

# PROSPECTOR<sup>PRO</sup> ATV

ALL-SEASON ATV TRACK KIT

# 2014



1099-05-7514 - VERSION A

## USER MANUAL



**POLARIS<sup>®</sup>**



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## SAFETY

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## SAFETY

This guide uses the following symbols to emphasize particular information:

### **WARNING**

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

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

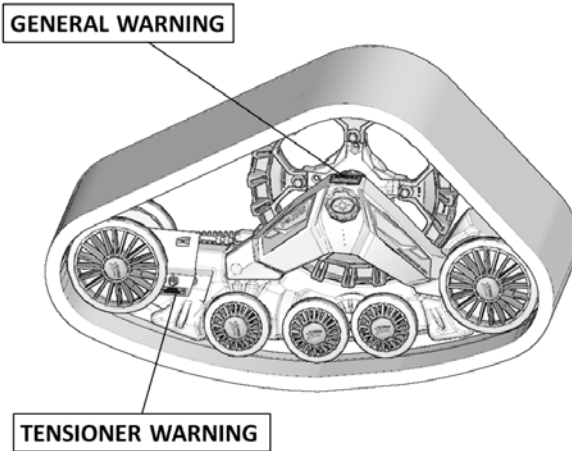
*NOTE:* Indicates supplementary information.

### ***IMPORTANT***

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

## WARNING STICKERS

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






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

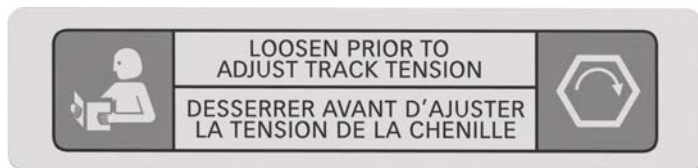


## SAFETY

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

## TENSIONER WARNING



**TENSIONER BOLT WARNING** - The tensioner assembly bolt must be loosened every time track tension adjustment is required. Re-tighten bolt when tension adjustment is complete.

## **GENERAL INFORMATION**

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

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

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

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

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

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

## **HINTS AND TIPS**

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

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

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

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

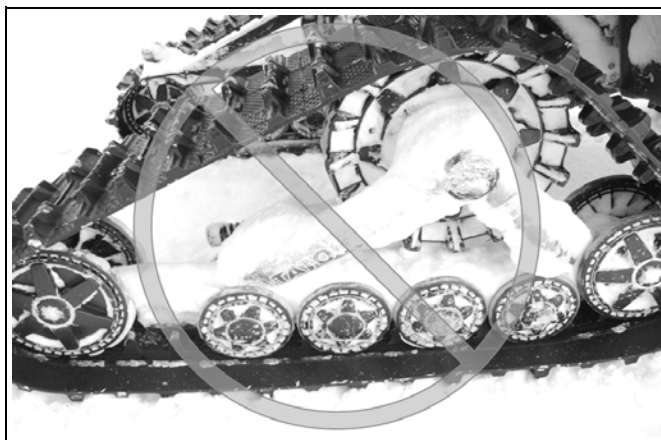
When driving in deep snow, do not intentionally spin the track (tracks keep on turning while the vehicle does not). This could cause the vehicle to get stuck.

### USING THE ATV WITH TRACKS

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

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

#### Pre-use inspection



#### **WARNING**

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



## Steep descents

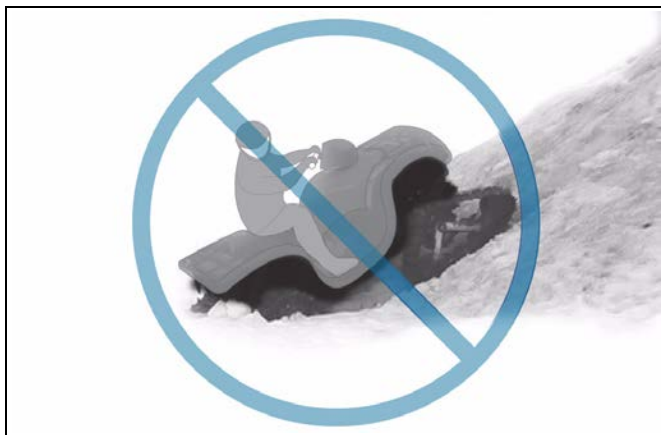


### WARNING

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

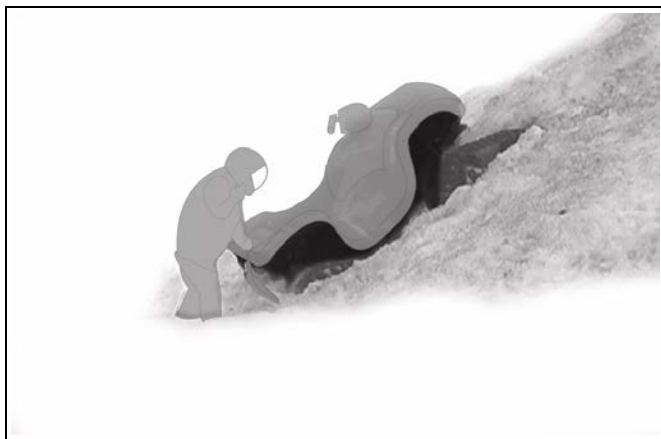


### Descending and being stuck in reverse



#### **WARNING**

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



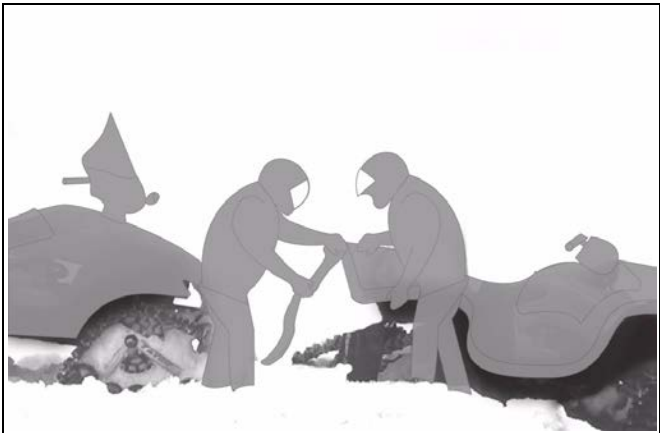
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## Towing a vehicle out of the snow



### WARNING

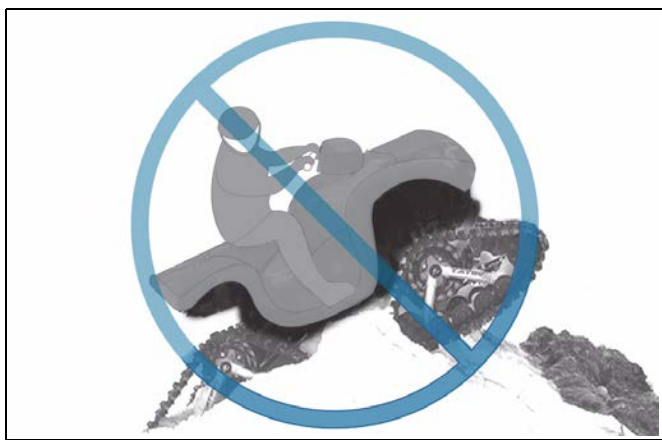
If your vehicle must be towed out of the snow, never tow it in the direction in which it sank. Tow the vehicle in the direction of the trail it left as it became stuck.



### Driving over an obstacle



### Driving over a steep ridge



#### **WARNING**

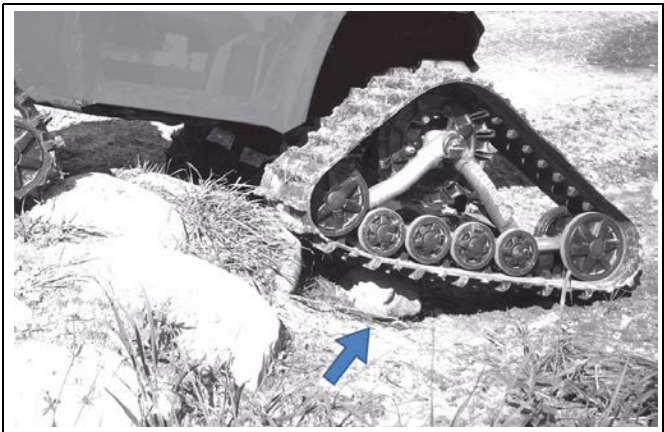
It is not advisable to attempt to drive over an obstacle, such as a tree trunk, a big rock or a steep ridge that could lodge itself between the front and the rear track systems and immobilize the vehicle. The best option remains to bypass this type of obstacle.

## Driving over an obstacle of more than 12 inches



### **WARNING**

It is not advisable to attempt to drive over an obstacle of more than 12 inches, such as a tree trunk, a stump or a large rock. If the situation presents itself, insert a log or appropriately sized rock to decrease the height of the obstacle and facilitate driving over it.



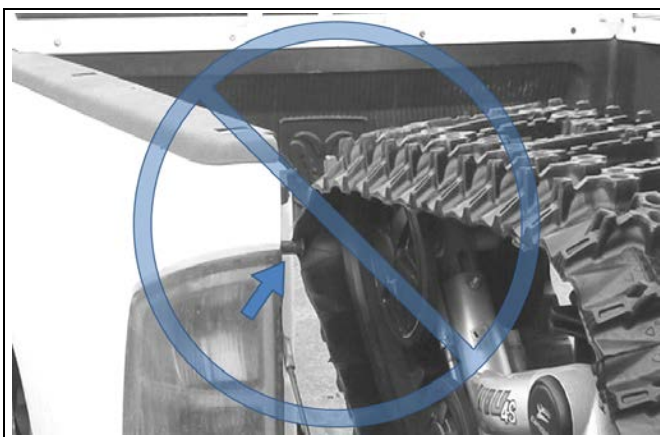
## USING THE ATV WITH TRACKS

### Loading a vehicle into and unloading it from a truck



#### **WARNING**

When a vehicle is being loaded into or unloaded from a truck box, it is extremely important to ensure that the front tracks do not grip the locking gudgeons of the truck's tailgate as this could cause them to tear.



## Jumping



### **WARNING**

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

## Location of the towing cable

### **WARNING**

If your vehicle must be towed out of the snow, never secure the cable on the track systems to tow the vehicle, the towing cable must be attached to the vehicle frame.

### **WARNING**

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

### **WARNING**

The driving characteristics of your ATV will change with the installation of the System. It is important to take the time to become familiar with the Systems.

### **WARNING**

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

### **WARNING**

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

### **WARNING**

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

### **WARNING**

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

### **WARNING**

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

### **WARNING**

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



## INSTALLATION, REMOVAL AND RE-INSTALLATION

### **WARNING**

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

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

### **WARNING**

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

### **WARNING**

To avoid any potential burn injury, allow the engine and exhaust pipes to cool before beginning installation of the system.

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

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

## INSTALLATION, REMOVAL AND RE-INSTALLATION

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### **WARNING**

To avoid any injury to your hands during manipulation of the systems, we recommend handling the systems with hands placed on the frame at the positions shown in the figure below.



## Installation

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

## Removal

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

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

## INSTALLATION, REMOVAL AND RE-INSTALLATION

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- Remove the anti-rotation bracket cover (1) but keep the anchor bracket (2) attached to the anti-rotation device on the track system.

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

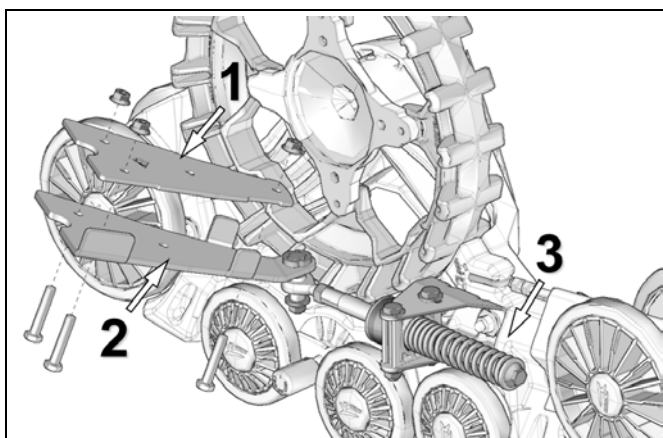


Figure 1

- Remove track systems.
- Re-install wheels.

