

# TRACK

## SERVICE TOOLS

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## PROCEDURES

### TRACK

#### Track Inspection

Visually inspect track for:

- Cuts and abnormal wear
- Broken rods
- Broken or missing track cleats
- Perforations in the track
- Tears in the track (particularly around traction product holes)
- Lugs that are broken or torn off, exposing portion of rods
- Delamination of the rubber
- Broken studs
- Bent studs
- Studs that are torn off the track
- Missing track guide(s).

If track is damaged or rods are broken, replace track. For damaged or missing cleats, replace by new ones.

#### **⚠ WARNING**

Do not operate a snowmobile with a cut, torn or damaged track.

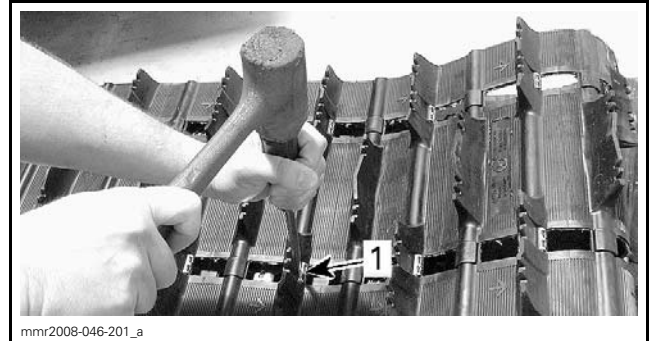
#### Track Cleat Replacement

Raise rear of vehicle off the ground.

Lift snow guard.

Rotate track to expose a cleat to be replaced.

Remove cleat from track using plastic hammer and a big screwdriver.



*TYPICAL*

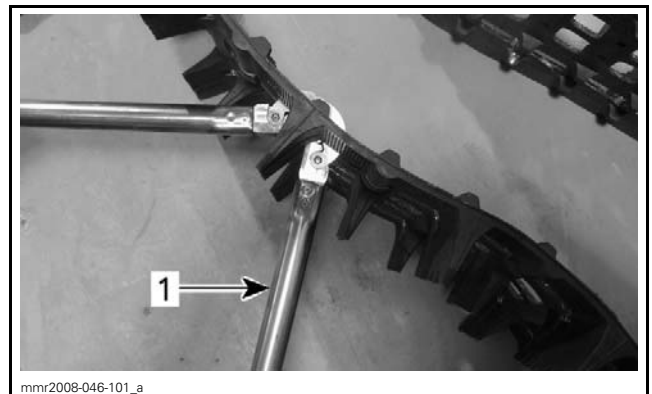
1. Cleat

Place new cleat in position on the track.

Secure cleat using the TRACK CLEAT INSTALLER (P/N 529 036 044).



Bend cleat and push tabs into rubber.



*TYPICAL*

1. Narrow-cleat installer

Reopen narrow-cleat installer.

Position cleat tabs on open end of tool.

Squeeze tabs until they are indented in rubber.

## Subsection XX (TRACK)

### Track Removal

Remove rear suspension from vehicle. Refer to *REAR SUSPENSION*.

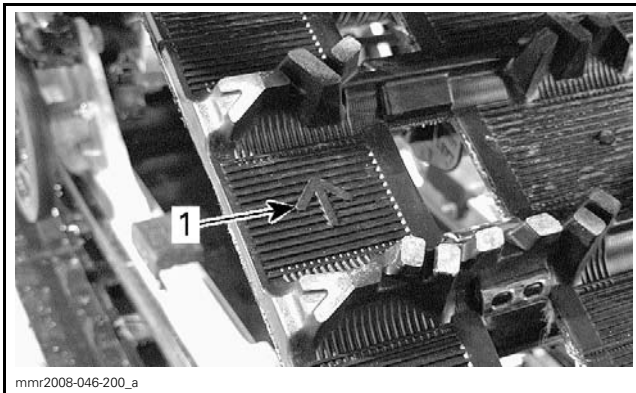
Remove drive axle, refer to *DRIVE AXLE* subsection.

