

CAMOPLAST MOUNTING KIT, XP 850/550

P/N 2879457

Application

SPORTSMAN XP850/550 MY14 AND NEWER



Before you begin, read these instructions and check to be sure all parts and tools are accounted for. Please retain these installation instructions for future reference and parts ordering information.

FRONT ANCHOR BRACKET:

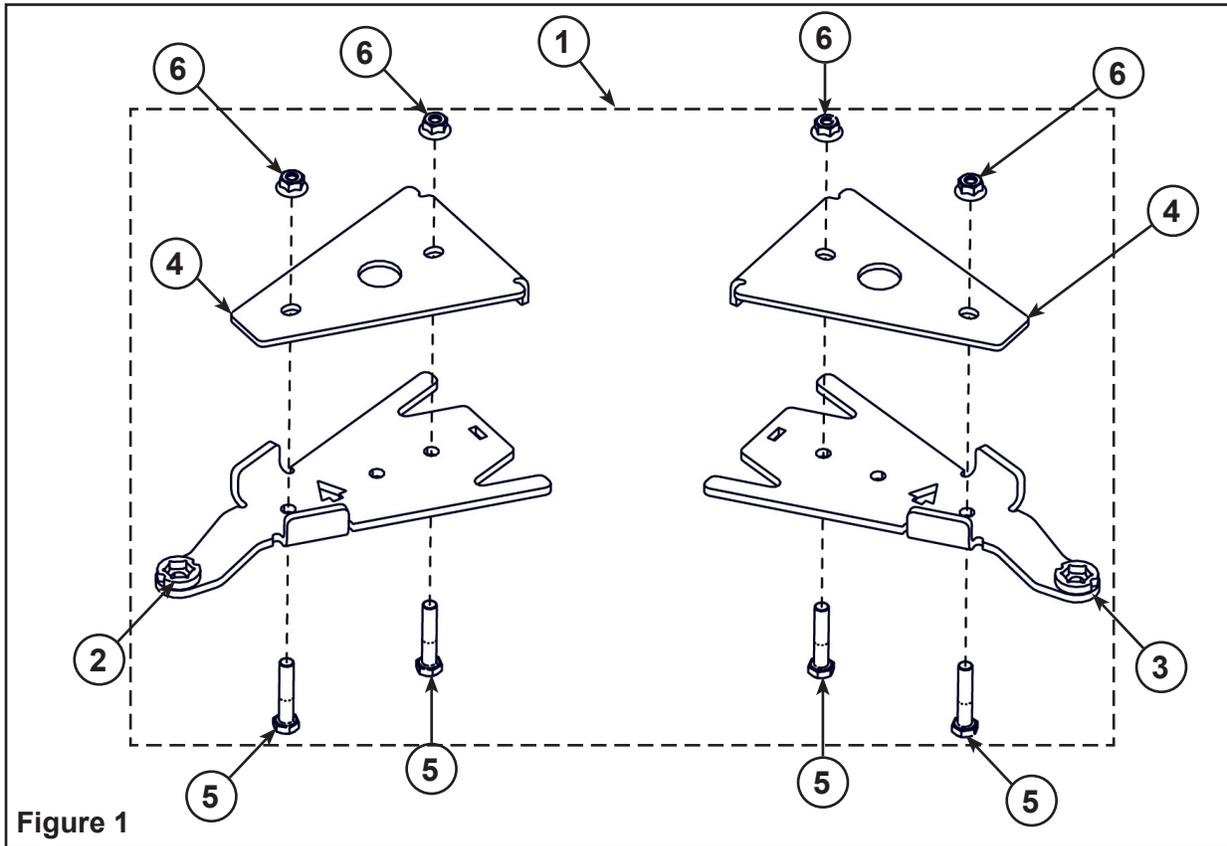


Figure 1

Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
1	1	Front Bracket Kit	2205406
2	1	Front Left Anchor Bracket	-
3	1	Front Right Anchor Bracket	-
4	2	Front Bracket Cover	-
5	4	Hex Bolt-HCS, M10-1.5X55, 8.8, ZP, DIN931	-
6	4	Nylon Nut-FNN, M10-1.5, 8, ZP, DIN6926	-

REAR ANCHOR BRACKET:

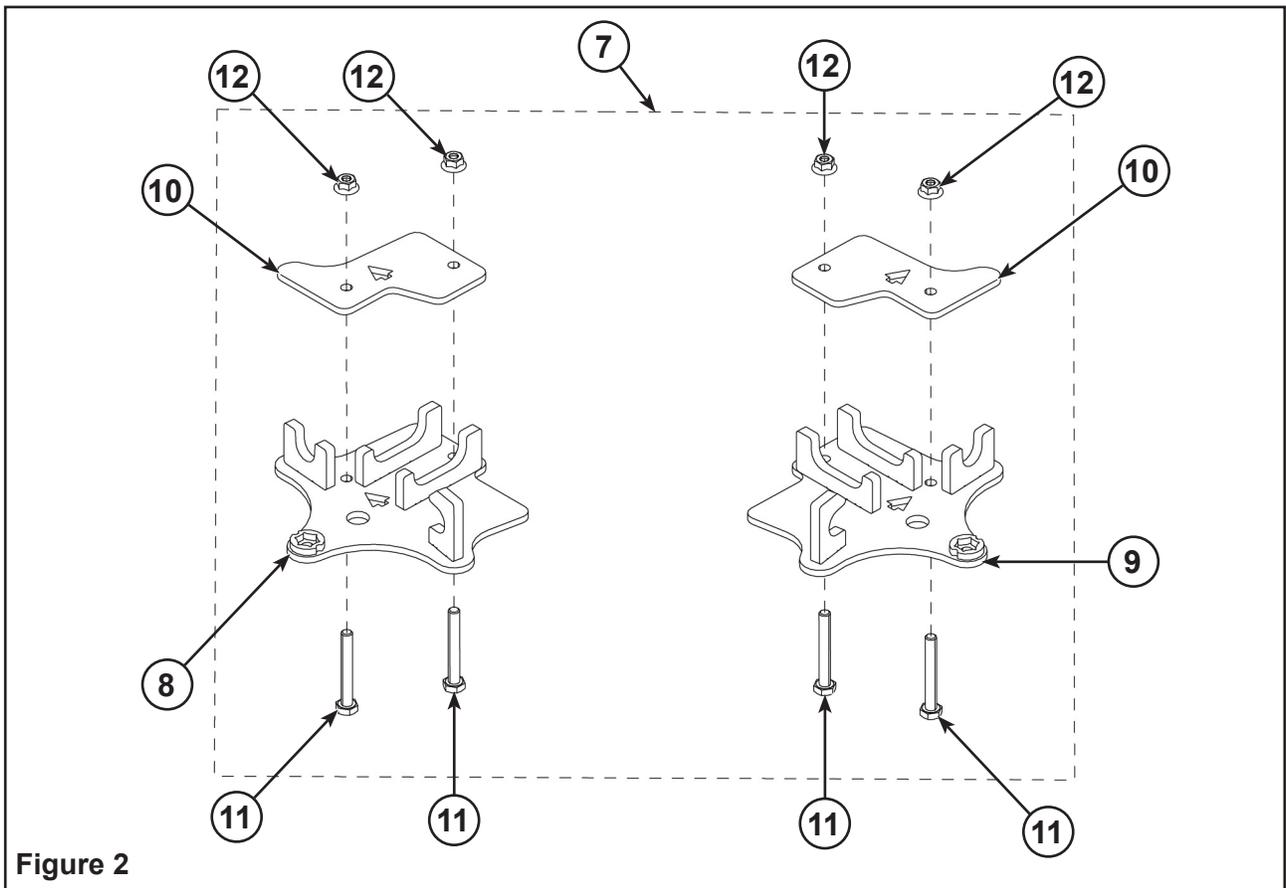


Figure 2

Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
7	1	Rear Bracket Kit	2205407
8	1	Rear Left Anchor Bracket	-
9	1	Rear Right Anchor Bracket	-
10	2	Rear Bracket Cover	-
11	4	Hex Bolt-HCS, M10-1.5X75, 8.8, ZP, DIN931	-
12	4	Washer-FNN, M10-1.5, 8, ZP, DIN6926	-

STEERING LIMITER ASSEMBLY:

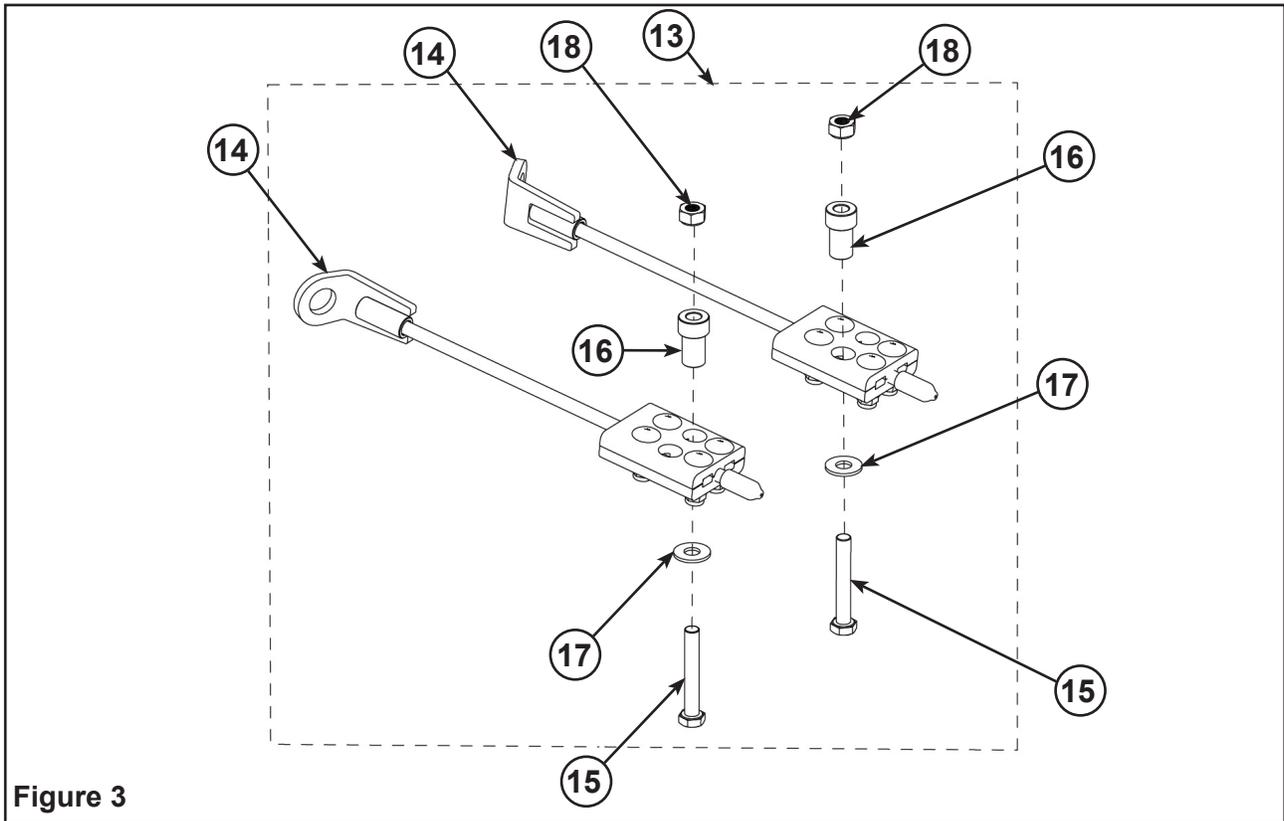
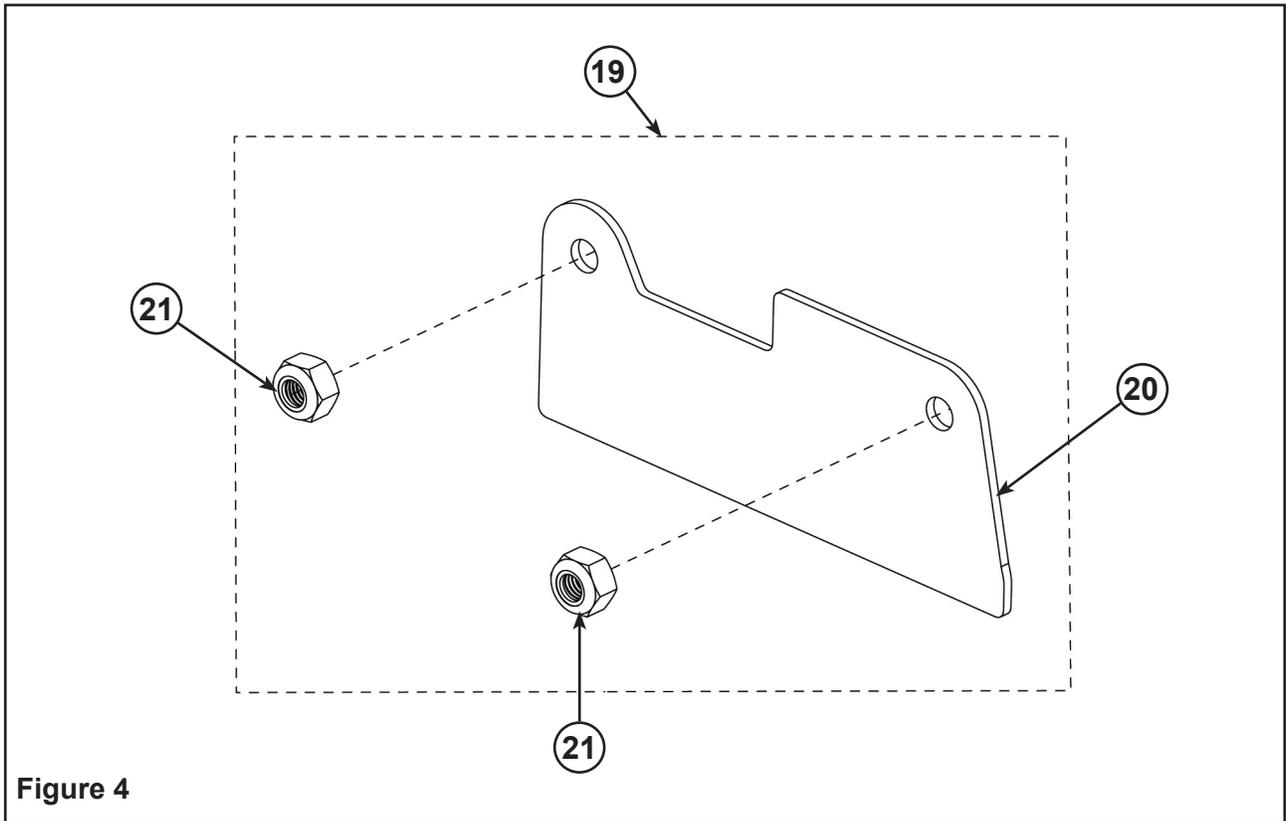


Figure 3

Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
13	1	Steering Limiter Cable Assembly	2205456
14	2	Steering Limiter Cable	-
15	2	Hex Bolt-HCS, M10-1.5X60, 8.8, ZP, DIN931	-
16	2	Step Spacer	-
17	2	Washer-W, 7/16X1.0X0.072, 8, ZP, USS	-
18	2	Nylon Nut-NN, M10-1.5, ZP, 8, DIN982	-

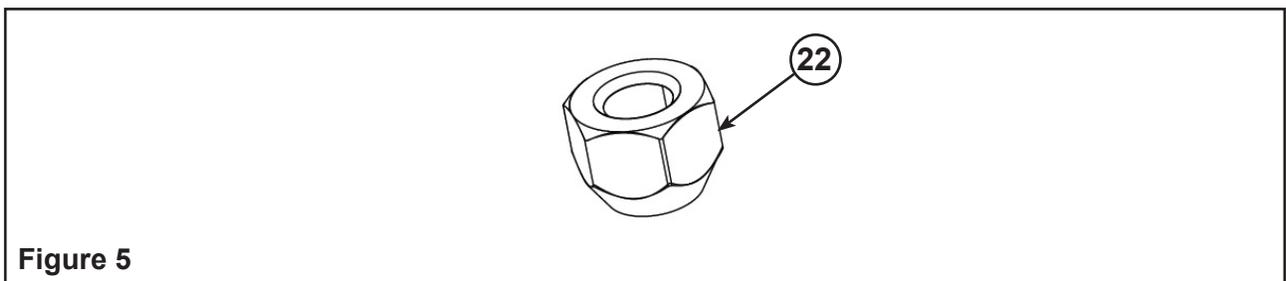
SUSPENSION STIFFENER:



Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
19	1	Stiffener Kit	2205471
20	1	Suspension Stiffener	-
21	2	Nylon Nut-NN, M10-1.5, 8, ZP, DIN982	-

WHEEL LUG NUT:



Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
22	16	Wheel Lug Nut-LN, M10-1.25X15, 8, ZP	2205455
	1	Instructions	9924981

Tools Required:

Lift Table or Floor Jack
Ratchet

Torque Wrench
Metric Socket Set

2 Jack Stands
Metric Wrench Set

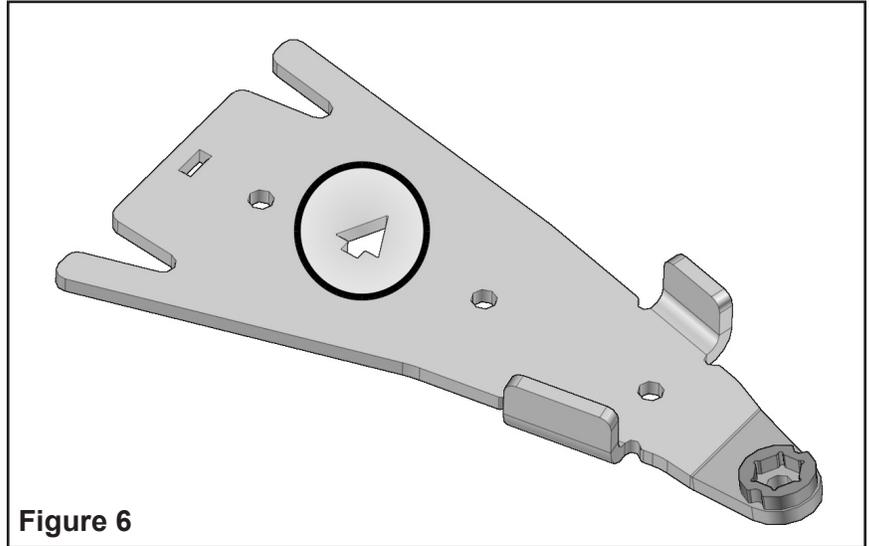
APPROXIMATE ASSEMBLY TIME: 60 minutes

IMPORTANT: Please read carefully each part of this document as well as the User Manual prior to assembling, installing and using the track systems.

INSTALLATION INSTRUCTIONS:

CAUTION: Before beginning the installation, make sure you received all the components included in the parts lists of the preceding pages.

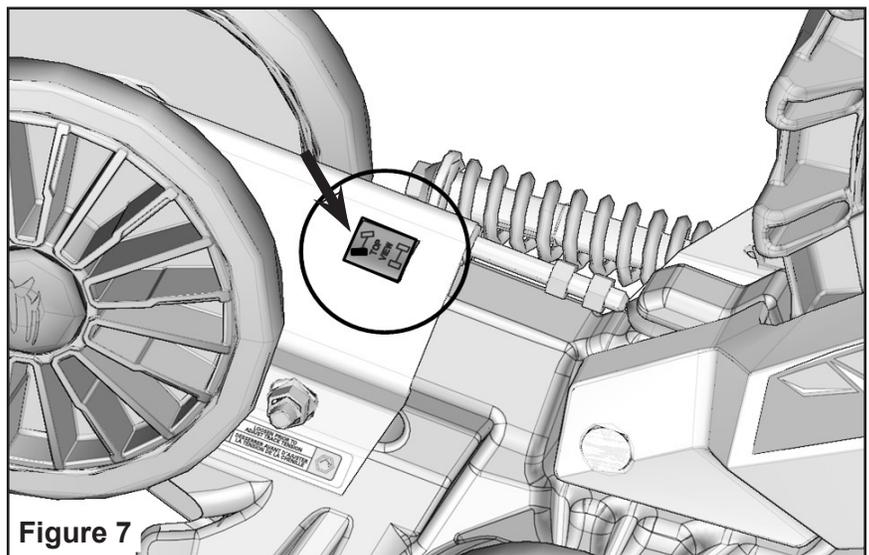
1. For installation purposes, directional arrows have been cut out of the main components in the anchor bracket kits. These arrows indicate the front of the vehicle relative to the component. Figure 6.



PREPARATION:

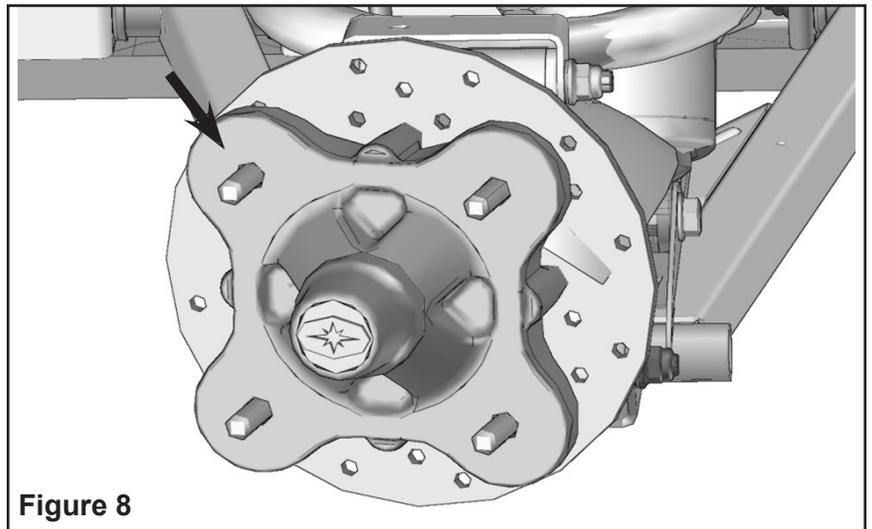
WARNING: Never place body parts under the vehicle unless it is securely placed on appropriate stands. Severe injuries could occur if the vehicle collapses or moves. Do not use a lifting device as a secure stand.

1. Position the vehicle on a flat and level surface (or on a suitable lifting device), shift the transmission to neutral and turn off engine.
2. Identify and position each unit of the track system near the position indicated on the sticker. Figure 7.



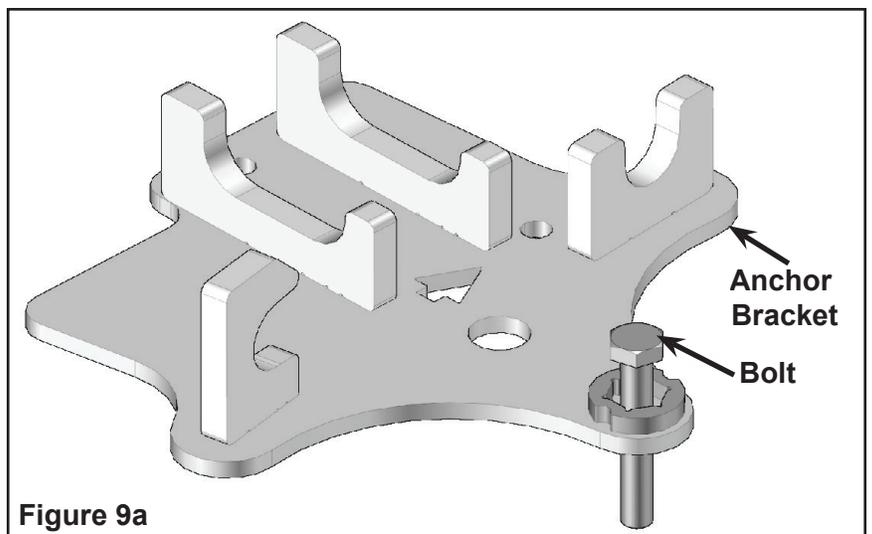
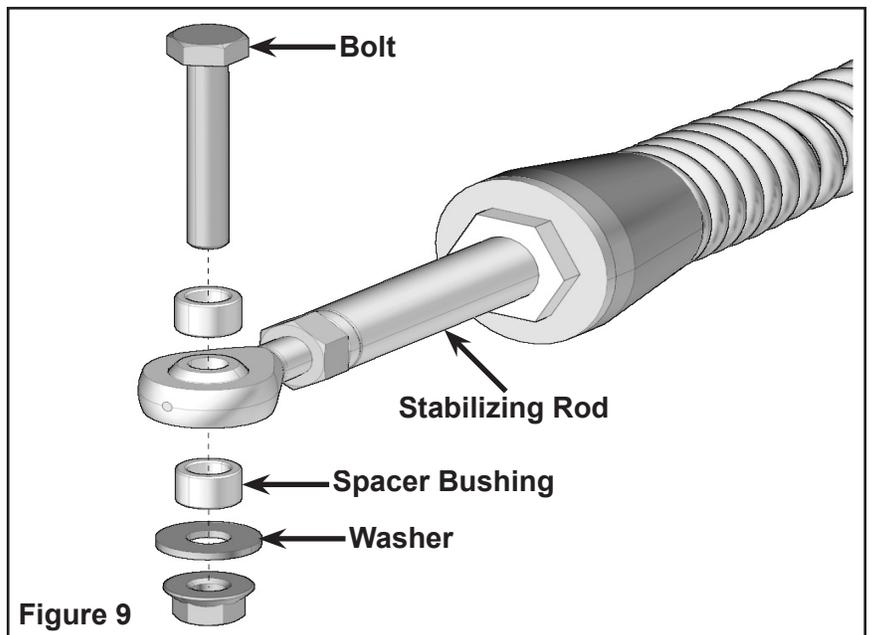
REAR TRACK SYSTEMS:

