

PROSPECTOR PRO TRACK MOUNT KIT

RZR 900

P/N 2880648



Application

RZR 900 MODELS MY15 AND NEWER

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

FRONT ANCHOR BRACKET:

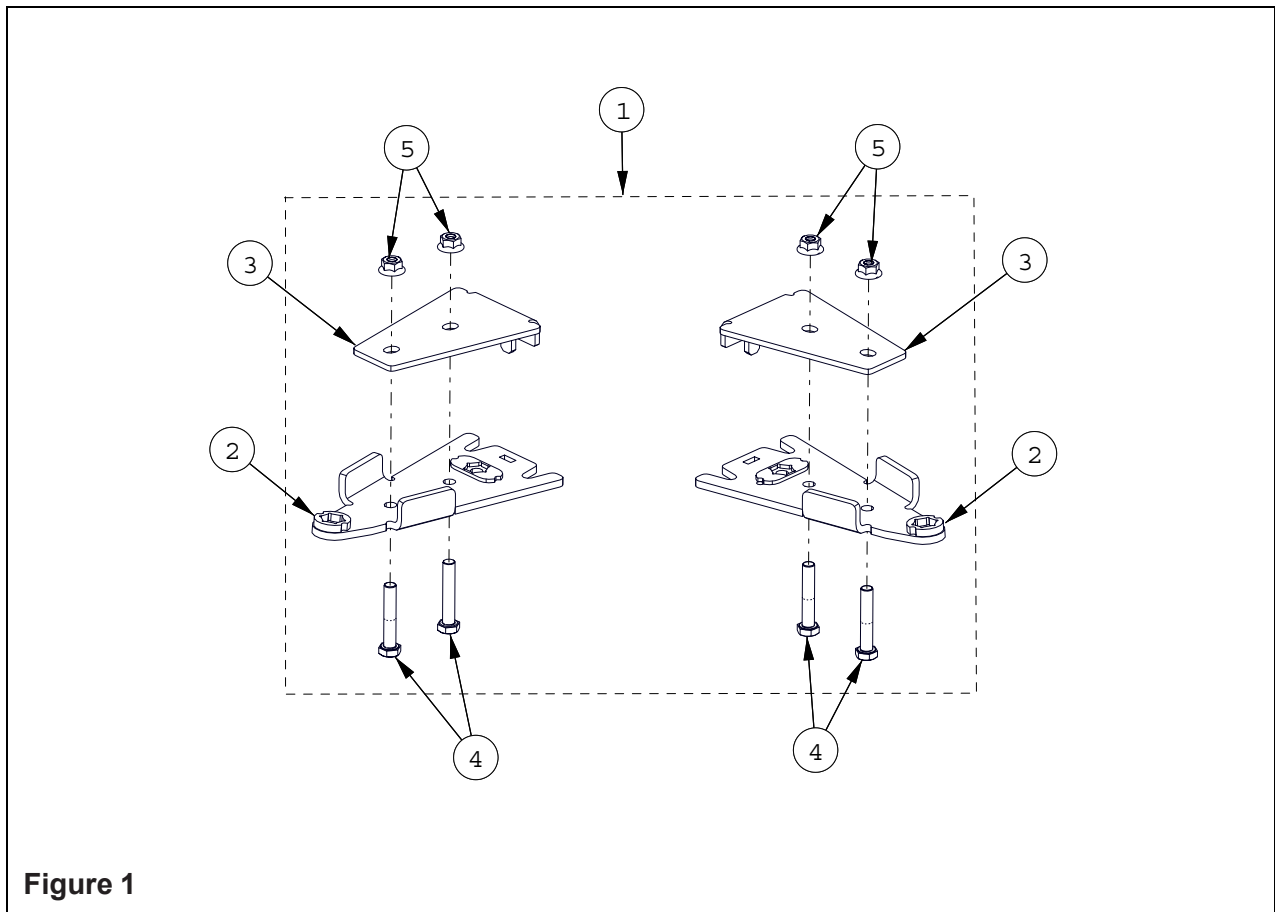
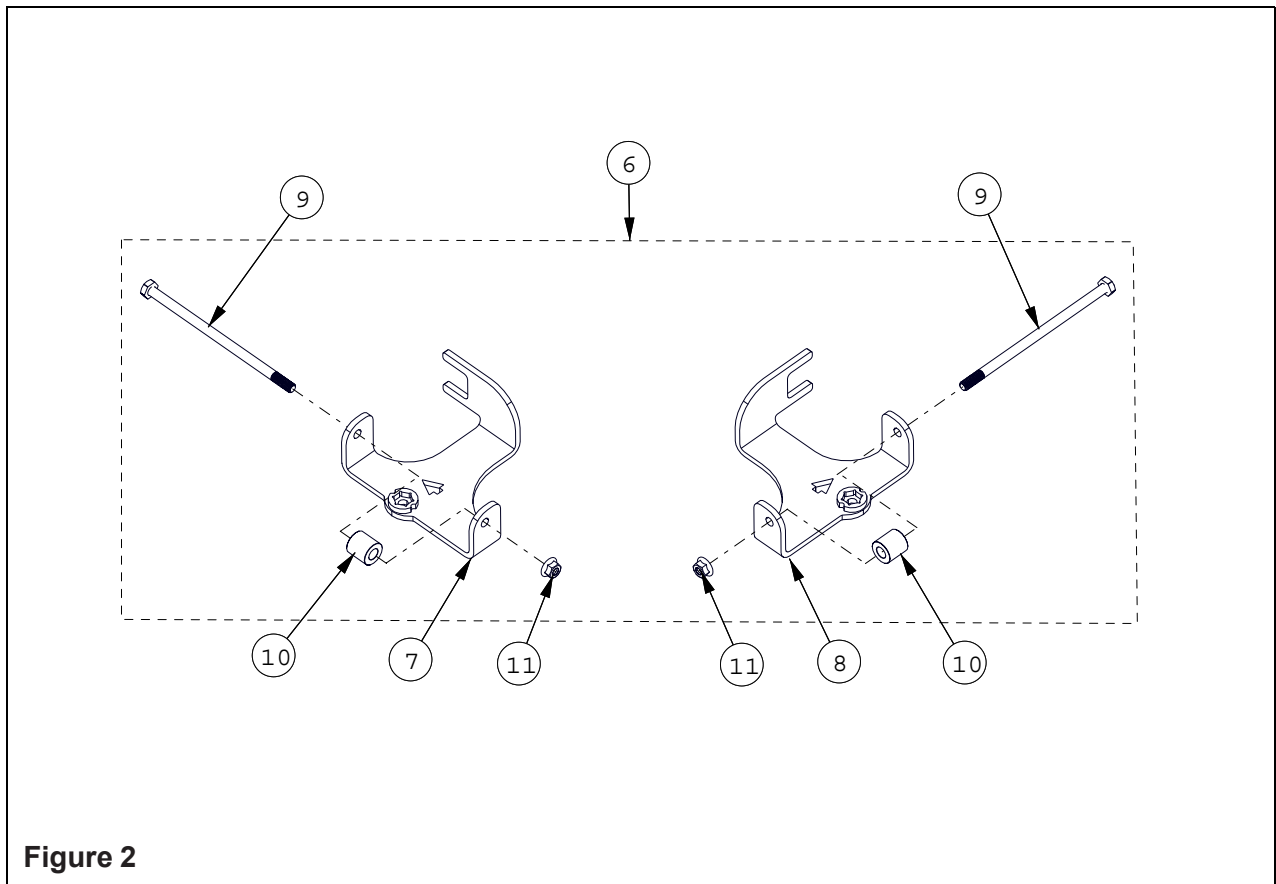


Figure 1

Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
1	1	Front Bracket Kit	2205703
2	2	Anti Rotation Front Anchor Bracket	-
3	2	Front Bracket Cover	-
4	4	Hex Bolt-HCS, M10-1.5X55 , 8.8, ZP, DIN931	-
5	4	Nylon Nut-FNN, M10-1.5, 8, ZP, DIN6926	-

