

**⚠ WARNING**

Please read carefully each part of this document as well as the *User Manual* prior to assembling, installing and using the Track System.

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

**TECHNICAL SUPPORT**

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



[www.camso.co](http://www.camso.co)



[pws.tracksystem@micelin.com](mailto:pws.tracksystem@micelin.com)



[@camsopowersports](https://www.facebook.com/camsopowersports)



[@camsopowersports](https://www.instagram.com/camsopowersports)

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

## Welcome to the Camso family

Thank you for choosing our Track Systems to make your ride a new beast.

Our products are designed to take you further and help you work harder in all terrain, whether you're hunting, ice fishing, caring for your land, reaching your remote cabin, or taking on any outdoor adventure. No matter where or in what conditions, get there and back safely with your Camso track systems.

Ready to benefit from optimal traction, mobility, stability, and flotation?

Let's go make tracks!

## REMARKS / CONSTRAINTS

Track systems can create constraints during installation and/or use. Minor interference may result and modification to the vehicle may be necessary.

On this vehicle model, the track system's design results in the following constraints and related recommendations:

- Light interference and minor modifications possible.

## PRE-INSTALLATION CHECK OF TRACK SYSTEM SPROCKET RATIO

Scan the QR code to the right and access the *Fitment Guide* to validate the number of teeth on front and rear sprockets specific to your vehicle model.



## SYMBOLS AND SIGNAL WORDS

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

### **WARNING**

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

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

*NOTE:* Indicates supplementary information.

## WARNINGS

### **WARNING**

Install Track System at an authorized Camso dealer. Refer to the *Warranty* section in the *User manual*.

### **WARNING**

Wear protective gloves and goggles.

### **WARNING**

Immobilize vehicle on a flat and level surface, shift transmission into **Park** and turn engine off.

### **WARNING**

Raise and install vehicle on secure supports (or lifting device).

### **WARNING**

Ensure that the vehicle is immobilized and safe to work on.

### **WARNING**

Beware of hot surfaces that may cause injury.

### **WARNING**

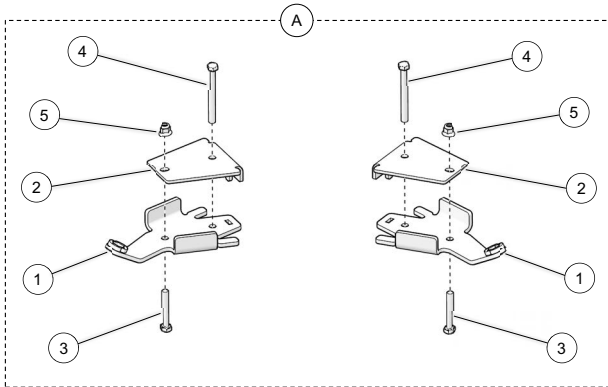
Moving parts - Hands or fingers caught between moving parts of the equipment present a danger to life or limb.

### **WARNING**

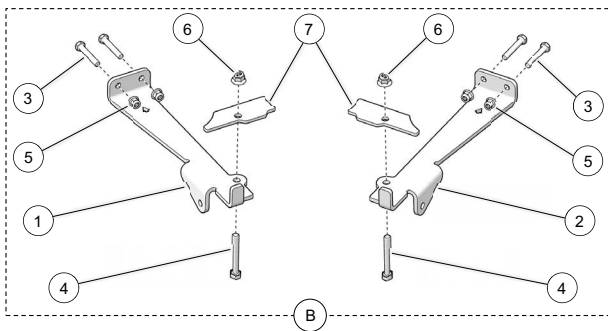
Do not place any part of your body under the vehicle unless it is securely placed on appropriate stands. Severe injuries could occur if the vehicle collapses or moves. Do not use a lifting device as a secure stand.

## PARTS LIST

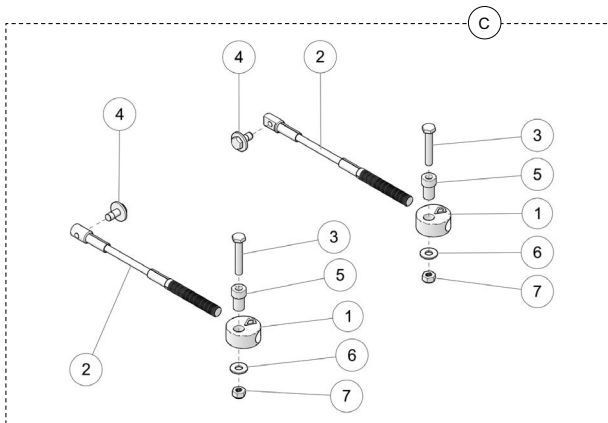
**CAUTION:** Before beginning the installation, make sure that you have received all the components included in the parts lists below.



