

A1 INSTALLATION DRAWING

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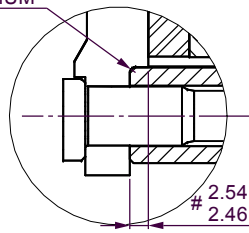
12 MOUNTING HOLES Ø8.15/8.05

EQUI-SPACED AS SHOWN

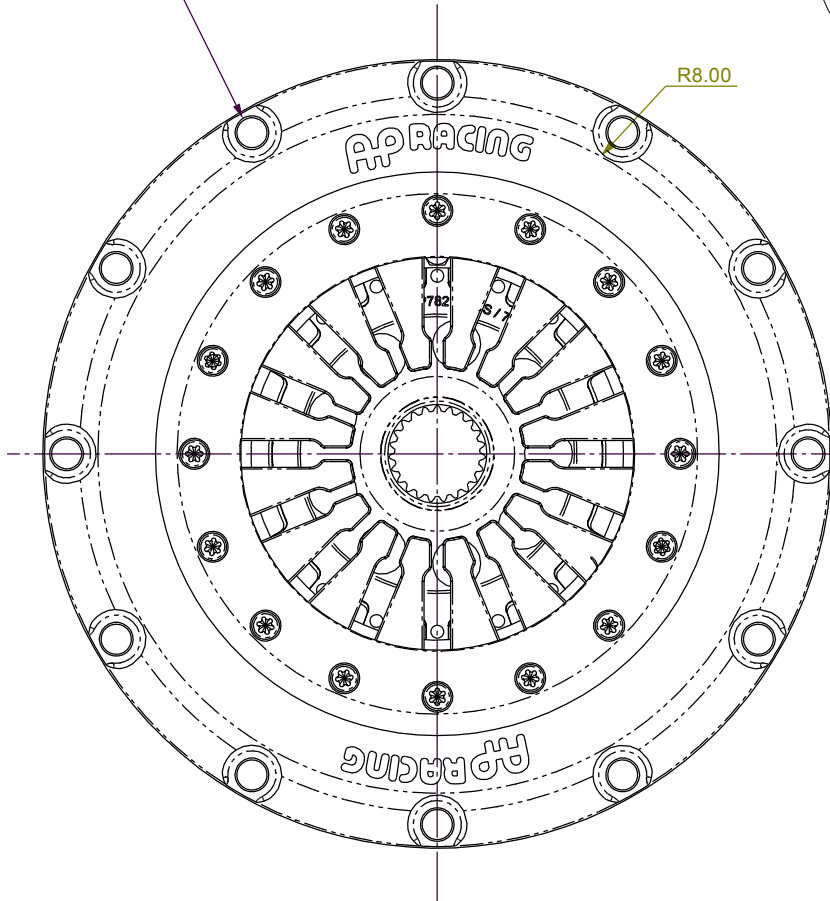
Ø200.025 P.C.

