

*PRODUCT*

*CATALOGUE*

*2009*



STM thanks to:

- Desmo Lupo M1 Lab and all his staff for the collaboration gave us realizing this catalogue.
- All the racing teams for the 2008 excellent results.
- All our customers.
- Our sales network
- All our suppliers

Who trusted, trust and will trust in years coming.

Thanks.

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# HISTORY

## COMPANY

STM's story begins like many others: a product is developed from an idea, and success is reached as a result of passion, perseverance and inventiveness. STM was funded in 1981 by Oronzo and Vito Strada. In the beginning STM designed and produced robotic components and measuring instruments. STM's successful bid in the two-wheel industry began in the '90s, at first designing and producing high quality components for bicycles. This strategic decision marked the first big change in STM's history. The second big change follows some years later when STM's R&D comes up with the conception and development of the first STM slipper clutch prototype. STM's slipper clutch represents a huge change in motorcycle technique and this innovative product ensures the company worldwide success.

Thanks to the competence and lengthy experience gained designing and machining high quality components, the firm quickly became the leader in the performance clutch market segment. The slipper clutch era had begun.

The first STM slipper clutch prototypes were originally developed and tested with the Official Ducati World SBK team. These prototypes soon contributed to the victory of two World SBK Championships. Development and tests carried out in the following years allowed STM to extend such technology to wet clutches. In 2003 the "Evoluzione" slipper clutch technology was applied to wet clutch systems on Japanese motorcycles, widely broadening its range of applications.

At this point STM's involvement in competitions intensifies considerably and is crowned with extraordinary successes in the various motorcycle competitions. Cooperation with top Honda, Suzuki, Yamaha, and Kawasaki teams that compete in sport production competitions allow STM to gain experience and improve its product. In the same year STM debuted in Motocross and Supermotard meeting with unanimous approval and contributing to the victory in many races.

Today STM offers a particularly broad range of products which are constantly being tested and improved in order to satisfy the requirements of a growing number of riders. Developed and tested in cooperation with top teams, all STM components are designed with the latest technologies and manufactured with the most advanced CNC machinery.

STM "Evoluzione" clutches stand out for their technologic and highly innovative design: shaped by their own function to essential lines, they are precious objects, a state of the art expression of Italian design.



# *slipper clutch*





# SBK Street bikes

STM's first experience with a wet slipper clutch dates back to 2002. The excellent results obtained in terms of smoothness of operation and overall reliability led STM to further their development. Today STM is proud to offer a complete range of slipper-clutch systems for the most popular Japanese and European Sportbikes.

Working with top World SBK teams, STM focused on the possibility to adjust the engine brake dynamics by modulating several clutch system parameters. This led to a research and development program which focused on the characteristics and utilization of different types of diaphragm springs (the "Evoluzione" technology).

STM slipper clutches operate through two "Evoluzione" diaphragm springs which allow for modulation of the clutch : one (the primary spring) that replaces and functions like the coil springs of the OEM clutch; the other (the secondary spring) that controls the operation of the anti-hopping mechanism inside our clutches.

The action of the "Evoluzione" primary diaphragm spring is digressive, as opposed to traditional coil springs. The progressive nature of coil springs means that the more they are compressed the harder they become to compress. Basically with coil springs the clutch pull gets progressively harder as the lever approaches the handlebar. This is not the case with a diaphragm spring which gives the ability to apply a smaller force on the lever to achieve the same amount of spring compression. This results in an easier lever pull towards the end of the range of motion for the lever. Another benefit to the "Evoluzione" primary diaphragm spring is that it applies a greater force on the clutch pack than a coil spring can. The "Evoluzione" primary spring also allows a faster and superior engagement of the clutch under acceleration.

The addition of adopting the "Evoluzione" technology into our secondary springs allows our clutches to be completely adjustable in regards to engine braking. This enables the clutch to be set up to suit the rider's preference for a multitude of specific circumstances. The smaller the load of the secondary spring, the less engine break the rider will experience when downshifting and visa versa.

For practical reasons all STM slipper clutches are sold for a specific application with a base primary and secondary set-up that is recommended by our technicians. Our clutches, however, offer the great advantage of being adjustable to the rider's preferences simply by changing the load of the primary and/or secondary spring.

STM's relentless search for quality allows no aspect of it's products to be excluded. STM technicians view the lubrication of all clutch components as an extremely relevant factor for the durability of the components themselves and for their consistency during races. The lubrication of the clutch is guaranteed by the new FLS (Forced Lubrication System) which assures optimal circulation of engine oil through specifically designed passageways.

All STM wet clutch systems are designed to be fitted with the OEM's stock basket and disc pack. The tool to hold the pressure plate while tightening the clutch is available separately.

