Thank you for purchasing your P90X alignment shim kit from AA! Belt Alignment can cause hard shifting, belt squeal, belt slip, and higher belt temps. We suggest checking alignment any time you remove the primary clutch from the vehicle. See below for steps on easy installation.

- Remove the plastic clutch cover
- Check alignment by using a cell phone camera. You can take pictures, but we find it easier to look at your camera screen while moving the phone back and forth from one side of the belt to the other, comparing the gap size on either side of the belt.
- If you find the belt to be out of alignment, you'll need to properly align it.
- Remove the secondary clutch bolt (different sizes depending on model/year) and all alignment shims from the clutch. Be careful to not loose any alignment shims.
- When you remove your secondary bolt you will notice a shim stack behind the bolt/washer. The more shims in the clutch, the more it will move the clutch toward the transmission. The less shims, the more it will move towards the outside of the vehicle. You can have anywhere from 0 to 8 shims in the stack.
- Shim your clutch the way you need the belt to move, this is basically guess and check.
- Install the shim stack, washer, and bolt back into the secondary clutch
- Hold the bolt head and spin the clutch counter clockwise which will tighten the bolt
- Torque spec varies depending on model. Torque the secondary bolt to 40ft-lbs for 2018-2020 Models, or 25ft-lbs on 2021+ Pro XP, Turbo R, Turbo, or Turbo S models. The Pro R 4 cylinder uses larger diameter shims and the secondary bolt should be torqued to 45ft-lbs.
- Fire the vehicle up and run it in neutral/park, then re-check alignment
- Repeat steps until alignment is correct
- Once alignment is correct, we suggest riding the vehicle for at least a few miles and checking again. Sometimes the alignment changes after running. Clutch alignment is critical for belt life and performance, so make sure it's 100% correct.