PROSPECTOR TRACK MOUNT KIT
RANGER 1000 / RANGER XP 1000
P/N 2889069

Application

RANGER 1000 / RANGER XP 1000 MODELS -- MY21 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:

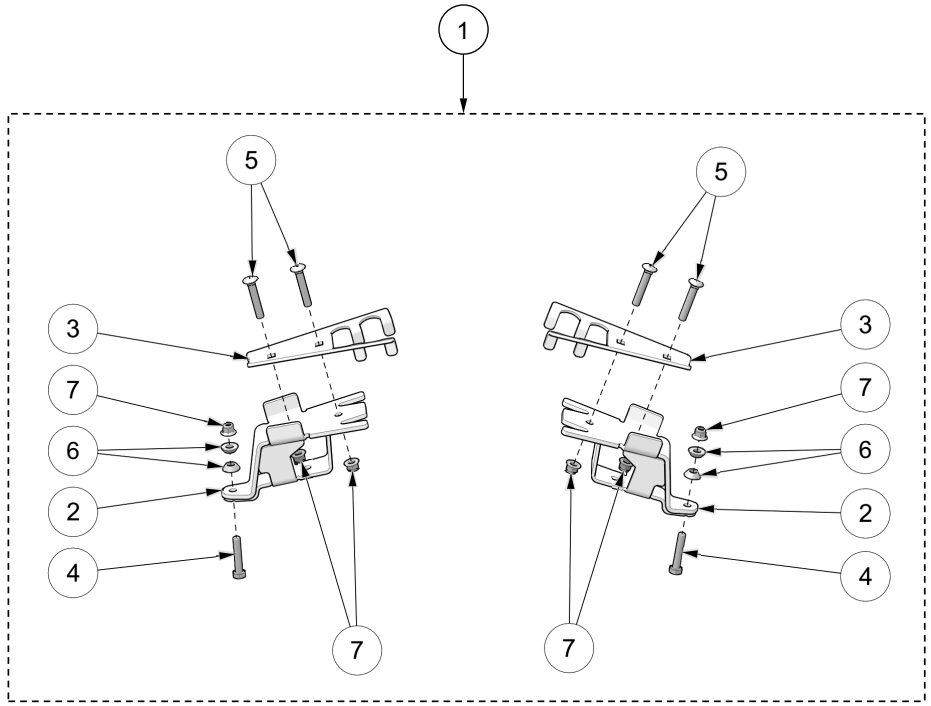

Figure 1

Kit Contents:

Ref	Qty	Part Description	Part Number
1	1	Front Bracket Kit	2208848
2	1	Front Anchor Bracket	-
3	1	Front Bracket Cover	-
4	2	Hex Bolt - HCS, M10-1.5X55, 10.9, ZP, DIN931	-
5	4	Carriage Bolt - CB, M10-1.5X60, 8.8, ZP, DIN603	-
6	4	Taper Sleeve	-
7	6	Nylon Nut - FNN, M10-1.5, 8, ZP, DIN6926	-

REAR ANCHOR BRACKET:

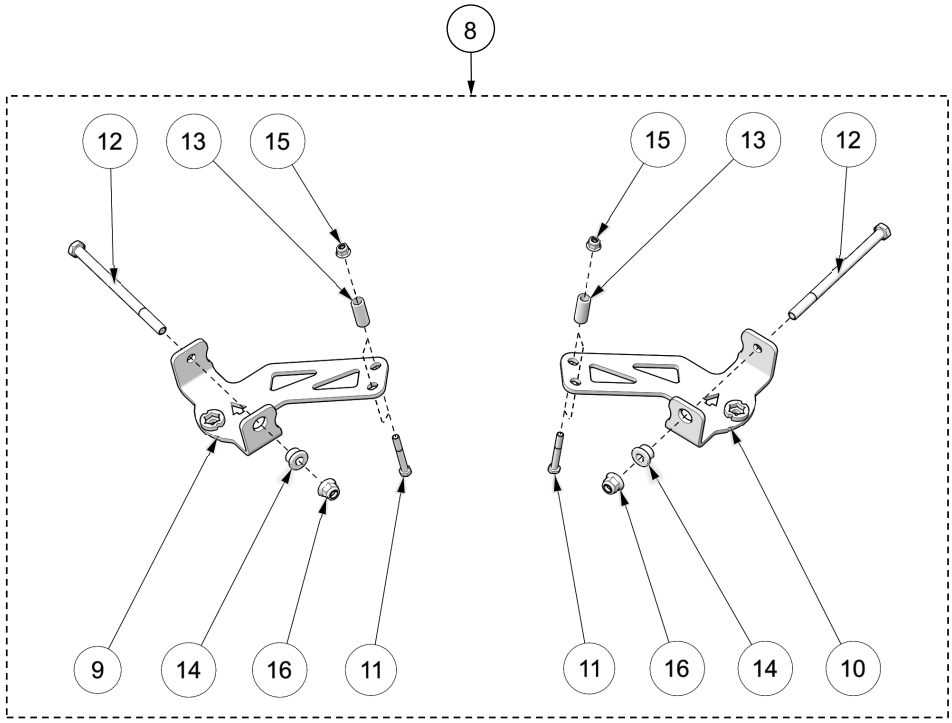

Figure 2

Kit Contents:

Ref	Qty	Part Description	Part Number
8	1	Rear Bracket Kit	2208849
9	1	Rear Left Anchor Bracket	-
10	1	Rear Right Anchor Bracket	-
11	2	Hex Bolt - HCS, M8-1.25X60,10.9,ZP,DIN931	-
12	2	Hex Bolt - HCS, M12-1.75x190, 8.8, ZP, DIN931	-
13	2	Bushing 1-1/2 0.410IDX0.625ODx1.50L YZN	-
14	2	Taper bushing	-
15	2	Nylon Nut - FNN, M8-1.25,8,ZP,DIN6926	-
16	2	Nylon Nut - FNN, M12-1.75, 8, ZP, DIN6926	-

STEERING LIMITER ASSEMBLY:

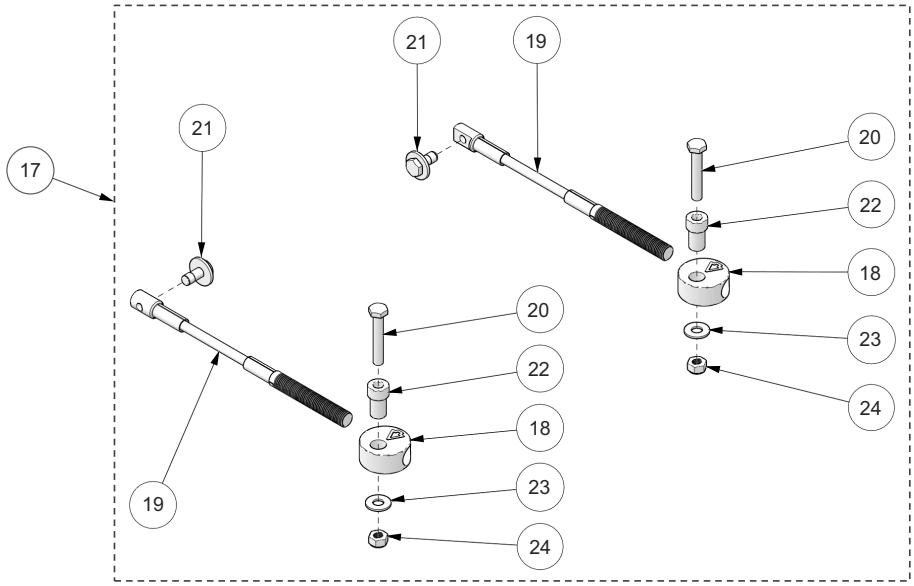

Figure 3

Kit Contents:

