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

FIRST ANGLE PROJECTION

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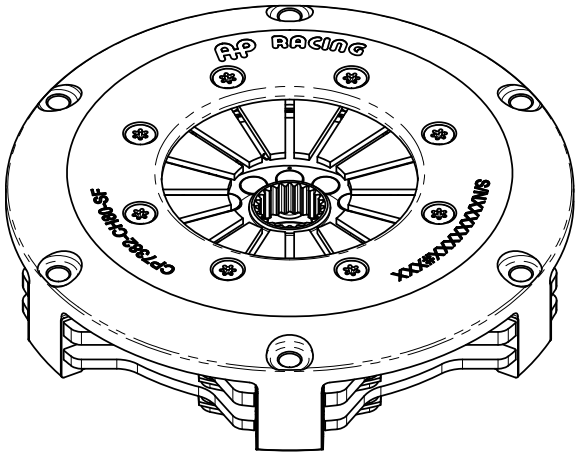
e-mail: engineering@apracing.co.uk
Web site: http://www.apracing.com

CP7382, Ø184mm (7.25") SINTERED CLUTCH ASSEMBLY

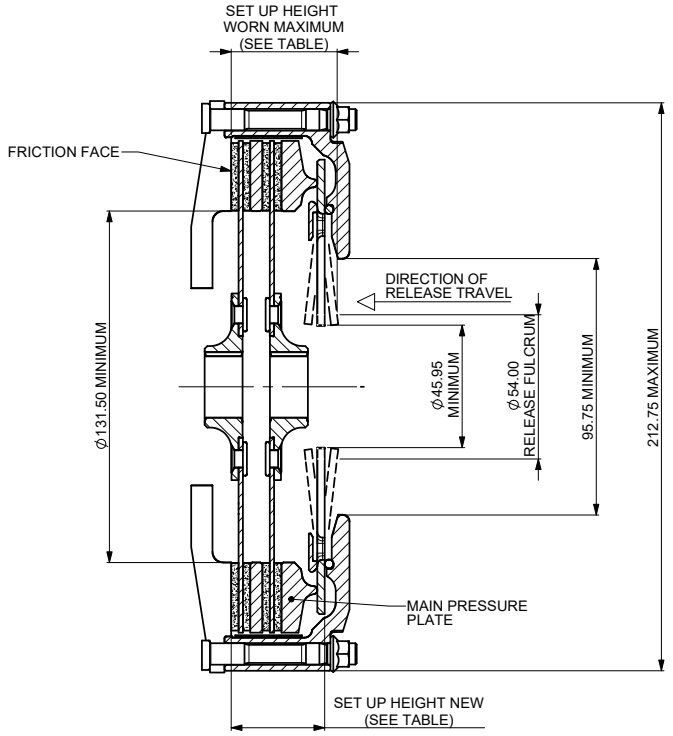


RECOMMENDED RELEASE BEARING :

STEEL CAGED, ROUND NOSED BALL TYPE BEARING TO BE FREE OF SPRING FINGERS WHEN CLUTCH IS FULLY ENGAGED.

CP3457-2 STANDARD RELEASE BEARING (OUTER RACE ROTATES)
CP3457-6 HIGH SPEED RELEASE BEARING (INNER RACE ROTATES).

RELEASE TRAVEL TO BE LIMITED TO 5.50mm MAXIMUM



CP7382 CLUTCH FAMILY

MAXIMUM DYNAMIC TORQUE CAPACITY							
(Nm)	644	426	266				
(ft.lb)	475	314	196				
RELEASE LOAD							
Max. Peak New (N)	3500	2400	1600				
Max. Peak Worn (N)	4400	3300	2200				
WEAR IN (See Note)	0.75	0.75	0.75				
Set Up Height New	37.01 34.64	37.66 35.29	36.92 34.55				
Set Up Height Worn - MAX	39.68	40.34	39.59				
(Set Up Height is calculated from the flywheel friction face.)							
Release Ratio	3.42	3.42	3.42				
Estimated Assembly Mass (Inc. Hub with Steel Main Pressure Plate) = 2.79 Kg							
Estimated Assembly Inertia (Inc. Hub with Steel Main Pressure Plate) = 0.0181 Kgm²							
Estimated Driven Plate and Hub Inertia (See Driven Plate Section of Table)							

