

CAMSO ATV T4S FOR ALL-TERRAIN VEHICLES

ATV T4S: 1099-01-1052

USER MANUAL 2022





⚠ WARNING

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

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

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

TECHNICAL SUPPORT

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

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

System Serial Number: 6622NN 1 _____

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

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INTRODUCTION

Thank you for choosing the **Camso ATV T4S** Track System (hereinafter referred to as the "System"). You have made the right choice. This system will provide you with all the traction, performance and durability you require for recreational or work purposes and allows for operation in winter conditions as well as fall and spring conditions. This Track System for **quads** (hereinafter referred to as "ATVs") provides exceptional floatation with very low ground pressure. Its strong lightweight steel frame (30 kg), its internal sprockets, adapted to the vehicle's capacity, and its track, specifically designed for ATVs, make it the best system on the market.

SYMBOLS AND SIGNAL WORDS

This guide uses the following signal words and symbols to emphasize particular information:

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

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

NOTE: Indicates supplementary information.

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

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

GENERAL INFORMATION

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

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

SERIAL NUMBER LOCATION

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

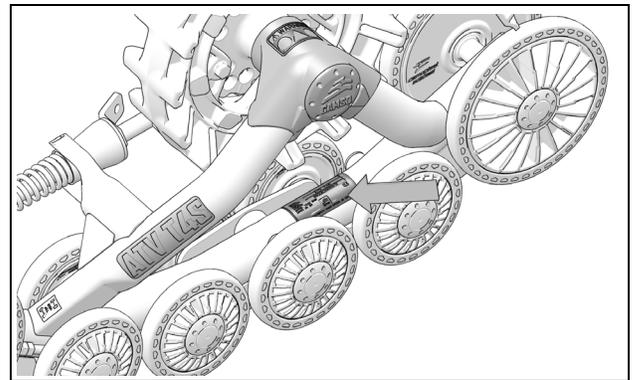


Figure 1

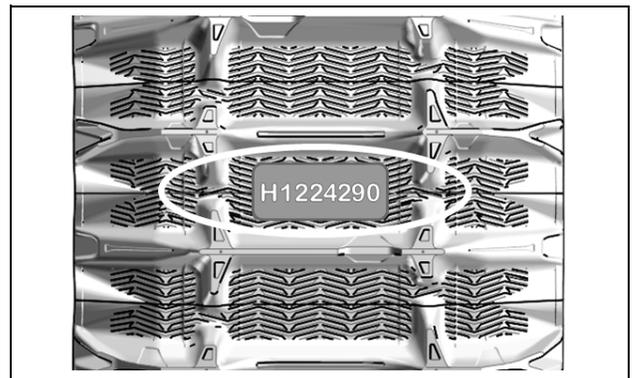
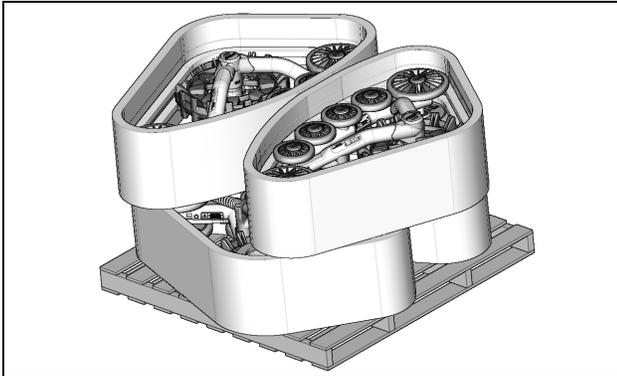


Figure 2

SAFETY

WARNING STICKERS

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



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

GENERAL WARNING



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

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



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



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

TENSIONER WARNING



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

POSITION PICTOGRAM STICKERS

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

Front left



Front right



Rear left



Rear right



USER NOTICE AND DISCLAIMER

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

This document holds important information regarding driving an ATV equipped with the **Camso ATV T4S** System by Camso. It is mandatory that every user takes the time to carefully read, understand and then consult this reference manual and user guide as well as the ATV owner's manual as needed. When purchasing either a new or used Track System, the user must obtain all documentation related to the System, including manuals and guides related to the ATV on which the System is installed. If need be, contact the Camso products dealer nearest to you to obtain any additional information. You may also consult the Camso Web site at www.camso.co and contact our technical support by email at enduser.atv@camso.co.

Camso believes that there are certain risks related to the installation and use of the System. Our experience shows that the System is safe. However, the user must be aware of the risks related with driving an ATV with the particularities of this type of System. The ATV driver must, at all times, respect all applicable laws and regulations, the indications of the System manufacturer and the indications from the vehicle manufacturer fixed by law, namely when age restrictions exist and ATV base equipment is required (headlights, flashers and brake lights, rear view mirror, etc.). The user must always wear adequate safety equipment, such as a helmet, safety glasses (or visor), protective clothing, boots and gloves. It is understood that driving while impaired or intoxicated presents a danger for the ATV user and others and is against the law.

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

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

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

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

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

The installation of a System:

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

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

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

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

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

OPERATING INSTRUCTIONS

HINTS AND TIPS

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

BREAK-IN PERIOD

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

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

VERIFICATION	Hr 0	Hr 1 15 km/h*	Hr 2 25 km/h*	Hr 3 35 km/h*
Visual Inspection	x	x	x	x
Track Tension	x	x		x
Angle of Attack	x	x		
Alignment	x			x
Bolt Torque - Anchor Brackets				x

* Maximum Real Speed

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

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

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

⚠ WARNING

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

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

PRE-USE VERIFICATION

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



CAUTION: Track systems installed on an ATV project more snow, dirt, water, or mud than tires. The owner/driver is responsible for adapting engine and CVT air intakes to minimize the risks of breakdowns and/or damage to mechanical components.

STEEP DESCENTS

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



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



DESCENDING AND BEING STUCK IN REVERSE

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



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



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

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

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

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

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

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



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



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

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

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

DRIVING OVER A STEEP RIDGE

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



DRIVING OVER AN OBSTACLE

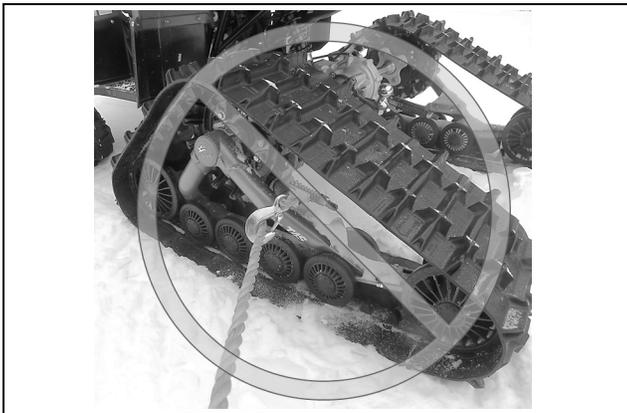
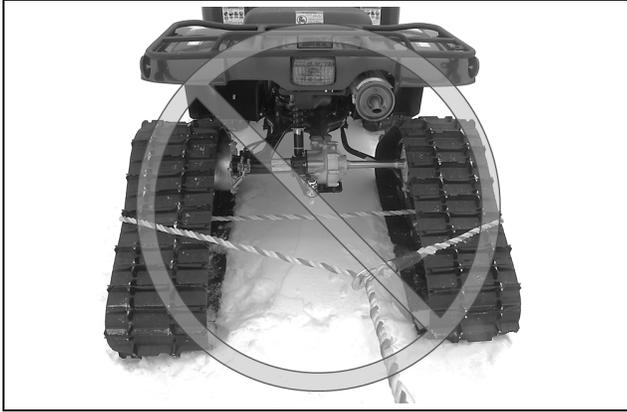


⚠ WARNING
Always follow the ATV manufacturer's safety rules and recommendations regarding, for example passengers transportation, maximum loads, etc.

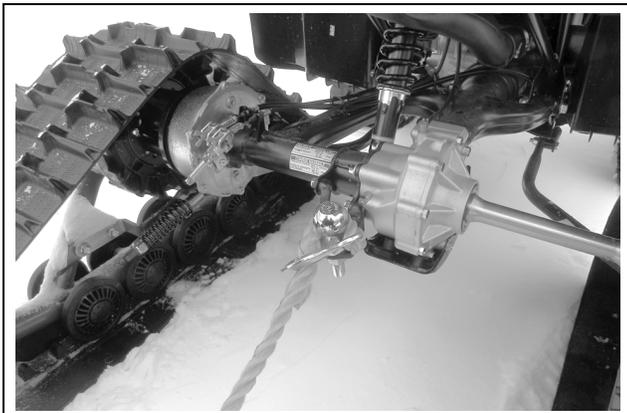
⚠ WARNING
When travelling in groups, riders following vehicles equipped with track systems should be warned of dangerous objects that can potentially be propelled by tracks. Be especially cautious on rocky trails.

LOCATION OF TOWING CABLE

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



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



TOWING A VEHICLE OUT OF THE SNOW

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



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

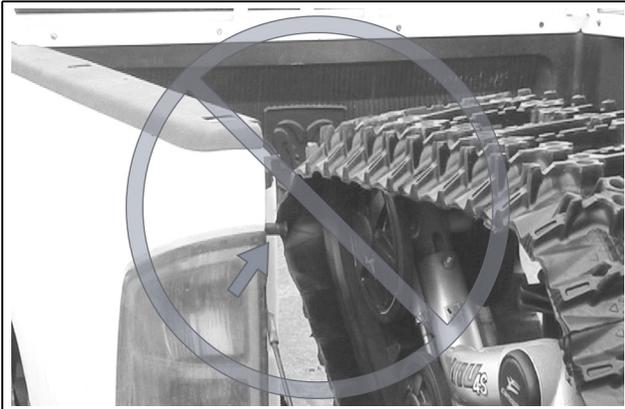
JUMPING

⚠ WARNING

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

LOADING AND UNLOADING A VEHICLE IN A TRUCK

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



DRIVING ACROSS SLOPES

⚠ WARNING

Driving across slopes can be dangerous. On a slope too steep, your vehicle could rollover. Keep in mind that mud, snow or ice can modify ground conditions. In all cases, do not drive across a slope with a bank angle of more than 15 degrees.

