

# CAMOPLAST MOUNTING KIT, RANGER XP

P/N 2879524

Application

RANGER XP 800 MY10-14

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:

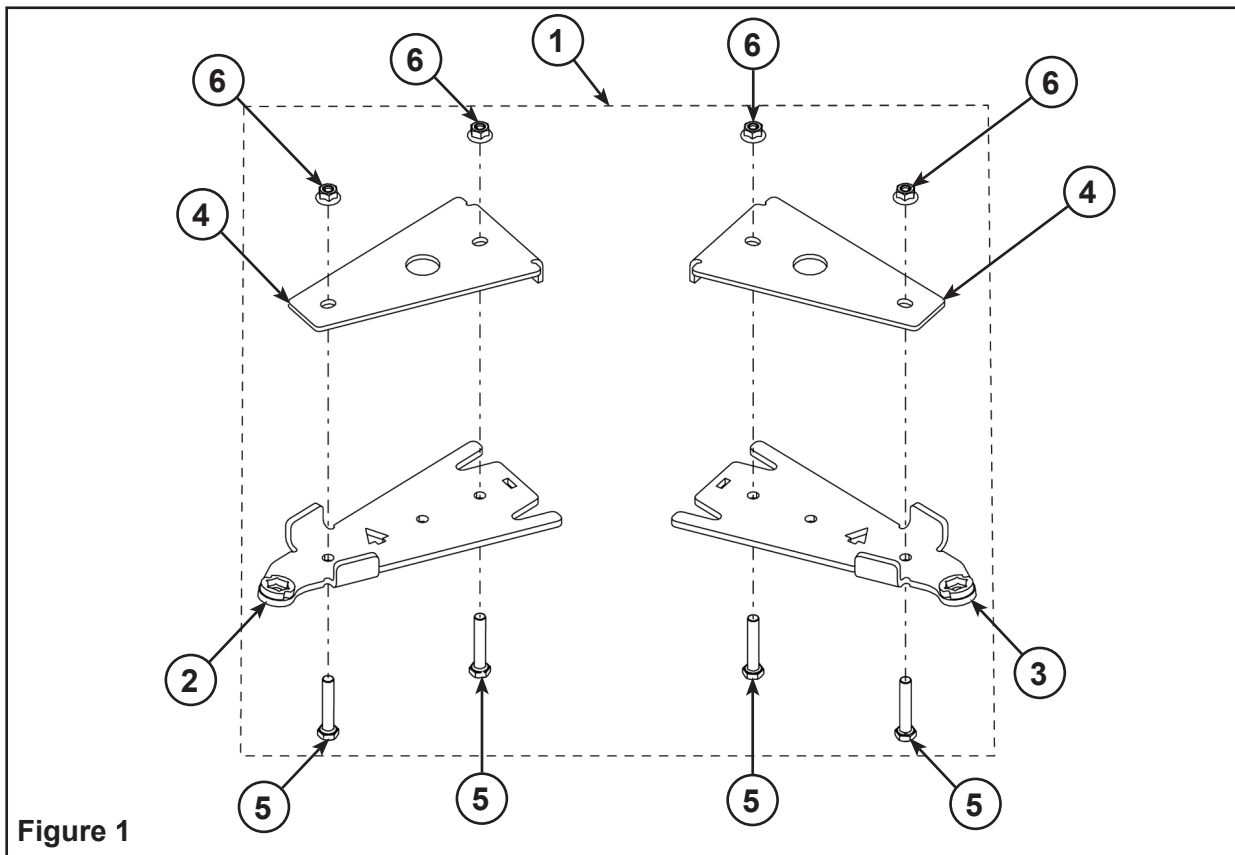


Figure 1

## Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
1	1	Front Bracket Kit	2205406
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:

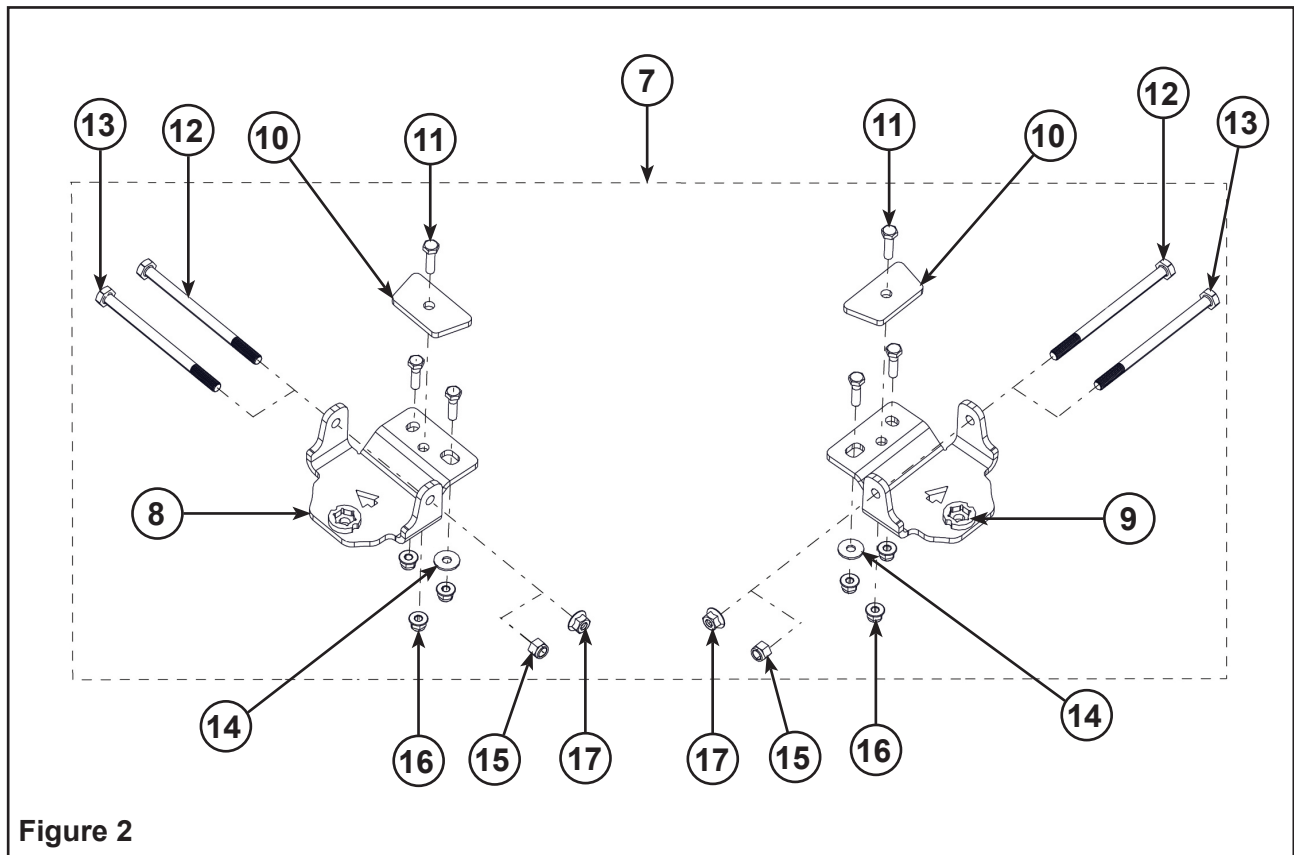


Figure 2

### Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
7	1	Rear Bracket Kit	2205410
8	1	Rear Left Anchor Bracket	-
9	1	Rear Right Anchor Bracket	-
10	2	Rear Bracket Cover	-
11	4	Hex Bolt - HCS, M8-1.25X30, 8.8, ZP, DIN933	-
12	2	Hex Bolt - HCS, M10-1.5X150, 8.8, ZP, DIN931	-
13	2	Hex Bolt - HCS, 3/8-16X6, ZP, SAE J429	-
14	2	Washer - W, 24x8.4x2, ZP, DIN9021	-
15	2	Nylon Nut - NN, 3/8-16, 5, ZP, ASME B18.16.6	-
16	4	Nylon Nut - FNN, M8-1.25, 8, ZP, DIN6926	-
17	2	Nylon Nut - FNN, M10-1.5, 8, ZP, DIN6926	-

