RUBBER TRACKS & PADS

INCREASE UPTIME WITH HIGH QUALITY RUBBER TRACKS & PADS.
300+ SIZES IN STOCK NATIONWIDE

West-Trak
UNRIVALLED STRENGTH

RUBBER TRACKS & PADS

Large range of Rubber Tracks & Pads for Mini Excavators, Compact Track Loaders and other rubber tracked machinery.

"Guaranteed quality, fitment & performance"

TUFFTRAC RUBBER TRACKS

Where the Rubber hits the road!

TUFF TRAC

Our TUFFtrac range has been designed and manufactured to deliver optimum performance. These suit more than two thousand models of Excavators.

This includes Skid Steer Loaders, powered Track Barrows, Tracked Dumpers, and other tracked equipment. Our range has been developed to offer superior quality and fitting, and comes with an extended manufacturer warranty.

We work directly with the manufacturer without involving agents or trading companies, ensuring we can offer unrivaled 'dollars per hour value' within the market place. With more than 200 different sizes in stock, we are well placed to keep your machine moving.

- **Highest natural rubber content in New Zealand**
- **New Zealand's only interlocking iron core with up to 112.5kn of bend strength**
- **The most extensive warranty in NZ**

24 MONTH WARRANTY

INTERLOCKING CLEATS

TUFFTRAC RUBBER TRACKS

SKIDSTEER LOADER

We stock New Zealand's only aftermarket Skidsteer tracks with continuous steel cording, all other tracks are either Kevlar or nylon based.

The new technology of steel cording for Skidsteer tracks has been tried and tested throughout NZ and Australia where operators are reporting OEM levels of performance at significantly less cost.

DUMPER RUBBER

Our high-tech natural rubber compound contains a minimum of 75% natural rubber and are supplied up to 900mm wide. Natural rubber is more dense and flexible than the cheaper and more commonly used synthetic and recycled alternatives.

This improves the wear life for machines that get everything our rugged and diverse country terrain can throw at them.

RUBBER TRACKS WARRANTY

EXCAVATOR RUBBER

Experience next generation rubber technology with interlocking core bars preventing stretch and de-tracking. The highest natural rubber content, and offset anti vibration track patterns all reducing wear and tear on your machine and maximising track life. With the most extensive warranty in NZ our rubber tracks deliver serious peace of mind. Supported by the largest stock availability in NZ, and outstanding customer service!

TUFF TRAC

24 MONTHS WARRANTY *CONDITIONS APPLY

CAMSO

CAMSO Warranty
30 Months or
2500 Hours

CTL RUBBER
(COMPACT TRACK LOADER – SPROCKET DRIVE)

The full range of our Heavy-Duty Sprocket drive Skidsteer tracks have the next generation rubber compound, track-guard iron core with high-tensile steel cables to ensure no premature failure and are stocked across both islands.

TUFF TRAC

12 MONTHS WARRANTY *CONDITIONS APPLY

CAMSO

CAMSO Warranty
18 Months or
1500 Hours

MTL RUBBER
(MULTI-TERRAIN LOADER – LUG DRIVE)

Skidsteer 'Lug Drive' machines are extremely severe on rubber tracks – we meet the risk of premature wear head on as New Zealand's only supplier with continuous steel cording in both our TUFFtrac range.
With traditional Kevlar or Nylon based corded type tracks on the market you can only expect to get 500 hours use. Our new technology of steel cording has been tried and tested and deliver OEM levels of performance at significantly less cost.

TUFF TRAC

12 MONTHS WARRANTY *CONDITIONS APPLY

CAMSO

CAMSO Warranty
14 Months or
1200 Hours

RUBBER TRACKS WARRANTY

DUMPER RUBBER

Don't get caught with downtime on these expensive machines! Enquire about our 'Advanced Plan 365' indent service giving you peace of mind that we will always have a spare track in stock for your machine removing any risk of downtime. We guarantee you latest design and high performing rubber on call for when you need it.

TUFF TRAC 12 MONTHS WARRANTY *CONDITIONS APPLY

CAMSO

CAMSO Warranty
12 Months or
1000 Hours

BOLT-ON PADS

Bolt-on pads are very popular for Excavators which have bolt holes pre-drilled in the steel Track Shoes. These are available for all machines from 3-25 Tonne. We can also offer our OEM-quality TUFFpad brand in the bolt-on style.

TUFF Pads 24 MONTHS WARRANTY *CONDITIONS APPLY

DRTtrax

DRT Warranty
12 Months

CHAIN-ON PADS

These pads are different from other types in that they are bolted directly on to the Track Chain using track bolts in the same way that a steel Track Shoe would be bolted on. Available only in our Malaysian-made TUFFpad brand.

TUFF Pads 24 MONTHS WARRANTY *CONDITIONS APPLY

CLIP-ON PADS

Clip-on type Rubber pads are available for use when you do not have pre-drilled bolt holes in your steel pads. These versatile pads are available for a wide range of different machines from 2-45 Tonne.

