

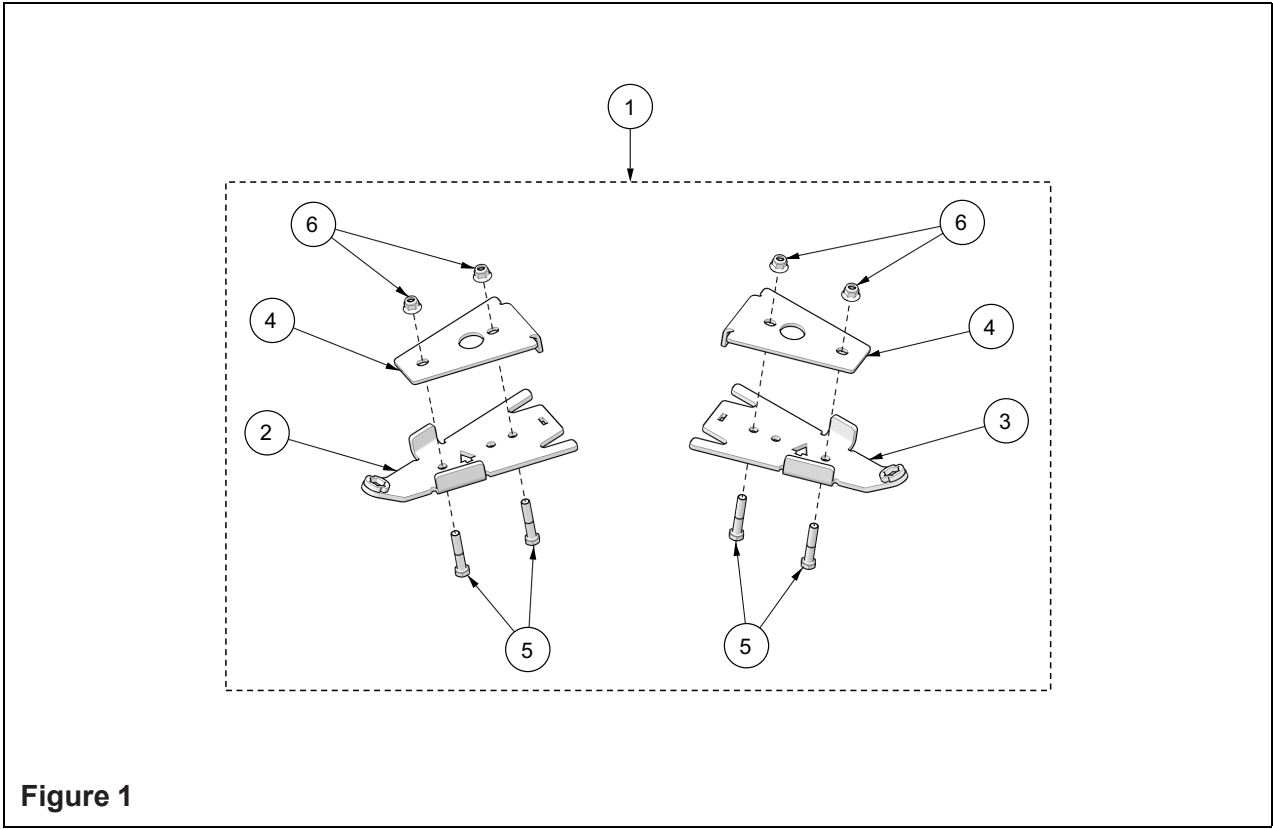
PROSPECTOR TRACK MOUNT KIT
GENERAL 1000 XP
P/N 2885117



Application
GENERAL 1000 XP MODELS MY20 AND NEWER

Before you begin, read these instructions and check to be sure all parts and tools are accounted for. Please retain these installation instructions for future reference and parts ordering information.

FRONT ANCHOR BRACKET:



Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
1	1	Front Bracket Kit	2208875
2	1	Front Left Anchor Bracket	-
3	1	Front Right Anchor Bracket	-
4	2	Front Bracket Cover	-
5	4	Hex Bolt - HCS, M10-1.5X55, 8.8, ZP, DIN931	-
6	4	Nylon Nut - FNN, M10-1.5, 8, ZP, DIN6926	-

REAR ANCHOR BRACKET:

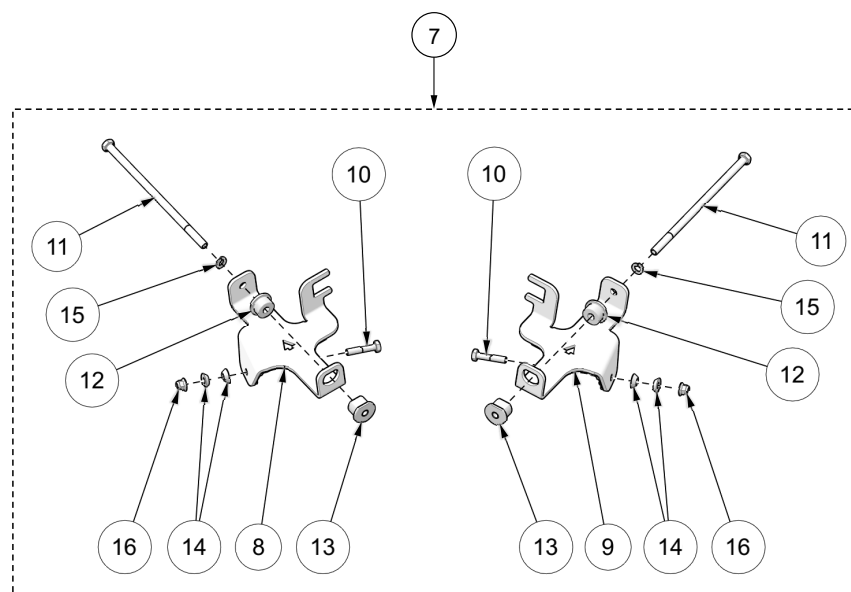
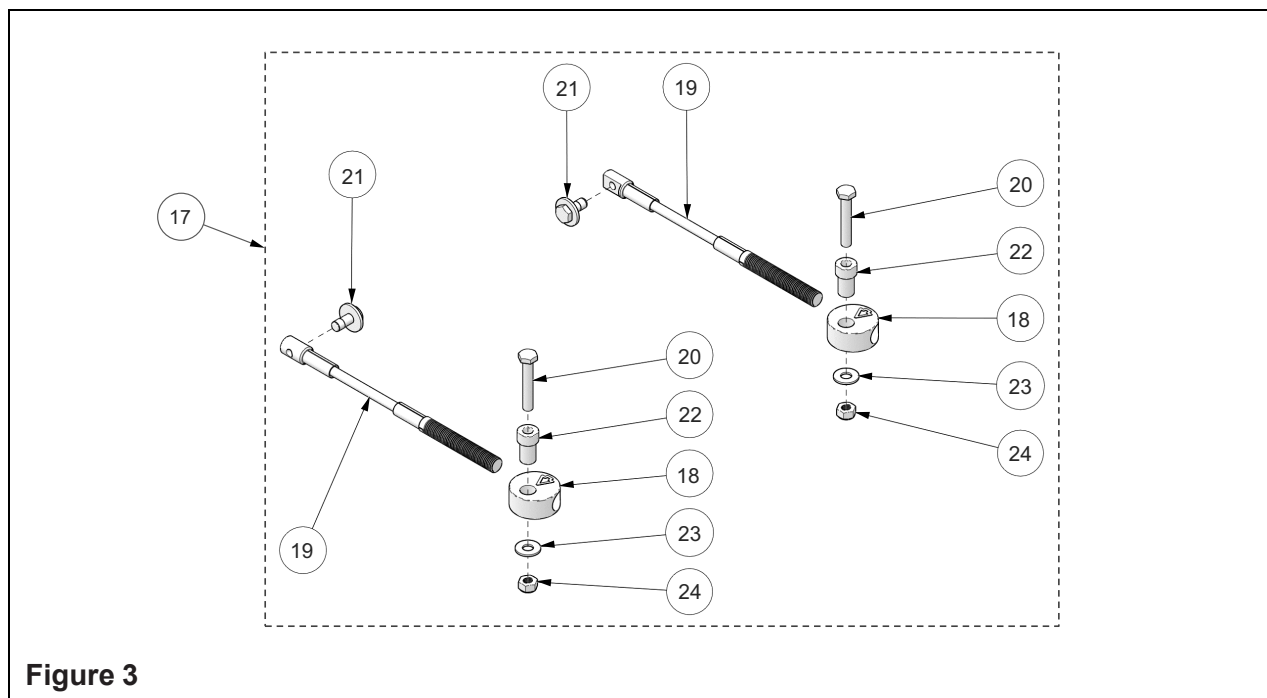


Figure 2

Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
7	1	Rear Bracket Kit	2208876
8	1	Rear Left Anchor Bracket	-
9	1	Rear Right Anchor Bracket	-
10	2	Hex Bolt - HCS, M10-1.5X60, 10.9, ZP, DIN931	-
11	2	Hex Bolt - HCS, M12-1.75X280, 8.8, ZP, DIN931	-
12	2	T-Bushing	-
13	2	Threaded T-Bushing	-
14	4	Taper sleeve	-
15	2	Lock Washer - LW, 12, ZP, DIN127B	-
16	2	Nylon Nut - FNN, M10-1.5, 8, ZP, DIN6926	-

