

PROSPECTOR PRO® TRACK MOUNT KIT



P/N 2882783

APPLICATION

Verify accessory fitment at Polaris.com.

BEFORE YOU BEGIN

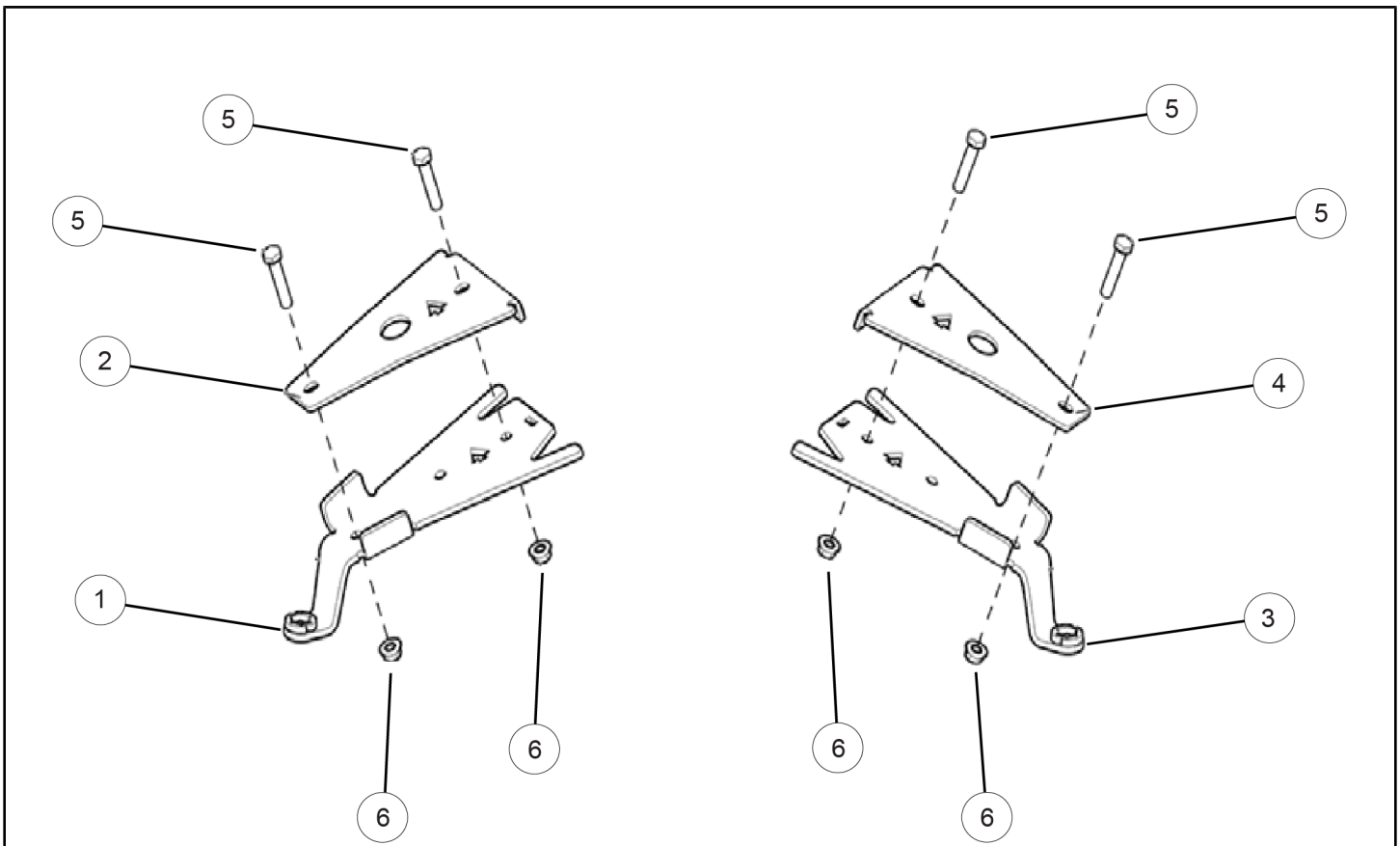
Read these instructions and check to be sure all parts and tools are accounted for. Please retain these installation instructions for future reference and parts ordering information.

KIT CONTENTS

This kit contains parts for installation of the track mounts only. Installation of a compatible Prospector Pro® Track Kit is also required (sold separately).

