

SECTION 7

MAINTENANCE INFORMATION

7.1.3 ELECTRICAL SYSTEM FUSES

The Centaur is equipped with push-in type automotive fuses. The fuses protect the electrical circuits of the vehicle. They are located in the fuse block, under the dash. Replace any blown fuses. Return your vehicle to a Centaur dealer for inspection of the electrical circuit if a fuse blows repeatedly.

7.2 DRIVE SYSTEM & TIRES

⚠ WARNING

Do not attempt to adjust, repair or replace the drive belt, clutches or any moving part while the engine is running. Before servicing the vehicle, disconnect the battery to prevent accidentally starting the engine.

Keep the engine cover and clutch guard securely in place when the engine is running. Severe injury can result if the drive belt, clutch components or other moving parts come loose.

If engine compartment inspection is necessary while the engine is running, use EXTREME CAUTION! Keep engine RPM low. Avoid standing directly in line with moving components. Use a mirror to view the components.

7.2.1 DRIVE BELT

The drive belt transmits power from the driver clutch (on the engine) to the driven clutch (on the transmission). These components are located on the left side of the engine compartment.

Check the drive belt after every 25 hours of operation, or whenever there is a noticeable reduction in clutch performance. Replace the belt with Part No. 610-119 for Centaur 31 DT and Part No. 610-119SA for Centaur 34 DT when:

- the top width of the belt has worn to 1-1/16" (27mm)
- cracks, fraying or shredding is apparent
- it becomes contaminated with oil or some other fluid

To Remove the Drive Belt:

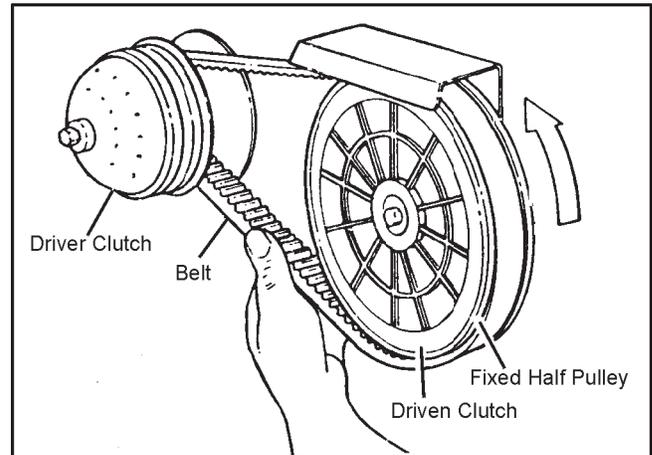


Figure 7-2. Removing the drive belt

1. Make sure ignition is turned off.
2. Remove the engine cover.
3. Place the transmission in N (neutral).
4. Ease the belt over the fixed half pulley of the driven clutch starting from the bottom of the clutch, while turning the clutch counterclockwise until the belt is off (Figure 7-2).
5. Remove the belt from the driver clutch.

To Install the Drive Belt:

⚠ CAUTION

If this procedure is not carried out as described, the edge of the fixed face may cut or damage the drive belt.

1. Position the belt around the driver clutch first.
2. Ease the belt over the edge of the fixed face on the driven clutch and at the same time, turn the inside, moveable face clockwise.

Drive Belt alignment and tension are pre-set at the factory and are not adjustable. They are critical for proper operation of the drive system. Return the vehicle to a CENTAUR dealer if rapid belt wear occurs.

SECTION 7

MAINTENANCE INFORMATION

7.2.2 CLUTCH MAINTENANCE

Disassembly and repair of the driver and driven clutch requires special tools. Return the vehicle to a CENTAUR dealer if the clutch units need servicing. The following indicates that clutch service is required:

- a drop in vehicle performance
- the clutch does not shift smoothly
- the clutch sticks during vehicle operation
- the drive belt wears rapidly
- the vehicle vibrates severely during operation
- the vehicle does not accelerate when the engine speed is increased with the transmission in gear
- transmission will not shift smoothly into gear at engine idle

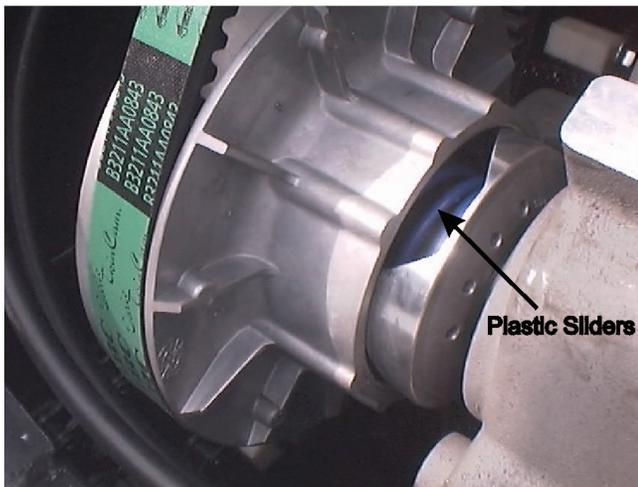


Figure 7-3. Location of the Sliders

Clutch Inspection

Lubrication of the clutch parts is not required. Do not lubricate the driven clutch.

Inspect the plastic sliders every 50 hours. The plastic sliders are mounted in the driven clutch moveable pulley. (Figure 7-3). When the clutch shifts, the cam moves on the nylon sliders. Replace the plastic sliders *before* there is aluminum to aluminum contact between the cam and the movable pulley. Driven clutch disassembly is required to replace the nylon sliders properly. Return the vehicle to a CENTAUR dealer for service.

7.2.3 DRIVE CHAINS

Roller chain “stretch” results from wear to the chain pins and bushings because of the loss of lubricant. Roller chain stretch is normal and expected. Chain stretch is accelerated from lack of proper / routine lubrication.

To prevent sprocket damage and unnecessary breakdowns, replace the chains when:

- the chain tensioner can no longer take up the chain slack.
- the chain is seized due to rust and lack of lubrication.
- the chain climbs the sprocket teeth, especially noticeable when turning.

To Remove the Drive Chains:

1. Place the gearshift in the neutral position.
2. Remove the floor pans.
3. Remove the chain tensioner torsion springs.
4. Roll the vehicle until the connecting link on one of the chains is visible.
5. Remove the cotter pins from the connecting link. Remove the outside plate and tap out the connecting link.
6. Remove the chain from the vehicle.
7. Repeat steps 3 to 6 until all drive chains are removed.

To Install the Drive Chains:

1. Feed the chain around each sprocket and clamp the free end with a modified vice grip (ODG part # 658-38). Figure 7-4.
2. Install the connecting link (from the outside in) and cotter pins, orienting and bending the cotter pins as shown in Figure 7-5.

NOTE

Use a pair of modified 10R Vice Grips to hold the ends of the chain together while inserting the connecting link. Some drive chains have no slack, and replacement of the connecting link is difficult without this tool. Modified Vice Grips can be ordered from your CENTAUR dealer (Part No. 658-38) or refer to Appendix 1 for modification information.

SECTION 7

MAINTENANCE INFORMATION

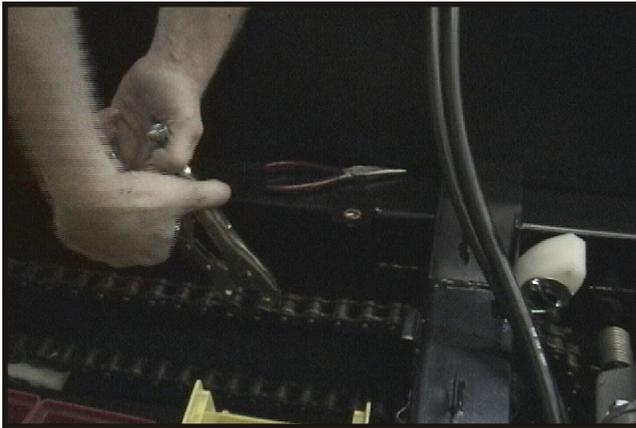


Figure 7-4. Holding chain together to insert connecting link

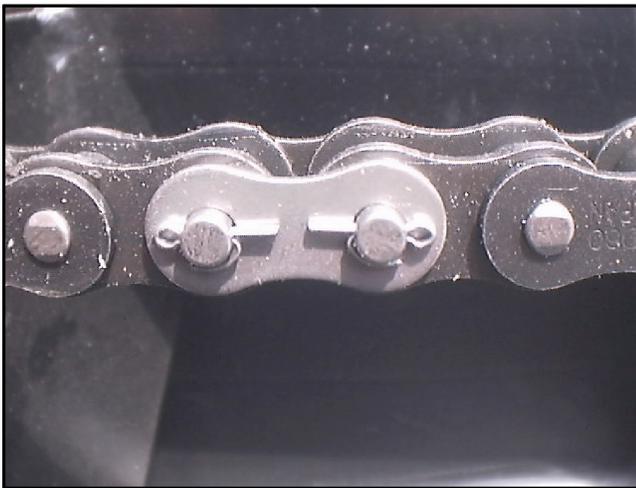


Figure 7-5. Chain connection link components.

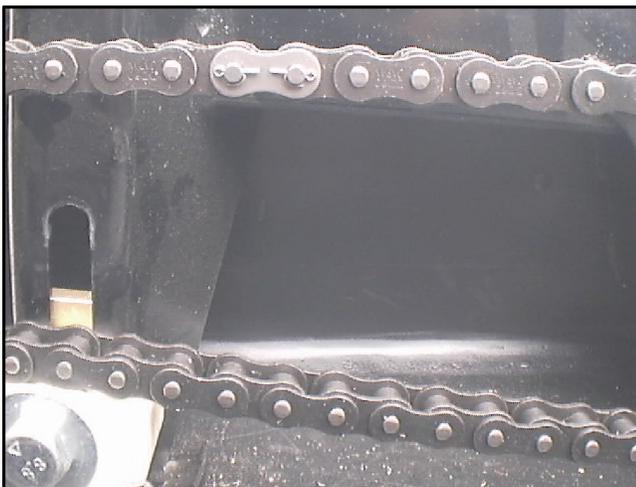


Figure 7-6. Installing the connecting link.

3. Replace the outside plate and cotter pins. Always use new cotter pins. Bend the pins towards the inside of the loop of chain.

4. Repeat steps 1 to 3 until all chains are replaced.

7.2.4 TO REPLACE A SLIDER BLOCK

1. Remove the floor pans.
2. Pull up on the tensioner arm until slider block is not contacting chain.
3. Pop the slider block off the shaft of the chain tensioner arm. Figure 7-7.

