

A1 INSTALLATION DRAWING

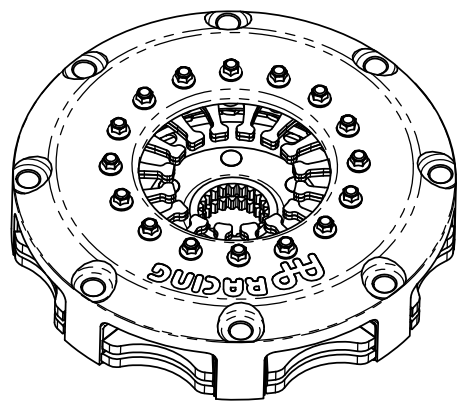
IF THIS DOCUMENT IS PRINTED IN HARD COPY IT IS FOR INFORMATION USE ONLY AND THEREFORE IS NOT SUBJECT TO UPDATING CONTROLS. ALWAYS REFER TO SOLIDWORKS VIEWER FOR LATEST ISSUE



THIS DRAWING IS CONFIDENTIAL AND IS SUPPLIED ON THE EXPRESS CONDITION THAT IT SHALL NOT BE LOANED OR COPIED OR DISCLOSED TO ANY OTHER PERSON OR USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF AP RACING LTD.

© AP Racing Ltd. 2002
 AP Racing
 Wheler Road
 Coventry
 CV3 4LB
 Tel: +44 024 7663 9595 e-mail: sales@apracing.co.uk
 Fax: +44 024 7663 9559 Web site: HTTP://www.apracing.com

CP6002 Ø140mm (5.5") SINTERED CLUTCH ASSEMBLY



CP6002 CLUTCH FAMILY				
MAXIMUM DYNAMIC TORQUE CAPACITY				
(Nm)	420	314	218	
(ft.lb)	310	232	161	
RELEASE LOAD				
Max. Peak Worn (N)	5400	4000	2400	
Max. Peak New (N)	3600	3100	1950	
WEAR IN (See Note)				
	0.75	0.75	0.75	
Set Up Height New - NOM	28.83	28.57	26.80	
Set Up Height Worn - MAX	31.58	31.32	29.56	
(Set Up Height is calculated from the flywheel friction face.)				
Release Ratio	2.64	2.64	2.64	
Estimated Assembly Mass (Inc. Drive Plates) = 2.50 Kg				
Estimated Assembly Inertia (Inc. Drive Plates) = 0.0086 Kgm ²				
Estimated Drive Plate and Hub Inertia = 0.0013 Kgm ²				

Issue No	Alterations			Zone	Initials
	Date & No.	Particulars	#		
1	13-02-03 C2162	FIRST ISSUE	#	ROG	
2	13-03-03	BRG PART NO. CORRECTED	#	ROG	
3	08/06/04	Ø35.05 MAX. ADDED TO EXTENDED HUB ENV. (SHEET 2)	#	JG	
4	07-09-04 C2522	BUF SPEC ADDED.	#	ROG	
5	15-10-04 C2522	TORQUE CAPACITY CHANGED FROM 300Nm TO 267 Nm. BUF RELEASE LOADS CHANGED FROM 2300N/3220N TO 1400N/2100N AS ACTUAL RATHER THAN ESTIMATED.	#	ROG	
6	28/07/10 C3901	TORQUE CAPACITY CHANGED FROM 504Nm, 371Nm AND 267Nm TO 420Nm, 314Nm AND 218Nm	#	AB	
7	17/08/21 C5375_01	'MAX PEAK NEW' WAS 'AT TRAVEL' 'MAX PEAK WORN', 'MAX PEAK NEW' AND 'RELEASE RATIO' VALUES CORRECTED TO CONFORM WITH MIS1000	#	K9 JRV	

PERFORMANCE SUFFIX	CH	OH	BH
For Reference			
Diaphragm Spring Rate	CRV	ORA	BUF
Clutch Ratio	HiR	HiR	HiR

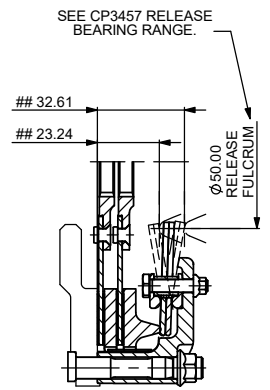
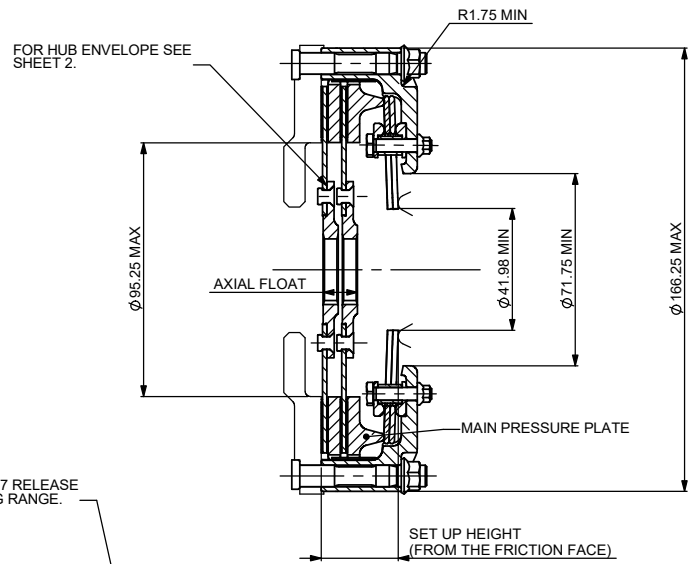
MATERIAL SUFFIX	DRIVE PLATE MATERIAL	DRIVE PLATE THICKNESS
90	SINTERED	2.63mm