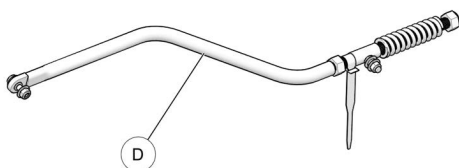
ITEM	PART #	DESCRIPTION	QTY
A	1004-10-0180	FRONT BRACKET KIT	1
1	--	ANTI-ROTATION FRONT BRACKET	2
2	--	FRONT COVER	2
3	1033-10-0060	HX BOLT - HCS, M10-1.5X60, 8.8, ZP, DIN931	2
4	1033-10-0090	HX BOLT - HCS, M10-1.5X90, 8.8, ZP, DIN931	2
5	1074-10-0001	NYLON NUT - FNN, M10-1.5, 8, ZP, DIN6926	2



ITEM	PART #	DESCRIPTION	QTY
B	1002-10-0490	REAR BRACKET KIT	1
1	--	ANTI-ROTATION REAR BRACKET - LH	1
2	--	ANTI-ROTATION REAR BRACKET - RH	1
3	1033-08-0050	HX BOLT - HCS, M8-1.25X50, 8.8, ZP, DIN931	4
4	1033-10-1070	HX BOLT - HCS, M10-1.5X70, 10.9,ZP,DIN931	2
5	1074-08-0001	NYLON NUT - FNN, M8-1.25, 8, ZP, DIN6926	4
6	1074-10-0001	NYLON NUT - FNN, M10-1.5, 8, ZP, DIN6926	2
7	--	FIXTURE PLATE	2



ITEM	PART #	DESCRIPTION	QTY
C	1003-77-3500	STEERING LIMITER ASSY	1
1	--	THREADED DISK	2
2	1003-77-3560	CABLE ASSY	2
3	1033-10-0060	HEX BOLT - HCS, M10-1.5X60, 8.8, ZP, DIN931	2
4	1033-10-2026	BOLT - HCSW,M10-1.5X25,8.8,ZP,TL,DIN933	2
5	1050-00-0200	STEP SPACER	2
6	1060-00-0004	WASHER - W, 7/16X1.0X0.072, 8, ZP, USS	2
7	1071-10-0001	NYLON NUT - NN, M10-1.5, ZP, 8, DIN982	2



ITEM	PART #	DESCRIPTION	QTY
D	1001-10-0107	STABILIZING ROD ASSY	2

## TORQUE SPECIFICATIONS

Recommended torque specifications according to bolt size and grade.

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

**NOTE:** Use a thread locker (Loctite 262 or equivalent) at the specific points of the System indicated in the *User Manual's* exploded views.

## INFORMATION

- For most vehicles, directional arrows have been cut out of some components in the anchor bracket kits. Make sure the arrows point toward the front of the vehicle when installing the brackets. See Fig. 1

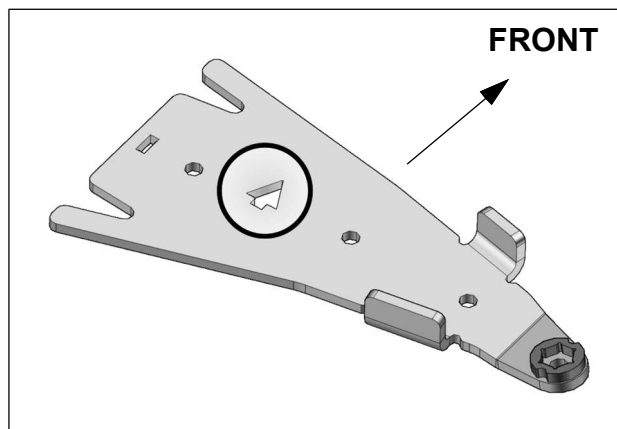


Fig. 1

## PREPARATION

- Set each Track System unit near the position indicated by the sticker affixed on the frame.

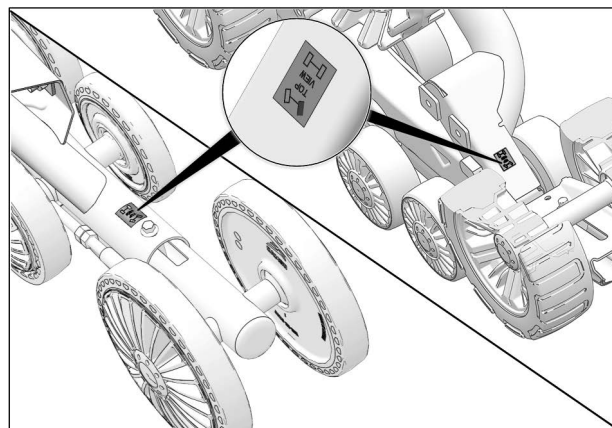


Fig. 2

**\*\* IMPORTANT:** Install REAR Track Systems first. \*\*

## REAR TRACK SYSTEM INSTALLATION

- Remove rear wheels. Make sure that wheel studs and wheel hubs are free of dirt.
- If needed, remove CV joint protectors.
- Remove footrest sub-frame assembly M8 bolts (1) & nuts (2) located in the middle position. Fig. 3 & Fig.4

