

XGEN 45 Track System for all-terrain vehicles

USER MANUAL 2017



XGEN 4S 1099-01-1635



& **WARNING**

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

CAUTION: The way in which the TJD XGEN 4S Track System is used is directly linked with the longevity of the system components. Sportive driving, rapid direction changes and repeated fast turns (more specifically on power steering vehicles) are not advised. These driving styles increase risk of derailing and can cause premature wear and or major breakdowns on the Track System which will not be covered under normal warranty.

Camso inc.
4162, rue Burrill - Local A
Shawinigan, QC G9N 0C3
CANADA

TECHNICAL SUPPORT

If your dealer or distributor is unable to solve a problem related with the System, you may contact the TJD support team from Monday to Friday.

E-Mail: enduser.atv@camso.co
Internet: www.tjdproducts.com

Serial Number: 7322IU _____

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INTRODUCTION

INTRODUCTION

Thank you for choosing the **TJD XGEN 4S** Track System (hereinafter referred to as the "System"). You have made the right choice. This system will provide you with all the traction, performance and durability you require for recreational or work purposes and allows for operation in winter conditions as well as fall and spring conditions. This Track System for **quads** (hereinafter referred to as "ATVs") provides exceptional floatation with very low ground pressure. Its strong lightweight steel frame (30 kg), its internal sprockets, adapted to the vehicle's capacity, and its track, specifically designed for ATVs, make it the best system on the market.

SAFETY

This guide uses the following symbols to emphasize particular information:

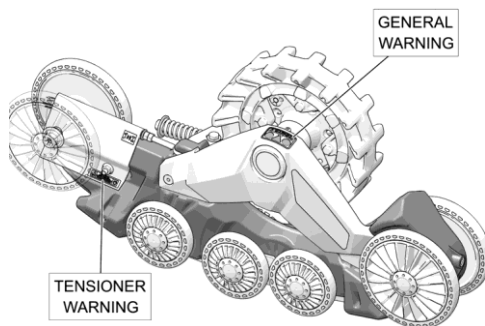


CAUTION: Indicates a potentially hazardous situation which, if not avoided, may result in damage to vehicle and Track System components.

NOTE: Indicates supplementary information.

WARNING STICKERS

You will find the warning stickers, shown in the illustration below, affixed on the Track System frames. 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.



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

GENERAL WARNING



USER MANUAL - 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 *User Manual* must also be transferred to the new user.



MOVING PARTS - Hands or fingers caught between moving parts of the equipment present a danger to life or limb. Turn motor off before servicing Track Systems.



MAINTENANCE SECTION - Follow instructions contained in the "Maintenance Schedule section" of the *User Manual* to ensure safe and long-lasting operation of Track Systems.

TENSIONER WARNING



TENSIONER BOLT WARNING - If track tension adjustment is required, do not loosen the tensioner assembly bolt under any circumstance. The bolt is used to assemble and align the tensioner with the frame. Tensioner re-alignment is necessary if this bolt is loosened.

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 the indications contained in the ATV owner's manual and in the *Installation Guidelines* carefully. Their contents remain applicable after installation of the System.

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

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

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 to bring the following with you: 14 mm, 15 mm, 16 mm, 17 mm, and 19 mm wrenches and sockets, 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.

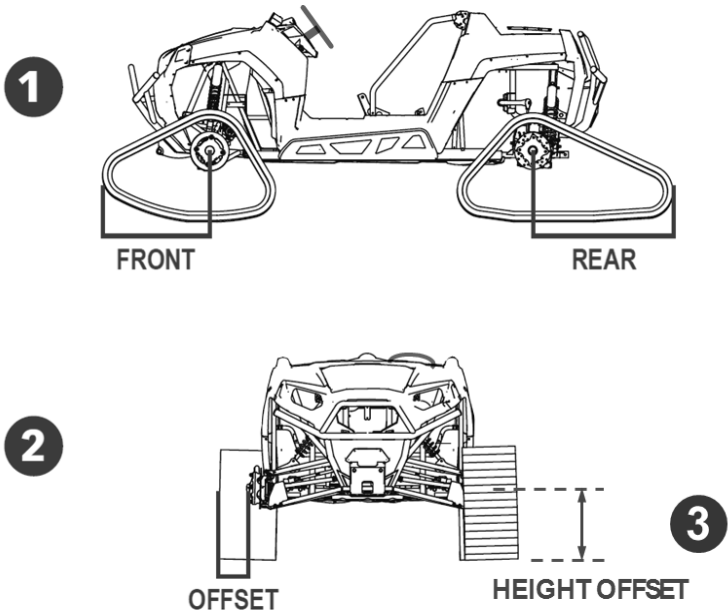
If an excursion on unknown or remote terrain is planned, make sure to have in your possession a cellular or satellite phone, a first aid kit and spare parts.

If you drive off trails, always beware of hidden obstacles.

If you ride in deep snow, do not intentionally spin the tracks (tracks are rotating but the vehicle is not moving). This could cause the vehicle to get stuck.

OFFSETS SPECIFICATIONS

Installation of Track Systems on a vehicle creates offsets in length, height and width. These offsets are illustrated in the figure below and their dimensions are specified in the accompanying table.



| | | | |
|---|---------------------------|-----------------------------|----------------|
| 1 | <u>Offset</u> (length) | <u>Front:</u> | 24 in (609 mm) |
| | | <u>Rear:</u> | 27 in (685 mm) |
| 2 | <u>Offset</u> (width) | <u>Polaris:</u> | 7 in (178 mm) |
| | | <u>Other models:</u> | 6 in (152 mm) |
| 3 | <u>Offset</u> (height) | <u>Original tire: 24 in</u> | 3 in (76 mm) |

USER NOTICE AND DISCLAIMER

The **TJD XGEN 4S** System was initially designed to be used in winter conditions and was then adapted to be used in fall and spring conditions.

This document holds important information regarding driving an ATV equipped with the **TJD XGEN 4S** Track System. It is mandatory that every user takes the time to carefully read, understand and then consult this reference manual and user guide as well as the ATV owner's manual as needed. When purchasing either a new or used Track System, the user must obtain all documentation related to the System, including manuals and guides related to the ATV on which the System is installed. If need be, contact the TJD products dealer nearest to you to obtain any additional information. You may also consult the TJD website at **www.tjdproducts.com** and call our technical support by email at **enduser.atv@camso.co**.

TJD believes that there are certain risks related to the installation and use of the System. Our experience shows that the System is safe. However, the user must be aware of the risks related with driving an ATV with the particularities of this type of System. The ATV driver must, at all times, respect all applicable laws and regulations, the indications of the System manufacturer and the indications from the vehicle manufacturer fixed by law, namely when age restrictions exist and ATV base equipment is required (headlights, flashers and brake lights, rearview mirror, etc.). The user must always wear adequate safety equipment, such as a helmet, safety glasses (or visor), protective clothing, boots and gloves. It is understood that driving while impaired or intoxicated presents a danger for the ATV user and others and is against the law.

The System consists of many moving parts, including transmission wheels. If an object lodges itself or becomes jammed into the System and blocks the track, it is mandatory to stop the engine and the vehicle and apply the security brake before removing object said. By avoiding to do so, the user exposes himself to sudden movement of the ATV or to breakage of a part or component coming from the System, which could cause severe injuries. It is also very important to wear full length clothing and always avoid hanging or stringy accessories.

Driving an ATV equipped with such a System requires particular precautions and a knowledge of proper driving techniques of such vehicles. An evaluation by the user of the conditions and terrain (state of the ground, grade of hill, density of snow, etc.) is equally essential. An ATV equipped with a System cannot compete and/or be used to perform stunts, acrobatics or other exploits, as these could result in loss of control or severe injuries.

USER NOTICE AND DISCLAIMER

Insufficient knowledge of an ATV during downhill riding, climbs and crossing of obstacles and turns can result in tipping or roll over, and can cause severe injuries.

Carrying a passenger, a load or attaching a tow can cause the ATV to be less stable, and affect driveability. Unless otherwise prescribed by law and by the ATV manufacturer, you must not carry a passenger, loads or tow any objects.

The installation of a System:

- Increases ground clearance.
- Changes the center of gravity.
- Increases the ATV width and weight.
- Reduces ground pressure.

These parameters will effectively change driving characteristics of an ATV equipped with the System.

Consequently, it is highly recommended that the user adapt his driving style to the new characteristics mentioned above. The driver must always use caution when he crosses obstacles, circulates through narrow paths, meets vehicles coming in the opposing direction, etc.

As it was designed, the System will considerably reduce the ATV top speed and can falsify the speedometer. Generally, the System transmission wheel diameter is less than that of the tire. Therefore, the vehicle speed will be less than that actually displayed. Whether the ATV is equipped or not with the System, users must always adapt the speed to actual driving conditions. Users must never exceed speed limits or drive faster than their capacities allow. Excessive speed remains one of the main causes of severe accidents on ATVs.

TJD is proud to offer ATV conversion kits within its wide range of products. ATV Track Systems are not only reliable, but safe. However, there are risks inherent to driving an ATV equipped with the System. It is therefore very important that a driver familiarize himself with the proper driving techniques of an ATV equipped with a System, and that he adapt his driving to his level of experience and continually evaluate operating conditions and terrain to safely and efficiently make the best of the **TJD XGEN 4S** Track Systems.

USING THE ATV WITH TRACKS

When operating a vehicle equipped with Track Systems, it is very important to observe the following safety recommendations to help prevent any accident and/or serious malfunction that could affect the occupants, the vehicle or the Track Systems.

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

Pre-use inspection



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

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

& 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 System.

& WARNING

When travelling in groups, people following vehicles equipped with track systems should be warned, as the tracks can propel dangerous objects. Be especially cautious on rocky trails.

USING THE ATV WITH TRACKS

Steep descents

CAUTION: 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.



CAUTION: During a steep descent, it is advisable to keep the handlebars straight ahead and begin turning when the ATV is on flat ground to avoid subjecting the vehicle components and the Track Systems to any high stress.



Descending and being stuck in reverse

CAUTION: 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.



CAUTION: It is advisable to remove the snow accumulated on top of the rear Track Systems and, to compact the snow behind the systems to dislodge the track. Shoveling remains the best alternative in this situation.



USING THE ATV WITH TRACKS

Towing a vehicle out of the snow

CAUTION: If your vehicle must be towed out of the snow, never tow it in the direction in which it sank.



CAUTION: Tow the vehicle towards the trail it left as it became stuck.



& **WARNING**

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

Driving over an obstacle



Driving over a steep ridge

CAUTION: 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.



& **WARNING**

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

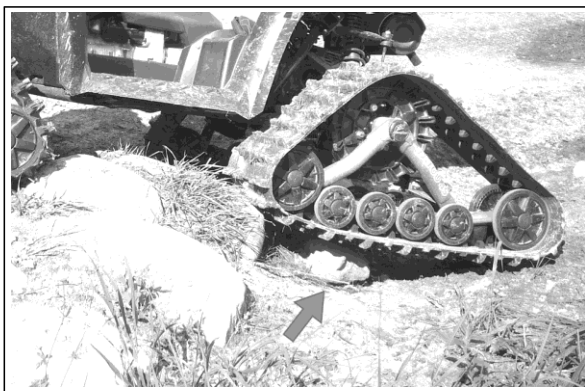
USING THE ATV WITH TRACKS

Driving over an obstacle taller than 30 cm [12 in.]

CAUTION: Driving over an obstacle more than 30 cm [12 in.] high, such as a tree trunk, stump or big rock, is sometimes impossible.



CAUTION: If the situation occurs, insert a log or appropriately sized rock to lower the height of the obstacle and facilitate driving over it.



& WARNING

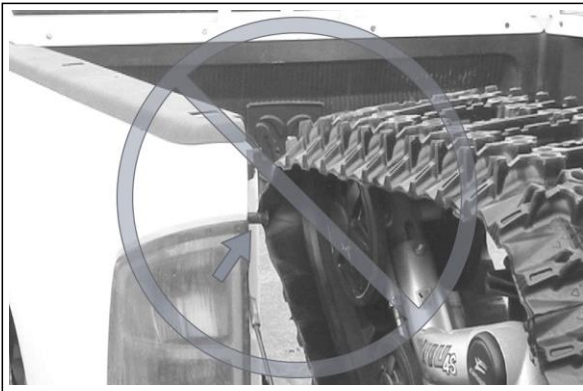
The driver must remain vigilant and cautious at all times. Powder snow and mud can hide dangerous obstacles.

USING THE ATV WITH TRACKS

Loading a vehicle into and unloading it from a truck



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



& **WARNING**

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

Jumping



& **WARNING**

Jumping with vehicles equipped with Track Systems is not recommended. The 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.

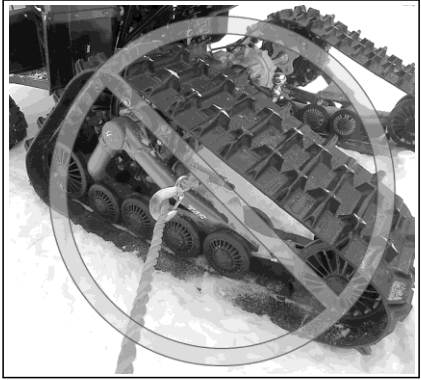
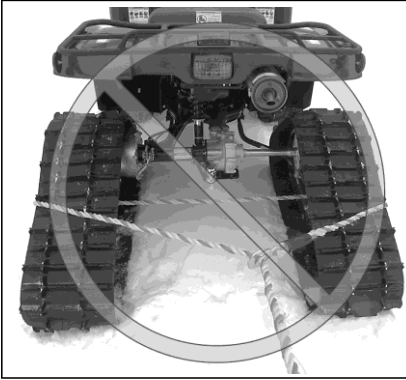
Track Systems operating in water and mud

CAUTION: If Track Systems are used in wet conditions, submerged in water and/or mud, it is important to consult the Track Systems' maintenance chart and to observe the maintenance intervals prescribed in this manual for commercial, industrial and abrasive conditions use.

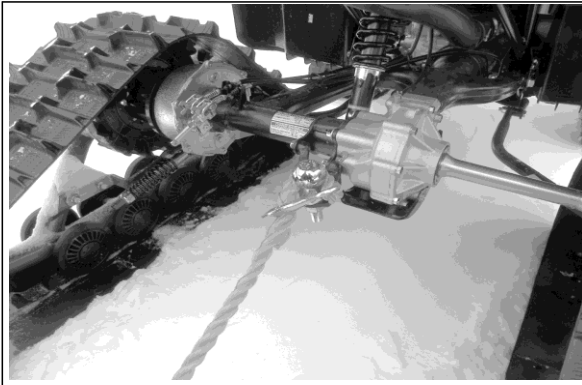


Location of the towing cable

CAUTION: If your vehicle must be towed out of the snow, never secure the cable on the Track Systems to tow the vehicle.



CAUTION: The towing cable must be attached to the vehicle's frame.



ADJUSTMENTS

ADJUSTMENTS

CAUTION: Verifying your adjustments on the System is mandatory after the first use of the vehicle, the track tension, alignment and angle of attack of 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 Track Systems

To obtain the correct angle of attack on front Track 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 1.

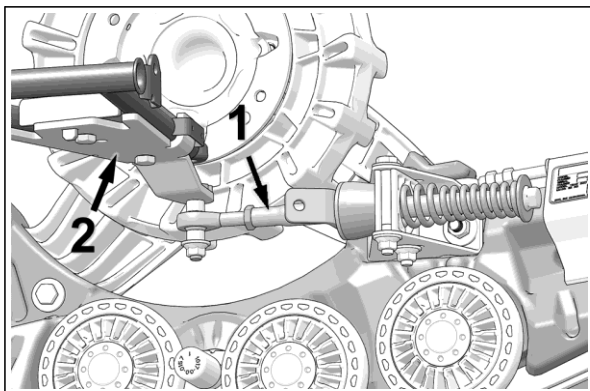


Figure 1

- Position a flat bar on top of rear wheels of front track system and measure from the ground up to flat bar as shown on Figure 2.

