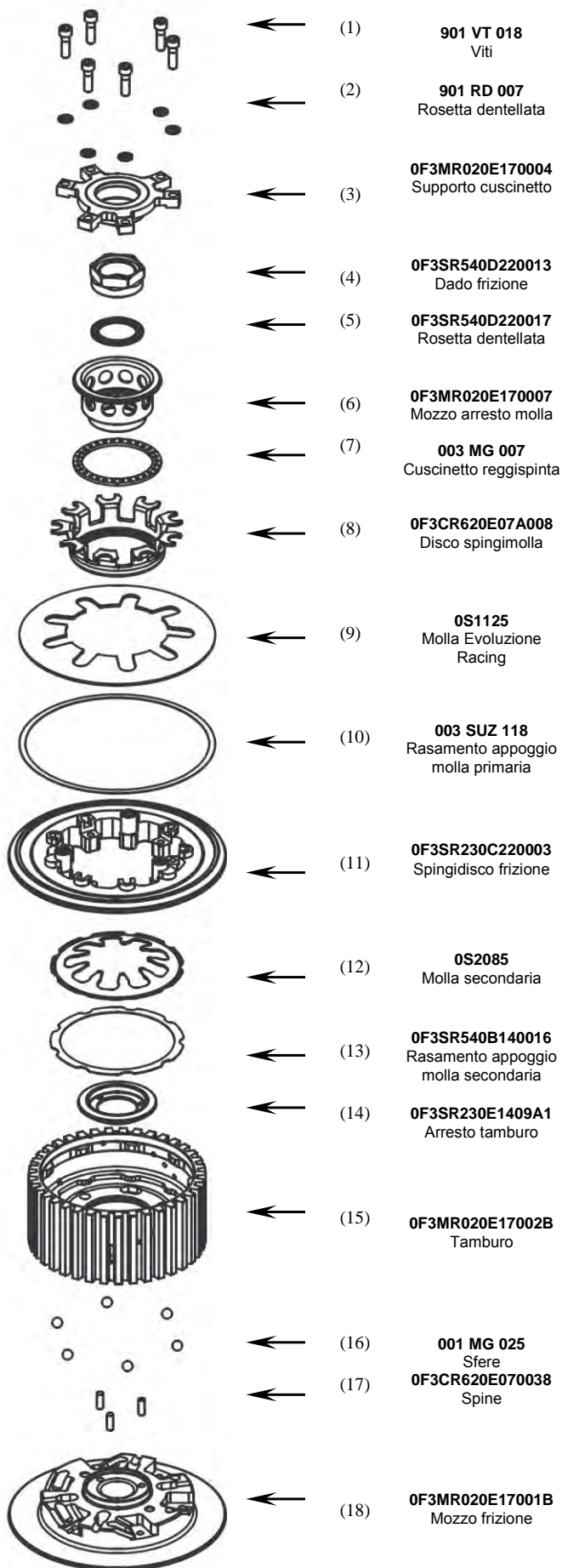


OF3MR020E170000 FAP-S030

COMPLESSIVO FRIZIONE ANTISALTELLAMENTO PER APRILIA SHIVER 2008

ISTRUZIONI DI MONTAGGIO



- (1) **901 VT 018**
Viti
- (2) **901 RD 007**
Rosetta dentellata
- (3) **OF3MR020E170004**
Supporto cuscinetto
- (4) **OF3SR540D220013**
Dado frizione
- (5) **OF3SR540D220017**
Rosetta dentellata
- (6) **OF3MR020E170007**
Mozzo arresto molla
- (7) **003 MG 007**
Cuscinetto reggispinta
- (8) **OF3CR620E07A008**
Disco spingimolla
- (9) **0S1125**
Molla Evoluzione
Racing
- (10) **003 SUZ 118**
Rasamento appoggio
molla primaria
- (11) **OF3SR230C220003**
Spingidisco frizione
- (12) **0S2085**
Molla secondaria
- (13) **OF3SR540B140016**
Rasamento appoggio
molla secondaria
- (14) **OF3SR230E1409A1**
Arresto tamburo
- (15) **OF3MR020E17002B**
Tamburo
- (16) **001 MG 025**
Sfere
- (17) **OF3CR620E070038**
Spine
- (18) **OF3MR020E17001B**
Mozzo frizione

A montaggio ultimato, attivare ripetutamente la leva frizione verificando che compia il corretto movimento di apertura e chiusura, quindi rimontare il carter.