DRTtrax

DRT Warranty
12 Months

RUBBER TRACK RANGE

MACHINE TYPES

Mini Excavators

ASV style Posi-Track / Multi Terrain Loaders (MTL)

Horizontal Drills

Compact Track Loaders (CTL)

Track Dumper/Carriers and many more machines

Toro Dingo Machines

TRACK TREAD PATTERNS

Straight Bar ASV
ASV Loader Track

'C' Block
CTL Loader Track

Multi Bar
CTL Loader Track

Big Block
CTL Loader Track

Zig Zag
CTL Loader Track

Directional Block
Excavator Track

Directional L Block
Excavator Track

Traction Bar
Excavator Track

Multi Block
Toro Dingo Track

Straight Bar
Marooka Track

EXCAVATOR TRACK - STANDARD TYPE

1 COMPREHENSIVE RANGE OF RUBBER TRACKS
to suit leading OEM brands including Kubota, Takeuchi, Bobcat, Case, CAT, Hitachi, JCB, Hyundai, Kobelco and Komatsu.

2 CONTINUOUSLY WOUND HIGH TENSILE STEEL CABLES
prevents corrosion, provides greater strength and durability and eliminates weak points caused by joints found in spiral wound cables

3 TREAD PATTERNS DESIGNED FOR IMPROVED TRACTION
reducing surface damage and negative impact on the environment

4 MULTI USE also suitable on Dozers, Horizontal Drilling Machines, Lifting Platforms, Small Dumpers & Cranes

5 PRECISION FITTED STEEL CORE BARS
for maximum strength and reduced risk of detracking

6 HEAVY DUTY RUBBER COMPOUND
provides greater flexibility & wear resistance and minimises punctures & tears, resulting in reduced maintenance & downtime and extended track life

7 REDUCED VIBRATION
resulting in improved operator comfort and reduced noise

EXCAVATOR TRACK - OFFSET TYPE

1 QUALITY RANGE OF RUBBER TRACKS
to suit Yanmar brand of Excavator machines.

2 CONTINUOUSLY WOUND HIGH TENSILE STEEL CABLES
prevents corrosion, provides greater strength and durability and eliminates weak points caused by joints found in spiral wound cables

3 TREAD PATTERNS DESIGNED FOR IMPROVED TRACTION
reducing surface damage and negative impact on the environment

4 MULTI USE also suitable on Dozers, Horizontal Drilling Machines, Lifting Platforms, Small Dumpers & Cranes

5 PRECISION FITTED STEEL CORE BARS
for maximum strength and reduced risk of detracking

6 HEAVY DUTY RUBBER COMPOUND
provides greater flexibility & wear resistance and minimises punctures & tears, resulting in reduced maintenance & downtime and extended track life

7 REDUCED VIBRATION
resulting in improved operator comfort and reduced noise

RUBBER TRACK RANGE

SKID STEER LOADER TRACK - ASV TYPE

4 ONE PIECE MOLDING OF DRIVE LUGS TO TRACK
eliminating breakage and providing maximum strength for superior performance and extended track life

1 COMPREHENSIVE RANGE OF RUBBER TRACKS
to suit leading OEM brands including ASV, Terex & CAT

2 NON-STEEL KEVLAR BELT CORE
for greater durability and reduced stretching

5 HEAVY DUTY RUBBER COMPOUND
provides greater flexibility & wear resistance and minimises punctures & tears. Results in reduced maintenance & downtime and extended track life

3 TREAD PATTERNS DESIGNED FOR IMPROVED TRACTION
reducing surface damage and negative impact on the environment

6 REDUCED VIBRATION AND WEIGHT
resulting in improved operator comfort and reduced noise & fuel consumption

SKID STEER LOADER TRACK - BLOCK TYPE

4 PRECISION FITTED STEEL CORE BARS
for maximum strength and reduced risk of detracking

1 COMPREHENSIVE RANGE OF RUBBER TRACKS
to suit leading OEM brands including Kubota, Takeuchi, Terex, CAT, Bobcat, Case, Komatsu and others

2 CONTINUOUSLY WOUND HIGH TENSILE STEEL CABLES
prevents corrosion, provides greater strength and durability and eliminates weak points caused by joints found in spiral wound cables

5 REDUCED VIBRATION
resulting in improved operator comfort and reduced noise

3 HEAVY DUTY RUBBER COMPOUND
provides greater flexibility & wear resistance and minimises punctures & tears, resulting in reduced maintenance & downtime and extended track life

6 BLOCK PATTERN TREAD IDEAL FOR HARSH TERRAIN
Improves traction and extends track life

SKID STEER LOADER TRACK - MULTI BAR TYPE

TRACKED DUMPER/CARRIER TRACKS

HOW TO MEASURE A RUBBER TRACK

Below is a simple guide to help you identify the Rubber Track size that is on your machine. All you need is a tape measure or ruler. For our example we have selected a 300x52.5x78 wide gauge rubber track.