### Re-installation

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

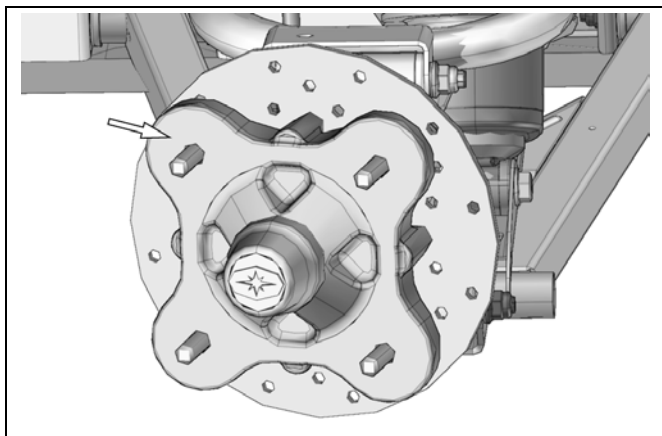


Figure 2

*NOTE: Clean wheel hubs.*

- Re-install track systems at the rear.
- Re-install track systems at the front.
- Tighten fasteners in criss-cross pattern to the manufacturer's recommended torque specification.
- Verify track tension. Adjust if required.
- Verify angle of attack. Adjust if required.
- Verify alignment. Adjust if required.

---

## ADJUSTMENTS

### IMPORTANT

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

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

### Angle of attack for front tracks systems

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

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

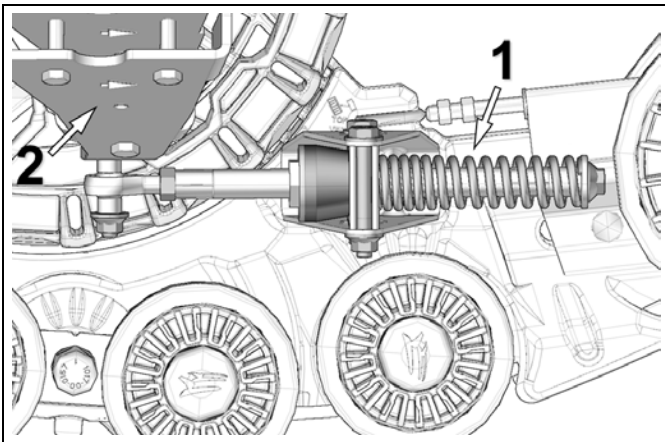


Figure 3

## ADJUSTMENTS

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

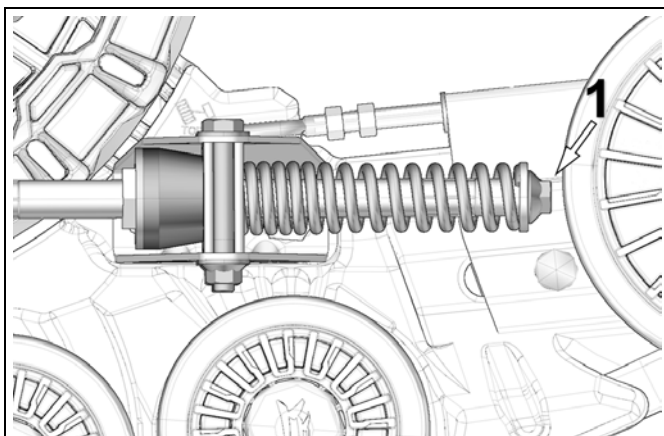


Figure 4

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

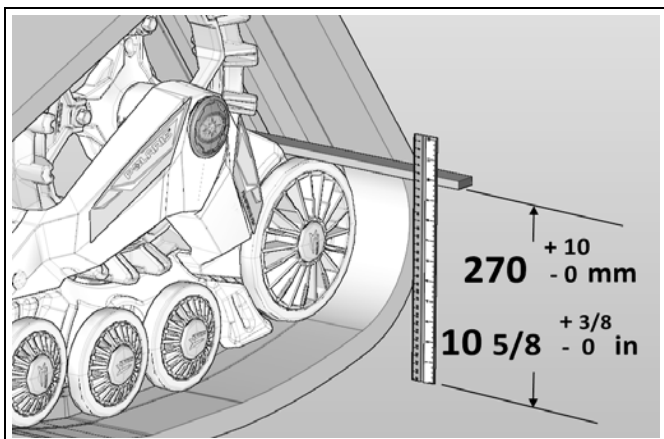


Figure 5

- Loosen jam nut (1). Adjust length of rod end (2) by rotating the stabilizing arm (3) to obtain **270 mm [10 5/8 in]** above the ground. Refer to Figure 6.

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

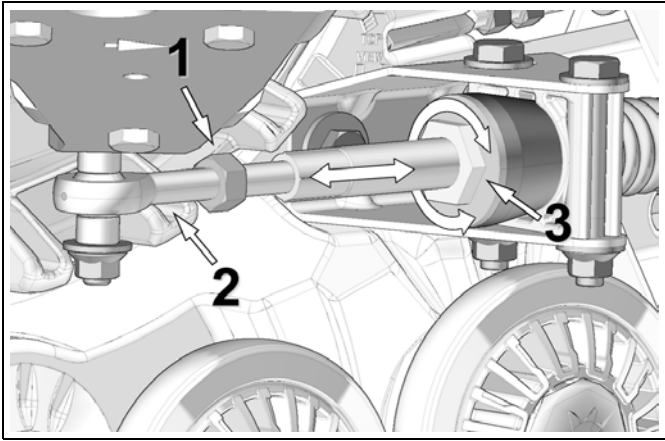


Figure 6

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

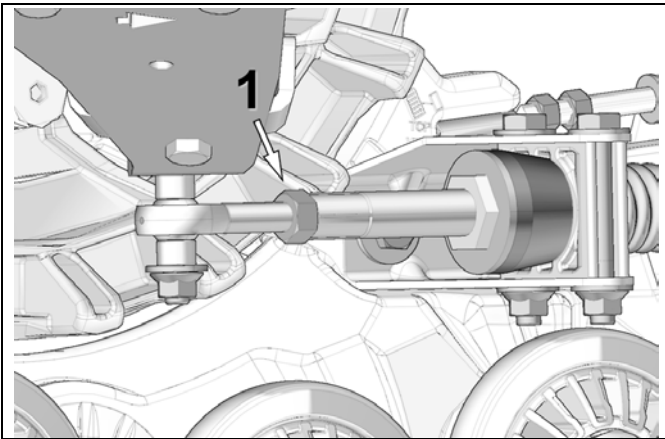


Figure 7

## ADJUSTMENTS

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### **Basic Tuning** (front track systems):

- An adjustment of more than **270 mm [10 5/8 in]**, measured with the flat bar, provides easier steering and 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.

