

A1 INSTALLATION DRAWING

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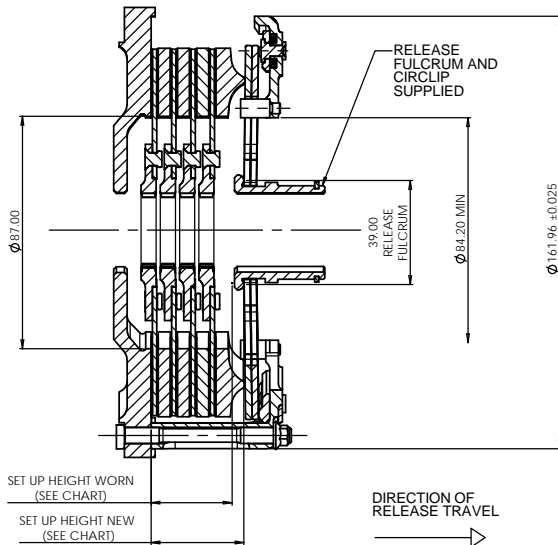
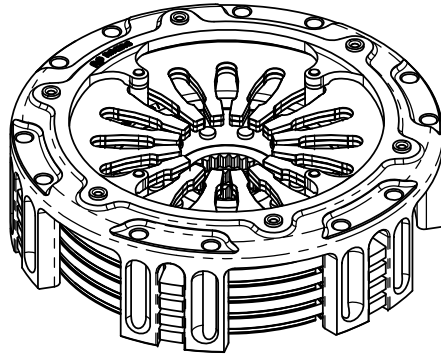


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CP8884 Ø140mm (5.5") CUSHIONED PULL TYPE SINTERED CLUTCH ASSEMBLY.



FOR OPTIONAL PULL TYPE SLAVE CYLINDER
DETAIL SEE SHEET 3

CP8884 CLUTCH FAMILY

MAXIMUM DYNAMIC TORQUE CAPACITY			
(Nm)	1392		
(ft.lb)	1026		
RELEASE LOAD			
Max. Peak Worn (N)	5700		
Max. Peak New (N)	4000		
WEAR IN (See Note)	1.50		
Set Up Height New	37.43		
Set Up Height Worn	33.95		
(Set Up Height is calculated from the flywheel friction face.)			
Release Ratio	4.41		
	Steel Cover	Aluminium Cover	Titanium Cover
Assembly Mass	4.00kg	n/a	n/a
Assembly Inertia	0.0136 kg.m ²	n/a	n/a
Estimated Driven Plate Inertia = 0.0024175 Kgm ²			
PERFORMANCE SUFFIX	OH		
For Reference			
Diaphragm Spring Rate	ORA		
Clutch Ratio	HiR		

MATERIAL SUFFIX	COVER MATERIAL	DRIVEN PLATE MATERIAL	DRIVEN PLATE THICKNESS
90	STEEL	SINTERED	2.63mm

FLYWHEEL TYPE		
	SUFFIX	COMMENTS
STANDARD FLAT FLYWHEEL	FR	FOR INSTALLATION DATA SEE SHEET 2
STANDARD STEPPED FLYWHEEL	SR	n/a

Sample AP Racing Part No. **CP8884-OH90-FR**

WEAR IN				
THIS CLUTCH HAS BEEN DESIGNED FOR THE WEAR IN INDICATED ABOVE,				
DRIVEN PLATE THICKNESS NEW: 2.63mm MIN				
	FOR 0.75 WEAR-IN	FOR 1.25 WEAR-IN	FOR 1.50 WEAR-IN	
DRIVEN PLATE THICKNESS WORN:	n/a	n/a	2.26	

DRIVEN PLATES AVAILABLE WITH THE FOLLOWING SPLINE SIZES	
SPLINE	PART No.
1" X23T	
7/8" x 20T	
1 5/32" x 26T	CP3683-17FM3
29.0 x10T	
1 1/8" x10T	

Issue No.	Alterations			Zone	Initials
	Date & No.	Particulars	#		
1	05/10/18 C5253	FIRST ISSUE			BSM
2	01/11/18 C5253:02	SUH NEW CORRECTED WAS 37.34			J11 BSM
3	20/12/18 C5253:07	RELEASE LOAD VALUES ADDED			K11 BSM
4	02/07/19 RAC23346	MAX NEW WORN WAS AT TRAVEL RELEASE LOAD CORRECTED			K10 BSM

SCALE 1:1	SHEET 1 OF 3
DRAWN	OLIVER MERCER
APPROVED	
DERIVED FROM	CP8804CD
TITLE	Ø140mm (5.50") QUAD PLATE I-DRIVE CLUTCH ASSEMBLY
DRG NO.	CP8884CD

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RECOMMENDED CLUTCH MOUNTING :
(FOR ALL TYPES OF ASSEMBLY)
M6 x 1.0, CP4703 FAMILY STUD AND K-LOCK NUT.
NUTS TO BE TIGHTENED IN A DIAMETRICALLY-OPPOSITE SEQUENCE, HALF A TURN AT A TIME
TIGHTENING TORQUE : 10Nm (7.5 ft.lb)

LENGTH OF STUD REQUIRED TO BE CALCULATED THUS :

STUD LENGTH = DIMENSIONS 'C' + 'F' + ('R' OPTIONAL) + NUT

THIS CALCULATED LENGTH TO BE ROUNDED UP TO THE NEXT AVAILABLE STANDARD STUD LENGTH.