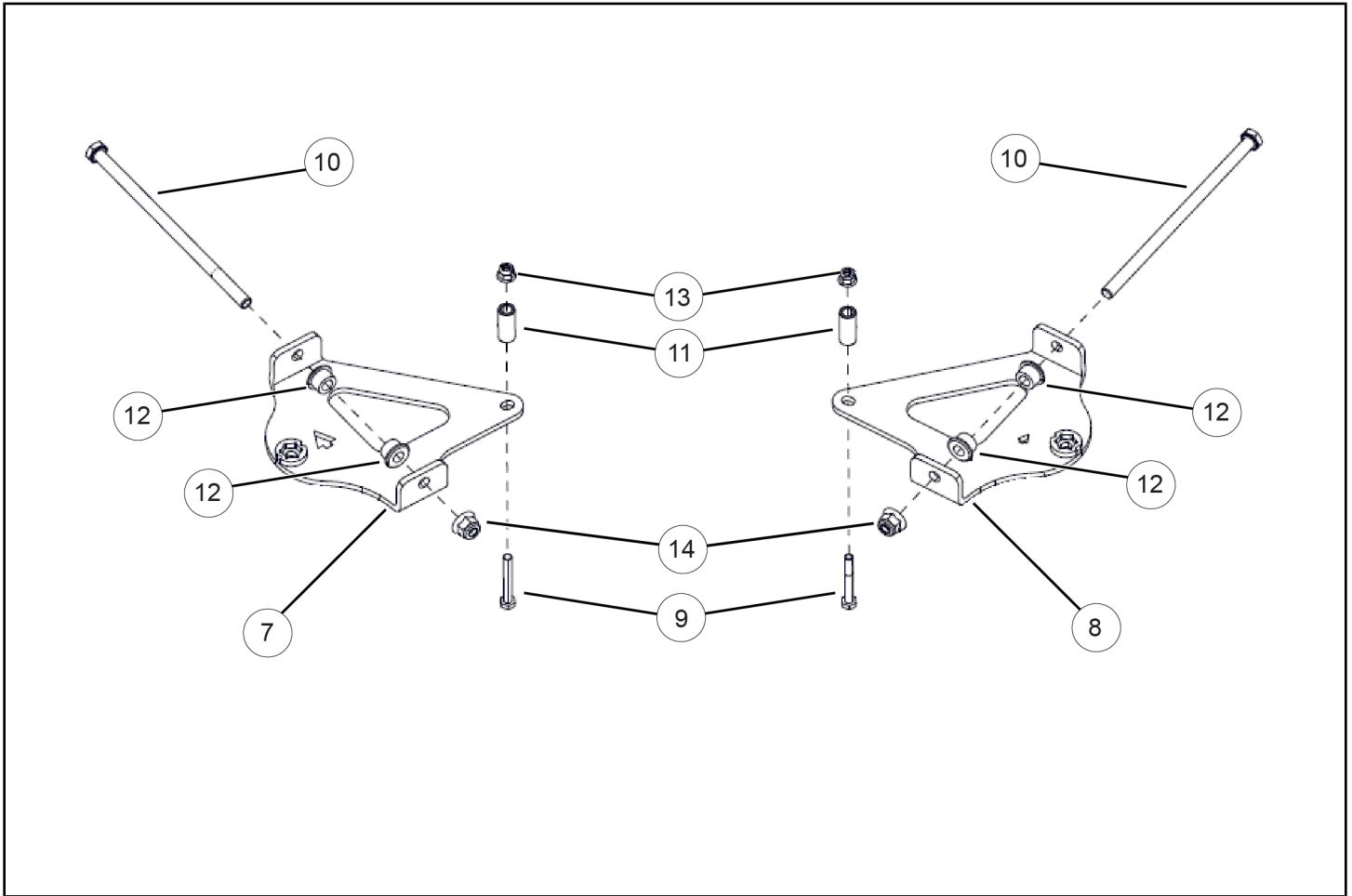
This track mount kit contains the following four sub-assembly kits:

Front Bracket Kit PN 2207199



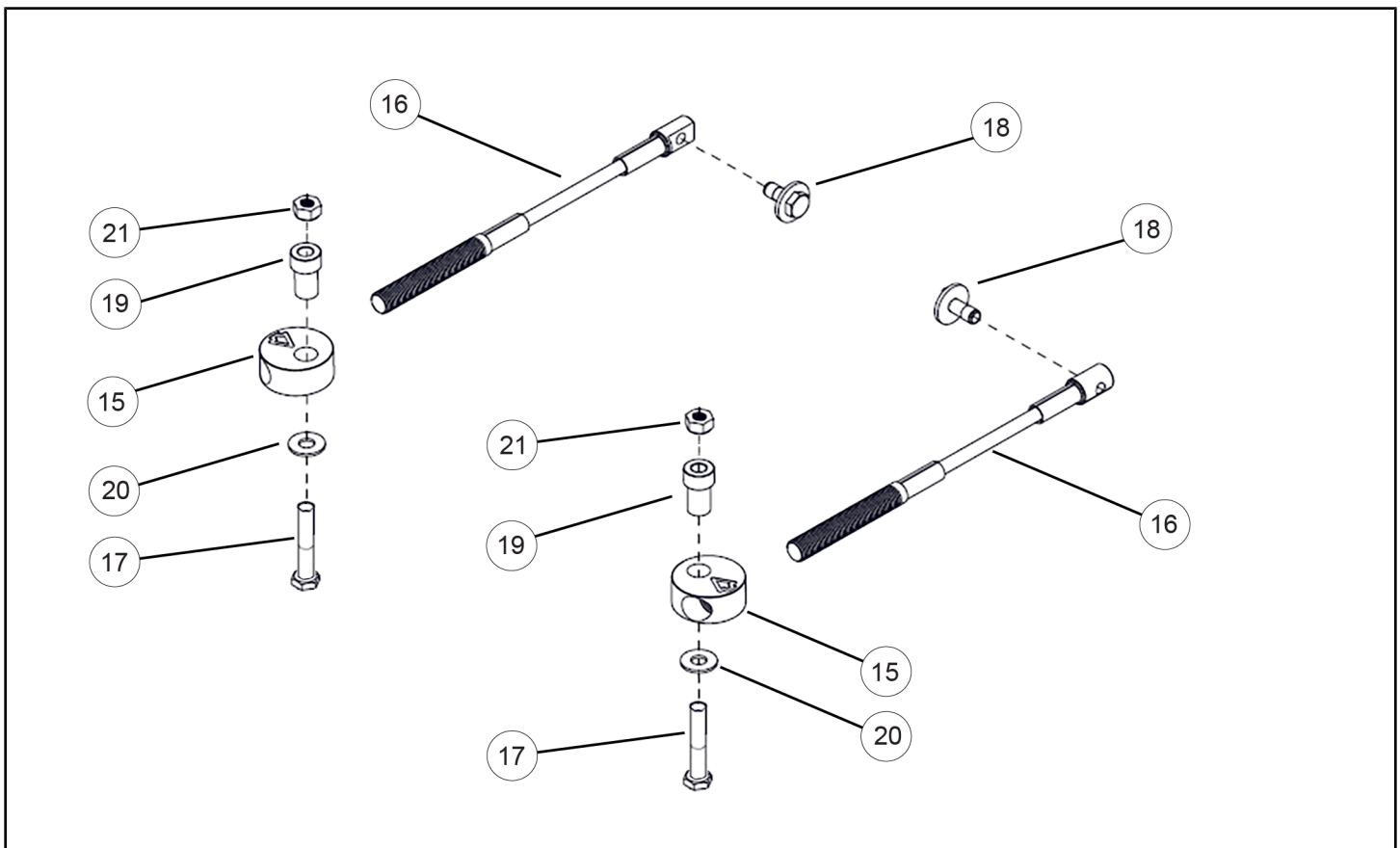
REF	QTY	PART DESCRIPTION	PART NUMBER
1	1	Bracket, Anchor, Left Front	-
2	1	Cover, Bracket, Left Front	-
3	1	Bracket, Anchor, Right Front	-
4	1	Cover, Bracket, Right Front	-
5	4	Screw, Hex - M10 X 1.5 X 50, 8.8	-
6	4	Nut, Hex Flange, Locking - M10 X 1.5, 8	-