Ref	Qty	Part Description	Part Number
17	1	Steering Limiter Cable Assembly	2205456
18	2	Steering Limiter Mounting Disk	-
19	2	Steering Limiter Cable	-
20	2	Hex Bolt - HCS, M10-1.5X60, 8.8, ZP, DIN931	-
21	2	Hex Bolt - HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	-
22	2	Step Spacer	-
23	2	Washer - W, 7/16X1.0X0.072, 8, ZP, USS	-
24	2	Nylon Nut - NN, M10-1.5, ZP, 8, DIN982	-

WHEEL LUG NUT:

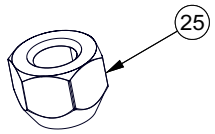

Figure 4

Kit Contents:

Ref	Qty	Part Demscription	Part Number
25	16	Wheel Lug Nut-LN, M12-1.5X14, 8, ZP	2205458

Tools Required:

Lift Table or Floor Jack	Torque Wrench	2 Jack Stands
Ratchet	Metric Socket Set	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 5.

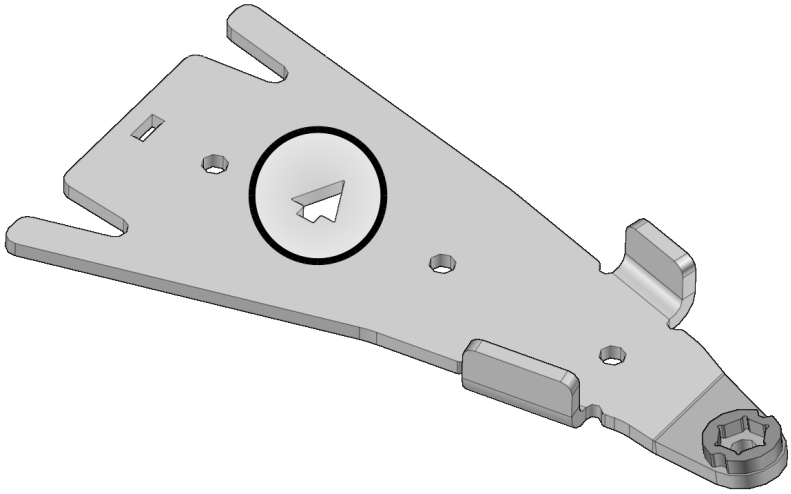

Figure 5

PREPARATION:

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

1. Stop the vehicle on a flat and level surface (or on a suitable lifting device), shift the transmission into **Park** and turn off engine.
2. Identify and position each unit of the track system near the position indicated on the sticker affixed on the frame. Figure 6.

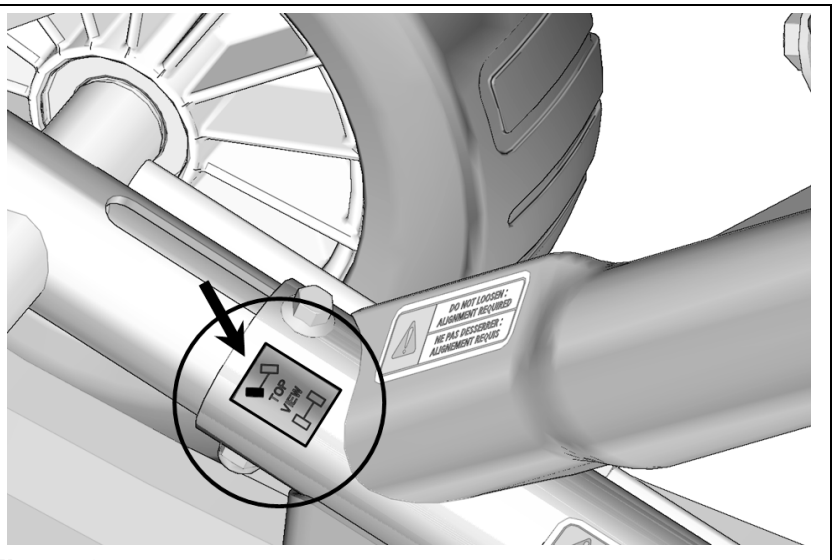

Figure 6

REAR TRACK SYSTEMS:

1. Using a lifting device, raise the rear of the vehicle and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.
2. Remove the rear wheels to begin Track Mount installation. Make sure that wheel studs and wheel hubs are free of dirt. Figure 7.