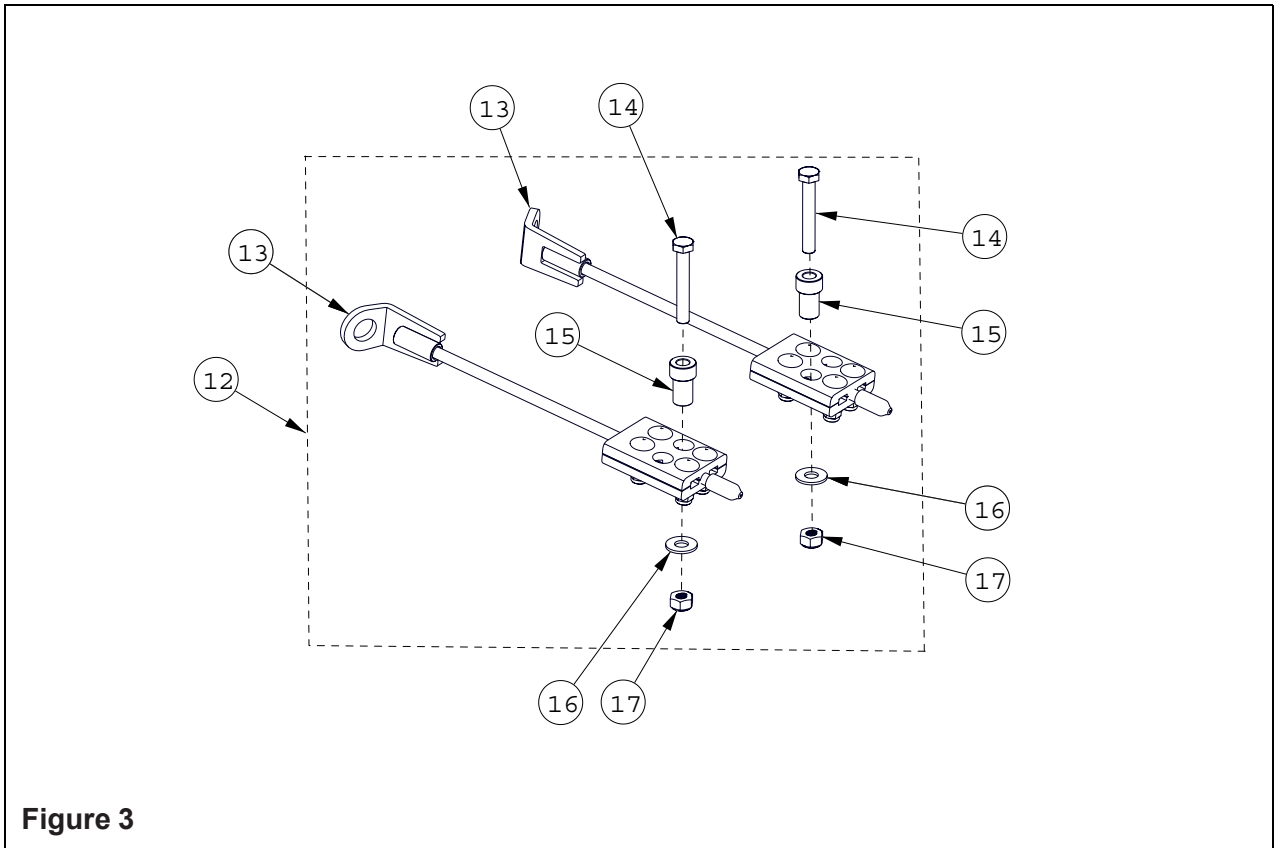
REAR ANCHOR BRACKET:



Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
6	1	Rear Bracket Kit	2205704
7	1	Rear Left Anchor Bracket	-
8	1	Rear Right Anchor Bracket	-
9	2	Hex Bolt-HCS, M10-1.5X200, 8.8, ZP, DIN931	-
10	2	Bushing-.50 ID X 1.00 OD X 1.00 L	-
11	2	Nylon Nut-FNN, M10-1.5, 8, ZP, DIN6926	-

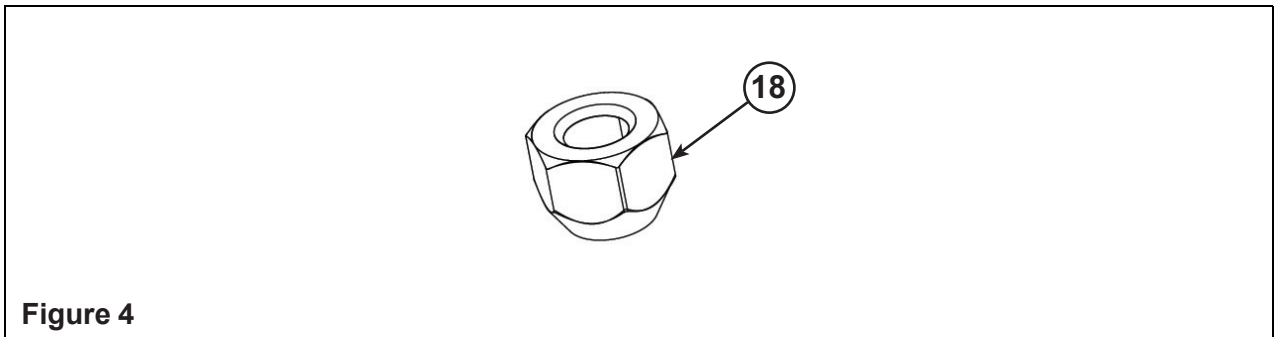
STEERING LIMITER ASSEMBLY:



Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
12	1	Steering Limiter Cable Assembly	2205456
13	2	Steering Limiter Cable	-
14	2	Hex Bolt- HCS, M10-1.5X60, 8.8, ZP, DIN931	-
15	2	Step Spacer	-
16	2	Washer-W, 7/16X1.0X0.072, 8, ZP, USS	-
17	2	Nylon Nut- NN, M10-1.5, ZP, 8, DIN982	-

WHEEL LUG NUT:



Kit Contents:

<u>Ref</u>	<u>Qty</u>	<u>Part Description</u>	<u>Part Number</u>
18	16	Wheel Lug Nut-LN, M12-1.5X14, 8, ZP	2205458
	1	Instructions	9925546

Tools Required:

Lift Table or Floor Jack
Ratchet

Torque Wrench
Metric Socket Set

2 Jack Stands
Metric Wrench Set

APPROXIMATE ASSEMBLY TIME: 60 minutes

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

INSTALLATION INSTRUCTIONS:

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

1. For installation purposes, directional arrows have been cut out of the main components in the anchor bracket kits. These arrows indicate the front of the vehicle relative to the component. Figure 5.

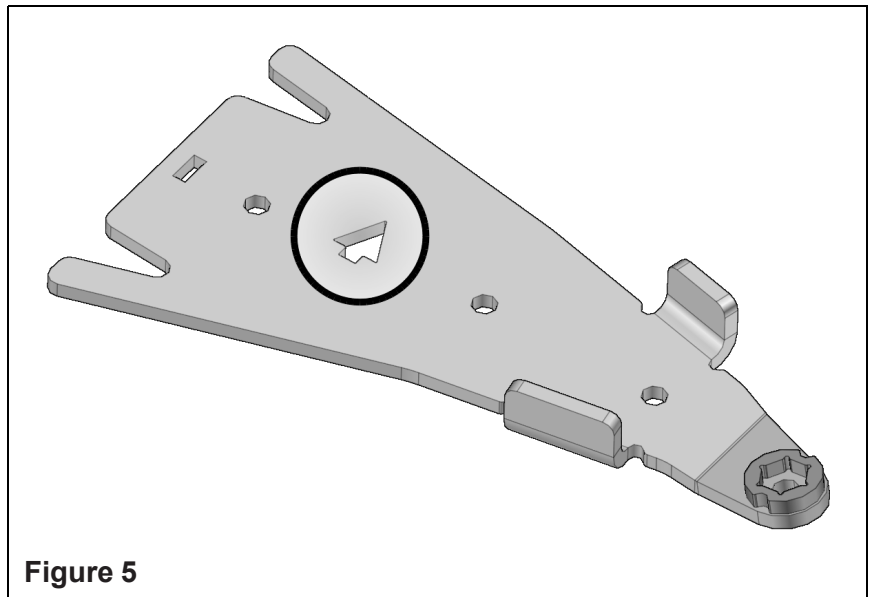


Figure 5

PREPARATION:

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

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

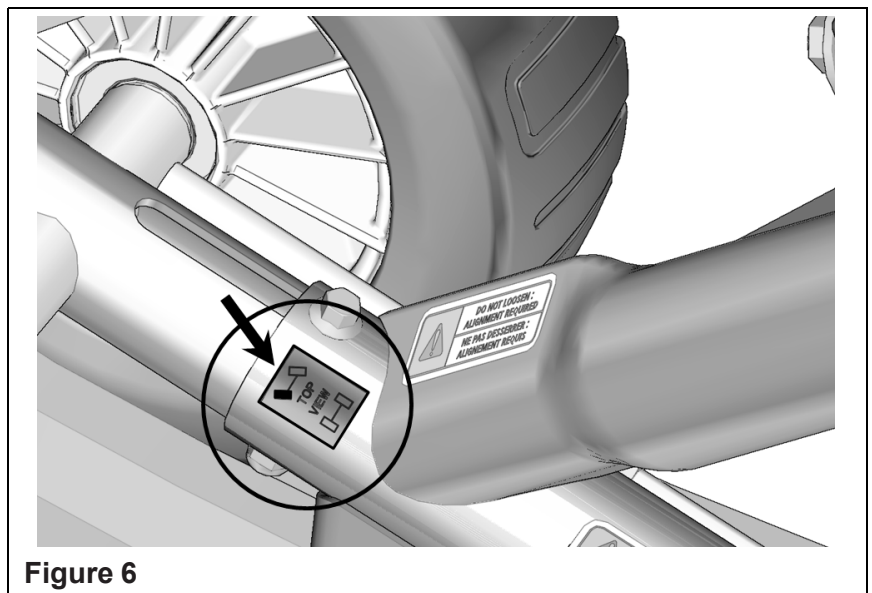


Figure 6

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. Make sure that wheel studs and wheel hubs are free of dirt. Figure 7.