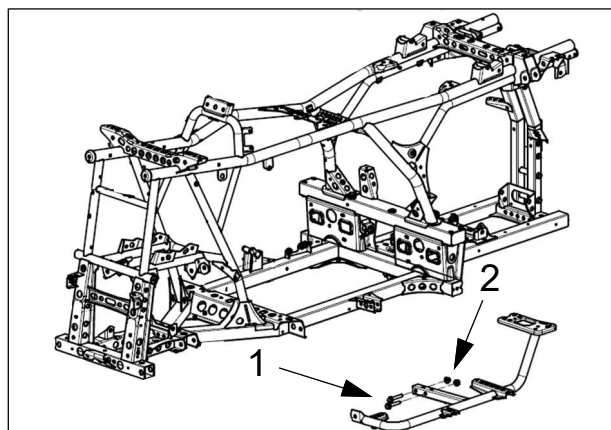


Fig. 3

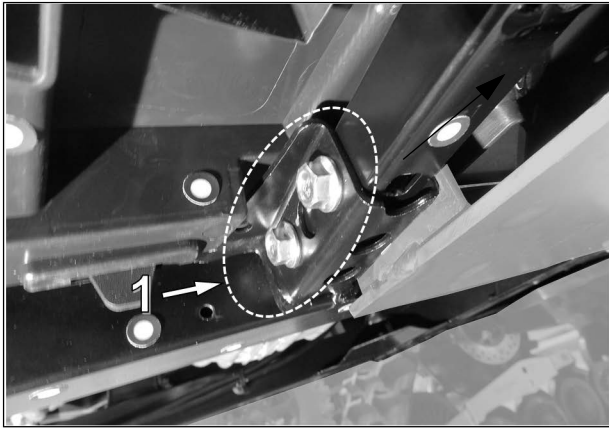


Fig. 4

4. Bring rear anchor bracket (**B1-B2**) up to footrest sub-frame as shown in Fig. 5

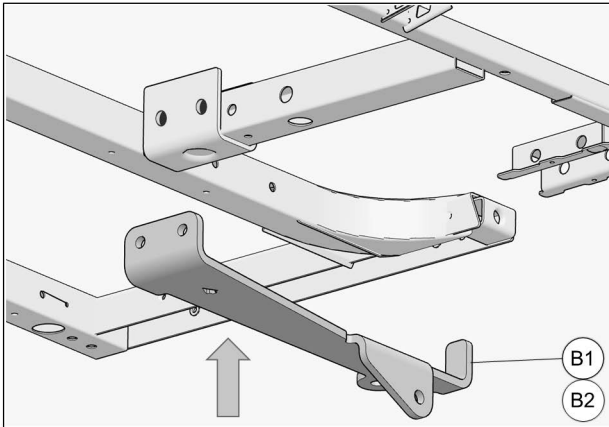


Fig. 5

5. Rear part of anchor bracket may overlap a little bit with edge of skid plate. If needed, using anchor bracket as template, mark off overlap (**2**) and cut skid plate interference area off. See Fig. 6 & Fig. 7

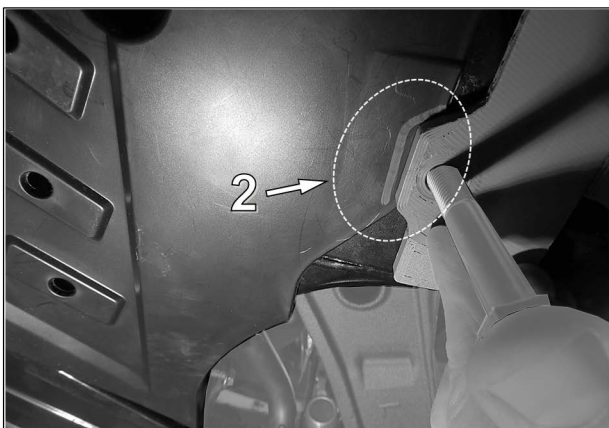


Fig. 6



Fig. 7

6. Secure front facing part of anchor plate (**B1-B2**) to footrest sub-frame using M8 bolts (**B3**) & nuts (**B5**). Do not tighten nuts completely. See Fig. 8

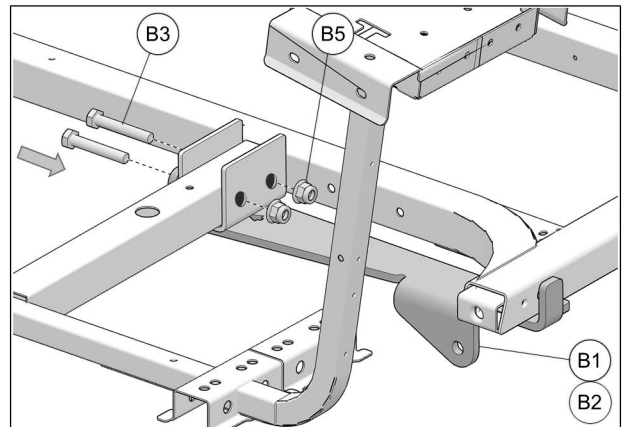


Fig. 8

7. From the bottom, insert M10x70mm bolt (**B4**) in pre-existing hole present in vehicle frame. See Fig. 9

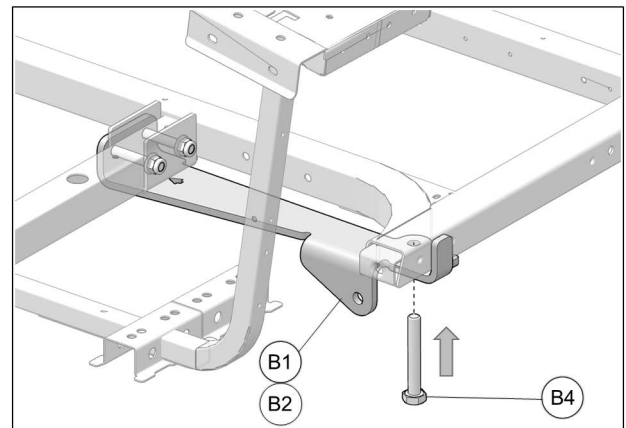


Fig. 9

8. Slide cover plate (**B7**) over M10x70mm bolt (**B4**) and secure plate to vehicle frame with M10 nut (**B6**). Tighten M8 nuts (**B5**) to 50 Nm [37 lb•ft] and M10 nut (**B6**) to 70 Nm [52 lb•ft]. See Fig. 10

