

PROSPECTOR PRO UTV

UTV TRACK KIT

2014



9925024 - VERSION A

USER MANUAL



POLARIS®

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SAFETY

This guide uses the following symbols to emphasize particular information :

 **WARNING**

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

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

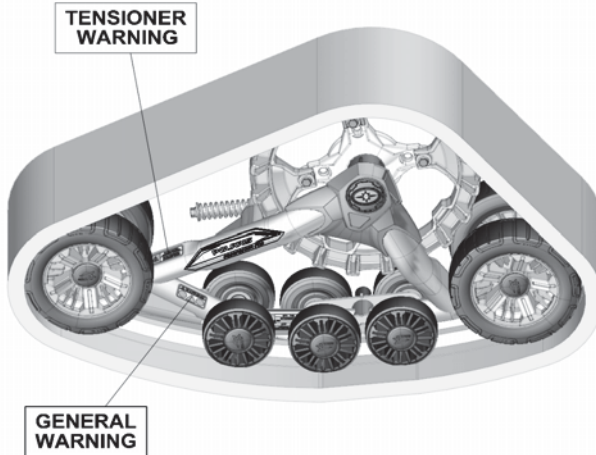
NOTE: Indicates supplementary information.

IMPORTANT

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

WARNING STICKERS

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




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

GENERAL WARNING



SAFETY

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

TENSIONER WARNING



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

GENERAL INFORMATION

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

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

This document should be read by every person who drives the UTV equipped with the System.

This document is an integral part of the System. Pass it along to any new System owner.

Consult legal authorities where you drive your UTV equipped with the System before usage to ensure that you respect all applicable laws and regulations.

UTV track systems are designed to reduce ground pressure and increase vehicle traction. However, during normal operating conditions, vehicle speed will be reduced, compared to a wheeled vehicle.

HINTS AND TIPS

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

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

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

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

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

USING THE UTV WITH TRACKS

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

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

Pre-use verification



WARNING

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

Step descents



WARNING

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



Descending and being stuck in reverse



WARNING

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

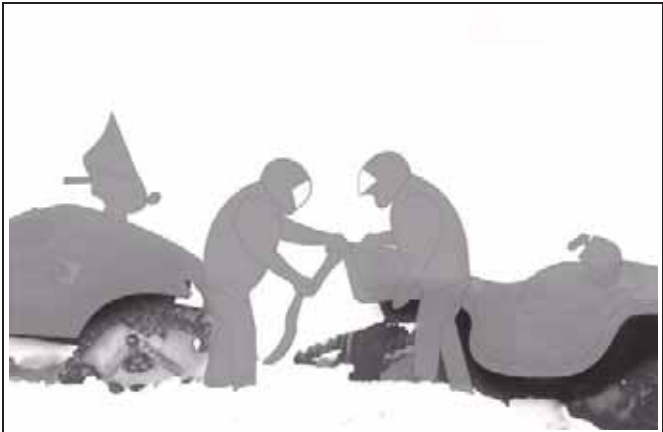


Towing a vehicle out of the snow



⚠ WARNING

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



Driving over an obstacle



Driving over a steep ridge



⚠ WARNING

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

Driving over an obstacle of more than 30 cm [12 in]

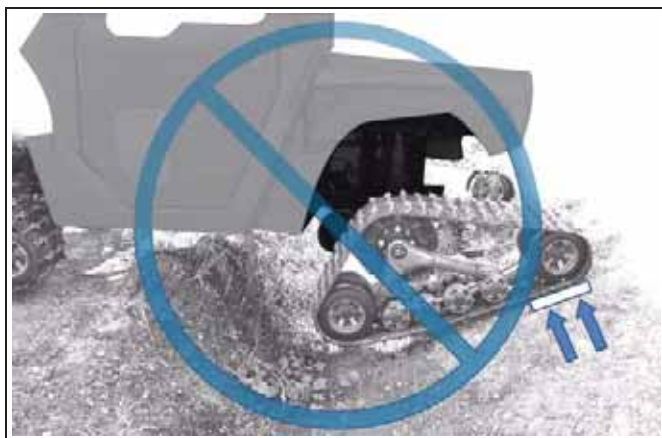


⚠ WARNING

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

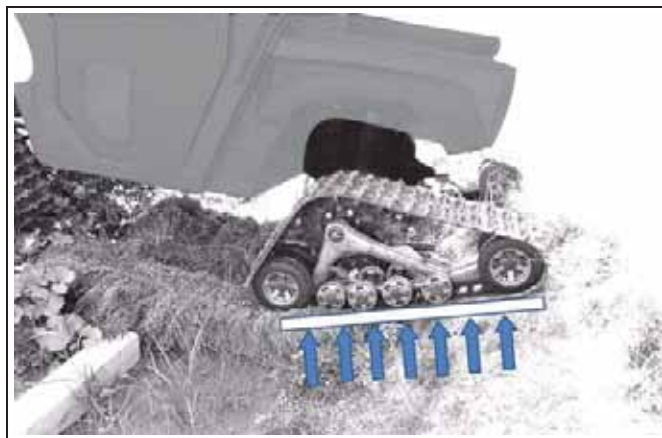


Exceeding the anti-rotation stroke on rough terrain



⚠ WARNING

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



Sharp turns in locked 4x4 mode



WARNING

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

NOTE: Some vehicles do not have unlocked 4x4 mode on the rear differential. These vehicles should avoid the situation described above and take wider turns instead.

Jumping



⚠ WARNING

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

Location of the towing cable

WARNING

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

Special recommendations

WARNING

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

WARNING

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

WARNING

Reduce your speed at all times, a track system installed on your vehicle doesn't have the same absorption capacity as manufacturer's tires.

WARNING

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

WARNING

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

WARNING

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

WARNING

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

WARNING

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

WARNING

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

WARNING

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

WARNING

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

INSTALLATION, REMOVAL AND RE-INSTALLATION

WARNING

Never place body parts under the vehicle unless it is securely placed on appropriate stands. Severe injuries could occur if the vehicle collapses or moves. Do not use a lifting device as a secure stand.

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

WARNING

Before beginning the installation, ensure you that the vehicle is immobilized and that the engine is stopped.

WARNING

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

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

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

WARNING

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



Installation

Execute all tasks described in *Installation Guidelines* specific to the vehicle model. Then, proceed to adjust the angle of attack, alignment and track tension as described in this manual. Test drive and the adjustments must be verified second time after the first use, re-adjust as required.

Removal

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

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

INSTALLATION, REMOVAL AND RE-INSTALLATION

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

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

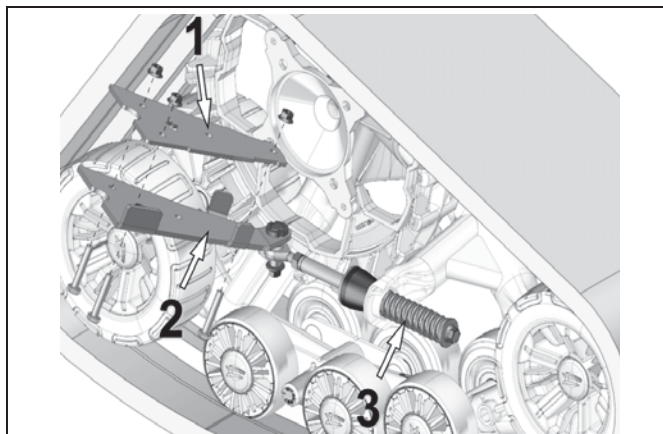


Figure 1

- Remove track systems.
- Re-install wheels.

Re-installation

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

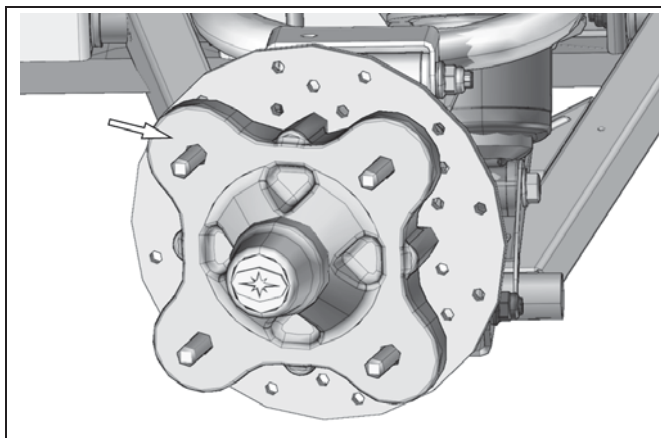


Figure 2

NOTE: Clean wheel hubs.

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

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

ADJUSTMENTS

IMPORTANT

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

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

Angle of attack for front track systems

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

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

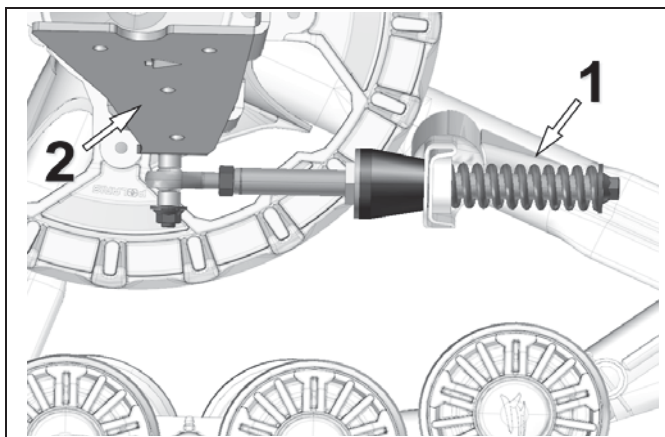


Figure 3

ADJUSTMENTS

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

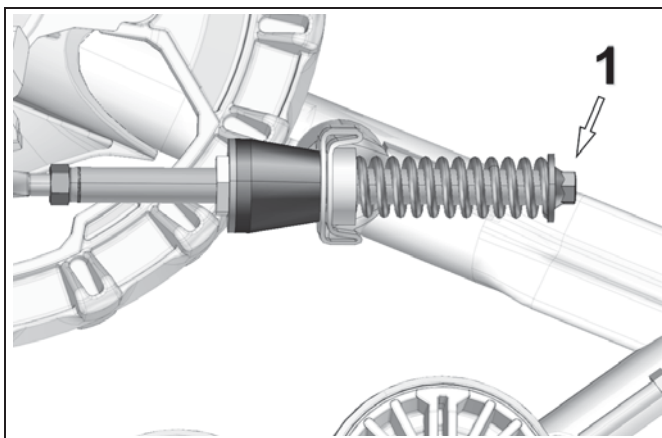


Figure 4

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

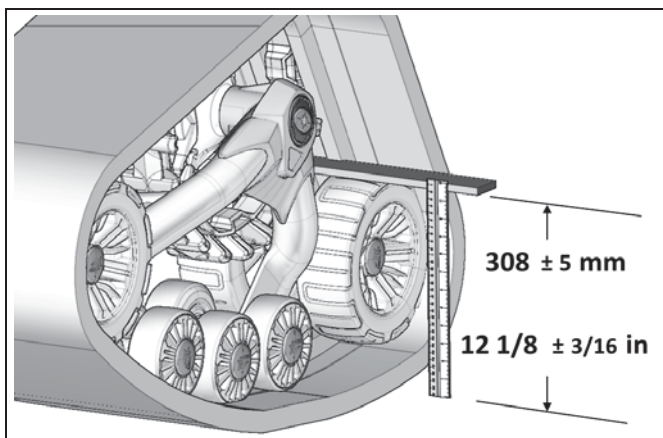


Figure 5

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

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

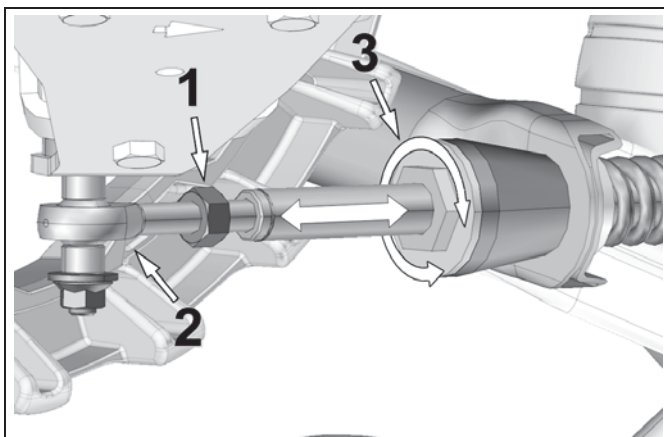


Figure 6

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

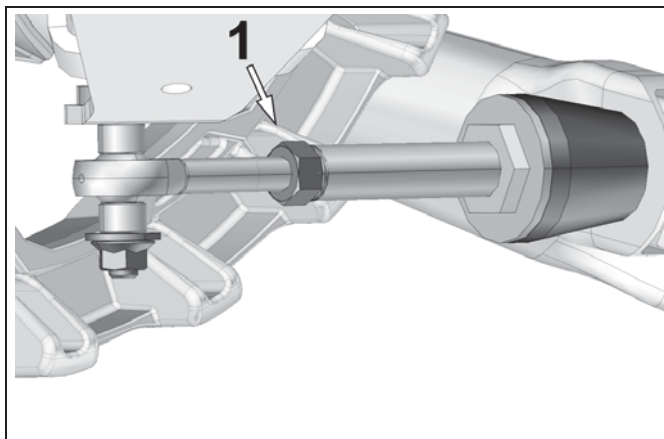


Figure 7

ADJUSTMENTS

Basic Tuning (front track systems):

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

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

Angle of attack for rear track systems

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

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

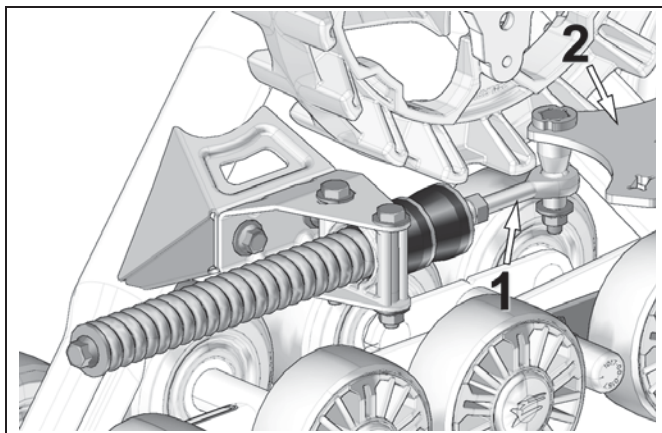


Figure 8

- Verify that the spring assembly bolt (1) is tightened to the recommended torque [40 N•m] and that stabilizing arm components are in the correct order. See Figure 9.