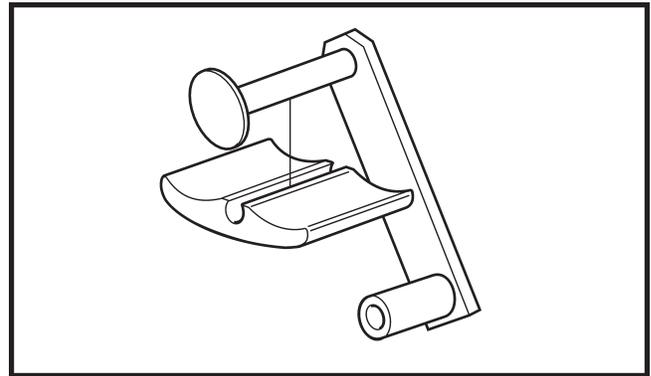


Figure 7-7. Chain tensioner components.

4. Snap the new slider block on to the shaft of the chain tensioner arm.
5. Replace the floor pans.

7.2.5 TIRE REPAIR AND REPLACEMENT

Repair a flat tire by removing the tire completely from the rim. Proper tire changing equipment is necessary to remove and remount the tire. Apply a radial tire patch on the inside of the tire over the puncture or hole.

Remount the tire on the rim using ONLY WATER as a bead lubricant. Spoon the tire onto the rim to prevent tire bead area damage. THE TIRE MAY EXPLODE IF OVER-INFLATED. Place the tire and rim assembly in a protective cage to inflate and to seat the beads. Never inflate over 32 psi (220 kPa) to seat the bead. Once both beads are seated, deflate to 3.5 psi (24 kPa), 5 psi (34.5 kPa) maximum operating pressure. A special, low pressure tire gauge (Part No. 619-10) is available from your CENTAUR dealer.

Replace badly worn or damaged tires with original equipment Argo HEAT tires. Consult your CENTAUR dealer if in doubt. Any other tires (size, type or tread pattern), will affect the skid steering characteristics of the vehicle.

SECTION 7 MAINTENANCE INFORMATION

7.3 MECHANICAL PARKING/EMERGENCY BRAKE

7.3.1 GENERAL

Periodic inspection and adjustment of the parking/emergency brake system is required to maintain performance.

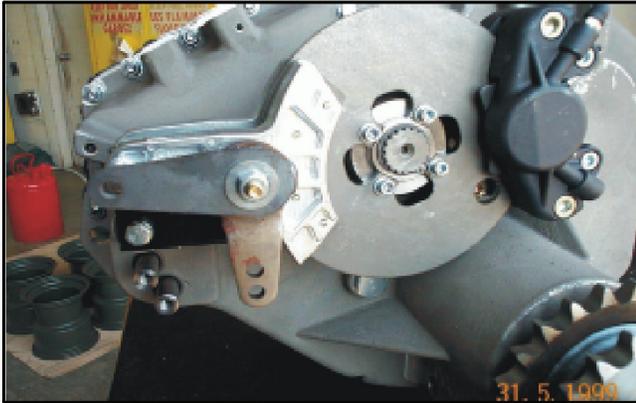


Figure 7-11. Mechanical parking/emergency brake

7.3.2 BRAKE CALIPER ADJUSTMENT

With the engine cover and transmission cover removed, inspect the mechanical brake caliper assembly.

Adjust the calipers when:

- the brake adjustment nuts are tightened all the way but the parking brake cannot be firmly engaged using the parking brake lever, or
- the total clearance between the brake pads and the brake disc exceeds .010".

To adjust the brake caliper:

1. Tighten the lock nut with a 1/2" open end wrench, no wider than the thickness of the lock nut (Figure 7-12). As the lock nut is tightened, measure the clearance between the brake disc and pad as shown in Figure 7-13, using a .010" feeler gauge. .010" is the correct clearance between the left brake pad and the brake disc when the right pad is pressed against the disc.
2. Use another 1/2" open wrench to tighten the outer lock nut to the inner one.
3. Tighten the adjustment lock nut with a 1/2" wrench so it is snug but the bolt can still be turned freely with fingers.

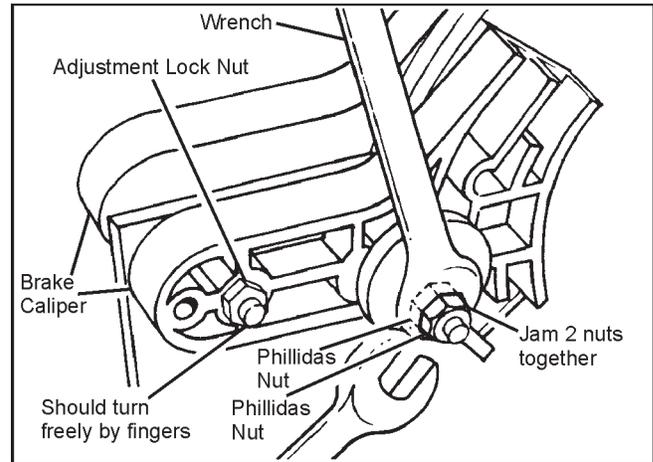


Figure 7-12. Tightening the lock nut.

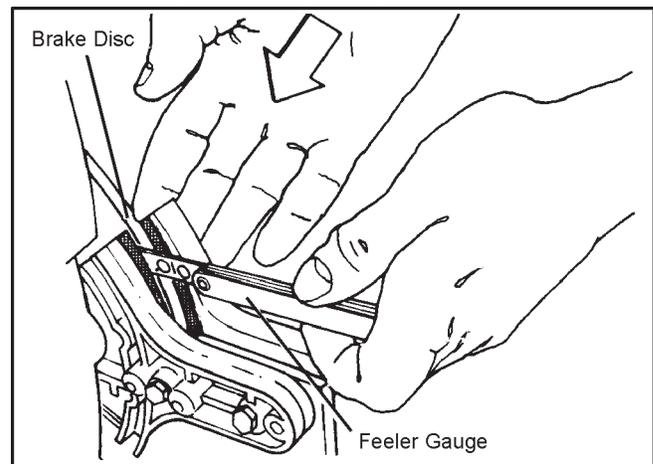


Figure 7-13. Brake pad wear, mechanical brakes.

7.3.3 BRAKE PAD REPLACEMENT

During the inspection of the brake pads, if they are:

- worn to 3 mm (1/8") thickness as shown in Figure 7-14;
- glazed and brake efficiency is affected; or
- contaminated with lubricant and brake performance is affected;

they are no longer serviceable and must be replaced.

To replace the brake pads:

Use an electric drill and 1/4" drill bit to remove the heads of the rivets holding the old pads to the calipers. Clear the remainder of the rivets from the calipers and install 100-56 brake pad set (2 pads) using 8 of 120-09 rivets and a pop riveting tool to fasten the pad in place. A CENTAUR dealer will replace brake pads for you.

SECTION 7

MAINTENANCE INFORMATION

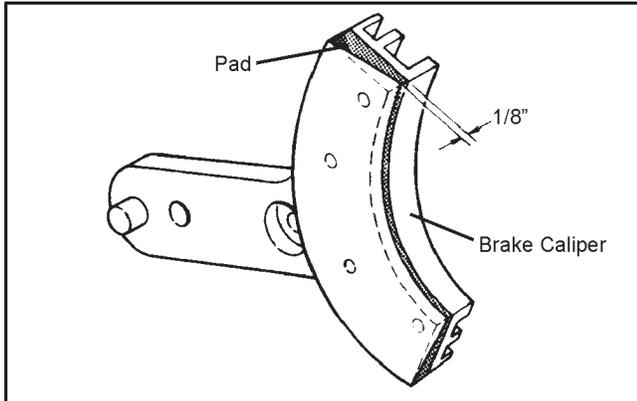


Figure 7-14. Measuring the distance between the brake disc and brake pad.

⚠ WARNING

The use of an improperly adjusted parking/emergency brake is a serious safety hazard, and could lead to vehicle damage or personal injury.

7.3.4 BRAKE CABLE ADJUSTMENT

If, after adjusting the brake caliper, the parking brake lever still does not firmly apply the parking brake, then brake cable adjustment is required.

To adjust the brake cable:

1. Adjust the brake caliper first as described above.
2. The cable is adjusted by repositioning the parking brake lever assembly in its slotted mounting holes. Loosen the mounting bolts and reposition the assembly such that the cable has just about engaged the parking brake cam.
3. Re-tighten the mounting bolts.
4. Check that the gap between the parking brake caliper and the brake disk remains at .010".
5. Activate the parking brake lever several times and recheck the gap.
6. Reposition the parking brake lever assembly if necessary.
7. Start up and drive the vehicle carefully and ensure that the parking brake will bring the vehicle to a stop when coasting. Repeat several times, then check the gap between brake pad and the disk and readjust if necessary.

8. Start up and drive the vehicle for 10 minutes. Stop the engine and check that the parking brake caliper has not been dragging. A strong 'brake material' smell and a very hot brake disk would indicate that the parking brake caliper is adjusted too tight. Readjust if necessary.

7.4 HYDRAULIC BRAKE

7.4.1 GENERAL

Although the hydraulic brake system is self adjusting, the following require periodic attention:

7.4.2 BRAKE FLUID LEVEL

After every 50 hours of operation, check the brake fluid level. View the level of the brake fluid at the remote translucent master cylinder well, found in the driver's compartment, located to the left of the driver. Ensure the level is up to the maximum indicator.

If the brake fluid is below this level:

1. Thoroughly clean the master cylinder well cover and surrounding area.
2. Remove the cover.
3. Add only fresh clean SILICONE - DOT 5 BRAKE FLUID (Part No. 126-19) to the correct level.
4. Replace the cover on the master cylinder well.



Figure 7-15. Remote translucent master cylinder well.

⚠ CAUTION

Do not overfill the brake master cylinder well. Fluid level must be to the maximum line indicator. Overfilling can cause seal damage.

SECTION 7

MAINTENANCE INFORMATION

Use only SILICONE - DOT5 BRAKE FLUID. Other brake fluid may not be compatible with brake components and operating temperatures. Use of other fluids will void the warranty and can cause failure of the brake system/components.

7.4.3 CHANGING BRAKE FLUID

The inherent stability of Silicone DOT 5 Brake Fluid reduces the need for frequent brake fluid replacement. Inspect the fluid for degradation (discolouration or particles) during normal fluid level inspections. If discolouration has occurred, the brake fluid system should be drained, flushed and re-filled with fresh brake fluid. If particles are evident in the fluid, drain the system, overhaul the master cylinder and the brake caliper before flushing and refilling. A CENTAUR dealer will perform these operations for you.

7.4.4 HYDRAULIC BRAKE PAD INSPECTION

Inspect the brake pads after every 50 hours of operation. Worn, glazed or contaminated brake pads affect the efficiency of the brake system.

Brake Pad Inspection Procedure

With the engine cover removed, the hydraulic brake caliper is visible. The caliper has 2 brake pads which are secured by cotter pins (Figure 7-16). Inspect both brake pads. Replace the pads when:

- the brake lining material molded to each metal backing plate is worn to 0.10" thickness. (Figure 7-17)
- the pads are glazed and brake performance is affected.
- the pads are contaminated with lubricant, and brake performance is affected.

