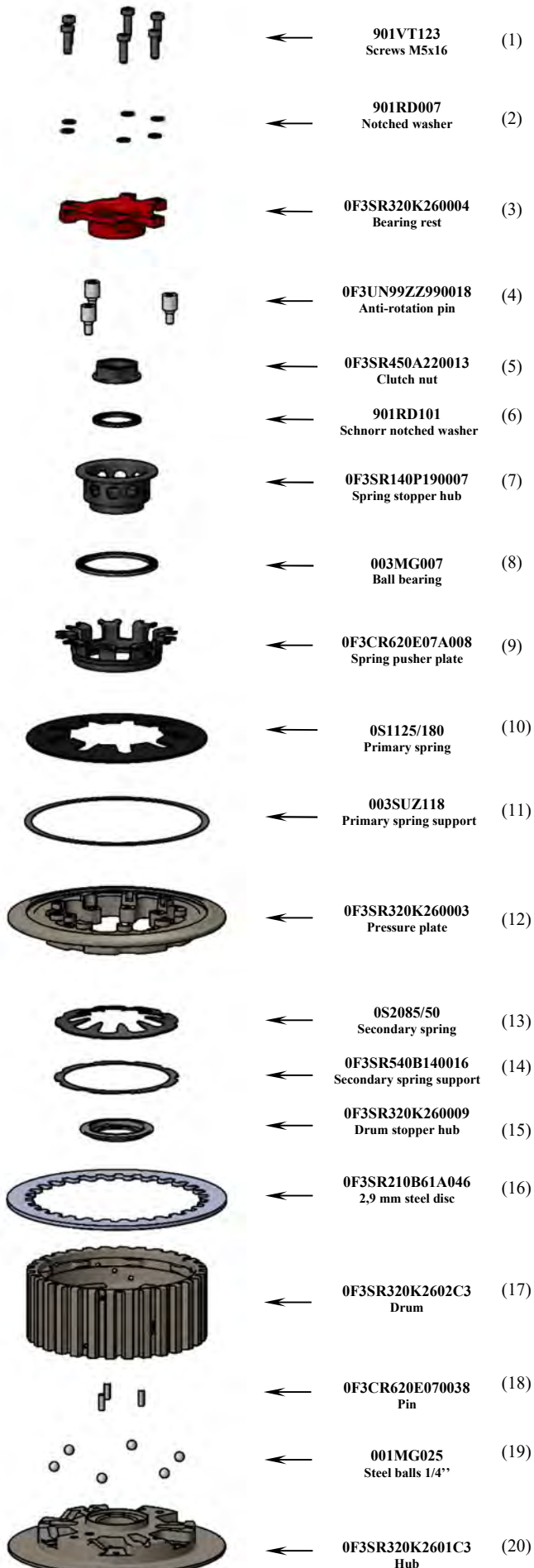


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SLIPPER CLUTCH KIT KTM SUPERDUKE 1290 (2016)

INSTRUCTIONS



Remove the original clutch assembly, ensuring that the spacer between the bell and hub remains inserted on the primary shaft.

Pre-assembly of the hub/drum assembly:

- Place the 6 balls (19) in the seats on the hub (20) applying a small amount of grease;

- Fix the drum (17) on the hub (20) in the rest position using an M6x1 screw (*not included in the clutch kit*)

Then install the hub/drum assembly on the primary shaft.

ATTENTION: The original disc pack includes two rings, one of which is conical, positioned inside a disc lined with a narrow band. Additionally, there is also a steel disc with teeth and thickness different from the remaining driven discs.

Set aside the two rings; it is recommended NOT to use the first steel disc (different from the rest) when reassembling the disc pack on the STM clutch. Reinstall the discs alternating the conductor discs and the steel discs: 10 original conductor discs, 8 original steel discs, and the additional steel disc (16) included in the kit.

For the first and last disc, in contact with the hub (20) and pressure plate (12), it is recommended to use two driven discs with wide band.

The total height of the disc pack must be **48,9 ± 0,2 mm**.

Place the 3 pins (18) in the seats on the hub (20).

Remove the M6x1 screw previously mounted.

Apply a small amount of grease on the drum stop hub (15) and align the 3 holes with the pins on the hub (20), ensuring the pins do not stick out from the surface where the spring stop hub (7) will rest.

Insert the secondary spring thrust washer (11) and the secondary spring (13) into the drum seat (15) applying a small amount of grease between the spring and thrust washer.

Insert the pressure plate (12) on the drum (17).

Insert the primary spring thrust washer (11) and the Evoluzione Racing spring (10) into the pressure plate seat.

Pre-assemble the spring stop assembly: hold the spring retainer disc (9) with the bearing guide (part with the ball groove) facing up as illustrated and insert the thrust bearing (8) into it and the spring stop hub (7).

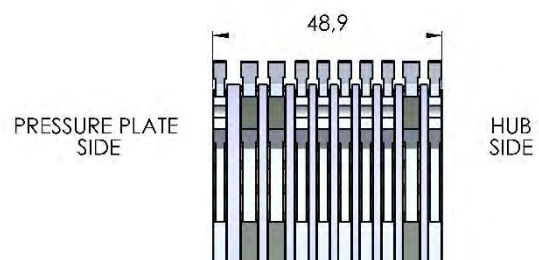
Insert the complete spring stop assembly into the pressure plate (12), ensuring that the 9 tabs of the spring retainer disc (9) overlap the 9 spokes of the spring (10).

Insert the Schnorr notched washer (6) with the convex side facing up, followed by the nut (5). Tighten the nut (5) on the primary shaft using a torque wrench to the torque recommended by the engine manufacturer.

It is also suggested to use the specific tool (UTL-0030), not included in the package, to block the pressure plate (12).

Position the original push rod inside its seat on the primary shaft of the gearbox. Place the bearing support (3) in the appropriate seat of the pressure plate (12), ensuring it is correctly inserted into the respective grooves and fix it with the six screws (1) and six serrated washers (2) at a tightening torque of 7.5 Nm.

After assembly, repeatedly activate the clutch lever to ensure it operates correctly. Adjust the lever play if necessary.



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 microfibre cloth or synthetic sponge to avoid striations and scratches on surfaces.
- **However, the use of detergents containing alcohol or aggressive chemical products, but also picking 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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