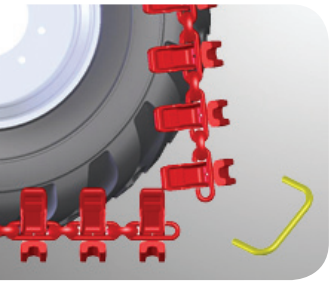
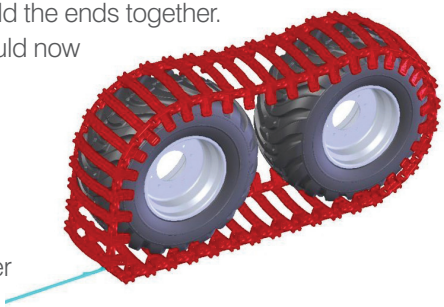
Fitting your Tracks

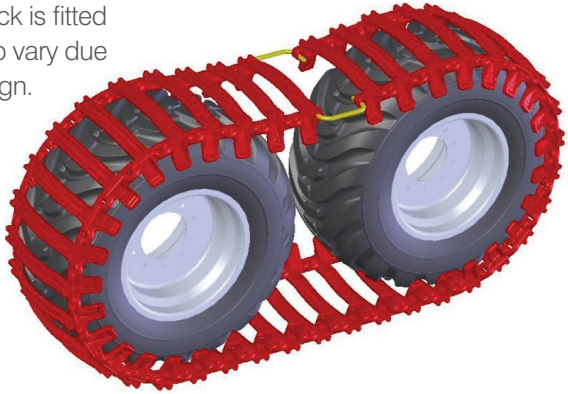


Stage 4

When the track is sitting fully on the machine as shown in the diagram, the two fitting staples (supplied with the track) can be inserted to hold the ends together. The rope should now be removed.



Each section of track has been manufactured to a standard length so plates might need to be removed in order to achieve the correct tension. This is dependent upon whether the track is fitted to new or worn tires and can also vary due to machine type and bogey design.



Stage 5

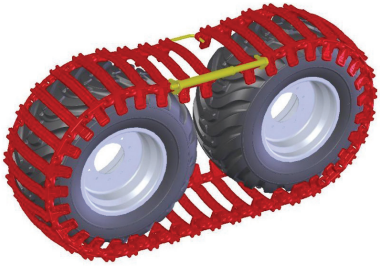
Drive the machine forward so that the stapled section is in the centre of the bogey.

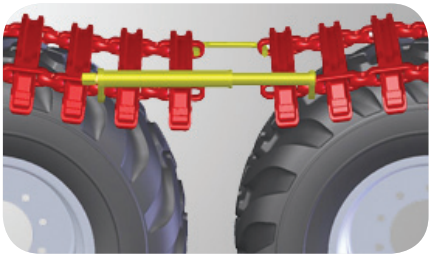
Please Note...

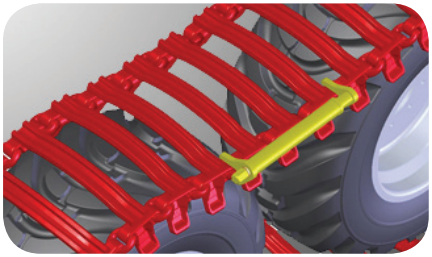
A 3/4" drive ratchet spanner and 38mm socket are required to operate the Tensioner. Ensure the Tensioner is correctly and safely fitted to the tracks prior to use.

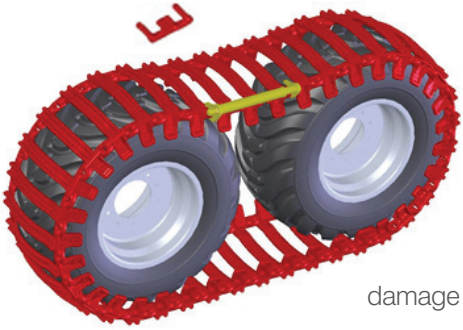
Stage 6

The track Tensioner should then by placed on either end of the track, on either the right or left side, and a ratchet used to tighten the track. The staple should then be replaced by the track joining link. This process is then repeated on the other side of the track.







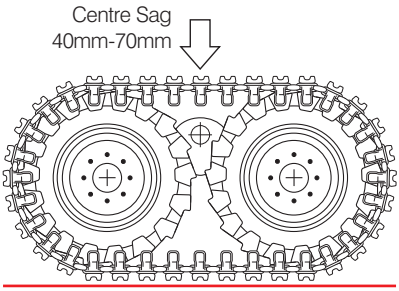


Fitting of track joining links

These links must be fitted with the smooth surface of the link facing towards the tire, with the end plate fitted to the outside. Fitting these links the wrong way round can result in tire damage with the link pins contacting the tire side

Stage 7

Ensure correct track tension. Where tracks are run too slack, with excessive amount of centre sag, there are potential problem with tracks falling off. There is also a danger of tracks hitting and rubbing on bogey drive boxes and in extremely neglected cases, wearing grooves and holes in the drive box.



Machine Clearance

In order to avoid tracks hitting or fouling the machine bunk or bodywork (which can in extreme cases cause transmission problems), a minimum clearance gap of 50mm between track and machine should exist. The tracks should be properly tensioned at all times.

This clearance gap should be measured with:

- The track pushed on the tires towards the machine.
- The bogey at maximum tilt angle – the worst possible scenario.

Without this clearance there is a possibility of track/machine fouling when tracks wear, become slack or are run at faster than normal speeds.

Please Note...

Many 8 wheel drive machines have less clearance at the front of the machine for tracks than at the back. When tracks are fitted to the front of the machine, ensure there is adequate clearance between tracks and machine bodywork such as:

- Clearance from doors
- Air intakes
- Front blades
- Cab ladders

This should be tested at all bogey tilt angles with tracks pushed towards the machine on the tires.

When tracks are fitted to the rear of the machine, clearance is required between the tracks and the bunk frame. When bunk frames are repositioned, e.g. for different timber lengths, this can change track to frame clearances and must also be checked.

Some machines are fitted with hydraulic bogey lifting rams and may be unsuitable for use with tracks due to inadequate clearances. Checks must be made prior to fitting tracks.