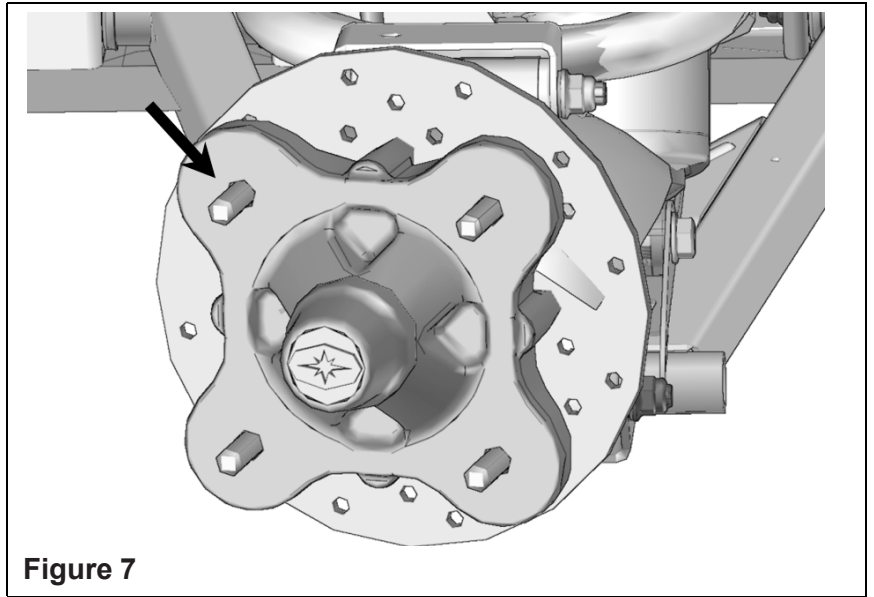


Figure 7

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

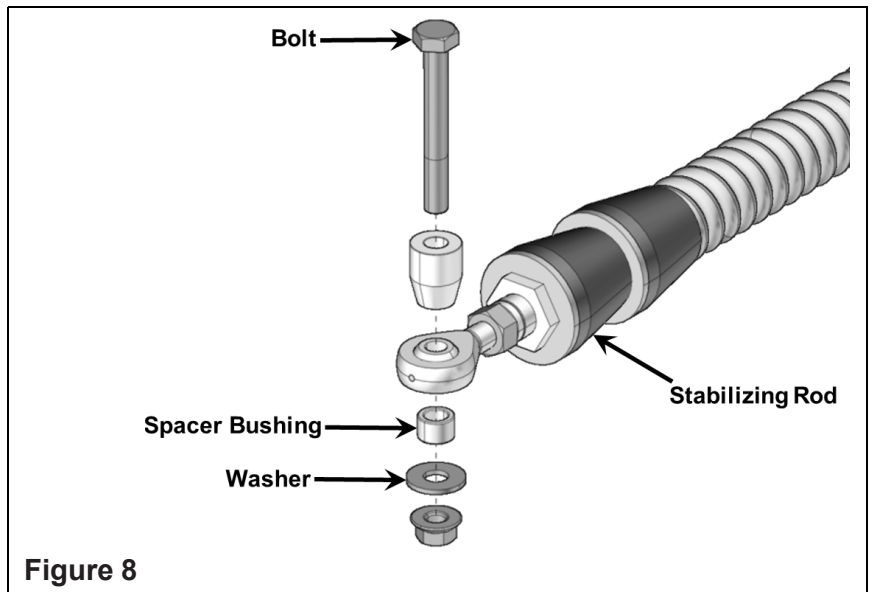


Figure 8

5. Insert the bolt at the rear anchor bracket end. Figure 9.

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

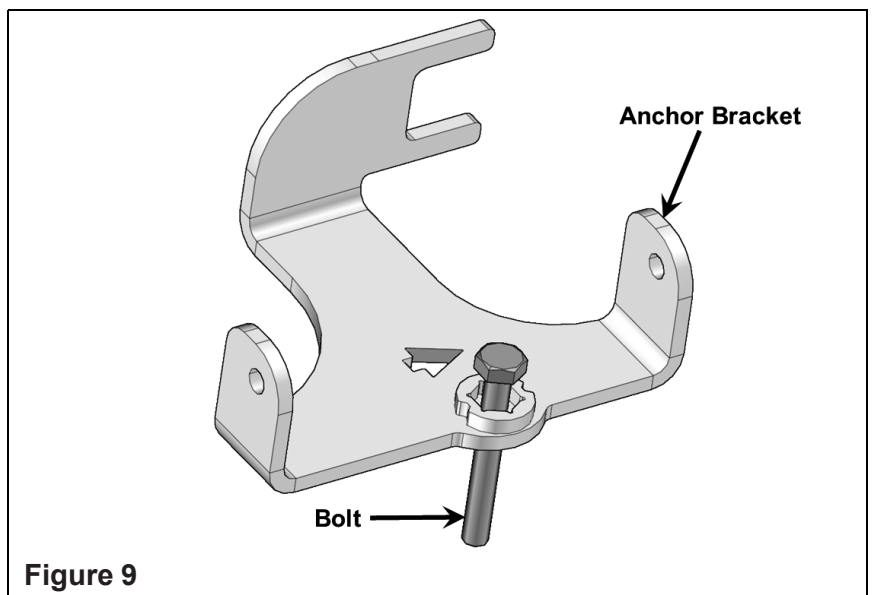
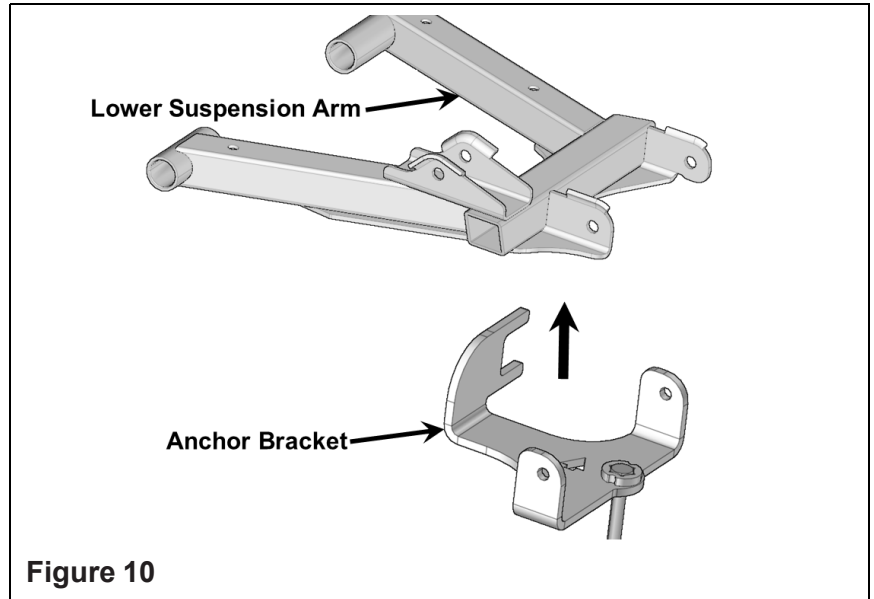
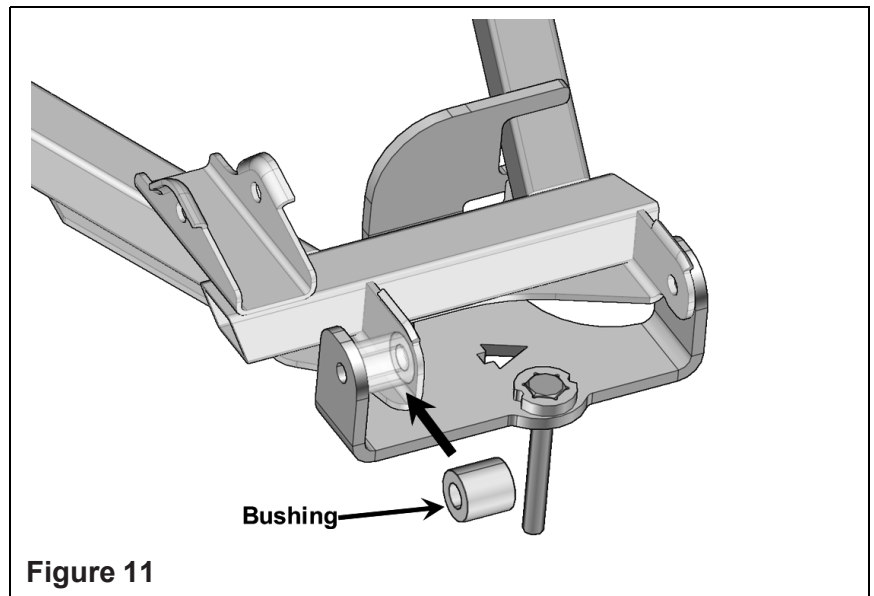


Figure 9

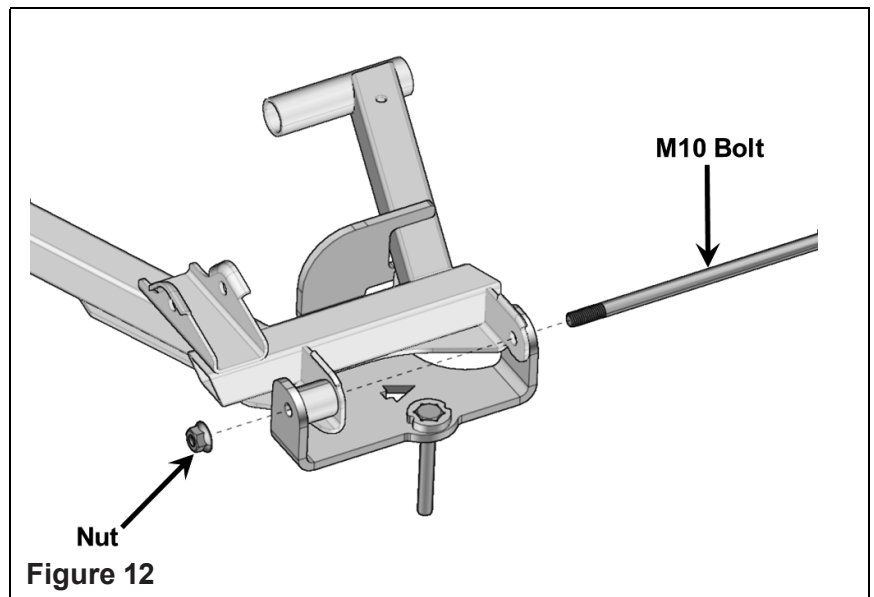
6. Position anchor bracket under lower suspension arm. Position C-shaped end of anchor bracket on forward leg of lower suspension arm. Align side bracket holes with the holes in the suspension arm. Figure 10.



7. Position spacer bushing between anchor bracket and lower suspension arm, in line with side holes in anchor bracket and suspension arm. Figure 11.



8. Secure anchor bracket to suspension arm with M10x200 mm bolt. Torque bolt to 37 ft. lbs. (50 Nm). Figure 12.

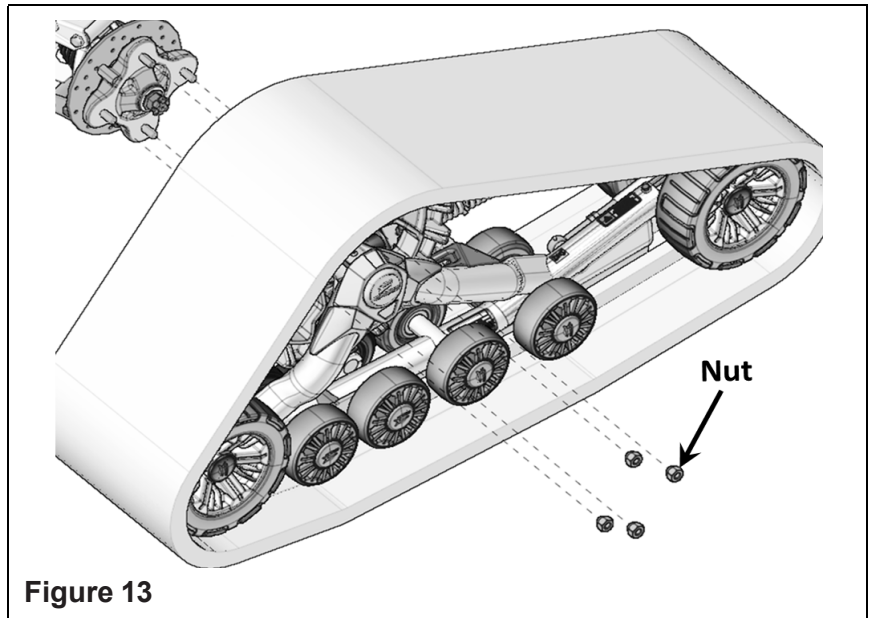


9. Secure the undercarriage to the rear hub using the nuts provided in this mount kit. Figure 13.

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.

