

ATV TRACK SYSTEM

PROSPECTOR PRO 2.0

2022 USER MANUAL

9940495

POLARIS

**ENGINEERED PARTS
ACCESSORIES & APPAREL**



PROSPECTOR PRO® 2.0

ATV 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.

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

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POLARIS PROSPECTOR PRO ATV Track Kit User Manual

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INTRODUCTION

SYMBOLS AND SIGNAL WORDS

This guide 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.



The Prohibition Safety Sign indicates an action NOT to be taken 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 the indications contained in the vehicle's user manual and installation guidelines carefully. Their content remain applicable after installation of the System.
- This document should be read by everyone operating the vehicle equipped with the System.
- This document is an integral part of the System. Pass it along to any new owner of the System.

- Before usage, consult the legal authorities of the area where you operate your vehicle equipped with the System to ensure that all applicable laws and regulations are observed.
- ATV and 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).

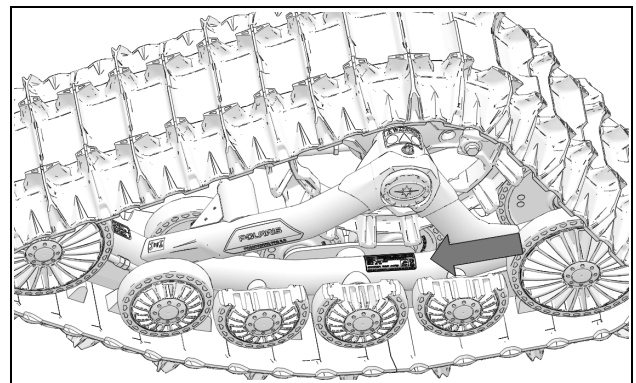


Figure 1

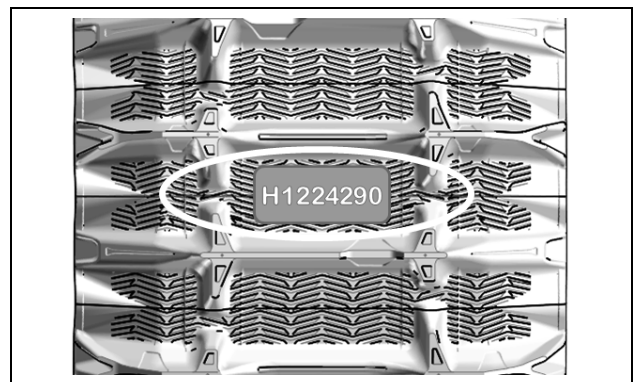
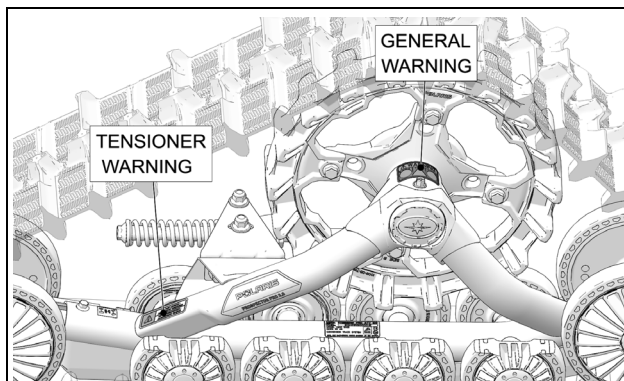


Figure 2

SAFETY

WARNING STICKERS

You will find the warning stickers, shown in the illustration below, affixed on the Track System frames. Read the stickers carefully and understand them before using the Track System. They contain important information about safety and proper operation of the System.



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

GENERAL WARNING



User Manual - Users must read the User Manual before attempting to operate a vehicle equipped with a Track System.

If the Track System is sold or in any way transferred to a new user, the User Manual must also be transferred to the new user.



Moving Parts - Hands or fingers caught between moving parts of the equipment present a danger to life or limb. Turn motor off before servicing the Track System.



Maintenance Schedule - Follow instructions contained in the *User Manual's* Maintenance Schedule to ensure safe and long lasting Track System operation.

TENSIONER WARNING



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

POSITION PICTOGRAM STICKERS

These stickers indicate the position of each Track System unit: front left, front right, rear left and rear right. They are located on the top of each frame.

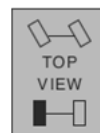
Front left



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. Operate the vehicle in 4X4 mode when operating with tracks. This will significantly reduce the possibility of derailing.
4. 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.
5. 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.
6. 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.
7. Always travel at a speed appropriate for your skills and operating conditions. Avoid unexpected or aggressive maneuvers.
8. 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.
9. Travel slowly and use extra caution when operating on unfamiliar terrain. Not all obstacles are immediately visible.
10. 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.
11. When driving in snow, allow for a greater braking distance. Periodically apply the brakes while driving to prevent ice buildup on brake components.
12. Never operate on a frozen body of water.

OPERATING INSTRUCTIONS

HINTS AND TIPS

- Before leaving for an excursion, make sure to bring with you the following: 13 mm, 14 mm, 15 mm, 16 mm, 17 mm, and 19 mm wrenches and sockets, an ax, a shovel, a tow cable, a lifting jack and an adjustable wrench.
- Generally, the slower you go, the better the traction will be.
- If an excursion on unknown or remote terrain is planned, make sure to have in your possession a cellular or satellite phone, a first aid kit and spare parts.
- If you drive off trails, always beware of hidden obstacles.
- If you ride in deep snow, do not intentionally spin the tracks (tracks are rotating but the vehicle is not moving). This could cause the vehicle to get stuck.

BREAK-IN PERIOD

CAUTION: A break-in period is necessary to allow the components of the system to settle and adjust themselves to each other.

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

VERIFICATION	Hr 0	Hr 1 15 km/h*	Hr 2 25 km/h*	Hr 3 35 km/h*
Visual Inspection	x	x	x	x
Track Tension	x	x		x
Angle of Attack	x	x		
Alignment	x			x
Bolt Torque - Anchor Brackets				x

* Maximum Real Speed

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

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

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

WARNING

Driving a vehicle equipped with Track Systems is different from driving a vehicle on wheels. It is strongly recommended that the safety guidelines provided below are followed to prevent any accident and/or serious malfunction that could affect the occupants, the vehicle or the Track Systems.

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

PRE-USE VERIFICATION

CAUTION: Before each ride make sure that the System's wheels and moving parts are free and that they are not frozen or stuck on the frame.



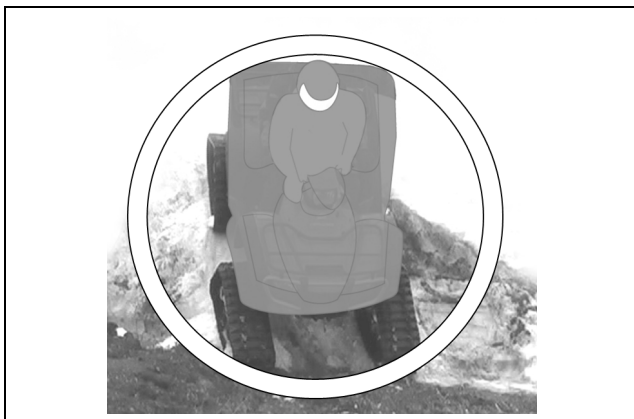
CAUTION: Track systems installed on an ATV or SxS project more snow, dirt, water, or mud than tires. The owner/driver is responsible for adapting engine and CVT air intakes to minimize the risks of breakdowns and/or damage to mechanical components.

STEEP DESCENTS

CAUTION: It is not advisable to change direction during steep descents. This can lead to a serious malfunction of the vehicle's steering system and Track Systems.



CAUTION: During a steep descent, it is advisable to keep the handlebars straight and to begin turning when the vehicle is on flat ground, thus avoiding subjecting the vehicle components and the System to any high stress.



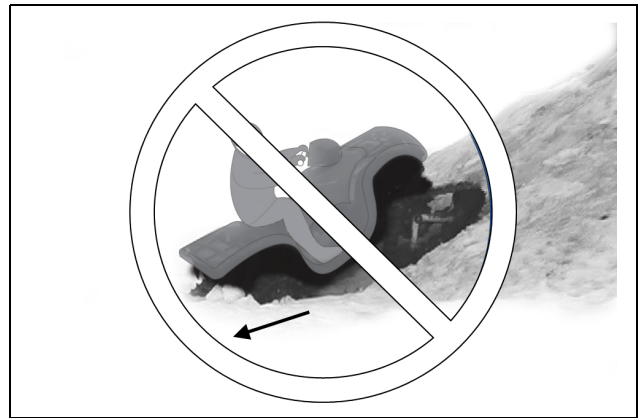
⚠ WARNING

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

CAUTION: Reduce your speed at all times; Track Systems installed on a vehicle do not have the same absorption capacity as tires.

DESCENDING AND BEING STUCK IN REVERSE

CAUTION: If the rear Track Systems get stuck in the snow, avoid moving or towing the vehicle in reverse to ease it from its position, as this could lead to a malfunction of the Systems. If possible, move it in the forward direction to free it from the snow.



CAUTION: It is advisable to remove the snow from the top of the rear Track Systems and to compact it behind the Systems, using your feet, to dislodge the track. Shoveling remains the best alternative in this situation.



⚠ WARNING

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

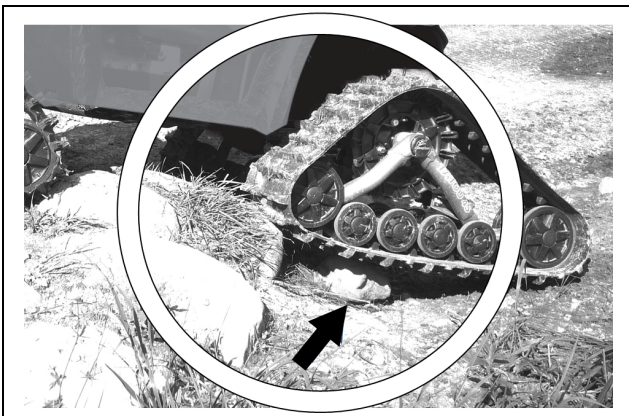
CAUTION: Always operate in 4x4 mode, this significantly reduces possibility of derailing in any conditions.

DRIVING OVER AN OBSTACLE TALLER THAN 30 cm [12 in]

CAUTION: It is not advisable to attempt to drive over an obstacle taller than 30 cm [12 in], such as a tree trunk, stump or big rock.



CAUTION: If the situation occurs, insert a log or a rock to lower the height of the obstacle and facilitate driving over the obstacle.



WARNING

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

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

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

DRIVING OVER A STEEP RIDGE

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



DRIVING OVER AN OBSTACLE



WARNING

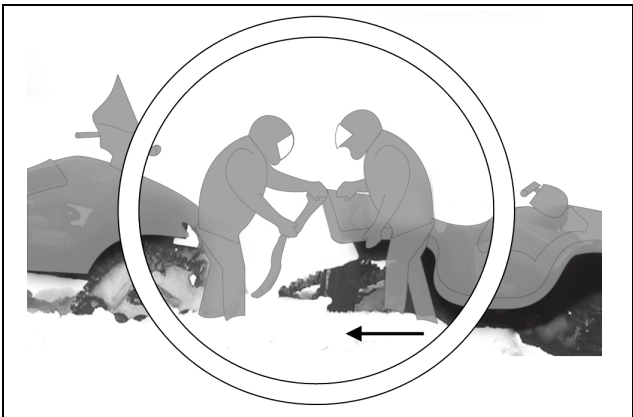
Always follow the ATV or SxS manufacturer safety rules and recommendations regarding, passengers transportation, maximum loads, etc.

WARNING

When travelling in groups, riders following vehicles equipped with track systems should be warned of dangerous objects that can potentially be propelled by tracks. Be especially cautious on rocky trails.

TOWING A VEHICLE OUT OF THE SNOW

CAUTION: If your vehicle must be towed out of the snow, never tow it in the direction in which you were riding when the vehicle got stuck.



CAUTION: Tow the vehicle back in the tracks left before getting stuck.

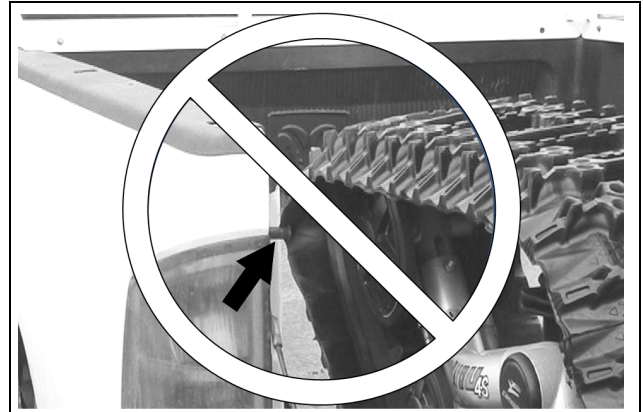
LOCATION OF TOWING CABLE

CAUTION: If your vehicle must be towed out of the snow, do not secure the towing cable on the Track Systems.

CAUTION: The towing cable must be attached to the vehicle's frame.

LOADING AND UNLOADING A VEHICLE IN A TRUCK

CAUTION: While loading or unloading a vehicle in truck box, make sure that the front tracks do not grip the tailgate locking gudgeons to avoid tearing the tracks.



JUMPING



WARNING

Jumping with a vehicle equipped with a Track System is not recommended. The System was not designed to carry out this type of operation. A vehicle equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.

TRACK SYSTEM OPERATING IN WATER OR MUD

CAUTION: If the Track System is used in wet conditions, submerged in water and/or mud, make sure 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.

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

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.

EXCEEDING THE ANTI- ROTATION STROKE ON ROUGH TERRAIN

CAUTION: Never exceed anti-rotation stroke of front or rear Track Systems. System or vehicle failure may occur. Always ride on terrain that fully supports the Track System.