EXCEEDING THE ANTI-ROTATION STROKE ON ROUGH TERRAIN

CAUTION: Never exceed anti-rotation stroke of front or rear Track Systems. System or vehicle failure may occur. Camso recommends always riding on terrain that fully supports the Track System.

TRACK SYSTEMS OPERATING IN WATER OR MUD

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



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

SPECIFICATIONS

TORQUE SPECIFICATIONS

The table below contains the recommended torque specifications according to bolt size and grade.

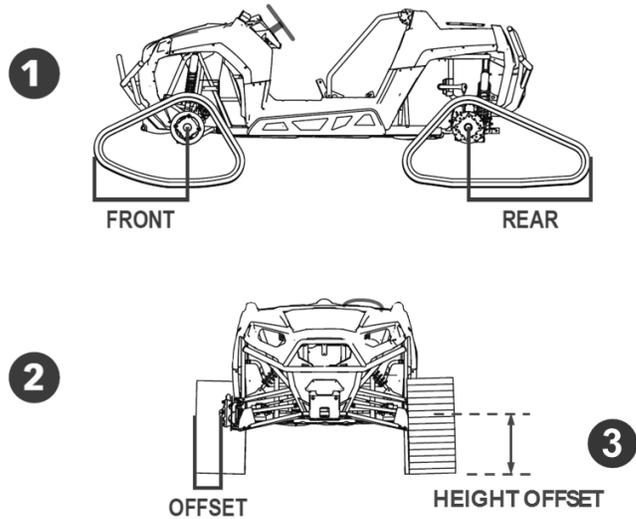
CAUTION: Some bolts in the Track System assembly have a specific torque specification. Refer to the exploded views at the end of the Manual to obtain the exact torque specifications applied to these bolts.

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

NOTE : Use a thread locker (Loctite 262 type or its equivalent) at indicated places in the exploded views of the system.

OFFSETS ON VEHICLE

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



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

SPEEDOMETER AND TRIP METER READINGS

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

ADJUSTMENTS

CAUTION: Track System adjustments must be verified after first use on the vehicle, and then at the maintenance chart's recommended intervals. Track tension, alignment and angle of attack of each Track System unit must be re-verified. Incorrect adjustments can decrease System performance and produce premature wear on certain components.

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

ANGLE OF ATTACK - FRONT SYSTEMS

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

- Use handlebars to point tracks straight ahead.
- Temporarily apply pressure to the front of the track to make stay flat on the ground
- Stabilizing arm (1) must be attached to front anchor bracket (2) mounted on vehicle. Figure 3.

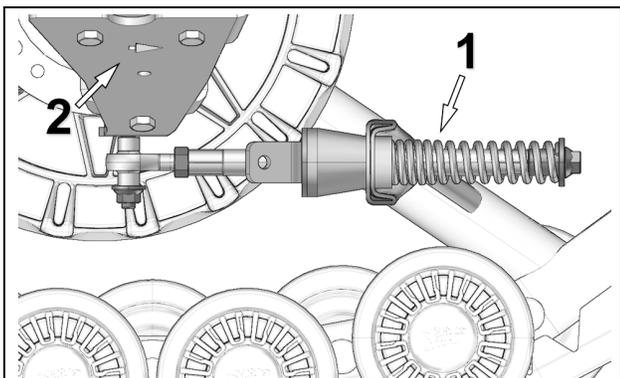


Figure 3

- Position a flat bar on top of rear wheels of front track system and measure from the ground up to flat bar as shown on Figure 4.

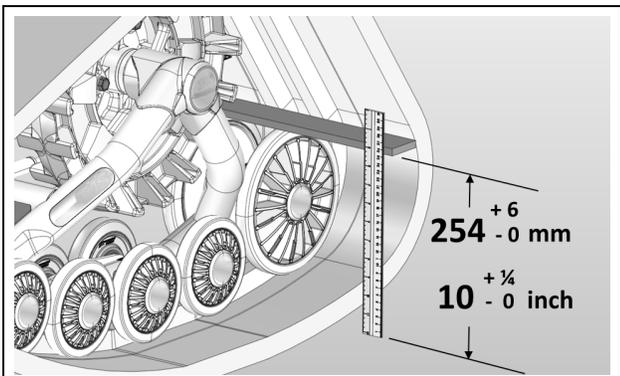


Figure 4

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

- Loosen jam nut (1). Adjust length of rod end (2) by rotating the steering limiter support plate on (3) the stabilizing arm. Use a 30 mm wrench to rotate support plate and obtain 254 mm above the ground. Refer to Figure 5.

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

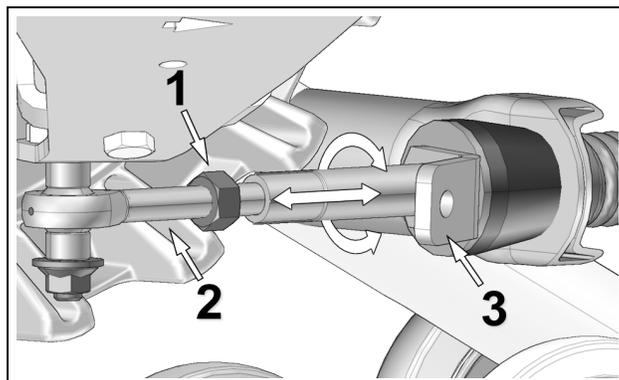


Figure 5

- When angle of attack is correctly set, tighten the jam nut (1) back against the stabilizing arm to 40 N•m [30lb•ft] of torque. See Figure 6.

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

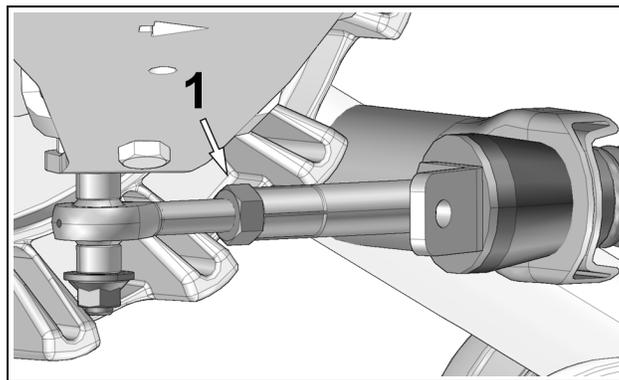


Figure 6

ADJUSTMENTS

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

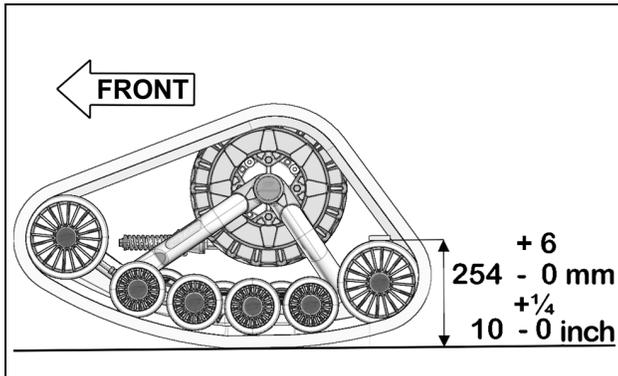


Figure 7

BASIC TUNING (Front Track Systems)

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

ANGLE OF ATTACK - REAR SYSTEMS

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

RIGID AXLE OR TRAILING ARM SUSPENSION

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

- Stabilizing arm (1) must be attached to Track System and to rear anchor bracket (2) installed on vehicle. See Figure 8.

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

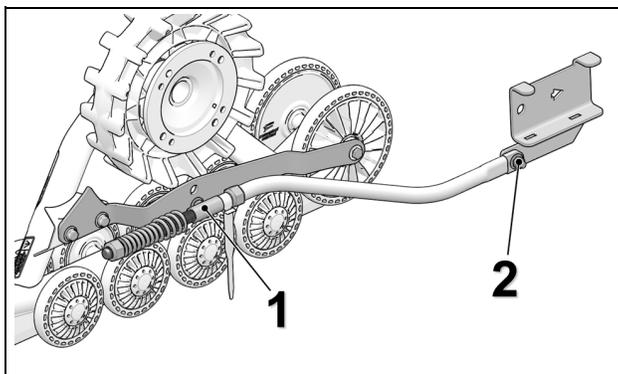


Figure 8

- Loosen nut (3) compressing stabilizing rod spring. See Figure 9.

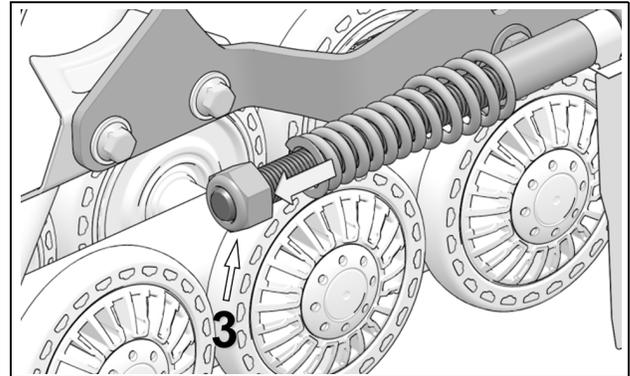


Figure 9

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

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

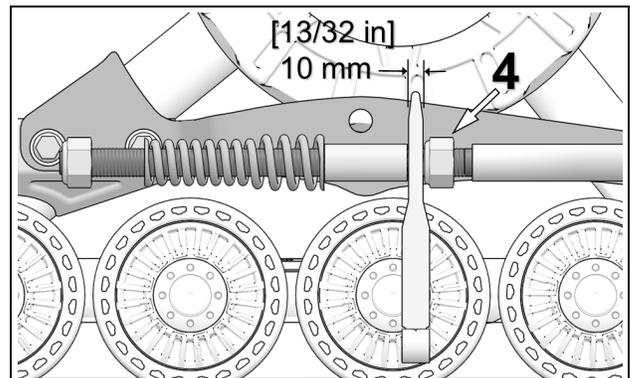


Figure 10

- Turn nut (3) until it comes in contact with spring, then compress spring by rotating nut 1 1/2 turns. See Figure 11.

