CAMSO TRACK
INSTALLATION GUIDE
MINI EXCAVATORS

TOOLS REQUIRED

30” Flat-end pry bar
Bucket
Ratchet set
Protective equipment (gloves and glasses)
Jack
Jack stands or blocks
Grease pump

SAFETY FIRST
STAY FOCUSED & ALERT
DURING INSTALLATION PROCESS

Caution is necessary when working on the undercarriage parts to avoid injury.

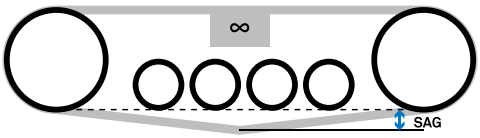
- Use appropriated protective equipment such as glasses and gloves
- Avoid putting arms, legs, hands & feet near moving parts or pinch points
- Replace the rubber track on an even and flat surface, not a slope
- Use gentile movements and resist the temptation to use excessive force in order to avoid any recoil.
- When possible, use additional equipment and tools to aid installation (Ex.: Track Handler, Boom Lift and Hoists)
- Always follow Original Equipment Manufacturer’s guidelines

Old Track Removal

1. Place the bucket and blade on the ground. Raise the tracks 6 inches off the ground by pushing off the ground simultaneously with the bucket and the blade. For safety, use blocks or jack stands to secure.
2. Loosen the tension on the track by partially unscrewing the grease valve located in the track undercarriage behind the valve cover.
   a) Unbolt the cover with a socket set and remove it.
   b) Turn the grease valve three complete turns with a socket wrench. It is not necessary to remove the grease valve completely.
3. Wedge a block of wood between the sprocket and the track at the point where they come together above the undercarriage.
   a) Advance the track forward, as the block rotates around the sprocket, wedged between the sprocket and track, it releases the tension on the track created by the grease in the idler reservoir.
4. Remove the track. Lift the track off the track wheel and sprocket.

New Track Installation

1. Place the new track on the track sprocket and wheel, around the undercarriage.
2. Align the sprocket teeth and wheel divots with the track’s rails.
3. Fill the grease reservoir using the grease gun. Fill the reservoir until the idler tensions the track to the proper amount.
4. Advance the track forward. Make certain the track does not wobble or jump. If it does, recheck the track’s alignment on the sprocket and wheel and the tension on the idler.
5. Measure track sag by measuring the distance from the inside edge of the track to the bottom edge of the middle midroller.



General Tension Guidelines:
15 mm SAG (small machines <2,5T)
25 mm SAG (medium machines between 2,5T & 5,5T)
35 mm SAG (large machines between 5,5T & 14T)

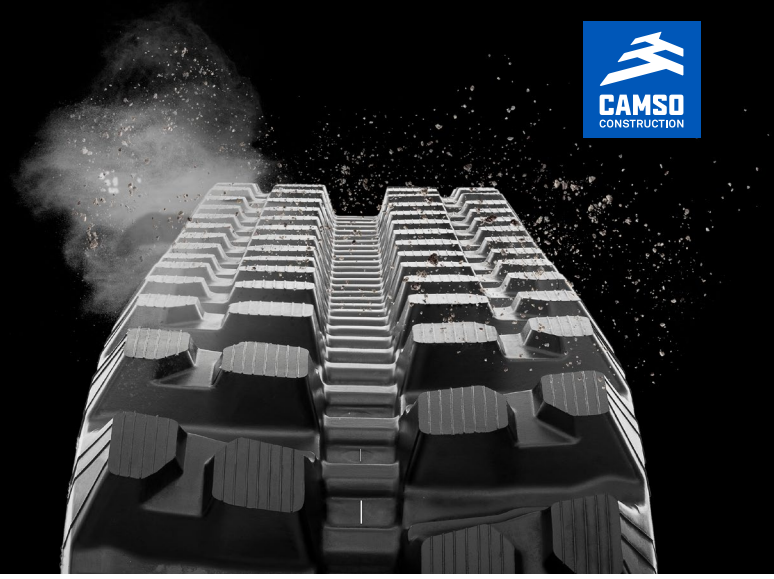
These values should only be used as general guidelines. Always refer to Operator’s Manual for correct tensioning and setting procedures.

For further information on care, operation, and maintenance of rubber tracks, refer to the OEM operations manual, consult with your dealer, or search the track machine manufacturer’s website for publications available regarding rubber track machine operation and usage.

Additional information may also be found at camso.co

The information contained herein is for informational purpose only.