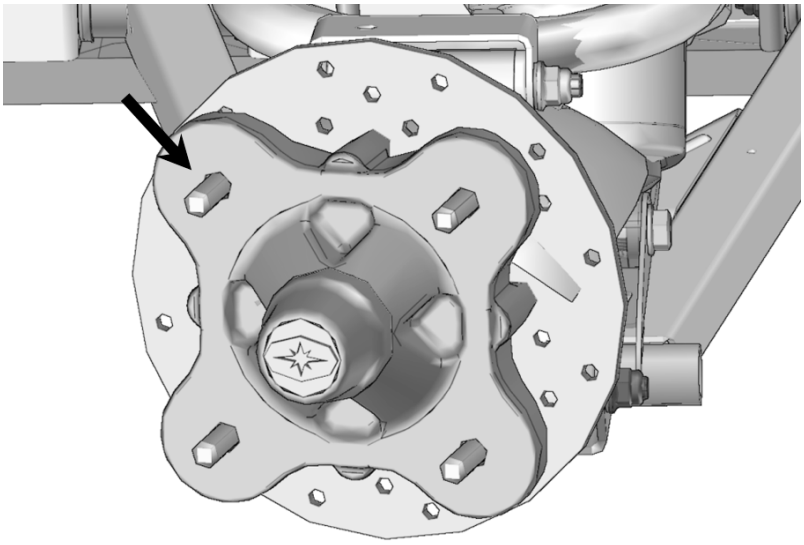

Figure 7

3. Remove bolt, washer and spacer bushings from the rear stabilizing rod end. Figure 8.

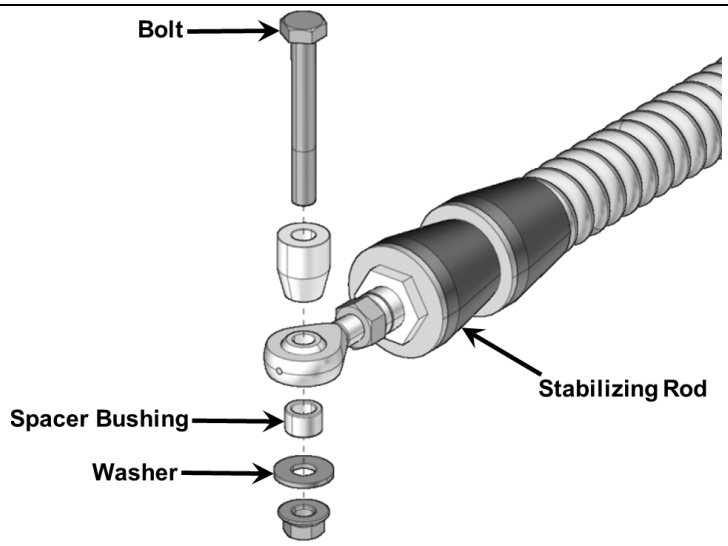

Figure 8

4. Insert the bolt in the rear anchor bracket as shown in Figure 9.

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

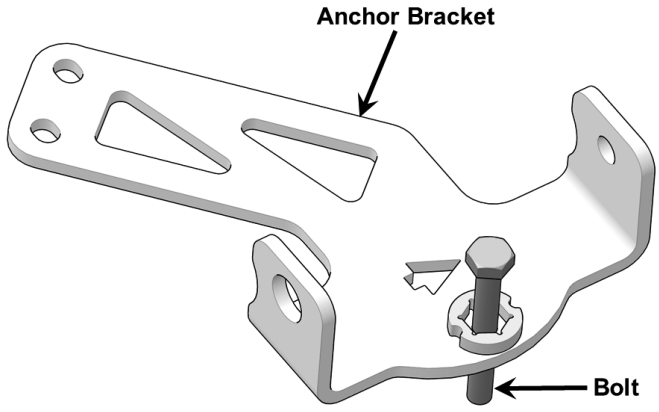

Figure 9

5. Remove bolt securing the lower suspension arm to the wheel hub. A new M12-1.75x190 mm bolt provided in the installation kit will be used to assemble the anchor bracket, lower suspension arm and wheel hub. Figure 10.

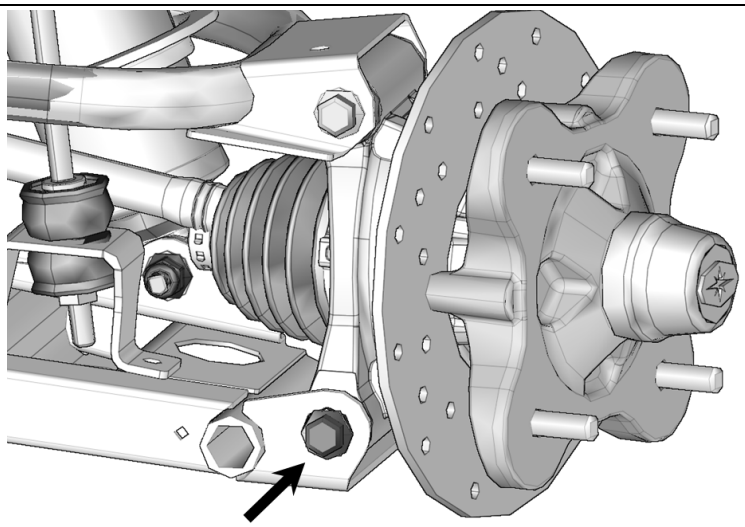

Figure 10

6. Position anchor bracket under lower rear suspension arm. See Figure 11 or Figure 12.

   NOTE: Lower rear suspension arms come in **straight** or **arched** versions, depending on the vehicle. The bracket installation differs slightly for each version.

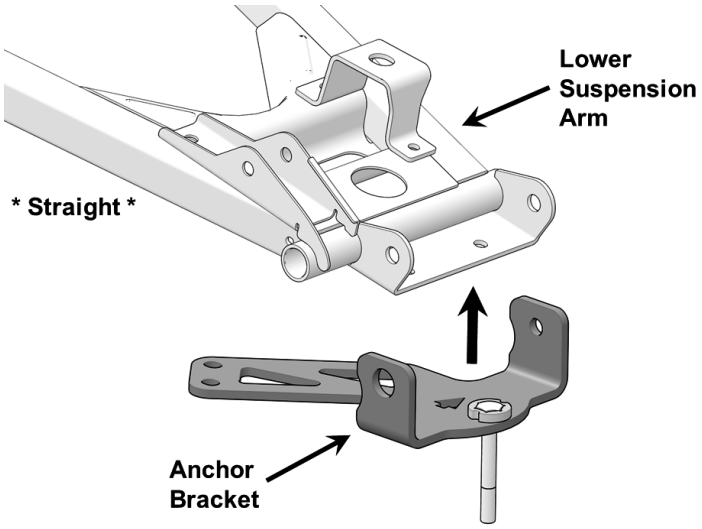

Figure 11

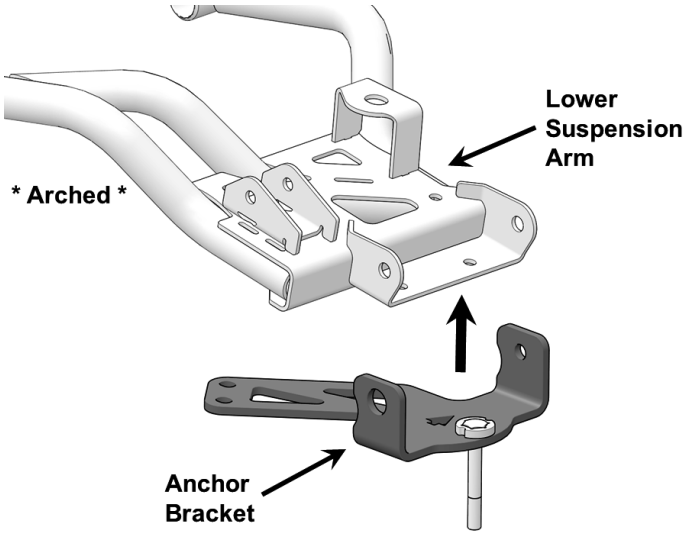

Figure 12

7. Align anchor bracket holes with suspension arm holes. Install flange bushing in bracket and suspension arm. Slide the new M12x190 mm assembly bolt through anchor bracket, suspension arm, wheel hub, and flange bushing. Thread nut on bolt but do not tighten immediately.

   See Figure 13 or Figure 14 depending on version of suspension arm installed.

