ALL SEASON TRACKS
INSTALLATION INSTRUCTIONS

MODELS: MAX II, MAX IV, BUFFALO TRUCK

PART I: BEARING CAGE INSTALLATION.

PART II: AXLE SUPPORT RAIL INSTALLATION.

PART III: TRACK INSTALLATION.

Please Read All Instructions Before You Begin.

NOTE: PART I MAY BE OMITTED IF YOUR VEHICLE WAS SHIPPED WITH BEARING CAGES FROM THE FACTORY.

Part I

Bearing Cage Installation

Note: There are six bearing cages supplied with your track system (see figure I). These bearing cages give extra support to the axles during track use. Bearing cages are not required for track use, but they are highly recommended, especially on hard surfaces. Failure to install bearing cages may result in equipment failure.

Tools Required:

11/16" Wrench
9/16" Wrench
3/4" Wrench (Max IV or Truck)
3/4" Socket (Max IV or Truck)
5/8" Socket
9/16" Socket
6" Extension
Ratchet
Hammer
Drift Pin/Alignment Tool
5/32" Hex Wrench
Standard Screw Driver (Max II or Truck)
Torque Wrench
Floor Jack and some sort of blocks to hold vehicle off the ground

Procedure:

1. Disconnect the negative battery cable. Place the vehicle in NEUTRAL gear.

2. Raise the vehicle so the tires are off the ground.

3. Remove the tire from the right front axle.

4. Loosen the set screw on the outer locking collar (and inner collar on a Max IV or Truck) with the hex wrench. Unlock the locking collar(s) using the locking hole in the collar (not the set screw hole). To unlock the collar, place the drift pin in the collar hole and tap with a hammer in the rearward (toward the rear of the vehicle) direction. Once loose, slide the locking collar away from the bearing.

5. Measure the distance from the chassis to the edge of the sprocket. Write this measurement down as it will be needed later in order to realign the chain(s).

6. Remove the axle bolt from the axle and sprocket assembly. You may need to remove the disc brake calipers first if your vehicle is disc brake equipped. To do this, simply loosen and remove the two, 5/16" bolts that hold the caliper mounting bracket to the chassis. Lay the caliper off to the side. The axle should now spin without the sprocket turning.

7. Remove the axle from the vehicle. You may need to tap the axle out with a hammer by tapping on the back side of the wheel flange (the plate the wheel bolts to). If the axle will not come out, you may have to loosen the chains. Please refer to your owners manual for chain tensioning instructions. To loosen the chains on a Max IV, simply loosen the adjusters so they are free to move. On a Max II or Truck, loosen the primary chains by loosening the adjuster mechanisms on the bulkhead of the chassis. To loosen the spring loaded adjusters, carefully use a screw driver to "un-ratchet" the adjusters.

8. Remove the three (four on a Max IV or Truck) nuts and lock washers on the outer bearing flange (outside the body) of the vehicle. Do not remove the bolts from the body. Keep the bearing and flange assembly in place when the nuts are removed.

9. Place the inner side of the bearing cage (the side without the bearing) over the flange bolts and thread on the nuts and lock washers removed in step 8. There is a notch in the bearing cage for the bearing flange grease fitting. Make sure this notch lines up with the fitting. Do not tighten down the hardware (see figure II). If you have a Max IV or Truck equipped with skid plates, you must read step 9a. If you have a Max II, or a Max IV or Truck without skid plates, you may proceed to step 10.

   9a. Your track kit contains 2 plastic shims (see Figure IV). These shims need to be placed on the outside of the outer bearing flange of the center bearing cage (see Figure III). Remove the lock washers and nuts on the outer bearing flange, install the shim, and reinstall the lock washers and nuts. Place one shim on each side of the vehicle.

10. Place the new locking collar on the axle (the one supplied with the bearing cage). Make sure that the recessed portion on the locking collar is facing the vehicle body.

11. Insert the axle into the outer cage bearing. Place the other locking collar on the axle while it is between the outer cage bearing and the outer chassis bearing. Again, make sure the recessed portion of the locking collar is facing the vehicle body.

