POLARIS®

ENGINEERED PARTS
ACCESSORIES & APPAREL

2023

PROSPECTOR PRO 2.0

UTV TRACK SYSTEM / SYSTÈME DE CHENILLES POUR VÉHICULES CÔTE À CÔTE

USER MANUAL
MANUEL DE L'UTILISATEUR

Instr 9940737 Rev 01 2022-10

1099-05-5023

PROSPECTOR PRO® 2.0

UTV Track Kit User Manual

NOTICE: Driveline and power train warranty coverage under the POLARIS Extended Service Contract (if purchased) is terminated upon installation of a track kit.

The original instructions for this product are in English. Other languages are provided as translations of the original instructions.

Printed in Canada

POLARIS PROSPECTOR PRO UTV Track Kit User Manual

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INTRODUCTION

Symbols And Signal Words

The following signal words and symbols appear in this manual and on safety labels. Your safety is involved when these words and symbols are used. Become familiar with their meanings before reading the manual.

⚠ WARNING

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

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

NOTE: Indicates supplementary information.

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

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

General Information

- All figures, information or photos presented in this document are up to date at the time of publication. However, they may change without notice.
- Read and follow indications of the SxS user manual and installation guidelines carefully. Their contents remains applicable after installation of the System.
- This document should be read by every person who drives the SxS 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 SxS equipped with the System before usage to ensure that you respect all applicable laws and regulations.
- SxS Track Systems are designed to reduce ground pressure and increase vehicle traction. However, during normal operating conditions, vehicle speed should be reduced compared to a wheeled vehicle.

Serial Number Location

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

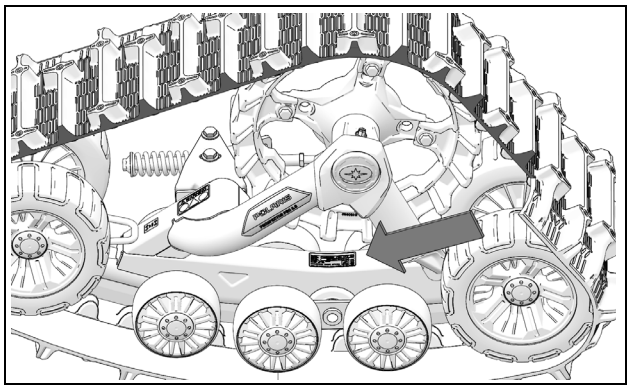


Figure 1

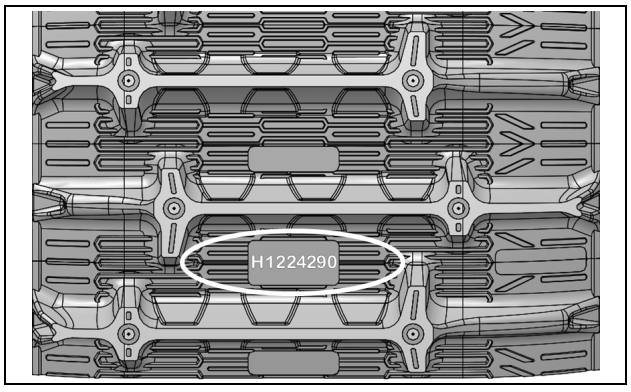


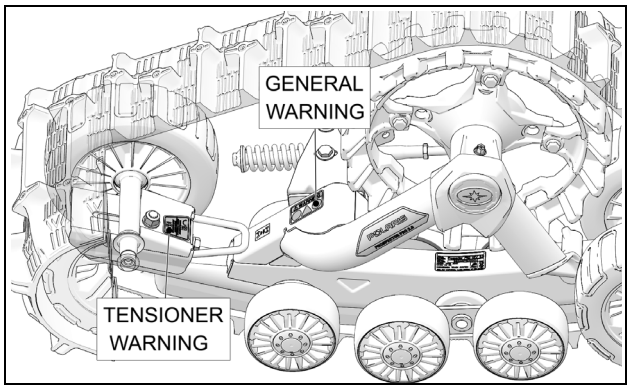
Figure 2

SAFETY

Safety/Information Labels

Warning labels have been placed on the track system for your protection. Read and follow the instructions on each label carefully. If any of the labels shown in this manual differ from the labels on your track system, always read and follow the instructions of the labels on the track system.

Do not remove the warning labels from the track system. If an informational or graphic label becomes illegible or comes off, contact your POLARIS dealer to purchase a replacement.



General Warning Label

USER MANUAL - Every user must read this user manual. Understand all safety warnings, precautions and operating procedures before operating a POLARIS vehicle equipped with a PROSPECTOR PRO track system. Keep this manual with the vehicle. If track systems are sold or transferred to a new user, the user manual must also be transferred to the new user.

MOVING PARTS - Moving parts can crush and cut. Keep hands and body clear of moving parts. Turn the engine off before servicing track systems.

TECHNICAL MANUAL - Read and understand the technical manual before servicing this machine. Follow the instructions contained in the Maintenance Schedule section of the user manual.

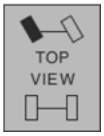
Tensioner Bolt Warning Label

If track tension adjustment is required, the tensioner assembly bolt MUST be loosened first. Re-tighten the bolt to the recommended torque specification after completing the tension adjustment.

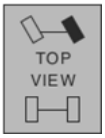
Position Labels

The labels below, located on the frame, indicate the position of each Track System: front left, front right, rear left and rear right.

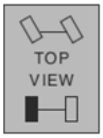
Front left



Front right



Rear left



Rear right

OPERATION

Safe Operation Practices

1. Read and understand this user manual and all warning and instruction labels before operating a track-equipped vehicle.

2. Read the vehicle owner's manual before operating with tracks.
   Follow all safety and operation warnings and procedures.

3. Never exceed the maximum weight capacity of the vehicle. When determining the weight you are adding to the vehicle, include the weight of the operator, passenger, accessories, loads in the rack or box and the load on the trailer tongue. *You must also include the added weight due to removing wheels and adding track systems.* The combined weight of these items must not exceed the maximum weight capacity.

4. When cargo load is 220 lbs. (100 kg) or more, always reduce speed significantly and operate with extra caution on rough terrain.

5. Operate the vehicle in 4X4 mode when operating with tracks. This will significantly reduce the possibility of derailing.

6. The vehicle will handle differently when a Track System is installed. Select an open area that allows room to familiarize yourself with vehicle operation and handling. Drive slowly at first. On level surfaces, practice starting, stopping, turning, maneuvering, using the throttle and brakes and driving in reverse. Learn how the vehicle handles when making both left and right turns at a slow speed.

7. Track systems are designed to reduce ground pressure and increase vehicle traction. For the best traction, drive at slow speeds. Traction is reduced at faster speeds.

8. Moving Track Systems can propel objects. Drive slowly when operating near bystanders and when traveling in a group with other vehicles. Alert others in your group to the potential for propelled objects in the wake of a track-equipped vehicle.

9. Always travel at a speed appropriate for your skills and operating conditions. Avoid unexpected or aggressive maneuvers.

10. Operate the vehicle off-road only. Never operate the vehicle on pavement or on any public street, road or highway, including dirt and gravel roads.

11. Travel slowly and use extra caution when operating on unfamiliar terrain. Not all obstacles are immediately visible.

12. When driving in deep snow, avoid spinning the tracks, which could cause the vehicle to become stuck. When under power, tracks will continue to turn in deep snow even if the vehicle fails to move.

13. When driving in snow, allow for a greater braking distance. Periodically apply the brakes while driving to prevent ice buildup on brake components.

14. Never operate on a frozen body of water.

Hints & Tips

- Before leaving for an excursion, make sure to bring with you the following: 13mm, 15mm, 16mm, 17mm, and 19mm wrenches and sockets, an ax, a shovel, a tow cable, a lifting jack and an adjustable wrench.

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

OPERATION

Break-In Period

The break-in period for a new track system is four hours, or 50 miles (80 km). A proper break-in will result in more efficient performance and a longer life for components. Follow these recommendations during the break-in period:

VERIFICATION	Hr 0	Hr 1 9 MPH* (15 km/h)	Hr 2 15 MPH* (25 km/h)	Hr 3 22 MPH* (35 km/h)
Visual Inspection	x	x	x	x
Track Tension	x	x		
Angle of Attack	x	x		
System Alignment	x			x
Bolt Torque (Anchor Brackets)				x

* Maximum Real Speed

- Avoid operating under dry and clean conditions. (For example: asphalt, hay or straw field, etc).
- Operate the vehicle in a lubricated environment (water, mud, snow, soft soil, sand, dust and similar terrain). Failure to operate in these conditions during break-in can result in smoke and odor from rubber components, as well as plastic deposits on the sprocket and/or frame.
- Operate below 6 MPH (10 km/h) when making sharp turns.

⚠ WARNING

Failure to operate a track-equipped vehicle properly can result in a collision, loss of control, accident or rollover, which may result in serious injury or death. Every user must read and understand this user manual. Always check with local authorities in your intended area of operation to understand laws and restrictions pertaining to the operation of this track-equipped vehicle.

⚠ WARNING

Serious injuries may result if hands, feet or clothing become entangled in a moving track. Stay clear of all moving tracks.

Pre-Use Inspection

Operating the vehicle with a damaged track increases the possibility of track failure, which could cause loss of control resulting in serious injury or death. Always inspect the track for damage before using the vehicle.

1. Inspect the track and all track system components for wear or damage. Never operate with a damaged track.
2. Inspect wheels and moving parts for excessive mud, snow, ice and debris. Make sure the system can operate freely and that components are not bound by these elements.
3. Clear away any snow, mud or debris that may hinder or block proper operation of the vehicle's cooling and steering systems, air intakes and exhaust outlets.
4. After initial installation, and after every future reinstallation of the tracks, always adjust track angle of attack, system alignment and track tension after the first use of the vehicle. See pages 12-18.

Survival Preparation/Remote Terrain Operation

When traveling off trails in remote terrain, always carry survival equipment appropriate to the conditions you may encounter. Such equipment may include, but is not limited to: a shovel, a first aid kit, extra clothing, a sleeping bag, a flashlight, food and water, a signaling mirror, a means of building a fire and a two-way radio or cellular telephone. If possible, carry essential spare parts for emergency repairs.

Steep Descents

POLARIS does not recommend operation of this vehicle on steep hills. Refer to your vehicle owner's manual for proper operating procedures when driving on inclines.

⚠ WARNING

Turning a track-equipped vehicle while making a steep descent creates higher stress on steering and track systems, which can lead to component damage and result in an accident or rollover.

If making a steep descent is unavoidable, drive straight downhill. Avoid making turns during steep descents.

Freeing a Vehicle While Backing Downhill

POLARIS does not recommend backing downhill with this vehicle. Refer to your vehicle owner's manual for proper operating procedures when driving on inclines.

If backing downhill is unavoidable, back slowly and back straight downhill. If the vehicle becomes stuck in snow while backing downhill, avoid towing or operating the vehicle rearward, as damage could occur. Operate in forward gear to free the vehicle.

If unsuccessful, stop the engine, place the transmission in forward gear and engage the park brake (if equipped). Remove any snow from the top of the rear track systems and pack down the snow lodged behind the tracks, or use a shovel to clear away the snow.

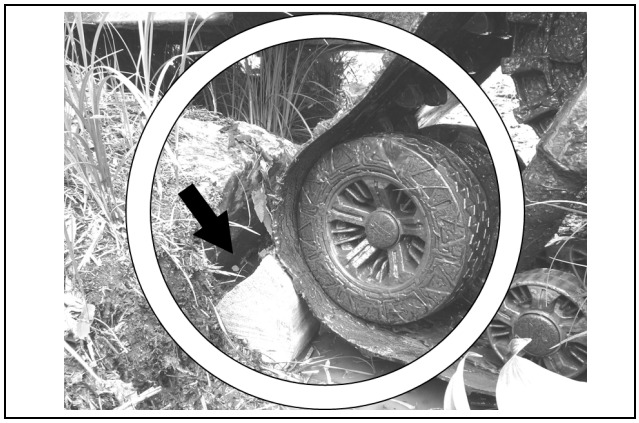
Driving Over Obstacles

Obstacles are not always visible, especially in areas with deep snow or mud. Avoid operating in areas that are likely to contain hidden obstacles. Refer to your vehicle owner's manual for proper operating procedures when driving over obstacles.

Do not attempt to operate over large obstacles, such as large rocks, tree trunks, stumps or steep ridges. Large obstacles may lodge between the front and rear track systems and immobilize the vehicle.

Do not attempt to operate over obstacles more than 12 inches [30 cm] in height.

If unavoidable, always place a smaller log or rock near the obstacle to serve as a ramp for the track.



Driving Across Slopes

⚠ WARNING

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

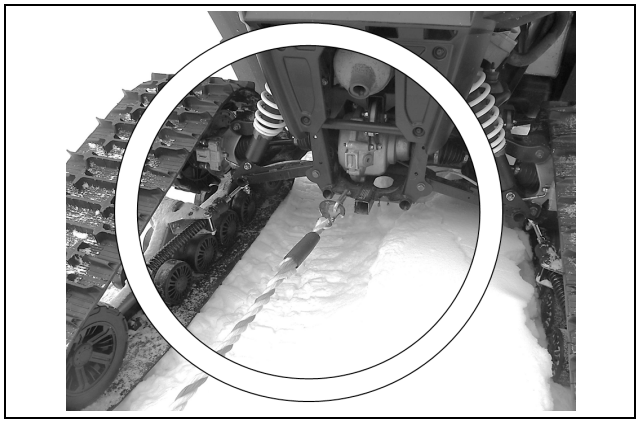
No Jumps and Stunts

⚠ WARNING

Attempting jumps and other stunts increases the risk of an accident or rollover. Never attempt jumps or other stunts. Avoid exhibition driving.

Tow Cable Use

If the track-equipped vehicle must be towed, always attach the tow cable to the frame of the disabled vehicle. Never attach the tow cable to the track system.

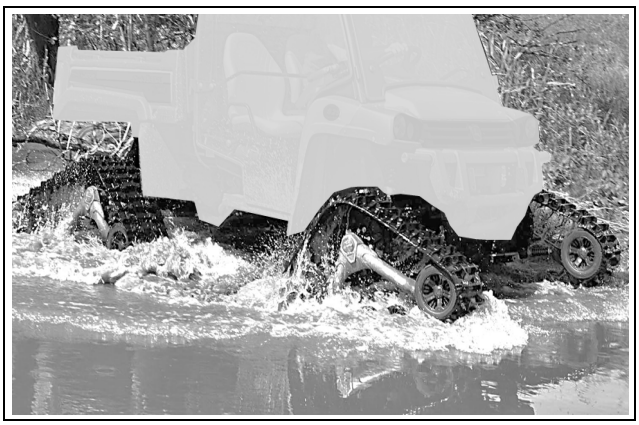


Towing a Stuck Vehicle

If your track-equipped vehicle must be towed from deep snow, always tow in the opposite direction of vehicle travel. Do not attempt to tow the vehicle in the same direction it had been traveling when it became stuck in the deep snow.

Track Systems Operating in Water and Mud

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



Sharp Turns in Locked Differential 4X4 Mode

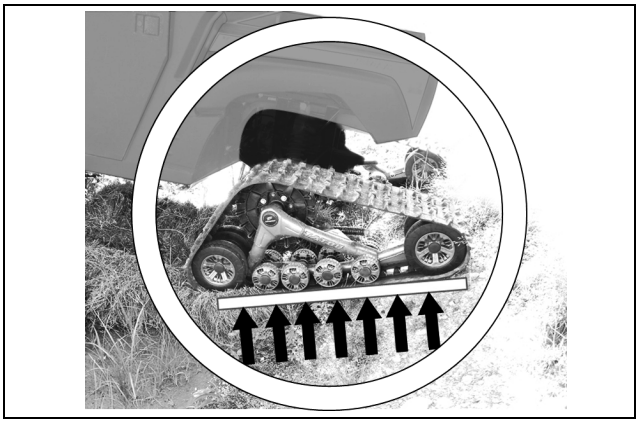
Never make sharp turns in locked diffential 4X4 mode on a sticky terrain without lubrication. The track system is designed to slip into the drive system, preventing the vehicle from being overloaded.

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.

Exceeding Anti-rotation Stroke/ Rough Terrain

Never exceed anti-rotation stroke of the front and rear track systems. Track system or vehicle failure may occur.