To replace the brake pads:

Remove both cotter pins from the brake caliper. Remove the brake caliper from the transmission using a hex driver to remove the two SHCS mounting bolts accessible through the brake disc hole as shown in Figure 7-16. Without disturbing the connection of the brake line, swing the caliper away from the brake disc to allow the removal of the brake pads. Install the brake pads into the caliper assembly. Insert two new cotter pins and bend the ends over to secure the pads in position. Remount the caliper to the transmission, using #242 Loctite (or equivalent) removable compound on the threads of the SHCS mounting bolts and tighten securely.

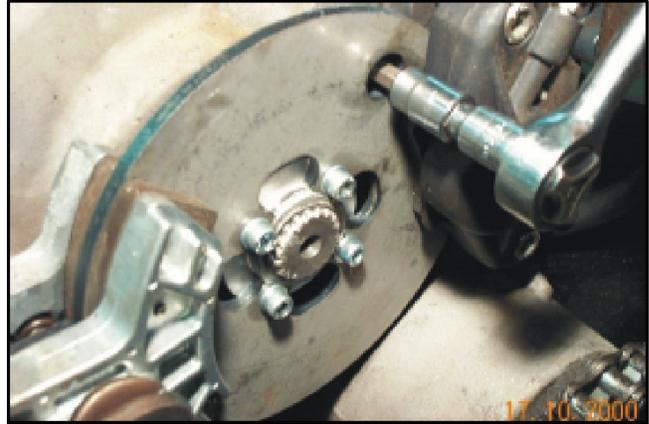


Figure 7-16. Hydraulic brake assembly

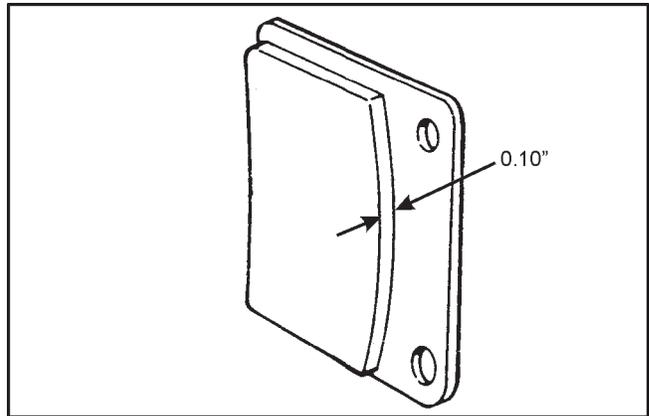


Figure 7-17. Brake pad wear, hydraulic brakes.

Pump the brake pedal a few times to build up proper pressure and to locate the pads in the caliper assembly.

7.4.5 ENGINE COOLING & EXHAUST SYSTEM

Engine cooling air is drawn in on the right side of the engine compartment and expelled on the left side. Keep all ducting and screening in place.

⚠ WARNING

If the vehicle is equipped with an enclosed cab of any sort, make sure there is plenty of ventilation to avoid exposure to exhaust and engine fumes. Engine exhaust contains carbon monoxide, an odourless, colourless toxic gas that will cause serious personal injury or death. Inspect the exhaust system periodically for worn or damaged components. Listen for a change in exhaust or engine noise that may indicate a dangerous exhaust leak. If a leak is detected, have the exhaust system repaired immediately before further use.

Check the area around the exhaust system periodically for accumulated debris, particularly when traveling

SECTION 7 MAINTENANCE INFORMATION

through dry vegetation. Failure to inspect and clean the exhaust system on a regular basis may create a fire hazard.

DO NOT ALLOW ANYONE TO TOUCH THE EXHAUST COMPONENTS. A SEVERE BURN CAN RESULT.

NOTE

A complete check over of your CENTAUR vehicle is recommended once a year. This will reduce maintenance costs over the life of your vehicle and ensure it will function properly during use periods.

7.5 STEERING SYSTEM

7.5.1 STEERING CENTERING ADJUSTMENT

Remove the sheet metal covers covering the hydrostat control arm located under the seat. Lift the vehicle so that all drive wheels are off the ground.

With the gear shift in neutral, start engine and allow to idle at 1000 rpm. Loosen the steering spring centering plate located under the ROPS cross tube (under the seat) and adjust to the left or right until the wheels stop moving.

Tighten the plate to 22 ft.lbs (30 N.m) and ensure that the centering plate does not hit the steering arm when steering left or right. The plate should be positioned so there is at least a 1/8" gap between it and the steering arm (Figure 7-18). Turn the steering wheel left and release. Turn the steering wheel right and release. The steering wheel should return to center each time. Once centred, the wheels should not rotate.

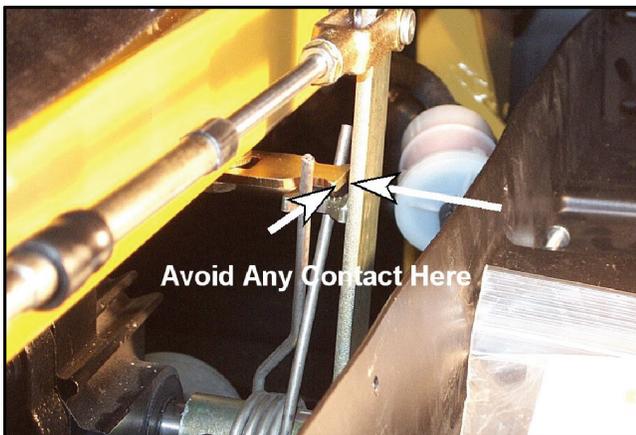


Figure 7-18. Position of steering spring plate.

7.5.2 STEERING WHEEL & LOCK ADJUSTMENT

Adjust the steering cable so that the wheel will be centered when released. Ensure that the steering wheel has unrestricted rotation to the stops located at the bottom of the steering wheel

housing. Adjust cable if necessary.

Tighten all nuts and bolts associated with the steering system. Ensure that all cotter pins and hair pins are secured and free from wear.

Vehicles produced from S/N 0108063 are equipped with a steering lock. This lock system ensures that the steering wheel can not be turned until the armrest is in the lowered position.

With the armrest DOWN ensure that the steering lock pin is not engaged or making contact with the adjustable plate on the hydrostat unit. Adjust if necessary for sufficient clearance between the two.

To disconnect or adjust the spring pin end of the cable, remove or loosen the 2 fasteners securing the bracket to the welded tab on the upper cross brace assembly. Slide the bracket until approximately 1/8" protrudes through the locking slide plate when the armrest is in the upright position (Figure 7-19).

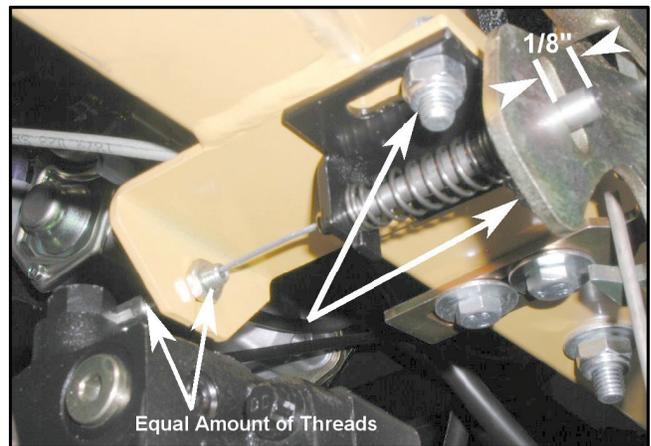


Figure 7-19. Adjusting the spring pin end of the cable.

NOTE

Generally, when the cable is fastened at the bracket on the upper cross brace assembly, if it is installed with an equal amount of threads on either side of the welded tab, the cable will be properly set. The bracket need only then be slid within the slots to achieve the 1/8" measurement required through the locking plate when the armrest is in the up position (Figure 7-20).

SECTION 7 MAINTENANCE INFORMATION

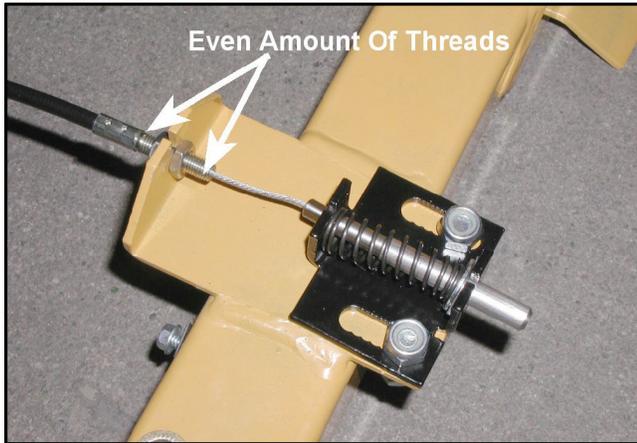


Figure 7-20. Positioning of cable at bracket.

7.5.3 HYDROSTATIC TRANSMISSION DRIVE BELT

Loosen the two bolts securing the hydrostat against the vehicle transmission. Rotate the hydrostat towards the engine to loosen the drive belt. Position a new belt over the engine pulley and then the hydrostat drive pulley. Rotate the hydrostat to tension the belt so that 6 lbs. of force (2.7 kg or 27N) causes a deflection of .21" (5.3 mm) at a point midway between pulleys. Torque bolts to 20 lb. ft. (N.m).

NOTE

On DT engines the lower rad hose is positioned between the belt.

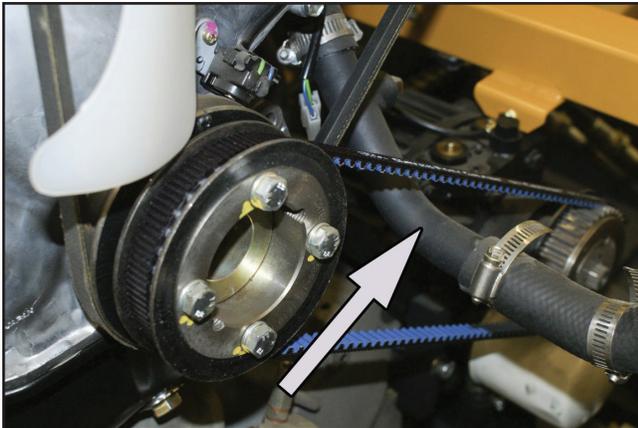


Figure 7-21. Positioning of the lower rad hose.

7.6 SHIFTING SYSTEM

7.6.1 SHIFT CABLE ADJUSTMENT

1. Locate the shift rods at the rear of the transmission on the passengers side.
2. Shift gear box into neutral, ensuring that the shift rods are aligned.
3. At the shift box, locate the cables where they are fastened at the entry point of the shift box assembly.
4. Remove the shift gate on the shift box and check to make sure that the shift blocks are aligned with the shift yoke assembly when in the neutral position.
5. To adjust the shift cables, the shifting yokes threaded to the end of the push/pull shift cables must be threaded further onto the cable or else threaded out further. This is most easily done by loosening off the nuts from the outside of the shift box and adjusting as needed.

