

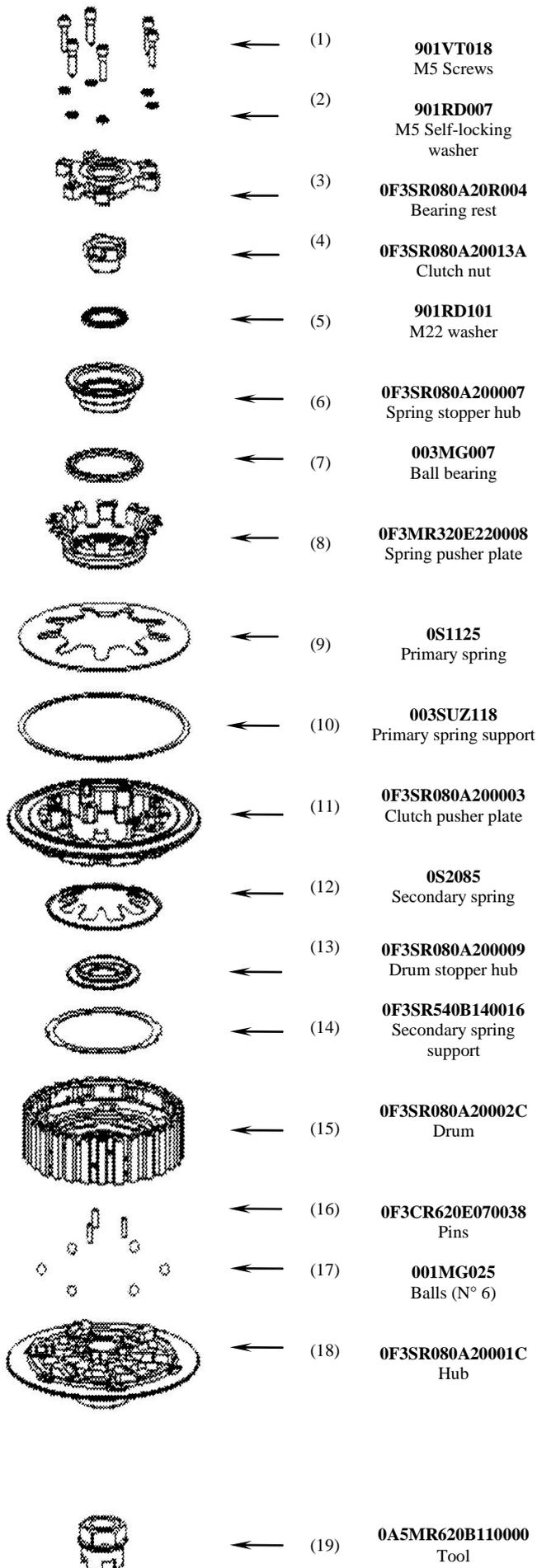
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FHD-S010

BUELL XB12R/S/Ulysses

CLUTCH KIT

ASSEMBLY INSTRUCTIONS



- Verify that the three pins (16) are inserted in the housing of the hub with the flat side facing up.
- Check that the spacer (14) is placed in the specific seat of the drum (15).
- Pre-assemble hub (18) and drum (15); place the six steel balls in the grooves of the hub ramps using a small amount of grease, then insert the drum making sure that its grooves match the previously positioned steel balls.
- Carefully place the hub-drum kit onto the shaft without disassembling it.
- Insert the drum stopper hub (13), with the convex part facing up, on the drum - the three holes must be aligned with the pins (16).
- Position the secondary spring (12).
- Insert the plates of the original clutch keeping them assembled according to the instructions of the manufacturer. Do NOT use the two original spacers whose diameter is smaller than that of the steel and friction plates. Make sure that the total height of the disc pack is 28,5 mm ± 0,3 mm.
- Position the pressure plate (11) making sure that the spacer (10) is inside.
- Place the primary spring (9) on the pressure plate (11) taking care to match the wings of the spring with the openings in the pressure plate.
- Assemble spring pusher plate (8), ball bearing (7) and spring stopper hub (6) making sure the ball bearing is well inserted in its seat between the other two parts.
- Place this kit onto the shaft.
- Insert the self-locking notched washer (5) and the special nut (4).
- We suggest to position the UTL-0030 STM clutch mounting tool (not included) to keep the primary spring and the spring stopper plate in position while screwing the nut.
- Use the same key to keep the clutch from rotating while closing the special nut (4) with the specific key (19) to the torque suggested by the manufacturer.
- Remove the bearing with the screw from the inner part of the original pressure plate (we suggest to use an hydraulic press).
- Install the bearing with the original screw in the bearing rest (3) (we suggest to use an hydraulic press).
- Place the bearing rest (3) in the relevant openings of the pressure plate (11) and fix it with the screws (1) and washers (5). Close them with a torque of 7 Nm.
- Mount back the clutch cover replacing the gasket and fix it with the original screws to the torque suggested by the manufacturer.
- Re-install the clutch disengagement mechanism following the procedure reverse and the cover with the three screws (if necessary do the adjustments of the lever).
- Introduce the Harley Davidson transmission oil (quantity as indicated on the maintenance manual).

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.