STEP 1 - Measuring the width
Place the tape measure across the top of the rubber track (as in the photo) and note the size. This measurement is always given in mm (example shown is 300mm)

STEP 2 - Measuring the pitch
This is the measurement from the centre of one lug to the centre of the next lug. This measurement is always given in mm (example shown is 52.5mm)

STEP 3 - Counting the quantity of links
This is the quantity of pairs of links on the inside of the track. Mark one of the links off and then count each link around the total circumference of the track until returning back to the link which was marked. (example shown is 78 links with 6 links shown on the photo)

STEP 4 - Measuring the gauge
Measure between the lugs from the inside of one lug to the inside of the lug opposite. This measurement is always given in mm. (example shown is 46mm which is a wide gauge track)

IMPORTANT - step 4 is only required on 300mm/350mm/400mm and 450mm wide tracks

STEP 5 - Checking the type of Roller fitted
This step is only required on some of the 300mm and 400mm wide tracks which can have an outer rail type Roller style fitted as per on the left picture or a inner rail Roller style fitted on the right of the picture

STEP 6 - Look for any markings
If you are having difficulties measuring your track, it is worth looking for any markings that will help you identify the size. Many rubber tracks have the size stamped into the rubber. This is usually found on the inside edges of the track. The numbers represent the width (300) x the pitch (52.5) the gauge (W) x the number of links (78)

HOW TO FIT YOUR RUBBER TRACKS

After checking you have purchased the correct size Rubber Tracks, put the machine on a hard, flat surface and ensure all the necessary safety equipment, tools and help is at hand.

Step 1: Releasing the Track Tension
Remove the grease fitting using a wrench/adjustable spanner. Step down onto the bottom of the track to collapse the Idler, releasing the track tension. Inspect the grease fitting and replace if required.

Step 2: Raising the Track
Push the blade of your machine down until the front of the rubber track moves upwards. Push the Bucket down on the other end to lift both tracks off the ground.

Step 3: Safety Precaution
For safety reasons place a heavy-duty jack or blocks underneath the track frame, to avoid the machine collapsing causing injury.

Step 4: Removing the Track
Manually remove one end of the track from the Idler using a pry bar.

Step 5: Inspect the Parts
When the rubber track has been removed inspect the other undercarriage components for any signs of damage or wear. Replace them if required at this stage.

Step 6: Fitting the Track
Move the new rubber track into position beside the machine. Hook the track onto the Sprocket teeth at the back of the machine. Have someone push the track forwards whilst you use the pry bar to align the front of the track into position on the front Idler.

Step 7: Tensioning the Track
Once the track is fitted on and properly aligned, refit the grease fitting and tension the track. Below is a tension guide for the track sag (measured in the centre of the track frame)

Machine Size:	Track Sag Dimension:
0.75-1.5 tonne	8-10mm
1.5-3.0 tonne	10-15mm
3.0-6.0 tonne	12-20mm
6.0-8.0 tonne	15-25mm

Step 8: Checking Track Movement
While the track is still off the ground, drive the machine forwards and backwards a few times to ensure the track has been installed correctly and there are no obstructions or misalignments. (be sure to do full revolutions right around in both directions.

Step 9: Final Step
Your machine is now ready to operate. Ensure to check the track tension every few days during the first 4 weeks while the new track is bedding in, as the tension may reduce slightly.

MAINTAINING YOUR RUBBER TRACKS

Be proactive. Take steps to prepare the machine for adverse treatment ahead of time, and then educate workers about operating tracked machines. Check out the following tips to help keep your equipment running and your ROI rolling in the right direction.

Maintain the Undercarriage

If the undercarriage parts are starting to wear out, replace them promptly. Worn Sprocket teeth can pull out the links from the tracks and worn Rollers can cut the rolling area of the track, causing serious damage. Furthermore, it's important to use a pressure washer to clean the undercarriage. Neglecting to wash it can cause the recoil mechanisms to fail and, in turn, the track cables to break.

Avoid too much Tension

Always refer to the OEM manual for the proper tension, as different size machines require different tensions, and check the track tension each week. While some people believe that keeping track tension especially tight will make it last longer, that's not the case. Some flex is needed, or the track will react similarly to an over-inflated tyre. Conversely, tracks that are too loose can eventually damage the cleats around the planetary drive wheel.

Stay on Track

De-tracking can cause catastrophic damage to rubber tracks, with the severity correlating with the length of time the operator continued to use the machine. While an experienced operator can recover a partially de-tracked machine with a series of manoeuvres, a completely de-tracked machine will need to be moved to a stable, level area for the tracks to be repositioned.

Don't Cruise over Curbs

Driving over curbs puts excessive stress on tracks, which can cause de-tracking. If the tracks stay in place, the stress could cause the rubber to crack. It's a domino effect from there: Chunks of rubber fall off and expose the internal steel cords to moisture, which leads to corrosion and, ultimately, track failure.