NOTE

You may need to rotate the clutch to allow the shifting mechanism within the transmission to permit the lever to move.

6. Install the shift gate temporarily and shift the gear lever into *low* gear. The gear lever should not be making any contact with the gate plate. There should be at least a 3/8" clearance between lever and gate.
7. For more detailed adjustment procedures, refer to the Centaur Service Manual, available from your Centaur dealer or else take the vehicle to an authorized Centaur dealer for adjustment.

NOTE

If your vehicle is equipped with micro switches for the neutral safety and back up alarm, you may need to reposition these in their slotted mounts so they are not activated when the shifting lever is in neutral position.

7.6.2 THROTTLE CABLE ADJUSTMENT

With the engine stopped, push accelerator to the floor plate and secure. At the engine check that the throttle arm is fully open. Adjust throttle arm if necessary.

Operate accelerator a few times then recheck the throttle arm position. Ensure that all fasteners associated with the throttle cable are secure.

SECTION 7 MAINTENANCE INFORMATION

	BEFORE EACH USE	AFTER INITIAL		EVERY				SECTION REF.
		10hrs.	25hrs.	25hrs.	50hrs.	100hrs.	150hrs.	
CHECK COOLANT LEVEL	X							
CHECK FAN BELT TENSION	X							
CHECK FUEL LEVEL	X							2.2
CHECK TIRE INFLATION	X							2.2
CHECK ACCELERATOR PEDAL OPERATION	X							2.2
CHECK BRAKE PEDAL OPERATION	X							2.2
CHECK STEERING WHEEL TRAVEL	X							
CHECK ENGINE INTAKE/EXH. FOR OBSTR.	X							2.2
CHECK THAT DRAIN PLUGS ARE IN PLACE	X							5.6
CHECK ENGINE OIL LEVEL	X							6.1.1
CHECK TRANSMISSION OIL LEVEL	X							6.2.1
CHANGE ENGINE OIL			X			X		6.1.3
CHANGE ENGINE OIL FILTER			X			X		6.3.3
CHANGE TRANSMISSION OIL AND FILTER			X			X		6.2.2
CHECK, CLEAN/REPLACE AIR FILTER				X				6.3.1
REPLACE FUEL FILTER			X				X	6.3.2
SERVICE DRIVEN CLUTCH							X	6.4.3
CHECK AXLE BEARING OIL LEVEL			X		X			6.4.4
CHANGE AXLE BEARING OIL						X		6.4.4
REMOVE, CLEAN & LUBE. DRIVE CHAINS - *LUBRICATE DRIVE CHAINS EVERY 10 HRS		X			X			6.4.2
CHECK BATTERY FLUID LEVEL & CAPS				X				7.1.2
CLEAN BATTERY TERMINALS & CONNEX.					X			7.1.2
CLEAN BATTERY							X	7.1.2
CLEAN, ADJUST/REPLACE SPARK PLUGS						X		7.1.4
CHECK THE DRIVE BELT			X					7.2.1
CHECK PLASTIC SLIDERS - DRIVEN CLUTCH				X				7.2.2
CHECK SLIDERS - CHAIN TAKE-UP SYSTEM	X		X					7.2.4
INSPECT MECH. BRAKE PADS			X					7.3.3
ADJUST PARKING BRAKE				X				7.3.2
ADJUST PARKING BRAKE CABLE				X				7.3.4
CHECK HYD. BRAKE FLUID LEVEL/COND.				X				7.4.2
INSPECT HYDRAULIC BRAKE PADS						X		7.4.4
CHECK/ADJUST STEERING CENTERING				X				7.5.1
CHECK HYDROSTATIC TRANS. DRIVE BELT TENSION				X				7.5.3
CHECK FUEL TANK CONNECTIONS/LINES					X			
INSPECT WIRING HARNESS					X			

The intervals shown on the schedule are based on average operating conditions. Vehicles which are subject to more severe use, wet or dusty conditions, will require more frequent servicing. Use only Centaur replacement parts to ensure safe operation of the vehicle to comply with the warranty coverage.

We strongly recommend that a Centaur Dealer perform a complete check-over of your vehicle after the initial 25 hours of operation, then once each year. This will reduce maintenance costs over the life of your vehicle.

SECTION 8 TROUBLE SHOOTING

MALFUNCTION (SYMPTOM)	PROBABLE CAUSE	CORRECTIVE ACTION
Electric starter inoperative	<ol style="list-style-type: none"> 1. Loose electrical connections 2. Battery charge low or dead 3. Faulty starter motor 4. Faulty ignition switch 	<ol style="list-style-type: none"> 1. Clean and re-tighten electrical connections 2. Recharge battery or replace as necessary 3. Return the vehicle to a CENTAUR dealer for servicing 4. Replace ignition switch
Engine turns over but will not	<ol style="list-style-type: none"> 1. Fuel tank is empty 2. Blocked fuel or air filter 3. Insufficient compression 4. Engine fuel delivery system is faulty 	<ol style="list-style-type: none"> 1. Refill tank 2. Remove obstruction or replace filter as necessary 3. Take the vehicle to a factory authorized engine repair outlet 4. Check that electric fuel pump is operating. Make sure fuel shut off solenoid is activated to allow fuel into carburetor.
Engine will not run		<ol style="list-style-type: none"> 1. Refer to engine manual
Vehicle will not move and/or turn	<ol style="list-style-type: none"> 1. Transmission in neutral or not properly engaged in gear 2. Drive belt worn (see Section 7.2.1) 3. Clutch not engaging 4. Transmission failure 5. Steering wheel lockout is engaged. 6. Hydrostat belt 7. Hydrostat faulty 	<ol style="list-style-type: none"> 1. Place gear shift properly in gear 2. Replace belt if worn excessively 3. Return the vehicle to a CENTAUR dealer for servicing 4. Same as 3. above 5. Lower arm rest and/or readjust/replace lockout cable. 6. Replace belt 7. Return to a CENTAUR dealer for servicing.
Severe vibration when vehicle is operated	<ol style="list-style-type: none"> 1. Loose engine mounts 2. Driver or driven clutch or engine defective 3. Wheel rim bent 4. Worn or damaged drive belt 	<ol style="list-style-type: none"> 1. Take vehicle to a CENTAUR dealer for service. 2. Same as above. 3. Replace. 4. Replace. Clutch service may be required.

SECTION 8 TROUBLE SHOOTING

MALFUNCTION (SYMPTOM)	PROBABLE CAUSE	CORRECTIVE ACTION
Water leaks into lower body	<ol style="list-style-type: none"> 1. Leak has developed at the axle assembly 2. Lower body is cut or punctured 3. Drain plugs not in place 	<ol style="list-style-type: none"> 1. Replace the flange seal. 2. Repair or replace vehicle skid plate and/or lower body. 3. Secure drain plugs.
Tire leaks air	<ol style="list-style-type: none"> 1. Tire is punctured 2. Tire is not properly seated on bead 3. Position of air leak is not obvious 4. Defective valve 	<ol style="list-style-type: none"> 1. Remove tire from rim and repair the hole with a radial tire patch or install a tube in the tire. 2. Deflate tire and carefully push tire bead off the rim. Clean the rim bead area to remove dirt and foreign matter. Re-inflate tire. 3. Submerge tire and rim in a water tank. Air may be escaping through the rim halves or the valve stem. Repair as required. 4. Replace defective valve.
Hydraulic brakes are spongy, or there is excessive brake pedal travel	<ol style="list-style-type: none"> 1. Air in hydraulic system 2. Leak in system 	<ol style="list-style-type: none"> 1. Have a CENTAUR dealer bleed the brake system and add fluid. 2. Have a CENTAUR dealer check all fittings, hoses, calipers and seals for loose connections or leakage. Refill as needed.
Brakes ineffective	<ol style="list-style-type: none"> 1. Pads have overheated and glazed 2. Pads worn beyond 0.10" 3. Pads are contaminated with lubricant 	<ol style="list-style-type: none"> 1. Have the pads cleaned by a CENTAUR dealer or replace. 2. Replace. 3. Have the pads replaced by a CENTAUR dealer.
There is a loud bang when the vehicle is turned right or left	<ol style="list-style-type: none"> 1. Drive chains worn/loose 2. Engine and transmission mounts loose 	<ol style="list-style-type: none"> 1. Adjust/replace drive chains as required. 2. Tighten all mounting points.

SECTION 9 CLEANING AND STORAGE

9.1 CLEANING THE VEHICLE

Wash the vehicle body with a household detergent and rinse with water. Flush dirt out of the lower body by using a high pressure sprayer or garden hose after removing the drain plugs. After the bottom of the vehicle is dry, lubricate the drive chains with chain lube. Make sure the drain plugs are replaced.

9.2 STORING THE VEHICLE

When the vehicle is stored for an extended period, the following preparation is required:

Clean the Vehicle

Remove all dirt and water from the vehicle body as directed above.

Remove the drain plugs if the vehicle is not fully sheltered from the elements.

CAUTION

Any water accumulation in the vehicle will, over time, destroy chains and sprockets.

Drain the Fuel System

Insert a siphon hose into the fuel tank through the filler neck and drain the fuel. Start the engine and run it until all fuel in the system is consumed.

OR

Add fuel conditioner to the fuel tank and fill with fresh fuel. Run the engine for a few minutes to allow the treated fuel to reach the engine.

Prepare the Battery for Storage

Remove the battery from the vehicle. Clean it and charge it with a battery charger. Coat the battery terminals with a multi-purpose grease to prevent corrosion. Store the battery in a cool dry place.

WARNING

Do not store the battery near flames, sparks or any source of fire. Batteries can explode if exposed to flames or sparks, causing serious personal injury.

Recharge the battery monthly.

Protect the Electrical System

Spray the wiring harnesses and all the electrical connections with a silicone based lubricant (WD40 or equivalent) to prevent corrosion.

Carefully inspect the wiring for loose connections, bare wires or corrosion. Repair as necessary.



Figure 9-1. Correct placement of blocks

Raise the Vehicle

Place blocks under the front and rear axle assemblies of the vehicle to raise the tires off the ground. The blocks must be placed under the axle tubes to prevent body damage (Figure 9-1).

Preparing the Engine for Storage

Read the engine operator's manual and carry out all recommended storage procedures.