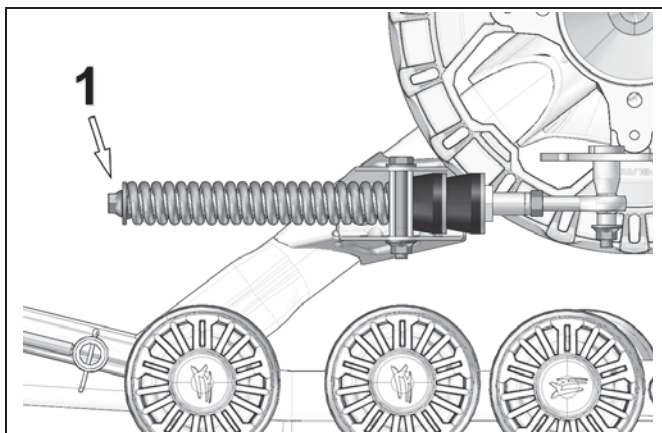


Figure 9

ADJUSTMENTS

- Loosen anti-rotation bracket bolts (1) and (2) to allow the anti-rotation retainer (3) to rotate on its axis. See Figure 10.

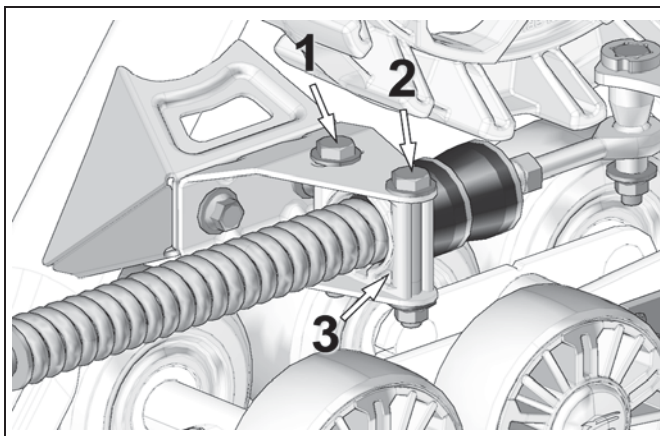


Figure 10

- Loosen jam nut (1). Rotate the stabilizing arm to adjust length of rod end so that no pressure is applied to the rubber cone. (2). Refer to Figure 11.

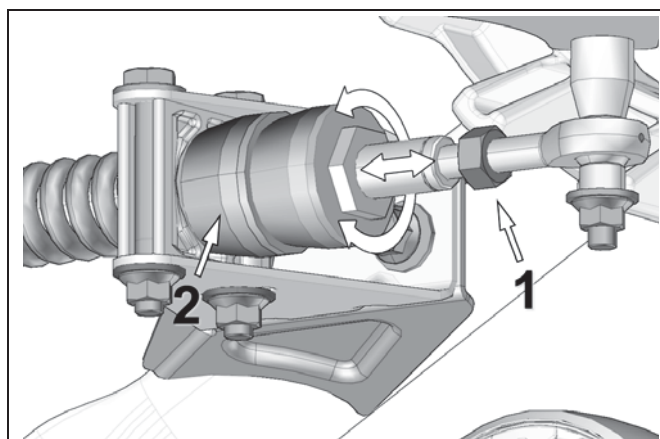


Figure 11

- Position the anti-rotation retainer plate at 90° (perpendicular) with the stabilizing rod. Tighten the two anti-rotation bracket mounting bolts (1 and 2) to 50 N•m of torque. Refer to Figure 12.

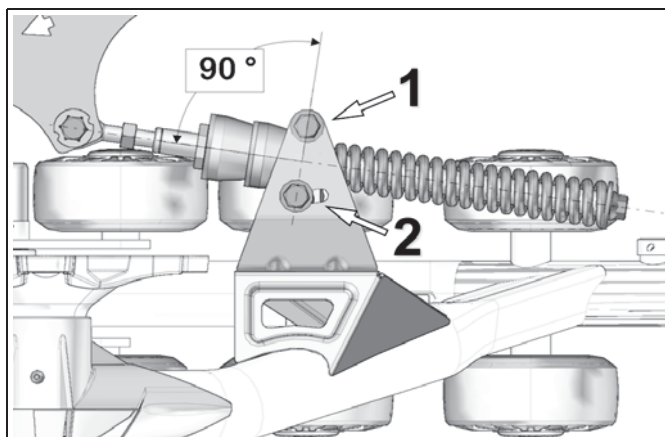


Figure 12

- Turn stabilizing arm nut to adjust length of rod end (1) and get rubber cone (2) to apply light pressure on anti-rotation retainer (3) plate. See Figure 13.

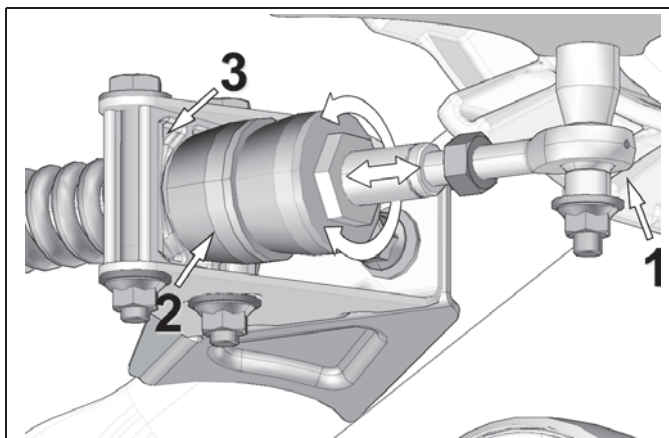


Figure 13

ADJUSTMENTS

- Re-tighten jam nut (1) when adjustment is complete. See Figure 14.

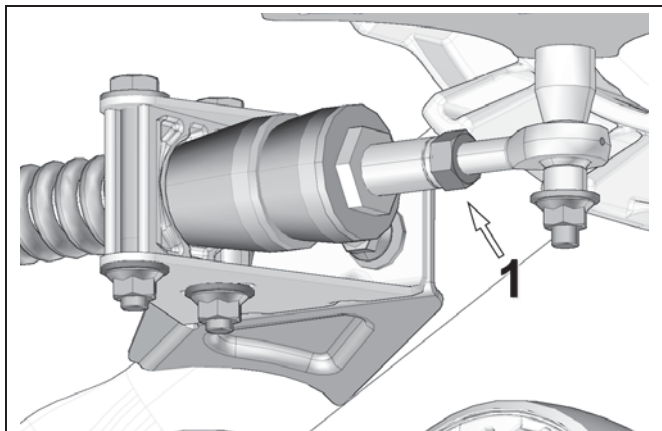


Figure 14

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

Basic tuning (rear track systems):

- A wider gap between rubber cone bushing and retainer plate provides better obstacle climbing and floatation capability in powdered snow while moving **forward**.
- Compressing the rubber cone bushings helps prevent contact with footrest. Rubber cones too compressed **adversely affect operation** of the track systems.

Alignment

Parallelism must be adjusted with the UTV on the ground, driving the vehicle forward about 3 m [10 ft] and measuring toe-in distance. Refer to Figure 15.

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

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

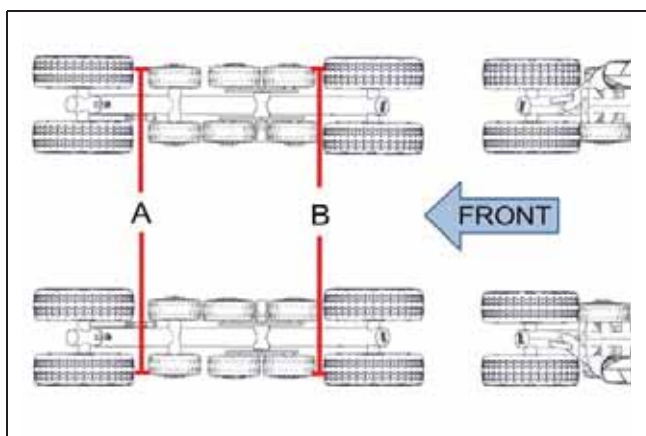


Figure 15

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

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

Dimension A must be equal to or greater than **Dimension B** by not more than 3 mm [$\frac{1}{8}$ in].

$$A - B = 0 \text{ to } 3 \text{ mm } [1/8 \text{ in}]$$

ADJUSTMENTS

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

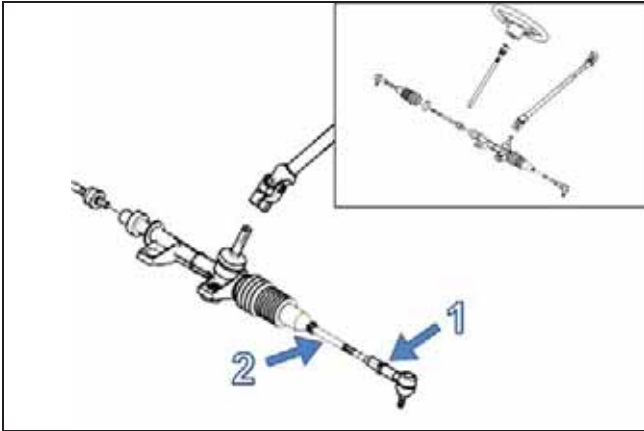


Figure 16

Method of adjustment

To adjust the UTV's steering system, first, loosen coupling rod nut (1), screw or unscrew the coupling rod (2) an equal number of revolutions on both sides of the vehicle. See Figure 16.

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

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

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

Measure A: Measure the distance which separates the external wheels of the front axle on the front track systems. See Figure 17 and Figure 18.

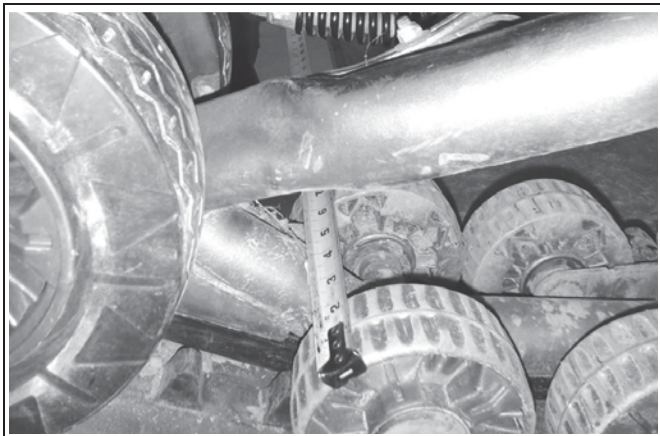


Figure 17 (Distance between the front axle wheels)

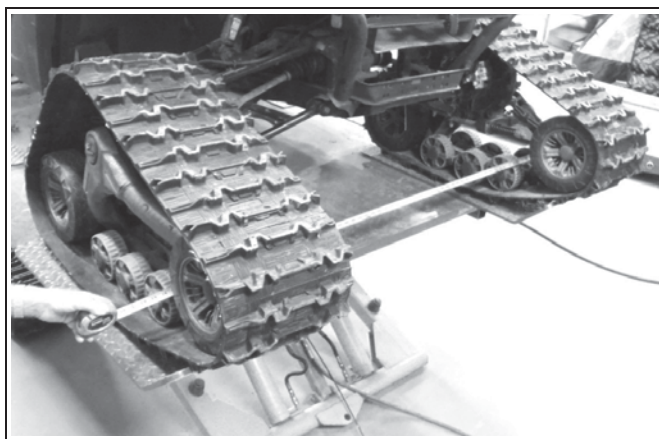


Figure 18 (Distance between the front axle wheels)

ADJUSTMENTS

Measure B: Measure the distance which separates the external wheels of the rear axle on the front track systems. See Figure 19 and Figure 20.

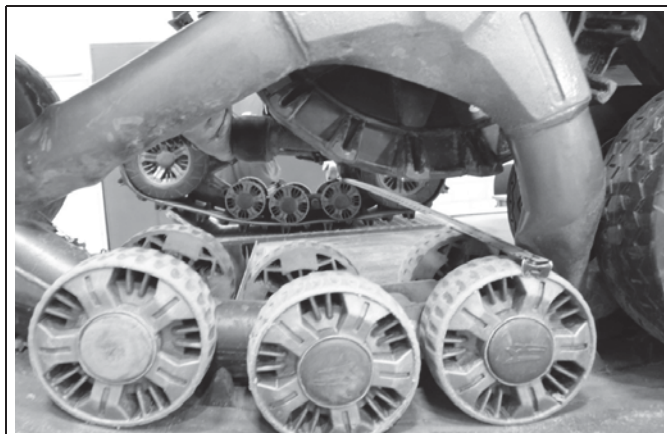


Figure 19 (Distance between the rear axle wheels)

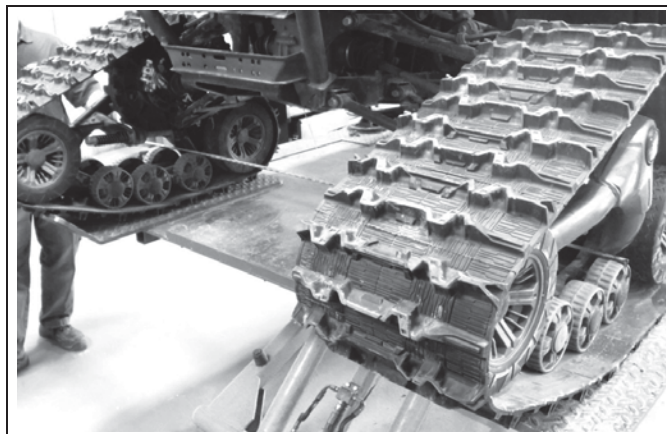


Figure 20 (Distance between the rear axle wheels)

Rubber track tension

WARNING

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

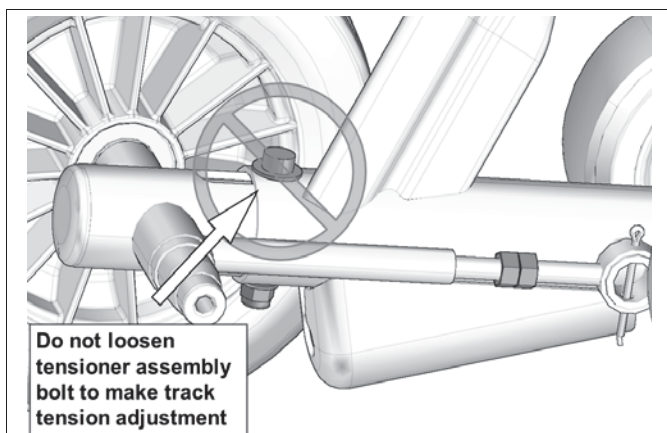


Figure 21

Loosen jam nut (1) and turn adjusting nut to set track tension. See Figure 22.