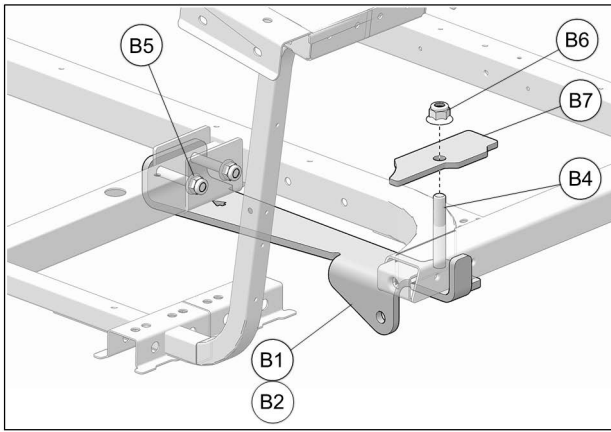


Fig. 10

9. Attach the rear suspension stabilizing rod (D) to the undercarriage bracket (2) using washers (3), bushing (4) and nut (5). Use upper hole. Torque nut to 50 Nm [37 lb•ft]. See Fig. 11

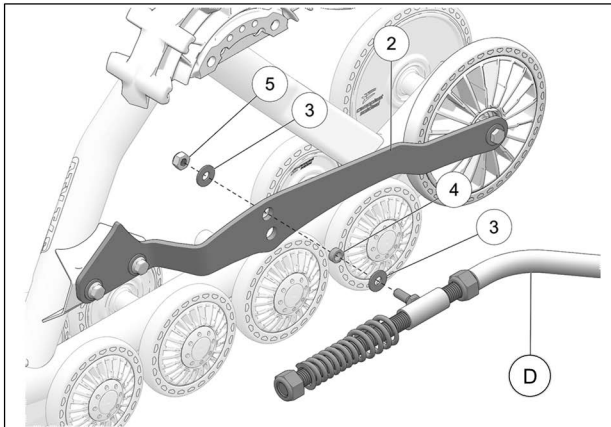


Fig. 11

10. Secure undercarriage to rear hub using vehicle's own lug nuts. Use bolt circle  $\varnothing 110$  mm. See Fig. 12

**CAUTION:** If needed, take rubber protector off hub.

**CAUTION:** Follow torque specification indicated by vehicle manufacturer when tightening wheel nuts.

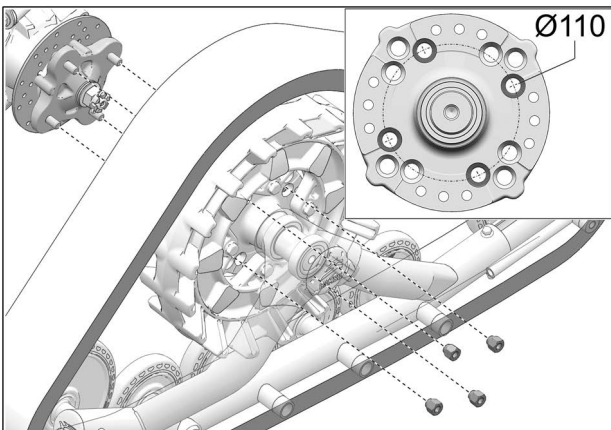


Fig. 12

11. Attach the rear suspension stabilizing rod (D) to anchor plate (B1-B2) using the bolt (2), bushing (3), washer (4) and nut (5). Torque to 50 Nm [37 lb•ft]. See Fig. 13

**CAUTION:** Securing stabilizing rod in place is crucial. Deficient installation of stabilizing rod can cause breakage on the systems and on vehicle components.

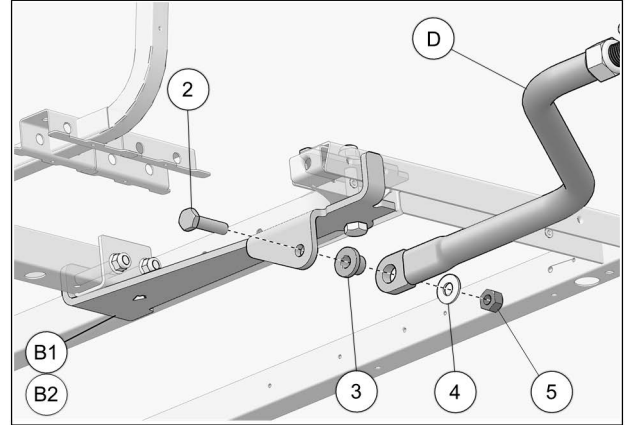


Fig. 13

**CAUTION:** Components must be assembled in the order shown.

12. Final installation of rear anchor plates (B1-B2) under vehicle: M8 bolts (B3) & nuts (B5) facing front, cover plates (B7), M10 bolts (B4) and nuts (B6) facing rear. See Fig. 14

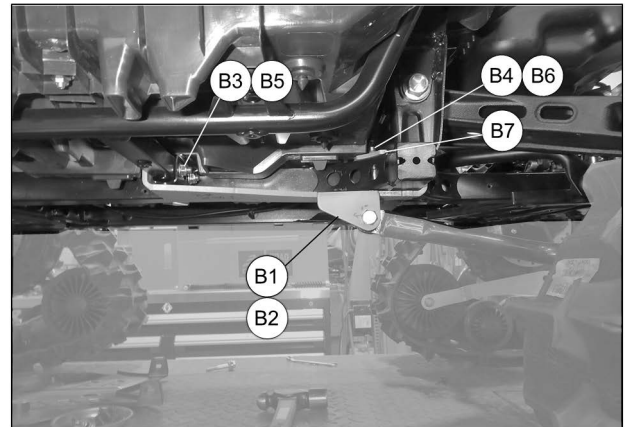


Fig. 14

13. Inspect the rear track systems and ensure that all mounting bolts were correctly tightened during installation.

# FRONT TRACK SYSTEM INSTALLATION

1. Remove front wheels. Make sure that wheel studs and wheel hubs are free of dirt.
2. If applicable, remove CV joint protectors.
3. Remove bolts, nuts, washers and bushings from front stabilizing rod ends as shown in Fig. 15