SECTION 10 POTENTIAL HAZARDS

	POTENTIAL HAZARD	WHAT CAN HAPPEN	HOW TO AVOID THE HAZARD
	Operating the Centaur without reading and understanding the Operator's Manual	The risk of accident is greatly increased if the operator does not know how to operate the Centaur properly in different situations and on different types of terrain.	New or inexperienced operators should read and understand the Operator's Manual. They should then regularly practice the operating techniques described in this Operator's Manual.
	Allowing anyone under age 16 to operate this vehicle.	Children under the age of 16 may not have the skills, abilities, or judgement needed to operate the Centaur safely and may be involved in an accident causing severe injury or death.	No one under the age of 16 should be allowed to operate the Centaur.
	Operating or riding as a passenger in the Centaur without wearing eye protection and protective clothing.	Operating or driving without eye protection can result in an accident and increases your chances of a severe injury in the event of an accident.	Wear an approved safety helmet and eye protection when driving or riding in the vehicle.
	Operating the Centaur after or while consuming alcohol or drugs.	Could seriously affect your judgement, cause you to react more slowly, and affect your balance and perception. This could result in an accident.	Never allow anyone under the influence of alcohol or any other intoxicating substance to drive or ride in the vehicle. Never use with drugs or alcohol.
	Carrying passengers in the dump box or rear cargo area.	Riders can fall off and be killed.	No passengers or riders in the cargo area or dump box.
	Operating the Centaur in water without drain plugs properly installed.	Will cause the vehicle to fill with water, potentially causing damage to chains, sprockets or other major components, which could result in injury or drowning to driver and passengers.	Always make sure the drain plugs are properly installed in the Centaur as described in the Operator's Manual.
	Operating the Centaur as an amphibious vehicle.	Fill with water and capsize.	Never float the Centaur across water.
	Operating or driving the Centaur in water without the occupants wearing an approved personal flotation device (PFD).	If you lose control of the Centaur in water and it capsizes and sinks, the driver and passengers may be injured or drown.	All occupants must wear an approved personal flotation device (PFD) or life jacket while travelling in water. Never flat the Centaur across water.

SECTION 10 POTENTIAL HAZARDS

	POTENTIAL HAZARD	WHAT CAN HAPPEN	HOW TO AVOID THE HAZARD
	Failure to enter the water correctly.	You may cause waves, which will enter the Centaur and cause it to take in water, which could result in injury or vehicle damage.	The point of entry should be free of rocks, stumps and other obstacles. Enter the water from a firm, gradual slope whenever possible. Be careful not to submerge the bumper as you enter the water.
	Carrying more than specified number of people in a Centaur.	Greatly reduces ability to balance and control the Centaur on land and could cause an accident, resulting in injury or death to driver and passengers.	Never exceed the load capacity of the Centaur. Follow the recommended load capacity for your vehicle listed in Section 1.
	Overloading the vehicle.	Heavy loads and high loads decrease the stability of the vehicle and may cause it to roll. Trying to steer an overloaded vehicle can damage the steering system. Overloading your vehicle can lead to costly damage to steering system, transmission, drive chains, axles or bearings.	Never exceed the load capacity of the Centaur. Follow the recommended load capacity for your vehicle listed in Section 1.
	Failure to fasten seat belts.	If the Centaur overturns, the driver and passengers may be thrown from the vehicle and be seriously injured or killed.	Seat belts must be properly adjusted and worn by all occupants at all times EXCEPT when operating in water.
	Failure to unfasten seat belts when the vehicle is in water.	If the Centaur capsizes or sinks the driver and passengers may be unable to unfasten their seat belts and may drown.	Do not use seat belts or any passenger restraining device while operating a Centaur in water.
	Failure to inspect the Centaur before operating. Failure to properly maintain the Centaur.	Increases the possibility of an accident or equipment damage.	Always inspect your Centaur each time you use it to make sure it is in safe operating condition. Always follow the inspection and maintenance procedures and schedules described in this Operator's Manual.
	Failure to keep doors free for unrestricted exit when operating in water.	If the Centaur capsizes or sinks, the occupants may be trapped inside and may drown.	Always ensure there is an unrestricted exit when operating in water.

SECTION 10 POTENTIAL HAZARDS

	POTENTIAL HAZARD	WHAT CAN HAPPEN	HOW TO AVOID THE HAZARD
	Operating the Centaur with improper tires or with improper or uneven tire pressure.	Use of improper tires on the Centaur, or operation of the Centaur with improper or uneven tire pressure may cause loss of control increasing your risk of an accident.	Always use the size and type tires specified in this Operator's Manual for this Centaur. Always maintain proper tire pressure as described in this Operator's Manual.
	Operating the Centaur with improper modifications.	Improper installation of accessories or modification of the Centaur may cause changes in handling which in some situations could lead to an accident.	Never modify the Centaur through improper installation or improper use of accessories. All parts and accessories added to this Centaur should be genuine Centaur components designed for use on the Centaur and should be installed and used according to instructions. If you have questions, consult an authorized Centaur dealer or contact Ontario Drive & Gear Limited at 1-519-662-4000
	Applying brakes suddenly when going downhill.	Sudden braking can cause the vehicle to roll over forward.	Gently apply the brakes to control downward vehicle speed. Do not jam on the brakes while travelling downhill.
	Operating Centaur on public streets, roads or highways.	A collision can occur with another vehicle.	Never drive on public roads.
	Never operate at excessive speeds.	Personal injury or vehicle damage may result.	Do not drive the vehicle at high speeds over unfamiliar or rough terrain. Never operate at speeds too fast for your skills or the conditions.
	Failure to use extra care when operating the Centaur on unfamiliar terrain.	Personal injury or vehicle damage may result.	Do not drive the vehicle at high speeds over unfamiliar or rough terrain.
	Failure to use extra care when operating on rough, slippery or loose terrain.	Could cause loss of traction or vehicle control, which could result in an accident, including an overturn.	Do not operate on rough, slippery or loose terrain until you have learned and practised the skills necessary to control the Centaur on such terrain.
	Turning improperly.	When turning, the back of the vehicle swings to the opposite direction of the turn, creating a risk of hitting persons or objects. Sharp turns, especially at high speeds or when heavily loaded, may cause the vehicle to roll over.	Always take precautions when making turns to avoid rolling the vehicle or hitting persons or objects. Slow the vehicle down before making a turn. Do not apply the brakes too suddenly.
	Driving on inclines with a loaded vehicle.	Heavy loads and high loads decrease the stability of the vehicle and may cause it to roll.	Use extreme CAUTION when negotiating inclines with a loaded vehicle. Be prepared to shift occupant weight and load forward or have passengers get out of the vehicle to walk up an incline.
	Going downhill improperly.	Sudden braking can cause the vehicle to roll over forwards.	Avoid steep declines when possible. When a steep decline cannot be avoided, shift occupant weight to the rear of the vehicle to prevent the vehicle from rolling over.

SECTION 10 POTENTIAL HAZARDS

	POTENTIAL HAZARD	WHAT CAN HAPPEN	HOW TO AVOID THE HAZARD
	Improperly crossing hills or turning on hills.	Side slope operation greatly increases the risk of rolling the vehicle over sideways. Prolonged side slope operation may cause engine damage.	Do not drive your vehicle across the side of a hill. Observe the engine angle of operation limitations in Section 5.2.
	Stalling or rolling backwards while climbing a hill.	Could cause loss of control which could lead to an accident including an overturn.	Try to avoid steep hills. Maintain steady speed when climbing a hill. If you lose all forward speed: - keep vehicle pointed up hill - gently apply the brake - slowly coast backwards down the hill using the brake to control the descent
	Improperly operating over obstacles.	Personal injury or vehicle damage may result.	Before operating in a new area, check for obstacles. Never attempt to drive over large obstacles such as large rocks or fallen trees. When you go over obstacles always follow proper procedures as described in this Operator's Manual.
	Skidding or sliding.	You may lose control of the Centaur. You may also regain traction unexpectedly which may cause the Centaur to overturn.	Learn to safely control skidding or sliding by practising at slow speeds and on level, smooth terrain. On extremely slippery surfaces, such as ice, go slowly and be very cautious in order to reduce the chance of skidding or sliding out of control.
	Improperly operating in reverse.	You could hit an obstacle or person behind you resulting in serious injury. When turning in reverse, steering operation is opposite to automobiles, similar to backing up a trailer.	Carefully practice backing up and turning in an open area until you become accustomed to this procedure. Take precautions to avoid hitting persons or objects.
	Running the engine in a closed building or confined area.	Engine exhaust gases contain poisonous carbon monoxide. Carbon monoxide is odourless, colourless and can cause serious injury or death.	Never start or run the engine in a closed building or confined area.
	Adding fuel while the engine is running or hot.	Fuel is extremely flammable and can explode under certain conditions, causing serious injury or death.	Do not add fuel while the engine is running or hot.
	Filling auxiliary fuel tanks while they are in the Centaur.	Fuel is extremely flammable and can explode if ignited, causing serious injury or death.	Fill outboard motor fuel tanks outside of the vehicle. Wipe up any spilled fuel immediately. Do not carry or store fuel tanks in a vehicle equipped with a cab or convertible top unless adequate ventilation is provided.

SECTION 11

ACCESSORY INFORMATION

11.1 GENERAL

This section deals with accessories that have been specifically designed for the CENTAUR and can be purchased separately from your dealer. Special operating procedures and safety precautions must be observed before operating or using certain accessories.

11.2 REAR CARGO TIE DOWN BARS (Part No. 849-116)

Rear cargo tie down bars are mounted to the rear upper frame. They provide points to secure your load.

⚠ CAUTION

Never attempt to raise the vehicle by using the tie down bars as lifting points.

⚠ WARNING

Never exceed gross vehicle weight. Never exceed the maximum rear compartment weight for Centaurs.

11.3 ALL SEASON TRACK KIT (Part No. 849-150)

Available in a 15" wide mud and snow application, the rubber track system will allow for ultimate all terrain performance.

The track systems spread the weight of the vehicle over a larger area than the tires, thereby reducing the ground pressure and allowing the vehicle to stay on top rather than sinking into soft terrain.

11.3.1 Track Installation

1. Tires must be checked for size to ensure that equal size pairs are installed in each track. If this is not done, chain windup will happen causing damage to the drive system components. Tires can be sized this way:
 - a. With the tires still off the machine, inflate them all to 10 psi. If the tires were just installed on rims or were left set under 5 psi, it is very important that the tires have a chance to sit for at least 24 hours while pressurized. Re-check the tire pressure and re-set to 10 psi if required.
 - b. Measure the circumference of each tire using a suitable tape measure, being sure to measure around the center-line of the tire. Figure 11-1. Write down the measurement on each tire.



Figure 11-1. Measuring the tire.

- c. Try to put matched tire sizes in each track; i.e. From the eight tires, pair them off so each two tires in a pair have a circumference within 1/2" of each other and then put the smaller of these two toward the front and the larger one toward the back of each track. Do the same for all 4 pieces of rubber track.

Two tires that measure the same circumference when at 10 psi, should always be the same circumference when at equal pressure. Check tire pressure every 10 hours and adjust so that front and rear tires have equal pressure.

2. If tire sizing is strictly adhered to, all drive chains should be left connected to the drive train for optimum performance. If you are experiencing frequent drive chain windup, remove tracks and recheck tires to ensure that front and rear tire circumference is equal with equal tire pressure.
3. Release air pressure in the Multi Trac XT tires.
4. Put two deflated tires into the track (Figure 11-2).
5. Manoeuvre the assembly into position on two wheel hubs and secure the wheel nuts (Figure 11-3).