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



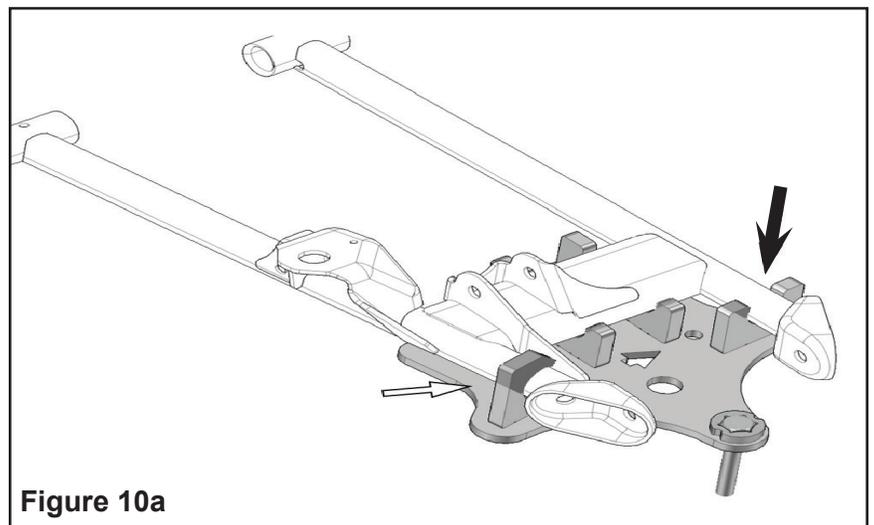
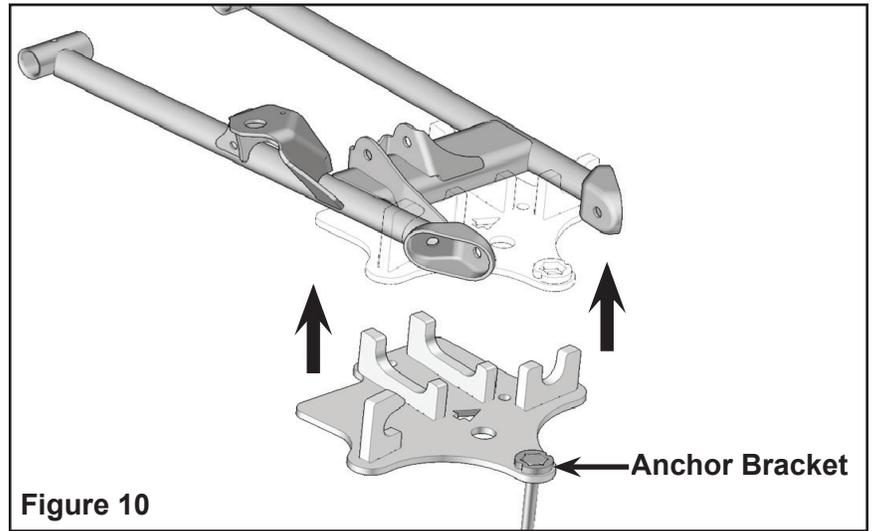
3. If applicable, remove the CV joint protectors from the A-arm.
4. Remove bolt, washers and spacer bushings from the rear stabilizing rod end. Figure 9. Insert the bolt in the anchor bracket. Figure 9a.

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



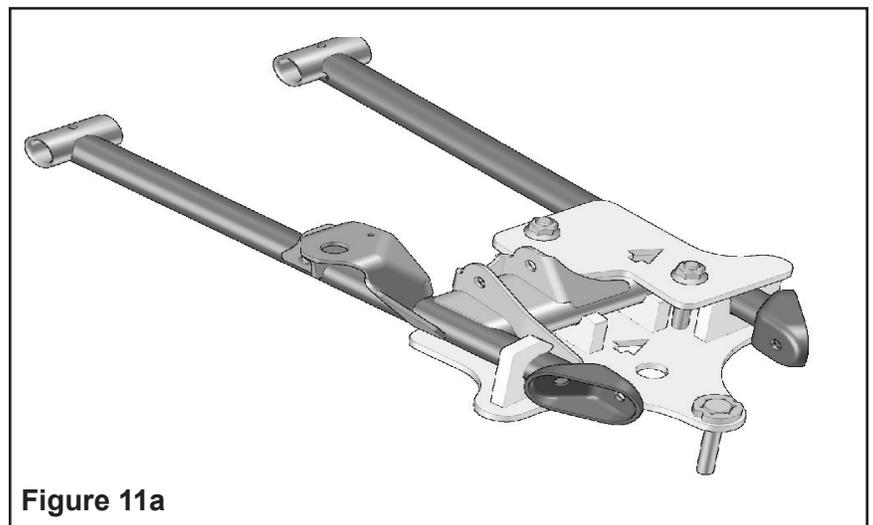
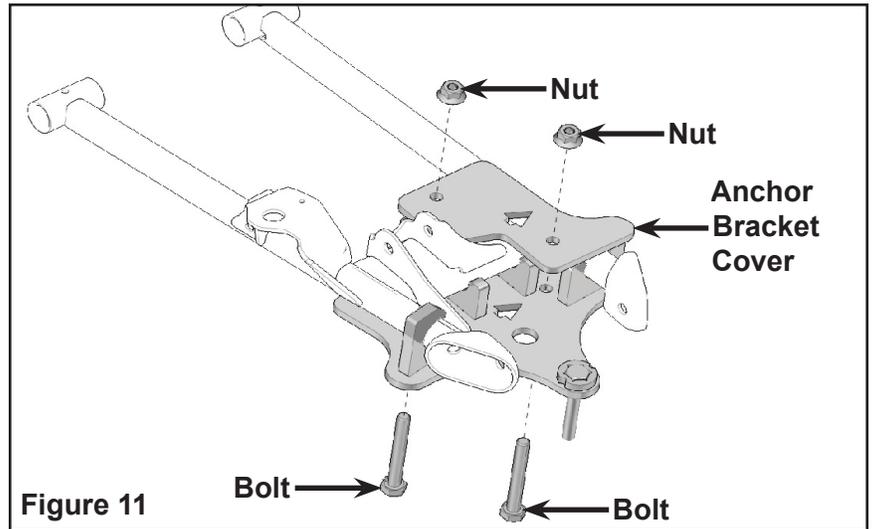
5. Position anchor bracket under the lower suspension arm; C-shaped openings on bracket must fit suspension arm tubing. Figure 10 and Figure 10a.

NOTE: Arrow cutout in anchor bracket must face front of vehicle.



6. Position the anchor bracket cover over lower suspension arm. Insert M10x75 mm bolts through bottom part and use nuts provided to assemble the two parts. Figure 11. Torque the assembly to 37 ft. lbs. (50 Nm). Figure 11a.

NOTE: Arrow cutout in anchor bracket must face front of vehicle.

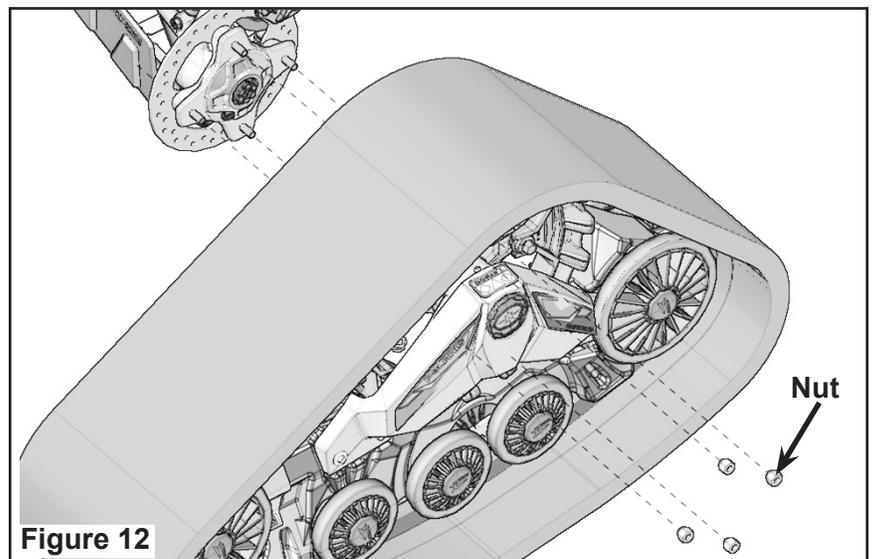


7. Secure the undercarriage to the rear hub using the nuts provided in this mount kit. Figure 12.

NOTE: If needed, take rubber protector off of hub.