FLYWHEEL TYPE	SUFFIX	COMMENTS
FLAT FLYWHEEL	FF	FOR INSTALLATION DATA SEE SHEET 2
STEPPED FLYWHEEL	SF	FOR INSTALLATION DATA SEE SHEET 2

Sample AP Racing Part No. **CP6002-CH90-SF**

WEAR IN
 THIS CLUTCH HAS BEEN DESIGNED FOR THE WEAR IN INDICATED ABOVE,
 DRIVEN PLATE THICKNESS NEW: 2.63mm MIN
 DRIVEN PLATE THICKNESS WORN: 2.21mm MIN

DRIVEN PLATES AVAILABLE WITH THE FOLLOWING SPLINE SIZES		
SPLINE	STANDARD HUB	EXTENDED NOSE HUB
1"X23T	CP3414-10FM3	CP3407-36FM3
7/8" x 20T	CP3414-18FM3	CP3407-26FM3
1 5/32" x 26T	CP3414-19FM3	CP3407-40FM3
29.0 x10T	CP3414-25FM3	CP3407-8FM3
1 1/8" x10T	CP3414-20FM3	CP3407-4FM3



DIRECTION OF RELEASE TRAVEL
 RELEASE TRAVEL TO BE LIMITED TO 3.80mm MAXIMUM

BEARING POSITION
 TO ENSURE ADEQUATE RELEASE TRAVEL AND CLUTCH LIFE THESE LIMITS HAVE BEEN CALCULATED USING AN ADDITIONAL 20% RELEASE TRAVEL AND 50% MORE WEAR IN THAN SPECIFIED.
 THESE FIGURES COVER THE FULL RANGE OF CLUTCHES IN THE CP6002 FAMILY.

SCALE 1:1 SHEET 1 OF 2

DRAWN RICHARD GOSTICK

APPROVED

DERIVED FROM

TITLE
 Ø140mm TWIN PLATE SINTERED CLUTCH ASSEMBLY

DRG NO. cp6002cd

A1 INSTALLATION DRAWING

IF THIS DOCUMENT IS PRINTED IN HARDCOPY IT IS FOR INFORMATION USE ONLY AND THEREFORE IS NOT SUBJECT TO UPDATING CONTROLS. ALWAYS REFER TO SOLIDWORKS VIEWER FOR LATEST ISSUE



THIS DRAWING IS CONFIDENTIAL AND IS SUPPLIED ON THE EXPRESS CONDITION THAT IT SHALL NOT BE LOANED OR COPIED OR DISCLOSED TO ANY OTHER PERSON OR USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF AP RACING LTD.



© AP Racing Ltd. 2002

AP Racing
Wheler Road
Coventry
CV3 4LB

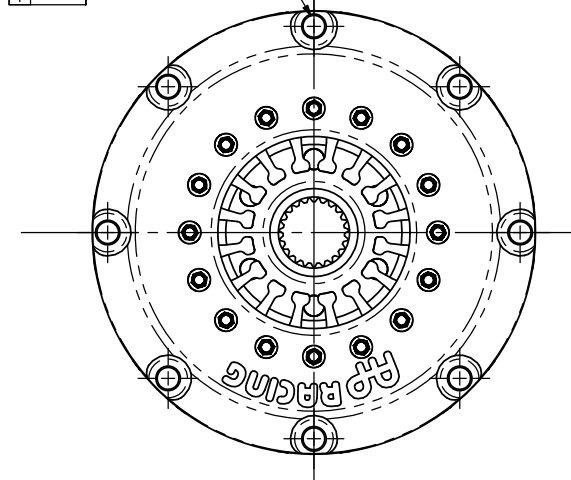
Tel: +44 024 7663 9595 e-mail: sales@apracings.com
Fax: +44 024 7663 9559 Web site: HTTP://www.apracing.com

