



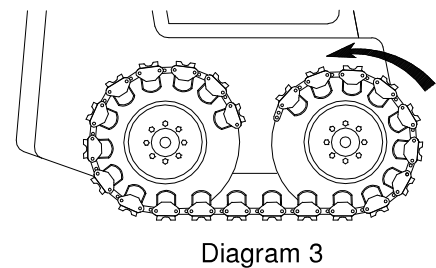
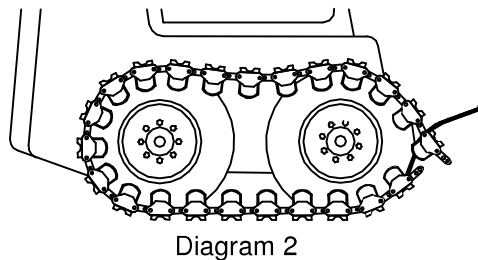
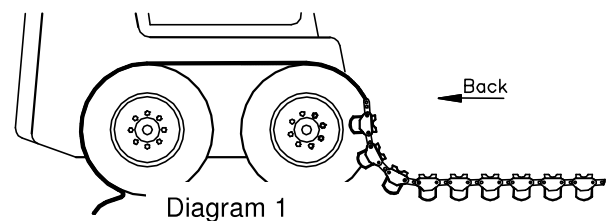
Loeering
15514 37th Street SE
Casselton, ND 58012 USA
Ph: 800-373-5441
Fax: 701-347-4323

INSTALLING “Z” SERIES TRACKS

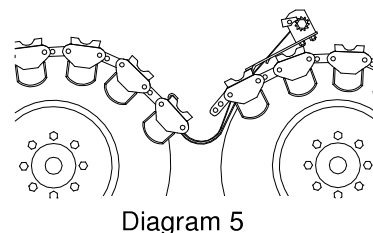
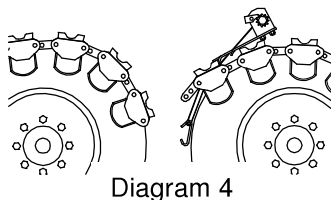
NOTE: Any modifications (welding, cutting, etc.) to machine, tracks, or track accessories without proper authorization will void warranty. See Limited Warranty for further details. Z series track are not recommended for use on solid rubber, foam-filled, segmented, aircraft, and some styles of tires (call Loeering.)

Every track includes an installation tool (P/N S014).

1. Install idler system or axle assembly for your specific model of equipment.
2. Inflate tires to recommended air pressure - check pressure regularly.
3. Unroll track on a level surface and divide into two equal sections. Tip one track over so side plates are in contact with the ground. Fold first 3 or 4 pads back and drive machine forward until one front tire is positioned between track side plates and just touches pad bottom. Lay pads back onto tire and attach a rope or chain on end pad. Run rope or chain over front and back tires and tuck it under back tire (Diagram 1).



4. While an assistant observes, slowly back machine until track is pulled over, around, and under the tandem wheels. Stop when last pad lifts off ground and is starting to get pulled up front tire. (Diagram 2).
5. Chain or tie ends of track together with installation tool. Continue backing machine until ends of track are between wheels (Diagram 3). Remove chain or rope.
6. Position install tool as shown in diagrams 4 and 5.

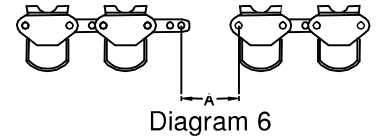


7. Tighten track using a wrench or breaker bar/socket arrangement no longer than 18 inches.

CAUTION: Use of a tool or cheater bar longer than 18" may result in personal injury or death and will void installation tool warranty.

It may be necessary to slowly rock machine back and forth while occasionally stopping to tighten track. This will help take up excess slack in the track.

If track appears to be too short: Measure distance "A" at track ends (Diagram 6). Round to next whole number (i.e. 3¼" rounds to 4"). This is the number of link locations to extend; track will be lengthened the same number of inches.



NOTE: If multiple links need to be lengthened, it is best to drive out of track and make adjustments on the ground. Torque *Dura Pins* nuts to 80 ft-lbs. ± 5 ft-lbs.

If rounded number is greater than the total number of links in the short position, an additional pad is required. Contact your local dealer or Loegering.

If track appears to be too long: Shorten the track by changing links in the long position to the short position. If all the links are in the short position, remove one pad and continue with procedure for short track (Diagram 6).

To remove a pad section (one pad and two adjoining links): Remove four *Dura Pin* assemblies. For an extremely worn track, it may be necessary to pull adjoining pads together to remove pin. Remove the pad and two adjoining links. Reposition loose track and reinstall two *Dura Pin* assemblies. Torque *Dura Pin* nuts to 80ft-lbs ± 5 ft-lbs. Save remaining parts for later use.

8. To connect ends of track, install *Dura Pins* in links. Torque nuts to 80 ft-lbs. ± 5 ft-lbs.

9. Remove installation tool and slowly drive machine back and forth allowing track to pass through at least two complete revolutions. **Verify that track is not striking machine.** A properly adjusted track must have one to three inches of sag (Diagram 7).

10. Unroll second track and change links to match those of the first track installed.

11. Repeat instructions 3 through 10 for track not yet installed.
12. Return machine to its normal operating configuration.

1" to 3" sag

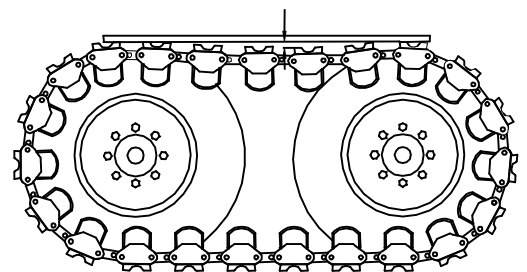


Diagram 7

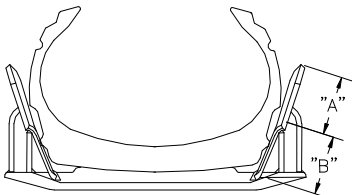


Diagram 8

13. **CHECK TRACK-TO-TIRE FIT:** With tires inflated to maximum recommended air pressure, load machine to normal operating weight. Shut off machine and check track fit (Diagram 8). Area A must not compress tire side wall. Area B may compress corners of tread without any problem. Clearance at both points is acceptable, unless track is able to wander far enough to strike machine.

NOTE: Track will require one or more length adjustments during break-in period (dependant upon operator usage).

See "REMOVING "Z" SERIES TRACKS" for specific removal instructions.