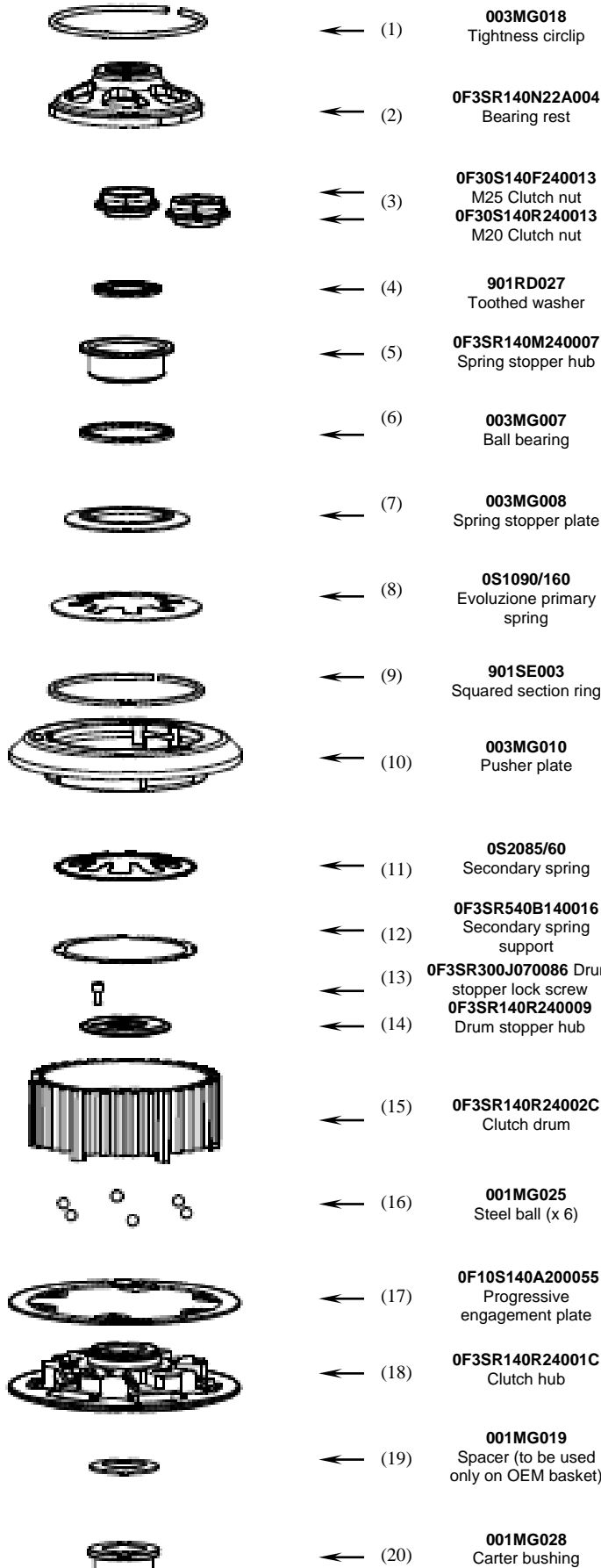


# 0F3SR140N220000

## FDU-S190

# EVOLUZIONE SLIPPER CLUTCH KIT FOR DUCATI

### 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 bushing (20).
- Position the carter bushing (20) on the engine seat and push it till reaching a complete stop.
- If installing with Ducati OEM basket fit the 001MG019 spacer (1,5mm).
- If installing with STM basket (Z12 o Z48) **do not fit any spacer**.
- Insert the correct spacer on the gear shaft if necessary.
- The Drum/Hub group is supplied pre-assembled. **In case of need**, as to check the ramps wear, please see hereafter the specific procedure to disassemble the Drum/Hub group.
- Place the Drum/Hub group on the drive shaft. In order to simplify the operation, it is possible to fix the drum (15) onto the hub (18), in an at-rest position, with a M6x1 screw.
- Install the original clutch plates, starting with a sintered plate and ending with a steel plate. The total height of the stack must be within 36 and 36.5mm.
- Remove the M6x1 screw, if you used it for the last operation.
- Check that the drum stopper lock screw (13) do not stick out from the surface of the drum stopper (14), where the spring stopper plate (5) will be placed. Verify that the secondary spring support (12) is correctly placed in its seat in the drum. Place the secondary spring (11) in the drum with a small amount of grease.
- Place the pressure plate (10) in its seats on the drum (15).
- Place the Evoluzione spring (8) on the pressure plate (10), with the convex part facing up (STM logo facing up), making sure previously that the squared section ring (9), which works as primary spring support, is well positioned into the pressure plate itself.
- Assemble the complete spring stopper pack: starting from the spring stopper plate (7), with the shaped side facing up as shown in the picture. Insert the ball bearing (6) and finally the spring stopper hub (5). Once completed these operations, position the complete spring stopper pack inside the Evoluzione spring (8).
- Insert the toothed washer (4) with the convex side facing up, then insert and tighten up the clutch nut.
- **Use the 0F30S140R240013 nut for M20 drive shaft threads otherwise use the 0F30S140F240013 nut for M25 drive shaft threads.**
- Use a dynamometric wrench setting the torque suggested by the bike manufacturer. We suggest to use the specific optional tool (UTL-0020) in order to lock the pressure plate (10) while performing this operation.
- Assemble the complete bearing rest pack: insert the ball bearing and the push rod pin of the original clutch in its housing on the bearing rest (2).
- Position the complete bearing rest pack in the pressure plate (10), making sure it fits correctly into the housing grooves.
- Manually practise a little pressure on the bearing rest (2) in order to release the seat for the tightness circlip (1).
- Fit correctly the above mentioned tightness circlip (1). **MAKE SURE** that it adheres to all the groove perimeter.
- NB: Once completed the installation, repeatedly operate the clutch lever, checking that the pressure plate performs correctly the opening and closing movements**

### DRUM/HUB UN-INSTALL PROCEDURE

- ATTENTION: DO NOT perform this operation before removing the clutch from the bike.** Remove the drum stopper lock screw (13), rotate the drum stopper hub (14) clockwise by 60° and then remove it. The drum (15), the hub (18), the progressive engagement plate (17) and the steel balls (16) can now be disassembled.
- TO RE-ASSEMBLE THE GROUP:** position the progressive engagement steel plate (17) on the hub (18), with the step facing up. Be careful to position it correctly into the specific seats, then check that pushing one side, the opposite stand up simultaneously. Place the 6 steel balls (16) at the bottom of the grooves of the hub (18) using a small amount of grease, then position the drum (15) onto the hub (18) in an at-rest position. Position the drum stopper hub (14) on the hub (18), aligning its three wings with the three housings on the hub (18), then rotate it until the holes of the two parts are aligned, and finally replace completely the screw (13). **Check that the drum stopper is correctly locked on the hub and that the drum stopper lock screw do not stick out from the surface where the spring stopper hub (5) will be placed.**

- NB:** For a road use of the clutch you have to check clutch plates set every 2000 km. Please verify that the clutch plates set thickness is between 36,5mm and 35,0mm. If it is inferior to 35,0mm please replace a 1,5 steel plate with a 2 mm steel plate.
- For a racing use of the clutch we suggest to check the clutch plates set 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.