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



## Angle of attack for rear track systems

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

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

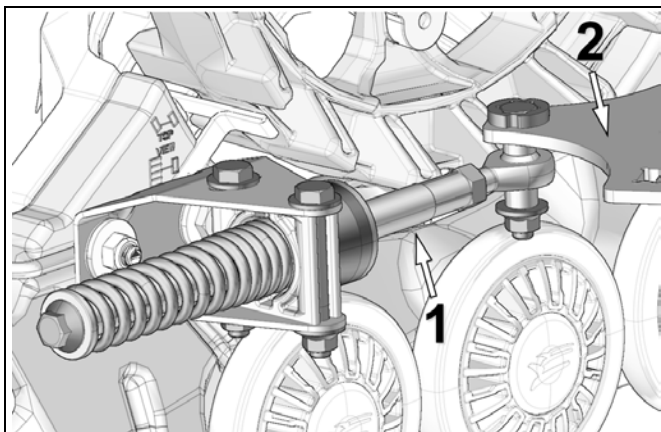


Figure 8

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

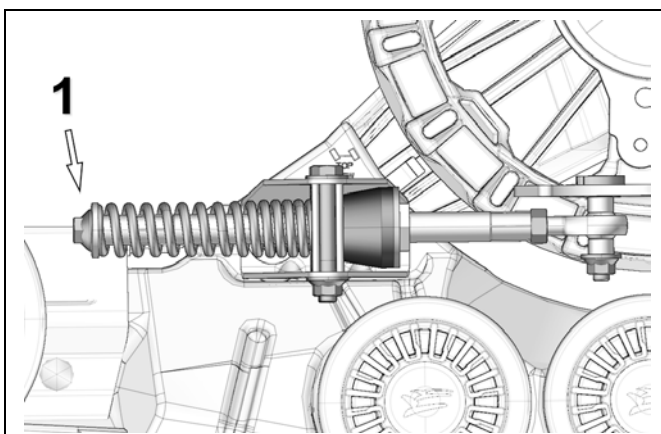


Figure 9

## ADJUSTMENTS

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

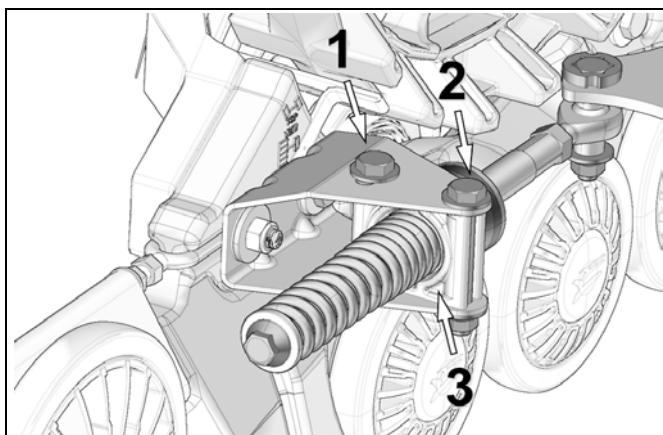


Figure 10

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

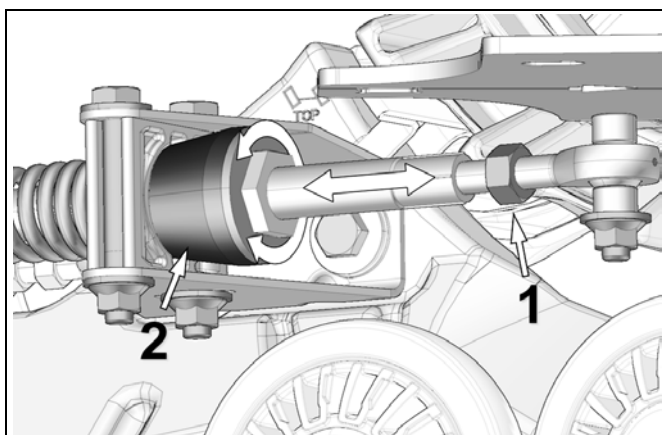


Figure 11

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

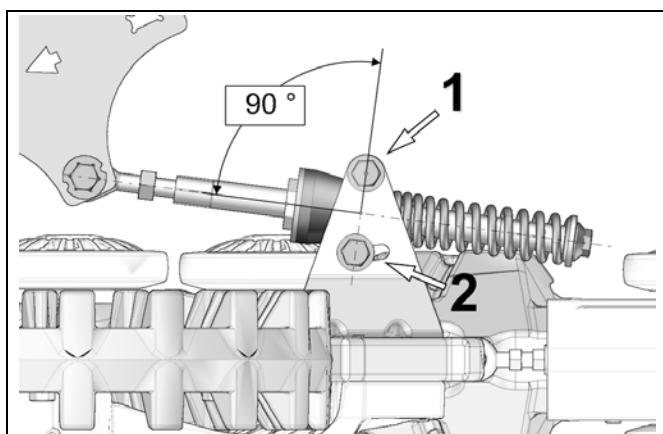


Figure 12

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

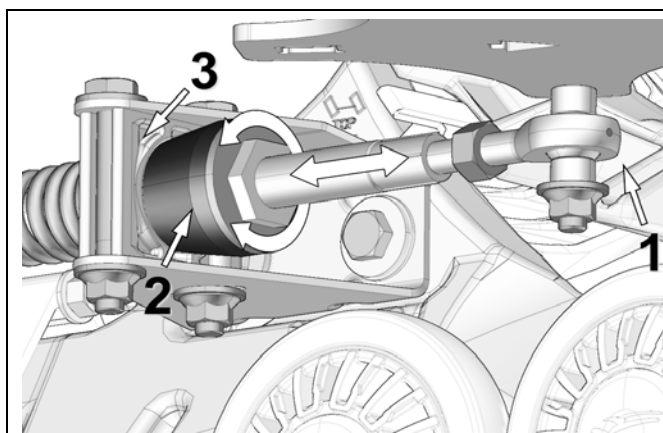


Figure 13

## ADJUSTMENTS

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

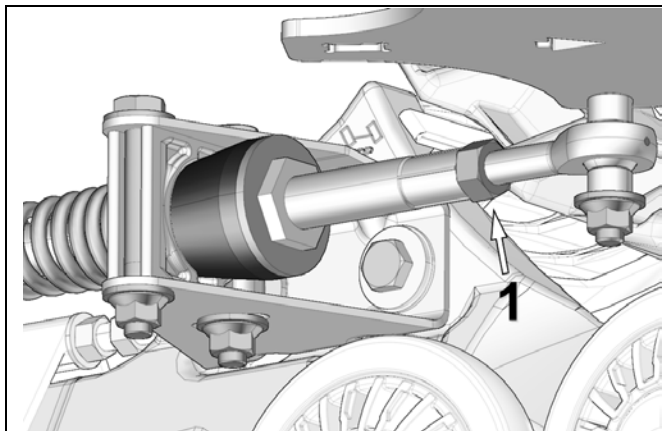


Figure 14

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

### **Basic tuning** (rear track systems):

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

## Alignment

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

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

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

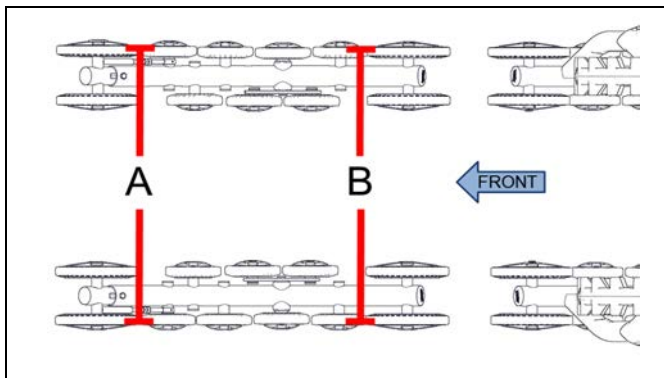


Figure 15

**Dimension A:** Represents the distance between the outer front idler wheels.

**Dimension B:** Represents the distance between the outer back idler wheels.

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

## ADJUSTMENTS

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To perform adjustments on the ATV, first unlock the nut (1) of each tie rod end on the ATV. Then screw or unscrew the rod link (2) equally on both sides of the vehicle.

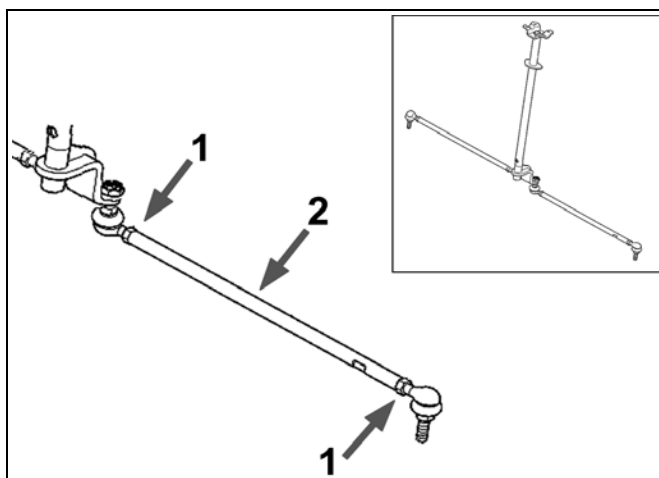


Figure 16

### Rubber track tension

To adjust the track tension, loosen the track tensionner nylon nut (1) and loosen jam nut to unlock adjustment nut (2). Turn the 14 mm adjustment nut (2) clockwise or counter-clockwise to adjust the track tension to the recommended specification.

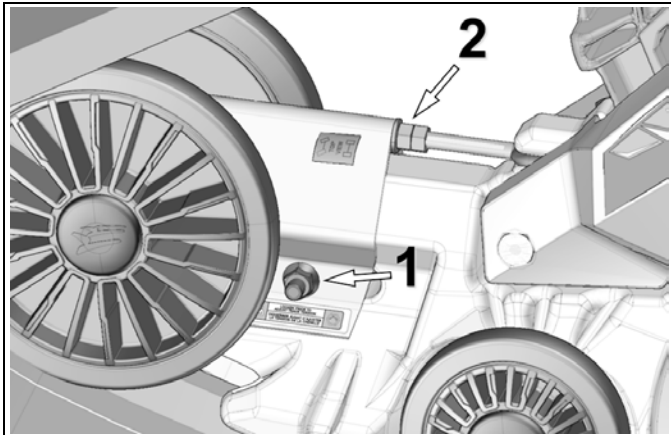


Figure 17

When the track tension adjustment is done, lock adjustment nut with jam nut and tighten the track tensionner assembly nut (1) to the recommended torque.

*NOTE: Refer to the exploded views to obtain the recommended tightening torque .*

ADJUSTMENTS

The following table indicates the force (1) applied and the deflection (2) which must occur according to the conditions of use.

Season	Track	Force	Deflection
Summer	Front	15 kg	19 mm
	Rear	15 kg	19 mm
Winter (snow)	Front	11 kg	19 mm
	Rear	11 kg	19 mm

NOTE: Use a tension testing tool such as the one shown in Figure 18.



Figure 18

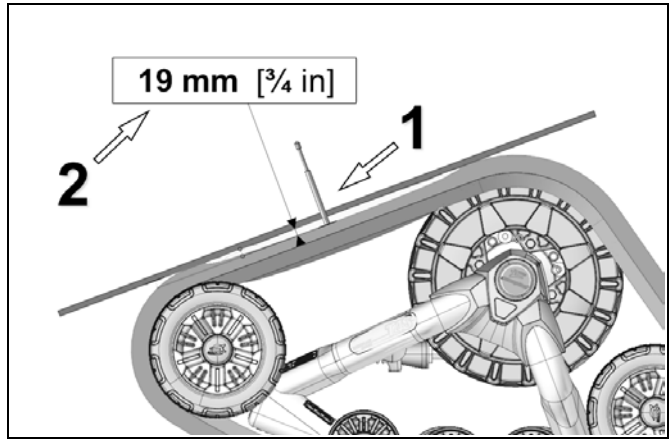


Figure 19



### Basic tuning

- A higher rubber track tension reduces the risk of “derailing” and reduces drive “ratcheting”.
- A lower rubber track tension provides better performance, better rolling and better fuel economy.

### Final check

Ride at slow speed for approximately 1.5 km. Evaluate track system performance and re-adjust as required.

## INSTALLATION OF A RUBBER TRACK

Proceed as follows:

- Loosen track tensioner assembly nut (1).
- Unlock the two 14 mm nuts (2) on the tensioner rod and unscrew them to slide tensioner assembly back to minimum track tension position.

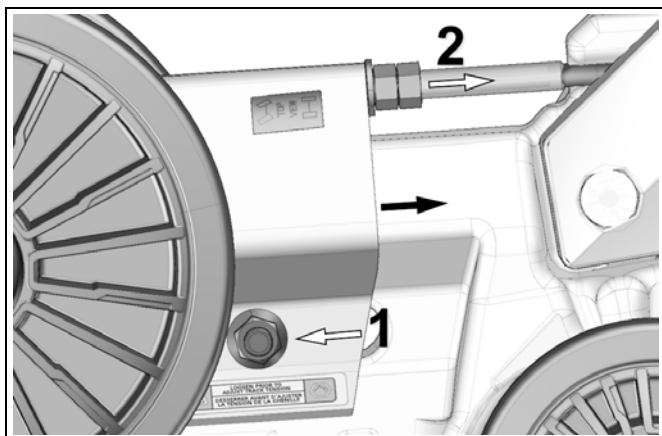


Figure 20

## INSTALLATION OF A RUBBER TRACK

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- Remove the two 202 mm wheels from the track tensioner. Refer to Figure 21.

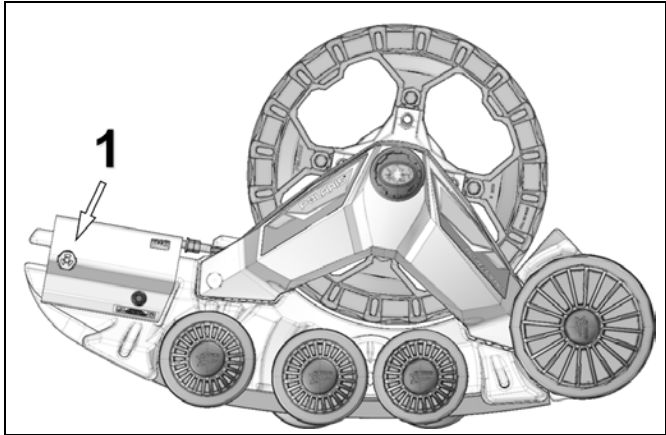


Figure 21

- Install the rubber track. Refer to Figure 22.

*NOTE: Look for the mark on the track indicating the correct orientation.*

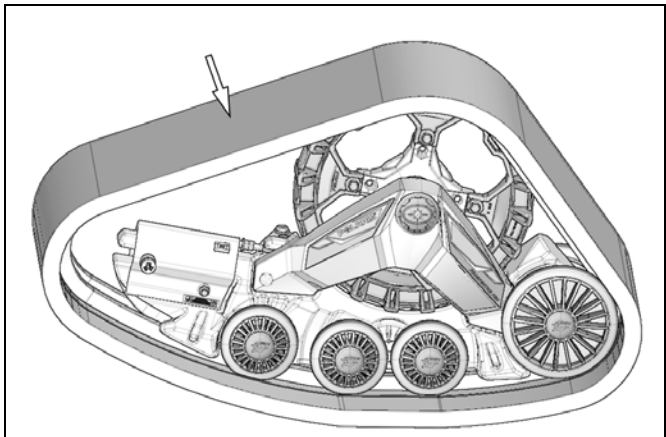


Figure 22

- Re-install the 202 mm wheels.
- Adjust track tension. Refer to "Rubber track tension" on page 28.

## BREAK-IN PERIOD

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## BREAK-IN PERIOD

A break-in period is necessary in order to allow the components of the system to settle themselves in relation to each other.

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

- Avoid riding under dry and clean conditions. (For example: asphalt, hay or straw field, etc).
- Start sharp turns at very low speed: (15 km/h maximum real speed).

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

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

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

## MAINTENANCE SCHEDULE

### WARNING

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

### WARNING

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

### WARNING

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

*NOTE: It is recommended not using a brake cleaning solvent to clean the track system. This may damage sealing components and stickers.*

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

For more details on the maintenance program, consult *Maintenance specifications* on page 36.