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

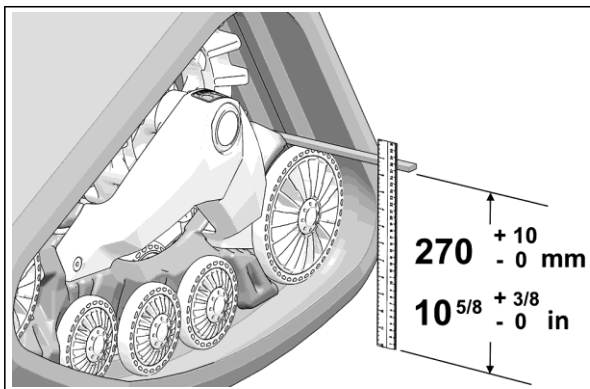


Figure 2

ADJUSTMENTS

- Loosen jam nut (1). Loosen the pivoting plate's mounting bolts (2). Refer to Figure 3.

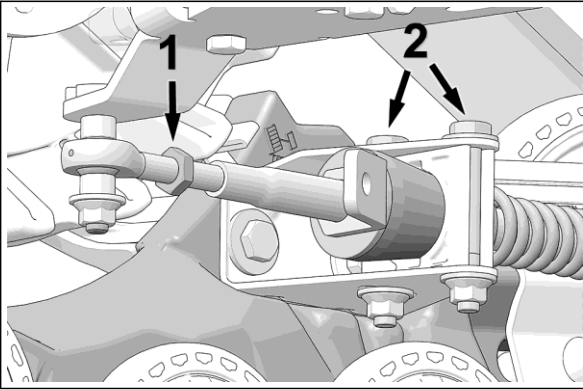


Figure 3

- Adjust length of rod end (3) by rotating the stabilizing arm (4) until a measurement of **270 mm** [10 $\frac{5}{16}$ in.] above ground is obtained. See Figure 4.

NOTE: On front Track Systems, the stabilizing arms incorporate a steering limiter support plate (5) which is bent. This plate should be positioned inwards, towards the vehicle.

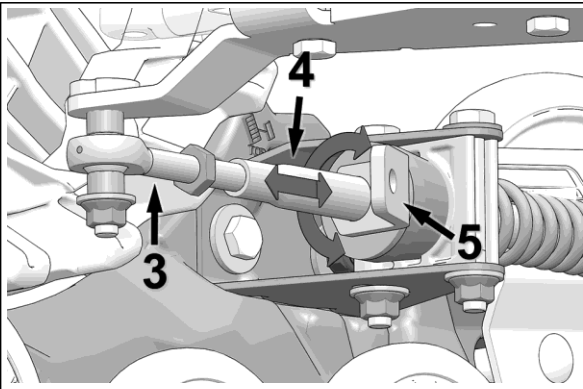


Figure 4

ADJUSTMENTS

Basic Tuning (Front Track Systems):

- An adjustment of more than **270 mm** [10 $\frac{5}{8}$ in.] measured with the flat bar, results in easier steering but produces a wobbling effect at high speed.
- An adjustment of less than **270 mm** [10 $\frac{5}{8}$ in.] measured with the flat bar, results in harder steering but produces more stability at high speed.
- When angle of attack is correctly set, re-tighten the jam nut (1) to 40 N•m [30 lb•ft] and the pivoting plate's bolts (2) to 50 N•m [37 lb•ft] of torque. Figure 5.

NOTE: Follow the recommended torque when tightening the jam nut. Overtightening the nut might damage the rod end.

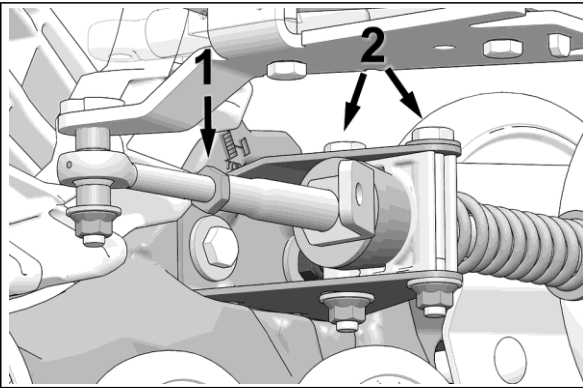


Figure 5

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

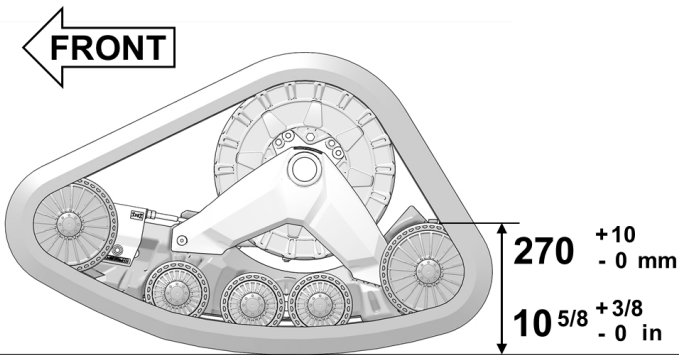


Figure 6

Angle of attack for rear Track Systems

To correctly set the angle of attack on rear tracks systems, perform the following:

Vehicles with rigid axle or trailing arm suspension

CAUTION: Some vehicles require a particular adjustment. Refer to the *Installation Guidelines* specific to your vehicle model to confirm the correct adjustment.

- Stabilizing arm must be attached to Track System (1) and to rear anchor bracket (2) installed on vehicle. See Figure 7 et la Figure 8.

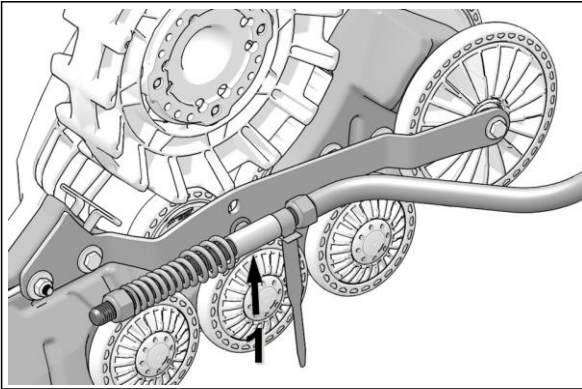


Figure 7

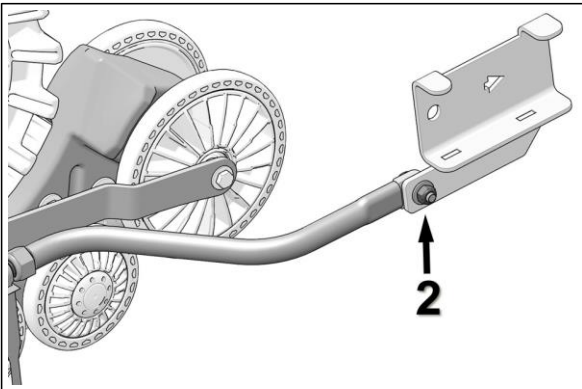


Figure 8

ADJUSTMENTS

- Loosen the nut (1) compressing the stabilizing rod spring. See Figure 9.

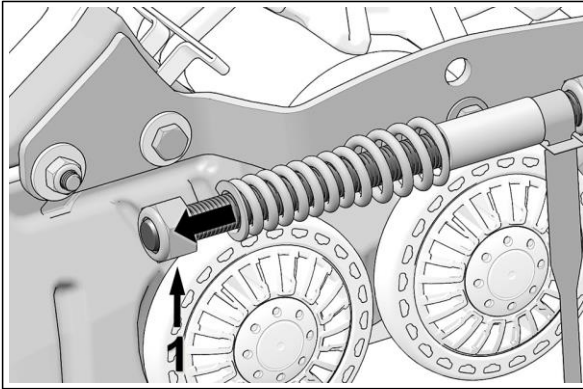


Figure 9

- Set adjustment nut (2) to obtain a distance of 10 mm between it and the stabilizing arm guide as shown on Figure 10.

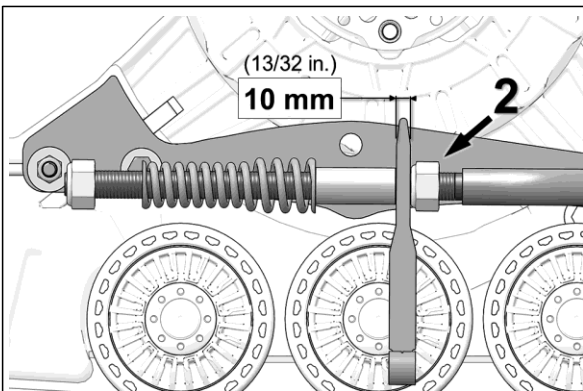


Figure 10

NOTE: Use the thin part of the adjusting template provided with the stabilizing arm to make the adjustment.

ADJUSTMENTS

- Turn nut (1) until it comes in contact with the spring, then compress the spring by turning the nut 1 1/2 turns. See Figure 11.

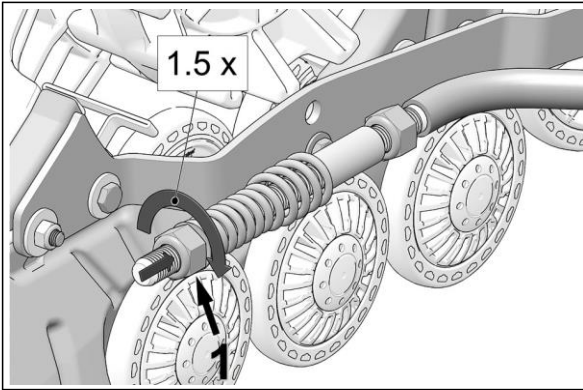


Figure 11

- **IMPORTANT:** Double-check 10 mm minimum distance between nut and stabilizing arm guide. Re-adjust as needed. See Figure 12.

NOTE: Use the provided template to double-check the adjustment.

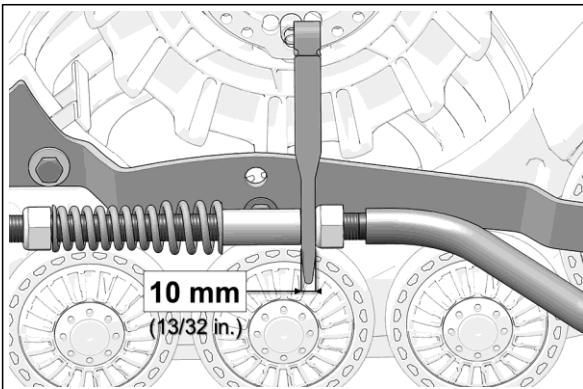


Figure 12

ADJUSTMENTS

Vehicles with independent suspension (IS)

- Stabilizing arm (1) must be attached to the rear anchor bracket (2) installed on the vehicle. See Figure 13.

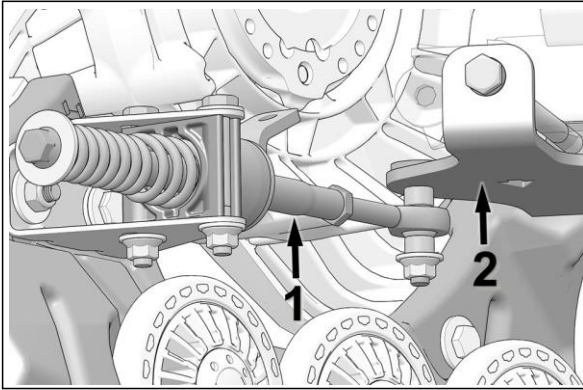


Figure 13

- Loosen anti-rotation bracket bolts (3) and (4) to allow the anti-rotation retainer (5) to rotate on its axis. See Figure 14.

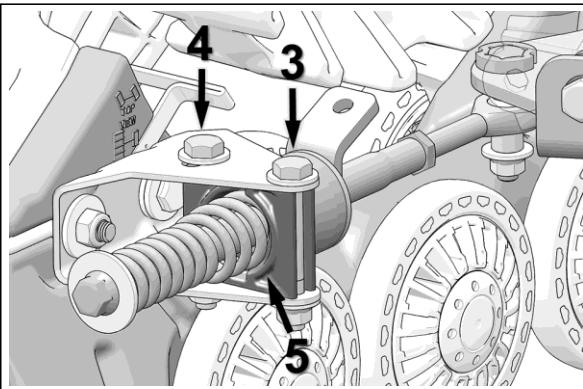


Figure 14

- Loosen jam nut (4). Turn stabilizing arm to adjust length of rod end (1) so that rubber cone (2) applies light pressure on anti-rotation retainer (3). Figure 15.

NOTE: The stabilizing arms on rear Track Systems incorporate a steering limiter support plate which is bent. This plate should be positioned upwards.

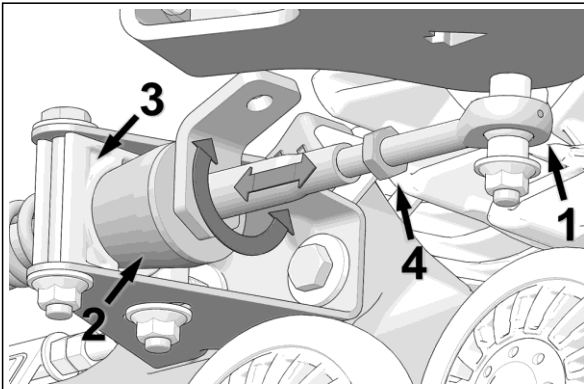


Figure 15

- Re-tighten jam nut (4) to 40 N•m [30 lb•ft] of torque when adjustment is complete. See Figure 16.

CAUTION: Follow the recommended torque when tightening the jam nut. Overtightening the nut might damage the rod end.

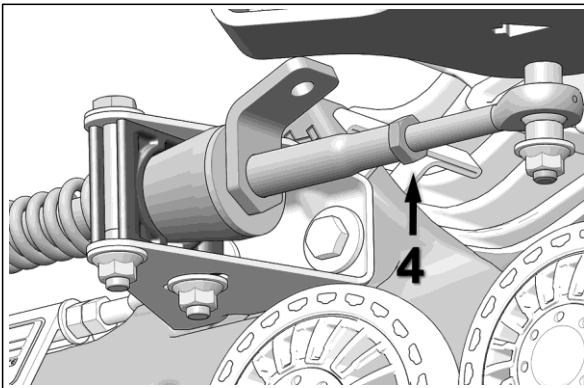


Figure 16

ADJUSTMENTS

- Re-tighten anti-rotation bracket bolts (1) and (2) to 50 N•m [37 lb-ft] of torque. See Figure 17.

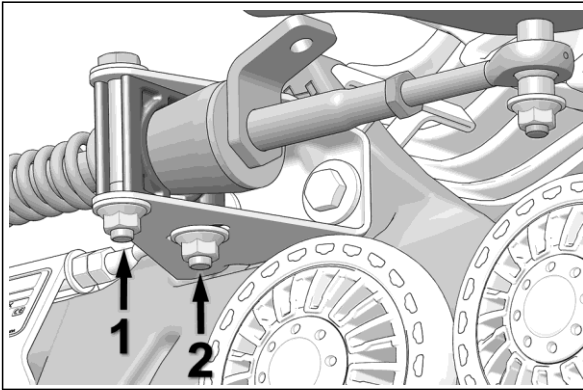


Figure 17

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):

- The adjustment is **incorrect** if the stabilizing arm's rubber cone is compressed and deformed. The stabilizing arm's spring is then difficult or impossible to turn by hand.