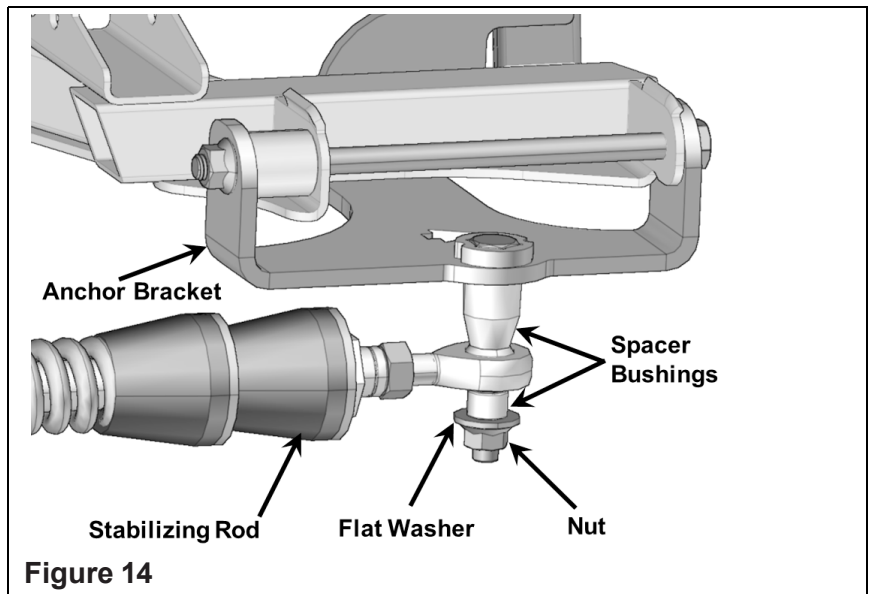
NOTE: Torque lug nuts to 85 ft. lbs. (115 Nm) at this time.



10. Attach the stabilizing rod to the anchor bracket, using the long spacer bushing, the short spacer bushing, the flat washer and nut. Torque to 52 ft. lbs. (70 Nm). Figure 14.

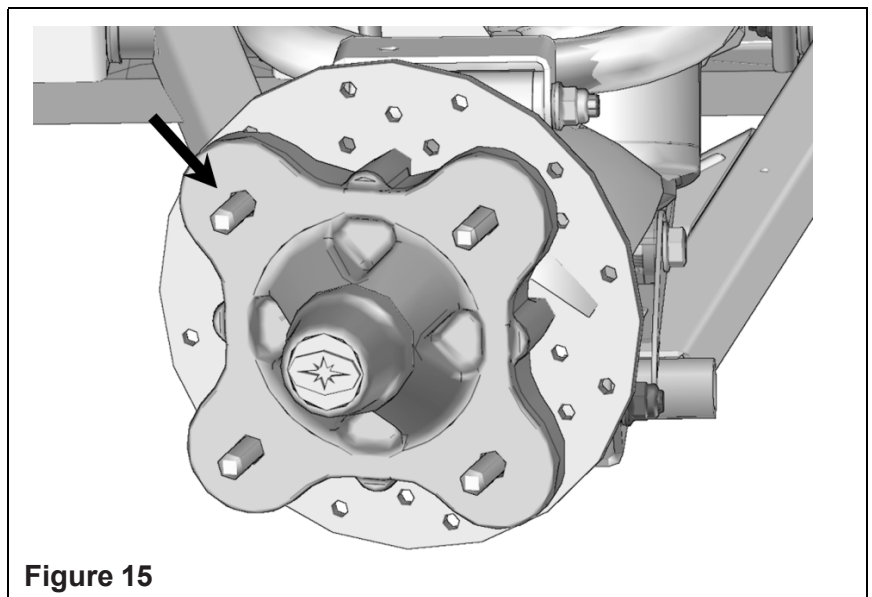
NOTE: Ensure that parts are assembled in the correct order.

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

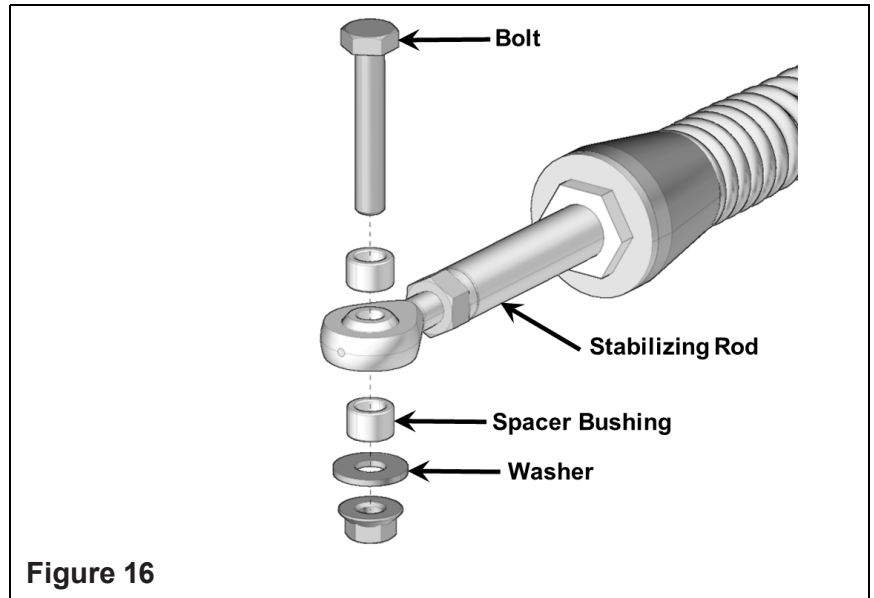


FRONT TRACK SYSTEMS:

1. Using a lifting device, raise the front of the UTV and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.
2. Remove front wheels. Make sure that wheel studs and wheel hubs are free of dirt. Figure 15.

