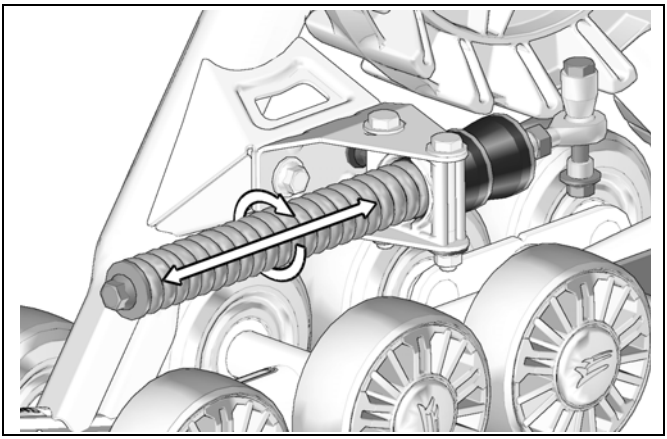
STABILIZING ARM LUBRICATION

Apply spray lubricant (e.g. motorcycle chain grease) all around the stabilizing arm compression spring and over its entire length.

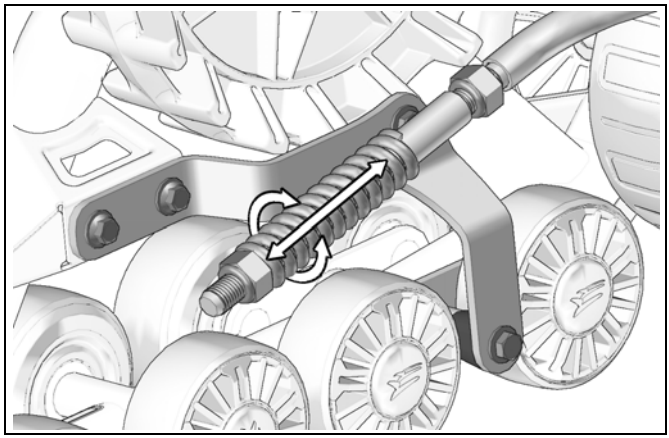
FRONT SYSTEMS



REAR SYSTEMS - INDEPENDENT SUSPENSION



REAR TRACK SYSTEM - RIGID AXLE SUSPENSION



TORQUE SPECIFICATIONS

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

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

⚠ WARNING

Overtightening bolts on some parts may damage them and safety features may be affected.

STORAGE

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

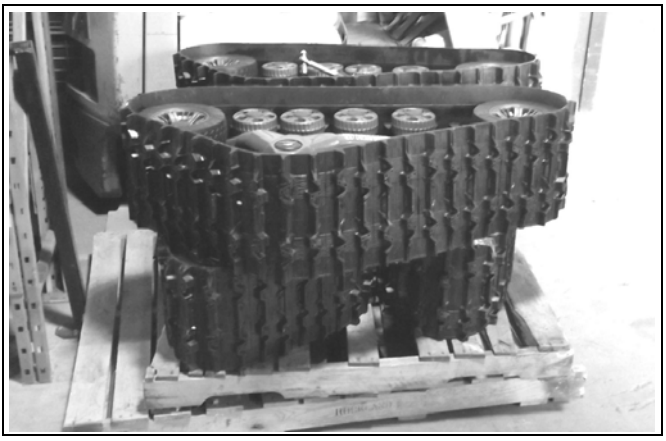


Figure 42

NOTE: Before storing the track systems, it is recommended to pour 2 cc of oil under wheel caps to help prevent corrosion.

WEAR

Wheel

Verify wear on wheels especially on the interior guidance strip (Figure 43). The wheel must be replaced if the inner surface (1) is perforated or when the wheel's rolling band narrows to less than 45 mm wide. A wheel that is excessively worn will not offer enough support to guide the track.

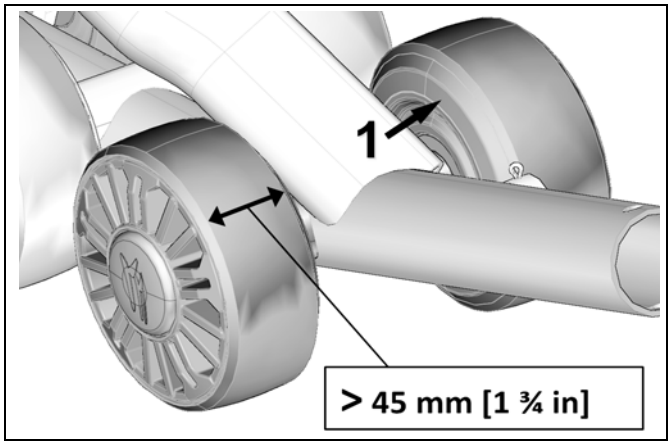


Figure 43

Urethane tire

Verify wear on the urethane tires especially on the interior guidance strip (1) and between the tire profiles (2). The wheel must be replaced if the inner surface is worn out or the tire is cracked between the tire profiles. A wheel that is excessively worn will not offer enough support for track guidance. Refer to Figure 44.

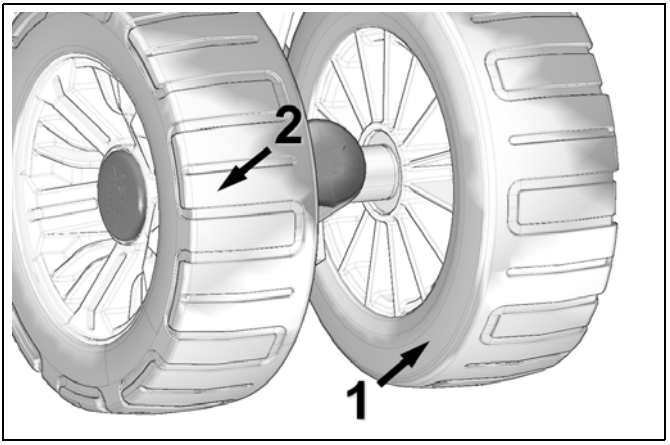


Figure 44

Track

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

Track Guide

Verify wear on the track guide by measuring the width of the guide rails. If dimensions on the rails, illustrated in Figure 45, are less than 5 mm, at any place, replace the part. If the guide rails are worn to the point that the concave shape is no longer visible, replace the part. An overly worn track guide could cause premature wear on other guidance components of the system.