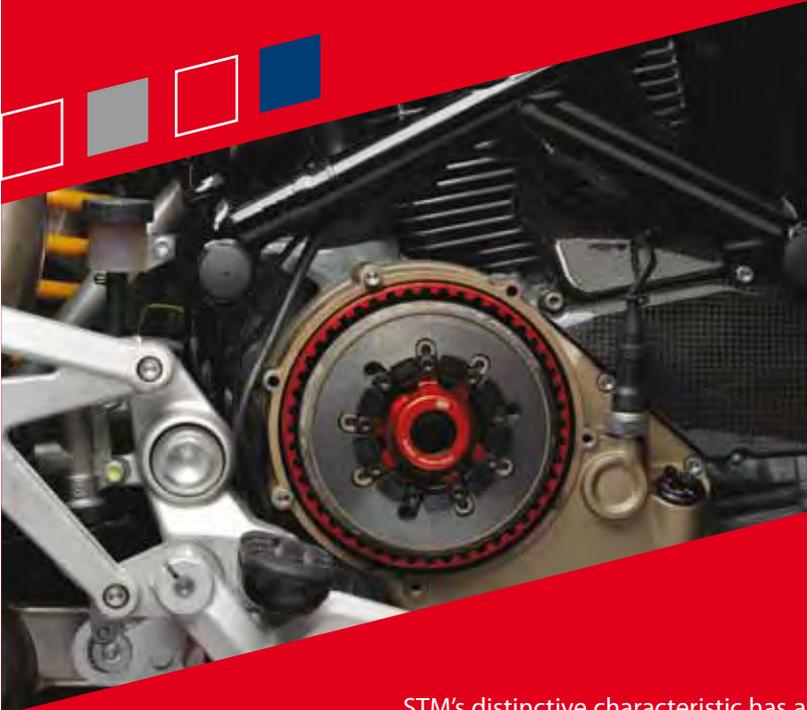




## Street bikes slipper clutch

Make and model	Year		Part number	Price CZK
Aprilia RSV 1000	2000	2009	FAP-S010	22 500,-
BMW K 1200	2005	2006	FBM-S010	22 500,-
Buell XB-9 / XB-12	2002	2007	FHD-S010	22 500,-
Harley Davidson Sportster 883/1200	1998	2006	FHD-S010	22 500,-
Buell 1125 R	2008	2009	FHD-S020	22 500,-
Honda NSF 100	2008	2009	FHN-S100	19 800,-
Honda CBR 600	2003	2009	FHN-S060	19 800,-
Honda CBR 1000	2004	2007	FHN-S070	22 500,-
Honda CBR 1000	2008	2009	FHN-S080	22 500,-
Kawasaki ZX 6R	2005	2006	FKW-S030	19 800,-
Kawasaki ZX 10R	2004	2009	FKW-S040	22 500,-
KTM LC8	2004	2009	FKT-S040	22 500,-
KTM RC8	2008	2009	FKT-S080	22 500,-
MV Agusta F4 1000 S	2003	2006	FMV-S010	22 500,-
MV Agusta 750*	2002	2003	FMV-S010	22 500,-
MV Agusta Brutale 910	2005	2007	FMV-S010	22 500,-
MV Agusta F4 1000 R	2006	2007	FMV-S020	22 500,-
MV Agusta 312 R	2007	2009	FMV-S020	22 500,-
MV Agusta Brutale 1078	2008	2009	FMV-S020	22 500,-
MV Agusta 750 Series Oro*	2001	2003	FMV-S030	22 500,-
MV Agusta F4 RR 312 1078	2009	2009	FMV-S040	22 500,-
Suzuki GSX-R 600 - 750	1999	2005	FSU-S040	19 800,-
Suzuki GSX-R 600 - 750	2006	2009	FSU-S060	19 800,-
Suzuki GSX-R 1000	2002	2004	FSU-S070	22 500,-
Suzuki GSX-R 1000	2005	2008	FSU-S080	22 500,-
Suzuki GSX-R 1000	2009	2009	FSU-S110	22 500,-
Triumph Speed Triple / Tiger 1050	2006	2009	FTR-S020	22 500,-
Triumph Street Triple / Daytona 675	2006	2009	FTR-S010	19 800,-
Yamaha R6	2001	2005	FYA-S070	19 800,-
Yamaha R6	2006	2009	FYA-S080	19 800,-
Yamaha R1	1998	2003	FYA-S090	22 500,-
Yamaha R1	2004	2005	FYA-S100	22 500,-
Yamaha R1	2006	2006	FYA-S110	22 500,-
Yamaha R1	2007	2008	FYA-S120	22 500,-
Yamaha R1	2009	2009	FYA-S140	22 500,-
Yamaha FZS 1000 Fazer	2001	2005	FYA-S130	22 500,-
Yamaha FZ1 1000/FZ1-S Fazer	2006	2007	FYA-S100	22 500,-

\* works with the MV F4 1000 S disc pack



# **DB**

## **DUCATI**

### **BIKES**

STM's distinctive characteristic has always been its pursuit of innovation and the development of components in which beautiful design and highly technological contents converge.

All products that STM produce for Ducati motorcycles are proof of how STM has remained faithful to its philosophy through the years.

#### **FDU-S03\* - FDU-S06\* - FDU-S09\***

The STM "Original" clutch for Ducati is the first clutch STM developed for Ducati bikes. "Original" not only because it is the origin from which all further clutch developments followed, but also because with its six rods and coil springs it maintains the look of the stock Ducati clutch. Equipped with a six legged spider secondary spring this clutch does not allow the possibility to perfectly adjust the engine breaking as our other Ducati clutches. This product offers the best price/quality ratio you can find on the market today.

#### **FDU-S19\* - FDU-S21\* - FDU-S23\***

The "Evoluzione" slipper clutch is a further development of the "Original". Equipped with a Ø90mm diaphragm spring that replaces the six coil springs, this Ducati clutch offers all the advantages introduced by the adoption of STM's "Evoluzione" spring technology. Starting in 2008 all "Evoluzione" clutches for Ducati bikes have been revised in order to adopt the "Evoluzione" technology for the secondary springs as well. This enables the clutch to be set up to suit the rider's preference for a multitude of specific circumstances. The smaller the load of the secondary spring, the less engine break the rider will experience when downshifting and vice versa.

#### **FDU-S01\* - FDU-S18\* - FDU-S15\***

The "Evoluzione SBK" slipper clutch is our Top of the Line clutch. Used by teams and riders who compete in world and national sport production championships, this is definitely the best clutch you can fit on a Ducati. Equipped with a Ø125mm diaphragm primary spring which offers advantages resulting from applying the spring pressure directly and squarely on the disc pack. Starting in 2008 all "Evoluzione SBK" clutches have also been revised in order to adopt the "Evoluzione" technology for the secondary springs. In addition, all SBK clutches will provide a preset for the use of a starting pin (available separately) when rear wheel starts are necessary.

All STM slipper clutches for Ducati bikes can be fitted with STM baskets (either 12 or 48 tooth) or OEM baskets, using STM or OEM disc packs. The tool to hold the pressure plate while tightening the clutch is available separately



Evoluzione Racing SBK



Evoluzione



Original



Wet slipper system  
FDU-S020

## ***Ducati slipperclutch*** ***no basket and no plates***

Description	Part number	Price CZK
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### ***Slipper-Clutch Systems for Ducati Bikes\****

***\*fit all Ducati models with dry clutch except the 1098, the 999RS, and the Hypermotard***

"Evoluzione Racing SBK"	FDU-S010	27 450,-
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"Evoluzione"	FDU-S190	18 000,-
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"Original"	FDU-S030	13 850,-
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### ***Slipper-Clutch Systems for Ducati 1098 (and Ducati 999RS)***

"Evoluzione Racing SBK"	FDU-S180	27 450,-
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"Evoluzione"	FDU-S210	18 000,-
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"Original"	FDU-S060	13 850,-
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### ***Slipper-Clutch Systems for Ducati Hypermotard***

"Evoluzione Racing SBK"	FDU-S150	27 450,-
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"Evoluzione"	FDU-S230	18 000,-
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"Original"	FDU-S090	13 850,-
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### ***Slipper-Clutch Systems for Ducati wet applications***

Ducati 848	FDU-S020	22 500,-
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Multistrada 1100 (2007-2008)	FDU-S020	22 500,-
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GT 1000 (2007-2008)	FDU-S020	22 500,-
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Sport 1000 (2007-2008)	FDU-S020	22 500,-
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ST3 (2004-2007)	FDU-S020	22 500,-
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## Ducati basket and plates

Description	Part number	Price CZK
<b>Basket for Ducati dry clutches</b>		
48 tooth Basket (for ADU-0030 and ADU-0040)	ADU-0010	5 445,-
12 tooth Basket (for OE Ducati plates)	ADU-0020	5 445,-
<b>Plates for Ducati dry clutches</b>		
48 tooth plates (only for STM clutch)	ADU-0030	6 875,-
48 tooth plates (for OE Ducati clutch using ADU-0010)	ADU-0040	6 875,-
48 Tooth Sintered disc	ADU-0050	495,-



Evoluzione Racing SBK with 48 teeth basket



Evoluzione with 48 teeth basket



48 teeth Bakset  
ADU-0010



48 Teet STM plates  
ADU-0030



Original with 48 teeth basket



Red slave cylinder



Blue slave cylinder



Gold slave cylinder



Black slave cylinder



Lead slave cylinder

## Slave cylinders

Description	Diameter	Colour	Part number	Price CZK
Ducati slave cylinder	Ø 28 mm	Red	SDU-R01	3 960,-
Ducati slave cylinder	Ø 28 mm	Blue	SDU-B010	3 960,-
Ducati slave cylinder	Ø 28 mm	Black	SDU-N010	3 960,-
Ducati slave cylinder	Ø 28 mm	Lead	SDU-L010	3 960,-
Ducati slave cylinder	Ø 28 mm	Gold	SDU-G010	3 960,-
Seal kit for Ø 28 mm slave cylinder			RUN-0010	770,-
Ducati slave cylinder	Ø 30 mm	Red	SDU-R020	3 960,-
Ducati slave cylinder	Ø 30 mm	Blue	SDU-B020	3 960,-
Ducati slave cylinder	Ø 30 mm	Black	SDU-N020	3 960,-
Ducati slave cylinder	Ø 30 mm	Lead	SDU-L020	3 960,-
Ducati slave cylinder	Ø 30 mm	Gold	SDU-G020	3 960,-
Seal kit for Ø 30 mm slave cylinder			RUN-0020	770,-
Honda CBR 1000 RR slave cylinder	Ø 32 mm	Red	SHN-R020	3 960,-
Honda CBR 1000 RR slave cylinder	Ø 32 mm	Blue	SHN-B020	3 960,-
Honda CBR 1000 RR slave cylinder	Ø 32 mm	Black	SHN-N020	3 960,-
Honda CBR 1000 RR slave cylinder	Ø 32 mm	Lead	SHN-L020	3 960,-
Honda CBR 1000 RR slave cylinder	Ø 32 mm	Gold	SHN-G020	3 960,-
Seal kit for Ø 32 mm slave cylinder			RUN-0030	770,-
MV Agusta slave cylinder	Ø 30 mm	Red	SMV-R010	3 960,-
MV Agusta slave cylinder	Ø 30 mm	Blue	SMV-B010	3 960,-
MV Agusta slave cylinder	Ø 30 mm	Black	SMV-N010	3 960,-
MV Agusta slave cylinder	Ø 30 mm	Lead	SMV-L010	3 960,-
MV Agusta slave cylinder	Ø 30 mm	Gold	SMV-G010	3 960,-
Seal kit for Ø 30 mm slave cylinder			RUN-0020	770,-