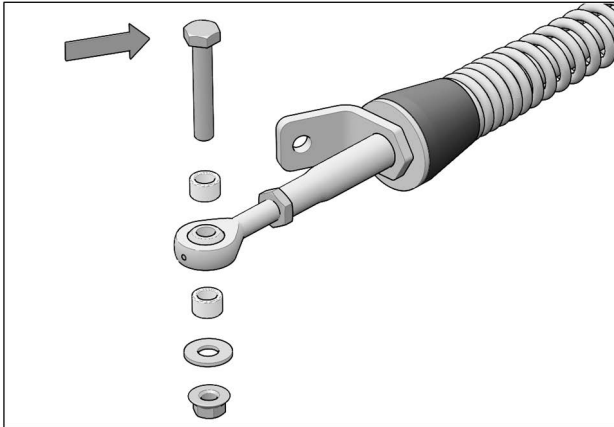


Fig. 15

4. Insert bolt in front anchor brackets (A1) as shown in Fig. 16

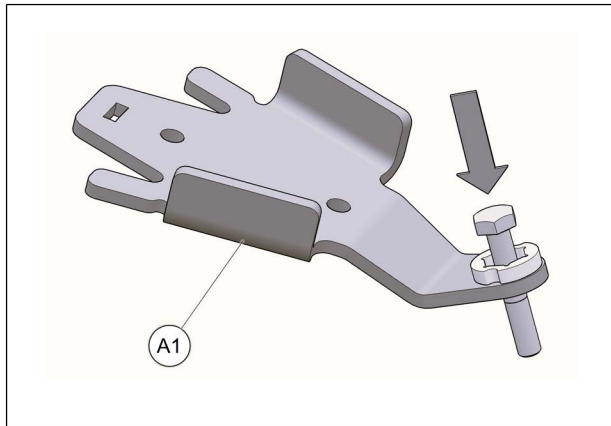


Fig. 16

**CAUTION:** Make sure that the bolt is inserted in the right direction. See Fig. 17

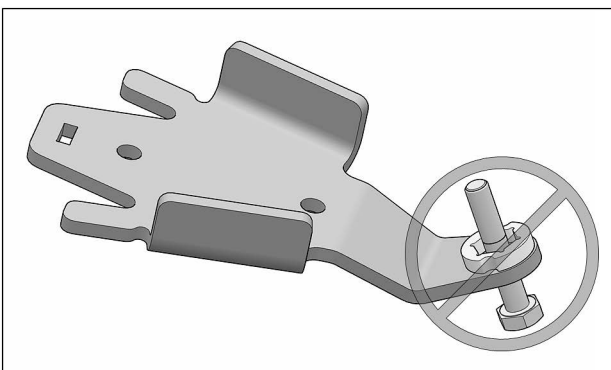


Fig. 17

5. Insert M10x90mm bolt (A4) in back end hole of anchor bracket cover (A2) and position these parts over lower front suspension arm as shown in Fig. 18

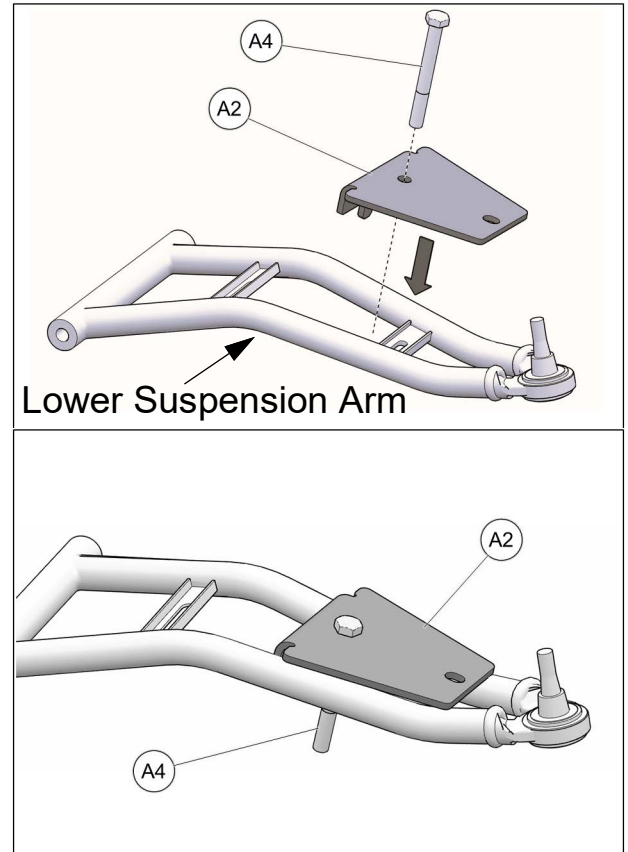


Fig. 18

6. Position bottom part of anchor bracket assembly (A1) under lower suspension arm. Push back end of bracket (A1) up over bolt (A4) already installed in cover (A2). Make sure tenon is well inserted in mortise. Refer to Fig. 19