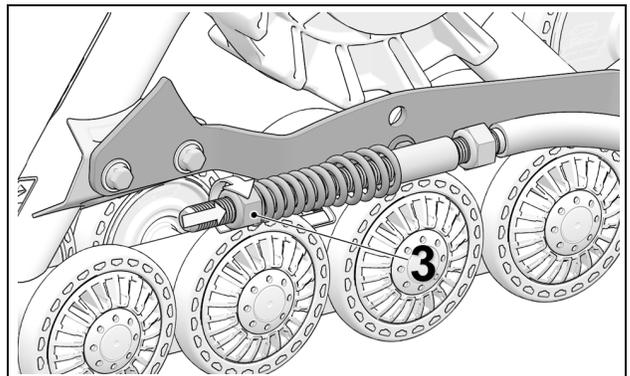


Figure 11

- **IMPORTANT:** Double-check the 10 mm minimum distance between nut and stabilizing arm guide. Re-adjust as needed. Figure 12.

NOTE: Use provided template to verify adjustment.

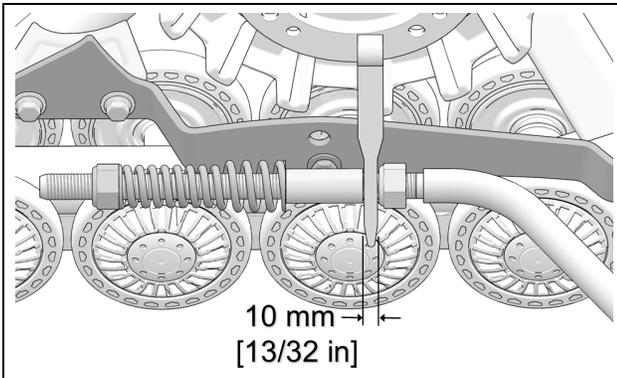


Figure 12

INDEPENDENT SUSPENSION (IS)

- Stabilizing arm (1) must be attached to rear anchor bracket (2) installed on vehicle. Figure 13.

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

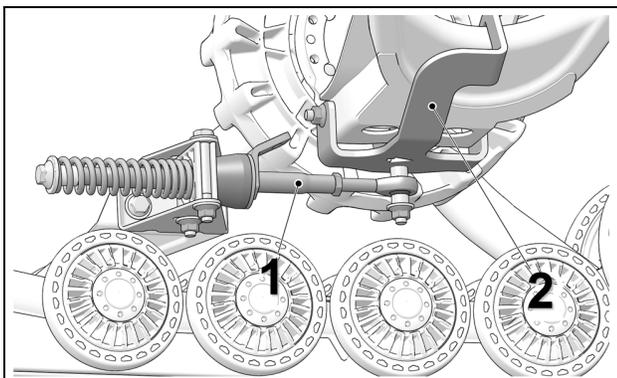


Figure 13

- Loosen anti-rotation bracket bolts (3) to allow the anti-rotation retainer (4) to rotate on its axis. See Figure 14.

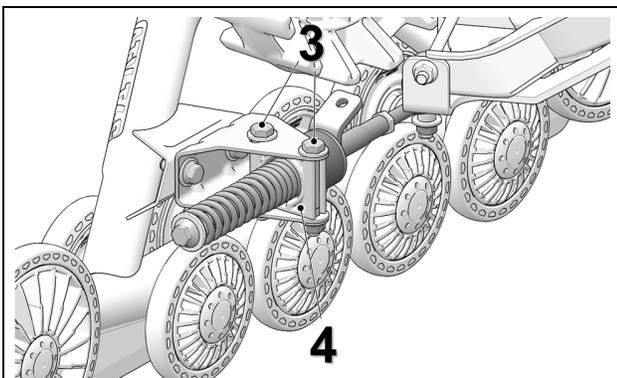


Figure 14

- Loosen jam nut (5). Turn stabilizing arm (1) to adjust length of rod end (6) so that rubber cone (7) applies light pressure on anti-rotation retainer (4). Figure 15.

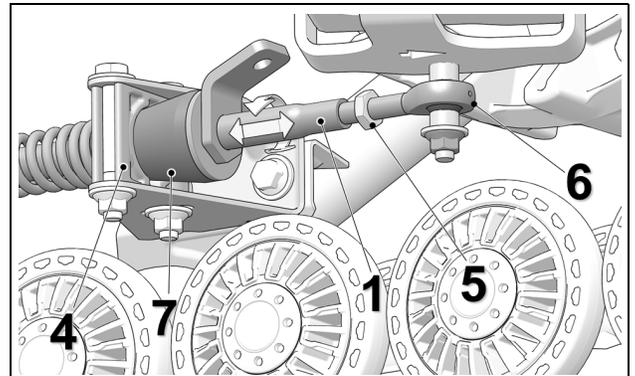


Figure 15

- Re-tighten jam nut (5) to 40 N•m [30 lb-ft] of torque when adjustment is complete. Figure 16.

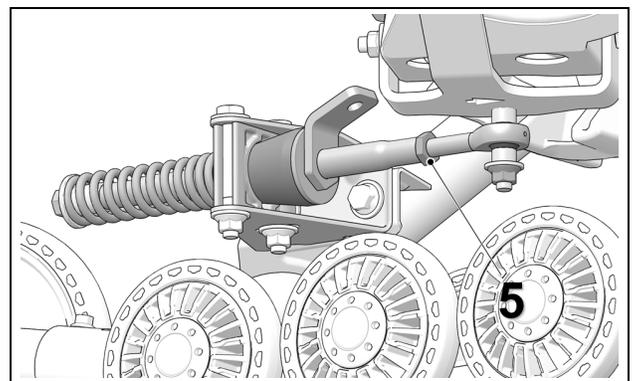


Figure 16

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

- Re-tighten anti-rotation bracket bolts (3) to 50 N•m [37 lb-ft] of torque. See Figure 17.

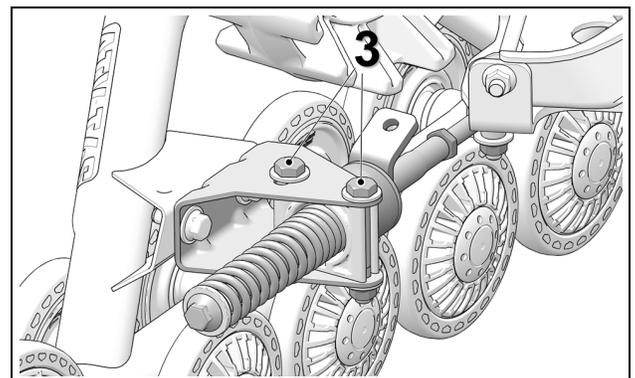


Figure 17

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

ADJUSTMENTS

BASIC TUNING (Rear Track Systems)

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

TRACK SYSTEM REMOVAL

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

CAUTION: Track Systems mounted on an ATV increase ground clearance and vehicle stability. Be careful after re-installing your wheels; the handling characteristics of the vehicle will differ from those produced by Track Systems.

ALIGNMENT

Parallelism must be adjusted with the ATV on the ground, driving the vehicle forward about 3 meters [10 ft.] and measuring toe-in distance. Refer to Figure 18.

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

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

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

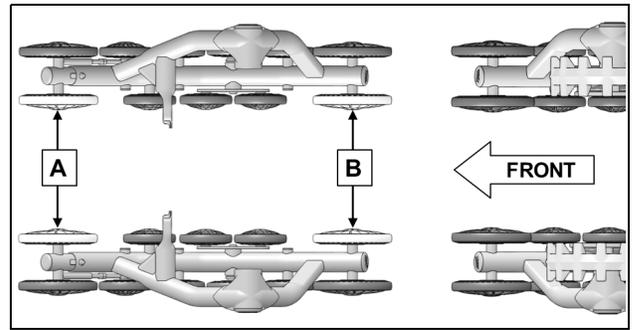


Figure 18

Dimension A: distance between inner front wheels

Dimension B: distance between inner back wheels

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

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

Adjustment Method

To adjust the ATV's steering system, first loosen coupling rod nuts (1), then screw or unscrew the coupling rod (2) an equal number of revolutions on both sides of the vehicle. Re-tighten nuts when adjustment is complete. See Figure 19.

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

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

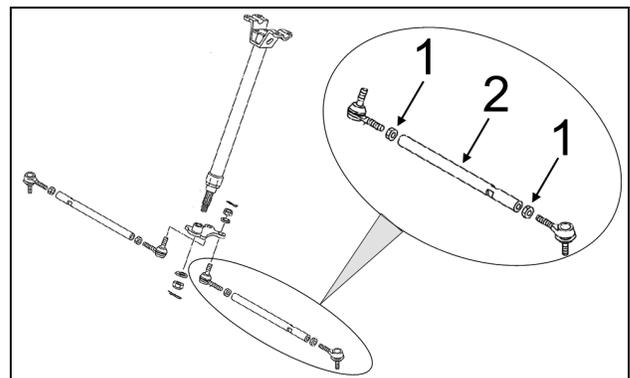


Figure 19

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

Measure A: Measure the distance inside the front $\text{\O}202$ mm wheels on the front Track Systems. See figures 20, 21 and 22.

Measure B: Measure the distance inside the rear $\text{\O}202$ mm wheels on the front Track Systems. See figures 23, 24 and 25.



