



2016-19 RZR XP TURBO SECONDARY SHIM INSTALLATION

Thank you for purchasing your belt deflection shims from AA! These shims were created to get rid of that factory clip on 2016-18 models which sets your belt deflection from the factory. This allows for easier removal of the secondary clutch, and no more damaged clips! Damaged clips can fail and set your belt deflection much too loose, making you start off in a higher gear. The RZR XP Turbo is the only model using a clip instead of shims to set belt deflection(tension). This kit also allows you to adjust belt deflection(tension) perfectly, instead of just what the factory gives you which many times is not correct. For 2019 models Polaris went away from the snap ring with a 1 piece washer. This washer has been known to make the bolt back out, and does not allow you to set your belt deflection which we've often found too tight. Our kit will help both of those issues on the 2019 models. See the step by step instructions below to install your deflection shims:

- Remove your factory clutch cover (8mm bolts)
- Find your threaded L shaped belt removal tool in your tool kit/owners manual kit and use it to remove your belt
- Remove the secondary bolt and washers
- For 2016-18 models, remove the factory snap ring clip holding the secondary on & all remaining washers
- We are going to keep the most inner washer with the small hole in it
- If you hold the bolt in your hand, put the smaller AA washer on the bolt, install 2 large AA shims, then your holed factory washer
- See images below for how the stack should look
- Once your washer stack is correct, thread in the secondary bolt and torque to 40ft-lbs
- If you want the best low end performance, now is the time to check belt deflection(tension). Fire the machine up with the clutch cover off and free rev it in park a few times. Now throw the machine in high gear for a second, then back to park. Get out of the machine and see if your secondary clutch is spinning. A slight spin or trying to spin is okay, but too fast of a spin on the secondary will make the machine hard to shift and is not correct. If it is spinning quickly and hard to shift, your supplied shim stack from AA are normally too thick, and will need to have less thickness(go to a thinner washer instead of a thick one). If you are not spinning or the belt looks loose, you may consider adding 1 or 2 of the supplied AA thinner washers. Doing so will get the belt as high in the secondary as possible, and start you in a lower gear for better performance. Repeat this step as needed to set the deflection just right.
- ****DO NOT EVER ADD ALL THE SHIMS**** Max shim stack should be 2 thick shims, 1 thin (plus the holed factory washer)
- Keep in mind a belt out of alignment, or a worn out primary center bearing will cause secondary high spin conditions.
- Most will find our initial setup with the 2 thicker washers(not using the 2 thinner washers) to work best, but every machine is different.
- Keep in mind too tight of deflection will make it very hard to shift between gears.
- Make sure you are torqued down, throw the clutch cover back on, then go ride!