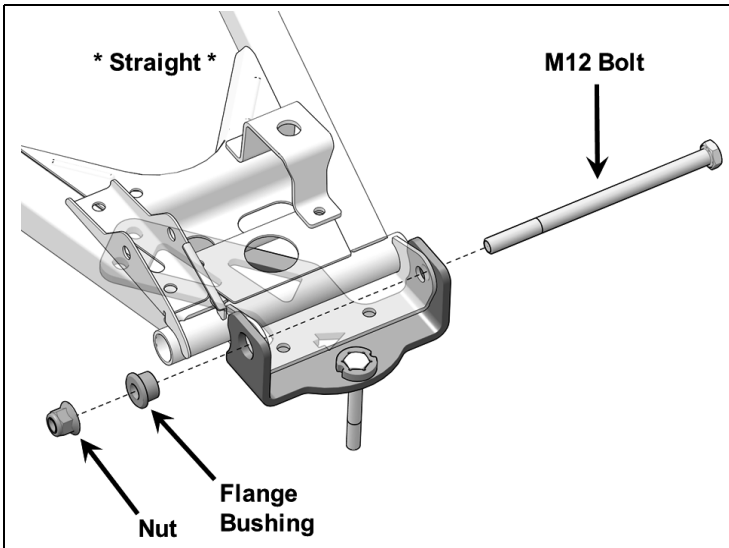

Figure 13

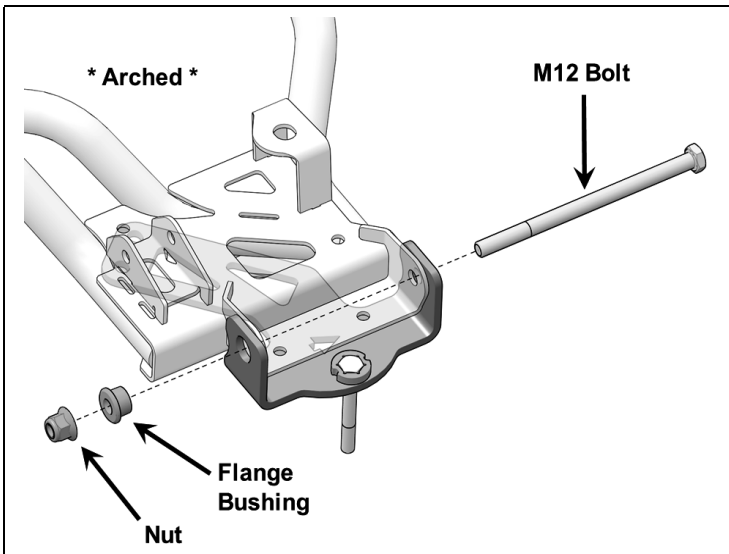

Figure 14

8. Position spacer bushing between anchor bracket and lower suspension arm. Align bushing with one of two holes at the back of anchor bracket and existing hole in suspension arm. See Figure 15 or Figure 16.

   NOTE: Bracket hole used is different depending on version of suspension arm installed. Straight version uses hole nearer front of vehicle. Arched version uses hole nearer rear of vehicle.

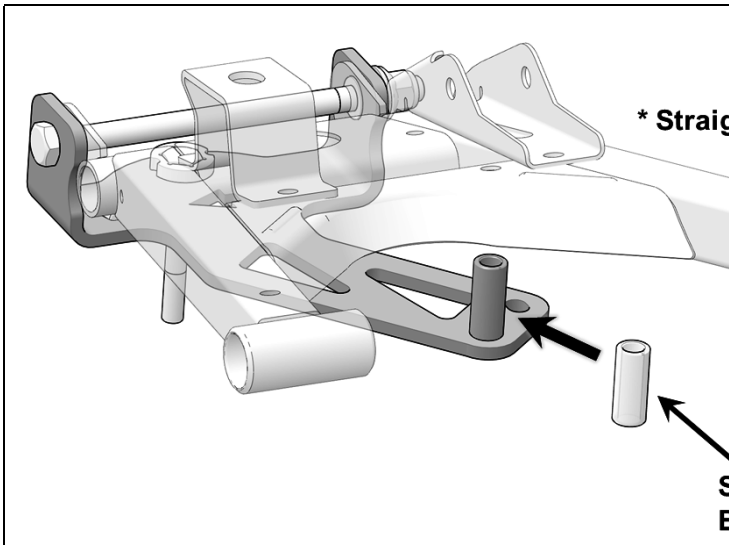

Figure 15

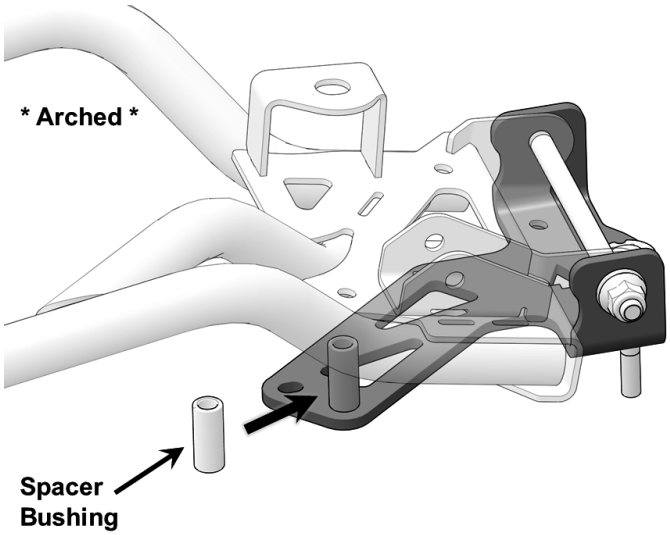

Figure 16

8. Secure back of anchor bracket to suspension arm with M8x60 mm bolt and nut. Torque M12 bolt to 63 ft. lbs. (85 Nm) and M8 bolt to 18 ft. lbs. (25 Nm).

   See Figure 17 or Figure 18 depending on version of suspension arm installed.