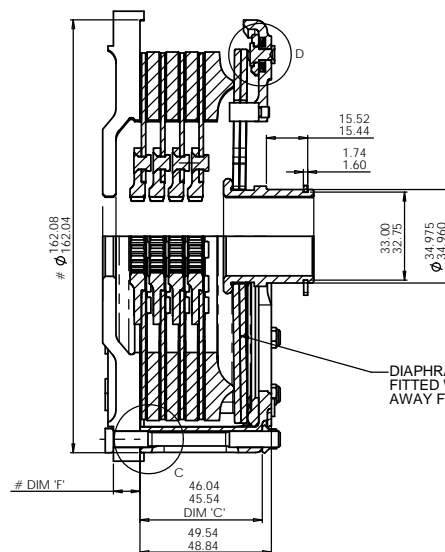
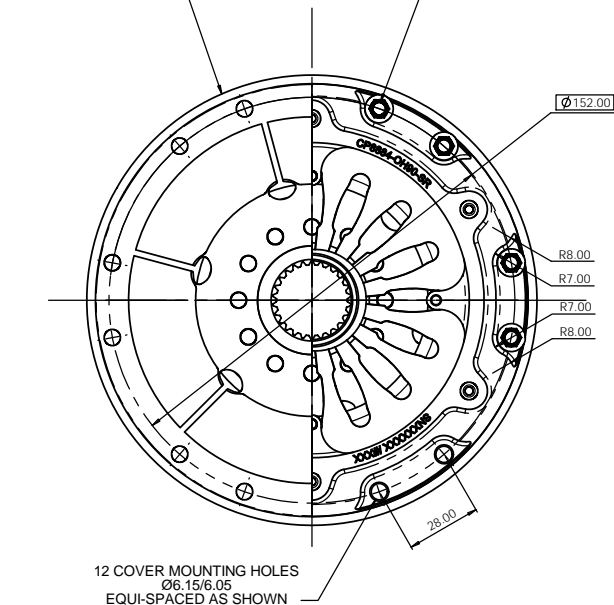
THIS ASSEMBLY IS SUPPLIED NEW WITH AN INSTALLATION PLATE AS SHOWN. THIS IS TO ALLOW THE ASSEMBLY TO BOLTED TO THE FLYWHEEL WITHOUT DAMAGING ANY OF THE CLUTCH COMPONENTS.

AFTER BOLTING THE CLUTCH TO THE FLYWHEEL REMOVE THE CIRCLIP AND INSTALLATION PLATE AND RETAIN FOR USE WHEN REMOVING THE ASSEMBLY FROM THE FLYWHEEL.

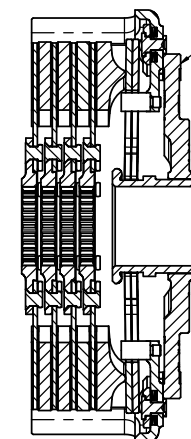
NOTE WHEN REMOVING A WORN CLUTCH ASSEMBLY THE INSTALLATION PLATE IS TO BE FITTED WITH THE 'WORN CONDITION - THIS SIDE UP' INSTRUCTION ON THE OUTSIDE.

WHEN RETURNING THIS CLUTCH ASSEMBLY BACK TO AP RACING FOR RECONDITIONING PLEASE RETURN WITH THIS INSTALLATION PLATE FITTED.

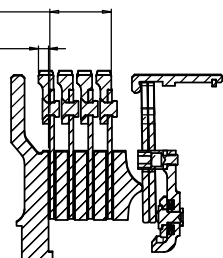
(RECOMMENDED FOR CP4703 STUDS)
6 x 2 MOUNTING HOLES Ø6.012/6.000
EQUI-SPACED



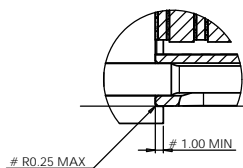
DIAPHRAGM SPRINGS TO BE FITTED WITH COATED FACES AWAY FROM THE FLYWHEEL.