Figure 20

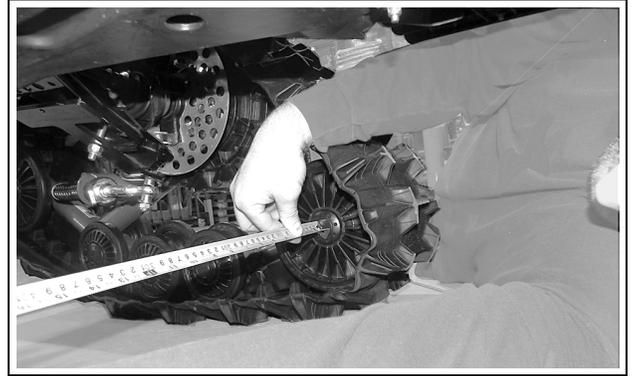


Figure 23

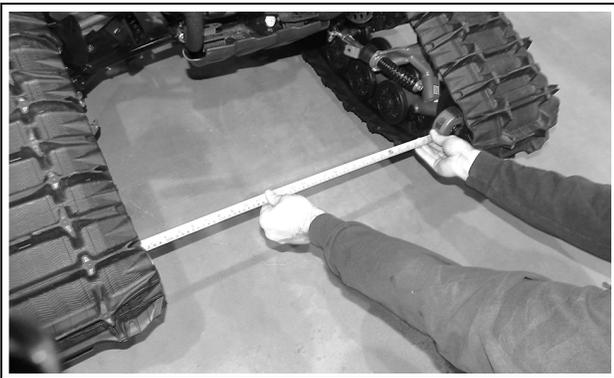


Figure 21 (Distance between front wheels)

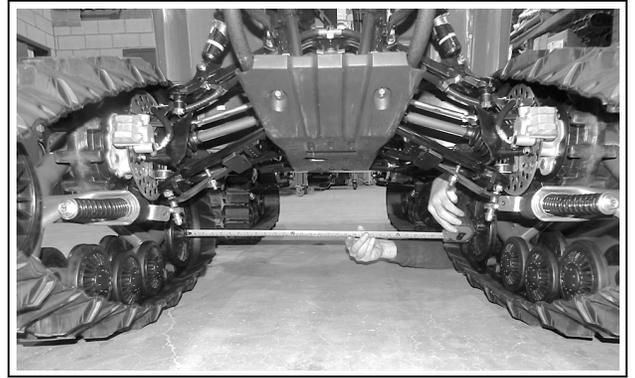


Figure 24 (Distance between rear wheels)



Figure 22

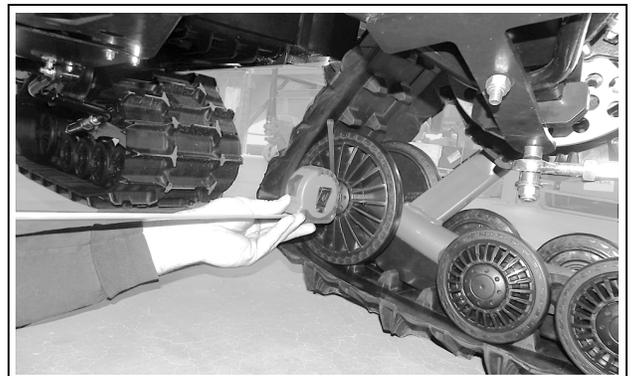


Figure 25

ADJUSTMENTS

TRACK TENSION

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

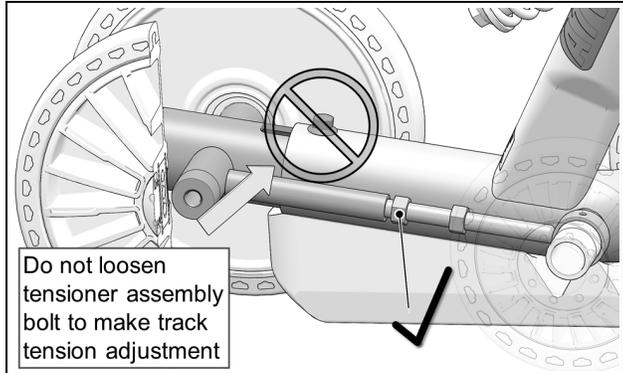


Figure 26

- Loosen jam nut (1) and turn adjusting nut (2) to set track tension. See Figure 27.

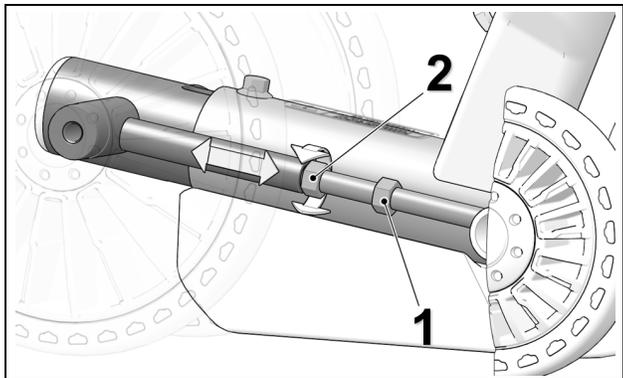


Figure 27

- The table below shows the force (3) applied and the deflection (4) which must occur to correctly set track tension. See also Figure 29.

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

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



Figure 28

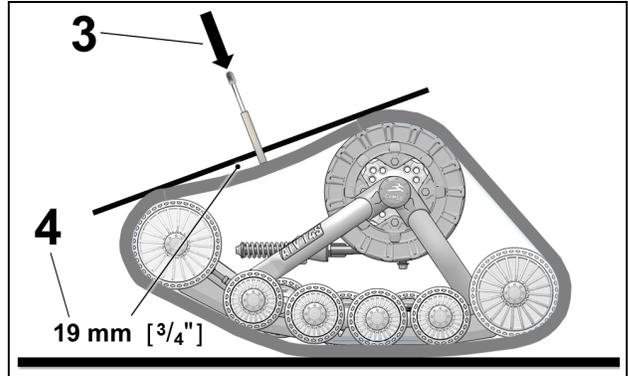


Figure 29

BASIC TUNING

- Higher rubber track tension reduces the risk of “derailing” and reduces sprocket “ratcheting”.

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

- Lower rubber track tension provides better traction, a smoother ride and better fuel economy.

Final Check

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

TRACKS - INSTALLATION DIRECTION

Front track: can be installed in both direction.
Figure 30.

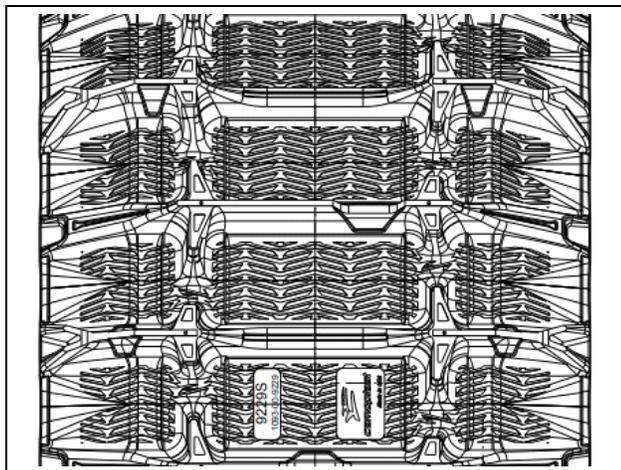


Figure 30

Rear track: arrow molded on rear tracks must point out, away from Track system frames. See Figure 31.

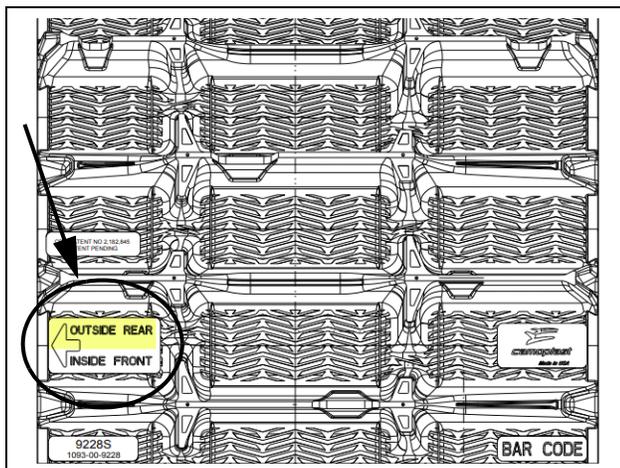


Figure 31

STORAGE

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

Before storing the Track System, it is important to perform the recommended annual maintenance tasks. Refer to the maintenance chart of page 18, section *Intervals - column 200 Hrs / Annual*.

To avoid deterioration of mechanical components due to potential prolonged exposition to water, sand, salt or other similar contaminant, it is necessary to perform the recommended tasks contained in the maintenance schedule.

The following service steps must be performed before storage:

- Clean Track system.
- Inspect Track system completely.
- Release track tension.
- Remove, clean and lubricate wheel seals.
- Lubricate hub seal.
- Verify and/or replace oil in hub.
- Verify torque on bolts.

For more details, refer to the *Maintenance, Lubrication, and Wear* sections of this manual.

Store the System by laying down each frame on its side, away from direct sunlight. Figure 32.

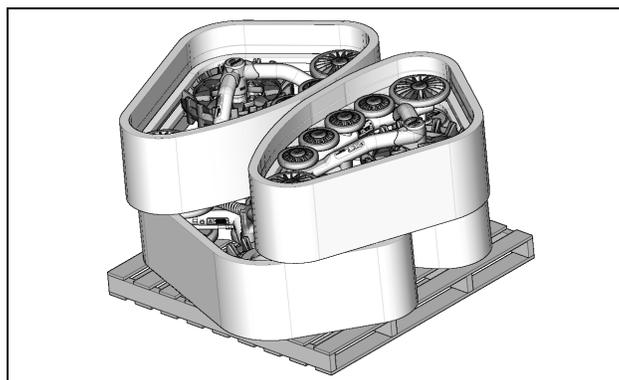


Figure 32

MAINTENANCE

⚠ WARNING

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

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

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

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

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

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

For more details on the maintenance program, consult the Maintenance specifications on page 18 and page 19.

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

A: Commercial use / Industrial use / Abrasives conditions

B: Normal winter conditions

 Important maintenance

CAUTION: Some of the repair or maintenance tasks require the use of petroleum-based products, such as oils or greases, that should not be handled directly with unprotected hands. Use protective gloves that are resistant to petroleum-based products. In case of contact with skin, clean immediately with soap and water.

MAINTENANCE - TASKS

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

MAINTENANCE - SPECIFICATIONS

System

- **Visual Inspection:** Visually inspect each Track System to detect any defect or anomaly that can impair proper functioning of the systems.
- **Adjustment:** Perform or verify angle of attack adjustments on the systems according to the manufacturer's recommendations. Refer to the *Adjustments* section on page 10.
- **Vehicle Alignment:** Perform or verify the vehicle alignment with the Track Systems installed. Follow the manufacturer's recommendations. Refer to the *Alignment* section on page 13.

- **Bolt Torque:** Check the torque of critical bolts identified in the exploded views of the system. Refer to the central pages of the *User Manual*.

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

Track

- **Tension:** Perform or check track tension on the systems according to the manufacturer's recommendations. Refer to "Rubber Track Tension" in the *Adjustments* section on page 15.
- **Wear:** Check wear and overall condition of the tracks on the Systems. Refer to "Wear" in the *Maintenance* section on page 23.