**STEERING LIMITER ASSEMBLY:**

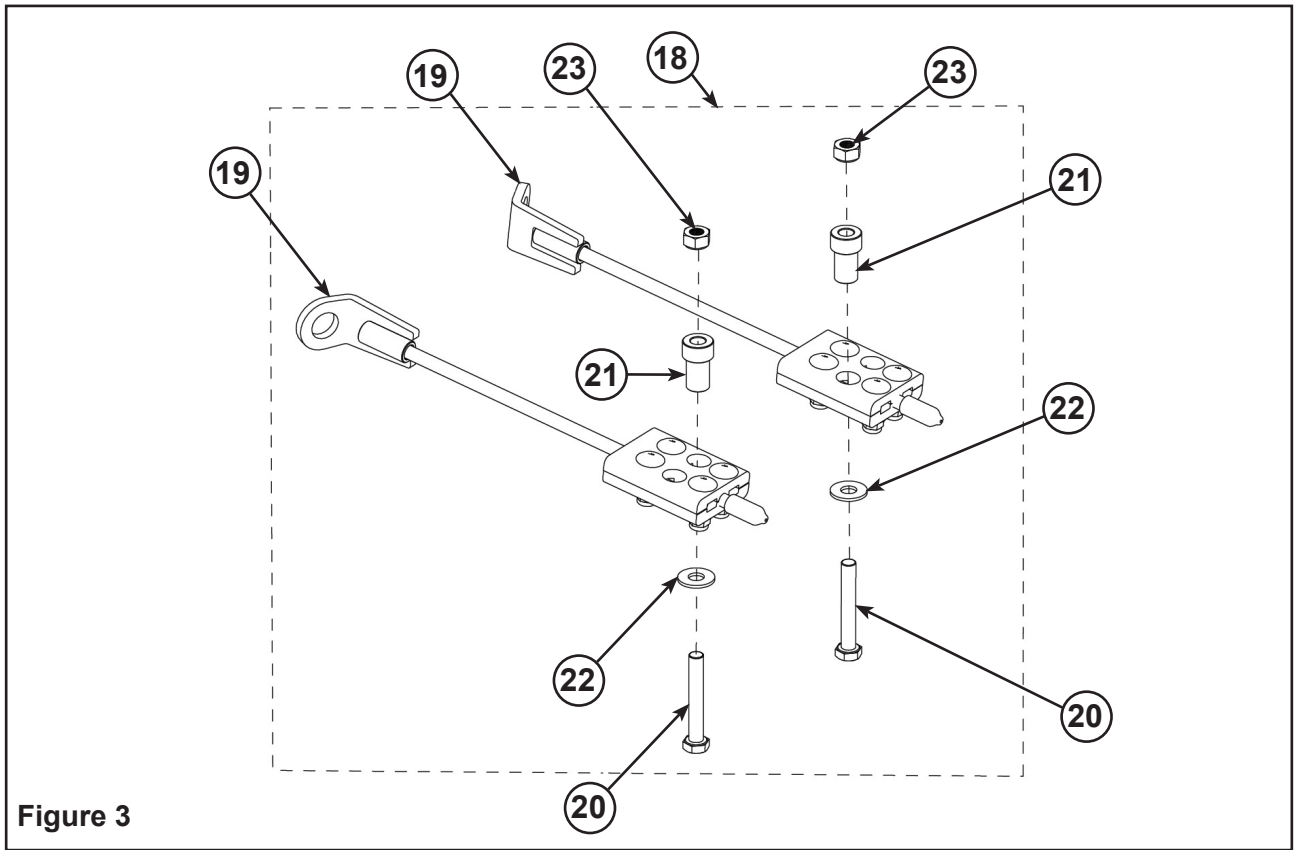


Figure 3

**Kit Contents:**

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

**WHEEL LUG NUT:**

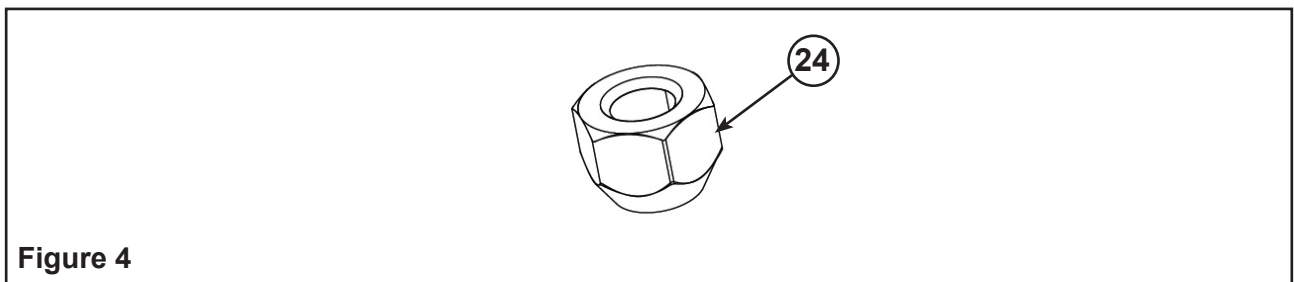


Figure 4

**Kit Contents:**

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
24	16	Wheel Lug Nut-LN, 3/8-24X15, 8, ZP	2205457
	1	Instructions	9924983

## Tools Required:

Lift Table or Floor Jack  
2 Jack Stands  
T25 Torx

Torque Wrench  
Ratchet  
Metric Socket Set

Standard Socket Set  
Standard Wrench Set  
Metric Wrench Set

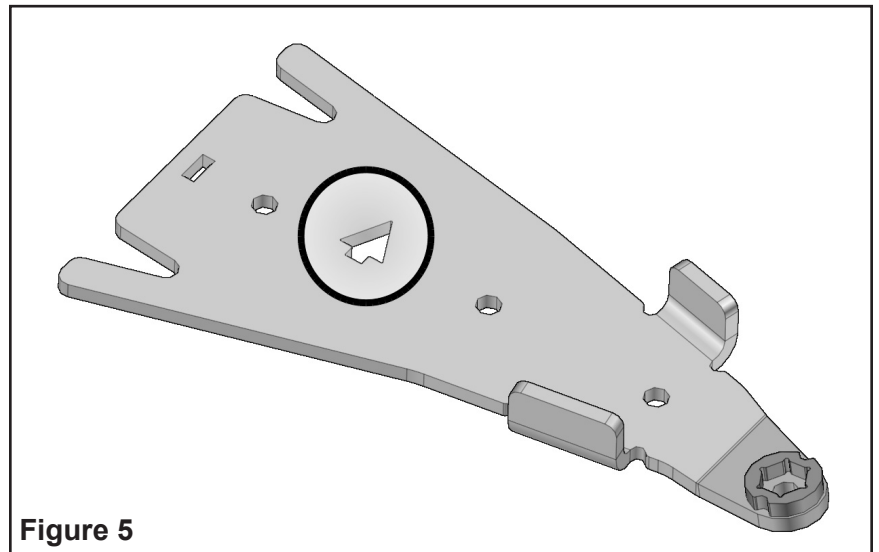
**APPROXIMATE ASSEMBLY TIME:** 60 minutes

