

# **Over-the-Tire Tracks for Skid Steer Loaders**

# **User's Guide & Installation Manual**



**Congratulations!** You’ve just purchased a new over-the-tire track system from McLaren Industries. This User’s Manual covers proper installation and maintenance of your V8 Series Rubber, Magnum, Diamond, or Maximizer over-the-tire tracks.

**Step 1:** Read ALL instructions before installing the tracks.

**Step 2:** Make sure that you received all of the items shipped to you.

**Step 3:** Be cautious and protect yourself from harm during installation.

**Step 4:** Make sure the product is properly installed before operating your machine.

Though track installation is fairly simple, first time track users may require assistance. If assistance is needed, please contact McLaren Customer Service or your authorized dealer. Your local skid steer dealer is also an excellent source for assistance. For experienced users, the installation of the tracks takes an average of fifteen minutes per side. However, first-time users will require more time to become familiar with the operation of the tools in the kit and the track system. First-time users will also need to perform an initial adjustment of the tracks to best fit the tires of the machine.

**Disclaimer** - Before you install and operate your skid steer loader with your new over-the-tire tracks, you must follow the following guidelines to insure proper product operation and user safety.

#### **MACHINE SAFETY DURING TRACK INSTALLATION AND REMOVAL**

ALWAYS be sure that the boom is raised and locked when installing or uninstalling the tracks. Be sure that other people who are not required to assist in installing/uninstalling the tracks are clear of the work area and the loader. Make sure that the engine is also off while doing any work on the tracks.

#### **TRACK SLACK ADJUSTMENT**

Track slack should be in the range of 1” to 3”. Around 2” of slack is optimal. A looser track with a slack of about 2” to 3” will provide for greater pin/carriage bolt life. Tracks that are too tight can damage the loader.

#### **USE OF MCLAREN OVER-THE-TIRE TRACKS WITH FOAM-FILLED OR SOLID TIRES**

Do not use foam-filled tires or solid rubber tires with McLaren over-the-tire tracks! Using solid tires with over-the-tire tracks may damage the machine if debris gets caught between the track and the tires. The only flat-proof tire that is recommended to work with McLaren OTT tracks is McLaren Industries’ Nu-Air Tyre®.

#### **TIRE DAMAGE AND WEAR**

Tire pressure. Make sure that the air pressure is correct. If you find a tire rating in kPa on the sidewall, to convert to the US pounds per square inch (PSI) rating, multiply the kPa rating by 0.14504. Following is an example of a conversion:

**Formula:**

To convert kPa to PSI, multiply the kPa rating (on the Ranger tire) by 0.14504.

Example: If a Ranger tire has a kPa rating of 510. Multiply the kPa rating of 510 by 0.14504.

$510 \times 0.14504 = 73.9704$  PSI.

Round 73.9704 up and you get 74.0 PSI

**Carriage Bolt / Pin and Nut Tightness.** Be sure that the nuts on the carriage bolts / pins are tight. You can use a standard automotive air wrench to tighten any loose nuts. Alternatively, you can use a torque wrench to tighten at a rate of 100 foot pounds. Higher torque ratings can damage or strip the bolt / nut threads. A loose bolt can slide sideways and end up catching the sidewall of a tire and cause a puncture. A tight bolt will prevent this from occurring.

**Track-to-Tire Fit.** Track-to-Tire fit is the responsibility of the machine/track owner. It is normal and recommended that a certain amount of space exist between the tire and the inside of the track sections. Do not run the tracks if the tires are snug inside the tracks. If the tires are snug inside the tracks, this will cause excessive and premature tire sidewall wear and ultimately tire failure. The normal and recommended amount of space between the tire and the inside of the tracks is 1/2" to 3/4". This space allows for proper release of any debris that may get caught between the tire and the inside of the tracks.

**No Warranty for Any Tire Damage.** McLaren Industries does not provide warranty for any tire damage. Track condition, fit, and machine clearance are the responsibility of the machine/track owner. (Please see the Clearance Measurement Guide)

**INSTALLATION TOOL**

Do not over-tighten the installation tool when installing the over-the-tire tracks. Over tightening the installation tool can cause damage to the tool itself, the tracks, and/or the machine. The installation tool will break if over tightened. The tool is designed to withstand the normal pressure exerted when installing the tracks. The installation tool is not covered by any warranty. If an installation tool breaks, a new tool may be purchased through McLaren Industries.

**MACHINE OPERATION**

Do not operate the machine if the tracks are not set to the recommended tension.

**MACHINE DAMAGE**

McLaren Industries is not responsible for damage to the track owner's machine. The machine owner is responsible for determining that the tracks (or any related products, such as wheel spacers or boom stops) are used within the constraints and limitations set by McLaren Industries, if purchased from McLaren Industries, or an authorized McLaren dealer.