12. Insert the axle into the outer chassis bearing. On the Max II, grease the brass bushing in the end of the axle and slide the axle through the sprocket assembly and onto the stub shaft on the chassis. On the Max IV and Truck, slide the axle through the sprocket assembly and place the inner bearing locking collar on the end of the axle with the recessed portion facing the bearing. Slide the axle into the inner bearing. If you did not loosen the chains in step 7 and the sprocket assembly will not line up with the axle, loosen the chains as described in step 7.

13. Tighten down all of the flange bolts on the outer chassis bearing. These nuts should be tightened down to 23 foot pounds. Leave the outside bearing cage flange bolts loose for now as you will have to remove the nuts in order to install the axle support rail.

14. Place the axle bolt into the sprocket and through the axle. Tighten the nut down to 30 foot pounds.

15. Slide the axle and sprocket in or out of the vehicle until you obtain the same measurement as written down from step 5. This will give you proper chain alignment. All chains and sprockets must be aligned properly. If the chains are not aligned, equipment failure will result.

16. Tighten down the outer chassis locking collar. Turn the collar by hand in the forward direction until it is snug on the bearing. Using a drift pin and hammer, tap the locking collar in the forward direction with 4 or 5 firm taps. Be sure that you are using the locking hole and not the set screw hole. Tighten down the set screw using the hex wrench. On a Max IV or Truck, repeat this procedure for the inner chassis bearing.

17. Repeat steps 3 through 16 for the remaining axles.

18. Adjust the chains as described in your owners manual.

Note: Bearing cages may be left on the vehicle at all times, even when the tracks, wheel extensions, and axle support rails have been removed. Grease the bearings on each axle after every 50 hours of use.

Proceed to Part II to install the axle support rails.

Part II

Axle Support Rail Installation

Note: This kit contains 2 axle support rails. Failure to install these rails may result in equipment failure when driving with tracks.

Tools Required:

9/16" Wrench
9/16" Socket
Ratchet
Hammer
Drift Pin/Alignment Tool
5/32" Hex Wrench
Torque Wrench
3/4" Wrench
3/4" Socket
6" Extension
Ratchet

Procedure:

1. If you have omitted Part I (Bearing Cage Installation), you must read steps 1a, 1b, 1c, 1d, and 1e. If you have already completed Part I, you may proceed to step 2 in this section.

   1a. Disconnect the negative battery cable. Place the vehicle in NEUTRAL gear.

   1b. Raise the vehicle so all six tires are off the ground.

   1c. Remove all the tires from the axles.

   1d. Loosen the 4 outer cage bearing bolts on each axle.

   1e. Leave the locking collars tight.

2. Starting on the right side of the vehicle, remove all the nuts and lock washers from the outer cage bearing bolts.

3. Each axle support rail has a notch for the axle to pass through. This notch will be towards the bottom of the vehicle. Also, the flat side of the rail must be placed toward the inside of the vehicle or against the outer cage bearing flange (see Figure III). For a Max IV and Truck, there is a left and a right rail. Each side will line up with the axle spacing only for that particular side. Identify these now by trying to fit one, then the other.

4. Place the rail on the right side of the vehicle (see Figure III). Line up all of the outer cage bearing flange bolts with the holes in the rail. Install the lock washers and nuts removed in step 2. Tighten these down to 23 foot pounds. Now Tighten down the locking collars on the outer cage bearings as described in step 16 of Part I. If you skipped Part I, your locking collars should already be tight.

5. The track kit contains six wheel extensions. Place each extension over the five studs on each axle on the right hand side. Install five lug nuts on each extension. Tighten down the lug nuts with the 3/4" wrench securing the extension to the axle flange.

Important: Extensions MUST be used after the rail is installed on the vehicle. Otherwise, a tire and wheel assembly will not properly fit on the vehicle.

6. Repeat steps 2 through step 5 for the left side of the vehicle.

Note: Rails may be removed by reversing the above procedure. The rails and extensions increase the width of a vehicle. You may have to remove the rails and extensions before transporting the vehicle and/or riding in areas where the vehicle may be too wide.

Proceed to Part III for Track Installation

Part III

Track Installation

Tools Required:

3/4" Socket
6" Extension
Ratchet
Tire Gauge (low pressure)
Air Pump/Compressor to inflate tires
Valve Core Remover (supplied in track kit)

Procedure:

Note: The higher the vehicle is lifted off the ground, the easier it will be to install the tracks. Be sure that the vehicle is very secure and stable before attempting to install the tracks.