Rear Bracket Kit PN 2207200



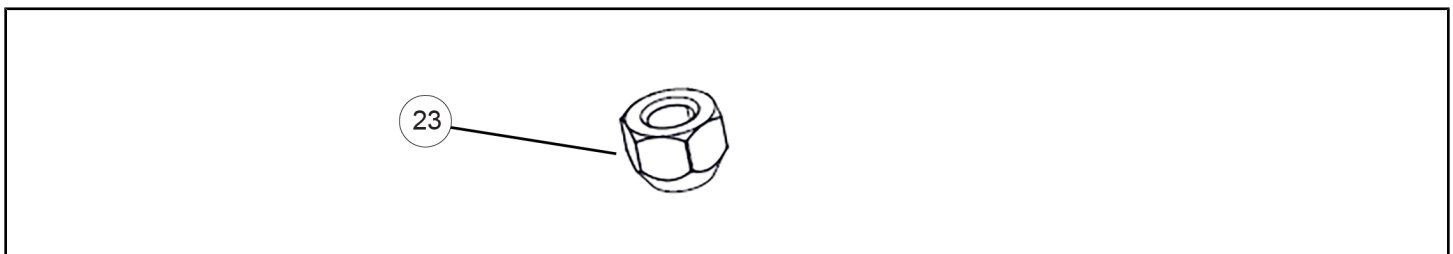
REF	QTY	PART DESCRIPTION	PART NUMBER
7	1	Bracket, Anchor, Left Rear	-
8	1	Bracket, Anchor, Right Rear	-
9	2	Screw, Hex - M8 X 1.25 X 60, 10.9	-
10	2	Screw, Hex - M12 X 1.75 X 260, 8.8	-
11	2	Spacer	-
12	4	Bushing, Taper Flange	-
13	2	Nut, Hex Flange, Locking - M8 X 1.25, 8	-
14	2	Nut, Hex Flange, Locking - M12 X 1.75, 8	-

Steering Limiter Kit PN 2205456



REF	QTY	PART DESCRIPTION	PART NUMBER
15	2	Mounting Disk	-
16	2	Limiter Cable	-
17	2	Screw, Hex - M10 X 1.5 X 60, 8.8	-
18	2	Screw, Hex, with Captive Washer - M10 X 1.5 X 25, 8.8	-
19	2	Spacer, Step	-
20	2	Washer - 7/16 X 1.0 X 0.072, 8	-
21	2	Nut, Hex, Locking - M10 X 1.5, 8	-
22	-	(unused)	-

Wheel Lug Nut Kit PN 2205458



REF	QTY	PART DESCRIPTION	PART NUMBER
23	16	Nut, Wheel Lug - M12 X 1.5 X 18, 8.8	-

TOOLS REQUIRED

- Safety Glasses
- Socket Set, Metric
- Torque Wrench
- Wrench Set, Metric
- Vehicle Lift/Support Equipment

CONSUMABLES REQUIRED

- Gloves, Chemical Resistant
- Grease, Polaris All Season (or equivalent)

IMPORTANT

Your Prospector Pro® Track Mount Kit is exclusively designed for your vehicle. Please read the installation instructions thoroughly before beginning. Installation is easier if the vehicle is clean and free of debris. For your safety, and to ensure a satisfactory installation, perform all installation steps correctly in the sequence shown.

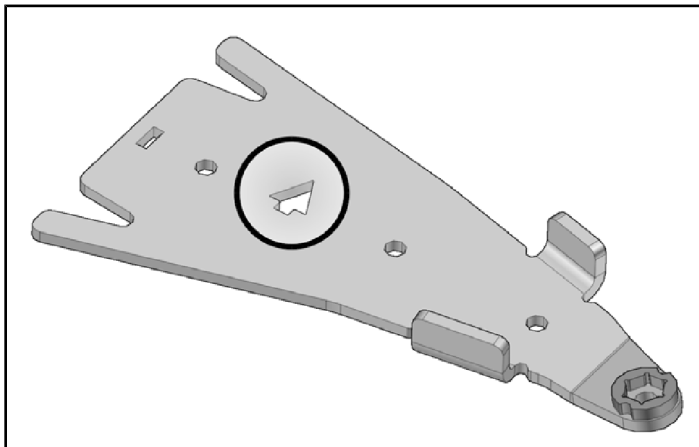
INSTALLATION INSTRUCTIONS

NOTE

Polaris recommends two people assemble and install this kit.

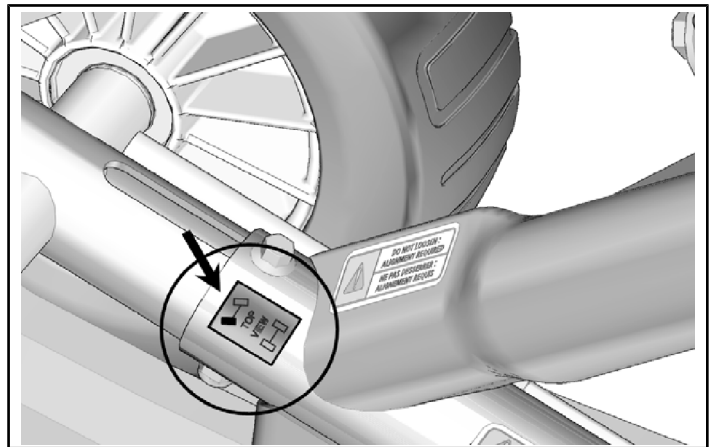
NOTE

For installation purposes, directional arrows have been provided on the anchor brackets, covers, and mounting disks. These arrows indicate the front of the vehicle relative to the component. See example below.