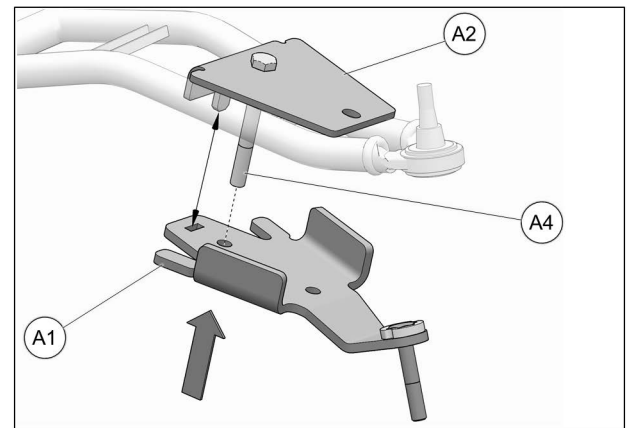


Fig. 19

- Insert the M10x60 mm bolt (A3) through the bottom as shown below and secure the two parts together with the M10 nut (A5) provided. Tighten assembly to 50 Nm [37 lb•ft] of torque. See Fig. 20

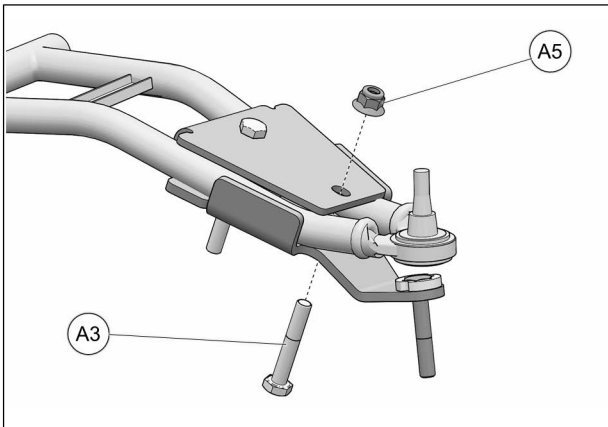


Fig. 20

- Secure undercarriage to front hub using the vehicle's own lug nuts. Use bolt circle  $\text{\O}110$  mm. See Fig. 21

**CAUTION: If needed, take rubber protector off hub.**

**CAUTION: Follow torque specification indicated by vehicle manufacturer when tightening wheel nuts.**

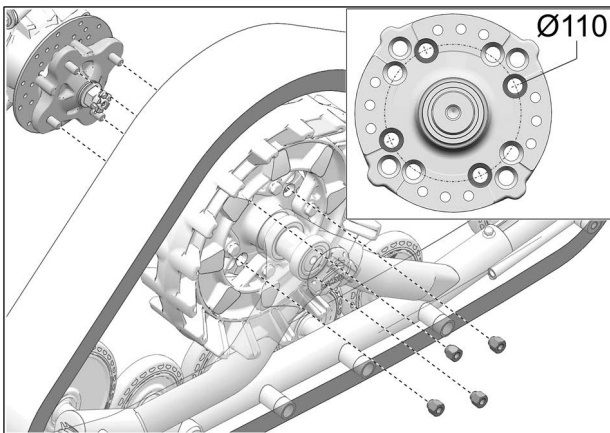


Fig. 21

- Attach the stabilizing rod (2) to the anchor bracket (A1), using the two spacers (3), washer (4), and nut (5). Torque to 70 Nm [52 lb•ft]. Refer to Fig. 22

**CAUTION: Components must be assembled in the order shown.**

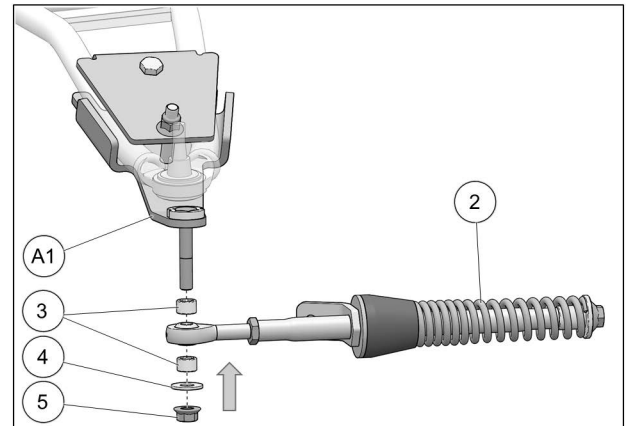


Fig. 22

- Verify that spring assembly bolt (6) is tightened to the recommended torque specification: 75 Nm [55lb•ft]. Make sure to lock in position, the large nut in front of the rubber cone damper. Refer to Fig. 23