Track System Removal

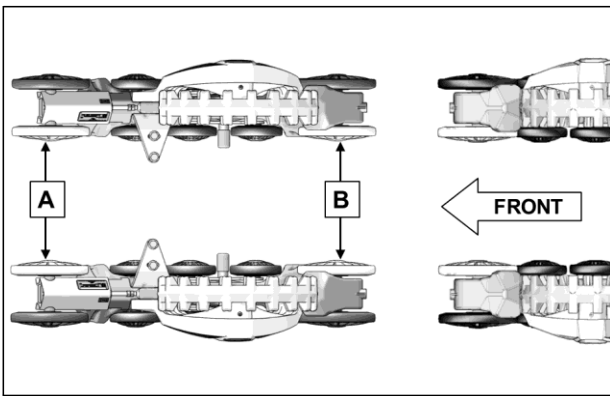
CAUTION: Leaving the anti-rotation anchor brackets attached to the suspension arms, after having removed the Track Systems, could cause interference which might damage the vehicle. Remove all Track System anti-rotation mechanism components installed on the vehicle before reinstalling the wheels.

Alignment

Parallelism must be adjusted with the ATV on the ground, driving the vehicle forward about 3 m [10 ft.] and measuring toe-in distance. Refer to Figure 18.

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

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

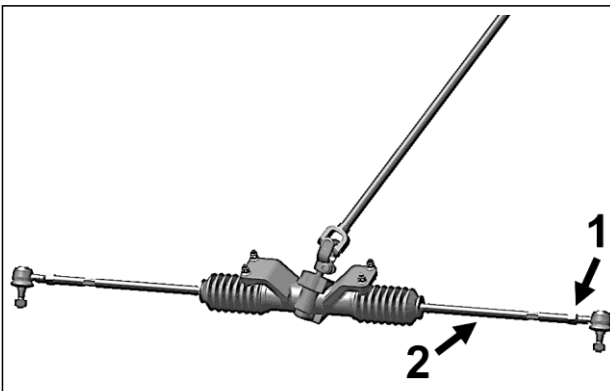


Measure A:
distance between
the inner front
wheels.

Measure B:
distance between
the inner back
wheels.

Figure 18

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



To adjust wheel parallelism on the ATV, first loosen the locknut (1) on each tie rod end, then screw or unscrew the rod link (2) equally on both sides of the vehicle. Retighten locknuts when finished. See Figure 19.

Figure 19

ADJUSTMENTS

Measure A: Measure the distance between the front inside Ø202 mm wheels of the front Track Systems. See Figures 20, 21 and 22.



Figure 20

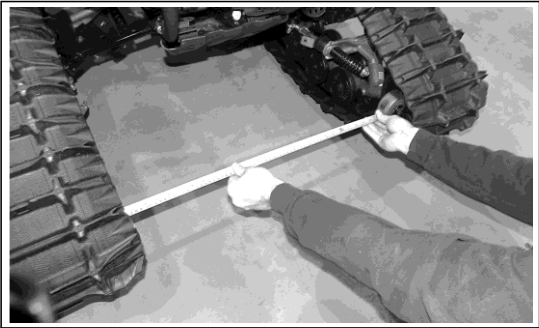


Figure 21 (Distance between the front wheels)

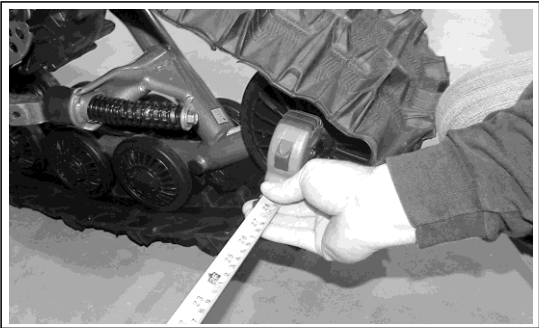


Figure 22

Measure B: Measure the distance between the rear inside $\varnothing 202$ mm wheels of the front Track Systems. See Figures 23, 24 and 25.

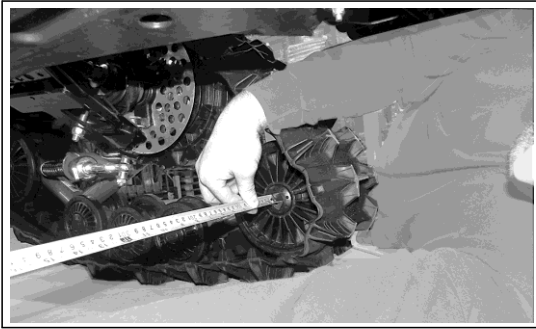


Figure 23

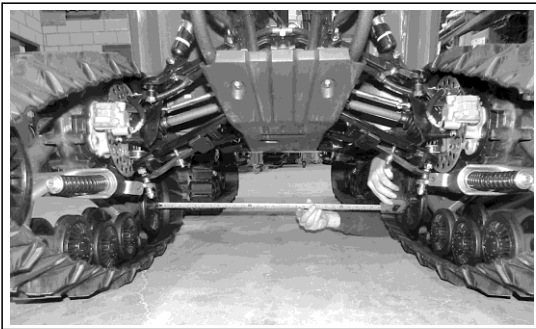


Figure 24 (Distance between the rear wheels)

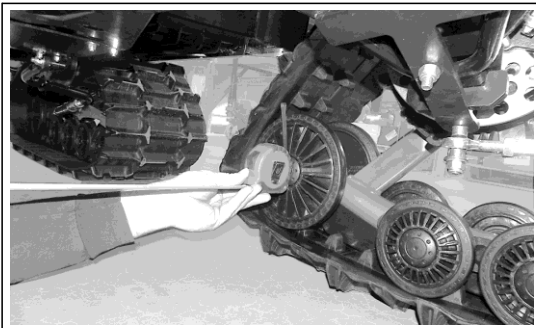


Figure 25

ADJUSTMENTS

Rubber track tension

CAUTION: The tensioner assembly bolt must always be loosened before adjusting the track tension.

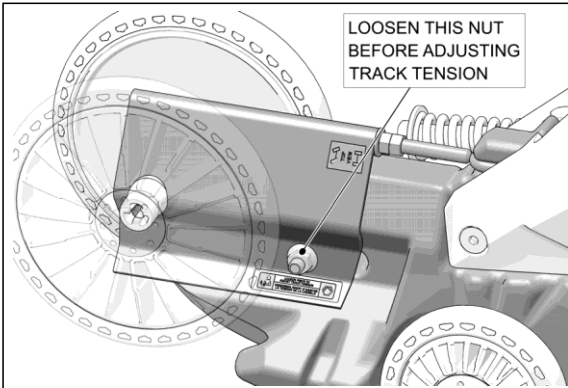


Figure 26

Loosen jam nut (1) and turn adjusting nut (2) clockwise or counterclockwise to set track tension according to specification (see table below). After completing the track tension adjustment, re-tighten the jam nut (1) against the adjustment nut (2). See Figure 27.

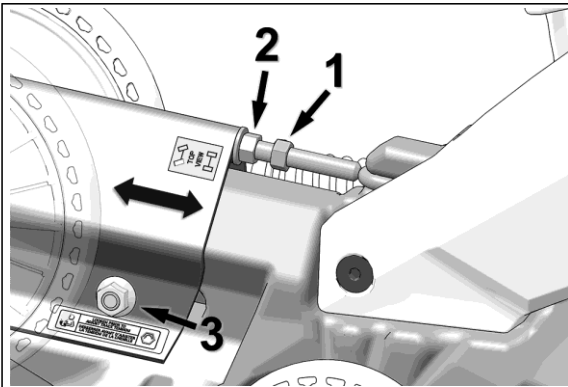


Figure 27

CAUTION: Re-tighten the tensioner assembly (3) bolt to 50 N-m (37 lb-ft) after having set the track tension.

ADJUSTMENTS

The following table shows the force (1) applied and the deflection (2) which must occur depending on the conditions of use. Refer to Figure 29.

| SEASON | TRACK | FORCE | DEFLECTION |
|---------------|-------|---------------|----------------------------|
| SUMMER | Front | 15 kg [33 lb] | 19 mm [$\frac{3}{4}$ in.] |
| | Rear | 15 kg [33 lb] | 19 mm [$\frac{3}{4}$ in.] |
| WINTER (Snow) | Front | 11 kg [24 lb] | 19 mm [$\frac{3}{4}$ in.] |
| | Rear | 11 kg [24 lb] | 19 mm [$\frac{3}{4}$ in.] |

NOTE: The track tension testing tool shown below in Figure 28 can be purchased through an authorized TJD dealer. The part number is 2000-00-3125.

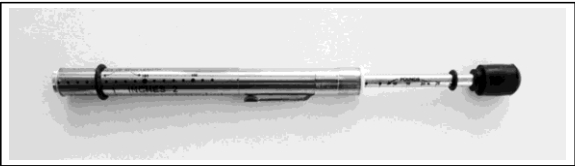


Figure 28

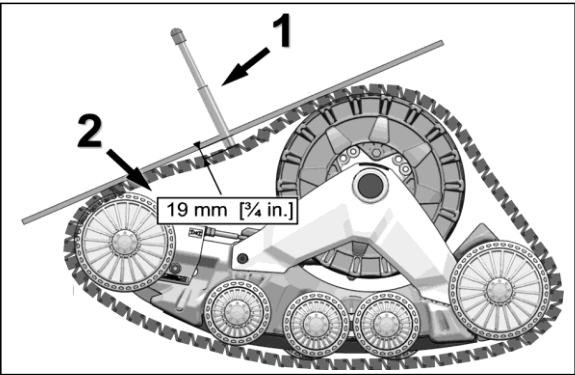


Figure 29

Basic Tuning:

- A higher rubber track tension reduces the risk of “derailing” and reduces drive “ratcheting”.
- A lower rubber track tension provides better traction, a smoother ride and better fuel economy.

Final Check

Ride at slow speed for a distance of about 1.5 km [1 mile]. Re-adjust as required.

BREAK-IN PERIOD

& WARNING

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

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

- Avoid operating in dry and clean conditions. (For example: asphalt, hay or straw field, etc).
- Start sharp turns at very low speed: (10 km/h maximum real speed).

| BREAK-IN PERIOD | | | | |
|-------------------------------------------------------|--------------|-----------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|
| VERIFICATION | INSTALLATION | 1 st HOUR 15 km/h MAX (Real Speed) | 2 nd HOUR 25 km/h MAX (Real Speed) | 3 rd HOUR 35 km/h MAX (Real Speed) |
| VISUAL INSPECTION | X | X | X | X |
| TRACK TENSION | X | X | | |
| ANGLE OF ATTACK - SYSTEMS | X | X | | |
| ALIGNMENT | X | | | X |
| BOLT TORQUE - ANCHOR BRACKETS INSTALLED ON VEHICLE | | | | 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 turned 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 preventive 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: Using a brake cleaning solvent to clean the Track Systems is not recommended. This could damage sealing components and stickers.

The maintenance schedule has been established in order to provide optimum durability for your Track Systems. The type of usage and the conditions in which the Track Systems are used, have a direct bearing on the frequency of maintenance actions to perform. Following inspection of your Track Systems, you will be able to determine if the recommended maintenance intervals are correct or to adjust them as needed.

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 33.

MAINTENANCE SCHEDULE

| MAINTENANCE | INITIAL | INTERVALS | | |
|--------------------------------------|------------------|---------------------------------------------|---------------------------------------------|--------------------------------------------------|
| | FIRST USE | EVERY 25 ^A . 40 ^B HRS | EVERY 50 ^A . 75 ^B HRS | EVERY 200 HRS ^A / ANNUAL ^B |
| SYSTEM - VISUAL INSPECTION | CLEAN / INSPECT | CLEAN / INSPECT | | CLEAN / INSPECT |
| SYSTEM - ADJUSTMENTS | ADJUST | INSPECT / ADJUST | | INSPECT / ADJUST |
| SYSTEM - VEHICLE ALIGNMENT | ADJUST | | INSPECT / ADJUST | INSPECT / ADJUST |
| SYSTEM - BOLT TORQUE | | | | INSPECT / ADJUST |
| TRACK - TENSION | ADJUST | INSPECT / ADJUST | | INSPECT / ADJUST |
| TRACK - WEAR | | | | INSPECT |
| WHEELS - SIDE WEAR | | | | INSPECT / REPLACE |
| WHEELS - BEARINGS | | | INSPECT | INSPECT / REPLACE |
| WHEELS - SEAL LUBRICATION □ | | | INSPECT / LUBRICATE | REPLACE / LUBRICATE |
| FRAME - HUB BEARINGS □ | | | | INSPECT / REPLACE |
| FRAME - HUB BEARING SEAL □ | | | LUBRICATE | INSPECT / LUBRICATE |
| FRAME - TRACK GUIDE WEAR | | | | INSPECT / REPLACE |
| FRAME - STABILIZERS | | | | INSPECT / REPLACE |
| FRAME - CRACKS | | | | CLEAN / INSPECT |
| SPROCKET - WEAR | | | | CLEAN / INSPECT |
| ANTIROTATION - LUBRICATION | | | CLEAN / LUBRICATE | CLEAN / LUBRICATE |
| ANTIROTATION - BOLT TORQUE | INSPECT / ADJUST | | INSPECT / ADJUST | |
| ANTIROTATION - CRACKS, DEFORMATION | | | | INSPECT |
| VEHICLE - SUSPENSION ARM BOLT TORQUE | | INSPECT / ADJUST | | INSPECT / ADJUST |
| VEHICLE - STEERING COLUMN | | INSPECT / ADJUST | | INSPECT / ADJUST |

A Commercial use / Industrial use / Abrasive conditions

B Normal winter conditions

□ Important maintenance

MAINTENANCE SCHEDULE

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 16.
- **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 25.
- **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.

Tracks

- **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 47.

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

Wheels

- **Side Wear**: Check side wear on the Track Systems' wheels. Refer to the "Wear" section in the *User Manual* on page 46. 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 in the *User Manual* on page 38. **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 extends the useful lifespan of the wheels.

Frames

- **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 and the bearing seal when replacement of a bearing is performed.

- **Hub Bearing Seal**: The maintenance chart recommends cleaning and lubricating the Hub Bearing Seal. Refer to the "Lubrication" section in the *User Manual* on page 39.

NOTE: Lubrication done at recommended intervals allows the hub seal to maintain optimal sealing action and extends the lifespan of the Hub Bearings.

- **Track Guide wear**: Check wear on Track Guides. Refer to the "Wear" section in the *User Manual* on page 47. 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. Refer to the "Wear" section in the *User Manual* on page 49.
- **Cracks**: Visually inspect the frames for presence of cracks or defects that can impair proper operation of the systems. Replace components if damaged.

Sprockets

- **Wear**: Check wear of sprockets on the systems. Refer to the "Wear" section in the *User Manual* on page 48. 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 in the *User Manual* on page 42.
- **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.
- **Rubber Dampers**: Verify condition of rubber dampers on anti-rotation arms. Replace dampers if they are deformed, cracked or show severe wear. Refer to the "Wear" section of the *User Manual* on page 48.

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: Hub bearings should be checked and replaced in accordance with the maintenance chart. Bearings that present abnormal play, make noise or restrict rotation of hub are indications that they must be replaced.

CAUTION: Always replace washer and hub assembly bolt when removing the hub from the frame. Use new fasteners at reassembly.

CAUTION: Use a breaker bar to remove the hub assembly bolt. Do not use an air impact wrench. It might cause the bolt to break.

MAINTENANCE SCHEDULE

& WARNING

When performing the annual inspection of all bearings, please note that bearings cannot be re-greased like snowmobile bearings. If they need to be serviced, replace wheels completely.

NOTE: If needed, the Wheel Extractor tool shown below in Figure 30 can be purchased through an authorized TJD dealer. The part number is 2000-00-1050.