CAMSO TRACK
OPERATIONAL GUIDELINES
MINI EXCAVATORS



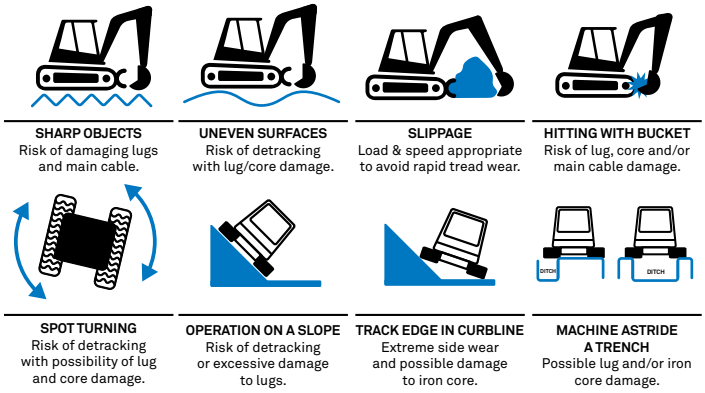
Proper Installation

Utilize the downtime of replacing tracks to also do a thorough inspection and replacement of worn track system components. Sprocket, idlers and rollers are heat-treated to provide for extended wear. Once the treated outer metal has worn away, wear occurs at a more rapid rate. As tracks and undercarriage components are designed to wear together,installing a new track on a wornout track system will significantly reduce your overall track life.

IMPORTANT
Please read before operating your Camso Track machine.

Operational techniques

Compared with tires, tracks allow the machine to operate in very severe and unusual conditions. This capability can be perceived by the operator as being OK to do so but often this is not the case. Without proper training and operator awareness, damage to the tracks, undercarriage, and machine can result. It is the owner's responsibility to determine if the economics of a given job, application,or operation are favorable. Remember that warranty covers defects in material and workmanship, not damage caused by mechanical or application hazards.



SHARP OBJECTS
Risk of damaging lugs and main cable.

UNEVEN SURFACES
Risk of detracking with lug/core damage.

SLIPPAGE
Load & speed appropriate to avoid rapid tread wear.

HITTING WITH BUCKET
Risk of lug, core and/or main cable damage.

SPOT TURNING
Risk of detracking with possibility of lug and core damage.

OPERATION ON A SLOPE
Risk of detracking or excessive damage to lugs.

TRACK EDGE IN CURBLINE
Extreme side wear and possible damage to iron core.

MACHINE ASTRIDE A TRENCH
Possible lug and/or iron core damage.

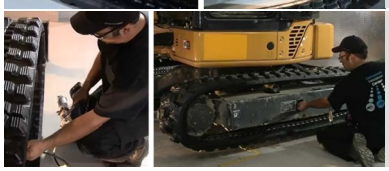
NO WARRANTY EXISTS FOR WEAR OR FAILURES CAUSED FROM MISAPPLICATION OR OPERATING IN THESE TYPES OF CONDITIONS.

Removal and Installation of Track

1. Unscrew and remove grease cylinder cap and then move back the idler to maximum retraction position using a wooden block.

2. Lift machine so track does not touch the ground and remove it starting by idler side.

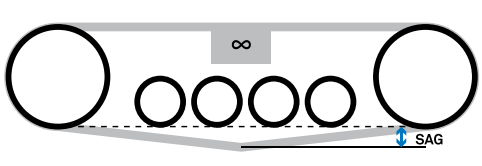
3. Engage the track first around the sprocket, then around the idler, being careful to align track under the track rollers.



4. Screw the greased cylinder, then pull up track tension device with grease pump until the corect tension is reached.

Maintain Track Tension

Check after first 30 hours, then every 50 hours.
Correct tension is a major factor in the life of a track. It is important to verify and maintain proper track tension as directed by the machine manufacturer and is one of the simplest ways to ensure full life out of your track. Over or under tensioning of a track will cause terminal damage leading to costly downtime and track replacement. Loose tracks run the risk of de-tracking or contact between the tracks and the undercarriage while too tight of a tension magnifies the load and increases wear on the entire system.



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General rules for correct track tensioning are:

- Lift the machine so that the tracks have no contact with the ground.
- Rotate track slowly to remove slack on top and get maximum sag on the bottom.
- Check the track tension level, by measuring its sag distance between the steel link and the center track roller contact surfaces.

Daily Inspection / Cleaning

NOTE: Never attempt to clear excess material by driving the machine.

Daily inspection of tracks and undercarriage components is also vital to overall track life.

- Inspect tread bars looking for any lost lugs, cuts punctures or chunking.
- Check the whole carcass for any signs of uneven wear, cuts or exposed cables.
- Inspect the undercarriage for signs of wear that may cause problems.
- Sprockets, idlers and rollers should all be in good working order with no damage, unusual wear or flat spots.

Keep Undercarriage Clean

Cleaning the entire track system is essential to ensure a long and productive life. Remove dried or frozen material before driving machine. Material build-up can cause track misalignment, de-tracking, sprocket wear and over-tensioning.

Tips for cleaning the undercarriage:

- Clean out UC at the end of each work day.
- Materials that are sticky or abrasive like clay, mud, or gravel should be removed before they can harden and dry.
- Pay particular attention to the drive motors and sprockets and front idlers where debris is more likely to accumulate.
- Operating in corrosive material (fuel, oil, salt, and fertilizers) can corrode rubber track metal cores. Flush tracks and undercarriages with clean water.