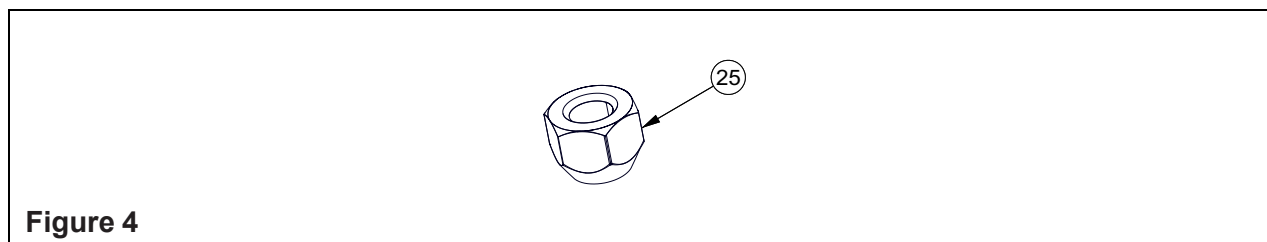
STEERING LIMITER ASSEMBLY:



Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
17	1	Steering Limiter Cable Assembly	2205456
18	2	Steering Limiter Mounting Disk	-
19	2	Steering Limiter Cable	-
20	2	Hex Bolt - HCS, M10-1.5X60, 8.8, ZP, DIN931	-
21	2	Hex Bolt - HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	-
22	2	Step Spacer	-
23	2	Washer - W, 7/16X1.0X0.072, 8, ZP, USS	-
24	2	Nylon Nut - NN, M10-1.5, ZP, 8, DIN982	-

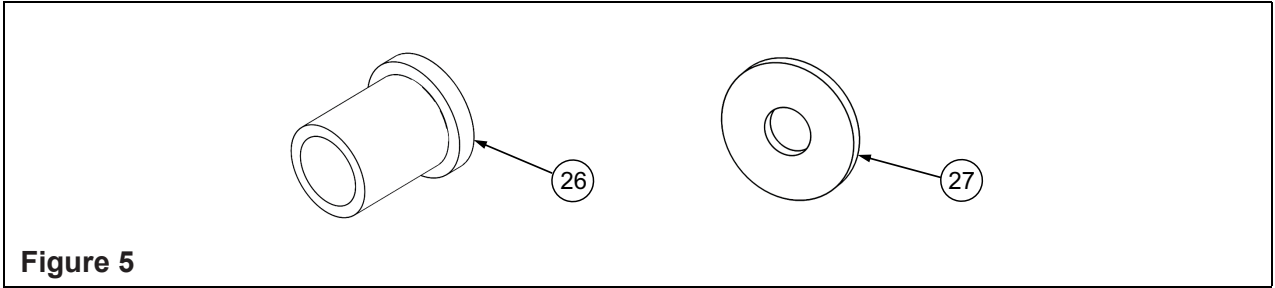
WHEEL LUG NUT:



Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Demscription</u>	<u>Part Number</u>
25	16	Wheel Lug Nut-LN, M12-1.5X14, 8, ZP	2205458

SECONDARY CLUTCH SLEEVE & WASHER



<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
26	1	Sleeve, Shoulder	3235994
27	1	Washer-.406x1.25x.125	7556130
	1	Instructions	9931490

BEFORE INSTALLING THE TRACK SYSTEMS, A BUSHING IN THE DRIVEN CLUTCH ASSEMBLY NEEDS TO BE REPLACED. PLEASE FOLLOW THE IMPORTANT PROCEDURE BELOW.

DRIVEN CLUTCH BUSHING REPLACEMENT PROCEDURE

1. Remove the left rear wheel.
2. Loosen the hose clamp attaching PVT intake hose to the outer clutch cover and disengage the hose from the outer clutch cover.
3. Remove the eight clutch cover screws (R) and remove the outer clutch cover from the vehicle. Figure 6.

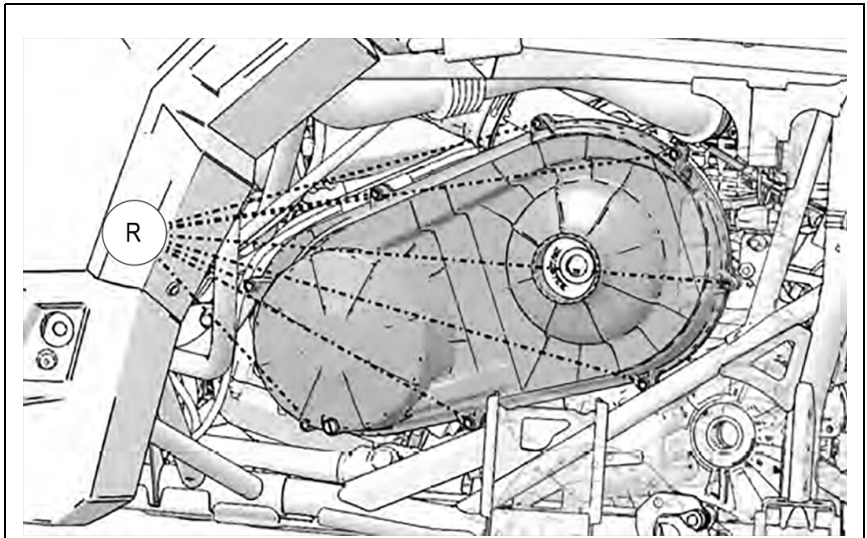


Figure 6

4. Maneuver the outer clutch cover outward as shown below to access the drive belt.
5. Mark the drive belt direction of rotation so that it can be installed in the same direction. Figure 7.

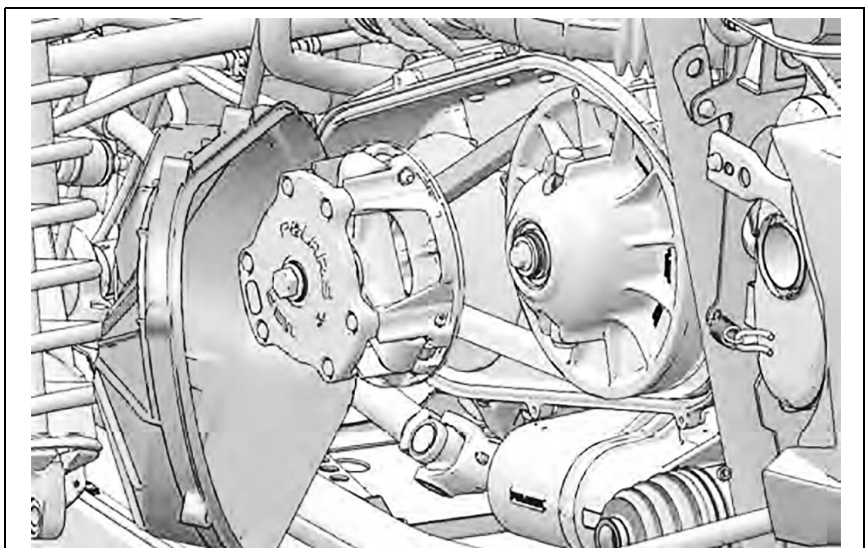


Figure 7

6. Insert clutch spreader tool (2878925) (S) into the driven clutch as shown (tool included with vehicle's tool kit).

NOTE: Make sure the tool is square with the movable sheave surface of the driven clutch.

7. Rotate tool towards the clutch to open the sheaves.
8. Walk the belt out of the driven clutch and drive clutch. Remove the belt from the vehicle. Figure 8.