**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.

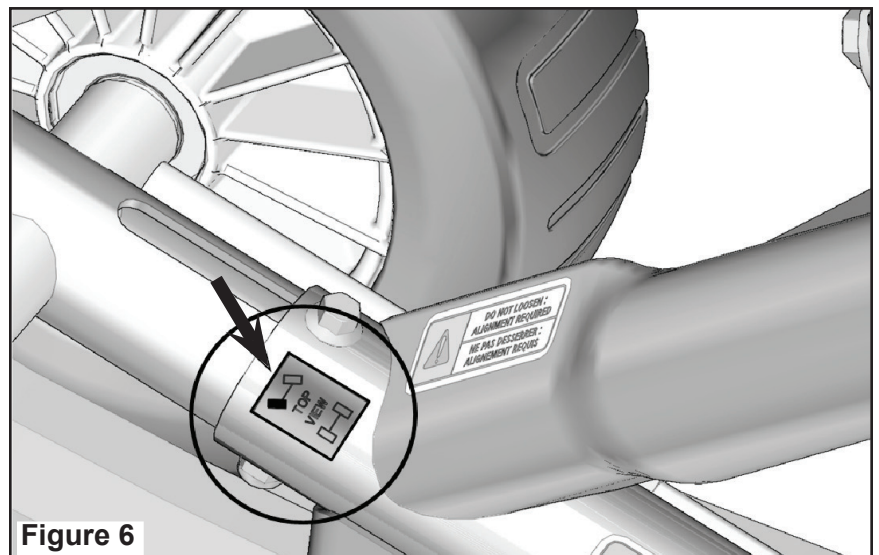
1. For installation purposes, directional arrows have been cut out of the main components in the anchor bracket kits. These arrows indicate the front of the vehicle relative to the component. Figure 5.



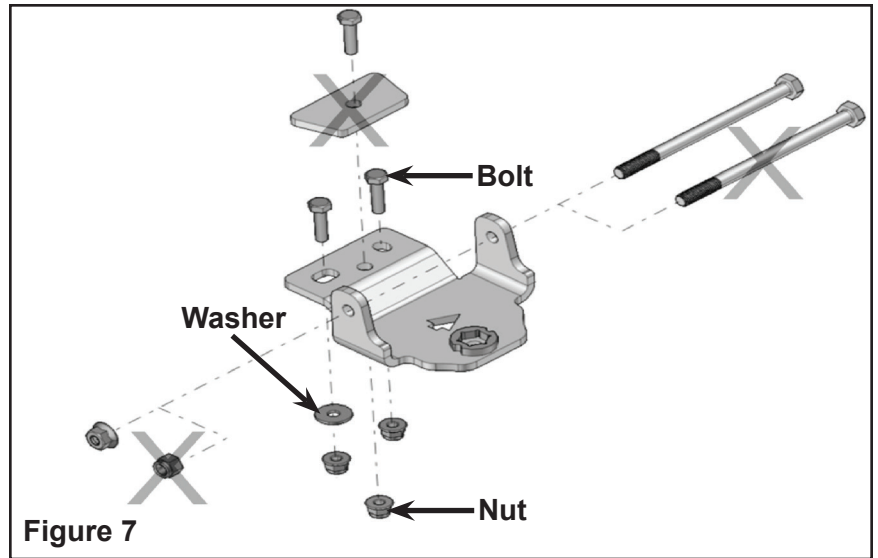
## PREPARATION:

**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.

1. Position the vehicle on a flat and level surface (or on a suitable lifting device), shift the transmission to neutral 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 6.

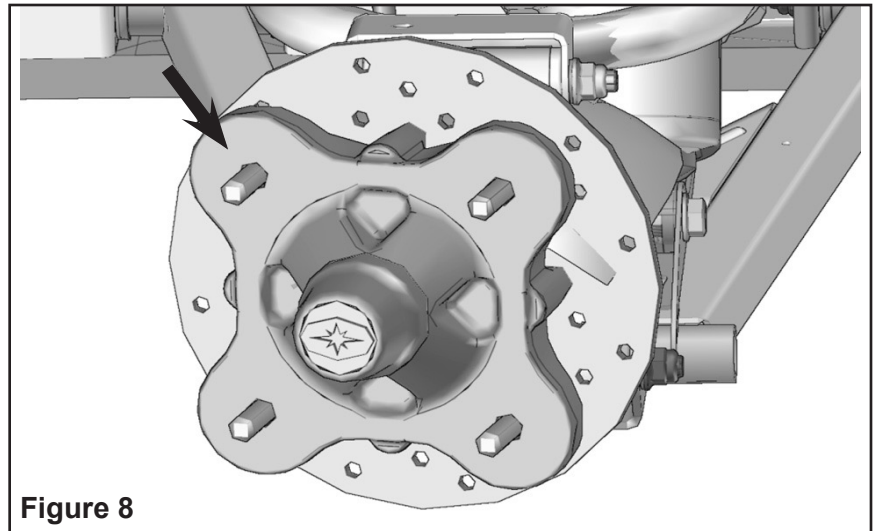


3. Some components are not needed to install the track systems on this vehicle model.  
Discard from the installation kit: Rear bracket covers, the two 3/8-16x6 in bolts and the two 3/8-16 nuts.  
Figure 7.