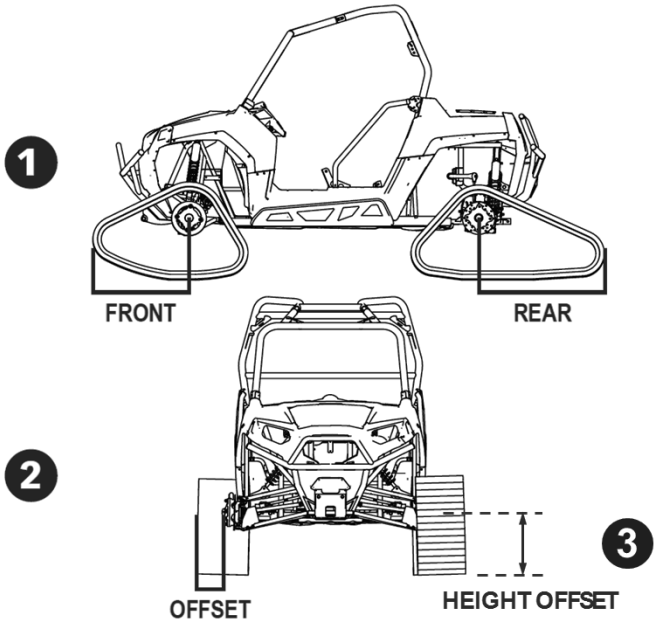
Always drive on a surface that fully supports the track systems.



SPECIFICATIONS

Offsets On Vehicle

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



1	**OFFSET** *(length)*	FRONT	26,5 in. (673 mm)
		REAR	35 in. (889 mm)
2	**OFFSET** *(width)*	POLARIS	8 in. (203 mm)
3	**OFFSET** *(height)*	ORIGINAL TIRE: 26 in.	3,5 in. (89 mm)

Speedometer & Trip Meter Readings

Our Track System affects the Speedometer and Trip meter readings. The System sprocket diameter is generally smaller than the tire diameter. As a result, real vehicle speed is less than that actually displayed by approximately 35%.

Torque Specifications

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

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

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

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

Fuel consumption

A lower travelling speed and a higher revving engine will affect fuel consumption. A vehicle equipped with tracks will travel a shorter distance and will consume more fuel than compared to a vehicle operating on wheels.

INSTALLATION/REMOVAL

Safe Service Practices

Service and adjustments are important for proper vehicle operation. If you're not familiar with safe service and adjustment procedures, have a qualified dealer perform these operations.

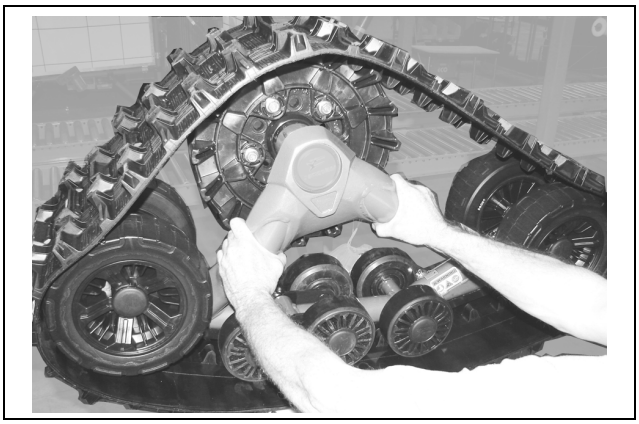
Always follow safe shop practices. The work space should be clean, bright and well ventilated. Always turn the engine off before performing service.

⚠ WARNING

Severe injuries could occur if an elevated vehicle falls or moves. Never place body parts under an elevated vehicle unless the vehicle is properly immobilized on appropriate stands.

Do not use a floor jack or other lifting device as a stand. Always place appropriate stands under an elevated vehicle and block any wheels that remain in contact with the ground to prevent vehicle movement. Never place body parts under an elevated vehicle unless the vehicle is properly immobilized on appropriate stands.

To avoid injury to hands while installing or removing track systems, position hands on the frame as shown.



⚠ WARNING

Serious injuries may result if hands, feet or clothing become entangled in a moving track. Stay clear of all moving tracks. We recommend having your dealer perform all track system service and alignment procedures.

Track System Installation

CAUTION: Hot exhaust system parts can cause burns. Allow components to cool sufficiently before proceeding.

Initial Installation

POLARIS recommends having your authorized POLARIS dealer perform the initial installation of a track system.

1. Install the track system using the instructions provided with the installation kit.
2. After the initial installation, and after every future reinstallation of the tracks, always adjust track angle of attack, system alignment and track tension after the first use of the vehicle. See pages 12-18.

Reinstallation

1. Using a suitable lifting device, elevate the vehicle and place appropriate stands under the frame. Make sure the vehicle is stable.
2. Remove the wheels.
3. Clean the wheel hubs. Components may not seat properly on soiled hubs.
4. Reinstall the rear track systems, then reinstall the front track systems.
5. Tighten fasteners in a criss-cross pattern to the manufacturer's recommended torque specification. Refer to your vehicle owner's manual or service manual.
6. After the initial installation, and after every future reinstallation of the tracks, always adjust track angle of attack, system alignment and track tension after the first use of the vehicle. See pages 12-18.

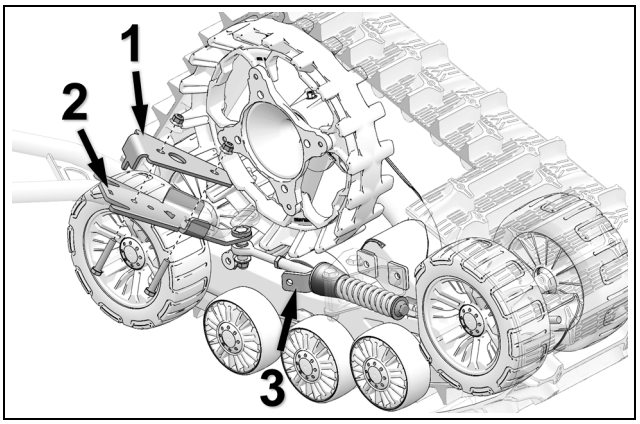
Track System Removal

1. Position the vehicle on a level surface.

2. Stop the engine.

3. Elevate the vehicle and place suitable stands under the frame. Make sure the vehicle is immobilized.

4. Remove the anti-rotation bracket cover (**1**). Remove the anchor bracket (**2**) from the suspension arm, but leave it attached to the antirotation device on the track system. The bracket should remain attached to the stabilizing rod (**3**).



NOTICE: Leaving the anchor brackets attached to the suspension arms can result in severe damage to the vehicle when operating with wheels. Skid plate and footrest reinforcement parts are the only components that can remain on the vehicle when reinstalling wheels.

5. Remove the track system.

6. Clean the wheel hubs. Components may not seat properly on soiled hubs.

7. Reinstall the wheels. Make sure all original components that were removed for track installation are reinstalled properly for wheeled operation. Refer to your vehicle owner's manual or service manual.

Off-Vehicle Track System Storage

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

Before storing the Track System, it is important to perform the recommended annual maintenance tasks. Refer to the maintenance chart of page 19, section *Intervals* - column *200 Hrs / Annual*.

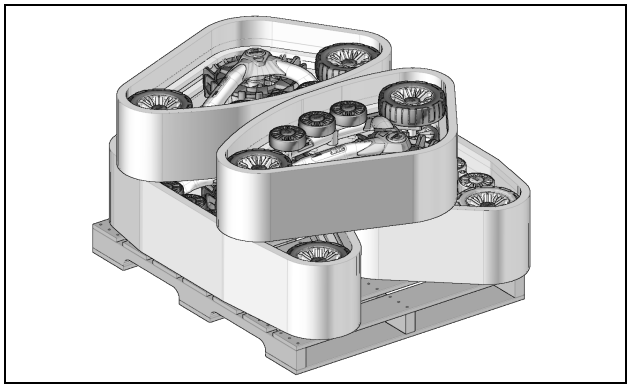
To avoid deterioration of mechanical components due to potential prolonged exposition to water, sand, salt or other similar contaminant, it is necessary to perform the recommended tasks contained in the maintenance schedule.

The following service steps must be performed before storage:

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

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

After removing the track systems from the vehicle, pour 5cc of oil under the wheel caps to help prevent corrosion. Place each system on its side and store away from direct sunlight.



ADJUSTMENTS

⚠ WARNING

Incorrect adjustments can decrease the performance of the system and create premature wear of components. After the initial installation, and after every future reinstallation of the tracks, always adjust track angle of attack, system alignment and track tension after the first use of the vehicle.

Front Track Angle of Attack

To obtain the correct angle of attack on front track systems, perform the following procedure. Perform steps for both front track systems:

- Position the vehicle on a level surface.
- Stop the engine.
- Using the steering wheel, make sure the tracks are in the straight-ahead position.
- Verify that the Stabilizing arm (**1**) is attached to the front anchor bracket (**2**) installed on the vehicle. See Figure 3.

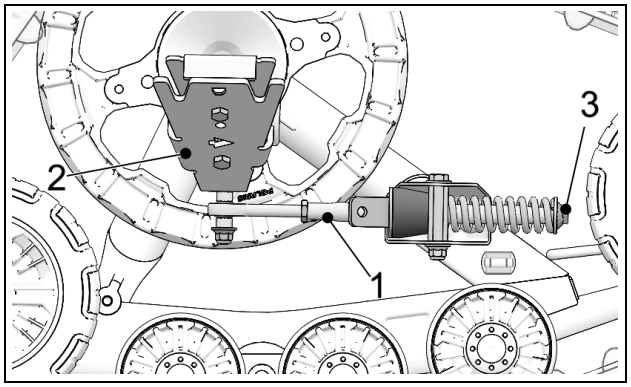


Figure 3

- Verify that the spring assembly bolt (**3**) is tightened to specification: 30 ft. lbs. (40 Nm).
- A Bubble Level is attached to the inside of the front frames. A perfectly centered bubble is needed to adjust the angle of attack correctly. See Figure 4.

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

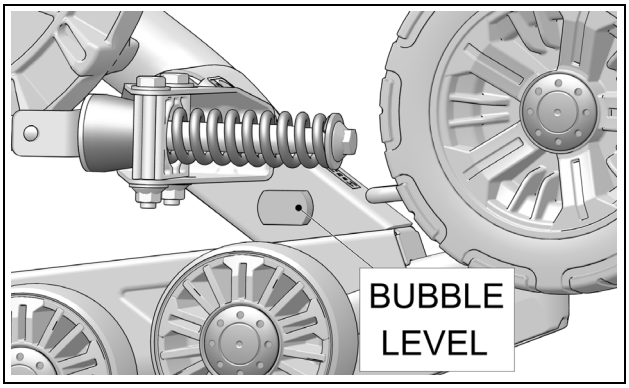


Figure 4

- Loosen anti-rotation bracket bolts (**1**) and (**2**) to allow the anti-rotation retainer (**3**) to rotate freely on its axis. See Figure 5.

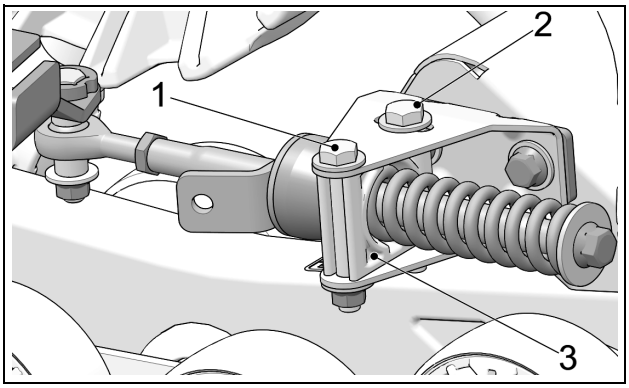


Figure 5

- Loosen jam nut (**1**). Adjust length of rod end (**2**) by rotating the steering limiter support plate on (**3**) the stabilizing arm. Use a 30 mm wrench to rotate support plate to obtain a perfectly centered bubble in the level. Figure 6.

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

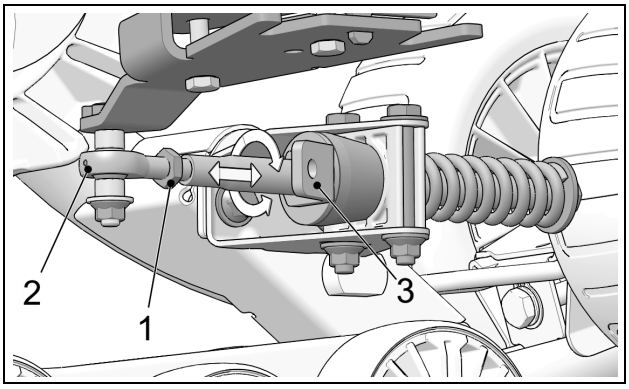


Figure 6

- When angle of attack is correctly set, tighten the jam nut (**1**) back against the stabilizing arm to 30 ft. lbs. (40 Nm) of torque. See Figure 7.

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

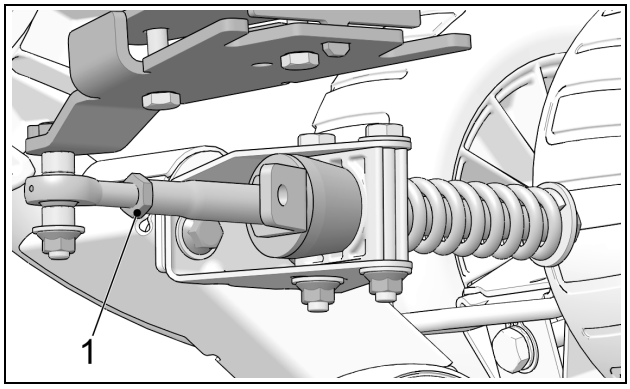


Figure 7

- Re-tighten anti-rotation bracket bolts (**1**) and (**2**) to 37 ft. lbs. (50 Nm) of torque. See Figure 8.

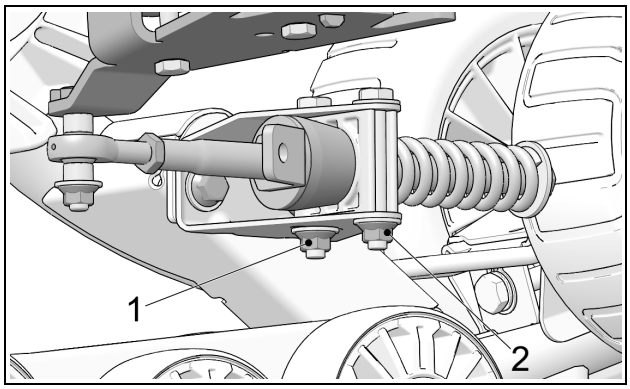


Figure 8

- Once the centered bubble in the level indicates that the angle of attack is correct, double-check the setting by validating the distance from the top of the back tires to the ground.

  Position a flat bar on top of the rear wheels of the front Track System and measure from the ground up to the flat bar as shown on Figure 9.

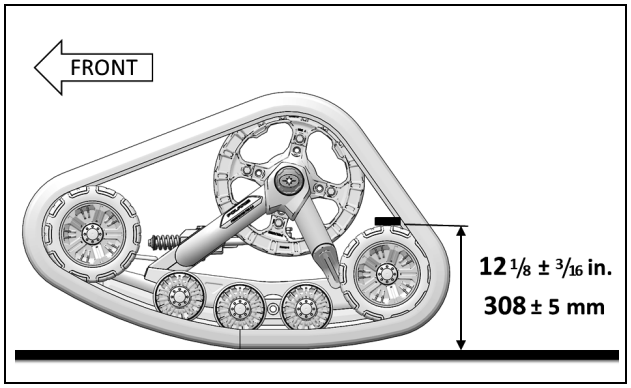


Figure 9

BASIC TUNING (Front track systems)

- A distance of more than 12 1/8 inches (308 mm) from flat bar to ground, provides easier steering but produces a wobbling effect at high speed.
- A distance of less than 12 1/8 inches (308 mm) from flat bar to ground, results in harder steering and more stability at high speed.

CAUTION: The 308 mm distance corresponds to the required angle of attack setting. If the centered bubble in the level does not produce the required measurement of 308 mm, re-adjust angle of attack to obtain the required distance without referring to the bubble level.

NOTE: Repeat the bar-to-ground measurement to verify the adjustment.

Rear Track Angle of Attack

To obtain the correct angle of attack on rear track systems, use the following procedure. Perform steps for both rear track systems:

CAUTION: Some vehicles require a particular adjustment. Refer to the *track kit installation instructions* specific to your vehicle model to confirm the adjustment.

- Stabilizing arm (**1**) must be attached to rear anchor bracket (**2**) installed on vehicle. See Figure 10.