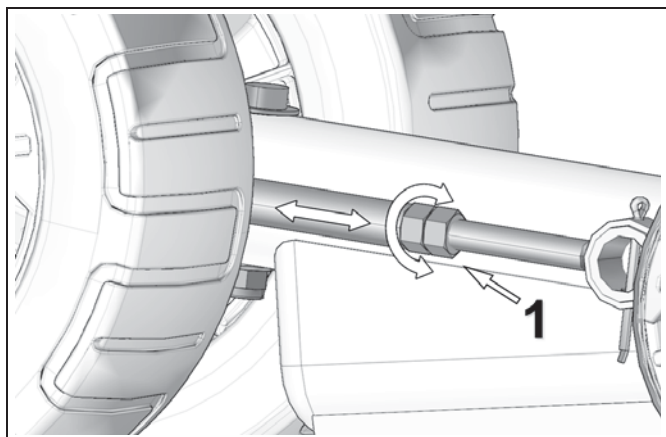


Figure 22

ADJUSTMENTS

The table below shows the force (1) applied and the deflection (2) which must occur depending on the conditions of use. Refer to Figure 24.

Track	Force	Deflection
Front	11 kg	19 mm
Rear	11 kg	19 mm

NOTE: Use a tension testing tool such as shown below in Figure 23 .

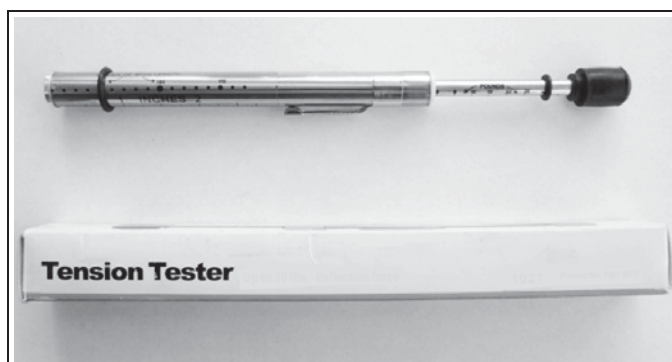


Figure 23

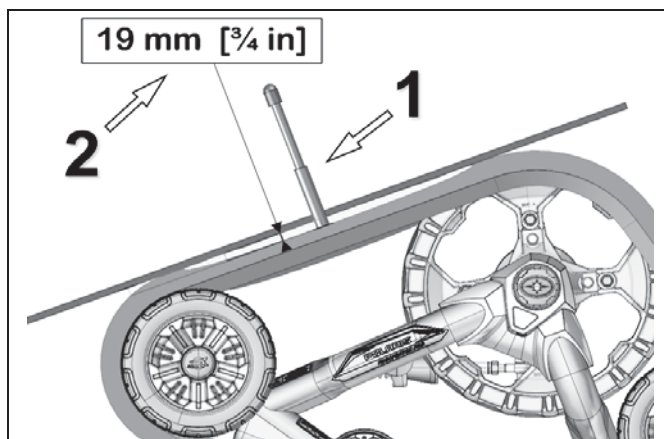


Figure 24

Basic tuning

- A higher rubber track tension reduces the risk of “derailing” and reduces drive “ratcheting”.

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

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

Final check

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

INSTALLATION OF A RUBBER TRACK

WARNING

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

If possible, position the vehicle on a flat and level surface (or on a suitable lift device). Turn off the engine.

Proceed as follows:

- Set track tensioner to minimum position. See Figure 25.

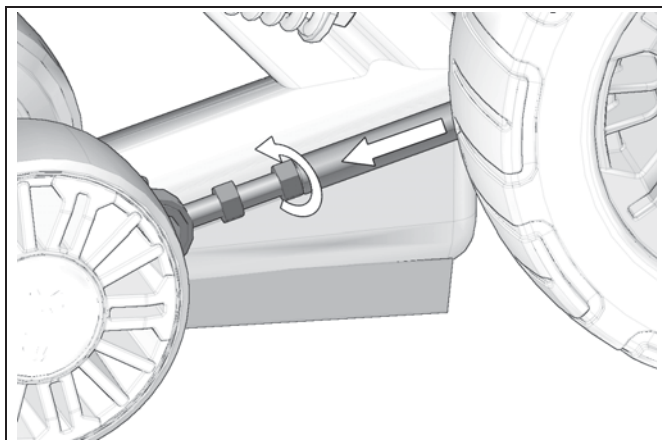


Figure 25

INSTALLATION OF A RUBBER TRACK

- Remove the two 241 mm wheels on track tensioner. See Figure 26.

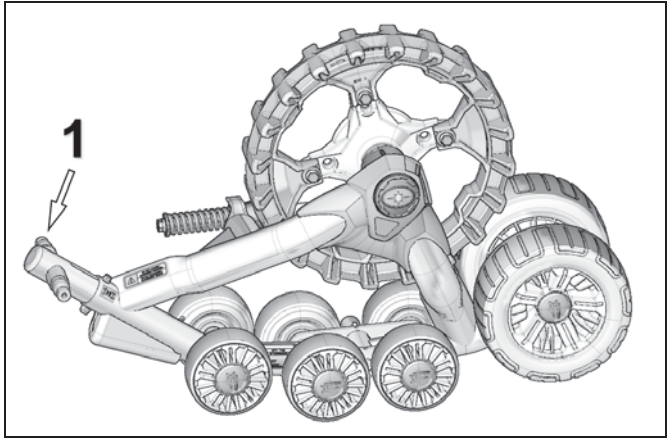


Figure 26.

- Install the rubber track. See Figure 27.

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

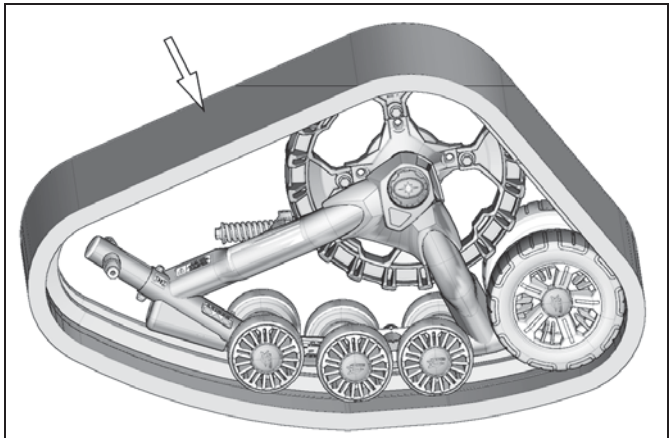


Figure 27

INSTALLATION OF A RUBBER TRACK

- Re-install the 241 mm wheels. See Figure 28.

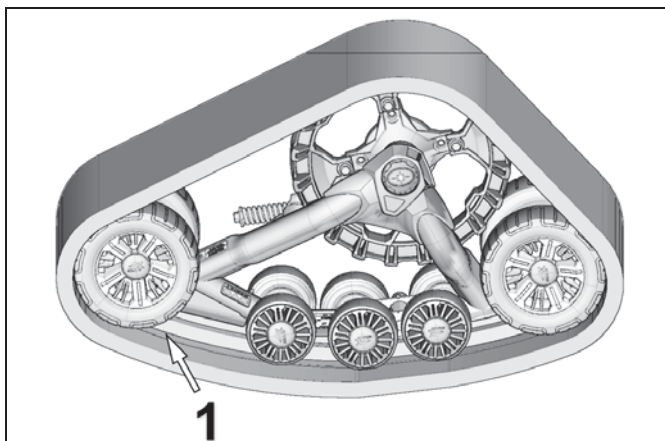


Figure 28

- Adjust track tension. Refer to 'Rubber track tension' on page 32.

BREAK-IN PERIOD

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

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

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

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

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

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

MAINTENANCE SCHEDULE

WARNING

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

WARNING

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

WARNING

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

NOTE: Polaris Pure Accessory recommends not using a brake cleaning solvent to clean the track system. This may damage sealing components and stickers.

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

For more details on the maintenance program, consult *Maintenance specifications* on page 41.

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

Maintenance - Tasks

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

Maintenance - Specifications

System

- **Visual inspection**: Visually inspect each track system to detect any defect or anomaly that can impair proper functioning of the systems.
- **Adjustment** : Perform or verify the attack angle adjustments on the systems according to the manufacturer's recommendations. Refer to the "Adjustments" section of the *User Manual* on page 20.
- **Vehicle alignment**: Make or verify the adjustments (vehicle alignment) on the systems according to the manufacturer's recommendations. Refer to the "Alignment" section of the *User Manual* on page 28.
- **Bolt torque**: Check the torque of critical bolts identified in the exploded views of the system. Refer to the central pages of the *User Manual*.

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

Track

- **Tension**: Perform or check track tension on the systems according to the manufacturer's recommendations. Refer to the "Rubber track tension" section of the *User Manual* on page 32.
- **Wear**: Check wear and overall condition of the tracks on the systems. Refer to the "Wear" section of the *User Manual* on page 56.

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

Wheels

- **Side wear**: Check side wear on system's wheels. Refer to the "Wear" section of the *User Manual* on page 55. Replace wheel(s) if wear is too great.
- **Bearings**: Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel if it shows one of these defects.
- **Wheel seal lubrication**: Wheel seals must be cleaned of any dirt or contaminant and lubricated according to the manufacturer's recommendations. Refer to the "Lubrication" section of the *User Manual* on page 45. If a seal shows damage or any defect, it must be replaced.

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

Frame

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

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

- **Hub bearing seal**: The maintenance chart recommends cleaning and lubricating the hub seal. Refer to the "Lubrication" section of the *User Manual* on page 49.

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

- **Track guide wear**: Check wear on track guides. Refer to the "Wear" section of the *User Manual* on page 57. Replace guides if wear is too great.

- **Stabilizers:** Verify condition of rubber cones on the stabilizer assembly of front systems and wheel axle assembly of rear systems. If the cone bores show oval-shaped wear, they must be replaced.
- **Cracks:** Visually inspect the frames for presence of cracks or defects that can impair proper operation of the systems. Replace components if damaged.

Sprocket

- **Wear:** Check wear of sprockets on the systems. Refer to the “Wear” section of the *User Manual* on page 58. Replace if wear is too great.

Anti-rotation

- **Lubrication:** The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to the “Lubrication” section of the *User Manual* on page 53.
- **Bolt torque:** Verify torque of assembly bolts on anchor brackets and anti-rotation arms at the recommended intervals specified by the maintenance chart.
- **Cracks, bent parts:** Visually inspect anti-rotation arms for presence of cracks or bent parts that can impair proper functioning. Replace components if damaged.

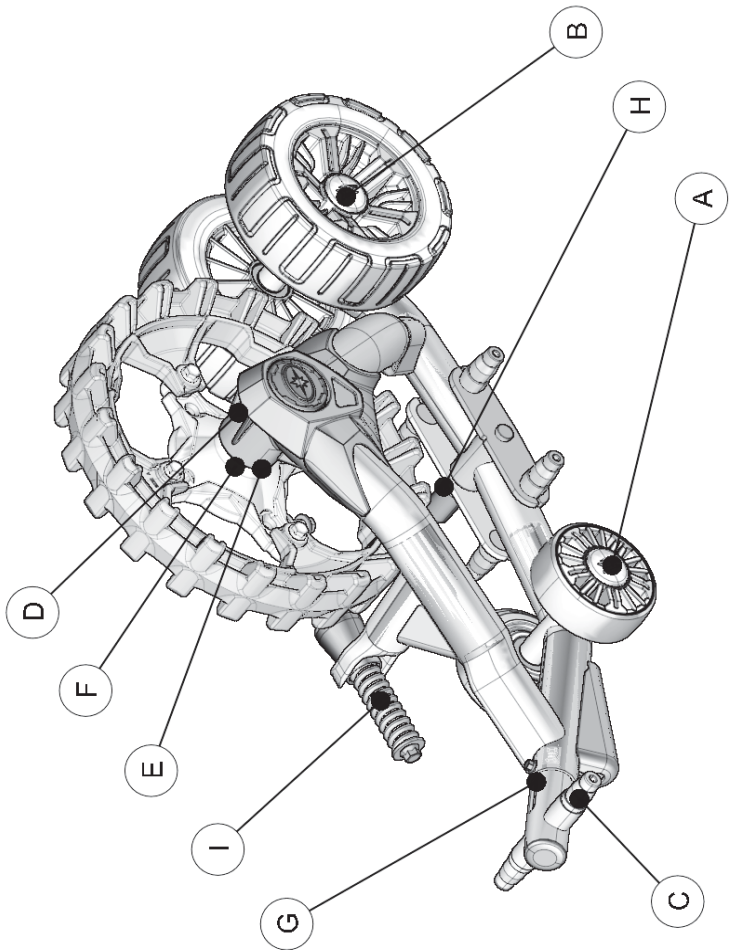
CAUTION: When pressure washing the track systems, care must be taken to keep the water stream away from wheel bearing seals and rubber caps.

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

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

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

LUBRICATION



LUBRICATION

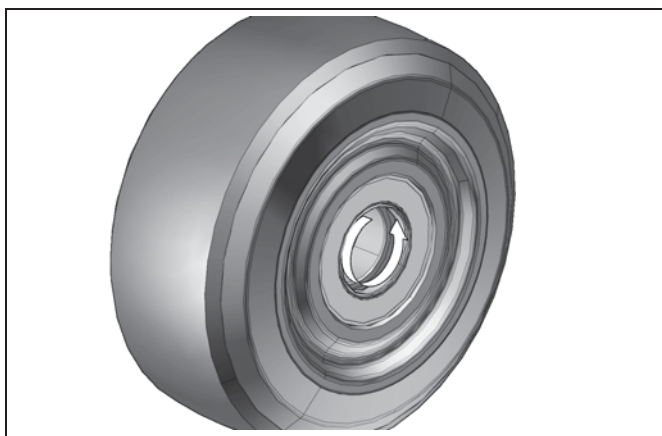
The Maintenance Schedule on page 40 includes lubrication maintenance that should be performed on track systems. Refer to the following recommendations for optimal lubrication.