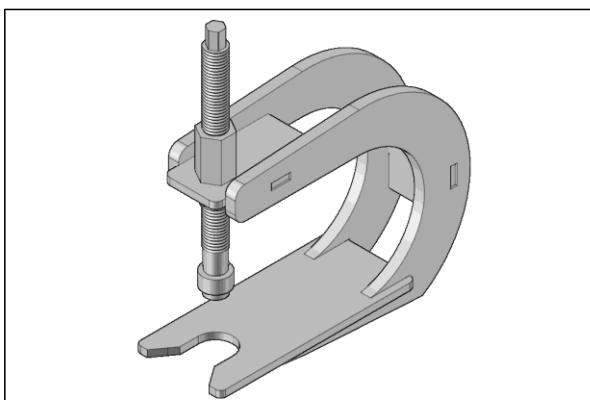
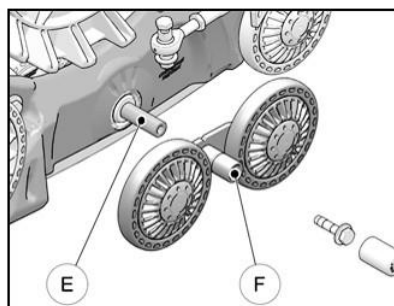
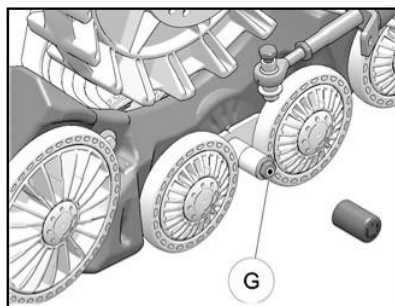
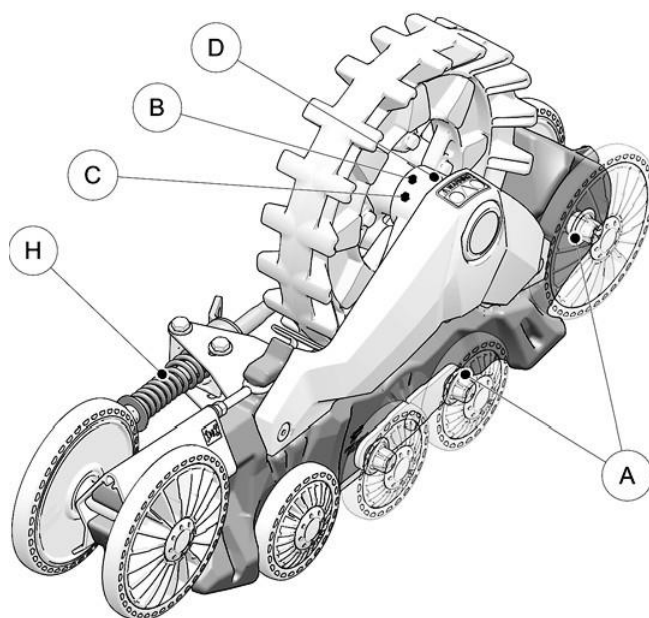


Figure 30

LUBRICATION



LUBRICATION

The Maintenance Schedule chart on page 32 includes lubrication maintenance that should be performed on track systems. Refer to the following recommendations for optimal lubrication.

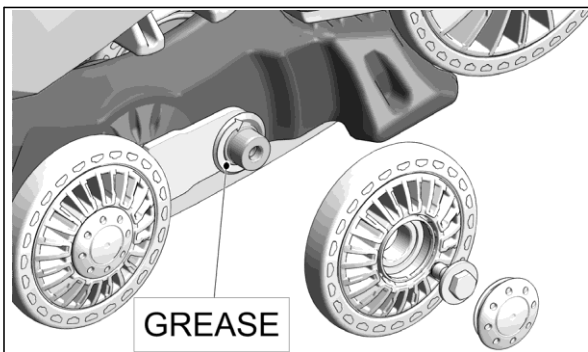
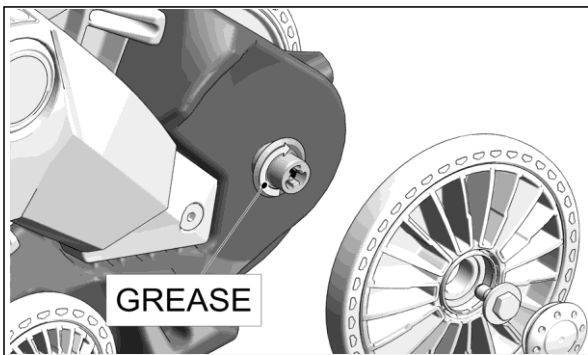
NOTE: Use a grease designed for equipment operating in extreme and very wet environment.

REFERENCE “A”

LUBRICATION OF WHEEL SEALS (Ø202 & Ø134 mm wheels)

Apply evenly 3 to 3.5 cc of grease all around the wheel seal's V-shaped groove (facing the wheel).

NOTE: V-shaped groove must be completely filled with grease.

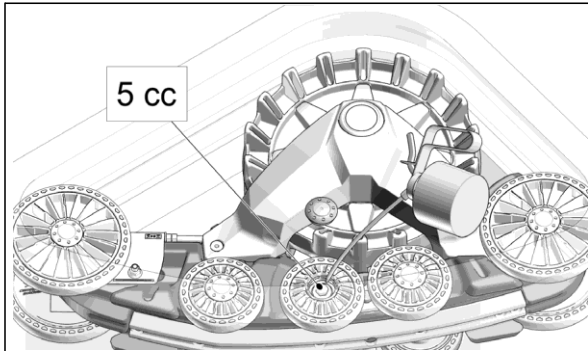


NOTE: Installing new wheel seals is recommended when lubricating these components.

LUBRICATION

WHEEL LUBRICATION - COMMERCIAL, INDUSTRIAL USE, ABRASIVE CONDITIONS

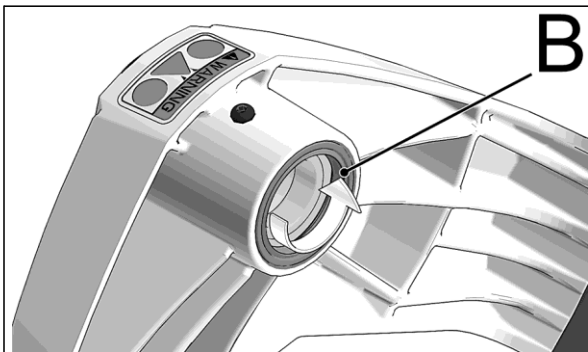
Pouring 5 cc of oil under the wheel caps is recommended, at every maintenance interval, for vehicles operating in abrasive conditions, or used commercially or in industry. This will help minimize the presence of contaminants and extend wheel bearing life.



REFERENCE "B"

LUBRICATION OF HUB 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°).



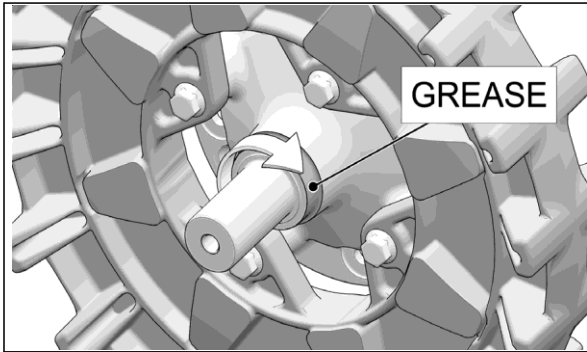
IMPORTANT: The hub seal must not extend beyond the hub face. It should be installed flush with the hub face.

NOTE: Replace hub seal if defective.

REFERENCE “C”

LUBRICATION OF THE HUB SPEED SLEEVE

Apply 1.5 to 2 cc (cubic centimeter) of grease over the entire width and circumference (360°) of the Hub Speed Sleeve.

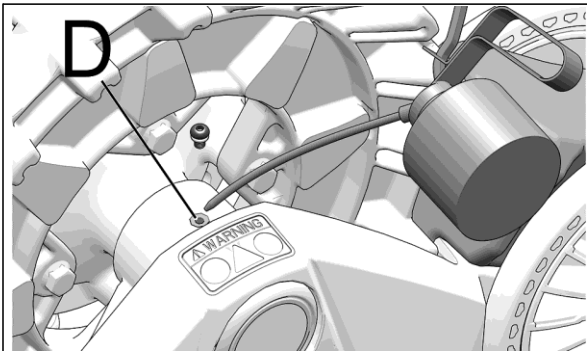


NOTE: Replace Speed Sleeve if defective.

REFERENCE “D”

HUB LUBRICATION

Remove the small bolt on top of the hub housing. Slowly pour through the threaded hole 2 or 3 teaspoons (10-12 cc) of 80W90 oil on the hub shaft.



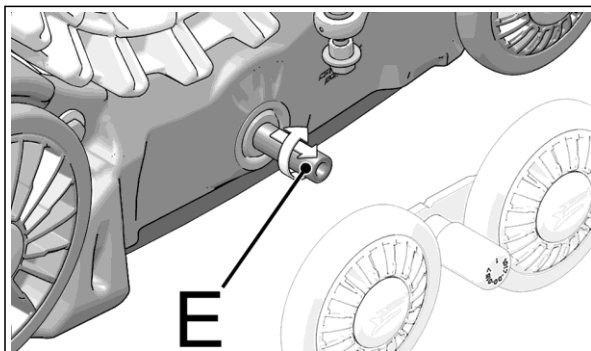
NOTE: An excessive quantity of oil could damage the hub seal and result in an oil leak.

LUBRICATION

REFERENCE “E”

STABILIZER SHAFT LUBRICATION

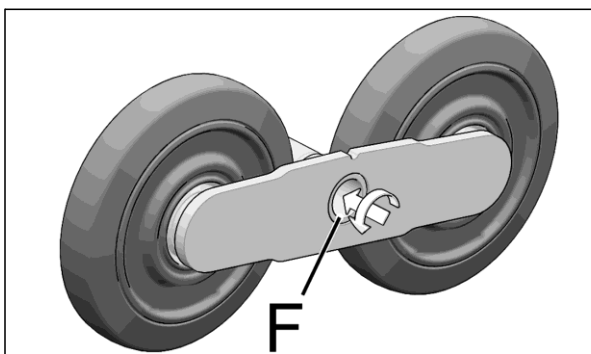
Apply evenly 1 to 1.5 cc of grease all around the Stabilizer shaft and over its entire length.



REFERENCE “F”

STABILIZER BORE LUBRICATION

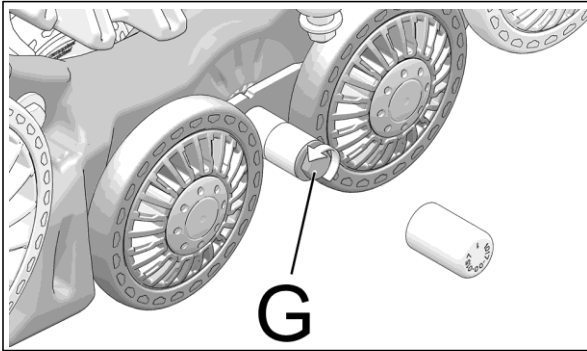
Apply evenly 1 to 1.5 cc of grease inside the Stabilizer bore, all the way through and over its circumference.



REFERENCE “G”

STABILIZER ASSEMBLY BOLT LUBRICATION

Apply evenly 0.75 to 1.5 cc of grease all around the Stabilizer assembly bolt head.

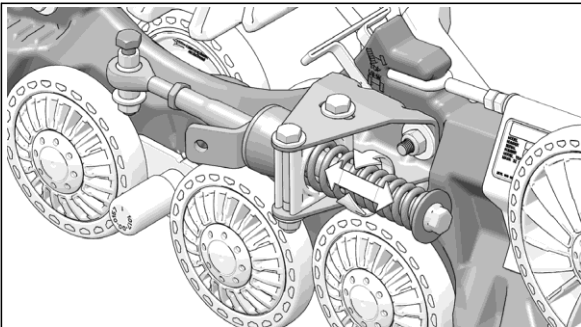


REFERENCE “H”

LUBRICATION OF STABILIZING ARMS

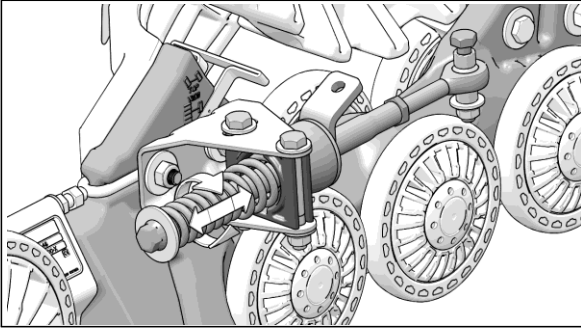
Apply spray lubricant all around the stabilizing arm compression spring and over its entire length.

FRONT SYSTEMS

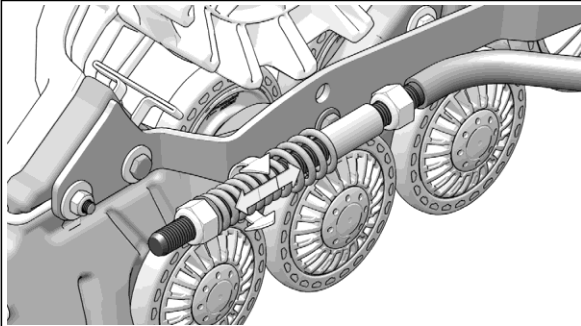


LUBRICATION

REAR SYSTEMS - INDEPENDENT SUSPENSION

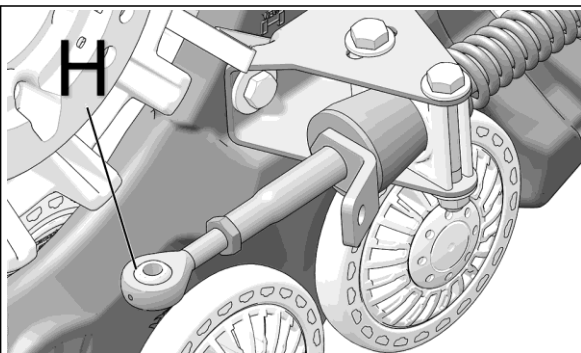


REAR SYSTEMS - RIGID AXLE SUSPENSION



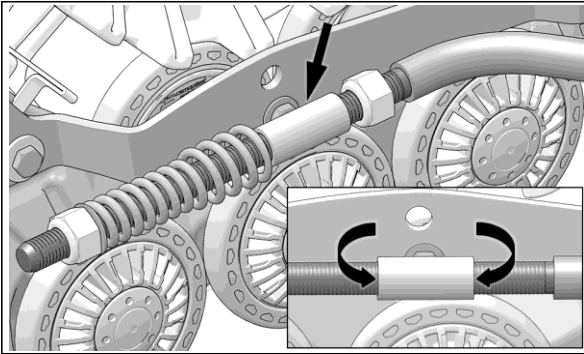
LUBRICATION OF STABILIZING ARM ROD ENDS

Apply spray lubricant to rod ends of stabilizing arms.



LUBRICATION OF STABILIZING ARM GUIDES - RIGID SUSPENSION

Apply spray lubricant to the stabilizing arm guide and the threaded shaft, on Track Systems with an anti-rotation mechanism designed for vehicles with a rigid rear suspension.



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.

| DIMENSION | GRADE | N | lb-ft |
|-----------|---------|---------|----------|
| M6-1.0 | GR 8.8 | 10 N•m | 7 lb-ft |
| M8-1.25 | GR 8.8 | 25 N•m | 18 lb-ft |
| M8-1.25 | GR 10.9 | 33 N•m | 24 lb-ft |
| M10-1.5 | GR 8.8 | 50 N•m | 37 lb-ft |
| M10-1.5 | GR 10.9 | 70 N•m | 52 lb-ft |
| M12-1.75 | GR 8.8 | 90 N•m | 66 lb-ft |
| M12-1.75 | GR 10.9 | 125 N•m | 92 lb-ft |

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

& **WARNING**

Overtightening bolts on 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.

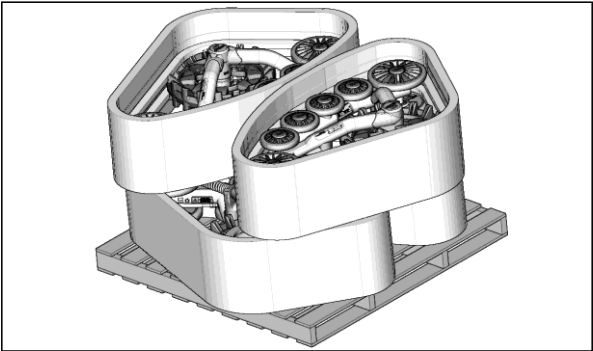


Figure 31

NOTE: Before storing the Track Systems, pouring 5 cc of oil under wheel caps is recommended to help prevent corrosion.