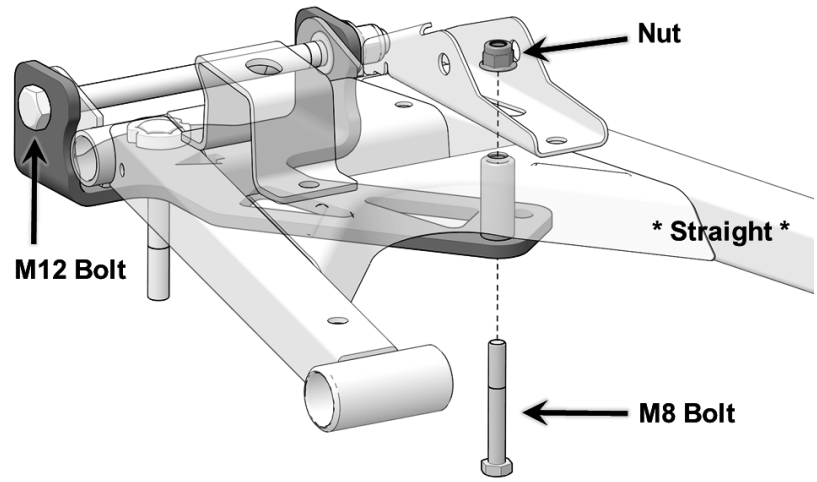

Figure 17

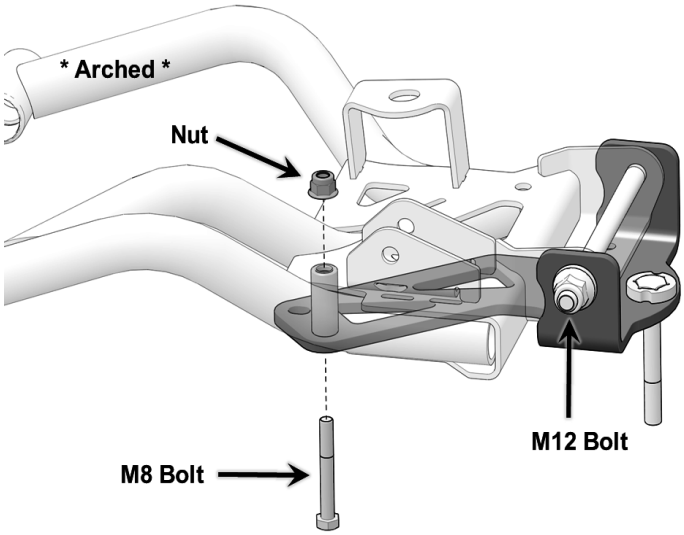

Figure 18

9. Secure the undercarriage to the rear hub using the nuts (**ref. #25**) provided in this mount kit. See Figure 22.

   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 85 ft. lbs. (115 Nm) at this time.

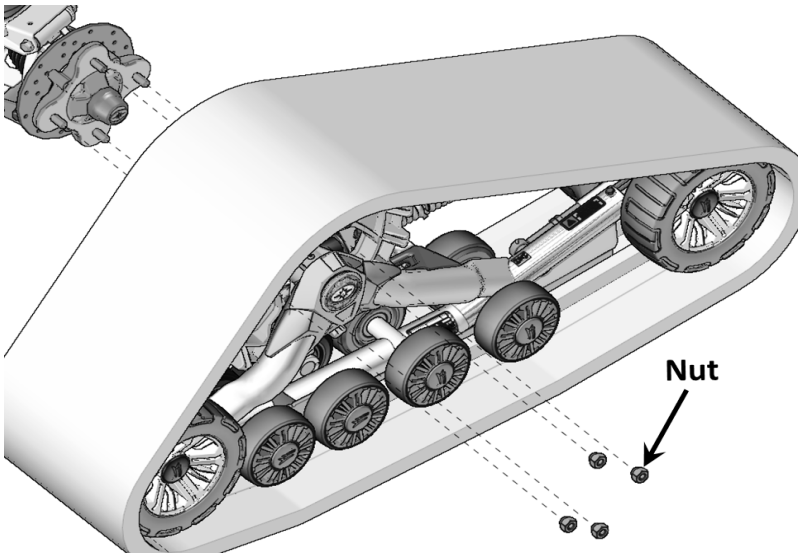

Figure 22

10. Attach the stabilizing rod to the anchor bracket, using the long spacer bushing, short spacer bushing, flat washer and nut. Torque to 52 ft. lbs. (70 Nm). Figure 23.

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

11. Inspect the rear track systems and ensure that all mounting bolts were correctly tightened during installation. Lower the vehicle to the ground and proceed to install the front track systems.

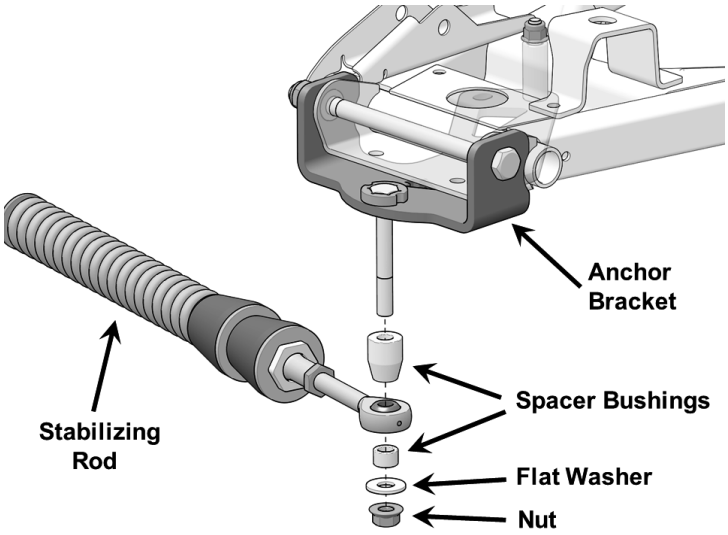

Figure 23

FRONT TRACK SYSTEMS:

1. Using a lifting device, raise the front of the vehicle and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.
2. Remove front wheels to begin Track Mount installation. Make sure that wheel studs and wheel hubs are free of dirt. Figure 24.

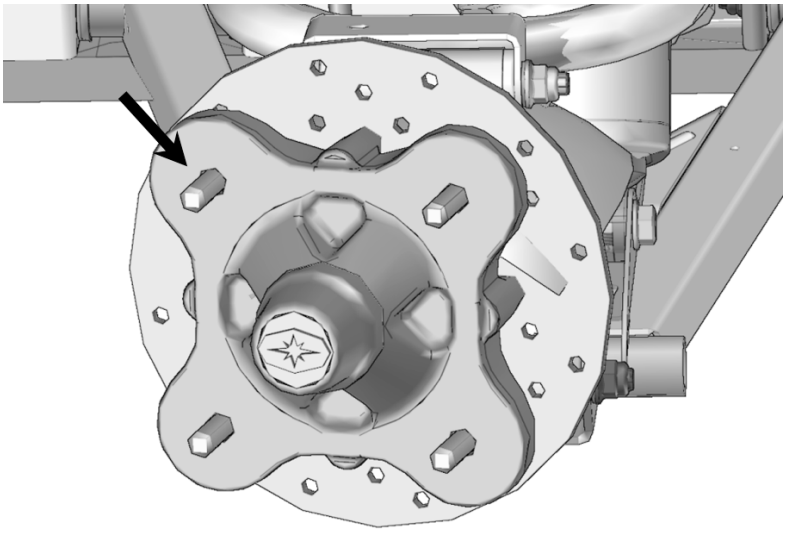

Figure 24

3. If applicable, remove the CV joint protectors from the A-arms.
4. Remove and discard the bolt, bushings, washer and nut that are assembled on the front stabilizing rod end. Figure 25.

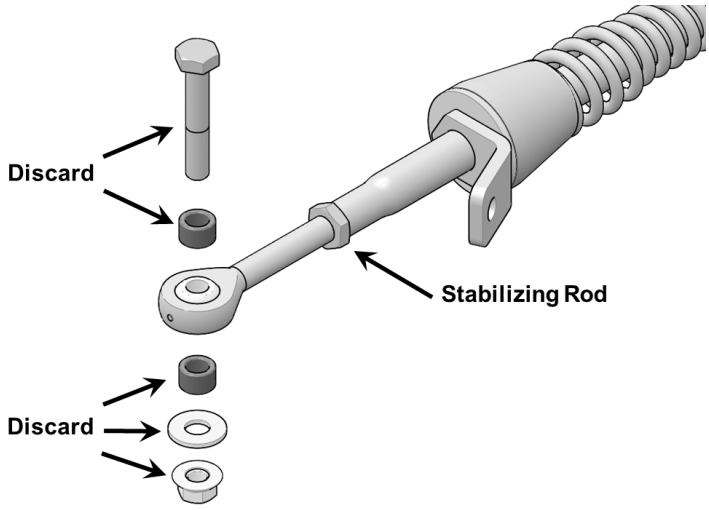

Figure 25

NOTE: Lower front suspension arms come in straight or arched versions, depending on the vehicle. The bracket installation differs slightly for each version. Figure 26.

