



**CP8153-SE03-SP Pressure Plate 'Fulcrum' Fitment Chart**  
**Ratio = EHR    Wear In = 0.5mm    Materials = Stainless Steel**

Carbon Stack Wear (mm)	Pressure Plate for Optimum Wear	Wear Compensation (mm)	Remaining 'Wear In' (mm)
0.00	CP8153-120	0.00	0.50
0.10	CP8153-120	0.00	0.40
0.20	CP8153-120	0.00	0.30
0.30	CP8153-121	0.25	0.45
0.40	CP8153-121	0.25	0.35
0.50	CP8153-122	0.50	0.50
0.60	CP8153-122	0.50	0.40
0.70	CP8153-122	0.50	0.30
0.80	CP8153-123	0.75	0.45
0.90	CP8153-123	0.75	0.35
1.00	CP8153-124	1.00	0.50
1.10	CP8153-124	1.00	0.40
1.20	CP8153-124	1.00	0.30
1.30	CP8153-125	1.25	0.45
1.40	CP8153-125	1.25	0.35
1.50	CP8153-126	1.50	0.50
1.60	CP8153-126	1.50	0.40
1.70	CP8153-126	1.50	0.30
1.80	CP8153-127	1.75	0.45
1.90	CP8153-127	1.75	0.35
2.00	CP8153-128	2.00	0.50
2.10	CP8153-128	2.00	0.40
2.20	CP8153-128	2.00	0.30
2.30	CP8153-129	2.25	0.45
2.40	CP8153-129	2.25	0.35
2.50	CP8153-130	2.50	0.50
2.60	CP8153-130	2.50	0.40
2.70	CP8153-130	2.50	0.30
2.80	CP8153-131	2.75	0.45
2.90	CP8153-131	2.75	0.35
3.00	CP8153-132	3.00	0.50
3.10	CP8153-132	3.00	0.40
3.20	CP8153-132	3.00	0.30
3.30	CP8153-133	3.25	0.45
3.40	CP8153-133	3.25	0.35
3.50	CP8153-141	3.50	0.50
3.60	CP8153-141	3.50	0.40
3.70	CP8153-141	3.50	0.30
3.80	CP8153-141	3.50	0.20
3.90	CP8153-141	3.50	0.10
4.00		END OF CLUTCH LIFE	

**STAINLESS STEEL PRESSURE PLATE SHIM KITS**

- 'Standard' Pressure Plate 'Shim' Kit CP8153-7 contains plates 0.50 to 3.50 in 0.50 increments
- 'Intermediate' Pressure Plate 'Shim' Kit CP8153-8 contains plates 0.25 to 3.25 in 0.50 increments

**NOTES**

- Carbon Stack wear is calculated by subtracting the current stack height from the original stack height. (See the Carbon / Carbon Clutch instruction sheet.)
- Total Carbon / Carbon wear must not exceed **4.00mm**. If this figure is exceeded total clutch failure may occur.
- Do not fit pressure plates earlier than indicated in this chart as this will lead to malfunction. The maximum permissible early fitment allowance (0.10mm) has already been incorporated in this chart.
- The torque capacity of the clutch assembly reduces very rapidly once the maximum wear in figure is exceeded, this will lead to slipping and damaging heat generation, maximum release bearing travel may also be exceeded.
- Wear normally occurs evenly on each rubbing surface. If abnormal wear is present return the assembly to AP Racing for reconditioning.
- Axial hub float must be maintained at all times.
- NOTE (WEAR IN) The "Wear In" of a clutch denotes the amount of incremental wear on the carbon faces that can occur before the clamp load and hence torque capacity of the clutch drops below its minimum specified value. Wear compensation then becomes necessary to restore the original characteristics.