1. If you choose to use tubes in the tires (available from Recreatives Industries), they should be installed at this point. (Tubes are recommended if you are using tracks on a vehicle prior to Serial #13413 or if you have experienced tire bead problems in the past.)

2. Install the tire and wheel assemblies on the front and rear axles only. The center tire and wheel assembly will be installed later. Tighten down the lug nuts on each wheel.

3. The front and rear tires must be completely deflated. To do this, remove the valve core of each tire using the valve core removal tool. The cores unscrew from the inside of the valve stem.

4. Place the track around the front tire.

5. Pull the track toward the rear of the vehicle and lay the track over the top of the rear tire as far as possible. At this stage, you probably will not be able to lay the track over more than one-third the width of the rear tire.

6. Rotate the track in the backwards direction in order to "walk" the track onto the rear tire. While rotating, put pressure on the outside of the track, forcing the track inward toward the center of the vehicle. This is done most easily with two people, one at the front and one at the rear of the vehicle.

7. When the front and rear tires are centered between the aluminum track guides, Install and tighten down the center tire and wheel assembly.

8. Install the valve cores in the front and rear tires and inflate all the tires to 3 psi.

9. Repeat steps 1 through 8 for the other side of the vehicle.

10. Install valve caps on the tires. Failure to install the caps may result in a tire becoming flat due to debris getting in the valve stem.

11. Lower the vehicle onto the ground and reconnect the negative battery cable.

Note: Over time the tracks will stretch. If the tracks come off the vehicle, this usually means that the tracks are too loose and must be tightened. There are two ways to tighten the tracks:

1. Increase the tire pressure (5 psi max.)
2. Trim the track

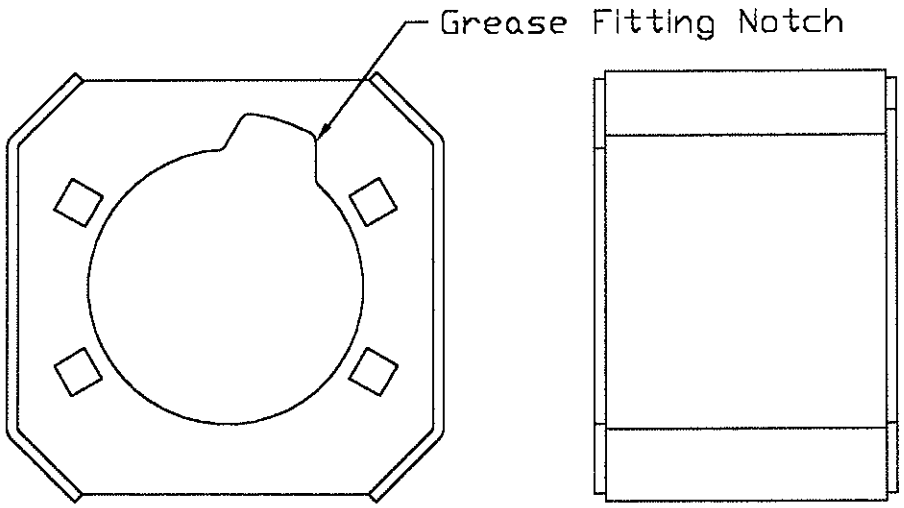
Try #1 first, if the tracks still come off, you must remove the track from the vehicle and trim off some material.

Find a seam on the track (there are two of them) and remove the six connectors. Using a razor knife, carefully trim off about 1/2" and reconnect the track. Install the track on the vehicle and inflate the tires to 3 psi.