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

Wheels

- **Side Wear:** Check side wear on Track System wheels. Replace wheel(s) if wear is too great. Refer to "Wear" in the *Maintenance* section on page 24.
- **Bearings:** Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel if bearing shows one of these defects.
- **Wheel Seal Lubrication:** Wheel seals must be cleaned of any dirt or contaminant and lubricated according to the manufacturer's recommendations. Refer to "Lubrication" in the *Maintenance* section on page 21. **If a seal shows damage or any defect, it must be replaced.**

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

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

Frame

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

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

- **Hub Bearing seal:** The maintenance chart recommends cleaning and lubricating the hub seal. Refer to “Lubrication” in the *Maintenance* section on page 21.

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

- **Track Guide wear:** Check wear on Track guides. Replace guides if wear is too great. Refer to “Wear” in the *Maintenance* section on page 24.
- **Stabilizers:** Verify condition of rubber cones on the stabilizer assembly of front systems and wheel axle assembly of rear systems. If the cone bores show oval-shaped wear, they must be replaced. Refer to the “Wear” section in the *User Manual* on page 24.
- **Cracks:** Visually inspect frames for presence of cracks or defects that can impair proper operation of the Track System. Replace components if damaged.

Sprockets

- **Wear:** Check wear of sprockets on the Systems. Replace if wear is too great. Refer to “Wear” in the *Maintenance* section on page 24.

Anti-rotation

- **Lubrication:** The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to “Lubrication” in the *Maintenance* section on page 22.
- **Bolt Torque:** Verify torque of assembly bolts on anchor brackets and anti-rotation arms at the recommended intervals specified by the maintenance chart.

- **Cracked or bent parts:** Visually inspect anti-rotation arms for presence of cracked or bent parts that can impair proper functioning. Replace components if damaged.
- **Rubber Dampers:** Verify condition of rubber dampers on anti-rotation arms. Replace dampers if they are deformed, cracked or show severe wear. Refer to “Wear” in the *Maintenance* section on page 23.

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

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

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

SPECIAL TOOLING

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

Wheel Extractor

NOTE: The Wheel extractor shown below in Figure 33 can be purchased through an authorized Camso dealer. Part #2000-00-1050.

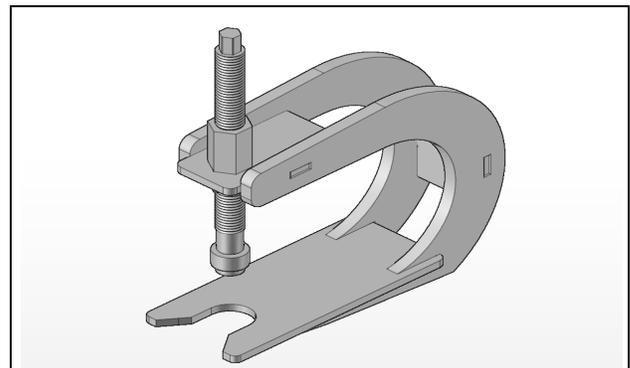
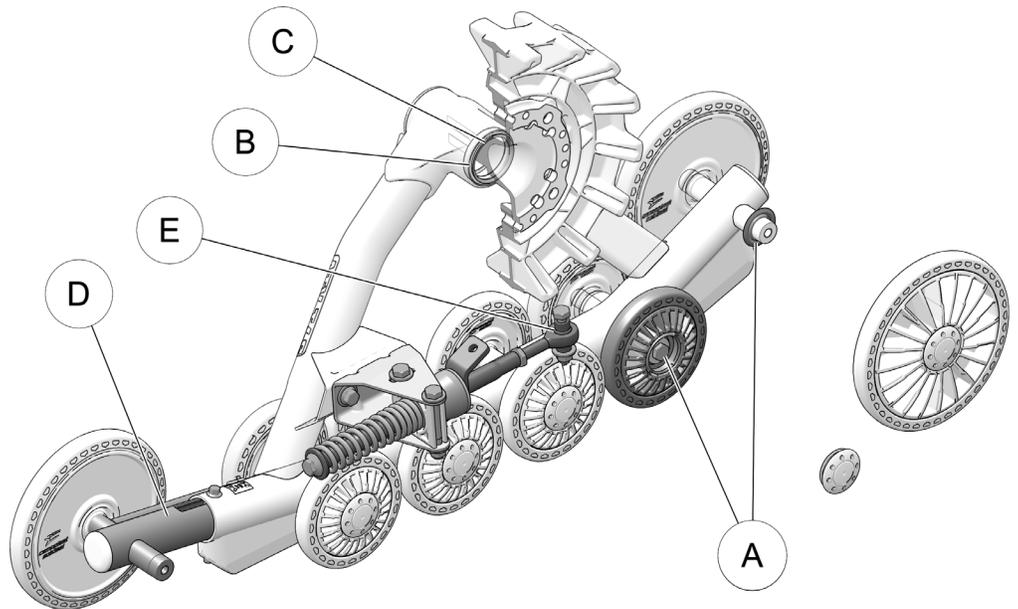
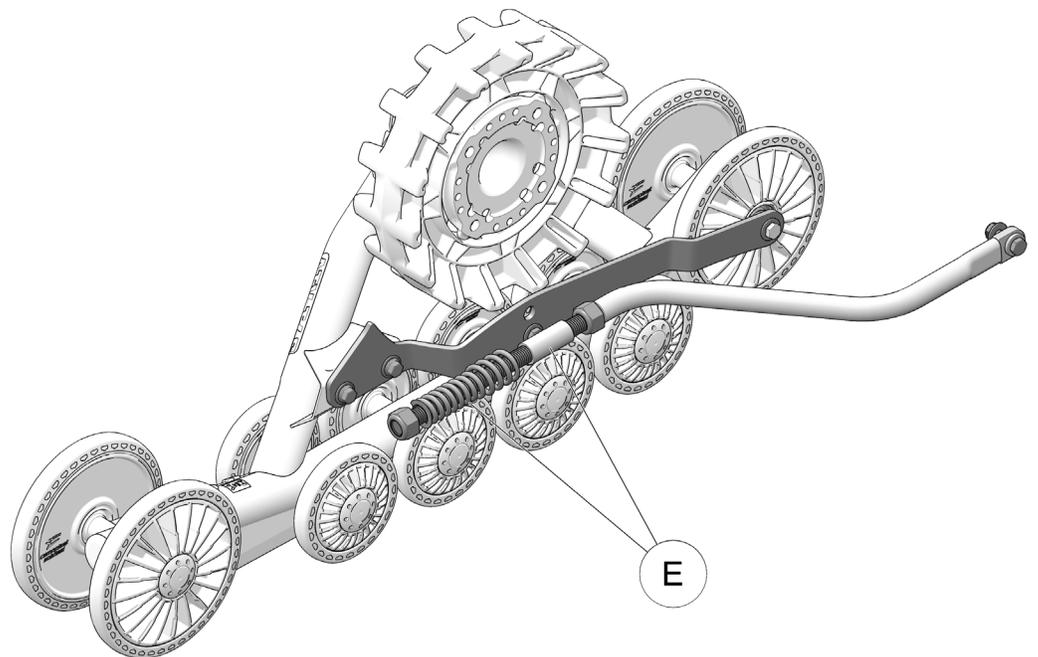


Figure 33

LUBRICATION



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



LUBRICATION

The maintenance chart on page 17 includes lubrication maintenance to perform on the Track Systems. Refer to the following recommendations for optimal lubrication.

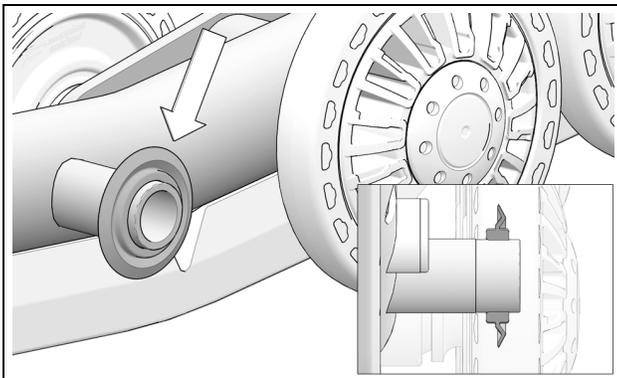
NOTE: Use a grease designed for operation in cold temperature and in extreme and wet environments.

REFERENCE "A"

WHEEL SEAL LUBRICATION (Ø202 & Ø134 mm wheels)

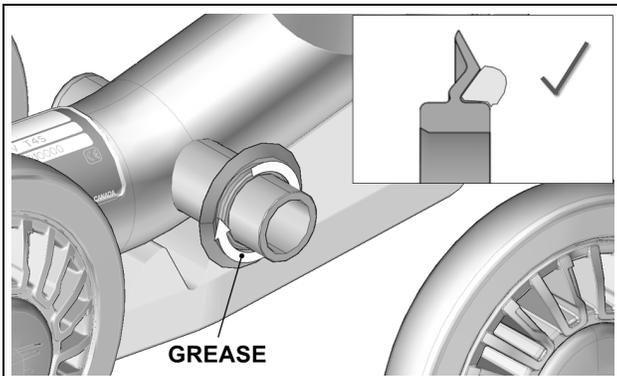
Install new seal on clean, dry wheel shaft at mid-point on bearing seat.

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

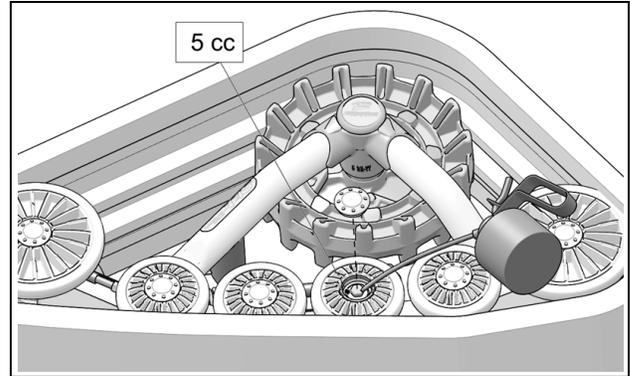


Apply evenly 3 to 3.5 cc of grease all around the wheel seal's V-shaped groove.