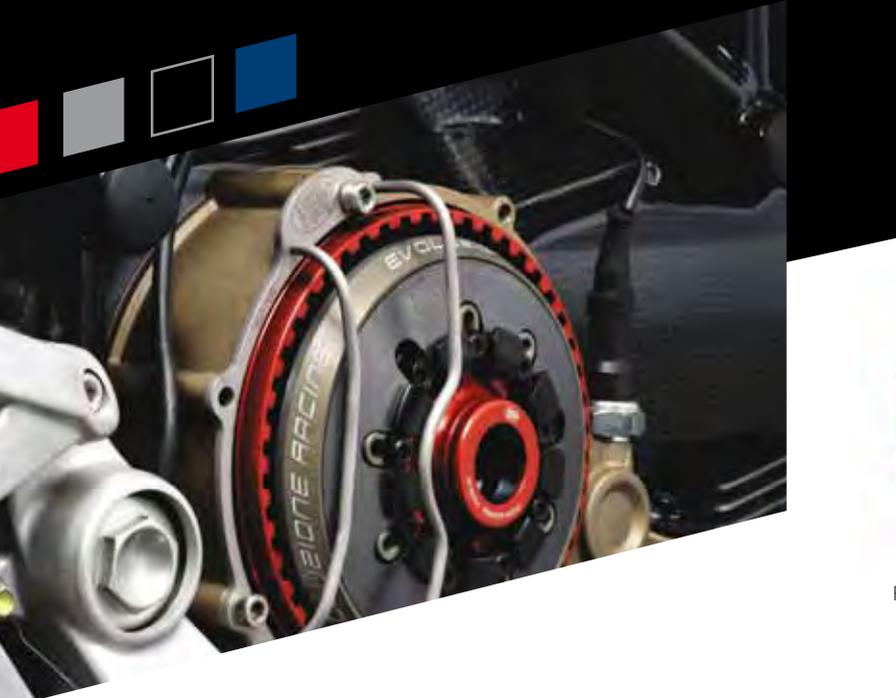
# DA DUCATI ACCESSORIES



Made in Italy, stylish to the bone. Mechanical accuracy becomes design.

STM offers a complete range of billet accessories in special alloys available in six different colours: red, blue, black, lead and gold.





Red Ducati Flash 180° cover



Blue Ducati Flash 180° cover

## Ducati accessories

Description	Colour	Part number	Price CZK
<b>Clutch covers</b>			
Titanium cover		SDU-0180	2 530,-
Aluminium cover		SDU-0190	2 530,-
Ducati Flash 360° cover	Red	SDU-R200	3 300,-
Ducati Flash 360° cover	Blue	SDU-B200	3 300,-
Ducati Flash 360° cover	Black	SDU-N200	3 300,-
Ducati Flash 360° cover	Lead	SDU-L200	3 300,-
Ducati Flash 360° cover	Gold	SDU-G200	3 300,-
Ducati Flash 180° cover	Red	SDU-R210	2 090,-
Ducati Flash 180° cover	Blue	SDU-B210	2 090,-
Ducati Flash 180° cover	Black	SDU-N210	2 090,-
Ducati Flash 180° cover	Lead	SDU-L210	2 090,-
Ducati Flash 180° cover	Gold	SDU-G210	2 090,-
Ducati Flash Racing cover	Red	SDU-R220	2 090,-
Ducati Flash Racing cover	Blue	SDU-B220	2 090,-
Ducati Flash Racing cover	Black	SDU-N220	2 090,-
Ducati Flash Racing cover	Lead	SDU-L220	2 090,-
Ducati Flash Racing cover	gold	SDU-G220	2 090,-