NOTE: Ensure that the cotter pin of the axle nut does not interfere with the undercarriage hub.

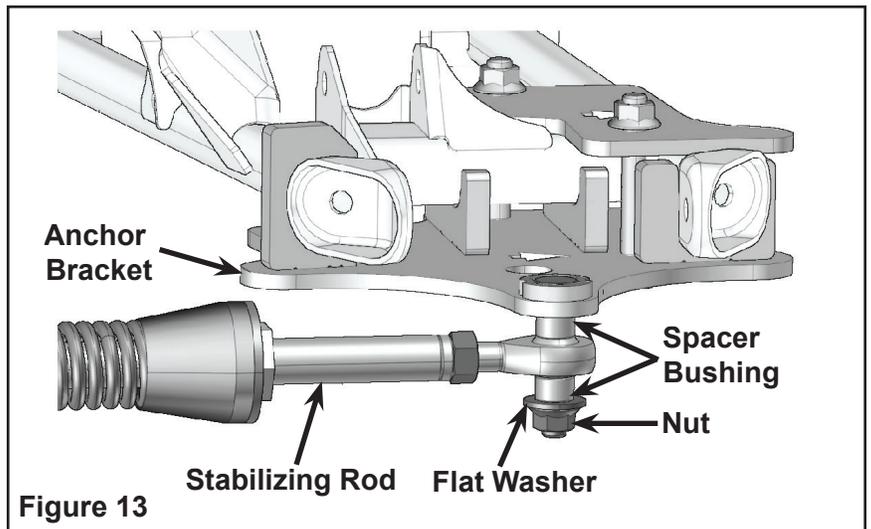
NOTE: Torque lug nuts to 60 ft. lbs. (81 Nm) at this time.



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

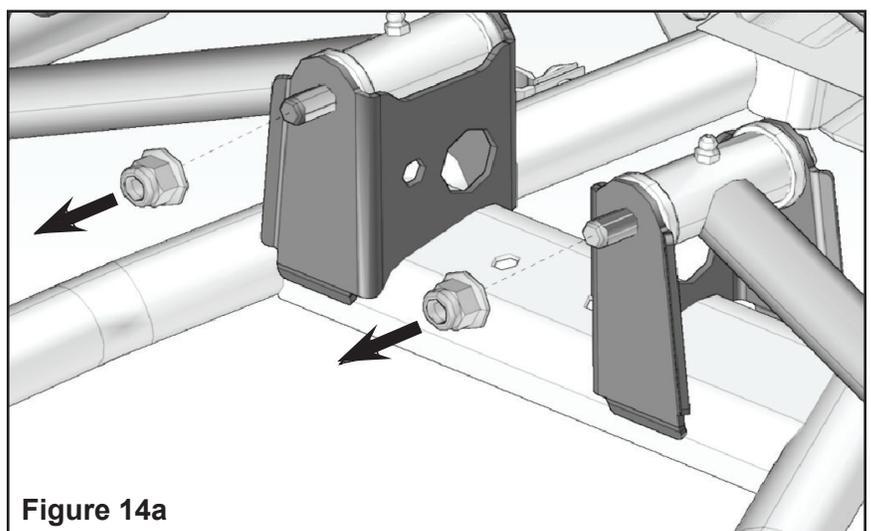
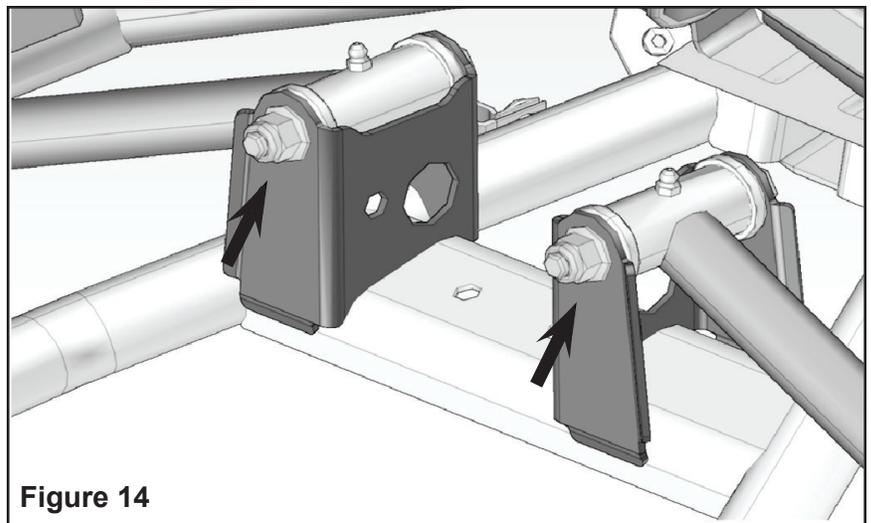
NOTE: Ensure that parts are assembled in the correct order.

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

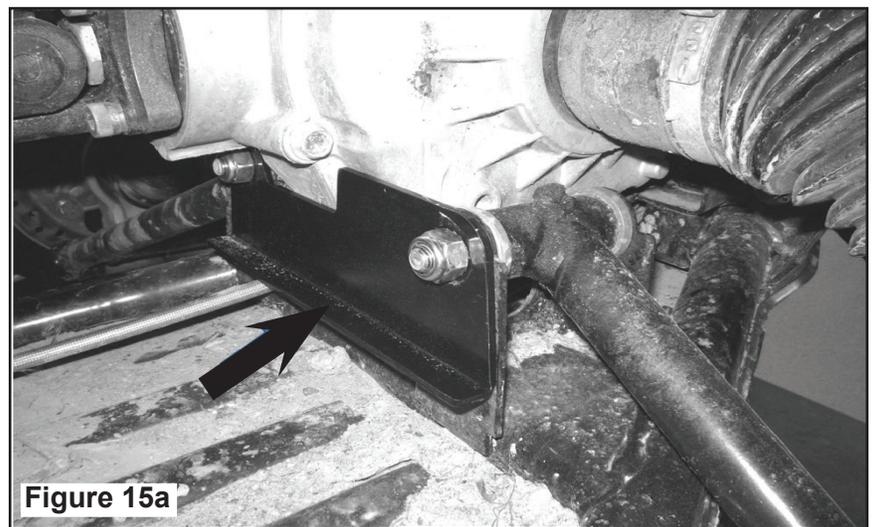
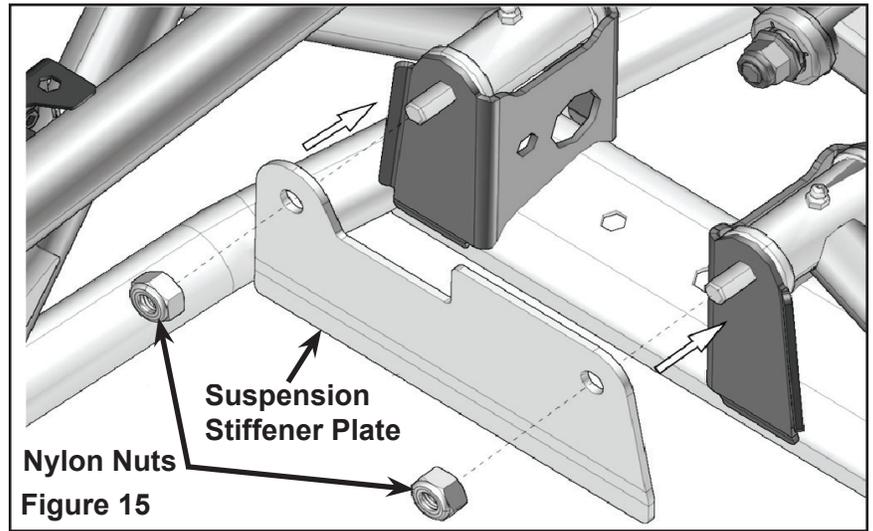


REAR SUSPENSION STIFFENER:

1. Remove the flange nylon nuts from the mounting bolts securing the rear suspension lower arms near the front of the differential. Figure 14.