Drive Carefully

Remember that while tracks will not puncture like pneumatic tyres, sharp objects still should be avoided. Jagged debris can cause rubber pieces to slice off, reducing the track's effectiveness and eventually damaging the inner steel cords. When it comes to aggressive terrain, steel tracks may be a better option.

Avoid Contaminants

Chemicals, oil, salt and farmyard manure, as well as other abrasive environments, can wreak havoc on a set of tracks, causing the rubber to deteriorate. Avoid these elements if possible. Also, keep an eye out for hydraulic oil and grease that may drip from the machine onto the tracks. If the tracks do become exposed to any of these elements, rinse them immediately afterward.

MAINTAINING YOUR RUBBER TRACKS

Keep Looking Forward

Traveling in reverse, especially at high speeds, will unnecessarily stress the tracks which are designed for forward motion. Putting a notice on the dashboard may help remind operators of this.

Rotate Regularly

Rubber tracks should be rotated periodically to ensure even tread wear. When it's time to replace the tracks, do both at the same time. Replacing only one track at a time may cause alignment issues and damage the undercarriage.

Avoid Direct Sunlight

When the machine is parked for long periods of time, make sure it's in the shade or cover the tracks with a tarp or cloth. Sunlight is a natural enemy of any rubber product, including rubber tracks. This preventive action alone can double the track life.

Store Tracks Properly

When the tracks are not in use, store them in a cool dry environment, and allow them to rest on their sides in a relaxed position to prevent crimps and folds. If the tracks are left on the machine, operate the vehicle at least once every two weeks for about five minutes to help maintain track flexibility and prevent the tracks from becoming misshapen.

DE-TRACKING PROBLEMS & SOLUTIONS

Rubber tracks can de-track due to any, or mostly a combination of the following causes:

1. **Insufficient Track Tension (or broken track adjuster spring)**
2. **Leaking Track Adjusters**
3. **Worn Undercarriage**
4. **Incorrect Track Fitted**
5. **Operator Abuse**
6. **Operating Conditions**
7. **Faulty Tracks**
8. **Track Breakage**

These issues are explained in further detail below to help you determine the problem and find a solution.

1. Insufficient Track Tension (or broken track spring)

The first consideration when de-tracking problems happen is to check if the machine was converted from steel tracks to rubber tracks. Insufficient track tension is the most common cause of this problem.

Many manufacturers of mini-Excavators including Komatsu, Hitachi, Kubota, Kobelco have track adjuster assemblies with two tension settings; tight for rubber tracks and loose for steel tracks. The reason for this is that there is no stretch in steel tracks, therefore the track adjuster needs to have enough give to relieve tension build up if any material is caught in the track.

Rubber tracks however, due to their design and construction have a certain amount of inherent flexibility and typically run a much tighter spring tension. Therefore, if a machine has been converted from steel to rubber tracks (without tightening the track adjuster), or if the track adjuster has broken; you are highly likely to experience de-tracking problems.

A simple but effective way to identify this as a problem is to perform the following test: Lift the machine off the ground (using Bucket and blade) and jump on the bottom edge of the track. While you are jumping, get someone to carefully watch the Idler and measure the amount of retraction. If the Idler is retracting more than 5mm under the weight of a person – imagine how much it will retract with the weight of the Excavator. This retraction causes temporary track slackness which will often result in de-tracking. Particularly at the Idler end.

2. Leaking Track Adjusters

Another common cause of de-tracking is leaking or bypassing track adjuster seals. This can be caused by a bent, scarred, rusted or contaminated (often by concrete set on the exposed rod) adjuster piston. This causes the track to slowly become loose over time, causing slackness and de-tracking.

The easiest way to check if this is the cause, is to tighten up the offending track first thing in the morning, then regularly monitor it during the day while working. If the tension has noticeably dropped off or the track has come off, then I would highly recommend pulling the track adjuster out for examination and repair.

DE-TRACKING PROBLEMS & SOLUTIONS

3. Worn Undercarriage

Probably the first and easiest problem to the determine cause of de-tracking

- Check if all the top and bottom Rollers rotate smoothly and are not loose and wobbly
- Check if the Roller flanges are still distinct and upright, not rounded off
- Check if the Idler still has a prominent and straight sided centre guide flange and tight bushings without excess slop

Worn Sprockets are also another possible cause of de-tracking and often harder to diagnose. The Sprocket teeth will look very sharp and shiny. Fitting a new track on worn Sprockets will result in a pitch mismatch that shortens the track life, because the pitch of a Sprocket changes as it wears out.

All of these can cause issues with keeping tracks on and unless they are badly worn, are usually a contributing factor, rather than the sole cause of de-tracking.