FLYWHEEL DIMENSIONS

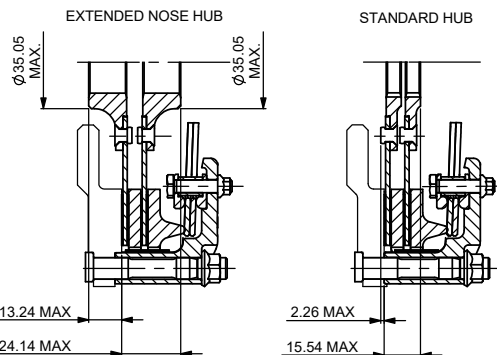
FLAT FLYWHEEL - SUFFIX FF

STEPPED FLYWHEEL SUFFIX SF

8 MOUNTING HOLES Ø8.15/8.05 TO SUIT M8 x 1.0 MOUNTING STUDS EQUISPACED ON A Ø154.45 P.C.
MIN C'BORE Ø17.20
φ 0.05

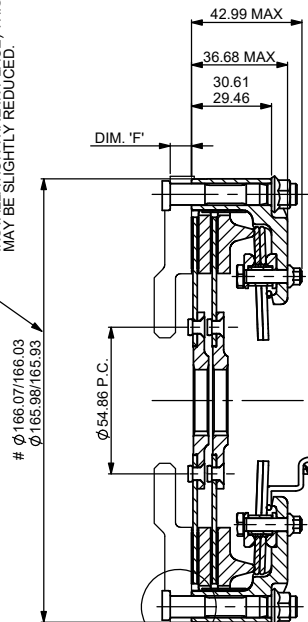


HUB ENVELOPE (FROM FLYWHEEL FRICTION FACE)



NOTE:
EACH HUB VERSION CAN BE USED WITH EITHER FLAT OR STEPPED FLYWHEEL CLUTCHES

THE CLUTCH SPIGOT IS DESIGNED TO BE THIS DIAMETER WHEN BOLTED TO THE FLYWHEEL BEFORE FITTING (WITH THE INSTALLATION WIRE IN PLACE) THIS DIA. MAY BE SLIGHTLY REDUCED.



FLYWHEEL DIMENSIONS

INSTALLATION WIRE FOR USE WHEN INSTALLING A FLAT FLYWHEEL VERSION. TO ENSURE FLYWHEELSIDE CARBON IS LOCATED ON THE COVER LUGS

THIS WIRE MUST BE REMOVED BEFORE USE

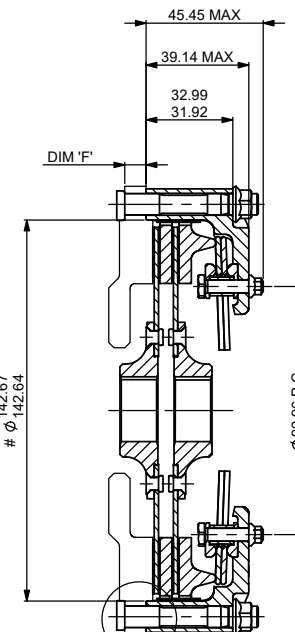
RECOMMENDED CLUTCH MOUNTING :

(FOR ALL TYPES OF ASSEMBLY)
M8 x 1.0. CP4702 FAMILY STUD AND K-LOCK NUT.
TIGHTENING TORQUE : 19Nm (14 ft.lb)

LENGTH OF STUD REQUIRED TO BE CALCULATED THUS :

STUD LENGTH = DIMENSIONS 'C' + 'F' + NUT

THIS CALCULATED LENGTH TO BE ROUNDED UP TO THE NEXT AVAILABLE STANDARD STUD LENGTH.
SUGGESTED FLYWHEEL MATERIAL:
0.35/0.45% CARBON STEEL. BRINELL 200 MIN. OR SUITABLE MATERIAL FOR HIGH RPM.
FRICTION FACE TO BE FINE TURNED AND GROUND SMOOTH AND FLAT. RUNOUT AT R77.2, ≤0.08 WHEN ASSEMBLED TO CRANKSHAFT.



Issue No	Alterations			Zone	Initials
	Date & No.	Particulars	#		
1	13-02-03 C2162	FIRST ISSUE	#	RDG	
2	13-03-03	BRG PART NO. CORRECTED	#	RDG	
3	08/06/04	Ø35.05 MAX. ADD'D TO EXTENDED HUB ENV.	#	JG	
4	07-09-04 C2522	BUF SPEC ADDED.	#	RDG	
5	15-10-04 C2522	TORQUE CAPACITY CHANGED FROM 300Nm TO 267 Nm. BUF RELEASE LOADS CHANGED FROM 2300N/3220N TO 1400N/2100N AS ACTUAL RATHER THAN ESTIMATED.	#	RDG	
6	28/07/10 C3901	TORQUE CAPACITY CHANGED FROM 504Nm, 371Nm AND 267Nm TO 420Nm, 314Nm AND 218Nm	#	AB	
7	17/08/21 C5375_01	'MAX PEAK NEW' WAS 'AT TRAVEL', 'MAX PEAK WORN', 'MAX PEAK NEW' AND 'RELEASE RATIO' VALUES CORRECTED TO CONFORM WITH MIS1000	#	JRV	

SCALE 1:1	SHEET 2 OF 2
DRAWN	RICHARD GOSTICK
APPROVED	
DERIVED FROM	
TITLE	
Ø140mm TWIN PLATE SINTERED CLUTCH ASSEMBLY	
DRG NO.	cp6002cd