SPECIFICATIONS

TORQUE SPECIFICATIONS

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

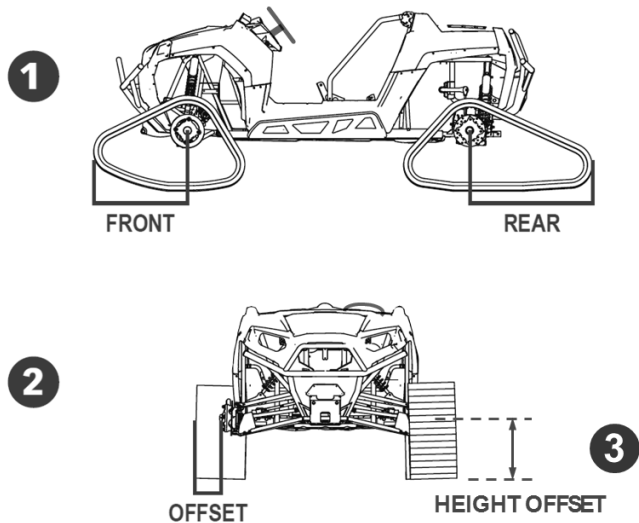
CAUTION: Some bolts in the Track System assembly have a specific torque specification. Refer to the exploded views at the end of the Manual to obtain the exact torque specifications applied to these bolts.

DIMENSION	GRADE	Nm	lb-ft
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.

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	24 in (610 mm)
		REAR	27 in (686 mm)
2	OFFSET (WIDTH)	POLARIS	7 in (178 mm)
3	OFFSET (HEIGHT)	ORIGINAL TIRE: 24 in	3 in (76 mm)

SPEEDOMETER AND TRIP METER READINGS

Our Track System affects the Speedometer and Trip meter readings by approximately 35% depending on the ratio between sprocket and tire size.

ADJUSTMENTS

CAUTION: After the first use of the vehicle, the adjustment settings (track tension, alignment and angle of attack) on each Track System must be re-verified. Incorrect adjustments can decrease the performance of the System and produce premature wear on certain components.

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

ANGLE OF ATTACK - FRONT SYSTEMS

To obtain the correct angle of attack on front Track Systems, perform the following:

- Use handlebars to point tracks straight ahead.
- Temporarily apply pressure to the front of the track to make stay flat on the ground
- Stabilizing arm (1) must be attached to front anchor bracket (2) mounted on vehicle. Figure 3.

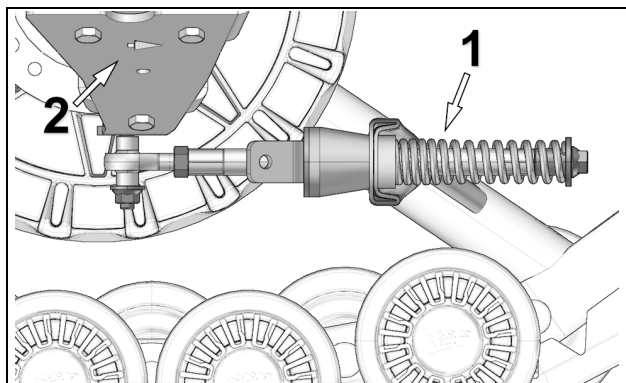


Figure 3

- Position a flat bar on top of rear wheels of front track system and measure from the ground up to flat bar as shown on Figure 4.

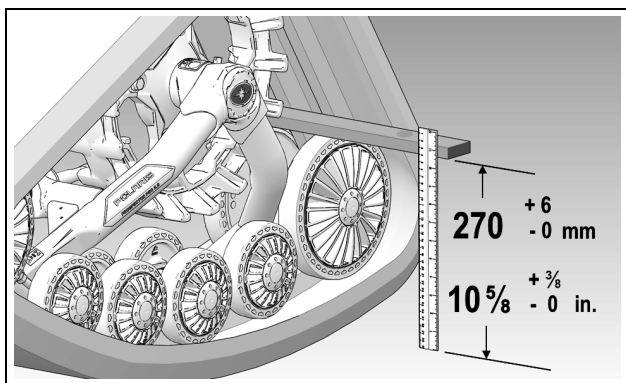


Figure 4

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

- 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 and obtain 270 mm above the ground. Refer to Figure 5.

NOTE: The 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.

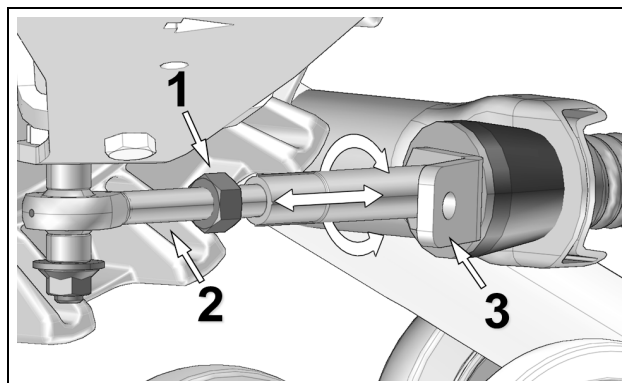


Figure 5

- When angle of attack is correctly set, tighten the jam nut (1) back against the stabilizing arm to 40 N·m [30lb·ft] of torque. See Figure 6.

CAUTION: Follow the recommended torque when tightening the jam nut. Over-tightening the nut might damage the rod end.

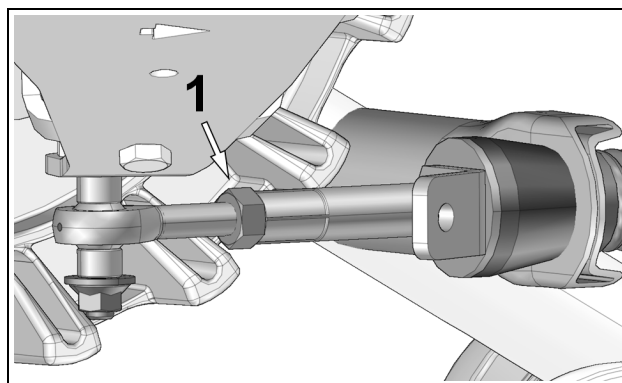


Figure 6

ADJUSTMENTS

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

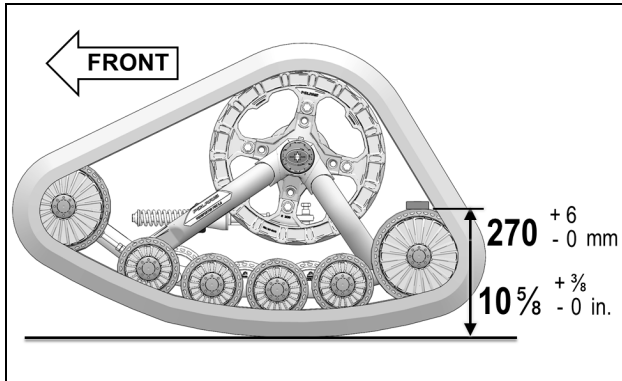


Figure 7

BASIC TUNING (Front Track Systems)

- An adjustment of more than **270 mm** [10 5/8 in.], measured with the flat bar, provides easier steering but produces a wobbling effect at high speed.
- An adjustment of less than **270 mm** [10 5/8 in.], measured with the flat bar, results in harder steering and more stability at high speed.

ANGLE OF ATTACK - REAR SYSTEMS

To obtain the correct angle of attack on rear Track Systems, perform the following:

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

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

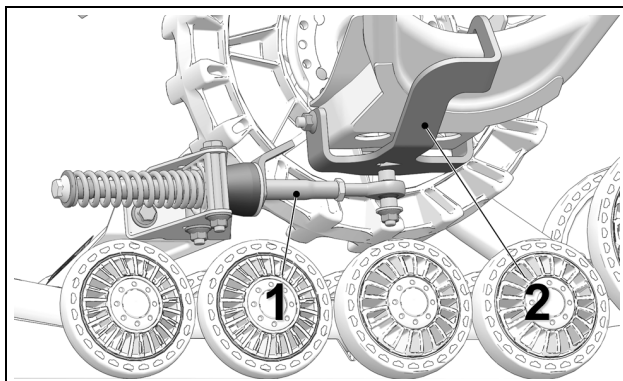


Figure 8

- Loosen anti-rotation bracket bolts (3) to allow the anti-rotation retainer (4) to rotate on its axis. See Figure 9.

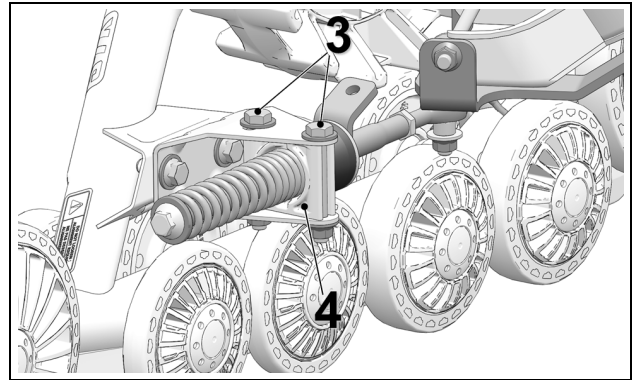


Figure 9

- Loosen jam nut (5). Turn stabilizing arm (1) to adjust length of rod end (6) so that rubber cone (7) applies light pressure on anti-rotation retainer (4). Figure 10.

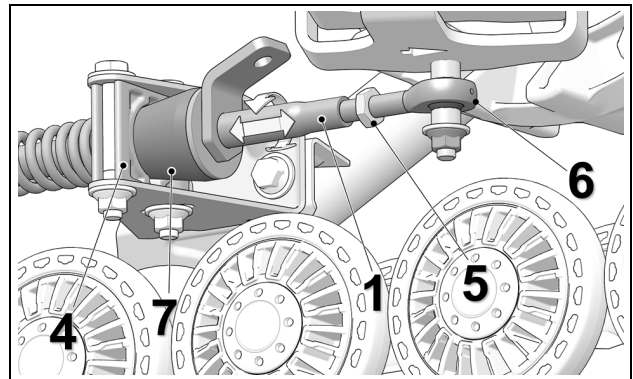


Figure 10

- Re-tighten jam nut (5) to 40 N•m [30 lb-ft] of torque when adjustment is complete. Figure 11.

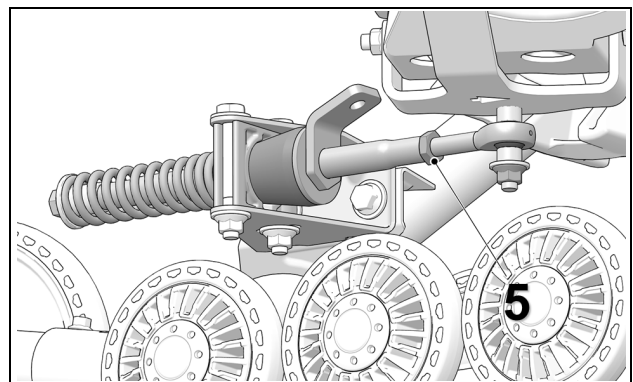


Figure 11

CAUTION: Tighten the jam nut to the recommended torque specification. Over-tightening the nut might damage the rod end.

- Re-tighten anti-rotation bracket bolts (3) to 50 N•m [37 lb-ft] of torque. See Figure 12.

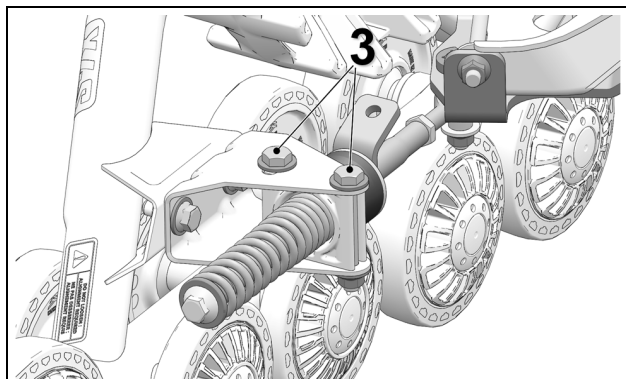


Figure 12

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

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.

TRACK SYSTEM 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 an ATV increase ground clearance and vehicle stability. Be careful after re-installing your wheels; the handling characteristics of the vehicle will differ from those produced by Track Systems.

ALIGNMENT

Parallelism must be adjusted with the ATV on the ground, driving the vehicle forward about 3 meters [10 ft.] and measuring toe-in distance. Refer to Figure 13.

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

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

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

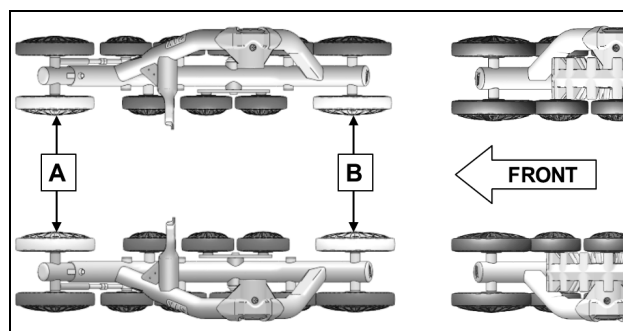


Figure 13

Dimension A: distance between inner front wheels

Dimension B: distance between inner back wheels

Dimension A must be equal to or greater than **dimension B** without exceeding 3 mm [1/8 inch].

A - B = 0 to 3 mm [1/8 inch]

Adjustment Method

To adjust the vehicle's steering system, first loosen coupling rod nuts (1), then screw or unscrew the coupling rod (2) an equal number of revolutions on both sides of the vehicle. Retighten nuts when adjustment is complete. See Figure 14.

NOTE: *Starting with an open alignment setting provides a higher degree of precision of the adjustment.*

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

ATV

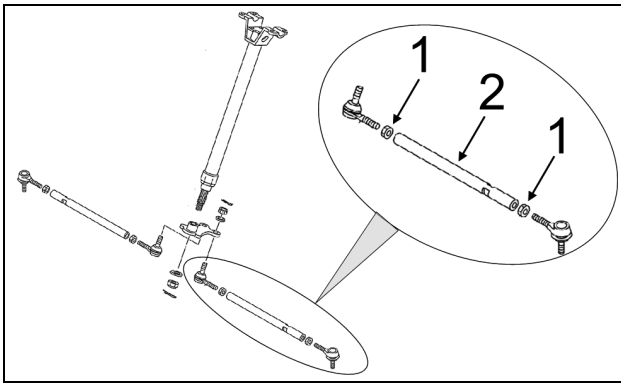


Figure 14

NOTE: *Once parallelism of front Systems is set, verify once more to confirm adjustment setting.*

Measure A: Measure the distance inside the front Ø202 mm wheels on the front Track Systems. See figures 15, 16 and 17.