4. Incorrect Track Fitted

Indicators for a poorly fitting or incorrect track size or type can include;

- Banging or clunking on the Sprocket when tracking - this can be the wrong track pitch or the track is fitted around the wrong way (this could also be Sprocket wear)
- Track Rollers are cutting grooves in the sides of the track
- Tracks are not seating on the Rollers correctly
- Too much space either side of the Sprocket and/or Idler flange

Track frame misalignment can also be a factor for de-tracking. If the track frame or Idler mount has become twisted or damaged it can cause the track to run off centre.

5. Operator Abuse

This is not usually the sole reason for de-tracking, but a rough operator coupled with worn undercarriage, can cause some damage. At the end of the day a few basic operating rules can save a lot of problems:

- Don't drive over it – move it. You have a Bucket, shift rocks and rubble out of your way rather than tracking straight over it
- Don't turn on side slopes or when tracking over a pile or curbs
- Track turn – don't skid turn. Turn a wider radius ensuring both tracks are moving, rather than just using one track to turn. This causes less build-up of rubble in your tracks

6. Operating Conditions

The worst operating conditions for rubber tracks is heavy mud, sand and gravel. These conditions cause a build-up of soil/rubble inside the track which is then compacted by the Rollers and sprockets. If you are not careful, the tension builds up until 'bang', the track is off or broken.

A couple of tips to avoid this include regularly lifting your machine up off the ground and tracking at high speed. This helps clear the tracks. Please remember that this compacted material in the track can cause a massive increase in track tension, resulting eventually in reduced track life. It also pays to back the track tension off substantially by letting grease out when in these conditions to avoid this build-up of pressure.

Side slopes are another condition which can cause de-tracking. Especially if the spring tension is a bit soft and/or the undercarriage is worn. It is always best to work up and down a slope rather than side-to-side.

7. Faulty Tracks

De-tracking is rarely a track fault – but it can and does happen sometimes. If the steel cables inside the track are broken, worn or fractured, then the track will tend to flex excessively and ride off the sprocket or Idler.

Check if both tracks are coming off or just one. If it's just one track, we recommend swapping them left to right side. If the problem continues on the same side, it is definitely not the track at fault. Whereas if the same track continues to come off on the opposite side, then we have most likely identified the problem and the track is likely at fault.

8. Track Breakage

The possible causes of track breakage can include;

- Track tension too tight
- Excessive track wear or damage
- Cuts or cracks that go through the steel cords
- Track being damaged or stretched from de-tracking issues
- Excessive material packing, causing the track to over stretch
- Moisture or chemical contact causing the steel cords to corrode

TUFFpad bolt-on Rubber Pads

EXTENDING RUBBER PAD LIFE WITH A BREAKTHROUGH RUBBER COMPOUND, OUR TUFFPADS OFFER UP TO 30% MORE LIFE OVER AFTERMARKET COUNTERPARTS GIVING YOU:

- Industry-leading 24-Month warranty
- Made in Malaysia
- Lifetime guarantee of no delamination
- Anti-chunking properties
- Perfect blend of natural & synthetic rubber
- Bolt-On & Chain-On styles available
- NZ's largest range and stock holding

TUFF Pads

24 MONTHS WARRANTY *CONDITIONS APPLY

SUITS MACHINES 3 - 15 TONNE

A RANGE OF TOUGH RUBBER PADS ARE AVAILABLE FOR MOST MODELS OF EXCAVATORS & OTHER TRACKED MACHINES FROM 5-30 TONNE

Our Heavy Duty Rubber Pads are designed and engineered to fit most triple bar Track Shoes and consist of a thick, anti-wear rubber pad, bonded to a forged steel core.

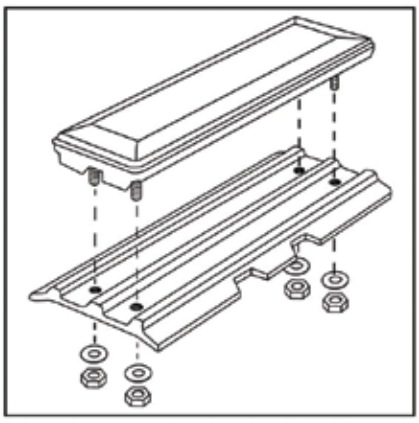
Track Pads are made to fit onto most 3 Bar steel Track Shoes and come in Bolt-on and Clip-on types, depending if your existing steel Shoes have pre-drilled bolt holes in them or not.

Rubber Pads are available to suit a wide range of machines including Excavators, Dozers, drilling machines, profiling and paving machines.

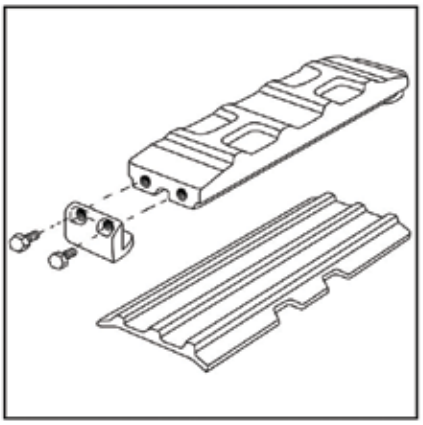
Our rubber pad technology pairs flexibility with genuine strength to reduce wear and tear and optimise long service life.