WEAR

WEAR

Wheels

Verify wear on the wheels, especially on the interior guidance strip (Figure 32). If the internal plastic structure is visible (Figure 33-2), the rubber coating is worn away and the wheel must be replaced. Replace wheels also when the rolling band narrows to a width of 17 mm or less -- 22 mm when new (Figure 34). A wheel that is excessively worn will not offer enough support for track guidance.

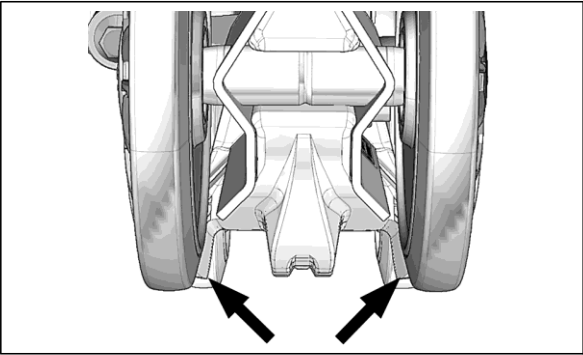


Figure 32

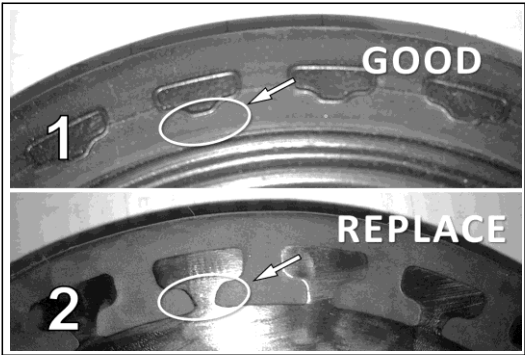


Figure 33

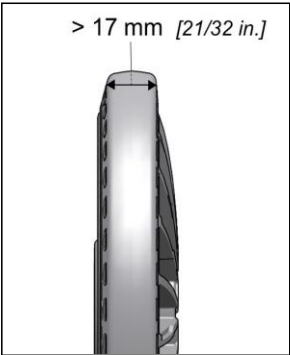


Figure 34

Track Guide

Verify wear on the track guide by measuring the width of the guide rails. If dimensions, illustrated in Figure 35, are less than 5 mm at any place on the guide, replace the part. If the guide is so worn that the concave shape is no longer visible, replace the part. An overly worn track guide could prematurely wear the other guiding components of the System.

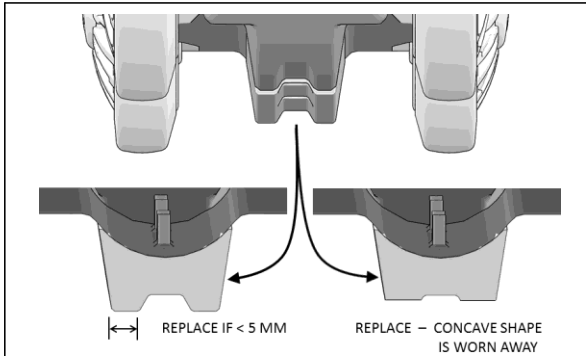


Figure 35

Track

Verify track wear by inspecting the drive lugs, tread bars, and inside and outside surfaces of the track's carcass. Make sure that the track's internal structure is not visible due to cuts or worn areas. Too much wear could cause damage to the wheels and track guide. See Figure 36.

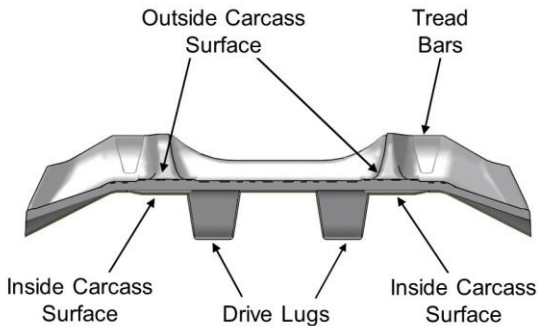


Figure 36

WEAR

Sprockets

Check wear on sprocket by measuring sprocket teeth as illustrated on Figure 37. Replace sprocket when dimensions are less than 19 mm. Excessive wear could lower track drive efficiency and reduce System performance.

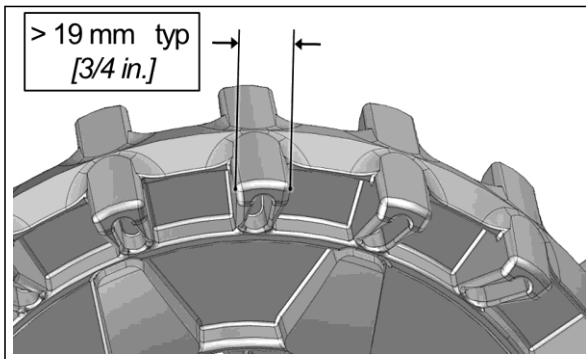


Figure 37

NOTE: In order that wear on sprockets be produced evenly across all 4 sprockets, the vehicle should be driven in 4x4 mode, particularly in abrasive conditions.

Rubber Dampers (Stabilizing arms)

Check wear and damage on rubber dampers mounted on the stabilizing arms. Replace them if they show cracks or are excessively worn or deformed. See Figure 38.

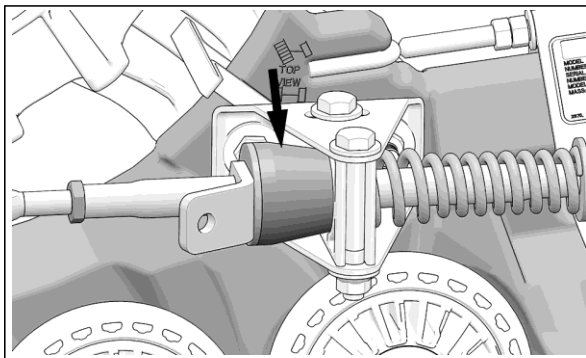


Figure 38

Rubber Cones (Stabilizers)

Check condition of rubber cones mounted on stabilizer shaft. Replace both of them, if they show oval wear on the bore, cracks or are deformed. See Figure 39.

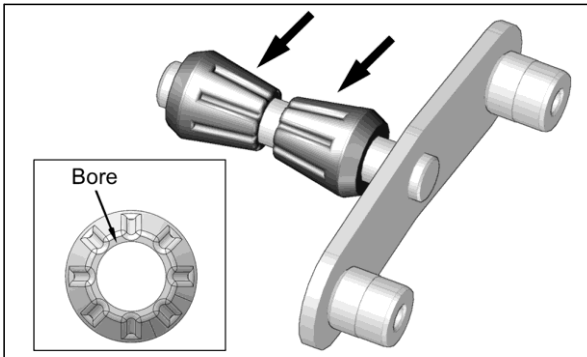


Figure 39

Anti-rotation (Rod End)

Verify wear of anti-rotation system, primarily at the ball joint to make sure that it is not seized or extremely loose. Check if ball rotates freely in ball housing and check also that there is not excessive play between ball and ball housing. Ball joint damage could impair adjustment of the Track System. See Figure 40.

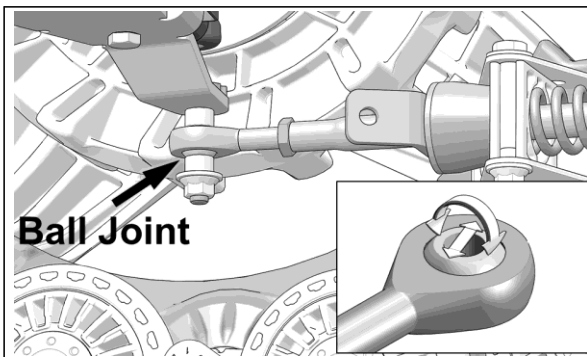


Figure 40

2-YEAR LIMITED WARRANTY

SERIAL NUMBER LOCATION

The following figures show the location of the serial numbers on the Track System frame and rubber track.

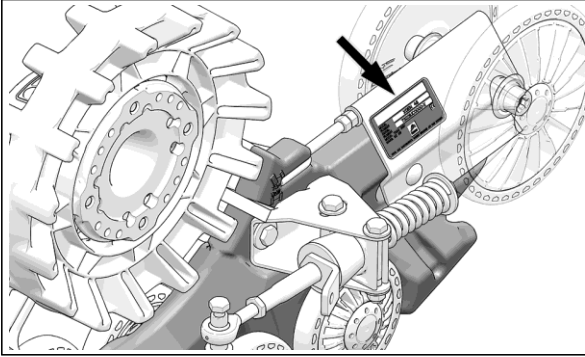


Figure 41

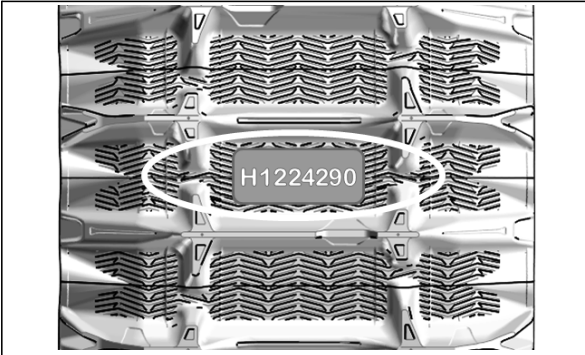


Figure 42

2-YEAR LIMITED WARRANTY

Camso guarantees that the new, unused **TJD XGEN 4S** System (System) installed by an authorized dealer or distributor is free from any defects in materials and workmanship during the period and in conditions described below. When operating a new **TJD XGEN 4S** System, the user agrees that the present form is applicable and exclusive, that they have been signified and that they have been accepted by him/her at the time of purchase.

The **TJD XGEN 4S** Track System is covered by a manufacturer warranty (warranty). The warranty covers manufacturing defects related with materials and workmanship. The installation and maintenance of the System is always the responsibility of the owner.

PERIOD OF COVERAGE

The warranty is valid for a period of twenty-four (24) months following the date of purchase. This warranty does not apply to normal maintenance.

The warranty applies exclusively to parts and components of the Track System. All paint defects on the System (frames and components) are not covered.

The warranty is not valid if the System is not installed by an authorized TJD network dealer or distributor.

This warranty specifically excludes any damage or breakage to the ATV and related defects on the ATV, whether or not these were caused or believed to be caused by the System.

The manufacturer is not responsible for damages, injuries or loss caused at the time of or after installing of the System on the vehicle.

For a warranty to be valid, the System owner must comply with manufacturer notices and warnings. In addition, all claims must be accompanied by a proof of purchase (original receipt or sale contract) and work or repairs must be performed by an authorized TJD dealer. All claims not previously approved and authorized by Camso will be rejected.

The following situations and items are not under any circumstances covered by the warranty:

- 1) Any and all consequential damages, including, but not limited to, indirect costs, such as towing, storage, phone calls, renting, transportation, inconveniences, insurance coverage, reimbursement of loss, loss of time and loss of revenue, etc.
- 2) Damage resulting from faulty installation.
- 3) Damage resulting from normal parts wear or progressive deterioration owing to the distance covered with a vehicle on which the System is installed.
- 4) Damage resulting in non-compliance with the user manual and with maintenance instructions recommended in the user's manual and other technical documents.
- 5) Damage resulting in abusive use, abnormal use, negligence or even a use which does not comply with recommendations of the manual, excess weight or loading, including excessive number of passengers.

2-YEAR LIMITED WARRANTY

6) Labour costs, parts and materials related any and all maintenance costs.

7) Damage resulting from faulty repairs, improper maintenance or any unauthorized changes made to the System other than those specified by the manufacturer or from the installation of non-original or unauthorized parts that were not produced or approved by Camso.

8) Damage resulting from an accident, incident, robbery, vandalism, war or unforeseen event or act of God.

9) Regardless of cause, damage resulting from inexperience, driving errors, accident or other incident.

10) The use of the System on a vehicle used for public rental, including by a previous owner, will render this warranty null and void.

11) The use of the System in races, rallies or other competitive events/activities of this type, at any time, including from a previous owner or in conditions that do not comply with those described by the manufacturer will render the warranty null and void.

Any repaired or replaced components or parts are guaranteed only to the extent of the original warranty. In other words: if a warranted part was replaced after fifteen (15) months, the new replacement part will only be guaranteed for nine (9) months, for a total of twenty-four (24) months. Any claim for a track will be established according to its residual value, 100% during the first 12 months, 75% between 12 and 18 months and 50% between 18 and 24 months. The residual value will have to be applied in the form of reduction to the purchase of a track of replacement at regular price.

In no event shall the warranty extend beyond a total of twenty-four (24) months from the date of original System purchase.

In all cases, the warranty is limited to a maximum of the original purchase price or the fair market value of the System. Camso will have final authority in determining the fair market value of a used System. The warranty is applicable within the limits and conditions initially provided for. If the System is determined to be unusable due to accident or improper repair, the warranty will be considered null and void without further recourse available to the System owner.

The manufacturer, the retailer and / or the repair shop shall not be held responsible for any delays caused by material, parts or components availability or backorder.

*Shipping and handling costs, as well as any fees related with shipping or transportation of the System to the dealer location are the responsibility of the System owner.

Camso reserves its sole and exclusive right to update or modify this warranty without impact on end users. All previous terms and conditions of the warranty at time of purchase will be respected.

TROUBLESHOOTING

| Problem | Potential cause | Correction |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Abnormal vibration | Presence of debris in the system. | Remove any debris which could prevent proper operation of the system. |
| | Severe and localized wear of a wheel (flat spot). | Replace part. |
| | Frozen sprocket or wheel. | Remove the ice/snow build-up. Storing the vehicle at temperatures higher than 0 °C might be required. Re-adjust Sprocket Scraper to remove the ice/snow build-up (1/8 inch from sprocket). |
| | Beginning of derailing. | Check tensioner alignment. Make sure that the track is well guided by the wheels and the track guide. Realign track system if needed. |
| | | Check wear on wheels, track guide and track drive lugs. |
| | Presence of dirt between wheel hub and track system hub could cause incorrect seating of mating surfaces when installing track system. | Remove system and clean contact surfaces between hubs. |
| | Hub or wheel bearing damaged. | Replace damaged bearing. |
| Unstable behavior | Wheel Hub or track system hub deformed following an impact or abusive use | Replace deformed part |
| | Incorrect adjustment of angle of attack on track system. | Adjust angle of attack according to manufacturer's specifications. (Refer to "Adjustments" section of User Manual) |
| | Track tension too high | Adjust track tension. (Refer to "Adjustments" section of User Manual) |
| | Wrong alignment of the system | Correct the system alignment (Refer to the "Adjustments" section of the User Manual) |

| | | |
|---------------------------------------------------------------|------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Overheating of system guiding components (burned rubber odor) | Wheel blocked | Try to free the wheel and replace if necessary |
| | Wrong alignment of the system | Correct system alignment (Refer to the "Adjustments" section of the User Manual) |
| | Constant turn | Vary your turning radius and seek areas which can lubricate the system |
| | Uninterrupted use of the system in rutted paths. | Vary your line (out of the ruts) and seek areas which can lubricate the system |
| Loss of power | Track tension too high | Lower track tension. |
| | | Clean the sprocket of mud, snow or any contaminant build-up. Re-adjust Sprocket Scraper to remove the build-up (1/8 inch from sprocket). |
| | | Remove ice/snow build-up on wheels. |
| | | Clear frame and wheels of compacted snow. |
| | Infiltration of snow in vehicle's air intake system or clutch system.. | Remove snow and immediately contact the dealer to fix the situation. |
| Partial or total derailing | Severe wear of one or several components | Check wear on track guide, inside driving lugs and wheels. |
| | Track tension too low | Adjust track tension on systems. (Refer to "Adjustments" section of User Manual) |
| | Incorrect alignment of track system and/or incorrect angle of attack. | Adjust angle of attack on track systems and vehicle alignment according to manufacturer's specifications. (Refer to "Adjustments" section of User Manual) |
| Insufficient snow floatation | Incorrect adjustment of anti-rotation mechanism. | Adjust angle of attack according to manufacturer's specifications. (Refer to "Adjustments" section of User Manual) |
| | | Worn or damaged rubber damper on stabilizing rod. |

CE DECLARATION OF CONFORMITY

WE:

MANUFACTURER : Camso Inc.