Figure 15

Measure B: Measure the distance inside the rear Ø202 mm wheels on the front Track Systems. See figures 18, 19 and 20.

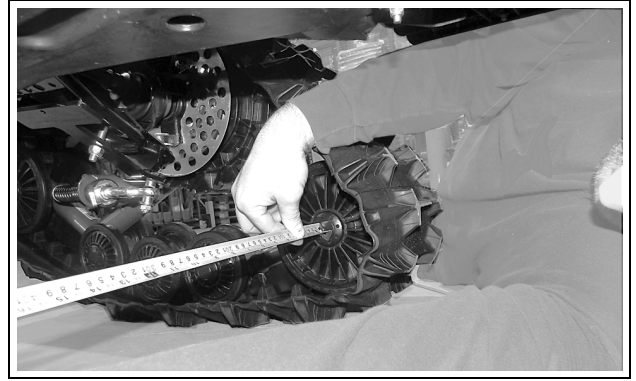


Figure 18

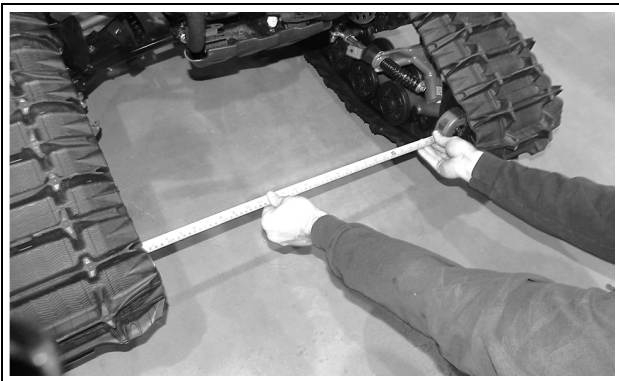


Figure 16 (Distance between front wheels)

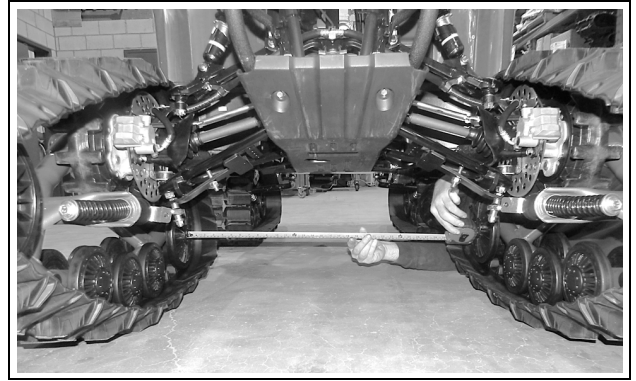


Figure 19 (Distance between rear wheels)



Figure 17

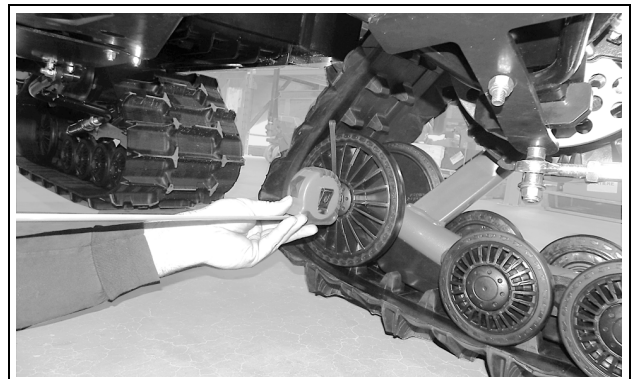


Figure 20

TRACK TENSION

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

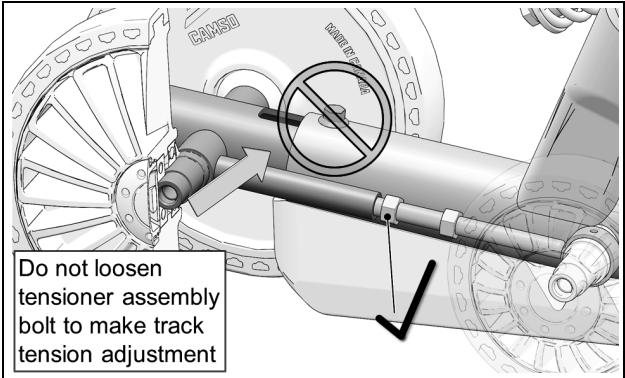


Figure 21

- Loosen jam nut (1) and turn adjusting nut (2) to set track tension. See Figure 22.

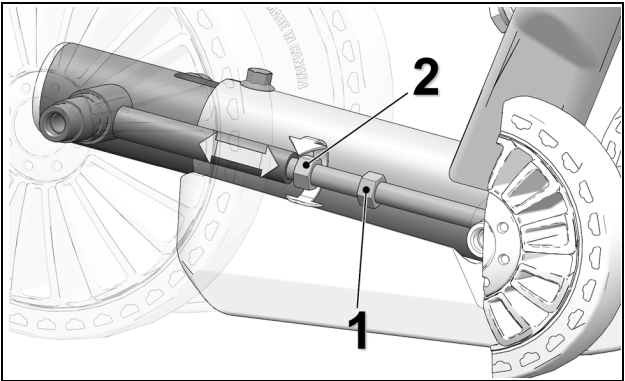


Figure 22

- The table below shows the force (3) applied and the deflection (4) which must occur to correctly set track tension. See also Figure 24.

SEASON	TRACK	FORCE	DEFLECTION
SUMMER	Front	15 kg (33 lb)	19 mm (¾ in.)
	Rear	15 kg (33 lb)	19 mm (¾ in.)
WINTER (snow)	Front	11 kg (24 lb)	19 mm (¾ in.)
	Rear	11 kg (24 lb)	19 mm (¾ in.)

- Measure and adjust track tension using a tension testing tool and a flat bar. Apply the recommended pressure (3) to measure track deflection (4). See Figure 24.



Figure 23

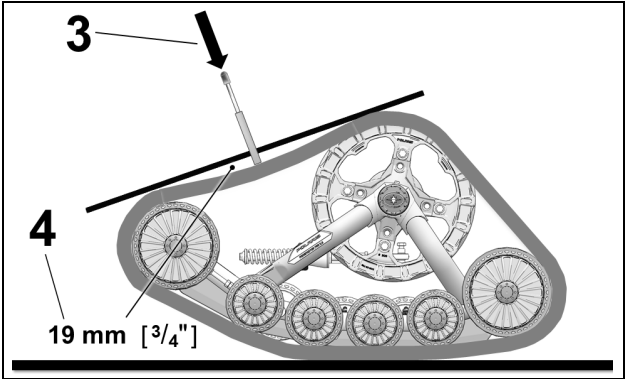


Figure 24

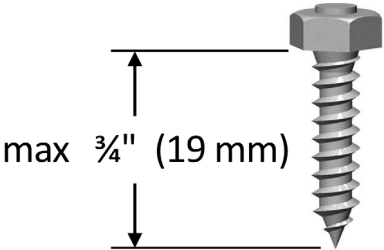
BASIC TUNING

- Higher rubber track tension reduces the risk of “derailing” and reduces sprocket “ratcheting”.
NOTE: Track tension set too high could cause premature wear on system components and is therefore not recommended.
- Lower rubber track tension provides better traction, a smoother ride and better fuel economy.

Final Check

Ride at slow speed on a distance of about 1.5 km [1 mile]. Re-adjust as required.

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 ¾ inch (19 mm) in length.



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

TRACKS - INSTALLATION DIRECTION

Front track: can be installed in both direction. Figure 25.

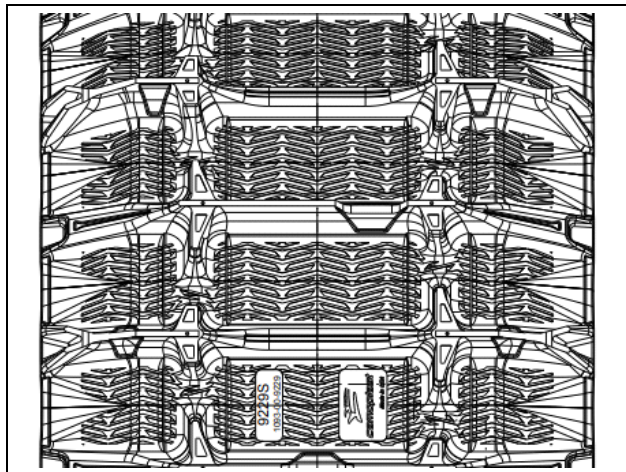


Figure 25

Rear track: arrow molded on rear tracks must point out, away from Track system frames. See Figure 26.

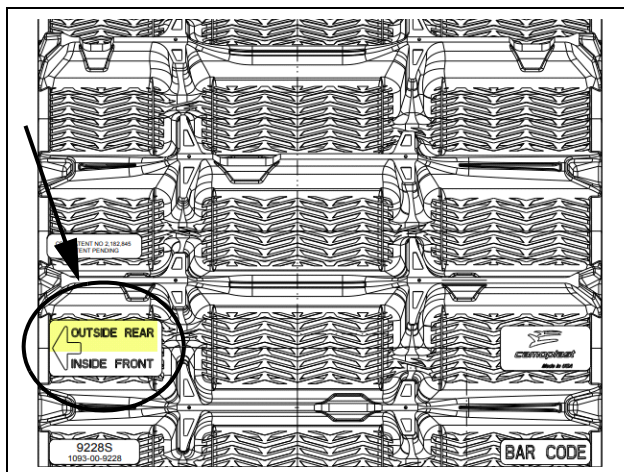


Figure 26

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 18, 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.

Store the System by laying down each frame on its side, away from direct sunlight. Figure 27.

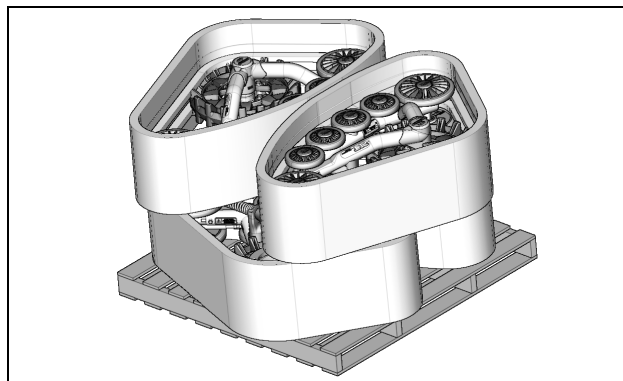


Figure 27

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 System is essential to its good running order and safe operation. Users are responsible to perform maintenance and regularly adjust their Track System. The “Maintenance” section provides the necessary information to perform adequate maintenance on the Track System.









CAUTION: Failure to do regular maintenance at the prescribed intervals and perform the preventive adjustments indicated in the maintenance schedule can result in premature wear and important breakage on the Track System that will not be covered under the warranty. Users are responsible to follow the maintenance schedule provided by the manufacturer.

CAUTION: Do not use 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 System. The type of usage and the conditions in which the Track System is used, have a direct bearing on the frequency of maintenance actions to perform. After inspection of your Track System, 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 18 and page 19.

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
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	INSPECT / REPLACE
WHEELS - SEAL LUBRICATION 			INSPECT / LUBRICATE 	REPLACE / LUBRICATE 
FRAME - HUB BEARINGS 				INSPECT / REPLACE 
FRAME - HUB BEARING SEAL 			LUBRICATE 	INSPECT / LUBRICATE 
FRAME - TRACK GUIDE WEAR				INSPECT / REPLACE
FRAME - STABILIZERS				INSPECT / REPLACE
FRAME - CRACKS				CLEAN / INSPECT
SPROCKETS - WEAR				CLEAN / INSPECT
ANTIROTATION - LUBRICATION			CLEAN / LUBRICATE	CLEAN / LUBRICATE
ANTIROTATION - BOLT TORQUE	INSPECT / ADJUST		INSPECT / ADJUST	
ANTIROTATION - CRACKS, DEFORMATION				INSPECT
VEHICLE - SUSPENSION ARM BOLT TORQUE		INSPECT / ADJUST		INSPECT / ADJUST
VEHICLE - STEERING MECHANISM		INSPECT / ADJUST		INSPECT / ADJUST

A: Commercial use / Industrial use / Abrasives 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.

MAINTENANCE - TASKS

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

MAINTENANCE - SPECIFICATIONS

System

- **Visual Inspection:** Visually inspect each Track System to detect any defect or anomaly that can impair proper functioning of the systems.
- **Adjustment:** Perform or verify angle of attack adjustments on the systems according to the manufacturer's recommendations. Refer to the *Adjustments* section on page 10.
- **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 12.

- **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

- **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 15.
- **Wear:** Check wear and overall condition of the tracks on the Systems. Refer to "Wear" in the *Maintenance* section on page 24.

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

Wheels

- **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 24.
- **Bearings:** Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel if bearing 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 21. **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

- **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 the both 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 22.

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 25.
- **Stabilizers:** Verify condition of rubber cones on the stabilizer assembly of front systems and wheel axle assembly of rear systems. If the cone bores show oval-shaped wear, they must be replaced. Refer to the “Wear” section in the *User Manual* on page 25.
- **Cracks:** Visually inspect frames for presence of cracks or defects that can impair proper operation of the Track System. Replace components if damaged.