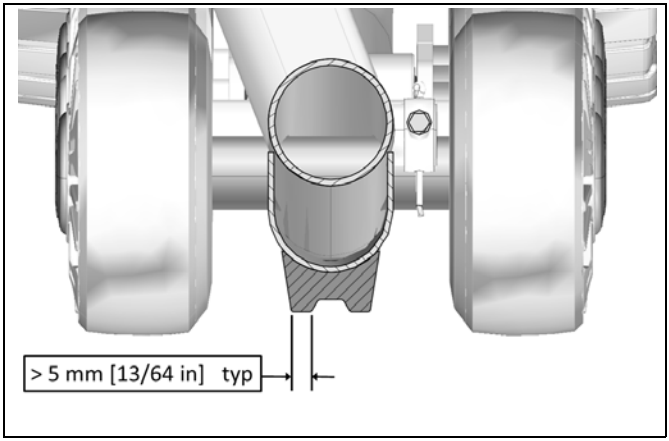


Figure 45

Sprocket

Check wear on sprocket by measuring sprocket teeth as illustrated on Figure 46. Replace sprocket when dimensions are less than 19 mm. Excessive wear could lower track drive efficiency and reduce system performance.

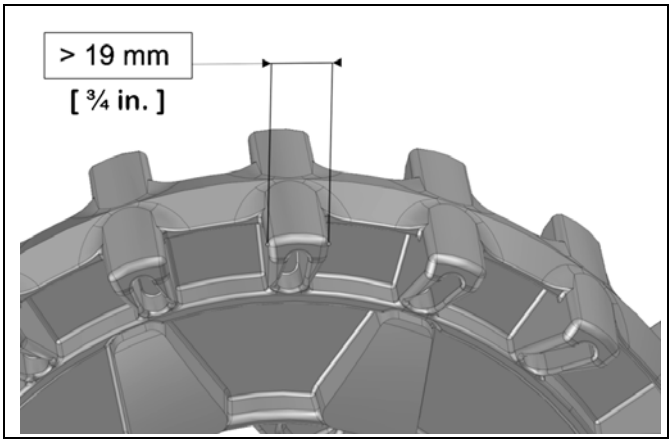


Figure 46

Anti-rotation

Verify wear of anti-rotation system, primarily at the ball joint (Figure 47) to make sure that it is not seized or extremely loose. Ball joint damage could harm the performance of the track system.

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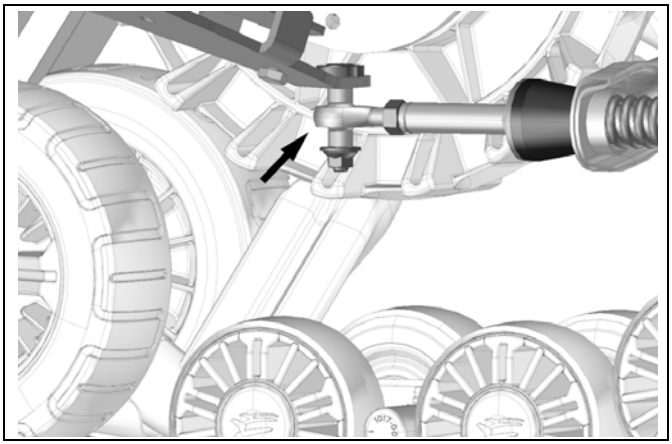

Figure 47

Check if ball rotates freely in ball housing and check also that there is not excessive play between ball and ball housing (Figure 48).

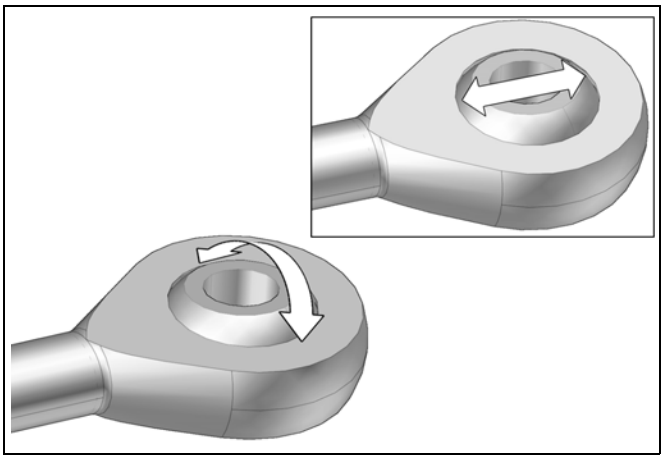

Figure 48

2-YEAR LIMITED WARRANTY

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

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

PERIOD OF COVERAGE

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

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

The warranty is not valid if the System is not installed by an authorized Camoplast Hi-Performance Tracks network dealer or distributor.

This warranty specifically excludes any damage or breakage to the 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 Hi-Performance Tracks dealer. All claims not previously approved and authorized by Camoplast Hi-Performance Tracks will be rejected.