Red Ducati Flash 360° cover



Black Ducati Flash 360° cover



Lead Ducati Flash cover



Gold Ducati Flash racing cover



Ducati aluminium cover



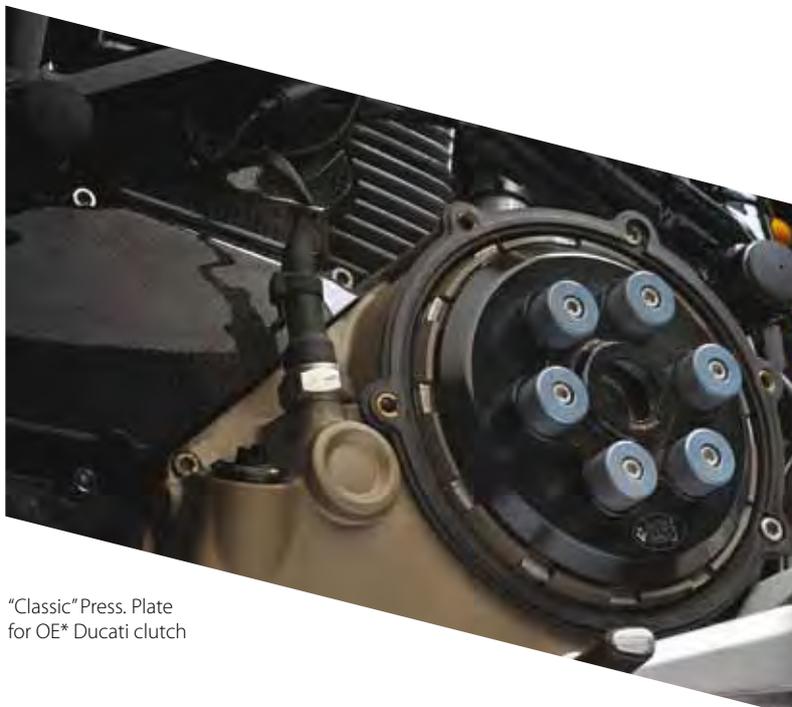
Ducati Titanium cover

## Ducati accessories

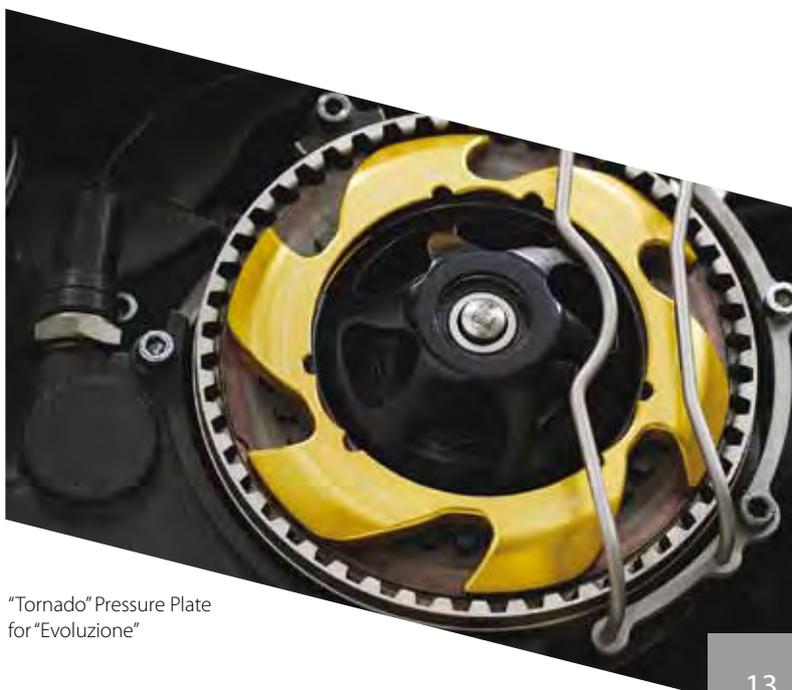
Description	Colour	Part number	Price CZK
<b>Pressure plate</b>			
"Tornado" Pressure Plate for "Evoluzione"	Red	SDU-R030	3 190,-
"Tornado" Pressure Plate for "Evoluzione"	Blue	SDU-B030	3 190,-
"Tornado" Pressure Plate for "Evoluzione"	Black	SDU-N030	3 190,-
"Tornado" Pressure Plate for "Evoluzione"	Lead	SDU-L030	3 190,-
"Tornado" Pressure Plate for "Evoluzione"	Oro	SDU-G030	3 190,-
Bearing Rest for "Tornado" Pressure Plate	Black	SDU-N040	2 255,-
"Vertigo" Press. Plate for OE* Ducati clutch	Red	SDU-R050	3 190,-
"Vertigo" Press. Plate for OE* Ducati clutch	Blue	SDU-B050	3 190,-
"Vertigo" Press. Plate for OE* Ducati clutch	Black	SDU-N050	3 190,-
"Vertigo" Press. Plate for OE* Ducati clutch	Lead	SDU-L050	3 190,-
"Vertigo" Press. Plate for OE* Ducati clutch	Gold	SDU-G050	3 190,-
"Classic" Press. Plate for OE* Ducati clutch	Red	SDU-R060	2 860,-
"Classic" Press. Plate for OE* Ducati clutch	Blue	SDU-B060	2 860,-
"Classic" Press. Plate for OE* Ducati clutch	Black	SDU-N060	2 860,-
"Classic" Press. Plate for OE* Ducati clutch	Gold	SDU-G060	2 860,-
<b>Oil Breather</b>			
Oil Breather for Ducati	Red	SDU-R070	2 090,-
Oil Breather for Ducati	Blue	SDU-B070	2 090,-
Oil Breather for Ducati	Black	SDU-N070	2 090,-
Oil Breather for Ducati	Lead	SDU-L070	2 090,-
Oil Breather for Ducati	Oro	SDU-G070	2 090,-
Oil Breather for Ducati (Racing Version	Re	SDU-R080	2 090,-
<b>Various</b>			
Pushrod pin for Ducati		ADU-0060	605,-
Starting pin for "Evoluzione" e "Evol. SBK		ADU-0100	605,-
Pins for Floating Brake Rotors (4mm)		AUN-0010	2 970,-
Pins for Floating Brake Rotors (5mm)		AUN-0020	2 970,-
Pins for Suzuki Floating Brake Rotors		AUN-0030	2 970,-



"Vertigo" Press. Plate for OE\* Ducati clutch



"Classic" Press. Plate for OE\* Ducati clutch



"Tornado" Pressure Plate for "Evoluzione"



Sprocket and carrier



Sprocket carrier



520 Chain sprocket

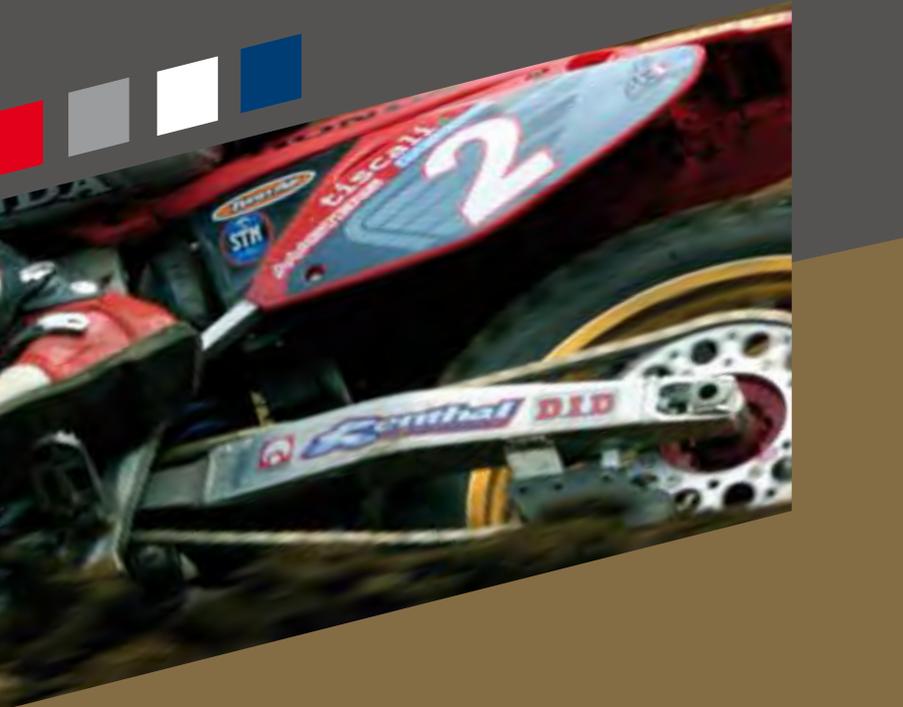


525 Chain sprocket

## Sprocket and carrier

Description	Toothing	Part number	Price CZK
<b>For Ducati 748, 848, 916, 996, 998</b>			
Sprocket carrier for Ducati		ADU-0070	4 400,-
Sprocket for Carrier ADU-0070 (520 Chain)	36	ADU-0080	1 260,-
Sprocket for Carrier ADU-0070 (520 Chain)	37	ADU-0081	1 260,-
Sprocket for Carrier ADU-0070 (520 Chain)	38	ADU-0082	1 260,-
Sprocket for Carrier ADU-0070 (520 Chain)	39	ADU-0083	1 260,-
Sprocket for Carrier ADU-0070 (520 Chain)	40	ADU-0084	1 260,-
Sprocket for Carrier ADU-0070 (520 Chain)	41	ADU-0085	1 260,-
Sprocket for Carrier ADU-0070 (520 Chain)	42	ADU-0086	1 260,-
Sprocket for Carrier ADU-0070 (520 Chain)	43	ADU-0087	1 260,-
Sprocket for Carrier ADU-0070 (520 Chain)	44	ADU-0088	1 260,-
Sprocket for Carrier ADU-0070 (525 Chain)	36	ADU-0090	1 260,-
Sprocket for Carrier ADU-0070 (525 Chain)	37	ADU-0091	1 260,-
Sprocket for Carrier ADU-0070 (525 Chain)	38	ADU-0092	1 260,-
Sprocket for Carrier ADU-0070 (525 Chain)	39	ADU-0093	1 260,-
Sprocket for Carrier ADU-0070 (525 Chain)	40	ADU-0094	1 260,-
Sprocket for Carrier ADU-0070 (525 Chain)	41	ADU-0095	1 260,-
Sprocket for Carrier ADU-0070 (525 Chain)	42	ADU-0096	1 260,-
<b>For Ducati 1098</b>			
Sprocket carrier for Ducati 1098		ADU-0110	4 400,-
Sprocket for Carrier ADU-0110 (520 Chain)	37	ADU-0120	1 260,-
Sprocket for Carrier ADU-0110 (520 Chain)	38	ADU-0121	1 260,-
Sprocket for Carrier ADU-0110 (520 Chain)	39	ADU-0122	1 260,-
Sprocket for Carrier ADU-0110 (525 Chain)	37	ADU-0130	1 260,-
Sprocket for Carrier ADU-0110 (525 Chain)	38	ADU-0131	1 260,-
Sprocket for Carrier ADU-0110 (525 Chain)	39	ADU-0132	1 260,-
<b>For MV Agusta Brutale 910, F41000R, 312 R</b>			
Sprocket carrier for MV Agusta		AMV-0010	4 400,-
Sprocket for Carrier AMV-0010 (520 Chain)	39	AMV-0020	1 260,-
Sprocket for Carrier AMV-0010 (520 Chain)	40	AMV-0021	1 260,-
Sprocket for Carrier AMV-0010 (520 Chain)	41	AMV-0022	1 260,-
Sprocket for Carrier AMV-0010 (520 Chain)	42	AMV-023	1 260,-
Sprocket for Carrier AMV-0010 (525 Chain)	39	AMV-0030	1 260,-
Sprocket for Carrier AMV-0010 (525 Chain)	40	AMV-0031	1 260,-
Sprocket for Carrier AMV-0010 (525 Chain)	41	AMV-0032	1 260,-
Sprocket for Carrier AMV-0010 (525 Chain)	42	AMV-0033	1 260,-