Sprockets

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

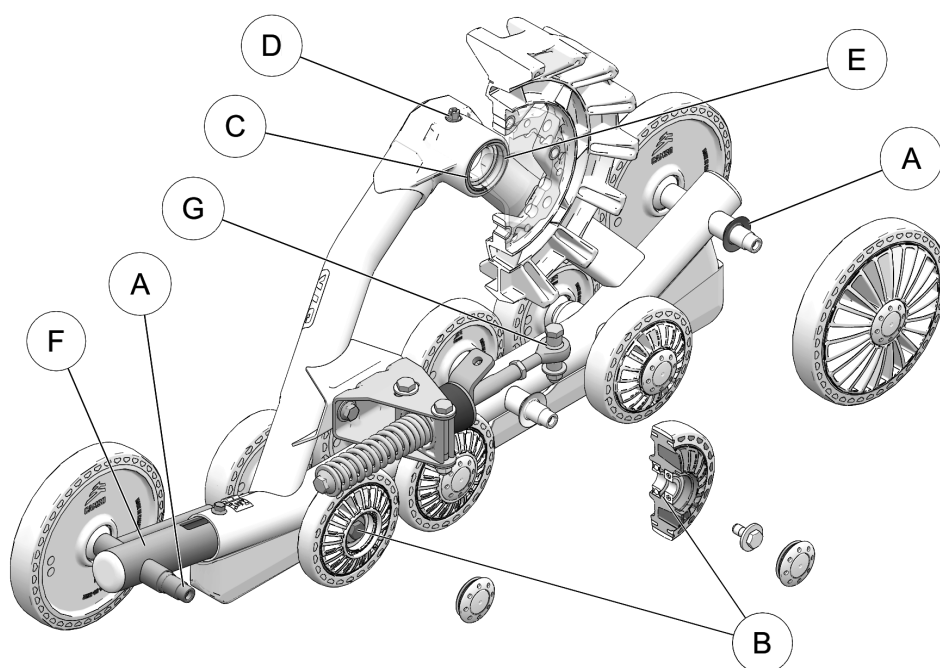
Anti-rotation

- **Lubrication:** The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to “Lubrication” in the *Maintenance* section on page 23.
- **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 24.

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

LUBRICATION



- A WHEEL SEALS & SHAFTS
- B WHEELS & BEARINGS
- C HUB SEAL
- D HUB HOUSING
- E HUB - SPEED SLEEVE
- F TRACK TENSIONER
- G ANTI-ROTATION ARM

LUBRICATION

The maintenance chart on page 17 includes lubrication maintenance to perform on the Track Systems. Refer to the following recommendations for optimal lubrication.

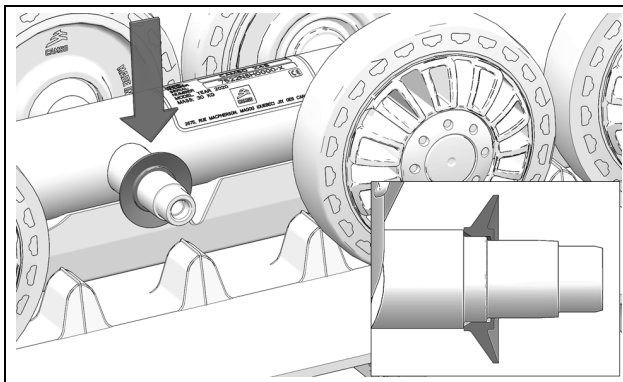
NOTE: Use a grease designed for operation in cold temperature and in extreme and wet environments.

REFERENCE "A"

WHEEL SEAL LUBRICATION (Ø202 mm & wide Ø134 mm wheels)

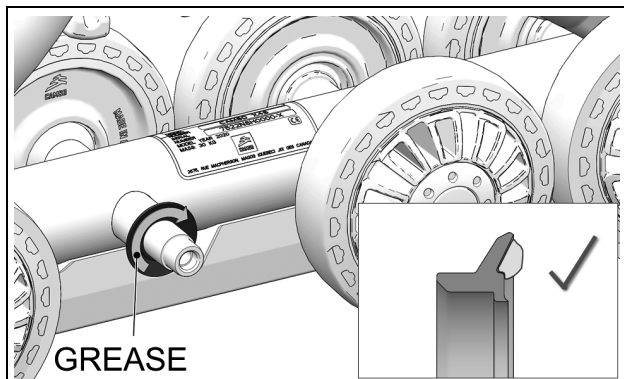
Install new seal on clean, dry wheel shaft at position shown below.

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.

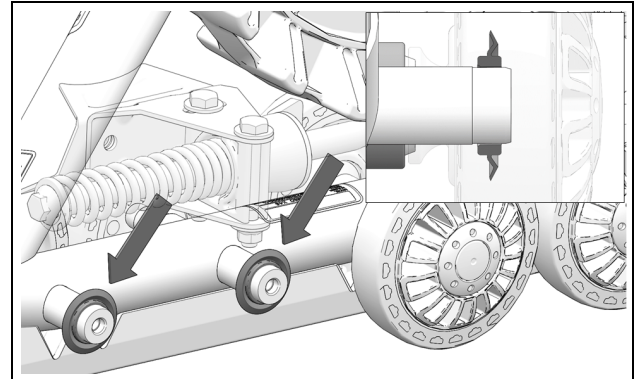
NOTE: V-shaped groove must be filled with grease all around.



WHEEL SEAL LUBRICATION (narrow Ø134 mm wheels)

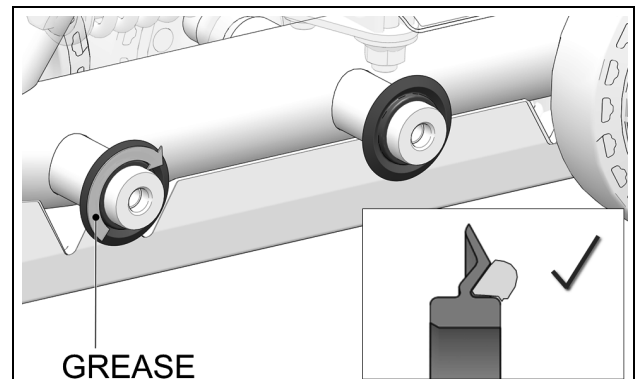
Install new seal on clean, dry wheel shaft at mid-point on bearing seat.

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



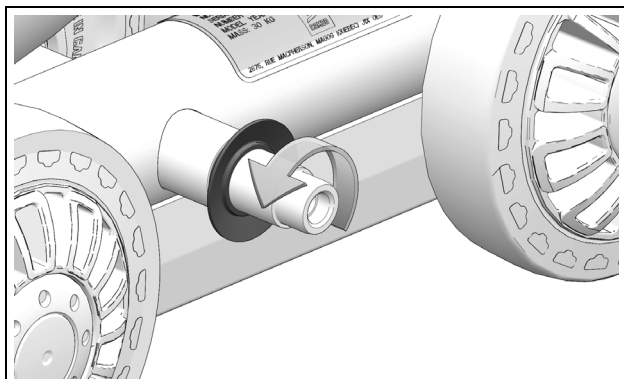
Apply evenly 3 to 3.5 cc of grease all around the wheel seal's V-shaped groove.

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

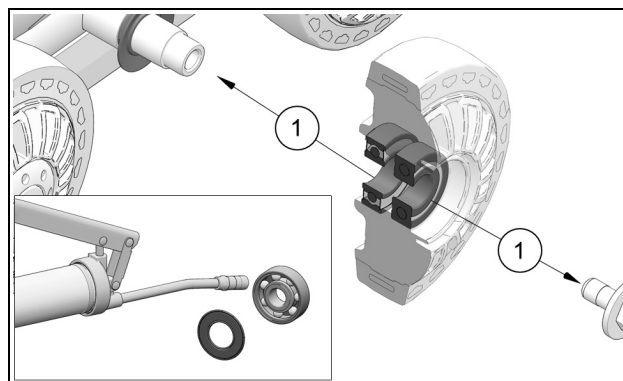


WHEEL SHAFT LUBRICATION

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



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.

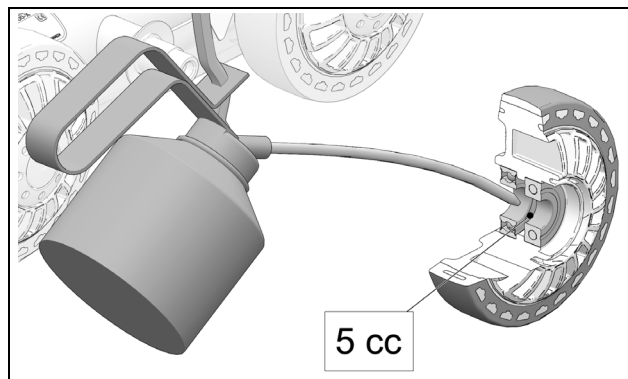
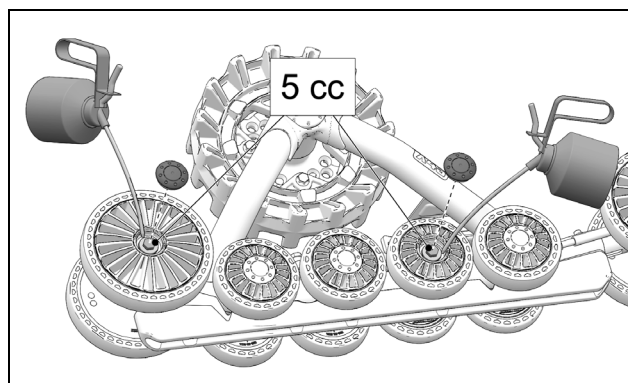


CAUTION: Take special care to avoid damaging the bearing seals when you remove and reinstall them.

REFERENCE "B"

LUBRICATION - WHEELS & BEARINGS

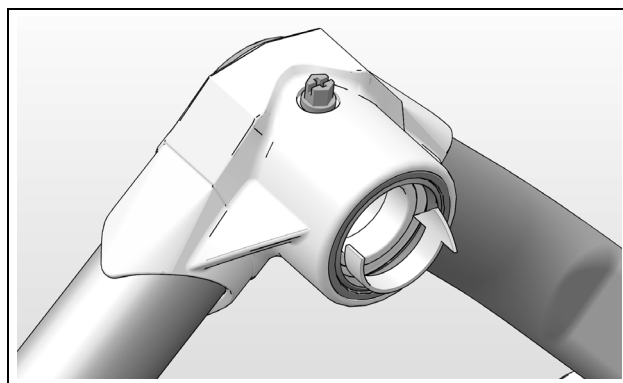
Pour 5 cc of oil under wheel caps and between the two wheel bearings, at every maintenance interval. This will help minimize presence of contaminants and extend wheel bearing life.



REFERENCE "C"

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.

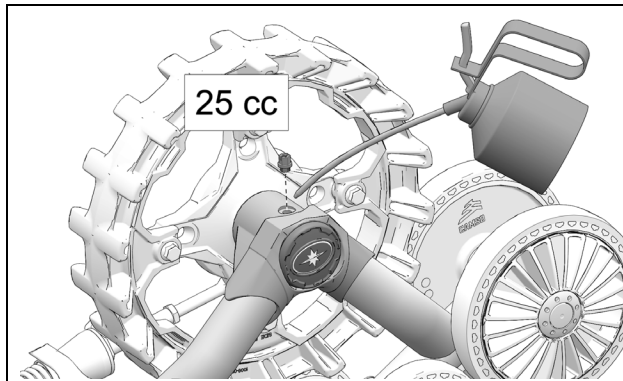
REFERENCE “D”

HUB LUBRICATION

Following replacement of hub bearings and/or re-installation of hub, pour 25 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.

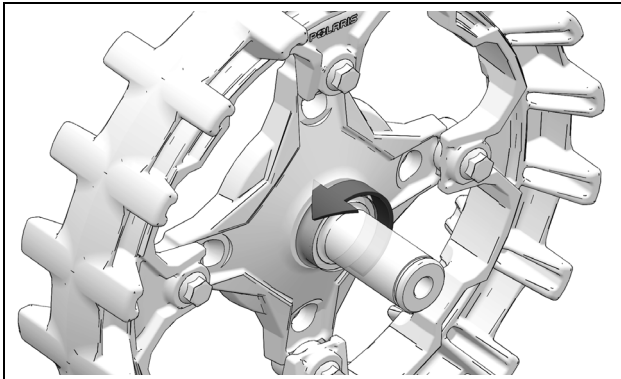
CAUTION: Do not exceed the recommended quantity of oil.



REFERENCE “E”

LUBRICATION OF HUB SPEED SLEEVE

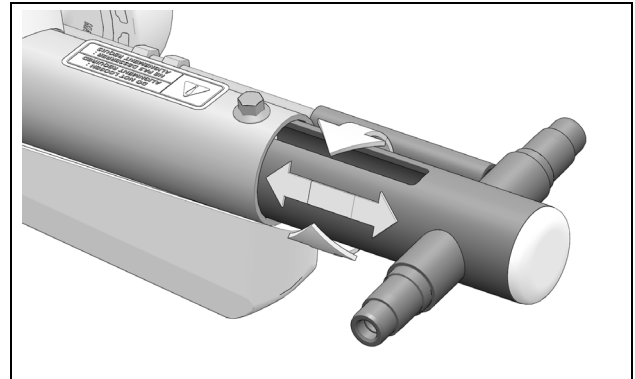
Apply 1.5 to 2 cc of grease over the entire width and circumference of the hub Speed Sleeve.



REFERENCE “F”

FRAME TUBING - TENSIONER SIDE

Slide the tensioner to its furthest point out. Apply evenly a thin coat of grease, oil or spray lubricant on the outside of the tensioner tubing, over the entire circumference (360°).

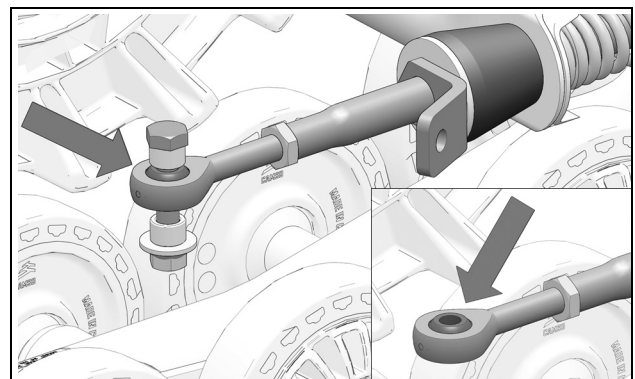


NOTE: Application of lubricant on the tensioner tubing prevents corrosion inside the frame. Lubrication allows the tensioner to move freely when adjusting the track's tension.

REFERENCE “G”

LUBRICATION OF STABILIZING ARM ROD ENDS

Clean and apply spray lubricant to rod end on Stabilizing arms.



WEAR

Rubber dampers (Stabilizing arms)

Check wear and damage on rubber dampers mounted on the stabilizing arms. Replace them if they show cracks or are excessively worn or deformed. See Figure 28.