Advantages of using Rubber pads are;

- **Protection of road/concrete surfaces**
- **Easily installed & removed on-site**
- **Increased traction on hard/wet surfaces**
- **Reduced noise & vibration**
- **Reduction in overall downtime**
- **Better machine stability**



Bolt-on Rubber Pads



Clip-on Rubber Pads

BOLT-ON RUBBER PADS

- **Bolt-On Rubber Pads are designed and manufactured to fit to the existing steel Track Shoes on Excavators, profilers and drill equipment to alleviate surface damage that is caused by steel tracks**
- **Made from the highest quality Rubber compound for maximum wear life**
- **Easily bolted on or off your machine as required**

BOLT ON STYLE
Enables the Rubber Pad to be bolted directly onto existing steel grouser plates for quick and easy installation.

HEAVY DUTY RUBBER COMPOUND
Provides greater strength and wear resistance in all types of applications and conditions. Reduces vibration and noise.

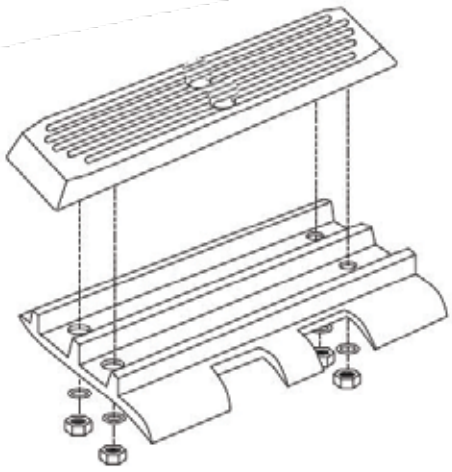
SOLID STEEL CORE (optional)
A Heavy Duty 4mm steel core provides greater strength, minimal pad flex and delamination.

TREAD PATTERNS DESIGNED FOR IMPROVED TRACTION
Reduces surface damage and negative impact to the environment.