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



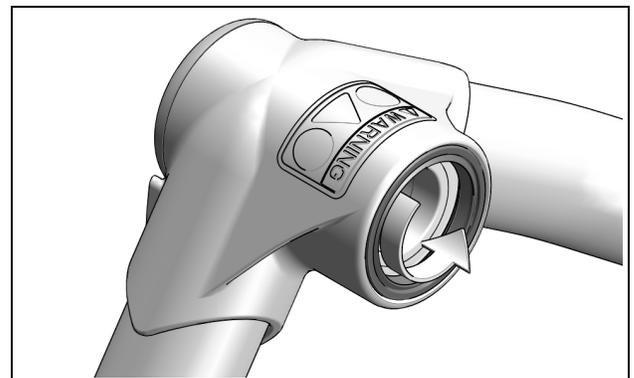
Camso recommends pouring 5 cc of oil under wheel caps, at every maintenance interval. This will help minimize presence of contaminants and extend wheel bearing life.



REFERENCE "B"

HUB BEARING SEAL LUBRICATION

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



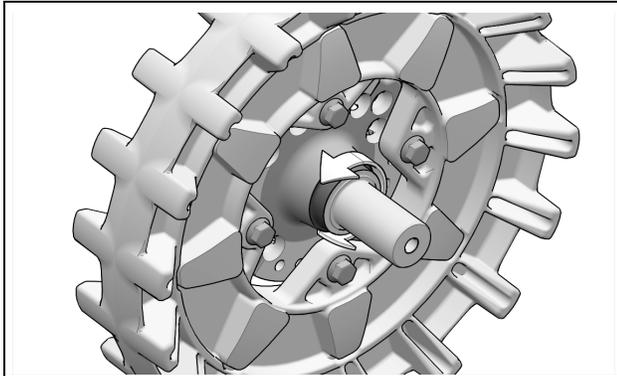
IMPORTANT: The hub seal must be installed flush with the hub face.

CAUTION: Replace hub seal immediately if defective.

REFERENCE “C”

LUBRICATION OF HUB SPEED SLEEVE

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

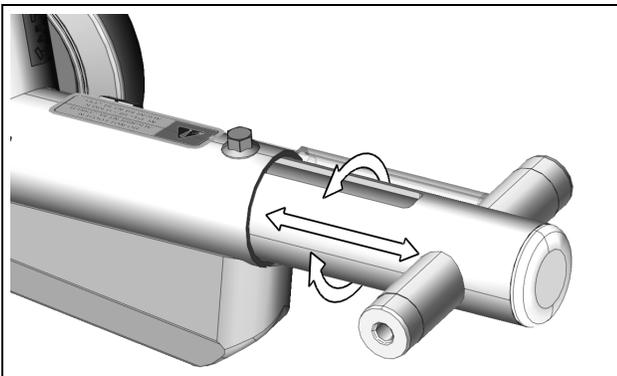


CAUTION: Replace Speed Sleeve (P/N 1093-00-7003) immediately if it shows wear.

REFERENCE “D”

FRAME TUBING - TENSIONER SIDE

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



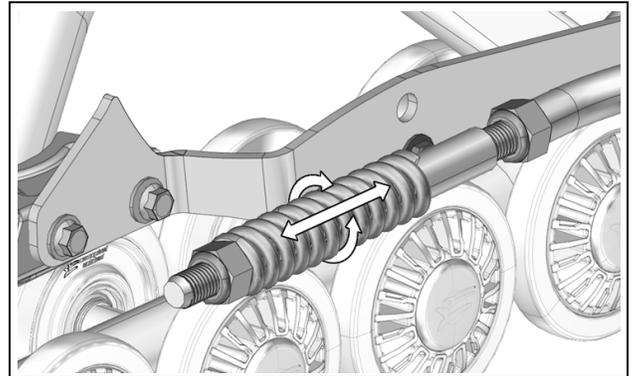
NOTE: Application of lubricant on the tensioner tubing prevents corrosion inside the frame. Lubrication allows the tensioner to move freely when adjusting the track's tension.

REFERENCE “E”

STABILIZING ARM LUBRICATION

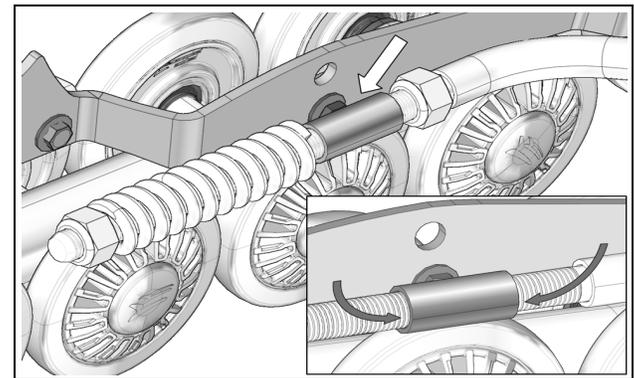
Clean and apply spray lubricant all around Rear Stabilizing arm compression spring on vehicles with a rigid rear axle suspension.

RIGID REAR AXLE SUSPENSION



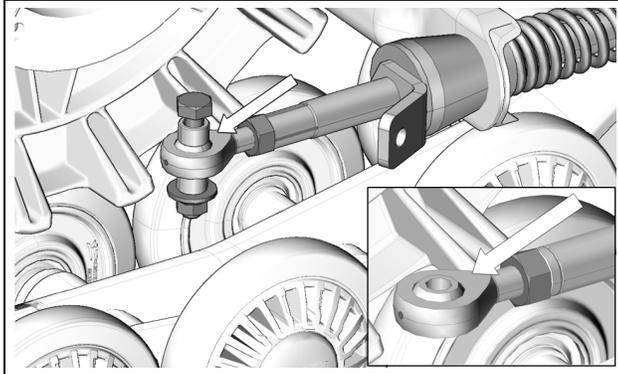
LUBRICATION OF STABILIZING ARM GUIDES - RIGID SUSPENSION

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



LUBRICATION OF STABILIZING ARM ROD ENDS

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



WEAR

Rubber dampers (Stabilizing arms)

Check wear and damage on rubber dampers mounted on the stabilizing arms. Replace them if they show cracks or are excessively worn or deformed. See Figure 34.

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

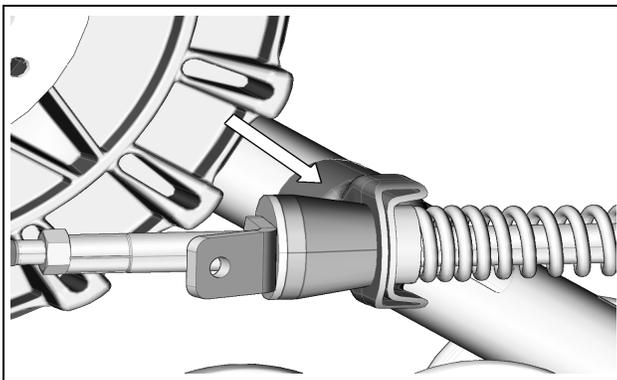


Figure 34

Anti-rotation

Verify wear on Stabilizing arm ball joint to make sure that it is not seized or too loose. Figure 35.

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

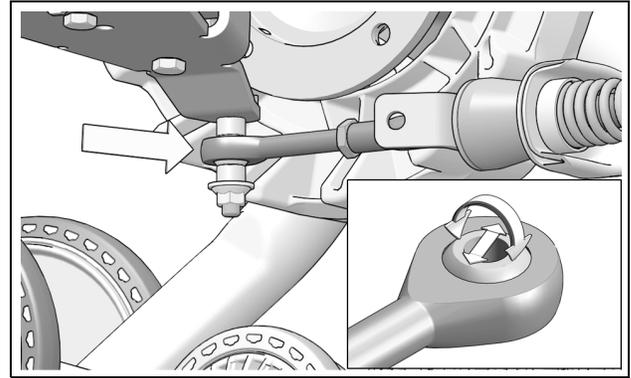


Figure 35

NOTE: For maximum durability of rod end, disassemble rod end assembly and rotate ball in its seat to distribute lubricant.

Track

Wear of external profile impacts track performance directly. Important wear on profiles means less traction. Replace track if you notice a significant loss of performance. Verify internal and external rolling path, profiles, and driving lugs. Presence of tears, perforations or delamination in these places can render the Track system inoperable. Replace track to prevent failure risks. See Figure 36.

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

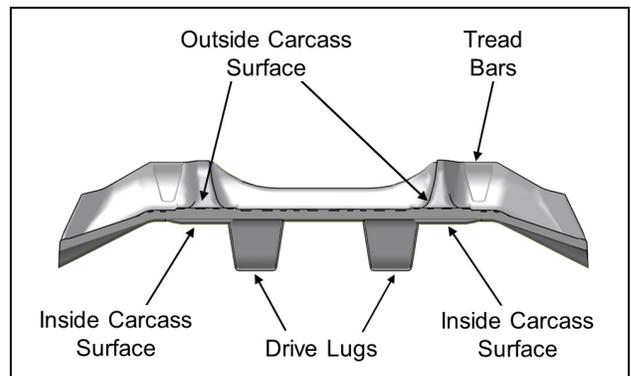


Figure 36

Wheels

Verify wear on wheels, especially on interior guidance strip. If internal plastic structure is visible (Figure 38-2) -- (new wheel Figure 38-1), rubber coating is worn away and wheel must be replaced. Replace wheels also if rolling band narrows to a width of 17 mm or less -- (22 mm when new). Figure 37 and Figure 38.