# OR OFF ROAD

The increased popularity of four-stroke motorcycles in all off-road disciplines has deeply changed the riding style and technique of such bikes. The specific characteristics of these engines have brought about the development of many new components, one of the most notable being the slipper clutch. The field of application of the STM clutch on the four-stroke single cylinder engine and the advantages that derive from its use, vary according to the speciality.

In **supermoto** the STM clutch system works in a way that is very similar to streetbike applications: the STM slipper clutch helps increase the level of rider control over the bike by eliminating the rear wheel hop.

In **motocross** and **enduro** applications the benefits are diverse. In addition to a considerable reduction of excessive engine braking, another main advantage is precise clutch lever actuation yielding better control of the clutch. This is made possible by use of a diaphragm spring, a feature distinctive to all STM clutches.

All STM off-road clutch systems have been developed in cooperation with top race teams and riders. This allows us to test the materials of our components under the most extreme and demanding conditions. It is our commitment to racing that provides the opportunity for STM technicians to gain experience that will ultimately be transferred directly to our production products.

## Off Road slipper clutch

Make and model	Year	SM	MX/End	Price CZK
Aprilia SXV/RXV/MXV 4.5 5.5	2005 - 2009	FAP-M020	FAP-X020	18 750,-
Honda CRF 150	2007 - 2008	FHN-M050	FHN-X050	18 750,-
Honda CRF 250	2004 - 2009	FHN-M010	FHN-X010	18 750,-
Honda CRF 450 (molla primaria 125 mm)	2002 - 2008	FHN-M030	FHN-X030	18 750,-
Honda CRF 450	2009 - 2009	FHN-M090	FHN-X090	18 750,-
Honda CRF 450 (molla primaria 90 mm)	2002 - 2008	FHN-M020	FHN-X020	18 750,-
Husaberg FS/FE 450/550/650	2004 - 2008	FHS-M030	FHS-X030	18 750,-
Husaberg FS/FE 501	2004 - 2004	FHS-M030	FHS-X030	18 750,-
Hubsarger 450/550	2009 - 2009	FHS-M040	FHS-X040	18 750,-
Husqvarna 450/510	2004 - 2007	FHQ-M010	FHQ-X010	18 750,-
Husqvarna 450/510	2008 - 2009	FHQ-M030	FHQ-X030	18 750,-
Husqvarna 630	2001 - 2007	FHQ-M020	FHQ-X020	18 750,-
Husqvarna SM 610	2000 - 2009	FHQ-M030	FHQ-X030	18 750,-
Kawasaki KX 250 F	2005 - 2009	FKW-M010	FKW-X010	18 750,-
Kawasaki KX 450 F	2006 - 2009	FKW-M020	FKW-X020	18 750,-
KTM SX-F/EXC-F 250	2006 - 2009	FKT-M010	FKT-X010	18 750,-
KTM 450/525	2003 - 2005	FKT-M020	FKT-X020	18 750,-
KTM EXC 450/525	2006 - 2007	FKT-M030	FKT-X030	18 750,-
KTM SMR 450-560-630	2006 - 2007	FKT-M030	FKT-X030	18 750,-
KTM SX-F 450-505	2007 - 2009	FKT-M050	FKT-X050	18 750,-
KTM LC-4	2000 - 2007	FKT-M060	FKT-X060	18 750,-
KTM EXC-R 450-530	2008 - 2009	FKT-M070	FKT-X070	18 750,-
Suzuki DRZ 400	2000 - 2009	FSU-M030	FSU-X030	18 750,-
Suzuki RMZ 250	2004 - 2006	FSU-M010	FSU-X010	18 750,-
Suzuki RMZ 250	2007 - 2009	FSU-M090	FSU-X090	18 750,-
Suzuki RMZ 450	2005 - 2007	FSU-M020	FSU-X020	18 750,-
Suzuki RMZ 450	2008 - 2009	FSU-M100	FSU-X100	18 750,-
Yamaha YZ/WR 426 F	2000 - 2002	FYA-M040	FYA-X040	18 750,-
Yamaha YZ/WR 250 F	2001 - 2009	FYA-M010	FYA-X010	18 750,-
Yamaha YZ 450 F (125 mm primary spring)	2003 - 2006	FYA-M030	FYA-X030	18 750,-
Yamaha WR 450 F (125 mm primary spring)	2003 - 2008	FYA-M030	FYA-X030	18 750,-
Yamaha YZ 450 F (90 mm primary spring)	2003 - 2006	FYA-M020	FYA-X020	18 750,-
Yamaha WR 450 F (90 mm primary spring)	2003 - 2008	FYA-M020	FYA-X020	18 750,-
Yamaha YZ/WR 450 F (125 mm primary spring)	2007 - 2009	FYA-M120	FYA-X120	18 750,-



# MX

## R-EVOLUTION



The new "MX R-Evolution" is a long-life light-weight clutch specifically designed by STM technicians to bring clutch performance to the next level in terms of precision, response and control.

The new MX R-Evolution clutches contain many of the technical solutions developed by STM in recent years:

**"Evoluzione" Spring Technology** - All "R-Evolution" clutches are equipped with "Evoluzione" springs which are the result of STM's diaphragm spring technology. Years of cooperation with top SX and MX teams have proven the advantages of our "Evoluzione" spring over the traditional coil springs used by OEM clutch manufacturers. The digressive action of the "Evoluzione" spring allows for faster engagement of the clutch and superior precision and control of the clutch when actuating the clutch lever (this also translates into better starts).

**Innovative Hub Design** - "R-Evolution" clutches have an innovative hub design that allows optimal clutch response when operating the lever and consistent performance throughout the race. The steel guides on the hub guarantee a better disengagement of the disc pack and long life of the clutch hub.

**No-wear Inserts** - "R-Evolution" hubs and pressure plates contain no-wear inserts that avoid wear caused by the friction plates on the aluminium surfaces.

**STM Tempered Steel Discs** - All "R-Evolution" clutches come with tempered steel plates designed to match the STM hub design and to work with the original friction plates. These discs guarantee a constant rate of consumption of the disc pack inside the clutch and lead to longer life of the hub.

