



ALIGNMENT PROCEDURE FOR SOFTAIL & SHOVELHEAD



Procedure for aligning motor and transmission, Softail & Shovelhead

1. Loosen all mounts, engine, transmission , exhaust and top motor mount.
2. With all bolts loose, make sure all bolts move up and down freely, make sure that none of the bolts are binding in the holes.
3. Torque rear motor mount down.
4. Loosen the four primary to motor bolts.
5. Allow motor to settle.
6. Re-torque the primary to motor bolts and check motor mount for possible shimming, be sure that all other bolts still move freely and are not binding in the holes. Re-torque front motor mounts.
7. Check transmission mounts to be sure there is metal to metal contact, there should be no paint, powder coating or chrome to obstruct proper contact of the trans plate and frame. (Chrome transmission plates will not allow bolts to tighten properly and should not be used when installing a belt drive).
8. Check for necessary shimming between the transmission plate and frame. (Keep in mind that after market frame mounts may not be of exact tolerances for belt drive usage. Chain drives are more forgiving and do not need exact fitment on all of the points covered on this page).
9. Torque the 4 inboard transmission bolts down then check the outboard 5th transmission mount for possible shimming, then torque this bolt down. Note: If belt continues to track to the inside, then the inner primary may be warped and additional shimming may be necessary. Chrome inner primary's may not be suited for belt drive installations, chroming may warp the primary and the thickness of the chrome may not be consistent for accurate alignment. The same goes for painted or powder coated primaries.

IMPORTANT NOTE: ON 1986 AND LATER MODELS, IT IS NECESSARY TO REMOVE THE RACE FROM THE TRANSMISSION MAINSHAFT IN ORDER TO INSTALL OUR BELT DRIVE.



Mainshaft with bearing race

Mainshaft with bearing race removed