PREPARATION

1. Ensure vehicle is parked on a flat surface and is stable prior to installation.
2. Shift vehicle transmission into "PARK". Turn ignition switch to "OFF" position and remove key.
3. Identify and place each track unit near the position indicated on the decal affixed to the frame.



REAR TRACK SYSTEM INSTALLATION

1. Properly lift and safely support rear of vehicle.

WARNING

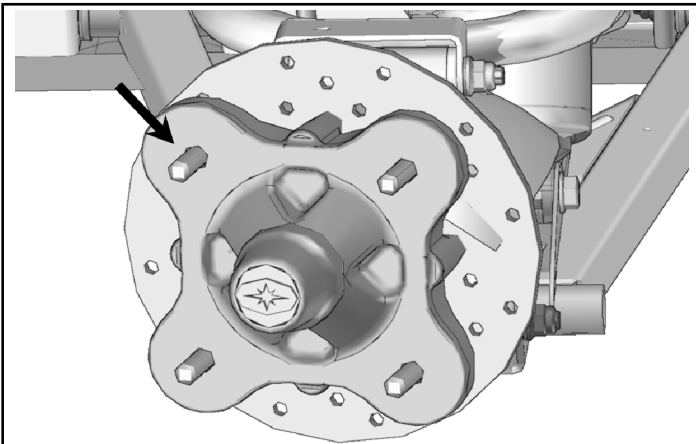
DO NOT USE JACK TO STABILIZE OR SUPPORT VEHICLE. **Chocks** must be used to stabilize vehicle prior to lifting. **Blocks or jack stands** must be used to support vehicle after lifting.

Failure to properly chock and block vehicle may allow vehicle to fall, resulting in severe injury or death.

NEVER place any part of your body under lifted vehicle without properly chocking and blocking vehicle.

Observe the following:

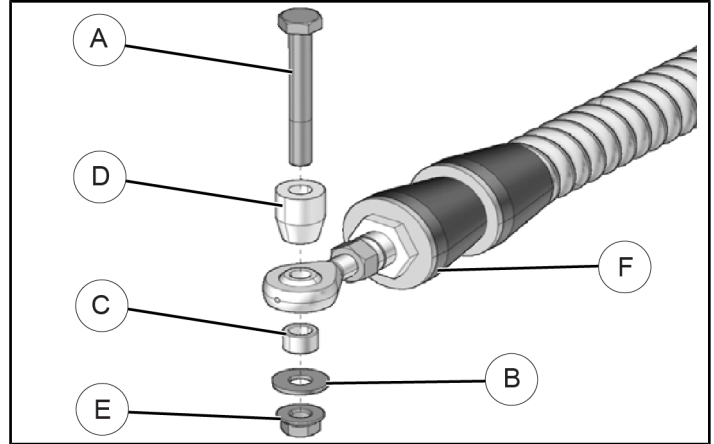
- a. Vehicle must be on FIRM, LEVEL, and DRY SURFACE to permit safe jacking.
 - b. Ensure vehicle transmission is in "PARK" and ignition switch is in "OFF" position.
 - c. Securely chock FRONT AND REAR sides of BOTH front tires to prevent vehicle from moving.
 - d. SUPPORT VEHICLE WITH BLOCKS OR JACK STANDS designed for that purpose and which have adequate weight capacity.
 - e. FOLLOW ALL INSTRUCTIONS included with jack, blocks, jack stands, and any other equipment used.
2. Remove the rear wheels. Clean wheel studs, hubs, and lower suspension components as required to remove dirt.



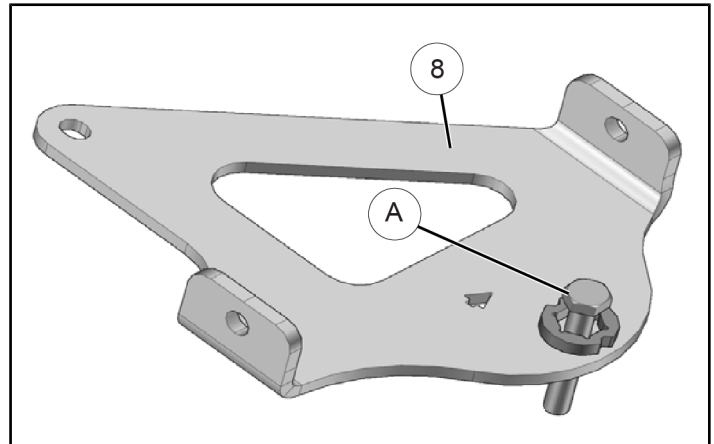
NOTE

The following steps begin at the right rear corner of the vehicle.

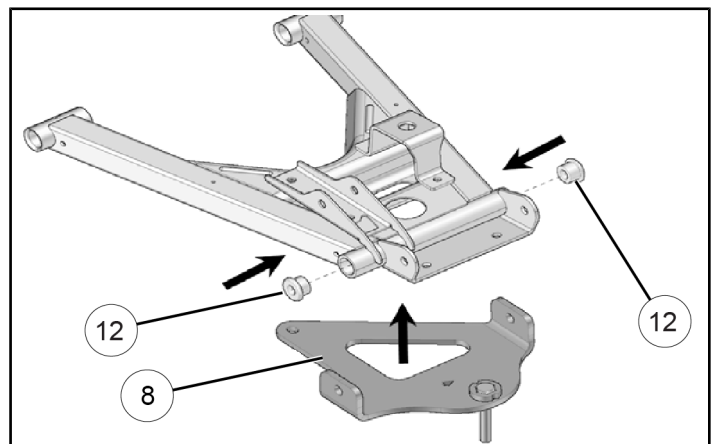
3. Remove screw (A), long spacer bushing (D), short spacer bushing (C), washer (B), and nut (E) from rear stabilizing rod end end (F). Retain all parts.