**Forced Lubrication System (FLS)** - The "R-Evolution" clutch is designed to ensure improved lubrication of the clutch components. STM's forced lubrication System ensures optimal circulation of engine oil through specifically designed passageways. FLS guarantees consistent clutch performance throughout its range of use and extends the life of the individual clutch components.

"R-Evolution" clutches can be fitted with the OEM clutch basket or with STM off-road baskets (sold separately), using OEM friction plates.

The new "R-Evolution" clutches are currently available for the following applications:

### MX R-Evolution

Make and model	Years	Part number	Price CZK
Aprilia SXV 4.5 5.5	2005 - 2009	FAP-F010	9 900,-
KTM 450/505 SX-F	2007 - 2008	FKT-F010	9 900,-
KTM 250 SX-F	2007 - 2008	FKT-F010	9 900,-
Honda CRF 150	2002 - 2009	FHN-F080	9 075,-
Honda CRF 250	2003 - 2009	FHN-F090	9 900,-
Honda CRF 450	2003 - 2008	FHN-F100	9 900,-
Yamaha YZ/WR 250	2004 - 2009	FYA-F150	9 900,-
Yamaha YZ/WR 450	2004 - 2009	FYA-F160	9 900,-





# ORA

## OFF ROAD ACCESSORIES

### Brand new Off Road clutch covers:

The new STM Covers, especially made for off road bikes were born for specific needs, confirmed by years of experience made with the best teams and riders in the Motocross and Enduro championship. The research and development have been made keeping a special eye on how the covers look like, giving STM a chance to present a new item with specific features, like:

**Between graphic and technology** – the devil is in the details, STM caught it, matching the technical needs, with aesthetic quality. Surfaces have been drawn both to satisfy eyes and to make a specific kind of work..

**Durability** – the efforts from STM have been focused on a specific feature, the resistance of the item, using the best materials and treatments available on the market, Anticorodal 6082 hard anodized to make it unassailable.

**A special eye** –STM improves the quantity of chargeable oil, without exceeding the structural restriction. An increasing of this kind, allow better lubrication and so less wear of the parts. The special shallows machined inside the cover enables a better oil channeling to inject more oil where it needed.



# ORA

## OFF ROAD ACCESSORIES



Off Road Cover



Off Road Basket



Honda CRF 450 R cable hanger

### Off Road accessories

Description	Year	Part number	Price CZK
<b>Off Road Clutch cover</b>			
Honda CRF 250 R	2002 - 2009	AHN-X040	4 125,-
Honda CRF 450 R	2002 - 2008	AHN-X050	4 125,-
Yamaha YZ 250 F	2002 - 2008	AYA-X030	4 125,-
Yamaha YZ 450 F	2002 - 2008	AYA-X040	4 125,-
<b>Off Road Basket</b>			
Honda CR 125 (cushion kit included)	2000 - 2006	AHN-X010	6 325,-
Honda CR 250 (cushion kit included)	1992 - 2007	AHN-X020	6 325,-
Honda CRF 250 R (cushion kit included)	2004 - 2009	AHN-X010	6 325,-
Honda CRF 450 R (cushion kit included)	2002 - 2009	AHN-X020	6 325,-
Honda CRF 450 X (cushion kit included)	2005 - 2009	AHN-X020	6 325,-
Yamaha YZ 250 F	2001 - 2009	AYA-X010	5 610,-
Yamaha WR 250 F	2001 - 2009	AYA-X010	5 610,-
Yamaha YZ 450 F	2004 - 2009	AYA-X020	5 610,-
Yamaha WR 450 F	2004 - 2009	AYA-X020	5 610,-
<b>Off Road Various</b>			
Honda CRF 450 R cable hanger	2002-2008	AHN-X030	2 750,-



# ES

## **EVOLUZIONE SPRINGS**

### **Evoluzione primary spring**

STM offers three different kind of primary springs, different not only for diameters, but for the way they work too.

Evoluzione 90mm diameter – It equipes the long-lived clutches, which have made history of the company, as well as the Evoluzione Ducati.

This spring version have been used then on the Honda CRF 450 R and on the Yamaha YZ 450 F clutches as well, enabling an easy building and operation of the STM clutches. Settings available on this spring go from 120 kg to 200 kg, with step of 10 kg.

Evoluzione 121mm and 125mm diameter– As those before for position and kind of work, but in a different way, cause of the structure of the clutches which contain them. Usually slipper systems with 121mm Diameter spring work on 600/750cc engine where we find smaller OE clutches, while the 125mm diameter springs are used on the 1000cc engine, making safe specifical needs. Both the springs come from the 90mm springs, but they work better cause they apply pressure on a bigger circumference, allowing a better pressure on the plates, for a faster and better engagement of the clutch. Production of these kind of springs allows STM to machine parts with less bending risks, without extraming look and having lighter parts.

Settings go from 90 kg to 190 kg for the 121mm springs, while for the 125mm they go from 110 kg to 230kg.

Function: all the primary springs, known from the first side of the part numbers with 0S1xxx/xxx, repeat the work made by the original coil springs, but in a better way. We sayd better for the following reasons, the diaphragm spring features allows to work using the same strenght along the stroke of the lever, while in the case of the coil springs, strenght used increases along the stroke.

Also, with the Evoluzione spring, the rider will experience constant performance even if the thickness of the disc pack decreases. So, making safe the structural limits, the Evoluzione springs apply constant and right pressure while the coil springs pressure loose strenght and pressure.

### **Evoluzione Secondary spring**

In 2003 STM twists the features of the slipper systems, replacing the standard spider springs with those called Evoluzione. In this way it was born the first slipper system totally adjustable to the riders drive styles.

Using the diaphragm spiring to manage the slipper effect it happens the following: the smaller the load of the secondary spring, the less is the engine brake the rider will experience when downshifting and viceversa

These springs have all the same dimensions talking about diameters, they all have a 85mm diameter, to have them the same for all the systems purposed. This means we can move a secondary spring from one clutch to another one.

Function: all the STM secondary diaphragm springs are listed and engraved with the same first side part numbers, 0S2085/xx, being different just for the load.

This load will set how much engine brake the rider will experience, cause it represent how much backtorque he has to generate to activate the slipper system. This well explains why a 30 kg secondary spring gives back less engine brake than an 80 kg spring: we have to clash a lower strength, so at the first rpm difference experienced, the system will be activated.



Ø 125 mm primary spring



Ø 90 mm primary spring

## Primary springs

Description	Tension	Part number	Price CZK
<b>90 mm external diameter</b>			
Ø 90 mm Primary Spring	120	0S1090/120	2 310,-
Ø 90 mm Primary Spring	130	0S1090/130	2 310,-
Ø 90 mm Primary Spring	140	0S1090/140	2 310,-
Ø 90 mm Primary Spring	150	0S1090/150	2 310,-
Ø 90 mm Primary Spring	160	0S1090/160	2 310,-
Ø 90 mm Primary Spring	170	0S1090/170	2 310,-
Ø 90 mm Primary Spring	180	0S1090/180	2 310,-
Ø 90 mm Primary Spring	190	0S1090/190	2 310,-
Ø 90 mm Primary Spring	200	0S1090/200	2 310,-
<b>121 mm external diameter</b>			
Ø 121 mm Primary Spring	90	0S1121/90	3 080,-
Ø 121 mm Primary Spring	100	0S1121/100	3 080,-
Ø 121 mm Primary Spring	110	0S1121/110	3 080,-
Ø 121 mm Primary Spring	120	0S1121/120	3 080,-
Ø 121 mm Primary Spring	130	0S1121/130	3 080,-
Ø 121 mm Primary Spring	140	0S1121/140	3 080,-
Ø 121 mm Primary Spring	150	0S1121/150	3 080,-
Ø 121 mm Primary Spring	160	0S1121/160	3 080,-
Ø 121 mm Primary Spring	170	0S1121/170	3 080,-
Ø 121 mm Primary Spring	180	0S1121/180	3 080,-
Ø 121 mm Primary Spring	190	0S1121/190	3 080,-
<b>125 mm external diameter</b>			
Ø 125 mm Primary Spring	110	0S1125/110	3 080,-
Ø 125 mm Primary Spring	120	0S1125/120	3 080,-
Ø 125 mm Primary Spring	130	0S1125/130	3 080,-
Ø 125 mm Primary Spring	140	0S1125/140	3 080,-
Ø 125 mm Primary Spring	150	0S1125/150	3 080,-
Ø 125 mm Primary Spring	160	0S1125/160	3 080,-
Ø 125 mm Primary Spring	170	0S1125/170	3 080,-
Ø 125 mm Primary Spring	180	0S1125/180	3 080,-
Ø 125 mm Primary Spring	190	0S1125/190	3 080,-
Ø 125 mm Primary Spring	200	0S1125/200	3 080,-
Ø 125 mm Primary Spring	210	0S1125/210	3 080,-
Ø 125 mm Primary Spring	220	0S1125/220	3 080,-
Ø 125 mm Primary Spring	230	0S1125/230	3 080,-