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

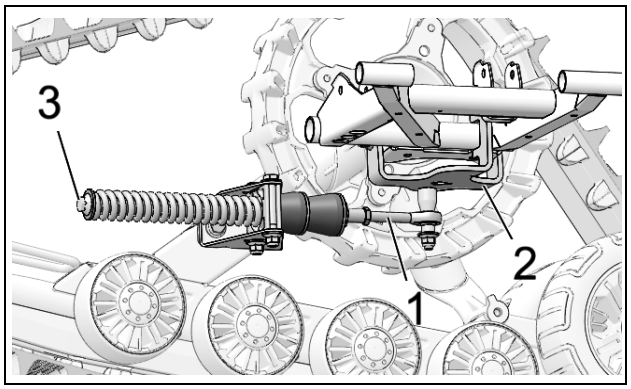


Figure 10

- Verify that the spring assembly bolt (**3**) is tightened to specification: 30 ft. lbs. (40 Nm).

- Loosen anti-rotation bracket bolts (**1**) and (**2**) to allow anti-rotation retainer (**3**) to rotate on its axis. See Figure 11.

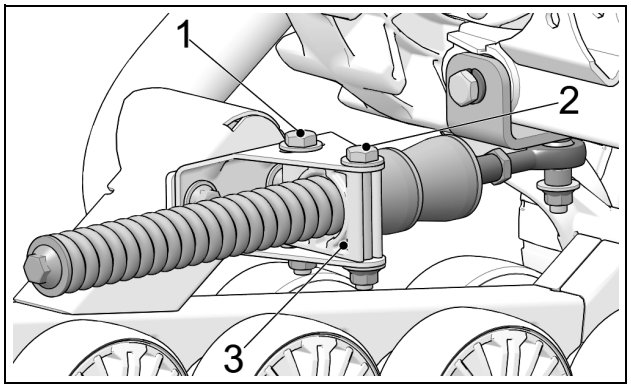


Figure 11

- Turn stabilizing arm nut to adjust length of rod end (**1**) and get rubber cone (**2**) to apply light pressure on anti–rotation retainer (**3**). See Figure 17.

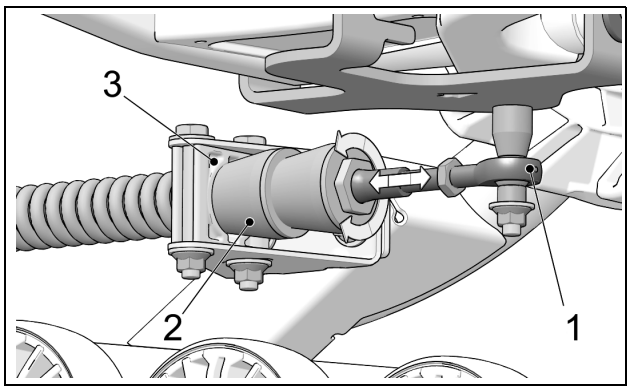


Figure 12

BASIC TUNING (Rear track systems):

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

- Re-tighten jam nut (**1**) to 30 ft. lbs. (40 Nm) of torque when adjustment is complete. Figure 13.

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

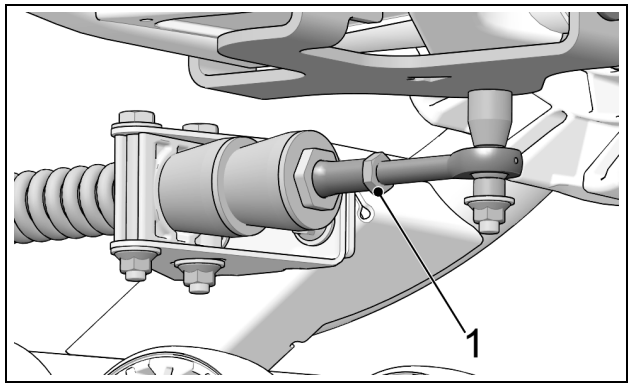


Figure 13

- Re-tighten anti-rotation bracket nuts (**1**) and (**2**) to 37 ft. lbs. (50 Nm) of torque. See Figure 14.

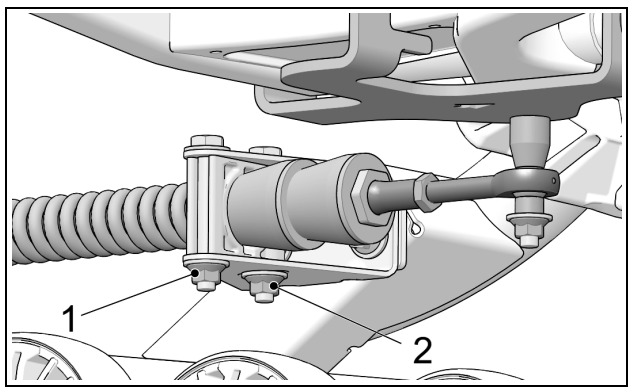


Figure 14

Front Track System Alignment

Inspect steering system components for damage before performing the following front track system alignment procedures. Damaged steering components can adversely affect vehicle operation and prevent proper adjustments to track system alignment.

Alignment Inspection

1. Operate the vehicle in a straightahead direction for approximately 10 ft. (3 m). Stop the vehicle on a level surface.

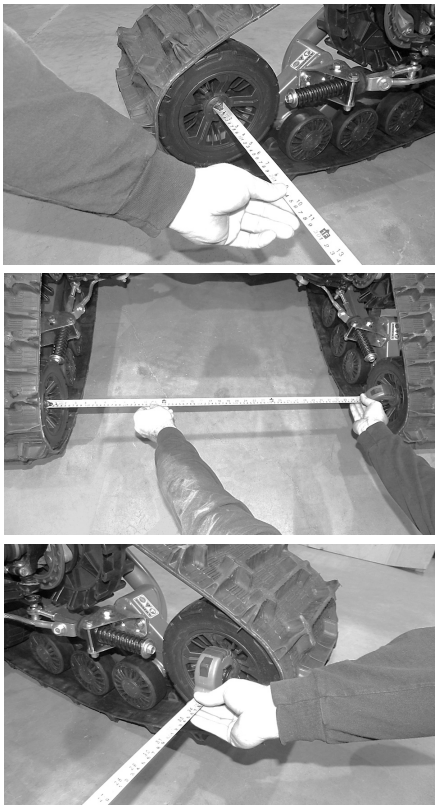
2. Stop the engine. Place the transmission in park (if equipped) or in forward gear. Engage the park brake (if equipped).

3. Perform the following measurements on the front track systems:

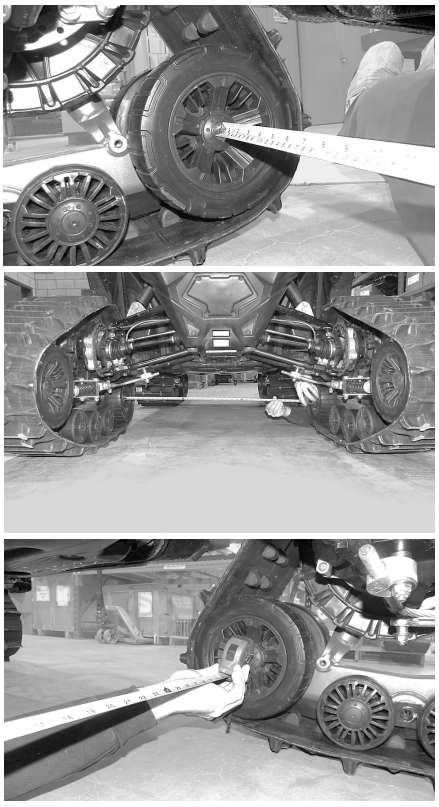
   • Measure the distance between the two *front* inner 241mm wheels. (**A**)

   • Measure the distance between the two *rear* inner 241 mm wheels (**B**)

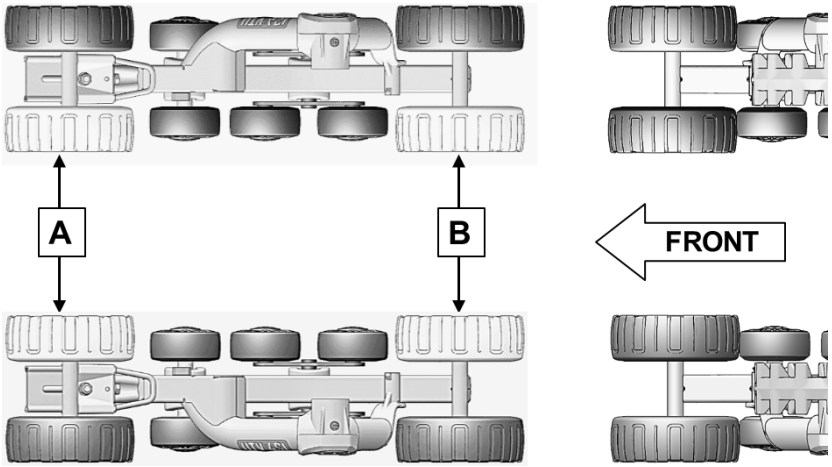
Measurement A



Measurement B



Alignment Inspection



A - B = 0 to 1/8 inch (0 to 3 mm)

4. Subtract measurement **B** from measurement **A**. The result must be 0 to 1/8 inch (0-3 mm). If the result is not within this range, adjust alignment. See below.

*NOTE: Adjustments will be easier and more precise if you begin when measurement **A** is greater than measurement **B**.*

Alignment Adjustment

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

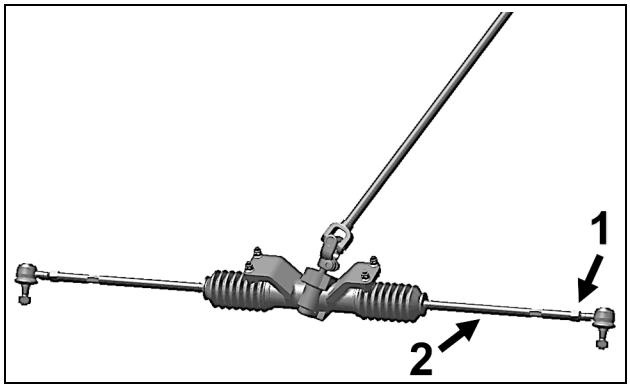
1. Release the coupling lock nuts (**1**).

NOTE: Some nuts have reverse threads. Be sure to unlock the nuts in the proper direction.

2. Screw or unscrew the coupling rods (**2**) equally on both sides of the vehicle.

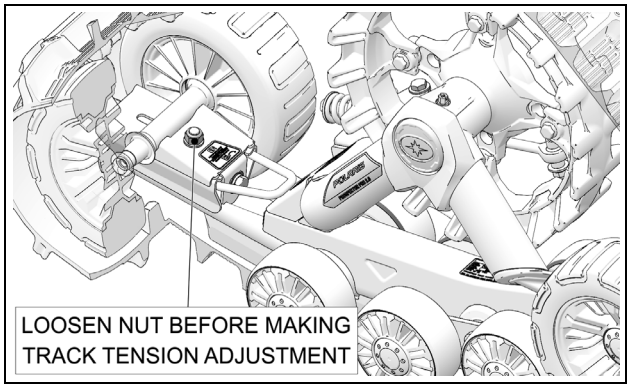
3. Tighten the lock nuts to specification. Refer to your vehicle-specific service manual.

4. To verify the adjustment, operate the vehicle in reverse for **15**-**20** feet (**5**-**6** m), then repeat steps 1-4 of the *Alignment inspection* procedure on page 15-16.

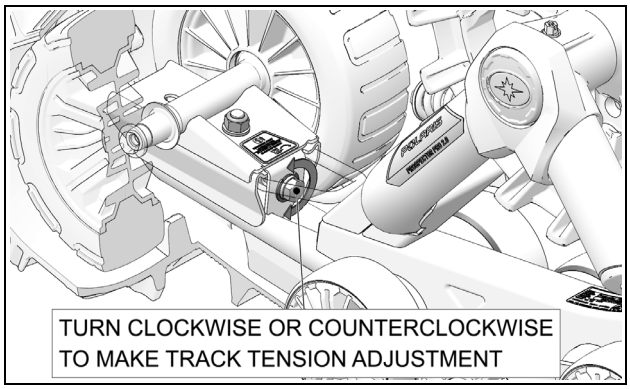


Rubber Track Tension

CAUTION: The track tensioner assembly bolt must be loosened to adjust track tension.



To adjust track tension, turn tension adjustment bolt clockwise or counterclockwise to obtain the recommended track tension.



CAUTION: Make sure to re-tighten track tensioner assembly bolt after completing track tension adjustment.

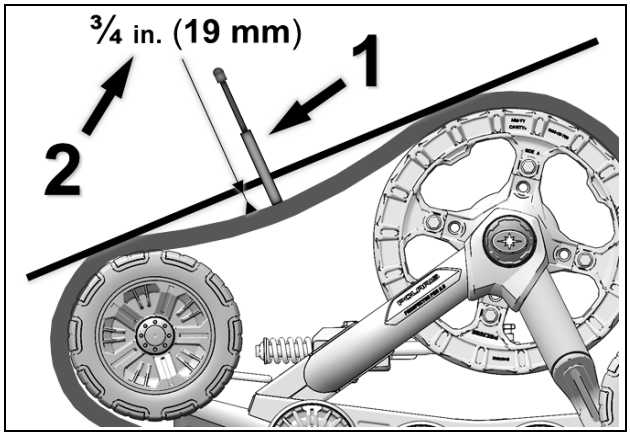
Basic Tuning

- 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 traction, a smoother ride and better fuel economy.

Measure and adjust rubber track tension using a tension testing tool and a flat bar. Apply the recommended force (**1**) to measure deflection (**2**).



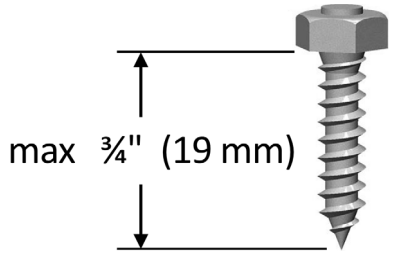
Refer to the chart below for track tension data.

TRACK	FORCE	DEFLECTION
Front	30 lbs. (13,5 kg)	¾ inch (19 mm)
Rear	24 lbs. (11 kg)	¾ inch (19 mm)

Final Check

Operate the vehicle at a slow speed for approximately one mile (1.5 km). Evaluate track system performance and readjust as needed.

NOTE: In applications where installation of traction studs is needed, the threaded portion of the stud to be screwed in the track lug should not exceed 3/4 inch (19 mm) in length.



NOTICE: Rubber Track warranty coverage is terminated upon installation of traction studs.

Rubber Track Installation

Front Track: Inner driving lugs (**A**) are not centered on the track. Make sure the narrow side (**B**) is installed inside the Track system. Figure 15.

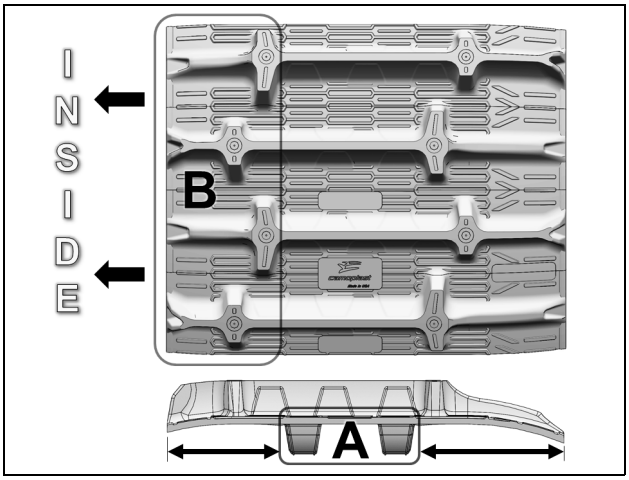


Figure 15

Rear Track: Curved ends of track treads must point toward front of vehicle. See Figure 16.

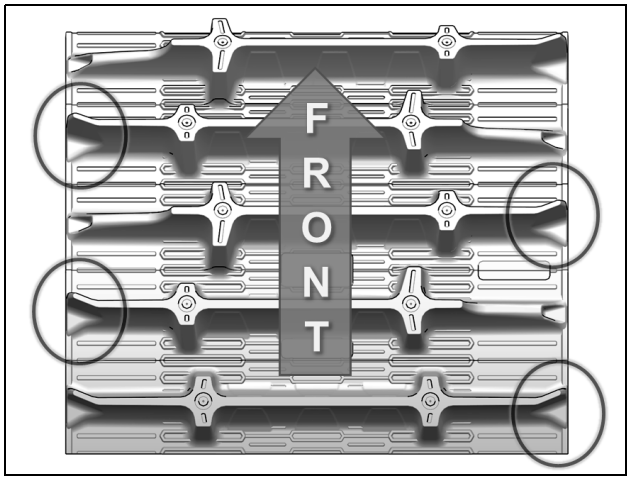


Figure 16

MAINTENANCE

⚠ WARNING

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

CAUTION: Regular inspection, adjustment and lubrication of the Track Systems is essential to their good running order and safe operation. Users have the responsibility to perform maintenance and regularly adjust their Track Systems. The "Maintenance" section provides the necessary information to perform adequate maintenance on the Track Systems.