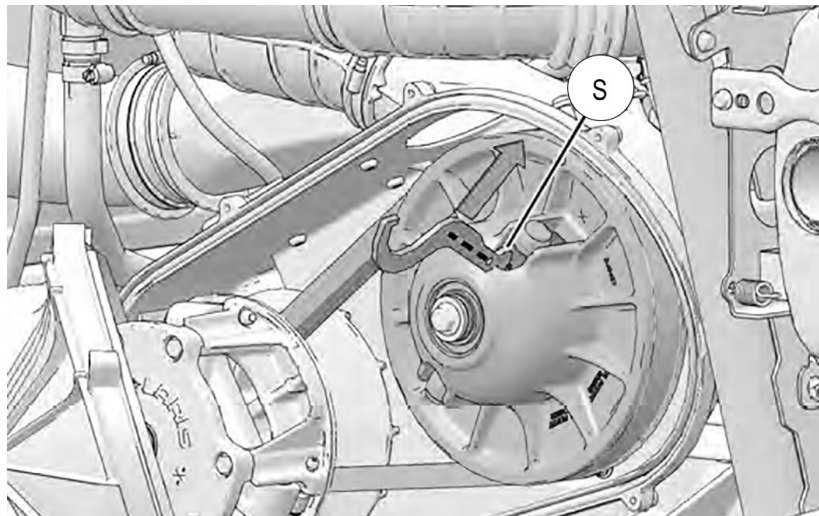


Figure 8

9. Remove the driven clutch retaining bolt (T) and washer (U) from driven clutch. Figure 9.

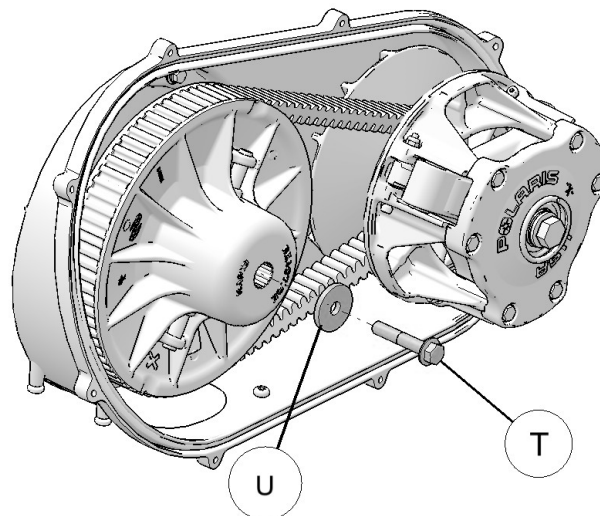


Figure 9

10. Remove shoulder sleeve (V) from driven clutch assembly as shown below. Figure 10.

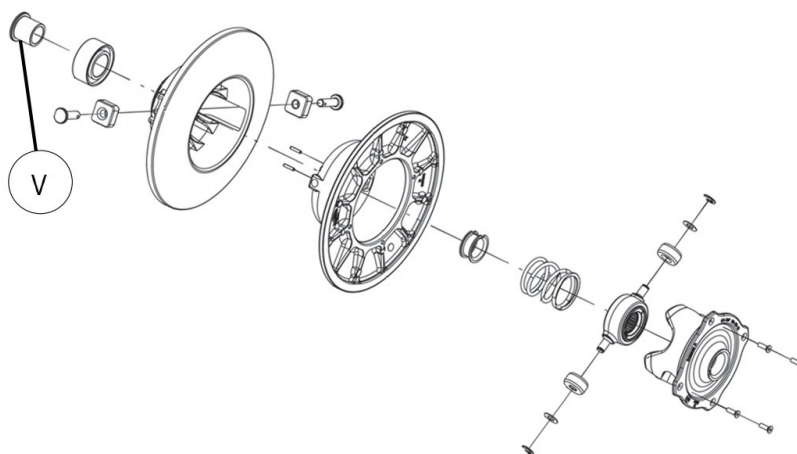
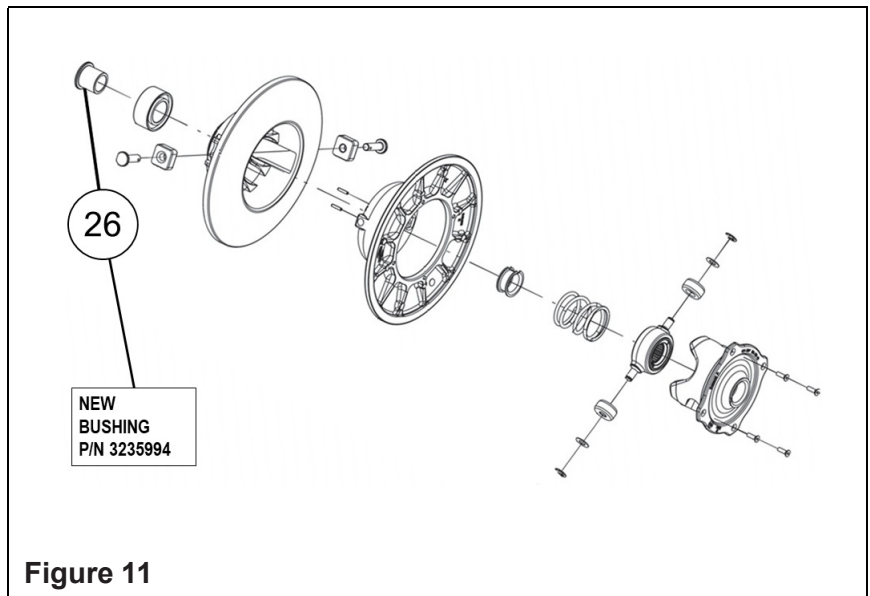
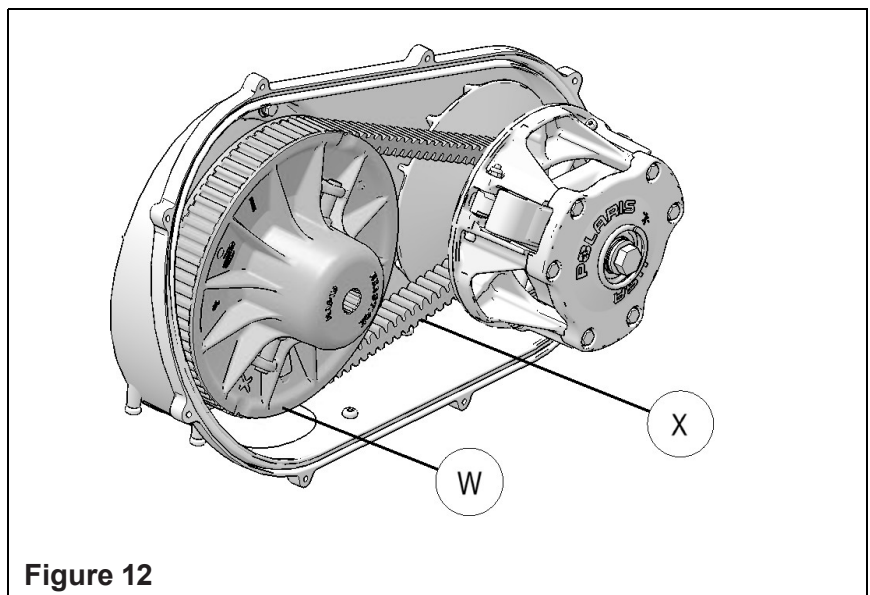


Figure 10

11. Replace with new bushing **(26)** (P/N 3235994).
Ensure that clutch bushing is fully seated. Figure 11.



12. Re-install driven clutch assembly (W) and belt (X). Figure 12.

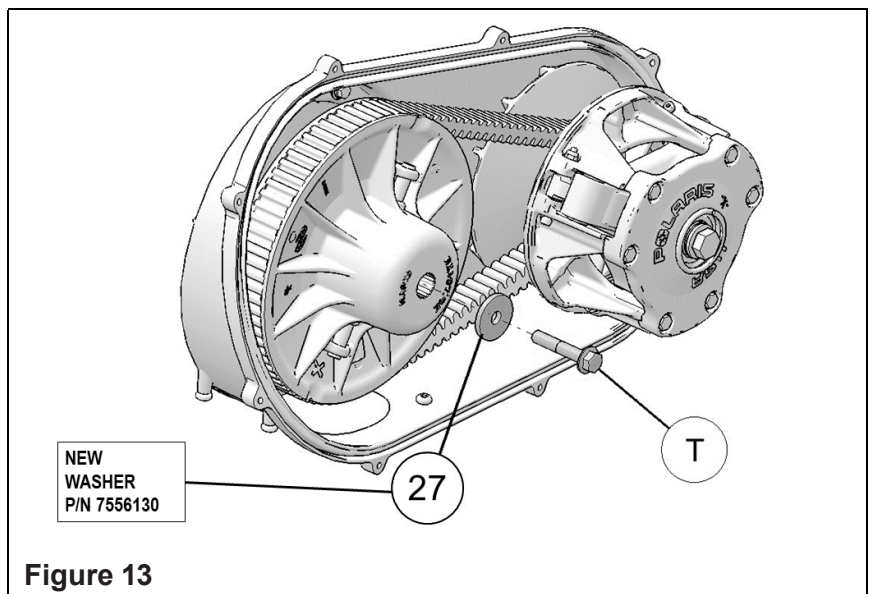


13. Re-Install driven clutch bolt (T) and new Belleville washer **(27)** (P/N 7556130). Concave side of washer must face inward. Figure 13.

14. Torque driven clutch bolt to the specification below.

TORQUE: 65 ft. lbs. (88 Nm)

15. Re-install clutch cover by using eight screws (R).



Tools Required:

Lift Table or Floor Jack
Ratchet

Torque Wrench
Metric Socket Set

2 Jack Stands
Metric Wrench Set

APPROXIMATE ASSEMBLY TIME: 60 minutes

IMPORTANT: Please read carefully each part of this document as well as the User Manual prior to assembling, installing and using the track systems.

INSTALLATION INSTRUCTIONS:

CAUTION: Before beginning the installation, make sure you received all the components included in the parts lists of the preceding pages.

1. For installation purposes, directional arrows have been cut out of the main components in the anchor bracket kits. These arrows indicate the front of the vehicle relative to the component. Figure 14.