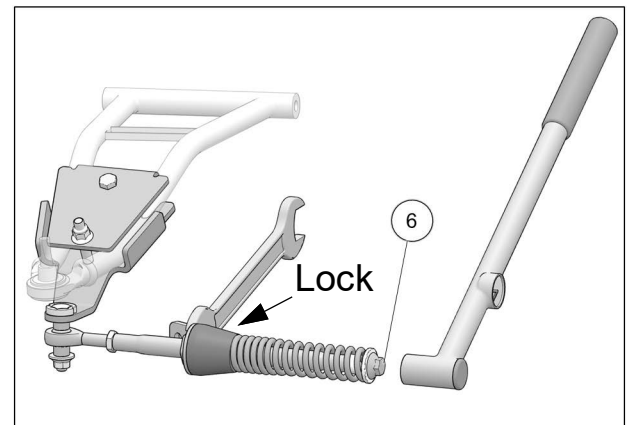


Fig. 23

# STEERING LIMITER INSTALLATION

11. Remove and discard M10 bolt (C3) from steering limiter cable parts kit as shown in Fig. 24

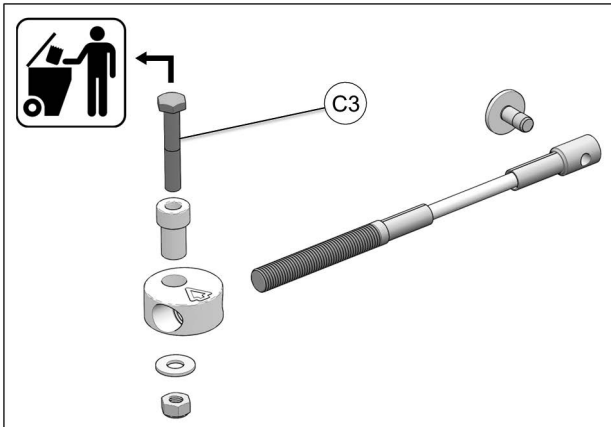


Fig. 24

12. Assemble steering limiter cables (C2), aluminum disks (C1) and step spacers (C5) together as shown on Fig. 25

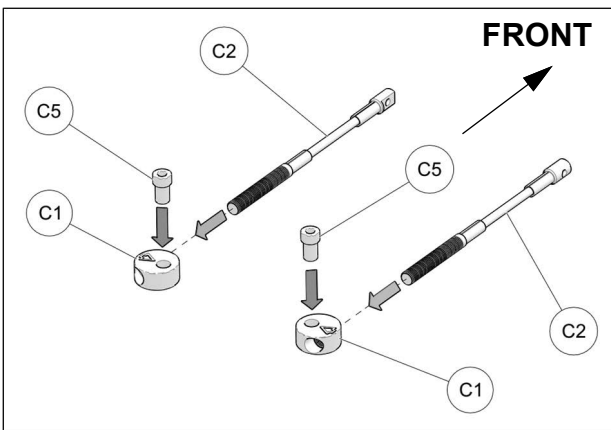


Fig. 25

## IMPORTANT

13. Apply grease evenly all around step spacer bushing (C5) and in hole of aluminum disk (C1) when assembling these parts together. See Fig. 26

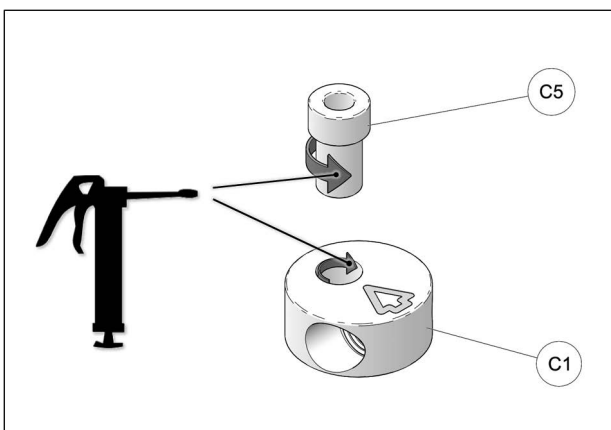


Fig. 26

14. Slip steering limiter cable assembly over M10x90mm bolt (A4) previously installed in step 5. Use supplied washer (C6) and nut (C7) to secure steering limiter assembly in place. Tighten nut to 50 Nm [37 lb•ft]. Refer to Fig. 27

*NOTE: Make sure arrow on top of aluminum disk points towards front of vehicle.*

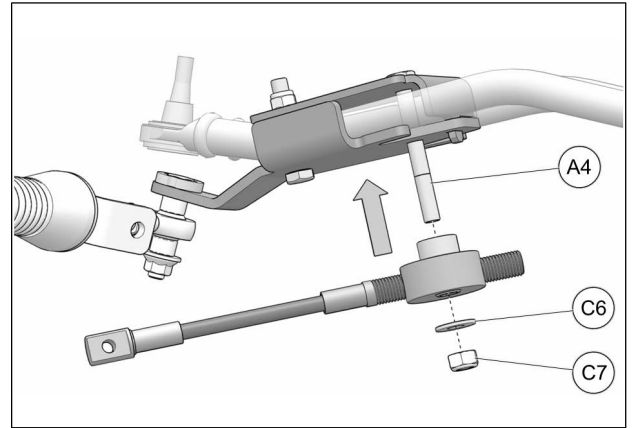


Fig. 27

## IMPORTANT

15. Make sure aluminum disk pivot point is installed in front of steering limiter cable. See Fig. 28

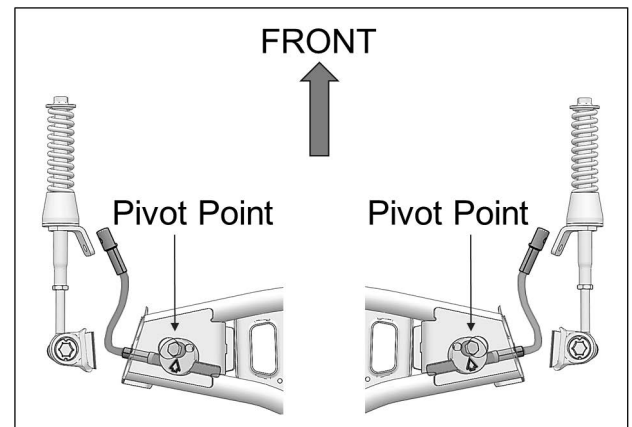


Fig. 28

## STEERING LIMITER ADJUSTMENT

**WARNING:** Before going to the next steps, make sure that stabilizing arms are correctly installed, and that the angle of attack and alignment are correct. Refer to the *User Manual* supplied at purchase.