4. Insert retained bolt (A) into right rear anchor bracket (8).

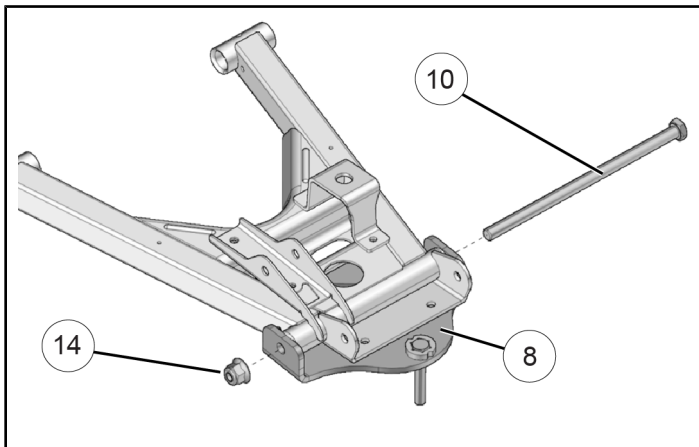


5. Insert taper flange bushing (12) into each end of tube in lower right rear suspension arm.

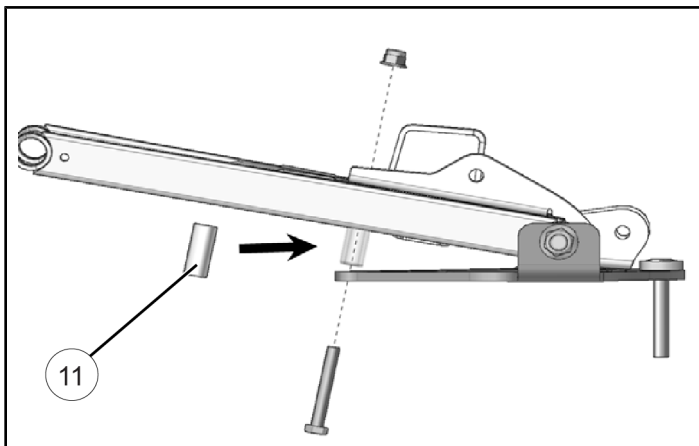


- Place right rear anchor bracket ⑧ below lower suspension arm, aligning holes in bracket with taper flange bushings, then insert screw ⑩ from front to rear as shown.

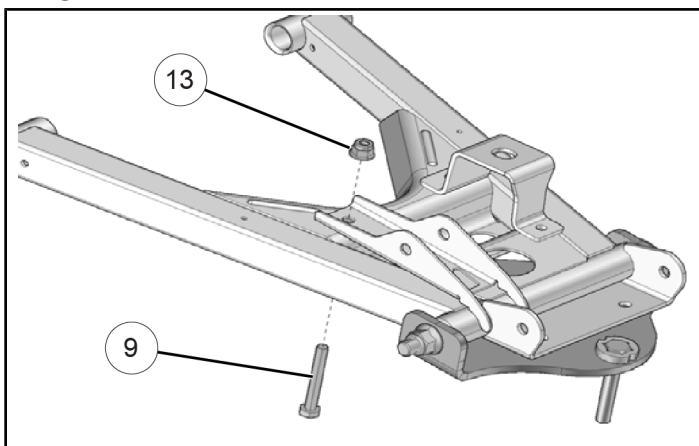
Secure with nut ⑭ but DO NOT tighten at this time.



- Place spacer ⑪ between anchor bracket and lower suspension arm, aligned with holes on inboard side of bracket and suspension arm.



- Insert screw ⑨ upwards through anchor bracket, spacer ⑪, and suspension arm. Secure using nut ⑬.



- Torque all fasteners to specification.

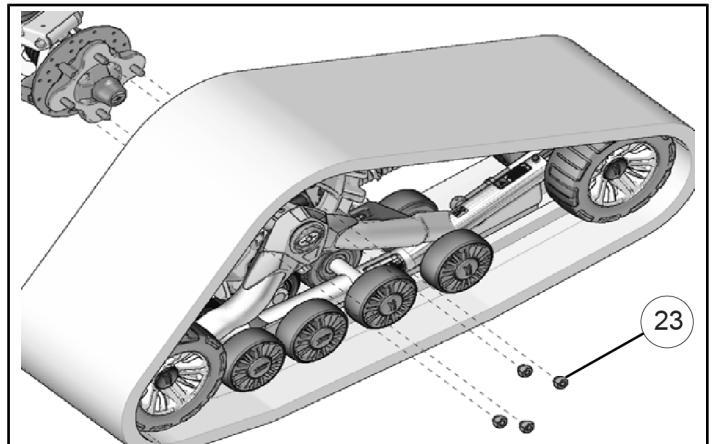
TORQUE

M8 nut ⑬: 18 ft. lbs. (24 Nm) ± 10%
M12 nut ⑭: 63 ft. lbs. (85 Nm) ± 10%

- Install track assembly to rear hub using four lug nuts ⑲. Ensure cotter pin on axle nut does not interfere with track assembly hub. Torque nuts to specification.