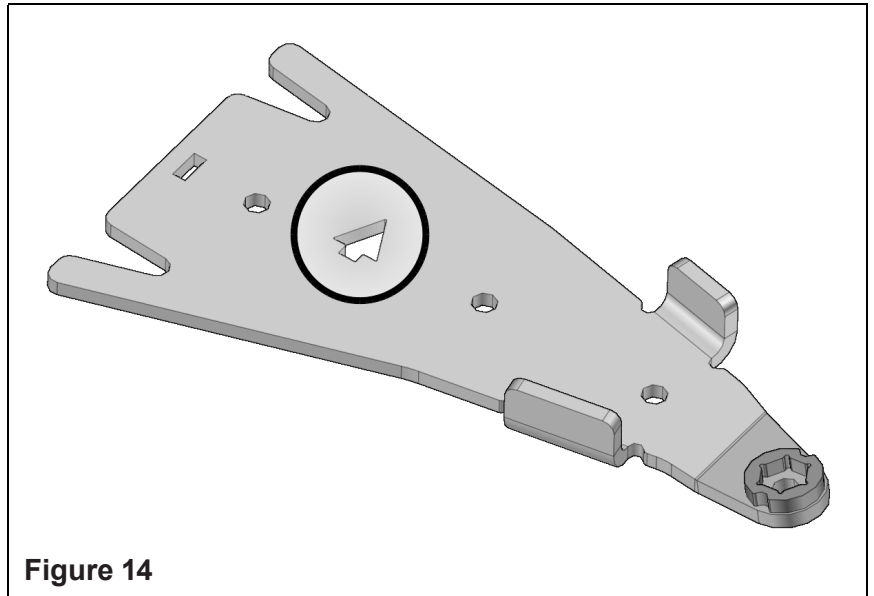


Figure 14

PREPARATION:

WARNING: Never place parts of your body under the vehicle unless it is securely supported by appropriate stands. Severe injuries could occur if the vehicle collapses or moves. Do not use a lifting device as a secure stand.

1. Stop the vehicle on a flat and level surface (or on a suitable lifting device), shift the transmission into **Park** and turn off engine.
2. Identify and position each unit of the track system near the position indicated on the sticker affixed on the frame. Figure 15.

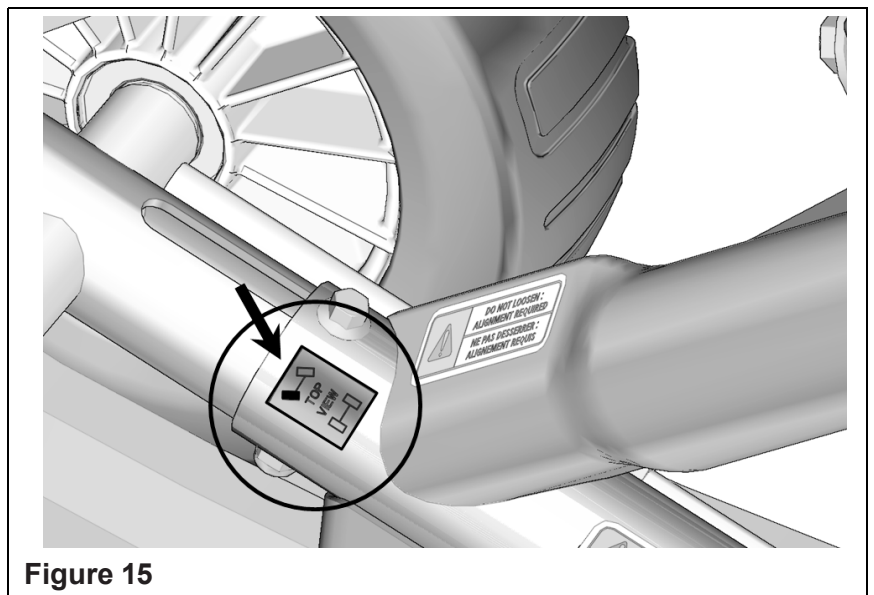
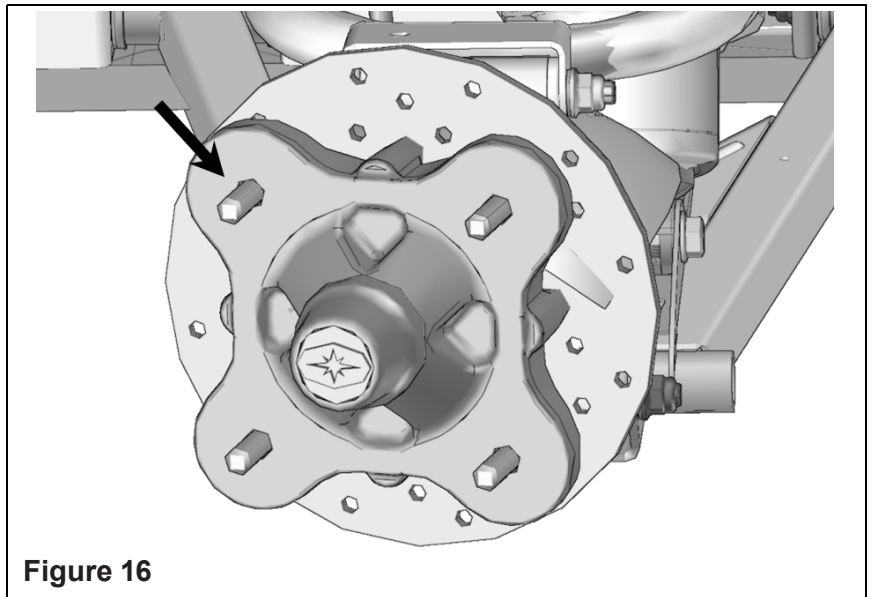


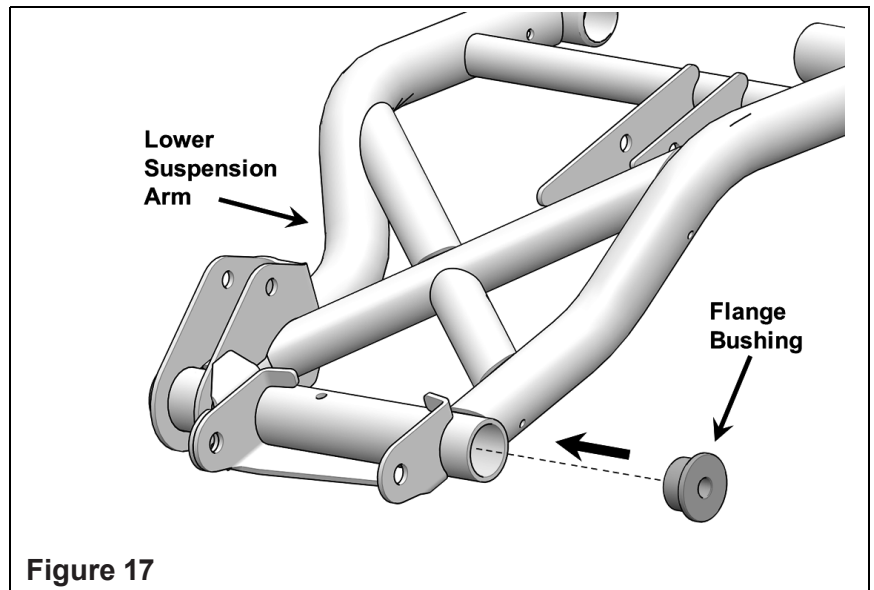
Figure 15

REAR TRACK SYSTEMS:

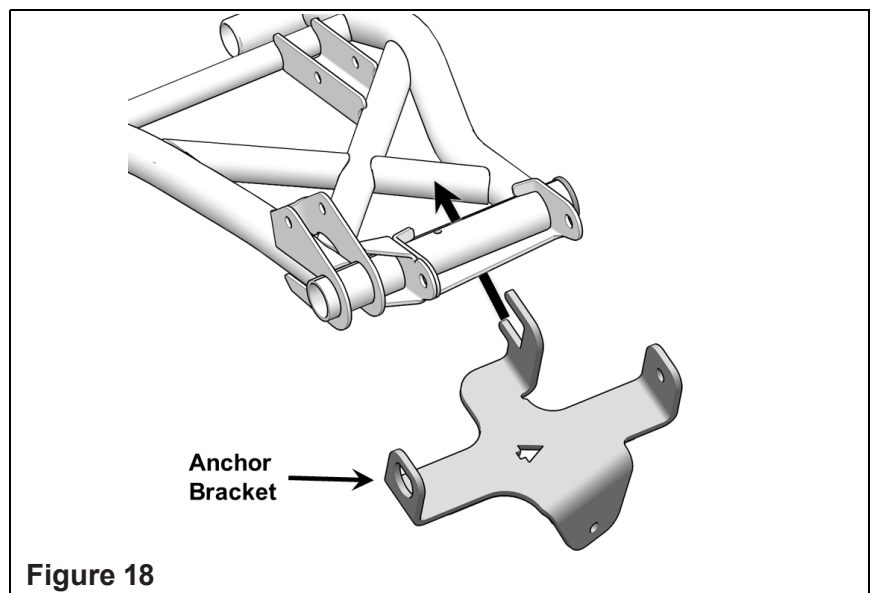
1. Using a lifting device, raise the rear of the vehicle and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.
2. Remove the rear wheels to begin Track Mount installation. Make sure that wheel studs and wheel hubs are free of dirt. Figure 16.