## Secondary spring

### 85 mm external diameter

Description	Tension	Part number	Price CZK
6 Legs spider spring	/	001 MG 017	1 100,-
Ø 85 mm Secondary Spring	30	0S2085/30	1 375,-
Ø 85 mm Secondary Spring	40	0S2085/40	1 375,-
Ø 85 mm Secondary Spring	50	0S2085/50	1 375,-
Ø 85 mm Secondary Spring	60	0S2085/60	1 375,-
Ø 85 mm Secondary Spring	70	0S2085/70	1 375,-
Ø 85 mm Secondary Spring	80	0S1090/80	1 375,-



Ø 85 mm secondary spring

# Tools

Description	Part number	Price CZK
<b>Tools</b>		
Tool to lock STM clutches with Ø 90mm primary spring	UTL-0020	3 025,-
Tool to lock STM clutches with Ø 121mm and Ø 125mm primary spring	UTL-0030	3 025,-
Tool to mount the 48 tooth baskets	UTL-0040	3 025,-
Tool to mount the Ducati racing oil breather SDU-R080	UTL-0050	660,-
<b>Promo Items</b>		
STM showcase (empty)	UTL-0060	6 600,-



Display  
UTL-0060

## Transformation kit for Ducati clutches

Description	Part number	Price CZK
<b>For the Ducati clutches having the spider spring in (001MG017)</b>		
They allows to change a normal Ducati clutch into a 1098/999RS version		
Transformation Kit for STM "Evoluzione SBK" Clutch (From M20 to M25 shaft)	KDU-0010	1 760,-
Transformation Kit for STM "Evoluzione" Clutch (From M20 to M25 shaft)	KDU-0020	1 760,-
Transformation Kit for STM "Original" Clutch (From M20 to M25 shaft)	KDU-0030	1 760,-
They allows to change a 1098/999RS clutch into a normal Ducati version		
Transformation Kit for STM "Evoluzione SBK" Clutch (From M25 to M20 shaft)	KDU-0040	1 760,-
Transformation Kit for STM "Evoluzione" Clutch (From M25 to M20 shaft)	KDU-0050	1 760,-
Transformation Kit for STM "Original" Clutch (From M25 to M20 shaft)	KDU-0060	1 760,-
<b>For the Ducati clutches having the diaphragm secondary spring in (0S2085)</b>		
They allows to change a normal Ducati clutch into a 1098/999RS version		
Transformation Kit for STM "Evoluzione SBK" Clutch (From M20 to M25 shaft)	KDU-0011	1 760,-
Transformation Kit for STM "Evoluzione" Clutch (From M20 to M25 shaft)	KDU-0021	1 760,-
They allows to change a 1098/999RS clutch into a normal Ducati version		
Transformation Kit for STM "Evoluzione SBK" Clutch (From M25 to M20 shaft)	KDU-0041	1 760,-
Transformation Kit for STM "Evoluzione" Clutch (From M25 to M20 shaft)	KDU-0051	1 760,-



UTL-0020



UTL-0030



UTL-0040

*The devil is in the details*





# Fork adjusters

Description	Measure	Colour	Part number	EXP
<b>SHOWA fork</b>				
Showa fork adjuster set	Hexagonal 22mm	Red	SUN-R110	990,-
Showa fork adjuster set	Hexagonal 22mm	Blue	SUN-B110	990,-
Showa fork adjuster set	Hexagonal 22mm	Black	SUN-N110	990,-
Showa fork adjuster set	Hexagonal 22mm	Lead	SUN-L110	990,-
Showa fork adjuster set	Hexagonal 22mm	Gold	SUN-G110	990,-
Showa fork adjuster set	Hexagonal 19mm	Red	SUN-R180	990,-
Showa fork adjuster set	Hexagonal 19mm	Blue	SUN-B180	990,-
Showa fork adjuster set	Hexagonal 19mm	Black	SUN-N180	990,-
Showa fork adjuster set	Hexagonal 19mm	Lead	SUN-L180	990,-
Showa fork adjuster set	Hexagonal 19mm	Gold	SUN-G180	990,-
<b>OHLINS fork</b>				
Ohlins fork adjuster set	Hexagonal 17mm	Rosso	SUN-R120	990,-
Ohlins fork adjuster set	Hexagonal 17mm	Blu	SUN-B120	990,-
Ohlins fork adjuster set	Hexagonal 17mm	Nero	SUN-N120	990,-
Ohlins fork adjuster set	Hexagonal 17mm	Grafite	SUN-L120	990,-
Ohlins fork adjuster set	Hexagonal 17mm	Oro	SUN-G120	990,-
<b>MARZOCCHI fork</b>				
Marzocchi fork adjuster set	Hexagonal 19mm	Rosso	SUN-R180	990,-
Marzocchi fork adjuster set	Hexagonal 19mm	Blu	SUN-B180	990,-
Marzocchi fork adjuster set	Hexagonal 19mm	Nero	SUN-N180	990,-
Marzocchi fork adjuster set	Hexagonal 19mm	Grafite	SUN-L180	990,-
Marzocchi fork adjuster set	Hexagonal 19mm	Oro	SUN-G180	990,-
<b>KAYABA fork</b>				
Marzocchi fork adjuster set	Hexagonal 14mm	Rosso	SUN-R190	990,-
Marzocchi fork adjuster set	Hexagonal 14mm	Blu	SUN-B190	990,-
Marzocchi fork adjuster set	Hexagonal 14mm	Nero	SUN-N190	990,-
Marzocchi fork adjuster set	Hexagonal 14mm	Grafite	SUN-L190	990,-
Marzocchi fork adjuster set	Hexagonal 14mm	Oro	SUN-G190	990,-