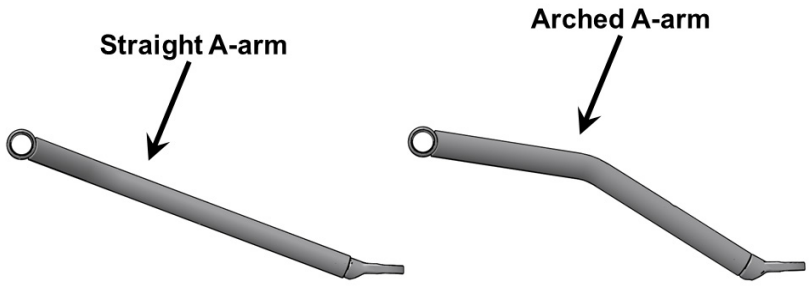

Figure 26

6. Position the bottom part of the anchor bracket underneath the lower suspension arm. Position the bracket cover over the suspension arm. Align holes in cover with holes in bottom part.

   See Figure 27 or Figure 28, depending on version of suspension arm installed.

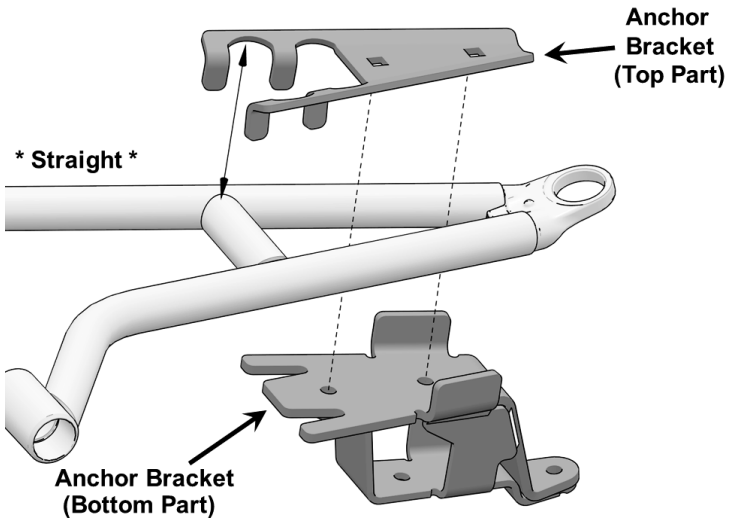

Figure 27

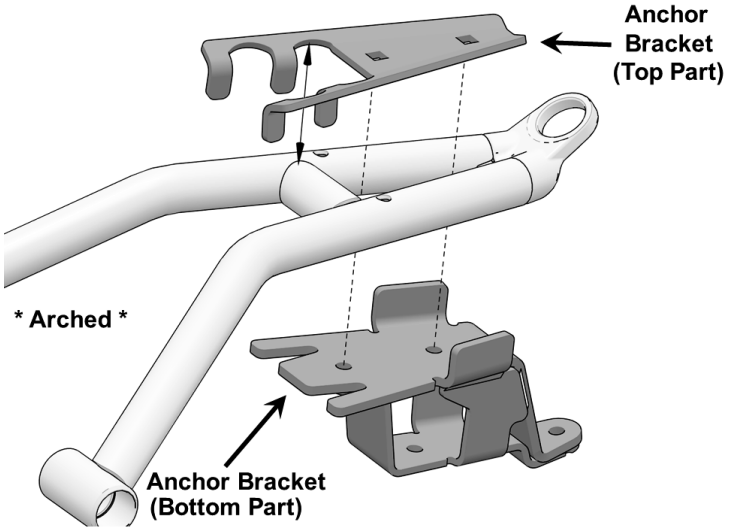

Figure 28

7. Insert the M10x60 mm carriage bolts through the bracket cover and secure the two parts together with the nuts provided.

   See Figure 29 or Figure 30, depending on version of suspension arm installed.