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

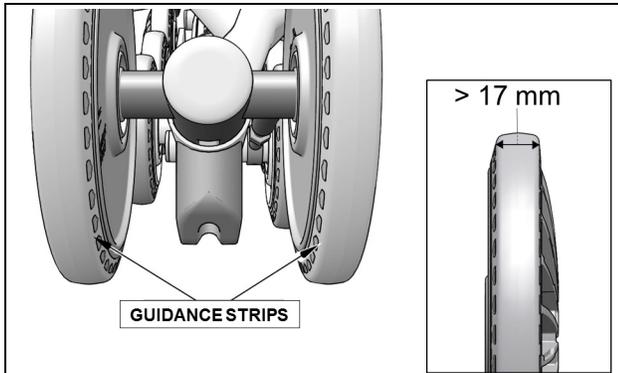


Figure 37

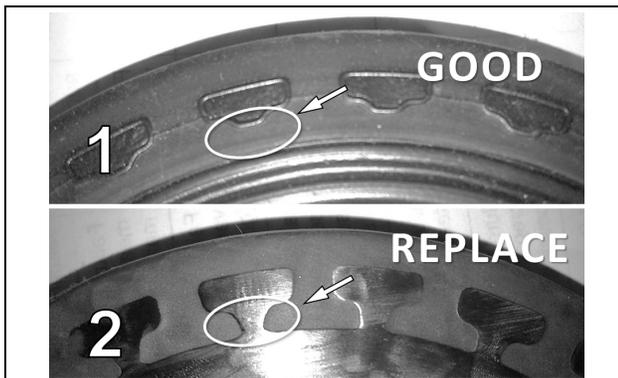


Figure 38

Rubber cones (Stabilizers)

Check condition of rubber cones mounted on stabilizer shaft. Replace both of them, if they show oval wear on the bore, cracks or are deformed. See Figure 39.

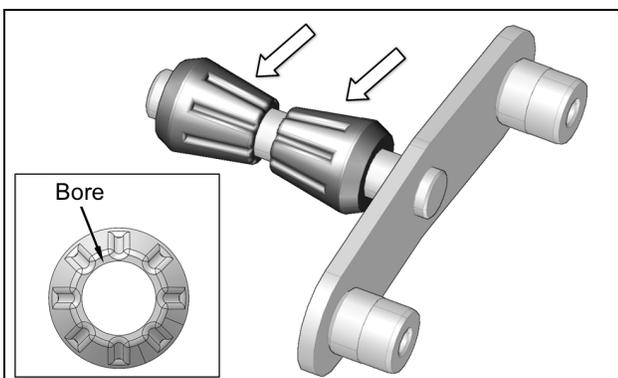


Figure 39

Track guide

Verify wear on Track guide by measuring width of guide rails. If rail dimensions, illustrated in Figure 40, are less than 5 mm at any point along Track guide, replace part. If guide is so worn that concave shape is no longer visible, replace part.

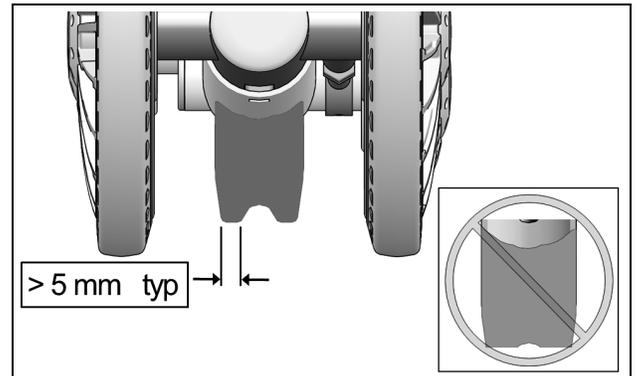


Figure 40

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

Sprocket

Check wear on Sprocket by measuring sprocket teeth as illustrated on Figure 41. Replace sprocket if dimensions are less than 19 mm.

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

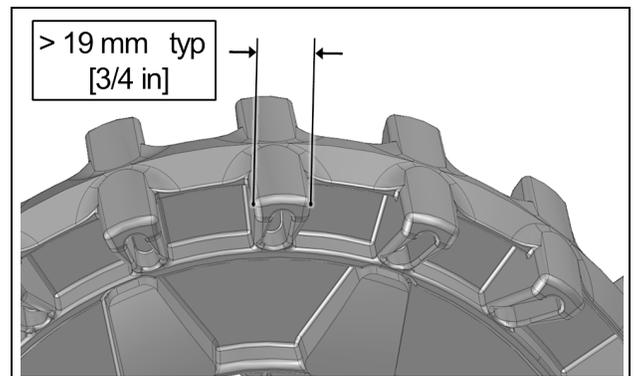


Figure 41

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

TROUBLESHOOTING

TROUBLESHOOTING		
Problem	Potential cause	Correction
	Presence of debris in the system.	Remove any debris which could prevent proper operation of the system.
	Severe and localized wear of a wheel (flat spot).	Replace part.
	Frozen sprocket or wheel.	Remove the ice/snow build-up. Storing the vehicle at temperatures higher than 0 °C might be required. An optional Sprocket Scraper kit is available. Contact Customer Service.
Abnormal vibration	Beginning of derailing.	Check tensioner alignment. Make sure that the track is well guided by the wheels and the track guide. Realign track system if needed.
	Presence of dirt between wheel hub and track system hub could cause incorrect seating of mating surfaces when installing track system.	Check wear on wheels, track guide and track drive lugs.
	Hub or wheel bearing damaged.	Remove system and clean contact surfaces between hubs.
	Wheel Hub or track system hub deformed following an impact or abusive use	Replace damaged bearing.
Unstable behavior	Incorrect adjustment of angle of attack on track system.	Replace deformed part
	Track tension too high	Adjust angle of attack according to manufacturer's specifications. (Refer to "Adjustments" section of <i>User Manual</i>)
	Wrong alignment of the system	Adjust track tension. (Refer to "Adjustments" section of <i>User Manual</i>) Correct the system alignment (Refer to the "Adjustments" section of the <i>User Manual</i>)

<p>Overheating of system guiding components (burned rubber odor)</p>	Wheel blocked	Try to free the wheel and replace if necessary
	Wrong alignment of the system	Correct system alignment (Refer to the "Adjustments" section of the User Manual)
	Constant turn	Vary your turning radius and seek areas which can lubricate the system
	Uninterrupted use of the system in rutted paths.	Vary your line (out of the ruts) and seek areas which can lubricate the system
		Lower track tension.
<p>Loss of power</p>	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 vehicle's air intake system or clutch system..	Remove snow and immediately contact the dealer to fix the situation.
<p>Partial or total derailing</p>	Severe wear of one or several components	Check tensioner alignment. Check wear on track guide, inside driving lugs and wheels.
	Track tension too low	Adjust track tension on systems. (Refer to "Adjustments" section of <i>User Manual</i>)
	Incorrect alignment of track system and/or incorrect angle of attack.	Adjust angle of attack on track systems and vehicle alignment according to manufacturer's specifications. (Refer to "Adjustments" section of <i>User Manual</i>)
		Adjust angle of attack according to manufacturer's specifications. (Refer to "Adjustments" section of <i>User Manual</i>)
	Incorrect adjustment of anti-rotation mechanism.	Worn or damaged rubber damper on stabilizing rod.
<p>Insufficient snow floatation</p>		

2-YEAR LIMITED WARRANTY

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

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

PERIOD OF COVERAGE

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

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

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

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

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

For a warranty to be valid, the System owner must comply with manufacturer notices and warnings. In addition, all claims must be accompanied by a proof of purchase (original receipt or sale contract) and work or repairs must be performed by an authorized Camso dealer. All claims not previously approved and authorized by Camso will be rejected.

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

- 1) Any and all consequential damages, including, but not limited to, indirect costs, such as towing, storage, phone calls, renting, transportation, inconveniences, insurance coverage, reimbursement of loss, loss of time and loss of revenue, etc.
- 2) Damage resulting from faulty installation.
- 3) Damage resulting from normal parts wear or progressive deterioration owing to the distance covered with a vehicle on which the System is installed.
- 4) Damage resulting in non-compliance with the user manual and with maintenance instructions recommended in the user's manual and other technical documents.

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

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

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

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

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

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

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

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

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

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

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

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

"CE" DECLARATION OF CONFORMITY



CE DECLARATION OF CONFORMITY

WE:

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

HEREBY DECLARE THAT THE PRODUCT SERIES:

PRODUCT : ATV T4S Track System
CUSTOMER :

IS IN CONFORMITY WITH THE FOLLOWING STANDARDS:

NUMBER :	TITLE:	DATE:
IEC/IEEE 82079-1	Preparation of information for use of products	2019
ISO 12100	Safety of Machinery	2010
ISO/IEC 17050-1&2	conformity Assessment	2005

AND IN CONFORMITY WITH THE FOLLOWING EC DIRECTIVE:

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

DONE AT:

Shawinigan (Québec), Canada

PERSON IN-CHARGE: _____

TITLE: _____

SIGNATURE: _____

DATE: _____



ENVIRONMENT

Track Systems are made of varied materials: steel, aluminum, rubber, plastic, grease & oil used by the manufacturer. Please recycle, reuse, or dispose of components at appropriate depot facilities when Track Systems come to the end of their life.

PATENTS

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

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

* inventor: Jean Després

TRACK SYSTEM VIEWS

Exploded views of Track Systems and Service kits are available on Camso's website.

