

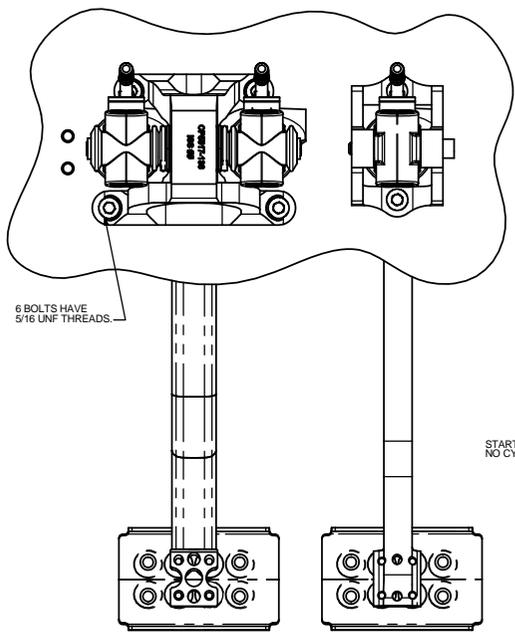
A0 INSTALLATION DRAWING

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

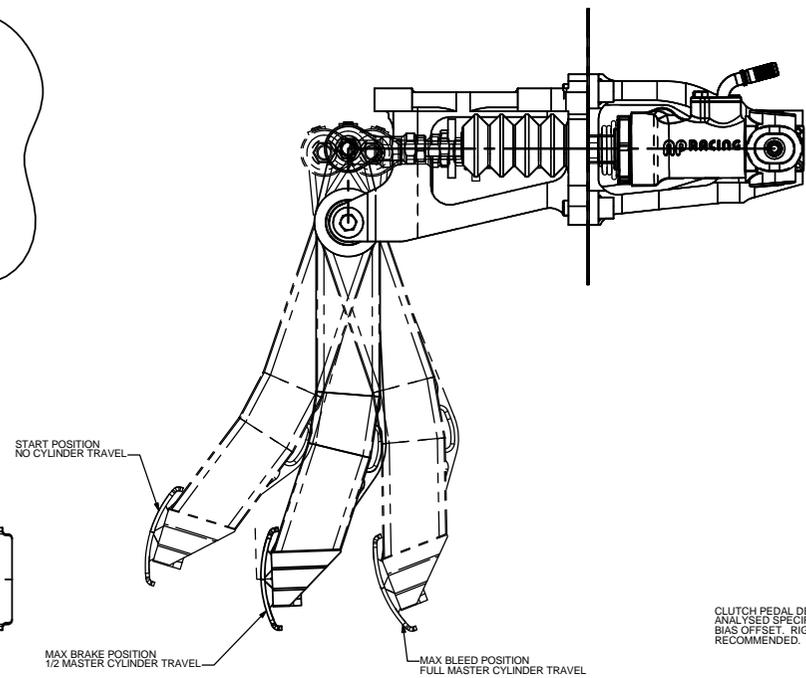
FIRST ANGLE PROJECTION

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
 AP Racing
 Wheeler Road
 Coventry
 CV3 4LB
 Tel: +44 024 7663 9595
 Fax: +44 024 7663 9559
 e-mail: sales@apracings.co.uk
 © AP Racing Ltd. 2005 Web site: HTTP://www.apracings.com



6 BOLTS HAVE 5/16 UNF THREADS.

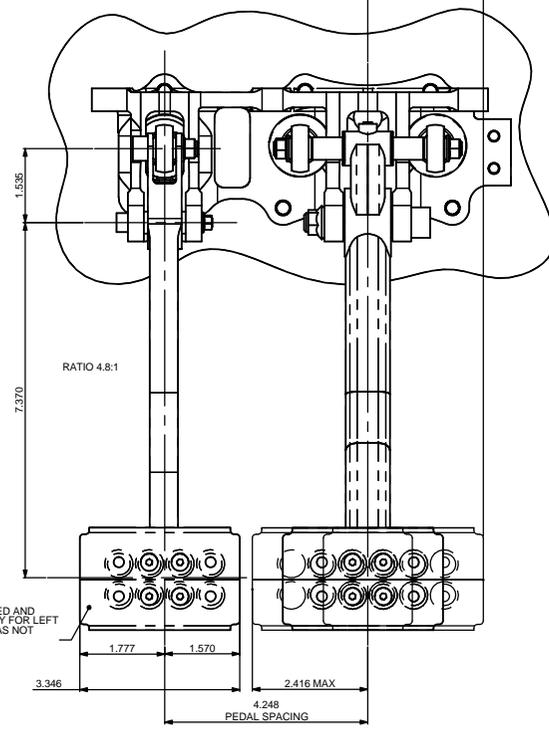


START POSITION NO CYLINDER TRAVEL

MAX BRAKE POSITION 1/2 MASTER CYLINDER TRAVEL

MAX BLEED POSITION FULL MASTER CYLINDER TRAVEL

CLUTCH PEDAL DESIGNED AND ANALYSED SPECIFICALLY FOR LEFT BIAS OFFSET. RIGHT BIAS NOT RECOMMENDED.