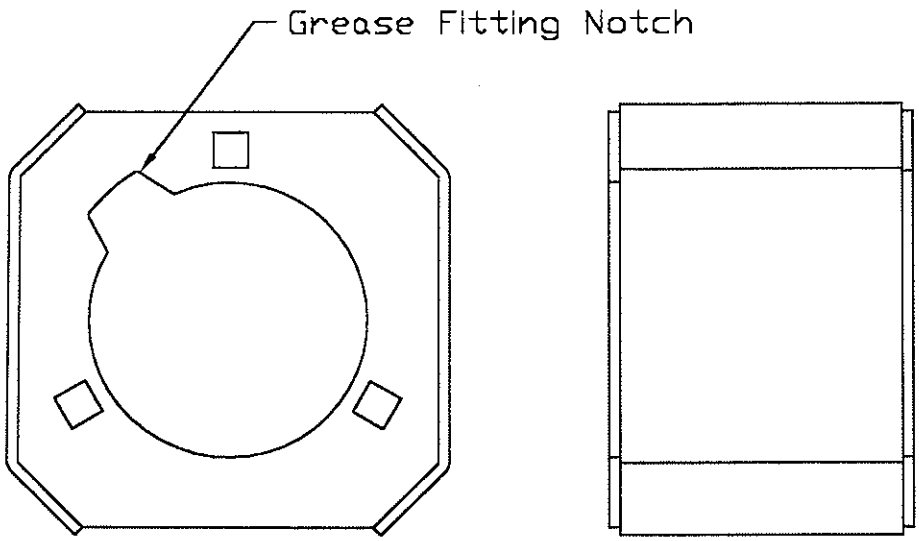
Limited Warranty: **90 days from the date of purchase against defects in material and workmanship. Warranty <u>does not apply</u> to use on hard surfaces.**

Questions? Call Recreatives Industries at 1-800-255-2511
8:30 AM - 5:00 PM EST, Monday - Friday

Bearing Cage



Max IV and Truck



Max II

Figure I

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Bearing Cage and Axle Assembly