MAINTENANCE SCHEDULE

MAINTENANCE										NORMAL WINTER CONDITIONS									
		INITIAL		INTERVALS															
		BEFORE USE	10-HOUR MARK	20-HOUR MARK	EVERY 25 HOURS	EVERY 40 HOURS	EVERY 50 HOURS	EVERY 100 HRS / ANNUAL											
SYSTEM - VISUAL INSPECTION	INSPECT		CLEAN / INSPECT		INSPECT / ADJUST	CLEAN / INSPECT		CLEAN / INSPECT											
SYSTEM - ADJUSTMENTS	ADJUST				INSPECT / ADJUST			INSPECT / ADJUST											
SYSTEM - VEHICLE ALIGNMENT	ADJUST				INSPECT / ADJUST			INSPECT / ADJUST											
SYSTEM - BOLT TORQUE			INSPECT / ADJUST					INSPECT / ADJUST											
TRACK - TENSION	ADJUST		ADJUST		INSPECT / ADJUST			INSPECT											
TRACK - WEAR																			
WHEELS - SIDE WEAR								INSPECT											
WHEELS - BEARINGS				INSPECT			INSPECT	INSPECT / REPLACE											
WHEELS - SEAL LUBRICATION					LUBRICATE			INSPECT / REPLACE											
FRAME - HUB BEARINGS							INSPECT	LUBRICATE											
FRAME - HUB BEARING SEAL								REPLACE											
FRAME - TRACK GUIDE WEAR								REPLACE											
FRAME - STABILIZERS								INSPECT / REPLACE											
FRAME - CRACKS								INSPECT											
SPROCKET - WEAR																			
ANTIROTATION - LUBRICATION																			
ANTIROTATION - BOLT TORQUE			INSPECT / ADJUST			CLEAN / LUBRICATE		CLEAN / LUBRICATE											
ANTIROTATION - CRACKS, DEFORMATION							INSPECT / ADJUST	INSPECT / ADJUST											
VEHICLE - SUSPENSION ARM BOLT TORQUE			INSPECT / ADJUST				INSPECT	INSPECT											
VEHICLE - STEERING COLUMN			INSPECT / ADJUST					INSPECT / ADJUST											
INDUSTRIAL / COMMERCIAL USE / ABRASIVES CONDITIONS										INTERVALS									
		INITIAL		INTERVALS															
		BEFORE USE	10-HOUR MARK	20-HOUR MARK	EVERY 25 HOURS	EVERY 40 HOURS	EVERY 50 HOURS	EVERY 100 HRS / ANNUAL											
SYSTEM - VISUAL INSPECTION	INSPECT		CLEAN / INSPECT			CLEAN / INSPECT		CLEAN / INSPECT											
SYSTEM - ADJUSTMENTS	ADJUST		INSPECT / ADJUST					INSPECT / ADJUST											
SYSTEM - VEHICLE ALIGNMENT	ADJUST		INSPECT / ADJUST		INSPECT / ADJUST		INSPECT / ADJUST	INSPECT / ADJUST											
SYSTEM - BOLT TORQUE			INSPECT / ADJUST		INSPECT / ADJUST			INSPECT / ADJUST											
TRACK - TENSION	ADJUST		INSPECT / ADJUST		INSPECT / ADJUST			INSPECT / ADJUST											
TRACK - WEAR						INSPECT		INSPECT											
WHEELS - SIDE WEAR			INSPECT		INSPECT			INSPECT / REPLACE											
WHEELS - BEARINGS				INSPECT		INSPECT		INSPECT / REPLACE											
WHEELS - SEAL LUBRICATION				LUBRICATE		LUBRICATE		LUBRICATE											
FRAME - HUB BEARINGS							INSPECT	REPLACE											
FRAME - HUB BEARING SEAL								REPLACE											
FRAME - TRACK GUIDE WEAR						CLEAN / LUBRICATE		INSPECT / REPLACE											
FRAME - STABILIZERS						INSPECT		INSPECT / REPLACE											
FRAME - CRACKS								INSPECT											
SPROCKET - WEAR																			
ANTIROTATION - LUBRICATION																			
ANTIROTATION - BOLT TORQUE			INSPECT / ADJUST			LUBRICATE		INSPECT / REPLACE											
ANTIROTATION - CRACKS, DEFORMATION					INSPECT			INSPECT / REPLACE											
VEHICLE - SUSPENSION ARM BOLT TORQUE			INSPECT / ADJUST				INSPECT / ADJUST	INSPECT / ADJUST											
VEHICLE - STEERING COLUMN			INSPECT / ADJUST			INSPECT / ADJUST		INSPECT / ADJUST											

### **Maintenance - Tasks**

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

### **Maintenance - Specifications**

#### **System**

- **Visual inspection**: Visually inspect each track system to detect any defect or anomaly that can impair proper functioning of the systems.
- **Adjustment** : Perform or verify the attack angle adjustments on the systems according to the manufacturer's recommendations. Refer to the "Adjustments" section of the *User Manual* on page 18.
- **Vehicle alignment**: Make or verify the adjustments (vehicle alignment) on the systems according to the manufacturer's recommendations. Refer to the "Alignment" section of the *User Manual* on page 26.
- **Bolt torque**: Check the torque of critical bolts identified in the exploded views of the system. Refer to the central pages of the *User Manual*.

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

### Track

- **Tension**: Perform or check track tension on the systems according to the manufacturer's recommendations. Refer to the "Rubber track tension" section of the *User Manual* on page 28.
- **Wear**: Check wear and overall condition of the tracks on the systems. Refer to the "Wear" section of the *User Manual* on page 52.

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

### Wheels

- **Side wear**: Check side wear on system's wheels. Refer to the "Wear" section of the *User Manual* on page 50. Replace wheel(s) if wear is too great.
- **Bearings**: Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel if it shows one of these defects.
- **Wheel seal lubrication**: Wheel seals must be cleaned of any dirt or contaminant and lubricated according to the manufacturer's recommendations. Refer to the "Lubrication" section of the *User Manual* on page 41. If a seal shows damage or any defect, it must be replaced.

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

### Frame

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

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

- **Hub bearing seal**: The maintenance chart recommends cleaning and lubricating the hub seal. Refer to the "Lubrication" section of the *User Manual* on page 42.

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



- **Track guide wear:** Check wear on track guides. Refer to the “Wear” section of the *User Manual* on page 52. Replace guides if wear is too great.
- **Stabilizers:** Verify condition of rubber cones on the stabilizer assembly of front systems and wheel axle assembly of rear systems. If the cone bores show oval-shaped wear, they must be replaced.
- **Cracks:** Visually inspect the frames for presence of cracks or defects that can impair proper operation of the systems. Replace components if damaged.

### Sprocket

- **Wear:** Check wear of sprockets on the systems. Refer to the “Wear” section of the *User Manual* on page 53. Replace if wear is too great.

### Anti-rotation

- **Lubrication:** The maintenance chart recommends cleaning and lubricating the anti-rotation arms. Refer to the “Lubrication” section of the *User Manual* on page 48.
- **Bolt torque:** Verify torque of assembly bolts on anchor brackets and anti-rotation arms at the recommended intervals specified by the maintenance chart.
- **Cracks, bent parts:** Visually inspect anti-rotation arms for presence of cracks or bent parts that can impair proper functioning. Replace components if damaged.

### **WARNING**

After use in an extreme environment (mud and water) and at annual inspection of all bearings, please remember that the bearings cannot be re-greased like snowmobile bearings. If they need to be serviced, replace the wheel completely. Some of the components (i.e. 134 mm wheels) need a special tool for servicing. Please use appropriate tools to avoid any damage to your component.

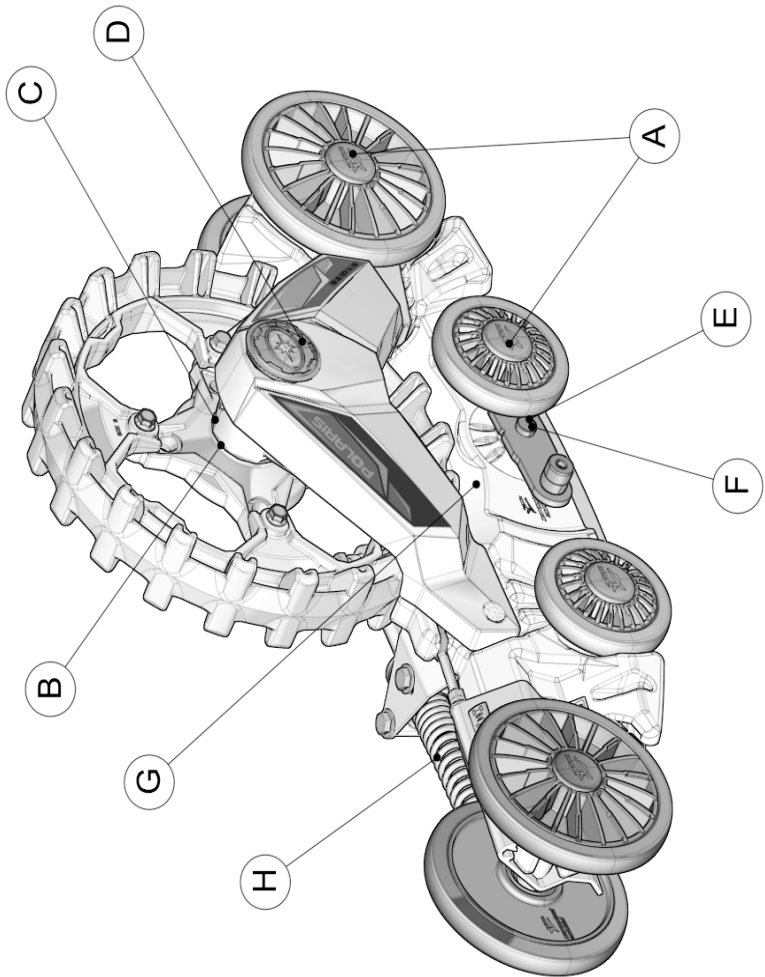
**CAUTION:** When pressure washing the track systems, care must be taken to keep the water stream away from wheel bearing seals and rubber caps.

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

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

**CAUTION:** Stabilizing rod and spring should be greased with a lubricant like motorcycle chain lube or its equivalent.

# LUBRICATION



## LUBRICATION

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## LUBRICATION

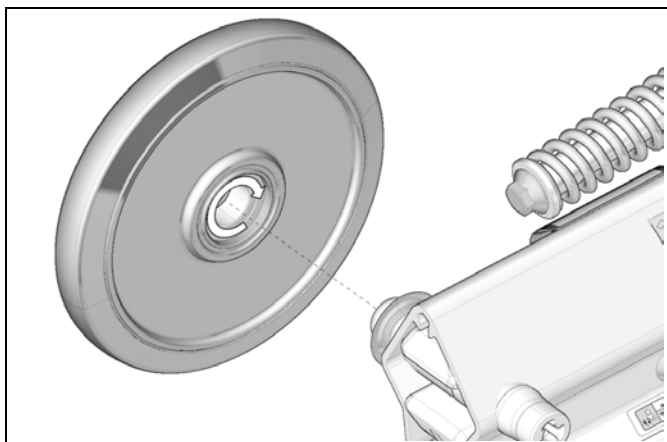
The Maintenance Schedule chart on page 35 includes lubrication maintenance that should be performed on track systems. Refer to the following recommendations for optimal lubrication.

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

## REFERENCE “A”

### LUBRICATION OF 134 mm AND 202 mm WHEELS

Apply evenly 1 to 1.5 cc (cubic centimeter) of grease over the entire circumference (360°) of the inner steel washer.

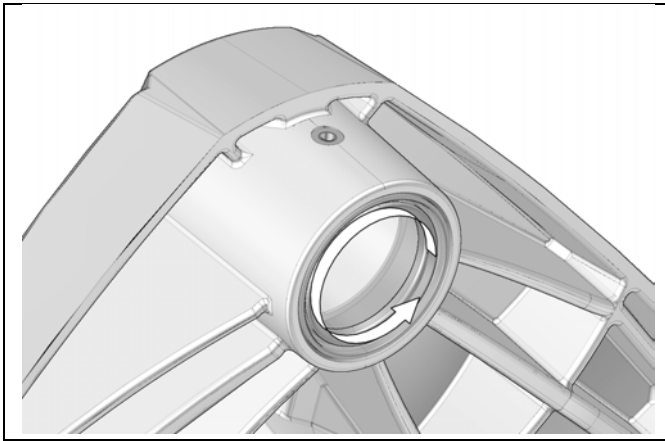


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**REFERENCE “B”**

**LUBRICATION OF HUB BEARING SEALS**

Apply evenly 1.5 to 2 cc (cubic centimeter) of grease between the hub seal's lips and over its the entire circumference (360°)



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

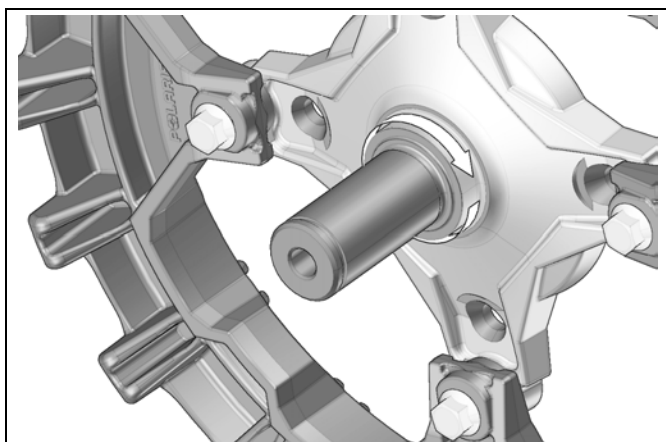
## LUBRICATION

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### **REFERENCE “C”**

#### **LUBRICATION OF THE HUB SPEED SLEEVE**

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



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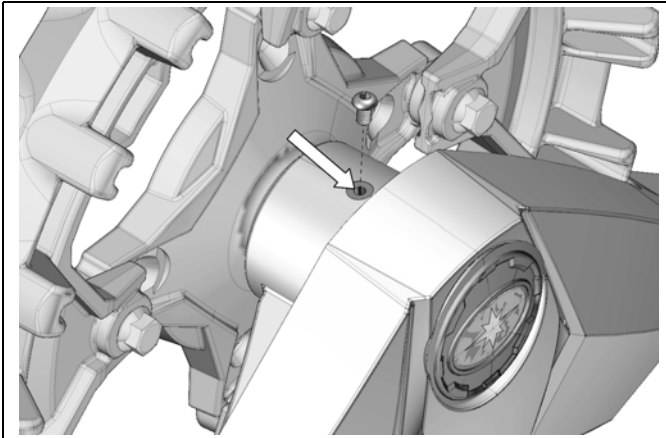
## **REFERENCE “D”**

### **HUB LUBRICATION**

Remove small bolt on top of the system's frame and pour 10 to 12 cc of 80w90 grade oil on hub shaft through tapped hole.