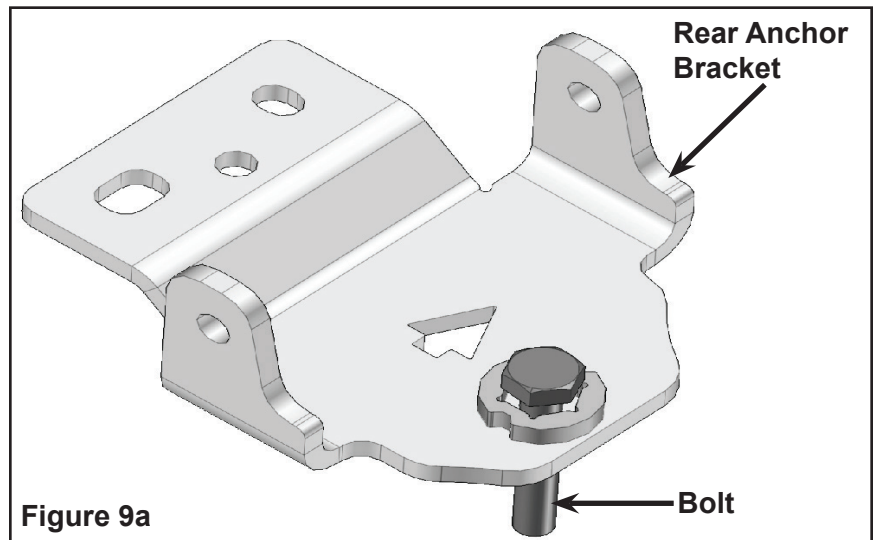
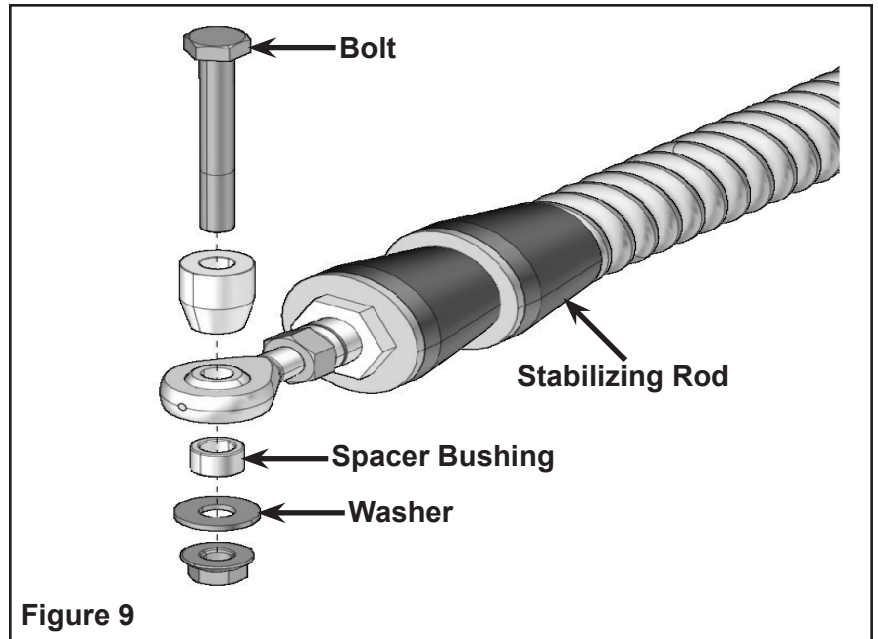
### REAR TRACK SYSTEMS:

1. Using a lifting device, raise the rear of the UTV and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.
2. Remove the rear wheels. Make sure that wheel studs and wheel hubs are free of dirt. Figure 8.



3. If applicable, remove CV joint protectors from the A-arms.
4. Remove bolt, washers and spacer bushings from the rear stabilizing rod end. Figure 9.  
Insert the bolt in the rear anchor bracket's end. Figure 9a.

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



5. Remove the mounting bolt linking the lower suspension arm to the wheel hub. Install the anchor bracket under the suspension arm. Figure 10. Insert the new M10 bolt in the anchor bracket, through the lower suspension arm and the wheel hub. Thread the M10 nut on the bolt but do not tighten it yet. Figure 10a.

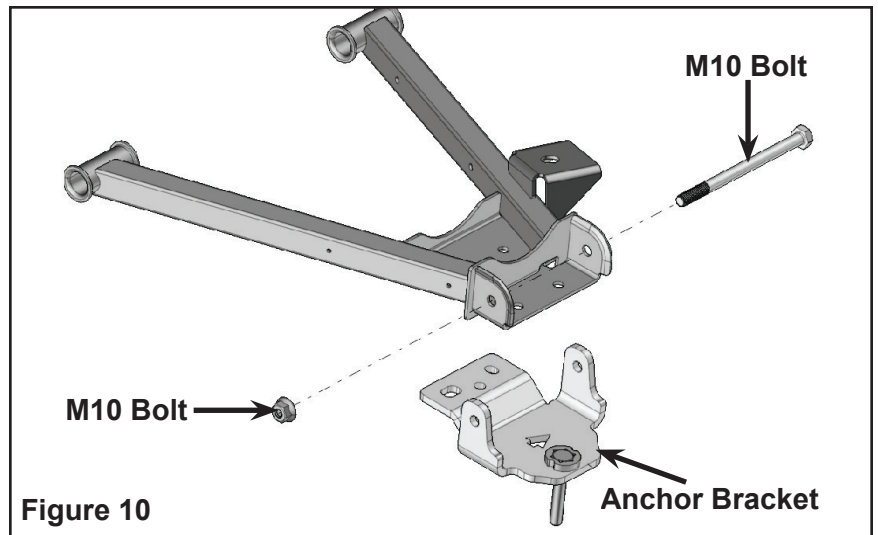


Figure 10

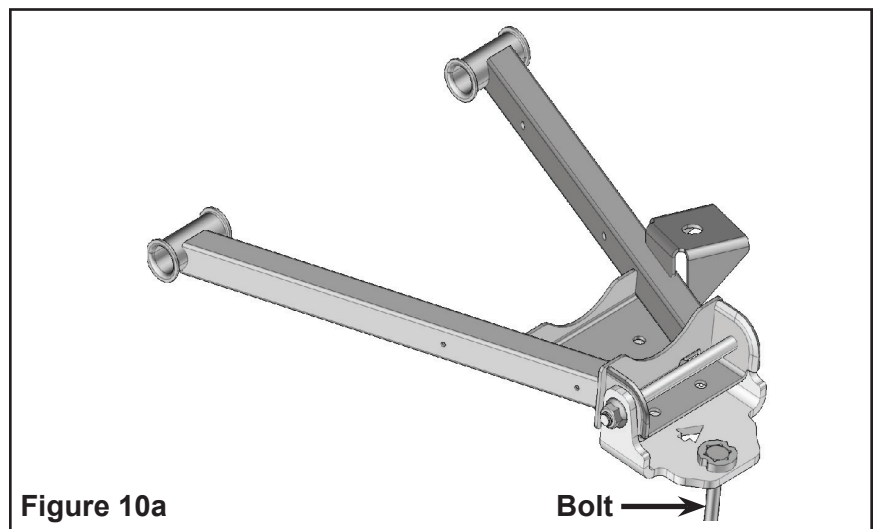
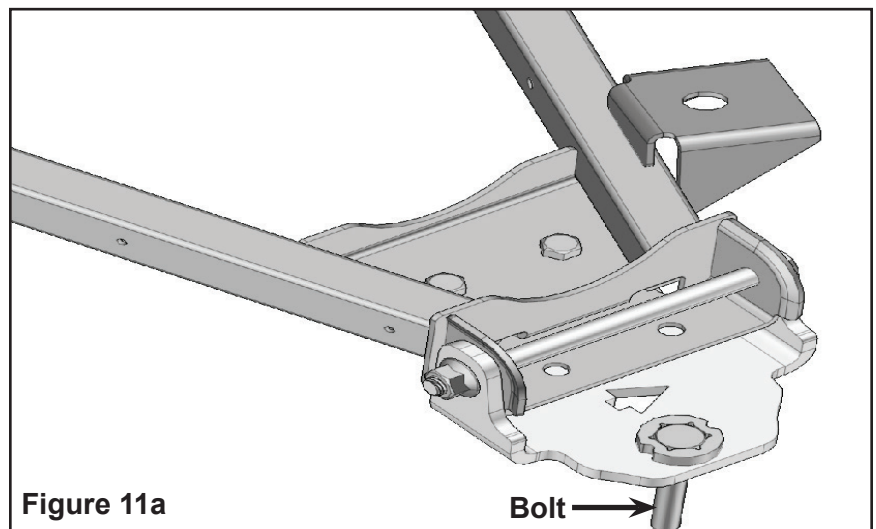
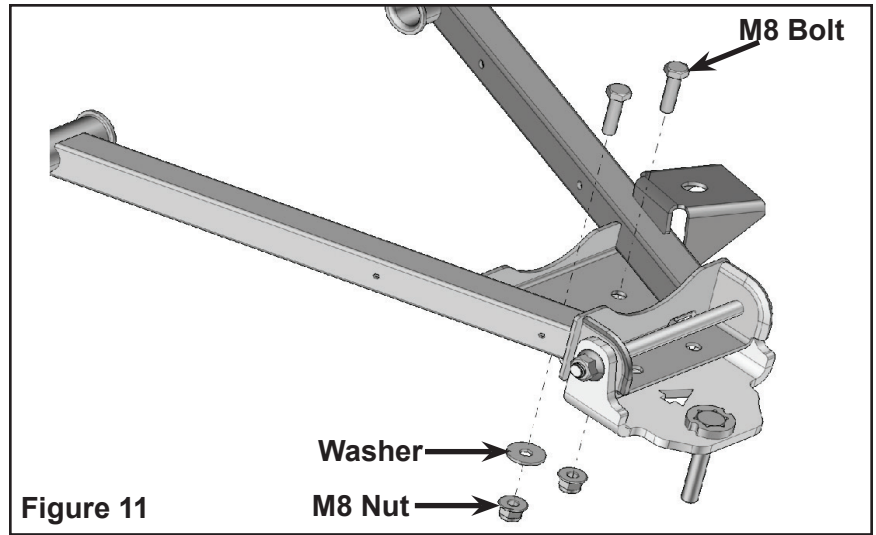