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

REFERENCE “A”

132 mm WHEEL BEARING SEAL LUBRICATION

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



REFERENCE “B”**241 mm TIRE BEARING SEAL LUBRICATION**

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

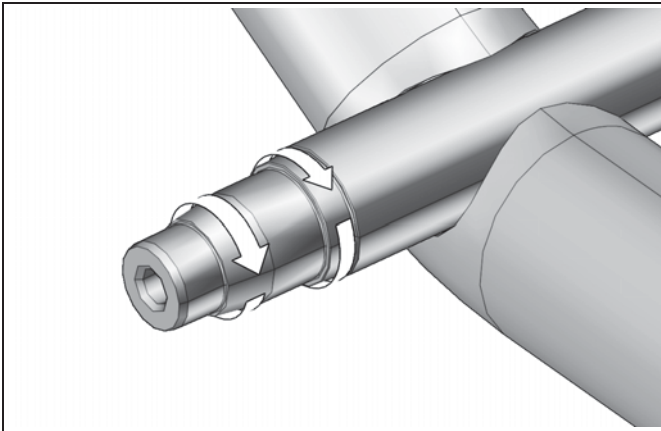


LUBRICATION

REFERENCE “C”

WHEEL SHAFT AND SEAL BEARING DIAMETER LUBRICATION

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

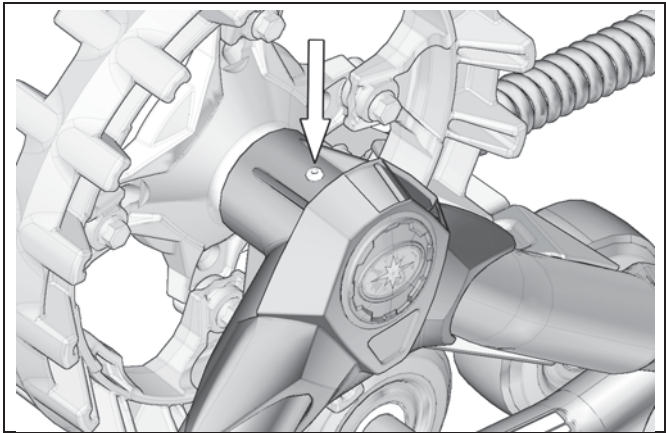


REFERENCE “D”

HUB LUBRICATION

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

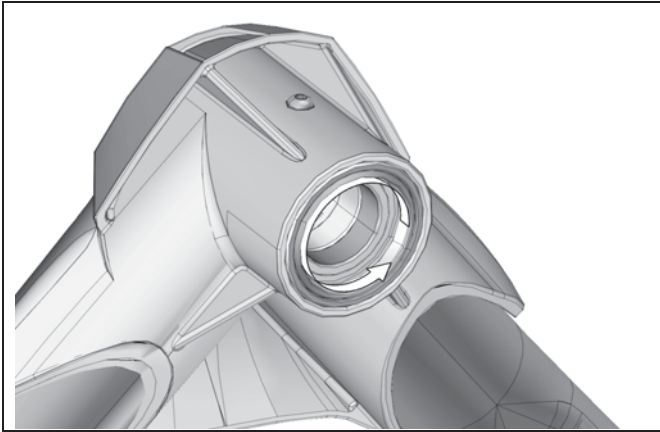
NOTE: Do not exceed the recommended quantity of oil.



REFERENCE “E”

HUB BEARING SEAL LUBRICATION

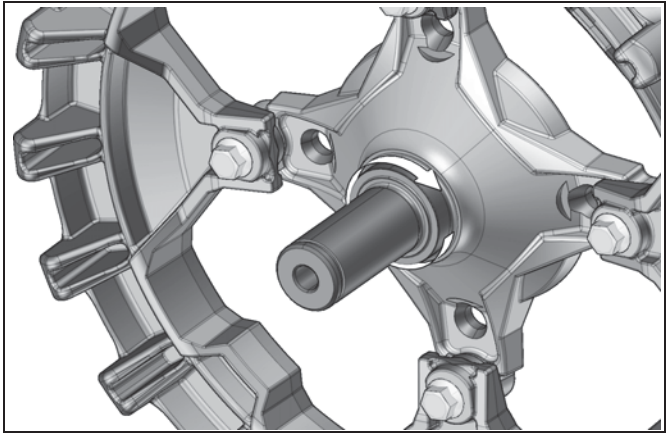
Apply evenly 1.5 to 2 cc of grease between the hub seal lips and on its the entire circumference (360°).



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

REFERENCE “F”**LUBRICATION OF THE HUB SPEED SLEEVE**

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



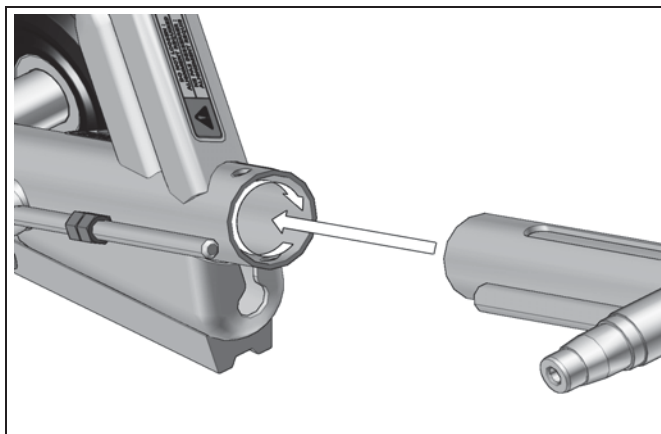
REFERENCE “G”

FRAME TUBING - TENSIONER SIDE

⚠ WARNING

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

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



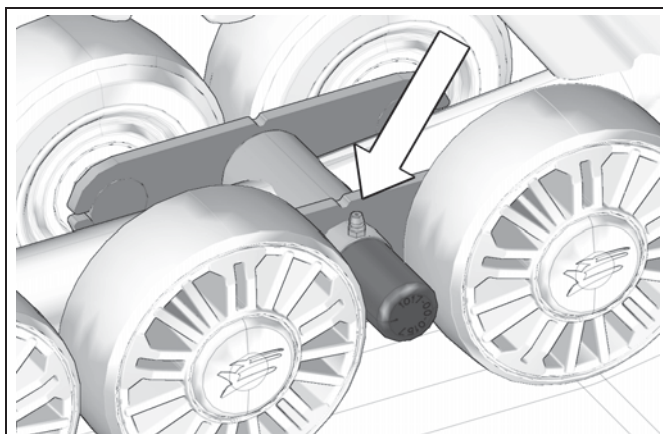
IMPORTANT: Application of lubricant inside the frame tubing prevents corrosion inside the tube. Such corrosion can cause the tensioner tail to move and lose its alignment when a tension adjustment is made to the track.

REFERENCE “H”

STABILIZER SHAFT LUBRICATION

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

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

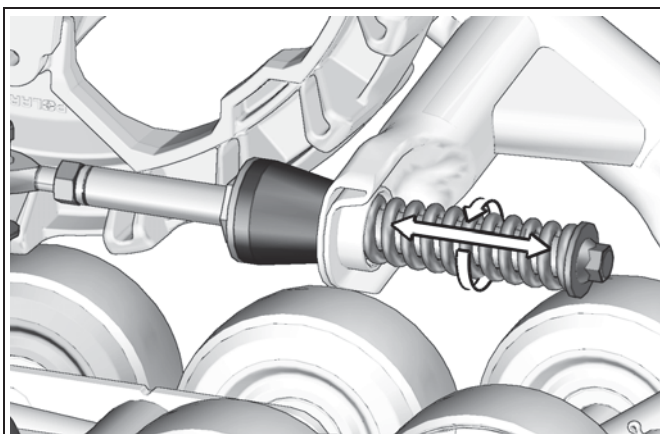


REFERENCE “I”

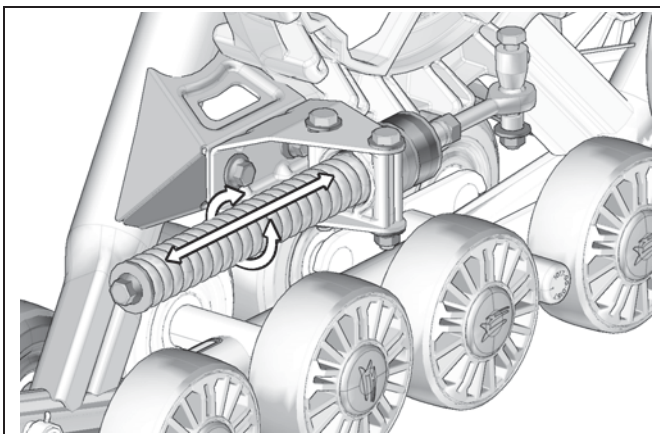
STABILIZING ARM LUBRICATION

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

FRONT SYSTEMS



REAR SYSTEMS



TORQUE SPECIFICATIONS

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

NOTE: Use a threadlocker Loctite 263 type or its equivalent at the indicated places in the explode view of the system in this manual.

WARNING

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

STORAGE

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

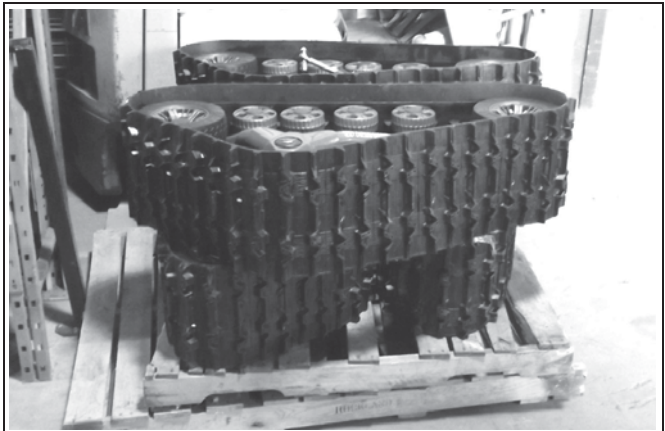


Figure 29

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

WEAR

Wheel

Verify wear on wheels especially on the interior guidance strip (Figure 30). The wheel must be replaced if the inner surface (1) is perforated or when the wheel's rolling band narrows to less than 45 mm wide. A wheel that is excessively worn will not offer enough support to guide the track.

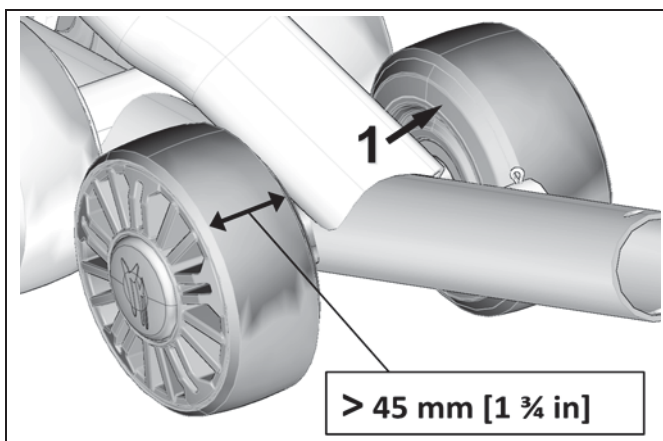


Figure 30

Urethane tire

Verify wear on the urethane tires especially on the interior guidance strip (1) and between the tire profiles (2). The wheel must be replaced if the inner surface is worn out or the tire is cracked between the tire profiles. A wheel that is excessively worn will not offer enough support for track guidance. Refer to Figure 31.

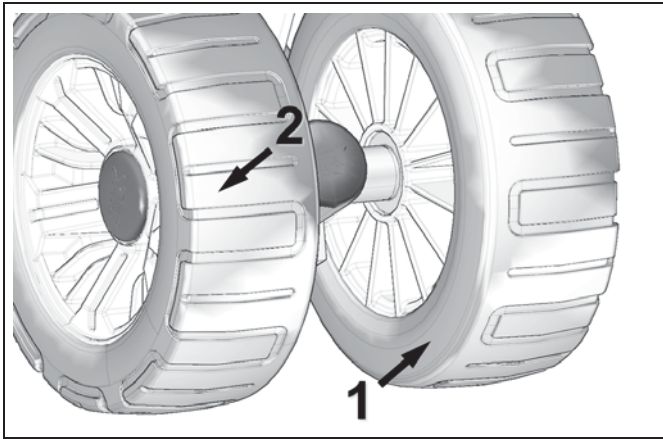


Figure 31

Track

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

Track Guide

Verify wear on the track guide by measuring the width of the guide rails. If dimensions of the guide illustrated in Figure 32 are less than 5 mm, at any place, replace the part. If the guide rails are worn to the point that the concave shape is no longer visible, replace the part. An overly worn track guide could cause premature wear on other guidance components of the system.

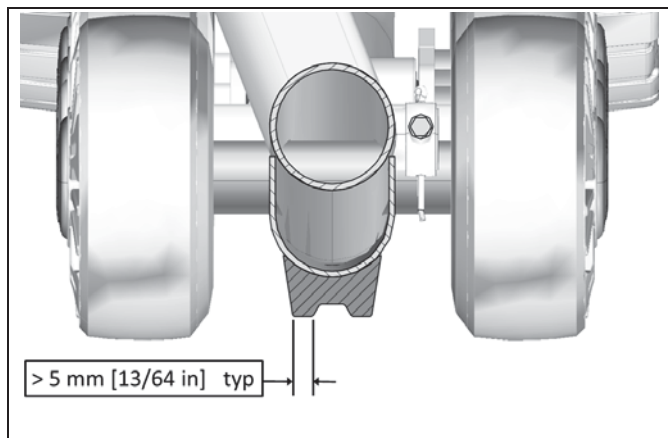


Figure 32

Sprocket

Check the wear of the sprocket by measuring sprocket teeth as illustrated on Figure 33. Replace sprocket when dimensions are less than 19 mm. Excessive wear could lower track drive efficiency and reduce system performance.