TORQUE

85 ft. lbs. (115 Nm) ± 10%



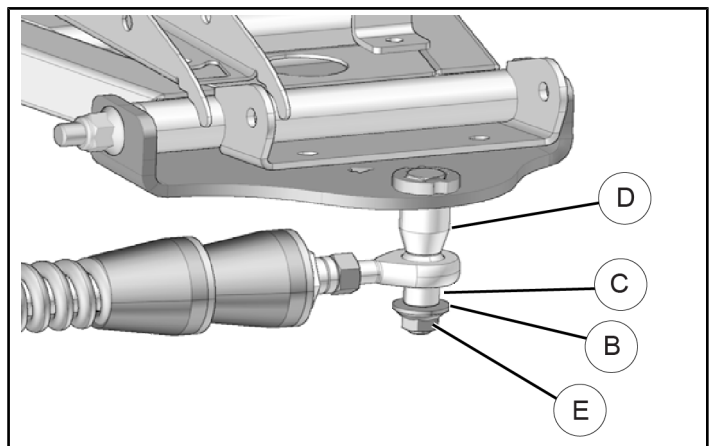
- Install stabilizing rod to anchor bracket using retained parts from Step 3: long spacer bushing ④, short spacer bushing ③, flat washer ②, and nut ①. Torque nut to specification.

TORQUE

52 ft. lbs. (71 Nm) ± 10%

IMPORTANT

Ensure parts are assembled in correct order.



12. Repeat Steps 3–11 for left rear side using left rear anchor bracket ⑦.
13. Inspect rear track systems to ensure proper installation and torquing of fasteners.

Lower vehicle to ground and proceed to next section, **FRONT TRACK SYSTEM INSTALLATION**.

FRONT TRACK SYSTEM INSTALLATION

1. Properly lift and safely support front of vehicle.

⚠ WARNING

DO NOT USE JACK TO STABILIZE OR SUPPORT VEHICLE. **Chocks** must be used to stabilize vehicle prior to lifting. **Blocks or jack stands** must be used to support vehicle after lifting.

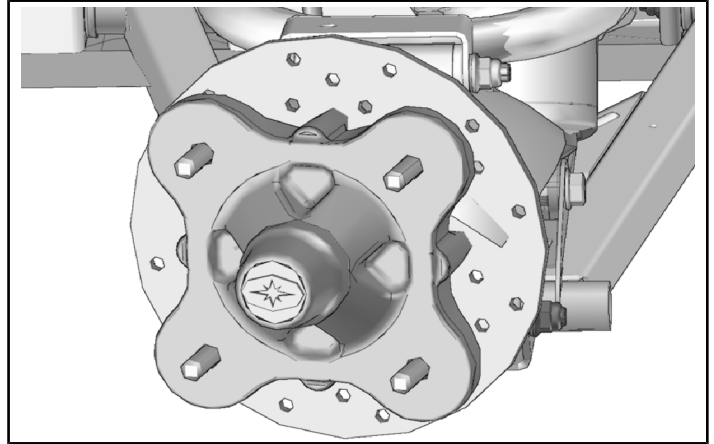
Failure to properly chock and block vehicle may allow vehicle to fall, resulting in severe injury or death.

NEVER place any part of your body under lifted vehicle without properly chocking and blocking vehicle.

Observe the following:

- a. Vehicle must be on FIRM, LEVEL, and DRY SURFACE to permit safe jacking.
- b. Ensure vehicle transmission is in “PARK” and ignition switch is in “OFF” position.
- c. Securely chock FRONT AND REAR sides of BOTH rear tracks to prevent vehicle from moving.
- d. SUPPORT VEHICLE WITH BLOCKS OR JACK STANDS designed for that purpose and which have adequate weight capacity.
- e. FOLLOW ALL INSTRUCTIONS included with jack, blocks, jack stands, and any other equipment used.

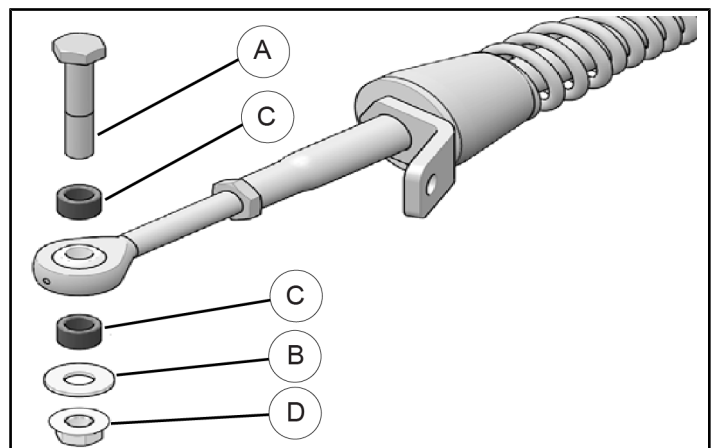
2. Remove the front wheels. Clean wheel studs, hubs, and lower suspension components as required to remove dirt.



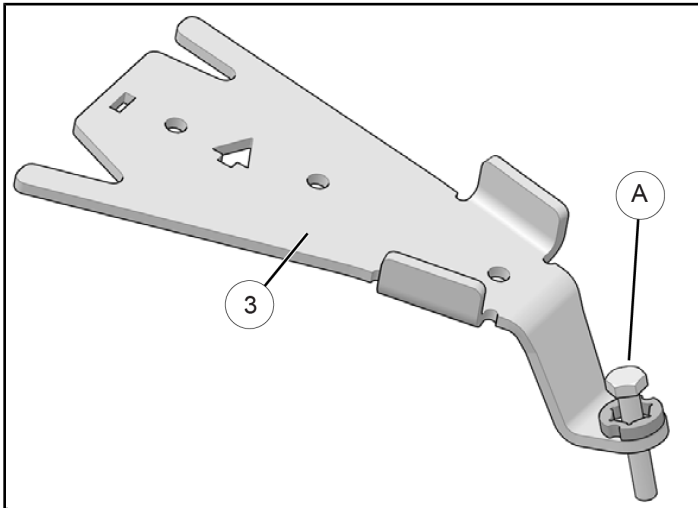
NOTE

The following steps begin at the right front corner of the vehicle.

