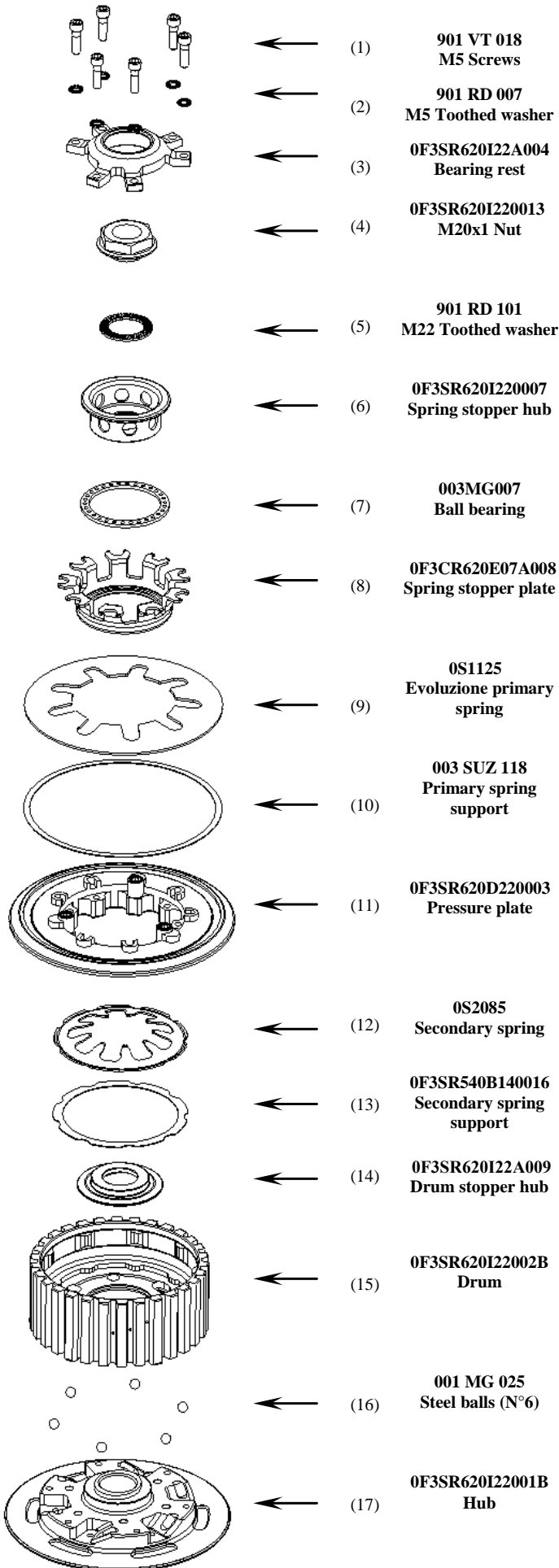


0F3SR620I220000**FYA-S120****YAMAHA R1 2007 EVOLUZIONE****SLIPPER CLUTCH KIT****ASSEMBLY INSTRUCTIONS**

Pre-assemble the hub pack: place the 6 steel balls (16) at the bottom of the grooves of the hub (17) using a small amount of grease then fix the drum (15) onto the hub (17) with an M6x1 screw in an at-rest position.

Beware! The original clutch has two spacers between the basket and the hub: one 10,5mm thick and the other one 4mm thick. When fitting the STM clutch you just have to keep the 10,5mm spacers and exclude the 4mm one.

Insert the hub pack onto the main shaft.

Reinstall the original clutch plates. The total thickness of the pack must be 43,0mm ± 0,2mm. **Note: The original disc pack contains two judder springs that have to be excluded when fitting the STM clutch.**

Remove the previously mounted screw.

Position the drum stopper hub (14) on the hub (17) taking care of the right position following the ellipse of the drum stopper hub (14) as guide-rail.

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 (9) tips.

Screw the M20x1 nut (4) onto the drive shaft, locking with the dynamometric key to the torque suggested by the manufacturer.

To block 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 (3) 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 toothed 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.
- 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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