ADDRESS : 4162, rue Burrill, Local A
Shawinigan (Québec), Canada G9N 0C3

PHONE :

FAX :

WEB SITE : www.camso.co

HEREBY DECLARE THAT THE PRODUCT SERIES:

PRODUCT : XGEN 4S Track System

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: _____

SIGNATURE: _____

DATE: _____

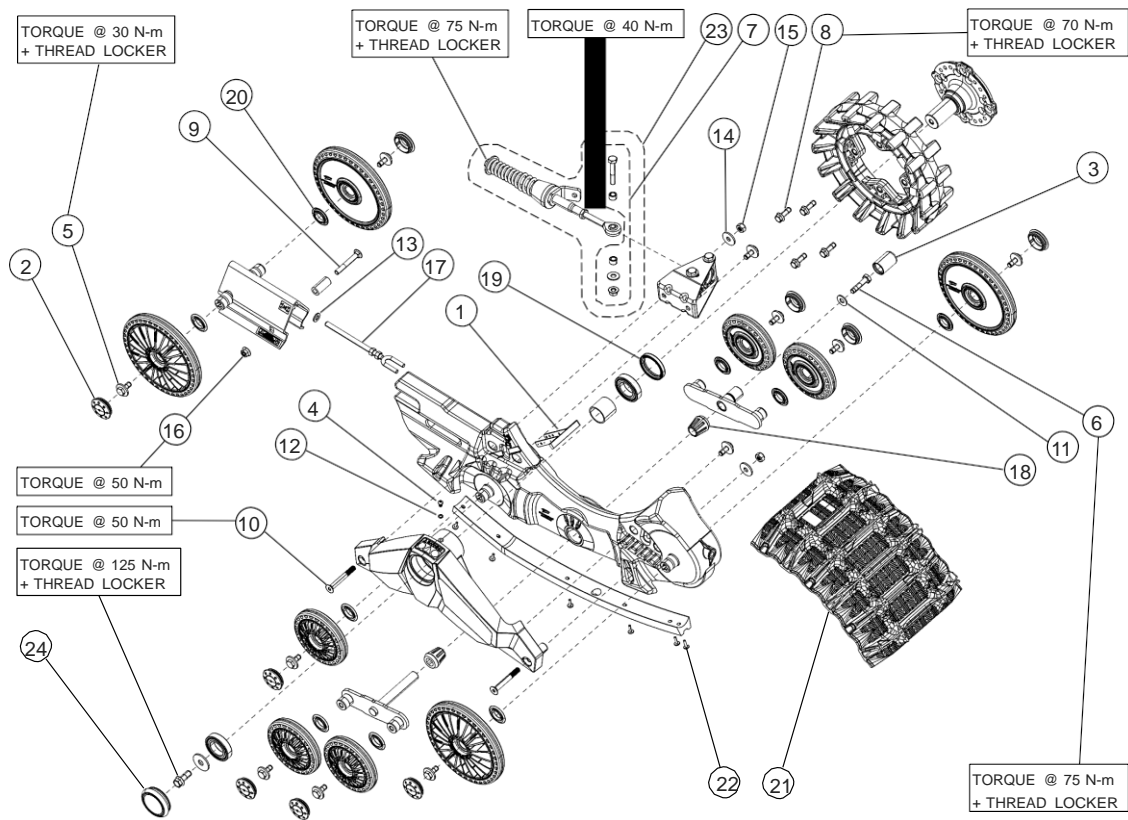


PATENTS

The TJD XGEN 4S System is covered by the following patents:

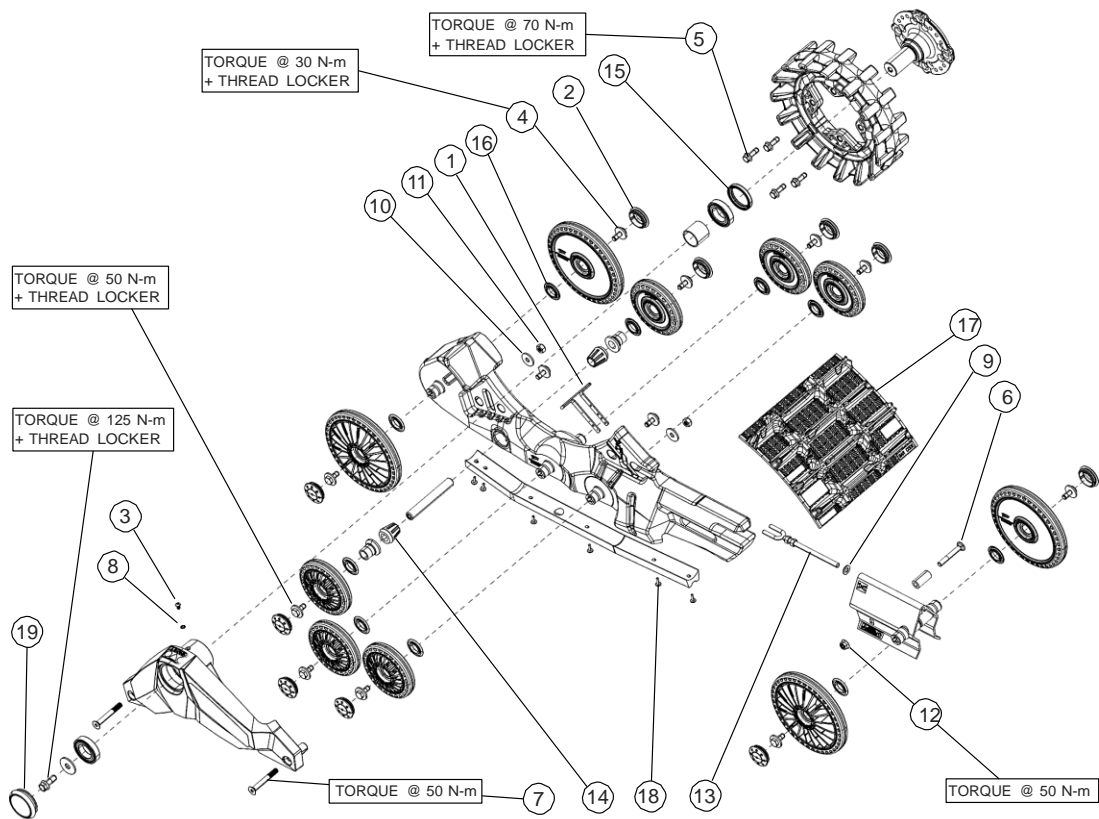
- CA 2 405 908
- CA 2 493 181
- CA 147 901
- CA 2 822 562
- CA 2 825 509
- CA 2 552 119 (inventor: Jean Després)
- CA 2 770 498 (inventor: Jean Després)
- EU 002116731-0001
- EU 002116731-0002
- US 6 935 708
- US 7 229 141
- US 8 347 991
- US 8 662 214
- US 8 967 737
- US D681,071
- US D680,561
- US 7 708 092 (inventor: Jean Després)
- US 8 297 383 (inventor: Jean Després)

PARTS LIST



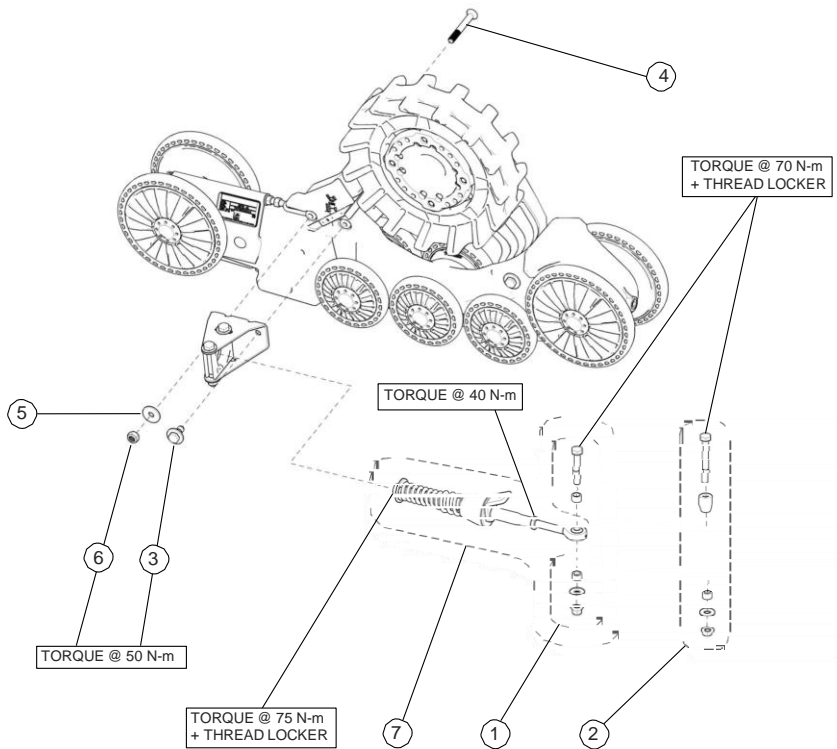
| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--------------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: FRONT LEFT & RIGHT | |
| 1 | 1015-00-7511 | SPROCKET SCRAPER / GRATTOIR DE BARBOTIN | 1 |
| 2 | 1017-00-0042 | WHEEL CAP / CAP DE ROUE -- 2" | 9 |
| 3 | 1017-00-0157 | DUST CAP - STABILIZER / CAPUCHON - STABILISATEUR | 1 |
| 4 | 1031-06-1011 | HSBS, M6-1X10, 10.9, ZP | 1 |
| 5 | 1033-10-2026 | HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 11 |
| 6 | 1033-10-A045 | HEX BOLT / BOULON HEX -- HCS, M10-1.5X45, 10.9, ZP, TL, DIN931 | 1 |
| 7 | 1033-AS-0025 | STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR | 1 |
| 8 | 1036-10-4030 | HEX BOLT / BOULON HEX -- HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 4 |
| 9 | 1046-10-0070 | CARRIAGE BOLT / BOULON DE CARROSSERIE -- CB, M10-1.5X70, 8.8, ZP, DIN603 | 1 |
| 10 | 1049-10-1080 | FLAT HEAD BOLT / BOULON À TÊTE PLATE -- HSFS, M10-1.5X 80, 10.9, ZP | 2 |
| 11 | 1060-00-0004 | WASHER / RONDELLE -- W, 7/16X1.0X0.072, 8, ZP, USS | 1 |
| 12 | 1060-06-X037 | WASHER / RONDELLE -- W, 9.9X6X0.9, AL | 1 |
| 13 | 1060-10-0001 | WASHER / RONDELLE -- W, 20X10.5X2, ZP, DIN125A | 1 |
| 14 | 1060-38-0114 | WASHER / RONDELLE -- W, 3/8x1-1/4, 0.120, ZP | 2 |
| 15 | 1071-10-0001 | NYLON NUT / ÉCROU NYLON -- NN, M10-1.5, ZP, 8, DIN982 | 2 |
| 16 | 1074-10-0001 | NYLON FLANGE NUT / ÉCROU NYLON À REBORD -- FNN, M10-1.5, 8, ZP, DIN6926 | 1 |
| 17 | 1082-00-7550 | TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS. | 1 |
| 18 | 1093-00-7000 | RUBBER CONE / CONE DE CAOUTCHOUC | 2 |
| 19 | 1093-00-7002 | DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE | 1 |
| 20 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 9 |
| 21 | 1093-00-9229 | TRACK / CHENILLE -- 11.5 X 93.38 X 1.125 (9229S) | 1 |
| 22 | 1430-06-X016 | ROUND HEAD SCREW / VIS À TÊTE RONDE -- RWHS, 6X16, TX, ZP | 6 |
| 23 | 7001-00-7535 | S-KIT STABILIZING ROD - ATV / S-KIT BRAS STABILISATEUR, ATV | 1 |
| 24 | 7017-00-7210 | HUB CAP TJD ASS'Y / CAP MOYEU TJD ASS. | 1 |

PARTS LIST



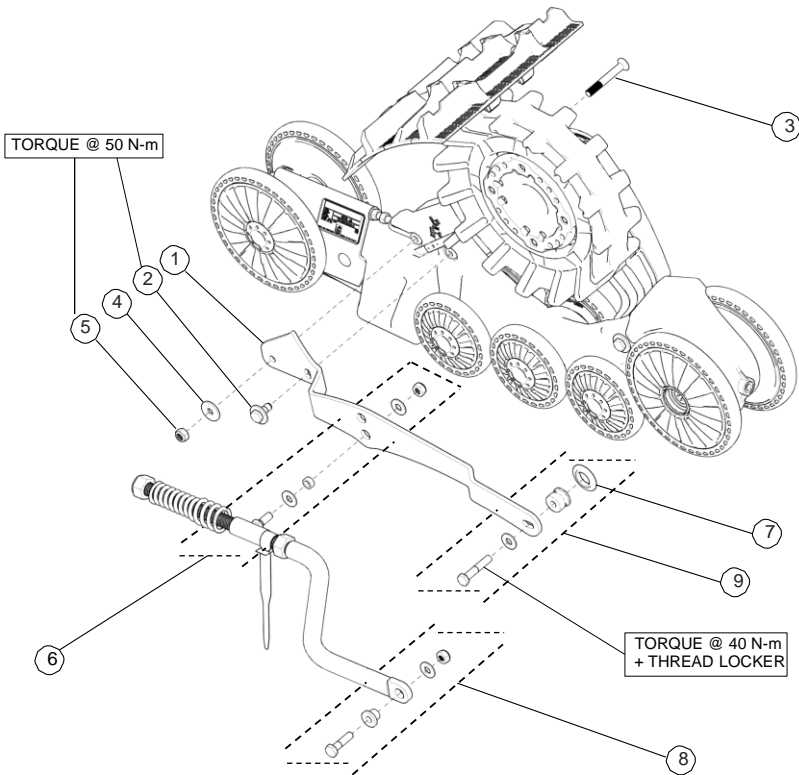
| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--------------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017:: REAR LEFT & RIGHT | |
| 1 | 1015-00-7511 | SPROCKET SCRAPER / GRATTOIR DE BARBOTIN | 1 |
| 2 | 1017-00-0042 | WHEEL CAP / CAP DE ROUE -- 2" | 10 |
| 3 | 1031-06-1011 | ROUND HEAD SCREW / VIS À TÊTE RONDE -- HSBS, M6-1X10, 10.9, ZP | 1 |
| 4 | 1033-10-2026 | HEX BOLT / BOULON HEX -- HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 12 |
| 5 | 1036-10-4030 | HEX BOLT / BOULON HEX -- HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 4 |
| 6 | 1046-10-0070 | CARRIAGE BOLT / BOULON DE CARROSSERIE -- CB, M10-1.5X70, 8.8, ZP, DIN603 | 1 |
| 7 | 1049-10-1080 | FLAT HEAD BOLT / BOULON À TÊTE PLATE -- HSFS, M10-1.5X 80, 10.9, ZP | 2 |
| 8 | 1060-06-X037 | WASHER / RONDELLE -- W, 9.9X6X0.9, AL | 1 |
| 9 | 1060-10-0001 | WASHER / RONDELLE -- W, 20X10.5X2, ZP, DIN125A | 1 |
| 10 | 1060-38-0114 | WASHER / RONDELLE -- W, 3/8x1-1/4, 0.120, ZP | 2 |
| 11 | 1071-10-0001 | NYLON NUT / ÉCROU NYLON -- NN, M10-1.5, ZP, 8, DIN982 | 2 |
| 12 | 1074-10-0001 | NYLON FLANGE NUT / ÉCROU NYLON À REBORD -- FNN, M10-1.5, 8, ZP, DIN6926 | 1 |
| 13 | 1082-00-7550 | TRACK TENSIONNER ROD ASS. / TIGE TENSIONNEUR ASS. | 1 |
| 14 | 1093-00-7000 | RUBBER CONE / CONE DE CAOUTCHOUC | 2 |
| 15 | 1093-00-7002 | DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE | 1 |
| 16 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 10 |
| 17 | 1093-00-9228 | TRACK / CHENILLE -- 11.5 X 93.38 X 1.125 (9229S) | 1 |
| 18 | 1430-06-X016 | ROUND HEAD SCREW / VIS À TÊTE RONDE -- RWHS, 6X16, TX, ZP | 6 |
| 19 | 7017-00-7210 | HUB CAP TJD ASSY / CAP MOYEU TJD ASS. | 1 |