# Frame plugs

Description	Diameters	Colour	Part number	EXP
<b>Ducati frames</b>				
Frame plug	Ø 14mm	Red	SDU-R090	358,-
Frame plug	Ø 14mm	Blue	SDU-B090	358,-
Frame plug	Ø 14mm	Black	SDU-N090	358,-
Frame plug	Ø 14mm	Lead	SDU-L090	358,-
Frame plug	Ø 14mm	Gold	SDU-G090	358,-
Frame plug	Ø 20mm	Red	SDU-R100	358,-
Frame plug	Ø 20mm	Blue	SDU-B100	358,-
Frame plug	Ø 20mm	Black	SDU-N100	358,-
Frame plug	Ø 20mm	Lead	SDU-L100	358,-
Frame plug	Ø 20mm	Gold	SDU-G100	358,-
Frame plug	Ø 21mm	Red	SDU-R110	358,-
Frame plug	Ø 21mm	Blue	SDU-B110	358,-
Frame plug	Ø 21mm	Black	SDU-N110	358,-
Frame plug	Ø 21mm	Lead	SDU-L110	358,-
Frame plug	Ø 21mm	Gold	SDU-G110	358,-
Frame plug	Ø 22mm	Red	SDU-R120	358,-
Frame plug	Ø 22mm	Blue	SDU-B120	358,-
Frame plug	Ø 22mm	Black	SDU-N120	358,-
Frame plug	Ø 22mm	Lead	SDU-L120	358,-
Frame plug	Ø 22mm	Gold	SDU-G120	358,-
Frame plug	Ø 23mm	Red	SDU-R130	358,-
Frame plug	Ø 23mm	Blue	SDU-B130	358,-
Frame plug	Ø 23mm	Black	SDU-N130	358,-
Frame plug	Ø 23mm	Lead	SDU-L130	358,-
Frame plug	Ø 23mm	Gold	SDU-G130	358,-
Frame plug	Ø 24mm	Red	SDU-R140	358,-
Frame plug	Ø 24mm	Blue	SDU-B140	358,-
Frame plug	Ø 24mm	Black	SDU-N140	358,-
Frame plug	Ø 24mm	Lead	SDU-L140	358,-
Frame plug	Ø 24mm	Gold	SDU-G140	358,-
Frame plug	Ø 25mm	Red	SDU-R150	358,-
Frame plug	Ø 25mm	Blue	SDU-B150	358,-
Frame plug	Ø 25mm	Black	SDU-N150	358,-
Frame plug	Ø 25mm	Lead	SDU-L150	358,-
Frame plug	Ø 25mm	Gold	SDU-G150	358,-
Frame plug	Ø 29-30mm	Red	SDU-R160	358,-
Frame plug	Ø 29-30mm	Blue	SDU-B160	358,-
Frame plug	Ø 29-30mm	Black	SDU-N160	358,-
Frame plug	Ø 29-30mm	Lead	SDU-L160	358,-
Frame plug	Ø 29-30mm	Gold	SDU-G160	358,-
<b>Per telaio MV Agusta</b>				
Frame plug	Ø 32mm	Red	SMV-R020	358,-
Frame plug	Ø 32mm	Blue	SMV-B020	358,-
Frame plug	Ø 32mm	Black	SMV-N020	358,-
Frame plug	Ø 32mm	Lead	SMV-L020	358,-
Frame plug	Ø 32mm	Gold	SMV-G020	358,-

# Engine Oil plugs



Description	Measure	Colour	Part number	EXP
<b>Husqvarna bikes</b>				
Engine oil plug	Ø 18x1,5mm	Rosso	SUN-R010	990,-
Engine oil plug	Ø 18x1,5mm	Blu	SUN-B010	990,-
Engine oil plug	Ø 18x1,5mm	Nero	SUN-N010	990,-
Engine oil plug	Ø 18x1,5mm	Grafite	SUN-L010	990,-
Engine oil plug	Ø 18x1,5mm	Oro	SUN-G010	990,-
<b>Aprilia bikes(RSV1000, SXV/RSV 4,5/5,5) Suzuki bikes(GSX R600/750/1000)</b>				
Engine oil plug	Ø 20x1.5mm	Rosso	SUN-R020	990,-
Engine oil plug	Ø 20x1.5mm	Blu	SUN-B020	990,-
Engine oil plug	Ø 20x1.5mm	Nero	SUN-N020	990,-
Engine oil plug	Ø 20x1.5mm	Grafite	SUN-L020	990,-
Engine oil plug	Ø 20x1.5mm	Oro	SUN-G020	990,-
<b>Ducati 848</b>				
<b>Honda bikes (CRF 250/450 R CBR 600/1000 RR, Hornet 600)</b>				
<b>Kawasaki bikes(KX 125/250, Er-6)</b>				
<b>Yamaha bikes(YZ 250/450, WR 250)</b>				
Engine oil plug	Ø 20x2.5mm	Rosso	SUN-R030	990,-
Engine oil plug	Ø 20x2.5mm	Blu	SUN-B030	990,-
Engine oil plug	Ø 20x2.5mm	Nero	SUN-N030	990,-
Engine oil plug	Ø 20x2.5mm	Grafite	SUN-L030	990,-
Engine oil plug	Ø 20x2.5mm	Oro	SUN-G030	990,-
<b>Ducati bikes(excluding 848)</b>				
Engine oil plug	Ø 22x1,5mm	Rosso	SUN-R040	990,-
Engine oil plug	Ø 22x1,5mm	Blu	SUN-B040	990,-
Engine oil plug	Ø 22x1,5mm	Nero	SUN-N040	990,-
Engine oil plug	Ø 22x1,5mm	Grafite	SUN-L040	990,-
Engine oil plug	Ø 22x1,5mm	Oro	SUN-G040	990,-
<b>KTM and Husaberg bikes</b>				
Engine oil plug	Ø 24x3mm	Rosso	SUN-R050	990,-
Engine oil plug	Ø 24x3mm	Blu	SUN-B050	990,-
Engine oil plug	Ø 24x3mm	Nero	SUN-N050	990,-
Engine oil plug	Ø 24x3mm	Grafite	SUN-L050	990,-
Engine oil plug	Ø 24x3mm	Oro	SUN-G050	990,-
<b>MV Agusta bikes (F4 312 R, Brutale 910)</b>				
Engine oil plug	Ø 25x1,5mm	Rosso	SUN-R210	990,-
Engine oil plug	Ø 25x1,5mm	Blu	SUN-B210	990,-
Engine oil plug	Ø 25x1,5mm	Nero	SUN-N210	990,-
Engine oil plug	Ø 25x1,5mm	Grafite	SUN-L210	990,-
Engine oil plug	Ø 25x1,5mm	Oro	SUN-G210	990,-
<b>Yamaha bikes (R1, R6, FZ1,FZ6)</b>				
Engine oil plug	Ø 27x3mm	Rosso	SUN-R060	990,-
Engine oil plug	Ø 27x3mm	Blu	SUN-B060	990,-
Engine oil plug	Ø 27x3mm	Nero	SUN-N060	990,-
Engine oil plug	Ø 27x3mm	Grafite	SUN-L060	990,-
Engine oil plug	Ø 27x3mm	Oro	SUN-G060	990,-
<b>Kawasaki bikes(ZX6R, ZX10R, ZX9R my 98-04, Z 750/1000)</b>				
Engine oil plug	Ø 30x1,5mm	Rosso	SDU-R070	990,-
Engine oil plug	Ø 30x1,5mm	Blu	SDU-B070	990,-
Engine oil plug	Ø 30x1,5mm	Nero	SDU-N070	990,-
Engine oil plug	Ø 30x1,5mm	Grafite	SDU-L070	990,-
Engine oil plug	Ø 30x1,5mm	Oro	SDU-G070	990,-



# Slipper system

Image	Description	Price CZK
	Screws	22,-
	Self locking washer	10,-
	Bearing rest	2 612,-
	Nut	990,-
	Nut self locking washer	55,-
	Spring stopper hub	110,-
	Ball bearing	963,-
	Spring pusher plate	3 300,-
	Evoluzione primary spring	3 080,-
	Primary spring washer	275,-
	Pusher plate	4 538,-
	Secondary diaphragm spring	1 265,-
	Secondary spring washer	193,-
	Drum stopper hub	110,-
	Drum	6 050,-
	1/4" Balls	55,-
	Pins	28,-
	Progressive engagement plate	275,-
	Hub	6 050,-