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

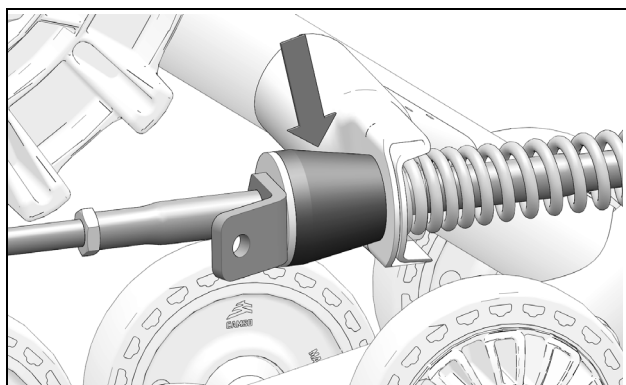


Figure 28

Anti-rotation

Verify wear on Stabilizing arm ball joint to make sure that it is not seized or too loose. Figure 29.

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

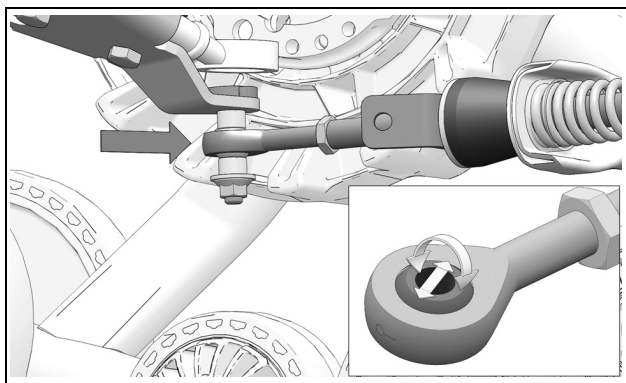


Figure 29

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

Track

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. See Figure 30.

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

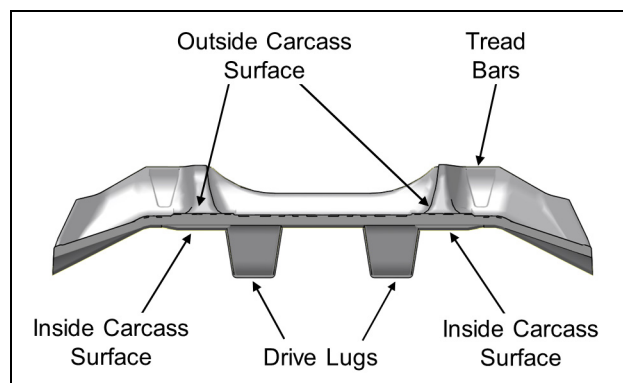


Figure 30

Wheels (Ø202mm & Ø134mm)

Verify wear on wheels, especially on interior guidance strip. Replace wheels also if rolling band narrows to a width of 24 mm or less -- (29 mm when new). Figure 31.

CAUTION: A wheel that is excessively worn will not offer enough support for track guidance.

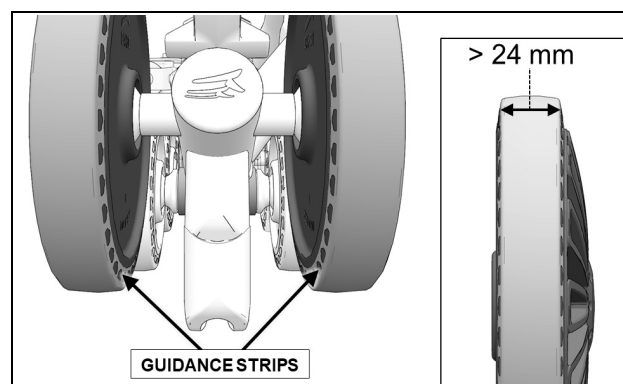


Figure 31

Wheels (Ø134mm - narrow)

Verify wear also on narrow Ø134mm wheels located on the inside of rear Track System units, especially on interior guidance strip. Replace wheels also if rolling band narrows to a width of 17 mm or less -- (20 mm when new). Figure 32.

CAUTION: A wheel that is excessively worn will not offer enough support for track guidance.

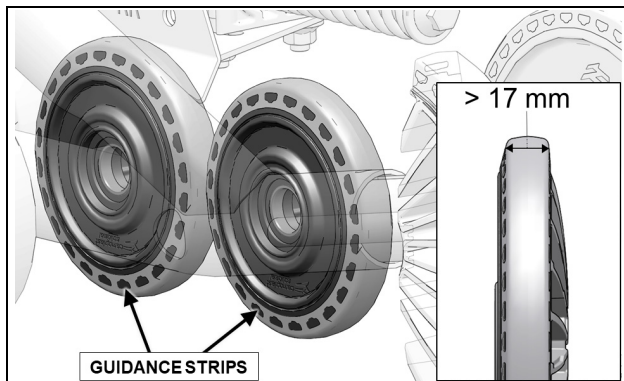


Figure 32

If internal plastic structure is visible (Figure 33-2) -- (new wheel Figure 33-1), rubber coating is worn away and wheel must be replaced. See Figure 33.



Figure 33

Urethane cones (Stabilizers)

Check condition of urethane cones mounted on stabilizer shaft. Replace both of them, if they show oval wear on the bore, cracks or are deformed. See Figure 34.

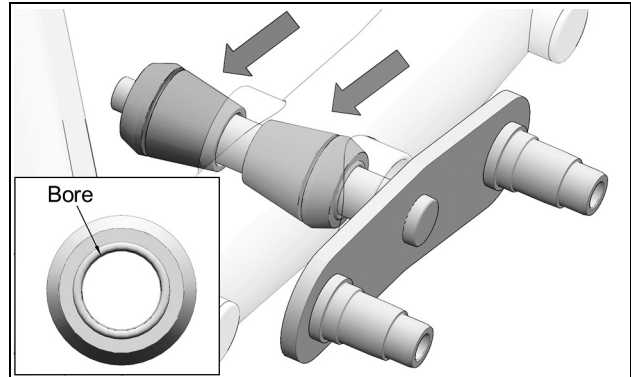


Figure 34

Track guide

Verify wear on Track guide by measuring width of guide rails. If rail dimensions, illustrated in Figure 35, are less than 5 mm at any point along Track guide, replace part. If guide is so worn that concave shape is no longer visible, replace part.

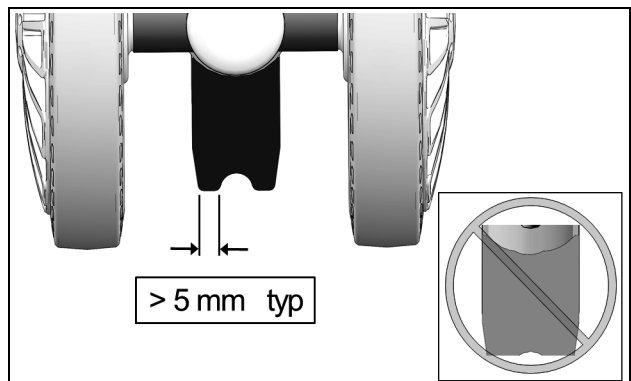


Figure 35

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

Sprocket

Check wear on Sprocket by measuring sprocket teeth as illustrated on Figure 36. Replace sprocket if dimensions are less than 19 mm.

CAUTION: Excessive wear could lower track drive efficiency and reduce System performance.

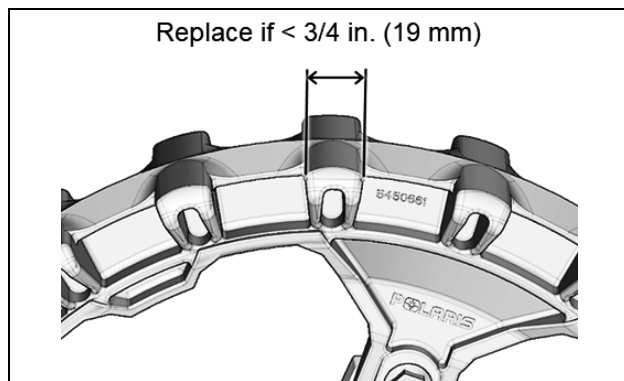


Figure 36

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.

ENVIRONMENT

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

PATENTS

The Polaris® Prospector Pro® Track System is covered by the following patents:

- CA 2 405 908
- CA 2 493 181
- CA 147 901
- CA 2 822 562
- CA 2 825 509
- CA 2 552 119 *
- CA 2 770 498 *
- EU 002116731-0001
- EU 002116731-0002
- US 6 935 708
- US 7 229 141
- US 8 347 991
- US 8 662 214
- US 8 967 737
- US D681,071
- US D680,561
- 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. An optional Sprocket Scraper kit is available. Contact Customer Service.
	Beginning of derailing	Check tensioner alignment. Make sure that the track is well guided by the wheels and track guide. Realign Track System if needed.
	Presence of dirt between wheel hub and track system hub could cause incorrect seating of mating surfaces when installing track system	Check wear on wheels, track guide and track drive lugs
	Damaged Hub or wheel bearing	Remove system and clean contact surfaces between hubs
	Wheel Hub or track system hub deformed following an impact or abusive use	Replace damaged bearing
Unstable behavior	Incorrect adjustment of angle of attack	Replace deformed part
	Track tension too high	Adjust angle of attack according to manufacturer's specifications. (Refer to <i>Adjustments</i> section in <i>User Manual</i>)
	Misalignment of Track System	Adjust track tension. (Refer to <i>Adjustments</i> section in <i>User Manual</i>) Correct alignment. (Refer to <i>Adjustments</i> section in <i>User Manual</i>)

PROBLEM	POTENTIAL CAUSE	CORRECTION
Overheating of System guiding components (burned rubber or plastic odor)	Blocked wheel	Try to free the wheel and replace it if necessary
	Misalignment of System	Correct Track System alignment. Refer to <i>Adjustments</i> section in <i>User Manual</i>
	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
Loss of power	Track Tension too high	Lower track tension
		Clean sprockets of all mud or snow build up, or of any other contaminant. An optional Sprocket Scraper kit is available. Contact Customer Service
		Remove ice/snow build up on wheels
		Clear all compacted snow between frame and wheels
Partial or total derailing	Snow infiltration in vehicle's air intake or clutch system	Remove snow and contact dealer immediately to fix the situation
	Severe wear on one or several components	Check tensioner alignment. Check wear on track guide, inside driving lugs and wheels
	Track tension too low	Adjust track tension on Track System units. Refer to <i>Adjustments</i> section in <i>User Manual</i>
	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. Refer to <i>Adjustments</i> section in <i>User Manual</i>
	Incorrect adjustment of anti-rotation mechanism	Adjust angle of attack as per manufacturer's specifications. Refer to <i>Adjustments</i> section in <i>User Manual</i>
Insufficient snow flotation		Worn or damaged rubber damper or stabilizing rod

"CE" DECLARATION OF CONFORMITY



CE DECLARATION OF CONFORMITY

WE:

MANUFACTURER : Camso Inc.

ADDRESS : 4162, rue Burrill, Local A
Shawinigan (Québec), Canada G9N 0C3

PHONE :

FAX :

WEB SITE : www.camso.co

HEREBY DECLARE THAT THE PRODUCT SERIES:

PRODUCT : Polaris Prospector Pro 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: _____

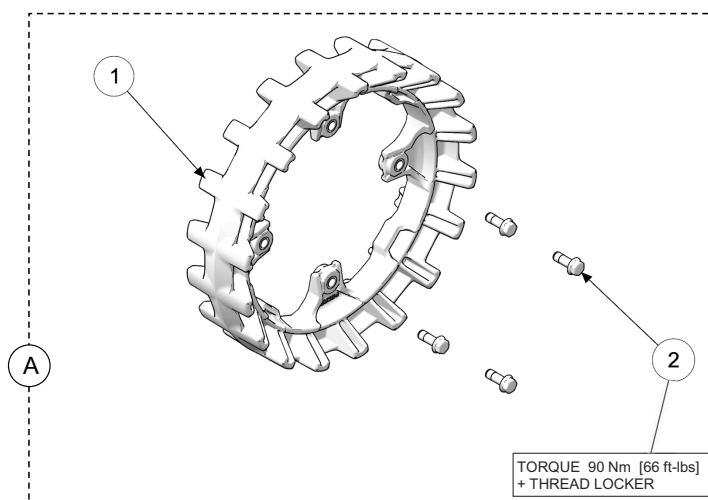
SIGNATURE: _____

DATE: _____



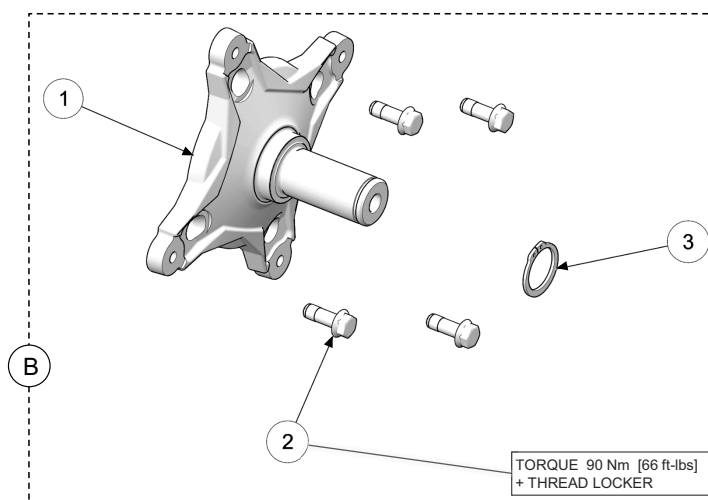
EXPLODED VIEWS

18-Tooth Sprocket Kit / Ensemble barbotin 18 dents



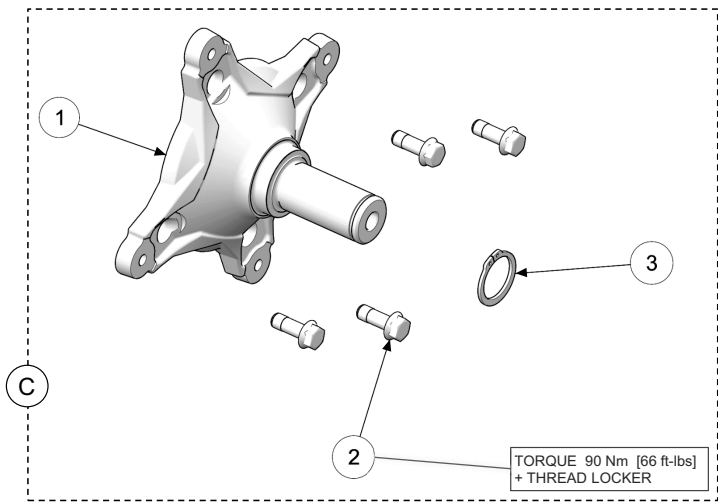
ITEM #	PART #	DESCRIPTION	QTY
A	2205433	K-SPROCKET, CMLST, 18 TOOTH	1
1	--	SPROCKET-CMLST XP, 18 TOOTH	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4