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

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

2) Damage resulting from faulty installation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TROUBLESHOOTING

TROUBLESHOOTING		
Problem	***Potential cause***	***Correction***
Abnormal vibration	Presence of debris in the system.	Remove any debris which could prevent the proper operation of the system
	Severe and localized wear on a wheel (flat spot)	Replace the 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 the system if it's needed.
	The presence of dirt on the UTV during the installation of the system could cause bad seating of hub mating surfaces of the UTV and the track system.	Remove the system and clean the contact surfaces between the hubs.
	Damaged hub or wheel bearing	Replace the damaged bearing. (Replacement of bearings is recommended at 100-hour intervals)
	Hub of the UTV or of the track system deformed following an impact or abusive use	Replace the deformed part
Unstable behavior	Incorrect ajustement of the track system's angle of attack.	Adjust the angle of attack according to the manufacturer's specifications. (Refer to the "Adjustments" section of the User Manual)
	Track tension too high	Adjust of the track tension. (Refer to the "Adjustments" section of the User Manual)
Overheating of system guiding components (burned rubber odor)	Wrong alignment of the system	Correct the system alignment (Refer to the "Adjustments" section of the User Manual)
	Wheel blocked	Try to free the wheel and replace if necessary
	Constant turn	Vary your turning radius and seek areas which can lubricate the system
	Uninterrupted use of the system in paths with ruts	Vary your line (out of the ruts) and seek zones which can lubricate the system
Loss of power	Track tension too high	Clean the sprocket of mud, snow or any contaminants build-up. An optional Sprocket Scraper kit is available. Contact Customer Service.
		Remove ice/snow build up on wheels
		Clear frame and wheels of compacted snow.
	Infiltration of snow in the air intake system of the UTV.	Remove snow and immediately contact the dealer to fix the situation.
Partial or total derailing	Severe wear of one or several components	Check tensioner alignment. Check wear on track guide, inside driving lugs and wheels.
	Track tension too low	Adjust the track tension. (Refer to the "Adjustments" section of the User Manual)
	Incorrect alignment of the track system and/or incorrect angle of attack.	Adjust the angle of attack and alignment according to the manufacturer's specifications. (Refer to the "Adjustments" section of the User Manual)
Insufficient snow floatation	Incorrect adjustment of the anti-rotation mechanism.	Adjust the angle of attack according to the manufacturer's specifications. (Refer to the "Adjustments" section of the User Manual)

SERIAL NUMBER LOCATION

The following figures show the location of the serial numbers on the track system frame (Figure 49) and rubber track (Figure 50).

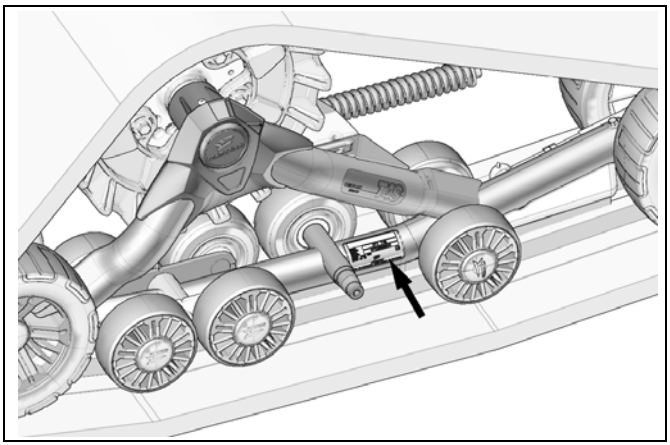

Figure 49

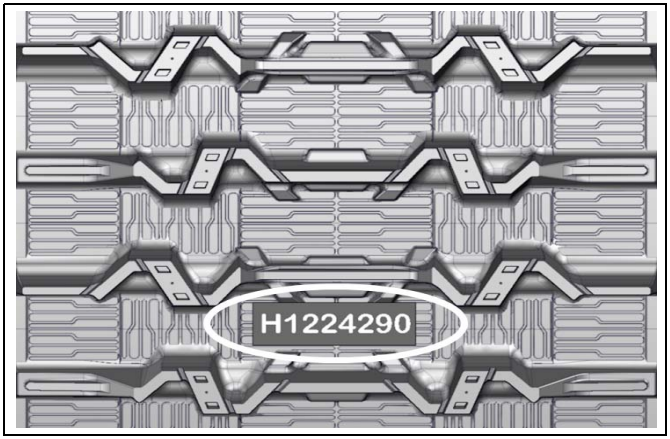

Figure 50

TECHNICAL SUPPORT

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

Camoplast Solideal Inc.

4162, Burrill - Local A
Shawinigan, (Québec) G9N 0C3 CANADA

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

''CE'' DECLARATION OF CONFORMITY

"CE" DECLARATION OF CONFORMITY

WE:

MANUFACTURER: **CAMOPLAST SOLIDEAL INC.**
ADDRESS: 4162, Burrill, Local A
Shawinigan (Québec), Canada
G9N 0C3

PHONE:
FAX:
WEB SITE: www.camoplastsolideal.com

HEREBY DECLARE THAT THE PRODUCT SERIES

PRODUCT: UTV Track Systems
CUSTOMER:

IS IN CONFORMITY WITH THE FOLLOWING STANDARDS

NUMBER:	TITLE:	DATE:
-EN 62079	Preparation of Instruction	2001
-EN 12100-1 & -2	Safety of Machinery	1996
-EN 17050-1 & -2	Conformity Assessment	2005

AND IN CONFORMITY WITH THE FOLLOWING EC DIRECTIVE:

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

DONE AT: Shawinigan (Québec), Canada

PERSON IN-CHARGE:_____

TITLE:_____

DATE:_____ SIGNATURE:_____

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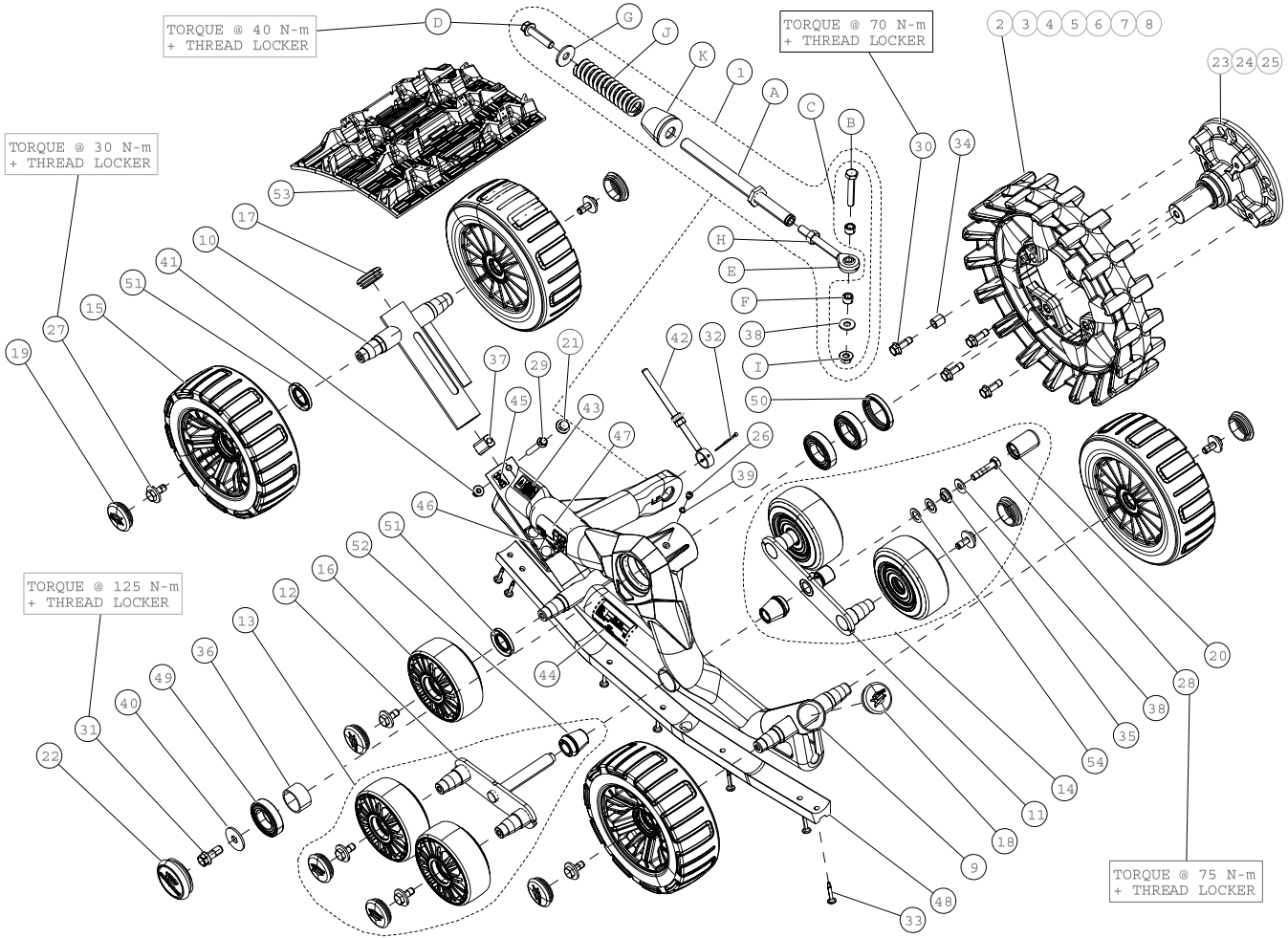
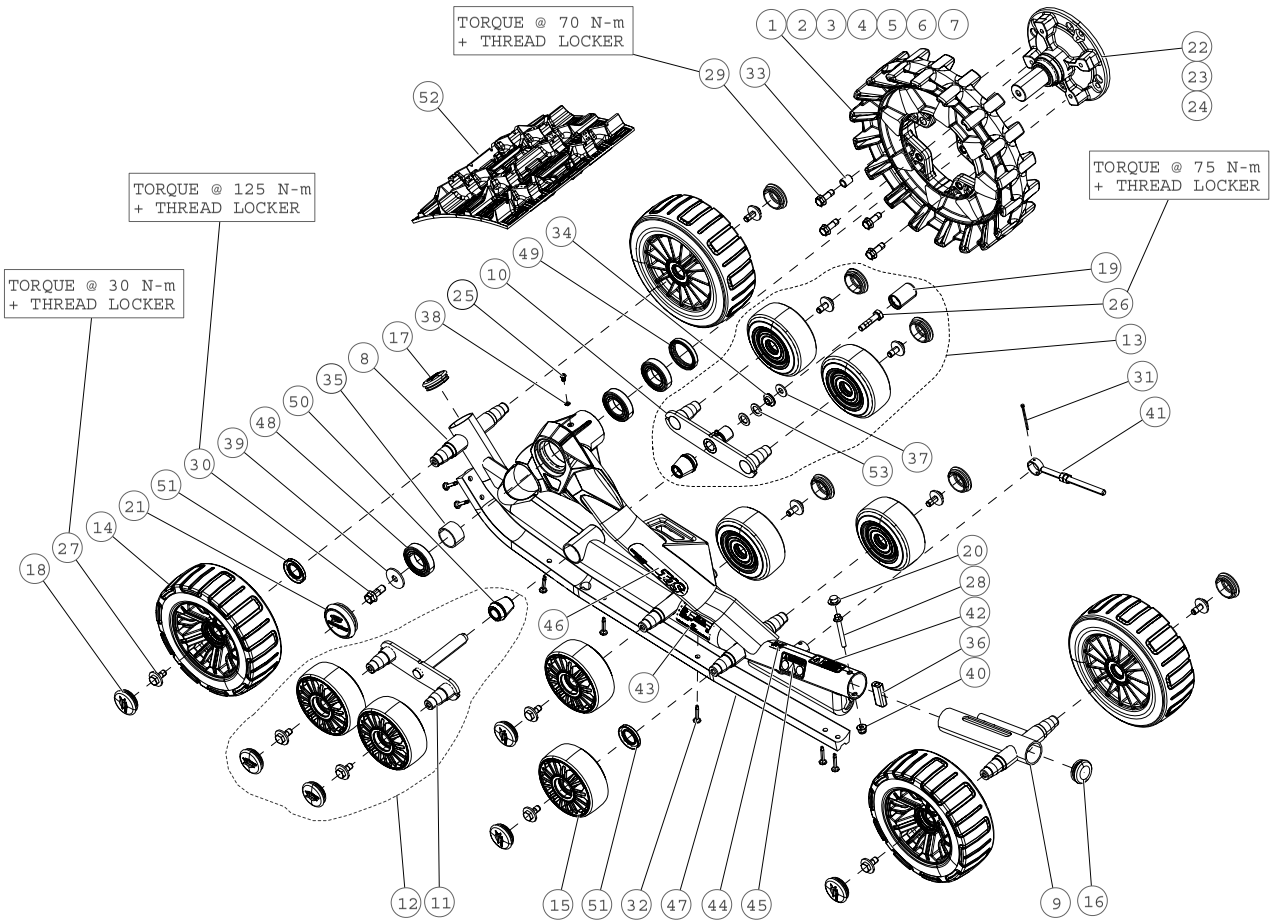