1.535

7.370

1.777

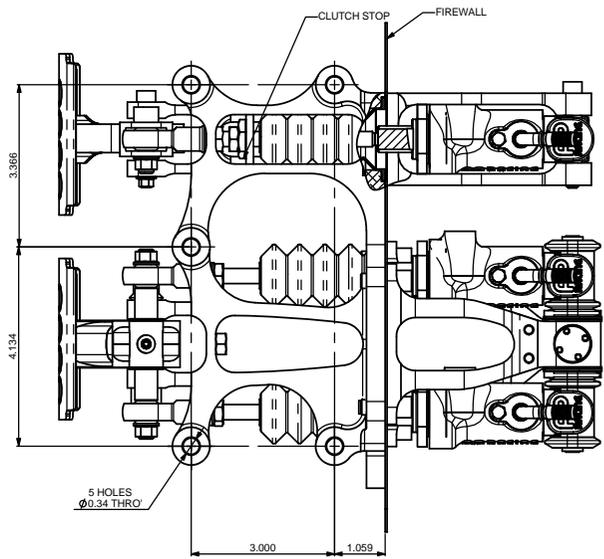
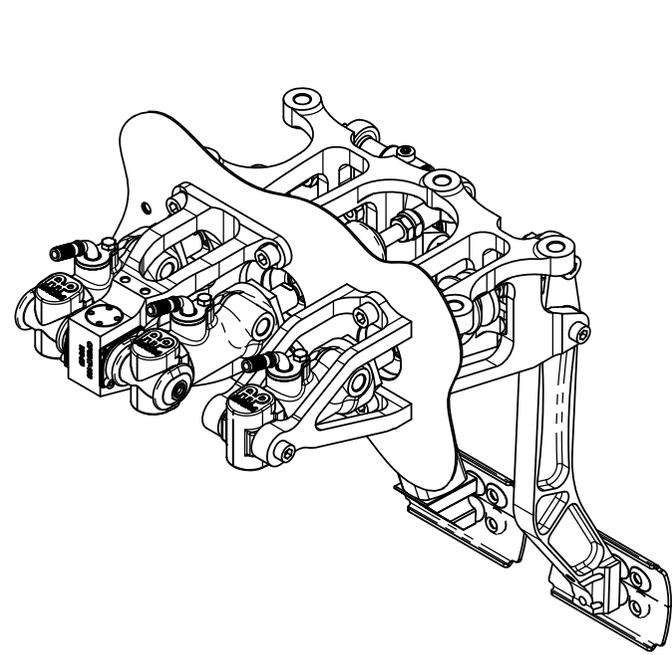
1.570

3.346

2.416 MAX

4.248 PEDAL SPACING

RATIO 4.8:1



3.966

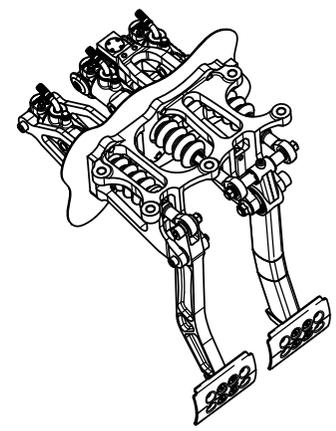
4.134

5 HOLES Ø0.34 THRU

3.000

1.059

CLUTCH STOP FIREWALL



GENERAL DESCRIPTION:
 THIS IS CP5517-1 PEDAL BOX ASSEMBLY. THE PEDAL BOX FEATURES A STEEL FABRICATED BRAKE PEDAL AND MACHINED ALUMINIUM CLUTCH PEDAL. THE PEDAL BOX UTILISES THE NEW HIGH EFFICIENCY CYLINDERS AND LOW FRICTION BALANCE BAR ASSEMBLY. THE PEDAL BOX ALSO FEATURES A CLUTCH STOP NUT THAT USES THE BASE PLATE TO RESTRICT TRAVEL. THE PEDAL BOX USES 4 MAIN SEPARATE SECTIONS THAT ENABLE KEY COMPONENTS TO BE REMOVED WITHOUT REMOVING THE WHOLE PEDAL BOX FROM THE VEHICLE. RUBBER BELLOWS ARE USED TO SEAL THE FIREWALL. THE PEDAL BOX USES BALL BEARINGS TO REDUCE LOSSES IN THE PIVOTS.