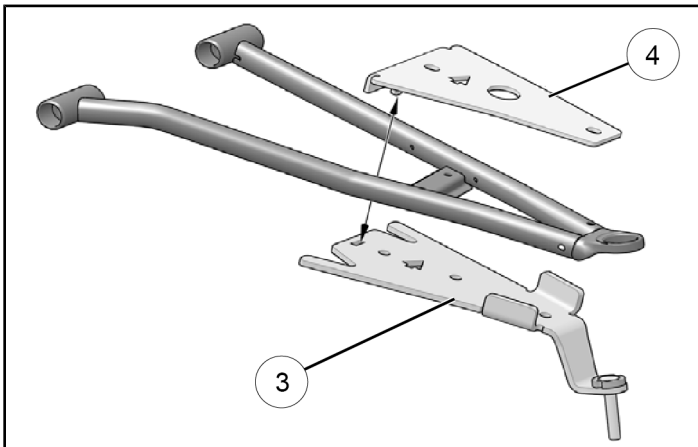
3. Remove guard from A-arm (if installed).
4. Remove screw ①, two bushings ③, washer ②, and nut ④ from front stabilizing rod end. Retain all parts.



5. Insert retained bolt (A) into right front anchor bracket (3).



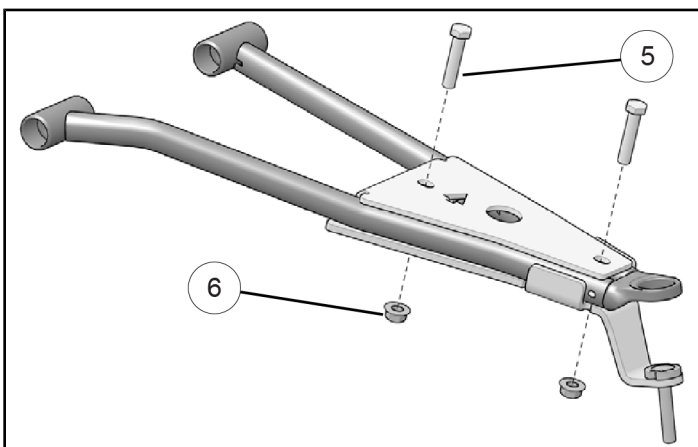
6. Place right front anchor bracket (3) below lower suspension arm, and right front bracket cover (4) above lower suspension arm. Insert tab in cover into slot in bracket as shown.



7. Insert two screws (5) downwards through cover, suspension arm, and bracket. Secure using two nuts (6). Torque to specification.

TORQUE

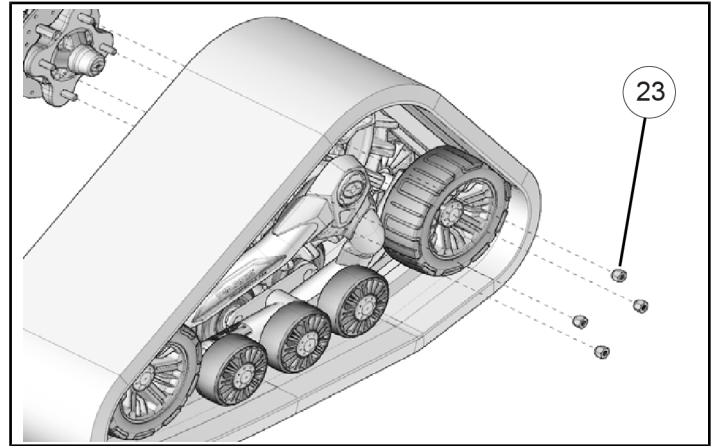
37 ft. lbs. (50 Nm) ± 10%



8. Install track assembly to front hub using four lug nuts (23). Ensure cotter pin on axle nut does not interfere with track assembly hub. Torque nuts to specification.

TORQUE

85 ft. lbs. (115 Nm) ± 10%



9. Repeat Steps 3–8 for left front side using left front anchor bracket (1) and cover (2).

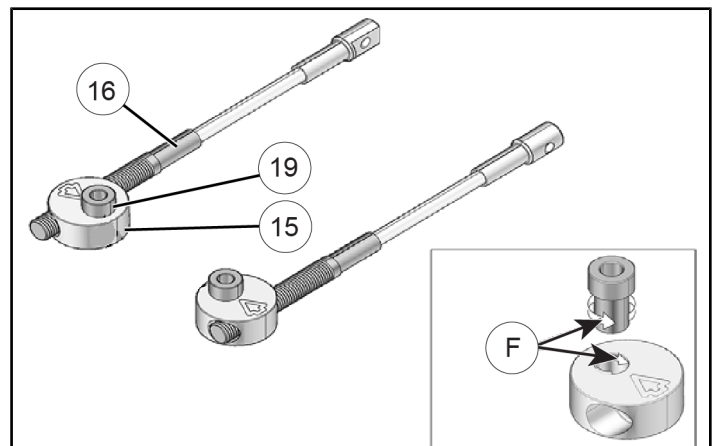
STEERING LIMITER INSTALLATION

⚠ WARNING

Follow all chemical manufacturer instructions and safety precautions. Failure to follow all manufacturer instructions and precautions may result in severe injury or death.

1. Partially thread limiter cable (16) into each mounting disk (15). Final adjustment will be made later.

Apply grease to step spacer (19) and mounting disk as shown in detail (F), then insert spacer into **ARROW** side of disk as shown.