### **BREAK-IN PERIOD**

You may have to readjust the tension of your new over-the-tire tracks one (1) to three (3) times during the first twenty (20) hours of use. This will moderate the friction between the metal components of the tracks as-well as the friction between the tracks and tires

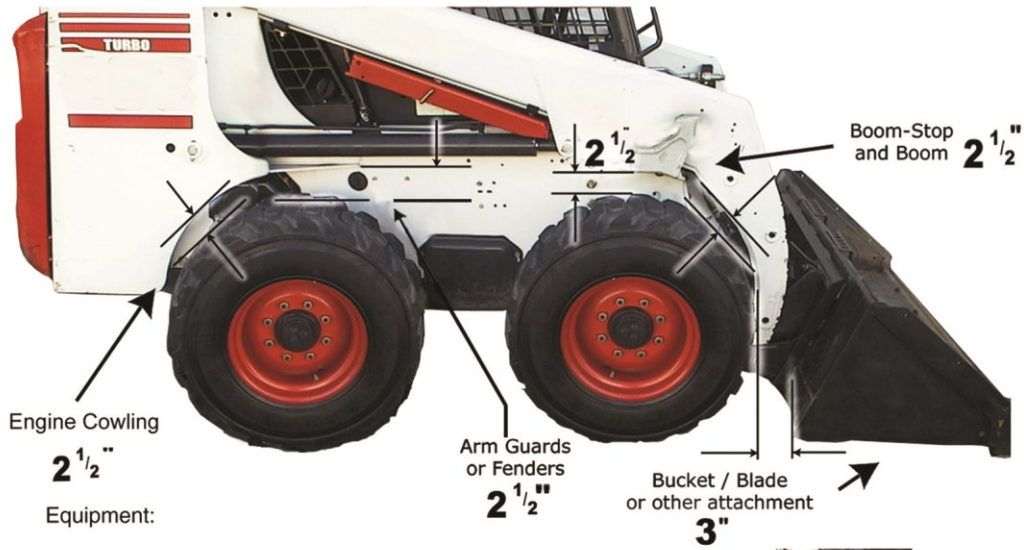
### **CARRIAGE BOLT / PIN / LINK WEAR FACTORS AND LIFE**

The life of the carriage bolts / pins / links is reliant upon several factors: proper adjustment of the tracks and track tension and work environment conditions. Soft soil will provide the longest carriage bolt/pin/link life. The condition that is most detrimental to the life of the metal components of the tracks is sand. Sand will wear the metal components more rapidly than any other work conditions. Sand will also greatly reduce the life of the tracks that have rubber pads.

### **RETAIN THE ID PLATE**

Please retain the ID plate that comes on the tracks for any future warranty issues.

### CLEARANCE MEASUREMENT GUIDE:



Make: \_\_\_\_\_ Model: \_\_\_\_\_  
(Note: the Make and Model should be exactly as written on the machine registration plate!)



Check for clearance between engine cowling and tire.






### INSTALLATION KIT CONTENTS:

- 1 pc Packaging Box
- 1 Set of 2 Pcs of C Clamp For Universal Installation
- 1 pc Square Nut For V-Hook/C-Clamp (Left-Hand Thread)
- 1 pc Square Nut For V-Hook/ C-Clamp (Right-Hand Thread)
- 1 pc Allen Wrench 10 mm
- 1 pc 1/2" 10 mm Socket for Allen Wrench
- 1 pc 1/2" 19 mm Socket for Carriage Bolt
- 4 pcs Carriage Bolt 14 mm w/ Nut and Lock-Washer
- 1 pc 1/2" C Clamp Threaded Rod 12Mm
- 1 pc 1/2" 12 mm Socket for Threaded Rod
- 1 pc 1/2" 16 mm Socket For 12" OTT Rubber Pad Nut
- 1 pc 1/2" Ratchet

Note: Installation kit is subject to change.

**CORRECT ASSEMBLY OF C-CLAMPS AND SQUARE NUTS:**

1. 
2.  Screw both C clamps onto the threaded rod. Make sure square nuts can be screwed on to the threaded rod properly.
3. 

**INSTALLATION INSTRUCTIONS:**

Take all necessary precautions to protect yourself during installation. If necessary, install wheel spacers and/or boom stops. Make any other adjustments to the machine as required.

Be sure you have the necessary track clearance on your machine. (Refer to the Measurement Guide IN this manual.) You may disconnect a single track unit from the track assembly and use it to check for track clearance before you continue with the installation. If problems with clearance occur, call McLaren Customer Service or your authorized dealer.

NOTE: It is recommended to install one side at a time, as opposed to both, until you familiarize yourself with the track system.



OTT Magnum is directional. When the track is mounted on the machine, the thick solid bar should point to the front of the machine, when looking at the top of the track.



1.

1. Make sure that both tracks are parallel to each other and of equal distance to the machine. Remove as much slack as possible.



2.

2. To avoid serious injury or death raise and lock the boom of the machine according to the manufacturer's instructions.



3.

3. Slowly drive the machine over the tracks. Stop halfway over the track chain.



4.

4. Fold the back end of tracks over the back tire of the machine.



5.