CAUTION: Failure to perform regular maintenance and preventive adjustments at the prescribed intervals can result in premature wear and damage to the track systems that will not be covered under warranty. Always perform service as recommended in this manual and in the vehicle owner's manual.

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

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

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

For more details on the maintenance program, consult the Maintenance specifications on page 20 and page 21.

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

A: Commercial use / Industrial use / All-season use / Wet, abrasive conditions

B: Normal winter conditions

¤ **Important maintenance**

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

Task Definitions

- 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

Track System Maintenance

- Visual Inspection: Visually inspect each Track System to detect any defect or anomaly that can impair proper functioning of the systems.
- Adjustment: Perform or verify angle of attack adjustments on the systems according to the manufacturer's recommendations. Refer to the *Adjustments* section on page 12.
- Vehicle Alignment: Perform or verify the vehicle alignment with the Track Systems installed. Follow the manufacturer's recommendations. Refer to the *Alignment* section on page 15.
- Bolt Torque: Check the torque of critical bolts identified in the exploded views of the system. Refer to the central pages of the *User Manual*.

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

Track Maintenance

- Tension: Perform or check track tension on the systems according to the manufacturer's recommendations. Refer to "Rubber Track Tension" in the *Adjustments* section on page 17.
- Wear: Check wear and overall condition of the tracks on the Systems. Refer to "Wear" in the *Maintenance* section on page 26.

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

Wheel Maintenance

- Side Wear: Check side wear on Track System wheels. Replace wheel(s) if wear is too great. Refer to "Wear" in the *Maintenance* section on page 25.
- Bearings: Check wheel bearings for restriction, noise or abnormal play in rotation. Replace bearing 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 "Lubrication" in the *Maintenance* section on page 23. **If a seal shows damage or any defect, it must be replaced**.

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

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

Frame Maintenance

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

CAUTION: If a hub bearing shows a defect, replace all 3 hub bearings and replace hub bearings on all 4 Track Systems at the same time.

- Hub Bearing seal**:** The maintenance chart recommends cleaning and lubricating the hub seal. Refer to “Lubrication” in the *Maintenance* section on page 24.

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

- Track Guide wear: Check wear on Track Guides. Replace guides if wear is too great. Refer to “Wear” in the *Maintenance* section on page 26.

- Stabilizers and Wheel Shafts**:** Check condition of vulcanized rubber envelopes around Stabilizers and Wheel Shafts embedded in the frame. Stabilizers and Wheel Shafts must be perfectly centered in the frame. Lateral play may indicate that the envelope no longer strongly adheres to the Stabilizer or Wheel Shaft. Replace problem component if it is not well supported in the vulcanized rubber envelope. Refer to “Wear” in the *Maintenance* section on page 27.

- Cracks: Visually inspect the frames for presence of cracks or defects that can impair proper operation of the Track Systems. Replace components if damaged.

Sprocket Maintenance

- Wear: Check wear of sprockets on the Systems. Replace if wear is too great. Refer to “Wear” in the *Maintenance* section on page 26.

Anti-Rotation Maintenance

- Lubrication: The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to “Lubrication” in the *Maintenance* section on page 25.

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

- Cracked or bent parts: Visually inspect anti-rotation arms for presence of cracked or bent parts that can impair proper functioning. Replace components if damaged.

- Rubber Dampers: Verify condition of rubber dampers on anti–rotation arms. Replace dampers if they are deformed, cracked or show severe wear. Refer to “Wear” in the *Maintenance* section on page 26.

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

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

NOTE: Pour 8 to 12 cc of 80w90 oil through hole on top of hub housing intended for this purpose. Refer to “Lubrication” in the Maintenance *section on page 24.*

Special Tool Usage

- Some components require special tools for servicing. Always use the appropriate tools to avoid damage to components.

Pressure Washer Use

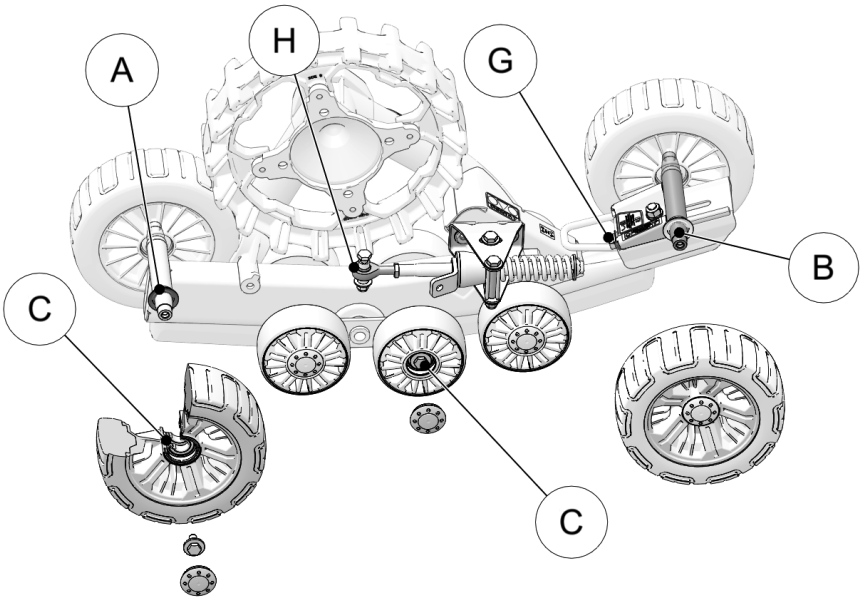
- If a high pressure water system is used for cleaning (not recommended), exercise extreme caution. The water may damage components. Avoid directing the water stream at wheel bearing seals and rubber caps.

Vehicle Maintenance

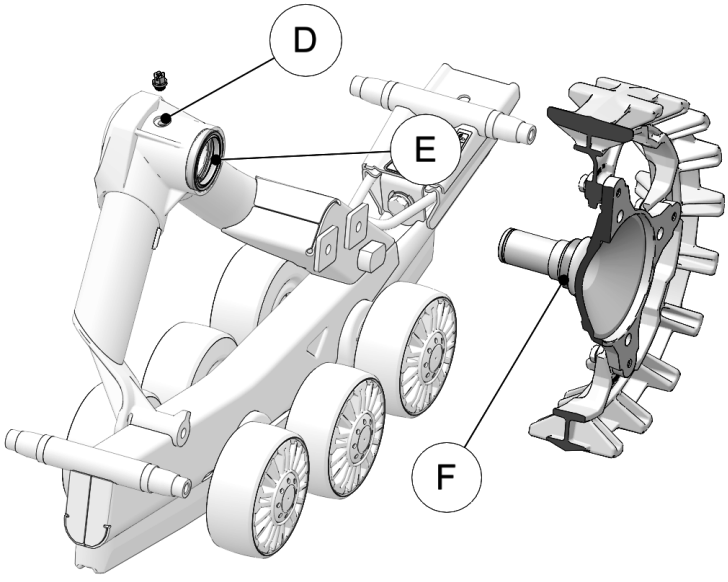
- Check the torque of suspension arm bolts. Tighten to specification. Refer to your vehicle owner’s manual or service manual.

- Inspect and adjust the steering column. Refer to your vehicle’s owner’s manual or service manual.

Lubrication



- A WHEEL SEALS
- B WHEEL SHAFTS
- C WHEELS
- D HUB HOUSING
- E HUB SEALS
- F HUB - SPEED SLEEVE
- G TRACK TENSIONER
- H ROD ENDS



Lubrication

The maintenance chart on page 19 includes lubrication maintenance that must be performed on Track Systems. Refer to the following recommendations for optimal lubrication.

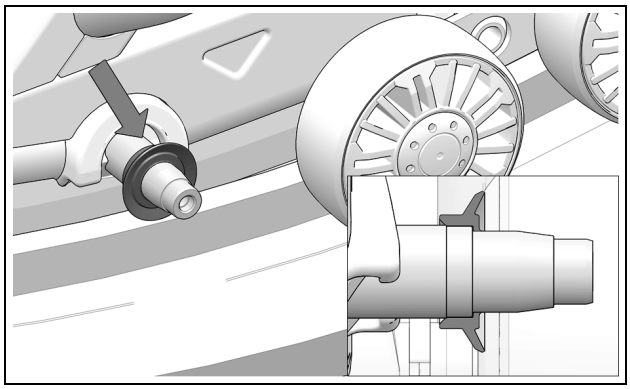
NOTE: Use a grease designed for operation in cold temperature and in extreme and wet environments.

Reference “A”

Wheel Seal Lubrication

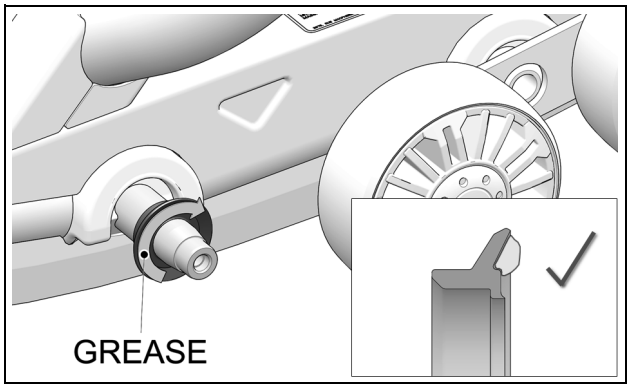
Install new seal on clean, dry wheel shaft at position shown below.

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



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

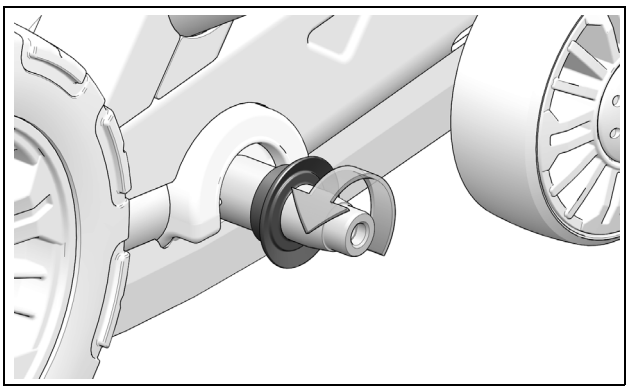
NOTE: V-shaped groove must be filled with grease all around.



Reference “B”

Wheel Shaft Lubrication

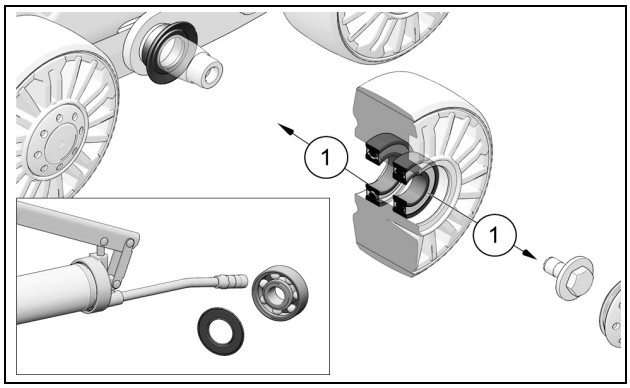
Apply evenly 1 to 1.5 cc of grease on the wheel shaft, over the entire circumference (360°) and width.



Reference “C”

Wheel Bearing Lubrication

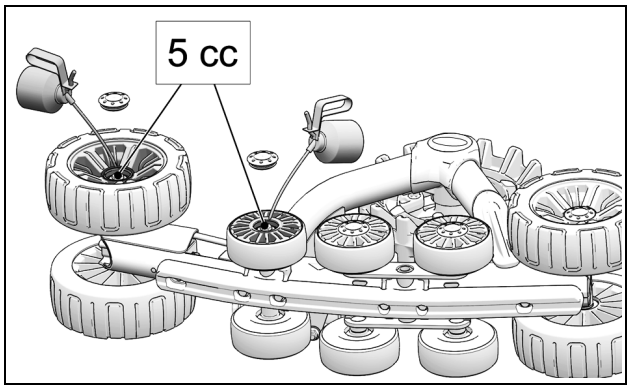
Unbolt wheel from frame and carefully remove exterior bearing seal (**1**) of both bearings. Clean off old lubricant and pack with new grease. Lastly, re-install seals over matching bearings.



CAUTION: Take special care to avoid damaging the bearing seals when you remove and reinstall them.

Wheel Lubrication

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



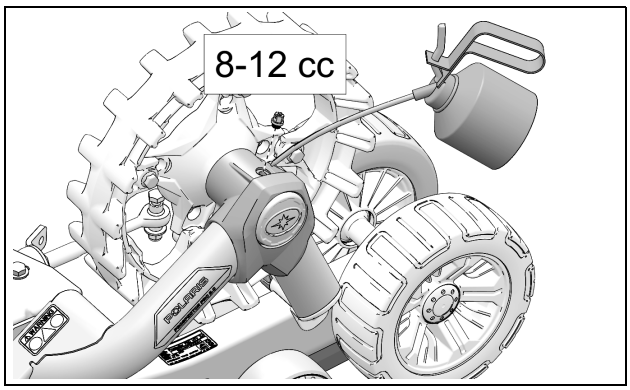
Reference “D”

Hub Lubrication

Following replacement of hub bearings and/or re-installation of hub, pour 8 to 12 cc of oil through hole on top of hub housing intended for this purpose.

NOTE: Use a SAE 80W-90 grade oil designed for high pressure applications.

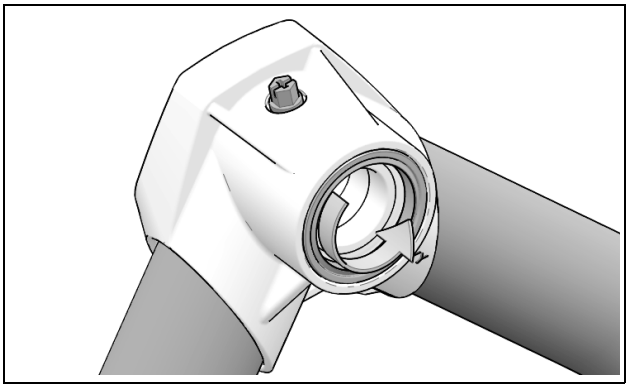
CAUTION: Do not exceed the recommended quantity of oil.



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°).



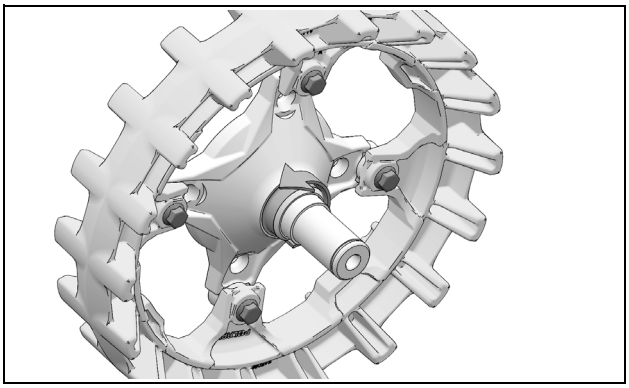
IMPORTANT: The hub seal must be installed flush with the hub face.

CAUTION: Replace hub seal immediately if defective.

Reference “F”

Lubrication of Hub Speed Sleeve

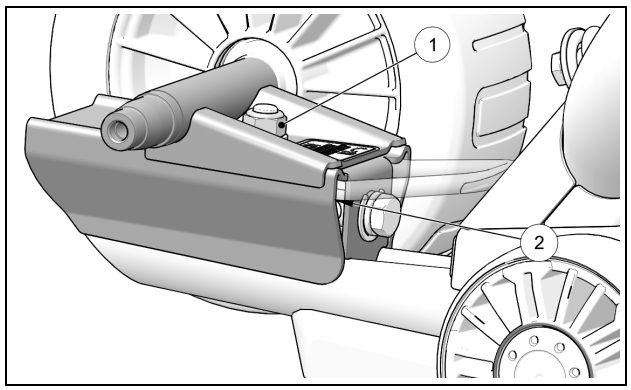
Apply 1.5 to 2 cc of grease over the entire width and circumference (360°) of the hub Speed Sleeve.



Reference “G”

Track Tensioner

Loosen Track Tensioner assembly bolt (**1**). Apply aerosol grease through openings on each side of Track Tension adjustment bolt (**2**).

