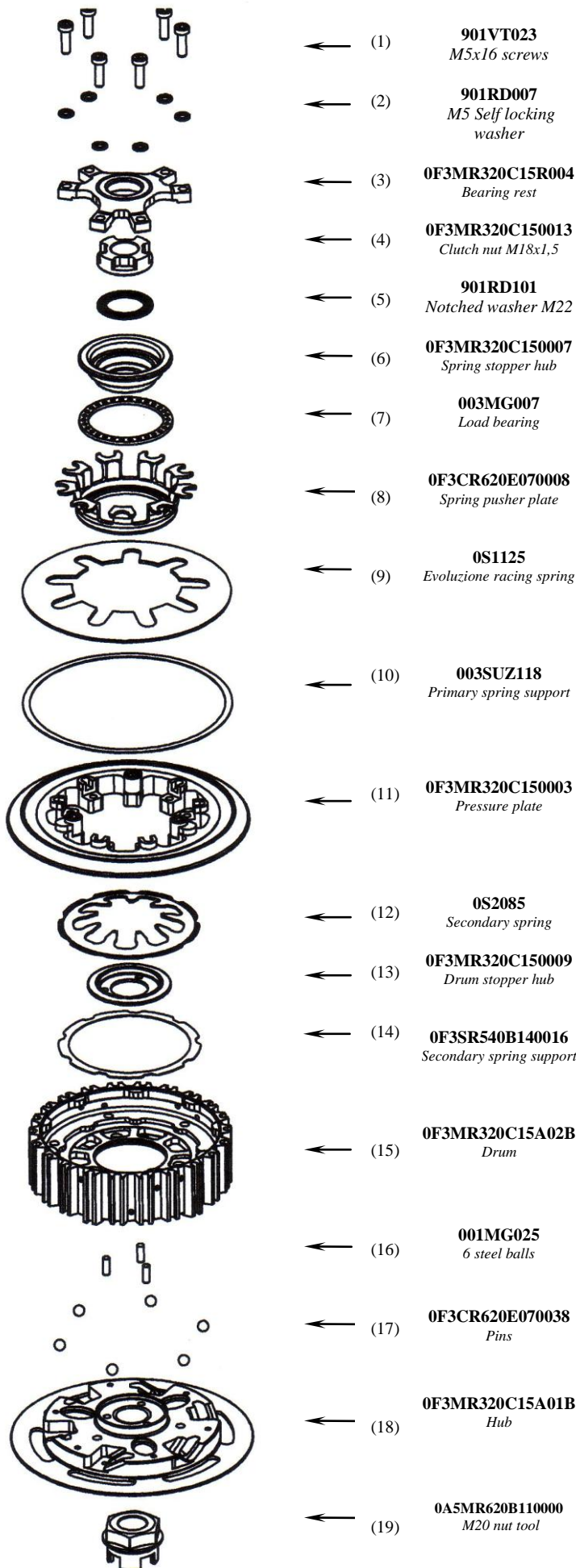


# 0F3MR320C150000 /FKT-M060

# SLIPPER CLUTCH FOR KTM LC-4

## ASSEMBLY INSTRUCTIONS



Pre-assemble the hub pack: place at the bottom of the grooves the 6 steel balls (17) onto the hub (18) using a small amount of grease. With an M6 screw fix the clutch drum (15) onto the clutch hub (18) in an at-rest position.

Insert the hub pack onto the main shaft.

Remove the screw used to hold hub (18) and drum (15) together.

Insert the drum stopper hub (13) into the hub housing (18) taking care that the three pins (16) inside the hub (18) place themselves in the three holes present on the drum stopper hub (13) and that they are on a level with the superior surface of the drum stopper hub.

Verify that the secondary spring support (14) is well inserted into its own housing inside the drum (15).

Insert the secondary spring (12) in its seat into the drum (15) with some grease.

Reinstall the clutch plates remembering to respect the position as in the original clutch. The total thickness of the disc pack should be 32 mm (+0,1mm / -0,5mm).

Verify that the primary spring support (10) is well inserted in its own housing inside the pressure plate (11).

Insert the Evoluzione Racing spring (9) into the pressure plate (11).

In order to assemble the complete spring stopper kit start from the spring pusher plate (8) with the shaped part facing up as shown in the picture. Insert the load bearing (7) and the spring stopper hub (6).

Finally, place the complete spring stopper pack inside the Evoluzione racing spring (9) beforehand mounted onto the pressure plate (11). At this point insert the pressure plate (11) on the drum (15).

Insert the notched washer (5) in the relevant opening placed on the upper part of the spring stopper hub (6), with the convex part facing up, then insert and screw the nut (4). Lock with the dynamometric key to the torque suggested by the manufacturer.

Assemble the complete bearing rest: mount the clutch push piece, bearing and thrust washer of the original clutch into the bearing rest housing (3). Note that the clutch push rod may need adjusting on the other side of the engine, on the final drive sprocket cover, under the rubber grommet.

Position the bearing rest (3) into the relevant opening of the pressure plate (11) taking care to correctly align the openings and fix it with the six screws (1) and with the previously dismantled self locking washers.

After the mounting of the clutch, check if the pressure plate work correctly activating repeatedly the clutch lever.

**NB: once the assembly is completed, repeatedly operate the clutch lever to check that pressure plate correctly performs the opening and closing movements.**

### 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.

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