TORQUE @ 40 N-m
+ THREAD LOCKER
TORQUE @ 70 N-m
+ THREAD LOCKER
TORQUE @ 30 N-m
+ THREAD LOCKER
TORQUE @ 125 N-m
+ THREAD LOCKER
TORQUE @ 75 N-m
+ THREAD LOCKER

ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2014 FRONT LEFT & RIGHT	
1	1001-00-8501	STABILIZING ROD ASSY, UTV FRONT / BRAS STABILISATEUR ASS., UTV AVANT	1
2	1009-00-7115	SPROCKET 15 TEETH / BARBOTIN 15 DENTS -- T4S	1
3	1009-00-7116	SPROCKET 16 TEETH / BARBOTIN 16 DENTS -- T4S	1
4	1009-00-7117	SPROCKET 17 TEETH / BARBOTIN 17 DENTS -- T4S	1
5	1009-00-7118	SPROCKET 18 TEETH / BARBOTIN 18 DENTS -- T4S	1
6	1009-08-7116	SPROCKET 16 TEETH, 5 BOLTS / BARBOTIN 16 DENTS, 5 BOULONS	1
7	1009-08-7117	SPROCKET 17 TEETH, 5 BOLTS / BARBOTIN 17 DENTS, 5 BOULONS	1
8	1009-08-7118	SPROCKET 18 TEETH, 5 BOLTS / BARBOTIN 18 DENTS, 5 BOULONS	1
9-A	1010-00-B022	RH FRONT FRAME / CADRE AVANT DROIT -- UTV T4S HW	1
9-B	1011-00-B022	LH FRONT FRAME / CADRE AVANT GAUCHE -- UTV T4S HW	1
10	1014-00-B022	TENSIONNER / TENSIONNEUR -- UTV T4S HW	1
11	1015-00-8115	WIDE WHEEL STABILIZER FEMALE / STABILISATEUR FEMELLE ROUE LARGE	1
12	1015-00-8120	WIDE WHEEL STABILIZER MALE / STABILISATEUR MÂLE ROUE LARGE	1
13	1015-00-8555	WIDE WHEEL STABILIZER MALE ASS'Y / STABILIS. MÂLE ROUE LARGE ASS.	1
14	1015-00-8899	WIDE WHEEL STABILIZER FEMALE ASS'Y / STABILIS. FEM. ROUE LARGE ASS.	1
15	1016-00-2241	WHEEL ASSY / PNEU ASSEMBLÉ -- 241MM	4
16	1016-00-5133	HD WHEEL ASSY / ROUE HD ASSEMBLÉE -- 132MM X 50MM	6
17	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
18	1017-00-0010	PLASTIC FRAME CAP / CAP DE CADRE -- 2"	1
19	1017-00-0110	2 LIPS CAP, 2"O.D TUBE / BOUCHON 2 LÈVRES, TUBE 2" O.D.	10
20	1017-00-0157	DUST CAP - STABILIZER / CAPUCHON - STABILISATEUR	1
21	1017-00-0315	CAP NUT / CAPUCHON DE BOULON	1
22	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
23	1019-05-0010	POLARIS SPINDLE HUB ASSY / ESSIEU POLARIS ASSEMBLÉ	1
24	1019-08-0002	5 BOLTS SPINDLE HUB ASSY / ESSIEUX 5 BOULONS ASSEMBLÉ	1
25	1019-77-0031	MULTI HUB MODEL ASSY / ESSIEU MULTI MODÈLE ASS.	1
26	1031-06-1011	HSBS, M6-1X10, 10.9, ZP	1
27	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	10
28	1033-10-A045	HCS, M10-1.5X45, 10.9, ZP, TL, DIN931	1
29	1035-08-C070	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
30	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4-5
31	1036-12-4030	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
32	1042-00-0001	CP, 1/8,1-3/4, ZP	1
33	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
34	1050-00-0011	BUSHING / ESPACEUR -- ,445 X ,625 X ,709L	4-5
35	1050-00-8015	TANDEM BUSHING / COUSSINET TANDEM	1
36	1051-00-0043	INTERNAL SPACER / ESPACEUR INTERNE -- UTV	1
37	1051-00-0111	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
38	1060-00-0004	W, 7/16X1.0X0.072, 8, ZP, USS	2
39	1060-06-X037	W, 9.9X6X0.9, AL	1
40	1061-00-0353	W,1.625,0.515,11GA.	1
41	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	1
42	1082-00-7050	TRACK TENSIONNER ROD ASSY / TIGE TENSIONNEUR ASS.	1
43	1083-00-0067	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1
44	--	STICKER SERIAL NO. / AUTOCOLLANT NO.SERIE -- UTV T4S	1
45-A	1083-00-8100	STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AVANT GAUCHE	1
45-B	1083-00-8110	STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AVANT DROIT	1
46	1083-00-8302	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
47	1083-00-8450	STICKER / AUTOCOLLANT - UTV T4S	1
48	1085-00-8000	TRACK GUIDE FRONT / GUIDE DE CHENILLE AVANT -- UTV T4S	1
49	1090-00-0001	STANDARD BEARING / ROULEMENT À BILLE STANDARD	3
50	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1
51	1093-00-7011	SHAFT SEAL / JOINT ÉTANCHE (28 x 48 x 6 TC)	10
52	1093-00-7045	RUBBER CONE / CÔNE DE CAOUCHOUC	2
53	1093-00-8000	FRONT TRACK / CHENILLE AVANT -- UTV 4S (9131S)	1
54	1501-16-0001	TW, 1X0.625X0.62	2
A	1000-00-8050	STABILIZING ROD, SHORT / BRAS STABILISATEUR, COURT	1
B	1033-10-1060	HCS, M10-1.5X60, 10.9, ZP, DIN931	1
C	1033-AS-0025	STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR	1
D	1036-12-D050	HFSCS, M12-1.75X50, 8.8, ZP, FULL THREAD	1
E	1047-12-1090	X-LONG ROD END / TIGE À ŒIL X-LONG	1
F	1050-00-0013	BUSHING SPACER / BAGUE ESPACEUR -- 3/8"	2
G	1060-12-0001	W, 374X13X3, ZP, DIN 9021	1
H	1073-12-3002	JN, 12-1.25, ZP, DIN439B	1
I	1074-10-0001	FNN, M10-1.5, 8, ZP, DIN6926	1
J	1080-00-0087	COMPRESSION SPRING / RESSORT DE COMPRESSION -- 417 LBS/IN	1
K	1093-00-7050	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	1