SECTION 11 ACCESSORY INFORMATION

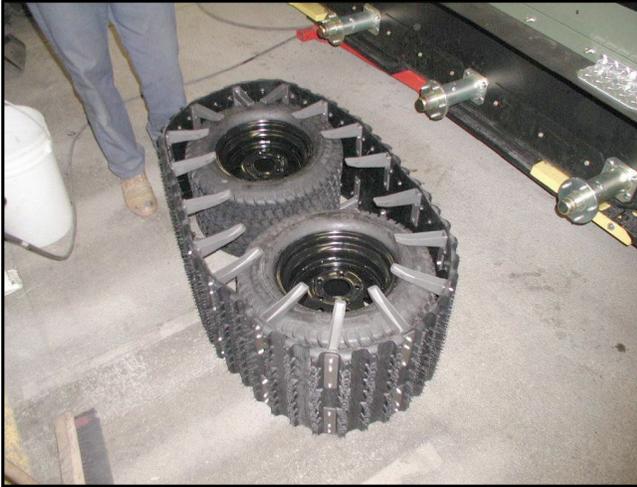


Figure 11-2. Deflated tires into track



Figure 11-4. Re-inflating tires.



Figure 11-3. Positioning on wheel hubs.

6. Re-inflate tires (to between 10 and 20 psi) until tracks are no longer loose. (But no less than 10 psi tire pressure.) (Figure 11-4).
7. These tires grow fairly dramatically with increased air pressure:

The circumference of the tire is:

68.5" at	0 psi
70.2" at	5 psi
71.5" at	10 psi
72.4" at	15 psi
74.5" at	20 psi

⚠ CAUTION

DO NOT OVER INFLATE! Too much track tension can damage bearings and axle housings.

11.3.2 Operating Precautions

A Centaur equipped with tracks cannot be used in water or over frozen bodies of water. Tracked Centaur models have a reduced capacity on land. Refer to Section 1.4.1 of this manual for additional information on operating capacities.

⚠ CAUTION

CAUTION should be observed when operating in winter conditions and a drop in temperature occurs. Snow and slush accumulation in the track could freeze, resulting in damage to the track system. Slush, snow and ice accumulation should be cleared from the axles and track periodically to prevent build-up.

CAUTION should be observed when using any track system on a Centaur. Make sure the guides and backing plates are properly secured in each track. Failure to secure them can result in lower body damage.

⚠ WARNING

EXTREME CAUTION must be observed when using the track systems on icy surfaces. Steering and braking effectiveness will be reduced. Reduce speed.

EXTREME CAUTION must be observed when crossing ice-covered water. The vehicle will sink if it breaks through the ice surface and fills with water. Make sure drain plugs are securely in place and do not overload the vehicle. Ice must be thick enough to support the fully loaded vehicle.

SECTION 11 ACCESSORY INFORMATION

11.4 WINTER TRACK KIT (Part No. 849-160)

Available in a ladder style, belted snow track, 22" wide for minimal ground pressure, 1.85" steel grouser for maximum snow penetration.

11.4.1 Installing the Axle Extension

1. Raise the vehicle off the ground and remove the wheels.
2. Install the extension studs on all of the vehicle wheel studs and tighten securely.
3. Place the axle extension collars onto the extension studs and seat firmly against the axle hub plate. The small hole must face away from the hub plate.

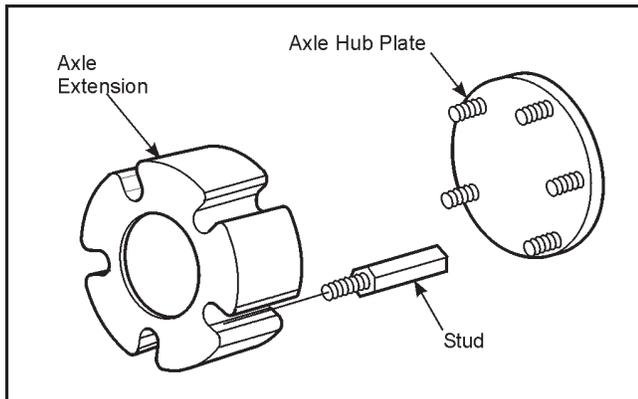


Figure 11-5. Installing the Axle Extensions.

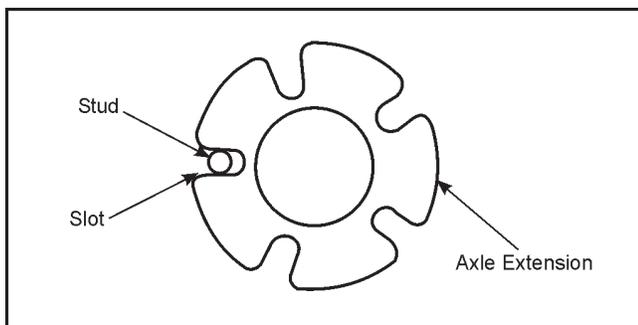


Figure 11-6. Check stud position in axle extension.

NOTE

The extension studs have hexagonal sides and must sit properly within the slots on the axle extension. If the extension studs are misaligned with the slots of the axle extensions when installing, adjust each stud as necessary by tightening them further until alignment allows for the extension to slide on easily (by hand), up against the axle hub.

⚠ CAUTION

Damage to the extension studs, bolts, or axle extension may occur if the extension studs are not tightened correctly. Use good judgment when installing.

4. Tires must be checked for size to ensure that equal size ones are installed on the front and rear where most of the traction is transmitted to the tracks. If this is not done, chain windup will happen causing damage to the drive system components. Tires can be sized this way:
 - a. With the tires still off the machine, inflate them all to 10 psi. If the tires were just installed on rims or were left set under 5 psi, it is very important that the tires have a chance to sit for at least 24 hours while pressurized. Re-check the tire pressure and re-set to 10 psi if required.
 - b. Measure the circumference of each tire using a suitable tape measure, being sure to measure around the center-line of the tire. Figure 11-1. Write down the measurement on each tire.
 - c. Try to put matched tire sizes on the front and rear of each side; i.e. From the four tires on the left side, choose two with a circumference within 1/2" of each other and then put the smaller of these two on the front and the larger one on the back. Do the same on the right side of the Centaur.

*Two tires that measure the same circumference when at 10 psi, should always be the same circumference when at equal pressure. **Check tire pressure every 10 hours and adjust so that front and rear tires have equal pressure.***

5. If tire sizing is strictly adhered to, all drive chains should be left connected to the drive train for optimum performance. If you are experiencing frequent drive chain windup, remove tracks and recheck tires to ensure that front and rear tire circumference is equal with equal tire pressure.
6. Install the Multi-Trac XT wheel assemblies. Use extreme care and allow extra installation time to protect the axle extensions from damage. Torque the wheel nuts to 65 ft-lbs. (88 Nm).

11.4.2 Track Installation

1. Lay the two assembled tracks on the ground in front of the vehicle so the open side of each grouser is forward.
2. Drive the vehicle forward onto the tracks until only three segments are in front of the tires.
3. Pull the remaining track around the rear tire and forward

SECTION 11

ACCESSORY INFORMATION

to the front of the vehicle.

4. Deflate the front and rear tires for easier installation of the final track hinge bolts.
5. Join the two ends of the track and secure them in place with C-Clamps, so that the hinges are lined up.
6. Install the track hinge bolts and secure each with a locknut. Remove the C-clamps.
7. Inflate all tires to 10 psi (70 kPa).
8. Check track tension by raising the vehicle off the ground. The track under the wheels should sag between 3 and 6 inches. Add air pressure, up to 20 psi, to reduce the sag. **DO NOT SET THE TRACK TENSION TOO HIGH!** High track tension will cause excessive and premature wear of the tires and track system, and may cause axle, axle bearing and/or chain damage.

Allow the tires to reach the temperature of operating conditions. Re-check the tire inflation at operating conditions before operation.

Under certain conditions, the tires may climb out of the track system during a turn or side hill operation. Check that all tires are correctly inflated, and avoid sharp high speed turns when the Centaur is heavily loaded.

11.4.3 Removal of Tracks

1. Use C-Clamps to take tension off of track hinge bolt.
2. Remove the locknuts from both track hinge bolts and remove both bolts.
3. Pull the track off the top of the tires and drive the vehicle out of the tracks.

NOTE

Axle extensions are recommended for use only with Centaur snow tracks and should be removed for tire-only use.

11.4.4 Operating Precautions

This track system is not recommended for use on pavement, gravel, rocks or any other abrasive surface. Abrasion will cause damage to the track assembly.

If a Centaur is taken outdoors into freezing temperatures after

the track system has been installed indoors at normal room temperature, the tires will lose air pressure. After the tires have cooled down to the outdoor temperature where the vehicle is to be operated, the tire pressure should be re-checked and adjusted as required.

Do not allow the track to freeze up or become clogged with snow. Damage to the track system can occur. **EXTREME CAUTION** must be observed when using the track system on icy surfaces. Loss of steering and braking effectiveness will occur.

Extreme **CAUTION** is advised when crossing ice-covered water. The vehicle will sink if it breaks through the ice surface and fills with water.

CAUTION

Under certain winter conditions, such as a rapid drop in temperature after a mild period, slush can build up on the track system to the point that the Centaur may be unable to move. Stop periodically to clean snow and ice from the axles and track components to prevent build-up.

Do NOT use the Centaur when crossing shallow water with a snow track system installed.

11.5 ICE CLEAT KIT (Part No. 848-130)

CENTAUR ice cleats are stamped steel cleats that bolt to the all season rubber tracks to grip on hard pack snow and ice to improve traction and stopping.

WARNING

Make sure all passengers riding in a Centaur equipped with ice cleats are informed to keep hands, feet and clothing inside the vehicle, well away from the tracks and ice cleats while the Centaur is in motion. Serious injury or death could result from getting caught by the ice cleats.

CAUTION

The Ice Cleats must be installed near the OUTSIDE edge of the track assemblies to prevent damage to the vehicle body.

SECTION 11

ACCESSORY INFORMATION

11.6 WINCH KIT (Part No. 849-214)

The 3500 lbs. winch mounts permanently to the front of the Centaur and can be used for self-recovery and to raise and lower the snowplow blade (Part No. 657-100). The winch has a free-wheeling feature that allows the 40 ft. steel cable to be pulled off the winch drum without using the winch's 12 volt electric motor.

The electrical components and the wiring design of the winch kit prevent the use of the winch motor unless the ignition key is turned to the 'on' position. This is a safety feature that prevents the unauthorized use of the winch when the vehicle is parked.

After the installation of the winch kit is completed, test the electrical connections by moving the toggle switch control from side to side with the ignition switch removed. If the winch DOES NOT operate, the connections are correct. If the winch starts during this test, have the installer correct the wiring connections immediately.