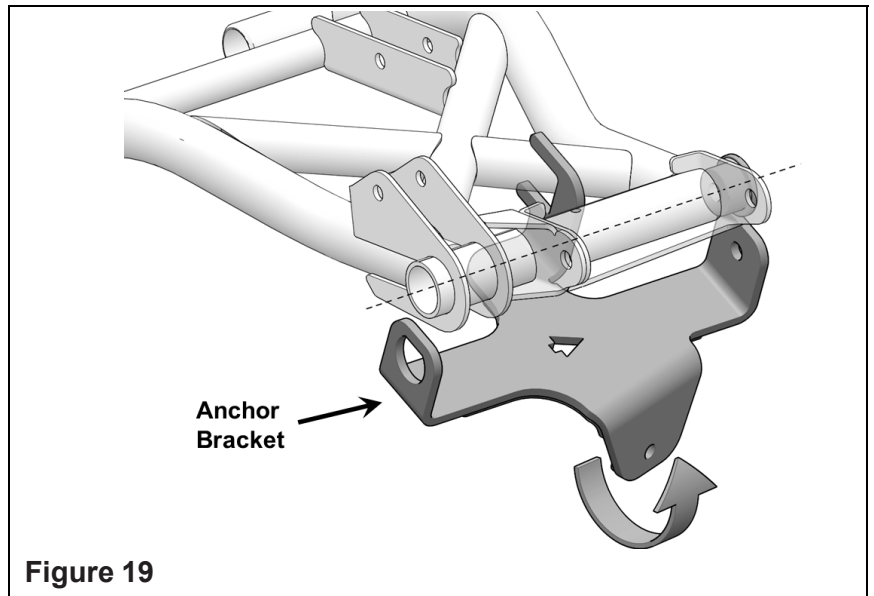
3. Insert Flange Bushing (12) in lower suspension arm's tube end facing front of vehicle. Figure 17.



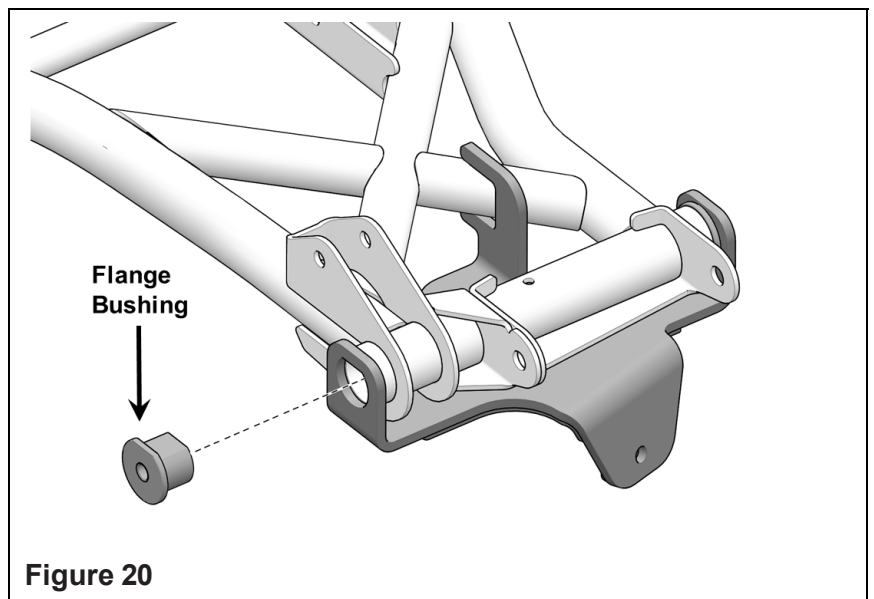
4. Hook Anchor Bracket (8-9) up to lower suspension arm crossmember. See Figure 18.



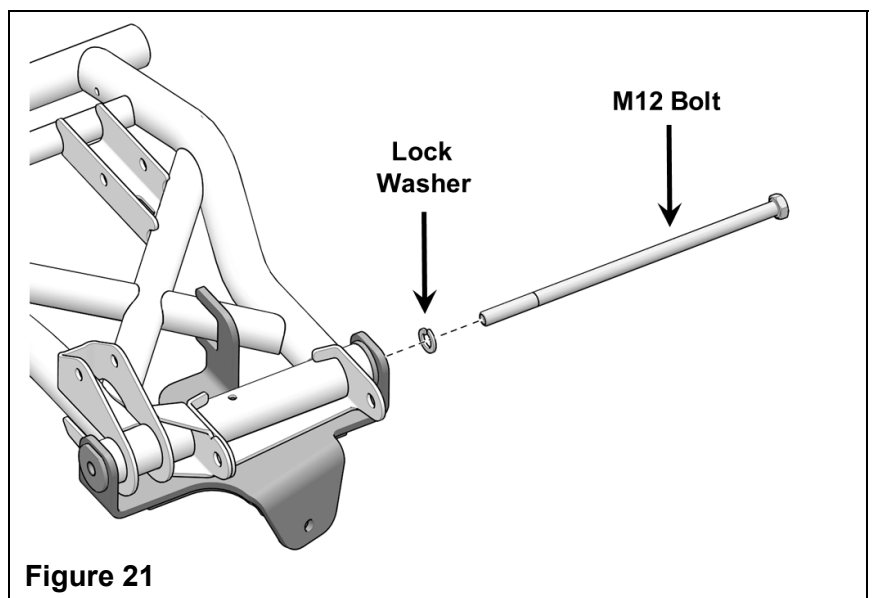
5. Pivot front of anchor bracket upward and align its mounting holes with suspension arm tube holes. Figure 19.



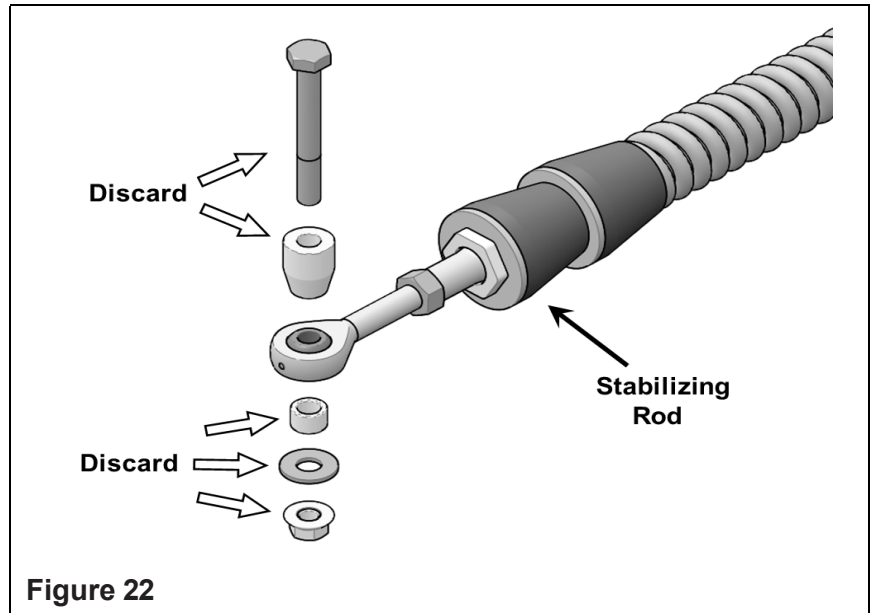
6. Insert the threaded T-Bushing (13) through anchor bracket, and in suspension arm. Figure 20.



7. Slide Lockwasher (15) on M12x280mm bolt (11); insert bolt through anchor bracket, T-Bushing (12), and suspension arm until threaded T-Bushing (13) is reached. Thread M12 bolt in bushing and torque it to 63 ft. lbs. (85 Nm). Figure 21.



8. Remove and discard bolts, spacers, washers, and nuts installed on rear Stabilizing rod ends. Figure 22.

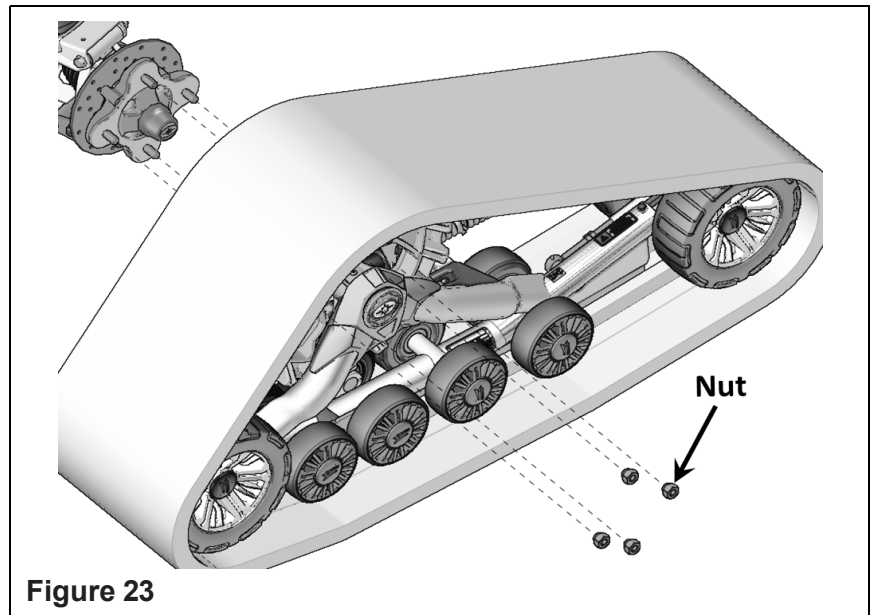


9. Secure the undercarriage to the rear hub using the nuts (25) provided in this mount kit. Figure 23.

NOTE: If needed, take rubber protector off of hub.

NOTE: Ensure that the cotter pin of the axle nut does not interfere with the undercarriage hub.