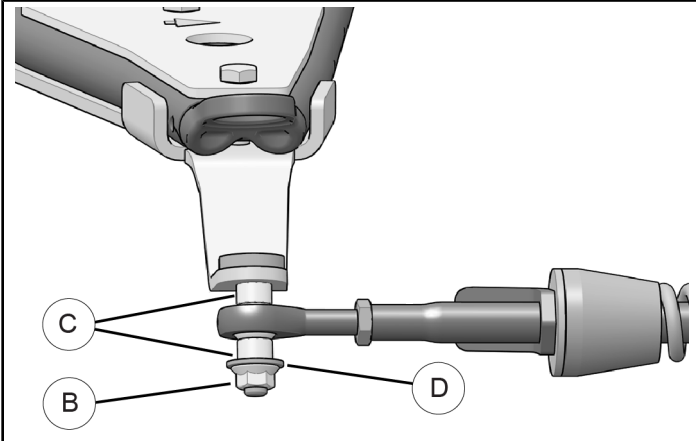
NOTE

The following steps begin at the right front corner of the vehicle.

2. Install stabilizing rod to anchor bracket using retained parts from Step 4 of previous section, **FRONT TRACK SYSTEM INSTALLATION**: two spacer bushings (C), flat washer (B), and nut (D). Torque nut to specification.

TORQUE

52 ft. lbs. (71 Nm) \pm 10%



3. Install steering limiter assembly to LOWER side of lower suspension arm (anchor bracket) using screw (17), washer (20), and nut (21).

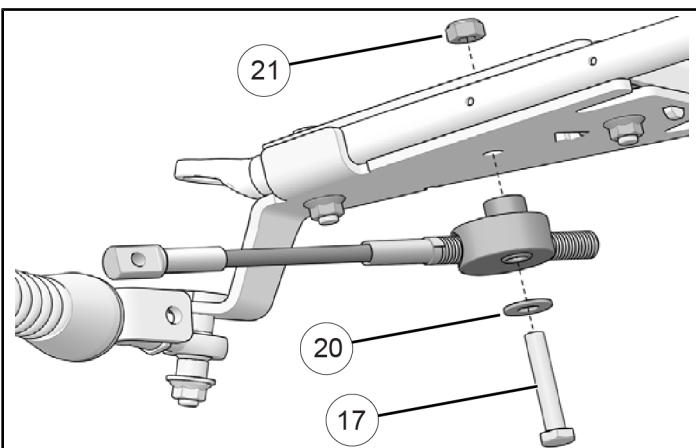
Ensure the following:

- Arrow is on TOP of mounting disk and points towards FRONT of vehicle
- Screw is inserted UPWARDS from bottom to top of assembly

Torque to specification.

TORQUE

37 ft. lbs. (50 Nm) \pm 10%



4. Repeat Steps 2–3 for left front side.

STEERING LIMITER ADJUSTMENT

IMPORTANT

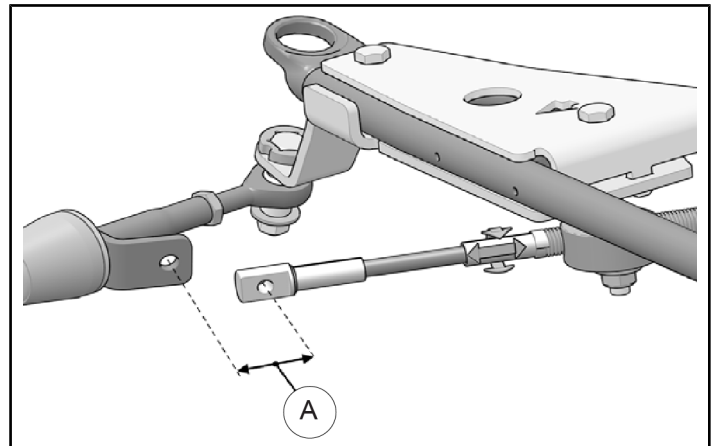
Angle of attack **MUST** be set before beginning steering limiter adjustment on front track systems. Refer to the User Manual for angle of attack settings.

NOTE

The following steps begin at the right front corner of the vehicle.

1. Turn vehicle steering wheel to maximum left travel.

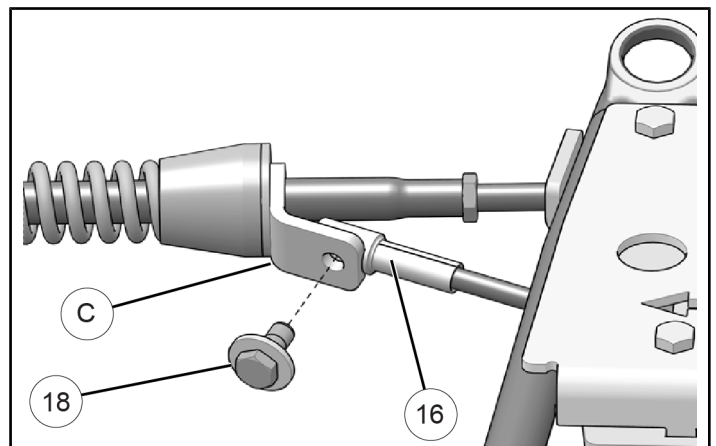
While maintaining pressure on the steering wheel, rotate limiter cable until center of hole in cable is located $\frac{1}{2}$ to $\frac{3}{4}$ inch (13 to 19 mm) from center of hole in angle bracket. See dimension (A).



2. Turn steering wheel towards right to align holes in angle bracket (C) and limiter cable (16), then install screw (18). Torque to specification.

TORQUE

24 ft. lbs. (33 Nm) \pm 10%



3. Repeat Steps 1–2 for steering limiter adjustment on left front side.
4. Verify suspension settings. If shock absorbers are adjustable, then adjust to firmest level to provide maximum clearance between track system and vehicle fender.
5. Examine for possible contact between track assembly and lower fender. If contact exists, modify/cut fender as required to avoid damage to vehicle components and premature wear of rubber track.

6. Inspect front track systems to ensure proper installation and torquing of fasteners.

Lower vehicle to ground.

IMPORTANT

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 USER MANUAL provided with the track kit.

FEEDBACK FORM

A feedback form has been created for the installer to provide any comments, questions or concerns about the installation instructions. The form is viewable on mobile devices by scanning the QR code or by clicking [HERE](#) if viewing on a PC.