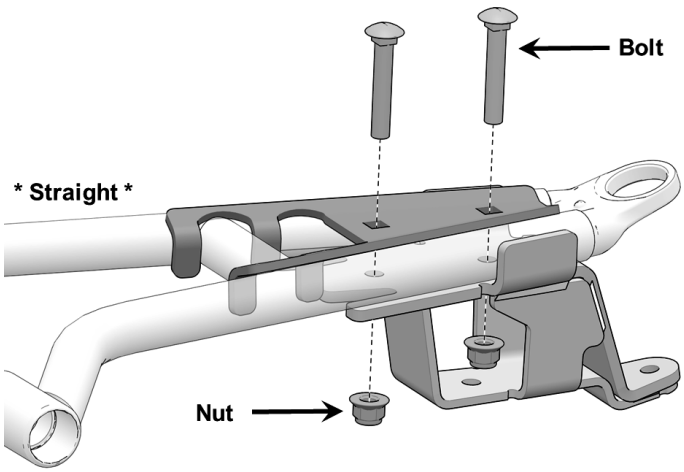

Figure 29

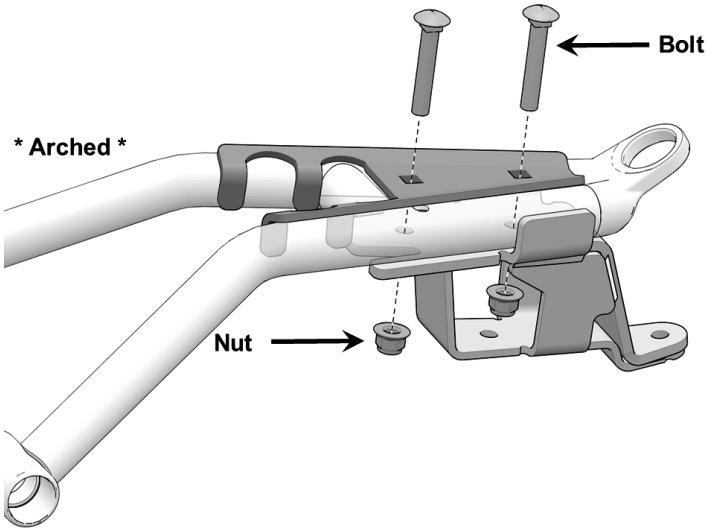

Figure 30

8. Torque assembly to 37 ft. lbs. (50 Nm).
   See Figure 31 or Figure 32.

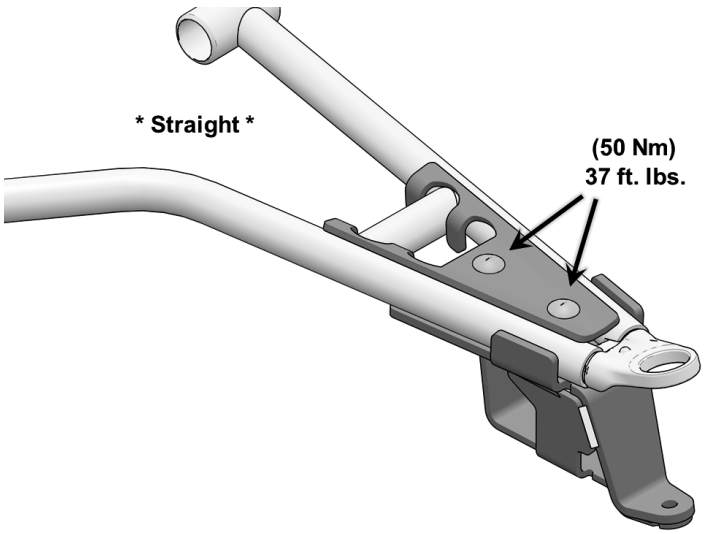

Figure 31

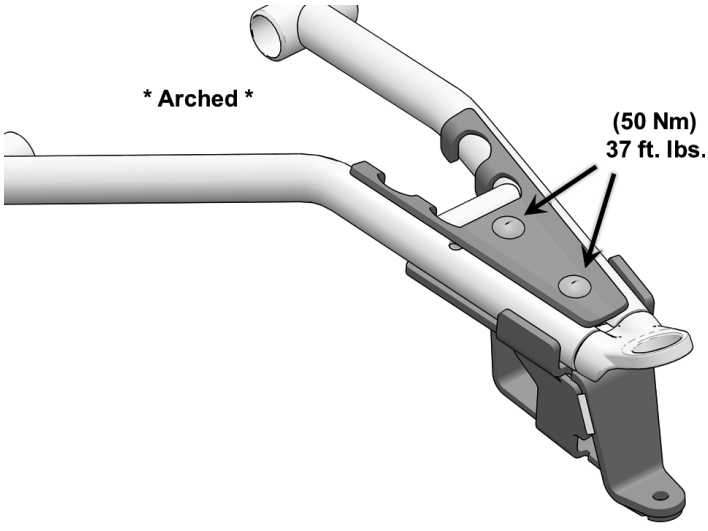

Figure 32

9. Secure the undercarriage to the front hub using the nuts (**ref. #25**) provided in this mount kit. Figure 33.

   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 85 ft. lbs. (115 Nm) at this time.

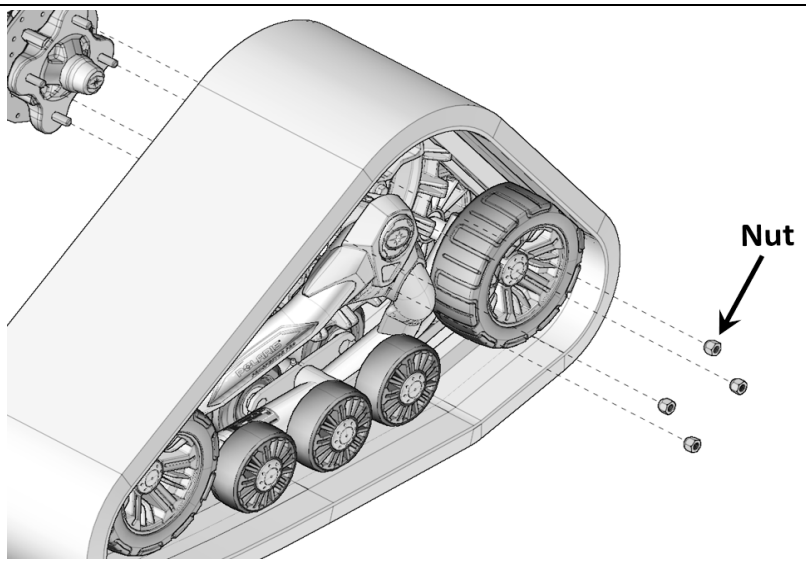

Figure 33

STEERING LIMITER INSTALLATION:

10. Insert Step spacers in the Steering limiter assemblies to get left and right steering limiters. Figure 34.

    NOTE: Apply grease to Step spacers and Mounting disks before assembling the components.

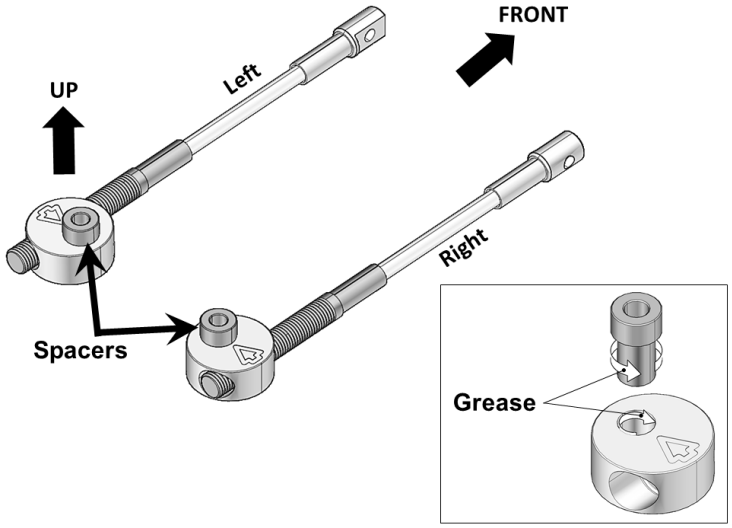

Figure 34

11. Attach the stabilizing rod to the anchor bracket, using the two taper spacers, bolt and nut. Torque to 52 ft. lbs. (70 Nm). Figure 35.

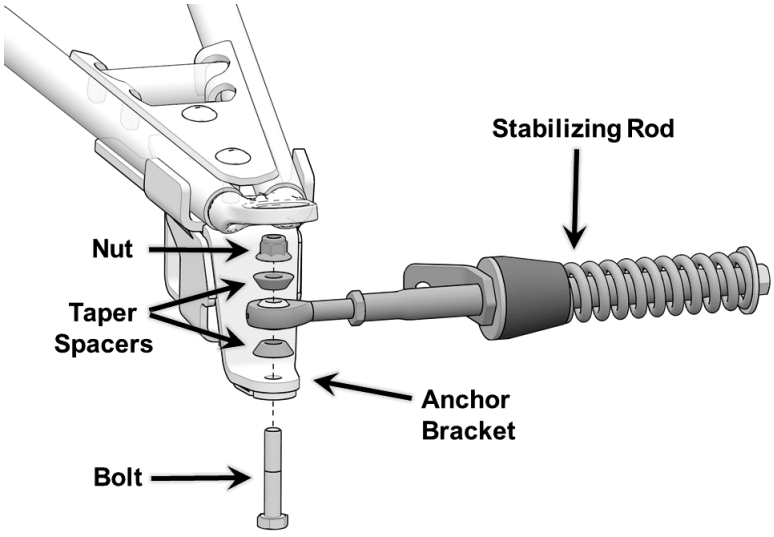

Figure 35

12. Use bolt, washer and nut to secure Steering limiter assembly under center of anchor bracket. Tighten nut to 37 ft. lbs. (50 Nm). Figure 36.