PARTS LIST



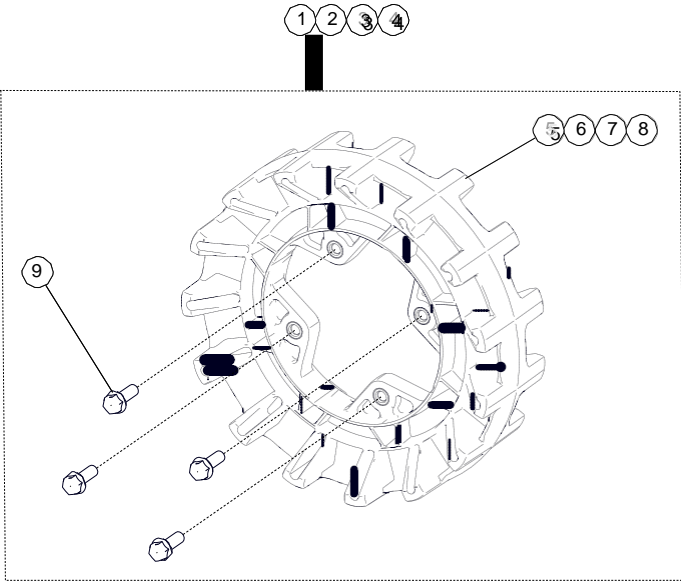
| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|-----------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: INDEPENDENT SUSPENSION (IS) | |
| 1 | 1033-AS-0025 | STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR | 1 |
| 2 | 1033-AS-0075 | STABILIZING ROD LONG BOLT KIT / ENS. BOULON LONG BRAS STABILISATEUR | 1 |
| 3 | 1033-10-2026 | HEX BOLT / BOULON HEX -- HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 1 |
| 4 | 1049-10-1080 | FLAT HEAD BOLT / BOULON À TÊTE PLATE -- HSFS, M10-1.5X 80, 10.9, ZP | 1 |
| 5 | 1060-38-0114 | WASHER / RONDELLE -- W, 3/8x1-1/4, 0.120, ZP | 1 |
| 6 | 1071-10-0001 | NYLON NUT / ÉCROU NYLON -- NN, M10-1.5, ZP, 8, DIN982 | 1 |
| 7 | 7001-00-7535 | S-KIT STABILIZING ROD - ATV / S-KIT BRAS STABILISATEUR - ATV | 1 |

PARTS LIST



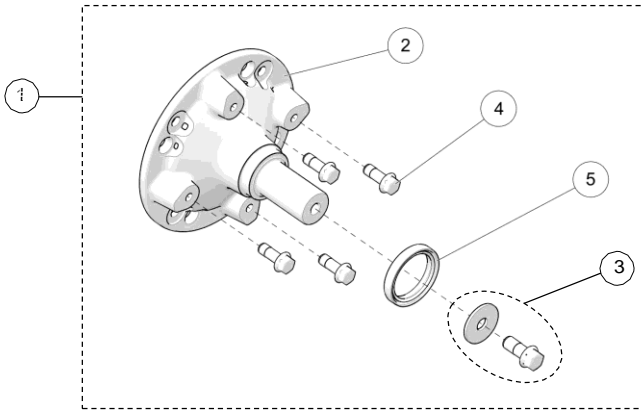
| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|----------------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017:: RIGID SUSPENSION (RS) | |
| 1-A | 1015-00-7008 | ANTI-ROT. BRACKET RIG. SUSP. LEFT / ATTACHE ANTI-ROT. GAUCHE SUSP. RIG. | 1 |
| 1-B | 1015-00-7018 | ANTI-ROT. BRACKET RIG. SUSP. RIGHT / ATTACHE ANTI-ROT. DROIT SUSP. RIG. | 1 |
| 2 | 1033-10-2026 | HEX BOLT / BOULON HEX -- HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 1 |
| 3 | 1049-10-1080 | FLAT HEAD BOLT / BOULON À TÊTE PLATE -- HSFS, M10-1.5X 80, 10.9, ZP | 1 |
| 4 | 1060-38-0114 | WASHER / RONDELLE -- W, 3/8x1-1/4, 0.120, ZP | 1 |
| 5 | 1071-10-0001 | NYLON NUT / ÉCROU NYLON -- NN, M10-1.5, ZP, 8, DIN982 | 1 |
| 6 | 1080-00-3000 | STABILIZING ARM GUIDE ASSY (RS) / GUIDE BRAS STABILISATEUR ASSEMBLÉ (SR) | 1 |
| 7 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 1 |
| 8 | 7050-00-0024 | S-KIT - BUSHING RS, STABILIZING ROD / BAGUE SR, BRAS STABILISATEUR | 1 |
| 9 | 7051-00-0060 | S-KIT BUSHING RIGID SUSPENSION - ATV / S-KIT BAGUE SUSPENSION RIGIDE - ATV | 1 |

PARTS LIST

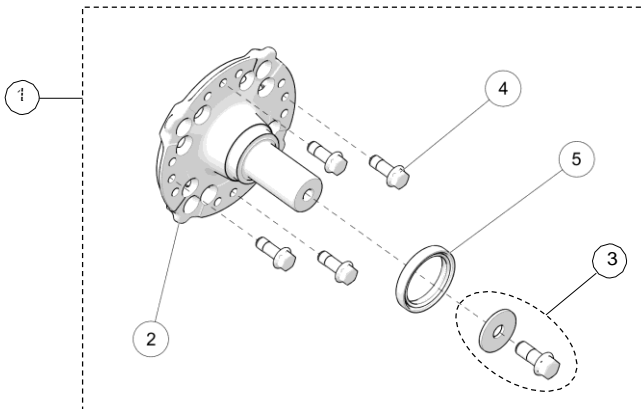


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|----------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: SPROCKET KITS | |
| 1 | 7009-00-7115 | S-KIT 15/4 SPROCKET / BARBOTIN 15/4 | 1 |
| 2 | 7009-00-7116 | S-KIT 16/4 SPROCKET / BARBOTIN 16/4 | 1 |
| 3 | 7009-00-7117 | S-KIT 17/4 SPROCKET / BARBOTIN 17/4 | 1 |
| 4 | 7009-00-7118 | S-KIT 18/4 SPROCKET / BARBOTIN 18/4 | 1 |
| 5 | -- | SPROCKET 15 TEETH / BARBOTIN 15 DENTS -- T4S | 1 |
| 6 | -- | SPROCKET 16 TEETH / BARBOTIN 16 DENTS -- T4S | 1 |
| 7 | -- | SPROCKET 17 TEETH / BARBOTIN 17 DENTS -- T4S | 1 |
| 8 | -- | SPROCKET 18 TEETH / BARBOTIN 18 DENTS -- T4S | 1 |
| 9 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 4 |

PARTS LIST

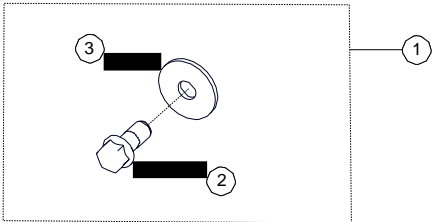


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|-----------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: S-KIT POLARIS MULTI HUB | |
| 1 | 7019-05-0070 | S-KIT POLARIS MULTI HUB / S-KIT MOYEU MULTI POLARIS | 1 |
| 2 | -- | POLARIS MULTI HUB ASS'Y / MOYEU MULTI POLARIS ASS. | 1 |
| 3 | 1033-AS-0066 | WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU | 1 |
| 4 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 4 |
| 5 | 1093-00-7002 | DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE | 1 |

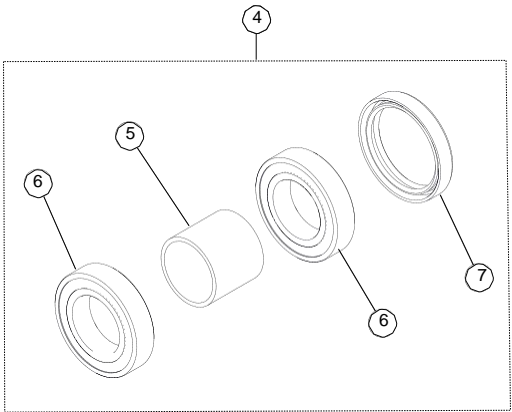


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: S-KIT MULTI MODEL HUB | |
| 1 | 7019-77-0015 | S-KIT MULTI MODEL HUB / S-KIT MOYEU MULTI MODÈLE | 1 |
| 2 | -- | MULTI MODEL HUB ASS'Y / MOYEU MULTI MODÈLE ASS. | 1 |
| 3 | 1033-AS-0066 | WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU | 1 |
| 4 | 1036-10-4030 | HFSCS, M10-1.5X30, 10.9, ZP, TL, DIN 6921 | 4 |
| 5 | 1093-00-7002 | DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE | 1 |

PARTS LIST

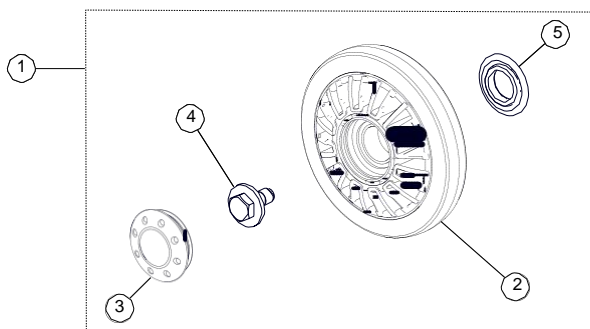


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: WHEEL HUB BOLT KIT | |
| 1 | 1033-AS-0066 | WHEEL HUB BOLT KIT / ENSEMBLE BOULON MOYEU | 1 |
| 2 | -- | HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921 | 1 |
| 3 | -- | W, 1.625, 0.515, 11GA. | 1 |

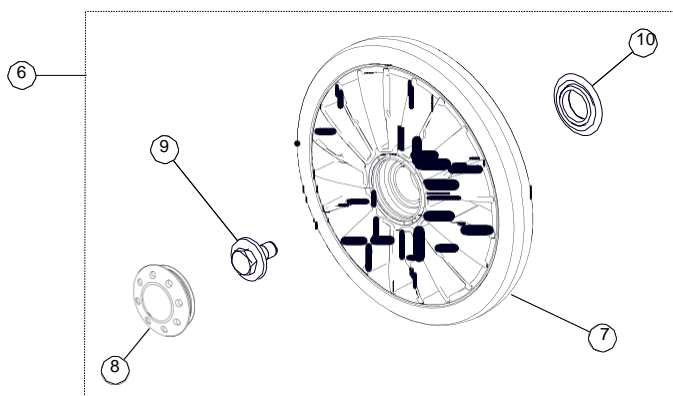


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|-------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: HUB BEARING KIT | |
| 4 | 7090-00-0001 | S-KIT ATV UTV 2 BEARINGS / S-KIT ATV UTV 2 ROULEMENTS | 1 |
| 5 | -- | BUSHING SPINDLE HUB / ESPACEUR ROULEMENT | 1 |
| 6 | -- | BEARING / ROULEMENT - 6007 | 2 |
| 7 | 1093-00-7002 | DOUBLE LIPS SHAFT SEAL / JOINT ÉTANCHE DOUBLE | 1 |

PARTS LIST

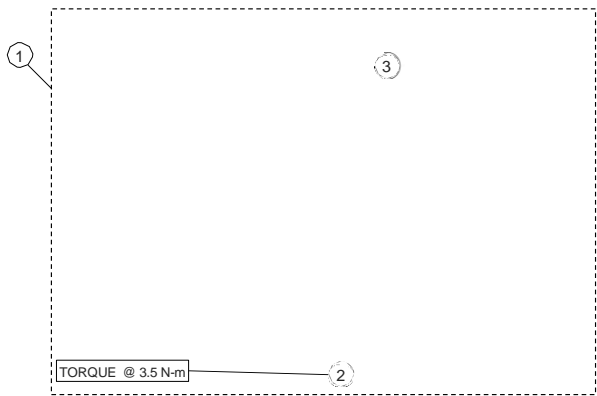


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|----------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: 134 MM WHEEL KIT | |
| 1 | 7016-00-0134 | REPLACEMENT WHEEL KIT / ENSEMBLE ROUE DE REMPLACEMENT -- 134 MM-2015 | 1 |
| 2 | -- | INJECTION ATV WHEEL / ROUE ATV INJ. -- 134 MM | 1 |
| 3 | 1017-00-0042 | WHEEL CAP / CAP DE ROUE -- 2" | 1 |
| 4 | 1033-10-2026 | HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 1 |
| 5 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 1 |

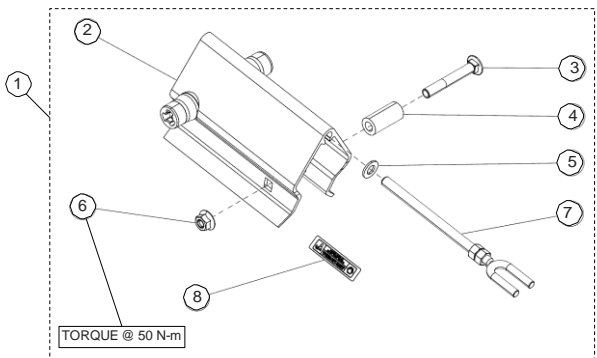


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|----------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: 202 MM WHEEL KIT | |
| 6 | 7016-00-0202 | REPLACEMENT WHEEL KIT / ENSEMBLE ROUE DE REMPLACEMENT -- 202 MM-2015 | 1 |
| 7 | -- | INJECTION ATV WHEEL / ROUE ATV INJ. -- 202 MM | 1 |
| 8 | 1017-00-0042 | WHEEL CAP / CAP DE ROUE -- 2" | 1 |
| 9 | 1033-10-2026 | HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 1 |
| 10 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 1 |

PARTS LIST

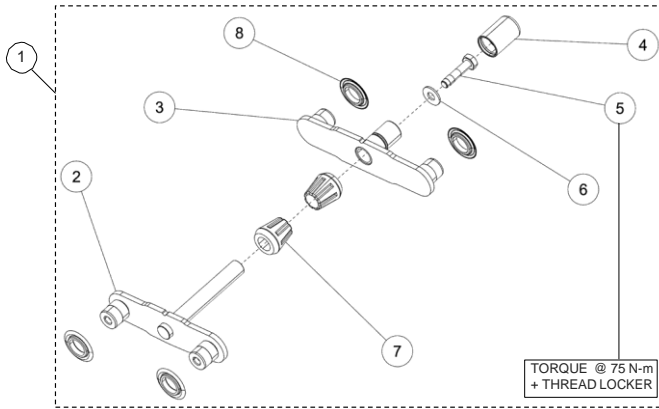


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|---------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: TRACK GUIDE KIT | |
| 1 | 7085-00-7501 | S-KIT ATV BLOW GUIDE / S-KIT GUIDE BLOW ATV | 1 |
| 2 | 1430-06-X016 | RWHS, 6X16, TX, ZP | 6 |
| 3 | -- | TRACK GUIDE / GUIDE DE CHENILLE -- XT4S | 1 |