#### **WARNING**

**Be careful not to use too much oil. An excessive amount of oil could damage the seal and cause oil leakage.**



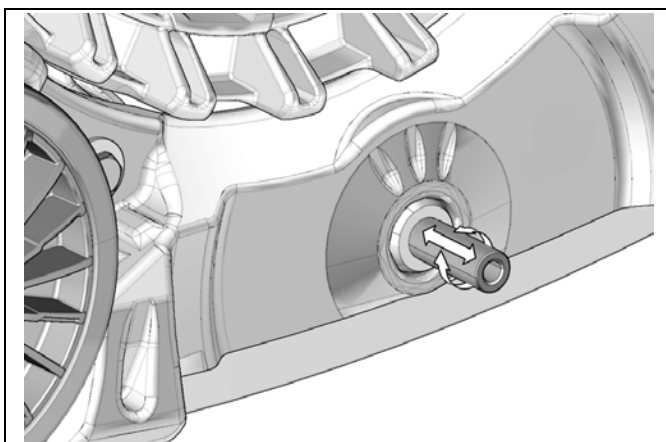
## LUBRICATION

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### **REFERENCE “E”**

#### **STABILIZER SHAFT LUBRICATION**

Apply evenly 1 to 1.5 cc (cubic centimeter) of grease all around (360°) the stabilizer shaft and over its entire length.



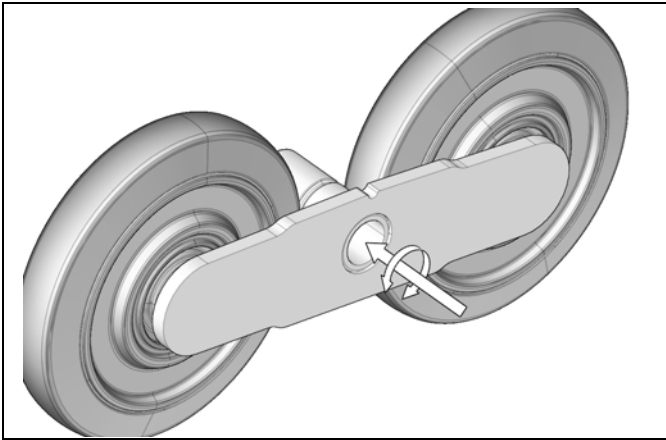


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## **REFERENCE “F”**

### **STABILIZER BORE LUBRICATION**

Apply evenly 1 to 1.5 cc (cubic centimeter) of grease inside the stabilizer shaft bore, over its entire length and circumference (360°).



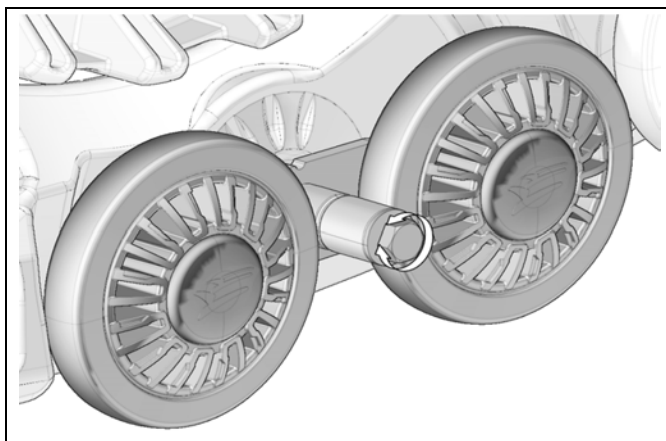
## LUBRICATION

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### **REFERENCE “G”**

#### **STABILIZER BOLT HEAD LUBRICATION**

Apply evenly 0.75 to 1.5 cc (cubic centimeter) of grease on the stabilizer mounting bolt head. Apply over the entire circumference (360°).



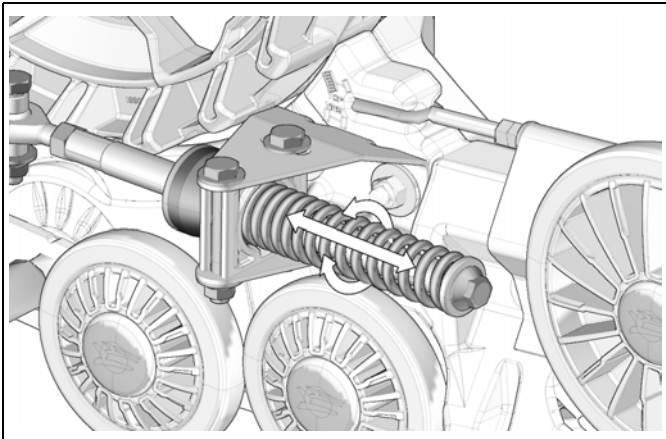
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### **REFERENCE “H”**

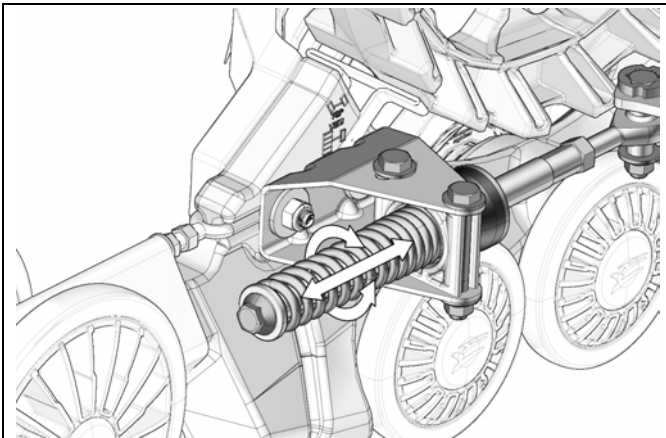
#### **LUBRICATION OF STABILIZING ARMS**

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

##### **FRONT SYSTEMS**



##### **REAR SYSTEMS**



## TORQUE SPECIFICATIONS

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## TORQUE SPECIFICATIONS

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

*NOTE: Use a threadlocker (Loctite 263 type or its equivalent) at the indicated places in the exploded views of the system.*



### WARNING

**Overtightening the bolts of some parts may damage them and security features may be affected.**

## STORAGE

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

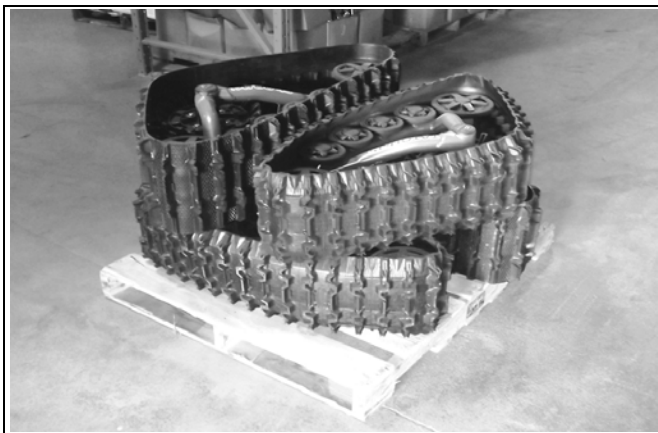


Figure 23

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## WEAR

### Wheel

Verify wheel wear especially on the interior guiding strip (see Figure 24). If the internal plastic structure is visible, the rubber coating is worn and the wheel must be replaced (see Figure 25), or when the width of the wheel's rolling band reaches 17 mm, (see Figure 26: 20.5 mm when new). A wheel that is excessively worn will not offer enough support for track guidance.

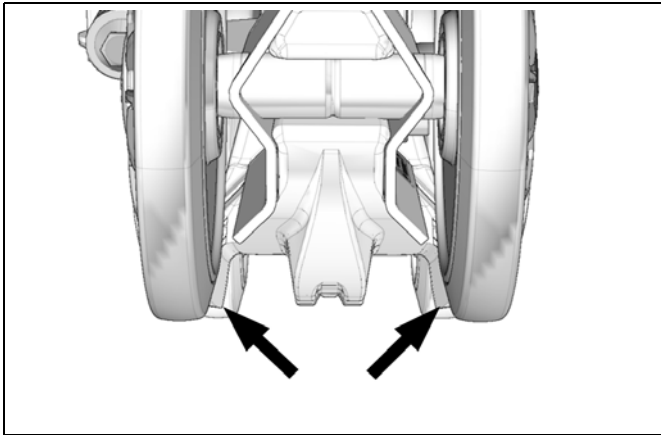


Figure 24

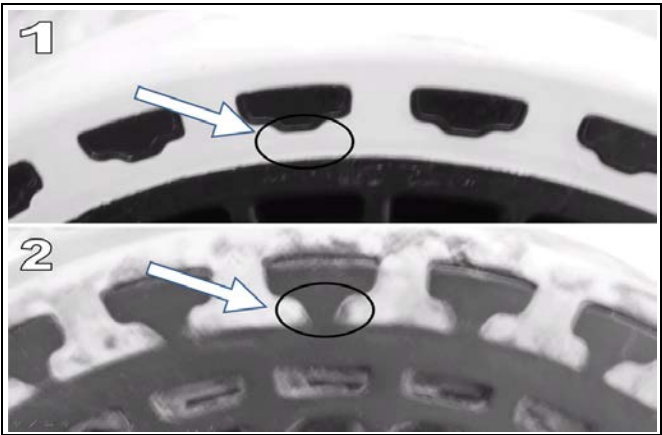


Figure 25

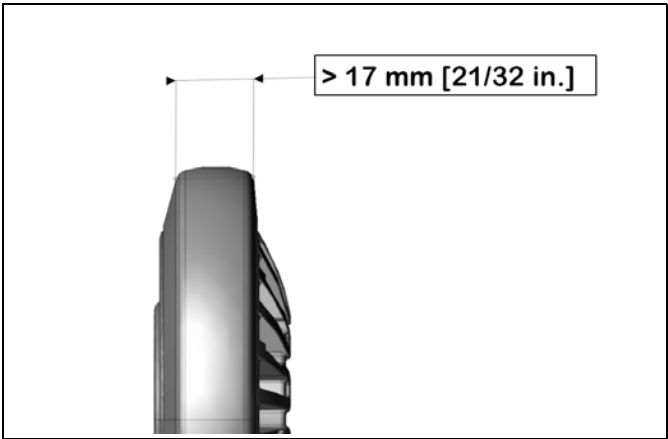


Figure 26

## Track guide

Verify the wear of the track guide by measuring the width of the guide. If dimensions of the guide illustrated in Figure 27 are less than 5 mm, at any place, replace the part. If the guiding strips are so worn that the concave shape is no longer visible, replace the part. An overly worn track guide could prematurely wear the other components of guidance of the system.

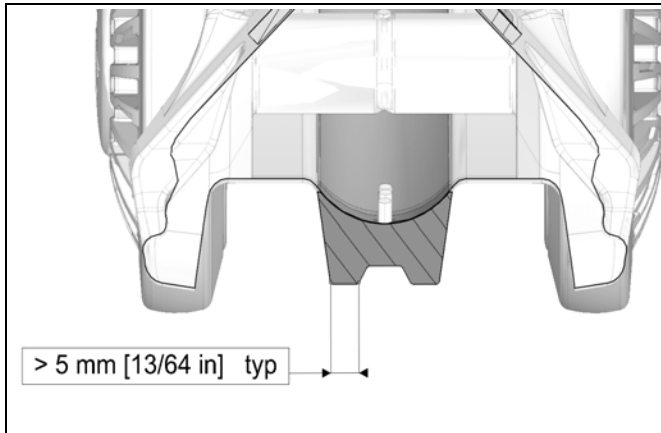


Figure 27

## Track

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

## WEAR

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### Sprocket

Check sprocket wear by measuring the part as illustrated on Figure 28. Replace the part when dimensions are less than 19 mm. Excessive wear could lower track drive efficiency and reduce the system's performance.