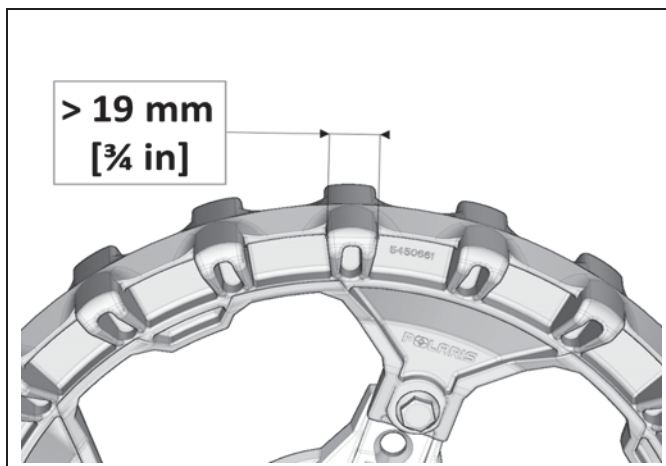


Figure 33

Anti-rotation

Verify the wear of anti-rotation system, mainly at the ball joint (Figure 34) to make sure that it is not seized or extremely loose. Ball joint damage could harm the performance of the track system.

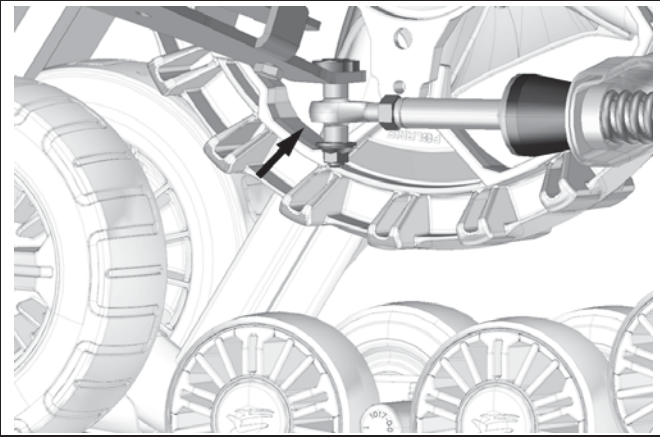


Figure 34

Check if ball rotates freely in ball housing and check also that there is not excessive play between ball and ball housing (Figure 35).

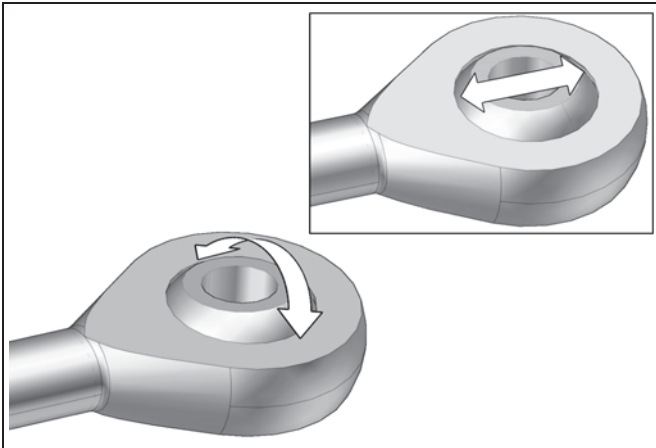


Figure 35

TROUBLESHOOTING

TROUBLESHOOTING		
<i>Problem</i>	<i>Potential cause</i>	<i>Correction</i>
Abnormal vibration	Presence of debris in the system.	Remove any debris which could prevent the proper operation of the system
	Severe and localized wear of a wheel (flat spot)	Replace the part
	Sprocket or wheel frozen	Remove the ice/snow build-up. Storing the vehicle at temperatures higher than 0 °C might be required. An optional Sprocket Scraper kit is available. Contact Customer Service.
	Beginning of derailing	Check tensioner alignment. Make sure that the track is well guided by the wheels and the track guide. Realign the system if it's needed.
	The presence of dirt on the UTV during the installation of the system could cause a bad seating of mating surfaces of the hubs of the UTV and the track system.	Remove the system and clean the contact surfaces between the hubs.
	Hub or wheel bearing damaged	Replace the damaged bearing. (Replacement of bearings is recommended at 100-hour intervals)
	Hub of the UTV or of the track system deformed following an impact or abusive use	Replace the deformed part
Unstable behavior	Incorrect ajustement of the track system's angle of attack.	Adjust angle of attack according to the manufacturer's specifications. (Refer to the "Adjustments" section of the User Manual)
	Track tension too high	Adjust track tension. (Refer to the "Adjustments" section of the User Manual)
Overheating of system guiding components (burned rubber odor)	Wrong alignment of the system	Correct the system alignment (Refer to the "Adjustments" section of the User Manual)
	Wheel blocked	Try to free the wheel and replace if necessary
	Constant turn	Vary your turning radius and seek areas which can lubricate the system
	Uninterrupted use of the system in paths with ruts	Vary your line (out of the ruts) and seek zones which can lubricate the system
Loss of power	Track tension too high	Clean the sprocket of mud, snow or any contaminants build-up. An optional Sprocket Scraper kit is available. Contact Customer Service.
		Remove ice/snow build up on wheels
		Clear frame and wheels of compacted snow.
	Infiltration of snow in the air intake system of the UTV.	Remove snow and immediately contact the dealer to fix the situation.
Partial or total derailing	Severe wear of one or several components	Check tensioner alignment. Check wear on track guide, inside driving lugs and wheels.
	Track tension too low	Adjust track tension on systems. (Refer to the "Adjustments" section of the User Manual)
	Incorrect alignment of the track system and/or incorrect angle of attack.	Adjust angle of attack on the systems and vehicle alignment according to the manufacturer's specifications. (Refer to the "Adjustments" section of the User Manual)
Insufficient snow flotation	Incorrect adjustment of the anti-rotation mechanism	Adjust angle of attack according to the manufacturer's specifications. (Refer to the "Adjustments" section of the User Manual)

SERIAL NUMBER LOCATION

The following figures show the location of the serial numbers on the track system frame (Figure 36) and rubber track (Figure 37).

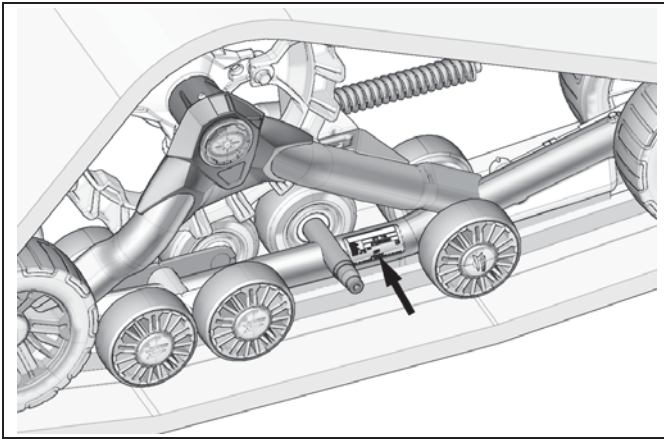


Figure 36



Figure 37

"CE" DECLARATION OF CONFORMITY



camoplast
HI-PERFORMANCE TRUCKS

"CE" DECLARATION OF CONFORMITY

WE:

MANUFACTURER: **CAMOPLAST SOLIDEAL INC.**

ADDRESS: 4162, Burrill, Local A
Shawinigan (Québec), Canada
G9N 6T6

PHONE:

FAX:

WEB SITE: www.camoplastsolideal.com

HEREBY DECLARE THAT THE PRODUCT SERIES

PRODUCT: Polaris Prospector Pro UTV
CUSTOMER:

IS IN CONFORMITY WITH THE FOLLOWING STANDARDS

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

AND IN CONFORMITY WITH THE FOLLOWING EC DIRECTIVE:

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

DONE AT: Shawinigan (Québec), Canada

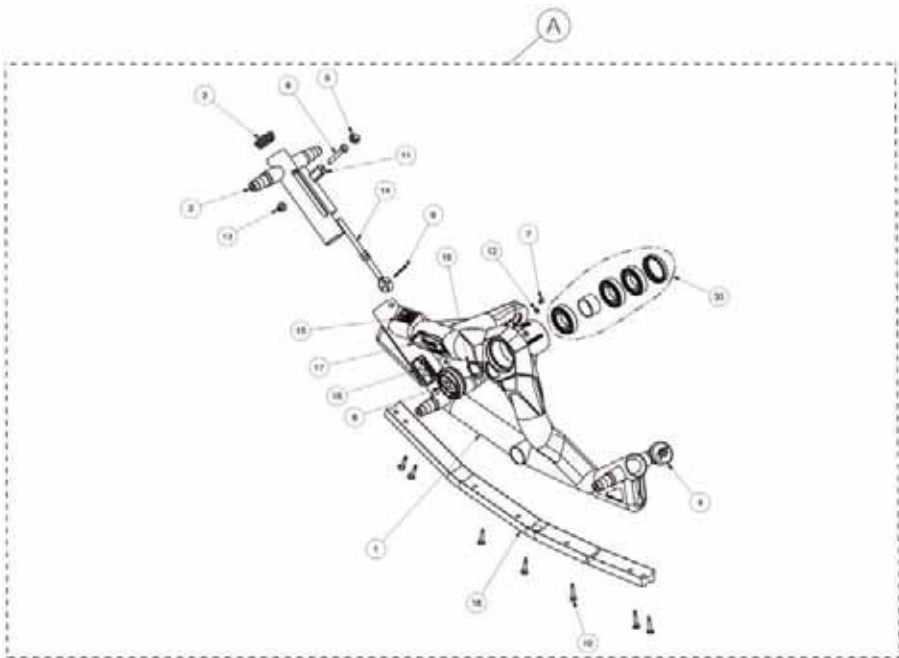
PERSON IN-CHARGE: _____

TITLE: _____

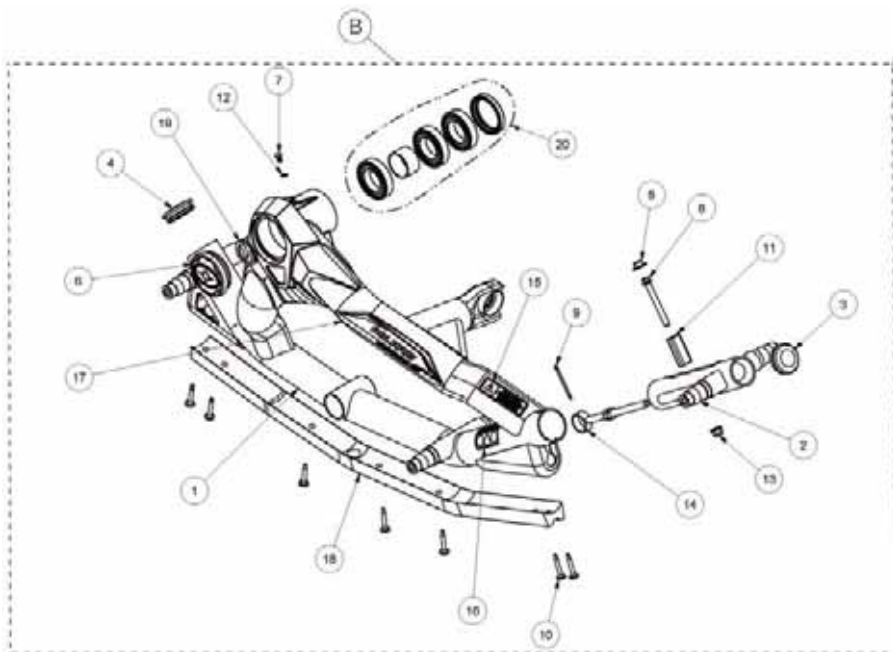
DATE: _____

SIGNATURE: _____

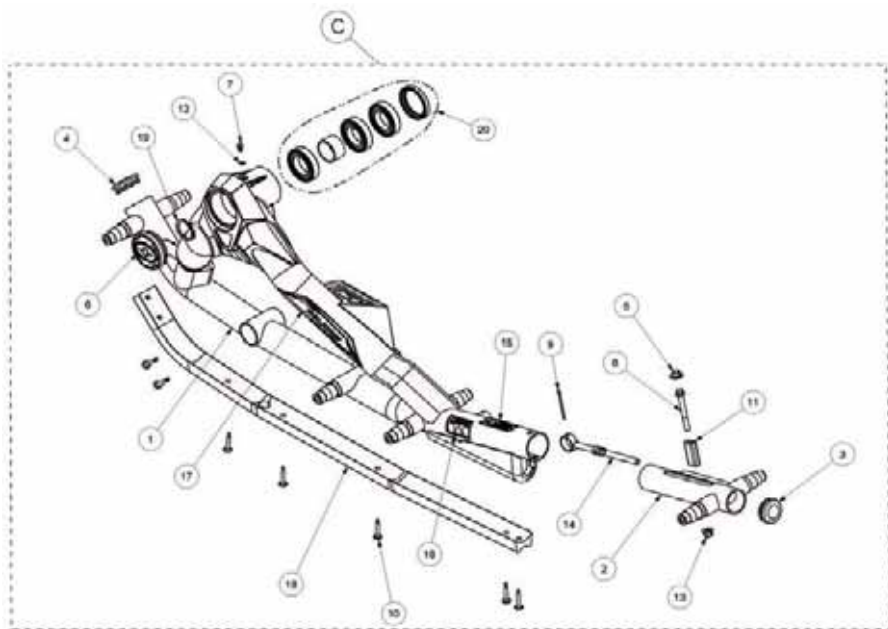
EXPLODED VIEWS
POLARIS PROSPECTOR PRO UTV