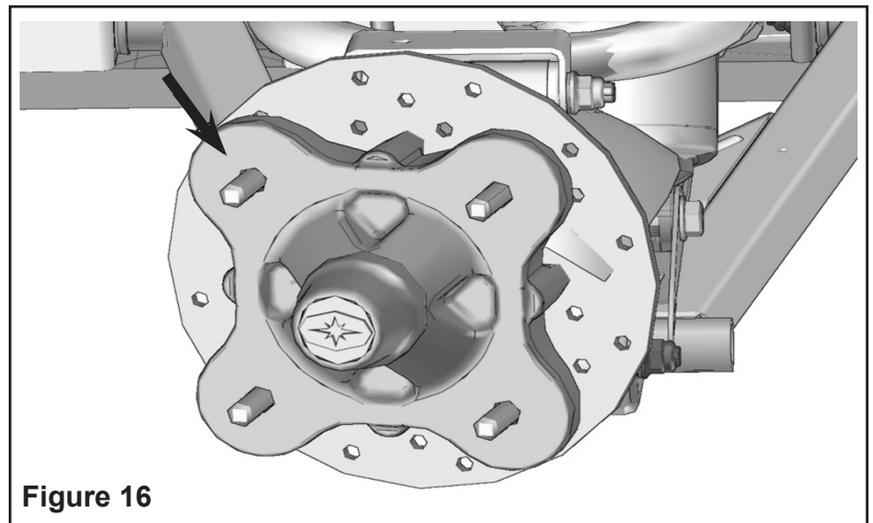


2. Insert the suspension stiffener plate on the lower a-arms mounting bolts. Secure the stiffener plate using the nylon nuts provided. Torque the nuts to 37 ft. lbs. (50 Nm). Figure 15 and Figure 15a.



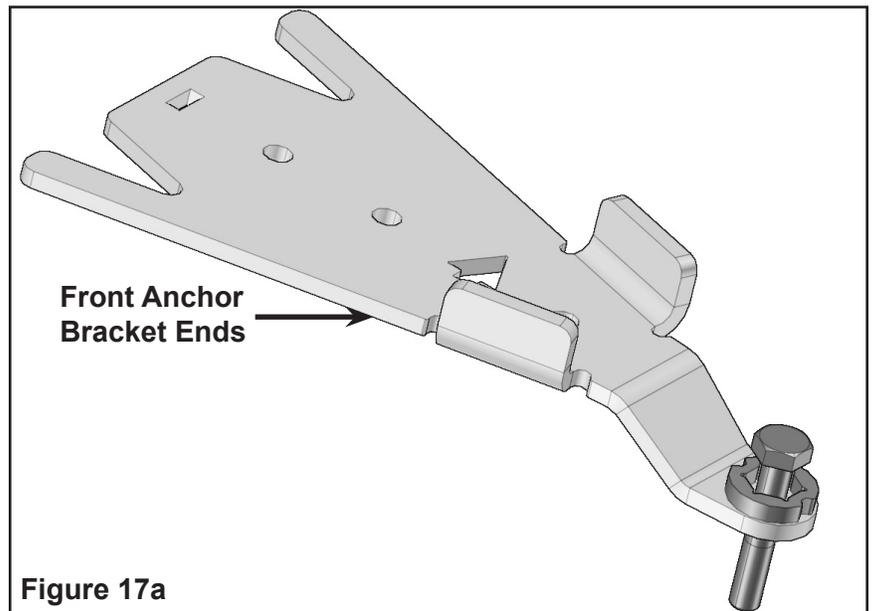
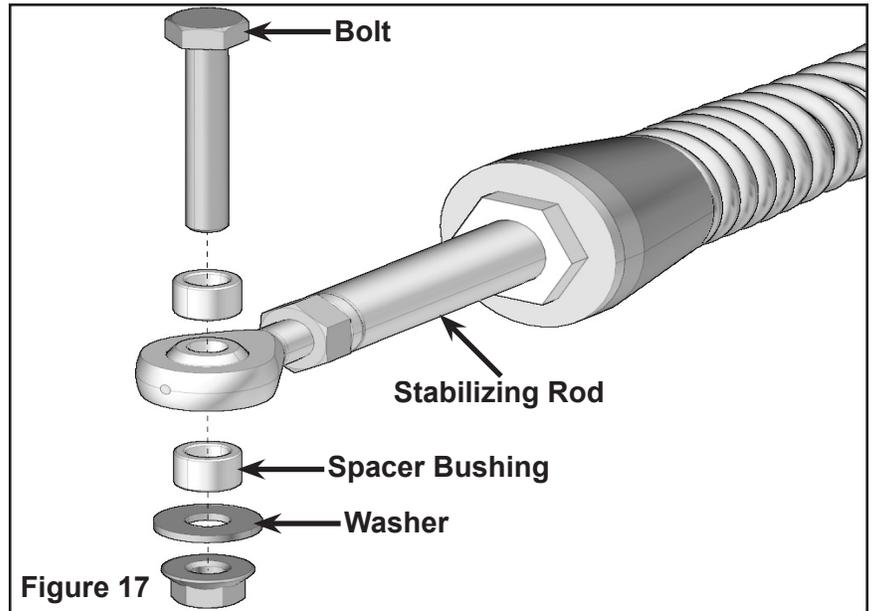
FRONT TRACK SYSTEMS:

1. Using a lifting device, raise the front of the ATV and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.
2. Remove front wheels. Make sure that wheel studs and wheel hubs are free of dirt. Figure 16.

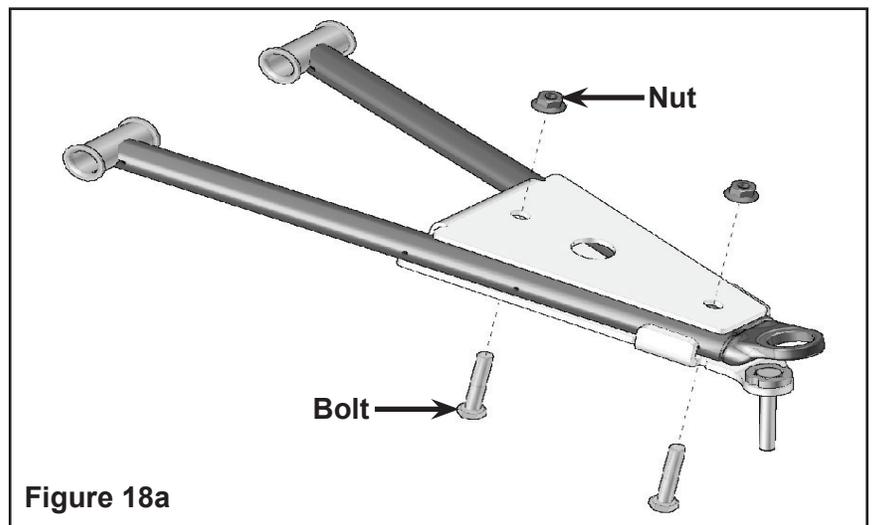
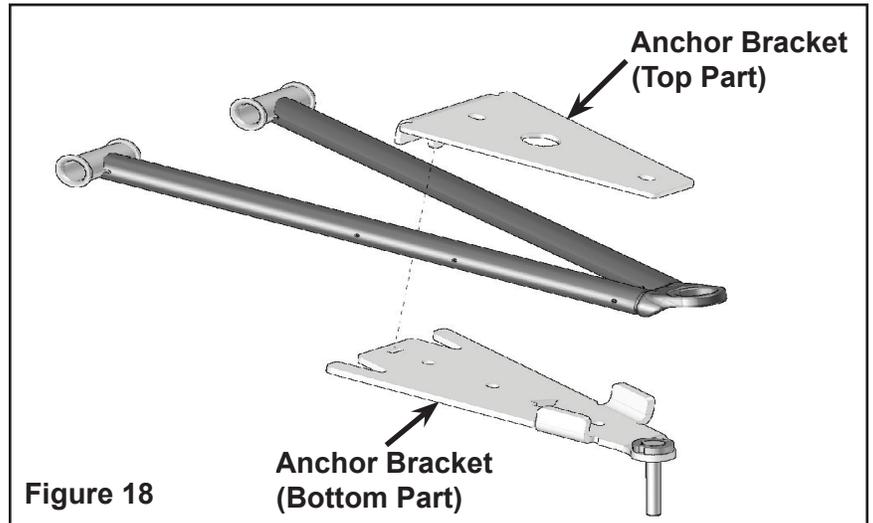


3. If applicable, remove CV joint protectors from the A-arms.
4. Remove the bolt, washer and bushings from the front stabilizing rod end. Figure 17.
Insert the bolt in the front anchor bracket. Figure 17a.

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



5. Position the bottom part of the anchor bracket underneath the lower suspension arm. Position the top part over the suspension arm so the tab slips in the slot in the bottom part. Insert the M10x50 mm bolts through the bottom and secure the two parts together with the nuts provided. Tighten assembly to 37 ft. lbs. (50 Nm) of torque. Figure 18 and Figure 18a.