Remove track.

### Track Installation

Reverse the removal procedure.

**NOTE:** When installing the track, respect rotation direction indicated by an arrow on track thread.



1. Arrow pointing forwards

### Track Adjustment and Alignment

Refer to *PERIODIC MAINTENANCE PROCEDURE* subsection to adjust and align the track.

## TRACTION ENHANCING PRODUCTS (STUDS)

### Important Safety Rules

All REV-XS tracks use special single ply of fabric track to reduce weight and rolling resistance. The conventional track design is a 2 layers of fabric and one layer of high strength tensile cord. These new tracks design is a single layer of fabric and one layer of tensile cord. This results in a thinner track and if studded, absolutely requires the use of the 286 Phantom series designed studs.

#### **⚠ WARNING**

REV-XS require special studs. Use only the 286 Phantom series studs and support plates on these tracks. The use of other kinds of studs on these tracks may cause risks of injuries.

#### **⚠ WARNING**

Installing an incorrect number of studs or an improper installation could reduce the track life and possibly resulting in serious injury or death.

#### **⚠ WARNING**

- Never stud a track that has not been approved for studs. Installing studs on an unapproved track could increase the risk of the track tearing or severing, possibly resulting in serious injury or death. Approved tracks can be identified by a stud symbol molded into the track surface.
- Studs should only be installed in the locations indicated by molded bulges in the track surface.
- Never stud a track with a profile of 35 mm (1.378 in) or more.
- The maximum allowable stud penetration range is 6.4 mm to 9.5 mm (1/4 in to 3/8 in).
- The number of studs installed must match the number of molded bulges in the track.
- Strictly adhere to the specified tightening torque.

#### **⚠ WARNING**

To prevent serious injury to individuals near the snowmobile:

- NEVER stand behind or near a moving track.
- ALWAYS use a wide-base snowmobile stand with a rear deflector panel.
- When the track is raised off the ground, only run it at lowest possible speed.

Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force, possibly resulting in the loss of a leg or other serious injury.

### Effects of Having a Studded track on the Life of the Snowmobile

The use of traction enhancing products can increase the load and the stress on certain snowmobile components, as well as the vibration level. This can cause premature wear on parts such as belts, brake lining, bearings, chain, and chain-case sprockets, and on approved studded tracks, shorten track life. For this reason, it is even more

important to follow the detailed maintenance program given in the *PERIODIC MAINTENANCE SCHEDULE*.

Studs on the track can also cause serious damage to the snowmobile if it is **not equipped** with the tunnel protectors designed for the particular model. Damage to the electrical wiring or perforation of the heat exchangers are potential hazards, that could cause the engine to overheat and be severely damaged.

### **WARNING**

If tunnel protectors are excessively worn or not installed, the gas tank could be punctured, causing a fire.

## Studs and Track Inspection

A visual inspection of the track should be performed before each use. Refer to *TRACK INSPECTION*.

Replace broken or damaged studs immediately. If the track shows signs of deterioration, it must be replaced immediately. In doubt, replace the track.

### **WARNING**

Riding with a damaged track or studs could lead to loss of control, resulting in a risk of serious injury or death.

## Stud Installation Tables

Use the following table for appropriate size and quantity of studs.

<b>APPROVED STUDS ACCORDING TO TRACK LUG HEIGHT</b>			
<b>LUG HEIGHT</b>	<b>STUD SIZE</b>	<b>QTY OF STUDS FOR A 120" TRACK</b>	<b>QTY OF STUDS FOR A 137" TRACK</b>
25.4 mm (1 in)	1.075 in	84	96
31.75 mm (1-1/4 in)	1.325 in	84	96

Ensure installed track is compatible with stud kit. Refer to proper studs application publication on *BOSSWEB*.