NORME DI SICUREZZA GENERALI

-IL PRESENTE FOGLIO CONTIENE LE ISTRUZIONI PER ESEGUIRE CORRETTAMENTE LE PRINCIPALI OPERAZIONI DI INSTALLAZIONE DELLA FRIZIONE.
-LA STM SI RISERVA IL DIRITTO DI APPORTARE MODIFICHE IN QUALSIASI MOMENTO AL PRODOTTO SENZA ALCUN OBBLIGO DI AGGIORNAMENTO.
-I PRODOTTI STM ITALY SRL SONO AD USO ESCLUSIVO PER LE COMPETIZIONI, POSSONO ESSERE UTILIZZATI SOLAMENTE IN PISTA.
-LE OPERAZIONI DI MONTAGGIO DEVONO ESSERE SCRUPOLOSAMENTE OSSERVATE ED ESEGUITE ESCLUSIVAMENTE DA UN TECNICO SPECIALIZZATO.
-PRIMA DI INSTALLARE LA FRIZIONE ESEGUIRE UN CONTROLLO PER VERIFICARE L'EVENTUALE PRESENZA DI GUASTO O ANOMALIE SUL VEICOLO.
-ACCERTARSI CHE NON CI SIANO PARTI MANCANTI O DANNEGGIATE NELLA CONFEZIONE.
-ALCUNE PARTI DELLA FRIZIONE E DEI SUOI COMPONENTI POSSONO PRESENTARE SUPERFICI TAGLIANTI: MANEGGIARE CON ATTENZIONE.
-ALCUNI COMPONENTI DELLA FRIZIONE PER LE LORO PICCOLE DIMENSIONI POTREBBERO ESSERE INGERITI: TENERE LONTANO DALLA PORTATA DEI BAMBINI.

NORME PER LA CURA E PULIZIA DEL PRODOTTO

PARTI ANODIZZATE e/o LEXAN: NON USARE sulle parti anodizzate sia lucide che opache o sulle componenti in lexan alcun tipo di sgrassatore a base acida o alcalina. Usare esclusivamente saponi a base neutra.
Consigliamo di utilizzare un panno in microfibra o spugna sintetica morbida non abrasiva, umida e pulita per evitare abrasioni e graffi sulle superfici.
E' invece vietato l'uso di detersivi contenenti alcool o prodotti chimici aggressivi, ma anche decapanti o acidi.
Lavare sempre la moto fredda, mai calda.
Non utilizzare idropulitrici, macchine per la pulizia a vapore o qualsiasi tipo di sistema per il lavaggio ad alta pressione o con alte temperature d'esercizio, qualsiasi tipo di lavaggio di questi tipi può danneggiare, rovinare permanentemente le superfici anodizzate o il lexan.

