

# PROSPECTOR TRACK MOUNT KIT



**P/N 2882109**

## APPLICATION

Verify accessory fitment at [Polaris.com](http://Polaris.com).

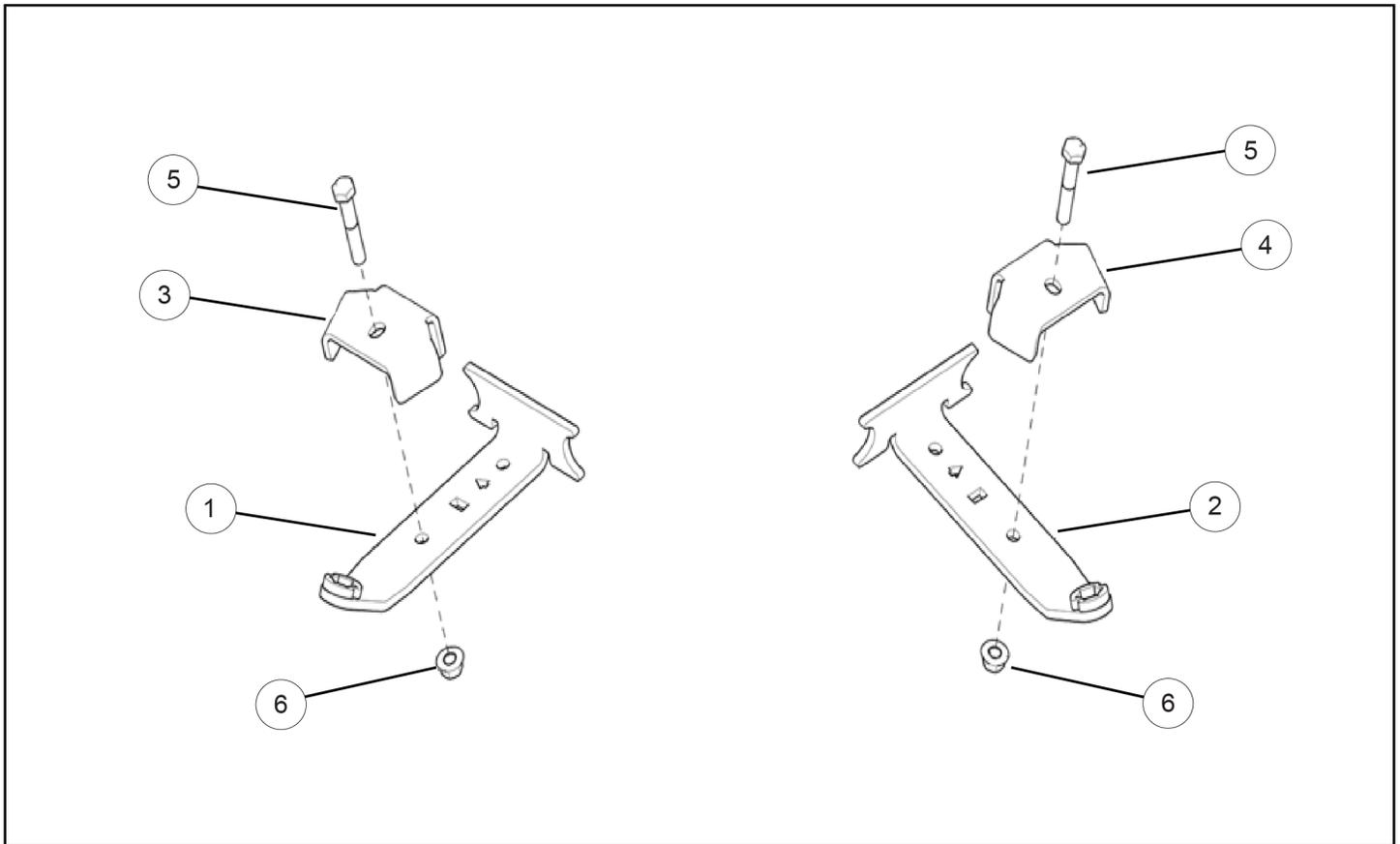
## BEFORE YOU BEGIN

Read these instructions and check to be sure all parts and tools are accounted for. Please retain these installation instructions for future reference and parts ordering information.

## KIT CONTENTS

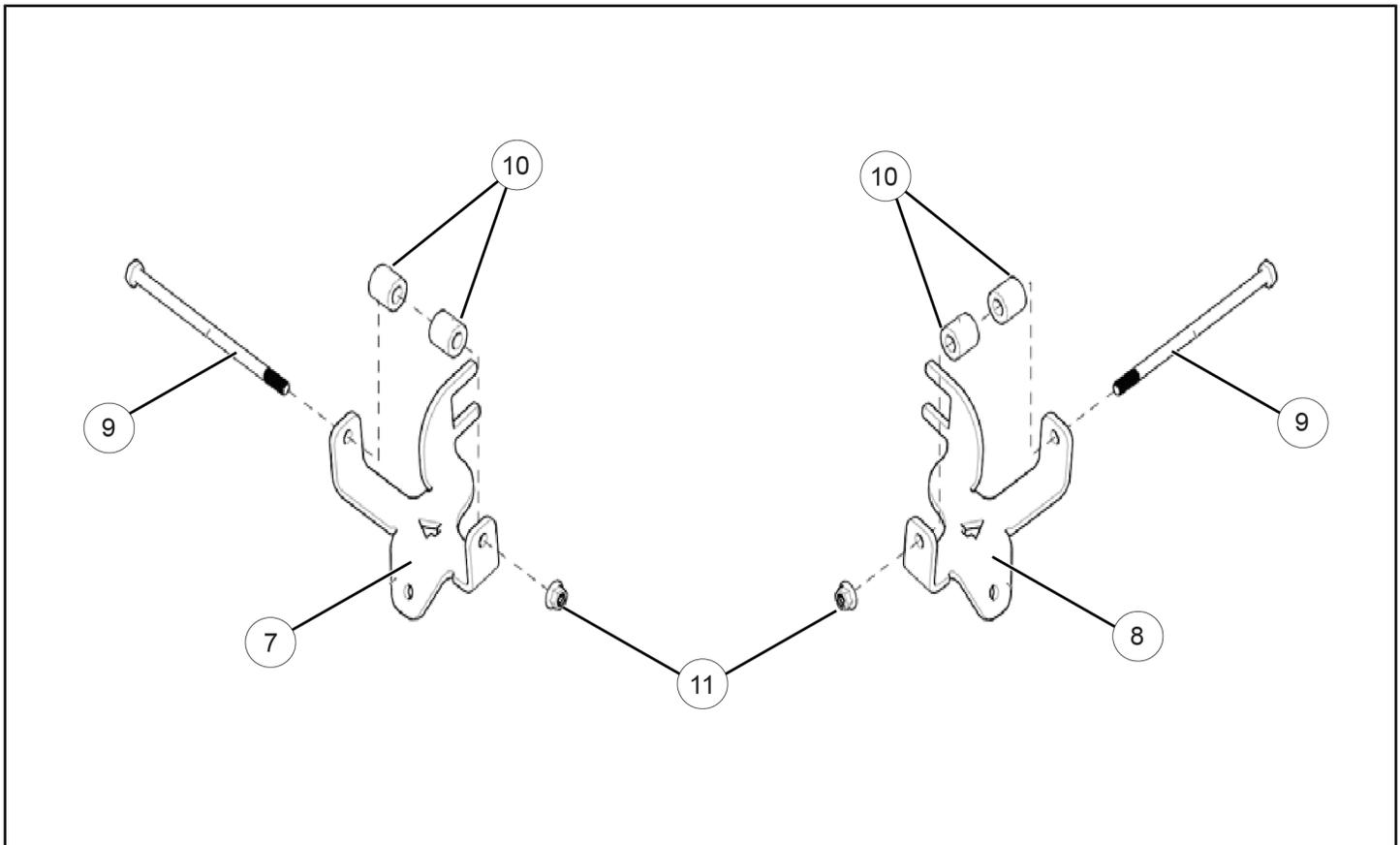
This Kit includes:

**Front Anchor Bracket Kit PN 2206418**



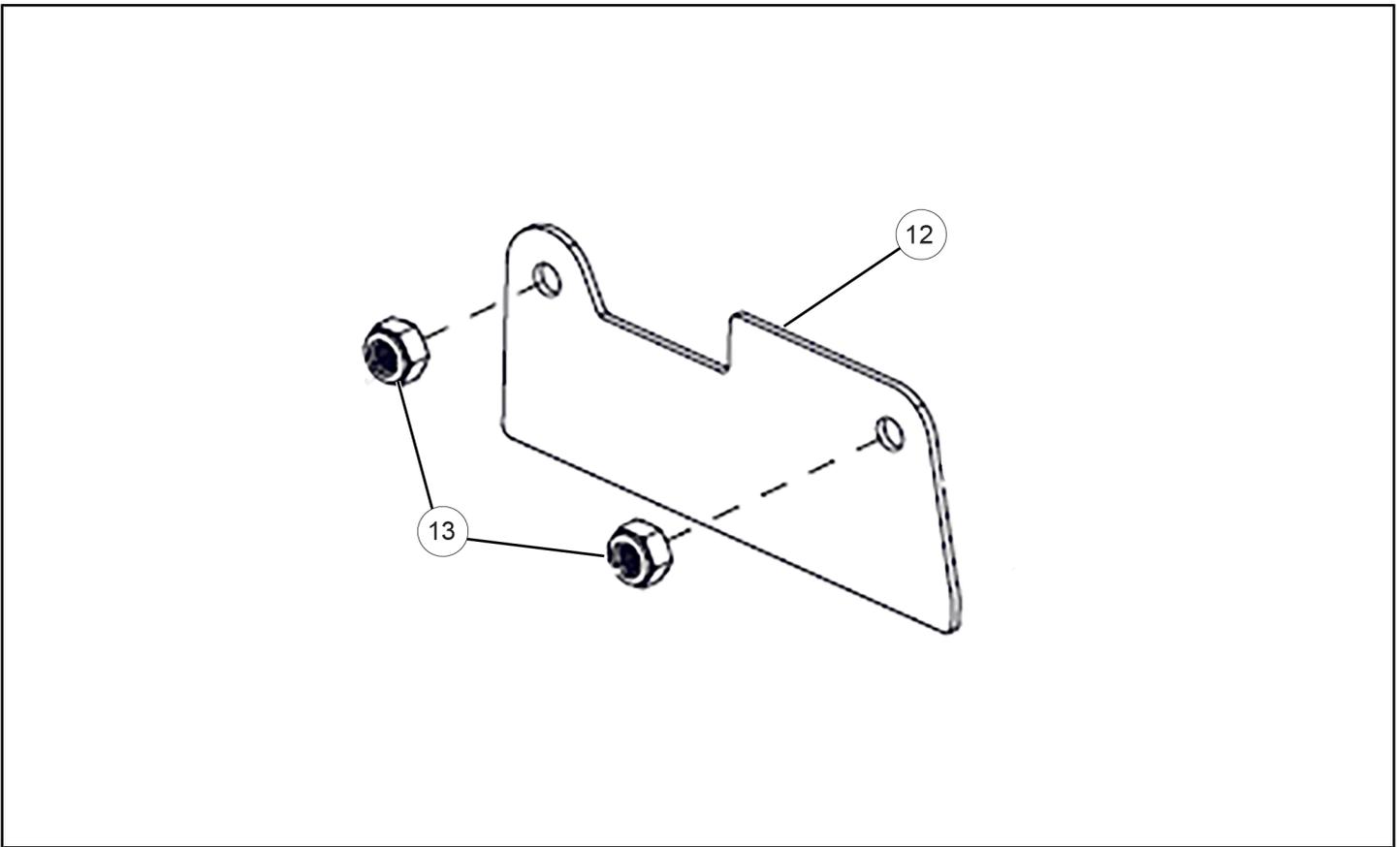
REF	QTY	PART DESCRIPTION	PART NUMBER
1	1	Front Left Anchor Bracket	-
2	1	Front Right Anchor Bracket	-
3	1	Front Left Bracket Cover	-
4	1	Front Right Bracket Cover	-
5	2	Hex Bolt-HCS, M10-1.5X55 , 8.8, ZP, DIN931	-
6	2	Nylon Nut-FNN, M10-1.5, 8, ZP, DIN6926	-