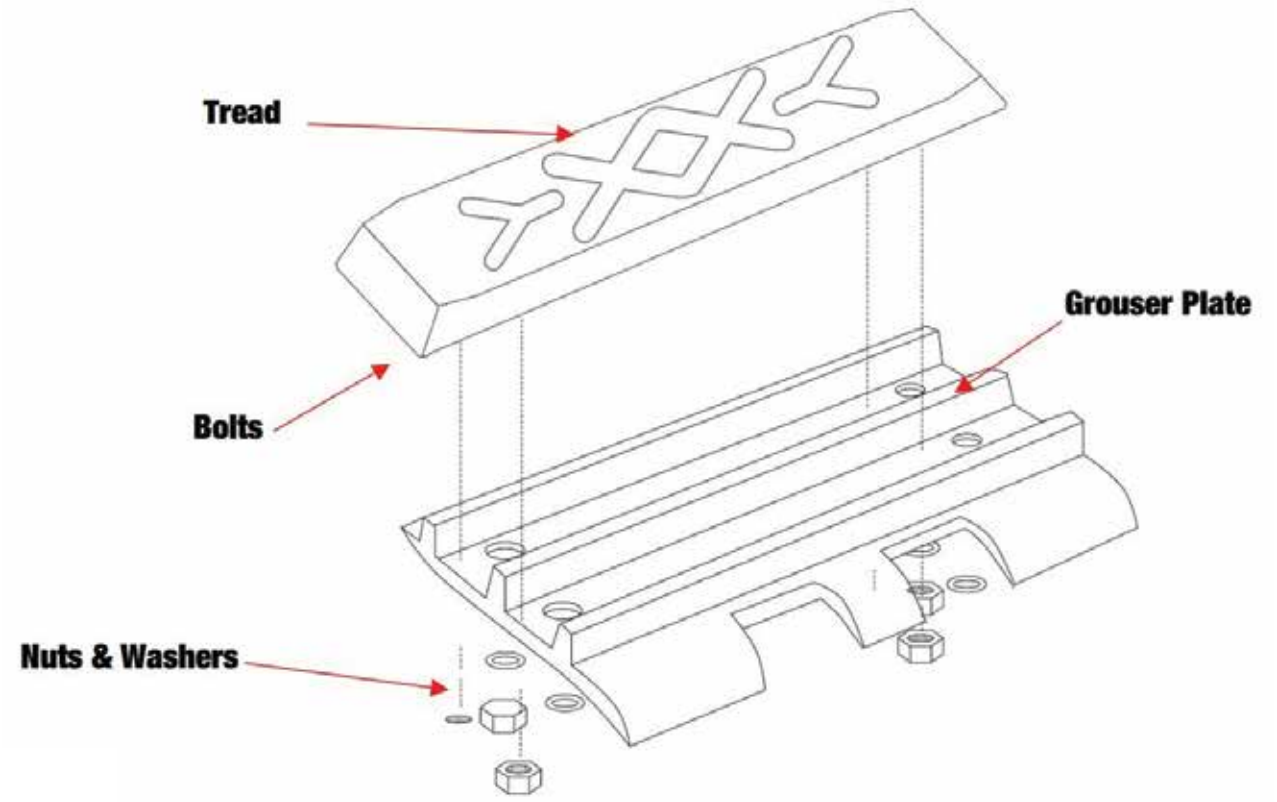
TECHNICAL SPECIFICATIONS

Pad Width	Style	Core Bar	Rubber Compound	Pad Life	Warranty
230mm to 700mm	Bolt On	4mm Steel	Heavy Duty Natural & Synthetic Fibre Virgin Rubber	3 to 5yrs*	12mths

* Based on normal operating conditions of the equipment.



HOW TO FIT BOLT-ON RUBBER PADS



Step 1:
If the Bolt-on Rubber Pads are being installed onto new machines skip to Step 2. If being fitted to used machines, ensure all mud and other debris have been removed from the surface of the grouser plates before fitting the new pads.

Step 2:
Position the Pad bolts (on the underside of the pad) in line with the pre-drilled holes on the grouser plate.

Step 3:
Place the rubber pad firmly onto the grouser plate and fasten with spring washers and dome nuts from the underside of the grouser plate.

Step 4:
Use an impact wrench to fasten the bolts and nuts. Tighten further with an offset wrench.

Step 5:
Once all the rubber pads have been installed, move the machine foward slowly to check they have been fitted securely and adjust if necessary.

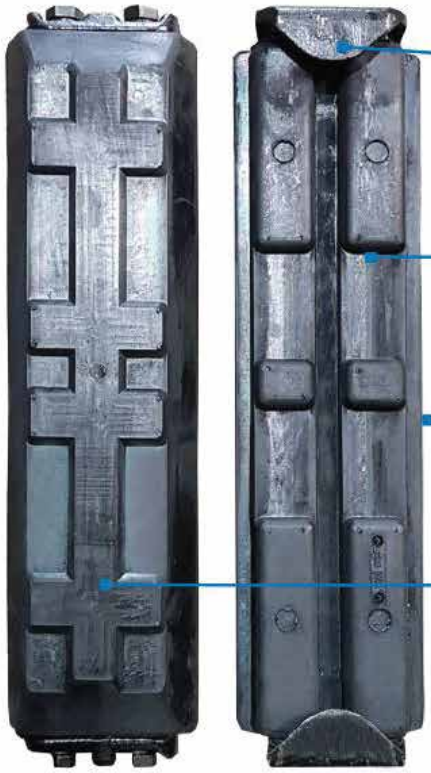
TORQUE SETTING FOR BOLT-ON RUBBER PADS

Bolt Size - Metric (mm)	Bolt Size - Imperial (Inches)	Torque (Nm)	Pad Size (varies)
M12	1/2	113Nm	200mm
M14	9/16	178Nm	450mm
M16	5/8	275Nm	500mm
M20	3/4	556Nm	600mm

These torque settings are a guide only, refer to your machines Operating and User Manual for the recommended torque settings.

CLIP-ON RUBBER PADS

- **Clip-On Rubber Pads are designed and manufactured to fit to the existing steel Track Shoes on Excavators, profilers and drill equipment to alleviate surface damage that is caused by steel Track Shoes**
- **Made from the highest quality Rubber compound for maximum wear life**
- **Easily fitted on or off your machine as required**



1 CLIP ON STYLE
Enables the Rubber Pad to clip onto the end of the existing steel grouser plate and then tightened to secure for quick and easy installation. Used when pre-drilled holes do not exist on the grouser plate.

2 HEAVY DUTY RUBBER COMPOUND
Provides greater strength and wear resistance in all types of applications and conditions. Reduces vibration and noise.

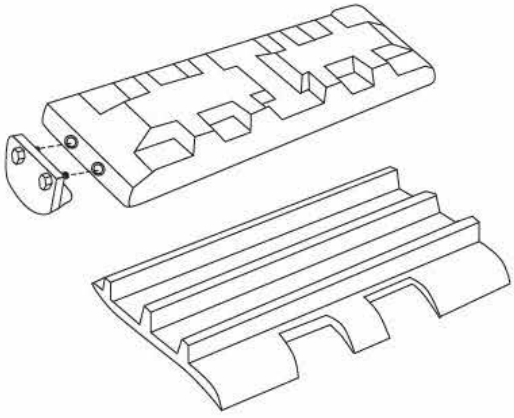
3 SOLID FORM STEEL CORE
A Heavy Duty 4mm steel core provides greater strength, minimal pad flex and delamination.