13mm Hub Kit / Ensemble moyeu 13 mm



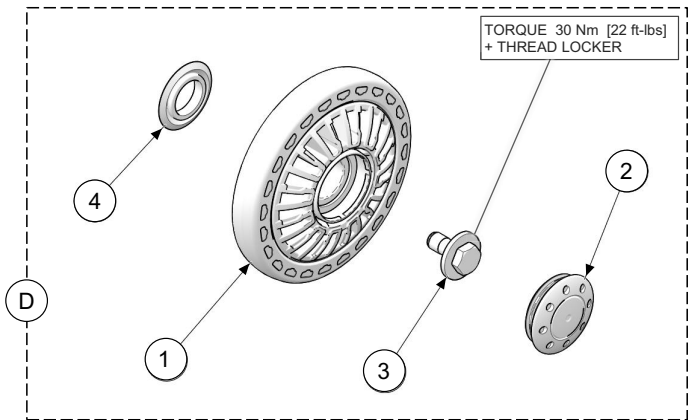
ITEM #	PART #	DESCRIPTION	QTY
B	2205434	K-HUB, CMLST, 13mm	1
1	--	HUB-CMLST XP 13mm, ASSY	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4
3	2205454	ERR, 35, 2.4, ZP, SHR-137	1

32mm Hub Kit / Ensemble moyeu 32 mm



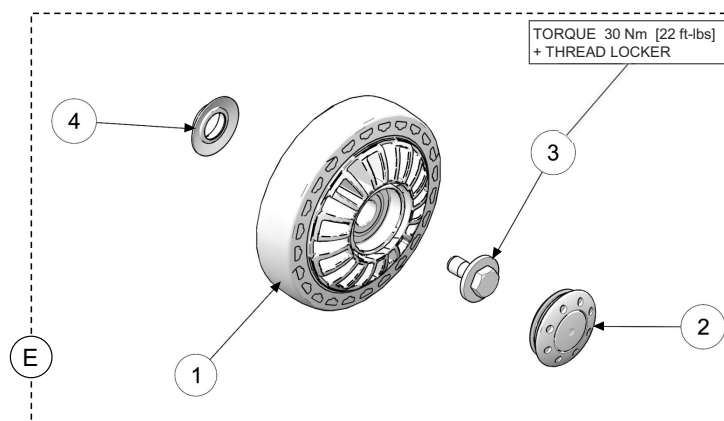
ITEM #	PART #	DESCRIPTION	QTY
C	2205435	K-HUB, Cmplst, 32mm	1
1	--	HUB-Cmplst XP 32mm, ASSY	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4
3	2205454	ERR, 35, 2.4, ZP, SHR-137	1

Narrow Mid Wheel Kit / Ensemble roue 134mm - étroite



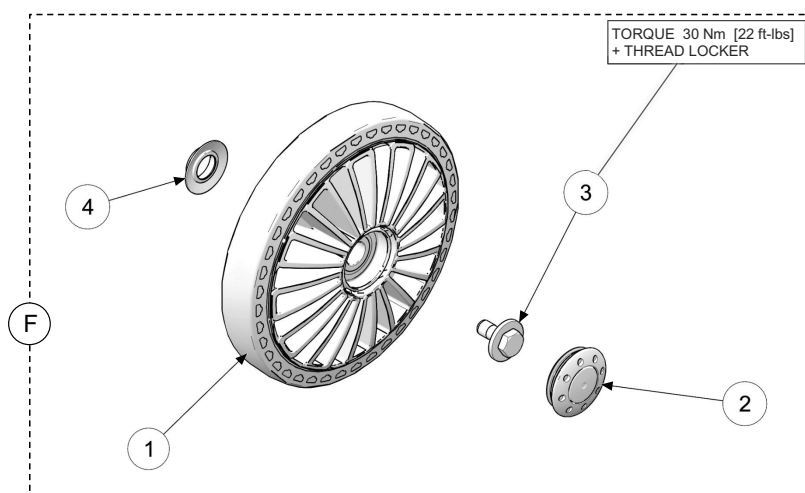
ITEM #	PART #	DESCRIPTION	QTY
D	2205122	K-WHEEL, Cmplst, MID, ATV	1
1	--	WHEEL / ROUE -- ATV 134 MM	1
2	--	WHEEL CAP / CAP DE ROUE	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
4	--	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25 ID X 42 OD)	1

Wide Mid Wheel Kit / Ensemble roue 134mm - large



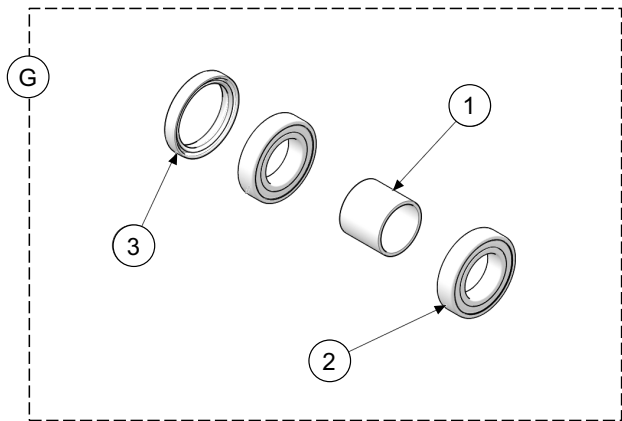
ITEM #	PART #	DESCRIPTION	QTY
E	2209514	K-WHEEL, Cmplst, Mid, ATV 2.0	1
1	--	134MM INJECTION WHEEL, ASSY / 134MM ROUE INJECTION, ASS.	1
2	--	WHEEL CAP / CAP DE ROUE	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
4	--	SHAFT SEAL / JOINT D'ÉTANCHÉITÉ DE ROUE	1

Idler Wheel Kit / Ensemble roue 202mm



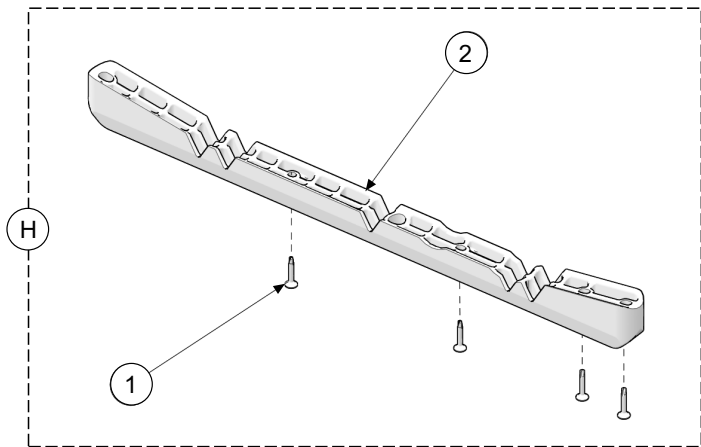
ITEM #	PART #	DESCRIPTION	QTY
F	2209515	K-WHEEL, Cmplst, Idler, ATV 2.0	1
1	--	202MM INJECTION WHEEL, ASSY / 202MM ROUE INJECTION, ASS.	1
2	--	WHEEL CAP / CAP DE ROUE	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
4	--	SHAFT SEAL / JOINT D'ÉTANCHÉITÉ DE ROUE	1

Bearing Kit / Ensemble de roulements



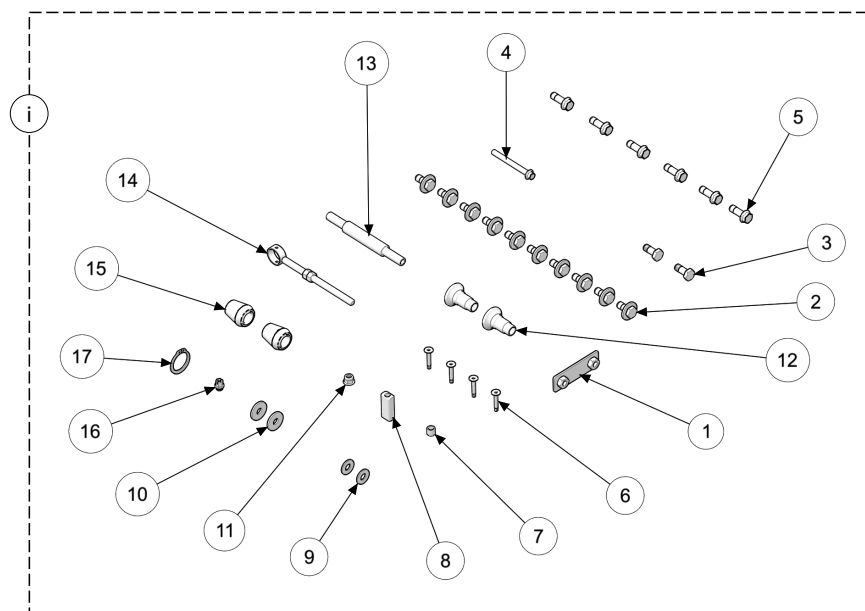
ITEM	PART #	DESCRIPTION	QTY
G	2205123	KIT - BEARINGS, Cmplst, ATV	1
1	--	INTERNAL SPACER / ESPACEUR ROULEMENTS	1
2	--	STANDARD BEARING / ROULEMENT À BILLES STANDARD	2
3	--	SHAFT SEAL / JOINT D'ÉTANCHÉITÉ, ARBRE MOYEU -- 50 x 62 x 10	1

Track Guide Kit / Ensemble guide de chenille



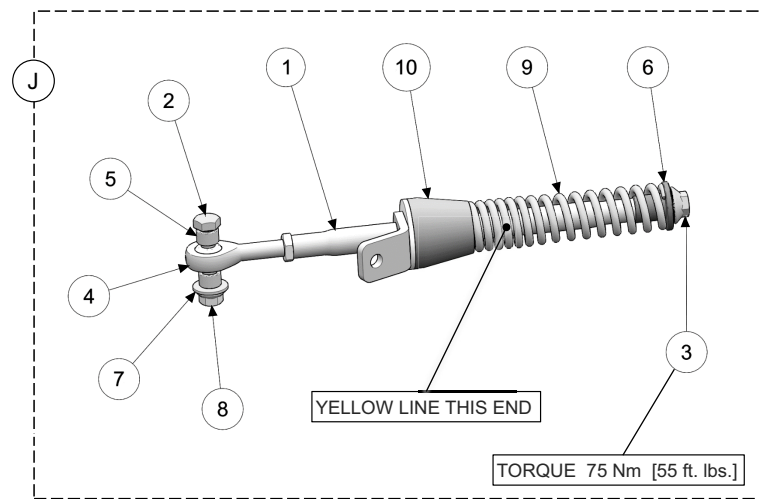
ITEM #	PART #	DESCRIPTION	QTY
H	2209519	K-GUIDE, Cmplst, ATV 2.0 / S-KIT GUIDE ATV	1
1	--	SDSQWS, #12-24X1.5, ZP	4
2	--	TRACK GUIDE / GUIDE DE CHENILLE	1

Hardware Kit / Ensemble de quincaillerie



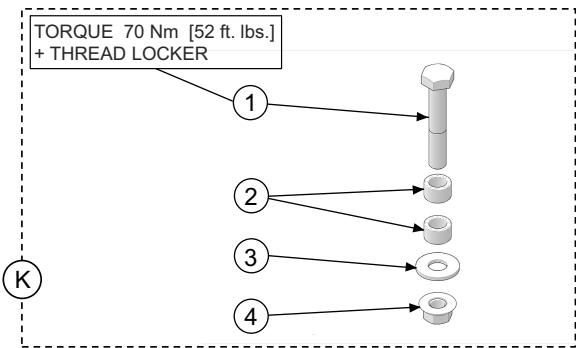
ITEM #	PART #	DESCRIPTION	QTY
i	2209505	K-HDWR, CMLST, ATV 2.0 / S-KIT QUINCAILLERIE	1
1	--	BACKPLATE / PLAQUE DE FIXATION ARRIÈRE	1
2	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	10
3	--	HCS, M10-1.5X25, 10.9, ZP, TL, DIN933	2
4	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
5	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	6
6	--	SDSQWS, #12-24X1.5, ZP	4
7	--	SLIDE BUSHING / ESPACEUR	1
8	--	TENSIONER BUSHING / COUSSINET TENDEUR	1
9	--	W, 7/16X1.0X0.072, 8, ZP, USS	2
10	--	W, 3/8X1-1/4, 0.120, ZP	2
11	--	FNN, M8-1.25, 10, ZP, DIN6926	1
12	--	WHEEL AXLE, STABILIZER / AXE DE ROUE, STABILISATEUR	2
13	--	AXLE, SHAFT DAMPER / AXE, ARBRE AMORTISSEUR	1
14	--	TRACK TENSIONER & NUTS ASS'Y / TENDEUR CHENILL & ÉCR. ASS.	1
15	--	URETHANE CONE STABILIZER / CÔNE URÉTHANE STABILISATEUR	2
16	--	HHP, M10-1	1
17	--	ERR, 35, 2.4, ZP, SHR-137	1

