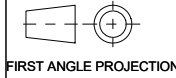


# A2 INSTALLATION DRAWING

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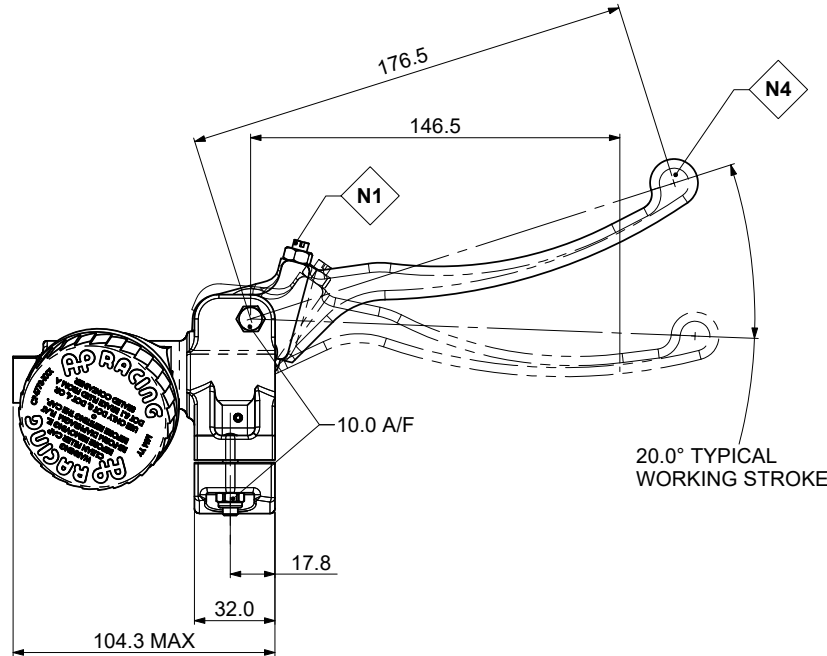
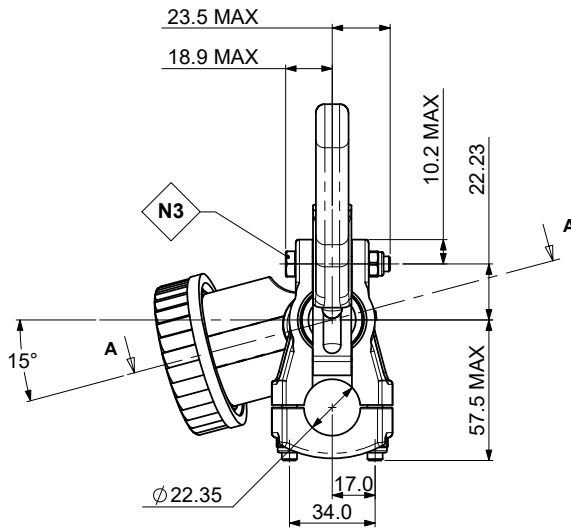


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Issue No.	Date & No.	Alterations		Zone	Initials
		Particulars			
21	18/07/13	ADDED TO SW ASSEMBLY COMPONENTS TABLE UPDATED			JN
22	27/04/2023 B8513_02	REMOVED OBSOLETE PART NUMBERS ADDED HYDRAULIC PORT DETAIL ADDED ADJUSTMENT GUIDE		A1 D6 D1	SGW



**N1** MASTER CYLINDER WILL BE SUPPLIED WITH SCREW ADJUSTER SET AT POSITION 0 (IE WITH ADJUSTER FLUSH WITH LOCK NUT) AT THIS SETTING PISTON TRAVEL IS AT MAXIMUM WHICH WILL GIVE BEST CONDITIONS FOR BLEEDING BRAKE SYSTEM. TYPICAL WORKING STROKE IS SHOWN AS A GUIDE ONLY. WORKING STROKE SHOULD BE SET TO RIDER'S PREFERENCE. AFTER INITIAL SETTING, ONLY SMALL ADJUSTMENTS OF ±0.5 TURNS SHOULD BE NECESSARY TO SUIT DIFFERING CONDITIONS.

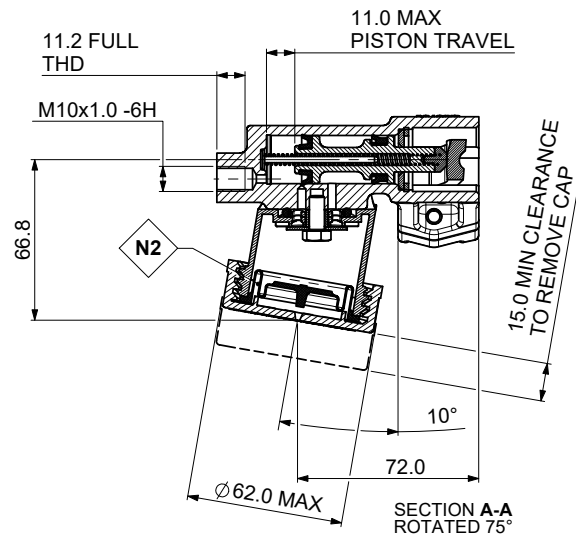
GUIDE TO ADJUSTMENT			
SCREW ADJUSTER	BRAKING	LEVER TRAVEL	LEVER FEEL
IN-CLOCKWISE OUT-ANTICLOCKWISE	DECREASED INCREASED	DECREASED INCREASED	HARDER SOFTER

LEVER TRAVEL WILL USUALLY INCREASE SLIGHTLY IN DYNAMIC APPLICATION OVER STATIC SETTING, DUE TO DISC RUNOUT ETC. IT IS THEREFORE ADVISABLE TO SET LEVER FEEL ON THE HARD SIDE FOR INITIAL TEST.

**N2** WHEN REFILLING RESERVOIR ENSURE BELLOW IS REFORMED AS SHOWN.

**N3** IF PIVOT BOLT IS REMOVED WHEN REPLACING CARE SHOULD BE TAKEN NOT TO OVERTIGHTEN NUT OR ELSE LEVER WILL BE CLAMPED BY FLANGESM

**N4** IF ANY IMPACT IS SUSTAINED ON LEVER CAUSING A HIGH PRESSURE INPUT TO BRAKE SYSTEM, WHOLE SYSTEM SHOULD BE REPLACED.



PART NO.	CYLINDER BOX SIZE	NO OF TURNS ON SCREW ADJUSTER (ANTICLOCKWISE)	TOTAL LEVER RATIO AT TYPICAL WORKING STROKE	EQUIVALENT CYLINDER BORE SIZE FOR 6.4/1 LEVER RATIO	LEVER LOAD L TO ACHIEVE 68 BAR (100PSI) LINE PRESSURE
CP3125 - 2 RH	19.0	0	6.40/1	19.0	307N (69lb)
		1	7.02/1	18.2	280N (63lb)
		2	7.73/1	17.3	254N (57lb)
		3	8.50/1	16.5	231N (52lb)
		4	9.34/1	15.8	209N (47lb)

SCALE 2:3 SHEET 1 OF 1

DRAWN JAMES NURSE

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TITLE  
ADJUSTABLE RATIO M/C  
HANDLEBAR MASTER CYLINDER

DRG NO. CP3125-1