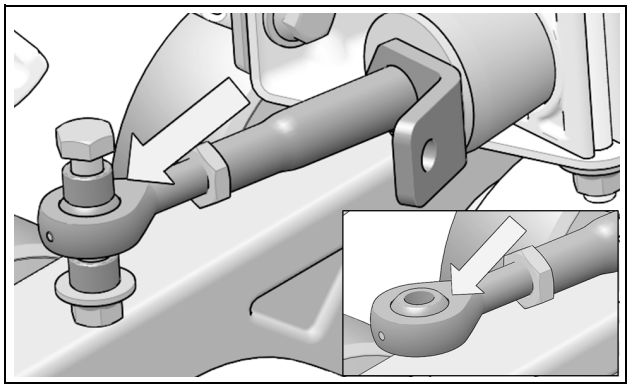


NOTE: Following application of grease, rotate adjustment bolt to move Track Tensioner to its maximum and minimum positions. Re-adjust Track tension afterwards. For more details, refer to “Rubber Track Tension” section on page 17.

Reference “H”

Lubrication of Stabilizing Arm Rod Ends

Clean and apply spray lubricant to rod ends of Stabilizing Arms.

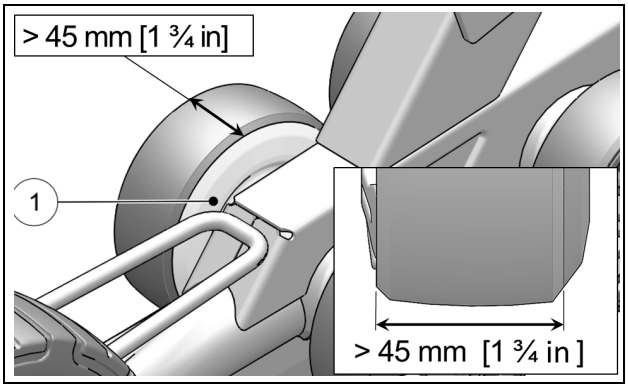


NOTE: For maximum durability of rod end, disassemble rod end assembly and rotate ball in its seat to distribute lubricant.

Wear Inspections

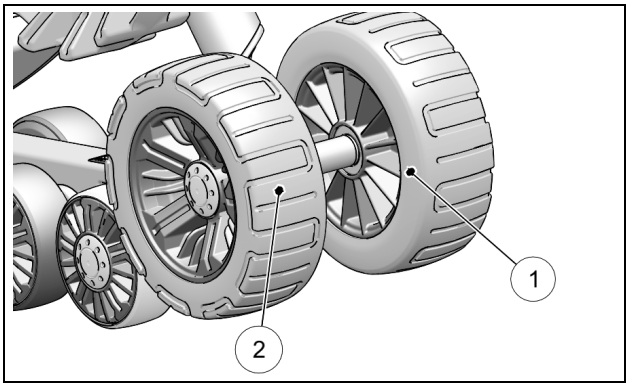
Wheel Wear

Verify wear on wheels especially on the interior guidance strip. The wheel must be replaced if the inner surface (**1**) is perforated or when the wheel’s rolling band narrows to a width of less than 45 mm. A wheel that is excessively worn will not offer enough support to guide the track. Track guides may also wear prematurely.



Urethane Tire Wear

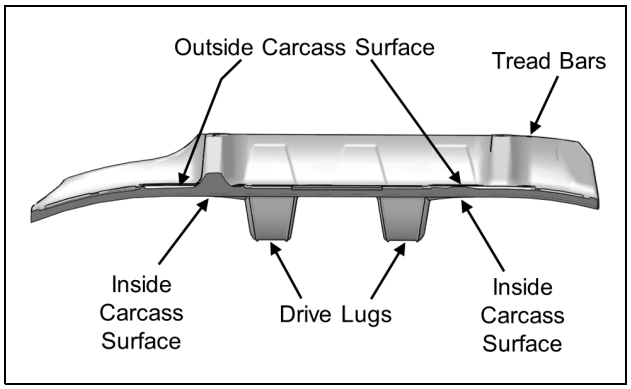
Verify wear on the Urethane Tires especially on the interior guidance strip (**1**) and between the tire profiles (**2**). The wheel must be replaced if the inner surface is worn out or the tire is cracked between the tire profiles. A wheel that is excessively worn will not offer enough support for track guidance. Track guides may also wear prematurely.



Track Wear

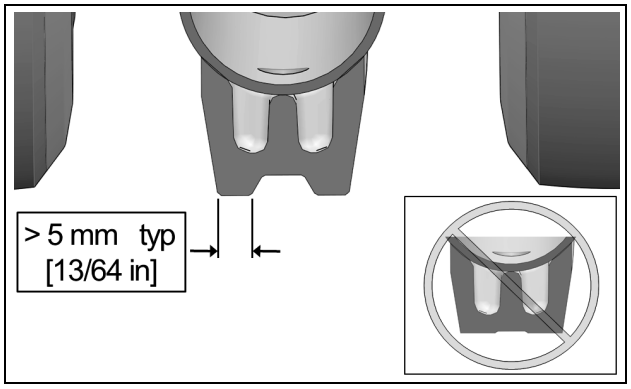
Wear of external profile impacts track performance directly. Important wear on profiles means less traction. Replace track if you notice a significant loss of performance. Verify internal and external rolling path, profiles, and driving lugs. Presence of tears, perforations or delamination in these places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

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



Track Guide Wear

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

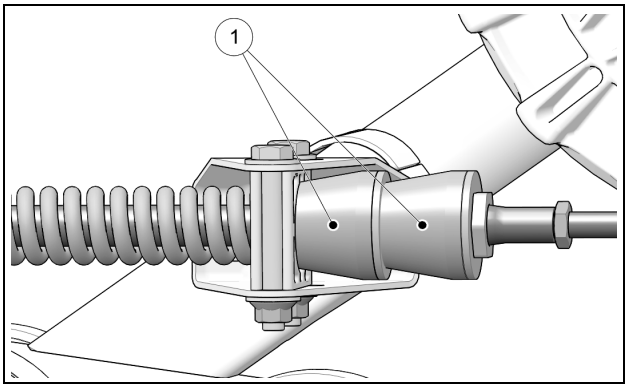


CAUTION: An overly worn Track Guide could cause premature wear and damage on other guidance components of the system.

Rubber Damper Wear (Stabilizing arms)

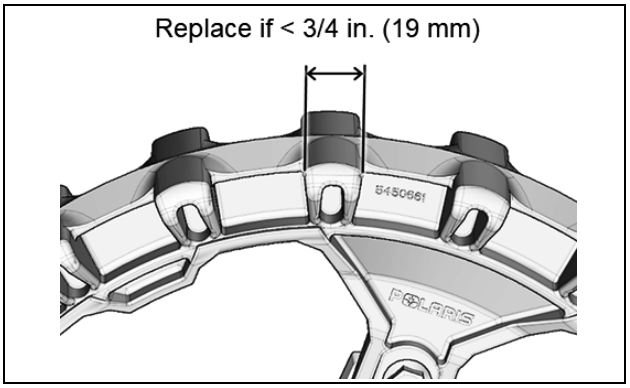
Check wear and damage on rubber dampers (**1**) mounted on the stabilizing arms. Replace them if they show cracks or are excessively worn or deformed.

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



Sprocket Wear

Excessive sprocket wear could lower track drive efficiency and reduce system performance. Measure sprocket wear as illustrated. Replace the part if any measurement is less than 3/4 in. (19 mm).

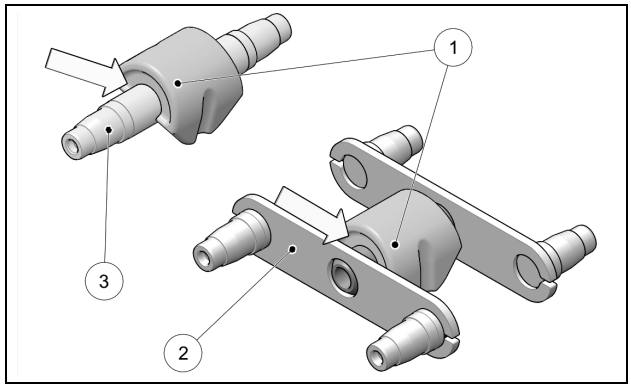


CAUTION: In order that wear on sprockets be produced evenly across all 4 sprockets, the vehicle should be driven in 4x4 mode, especially in abrasive conditions.

Vulcanization - Stabilizer & Wheel Shaft

Verify if vulcanized rubber supports (**1**) on Stabilizers (**2**) and Wheel Shafts (**3**) are well secured and are not showing signs of detachment (ungluing) between components.

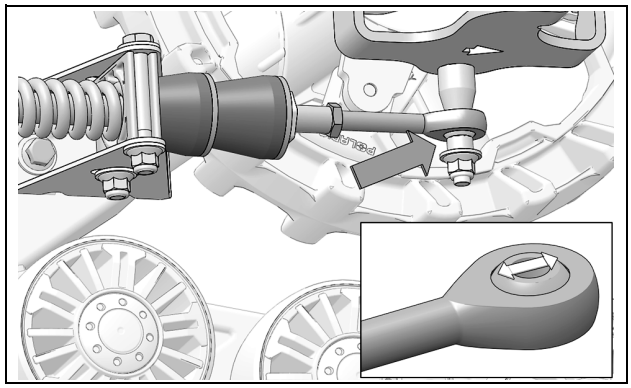
CAUTION: Replace part if vulcanized rubber component is ungluing from metal tubing. Using the parts when the bond between the two components is broken can result in wear and important damage to the Track Systems.



Anti-Rotation Wear

Verify wear on ball joint of Stabilizing Arm to make sure that it is not seized or too loose.

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



ENVIRONMENT

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

PATENTS

The Polaris Prospector pro UTV 2.0 Track System is covered by the following patents:

- CA 2 405 908
- CA 2 493 181
- CA 2 822 562
- CA 2 825 509
- CA 2 552 119 *
- CA 2 770 498 *
- US 6 935 708
- US 7 229 141
- US 8 347 991
- US 8 662 214
- US 9 033 430
- US 7 708 092 *
- US 8 297 383 *

* inventor: Jean Després

TROUBLESHOOTING

Problem	Potential Cause	Correction
Abnormal vibration	Presence of debris in the system	Remove any debris that could prevent proper operation of the system
	Severe and localized wear on a wheel (flat spot)	Replace part
	Frozen sprocket or wheel	Remove ice/snow build-up. Storing the vehicle at temperatures higher than 0°C might be required
		Surface wear on components increses adherence of ice/snow on parts. Replace the worn components
	Beginning of derailing	Verify if tensioner assembly nut is adequately tightened
		Check wear on tires wheels, track guide and track drive lugs
	Presence of dirt between wheel hub and track system hub could cause incorrect seating of mating surfaces when installing track system	Remove system and clean contact surfaces between hubs
	Damaged Hub or wheel bearing	Replace damaged wheels or bearings
	Wheel Hub or Track system hub deformed following an impact or abusive use	Replace deformed part
Unstable behavior	Incorrect adjustment of angle of attack	Adjust angle of attack according to manufacturer's specifications. (See *Adjustments* section in *User Manual*)
	Track tension too high	Adjust track tension. (See *Adjustments* section in *User Manual*)
	Misalignment of Track System	Correct alignment. (See *Adjustments* section in *User Manual*)
Overheating of System guiding components (burned rubber or plastic odor)	Blocked wheel or tire	Try to free the wheel/tire and replace it if necessary
	Misalignment of System	Correct track system alignment. See *Adjustments* section in *User Manual*
	Constant turning	Vary your turning radius and seek areas that can help lubricate the System
	Uninterrupted use of the System in rutted trails	Vary your line (out of ruts) and seek areas that can help lubricate the System

Problem	Potential Cause	Correction
Loss of power	Track tension too high	Lower track tension
		Clean sprockets of all mud or snow build-up, or of any other contaminant
		Remove ice/snow build-up on wheels
		Clear all compacted snow between frame and wheels
	Snow infiltration in vehicle's air intake or clutch system	Remove snow and contact dealer immediately to fix the situation
Partial or total derailing	Severe wear on one or several components	Verify if tensioner assembly nut is adequately tightened
		Check wear on track guide, inside driving lugs and wheels/tires
	Track tension too low	Adjust track tension on track system units. See *Adjustments* section in *User Manual*
	Misalignment of track system and/or incorrect angle of attack	Adjust angle of attack of track system and vehicle alignment as per manufacturer's specifications. See *Adjustments* section in *User Manual*
Insufficient snow flotation	Incorrect adjustment of anti-rotation mechanism	Adjust angle of attack as per manufacturer's specifications. See *Adjustments* section in *User Manual*
		Worn or damaged rubber damper or stabilizing rod

''CE'' DECLARATION OF CONFORMITY

DECLARATION OF CONFORMITY

CE

WE:

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

HEREBY DECLARE THAT THE PRODUCT SERIES:

PRODUCT: Polaris Prospector Pro UTV 2.0
CUSTOMER:

IS IN CONFORMITY WITH THE FOLLOWING STANDARDS:

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

AND IN CONFORMITY WITH THE FOLLOWING EC DIRECTIVE:

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

DONE AT:

Shawinigan (Québec), Canada

PERSON IN-CHARGE: _____

TITLE: _____

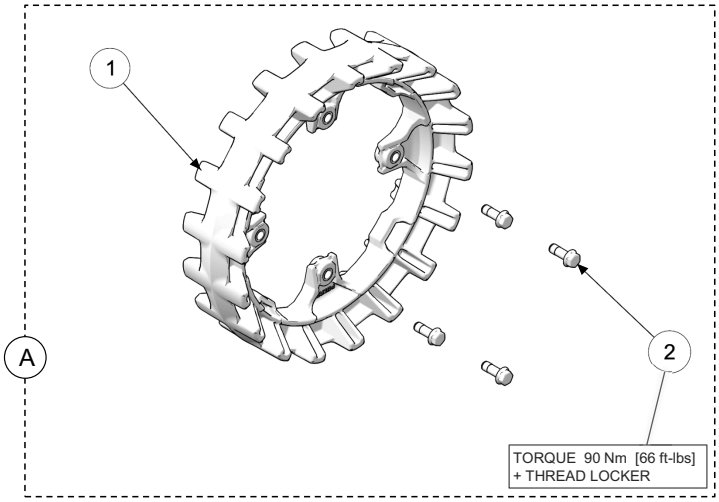
SIGNATURE: _____

DATE: _____

CAMSO

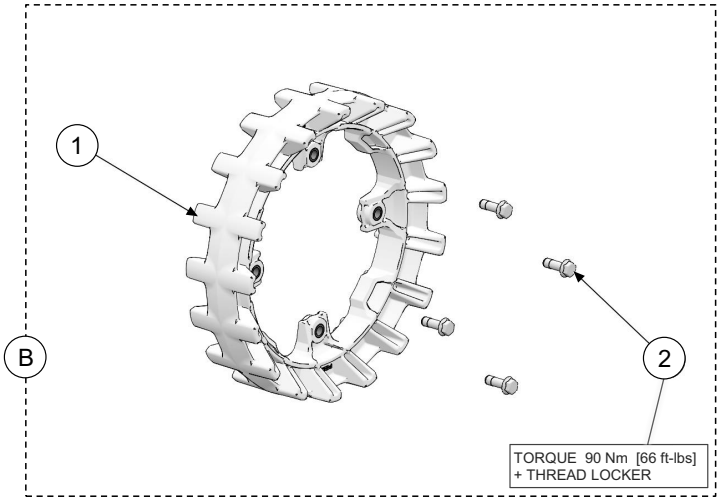
SERVICE KITS

18-Tooth Sprocket Kit / Ensemble barbotin 18 dents



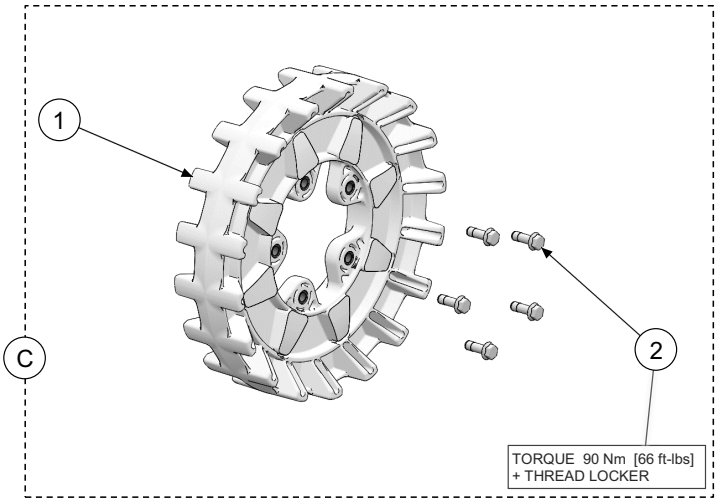
ITEM #	PART #	DESCRIPTION	QTY
A	2205433	K-SPROCKET, CMPLST, 18 TOOTH	1
1	--	SPROCKET-CMPLST XP, 18 TOOTH	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4