Alterations		Drawn	Checked
Date & No.	Particulars		
1 19/12/2003	FIRST ISSUE		
2 12/08/2004	SHEETS 3 ADDED		
3 07/18/04	SPARES INFORMATION ADDED		
3 02/09/2004	RUBBER BOOTS INFO ADDED		
4 17/11/2004	SHEET 3 SPARES SHEET UPDATED		
5 06/07/2005	SHEET 3 CP5517-34 KIT ADDED		
6 16/04/07	BRAKE AND CLUTCH PEDAL UPDATED. NEW PRESSED FOOTPADS ADDED		
7 16/10/2008	BALANCE BAR AND EXTRAS UPDATED.		
8 15/09/2009	BRAKE PEDAL UPDATED.		
9 19/10/2009	SHEET 3 REF 5 CP5527-129 WAS CP5517-149		
10 13/04/16	CLUTCH BRACKET REPLACED CP5527-103 WAS CP5517-104		

SCALE 1:1	SHEET 1 OF 3
DRAWN Steve Thomas	
APPROVED	
DERIVED FROM	
TITLE	HIGH EFFICIENCY UNDERSLUNG PEDAL BOX
DRG NO.	CP5517-1

A0 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

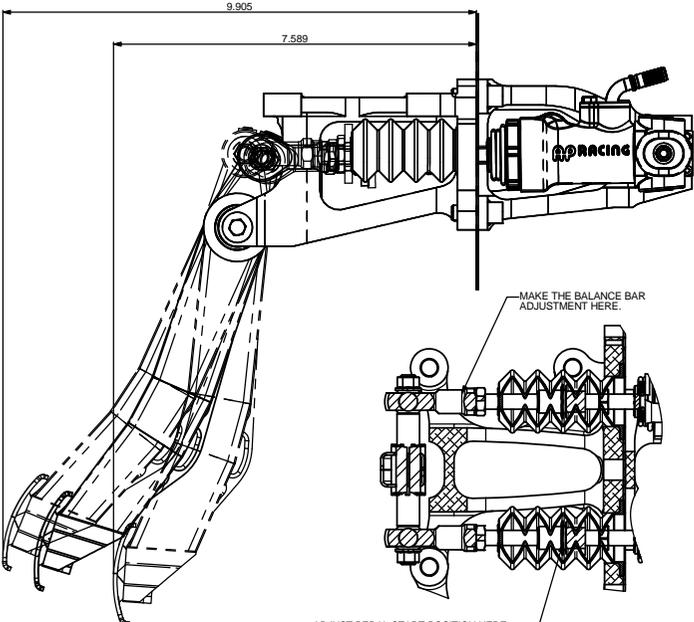
FIRST ANGLE PROJECTION

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
 AP Racing
 Wheeler Road
 Coventry
 CV3 4LB
 Tel: +44 (0)24 7663 9595
 Fax: +44 (0)24 7663 9559
 e-mail: sales@apracings.co.uk
 Web site: HTTP://www.apracings.com
 © AP Racing Ltd. 2005

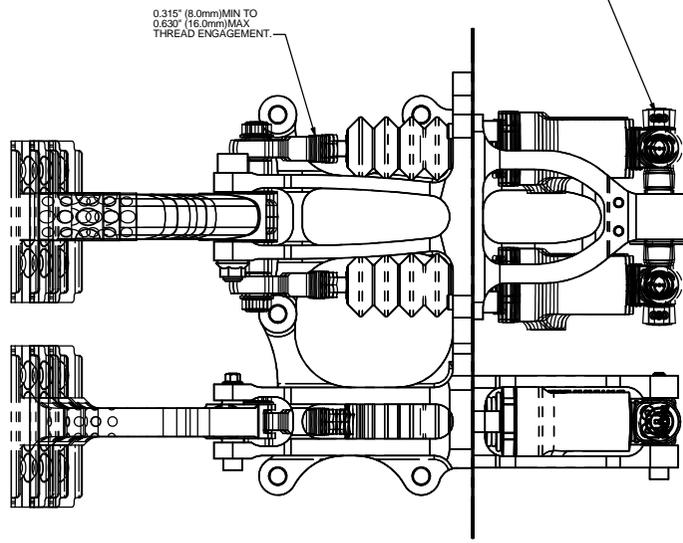
Alterations		Date	Particulars
0	00/02		SEE SHEET 1 FOR ISSUE LEVEL