Figure 10a

6. Attach the back end of the anchor bracket to the suspension arm with the two M8 bolts and nuts through the existing holes in the A-arm and through the bracket holes. Install a washer under bracket on M8 bolt that goes through oblong hole. Tighten bolts in the following order: M8 bolts to 18 ft. lbs. (25 Nm) of torque and M10 bolt to 37 ft. lbs. (50 Nm) of torque. Figure 11 and Figure 11a.

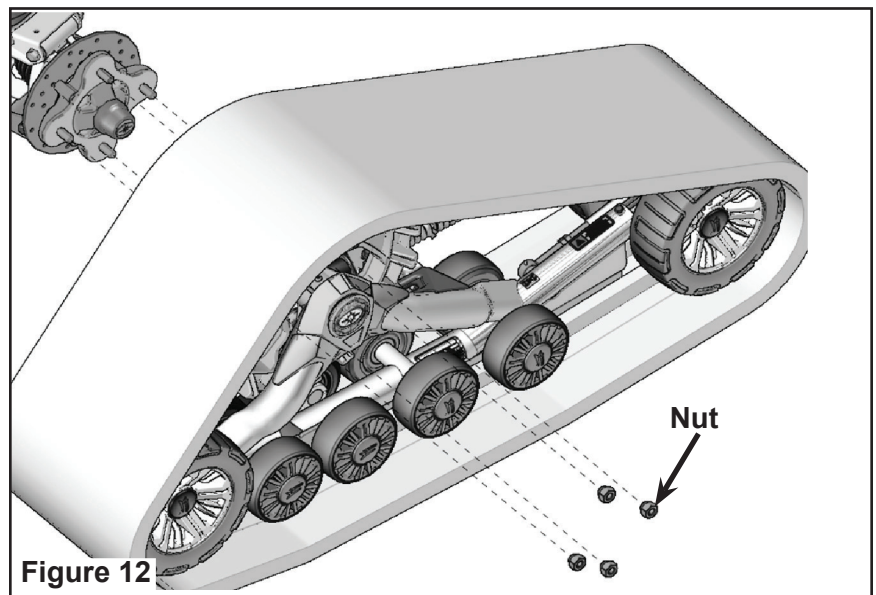


7. Secure the undercarriage to the rear hub using the nuts provided in this mount kit. Figure 12.

**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) at this time.

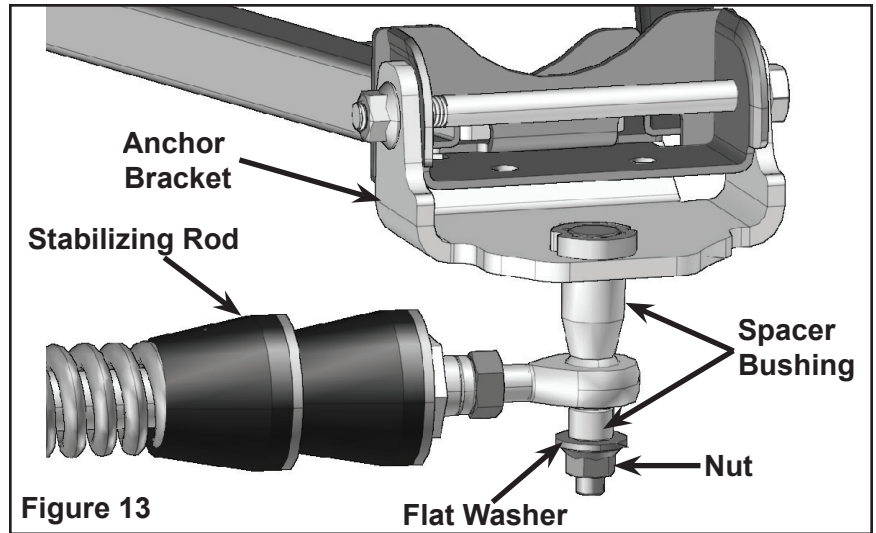




8. Attach the stabilizing rod to the anchor bracket, using the long spacer bushing, the short spacer bushing, flat washer and nut. Torque to 52 ft. lbs. (70 Nm). Figure 13.

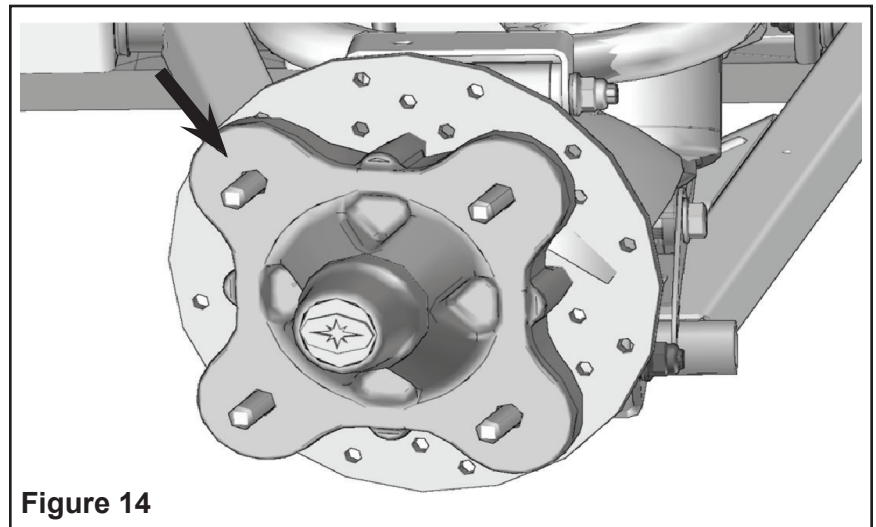
**NOTE:** Ensure that parts are assembled in the correct order.

