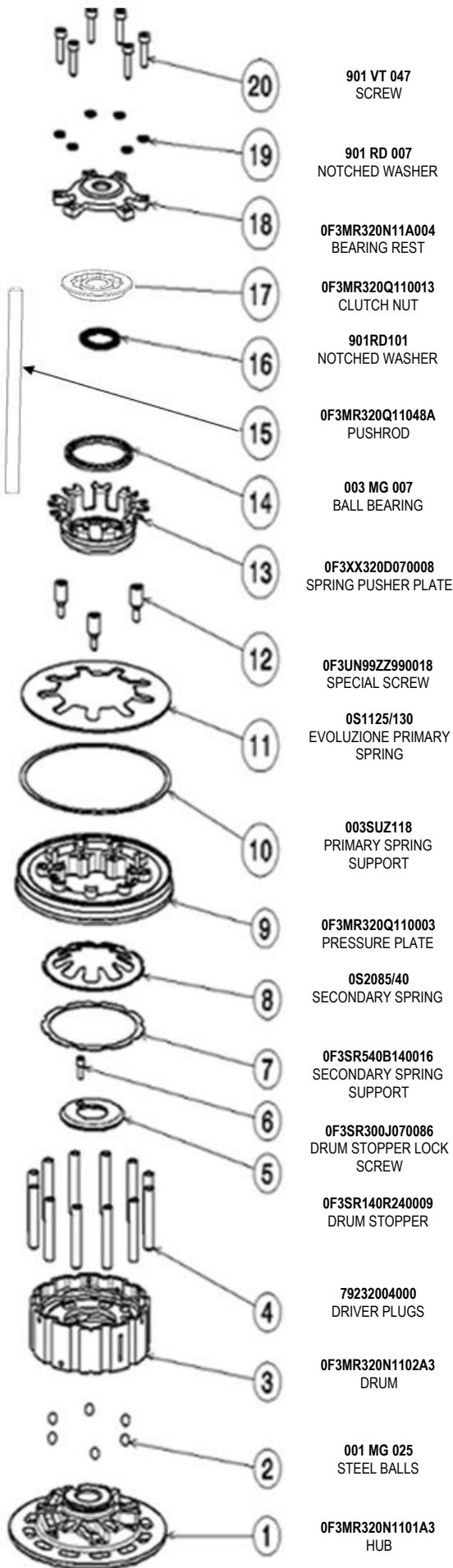


FKT-M111 KTM SXF 450 SLIPPER CLUTCH KIT

0F3MR320Q110000



901 VT 047
SCREW

901 RD 007
NOTCHED WASHER

0F3MR320N11A004
BEARING REST

0F3MR320Q110013
CLUTCH NUT

901RD101
NOTCHED WASHER

0F3MR320Q11048A
PUSHROD

003 MG 007
BALL BEARING

0F3XX320D070008
SPRING PUSHER PLATE

0F3UN99Z990018
SPECIAL SCREW

0S1125/130
EVOLUZIONE PRIMARY
SPRING

003SUZ118
PRIMARY SPRING
SUPPORT

0F3MR320Q110003
PRESSURE PLATE

0S2085/40
SECONDARY SPRING

0F3SR540B140016
SECONDARY SPRING
SUPPORT

0F3SR300J070086
DRUM STOPPER LOCK
SCREW

0F3SR140R240009
DRUM STOPPER

79232004000
DRIVER PLUGS

0F3MR320N1102A3
DRUM

001 MG 025
STEEL BALLS

0F3MR320N1101A3
HUB

008AMY002 (21)

MOUNTING INSTRUCTION

The Drum/Hub group is supplied pre-assembled. **In case of need**, as to check the ramps wear, please see hereinafter the specific procedure to disassemble the Drum/Hub group.

Place the Drum/Hub group on the drive shaft.

WARNING: between the original basket and the hub (1) you must keep the washer of the original clutch, otherwise there could be generated wrong function and/or damage to the clutch parts.

Remove and replace the original driver plugs with the driver plugs in the package (4). Replace the original clutch plates, keeping them in the original sequence. At the end of the operation the total height of the stack must be 27.5 mm ± 0.2mm. Please, make sure to have the 1mm iron plates as first and last of the sequence. **WARNING: if in the original plates kit there are two rings (one of them is conical), placed in between sinterized plates keep them apart and do NOT use them in the STM clutch.** Check that the drum stopper lock screw (6) do not stick out from the surface of the drum stopper (5). Verify that the secondary spring support (7) is correctly placed in its seat in the drum (3). Place the secondary spring (8) in the drum (3) with a small amount of grease.

Check that the primary spring support (10) is correctly placed in its seat in the pressure plate (9). Place the pressure plate (9) in its seats on the drum (3).

Place the Evoluzione primary spring (11) on the pressure plate (9). Pre-assemble the spring stopper group: keep the spring stopper plate (13) with the groove for the bearing facing up as shown in the drawing, place the ball bearings (14). Insert the notched washer (16) with the convex part facing up with a small amount of grease.

Insert the spring stopper group into the pressure plate (9) so that the 9 wings of the spring pusher plate (13) overlap the 9 tips of the spring (11).

Tighten the nut (17) onto the drive shaft, and lock it with a dynamometric wrench to the torque suggested by the manufacturer, using the key of the package (21). To lock the pressure plate (9) we suggest to use the specific tool (UTL-0030) that is not included.

Remove and replace the original pushrod with the STM pushrod in the package (15). Pre-assemble the bearing rest group: mount the clutch pushrod piece and the bearing of the original clutch into the bearing rest (18).

Place the entire bearing rest into the specific holes in the pressure plate (9) taking care of placing it correctly in these holes and fix it with the six screws (20) and with the notched washers (19).

Once the mounting operations are completed, operate the clutch lever more than once to check that pressure plate correctly activate the clutch opening and closing, then mount the clutch guard.

DRUM/HUB UN-INSTALL PROCEDURE

ATTENTION: DO NOT perform this operation before removing the clutch from the bike. Remove the drum stopper lock screw (6), rotate the drum stopper hub (5) clockwise by 60° and then remove it. The drum (3), the hub (1) and the steel balls (2) can now be disassembled.

TO RE-ASSEMBLE THE GROUP: place the 6 steel balls (2) at the bottom of the grooves of the hub (1) using a small amount of grease, then position the drum (3) onto the hub (1) in an at-rest position. Position the drum stopper hub (5) on the hub (1), aligning its three wings with the three housings on the hub (1), then rotate it until the holes of the two parts are aligned, and finally replace completely the screw (6).

Check that the drum stopper (5) is correctly locked on the hub (1) and that the drum stopper lock screw (6) do not stick out from the surface where the spring stopper hub (15) 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.
- 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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