**Rear Anchor Bracket Kit PN 2206420**



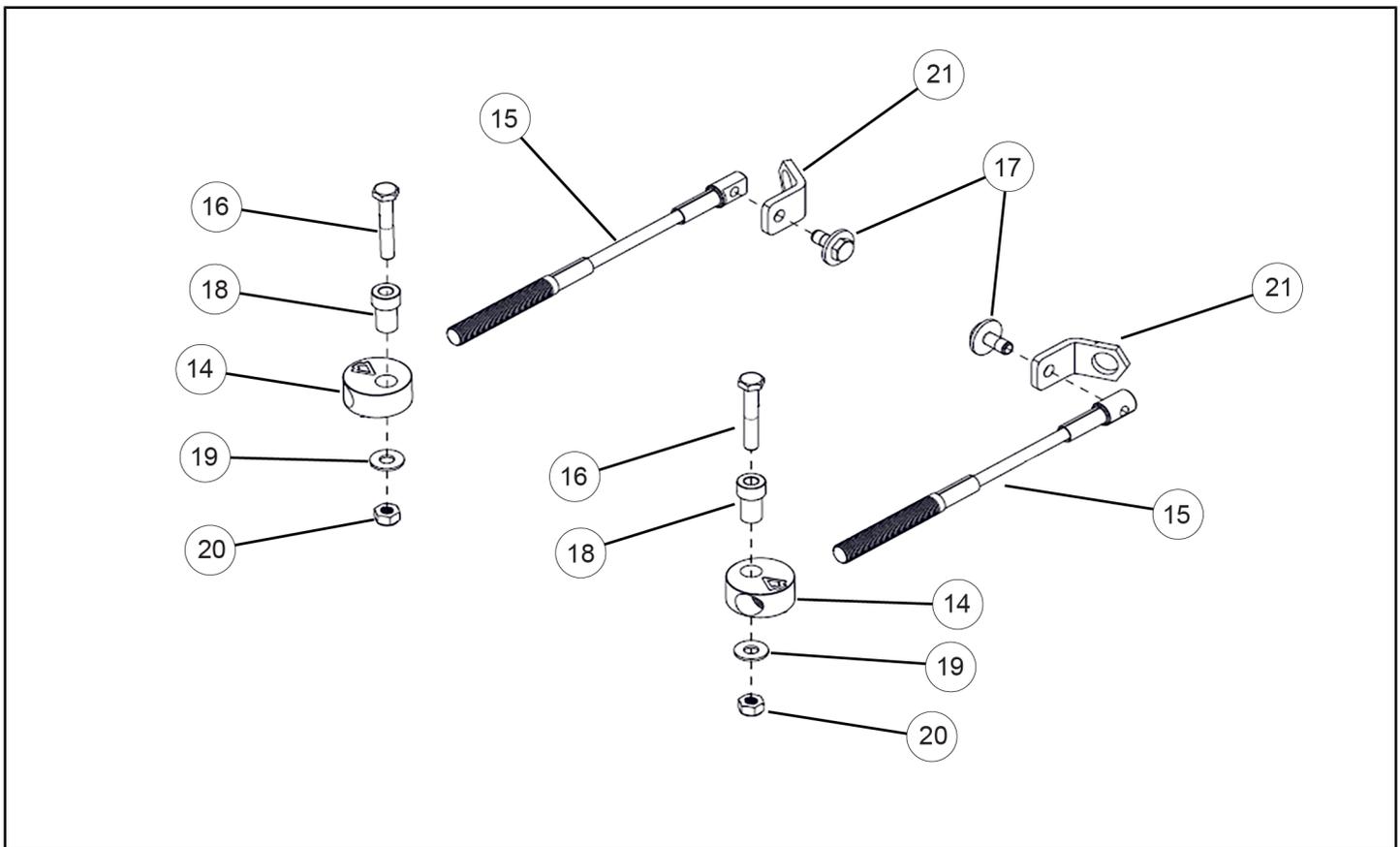
REF	QTY	PART DESCRIPTION	PART NUMBER
7	1	Rear Left Anchor Bracket	-
8	1	Rear Right Anchor Bracket	-
9	2	Hex Bolt-HCS, M10-1.5X200 , 8.8, ZP, DIN931	-
10	4	Spacer Bushing-.50 ID X 1.00 OD X 1.00L	-
11	2	Nylon Nut-FNN, M10-1.5, 8, ZP, DIN6926	-

Suspension Stiffener Kit PN 2205471



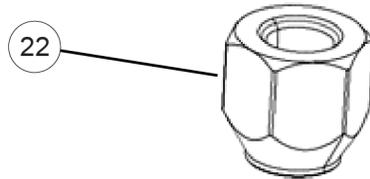
REF	QTY	PART DESCRIPTION	PART NUMBER
12	1	Suspension Stiffener	-
13	2	Nylon Nut-NN, M10-1.5, 8, ZP, DIN982	-

# Steering limiter Kit PN 2205456



REF	QTY	PART DESCRIPTION	PART NUMBER
14	2	Steering Limiter Mounting Disk	-
15	2	Steering Limiter Cable	-
16	2	Hex Bolt- HCS, M10-1.5X60, 8.8, ZP, DIN931	-
17	2	Hex Bolt- HCSW, M10-1.5X25, 8.8, ZP, TL, DIN933	-
18	2	Step Spacer	-
19	2	Washer-W, 7/16X1.0X0.072, 8, ZP, USS	-
20	2	Nylon Nut- NN, M10-1.5, ZP, 8, DIN982	-
21	2	Support Plate	-

**Wheel Lug Nut Kit PN 2205455**



REF	QTY	PART DESCRIPTION	PART NUMBER
22	16	Wheel Lug Nut-LN, M10-1.25X20, 8, ZP	-
	1	Instructions	9927283

## TOOLS REQUIRED

- Safety Glasses
- Socket Set, Metric
- Wrench Set, Metric
- Torque Wrench
- Vehicle Lift/Support Equipment

## IMPORTANT

Your PROSPECTOR TRACK MOUNT KIT is exclusively designed for your vehicle. Please read the installation instructions thoroughly before beginning. Installation is easier if the vehicle is clean and free of debris. For your safety, and to ensure a satisfactory installation, perform all installation steps correctly in the sequence shown.

## ASSEMBLY TIME

Approximately 60 minutes

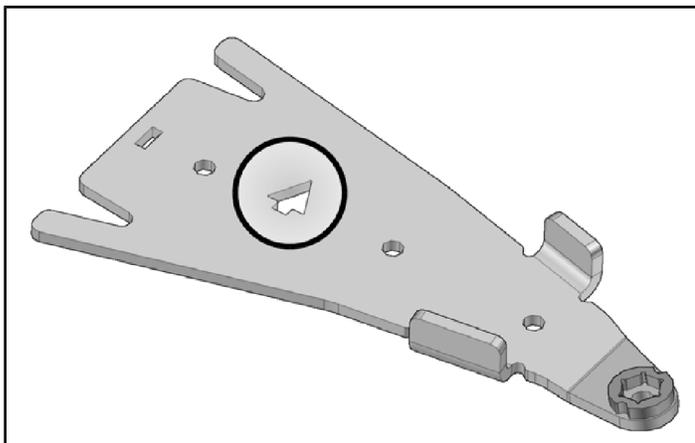
### NOTE

Additional time may be required for optional steps, or to accommodate other installed accessories.