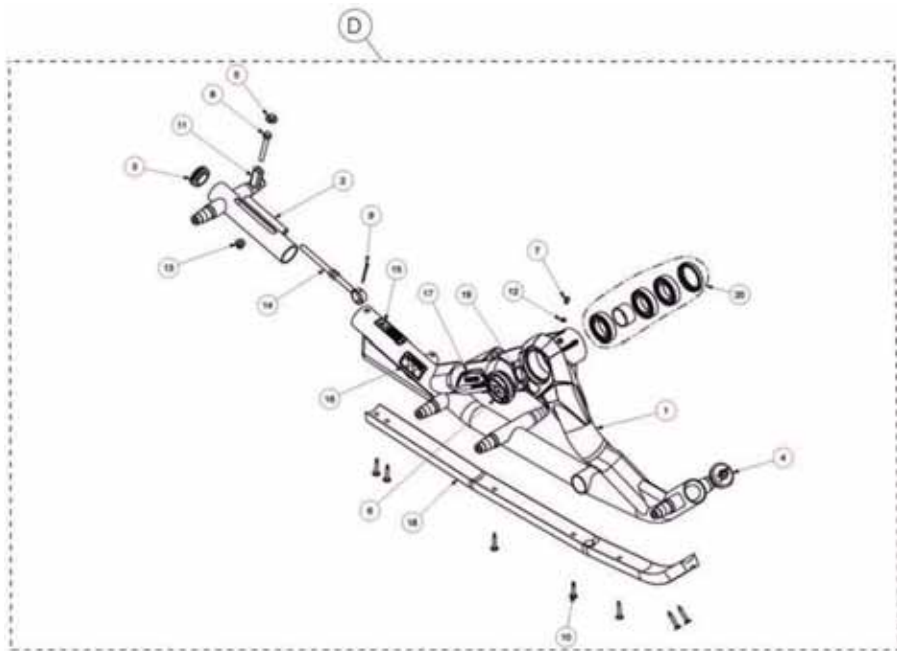
ITEM #	PART #	DESCRIPTION	QTY
A	2205439	K-FRAME, CMLPLST, FL, UTV	1
1	--	LH FRONT FRAME / CADRE AVANT GAUCHE -- UTV	1
2	--	TENSIONNER - TENSIONNEUR -- UTV	1
3	--	2 LIPS CAP, 1-3/4" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 1-3/4 PO	1
4	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO	1
5	--	STEEL CAP NUT / CAPUCHON DE BOULON	1
6	--	HUB CAP POLARIS ASSY / CAP DE MOYEU POLARIS	1
7	--	HSBS, M6-1X10, 10.9, ZP	1
8	--	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
9	--	CP, 1/8, 1-3/4, ZP	1
10	--	SDSQWS, #12-24X1.5, ZP	7
11	--	TENSIONNER BUSHING / COUSSINET, TENSIONNEUR	1
12	--	W, 9.9X6X0.9, AL	1
13	--	FNN, M8-1.25, 8, ZP, DIN6926	1
14	--	TENSIONNER ROD - HEX NUT ASS'Y / ENS. TIGE TENSIONNEUR - ECROU HEX	1
15	--	STICKER - ALIGNMENT / AUTOCOLLANT - ALIGNEMENT	1
16	--	STICKER - WARNING / AUTOCOLLANT - AVERTISSEMENT	1
17	--	STICKER / AUTOCOLLANT -- POLARIS UTV	1
18	--	TRACK GUIDE FRONT / GUIDE CHENILLE AVANT -- UTV	1
19	--	ERR, 35, 2.4, ZP, SHR-137	1
20	2205124	K-BEARING, CMLPLST, UTV	1



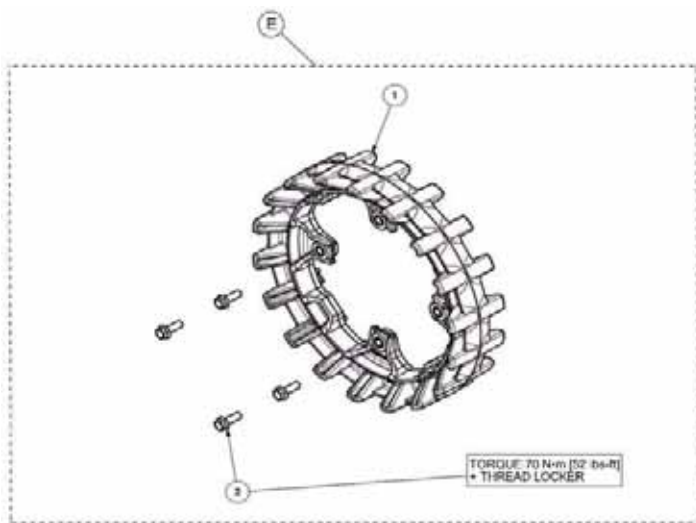
ITEM #	PART #	DESCRIPTION	QTY
B	2205440	K-FRAME, CMLST, FR, UTV	1
1	--	RH FRONT FRAME / CADRE AVANT DROIT -- UTV	1
2	--	TENSIONNER - TENSIONNEUR -- UTV	1
3	--	2 LIPS CAP, 1-3/4" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 1-3/4 PO	1
4	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO	1
5	--	STEEL CAP NUT / CAPUCHON DE BOULON	1
6	--	HUB CAP POLARIS ASSY / CAP DE MOYEU POLARIS	1
7	--	HSBS, M6-1X10, 10.9, ZP	1
8	--	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
9	--	CP, 1/8, 1-3/4, ZP	1
10	--	SDSQWS, #12-24X1.5, ZP	7
11	--	TENSIONNER BUSHING / COUSSINET, TENSIONNEUR	1
12	--	W, 9.9X6X0.9, AL	1
13	--	FNN, M8-1.25, 8, ZP, DIN6926	1
14	--	TENSIONNER ROD - HEX NUT ASSY / ENS. TIGE TENSIONNEUR - ÉCROU HEX	1
15	--	STICKER - ALIGNMENT / AUTOCOLLANT - ALIGNEMENT	1
16	--	STICKER - WARNING / AUTOCOLLANT - AVERTISSEMENT	1
17	--	STICKER / AUTOCOLLANT -- POLARIS UTV	1
18	--	TRACK GUIDE FRONT / GUIDE CHENILLE AVANT -- UTV	1
19	--	ERR, 35, 2.4, ZP, SHR-137	1
20	2205124	K-BEARING, CMLST, UTV	1



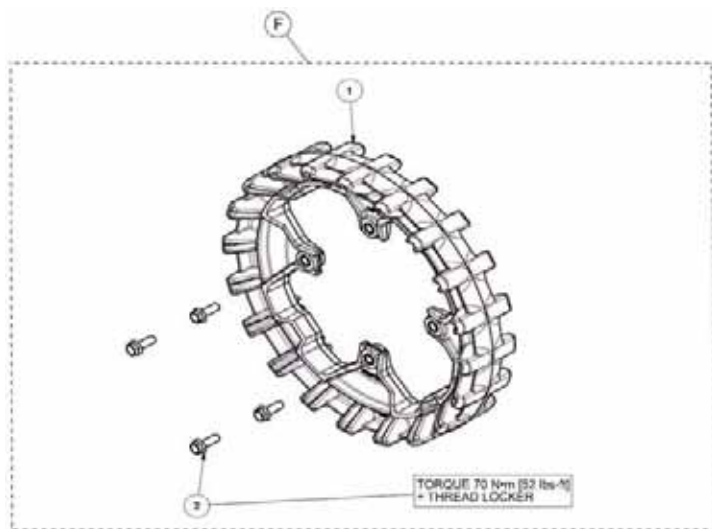
ITEM #	PART #	DESCRIPTION	QTY
C	2205441	K-FRAME, CMLPLST, RL, UTV	1
1	--	LH REAR FRAME / CADRE ARRIÈRE GAUCHE -- UTV	1
2	--	TENSIONNER - TENSIONNEUR -- UTV	1
3	--	2 LIPS CAP, 1-3/4" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 1-3/4 PO	1
4	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO	1
5	--	STEEL CAP NUT / CAPUCHON DE BOULON	1
6	--	HUB CAP POLARIS ASSY / CAP DE MOYEU POLARIS	1
7	--	HSBS, M6-1X10, 10.9, ZP	1
8	--	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
9	--	CP, 1/8, 1-3/4, ZP	1
10	--	SDSQWS, #12-24X1.5, ZP	7
11	--	TENSIONNER BUSHING / COUSSINET, TENSIONNEUR	1
12	--	W, 9.9X6X0.9, AL	1
13	--	FNN, M8-1.25, 8, ZP, DIN6926	1
14	--	TENSIONNER ROD - HEX NUT ASSY / ENS. TIGE TENSIONNEUR - ÉCROU HEX	1
15	--	STICKER - ALIGNMENT / AUTOCOLLANT - ALIGNEMENT	1
16	--	STICKER - WARNING / AUTOCOLLANT - AVERTISSEMENT	1
17	--	STICKER / AUTOCOLLANT -- POLARIS UTV	1
18	--	TRACK GUIDE REAR / GUIDE CHENILLE ARRIÈRE -- UTV	1
19	--	ERR, 35, 2.4, ZP, SHR-137	1
20	2205124	K-BEARING, CMLPLST, UTV	1



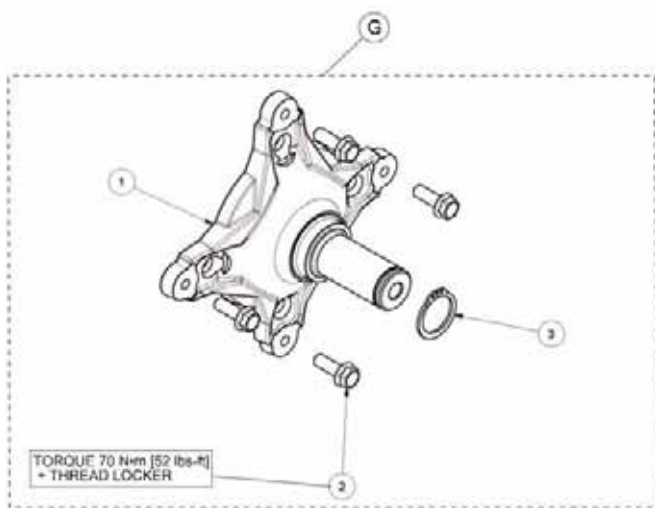
ITEM #	PART #	DESCRIPTION	QTY
D	2205442	K-FRAME, CMLPST, RR, UTV	1
1	--	RH REAR FRAME / CADRE ARRIÈRE DROIT -- UTV	1
2	--	TENSIONNER - TENSIONNEUR -- UTV	1
3	--	2 LIPS CAP, 1-3/4" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 1-3/4 PO	1
4	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO	1
5	--	STEEL CAP NUT / CAPUCHON DE BOULON	1
6	--	HUB CAP POLARIS ASSY / CAP DE MOYEU POLARIS	1
7	--	HSBS, M6-1X10, 10.9, ZP	1
8	--	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
9	--	CP, 1/8, 1-3/4, ZP	1
10	--	SDSQWS, #12-24X1.5, ZP	7
11	--	TENSIONNER BUSHING / COUSSINET, TENSIONNEUR	1
12	--	W, 9.9X6X0.9, AL	1
13	--	FNN, M8-1.25, 8, ZP, DIN6926	1
14	--	TENSIONNER ROD - HEX NUT ASS'Y / ENS. TIGE TENSIONNEUR - ECROU HEX	1
15	--	STICKER - ALIGNMENT / AUTOCOLLANT - ALIGNEMENT	1
16	--	STICKER - WARNING / AUTOCOLLANT - AVERTISSEMENT	1
17	--	STICKER / AUTOCOLLANT -- POLARIS UTV	1
18	--	TRACK GUIDE REAR / GUIDE CHENILLE ARRIÈRE -- UTV	1
19	--	ERR, 35, 2.4, ZP, SHR-137	1
20	2205124	K-BEARING, CMLPST, UTV	1



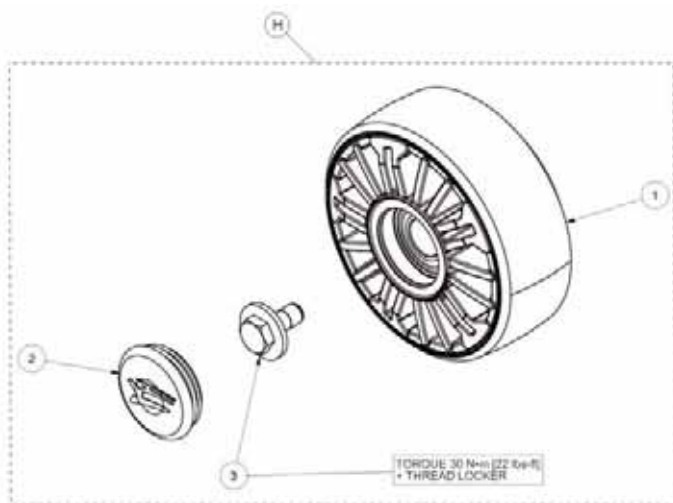
ITEM #	PART #	DESCRIPTION	QTY
E	2205433	K-SPROCKET, CMLPLST, 18 TOOTH	1
1	--	SPROCKET 18 TOOTH / BARBOTIN 18 DENTS - CMLPLST XP	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4



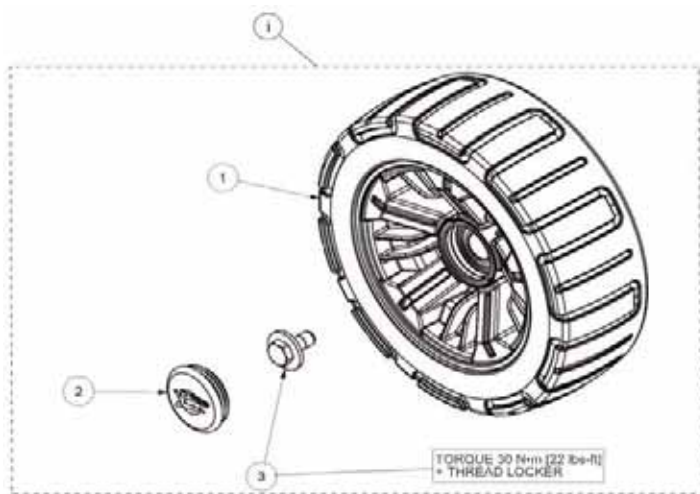
ITEM #	PART #	DESCRIPTION	QTY
F	2205432	K-SPROCKET, CMLPLST, 20 TOOTH	1
1	--	SPROCKET-CMLPLST XP, 20 TOOTH	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4