4 TREAD PATTERNS DESIGNED FOR IMPROVED TRACTION
Reduces surface damage and negative impact to the environment.

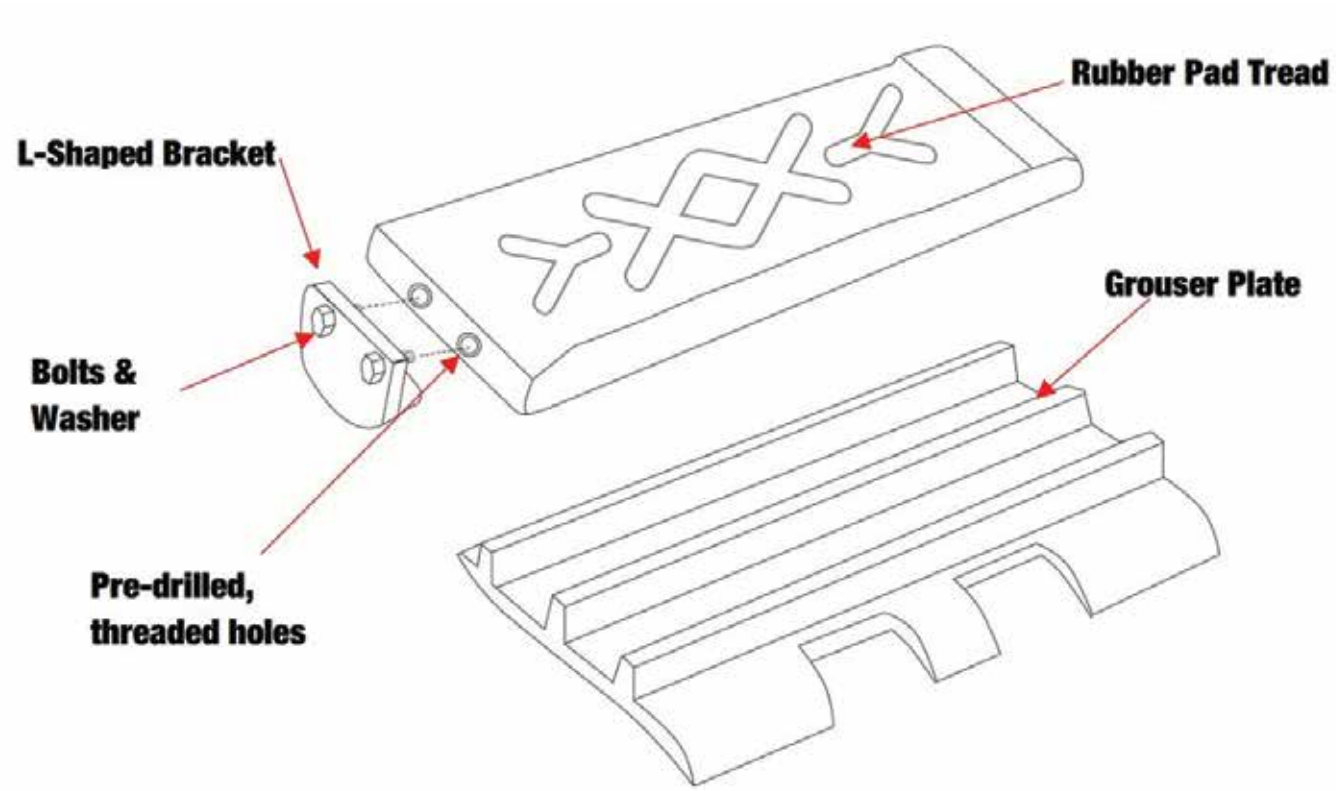
TECHNICAL SPECIFICATIONS

Pad Width	Style	Core Bar	Rubber Compound	Pad Life	Warranty
230mm to 800mm	Clip On	4mm Steel	Heavy Duty Natural & Synthetic Fibre Virgin Rubber	3 to 5yrs*	12mths

* Based on normal operating conditions of the equipment.



HOW TO FIT CLIP-ON RUBBER PADS



Step 1:
If the Clip-on Rubber Pads are being installed onto new machines skip to Step 2. If being fitted to used machines, ensure all mud and other debris have been removed form the surface of the grouser plates before fitting the new pads.

Step 2:
Hook the attached L-shaped bracket onto the inner end of the grouser plates and then close the opposite end with another L-shaped bracket and screw in the bolts.

Step 3:
Position the Rubber Pad onto the grouser plate, fitting the L shaped bracket into position to secure the rubber pad.

Step 4:
Use an impact wrench to fasten the bolts and nuts. Tighten further with an offset wrench.

Step 5:
Once all the rubber pads have been installed, move the machine forward slowly to check they have been fitted securely and adjust if necessary.

TORQUE SETTING FOR CLIP-ON RUBBER PADS

Bolt Size - Metric (mm)	Bolt Size - Imperial (Inches)	Torque (Nm)	Pad Size (varies)
M12	1/2	113Nm	200mm
M14	9/16	178Nm	450mm
M16	5/8	275Nm	500mm
M20	3/4	556Nm	600mm

These torque settings are a guide only, refer to your machines Operating and User Manual for the recommended torque settings.

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