5. Fold the front end of tracks over the front tire.



6.

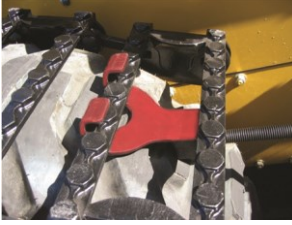
6. Assemble the installation tool as described above.

NOTE: Before using the installation tool to tighten the tracks, make sure that there is no slack bunched between the ground and the tire - as the arrow shows on this image. The track should be in full contact all the way around the tire before tightening the track.





**7.**



7. Insert installation tool under the first open section of the track.

**8.**



8. Connect the other end of the installation tool to the opposite section of the track.

**9.**



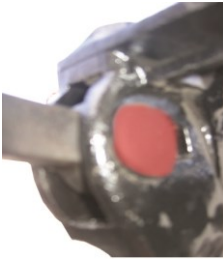
9. Put ratchet on the square end of the threaded rod. Use the ratchet to bring the two ends of the track together.

**10.**



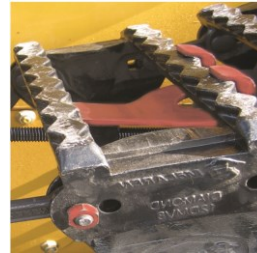
10. When the open track sections get close enough together, insert the ends of the dog-bone links into their respective slots.

**11.**



11. Insert the carriage bolt on the outside of the track

**12.**



12. Tighten the carriage bolts. You can tighten to 100 pounds of torque pressure or use an automotive air

**13.**



13. Once the carriage bolts are tight, loosen the installation tool.

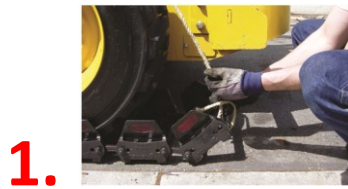
**14.**



14. Remove the installation tool from the track and then move the machine forward until there is an open space to insert the carriage bolt on the inside of the track. Tighten the bolt.



Over-the-tire tracks are heavy. You may want to use a rope to bring the track over the tire, or if the machine’s fenders prevent conventional installation.



**1.**

Tie one end of the rope to the last pad of the track chain.



**2.**

Stretch the rope across the tire tread.



**3.**

Loop the rope around the front end of the tire, and tuck it under it.



**4.**

Drive forward enough to pull the track halfway over the rear tire.



**5.**

Bring the rest of the track over the front tire.

## INSTALLATION ADJUSTMENT

The suggested track sag is between 1” and 3”. The optimum slack is 2”. The pin can be locked into two positions--- inner hole (closer to the track pad center) and outer hole (farther from the track pad center). If more or less than 1”- 3” of sag exists, move as many pins as necessary from outer to inner hole (or vice versa) to get the required track tension/slack.



**CORRECT**

As you can see here, this is the default adjustment of your new set of tracks. All of the links are set to the OUTER holes. Adjusting the links by moving them to the INNER or OUTER holes will loosen or tighten the tracks. Always make sure your tracks are at the recommended tension prior to operating the skid steer, otherwise you may risk damaging the machine and/or the tracks.



**CORRECT**

Each INNER hole adjustment tightens or loosens the track system by approximately 3/4". As you can see here, the track pad in the center has been adjusted to have the link accommodate the INNER hole. This is one INNER hole adjustment.



**CORRECT**

In this diagram, you will notice that the track pad in the center has two INNER hole adjustments made.



**WRONG**

This depicts an INCORRECT placement of the link. As you can see, making two INNER hole adjustments on opposing track pads will not allow the track to operate correctly. The ears will bind up on the curve of the tire. If the machine is run with this type of adjustment, damage to the tracks and/or machine will occur. Please note that incorrect adjustment voids the warranty of the product.

## THINGS TO KNOW

- \* The break-in period for a new set of over-the-tire track system is approximately 20 hours. During this time, the tires will seat themselves to the tracks.
- \* Avoid making sharp turns until the tires have seated properly, otherwise you may damage the tires.
- \* Check and re-adjust the tension regularly at 100-hour intervals, this will help ensure extended tire life and proper operation of tracks.
- \* For OTT Rubber we strongly recommend the tracks be rotated at 100-hour intervals or when the track begins to have uneven wear, this will help ensure extended rubber pad life.
- \* When troubleshooting your tracks, take necessary precautions to protect yourself from injury (i.e. wear gloves, lock boom, turn machine engine off, etc.)
- \* Contact McLaren, if there are any warranty related questions or if out-of warranty replacement parts are needed.
- \* Refer to our website regularly ([www.mclarenindustries.com](http://www.mclarenindustries.com)) for new information and additions to this user's guide and installation manual.

We want to hear from YOU! Have you tried something interesting with your over-the-tire tracks? Do you have any pictures or videos of an amazing feat? Would you like a picture of YOUR machine on our website? Tell us about it! Please contact your sales representative.