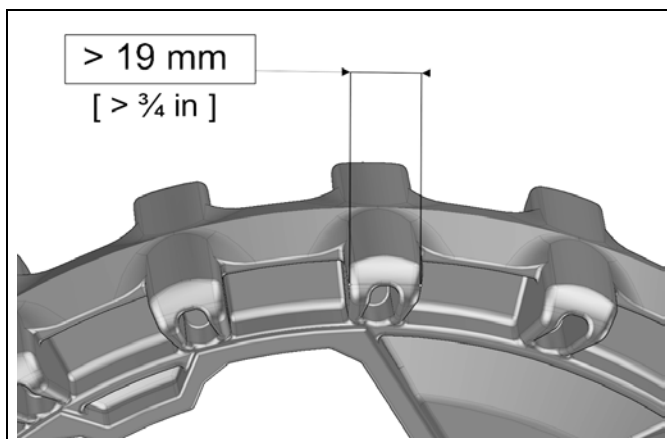


Figure 28



## Anti-rotation

Verify the wear of anti-rotation system, mainly at the ball joint (Figure 29) to make sure that it is not seized or extremely loose. Ball joint damage could harm the performance of the track system.

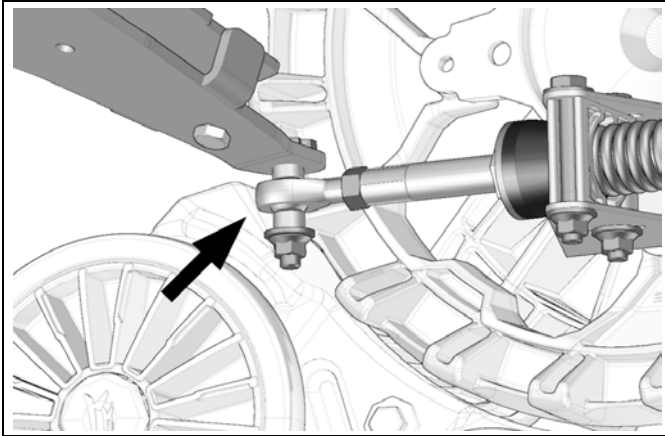


Figure 29

Check if ball rotates freely in ball housing and check also that there is not excessive play between ball and ball housing (Figure 30).

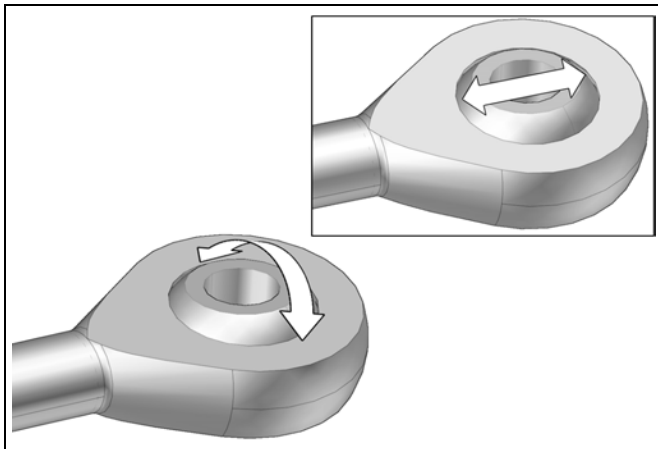


Figure 30

## TROUBLESHOOTING

# TROUBLESHOOTING

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

## SERIAL NUMBER LOCATION

The following pictures show the location of the serial numbers on the track system frame (Figure 31) and rubber track (Figure 32).

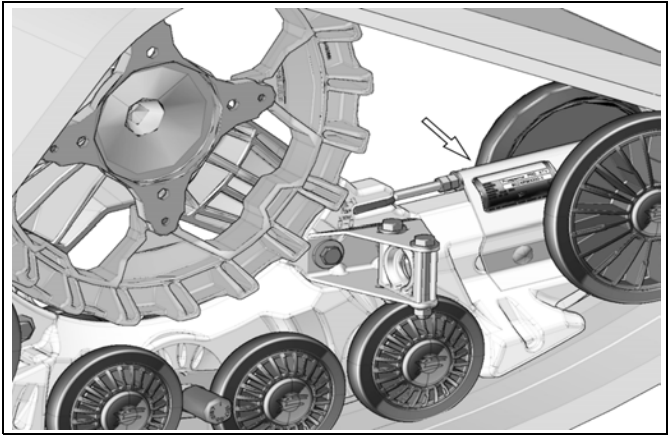


Figure 31

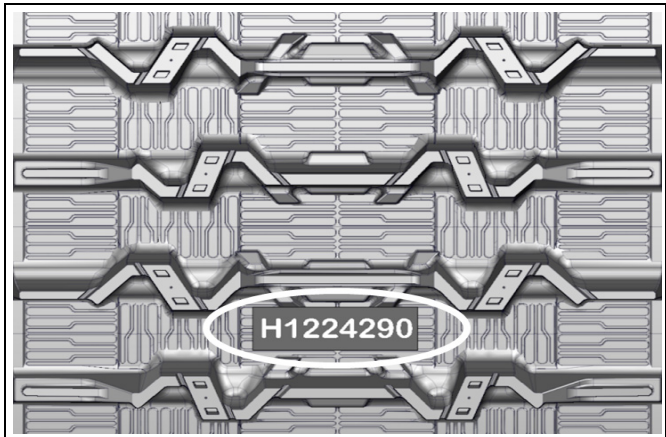


Figure 32

## "CE" DECLARATION OF CONFORMITY

## "CE" DECLARATION OF CONFORMITY



### "CE" DECLARATION OF CONFORMITY

#### **WE:**

MANUFACTURER : **CAMOPLAST SOLIDEAL INC.**

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

PHONE :

FAX :

WEB SITE : [www.camoplastsolideal.com](http://www.camoplastsolideal.com)

#### **HEREBY DECLARE THAT THE PRODUCT SERIES**

PRODUCT : Polaris Prospector Pro ATV  
CUSTOMER :

#### **IS IN CONFORMITY WITH THE FOLLOWING STANDARDS**

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

#### **AND IN CONFORMITY WITH THE FOLLOWING EC DIRECTIVE:**

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

DONE AT: Shawinigan (Québec), Canada

PERSON IN-CHARGE: \_\_\_\_\_

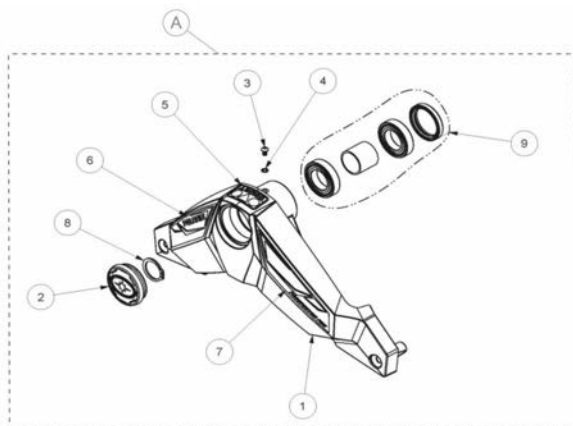
TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_

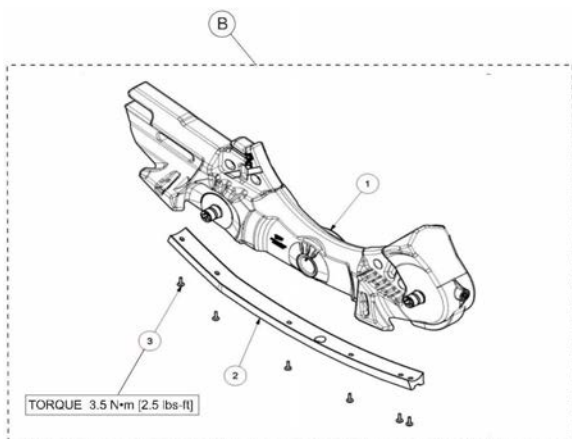
SIGNATURE: \_\_\_\_\_

**EXPLODED VIEWS**

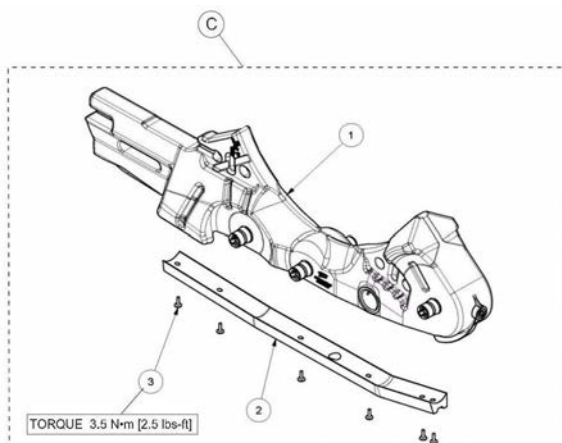
**POLARIS PROSPECTOR PRO ATV**



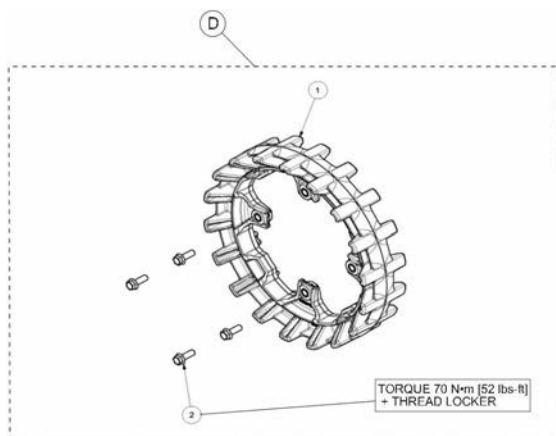
ITEM #	PART #	DESCRIPTION	QTY
A	2205425	KIT - FRAME, CMLST, CAST, ATV	1
1	--	UPPER CARRIER / SUPPORT SUPÉRIEUR	1
2	--	HUB CAP POLARIS ASSY / CAP DE MOYEU POLARIS	1
3	--	HSBS, M6-1X10, 10.9, ZP	1
4	--	W, 9.9X6X0.9, AL	1
5	--	STICKER WARNING / AUTOCOLLANT AVERTISSEMENT	1
6	--	STICKER / AUTOCOLLANT -- POLARIS ATV	1
7	--	STICKER / AUTOCOLLANT -- PROSPECTOR PRO ATV	1
8	--	ERR, 35, 2.4, ZP, SHR-137	1
9	2205123	HUB BEARING KIT / ENSEMBLE ROUEMENTS POUR MOYEU	1



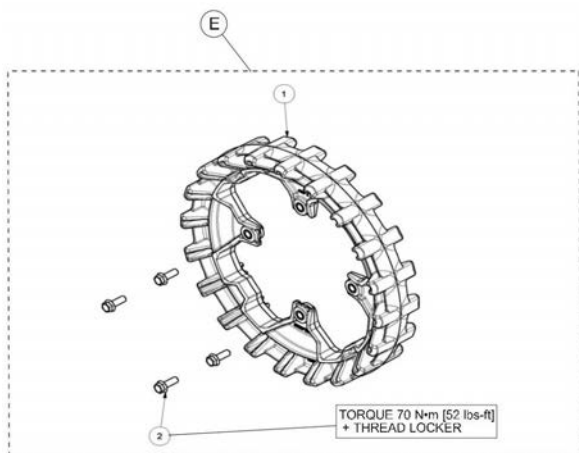
ITEM #	PART #	DESCRIPTION	QTY
B	2205426	KIT - FRAME, CMLST, PLASTIC, FRT, ATV	1
1	--	FRONT PLASTIC BASE ASSEMBLY WITH SHAFTS / BASE PLASTIQUE AV.+ ARBRES	1
2	2205428	TRACK GUIDE / GUIDE CHENILLE	1
3		RWHS, 6X16, TX, ZP	6



