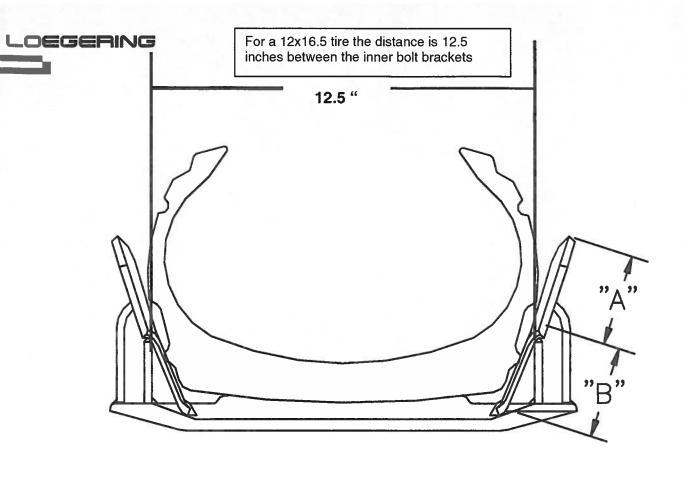
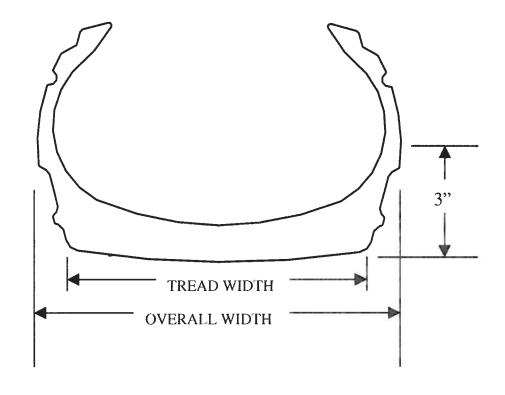


STEEL TRACK INFORMATION

- TRACK TO TIRE FIT
- TRACTION BEAD REBUILD INSTRUCTIONS
 - DURA PIN AND LINKAGE WEAR LIMITS
 - OBSOLETE STEEL TRACK PARTS



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.





Traction Bead Rebuild Instructions

Step 1: Remove tracks from Machine

Step 2: Ground a pad on the side plate.

Important: Always ground each individual pad being welded on. Never ground

a pad at one end and proceed to weld down the track or let the base of the pad act as the ground surface. This will damage the track.

Step 3: Using a wire feed welder with 60 ksi or 70 ksi wire, weld a bead that is 3/8" to ½" wide and 1/8" to ¼" high directly over the previous traction bead.

Note: When using a stick welder, use a 60 to 70 series low hydrogen welding rod

(ie. 6013, 7015, 7016, 7018 ...).

Important: Never use hard surface to weld anywhere on the track. This will void

the warranty.

Step 4: Repeat steps 2 and 3 for each pad.



DURA PIN & LINKAGE WEAR LIMITS

DURA PIN WEAR: Minimum recommended pin thickness is 0.20 inches as shown in Figure 1.

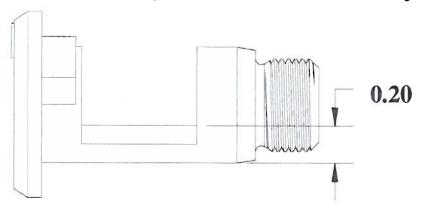


Figure 1 - Dura Pin, Trail Blazers Series

LINK WEAR: Minimum recommended link thickness is 1/4" as shown in Figure 2.

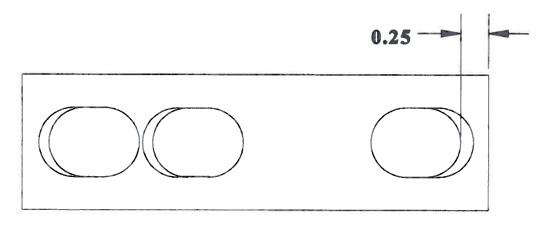


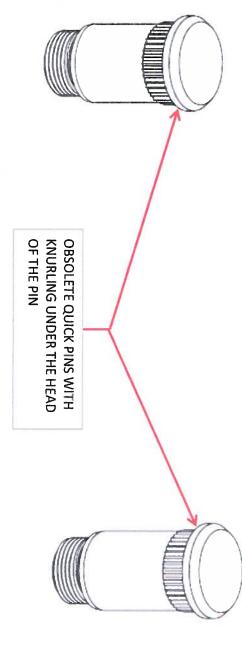
Figure 2 – Regular Link

PAD REPAIR: To weld or rebuild traction bar on track pads, **do not** use hard-surface weld. Call Loegering for specific instructions.

STEEL OVER THE TIRE PARTS THAT ARE OBSOLETE

STANDARD QUICK PIN (OBSOLETE)
PART NUMBER PN625B1035

HEAVEY DUTY QUICK PIN (OBSOLETE)PART NUMBER PN625B1160



CURRENT PAD WITH D SHAPED SIDE HOLES

OBSOLETE PAD WITH THE ROUND SIDE HOLES