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



### FRONT TRACK SYSTEMS:

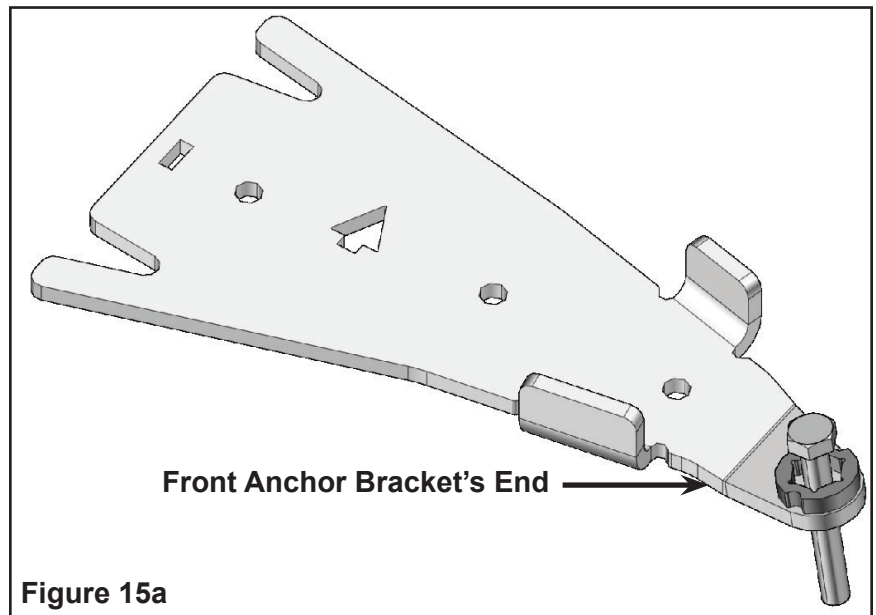
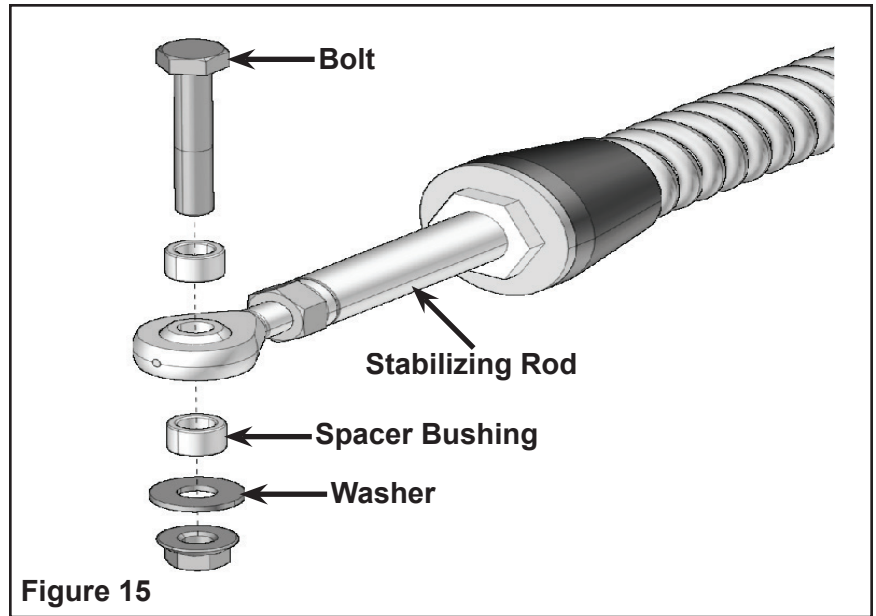
1. Using a lifting device, raise the front of the UTV and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.
2. Remove front wheels. Make sure that wheel studs and wheel hubs are free of dirt. Figure 14.



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 15.

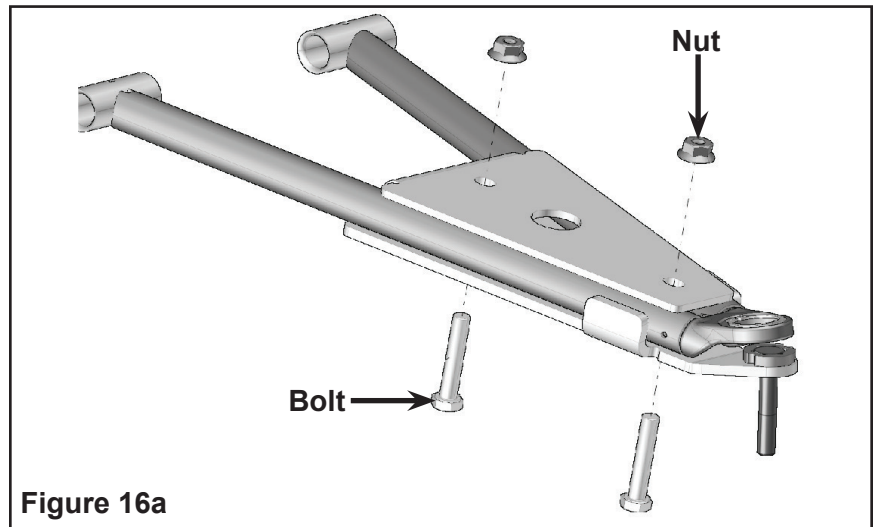
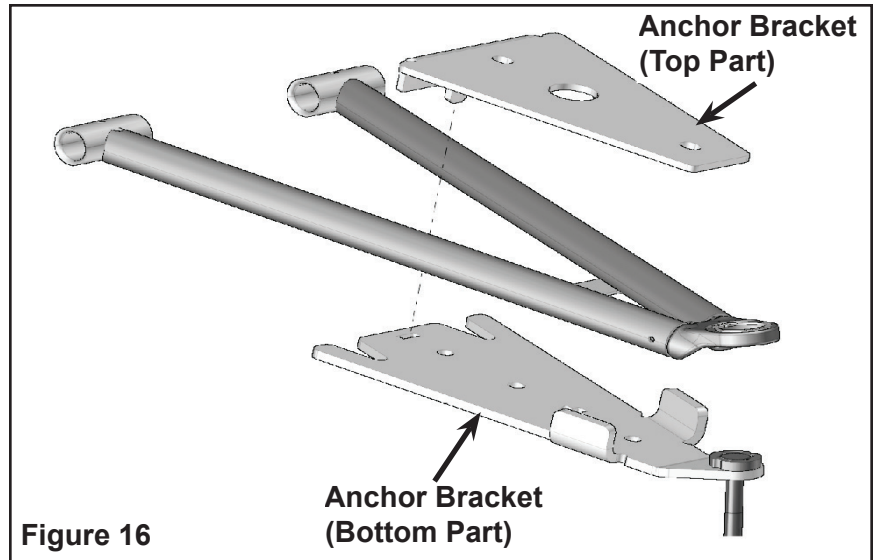
Insert the bolt in the front anchor bracket's end. Figure 15a.

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



5. Position the bottom part of the anchor bracket underneath the lower suspension arm. Position the top part over the suspension arm so the tab slips in the slot in the bottom part. Figure 16.