17-Tooth Sprocket Kit / Ensemble barbotin 17 dents



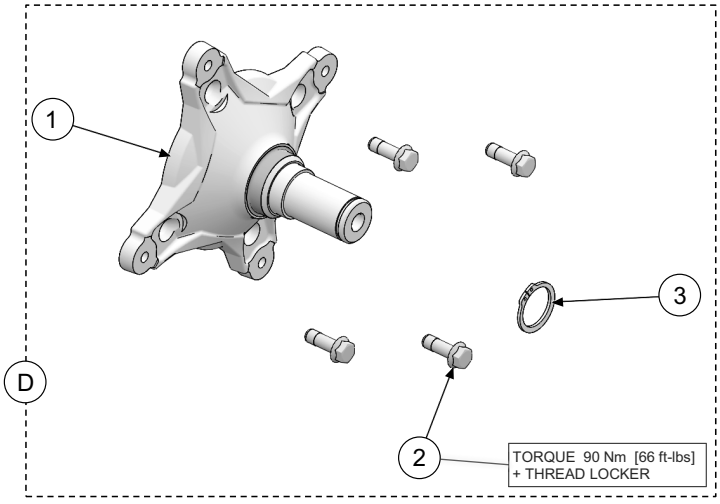
ITEM #	PART #	DESCRIPTION	QTY
B	2207431	K-SPROCKET, CMPLST, 17 TOOTH	1
1	--	SPROCKET-CMPLST XP, 17 TOOTH	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4

18-Tooth Sprocket Kit, 5-Bolt / Ensemble barbotin 18 dents, 5 boulons



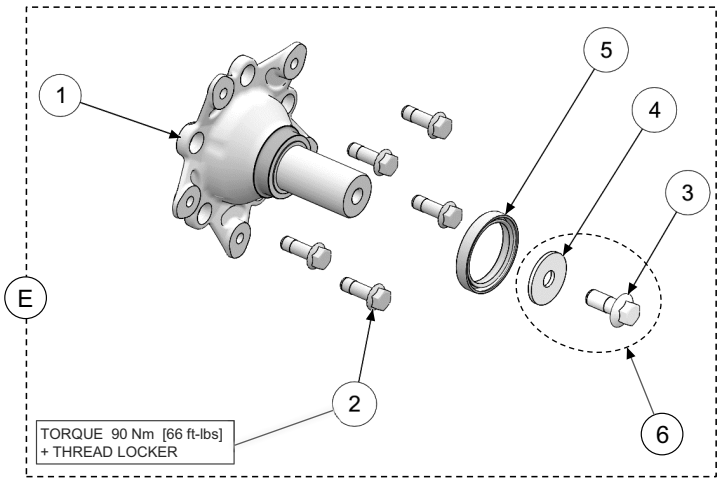
ITEM #	PART #	DESCRIPTION	QTY
C	2209854	K-SVC, SPROCKET, CMPLST, 18TH, 5LG	1
1	--	SPROCKET 18 TEETH, 5 BOLTS / BARBOTIN 18 DENTS, 5 BOULONS	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	5

32mm Hub Kit / Ensemble moyeu 32 mm



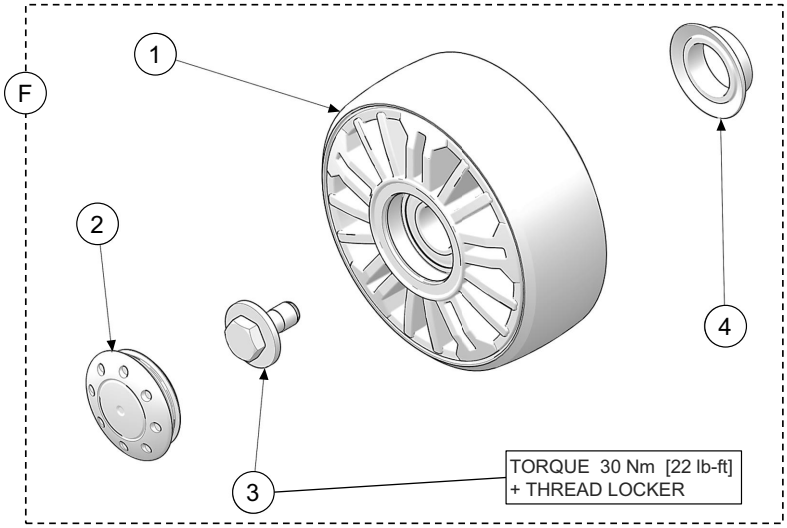
ITEM #	PART #	DESCRIPTION	QTY
D	2205870	K-HUB, CMPLST, XP 32mm HD	1
1	--	HUB-CMPLST XP 32mm HD, ASSY	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4
3	2205454	ERR, 35, 2.4, ZP, SHR-137	1

5-Bolt hub Kit / Ensemble moyeu 5 boulons



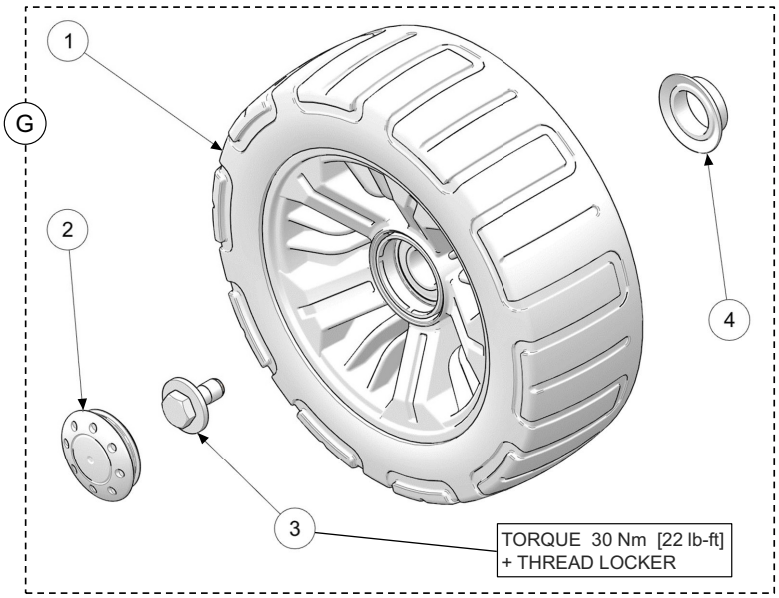
ITEM #	PART #	DESCRIPTION	QTY
E	2209855	K-SVC, HUB, 5, BOLTS	1
1	--	5 BOLTS PATTERN HUB / MOYEU 5 BOULONS - ASS.	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	5
3	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
4	--	W, 1.625, 0.515, 11GA.	1
5	--	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1
6	2209866	K-SVC, WHEEL, HUB, HDWR / QUINCAILLERIE, ROUE, MOYEU	1

Mid Wheel Kit / Ensemble roue 132mm



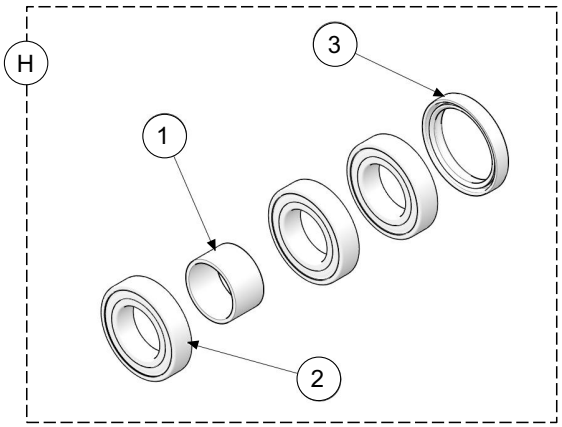
ITEM #	PART #	DESCRIPTION	QTY
F	2205127	K-WHEEL, CMPLST, MID, ATV	1
1	--	WHEEL / ROUE -- UTV 132 MM	1
2	--	WHEEL CAP / CAPUCHON DE ROUE	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
4	--	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25 ID X 42 OD)	1

Idler Wheel Kit / Ensemble pneu 241mm



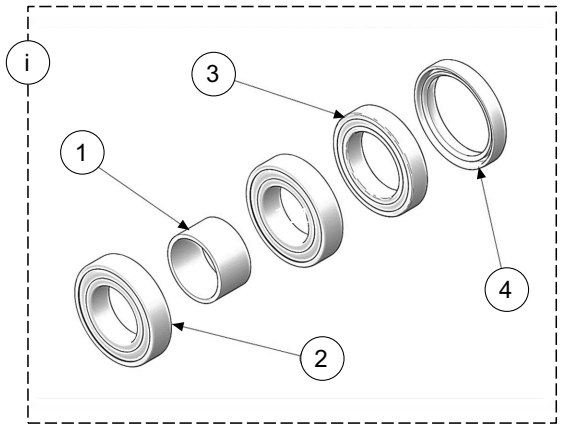
ITEM #	PART #	DESCRIPTION	QTY
G	2205447	K-WHEEL, CMPLST, IDLER, UTV	1
1	--	WHEEL, ASSY / ROUE ASSEMBLÉE - UTV 241 MM	1
2	--	WHEEL CAP / CAPUCHON DE ROUE	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
4	--	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ	1

Bearing Kit / Ensemble de roulements



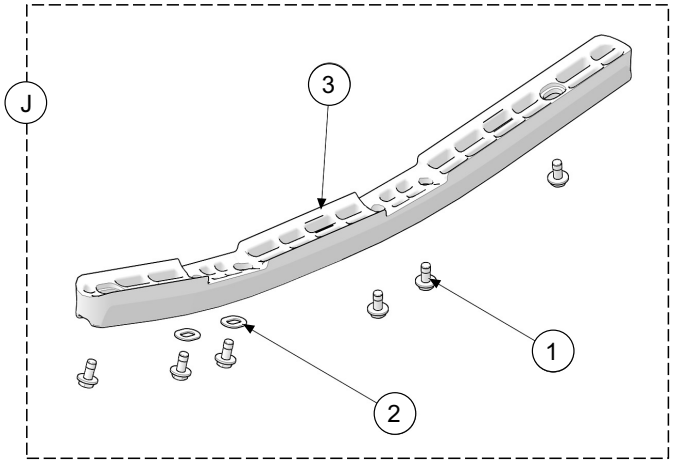
ITEM	PART #	DESCRIPTION	QTY
H	2205124	S-KIT, UTV, 3 BEARINGS	1
1	--	UTV INTERNAL SPACER / ESPACEUR INTERNE UTV	1
2	--	STANDARD BEARING / ROULEMENT À BILLES STANDARD	3
3	--	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1

MY15 Bearing Kit / Ensemble de roulements MY15



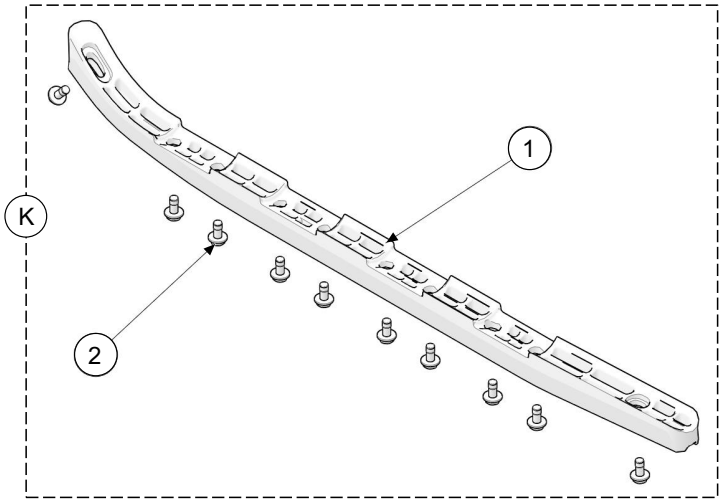
ITEM	PART #	DESCRIPTION	QTY
i	2205871	KIT- BEARINGS, CMPLST, UTV	1
1	--	UTV INTERNAL SPACER / ESPACEUR INTERNE UTV	1
2	--	STANDARD BEARING / ROULEMENT À BILLES STANDARD	2
3	--	BEARING 6908 / ROULEMENT 6908	1
4	--	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1

Front Track Guide Kit / Ensemble guide de chenille avant



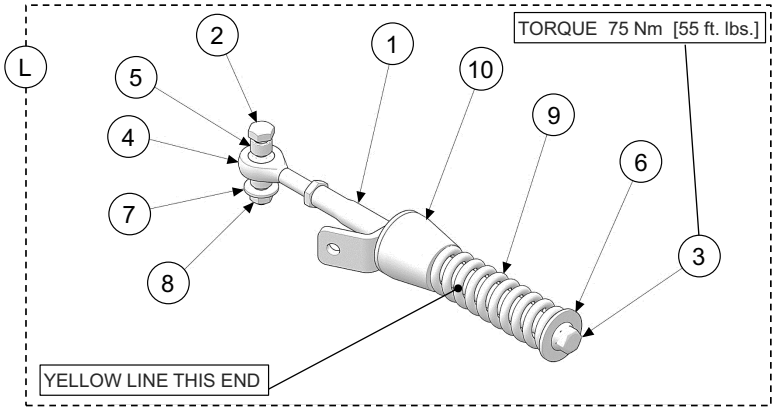
ITEM #	PART #	DESCRIPTION	QTY
J	2209859	K-HYFAX, CMPLST, FRONT, UTV	1
1	--	HCSW, M8-1.25X20, 8.8, ZP, TL, DIN933	6
2	--	WASHER, SLIDE / RONDELLE, GLISSIÈRE	2
3	--	TRACK GUIDE - FRONT / GLISSIÈRE - AVANT	1

Rear Track Guide Kit / Ensemble guide de chenille arrière



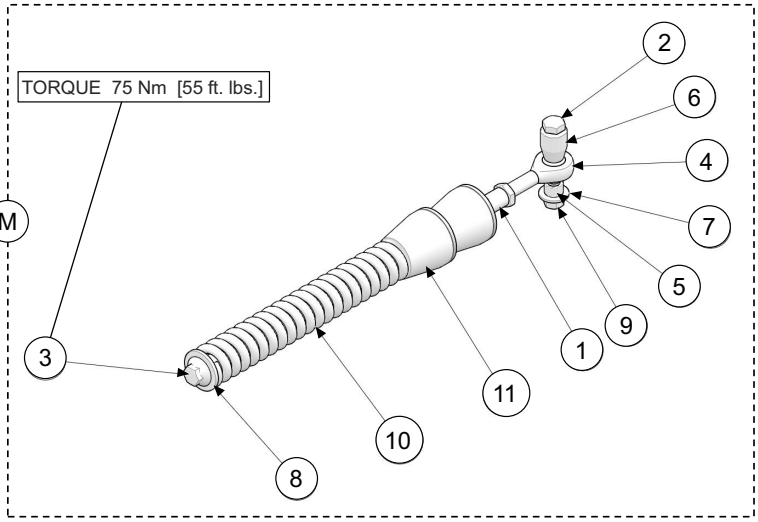
ITEM #	PART #	DESCRIPTION	QTY
K	2209860	K-HYFAX, CMPLST, REAR, UTV	1
1	--	HCSW, M8-1.25X20, 8.8, ZP, TL, DIN933	10
2	--	TRACK GUIDE - REAR / GLISSIÈRE - ARRIÈRE	1

Anti-Rotation -- Front Stabilizing Arm Kit / Ensemble bras stabilisateur avant



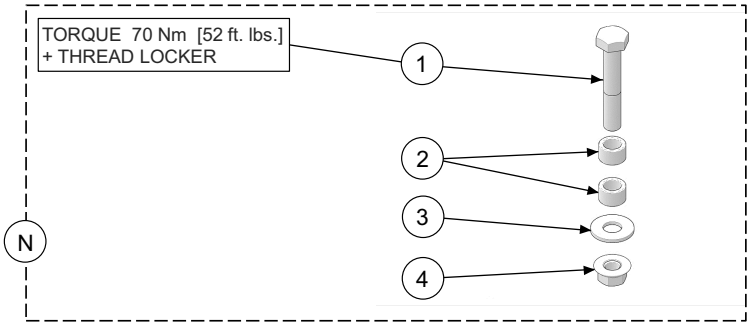
ITEM	PART #	DESCRIPTION	QTY
L	2205436	KIT- ANTI ROTATION, FRT, UTV	1
1	--	SHORT ANTI-ROTATION ROD / TIGE ANTI-ROTATION COURTE	1
2	--	HCS, M10-1.5X60, 10.9, ZP, DIN931	1
3	--	HFSCS, M12-1.75X50, 8.8, ZP, FULL THREAD	1
4	--	X-LONG ROD END / TIGE À OEIL X-LONGUE	1
5	--	BUSHING SPACER 3/8" / BAGUE ESPACEUR 3/8"	2
6	--	W, 37.4X13X3, ZP, DIN 9021	1
7	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
8	--	FNN, M10-1.5, 8, ZP, DIN6926	1
9	--	COMPRESSION SPRING / RESSORT DE COMPRESSION - 417 LBS/IN	1
10	--	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	1