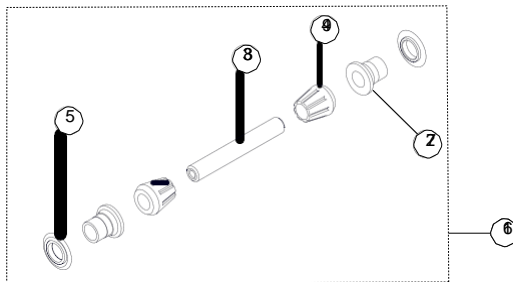


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|--------------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: TRACK TENSIONER KIT | |
| 1 | 7014-00-7610 | S-KIT ATV BLOW TENSIONER / S-KIT ATV TENSIONNEUR BLOW | 1 |
| 2 | -- | EXTRUDED TRACK TENSIONNER / TENSIONNEUR CHENILLE - EXTRUDÉ | 1 |
| 3 | 1046-10-0070 | CARRIAGE BOLT / BOULON DE CARROSSERIE -- CB, M10-1.5X70, 8.8, ZP, DIN603 | 1 |
| 4 | -- | TENSIONER BUSHING / COUSSINET TENSIONNEUR -- XT4S | 1 |
| 5 | 1060-10-0001 | WASHER / RONDELLE -- W, 20X10.5X2, ZP, DIN125A | 1 |
| 6 | 1074-10-0001 | FLANGE NUT / ÉCROU À REBORD -- FNN, M10-1.5, 8, ZP, DIN6926 | 1 |
| 7 | 1082-00-7550 | TENSIONER ROD ASS'Y / ENSEMBLE TIGE TENSIONNEUR | 1 |
| 8 | -- | STICKER - LOOSEN PRIOR / AUTOCOLLANT - DESSERRER AVANT | 1 |

PARTS LIST

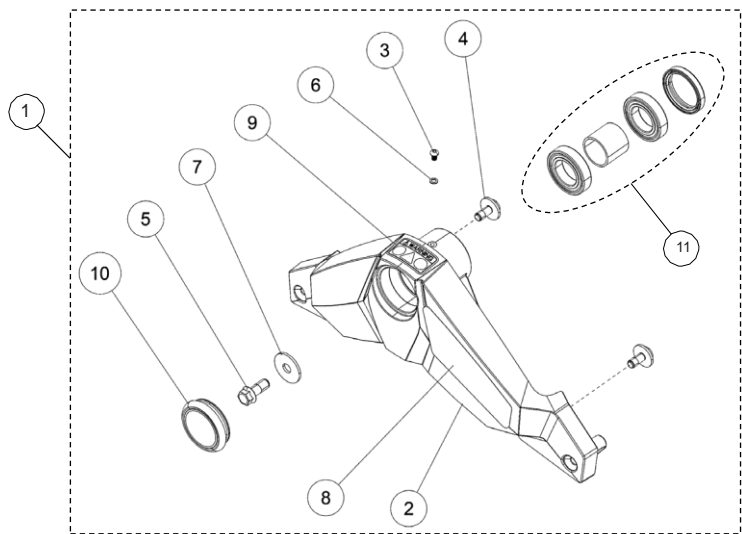


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|----------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: STABILIZER KIT | |
| 1 | 7015-00-7614 | S-KIT STABILIZER - ATV / S-KIT TANDEM - ATV | 1 |
| 2 | -- | ATV STABILIZER MALE / STABILISATEUR ATV MÂLE | 1 |
| 3 | -- | ATV STABILIZER FEMALE / STABILISATEUR ATV FEMELLE | 1 |
| 4 | 1017-00-0157 | DUST CAP - STABILIZER / CAPUCHON - STABILISATEUR | 1 |
| 5 | 1033-10-A045 | HEX BOLT / BOULON HEX -- HCS, M10-1.5X45, 10.9, ZP, TL, DIN931 | 1 |
| 6 | 1060-00-0004 | WASHER / RONDELLE -- W, 7/16X1.0X0.072, 8, ZP, USS | 1 |
| 7 | 1093-00-7000 | RUBBER CONE / CONE DE CAOUTCHOUC | 2 |
| 8 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 4 |



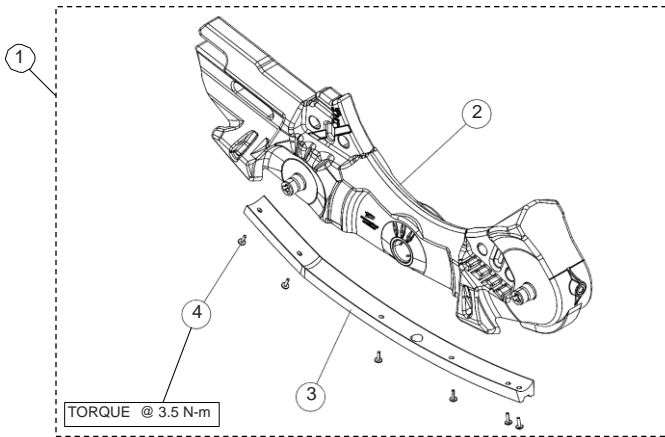
| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|----------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: REAR AXLE STABILIZER | |
| 1 | 7082-00-7012 | S-KIT ATV REAR AXLE STABILIZER I S-KIT AXE STABILISATEUR ARRIERE ATV | 1 |
| 2 | -- | WHEEL AXLE, STABILIZER I AXE DE ROUE, STABILISATEUR | 2 |
| 3 | -- | AXLE, REAR STABILIZER I AXE STABILISATEUR ARRIERE | 1 |
| 4 | 1093-00-7000 | RUBBER CONE I CONE DE CAOUTCHOUC | 2 |
| 5 | 1093-00-7009 | WHEEL SEAL I JOINT D ETANCHEITE -- (25ID X 42OD) | 2 |

PARTS LIST

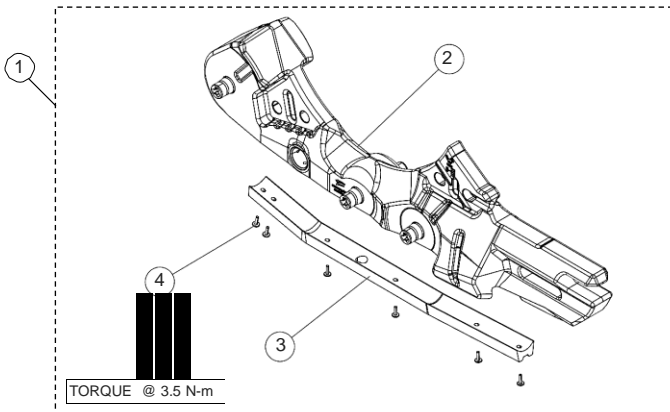


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|---------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: UPPER CARRIER | |
| 1 | 7012-00-7502 | K-FRAME, Cmplst, Cast, ATV / S-KIT Support Supérieur ATV | 1 |
| 2 | -- | UPPER CARRIER - Silver Graphite / Support Supérieur - Gris Graphite | 1 |
| 3 | 1031-06-1011 | Round Head Screw / Vis à tête ronde -- HSBS, M6-1X10, 10.9, ZP | 1 |
| 4 | 1033-10-2026 | HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 2 |
| 5 | -- | HFSCS, M12-1.75X30, 10.9, ZP, TL, DIN 6921 | 1 |
| 6 | 1060-06-X037 | Washer / Rondele -- W, 9.9X6X0.9, AL | 1 |
| 7 | -- | Washer / Rondele -- W, 1.625, 0.515, 11ga. | 1 |
| 8 | -- | Sticker / Autocollant -- XGEN 4S 2017 | 1 |
| 9 | -- | Sticker / Autocollant -- Warning | 1 |
| 10 | 7017-00-7210 | Hub Cap TJD - Ass'y / Cap Moyeu TJD - Ass. | 1 |
| 11 | 7090-00-0001 | S-KIT ATV UTV 2 Bearings / S-KIT ATV UTV 2 Roulements | 1 |

PARTS LIST

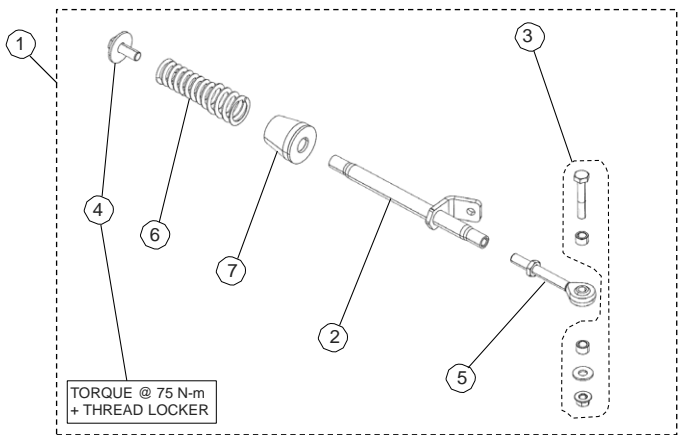


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: FRONT BASE FRAME | |
| 1 | 7010-00-7550 | S-KIT ATV FRONT BASE FRAME / S-KIT BASE CHÂSSIS AVANT | 1 |
| 2 | -- | FRONT LOWER FRAME ASS'Y / CHÂSSIS AVANT INFÉRIEUR ASSEMBLÉ | 1 |
| 3 | -- | TRACK GUIDE / GUIDE DE CHENILLE -- XT4S | 1 |
| 4 | 1430-06-X016 | ROUND HEAD SCREW / VIS À TÊTE RONDE -- RWHS, 6X16, TX, ZP | 6 |

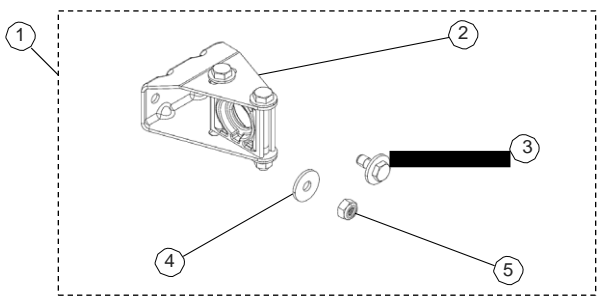


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|-------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: REAR BASE FRAME | |
| 1 | 7012-00-7550 | S-KIT ATV REAR BASE FRAME / S-KIT BASE CHÂSSIS ARRIÈRE | 1 |
| 2 | -- | REAR LOWER FRAME ASS'Y / CHÂSSIS ARRIÈRE INFÉRIEUR ASSEMBLÉ | 1 |
| 3 | -- | TRACK GUIDE / GUIDE DE CHENILLE -- XT4S | 1 |
| 4 | 1430-06-X016 | ROUND HEAD SCREW / VIS À TÊTE RONDE -- RWHS, 6X16, TX, ZP | 6 |

PARTS LIST

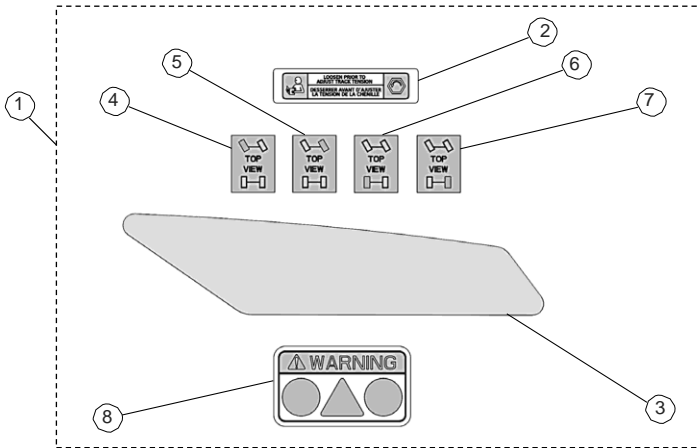


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|-----------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: STABILIZING ROD - ATV | |
| 1 | 7001-00-7535 | S-KIT STABILIZING ROD - ATV / S-KIT BRAS STABILISATEUR - ATV | 1 |
| 2 | -- | SHORT ANTI-ROTATION ROD / TIGE ANTI-ROTATION COURTE | 1 |
| 3 | 1033-AS-0025 | STABILIZING ROD SHORT BOLT KIT / ENS. BOULON COURT BRAS STABILISATEUR | 1 |
| 4 | 1035-12-9030 | HEX BOLT / BOULON HEX -- HFCSW, M12-1.75X30, 10.9, ZP, TL | 1 |
| 5 | 1047-12-1090 | X-LONG ROD END / TIGE À CÊIL X-LONGUE | 1 |
| 6 | 1080-00-0002 | COMPRESSION SPRING / RESSORT COMPRESSION | 1 |
| 7 | 1093-00-7050 | RUBBER DAMPER / AMORTISSEUR DE CAOUTCHOUC | 1 |

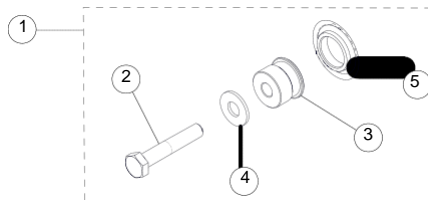


| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|-----------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: ANTI-ROTATION BRACKET KIT | |
| 1 | 7015-00-8252 | S-KIT ANTI-ROTATION IND. SUSPENSION / S-KIT ANTIROT. SUSP. IND. | 1 |
| 2 | -- | ANTI-ROTATION BRACKET IND SUSP / ATTACHE ANTI-ROTATION SI | 1 |
| 3 | 1033-10-2026 | HEX BOLT / BOULON HEX -- HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933 | 1 |
| 4 | 1060-38-0114 | WASHER / RONDELLE -- W, 3/8X1-1/4, 0.120, ZP | 1 |
| 5 | 1071-10-0001 | NYLON NUT / ÉCROU NYLON -- NN, M10-1.5, ZP, 8, DIN982 | 1 |

PARTS LIST



| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|------------------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: DECALS | |
| 1 | 7083-00-7620 | S-KIT, DECALS TJD XGEN 4S - 1 TRACK / S-KIT, DECALQUES TJD XGEN - 1 CHENILLE | 1 |
| 2 | -- | STICKER - LOOSEN PRIOR / DÉCALQUE - DESSERRER AVANT | 1 |
| 3 | -- | STICKER / DÉCALQUE -- XGEN 4S 2017 | 1 |
| 4 | -- | STICKER, FRONT LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AV. GAUCHE | 1 |
| 5 | -- | STICKER, FRONT RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AV. DROIT | 1 |
| 6 | -- | STICKER, REAR LEFT PICTOGRAM / DÉCALQUE PICTOGRAMME AR. GAUCHE | 1 |
| 7 | -- | STICKER, REAR RIGHT PICTOGRAM / DÉCALQUE PICTOGRAMME AR. DROIT | 1 |
| 8 | -- | STICKER WARNING / AUTOCOLLANT AVERTISSEMENT | 1 |



| ITEM # | PART # | DESCRIPTION | QTY |
|--------|--------------|----------------------------------------------------------------------------|-----|
| | | TJD XGEN 4S MY2017 :: BUSHING RIGID SUSPENSION | |
| 1 | 7051-00-0060 | S-KIT BUSHING RIGID SUSPENSION - ATV / S-KIT BAGUE SUSPENSION RIGIDE - ATV | 1 |
| 2 | -- | HCS, M10-1.5X55, 8.8, ZP, DIN931 | 1 |
| 3 | -- | SPACER WHEEL ASSY / ESPACEUR ROUE -- Ø202MM | 1 |
| 4 | 1060-00-0004 | W, 7/16X1.0X0.072, 8, ZP, USS | 1 |
| 5 | 1093-00-7009 | WHEEL SEAL / JOINT D'ÉTANCHÉITÉ -- (25ID X 42OD) | 1 |