PERFORMANCE SUFFIX	CH	OH	NH				
For Reference							
Diaphragm Spring Rate	CRV	ORA	GRN				
Clutch Ratio	HiR	HiR	HiR				

MATERIAL SUFFIX	DRIVE PLATE MATERIAL	DRIVE PLATE THICKNESS		
80	CERAMETALLIC	7.11mm		

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

Sample AP Racing Part No. **CP7382-CH80-SF**

WEAR IN
THIS CLUTCH HAS BEEN DESIGNED FOR THE WEAR IN INDICATED ABOVE,
DRIVEN PLATE THICKNESS NEW: 7.15mm MAX
DRIVEN PLATE THICKNESS WORN: 6.74mm MIN

DRIVEN PLATES - SEE SHEET 2

TYPICAL DRIVEN PLATE SIZES - CONTACT AP RACING FOR OTHERS AVAILABLE

SPLINE	3 PADDLE (CP8300 TYPE)	4 PADDLE (CP8400 TYPE)	6 PADDLE (CP8600 TYPE)	ORGANIC (CP5386 TYPE)
1" X 23T	CP8300-A036H	CP8400-A036H	CP8600-A036H	CP5386-10
7/8" x 20T	CP8300-A026	CP8400-A026	CP8600-A026	CP5386-12
1 5/32" x 26T	CP8300-A040	CP8400-A040	CP8600-A040	N/A
29.0 x10T	CP8300-A008	CP8400-A008	CP8600-A008	CP5386-15
TYPICAL INERTIA (Kgm²)	0.0008	0.0010	0.0015	0.0012

Issue No.	Alterations: Date & No.	Particulars	Zone	Initials
		FOR ALL ISSUE RECORDS PRE SEE ARCHIVE COPY	13	
7	07/10/14 C4778	DRAWING UPDATED TO CURRENT STANDARD **SUH CHANGES** (AS NOW MEASURED FROM FRICTION FACE NOT FLYWHEEL STEP) CH ASSEMBLY: 37.01 WAS 39.95, 34.64 WAS 37.05, 39.68 WAS 42.97 OH ASSEMBLY: 37.66 WAS 40.70, 35.29 WAS 37.77, 40.34 WAS 43.72 NH ASSEMBLY: 36.92 WAS 40.49, 34.55 WAS 37.59, 39.59 WAS 43.51.	#	DCB
8	26/07/19	PICTORIAL UPDATE TO DRIVEN PLATES	#	BJP
9	29/01/20	CORRECTED RELEASE LOADS (NEW/WORN SWAPPED)	K8	BJP
10	21/01/21 RAC23396	DRIVE PLATE THICKNESS WORN 6.74 WAS 6.32	C10	DCB