⚠ CAUTION

11.6.1 Rules For Safe Operation

1. The winch is rated at 3,500 pounds (single-line) capacity. **DO NOT OVERLOAD. DO NOT ATTEMPT PROLONGED PULLS AT HEAVY LOADS. DO NOT MAINTAIN POWER TO THE WINCH IF THE MOTOR STALLS.** Overloads can damage the winch and/or the wire rope and create unsafe operating conditions. For heavy loads, we recommend the use of the optional pulley block and hook assembly (Warn Part No. 28881 or Superwinch Part No.1503) to double line the wire rope. (Figure 11-7) This reduces the load on the winch and the strain on the wire rope by approximately 50%.

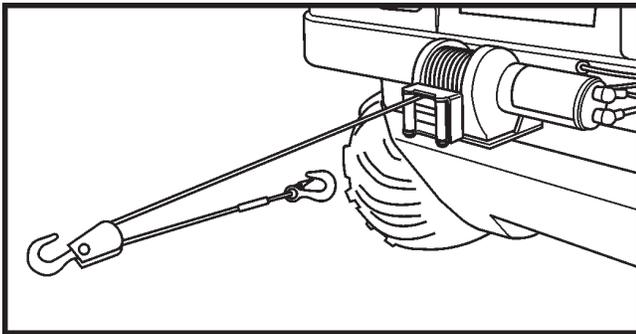


Figure 11-7. Double Line.

2. Periodically check the winch installation to assure that all bolts are tight.

3. **DO NOT** "move" your vehicle to assist the winch in pulling a load. The combination of the winch and vehicle pulling together could overload the wire rope and the winch itself.
4. **KEEP WINCHING AREA CLEAR.** Do not allow people to remain in the area during winching operations. Do not step over a taut wire rope or allow anyone else to do so. Do not stand between the winch and the load.
5. **INSPECT WIRE ROPE AND EQUIPMENT FREQUENTLY.** A frayed wire rope with broken strands should be replaced immediately. Always replace wire rope with the manufacturer's identical replacement part, Warn Part No. 60076 or Superwinch Part No.1513.
6. **USE HEAVY LEATHER GLOVES** when handling wire rope. Do not let wire rope slide through your hands. A broken strand could seriously injure your hands.
7. Keep clear of winch wire rope and hook when operating winch. Never put your fingers through the hook when reeling in the last few feet of line. If your finger should become trapped in the hook, you could lose your finger. Use the **HANSAVER BAR** (Figure 11-8) to guide the hook within the last few feet. Never guide a wire rope onto the drum with your hand.

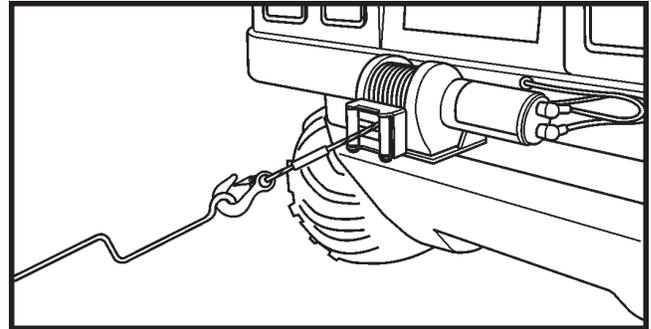


Figure 11-8. Using the Handsaver Bar.

8. **NEVER HOOK THE WIRE ROPE BACK ONTO ITSELF.** Use a nylon sling. (Figure 11-9). Hooking the wire rope onto itself can damage the rope (Figure 11-10).

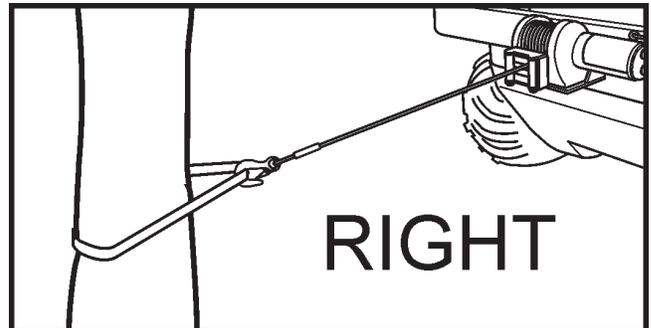


Figure 11-9. Correct hook-up.

SECTION 11 ACCESSORY INFORMATION

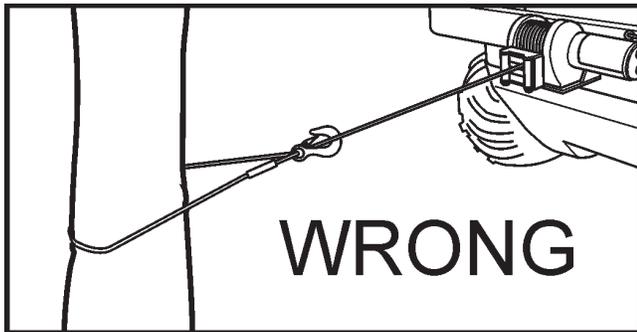


Figure 11-10. Incorrect hook-up.

9. It is a good idea to lay a heavy blanket or jacket over the wire rope near the hook end when pulling heavy loads (Figure 11-11). If a wire rope failure should occur, the cloth will act as a damper and help prevent the rope from whipping.

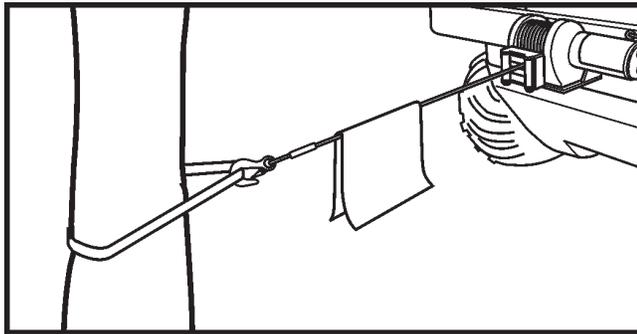


Figure 11-11. Using a cloth damper.

10. Your winch is not designed or intended for overhead hoisting operations. Never use your winch for lifting or moving people.
11. Avoid continuous pulls from extreme angles as this will cause the wire rope to pile up at one end of the drum (Figure 11-12 and figure 11-13). This can jam the wire rope in the winch causing damage to the wire rope or the winch itself.

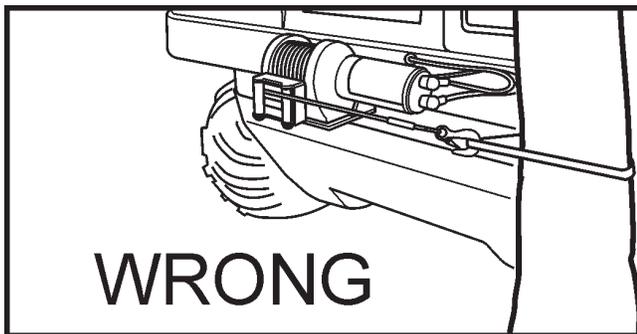


Figure 11-12. Incorrect positioning for continuous pulls.

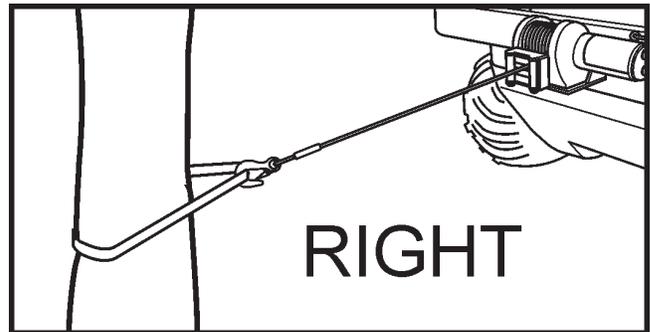


Figure 11-13. Correct positioning for continuous pulls.

12. Always operate the winch with an unobstructed view of the winching operation.
13. Do not operate the winch when under the influence of drugs, alcohol or medication.
14. Never work on or around the fairlead or winch drum when the winch is under load.
15. When using your winch to move a load, place the vehicle transmission in neutral, set vehicle parking brake, chock all wheels, and keep the engine running.
16. Do not use the winch to hold the Centaur in place during transportation. Use tie-down straps.
17. Maintain at least five turns of wire rope around wire rope drum to prevent the wire rope from pulling off under load.
18. Never run winch without circuit breakers in place. Dangerous overloads to mechanical and electrical components can result.

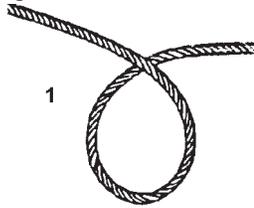
11.6.2 Tips for Extending the Life of Your Winch

1. Keep a tightly and evenly wound wire rope drum. Do not allow the wire rope to become loosely wound. A loosely-wound spool allows a wire rope under load to work its way down into the layers of wire rope on the drum. When this happens, the wire rope may become wedged within the body of the windings damaging the wire rope. To prevent this problem, keep the wire rope tightly and evenly wound on the drum at all times. During winching, periodically check to see that the wire rope is winding on evenly. A good practice is to rewind the wire rope under tension after each use. One way to do this is to attach the hook to a stationary object at the top of a small hill or incline and winch your vehicle up the incline.

SECTION 11

ACCESSORY INFORMATION

- Do not allow motor to overheat. Remember, the winch is only for intermittent use. During long or heavy pulls the motor will get hot. The internal parts will be hotter than the case. To check the motor temperature, stop winching and carefully touch the end of the motor. If the motor is uncomfortably warm, allow the motor to cool before continuing — keep the engine running to recharge the battery during this break.
- Use a pulley block for heavy loads. To maximize winch and wire rope life, use a pulley block (Warn Part No. 28881 or Superwinch Part No. 1503) to double line heavier loads.
- The pull required to start a load moving is often much greater than the pull required to keep it moving. Avoid frequent stopping and starting during a pull.
- Prevent kinks before they occur.
 - This is the start of a kink. At this time, the wire rope should be straightened.



- The wire rope was pulled and the loop has tightened to a kink. The wire rope is now permanently damaged and must be replaced.



- The result of kinking is that each strand pulls a different amount, causing the strands under greatest tension to break and reduce load capacity of the wire rope. The wire rope must be replaced.



11.7 RECEIVER WINCH KIT (Part No. 849-123)

The receiver option incorporates a winch brush guard, front and rear receiver mounting brackets and quick disconnect cables.

11.8 BILGE PUMP KIT (Part No. 849-146)

The bilge pump kit is recommended when the vehicle will be used to cross shallow ponds, streams or rivers. The Centaur utilizes two centrally located pumps to quickly remove water. It includes a dash mounted switch and wire harness.

CAUTION

The pump is not designed to run dry. Use only when water has collected in the vehicle.

11.9 SNOW PLOW KIT (Part No. 657-106)

The snow plow assembly attaches to the front mainframe assembly of the Centaur. The plow blade is an 81" (2 m) steel blade suitable for straight or angled use. The power winch option is required to raise and lower the snow plow blade.