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



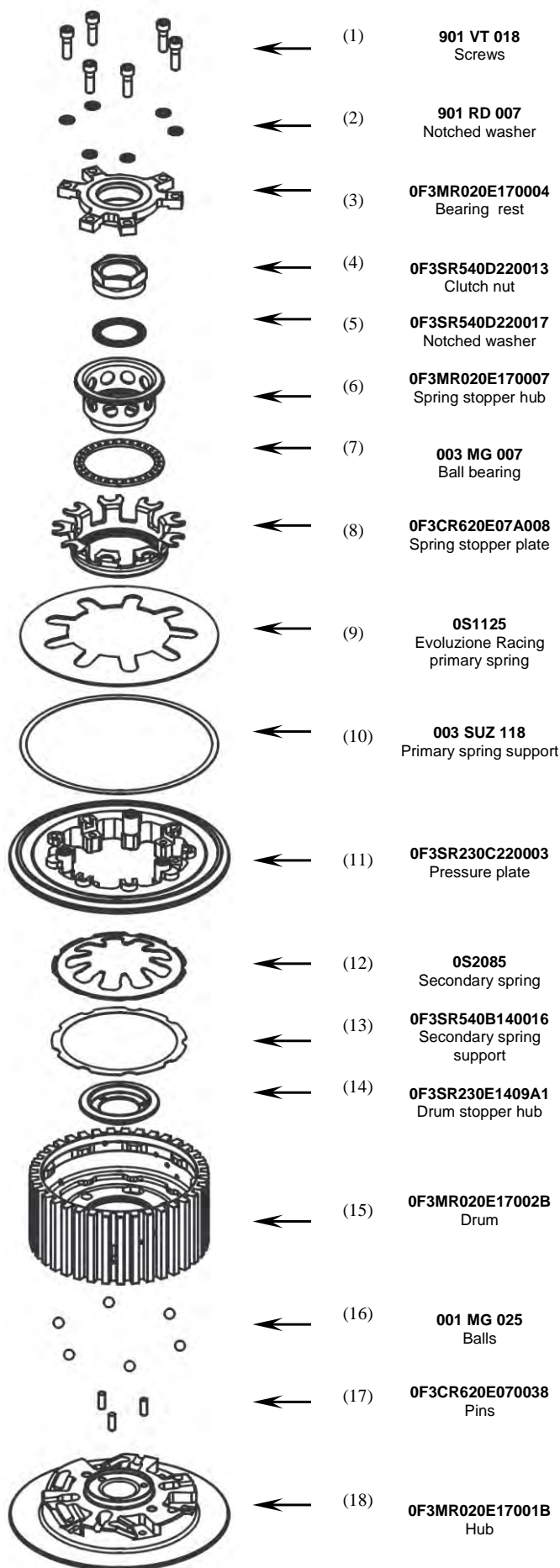
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FAP-S030

APRILIA SHIVER 2008

SLIPPER CLUTCH KIT

ASSEMBLY INSTRUCTIONS



Pre-assemble the hub pack: place the 6 steel balls (16) at the bottom of the grooves of the hub (18) using a small amount of grease then fix the drum (15) onto the hub (18) with an M6x1 screw in an at-rest position.

ATTENTION: between the original basket and the hub (18) you must keep the washers of the original clutch.

Insert the hub pack onto the main shaft.

Reinstall the original clutch plates. The total thickness of the pack must be 50.1mm ± 0.2mm. Attention: in the original plates kit there are two rings (one of them is conical), they should not be assembled into the plates kit when installing the STM clutch.

Remove the previously mounted screw.

Position the drum stopper hub (14) on the hub (18) with a small quantity of grease taking care to align the three holes with the three pins (17) inserted in the hub (18). Then check that the pins (17) do not stick out from the surface where the spring stopper hub (6) will be placed.

Verify that the secondary spring support (13) is well inserted in the drum (15) seat.

Place the secondary spring (12) in the drum (15) housing with a small amount of grease.

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

Insert the pressure plate (11) in the drum (15).

Insert the Evoluzione primary spring (9) in the pressure plate (11) housing.

Pre-assemble the spring stopper group: keep the spring stopper plate (8) with the groove for the bearing 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 tips (9).

Insert the notched washer (5) with the convex part facing up and then the nut (4) in the spring stopper hub (6).

Screw the nut onto the drive shaft, locking with the dynamometric key to the torque suggested by the manufacturer.

To lock the pressure plate (11) 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 (11) taking care to correctly place it in the openings and fix it with the six screws (1) and with the notched washers (2).

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.

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 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.

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