Anti-Rotation (Stablizing) Arm Kit / Ensemble bras stabilisateur



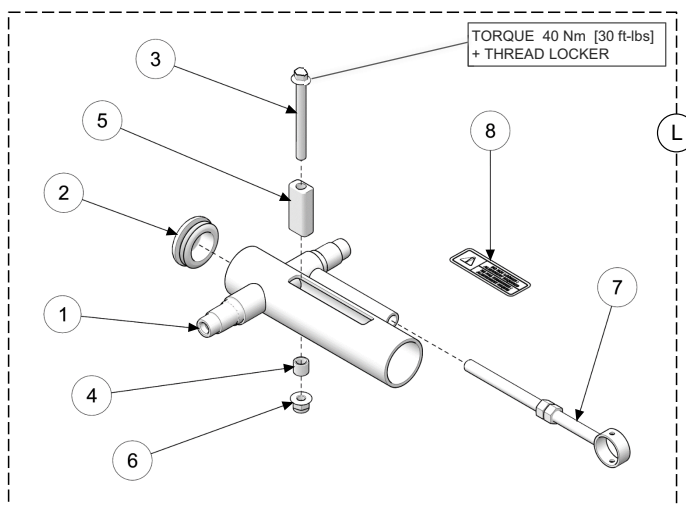
ITEM	PART #	DESCRIPTION	QTY
J	2209506	K-STAB ROD, Cmplst, ATV 2.0 / S-KIT BRAS STABILISATEUR - ATV	1
1	--	SHORT ANTI-ROTATION ROD / TIGE ANTI-ROTATION COURTE	1
2	--	HCS, M10-1.5X60, 10.9, ZP, DIN931	1
3	--	HFSCS, M12-1.75X50, 8.8, ZP, FULL THREAD	1
4	--	X-LONG ROD END / TIGE À OEIL X-LONGUE	1
5	--	BUSHING SPACER 3/8"	1
6	--	T-BUSHING / BAGUE EN T	1
7	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
8	--	FNN, M10-1.5, 8, ZP, DIN6926	
9	--	COMPRESSION SPRING / RESSORT COMPRESSION - 138/285 LBS/IN	
10	--	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	

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



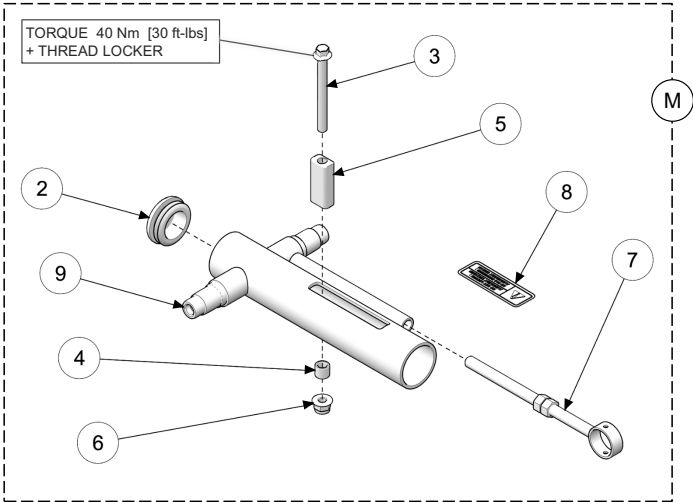
ITEM	PART #	DESCRIPTION	QTY
K	2205449	K-HDWR, ANTI ROTATION, SHORT BOLT KIT	1
1	--	HCS, M10-1.5X60, 10.9, ZP, DIN931	1
2	--	ROD END SPACER / BAGUE ESPACEUR, EMBOUT À ROTULE	2
3	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
4	--	FNN, M10-1.5, 8, ZP, DIN6926	1

Short Track Tensioner / Tendeur de chenille court



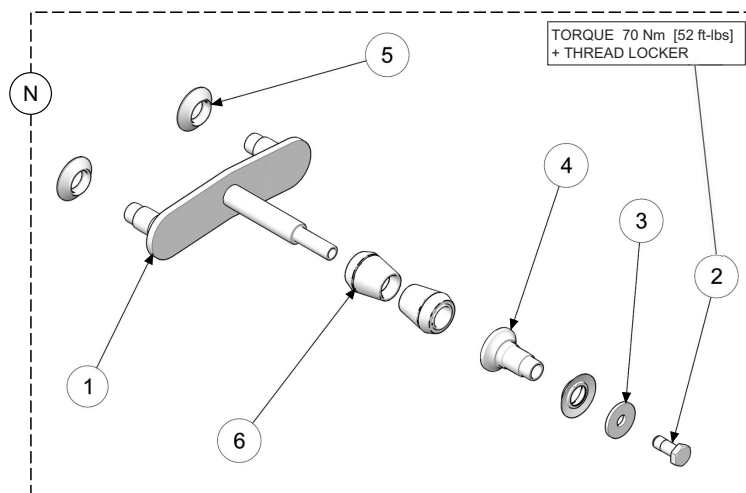
ITEM #	PART #	DESCRIPTION	QTY
L	2209511	K-TENSIONER, CMPLST, SHT, ATV 2.0 / TENDEUR CHENILLE COURT	1
1	--	TENSIONER - BLACK / TENDEUR NOIR	1
2	--	FRAME, TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
3	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
4	--	SLIDE BUSHING / ESPACEUR	1
5	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
6	--	FNN, M8-1.25, 10, ZP, DIN6926	1
7	--	TENSIONER ROD - HEX NUT ASS'Y / ENS. TIGE TEND. & ÉCROU HEX	1
8	--	STICKER - LOOSEN / AUTOCOLLANT - DESSERRER	1

Long Track Tensioner / Tendeur de chenille long



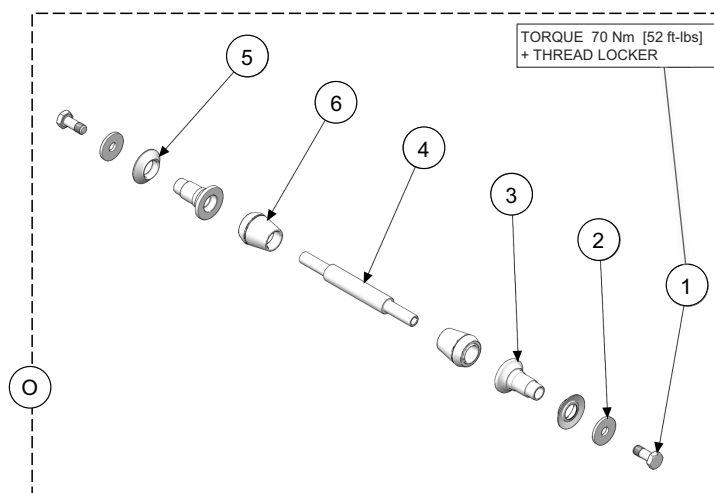
ITEM #	PART #	DESCRIPTION	QTY
M	2209512	K-TENSIONER, CMPLST, LNG, ATV 2.0 / TENDEUR CHENILLE LONG	1
1	--	TENSIONER - BLACK / TENDEUR NOIR	1
2	--	FRAME, TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
3	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
4	--	SLIDE BUSHING / ESPACEUR	1
5	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
6	--	FNN, M8-1.25, 10, ZP, DIN6926	1
7	--	TENSIONER ROD - HEX NUT ASS'Y / ENS. TIGE TEND. & ÉCROU HEX	1
8	--	STICKER - LOOSEN / AUTOCOLLANT - DESSERRER	1

Stabilizer Kit / Stabilisateur assemblé



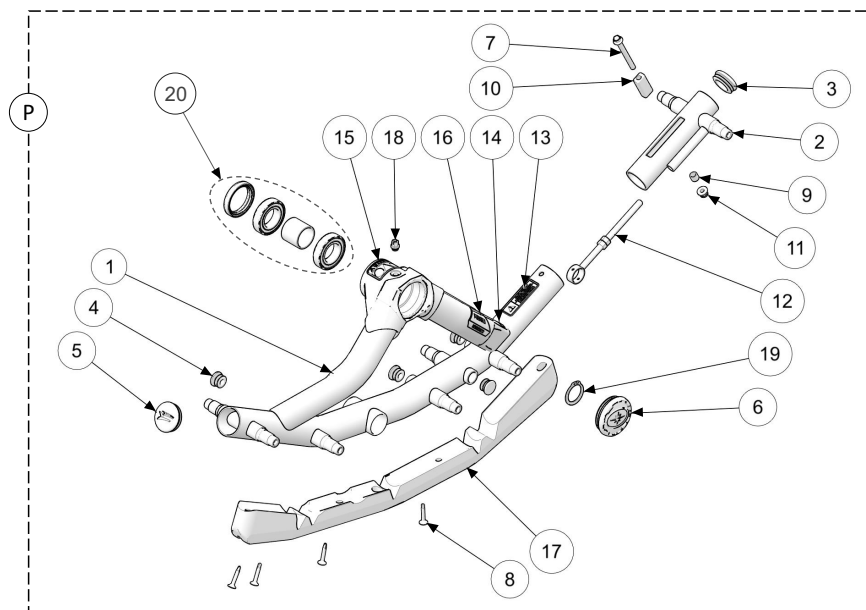
ITEM #	PART #	DESCRIPTION	QTY
N	2209513	K-STABILIZER, CMLST, ATV 2.0	1
1	--	STABILIZER ASSY / STABILISATEUR ASSEMBLÉ	1
2	--	HCS, M10-1.5X25, 10.9, ZP, TL, DIN933	1
3	--	WASHER / RONDELLE -- 3/8X1-1/4, 0.120, ZP	1
4	--	WHEEL AXLE, STABILIZER / AXE DE ROUE, STABILISATEUR	1
5	--	SHAFT SEAL / JOINT DE ROUE	3
6	--	URETHANE CONE, STABILIZER / CÔNE URÉTHANE, STABILISATEUR	2

Wheel Axle Stabilizer Kit / Axe de roue - stabilisateur assemblé



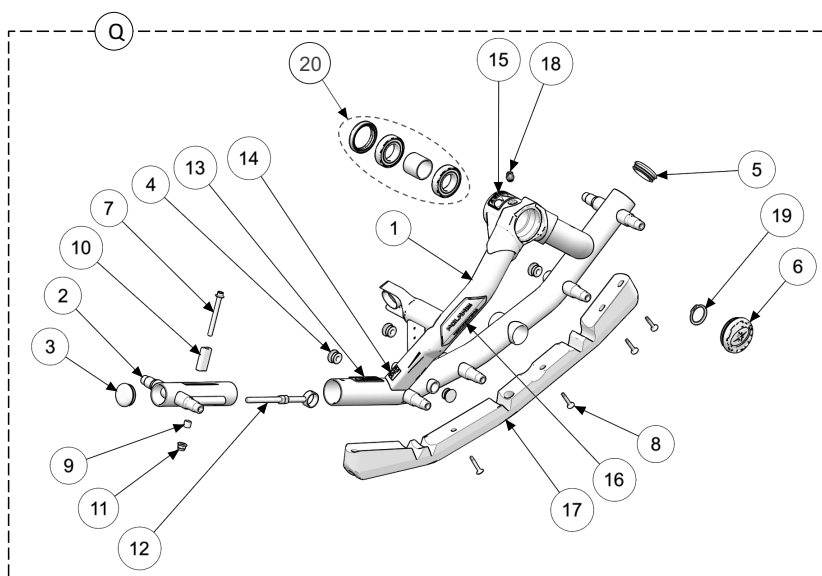
ITEM #	PART #	DESCRIPTION	QTY
O	2209517	K-STABILIZER, AXLE, REAR, ATV 2.0	1
1	--	HCS, M10-1.5X25, 10.9, ZP, TL, DIN933	2
2	--	WASHER / RONDELLE -- 3/8X1-1/4, 0.120, ZP	2
3	--	WHEEL AXLE, STABILIZER / AXE DE ROUE, STABILISATEUR	2
4	--	AXLE, SHAFT DAMPER / AXE, ARBRE AMORTISSEUR	1
5	--	SHAFT SEAL / JOINT DE ROUE	2
6	--	URETHANE CONE, STABILIZER / CÔNE URÉTHANE, STABILISATEUR	2

Front Right Frame Kit / Ensemble châssis avant droit



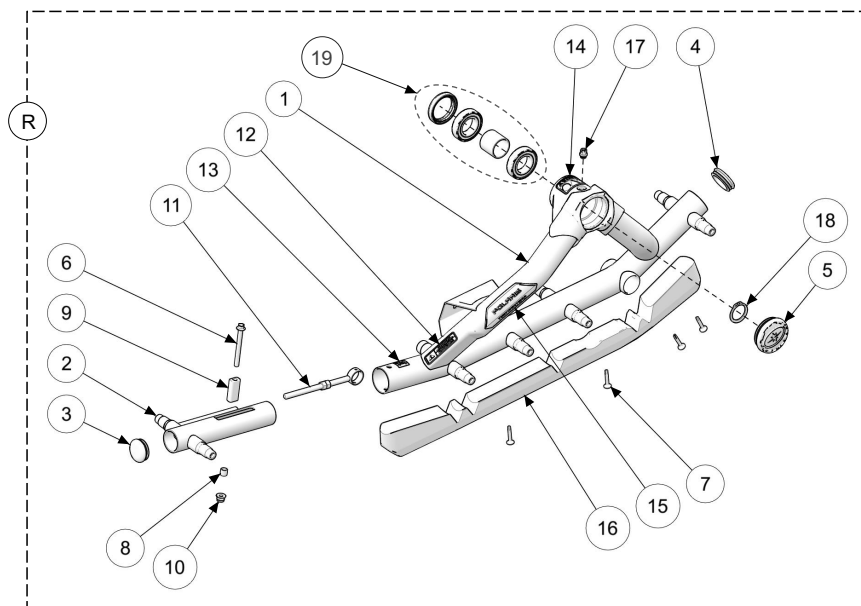
ITEM	PART #	DESCRIPTION	QTY
P	2209507	K-FRAME, CMLST, FR, ATV 2.0	1
1	--	FRONT FRAME, RH / CHASSIS AVANT, DR	1
2	--	TENSIONER / TENDEUR	1
3	--	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
4	--	PLASTIC WHEEL CAP 1" / CAP DE ROUE DE 1"	4
5	--	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
6	--	HUB CAP ASS'Y / CAP MOYEU ASS.	1
7	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
8	--	SDSQWS, #12-24X1.5, ZP	4
9	--	SLIDE BUSHING / ESPACEUR	1
10	--	TENSIONER BUSHING / COUSSINET TENDEUR	1
11	--	FNN, M8-1.25, 10, ZP, DIN6926	1
12	--	TENSIONER ROD & NUTS ASS. / TIGE TENDEUR & ÉCROUS ASS.	1
13	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER	1
14	--	STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AVD	1
15	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
16	--	STICKER - POLARIS ATV 2.0 / DÉCALQUE - POLARIS ATV 2.0	1
17	--	TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S	1
18	--	HHP, M10-1	1
19	2205454	ERR, 35, 2.4, ZP, SHR-137	1
20	2205123	KIT - BEARINGS, CMLST, ATV / S-KIT ATV UTV 2 ROULEMENTS	1