## INSTALLATION INSTRUCTIONS

### NOTE

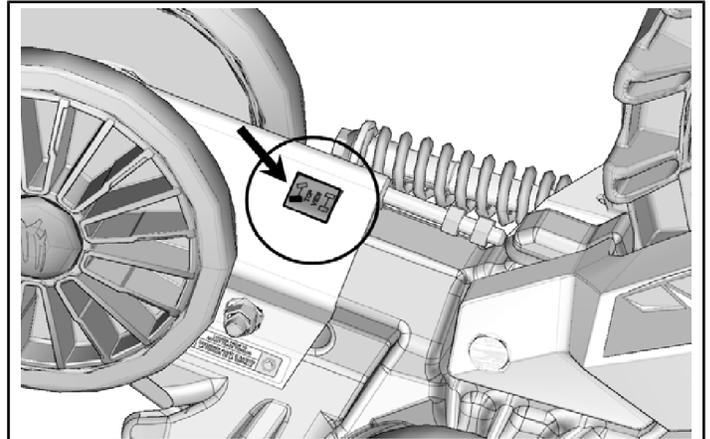
For installation purposes, directional arrows have been cut out of the main components in the anchor bracket kits. These arrows indicate the front of the vehicle relative to the component.



## PREPARATION

1. Ensure vehicle is parked on a flat surface and is stable prior to installation.
2. Shift vehicle transmission into "PARK". Turn key to "OFF" position and remove from vehicle.

3. Identify and position each unit of the track system near the position indicated on the sticker affixed on the frame.



## REAR TRACK SYSTEM INSTALLATION

1. Using a lifting device, raise the rear of the vehicle and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.

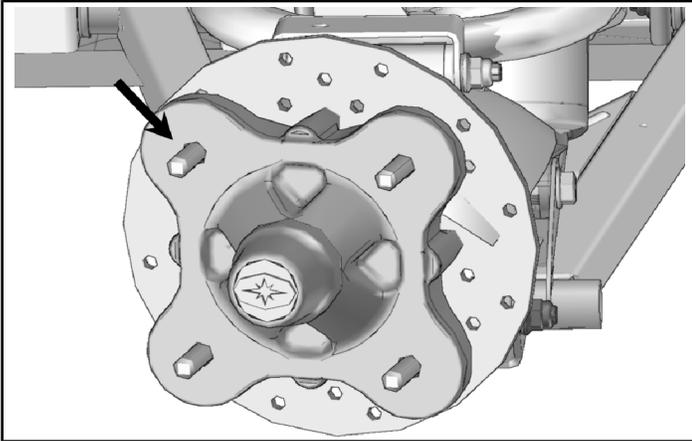
### **WARNING**

**DO NOT USE JACK TO STABILIZE OR SUPPORT VEHICLE.** Chocks must be used to stabilize vehicle prior to lifting. Blocks or jack stands must be used to support vehicle after lifting.

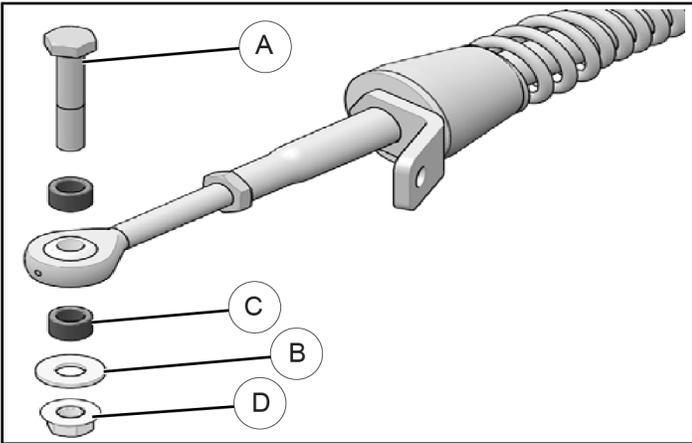
Failure to properly chock and block vehicle may allow vehicle to fall, resulting in severe injury or death.

**NEVER** place any part of your body under lifted vehicle without properly chocking and blocking vehicle.

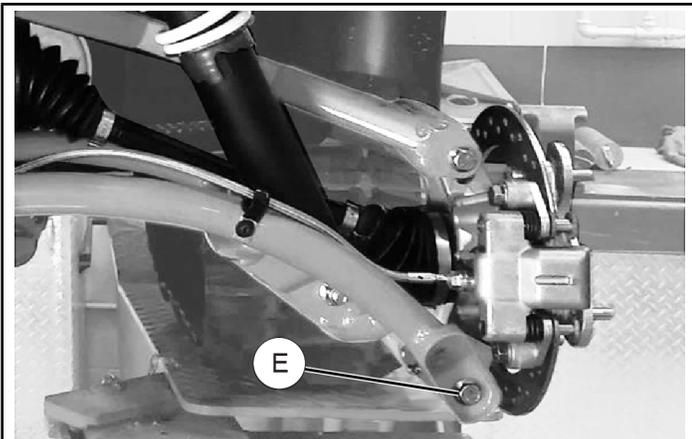
2. Remove the rear wheels. Make sure that wheel studs and wheel hubs are free of dirt.



3. If applicable, remove the CV joint protectors from the A-arms.  
4. Remove bolt (A), washer (B), spacer bushings (C) and nut (D) from the rear stabilizing rod end as shown.



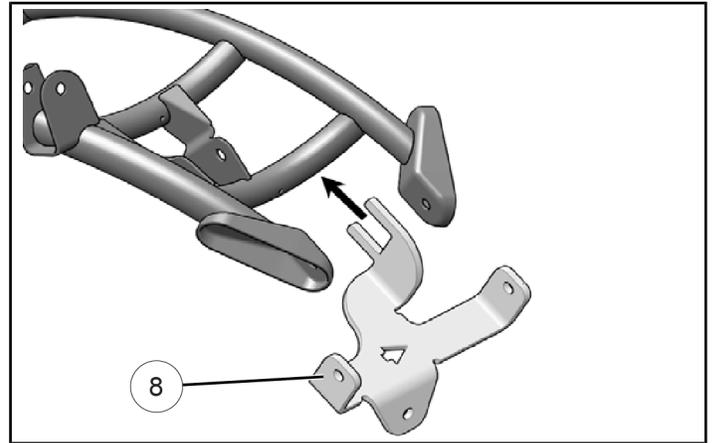
5. Remove bolt (E) securing the lower suspension arm to the wheel hub. A new M10-1.5x200 mm bolt (provided in the mount kit) will be used to assemble the anchor bracket, lower suspension arm and wheel hub.



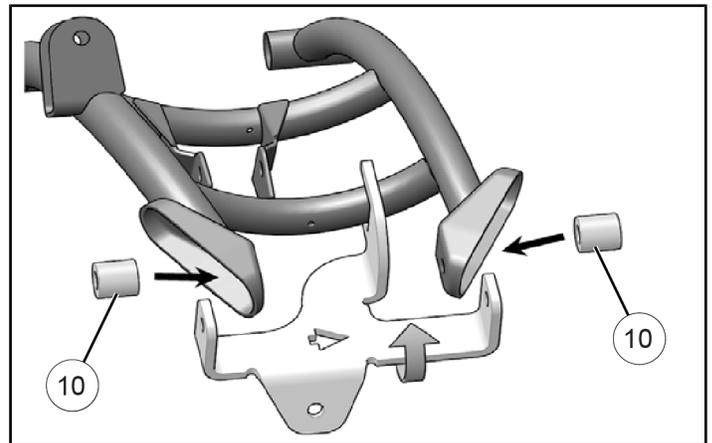
6. Position anchor bracket (8) under lower suspension arm. Slip C-shaped end of bracket on suspension arm cross-member.