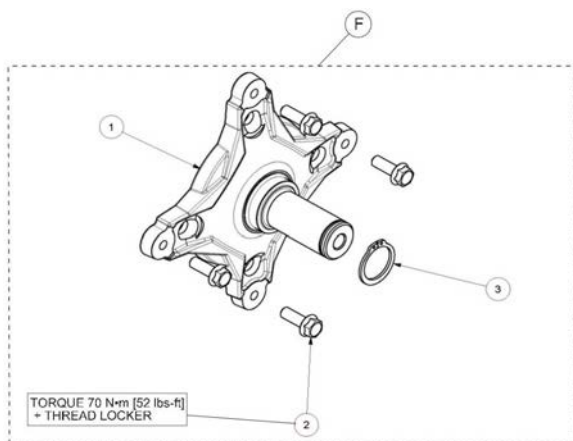
ITEM #	PART #	DESCRIPTION	QTY
C	2205427	KIT - FRAME, Cmplst, Plastic, RR, ATV	1
1	--	REAR PLASTIC BASE ASSEMBLY WITH SHAFTS / BASE PLASTIQUE ARR.+ ARBRES	1
2	2205428	TRACK GUIDE / GUIDE CHENILLE	1
3		RWHS, 6X16, TX, ZP	6



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

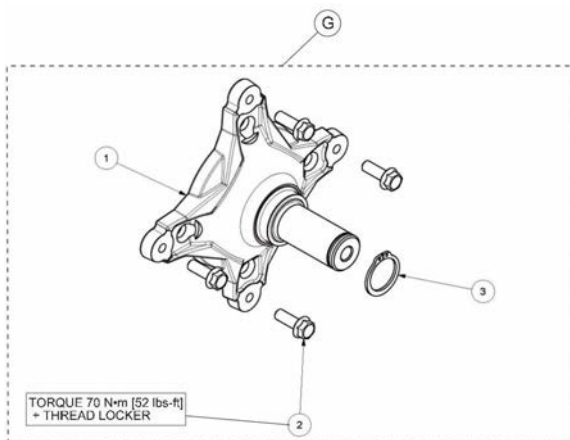


ITEM #	PART #	DESCRIPTION	QTY
E	2205432	K-SPROCKET, Cmplst, 20 TOOTH	1
1	--	SPROCKET-Cmplst XP, 20 TOOTH	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4

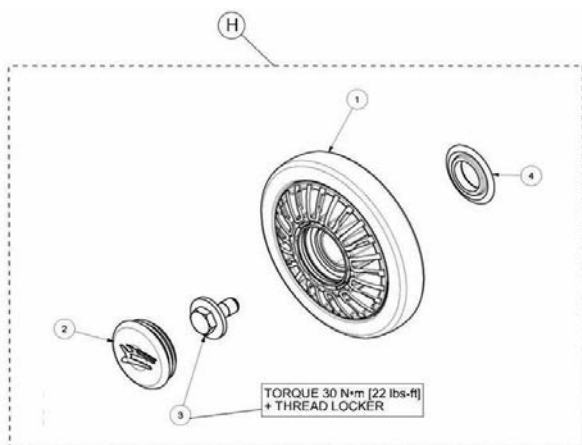


ITEM #	PART #	DESCRIPTION	QTY
H	2205434	K-HUB, Cmplst, 13mm	1
1	--	HUB-Cmplst XP 13mm, ASSY	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4
3	--	ERR, 35, 2.4, ZP, SHR-137	1

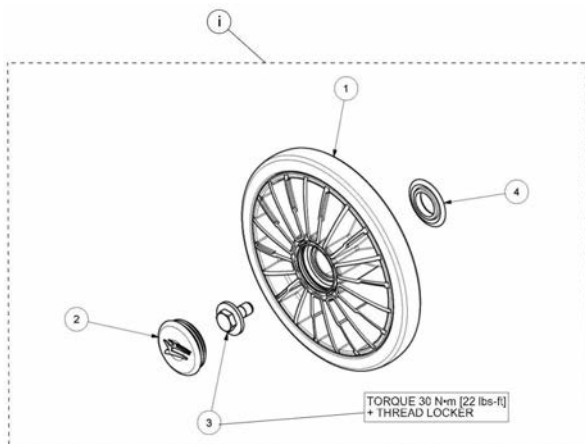




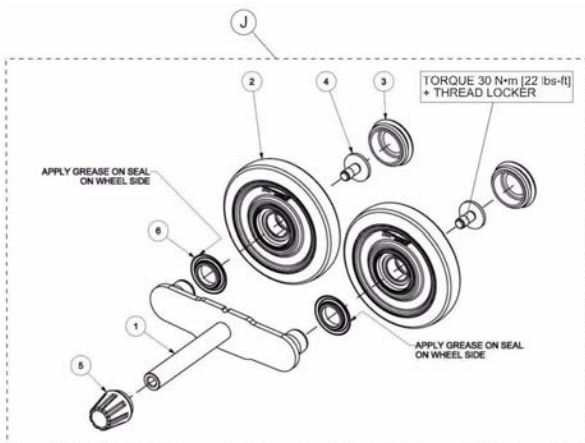
ITEM #	PART #	DESCRIPTION	QTY
G	2205435	K-HUB, CMLPST, 32mm	1
1	--	HUB-CMLPST XP 32mm, ASSY	1
2	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4
3	--	ERR, 35, 2.4, ZP, SHR-137	1



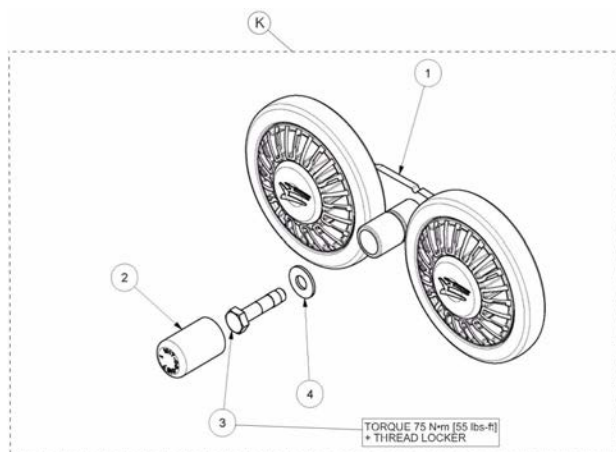
ITEM #	PART #	DESCRIPTION	QTY
H	2205121	K-WHEEL, CMLPST, IDLER, ATV	1
1	--	WHEEL / ROUE -- ATV 134 MM	1
2	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
4	--	WHEEL SEAL / JOINT D'ÉTANCHEITÉ -- (25 ID X 42 OD)	1



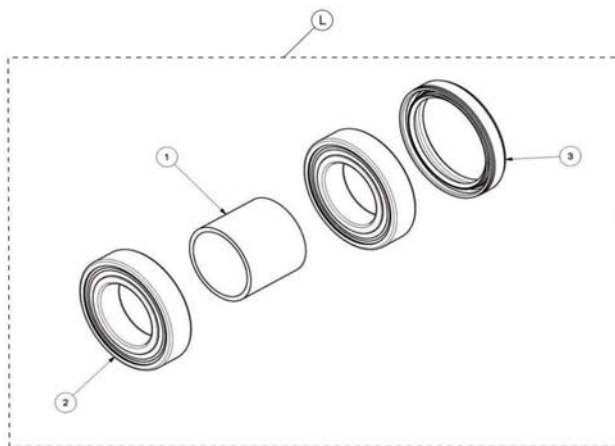
ITEM #	PART #	DESCRIPTION	QTY
1	2205122	K-WHEEL, CMLST, MID, ATV	1
1	--	202 MM ATV WHEEL / ROUE ATV 202 MM	1
2	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LEVRES, TUBE DIA EXT 2 PO	1
3	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	1
4	--	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25 ID X 42 OD)	1



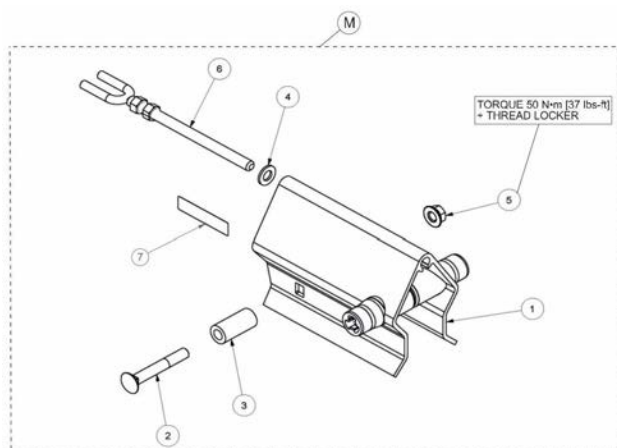
ITEM #	PART #	DESCRIPTION	QTY
J	2205431	K-ROCKER, CMLST, OUTER, ATV	1
1	--	ATV STABILIZER ASSY MALE / STABILISATEUR VTT ASSEMBLÉ, MALE	1
2	--	WHEEL / ROUE -- 134mm ATV	2
3	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LEVRES, TUBE DIA EXT 2 PO	2
4	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	2
5	--	RUBBER CONE, STABILIZER / CÔNE CAOUTCHOUC, STABILISATEUR	1
6	--	WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25 ID X 42 OD)	2



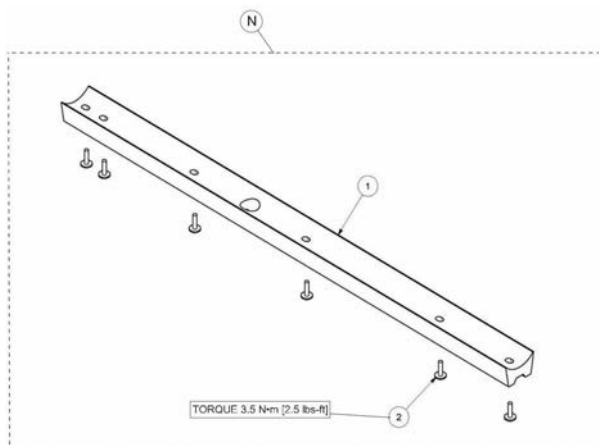
ITEM #	PART #	DESCRIPTION	QTY
K	2205430	K-ROCKER, Cmplst, Inner, ATV	1
1	--	ATV STABILIZER FEMALE ASS'Y / STABILISATEUR VTT ASSEMBLÉ, FEMELLE	1
2	--	DUST CAP, STABILIZER / CAPUCHON, STABILISATEUR	1
3	--	HCS, M10-1.5X45, 10.9, ZP, TL, DIN931	1
4	--	W, 7/16X1.0X0.072, 8, ZP, USS	1



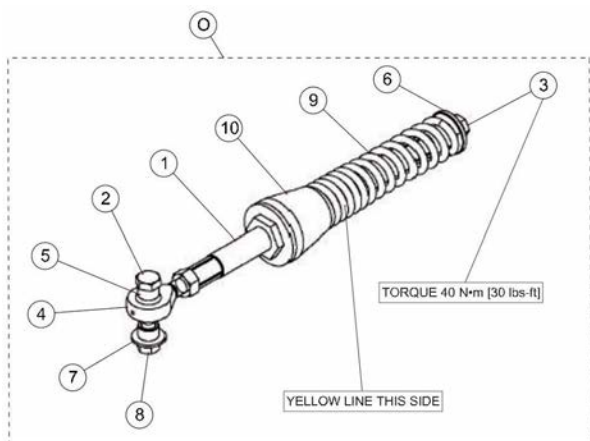
ITEM #	PART #	DESCRIPTION	QTY
L	2205123	KIT - BEARINGS, Cmplst, ATV	1
1	--	INTERNAL SPACER / ESPACEUR ROULEMENTS	1
2	--	STANDARD BEARING / ROULEMENT À BILLES STANDARD	2
3	--	SHAFT SEAL / JOINT D'ÉTANCHÉITÉ, ARBRE MOYEU -- 50 x 62 x 10 TC	1



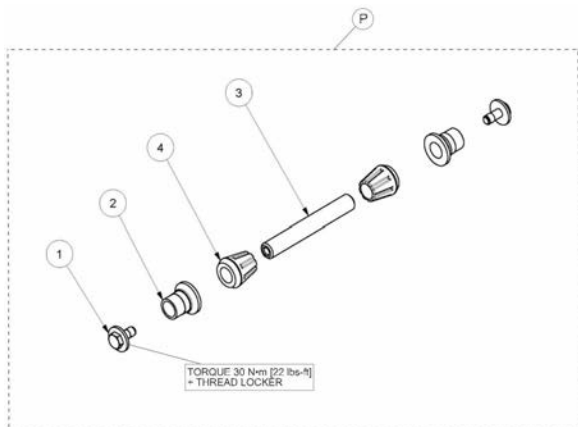
ITEM #	PART #	DESCRIPTION	QTY
M	2205429	K-TRACK ADJUSTER, Cmplst, ATV	1
1	--	EXTRUDED TRACK TENSIONNER / TENSIONNEUR DE CHENILLE	1
2	--	CB, M10-1.5X70, 8.8, ZP, DIN603	1
3	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR	1
4	--	W, 20X10.5X2, ZP, DIN125A	1
5	--	FNN, M10-1.5, 8, ZP, DIN6926	1
6	--	TENSIONER ROD - HEX NUT ASSY / ENS. TIGE TENSIONNEUR - ÉCROU HEX	1
7	--	STICKER - LOOSEN / AUTOCOLLANT - DESSERRER	1