<https://camso.co/en/powersports/atv-utv/service-and-support>

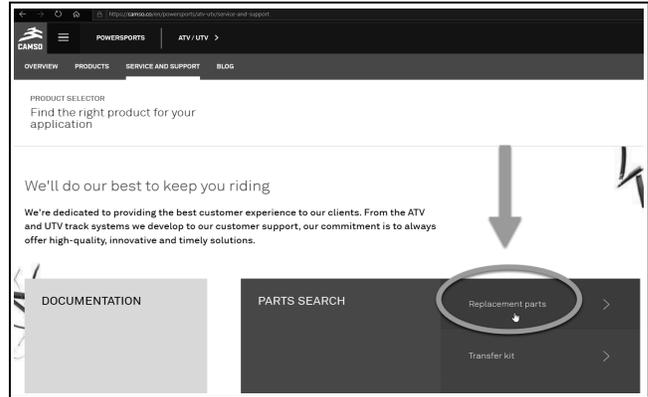
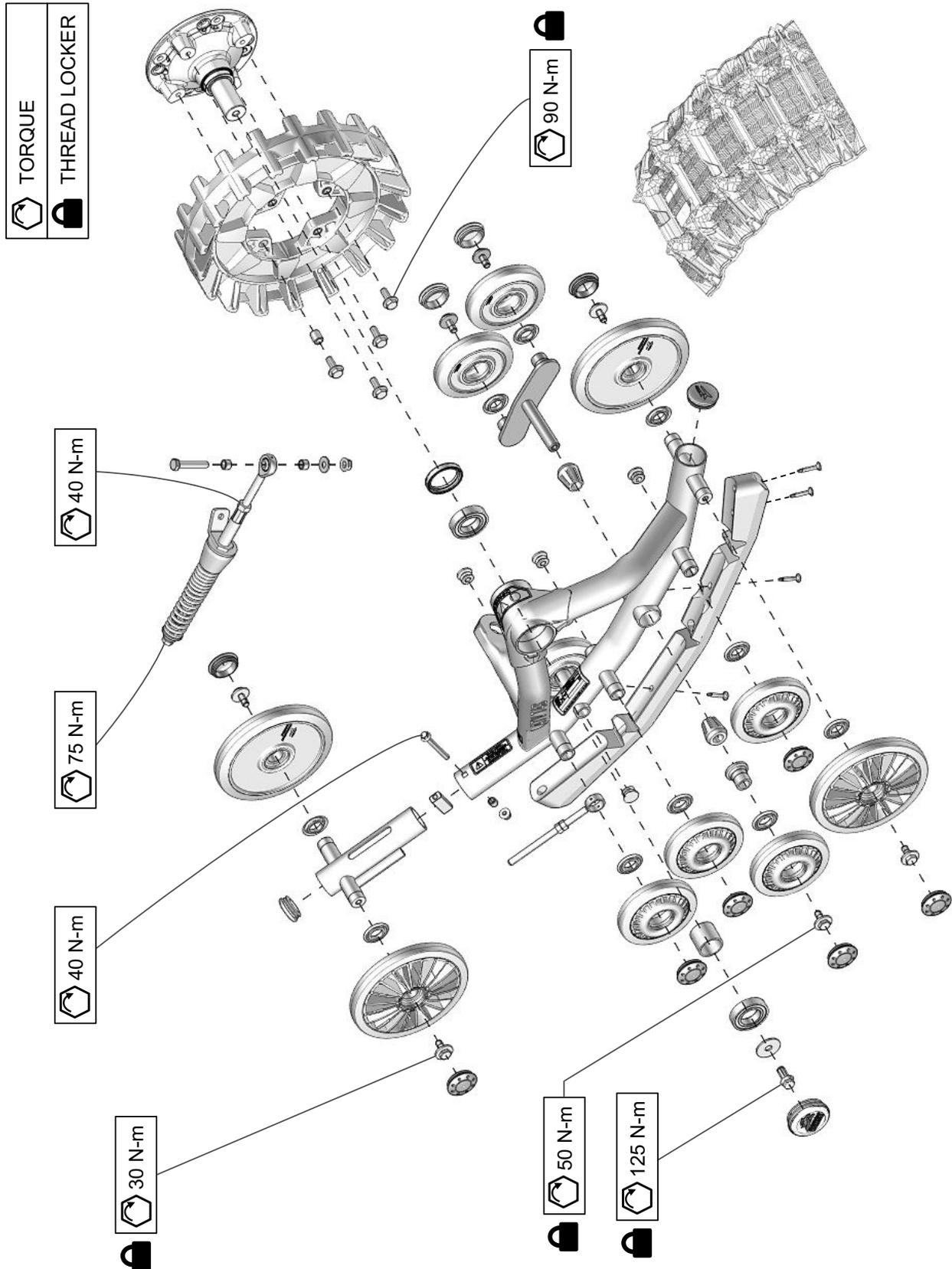
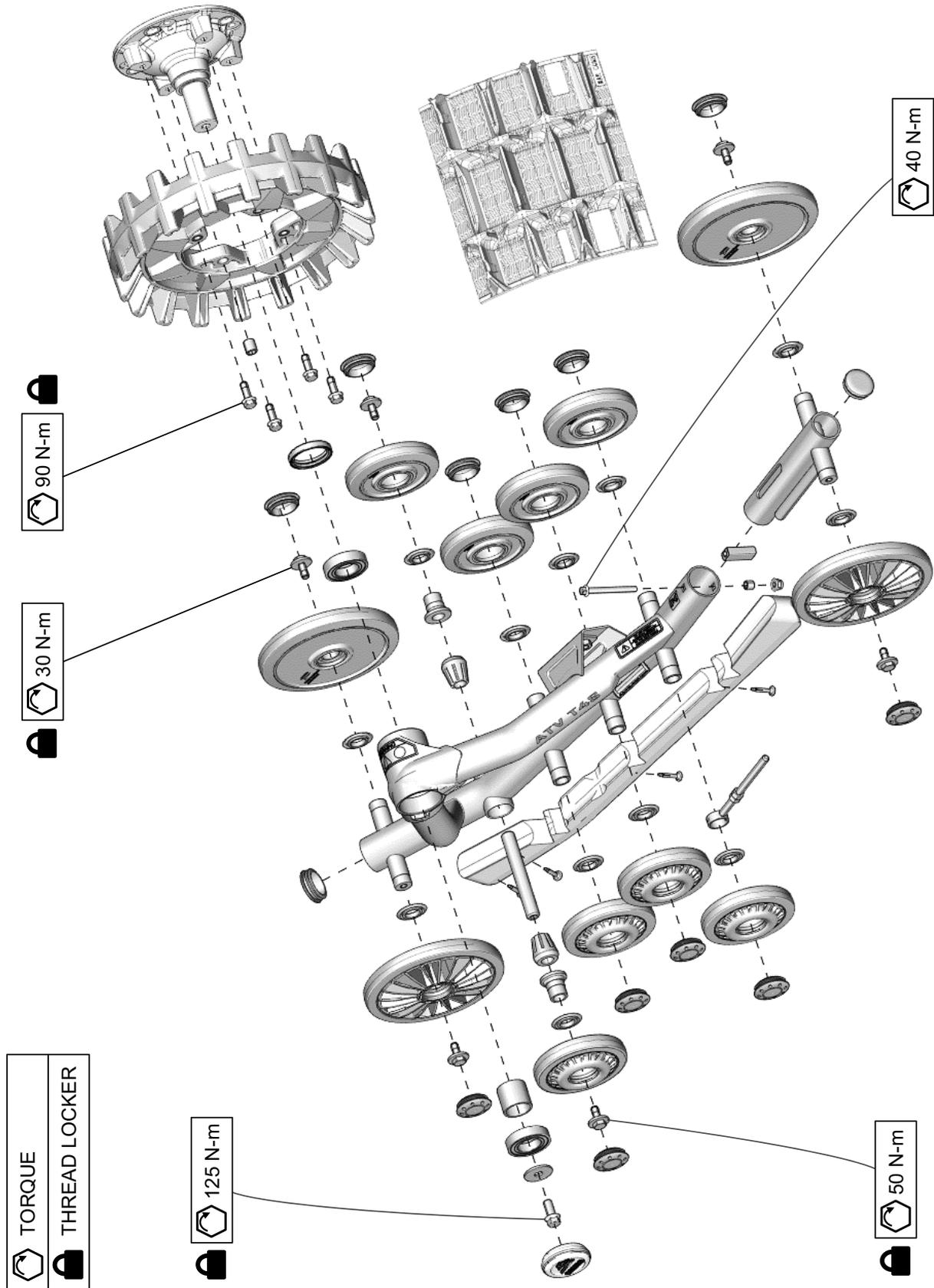


Figure 42

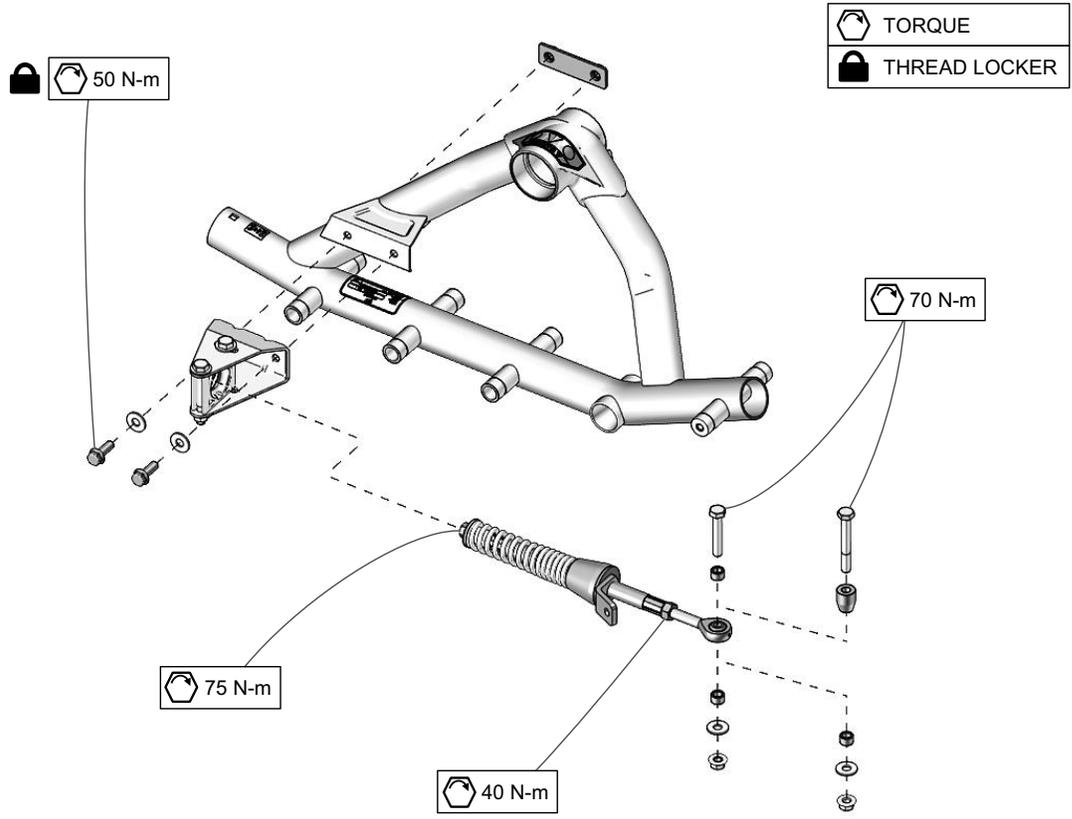
FRONT SYSTEMS



REAR SYSTEMS



**- REAR -
INDEPENDENT
SUSPENSION**



**- REAR -
RIGID SUSPENSION**