TORQUE @ 70 N-m
+ THREAD LOCKER
TORQUE @ 125 N-m
+ THREAD LOCKER
TORQUE @ 30 N-m
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TORQUE @ 75 N-m
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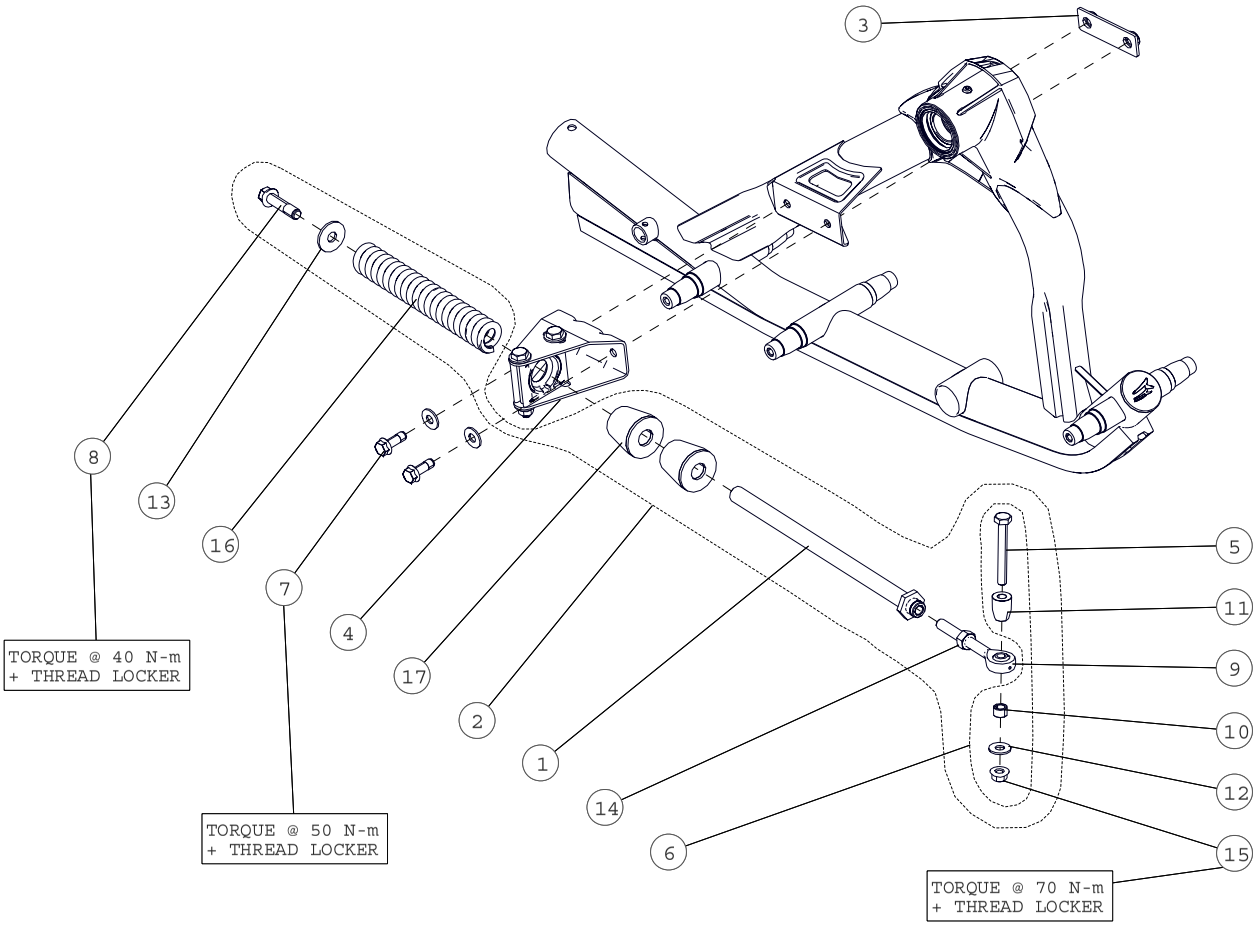
ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2014 LEFT & RIGHT REAR	
1	1009-00-7115	SPROCKET 15 TEETH / BARBOTIN 15 DENTS -- T4S	1
2	1009-00-7116	SPROCKET 16 TEETH / BARBOTIN 16 DENTS -- T4S	1
3	1009-00-7117	SPROCKET 17 TEETH / BARBOTIN 17 DENTS -- T4S	1
4	1009-00-7118	SPROCKET 18 TEETH / BARBOTIN 18 DENTS -- T4S	1
5	1009-08-7116	SPROCKET 16 TEETH, 5-BOLT PATTERN / BARBOTIN 16 DENTS, 5 BOULONS	1
6	1009-08-7117	SPROCKET 17 TEETH, 5-BOLT PATTERN / BARBOTIN 17 DENTS, 5 BOULONS	1
7	1009-08-7118	SPROCKET 18 TEETH, 5-BOLT PATTERN / BARBOTIN 18 DENTS, 5 BOULONS	1
8-A	1012-00-B022	RH REAR FRAME / CADRE ARRIÈRE DROIT - UTV T4S HW	1
8-B	1013-00-B022	LH REAR FRAME / CADRE ARRIÈRE GAUCHE - UTV T4S HW	1
9	1014-00-B022	TENSIONNER - UTV T4S HW / TENSIONNEUR - UTV T4S HW	1
10	1015-00-8115	WIDE WHEEL STABILIZER FEMALE / STABILISATEUR FEMELLE ROUE LARGE	1
11	1015-00-8120	WIDE WHEEL STABILIZER MALE / STABILISATEUR MÂLE ROUE LARGE	1
12	1015-00-8555	WIDE WHEEL STABILIZER MALE ASS'Y / STABILIS. MÂLE ROUE LARGE ASS.	1
13	1015-00-8899	WIDE WHEEL STABILIZER FEMALE ASS'Y / STABILIS. FEM. ROUE LARGE ASS.	1
14	1016-00-2241	WHEEL 241MM - ASS'Y / PNEU 241MM - ASS.	4
15	1016-00-5133	132MM X 50MM HD WHEEL ASS'Y / ROUE HD ASS. 132MM X 50MM	8
16	1017-00-0001	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
17	1017-00-0010	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
18	1017-00-0110	2 LIPS CAP, 2"O.D TUBE / BOUCHON 2 LÈVRES, TUBE 2" O.D.	12
19	1017-00-0157	DUST CAP - STABILIZER / CAPUCHON - STABILISATEUR	1
20	1017-00-0315	CAP NUT / CAPUCHON DE BOULON	1
21	1017-00-7081	HUB CAP ASSY BLUE / CAP DE MOYEU BLEU ASSEMBLÉ	1
22	1019-05-0010	POLARIS SPINDLE HUB ASSY / ESSIEU POLARIS ASSEMBLÉ	1
23	1019-08-0002	5 BOLTS SPINDLE HUB ASSY / ESSIEUX 5 BOULONS ASSEMBLÉ	1
24	1019-77-0031	MULTI HUB MODEL ASSY / ESSIEU MULTI MODÈLE ASS.	1
25	1031-06-1011	HSBS, M6-1X10, 10.9, ZP	1
26	1033-10-A045	HCS, M10-1.5X45, 10.9, ZP, TL, DIN931	1
27	1033-10-2026	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	12
28	1035-08-C070	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
29	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	4-5
30	1036-12-4030	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
31	1042-00-0001	CP, 1/8, 1-3/4, ZP	1
32	1049-00-0007	SDSQWS, #12-24X1.5, ZP	7
33	1050-00-0011	BUSHING / ESPACEUR -- ,445 X ,625 X ,709L	4-5
34	1050-00-8015	TANDEM BUSHING / COUSSINET TANDEM	1
35	1051-00-0043	INTERNAL SPACER / ESPACEUR INTERNE -- UTV	1
36	1051-00-0111	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
37	1060-00-0004	W, 7/16X1.0X0.072, 8, ZP, USS	1
38	1060-06-X037	W, 9.9X6X0.9, AL	1
39	1061-00-0353	W, 1.625, 0.515, 11GA	1
40	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	1
41	1082-00-7050	TRACK TENSIONNER ROD ASS'Y / TIGE TENSIONNEUR ASS.	1
42	1083-00-0067	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESERRER	1
43	--	STICKER SERIAL NO. / AUTOCOLLANT NO.SERIE -- UTV T4S	1
44-A	1083-00-8120	STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME ARRIÈRE GAUCHE	1
44-B	1083-00-8130	STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME ARRIÈRE DROIT	1
45	1083-00-8302	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
46	1083-00-8450	STICKER / AUTOCOLLANT - UTV T4S	1
47	1085-00-8001	TRACK GUIDE REAR / GUIDE DE CHENILLE ARRIÈRE -- UTV T4S	1
48	1090-00-0001	STANDARD BEARING / ROULEMENT À BILLE STANDARD	3
49	1093-00-7002	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1
50	1093-00-7045	RUBBER CONE / CÔNE DE CAOUCHOUC	2
51	1093-00-7011	SHAFT SEAL / JOINT ÉTANCHE (28 x 48 x 6 TC)	12
52	1093-00-8001	REAR TRACK / CHENILLE ARRIÈRE -- UTV T4S (9132S)	1
53	1501-16-0001	TW, 1X0.625X0.62	2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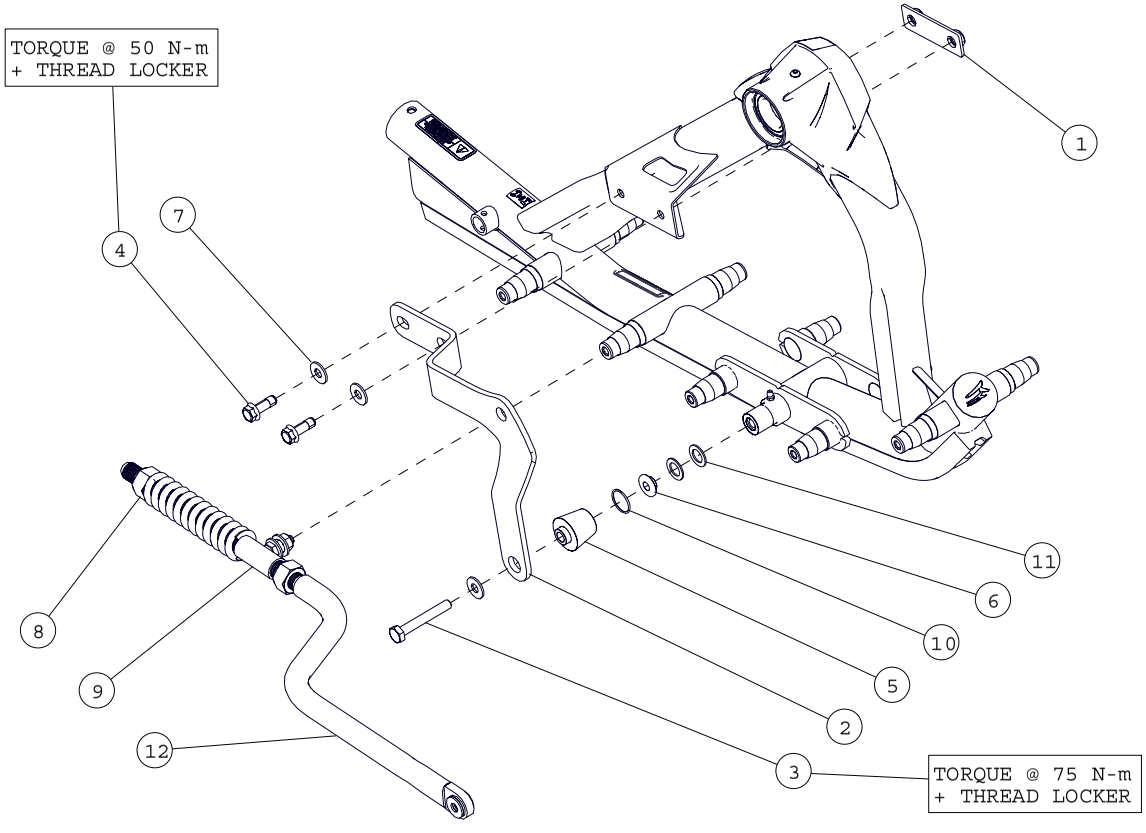
TORQUE @ 40 N-m
+ THREAD LOCKER
TORQUE @ 50 N-m
+ THREAD LOCKER
TORQUE @ 70 N-m
+ THREAD LOCKER

ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2014 INDEPENDENT SUSPENSION (IS)	
1	1000-00-8058	STABILIZING ROD, LONG / BRAS STABILISATEUR, LONGUE	1
2	1001-00-8508	STABILIZING ROD ASSY, UTV REAR / BRAS STABILISATEUR ASSEMBLÉ, UTV ARRIÈRE	1
3	1015-00-7026	BACK PLATE / PLAQUE DE FIXATION	1
4	1015-00-8250	ANTI-ROTATION BRACKET IND SUSP / ATTACHE ANTI-ROTATION SI	1
5	1033-10-1080	HCS, M10-1.5X80, 10.9, ZP, DIN931	1
6	1033-AS-0075	STABILIZING ROD LONG BOLT KIT / ENSEMBLE BOULON LONG, BRAS STABILISATEUR	1
7	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	2
8	1036-12-D050	HFSCS, M12-1.75X50, 8.8, ZP, FULL THREAD	1
9	1047-12-1090	X-LONG ROD END / TIGE À ŒIL X-LONG	1
10	1050-00-0013	BUSHING SPACER / BAGUE ESPACEUR -- 3/8"	1
11	1050-06-0758	BUSHING YZN / ESPACEUR ZNJ -- 0,406IDX 0,875ODX1,100L	1
12	1060-00-0004	W, 7/16X1.0X0.072, 8, ZP, USS	3
13	1060-12-0001	W, 374X13X3, ZP, DIN 9021	1
14	1073-12-3002	JN, 12-1.25, ZP, DIN439B	1
15	1074-10-0001	FNN, M10-1.5, 8, ZP, DIN6926	1
16	1080-00-0901	COMPRESSION SPRING / RESSORT DE COMPRESSION -- 480 LBS/IN	1
17	1093-00-7050	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	2