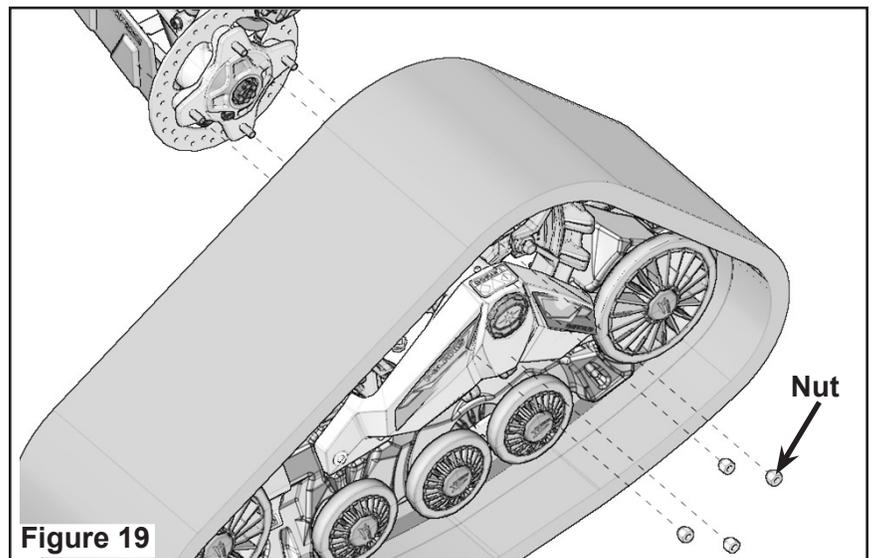


6. Secure the undercarriage to the front hub using the nuts provided in this mount kit. Figure 19.

NOTE: If needed, take rubber protector off of hub.

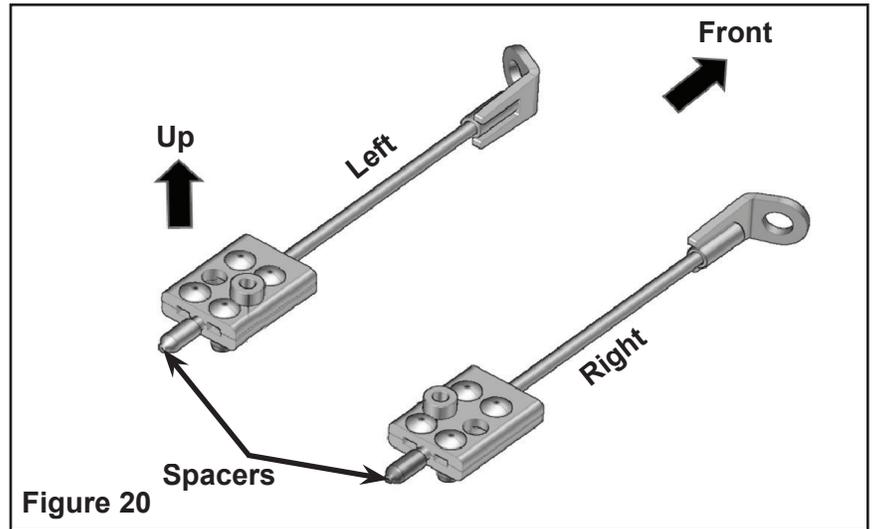
NOTE: Ensure that the cotter pin of the axle nut does not interfere with the undercarriage hub.

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

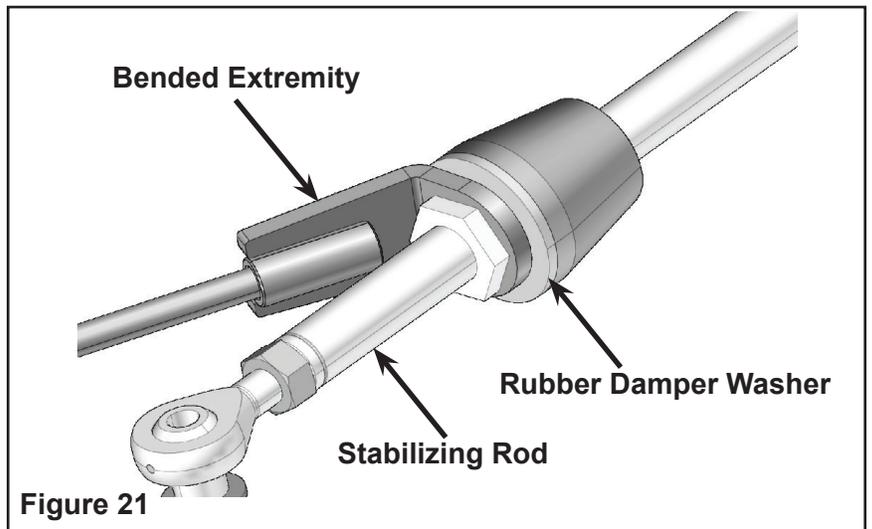


7. Insert step spacers in the steering limiter assemblies. to get a left and a right steering limiter assembly. For correct identification Figure 20.

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

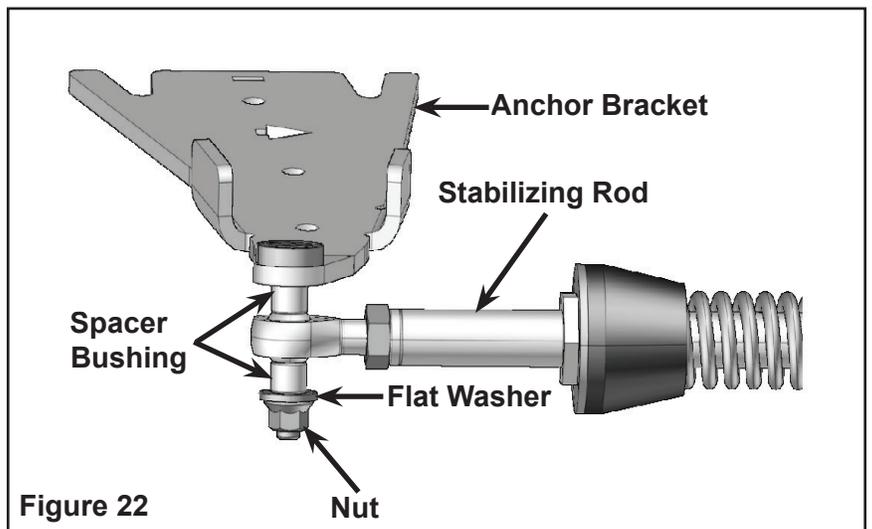


8. On each **FRONT** track system, position the bended extremity of steering limiter on stabilizing rod between hex grip and rubber damper washer. Figure 21.



9. Attach the stabilizing rod to the anchor bracket, using the two spacer bushings, flat washer and nut. Torque to 52 ft. lbs. (70 Nm). Figure 22.

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



10. Position aluminium blocks of steering limiter assembly at center hole of bottom part of front anchor bracket. Use bolt, washer and nut to secure the assembly in the center of the anchor bracket. Tighten nut through central opening of top part to 37 ft. lbs. (50 Nm). Figure 23.