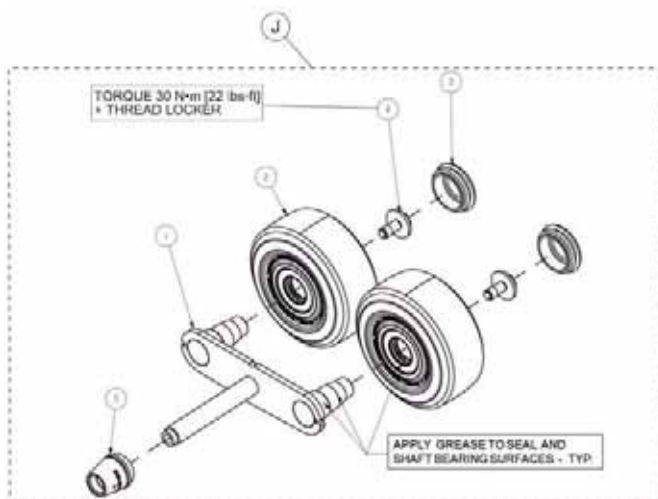
ITEM #	PART #	DESCRIPTION	QTY
G	2205435	K-HUB, Cmplst, 32mm	1
1	--	HUB-Cmplst XP 32mm, ASSY	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4
3	--	ERR, 35, 2.4, ZP, SHR-137	1



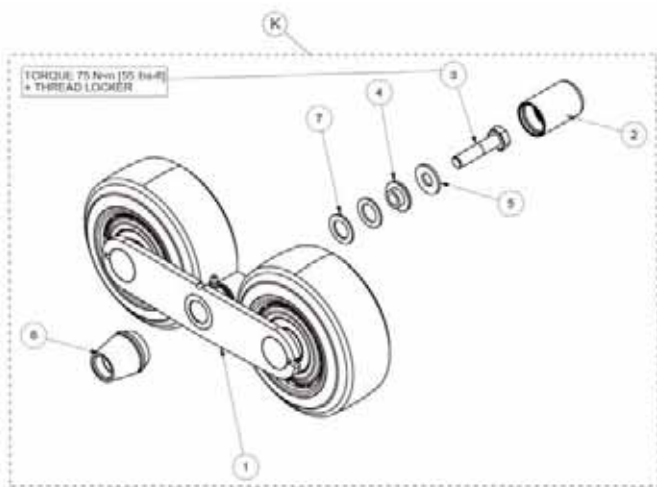
ITEM #	PART #	DESCRIPTION	QTY
H	2205127	K-WHEEL, Cmplst, MID, UTV	1
1	--	HD WHEEL ASSY / ROUE HD ASSEMBLÉE -- 132mm x 50mm	1
2	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1



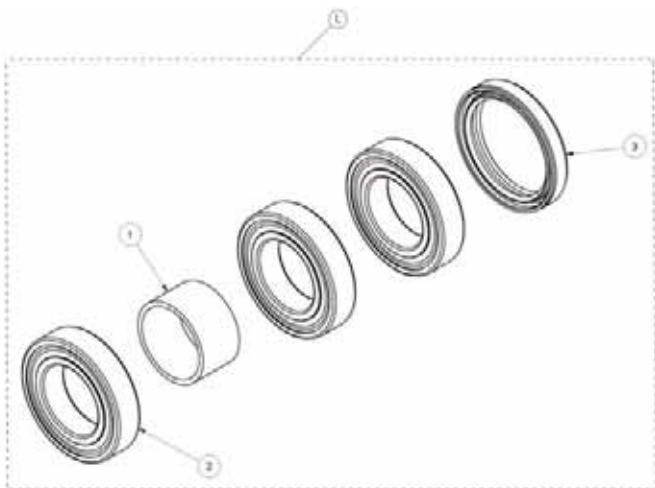
ITEM #	PART #	DESCRIPTION	QTY
1	2205447	K-WHEEL, Cmplst, Idler, UTV	1
1	--	WHEEL ASSY / ROUE ASSEMBLÉE -- UTV 241 MM	1
2	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1



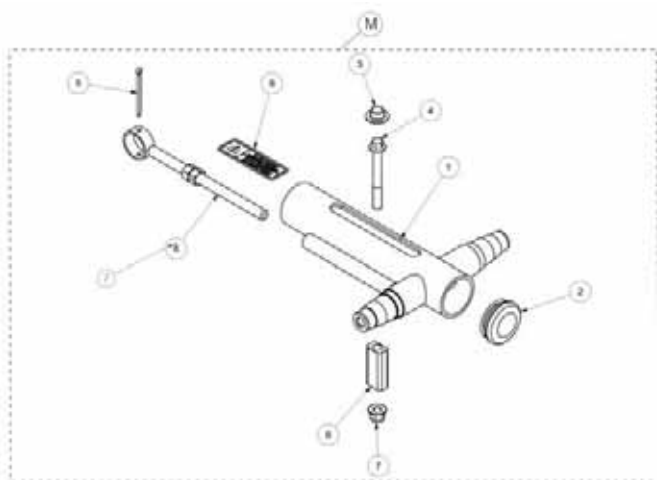
ITEM #	PART #	DESCRIPTION	QTY
J	2205446	K-ROCKER, Cmplst, Outer, UTV	1
1	--	UTV STABILIZER ASSY MALE / STABILISATEUR UTV ASSEMBLÉ, MALE	1
2	--	WHEEL ASSY / ROUE ASSEMBLÉE -- 132mm X 50mm UTV	2
3	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO	2
4	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	2
5	--	URETHANE CONE, STABILIZER / CÔNE URÉTHANE, STABILISATEUR	1



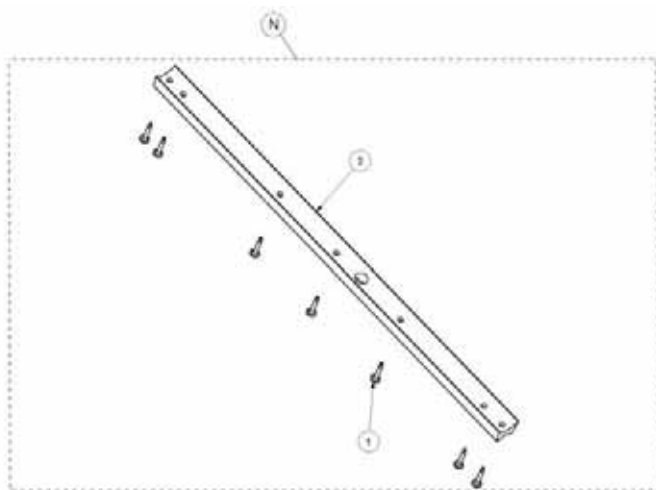
ITEM #	PART #	DESCRIPTION	QTY
K	2205126	K-ROCKER, CMLPST, INNER, UTV	1
1	--	UTV STABILIZER FEMALE ASSY / STABILISATEUR UTV ASSEMBLÉ, FEMELLE	1
2	--	DUST CAP, STABILIZER / CAPUCHON, STABILISATEUR	1
3	--	HCS, M10-1.5X45, 10.9, ZP, TL, DIN931	1
4	--	TANDEM "T" BUSHING / COUSSINET TANDEM	1
5	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
6	--	URETHANE CONE, STABILIZER / CÔNE URÉTHANE, STABILISATEUR	1
7	--	TW, 1" X 5/8" X 1/16"	2



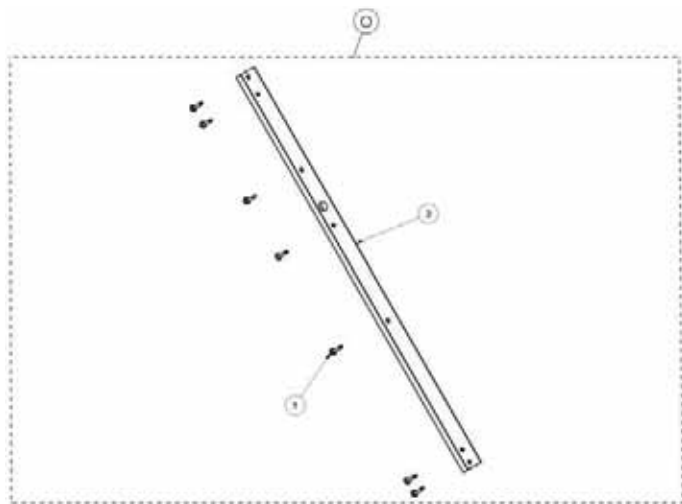
ITEM #	PART #	DESCRIPTION	QTY
L	2205124	K-BEARINGS, CMLPST, UTV	1
1	--	SPACER / ESPACEUR -- UTV	1
2	--	BEARING / ROULEMENT À BILLES -- 6007	3
3	--	SHAFT SEAL / JOINT D'ÉTANCHÉITÉ, ARBRE MOYEU -- 50 x 62 x 10 TC	1



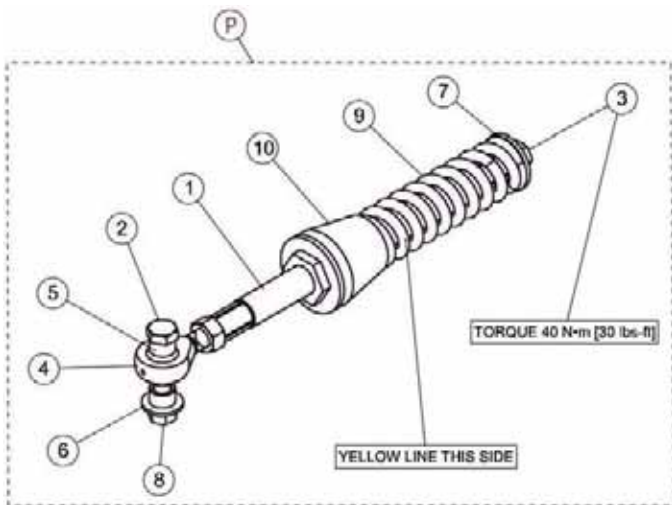
ITEM #	PART #	DESCRIPTION	QTY
M	2205445	K-TRACK ADJUSTER, CMLPST, UTV	1
1	--	TENSIONNER - TENSIONNEUR -- UTV	1
2	--	2 LIPS CAP, 1-3/4" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 1-3/4 PO	1
3	--	STEEL CAP NUT / CAPUCHON DE BOULON	1
4	--	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
5	--	CP, 1/8, 1-3/4, ZP	1
6	--	TENSIONNER BUSHING / COUSSINET, TENSIONNEUR	1
7	--	FNN, M8-1.25, 8, ZP, DIN6926	1
8	--	TENSIONNER ROD - HEX NUT ASS'Y / ENS. TIGE TENSIONNEUR - ECROU HEX	1
9	--	STICKER - ALIGNMENT / AUTOCOLLANT - ALIGNEMENT	1



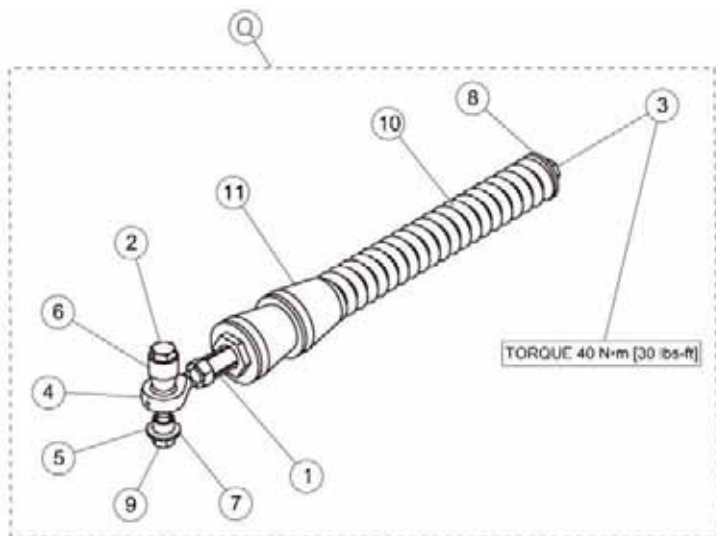
ITEM #	PART #	DESCRIPTION	QTY
N	2205443	K-HYFAX, CMLPST, FRONT, UTV	1
1	--	SDSQWS, #12-24X1.5, ZP	7
2	--	TRACK GUIDE FRONT / GUIDE CHENILLE AVANT	1



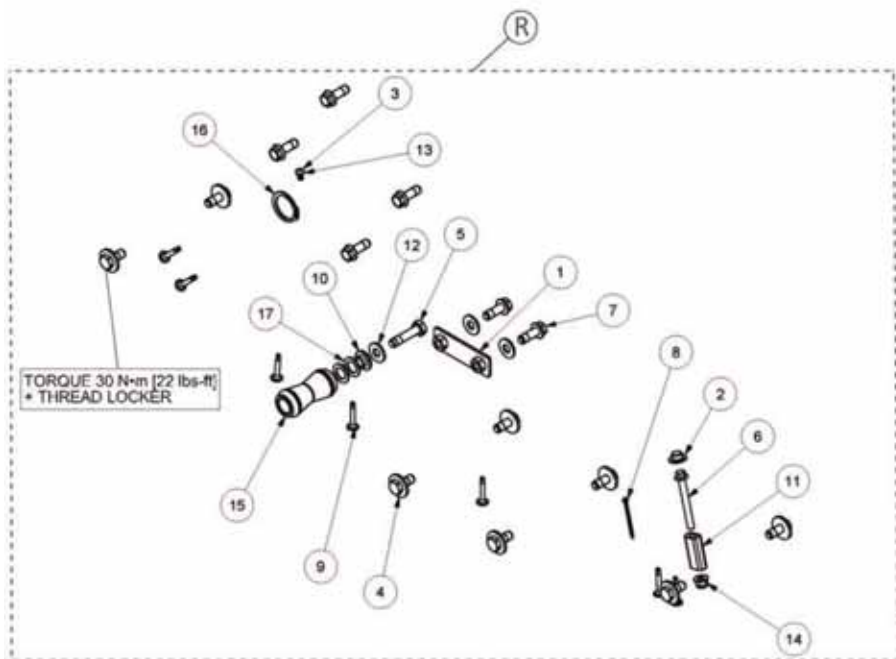
ITEM #	PART #	DESCRIPTION	QTY
0	2205444	K-HYFAX, CMLST, REAR, UTV	1
1	--	SDSQWS, #12-24X1.5, ZP	7
2	--	TRACK GUIDE REAR / GUIDE CHENILLE ARRIÈRE	1