Insert the M10x55 mm bolts through the bottom and secure the two parts together with the nuts provided. Tighten assembly to 37 ft. lbs. (50 Nm) of torque. Figure 16a.

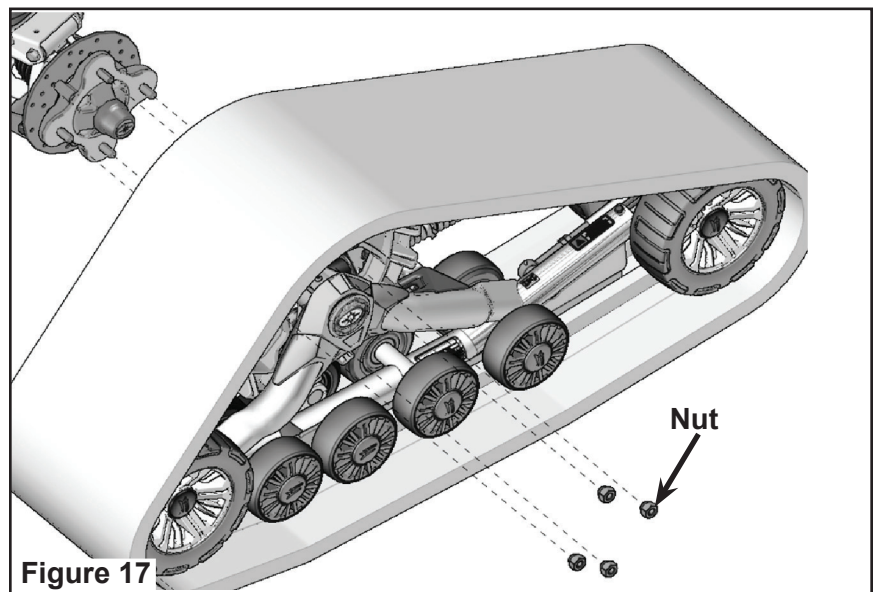


6. Secure the undercarriage to the front hub using the nuts provided in this mount kit. Figure 17.

**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.

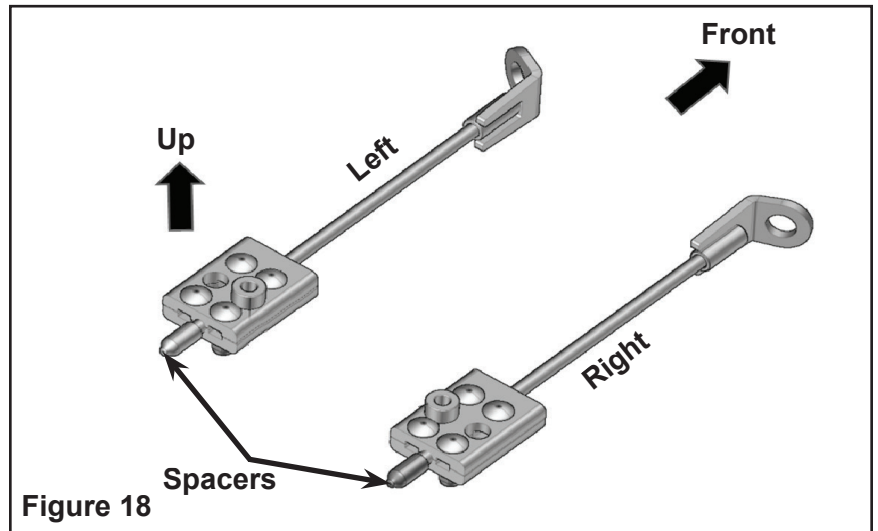
**NOTE:** Torque lug nuts to 60 ft. lbs. (81 Nm) at this time.



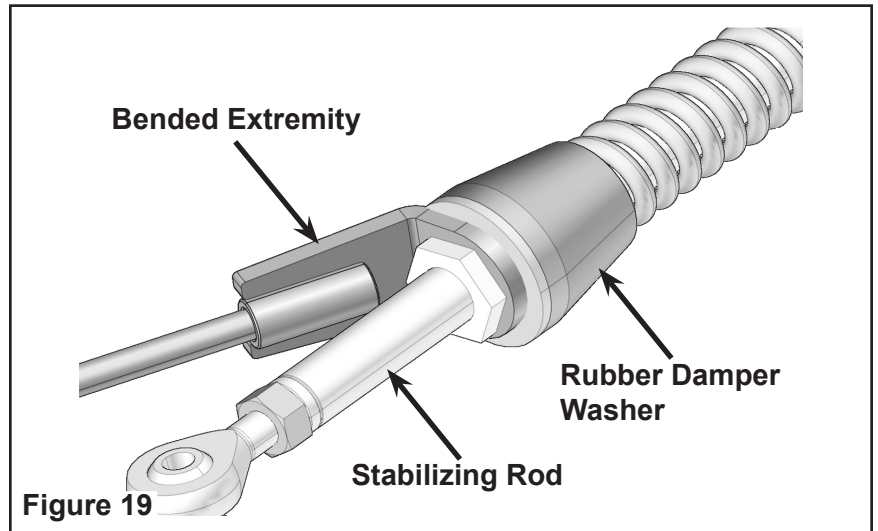
## STEERING LIMITER INSTALLATION:

7. Insert step spacers in the steering limiter assemblies to get left and right steering limiters. Figure 18.

**NOTE:** The nuts should be placed on the bottom side of the clamp assembly.

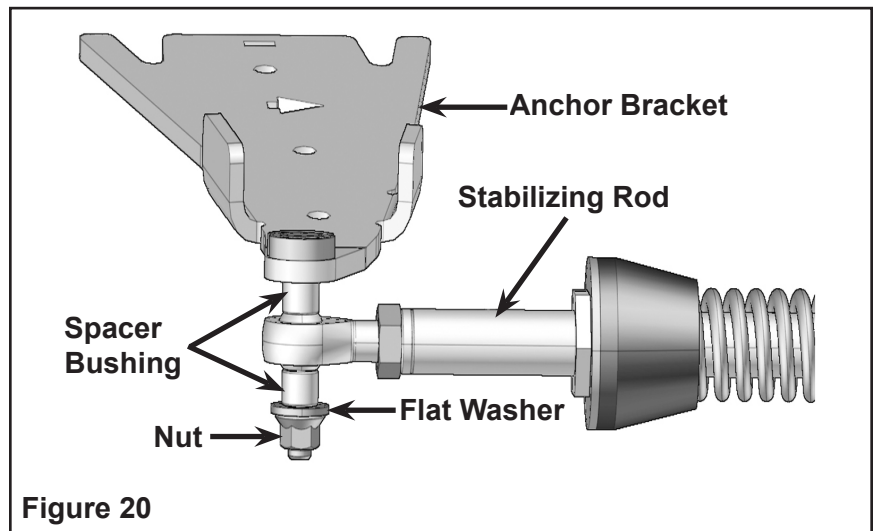


8. On each FRONT track system, position the bended extremity of steering limiter on stabilizing rod, between hex grip and rubber damper washer. Figure 19.



9. 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 20.

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



10. Position aluminium blocks of steering limiter assembly at center hole of bottom part of front anchor bracket. Use bolt, washer and nut to secure the assembly in the center of the anchor bracket. Tighten nut through central opening of top part to 37 ft. lbs. (50 Nm). Figure 21 and Figure 21a.

