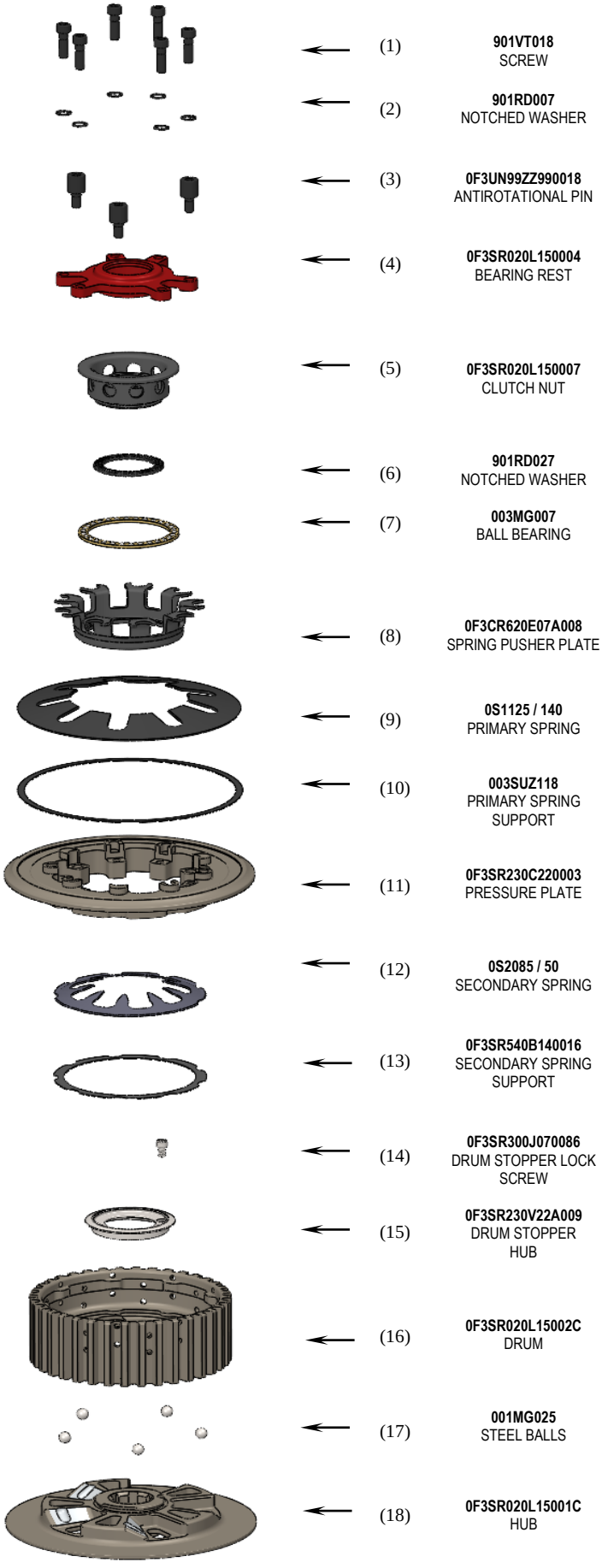
0F3SR020L150000
FAP-S060



(1)	**901VT018**	SCREW
(2)	**901RD007**	NOTCHED WASHER
(3)	**0F3UN99ZZ990018**	ANTIROTATIONAL PIN
(4)	**0F3SR020L150004**	BEARING REST
(5)	**0F3SR020L150007**	CLUTCH NUT
(6)	**901RD027**	NOTCHED WASHER
(7)	**003MG007**	BALL BEARING
(8)	**0F3CR620E07A008**	SPRING PUSHER PLATE
(9)	**0S1125 / 140**	PRIMARY SPRING
(10)	**003SUZ118**	PRIMARY SPRING SUPPORT
(11)	**0F3SR230C220003**	PRESSURE PLATE
(12)	**0S2085 / 50**	SECONDARY SPRING
(13)	**0F3SR540B140016**	SECONDARY SPRING SUPPORT
(14)	**0F3SR300J070086**	DRUM STOPPER LOCK SCREW
(15)	**0F3SR230V22A009**	DRUM STOPPER HUB
(16)	**0F3SR020L15002C**	DRUM
(17)	**001MG025**	STEEL BALLS
(18)	**0F3SR020L15001C**	HUB

APRILIA RS 660 2020
SLIPPER CLUTCH KIT

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.
Proceed with the insertion of the clutch discs by taking them from the original group and maintaining the assembly sequence of the manufacturer, **with the exception of the last two discs, steel duct and organic conductor. Without inserting the two original judder spring shims, flat and conical, make sure that the total height of the disc pack is 39.7 mm ± 0.20 mm.**
Check that the drum stopper lock screw (14) does not stick out from the surface of the drum stopper (15), where the clutch nut clutch (5) will be placed.
Verify that the secondary spring support (13) is correctly placed in its seat in the drum (16). Place the secondary spring (12) in the drum (16) with a small amount of grease.
Check that the primary spring support (10) is correctly placed in its seat in the pressure plate (11). Place the pressure plate (11) in its seats on the drum (16).
Place the primary spring (9) on the pressure plate (11).
Pre-assemble the spring stopper group: keep the spring stopper plate (8) with the groove for the bearing facing up as shown in the drawing and place the ball bearing (7) in.
Insert the spring stopper group into the pressure plate (11) so that the 9 wings of the spring pusher plate (8) overlap the 9 tips of the spring (9).
Insert the notched washer (6) with the convex part facing up and then the nut clutch (5).
Tighten the clutch nut (5) onto the drive shaft, provided with the clutch and lock it with a dynamometric wrench to the torque suggested by the manufacturer. To lock the pressure plate (11) we suggest to use the specific tool (UTL-0030) (not included).
Pre-assemble the bearing rest group: mount the clutch pushrod piece and the bearing of the original clutch into the bearing rest (4).
Place the entire bearing rest into the specific holes in the pressure plate (11) taking care of placing it correctly in these holes and fix it with the six screws (1) and with the notched washers (2).
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 (14), rotate the drum stopper hub (15) clockwise by 60° and then remove it. The drum (16), the hub (18) and the steel balls (17) can now be disassembled.
TO RE-ASSEMBLE THE GROUP HUB/DRUM: place the 6 steel balls (17) at the bottom of the grooves of the hub (18) using a small amount of grease, then position the drum (16) onto the hub (18) in an at-rest position. Position the drum stopper hub (15) on the hub (18), aligning its three wings with the three housings on the hub (18), then rotate it until the holes of the two parts are aligned, and finally replace completely the screw (14). **Check that the drum stopper hub (15) is correctly locked on the hub (18) and that the drum stopper lock screw (14) does not stick out from the surface where the clutch nut (5) will be placed.**

GENERAL SAFETY REGULATIONS

- IN THIS SHEET ARE REPORTED THE DIRECTIONS TO PERFORM CORRECTLY THE CLUTCH ASSEMBLY OPERTIONS.
- 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.
- **STM ITALY SRL PRODUCTS ARE EXCLUSIVELY INTENDED FOR COMPETITION, NOT SUITABLE ON MOTORBYKES ON PUBLIC ROADS.**
- 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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