TORQUE @ 50 N-m
+ THREAD LOCKER
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TORQUE @ 75 N-m
+ THREAD LOCKER

ITEM #	PART #	DESCRIPTION	QTY
		CAMOPLAST UTV T4S MY2014 RIGID SUSPENSION (RS)	
1	1015-00-7026	BACK PLATE / PLAQUE DE FIXATION	1
2-A	1015-00-8004	LH, BRACKET ANTI-ROTATION (RS) UTV 4S / ANCRAGE ANTI-ROT. GA. (SR) UTV 4S	1
2-B	1015-00-8014	RH, BRACKET ANTI-ROTATION (RS) UTV 4S / ANCRAGE ANTI-ROT. DR. (SR) UTV 4S	1
3	1033-10-1070	HCS, M10-1.5X70, 10.9, ZP, DIN931	1
4	1036-10-4030	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	2
5	1050-00-8000	ANTI-ROTATION BUSHING (RS) UTV 4S / BAGUE ANTI-ROTATION (SR) UTV 4S	1
6	1050-00-8015	TANDEM BUSHING / COUSSINET TANDEM	1
7	1060-00-0004	W, 7/16X1.0X0.072, 8, ZP, USS	3
8	1071-20-0001	NN, M20-2.5, ZP, DIN982	2
9	1080-00-3000	STABILIZING ARM GUIDE ASSY (RS) / GUIDE BRAS STABILISATEUR ASSEMBLÉ (SR)	1
10	1093-00-0020	O-RING / JOINT TORIQUE -- 26 X 29 X1.5	1
11	1501-16-0001	TW, 1X0.625X0.62	2
12	*VAR*	*REFER TO INSTALLATION GUIDELINES / VOIR LA DIRECTIVE D'INSTALLATION*	1