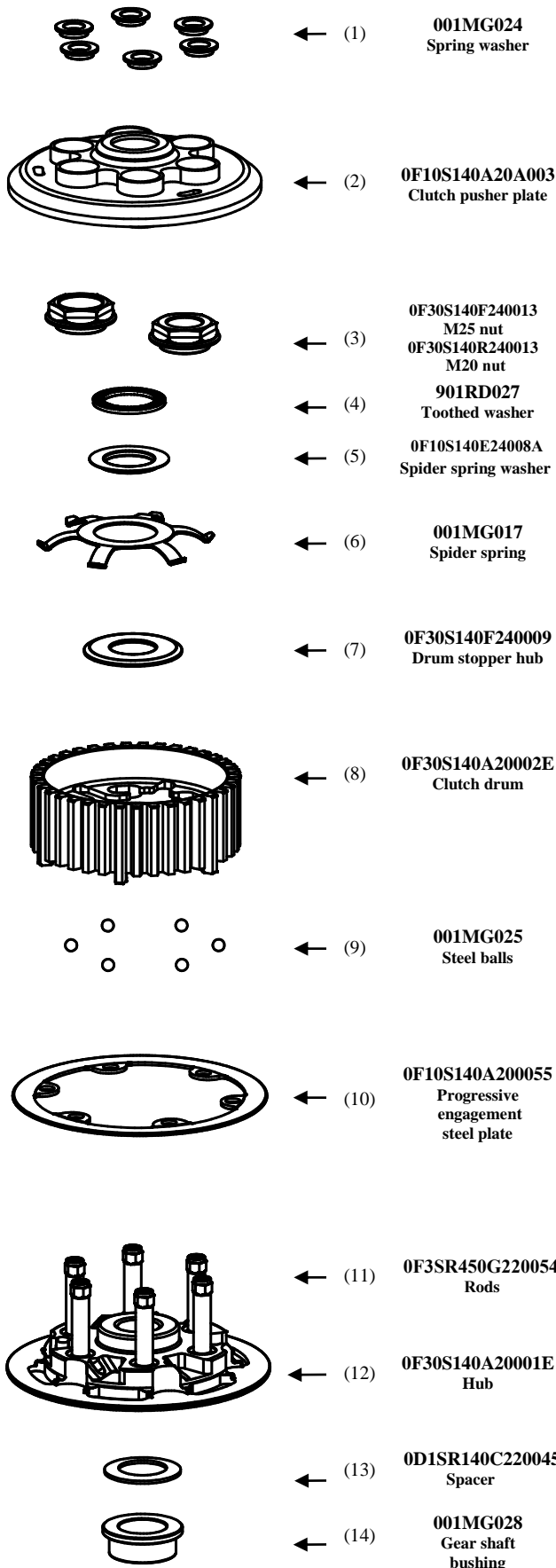


001STM000 / FDU-S030

SLIPPER CLUTCH KIT DUCATI ORIGINAL

INSTALLATION INSTRUCTIONS



- Mount the basket on the engine seat and fix it using the 8 screws of the original clutch (**ONLY FOR STM BASKET**).
- Insert the o-ring supplied with the original clutch in the seat of the carter axle box (14).
- Position the gear shaft bushing (14) into the carter seal and push it till reaches the complete stop.
- If installing with Ducati OEM basket fit the (13) spacer (3 mm)
- If installing with STM basket (Z12 or Z48) fit the (13) spacer (1,5 mm)
- Insert the correct washer on the gear shaft.
- Assemble hub kit: put progressive engagement plate (10) on hub (12), with the step facing up, put it correctly into its seats, then check that pushing on one side the other side lifts up.
- Put 6 steel balls (9), into the grooves with some grease.
- Fix the clutch drum (8) on the clutch hub (12) at rest position.
- Put with some grease the drum stopper hub (7) on hub (12).
- Insert the hub pack on the gear shaft.
- Insert the spider spring (6) in its own seat.
- Insert the spider spring washer (5).
- Insert the toothed washer (4) with the convex side facing up. **Use the (3) nut for M25 drive shaft threads.**
- Tighten using the dynamometric tool at the torque suggested by the manufacturer.
- Insert clutch plates starting with a sintered plate and ending with a steel plate. The total height of the plates stack must be between 36 and 36.5 mm.
- Insert in the inner part of the pressure plate (2), the ball bearing and the clutch pushrod pin of the original clutch.
- Position the pressure plate (2) on the clutch drum (8) and insert the original clutch springs in the seats of the pressure plate.
- Mounting the spring washer (1) using the screws of the original clutch.

NB: Once completed the assembly, repeatedly operate the clutch lever, checking that the pressure plate performs correctly the opening and closing movements.

For a road use of the clutch you have to check clutch plates every 2000 km.

Please verify that the clutch plates thickness is between 36,5 mm – 35,0 mm. If it is inferior to 35,0 mm please replace a 1,5 mm steel plate with a 2 mm steel plate.

For a racing use of the clutch we suggest to check the clutch plates thickness frequently.

GENERAL SAFETY REGULATIONS

- IN THIS SHEET ARE REPORTED THE DIRECTIONS TO PERFORM CORRECTLY THE CLUTCH ASSEMBLY OPERATIONS
- STM RESERVES THE RIGHT, WITHOUT NOTICE, TO INTRODUCE ANY TECHNICAL CHANGE WHENEVER DEEMED IT TO BE NECESSARY TO IMPROVE FUNCTION AND QUALITY OF THE PRODUCTS.
- **STM ITALY SRL PRODUCTS ARE EXCLUSIVELY INTENDED FOR COMPETITION, NOT SUITABLE ON MOTORBIKES ON PUBLIC ROADS.**
- ASSEMBLY OPERATIONS MUST BE PERFORMED BY A SKILLED TECHNICIAN AND MUST BE SCRUPULOUSLY OBSERVED.
- BEFORE MOUNTING THE CLUTCH MAKE A COMPLETE INSPECTION OF THE MOTORBIKE COMPONENTS, IN ORDER TO VERIFY THE POSSIBLE PRESENCE OF FAULTS OR ANOMALIES ON THE VEHICLE.
- MAKE SURE THAT THERE ARE NO MISSING/DAMAGED PARTS IN THE CLUTCH KIT.
- SOME PARTS OF THE CLUTCH AND ITS COMPONENTS CAN HAVE SHARP SURFACE: **HANDLE WITH CARE.**
- SOME COMPONENTS OF THE CLUTCH, BECAUSE OF THEIR SMALL DIMENSIONS CAN BE SWALLOWED: **KEEP AWAY FROM CHILDREN.**

RULES FOR PRODUCT CARE AND CLEANING

- ANODIZED and/or LEXAN PARTS: DO NOT USE** on both glossy and matt anodized parts or on lexan components any type of **acid or alkaline based degreaser**. Use only neutral-based soaps. We recommend using a soft, non-abrasive, damp and clean microfibre cloth or synthetic sponge to avoid abrasions and scratches on surfaces.
- However, the use of detergents containing alcohol or aggressive chemical products, but also pickling agents or acids is **prohibited**.
- Always wash your motorcycle cold, never hot.**
- Do not use pressure washers, steam cleaning machines** or any type of high pressure washing system or with high operating temperatures, any type of washing of these types can **damage or permanently ruin the anodized surfaces or lexan**.

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