**NOTE**

Arrow cutout in anchor bracket must face front of vehicle.



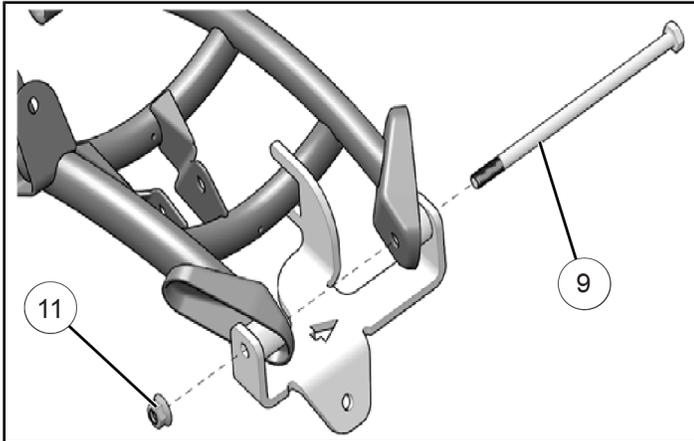
7. Install spacer bushings (10) and rotate anchor bracket up to align all holes.



- Insert M10x200 mm bolt ⑨ through anchor bracket, spacer bushings, suspension arm and steering knuckle. Use the flange nut ⑪ provided to assemble the parts together. Torque nut to specification provided.

### TORQUE

37 ft. lbs. (50 Nm)



- Secure the undercarriage to the rear hub using the nuts ⑫ provided in this mount kit.

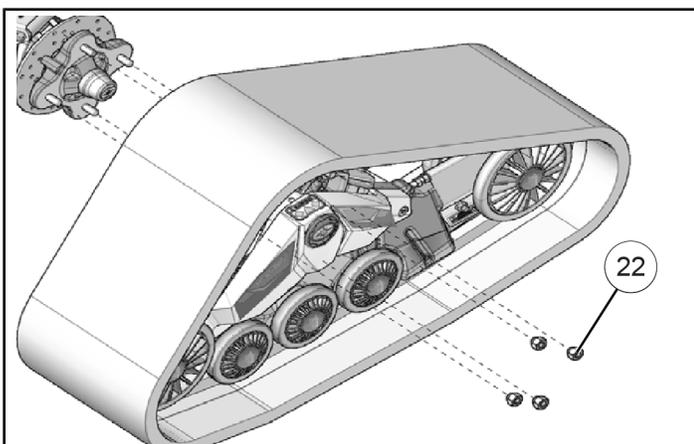
### NOTE

If needed, take rubber protector off of hub.

### IMPORTANT

Ensure that the cotter pin of the axle nut does not interfere with the undercarriage hub.

To ensure that you tighten the lug nuts correctly, refer to the vehicle's torque specifications.



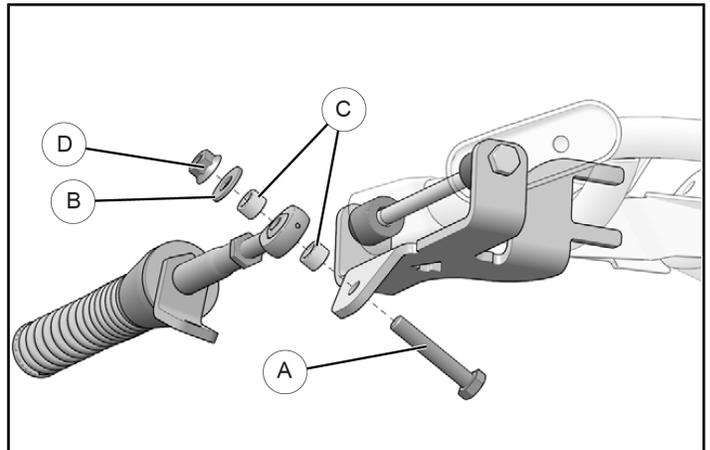
- Attach the stabilizing rod to the anchor bracket, using the bolt ⑬, spacer bushings ⑭, flat washer ⑮ and nut ⑯. Torque to specification provided.

### NOTE

Ensure that parts are assembled in the correct order.

### TORQUE

52 ft. lbs. (70 Nm)

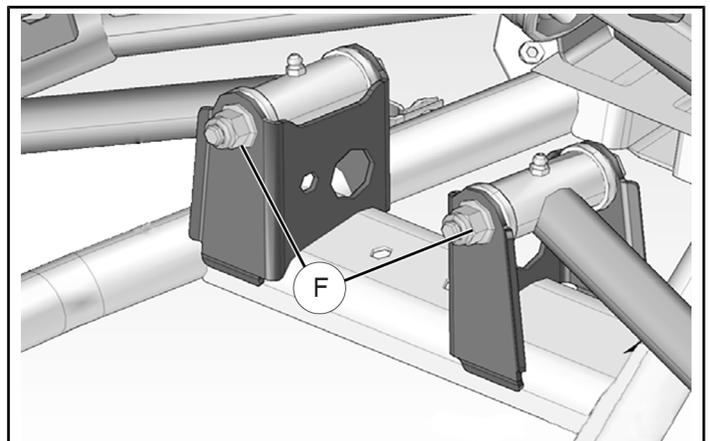


- Inspect the rear track systems and ensure that all mounting bolts were correctly tightened during installation. Lower the vehicle to the ground and proceed to the next section.

- Repeat steps 4-11 for opposite side.

## REAR SUSPENSION STIFFENER

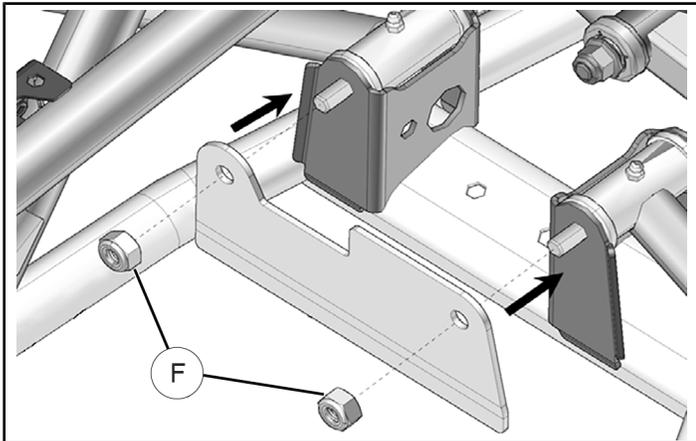
- Remove the two flange nylon nuts ⑰ from the mounting bolts securing the lower rear suspension arms near the front of the differential as shown.



