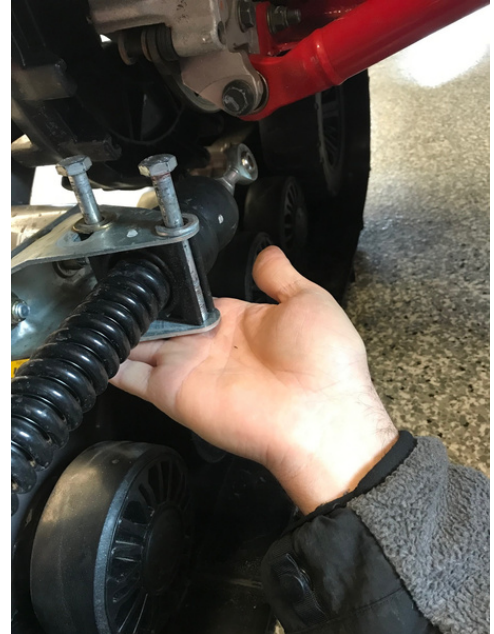




INSTALLATION
INSTRUCTIONS FOR:
TURBO S, XP PRO, XP
1000/1000 TURBO MODELS

REAR BRACKETS

- 1** Remove both adjuster bolts for the anti-rotation arm



- 2** Remove both bolts for anti-rotation arm mount from frame of track assembly



3 Re-use factory bolts from the anti-rotation bracket to mount anti-rotation spacer in place. Be sure to use "red" Lock-Tite.

****The XP 1000/1000 Turbo will be a flat spacer that pushes the anti-rotation arm straight back. The Turbo S will very similar to the XP Pro (see pictures below)****

"XP PRO"



"TURBO S" WITH SPACER INSTALLED



"XP 1000/1000 TURBO" WITH SPACER INSTALLED



4

Use two 1-inch carriage bolts with washers and nuts to remount the anti-rotation arm bracket to the new spacer.



Anti-rotation
arm bracket

Reassemble anti-rotation arm
in its bracket the same way it
came out



5

XP PRO

When installing the trailing arm bracket, you'll put two 13 mm bolts through pre-existing holes where the mudscraper bolts to the trailing arm. Snug up both 13 mm bolts to ensure everything is lined up correctly and has appropriate clearance before marking where to drill for your carriage bolt hole.

****Use a "3/8-inch drill bit" for drilling in XP Pro, XP 1000/1000 Turbo models****

XP 1000/1000 TURBO

On the XP 1000/ 1000 Turbo, you'll only put one 13 mm bolt through the pre existing hole and mark out two holes to drill with for the carriage bolts.



Ensure the bracket is positioned in line with the trailing arm and flush with inner trailing side of the trailing arm. Once everything is aligned, tighten all bolts to around 60 to 75lbs

Ensure bracket is flush with trailing arm for XP Pro and XP 1000/1000 Turbo models



TURBO S

When installing the Turbo S rear trailing arm bracket, you'll remove the mudscraper and slide the rear bracket into place where the two 14 mm bolts will go through pre-existing holes. Two 13 mm bolts will go through your mudscraper holes. Once all bolts are in place, tighten everything down from 60 to 75lbs.



6

Adjust heim joint and use one 2-inch long 3/8 bolt with one washer on each side of heim joint, and one washer for the nut. When adjusting the heim joint, use "Camso's specs for track positioning". after heim joint is set tighten heim joint bolt and nut to 70 to 80lbs

**XP PRO (XP 1000/1000
TURBO WILL LOOK VERY
SIMILAR)**



TURBO S



- 7** Once the heim joint is connected to the bracket, tighten all nuts and bolts on anti-rotation arm and set nut on heim joint.



*****REPEAT STEPS 1-7 FOR OTHER REAR BRACKET*****

FRONT BRACKETS

1

Lay out the top and bottom plates for each side. Make sure the limiter strap bolt hole is facing forward on the upper plates for each side [Fig A]. Starting with the left side, put one 2-inch carriage bolt through before mounting lower plate on lower A arm. [Fig B]

FIG A



FIG B



2

Fasten upper and lower plates onto the lower A arm with two 2 and 1/2 inch 3/8 carriage bolts. Tighten both carriage bolts down 60 to 75lbs (as seen in picture below).



3

Put two washers on the top side of the heim joint, with one washer under the heim joint with a nut. Adjust the heim joint to Camso's recommendation for angle of attack on the track before mounting to the bracket.



*****REPEAT STEPS 1-3 FOR OTHER FRONT BRACKET*****

4 Once both sides are completed, ensure everything is tightened up (including anti-rotation arm adjuster bolts). Next, install the steering limiter strap by fastening one heim joint to the bracket and one to the anti-rotation arm limiter strap mount. tighten to 45lbs. Adjust limiter strap to ensure you can get full range of steering (I recommend running them with a little extra slack).



FINAL STEP:

Turn that key and go have some fun! We'll see you at the top!

*****IMPORTANT**

Be sure to check all bolts used to install brackets and heim joints for the first few rides to ensure they remain in place.

Due to the weight and vibration of having the tracks on your machine, there may be some settling and movement of hardware.

As a safety measure, it's always good practice to check your machine and all bolts before every ride.