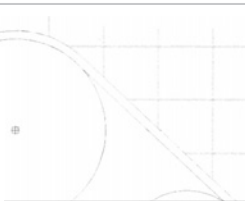
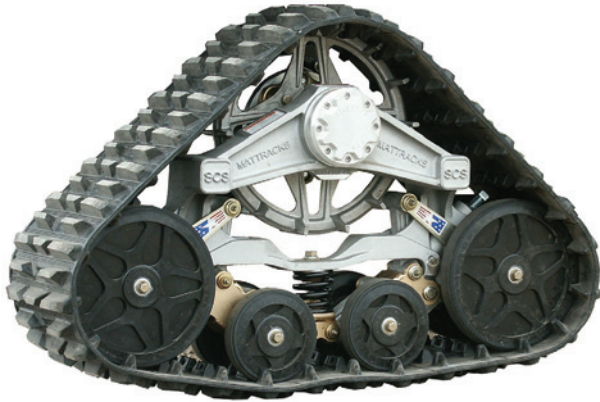


MATRACKS
Model XT-UR
 FEATURING XT TREAD

Designed for Utility All Terrain Vehicles



SPECIFICATIONS

Exclusive Anti-Torque System	Model XT-UR Rubber Torsion - Anti Torque
Assembly Weight	Approx. 392 lbs @ 98 ea. (178 kg @ 44 ea.)
Type of Vehicle***	4 Wheel Drive Utility Rated Vehicles
Recommended Max Gross Wt.	3,500 lbs. (1,587 kg)
Internal Suspension	Adjustable four link, triple spring Shape Changing Suspension (SCS) (for extra-smooth ride)
Track Tread Width	11 in. (279 mm)
Tread Style	1 in. (25 mm) lugs (All-Terrain Self-Cleaning, Extra Traction)
Track Material	Rubber with Internal Composite Rods/Cord
Recommended Operating Temperature	(Ambient) -40° F to +130° F (-40° C to + 55° C)
Increase Ground Clearance*	5.5 in. (140 mm)
Ground Contact Length (approx.):	
(Hard Surface)	27 in. min. (689 mm)
(Soft Surface)	39 in. max. (991 mm)
Ground Contact Surface Area (approx.)	1,188 sq. in. min. (7,663 sq. cm min.) 1,716 sq. in. max. (11,068 sq. cm max.)
Ground Pressure*	Less than 3/4 psi (5.2 kPa) on some ATVs
Sprocket Diameter	13 7/8 in. (352 mm)
Gear-Reduction	1/3 Increase in Gear Reduction on Vehicle with Typical OEM ATV Tire
Wheels (Shielded & Sealed Bearing)	8 wheels per corner, 2 rows
Wheel Material	UHMW & Rubber
Color	Natural Aluminum - Standard Camouflage Colors - "Optional"

*Depending on vehicle, cargo, and accessories.

**For maximum tread life

***Some vehicles may require slight alterations.

**ALL SPECIFICATIONS ARE APPROXIMATE AND WE
 RESERVE THE RIGHT TO MAKE CHANGES OR
 MODIFICATIONS WITHOUT NOTIFICATION**

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NOTE: MatTracks offers a running board fender protector, which acts as a fender and foot guard saver, to protect the track lugs, foot guard and inside fender from occasional track contact. The skid plate style running board will be required on most installations to protect the track and ATV fenders from damage.

About LiteFoot's Exclusive SCS System

The exclusive Shape Changing Suspension (SCS). This adjustable suspension allows for a larger or smaller footprint, changing the approach angle of the leading edge of the tracks for better "lift" in softer conditions. Suspension automatically adjusts approach and departure angle when encountering obstacles, without effectively changing track tension.