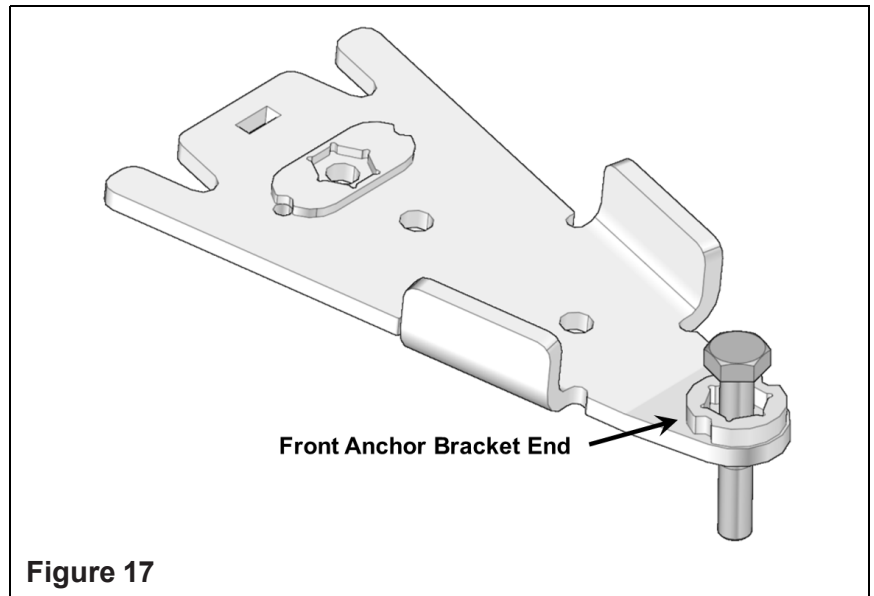


4. Remove the bolt, washer and bushings from the front stabilizing rod end. Figure 16.

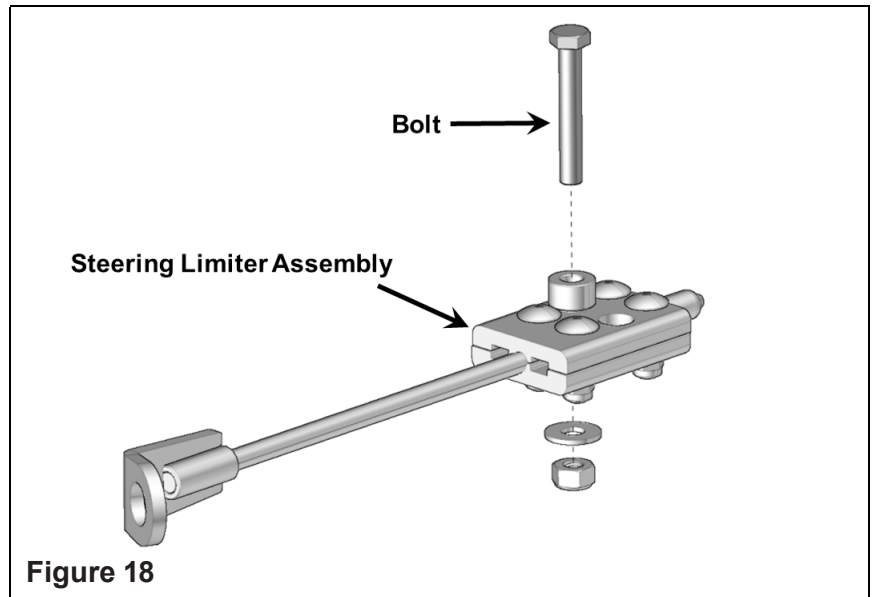


5. Insert the bolt in the front anchor bracket's end. Figure 17.

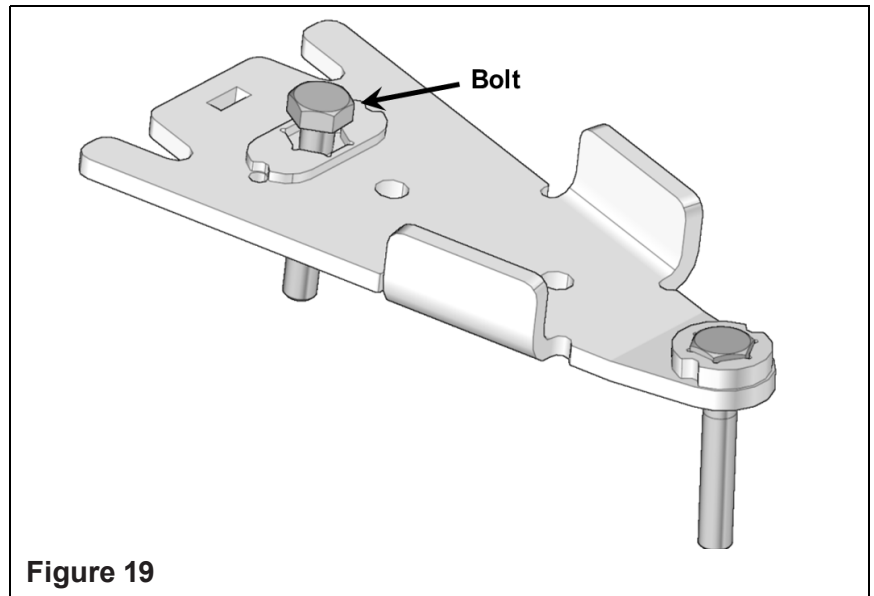
NOTE: It is not possible to insert this bolt once the bracket is attached to the suspension arm.



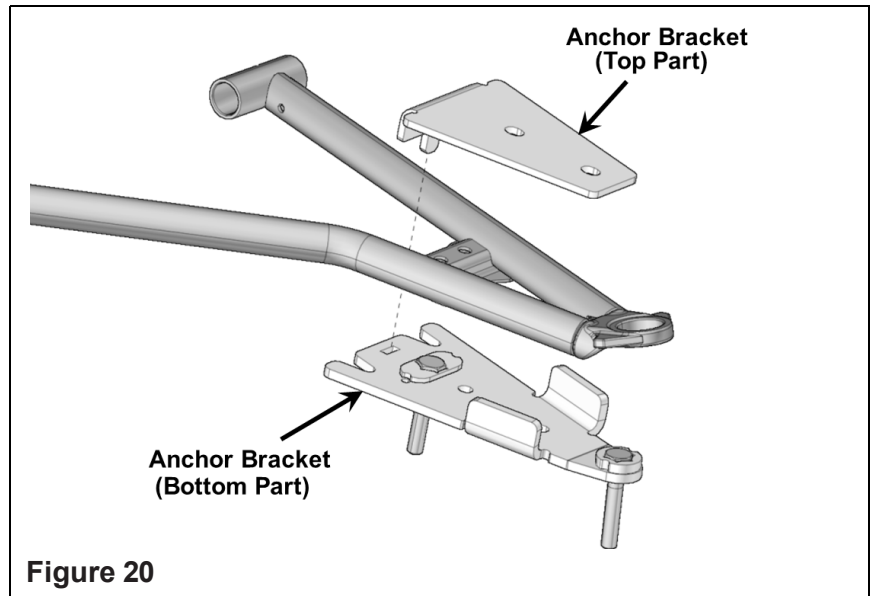
6. Remove M10 bolt from each steering limiter assembly. Figure 18.



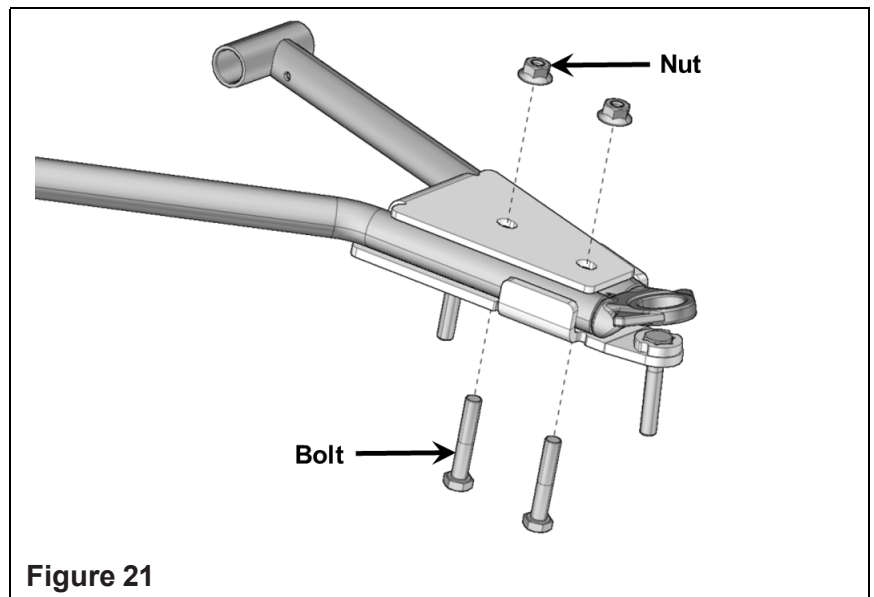
7. Insert the bolt in front anchor bracket hole shown in Figure 19.



8. Position the bottom part of the anchor bracket underneath the lower suspension arm. Position the top part over the suspension arm so the tab slips in the slot in the bottom part. Figure 20.



9. Insert the M10x55 mm bolts through the bottom and secure the two parts together with the nuts provided. Figure 21.



10. Tighten assembly to 37 ft. lbs. (50 Nm) of torque. Figure 22.

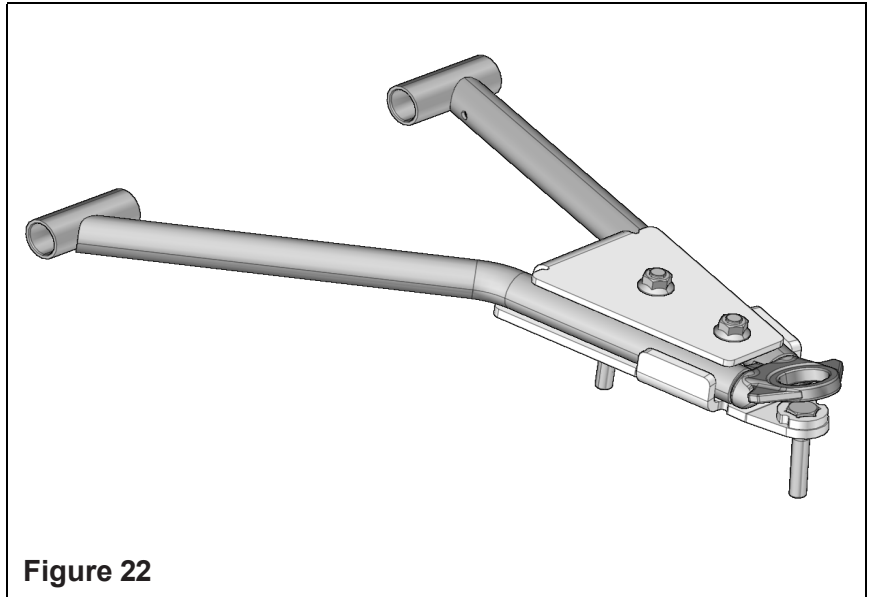


Figure 22

11. Secure the undercarriage to the front hub using the nuts provided in this mount kit. Figure 23.

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.