2. Install the suspension stiffener plate on the lower a-arms mounting bolts. Secure the stiffener plate using the nylon nuts provided. Torque nuts to specification provided.

### TORQUE

37 ft. lbs. (50 Nm)



### FRONT TRACK SYSTEMS

1. Using a lifting device, raise the front of the vehicle and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.

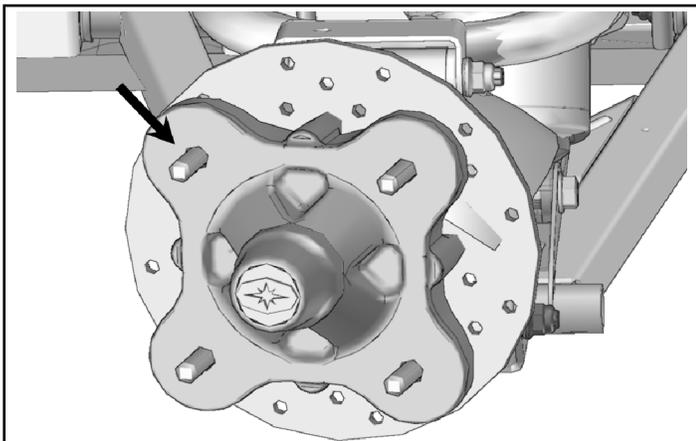
### ⚠ WARNING

**DO NOT USE JACK TO STABILIZE OR SUPPORT VEHICLE.** Chocks must be used to stabilize vehicle prior to lifting. Blocks or jack stands must be used to support vehicle after lifting.

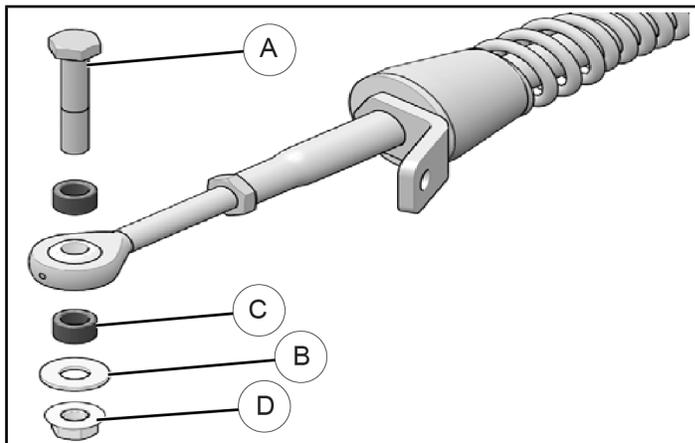
Failure to properly chock and block vehicle may allow vehicle to fall, resulting in severe injury or death.

**NEVER** place any part of your body under lifted vehicle without properly chocking and blocking vehicle.

2. Remove the front wheels. Make sure that wheel studs and wheel hubs are free of dirt.



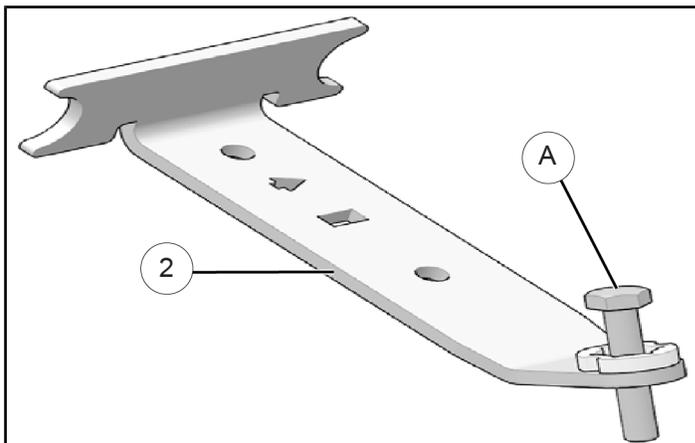
3. If applicable, remove the CV joint protectors from the A-arms.
4. Remove bolt (A), washer (B), spacer bushings (C) and nut (D) from the rear stabilizing rod end as shown.



5. Insert the bolt (A) in the front anchor bracket (2)/(3) as shown.

### NOTE

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

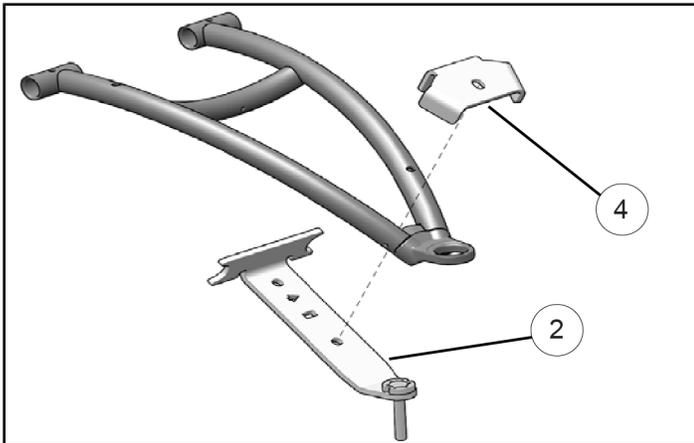


6. Remove lower shock absorber mounting bolt temporarily and pivot the shock absorber away from mounting point. You will then be able to lift the suspension arms to facilitate installation of anchor bracket cover.

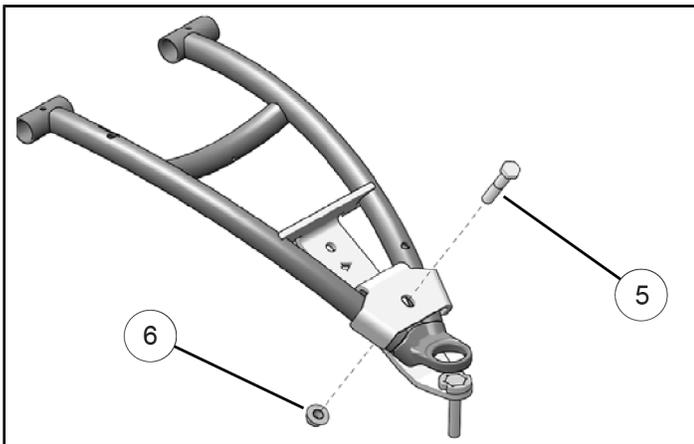
### NOTE

Reinstall shock absorber and mounting bolt after installation of anchor bracket kit.

- Position the bottom part of the anchor bracket ② underneath the lower suspension arm. Position the anchor bracket cover ④ over the suspension arm so the tab slips in the slot in the bottom part.



