

0F3SR140R24000E FDU-S180

EVOLUZIONE RACING SBK 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).

- 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. In order to simplify even more the operation, it is possible to fix the drum (16) onto the hub (19), in a rest position, with an M6x1 screw.

- Insert the clutch plates starting with a sintered one and ending with a steel plate. Total height of the stack must be between 36 and 36.5mm.

- Remove the M6 screw from the hub, if previously installed.

- Check that the drum stopperlock screw (14) do not stick out from the surface of the drum stopper (15) where the spring stopper hub will be placed (6).

Verify that the secondary spring support (13) is well inserted in the drum seat. Place the secondary spring (12) in the drum housing with a small amount of grease.

- Verify that the primary spring support (10) is well inserted in the pressure plate seat (11). Insert the pressure plate in the drum.

- Position the Evoluzione Racing spring (9) on the pressure plate.

- Pre-assemble the spring stopper group: keep the spring stopper plate (8) with the groove facing up as illustrated, insert the ball bearing (7) and then the spring stopper hub (6). Insert the spring stopper group into the pressure plate (11), making the 9 wings of the spring stopper plate (8) overlap the 9 spring (9) tips.

- Insert the notched washer (2) with the convex part racing up and then the nut in the spring stopper hub (6).

- **Use the nut (4) for M25 drive shaft threads.**

Tighten the nut onto the drive shaft, locking with a dynamometric wrench to the torque suggested by the manufacturer. To lock the pressure plate we suggest to use the specific tool (UTL-0030), 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 (3) housing. Position the complete bearing rest into the relevant opening of the pressure plate taking care to correctly place it in the openings and fix it with the six screws (1) and with the notched washers (5).

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 guards.

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 (14), rotate the drum stopper hub (15) clockwise by 60° and then remove it. The hub (19), the drum (16), the balls (17) and the progressive engagement plate (18) can now be separated.

TO RE-ASSEMBLE THE GROUP: position the progressive engagement plate (003MG015) on the hub 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. Now place the 6 steel balls (17) at the bottom of the grooves of the hub using a small amount of grease, then position the drum onto the hub in an at-rest position. Position the drum stopper hub on the hub, aligning its three wings with the three housings on the hub, then rotate it until the holes of the two parts are aligned, and finally re-insert completely the screw. **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 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 36,5 mm and 35,5 mm. If it is inferior to 35,5 mm please replace a 1,5mm steel plate with a 2 mm steel plate.

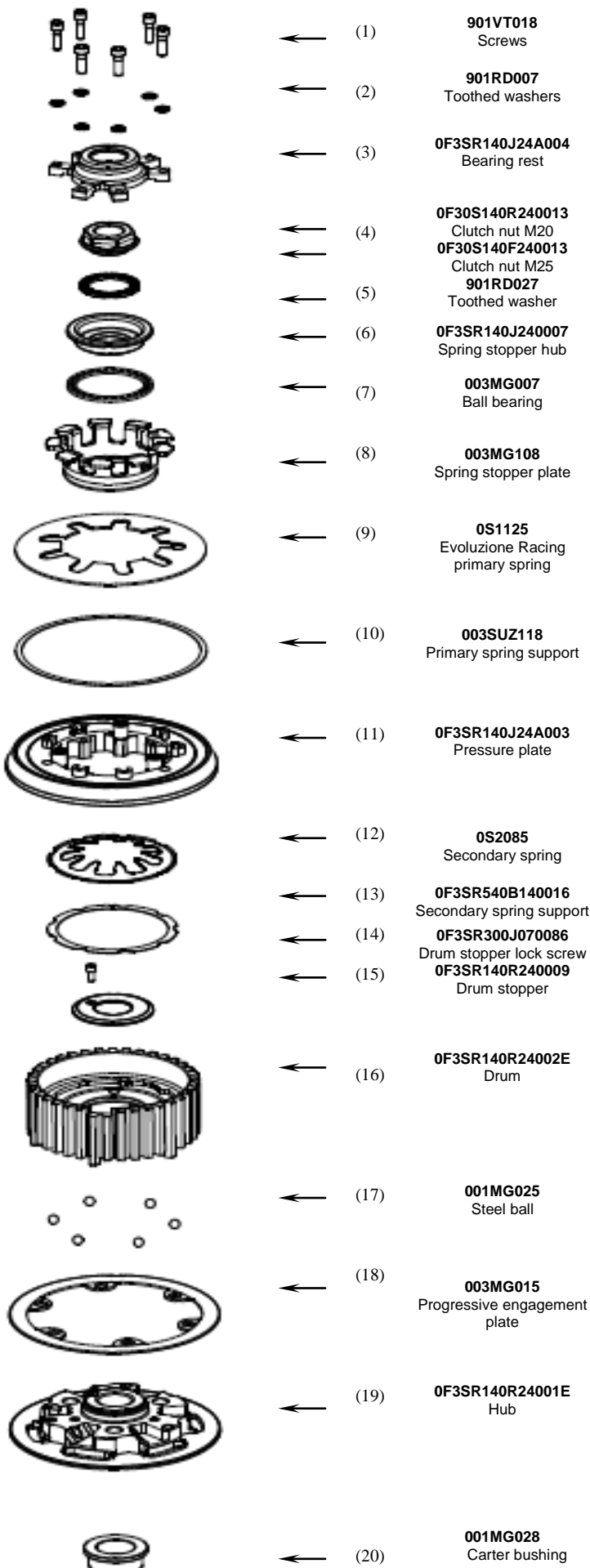
For a racing use of the clutch we suggest to check the clutch plates set thickness frequently.

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.
- 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.**

STM ITALY

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- (19)
- (20)

- 901VT018
Screws
- 901RD007
Toothed washers
- 0F3SR140J24A004
Bearing rest
- 0F30S140R240013
Clutch nut M20
- 0F30S140F240013
Clutch nut M25
- 901RD027
Toothed washer
- 0F3SR140J240007
Spring stopper hub
- 003MG007
Ball bearing
- 003MG108
Spring stopper plate
- 0S1125
Evoluzione Racing primary spring
- 003SUZ118
Primary spring support
- 0F3SR140J24A003
Pressure plate
- 0S2085
Secondary spring
- 0F3SR540B140016
Secondary spring support
- 0F3SR300J070086
Drum stopper lock screw
- 0F3SR140R240009
Drum stopper
- 0F3SR140R24002E
Drum
- 001MG025
Steel ball
- 003MG015
Progressive engagement plate
- 0F3SR140R24001E
Hub
- 001MG028
Carter bushing