Anti-Rotation -- Rear Stabilizing Arm Kit / Ensemble bras stabilisateur arrière



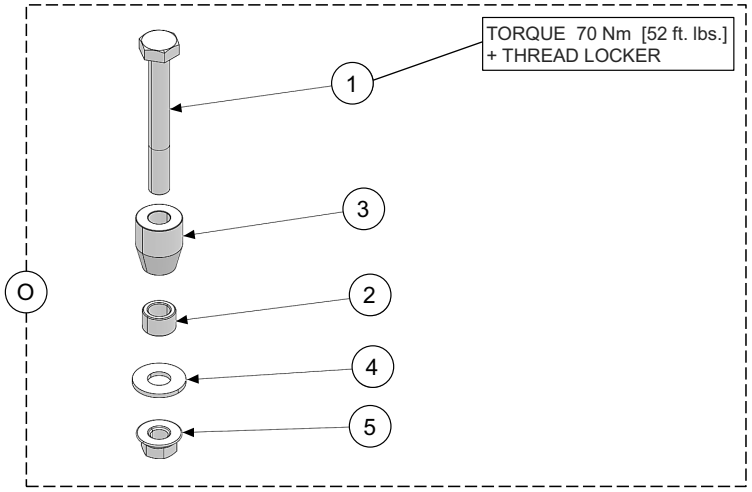
ITEM	PART #	DESCRIPTION	QTY
M	2205437	KIT- ANTI ROTATION, REAR, UTV	1
1	--	STABILIZING ROD, LONG / BRAS STABILISATEUR, LONGUE	1
2	--	HCS, M10-1.5X80, 10.9, ZP, DIN931	1
3	--	HFSCS, M12-1.75X50, 8.8, ZP, FULL THREAD	1
4	--	X-LONG ROD END / TIGE À ŒIL X-LONGUE	1
5	--	BUSHING SPACER / BAGUE ESPACEUR - 3/8"	1
6	--	BUSHING / ESPACEUR - 0,406 ID X 0,875 OD X 1,100 L YZN	1
7	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
8	--	W, 374X13X3, ZP, DIN 9021	1
9	--	FNN, M10-1.5, 8, ZP, DIN6926	1
10	--	COMPRESSION SPRING / RESSORT DE COMPRESSION - 480 LBS/IN	1
11	--	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	2

Anti-Rotation -- Short Bolt Kit / Ensemble boulon court



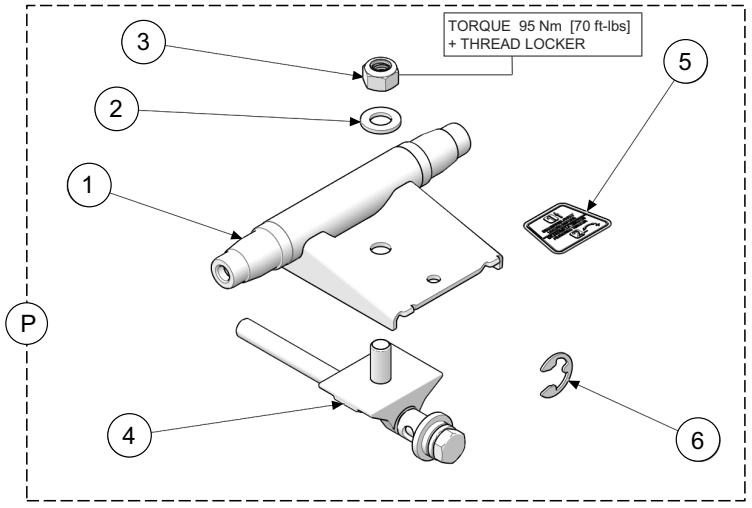
ITEM	PART #	DESCRIPTION	QTY
N	2205449	K-HDWR, ANTI ROTATION, SHORT BOLT KIT	1
1	--	HCS, M10-1.5X60, 10.9, ZP, DIN931	1
2	--	BUSHING SPACER / BAGUE ESPACEUR - 3/8"	2
3	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
4	--	FNN, M10-1.5, 8, ZP, DIN6926	1

Anti-Rotation -- Long Bolt Kit / Ensemble boulon long



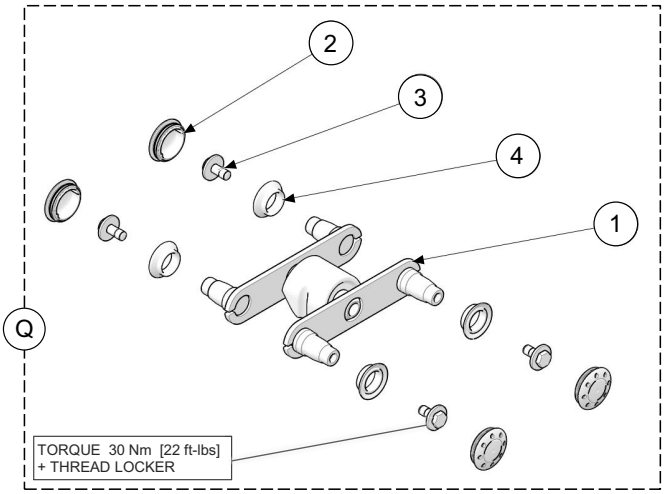
ITEM	PART #	DESCRIPTION	QTY
O	2205450	K-HDWR, ANTI ROTATION, LONG BOLT KIT	1
1	--	HCS, M10-1.5X80, 10.9, ZP, DIN931	1
2	--	BUSHING SPACER / BAGUE ESPACEUR - 3/8"	1
3	--	BUSHING / ESPACEUR - 0,406 ID X 0,875 OD X 1,100 L YZN	1
4	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
5	--	FNN, M10-1.5, 8, ZP, DIN6926	1

Track Tensioner Kit / Ensemble tendeur de chenille



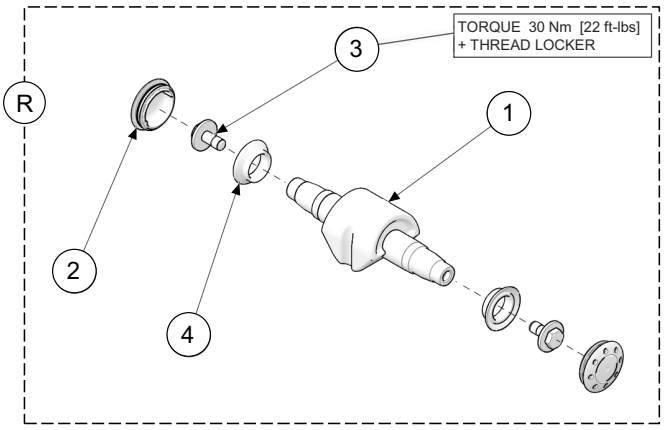
ITEM #	PART #	DESCRIPTION	QTY
P	2209863	K-TENSIONER, CMPLST, UTV	1
1	--	TENSIONER / TENDEUR	1
2	--	W, 24X13X2.5, ZP, DIN125A	1
3	--	NN, M12-1.75, ZP, DIN982	1
4	--	TENSIONER, ADJUST. SCREW - ASS'Y / ENS. BOULON D'AJUST.- TENDEUR	1
5	--	STICKER - LOOSEN PRIOR / DÉCALQUE - DESSERRER AVANT	1
6	--	ERR, 15, 1.5, DIN6799	1

Stabilizer Kit / Stabilisateur assemblé



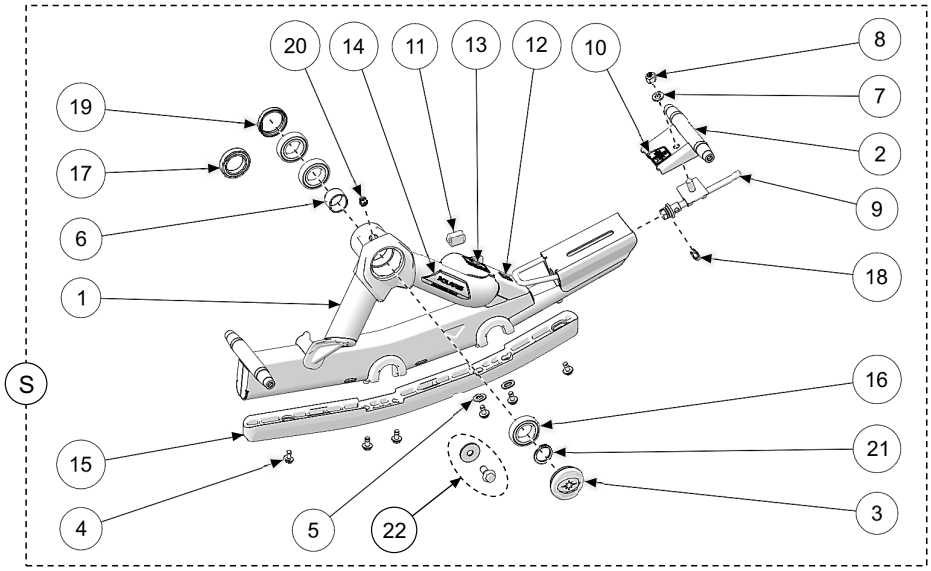
ITEM #	PART #	DESCRIPTION	QTY
Q	2209864	K-SVC, STABILIZER	1
1	--	STABILIZER - OVERMOLDED ASS'Y / STABILISATEUR - SURMOULÉ	1
2	--	WHEEL CAP / CAPUCHON DE ROUE	4
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	4
4	--	SEAL - WHEEL UTV / JOINT - ROUE UTV	4

Wheel Axle Stabilizer Kit / Axe de roue - stabilisateur assemblé



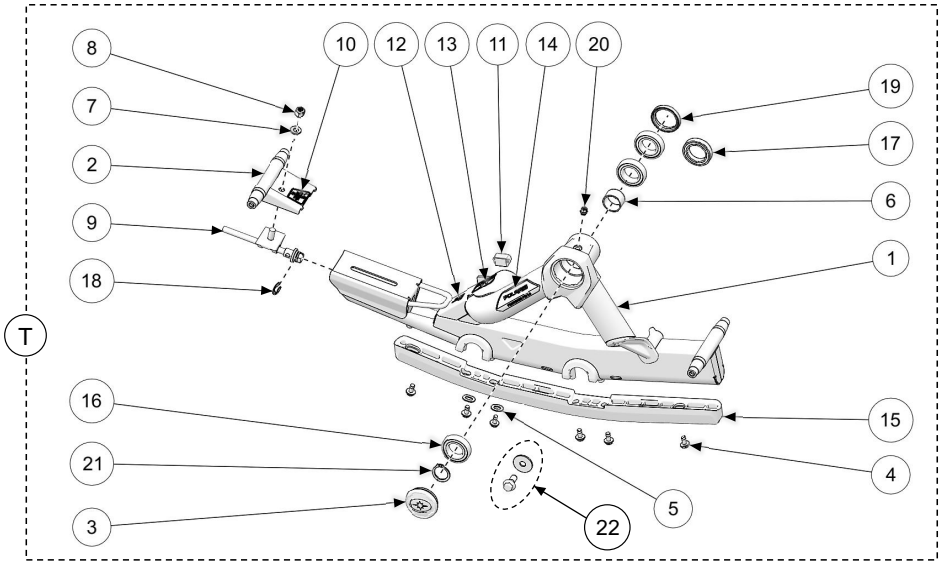
ITEM #	PART #	DESCRIPTION	QTY
R	2209865	K-SVC, WHEEL, AXLE	1
1	--	DAMPER - OVERMOLDED ASS'Y / AMORTISSEUR - SURMOULÉ ASS.	1
2	--	WHEEL CAP / CAPUCHON DE ROUE	2
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	2
4	--	SEAL - WHEEL UTV / JOINT - ROUE UTV	2

Front Right Frame Kit / Ensemble châssis avant droit



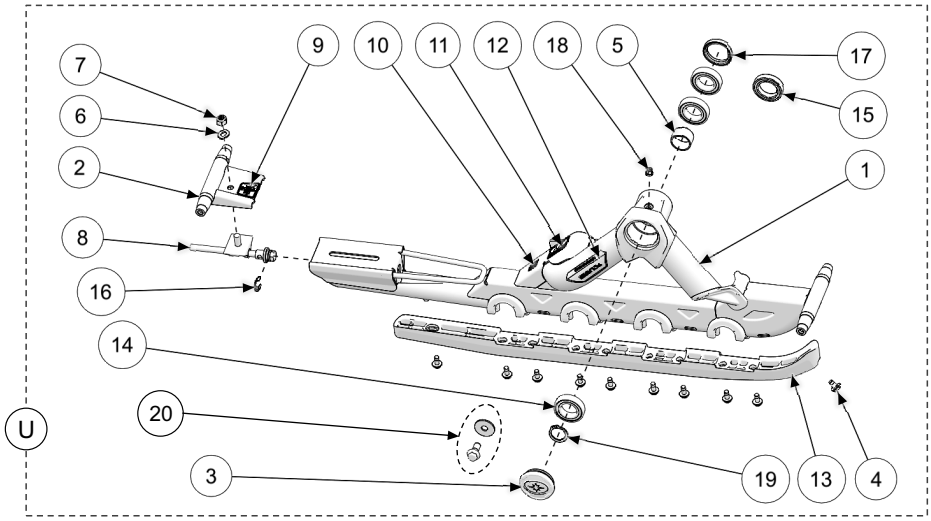
ITEM	PART #	DESCRIPTION	QTY
S	2209850	K-SVC, FRAME, CMPLST, FR, UTV	1
1	--	FRONT FRAME, RH / CHASSIS AVANT, DR	1
2	--	TENSIONER / TENDEUR	1
3	--	HUB CAP POLARIS ASS'Y / CAP DE MOYEU POLARIS ASS.	1
4	--	HCSW, M8-1.25X20, 8.8, ZP, TL, DIN933	6
5	--	WASHER, SLIDE / RONDELLE, GLISSIÈRE	2
6	--	UTV INTERNAL SPACER / ESPACEUR INTERNE UTV	1
7	--	W, 24X13X2.5, ZP, DIN125A	1
8	--	NN, M12-1.75, ZP, DIN982	1
9	--	TENSIONER, ADJUST. SCRW - ASS'Y/ BOUL. AJUST. ASS., TENDEUR	1
10	--	STICKER - LOOSEN PRIOR / DÉCALQUE - DESSERRER AVANT	1
11	--	BUBBLE LEVEL / NIVEAU À BULLE	1
12	--	STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AVD	1
13	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
14	--	STICKER - PROSPECTOR PRO 2.0 / COLLANT-PROSPECTOR PRO 2.0	1
15	--	GUIDE - FRONT / GLISSIÈRE - AVANT	1
16	--	STANDARD BEARING / ROULEMENT À BILLES STANDARD	3
17	--	BEARING 6908 / ROULEMENT 6908	1
18	--	ERR, 15, 1.5, DIN6799	1
19	--	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1
20	--	HHP, M10-1	1
21	2205454	ERR, 35, 2.4, ZP, SHR-137	1
22	2209866	K-SVC, WHEEL, HUB, HDWR / QUINCAILLERIE, ROUE, MOYEU	1

