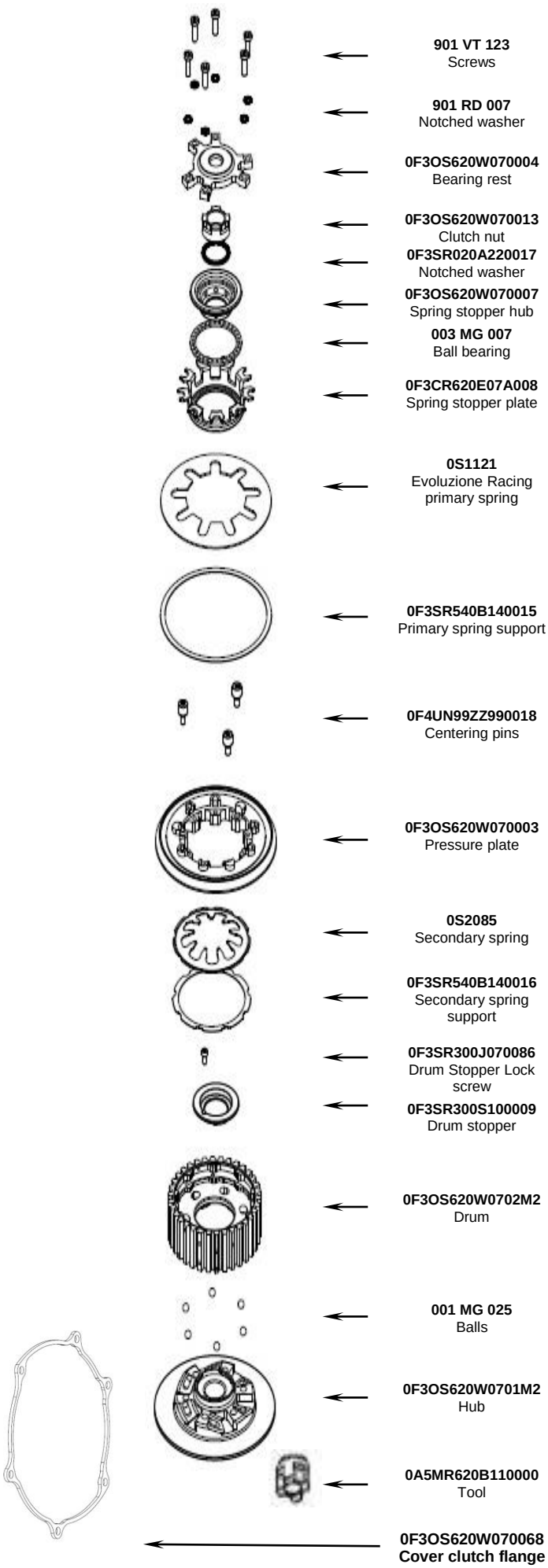
0F3OS620W070000



901 VT 123
Screws

901 RD 007
Notched washer

0F3OS620W070004
Bearing rest

0F3OS620W070013
Clutch nut

0F3SR020A220017
Notched washer

0F3OS620W070007
Spring stopper hub

003 MG 007
Ball bearing

0F3CR620E07A008
Spring stopper plate

0S1121
Evoluzione Racing primary spring

0F3SR540B140015
Primary spring support

0F4UN99ZZ990018
Centering pins

0F3OS620W070003
Pressure plate

0S2085
Secondary spring

0F3SR540B140016
Secondary spring support

0F3SR300J070086
Drum Stopper Lock screw

0F3SR300S100009
Drum stopper

0F3OS620W0702M2
Drum

001 MG 025
Balls

0F3OS620W0701M2
Hub

0A5MR620B110000
Tool

0F3OS620W070068
Cover clutch flange

YAMAHA YZ 250 F 2019
SLIPPER CLUTCH KIT

INSTALLATION INSTRUCTIONS

The Drum/Hub group is supplied pre-assembled. **IN CASE OF NEED**, to perform a ramp condition inspection, see below the DRUM/HUB UN-INSTALL PROCEDURE. Position the Drum/Hub group on the drive shaft.

ATTENTION: between the original basket and the hub (0F3OS620W0701M2) you must keep the washer of the original clutch, otherwise there could be generated malfunctions and/or damage to the parts.