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

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

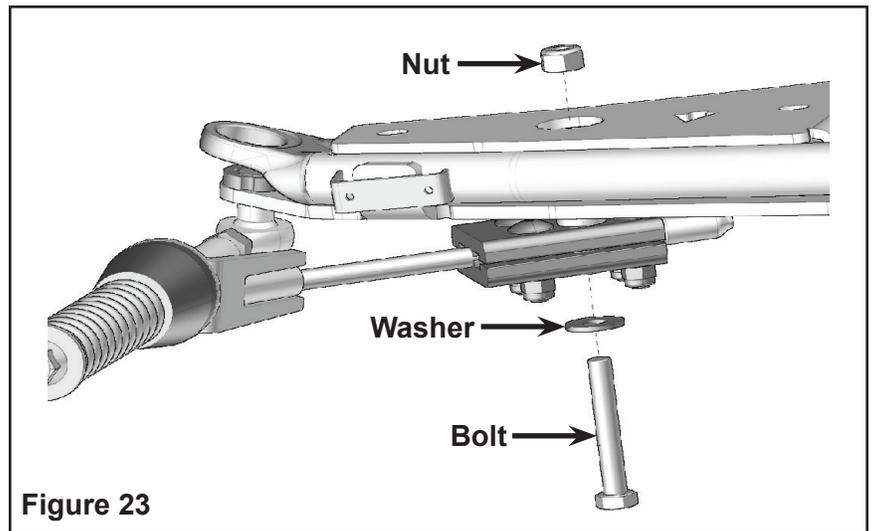


Figure 23

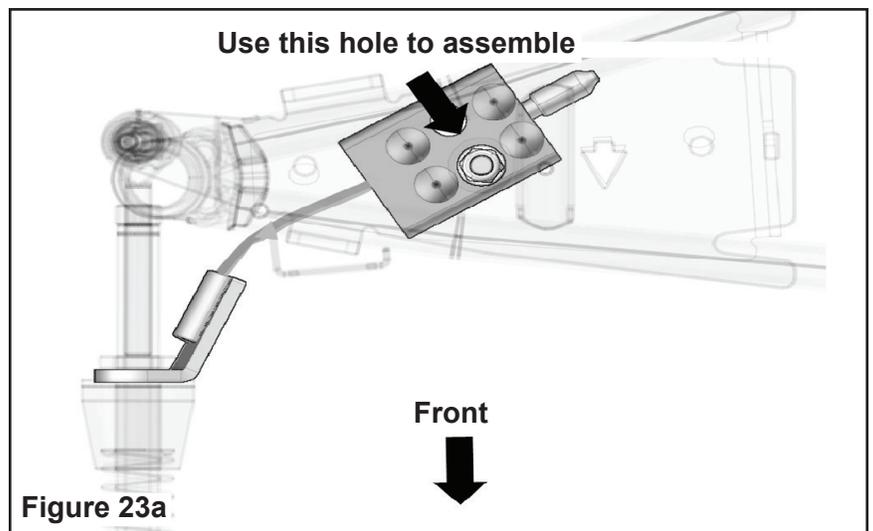


Figure 23a

STEERING LIMITER ADJUSTMENT:

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

11. Make sure the cable can slide in the clamping blocks. Turn the vehicle's steering to its maximum point of travel on the left hand side. Maintain pressure on the bars and mark the cable at a distance of 19 mm [3/4 in] from the edge of the clamping blocks. Repeat steps to adjust right side. Figure 24.

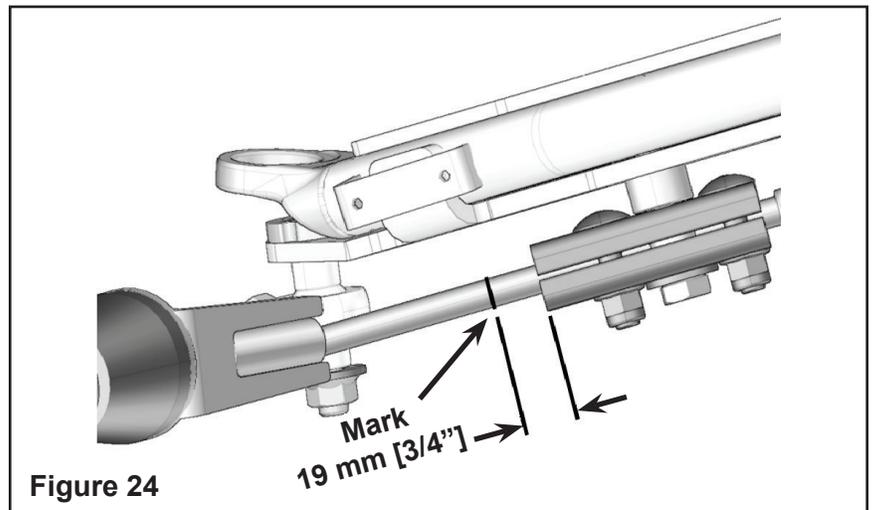
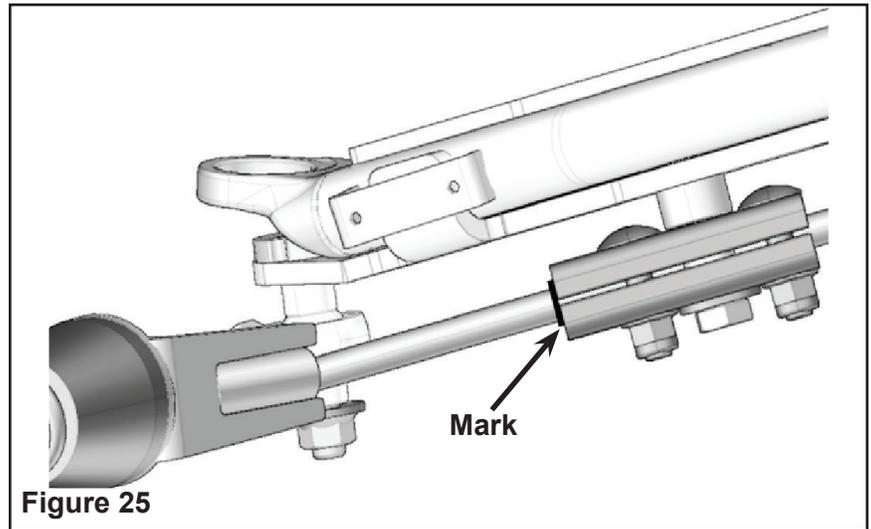


Figure 24

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

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



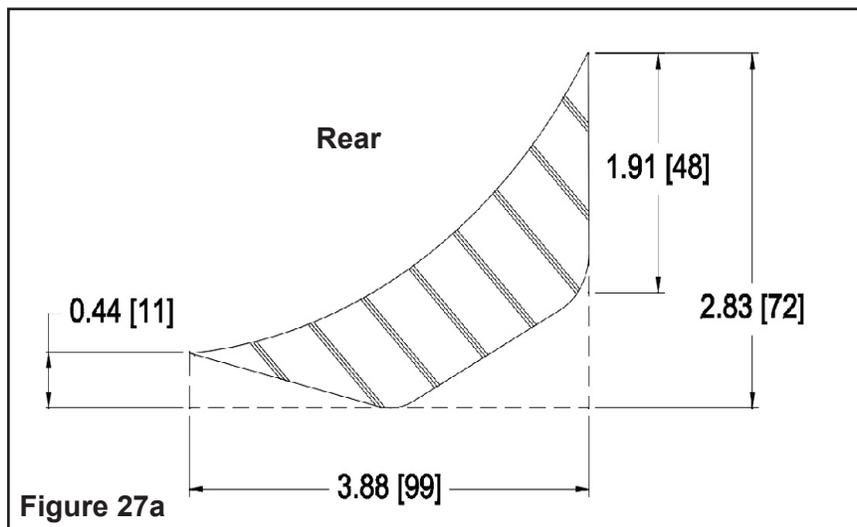
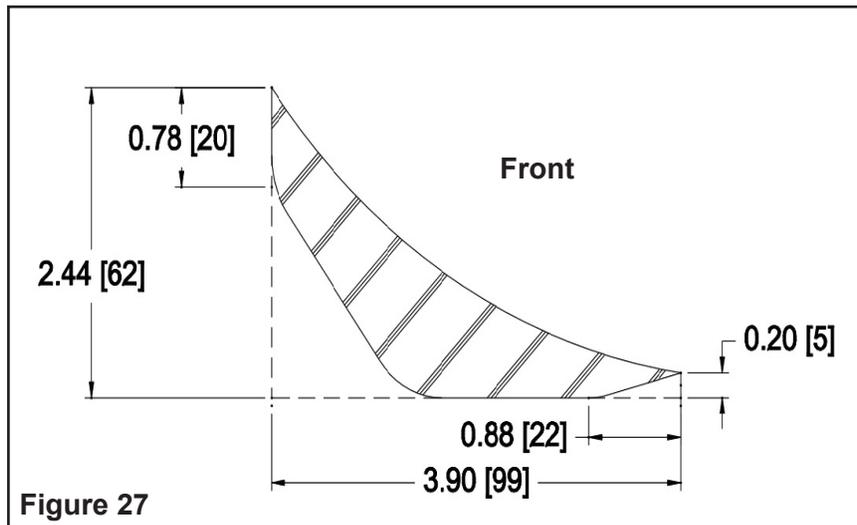
COMPLETION:

- Verify the suspension settings. If the shock absorbers are adjustable, they should be adjusted to the firmest level in order to allow for maximum clearance between the system and the fender of the vehicle.
- Verify for possible contact between the undercarriage and the lower fender. If there is contact, the fender should be modified (cut) to avoid damage to the vehicle's components and premature wear on rubber track.

- For model years 2010 and later:**
To prevent any contact between the undercarriage and the mud guards, the corners of the mud guards should be trimmed back. This will help avoid damage to the ATV and premature wear on the rubber track. Figure 26 and use template illustrated in Figure 27.

- Lower the ATV to the ground.





ADJUSTMENTS:

CAUTION: The track systems are designed to provide the best performance in terms of traction and floatability. Adjustments such as alignment, track tension, and angle of attack are necessary and mandatory for optimal performance of the systems. For more information on these adjustments, refer to the **ADJUSTMENT RECOMMENDATIONS** or **USER MANUAL** provided with the installation kit specific to the vehicle.