WARNING

DO NOT STAND BETWEEN THE PLOW BLADE AND THE FRONT OF THE CENTAUR. Injury could result if the blade is raised.

The vehicle operator must observe caution when operating the vehicle and snow plow in the presence of others. Injury could result if a bystander is struck when the vehicle swings to turn or the blade is lowered onto someone's foot. Always be aware of the area being plowed. Although there is a blade trip mechanism feature of the blade, damage or operator injury could result from hitting rocks, stakes or curbs hidden under the snow being plowed.

11.9.1 Operating Guidelines

- Do NOT operate the Centaur on open or frozen bodies of water.
- For quick removal of the snowplow unit, disconnect the rear hitch points of the upper boom from the mounting brackets, unhook and rewind the winch cable.
- The knives are specially designed to be reversible and interchangeable with each other once the leading edge has worn.

11.10 UTILITY TRAILER (Part No. 695-80BL)

The Centaur Four Wheel Utility Trailer has been designed for use as an additional cargo carrier with any Centaur Off Road Vehicle. **It is NOT intended for transporting people.**

Become familiar with the trailer's handling characteristics, especially in hilly conditions, BEFORE using it in unfamiliar terrain or fully loaded.

The trailer tongue is designed to swivel, much like a universal joint, even in the roughest terrain.

SECTION 11

ACCESSORY INFORMATION

CAUTION

DO NOT exceed maximum load capacity for your specific application.

Exceeding the load capacity could cause trailer or tow vehicle to damage and personal injury could be incurred.

11.10.1 Operating Precautions

Observe the following recommendations for safe and trouble free operations:

- Trailer load capacity - 600 lbs. (270 kg.). Trailer weight - 385 lbs. (175kg.)
- Keep tire pressure at 4 psi.
- Cargo must be kept low and centered in the trailer at all times. Be aware that loads may shift when trailer is operated in uneven terrain.
- Keep both drain plugs in place and tightly sealed. Remove floorboard for access to plugs. To tighten plugs, turn lever clockwise. To loosen, turn counter clockwise. To remove, lift lever and pull up on plug.
- Caution - Asphalt or concrete surfaces will cause excessive tire wear.
- Do not use in fast flowing or rough water. Operator discretion is advised.
- Do not stop suddenly when pulling a loaded trailer down hill as it may run ahead or into the back of the vehicle pulling it.

WARNING

Keep fingers clear of tongue swiveling components.

- Do not step on or place loads on the edge of the body over the trailer wheels. This area of the trailer body is intended only as a mud guard.
- Keep the outer axle bearing flanges and inner bearings filled with Shell Alvania 2 grease, or equivalent, as this provides extra protection for the bearings from dirt and water.
- Remove water and debris from the trailer frequently. This will prevent premature rusting of the frame and contamination of the bearings.

11.11 CAB HEATER (Part No. 848-110)

The Centaur can be fitted with a 17000 BTU cab heater. It is equipped with a 3-speed dual fan motor. This will provide operator comfort in the harshest winter conditions.

11.12 DUMP BOX KIT (Part No. 835-100)

The dump box is mounted to the mainframe. It improves the load carrying versatility of the Centaur.

WARNING

- *Keep hands and arms clear when lowering box.*
- *No riders in box; riders can fall off and be killed.*
- *Installation of dump box reduces vehicle capacity by 109 kg (240 lbs). (Capacity includes: occupants, cargo and fuel.)*
- *Tie loads down. Spread loads evenly.*
- *Operators should use caution when turning in confined spaces and close to bystanders. The dump box decreases the rear clearance of the Centaur.*
- *Never operate dump while moving.*
- *Operate dump on level ground only.*
- *The dump box decreases the vehicle stability. Operate the vehicle with extra precautions when on uneven terrain.*

11.13 CARGO LINER (Part No. 848-123)

Made from welded steel, the cargo liner is an extension to the existing floor plates and increases lower body protection.

11.14 CENTAUR FOUR POINT LIFT KIT - (Part No. 848-121)

Designed for remote firefighting, search and rescue and surveying. This optional retrofitable kit mounts to all Centaur models.

WARNING

- *Do not lift the Centaur with people aboard.*
- *Maximum lift weight of the Centaur is 2500lbs (1134kg) which is equivalent to the shipping weight + approximately 500lbs. (227kg)*
- *Brackets are designed to be used with four equal length straps a minimum length of 12 ft. (3.66m) each and shackles. Each strap and shackle should be rated for 2000lbs (907.2kg) minimum.*

SECTION 11

ACCESSORY INFORMATION

11.15 LIGHT GUARD KIT (Part No. 849-134)

The light guards prevent brush and tree limbs from making direct contact with the vehicle driving lights. It can be installed as a stand alone item or combined with the brush guard.

11.16 BRUSH GUARD KIT (Part No. 849-191)

The brush guard is frame mounted and designed to prevent brush and tree limbs from damaging the lights and windshield.

11.17 MUD FLAP EXTENDERS (Part No. 821-105)

For use with Snow or Multi-Purpose Tracks. Mud flap extenders bolt onto the upper frame assembly and help to keep mud and snow out of the cargo compartment.

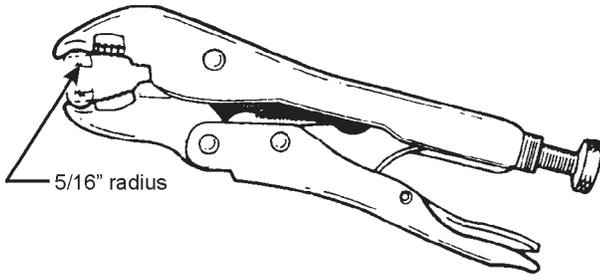
11.18 TRANSMISSION OIL HEATER (Part No. 613-103)

Recommended for use in cold temperatures. This heater plugs into a 110V power supply and heats the transmission oil by using a submergible 150 watt heating element.

APPENDIX 1 SPECIAL TOOLS

10R VICE GRIP MODIFICATION

As detailed in Section 7, a pair of modified 10R Vice Grips (Part No. 658-38) is required to hold the ends of the drive chain together while inserting the connecting link. Grind the undercut and sides of the vice grip jaw to fit over 2 chain rollers. The undercut is approximately $5/16$ " radius as shown below.



DRIVER CLUTCH REMOVAL TOOL 658-17

Part No. 658-17, Clutch Removal Tool, can be used to assist in removal of the driver clutch from the engine. Alternately, a 6" length of $3/8$ " steel rod can be used with a $9/16$ "-18x1- $1/8$ " bolt.



NOTES

ARGO and CENTAUR New Vehicle Limited Warranty

The warranty period is limited to 12 months for ARGO models and 12 months or 750 hours for CENTAUR models from the date of the original retail sale, with the following exceptions:

- Briggs & Stratton Engine – 24 months from the date of retail sale separately by the engine manufacturer’s service network.
- Kohler Engine – 36 months from the date of retail sale separately by the engine manufacturer’s service network.
- Exide Battery – Factory installed Exide batteries are warranted for 12 months free consumer replacement from date of installation from Ontario Drive & Gear Limited.
- Optima Battery – Argo – Factory installed Optima batteries are warranted for 36 months free replacement from date of installation by authorized Optima Battery service network.
- Optima Battery – Centaur – Factory installed Optima batteries are warranted for 24 months free replacement from date of installation by authorized Optima Battery service network.
- Warn and Superwinch Winches (not installed by dealer at time of purchase) – 12 months from the date of retail sale separately by the authorized winch manufacturer’s service network.
- Tires - 3 months from the date of retail sale. Depending on sales area, tire Environmental/disposal charges may apply.

Genuine ARGO or CENTAUR accessories purchased and installed by the factory or authorized dealer at the time of purchase are covered under the 12 month ARGO and CENTAUR New Vehicle Limited Warranty. Only those accessories listed on the original warranty registration form will be covered.

Ontario Drive & Gear Limited hereby warrants to the original retail purchaser that each new and unused ARGO or CENTAUR is free from any defect in material or workmanship for the warranty period specified, under normal use and service by the original purchaser.

This warranty is void unless the vehicle has been properly warranty registered and the pre-service checklist has been completed by an authorized dealer.

This warranty is not transferable unless approved by Ontario Drive & Gear Limited.

This warranty is void immediately upon the ARGO or CENTAUR being used in any speed contest (racing, dragging, etc.).

This warranty does not cover the following items:

1. Machines or parts lost or damaged during shipment.
2. Normal maintenance, as outlined in the maintenance schedule found in the Operator’s Manual, or adjustments after initial pre-servicing is completed.
3. Normal replacement of service items, as outlined in the maintenance schedule found in the Operator’s Manual.
4. Accessory items other than genuine ARGO or CENTAUR accessories.
5. Damages resulting from:
 - misuse, accident, theft or fire
 - use of improper or insufficient fuel, fluids or lubricants
 - use of parts other than genuine ARGO or CENTAUR replacement parts
 - modifications, alteration, tampering or improper repair performed by parties other than an authorised ARGO or CENTAUR dealer or distributor
 - any device or accessories installed by parties other than an authorised ARGO or CENTAUR dealer or distributor
6. Batteries that fail due to improper charging or installation; broken container, cover or terminal sulphation or dehydration; damage caused by fire, excessive heat, wreckage, explosion, freezing, the addition of any chemical or solution other than the battery grade sulphuric acid.

This shall constitute the complete and only warranty given by Ontario Drive & Gear Limited, and, except as specifically set forth in the foregoing, Ontario Drive & Gear Limited shall not, in any event, be liable for any losses, damages or costs; to include travel, transportation, pick up, delivery, towing cost, loss of use, whether special, incidental, consequential or otherwise, in any way related to any vehicle or its sale. No warranty, expressed, implied or statutory, as to merchantability, fitness for a particular purpose, description, quality or any other matter is given in connection with any ARGO or CENTAUR vehicle or its sale and no agent, employee or other person has any authority to vary any of the foregoing provisions. Provided, however, that this clause shall be severable where voided by application of the Consumer Protection Act.

Ontario Drive & Gear Limited, 220 Bergey Court, New Hamburg, Ontario, Canada, N3A 2J5
Sales Department 1-800-298-1118 x 374 sales@argotv.com

CENTAUR RETAILER... Please complete this page at the time of sale to the new owner so your customer has all pertinent information that may be required.

CENTAUR MODEL _____

CENTAUR SERIAL NO. _____

ENGINE SERIAL NO. _____

TRANSMISSION SERIAL NO. _____

SOLD TO: _____

STREET ADDRESS: _____

CITY OR TOWN: _____ PROV/STATE: _____

POSTAL/ZIP: _____

DATE OF SALE: _____

WARRANTY PERIOD EXPIRES: _____

DEALER NAME: _____

PHONE: _____

ADDRESS: _____

CITY/TOWN: _____ PROV/STATE: _____

CENTAUR PRODUCTS MANUFACTURED BY:

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New Hamburg, Ontario
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Phone: (519) 662-2840
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