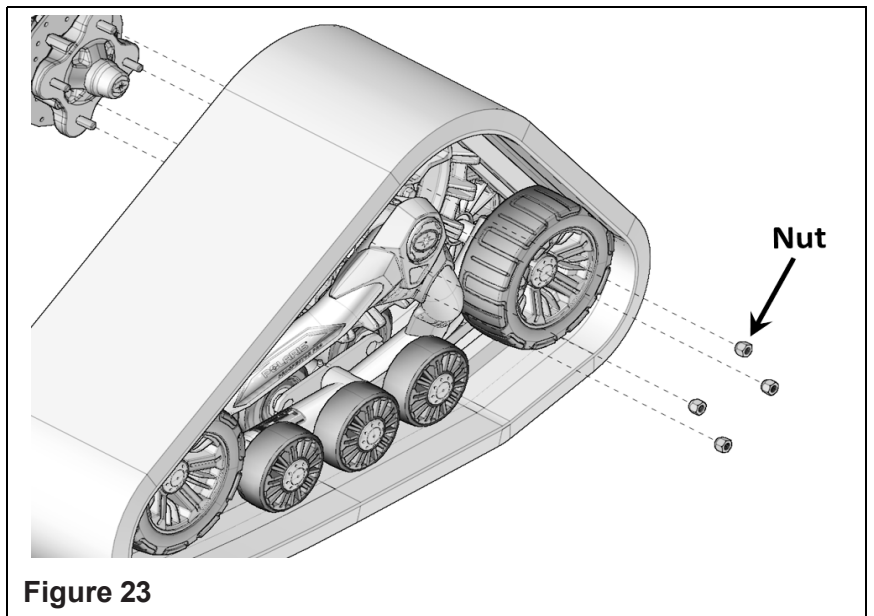


Figure 23

12. Insert step spacers in the steering limiter assemblies to get left and right steering limiters. Figure 24.

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

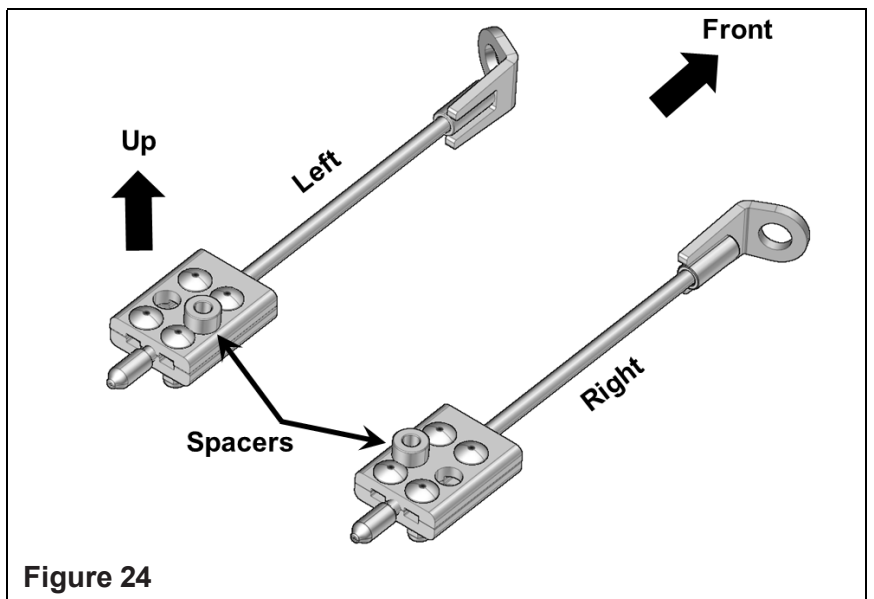


Figure 24

13. On each front track system, position the bended extremity of steering limiter on stabilizing rod, between hex grip and rubber damper washer. Figure 25.

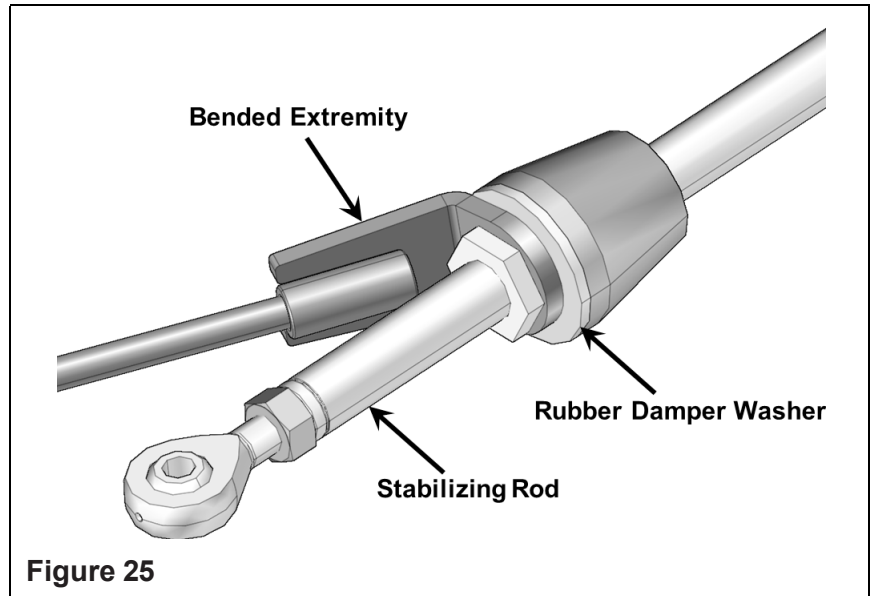


Figure 25

14. Attach the stabilizing rod to the anchor bracket, using the two spacer bushings, flat washer and nut. Torque to 52 ft. lbs. (70 Nm). Figure 26.

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

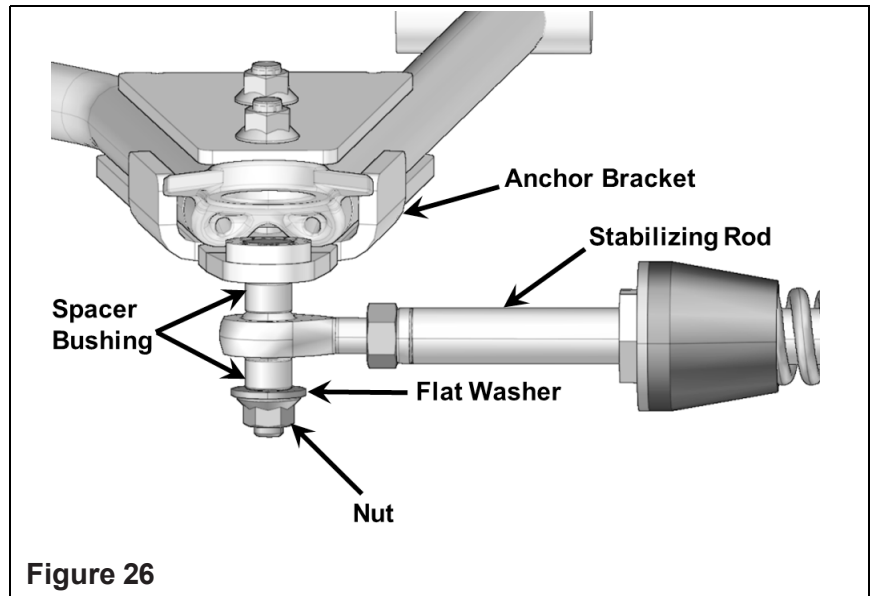


Figure 26

15. Position aluminium blocks of steering limiter assembly under back end of front anchor bracket. Use washer and nut to secure steering limiter assembly to anchor bracket. Tighten nut to 37 ft. lbs. (50 Nm). Figure 27.