Hardware Not Shown

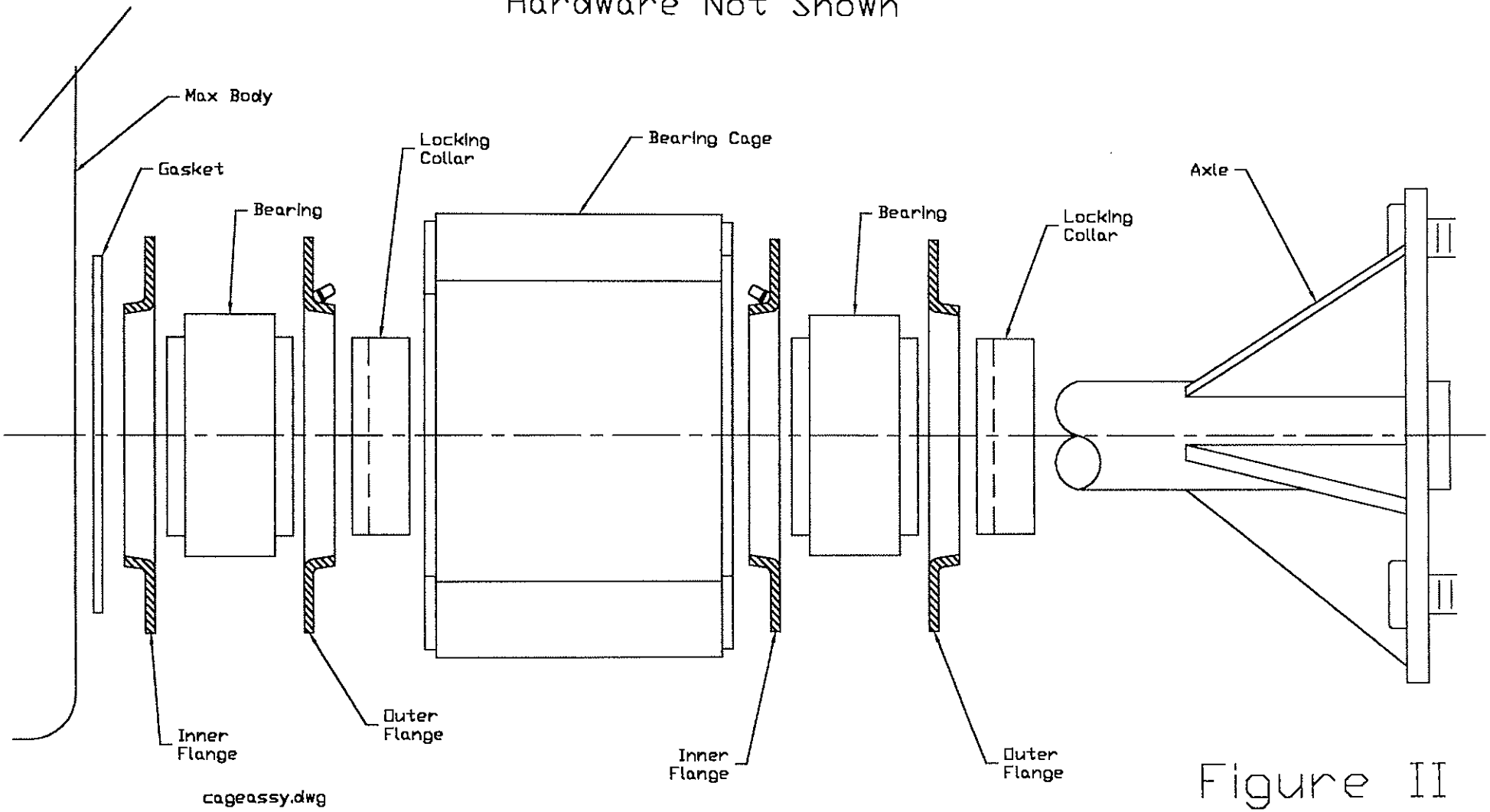

Figure II

Bearing Cage and Rail Assembly

Hardware Not Shown

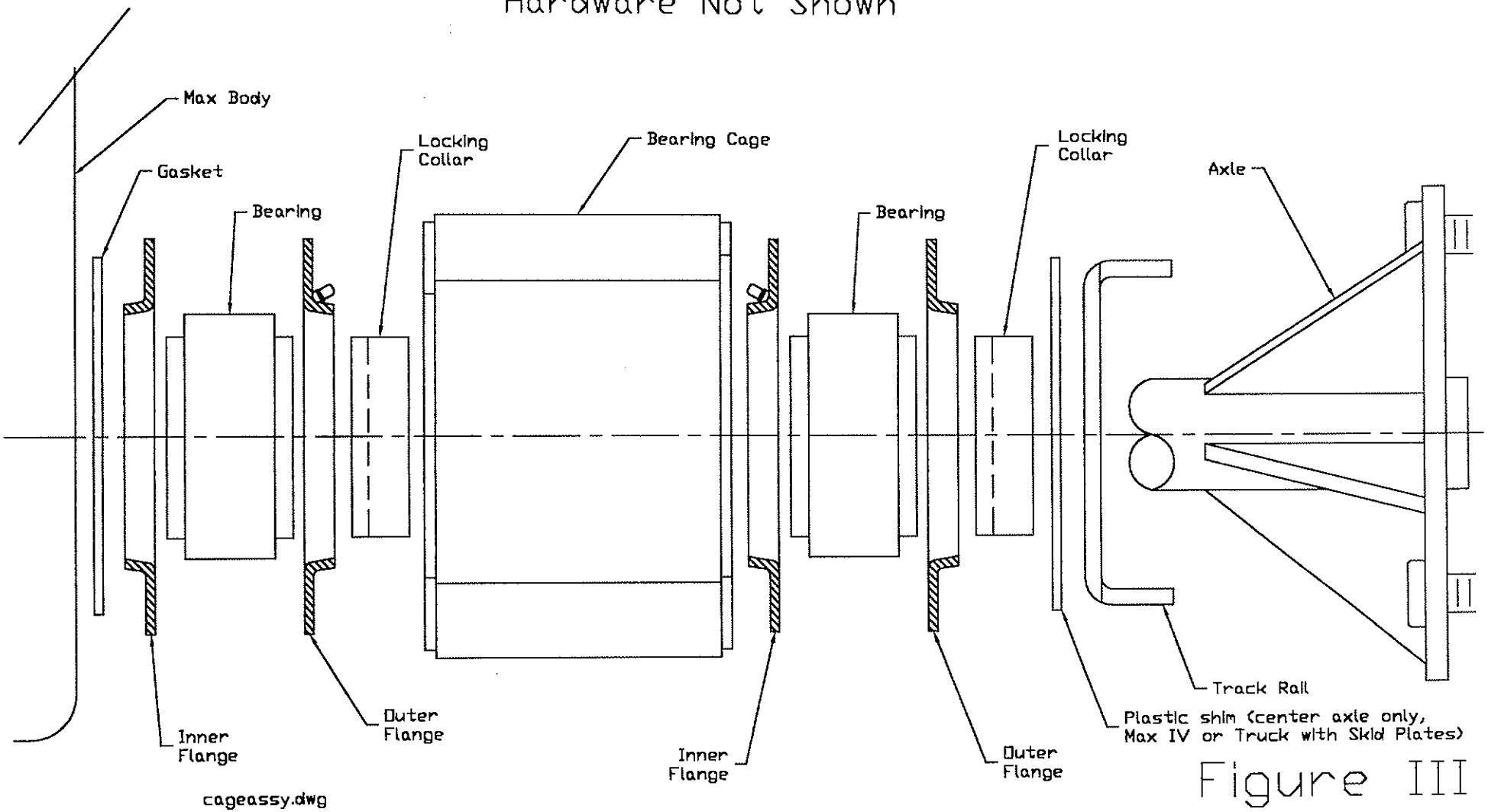

Figure III