Front Left Frame Kit / Ensemble châssis avant gauche



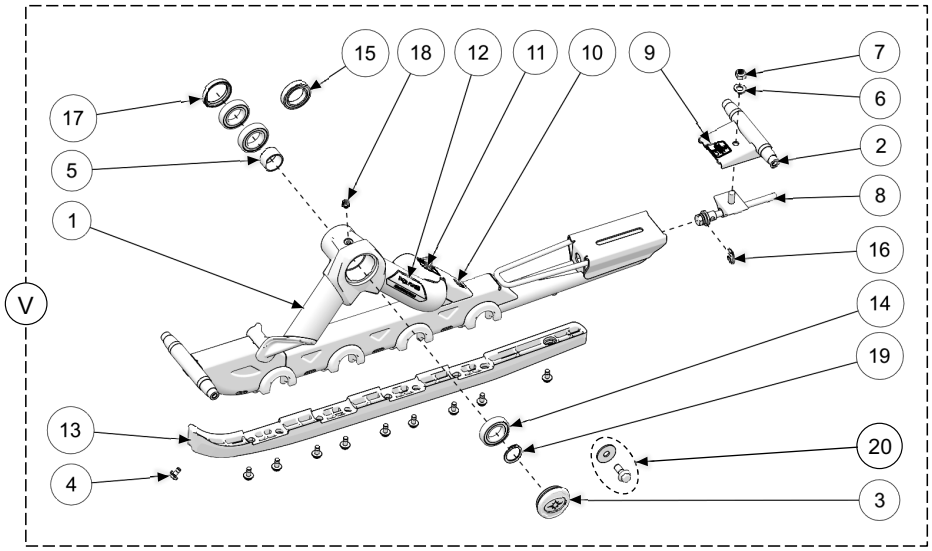
ITEM	PART #	DESCRIPTION	QTY
T	2209851	K-SVC, FRAME, CMPLST, FL, UTV	1
1	--	FRONT FRAME, LH / CHASSIS AVANT, GA	1
2	--	TENSIONER / TENDEUR	1
3	--	HUB CAP POLARIS ASS'Y / CAP DE MOYEU POLARIS ASS.	1
4	--	HCSW, M8-1.25X20, 8.8, ZP, TL, DIN933	6
5	--	WASHER, SLIDE / RONDELLE, GLISSIÈRE	2
6	--	UTV INTERNAL SPACER / ESPACEUR INTERNE UTV	1
7	--	W, 24X13X2.5, ZP, DIN125A	1
8	--	NN, M12-1.75, ZP, DIN982	1
9	--	TENSIONER, ADJUST. SCRW - ASS'Y/ BOUL. AJUST. ASS., TENDEUR	1
10	--	STICKER - LOOSEN PRIOR / DÉCALQUE - DESSERRER AVANT	1
11	--	BUBBLE LEVEL / NIVEAU À BULLE	1
12	--	STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AVG	1
13	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
14	--	STICKER - PROSPECTOR PRO 2.0 / COLLANT-PROSPECTOR PRO 2.0	1
15	--	GUIDE - FRONT / GLISSIÈRE - AVANT	1
16	--	STANDARD BEARING / ROULEMENT À BILLES STANDARD	3
17	--	BEARING 6908 / ROULEMENT 6908	1
18	--	ERR, 15, 1.5, DIN6799	1
19	--	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1
20	--	HHP, M10-1	1
21	2205454	ERR, 35, 2.4, ZP, SHR-137	1
22	2209866	K-SVC, WHEEL, HUB, HDWR / QUINCAILLERIE, ROUE, MOYEU	1

Rear Right Frame Kit / Ensemble châssis arrière droit



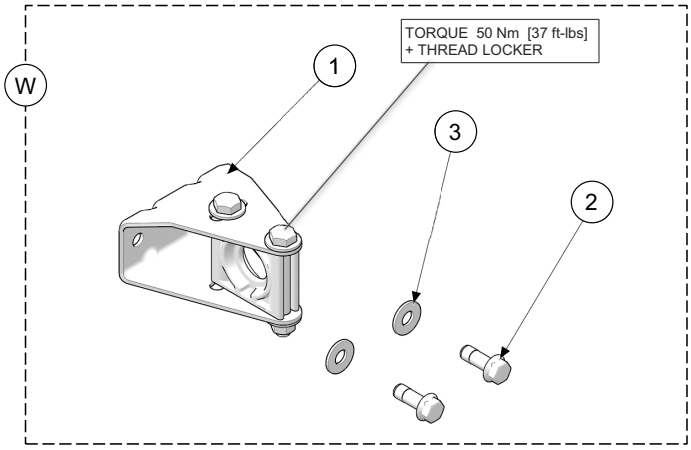
ITEM	PART #	DESCRIPTION	QTY
U	2209852	K-SVC, FRAME, CMPLST, RR, UTV	1
1	--	REAR FRAME, RH / CHASSIS ARRIÈRE, DR	1
2	--	TENSIONER / TENDEUR	1
3	--	HUB CAP POLARIS ASS'Y / CAP DE MOYEU POLARIS ASS.	1
4	--	HCSW, M8-1.25X20, 8.8, ZP, TL, DIN933	10
5	--	UTV INTERNAL SPACER / ESPACEUR INTERNE UTV	1
6	--	W, 24X13X2.5, ZP, DIN125A	1
7	--	NN, M12-1.75, ZP, DIN982	1
8	--	TENSIONER, ADJUST. SCRW - ASS'Y/ BOUL. AJUST. ASS., TENDEUR	1
9	--	STICKER - LOOSEN PRIOR / DÉCALQUE - DESSERRER AVANT	1
10	--	STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME ARD	1
11	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
12	--	STICKER - PROSPECTOR PRO 2.0 / COLLANT-PROSPECTOR PRO 2.0	1
13	--	GUIDE - REAR / GLISSIÈRE - ARRIÈRE	1
14	--	STANDARD BEARING / ROULEMENT À BILLES STANDARD	3
15	--	BEARING 6908 / ROULEMENT 6908	1
16	--	ERR, 15, 1.5, DIN6799	1
17	--	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1
18	--	HHP, M10-1	1
19	2205454	ERR, 35, 2.4, ZP, SHR-137	1
20	2209866	K-SVC, WHEEL, HUB, HDWR / QUINCAILLERIE, ROUE, MOYEU	1

Rear Left Frame Kit / Ensemble châssis arrière gauche



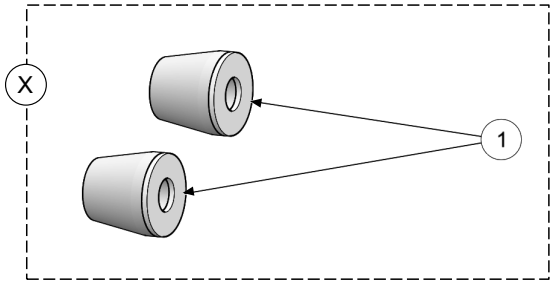
ITEM	PART #	DESCRIPTION	QTY
V	2209853	K-SVC, FRAME, CMPLST, RL, UTV	1
1	--	REAR FRAME, RL / CHASSIS ARRIÈRE, GA	1
2	--	TENSIONER / TENDEUR	1
3	--	HUB CAP POLARIS ASS'Y / CAP DE MOYEU POLARIS ASS.	1
4	--	HCSW, M8-1.25X20, 8.8, ZP, TL, DIN933	10
5	--	UTV INTERNAL SPACER / ESPACEUR INTERNE UTV	1
6	--	W, 24X13X2.5, ZP, DIN125A	1
7	--	NN, M12-1.75, ZP, DIN982	1
8	--	TENSIONER, ADJUST. SCRW - ASS'Y/ BOUL. AJUST. ASS., TENDEUR	1
9	--	STICKER - LOOSEN PRIOR / DÉCALQUE - DESSERRER AVANT	1
10	--	STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME ARG	1
11	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
12	--	STICKER - PROSPECTOR PRO 2.0 / COLLANT-PROSPECTOR PRO 2.0	1
13	--	GUIDE - REAR / GLISSIÈRE - ARRIÈRE	1
14	--	STANDARD BEARING / ROULEMENT À BILLES STANDARD	3
15	--	BEARING 6908 / ROULEMENT 6908	1
16	--	ERR, 15, 1.5, DIN6799	1
17	--	DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE	1
18	--	HHP, M10-1	1
19	2205454	ERR, 35, 2.4, ZP, SHR-137	1
20	2209866	K-SVC, WHEEL, HUB, HDWR / QUINCAILLERIE, ROUE, MOYEU	1

Anti-Rotation Bracket Kit / Ensemble attache antirotation



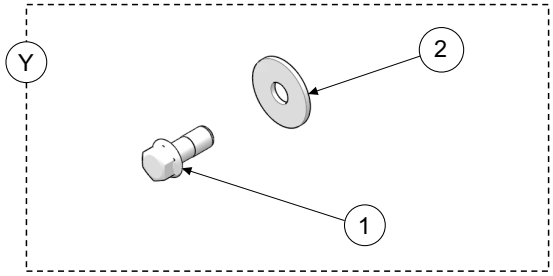
ITEM	PART #	DESCRIPTION	QTY
W	2209857	K-SVC, ANTI ROTATION, BRKT	1
1	--	ANTI-ROTATION BRACKET IND SUSP / ATTACHE ANTI-ROTATION SI	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	2
3	--	W, 7/16X1.0X0.072, 8, ZP, USS	2

Rubber Damper Kit-- Ensemble amortisseurs de caoutchouc



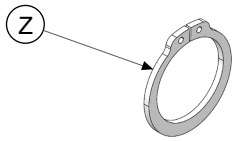
ITEM	PART #	DESCRIPTION	QTY
X	2209867	K-SVC, STABILIZER,DAMPER	1
1	--	RUBBER DAMPER	2

Hub Hardware Kit-- Ensemble boulon de moyeu



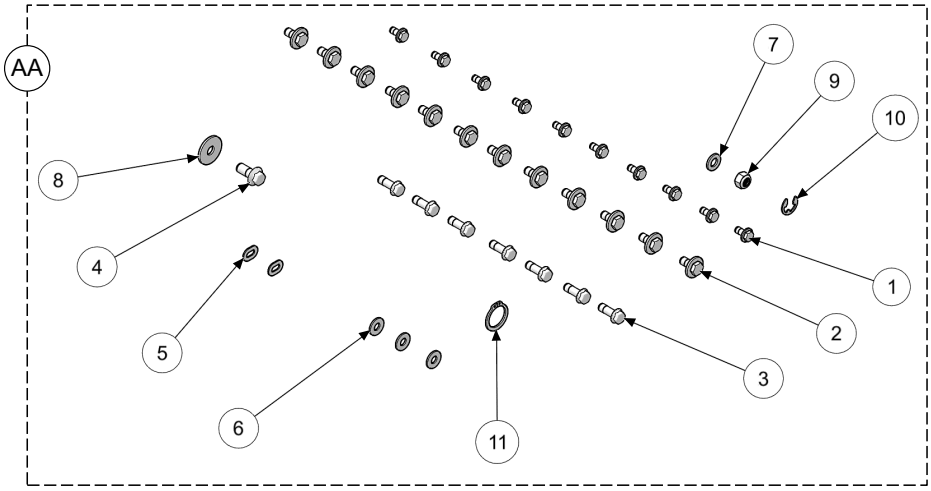
ITEM	PART #	DESCRIPTION	QTY
Y	2209866	K-SVC, WHEEL, HUB, HDWR	1
1	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
2	--	W, 1.625, 0.515, 11GA.	1

Retaining Ring -- Bague d'arrêt



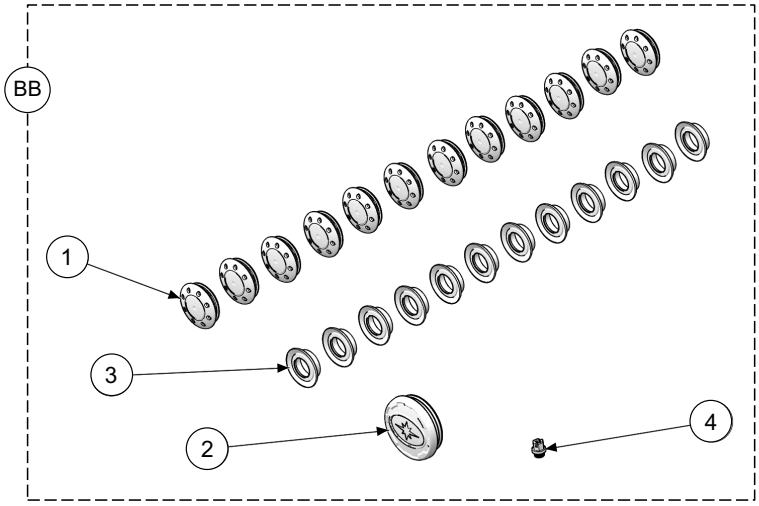
ITEM	PART #	DESCRIPTION	QTY
Z	2205454	ERR, 35, 2.4, ZP, SHR-137	1

Hardware Kit / Ensemble de quincaillerie



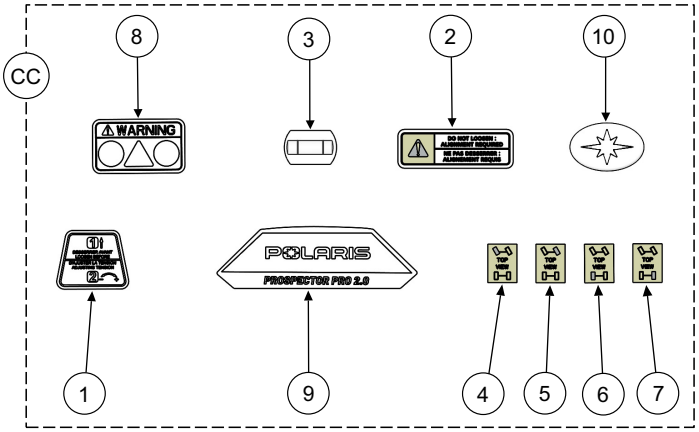
ITEM #	PART #	DESCRIPTION	QTY
AA	2209856	K-SVC, HDWR	1
1	--	HCSW, M8-1.25X20, 8.8, ZP, TL, DIN933	12
2	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	12
3	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	7
4	--	HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921	1
5	--	WASHER, SLIDE / RONDELLE, GLISSIÈRE	2
6	--	W, 7/16X1.0X0.072, 8, ZP, USS	3
7	--	W, 24X13X2.5, ZP, DIN125A	1
8	--	W, 1.625, 0.515, 11GA.	1
9	--	NN, M12-1.75, ZP, DIN982	1
10	--	ERR, 15, 1.5, DIN6799	1
11	2205454	ERR, 35, 2.4, ZP, SHR-137	1

Cap Kit / Ensemble de bouchons



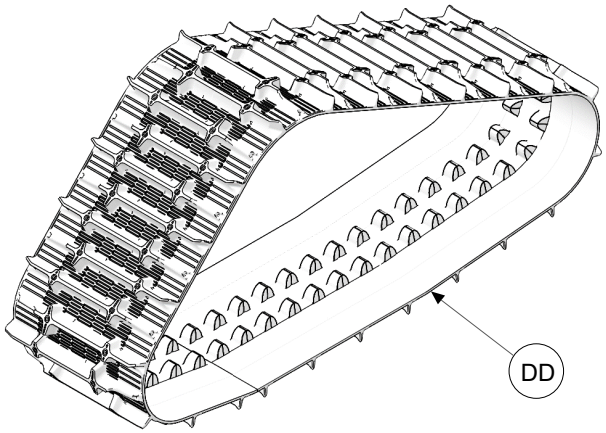
ITEM	PART #	DESCRIPTION	QTY
BB	2809858	K-CAPS, CMPLST	1
1	--	WHEEL CAP / CAPUCHON DE ROUE	12
2	--	HUB CAP POLARIS ASS'Y / CAP MOYEU POLARIS ASS.	1
3	--	UTV WHEEL SEAL / JOINT - ROUE UTV	12
4	--	HHP, M10-1	1

Decal Kit / Décalques



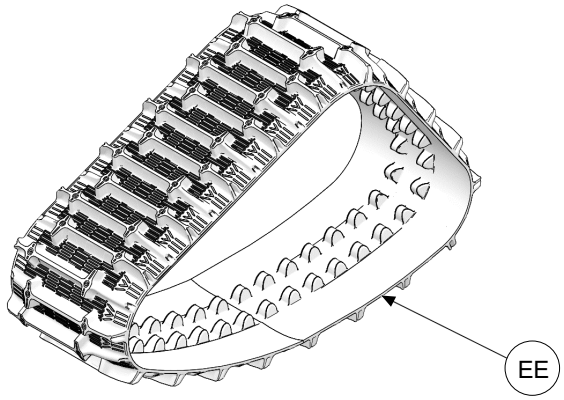
ITEM	PART #	DESCRIPTION	QTY
CC	2209518	K- DECAL, CMPLST, UTV 2.0	1
1	--	STICKER - LOOSEN PRIOR / DÉCALQUE - DESSERRER AVANT	1
2	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER	1
3	--	BUBBLE LEVEL / NIVEAU À BULLE	1
4	--	STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AVG	1
5	--	STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AVD	1
6	--	STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME ARG	1
7	--	STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME ARD	1
8	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
9	--	STICKER PROSPECTOR PRO 2.0 / COLLANT- PROSPECTOR PRO 2.0	1
10	--	POLARIS HUB CAP STICKER / AUTOCOLLANT CAP MOYEU POLARIS	1

Rear Track / Chenille arrière



ITEM	PART #	DESCRIPTION	QTY
DD	2209862	TRACK-CMPLST, REAR, UTV	1

Front Track / Chenille avant



ITEM	PART #	DESCRIPTION	QTY
EE	2209861	TRACK-CMPLST, FRONT, UTV	1