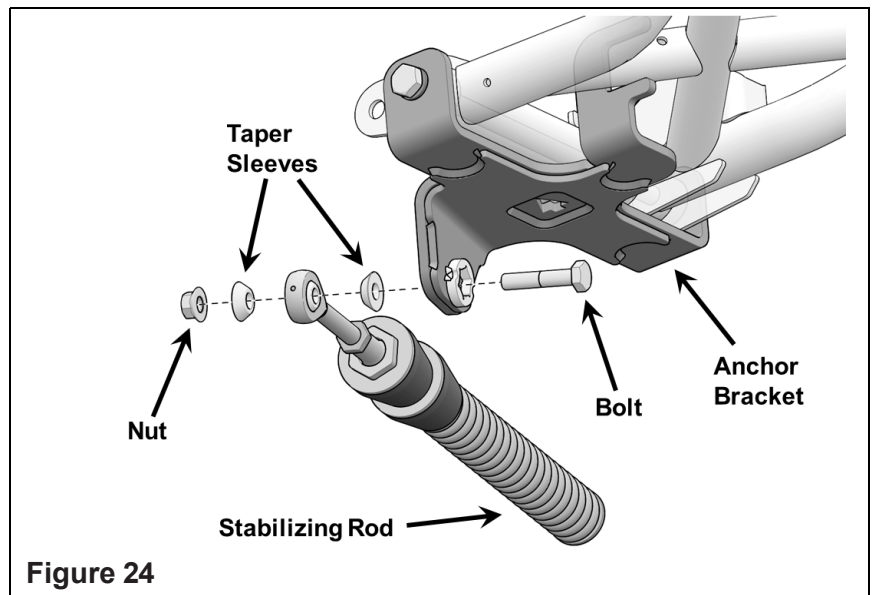
NOTE: Torque lug nuts to 60 ft. lbs. (81 Nm).



10. Attach the stabilizing rod to the anchor bracket, using the provided M10x60mm bolt (10), taper sleeves (14), and nut (16). Torque to 52 ft. lbs. (70 Nm). Figure 24.

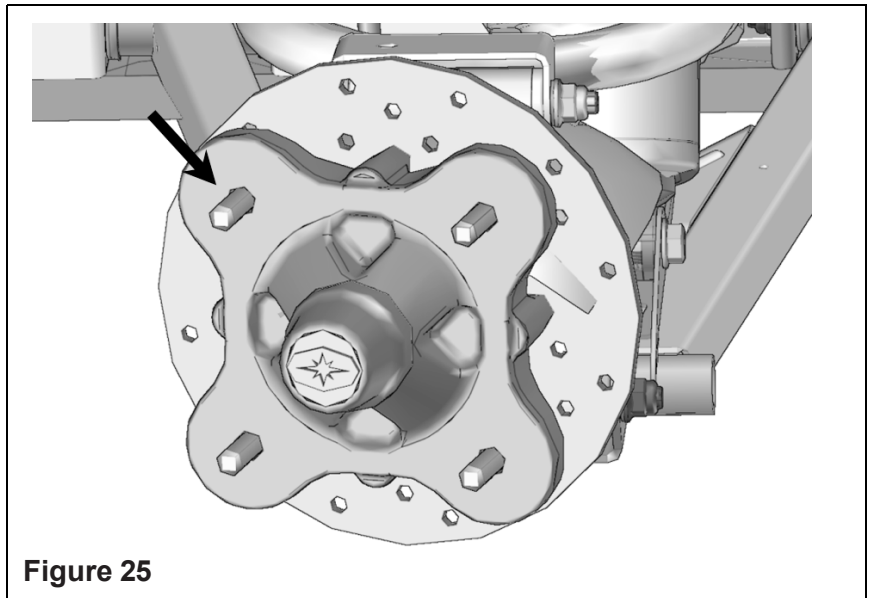
NOTE: Ensure that parts are assembled in the correct order and orientation.

11. Inspect the rear track systems and ensure that all mounting bolts were correctly tightened during installation. Lower the vehicle to the ground and proceed to install the front track systems.

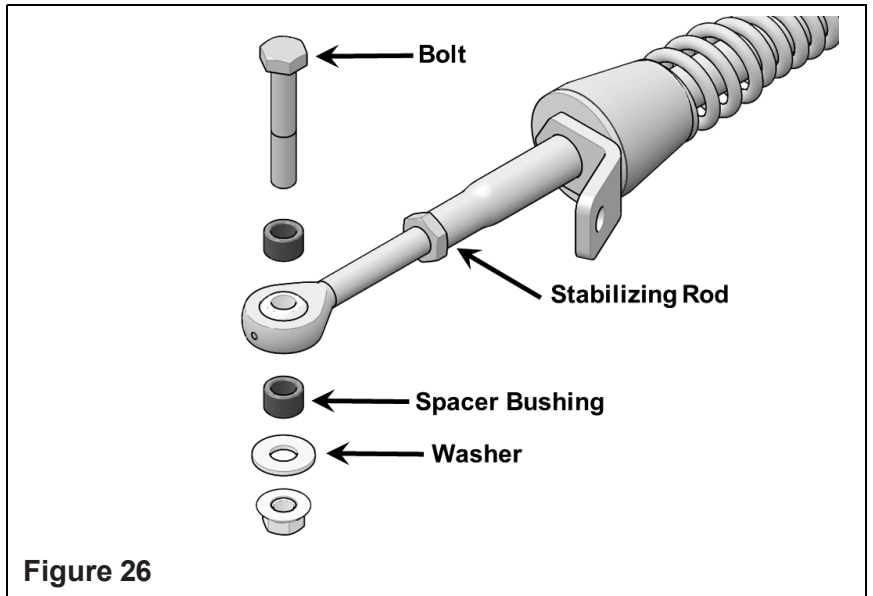


FRONT TRACK SYSTEMS:

1. Using a lifting device, raise the front of the vehicle and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.
2. Remove front wheels to begin Track Mount installation. Make sure that wheel studs and wheel hubs are free of dirt. Figure 25.

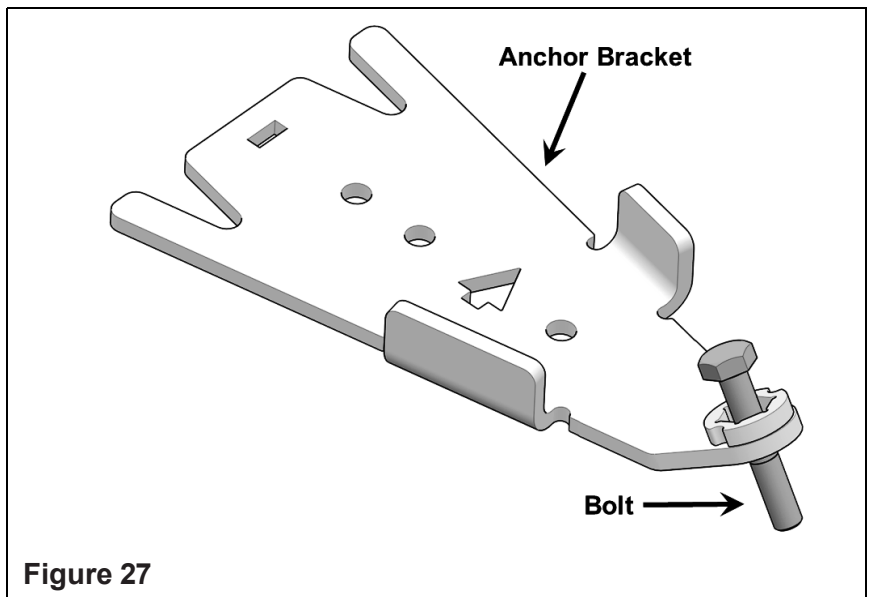


3. If applicable, remove the CV joint protectors from the A-arms.
4. Remove the bolt, washer and bushings from the front stabilizing rod end. Figure 26.