16. Turn the vehicle's steering wheel to its maximum point of travel on the left. While maintaining pressure on the steering wheel, turn threaded rod to adjust length of cable. See Fig. 29

17. Position cable end hole (1) 13-19mm short of support plate (2) mounting hole. See Fig. 29

**WARNING:** To prevent potential damage to vehicle components, the **\*\* 13-19 mm \*\*** gap is **mandatory**.

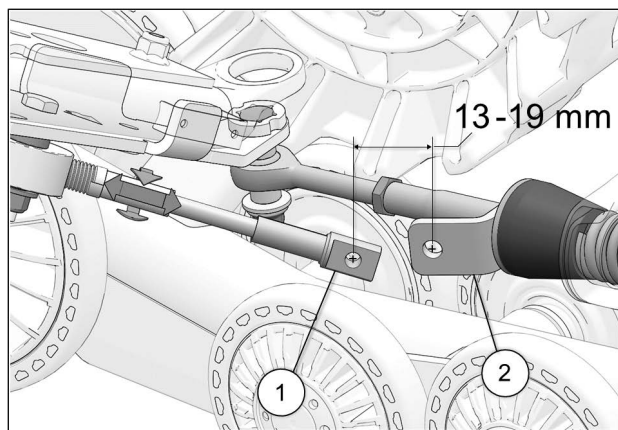


Fig. 29

18. Reverse steering wheel a little to be able to bolt support plate and cable together. Tighten provided bolt (C4) to 35 Nm [24 lb•ft]. See Fig. 30. Repeat steps on right side.

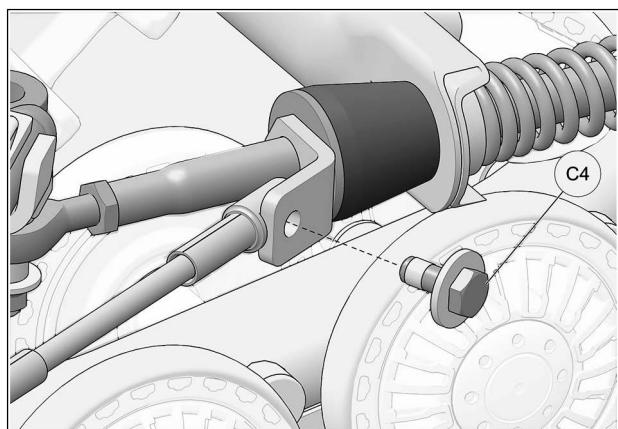


Fig. 30

## FINAL INSTALLATION

1. Verify the suspension settings. If the shock absorbers are adjustable, adjust them to the stiffest setting to allow for maximum clearance between the System and the vehicle's fenders. See Fig. 31

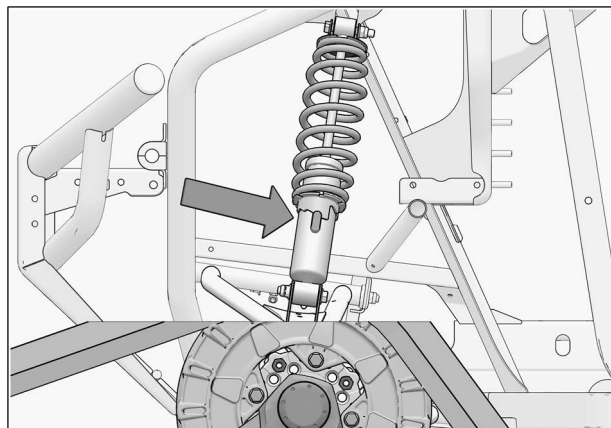


Fig. 31

2. Verify for possible contact between Track System and lower fender corners. See Fig. 32

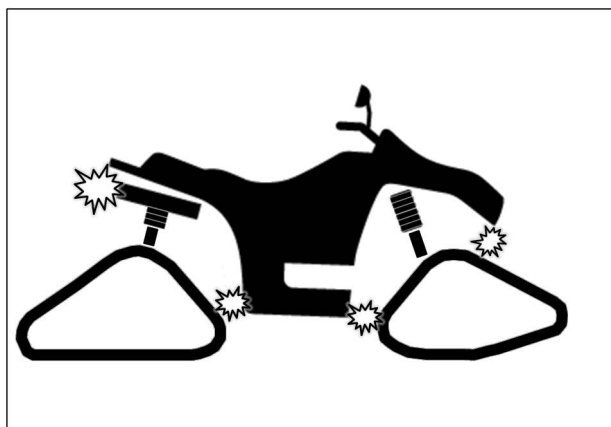


Fig. 32

**CAUTION:** If there is contact, the fender should be modified (cut) to avoid damage to the vehicle's components and premature wear on rubber track.

3. Lower the vehicle to the ground.

## ADJUSTMENTS

**CAUTION:** The Track System is designed to provide the best traction performance and floatability. Adjustments such as alignment, track tension, and angle of attack are necessary for optimal System performance. For more information on these adjustments, refer to the document entitled *ADJUSTMENTS* or to the *USER MANUAL* provided with the installation kit specific to the vehicle.

## REMOVAL

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

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

## 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.

Dealer or distributor phone number:

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Serial number:

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Date of purchase:

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