NOTE: Bolt must be inserted through top of assembly.

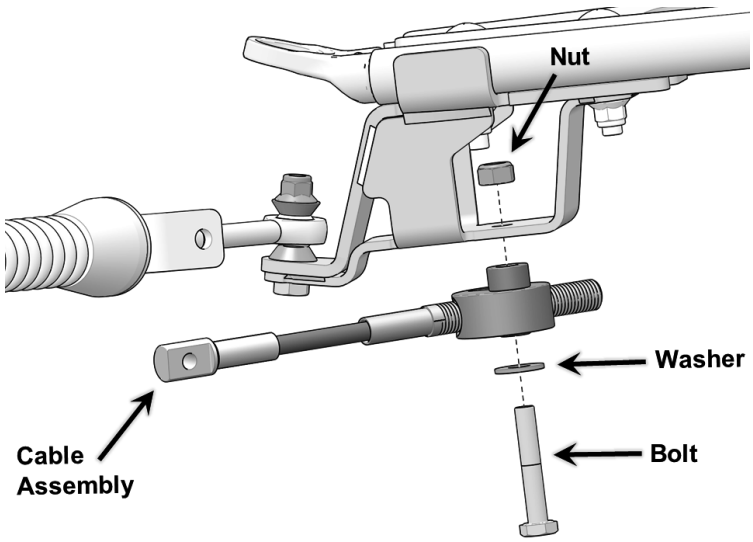

Figure 36

NOTE: Make sure the arrow on top of aluminium Mounting disk points toward the front of the vehicle. Figure 37.

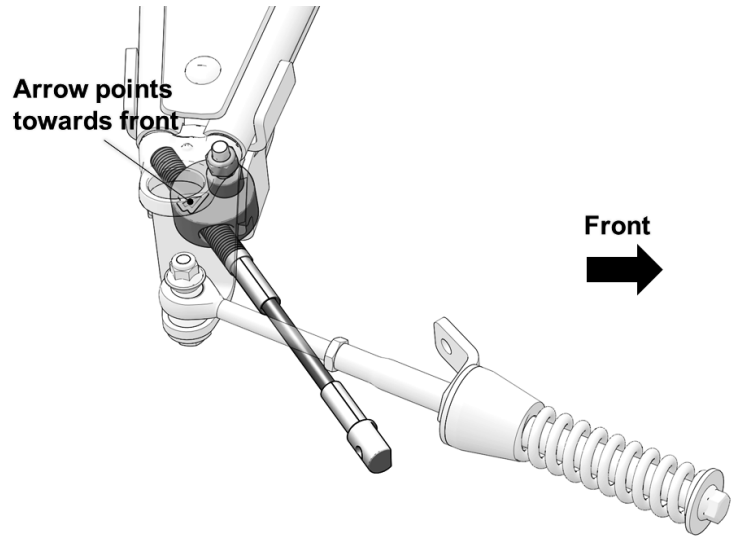

Figure 37

STEERING LIMITER ADJUSTMENT:

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

13. Turn the vehicle's steering wheel to its maximum point of travel on the left hand side. While maintaining pressure on the steering wheel, turn threaded rod to adjust length of cable so that the center of the hole at the end of the cable is located ½ to ¾ inch [13 to 19 mm] short of the center of the support plate mounting hole. Figure 38.

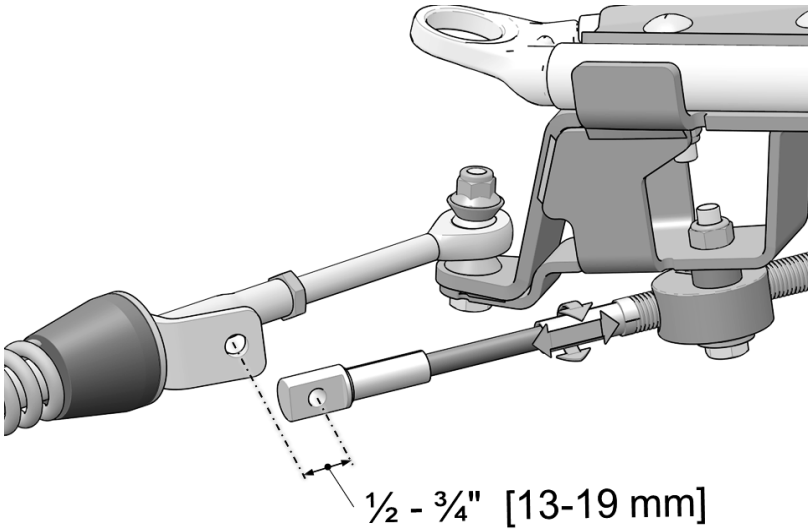

Figure 38

14. Reverse steering wheel a little to be able to bolt support plate and cable together. Tighten provided bolt to 24 ft. lbs. (35 Nm). Figure 39.

    Repeat steps to adjust right side.

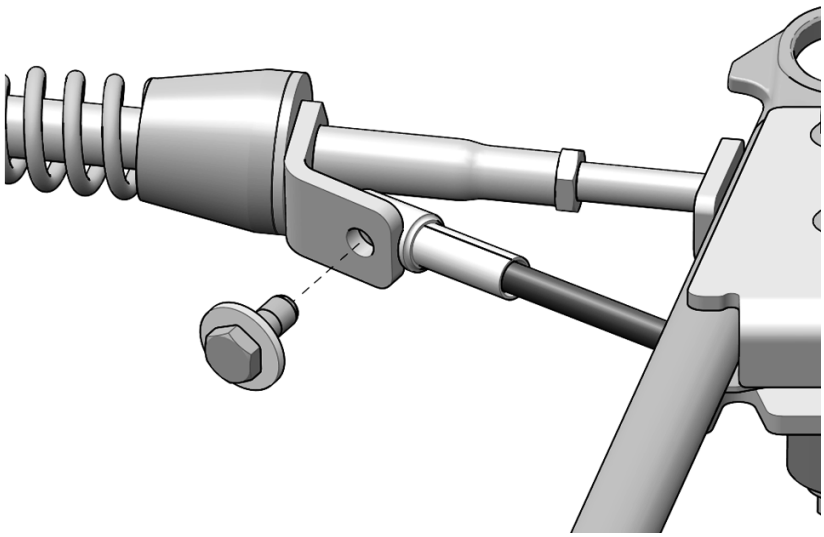

Figure 39

COMPLETION:

1. Verify the suspension settings. If the shock absorbers are adjustable, they should be adjusted to the firmest level to allow for maximum clearance between the track systems and the vehicle fenders.
2. 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.
3. Lower the vehicle 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 USER MANUAL provided with the installation kit specific to the vehicle.