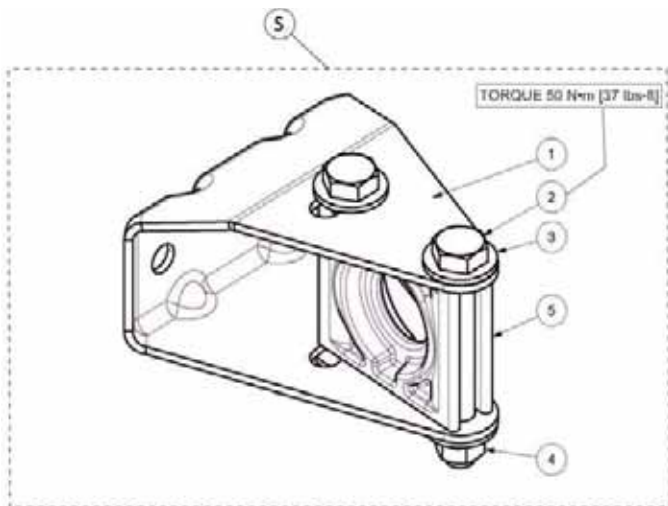
ITEM #	PART #	DESCRIPTION	QTY
P	2205436	K-ANTI ROTATION, FRT, UTV	1
1	--	SHORT ANTI-ROTATION TUBING WELDMENT / TUBE ANTI-ROTATION COURT, SOUDÉ	1
2	--	HCS, M10-1.5X60, 10.9, ZP, DIN931	1
3	--	HFSCS, M12-1.75X50, 8.8, ZP, DIN6921	1
4	--	X-LONG ROD END / TIGE À CŒIL X-LONG	1
5	--	ROD END SPACER / ESPACEUR, EMBOUT À ROTULE	2
6	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
7	--	W, 3/7X13X3, ZP, DIN 9021	1
8	--	FNN, M10-1.5, 8, ZP, DIN6926	1
9	--	COMPRESSION SPRING / RESSORT COMPRESSION -- 417 LBS/IN	1
10	--	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	1



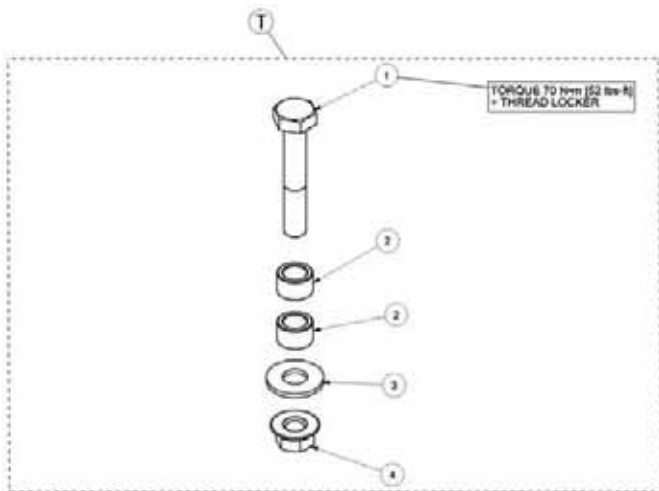
ITEM #	PART #	DESCRIPTION	QTY
Q	2205437	K-ANTI ROTATION, RR, UTV	1
1	--	LONG ANTI-ROTATION TUBING WELDMENT / TUBE ANTI-ROTATION LONG, SOUDÉ	1
2	--	HCS, M10-1.5X80, 10.9, ZP, DIN931	1
3	--	HFSCS, M12-1.75X50, 8.8, ZP, DIN6921	1
4	--	X-LONG ROD END / TIGE À CŒIL X-LONG	1
5	--	ROD END SPACER / BAGUE ESPACEUR, EMBOUT À ROTULE'	1
6	--	SPACER ANTI-ROTATION / ESPACEUR ANTI-ROTATION	1
7	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
8	--	W, 37X13X3, ZP, DIN 9021	1
9	--	FNN, M10-1.5, 8, ZP, DIN6926	1
10	--	COMPRESSION SPRING, LONG / RESSORT COMPRESSION, LONG -- 480 LBS/IN	1
11	--	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	2



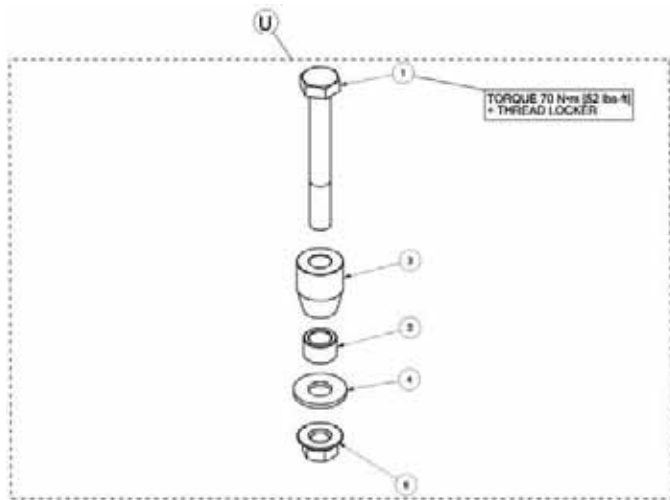
ITEM #	PART #	DESCRIPTION	QTY
R	2205128	K-HDWR, CMLPST, UTV	1
1	--	BACK PLATE / PLAQUE DE FIXATION ARRIERE	1
2	--	STEEL CAP NUT / CAPUCHON DE BOULON	1
3	--	HSBS, M6-1X10, 10.9, ZP	1
4	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	8
5	--	HCS, M10-1.5X45, 10.9, ZP, TL, DIN931	1
6	--	HFCS, M8-1.25X70, 10.9, ZP, IFI536	1
7	--	HFCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	6
8	--	CP, 1/8, 1-3/4, ZP	1
9	--	SDSQWS, #12-24X1.5, ZP	7
10	--	TANDEM "T" BUSHING / COUSSINET TANDEM	1
11	--	TENSIONNER BUSHING / COUSSINET, TENSIONNEUR	1
12	--	W, 7/16X1.0X0.072, 8, ZP, USS	3
13	--	W, 9.9X6X0.9, AL	1
14	--	FNN, M8-1.25, 8, ZP, DIN6926	1
15	--	URETHANE CONE, STABILIZER / CÔNE URÉTHANE, STABILISATEUR	2
16	--	ERR, 35, 2.4, ZP, SHR-137	1
17	--	TW, 1" X 5/8" X 1/16"	2



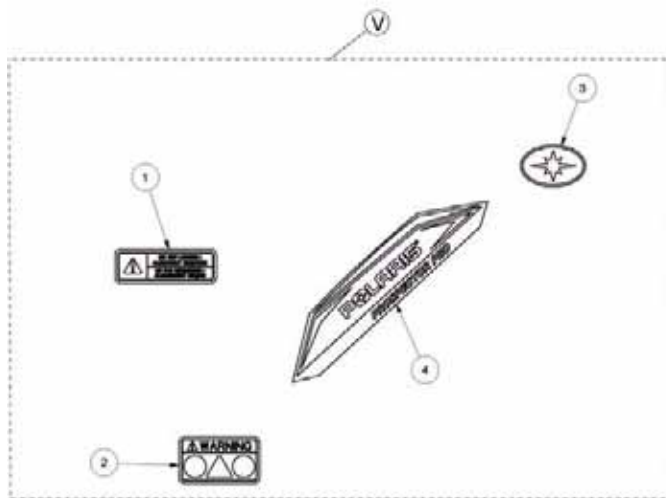
ITEM #	PART #	DESCRIPTION	QTY
S	2205448	K-ANTIROTATION, BRKT	1
1	--	MAIN PLATE, UNIVERSAL ANTI-ROT. (IS) / PLAQUE PRINCIPALE UNIV. ANTI-ROT. (SI)	1
2	--	HCS, M10-1.5X80, 10.9, ZP, DIN931	2
3	--	W, 25X11X2, 8, ZP, USS	4
4	--	FNN, M10-1.5, 8, ZP, DIN69261	2
5	--	RETAINER, ANTIROTATION / ANTI-ROTATION, PLAQUE PIVOTANTE	1



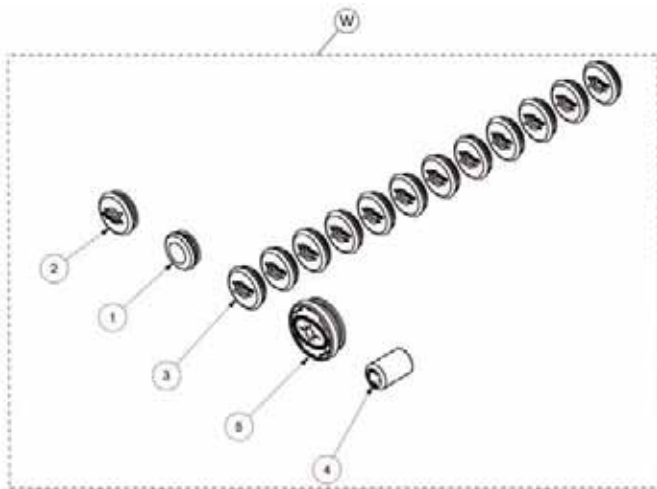
ITEM #	PART #	DESCRIPTION	QTY
T	2205449	K-HDWR, ANTI ROTATION, SHORT	1
1	--	HCS, M10-1.5X60, 10.9, ZP, DIN931	1
2	--	ROD END SPACER / BAGUE ESPACEUR, EMBOUT À ROTULE'	2
3	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
4	--	FNN, M10-1.5, 8, ZP, DIN6926	1



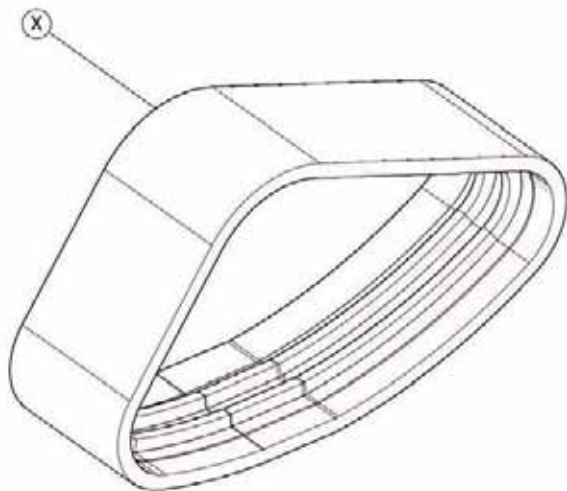
ITEM #	PART #	DESCRIPTION	QTY
U	2205450	K-HDWR,ANTI ROTATION, LONG	1
1	--	HCS, M10-1.5X80, 10.9, ZP, DIN931	1
2	--	ROD END SPACER / BAGUE ESPACEUR, EMBOUT À ROTULE*	1
3	--	SPACER ANTI-ROTATION / ESPACEUR ANTI-ROTATION	1
4	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
5	--	FNN, M10-1.5, 8, ZP, DIN6926	1



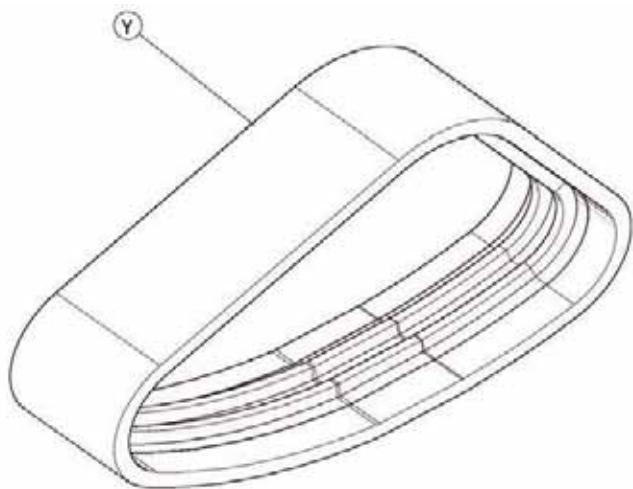
ITEM #	PART #	DESCRIPTION	QTY
V	2205453	K-DECALS, CMLPLST, UTV	1
1	--	STICKER - ALIGNMENT / AUTOCOLLANT - ALIGNEMENT	1
2	--	STICKER - WARNING / AUTOCOLLANT - AVERTISSEMENT	1
3	--	HUB CAP POLARIS ASSY / CAP DE MOYEU POLARIS ASSEMBLÉ	1
4	--	STICKER / AUTOCOLLANT -- POLARIS UTV	1



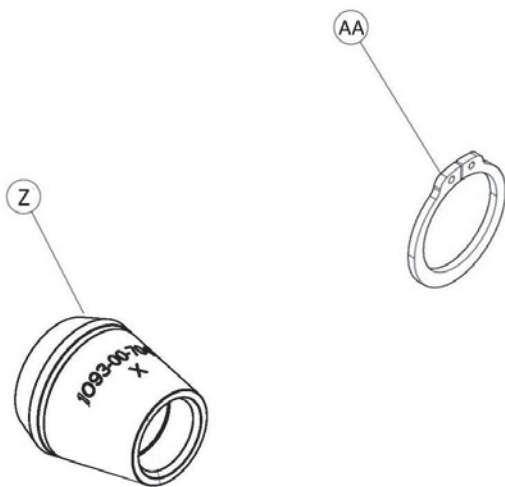
ITEM #	PART #	DESCRIPTION	QTY
W	2205120	KIT - CAPS	1
1	--	2 LIPS CAP, 1-3/4" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 1-3/4 PO	1
2	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO -- LDPE	1
3	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO -- ESPRENE	12
4	--	DUST CAP, STABILIZER / CAPUCHON, STABILISATEUR	1
5	--	HUB CAP POLARIS ASSY / CAP DE MOYEU POLARIS ASSEMBLÉ	1



ITEM #	PART #	DESCRIPTION	QTY
X	5414846	TRACK-CMPLST, FRONT, UTV	1



ITEM #	PART #	DESCRIPTION	QTY
Y	5414848	TRACK-CMPLST, REAR, UTV	1



ITEM #	PART #	DESCRIPTION	QTY
Z	2205462	K-CONE BUSHING, CMPLST, UTV	1
AA	2205454	ERR, 35, 2.4, ZP, SHR-137	1