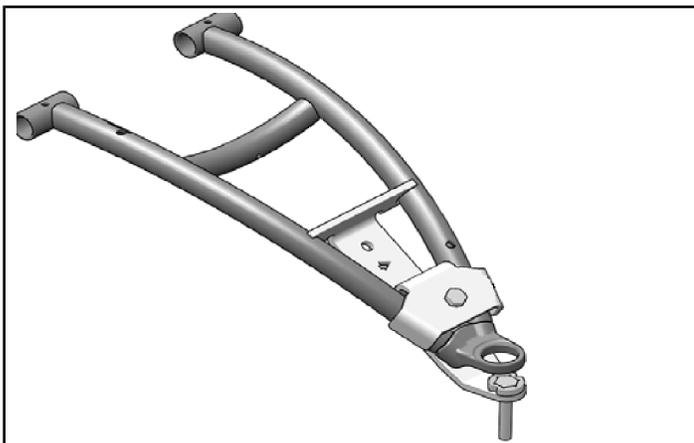
- Insert the M10x55 mm bolt ⑤ and secure the two parts together with the nut ⑥ provided.



- Torque assembly to specification provided.

### TORQUE

37 ft. lbs. (50 Nm)



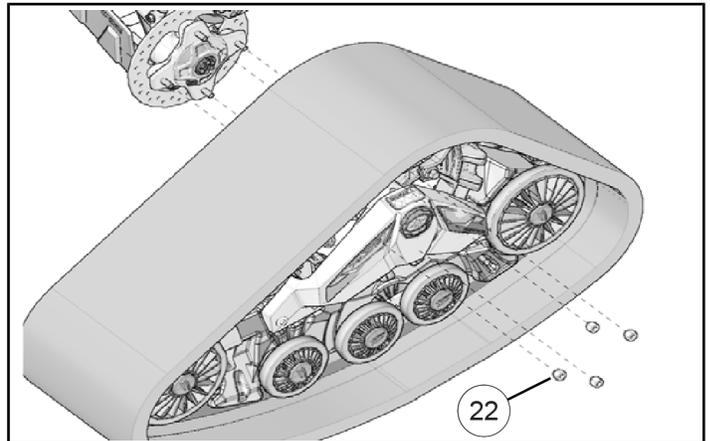
- Secure the undercarriage to the front hub using the nuts ⑫ provided in this mount kit.

### NOTE

If needed, take rubber protector off of hub.

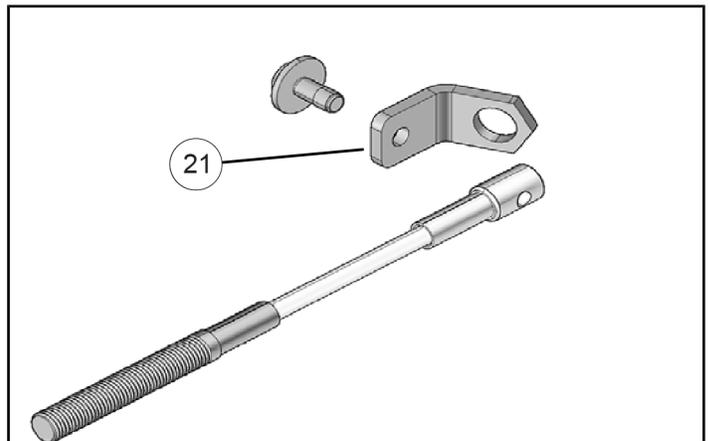
### IMPORTANT

Ensure that the cotter pin of the axle nut does not interfere with the undercarriage hub. To ensure that you tighten the lug nuts correctly, refer to the vehicle's torque specifications.



### STEERING LIMITER INSTALLATION

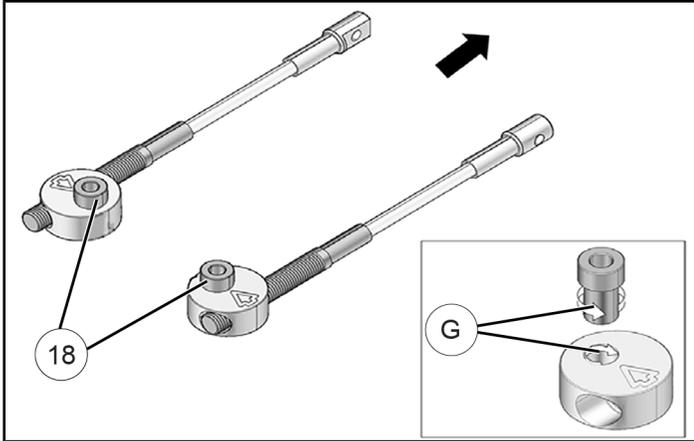
- Discard the support plates ⑮ included in the steering limiter kit. The front stabilizing rods already incorporate similar support plates.



2. Insert step spacers ⑱ in the steering limiter assemblies to get left ① and right ② steering limiters. Arrow indicates forward direction.

**NOTE**

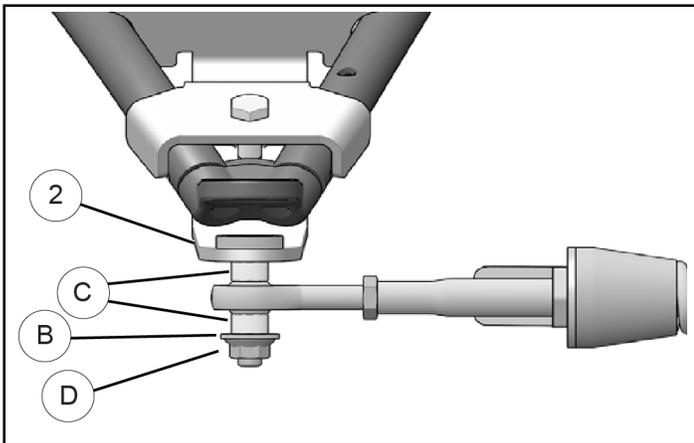
Apply grease to step spacers and mounting disks before assembling the components in locations ⑥ shown.



3. Attach the stabilizing rod to the anchor bracket ②, using the two spacer bushings ③, flat washer ④ and nut ⑤. Torque to specification provided.

**TORQUE**

52 ft. lbs. (70 Nm)



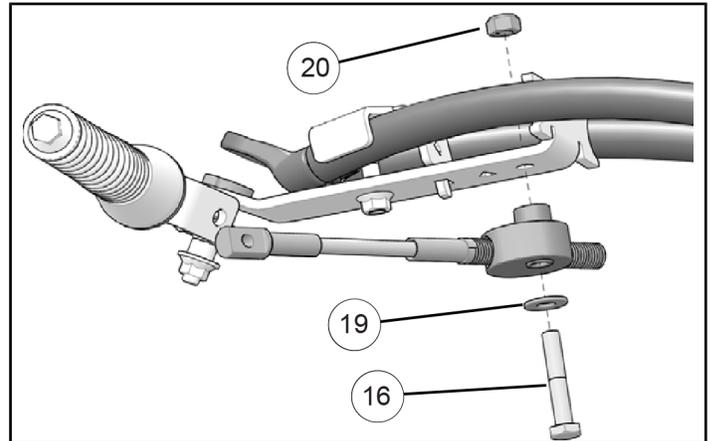
4. Position steering limiter cable assembly under front anchor bracket. Use the provided bolt ⑱, washer ⑲ and nut ⑳ to secure the assembly in the center of the anchor bracket as shown. Torque to specification provided.