**NOTE:** Bolt must be inserted through the bottom of the assembly.

**NOTE:** Step spacer must be installed in aluminium block hole that faces front of vehicle.

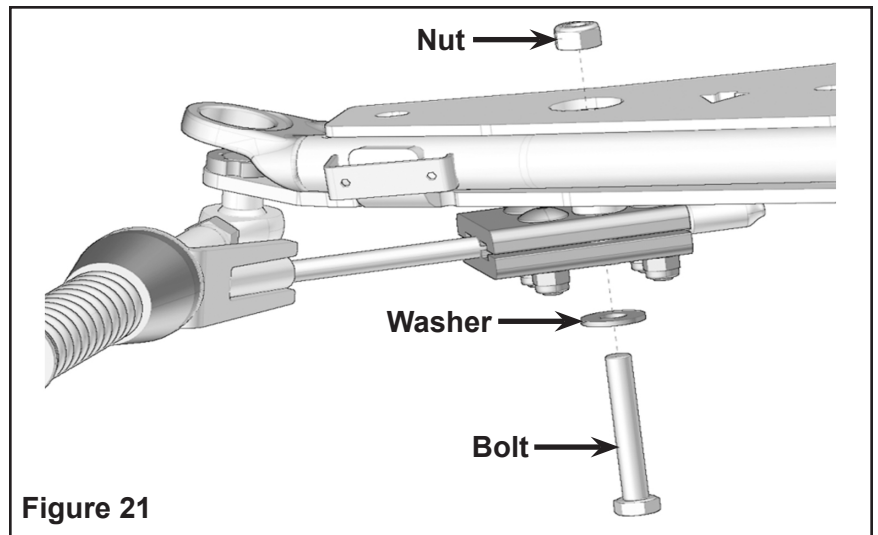


Figure 21

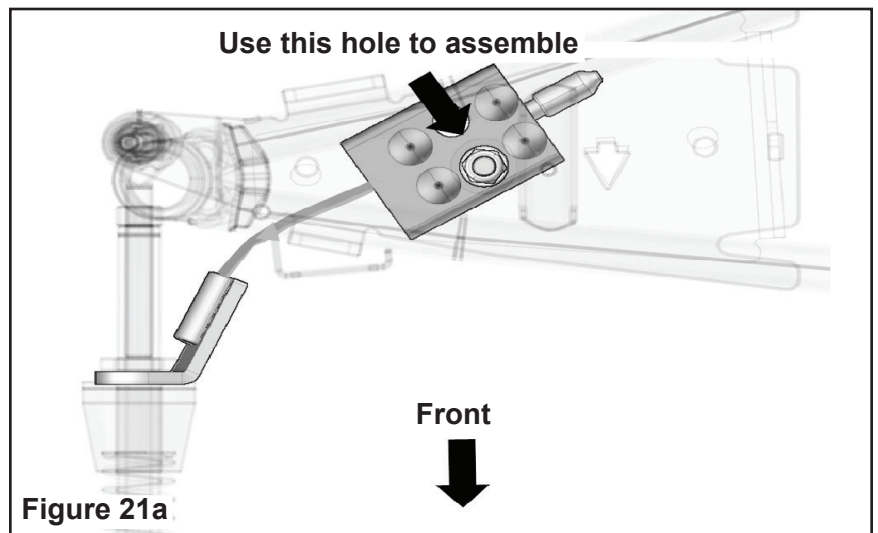


Figure 21a

### STEERING LIMITER ADJUSTMENT:

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

11. Make sure the cable can slide in the clamping blocks. Turn the vehicle's steering wheel to its maximum point of travel on the left hand side. Maintain pressure on the wheel and mark the cable at a distance of 19 mm [3/4 in] from the edge of the clamping blocks. Repeat steps to adjust right side. Figure 22.

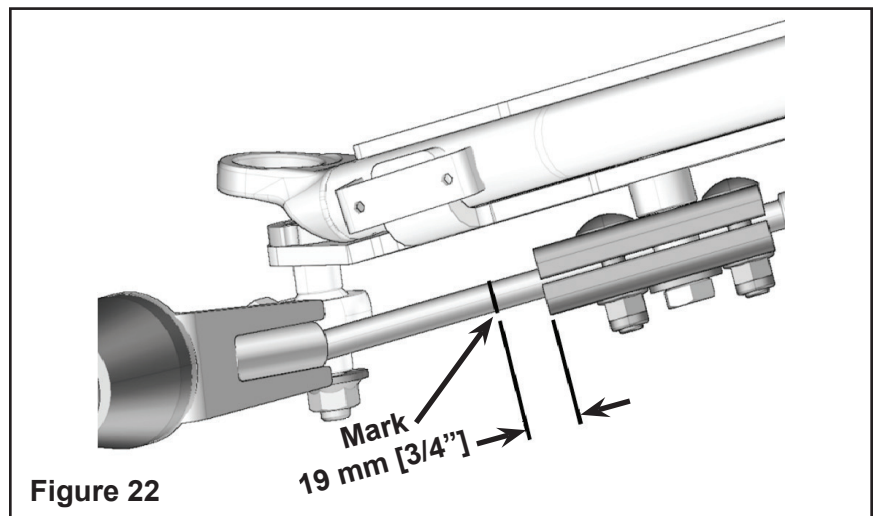
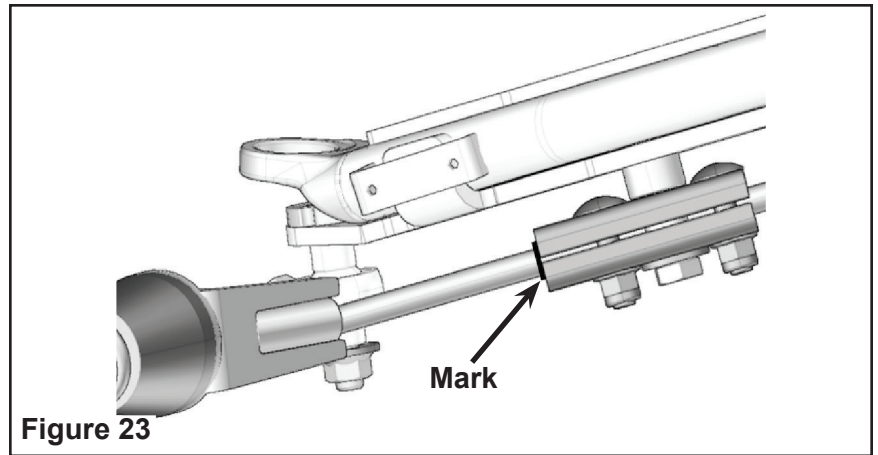


Figure 22

12. Align the mark on the cable and the edge of the clamping blocks. In a criss-cross sequence, tighten to 18 ft. lbs. (25 Nm) the four hex nuts. Figure 23.

**NOTE:** Tighten nuts in “X” pattern to optimize the grip of the blocks on the cable.



#### **COMPLETION:**

1. Verify the suspension settings. If the shock absorbers are adjustable, they should be adjusted to the firmest level in order to allow for maximum clearance between the system and the fender of the vehicle.
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 UTV to the ground.

#### **ADJUSTMENTS:**

**CAUTION:** The track systems are designed to provide the best performance in terms of traction and floatability. Adjustments such 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.