COMMON UNDERCARRIAGE QUESTIONS, SOLUTIONS & TIPS

Have Larry Lugs been tested for reliability
Absolutely. We have several thousand hours of testing on several sized CAT / ASV Multi Terrain Skid Loaders and a wide variety of terrains.

Will the bolts pull through the tracks?
No. The double laminated Kevlar belt design is very durable. During testing we have found that in extreme cases the bolts may break before the Kevlar belts will tear

Does drilling the holes in the tracks weaken them?
No. The process of bolting on Larry Lugs actually makes the laminate stronger as they pull the multi layers of rubber and Kevlar together to prevent delamination. In some cases of delamination we have saved tracks that otherwise would have been discarded

Will the head of the bolts scratch concrete, asphalt or other susceptible surfaces?
No. The bolts are specific "button head screw type" which bury into the rubber tread.

How long do Larry Lugs last?
Larry Lugs will most likely outlive the life of the track itself. Larry Lugs are not only a one-time fix, they can be removed and reinstalled on different tracks as needed.

How difficult are Larry Lugs to install?
Larry Lugs are *simple* to install and do not require any "special tools". Lugs can be installed out in the field or shop in under 10 minutes. The track does not need to be removed but can be to install numerous new lugs. Tools needed but not supplied by Bair Products are: ½" Drill Bit, Air Impact, 5/16 hex bit, Angle Grinder)

How many lugs should I replace at one time?
This is totally up to you. If you identify the first lug missing and the adjacent lugs are still ok, just replace the broken one. If all lugs are in bad condition, you can replace them all guarantying no more downtime due to drive lug problems.

How long will the Track Drill Template and Bair's 4" Carbide Grinding wheel last?
The steel template will last for years as long as the pre-drilled holes have not been "over" drilled or "wallowered out". The Carbide wheel is the best we have found and will last two mechanics over a year if it is not used on any other surface other than the rubber tracks.

Could the track tension cause the rubber drive lugs to fail?
That could be a possibility, but with Bair Products Hydraulic Track Tensioner, you can keep your track adjusted correctly in the field or shop by simply using a grease gun.

Help Reduce the Drive Lug's Wear-out Rate
One reason that lugs break off is from extreme wearing of the rear idler wheels. Models such as CAT 247/257 and ASV 50/60 when new, the clearance between the lug and frame is quite close. As the rubber on the rear idler looses it's diameter due to wear, the lug will strike the frame. The operator will not feel or hear this as the wear rate slowly continues. Our solid, aluminum alloy wheels have helped solved this problem.

Extreme Track Wear
Extreme wearing on the inside and outside of the track is caused at the contact area where the idler and bogie wheels contact the track's inner surface as all the machine's weight is applied at this area. This wear is common with rubber track type equipment.

One possible solution when possible is to reduce spinning the track on all surfaces. The entire machine's weight is on the idlers and bogies; this contact area has the most load force. Remember the track is flexible.

Another solution as the plastic wheels wear, they loose the flat, contact area. They will wear and take upon the look of a bicycle tire, which increases the load force per square inch. Replacing the rubber/plastic wheels with our solid aluminum alloy wheels will greatly reduce this wear because of maintaining this flat contact surface area.

Drive Roller Check
Grab a drive roller by the hand that is not in contact with the track. Cock the roller cross ways, if you see a gap of 3/16th or greater, replacement should be considered.

Why replace? Drive lug failure or drive roller retaining bolt failure could occur. As the drive rollers wear, the space or slot between them create a shock load to the retaining bolt. At high speed travel, the roller slaps the lugs instead of a smooth impact. If you are breaking drive roller retaining bolts, this is a likely cause. In extreme cases of wear, the rollers will become out of time with the lugs also breaking retaining bolts for the drive rollers and drive lugs.

Drive Cage Roller Replacement Tips
Change the drive roller and/or bolts in about 30 minutes per side or less with two people. Raise one track off the surface 6" or more, open the rear engine door and raise the cab.

Turn the drive roller retaining bolt from 9 to 11 o'clock. Remove the nut and tap the bolt towards the body of the machine. Using a marker, draw a circle around the head of the bolt you are preparing to drill the 1" hole.

Inspect the inner side of the body for wiring or hydraulic lines, if all looks clear, drill a ¼" hole. Shine a light on the hole from the outside and take another look inside, if there are no clearance problems, drill 1" holes. The hard part is now done. Loosen all drive roller bolts and have a helper start the engine and rotate the tracks slowly. Line up the head of the bolt with the hole and slide the bolt back into this hole. Install new rollers and slide the bolt back through. Install nut hand tight. When all is replaced then torque all bolts to the machine's specification.

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Drive Roller Outer and Inner Flange Inspection

Inspect the wear at the inner and outer rings, specifically were the drive roller through bolts are. At the outside edges, if worn, more than 50% of the wheel thickness, the bolts may rip out. One solution without having to remove the track is to take a welder and build up this area about 3/16th thick or back to it's original thickness and about 1" on each side of the bolt.

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