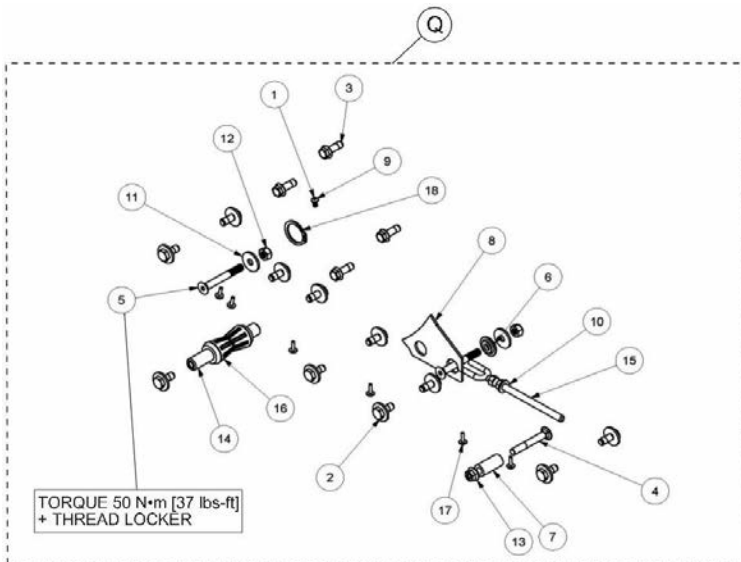
ITEM #	PART #	DESCRIPTION	QTY
N	2205428	K-HYFAX, Cmplst, ATV	1
1	--	TRACK GUIDE / GUIDE CHENILLE	1
2	--	RWHS, 6X16, TX, ZP	6



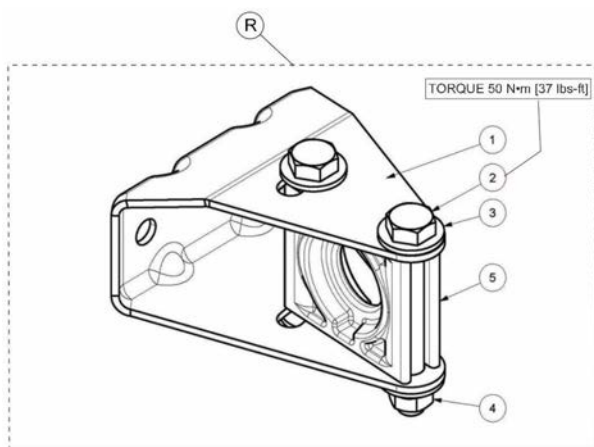
ITEM #	PART #	DESCRIPTION	QTY
O	2205438	KIT- ANTI ROTATION, CMLST, ATV	1
1	--	SHORT ANTI-ROTATION TUBING WELDMENT / TUBE ANTI-ROTATION COURT, SOUDÉ	1
2	--	HCS, M10-1.5X60, 10.9, ZP, DIN931	1
3	--	HFSCS, M12-1.75X50, 8.8, ZP, FULL THREAD	1
4	--	X-LONG ROD END / TIGE À ŒIL X-LONG	1
5	--	BUSHING SPACER / BAGUE ESPACEUR -- 3/8"	2
6	--	W, 374X13X3, ZP, DIN 9021	1
7	--	W, 7/16X1.0X0.072, 8, ZP, USS	1
8	--	FNN, M10-1.5, 8, ZP, DIN6926	1
9	--	STABILIZING ROD SPRING / RESSORT BRAS STABILISATEUR	1
10	--	RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC	1



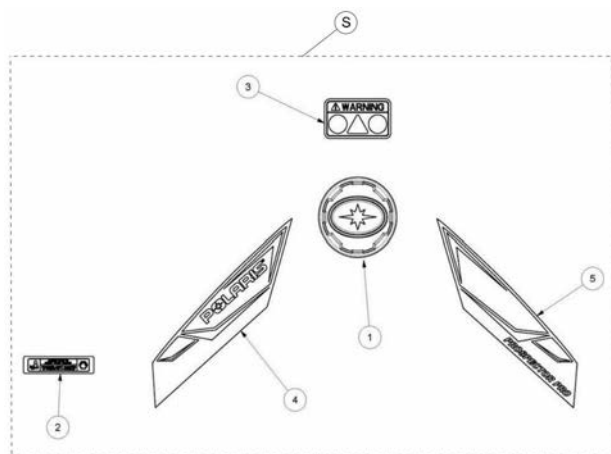
ITEM #	PART #	DESCRIPTION	QTY
P	2205452	K-REAR DAMPER, CMLST, ATV	1
1	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	2
2	--	WHEEL AXLE, STABILIZER / AXE DE ROUE, STABILISATEUR	2
3	--	AXLE, REAR STABILIZER / AXE, STABILISATEUR ARRIERE	1
4	--	RUBBER CONE, STABILIZER / CÔNE CAOUTCHOUC, STABILISATEUR	2



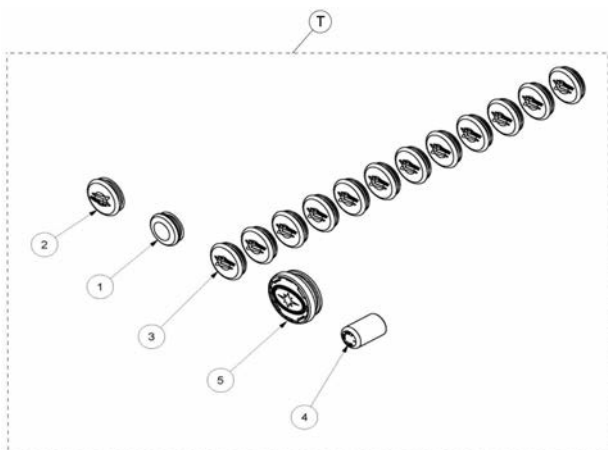
ITEM #	PART #	DESCRIPTION	QTY
Q	2205125	K-HDWR, CMLST, ATV	1
1	--	HSBS, M6-1X10, 10.9, ZP	1
2	--	HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	12
3	--	HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN6921	4
4	--	CB, M10-1.5X70, 8.8, ZP, DIN603	1
5	--	HSFS, M10-1.5X 80, 10.9, ZP	2
6	--	SPACER WASHER / RONDELLE ESPACEUR	2
7	--	TENSIONER BUSHING / COUSSINET TENSIONNEUR -- XT4S	1
8	--	ALIGNMENT SHIM CASTING / CALE D'ALIGNEMENT, SUPPORT SUPÉRIEUR	1
9	--	W, 9.9X6X0.9, AL	1
10	--	W, 20X10.5X2, ZP, DIN125A	1
11	--	W, 1-1/4X3/8X1/8, ZP	2
12	--	NN, M10-1.5, ZP, 8, DIN982	2
13	--	FNN, M10-1.5, 8, ZP, DIN6926	1
14	--	AXLE, REAR STABILIZER / AXE, STABILISATEUR ARRIÈRE	1
15	--	TENSIONER ROD - HEX NUT ASS'Y / ENS. TIGE TENSIONNEUR - ÉCROU HEX	1
16	--	RUBBER CONE, STABILIZER / CÔNE CAOUTCHOUC, STABILISATEUR	2
17	--	RWHS, 6X16, TX, ZP	6
18	--	ERR, 35, 2.4, ZP, SHR-137	1



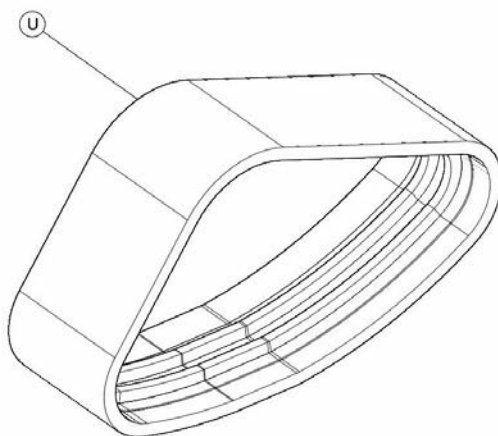
ITEM #	PART #	DESCRIPTION	QTY
R	2205448	KIT - ANTIROTATION BRACKET	1
1	--	MAIN PLATE, UNIVERSAL ANTI-ROT. (IS) / PLAQUE PRINCIPALE UNIV. ANTI-ROT. (SI)	1
2	--	HCS, M10-1.5X80, 10.9, ZP, DIN931	2
3	--	W, 25X11X2, 8, ZP, USS	4
4	--	FNN, M10-1.5, 8, ZP, DIN69261	2
5	--	RETAINER, ANTIROTATION / ANTI-ROTATION,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



ITEM #	PART #	DESCRIPTION	QTY
S	2205452	K-DECALS, CMLPST, ATV	1
1	--	HUB CAP POLARIS ASSY / CAP DE MOYEU POLARIS ASSEMBLE	1
2	--	STICKER - LOOSEN / AUTOCOLLANT - DESSERRER	1
3	--	STICKER - WARNING / AUTOCOLLANT - AVERTISSEMENT	1
4	--	STICKER / AUTOCOLLANT -- POLARIS ATV	1
5	--	STICKER / AUTOCOLLANT -- PROSPECTOR PRO ATV	1

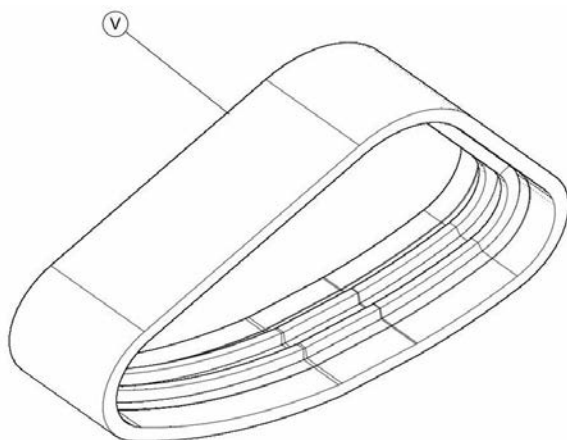


ITEM #	PART #	DESCRIPTION	QTY
T	2205120	KIT - CAPS	1
1	--	2 LIPS CAP, 1-3/4" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 1-3/4 PO	1
2	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO -- LDPE	1
3	--	2 LIPS CAP, 2" O.D. TUBE / BOUCHON 2 LÈVRES, TUBE DIA EXT 2 PO -- ESPRENE	12
4	--	DUST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

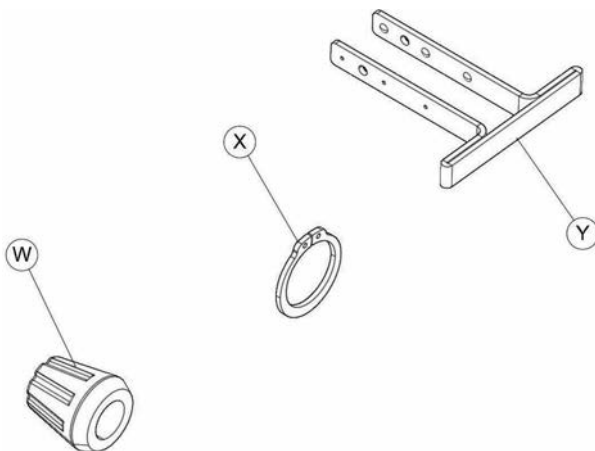


ITEM #	PART #	DESCRIPTION	QTY
U	5414840	TRACK-CMPLST, FRONT, ATV	1





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



ITEM #	PART #	DESCRIPTION	QTY
W	2205461	RUBBER CONE, STABILIZER / CONE CAOUTCHOUC, STABILISATEUR	1
X	2205454	ERR, 35, 2.4, ZP, SHR-137	1
Y	TBD	SPROCKET SPRAPER / GRATTOIR, BARBOTIN	1