Max IV and Truck Bearing Cage Shim

(For center axles only on Max IV or Truck with Skid Plates)

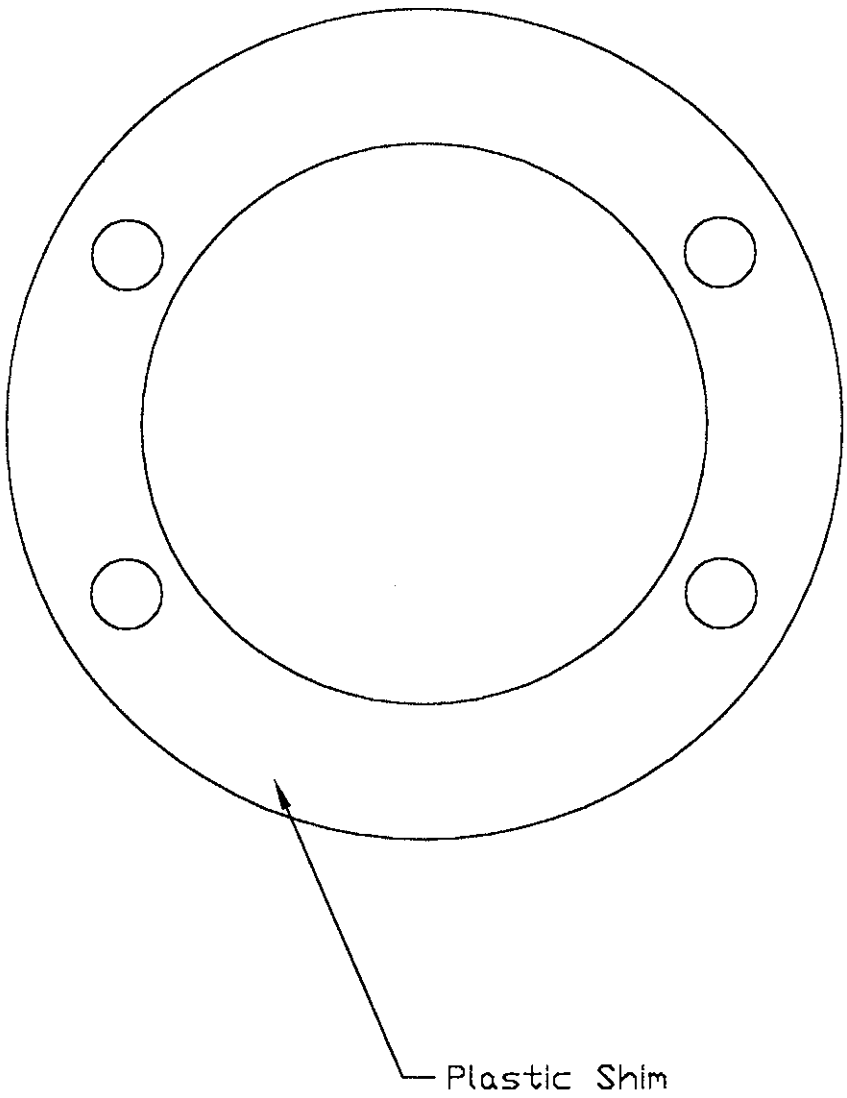

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Figure IV