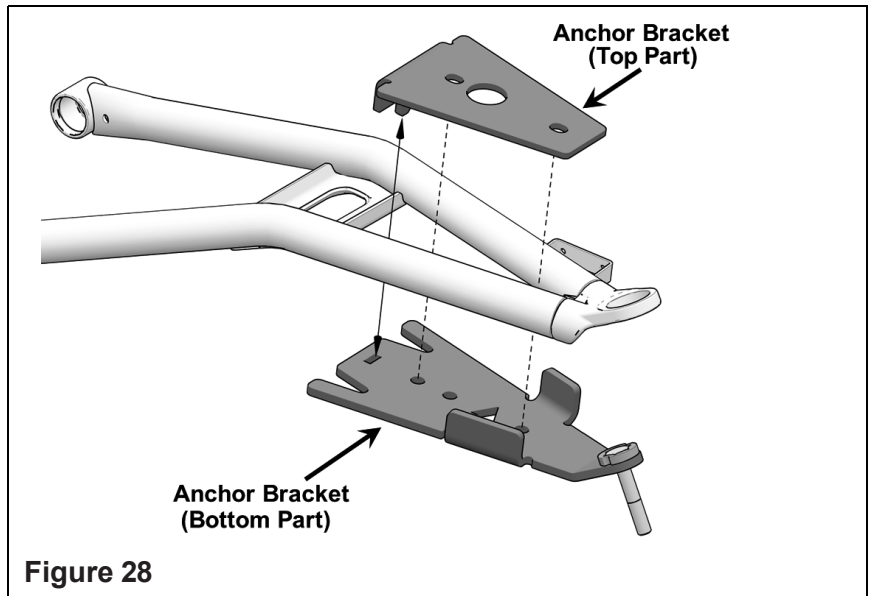


5. Insert the bolt in the front anchor bracket as shown in Figure 27.

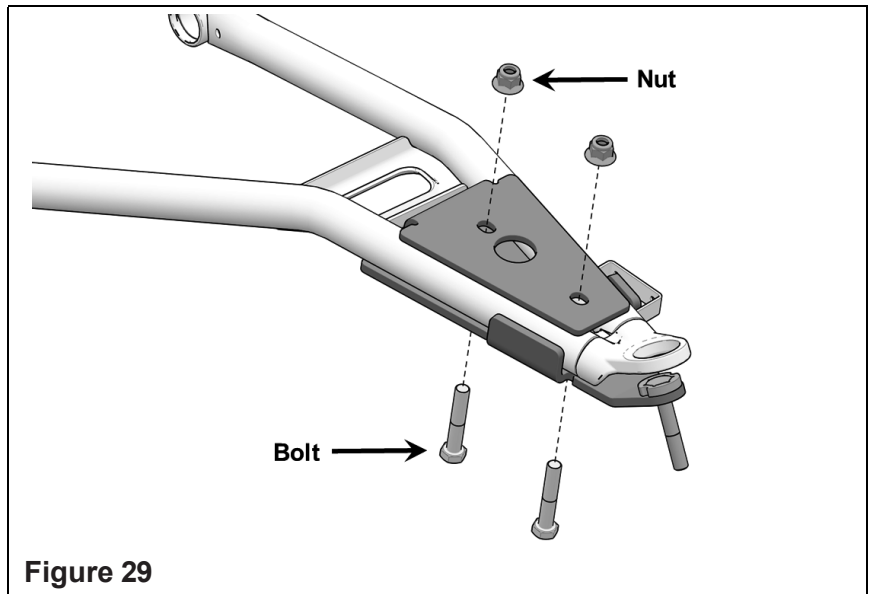
NOTE: It is not possible to insert this bolt once the bracket is attached to the suspension arm.



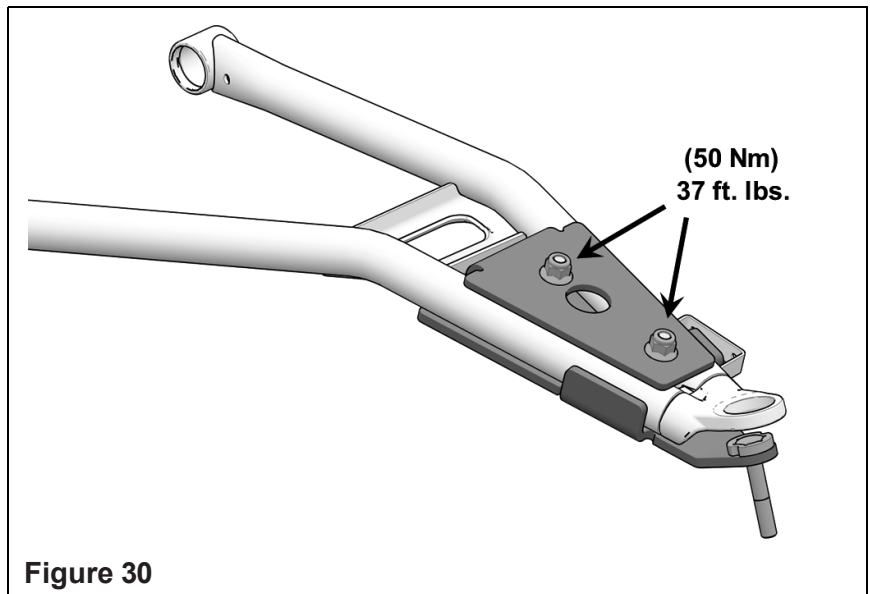
6. Position the bottom part of the anchor bracket underneath the lower suspension arm. Position the bracket cover over the suspension arm so the tab slips in the slot in the bottom part. Figure 28.



7. Insert the M10x55 mm bolts through the bottom and secure the two parts together with the nuts provided. Figure 29.



8. Torque assembly to 37 ft. lbs. (50 Nm). Figure 30.

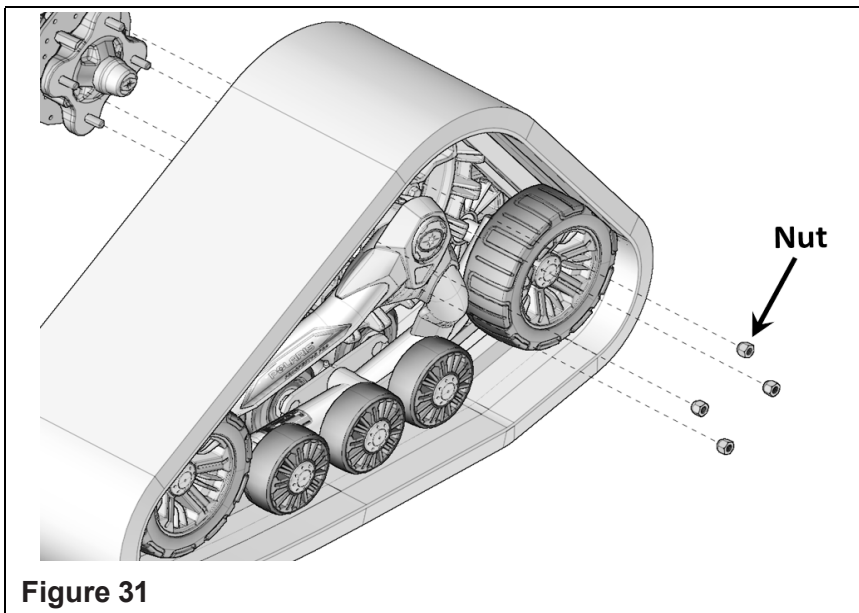


9. Secure the undercarriage to the front hub using the nuts provided in this mount kit. Figure 31.

NOTE: If needed, take rubber protector off of hub.

NOTE: Ensure that the cotter pin of the axle nut does not interfere with the undercarriage hub.

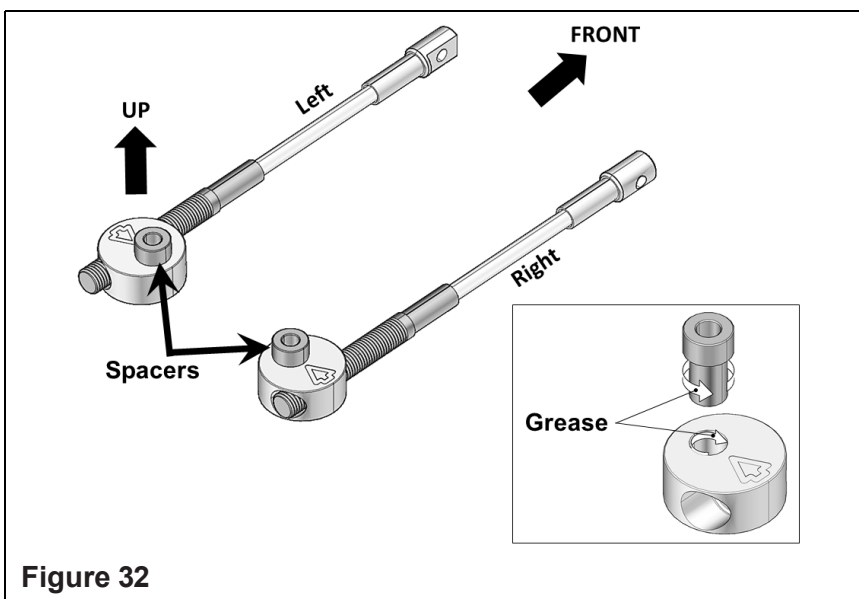
NOTE: Torque lug nuts to 60 ft. lbs. (81 Nm).



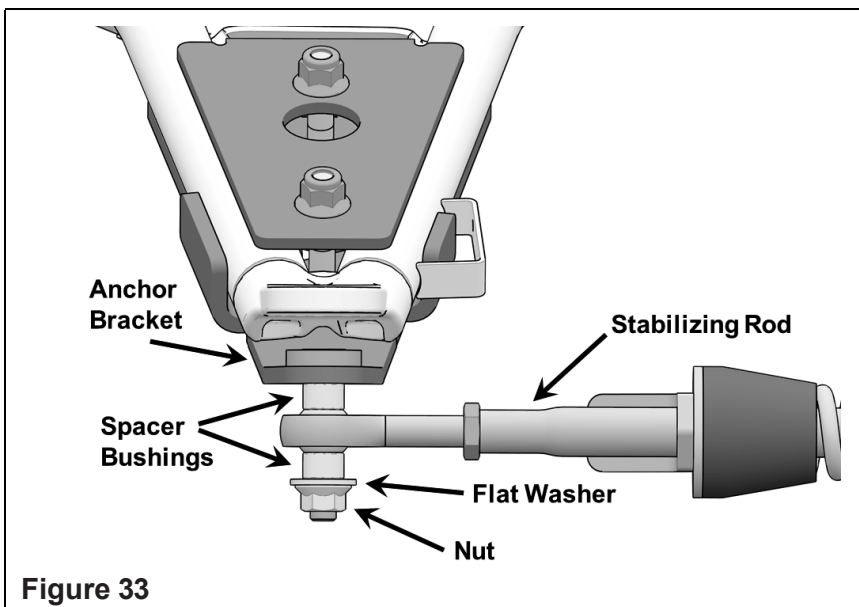
STEERING LIMITER INSTALLATION:

10. Insert Step spacers in the Steering limiter assemblies to get left and right steering limiters. Figure 32.

NOTE: Apply grease to Step spacers and Mounting disks before assembling the components.