Reinstall the original clutch plates, keeping as well the original sequence. Total height of the stack must be 33.6mm ± 0.2mm.

ATTENTION: if inside the original plates kit there are two rings (one of them is conical), take them apart and NOT use them when installing the STM clutch.

Check that the drum stopper lock screw (0F3SR300J070086) do not stick out from the surface of the drum stopper (0F3MR620S070009), where the spring stopper hub (0F3OS620W070007) will be placed.

Verify that the secondary spring support (0F3SR540B140016) is well inserted in the drum (0F3OS620W0702M2) seat.

Place the secondary spring (0S2085) in the drum (0F3OS620W0702M2) housing with a small amount of grease.

Verify that the primary spring support (0F3SR540B140015) is well inserted in the pressure plate (0F3OS620W070003) seat.

Insert the pressure plate (0F3OS620W070003) in the drum(0F3OS620W0702M2). Insert the Evoluzione primary spring (0S11121) in the pressure plate (0F3OS620W070003) housing. The pressure plate (0F3OS620W070003) is supplied pre-assembled with three centering pins (0F4UN99ZZ990018). These centering pins (0F4UN99ZZ990018) are correctly tight already, is not necessary to over tight and/or remove.

Pre-assemble the spring stopper group: keep the spring stopper plate (0F3CR620E07A008) with the groove for the bearing facing up as illustrated, insert the ball bearing (003MG007) and then the spring stopper hub (0F3OS620W070007). Insert the spring stopper group into the pressure plate (0F3OS620W070003) making the 9 wings of the spring stopper plate (0F3CR620E07A008) overlap the 9 spring (0S1121) tips.

Insert the notched washer(0F3SR020A220017) with the convex part facing up and then the nut (0F3OS620W070013) in the spring stopper hub (0F3OS620W070007). Tighten the nut (0F3OS620W070013) onto the drive shaft, using the tool (0A5MR620B110000), provided with the clutch, locking with a dynamometric wrench to the torque suggested by the bike manufacturer. To lock the pressure plate (0F3OS620W070003) we suggest to use the specific tool (002AMS001) not supplied with the clutch.

Pre-assemble the complete bearing rest: mount the clutch pushrod piece and the bearing of the original clutch into the bearing rest (0F3OS620W070004) housing, fixing them with the dedicated adjuster device.

Position the complete bearing rest into the relevant opening of the pressure plate (0F3OS620W070003) taking care to correctly place it in the openings and fix it with the six screws (901VT123) and with the notched washers (901RD007).

Once the assembly is completed, repeatedly operate the clutch lever to check that pressure plate correctly performs the opening and closing movements, then mount the clutch guard.

Use an amount of motor sealing gasket (on carter clutch. Assembly the flange (0F3OS620W070068) taking care to align screw holes. Using the original clutch cover o-ring, complete the assembly.

DRUM/HUB UN-INSTALL PROCEDURE

ATTENTION: DO NOT perform this operation before having taken out the clutch from the bike. Remove the drum stopper lock screw (0F3SR300J070086), rotate the drum stopper hub (0F3SR300S100009) clockwise by 60° and then remove it. The drum (0F3OS620W0701M2), the hub (0F3OS620W0702M2) and the balls (001MG025) can now be separated.

TO RE-ASSEMBLE THE GROUP: place the 6 steel balls (001MG025) at the bottom of the grooves of the hub (0F3OS620W0701M2) using a small amount of grease, then position the drum (0F3OS620W0702M2) onto the hub (0F3OS620W0701M2) in an at-rest position. Position the drum stopper hub (0F3SR300J070086) on the hub (0F3OS620W0701M2), aligning its three wings with the three housings on the hub (0F3OS620W0701M2) , then rotate it until the holes of the two parts are aligned, and finally completely re-insert the screw (0F3SR300J070086). **Check that the drum stopper (0F3SR300J070086) is correctly locked on the hub (0F3OS620W0701M2) and that the drum stopper lock screw (0F3SR300J070086) do not stick out from the surface where the spring stopper hub (0F3OS620W070007) will be placed.**

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 MOTORBYKES 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 microfiber 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.

STM ITALY
Via A. Olivetti 15 - 10020 - Riva presso Chieri (TO)
www.stmitaly.com - contact@stmitaly.com