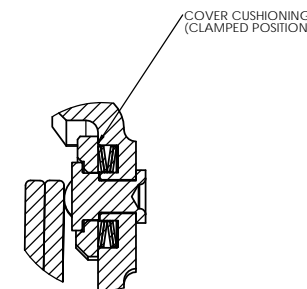
24.00 MAXIMUM NEW
4.25 MAXIMUM WORN



FLYWHEEL DIMENSIONS



DETAIL C
SCALE 2 : 1



DETAIL D
SCALE 3 : 1

Issue No.	Alterations		Zone	Initials
	Date & No.	Particulars		
		SEE SHEET 1 FOR ISSUE INFORMATION.		

SCALE 1:1	SHEET 2 OF 3
DRAWN	OLIVER MERCER
APPROVED	
DERIVED FROM	CP8804CD
TITLE	
Ø140mm (5.50") QUAD PLATE I-DRIVE CLUTCH ASSEMBLY	
DRG NO.	CP8884CD

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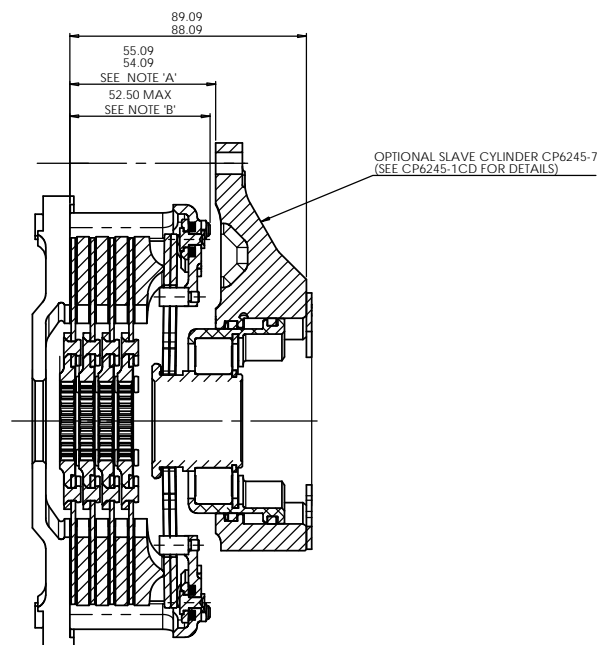
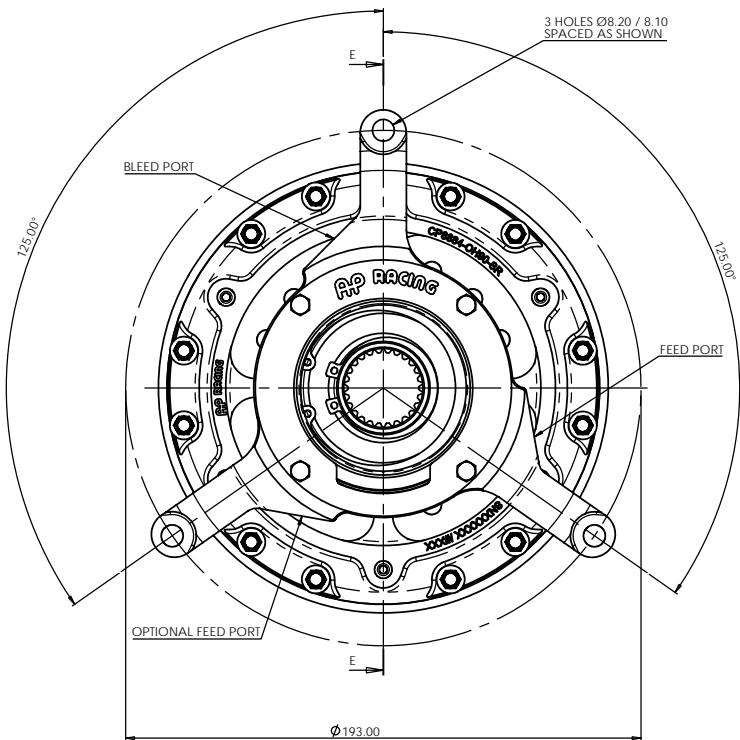
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SECTION E-E

NOTE 'A'
THIS DIMENSION MUST BE MAINTAINED BY THE USE OF CORRECT LENGTH STUDS/SLEEVES TO ENSURE PROPER FUNCTIONING OF THE RELEASE MECHANISM.

NOTE 'B'
IN THE CASE OF 'OVER LONG' MOUNTING STUD PROTRUSION THROUGH NUT SOME MACHINING OF STUD LENGTH MAY BE REQUIRED.

PLEASE CHECK SLAVE CLEARANCE

SLAVE CYLINDER SET-UP HEIGHT FROM NEW MUST MAKE ALLOWANCES FOR MAXIMUM CLUTCH WEAR-IN (1.50 mm) AND MAXIMUM RELEASE TRAVEL (4.00mm).

ISSUE No.	Alterations			Zone	Initials
	Date & No.	Particulars			
-	-	SEE SHEET 1 FOR ISSUE INFORMATION.	-	-	-

SCALE 1:1		SHEET 3 OF 3	
DRAWN	OLIVER MERCER		
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