APPROXIMATE VALUES



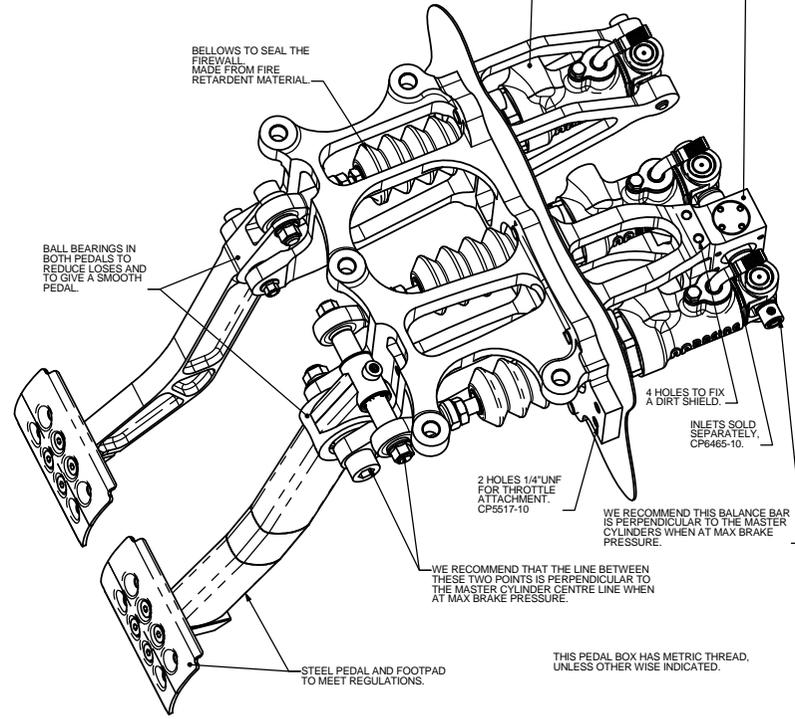
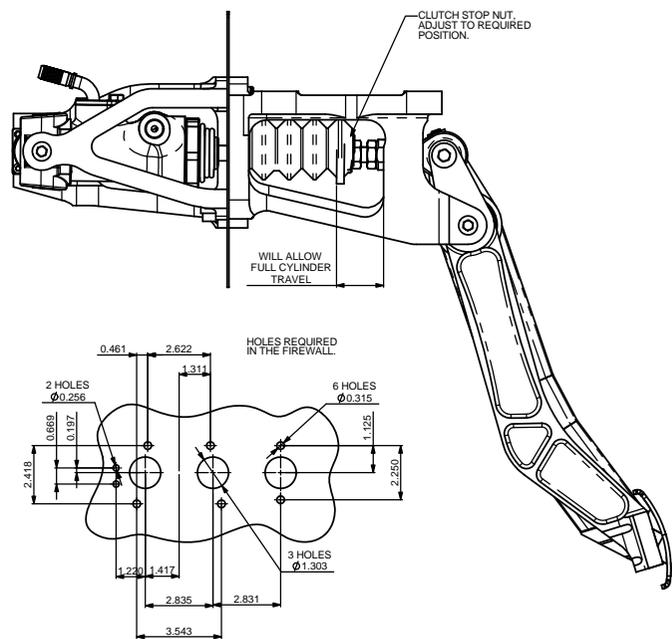
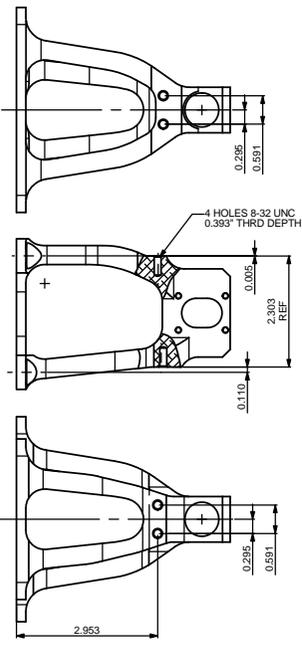
THIS VIEW INDICATES THE PEDALS START POSITION ADJUSTMENT, BY ALTERING THE THREAD ENGAGEMENT AT THE POINT INDICATED YOU KEEP THE BALANCE BAR ADJUSTMENT AND THE PEDAL POSITION ADJUSTMENT SEPARATE.

ADJUST PEDAL START POSITION HERE. 0.315" (8.0mm) MIN TO 0.787" (20.0mm) MAX THREAD ENGAGEMENT.



HIGH EFFICIENCY MASTER CYLINDERS CP6465.

WE RECOMMEND THAT NO MORE THAN 0.197(5.0mm) ADJUSTMENT EACH WAY, AS THIS WILL LEAD TO INEFFICIENCY IN THE BALANCE BAR.



SCALE 1:1	SHEET 2 OF 3
DRAWN Steve Thomas	
APPROVED	
DERIVED FROM	
TITLE	
HIGH EFFICIENCY UNDERSLUNG PEDAL BOX	
DRG NO.	CP5517-1