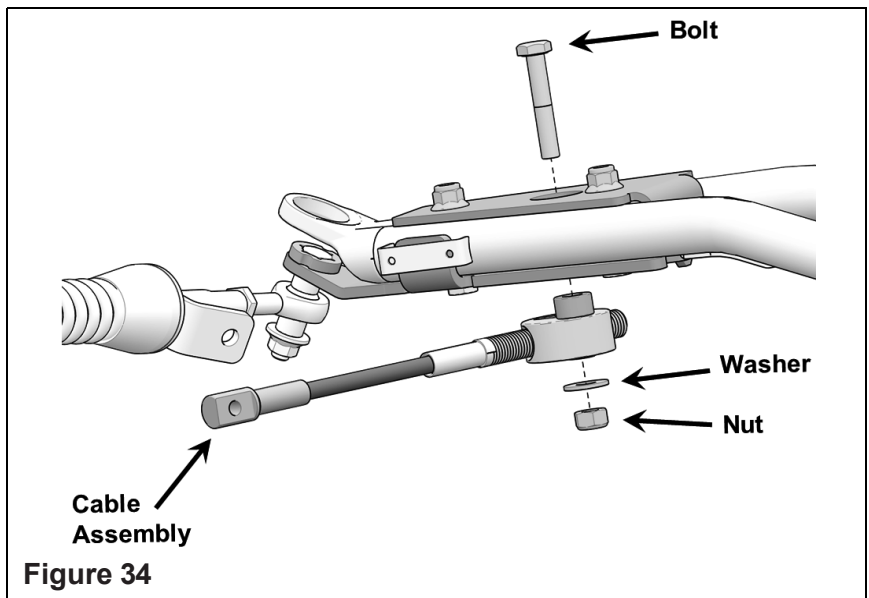


11. Attach the stabilizing rod to the anchor bracket, using the two spacer bushings, flat washer and nut. Torque to 52 ft. lbs. (70 Nm). Figure 33.

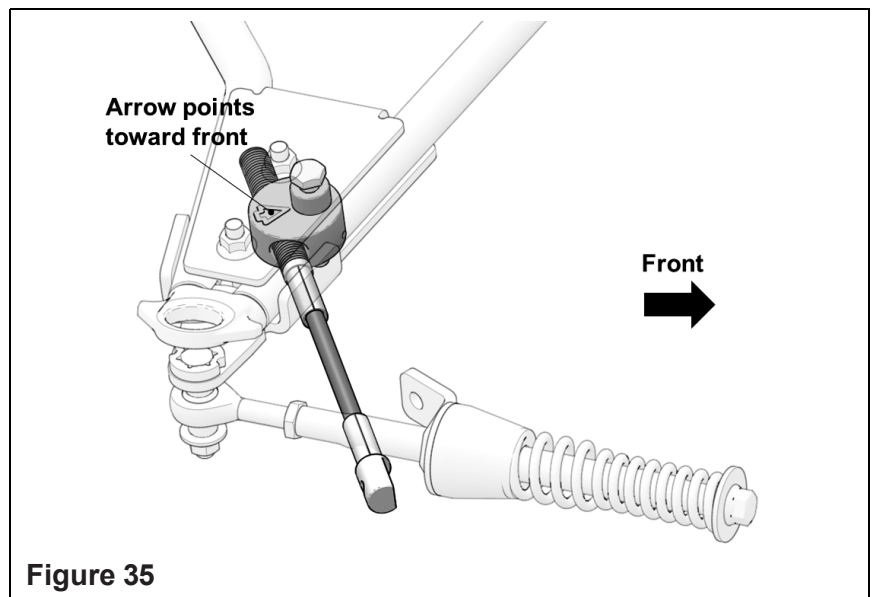


12. Use bolt, washer and nut to secure Steering limiter assembly under center of anchor bracket. Tighten nut to 37 ft. lbs. (50 Nm). Figure 34.

NOTE: Bolt must be inserted through top of assembly.



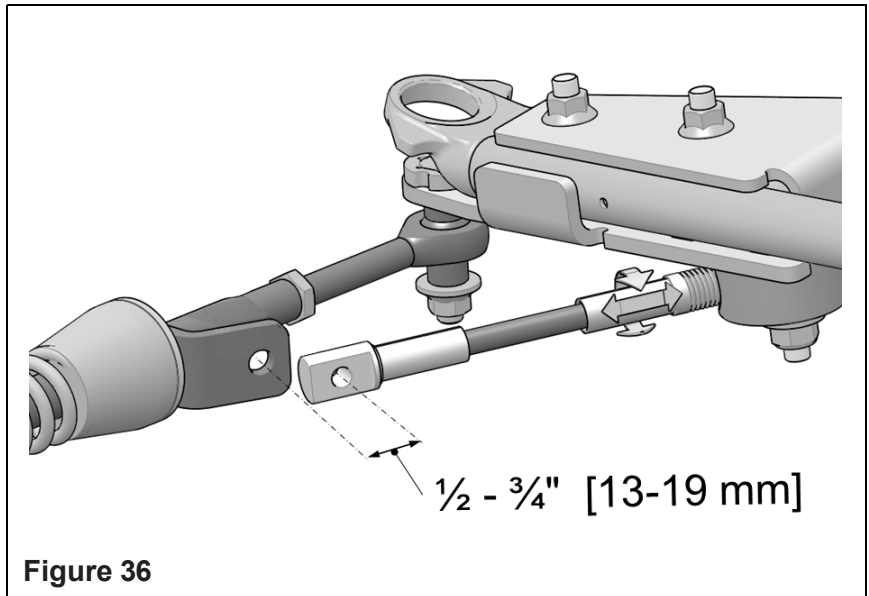
NOTE: Make sure the arrow on top of aluminium Mounting disk points toward the front of the vehicle. Figure 35.



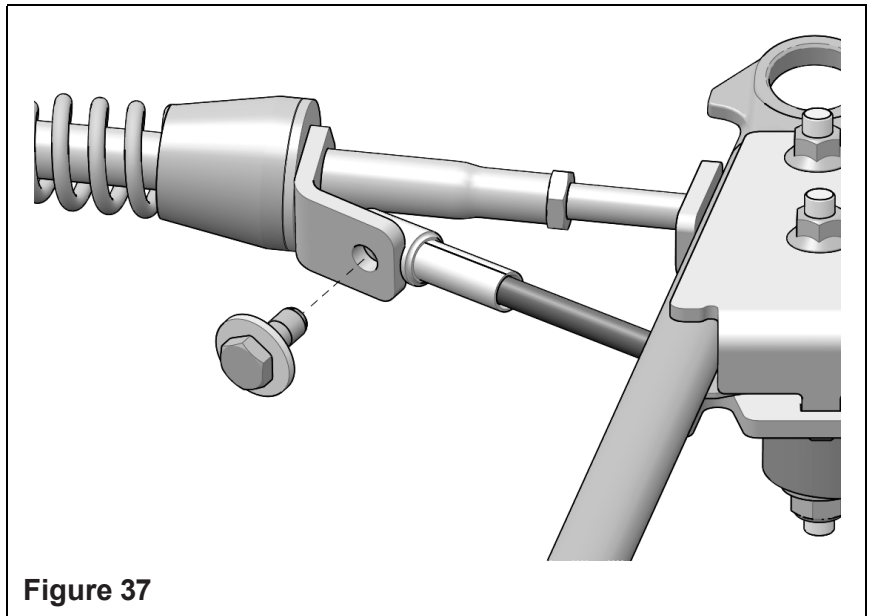
STEERING LIMITER ADJUSTMENT:

CAUTION: The angle of attack must absolutely be set before beginning steering limiter adjustment on front track systems. Refer to the User Manual for angle of attack settings.

13. Turn the vehicle's steering wheel to its maximum point of travel on the left hand side. While maintaining pressure on the steering wheel, turn threaded rod to adjust length of cable so that the center of the hole at the end of the cable is located $\frac{1}{2}$ to $\frac{3}{4}$ inch [13 to 19 mm] short of the center of the support plate mounting hole. Figure 36.



14. Reverse steering wheel a little to be able to bolt support plate and cable together. Tighten provided bolt to 24 ft. lbs. (35 Nm). Figure 37.
- Repeat steps to adjust right side.



COMPLETION:

1. Verify the suspension settings. If the shock absorbers are adjustable, they should be adjusted to the firmest level to allow for maximum clearance between the track systems and the vehicle fenders.
2. Verify for possible contact between the undercarriage and the lower fender. If there is contact, the fender should be modified (cut) to avoid damage to the vehicle's components and premature wear on rubber track.
3. Lower the vehicle to the ground.

ADJUSTMENTS:

CAUTION: The track systems are designed to provide the best performance in terms of traction and floatability. Adjustments such as alignment, track tension, and angle of attack are necessary and mandatory for optimal performance of the systems. For more information on these adjustments, refer to the USER MANUAL provided with the installation kit specific to the vehicle.