0F3SR700A260000
FIN-S020

SLIPPER CLUTCH KIT
INDIAN FTR 1200 2021

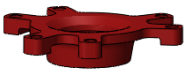
MOUNTING INSTRUCTIONS

008AMY002
Adapter key (1)

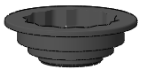
901VT018
Screw M5x16 (2)

901RD007
Notched washer (3)

0F3MR020E17A018
Anti-rotation pin (4)



0F3SR700A260004
Bearing rest (5)



0F3SR700A260007
Clutch nut (6)

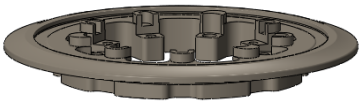
003MG007
Ball bearing (7)

0F3SR540M240017
Notched washer (8)

003MG108
Spring pusher plate (9)

0S1125
Primary spring (10)

003SUZ118
Primary spring support (11)



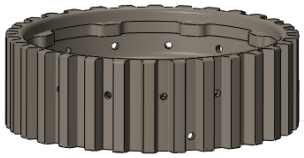
0F3SR320K260003
Pressure plate (12)

0S2085
Secondary spring (13)

0F3SR540B140016
Secondary spring support (14)

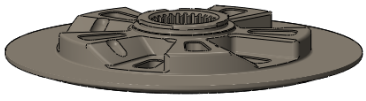
0F3SR300J070086
Drum stopper lock screw (15)

0F3SR700A260009
Drum stopper hub (16)



0F3SR700A26002C
Drum (17)

001MG025
Steel balls 1/4'' (18)



0F3SR700A26001C
Hub (19)

WARNING: For mounting the STM clutch you need to have an ORIGINAL INDIAN steel conducted disc equal to all the others, non-provided in package.

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 STM drum/hub group.
After removing the original clutch assembly, make sure that the spacer between the bell and hub remains inserted on the primary shaft, then install the hub/drum assembly.
WARNING: In the original plates kit there are two rings, one of them is conical, placed inside an organic plate with a narrow band. There is also a steel disc with different teeth compared to the remaining conducted discs. Keep these components apart and DO NOT use them when you reassemble the disc pack on the STM clutch.
Install the original clutch discs following the sequence indicated by the engine manufacture by replacing the last steel conducted disc (different teeth) with the Indian original disc and equal to all the others.
At the end of the operation the total height of the disc pack must be **40.7 ± 0.2 mm**.
Check that the drum stopper lock screw (15) does not stick out from the surface of the drum stopper (16), where the notched washer (8) will be placed.
Verify that the secondary spring support (14) is correctly placed in its seat in the drum (17). Place the secondary spring (13) in the drum (17) with a small amount of grease to keep it in right position.
Check that the primary spring support (11) is correctly placed in its seat in the pressure plate (12). Place the pressure plate (12) in its seats on the drum (17).
Place the primary spring (10) on the pressure plate (12).
Pre-assemble the spring stopper group: keep the spring pusher plate (9) with the groove for the bearing facing up as shown in the drawing and place the ball bearings (7) in.
Insert the spring stopper group into the pressure plate (12) so that the 9 wings of the spring pusher plate (9) overlap the 9 tips of the spring (10).
Insert the notched washer (8) with the convex part facing up and then the nut (6).
Using the adapter key (1) tighten the nut (6) onto the drive shaft and lock it with a dynamometric wrench to the torque suggested by the manufacturer. To lock the pressure plate (12) we suggest to use the specific tool (UTL-0030) (not included).
Remove the bearing present in the original pressure plate and insert it into the STM bearing support (5).
Position the original push pin inside its seat in the gearbox primary shaft.
Place the bearing rest (5) into the specific holes in the pressure plate (12), taking care of placing it correctly in these holes and fix it with the six screws (2) and with the notched washers (3), screw tightening torque 7.5 Nm.

Once the mounting operations are completed, operate the clutch lever more than once to check that pressure plate correctly activates the clutch opening and closing, and 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 (15), rotate the drum stopper hub (16) clockwise by 60° and then remove it. The drum (17), the hub (19) and the steel balls (18) can now be disassembled.
TO RE-ASSEMBLE THE GROUP HUB/DRUM: place the 5 steel balls (18) at the bottom of the grooves of the hub (19) using a small amount of grease, then position the drum (17) onto the hub (19) in an at-rest position. Position the drum stopper hub (16) on the hub (19), aligning its three wings with the three housings on the hub (19), then rotate it until the holes of the two parts are aligned, and finally replace completely the screw (15). **Check that the drum stopper (16) is correctly locked on the hub (19) and that the drum stopper lock screw (15) does not stick out from the surface where the notched washer (8) and the clutch nut (6) 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.

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