SCALE 1:1	SHEET 1 OF 2
DRAWN	DAVID CONSTABLE-BERRY
APPROVED	
DERIVED FROM	CP7972

TITLE
Ø184 (7.25") TWIN PLATE CLUTCH INSTALLATION

DRG NO. CP7382-1CD

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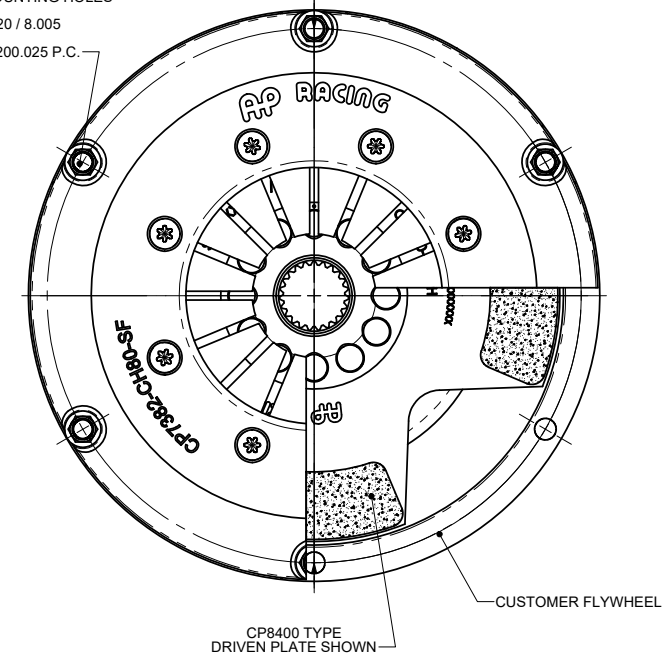
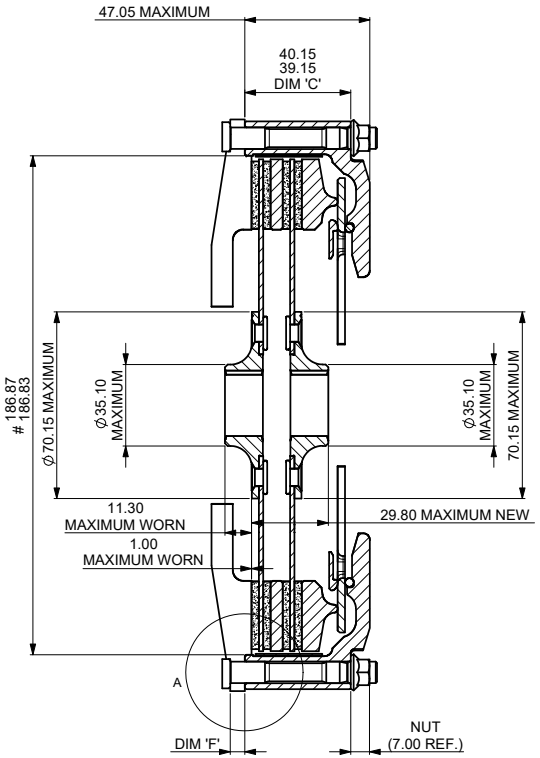
Issue No.	Alterations: Date & No.	Alterations: Particulars	Zone	Initials
-	-	SEE SHEET 1 FOR ISSUE INFORMATION.	-	-

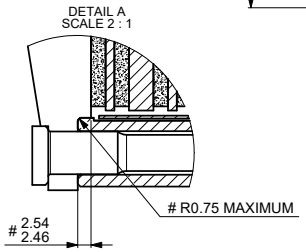
FLYWHEEL DIMENSIONS

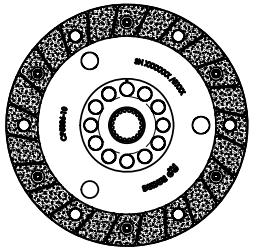
FLYWHEEL DIMENSIONS

STEPPED FLYWHEEL SUFFIX -SF

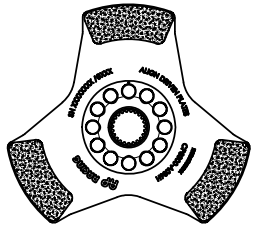




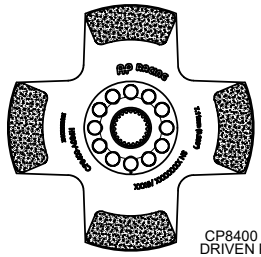




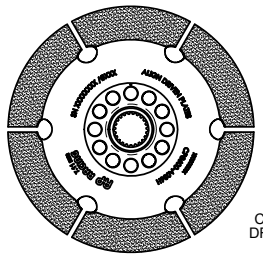
CP5386 TYPE ORGANIC
DRIVEN PLATE
NOTE:(NOT TO EXCEED
7000rpm)
1:2 SCALE



CP8300 TYPE
DRIVEN PLATE
1:2 SCALE



CP8400 TYPE
DRIVEN PLATE
1:2 SCALE



CP8600 TYPE
DRIVEN PLATE
1:2 SCALE

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. RUN OUT AT R77.2, ≤0.08
WHEN ASSEMBLED TO CRANKSHAFT.

SCALE 1:1	SHEET 2 OF 2
DRAWN	DAVID CONSTABLE-BERRY
APPROVED	
DERIVED FROM	CP7972

TITLE
Ø184 (7.25") TWIN PLATE
CLUTCH INSTALLATION

DRG NO. CP7382-1CD