**NOTE**

Bolt must be inserted through the bottom of the assembly.

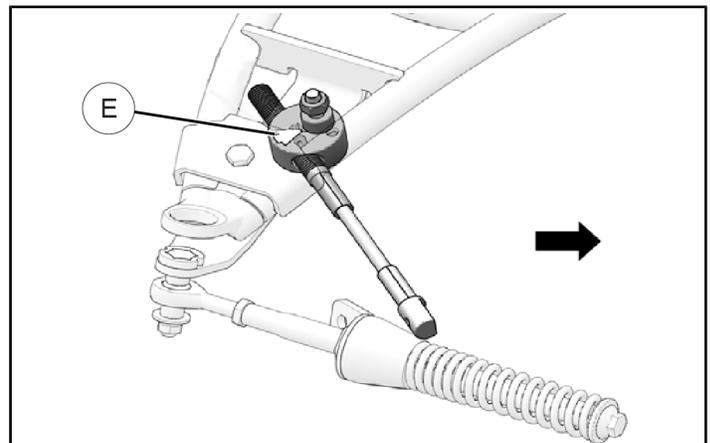
**TORQUE**

37 ft. lbs. (50 Nm)



**NOTE**

Make sure the arrow ⑤ on top of aluminium mounting disk points toward the front of the vehicle as shown. Arrow indicates forward direction.



## STEERING LIMITER ADJUSTMENT

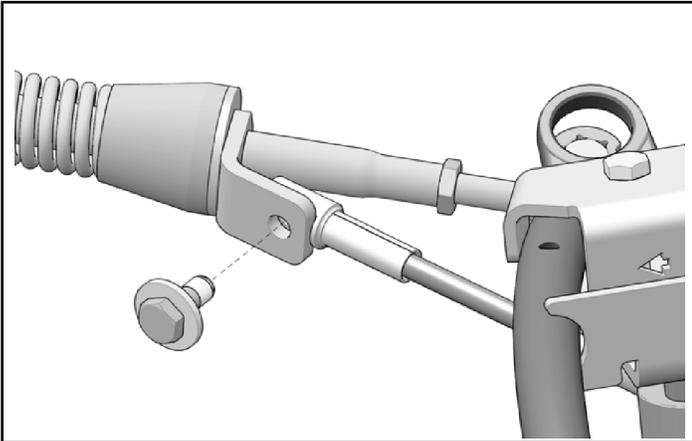
### IMPORTANT

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

1. Turn the vehicle's steering wheel to its maximum point of travel on the left hand side. While maintaining pressure on the steering wheel, turn threaded rod to adjust length of cable so that measurement the center of the hole at the end of the cable is located  $\frac{1}{2}$  to  $\frac{3}{4}$  inch [13 to 19 mm] short of the center of the support plate mounting hole. See measurement (M).
2. Reverse steering wheel a little to be able to bolt support plate and cable together. Torque bolt to provided specification.

### TORQUE

24 ft. lbs. (35 Nm)

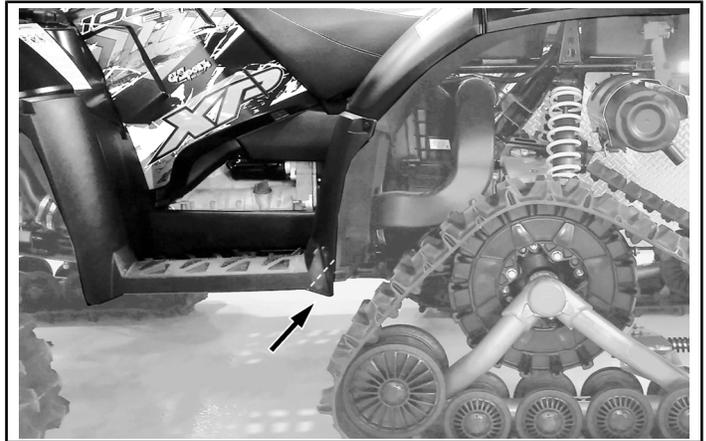


3. Repeat steps 1-2 to adjust opposite side.

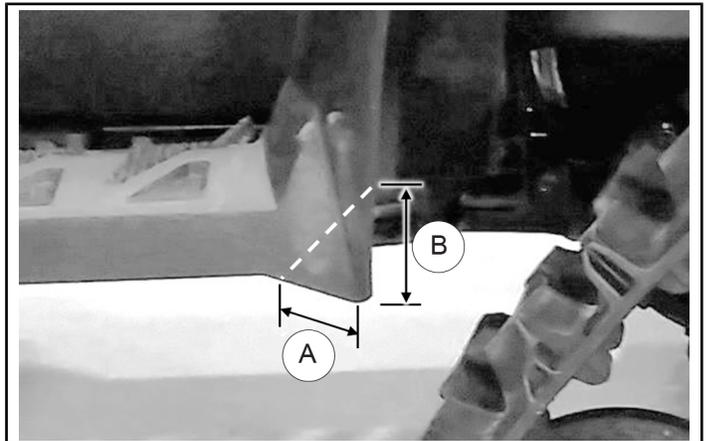
### COMPLETION

1. Verify the suspension settings. If the shock absorbers are adjustable, they should be adjusted to the firmest level in order to allow for maximum clearance between the system and the fender of the vehicle.
2. Verify for possible contact between the undercarriage and the lower fender. If there is contact, the fender should be modified (cut) to avoid damage to the vehicle's components and premature wear on rubber track.

3. Lower the vehicle to the ground.
4. To prevent any contact between the undercarriage and the mud guards, the corners of the REAR mud guards should be trimmed back in the indicated area. This will help avoid damage to the ATV and premature wear on the rubber track.



Measurement (A) is approximately 60mm (2.36") and measurement is approximately 100mm (3.93")



### IMPORTANT

The track systems are designed to provide the best performance in terms of traction and floatability. Adjustments such as alignment, track tension, and angle of attack are necessary and mandatory for optimal performance of the systems. For more information on these adjustments, refer to the USER MANUAL provided with the mount kit specific to the vehicle.

## FEEDBACK FORM

A feedback form has been created for the installer to provide any comments, questions or concerns about the installation instructions. The form is viewable on mobile devices by scanning the QR code or by clicking [HERE](#) if viewing on a PC.