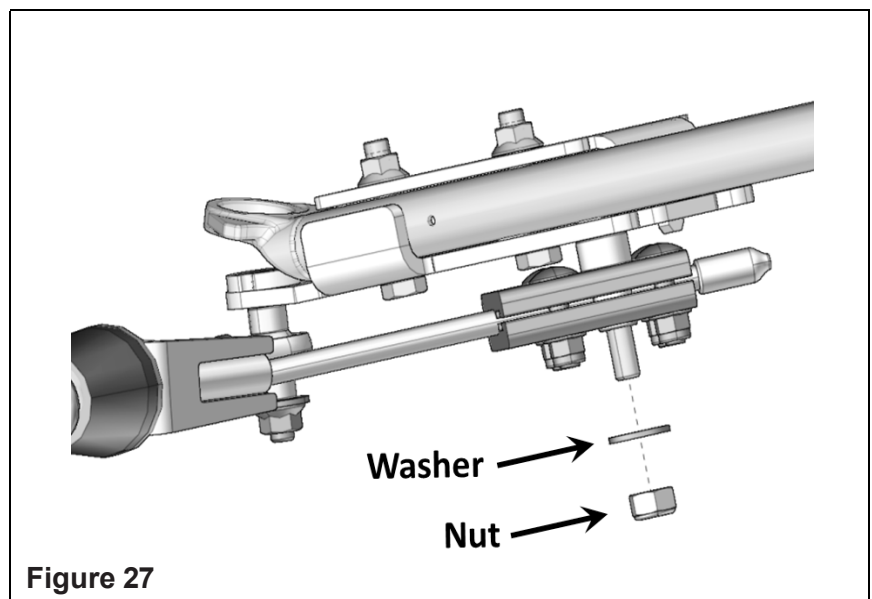
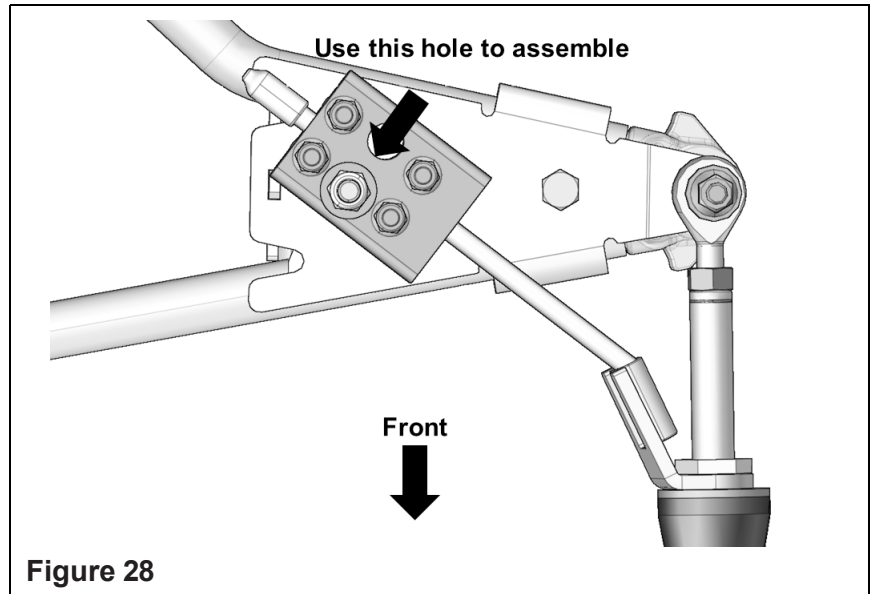


Figure 27

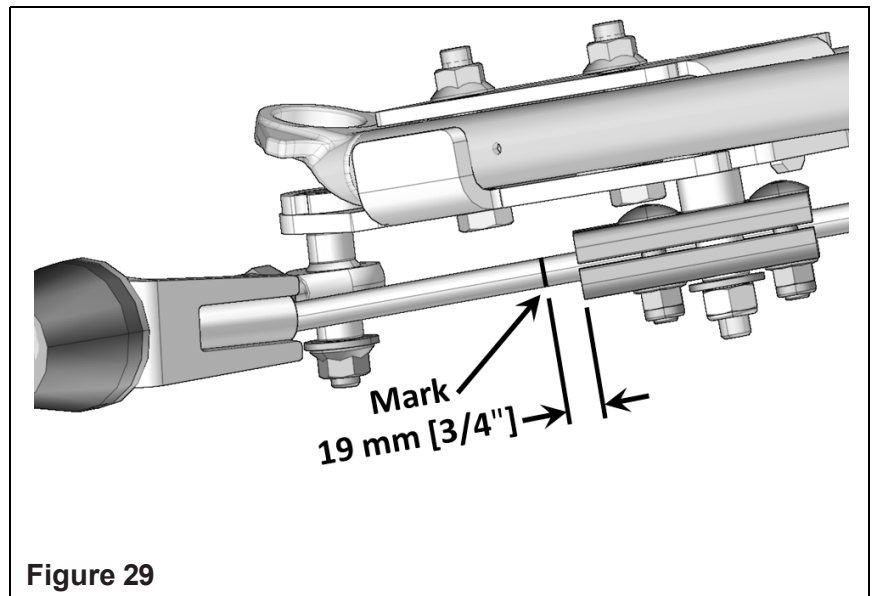
NOTE: Step spacer must be installed in aluminium block hole that faces front of vehicle. Figure 28.



STEERING LIMITER ADJUSTMENT:

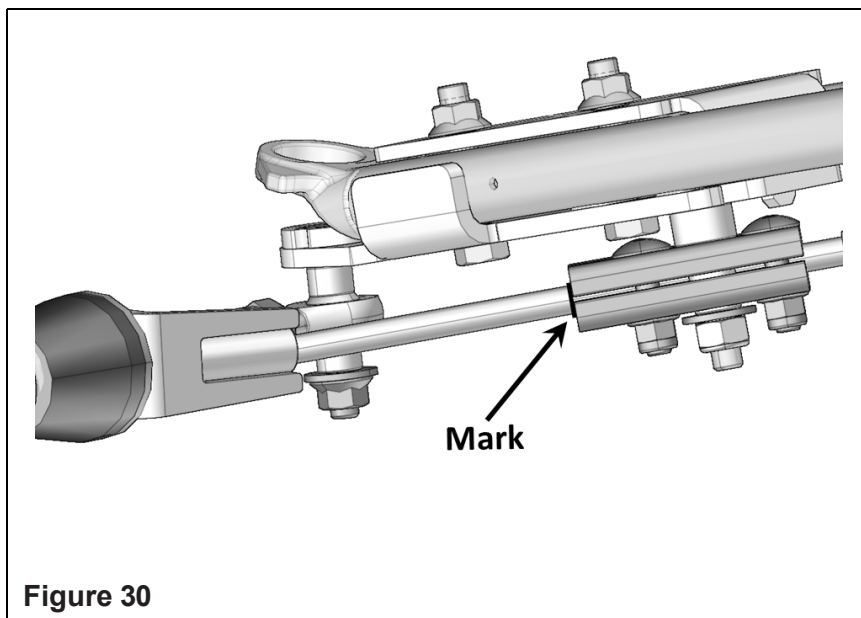
CAUTION: The angle of attack must absolutely be set before beginning steering limiter adjustment on front track systems. Refer to the User Manual for angle of attack settings.

16. Make sure the cable can slide in the clamping blocks. Turn the vehicle's steering wheel to its maximum point of travel on the left hand side. Maintain pressure on the wheel and mark the cable at a distance of 19 mm [3/4 in] from the edge of the clamping blocks. Repeat steps to adjust right side. Figure 29.



17. Align the mark on the cable and the edge of the clamping blocks. In a criss-cross sequence, tighten to 18 ft. lbs. (25 Nm) the four hex nuts. Figure 30.

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



COMPLETION:

1. 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.
2. Lower the UTV to the ground.

ADJUSTMENTS:

CAUTION: The track systems are designed to provide the best performance in terms of traction and floatability. Adjustments such 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.