Front Left Frame Kit / Ensemble châssis avant gauche



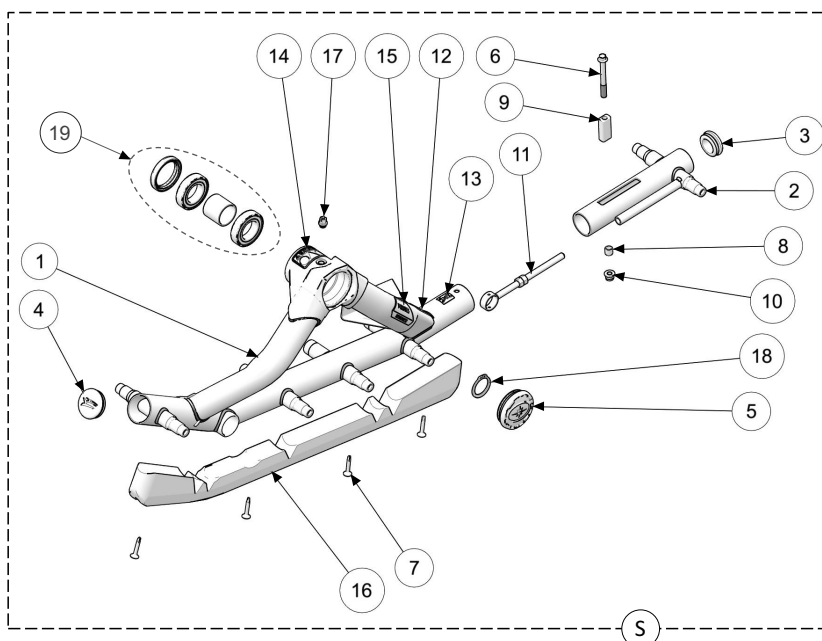
ITEM	PART #	DESCRIPTION	QTY
Q	2209508	K-FRAME, Cmplst, FL, ATV 2.0	1
1	--	FRONT FRAME, LH / CHASSIS AVANT, GA	1
2	--	TENSIONER / TENDEUR	1
3	--	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
4	--	PLASTIC WHEEL CAP 1" / CAP DE ROUE DE 1"	4
5	--	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
6	--	HUB CAP ASS'Y / CAP MOYEU ASS.	1
7	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
8	--	SDSQWS, #12-24X1.5, ZP	4
9	--	SLIDE BUSHING / ESPACEUR	1
10	--	TENSIONER BUSHING / COUSSINET TENDEUR	1
11	--	FNN, M8-1.25, 10, ZP, DIN6926	1
12	--	TENSIONER ROD & NUTS ASS. / TIGE TENDEUR & ÉCROUS ASS.	1
13	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER	1
14	--	STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AVG	1
15	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
16	--	STICKER - POLARIS ATV 2.0 / DÉCALQUE - POLARIS ATV 2.0	1
17	--	TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S	1
18	--	HHP, M10-1	1
19	2205454	ERR, 35, 2.4, ZP, SHR-137	1
20	2205123	KIT - BEARINGS, Cmplst, ATV / S-KIT ATV UTV 2 ROULEMENTS	1

Rear Right Frame Kit / Ensemble châssis arrière droit



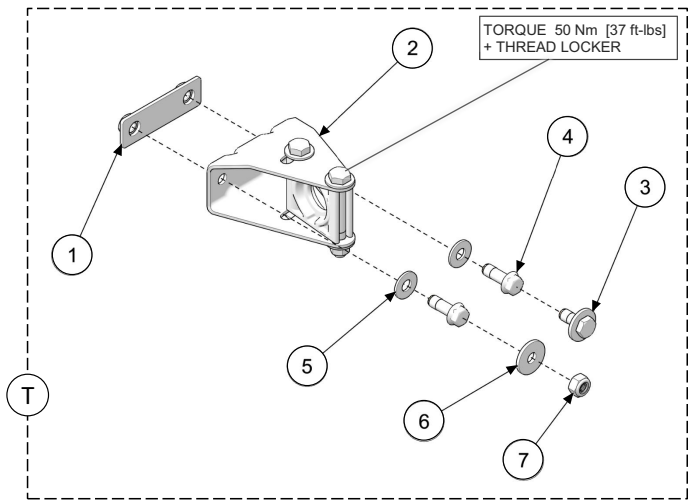
ITEM	PART #	DESCRIPTION	QTY
R	2209509	K-FRAME, Cmplst, RR, ATV 2.0	1
1	--	REAR FRAME, RH / CHASSIS ARRIÈRE, DR	1
2	--	TENSIONER / TENDEUR	1
3	--	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
4	--	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
5	--	HUB CAP ASS'Y / CAP MOYEU ASS.	1
6	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
7	--	SDSQWS, #12-24X1.5, ZP	4
8	--	SLIDE BUSHING / ESPACEUR	1
9	--	TENSIONER BUSHING / COUSSINET TENDEUR	1
10	--	FNN, M8-1.25, 10, ZP, DIN6926	1
11	--	TENSIONER ROD & NUTS ASS. / TIGE TENDEUR & ÉCROUS ASS.	1
12	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER	1
13	--	STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME ARD	1
14	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
15	--	STICKER - POLARIS ATV 2.0 / DÉCALQUE - POLARIS ATV 2.0	1
16	--	TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S	1
17	--	HHP, M10-1	1
18	2205454	ERR, 35, 2.4, ZP, SHR-137	1
19	2205123	KIT - BEARINGS, Cmplst, ATV / S-KIT ATV UTV 2 ROULEMENTS	1

Rear Left Frame Kit / Ensemble châssis arrière gauche



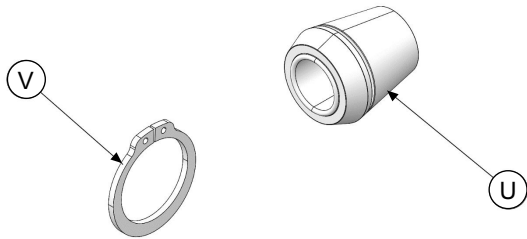
ITEM	PART #	DESCRIPTION	QTY
S	2209510	K-FRAME, CMLST, RL, ATV 2.0	1
1	--	REAR FRAME, LH / CHASSIS ARRIÈRE, GA	1
2	--	TENSIONER / TENDEUR	1
3	--	FRAME TAIL PLASTIC CAP / CAP DE QUEUE DE CADRE	1
4	--	PLASTIC FRAME CAP 2" / CAP DE CADRE 2"	1
5	--	HUB CAP ASS'Y / CAP MOYEU ASS.	1
6	--	HFCS, M8-1.25X80, 10.9, ZP, IFI536	1
7	--	SDSQWS, #12-24X1.5, ZP	4
8	--	SLIDE BUSHING / ESPACEUR	1
9	--	TENSIONER BUSHING / COUSSINET TENDEUR	1
10	--	FNN, M8-1.25, 10, ZP, DIN6926	1
11	--	TENSIONER ROD & NUTS ASS. / TIGE TENDEUR & ÉCROUS ASS.	1
12	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER	1
13	--	STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME ARG	1
14	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
15	--	STICKER - POLARIS ATV 2.0 / DÉCALQUE - POLARIS ATV 2.0	1
16	--	TRACK GUIDE / GUIDE DE CHENILLE -- ATV T4S	1
17	--	HHP, M10-1	1
18	2205454	ERR, 35, 2.4, ZP, SHR-137	1
19	2205123	KIT - BEARINGS, CMLST, ATV / S-KIT ATV UTV 2 ROULEMENTS	1

Anti-Rotation Bracket Kit / Ensemble attache antirotation



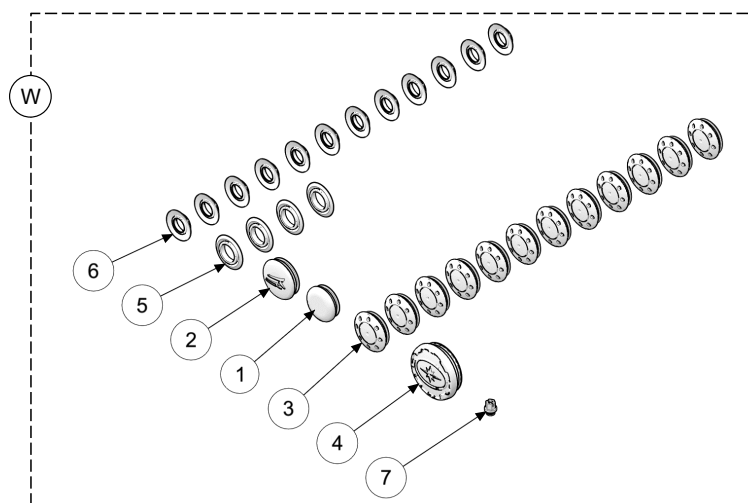
ITEM	PART #	DESCRIPTION	QTY
T	2205448	KIT-ANTIROTATION, BRACKET / S-KIT ANTIROT. SUSP. IND.	1
1	--	BACK PLATE / PLAQUE DE FIXATION	1
2	--	ANTI-ROTATION BRACKET IND SUSP / ATTACHE ANTI-ROTATION SI	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
4	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921	2
5	--	W, 7/16X1.0X0.072, 8, ZP, USS	2
6	--	W,3/8X1-1/4,0.120,ZP	1
7	--	NN,M10-1.5,ZP,8,DIN982	1

Cone Bushing / Retaining Ring -- Ensemble cône uréthane / bague d'arrêt



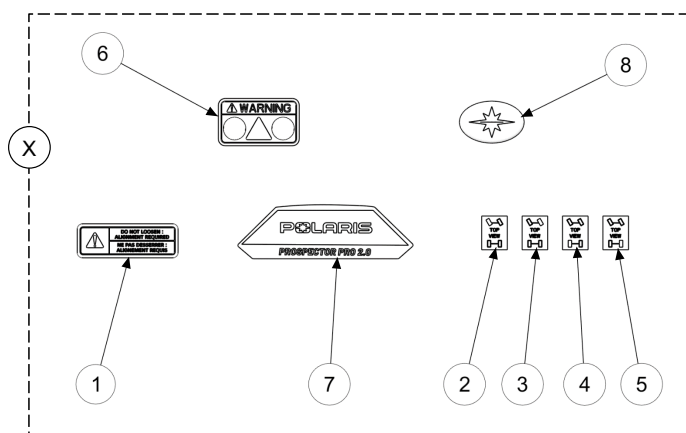
ITEM	PART #	DESCRIPTION	QTY
U	2205462	K- CONE BUSHING, Cmplst, UTV / CÔNE CAOUTCHOUC,	1
V	2205454	ERR, 35, 2.4, ZP, SHR-137	1

Cap Kit / Ensemble de bouchons



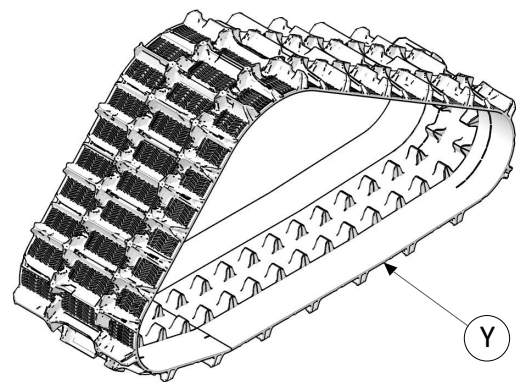
ITEM	PART #	DESCRIPTION	QTY
W	2209516	K-CAPS, CMLST	1
1	--	2 LIPS CAP, 1 3/4" O.D. TUBE	1
2	--	2 LIPS CAP, 2" O.D. TUBE (LDPE)	1
3	--	WHEEL CAP / CAPUCHON DE ROUE	12
4	--	HUB CAP POLARIS ASS'Y / CAP MOYEU POLARIS ASS.	1
5	--	WHEEL SEAL (25 ID X 42 OD)	4
6	--	ATV SHAFT SEAL	12
7	--	HHP, M10-1	1

Decal Kit / Décalques



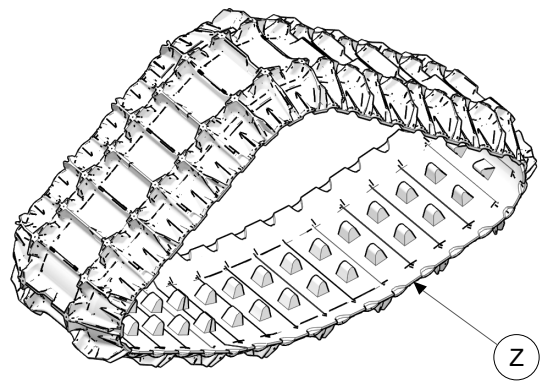
ITEM	PART #	DESCRIPTION	QTY
X	2209518	K- DECAL, CMLST, ATV 2.0 / S-KIT DECALQUE, POLARIS ATV 2.0	1
1	--	STICKER - DO NOT LOOSEN / DÉCALQUE - NE PAS DESSERRER	1
2	--	STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AVG	1
3	--	STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AVD	1
4	--	STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME ARG	1
5	--	STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME ARD	1
6	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
7	--	STICKER PROSPECTOR PRO 2.0 / AUTOCOLLANT	1
8	--	POLARIS HUB CAP STICKER / AUTOCOLLANT CAP MOYEU POLARIS	1

Rear Track / Chenille arrière



ITEM	PART #	DESCRIPTION	QTY
Y	5414841	TRACK-CMPLST, REAR, ATV	1

Front Track / Chenille avant



ITEM	PART #	DESCRIPTION	QTY
Z	5414840	TRACK-CMPLST, FRONT, ATV	1