± 0.05

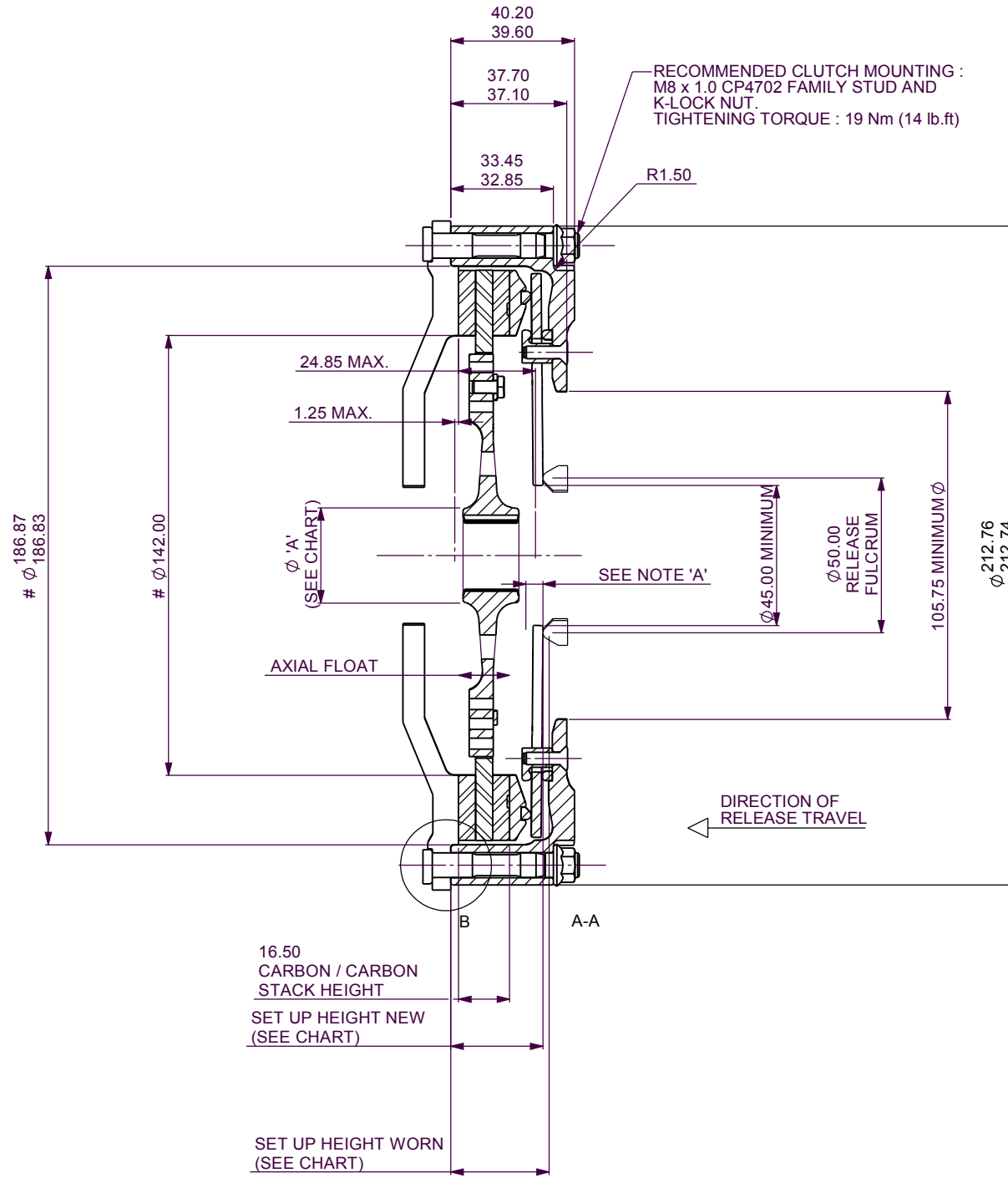
R0.75 MAXIMUM



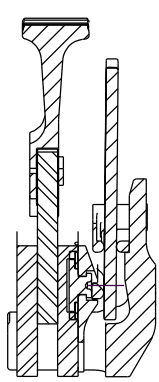
DETAIL B SCALE 2 : 1



R8.00



RECOMMENDED CLUTCH MOUNTING :
M8 x 1.0 CP4702 FAMILY STUD AND
K-LOCK NUT.
TIGHTENING TORQUE : 19 Nm (14 lb.ft)



SECTION SHOWING THE CUSHION PRESSURE PLATE SYSTEM (SEE SHEET 2 FOR DETAILS)

CLUTCH PART No. SUFFIX	CP8031-TV02-SP	CP8031-CV02-SP	CP8031-OV02-SP
MAXIMUM DYNAMIC TORQUE CAPACITY Nm (lb/ft)	524 (368)	371 (273)	315 (232)
MAXIMUM WEAR IN #	1.25	1.25	1.25
RELEASE LOAD (MAX PEAK WORN) daN	550	445	415
RELEASE LOAD (AT TRAVEL) daN	435	375	295
SET UP HEIGHT NEW	30.36	30.16	29.85
	28.87	28.67	28.44
SET UP HEIGHT WORN	35.28	35.08	34.53

THIS CLUTCH HAS BEEN DESIGNED FOR THE WEAR IN INDICATED, WHICH MUST BE COMPENSATED FOR BY USING PRESSURE PLATES FROM EITHER OF THE KITS DETAILED BELOW. MAXIMUM CARBON STACK WEAR IS 4.00mm
AXIAL HUB FLOAT MUST BE MAINTAINED

PRESSURE PLATE FULCRUM KIT - SEE SHEET 2 FOR DETAILS			
STANDARD	CP8031-6	CP8031-6	CP8031-6
0.5 - 2.50, 0.50 STEPS	CP8031-7	CP8031-7	CP8031-7
INTERMEDIATE	CP8031-7	CP8031-7	CP8031-7
0.25 - 2.75, 0.50 STEPS	CP8031-7	CP8031-7	CP8031-7

HUB DETAILS		
HUB PART No.	SPLINE DETAIL	Ø'A' MAX
CP7821-4S	1.00" x 23T	30.25
CP7821-6S	23.8 x 23T	30.25
HUBS ARE AVAILABLE WITH OTHER SPLINE SIZES.		

ASSEMBLY MASS AND INERTIA		
ASSEMBLY MASS (kg)	ASSEMBLY INERTIA (kgm ²)	DRIVEN PLATES & HUB INERTIA (kgm ²)
2.54	0.01545	0.0061

NOTE A :

RELEASE TRAVEL TO BE LIMITED TO 5.50mm MAXIMUM.

THIS WIRE MUST BE REMOVED BEFORE USE.

- FLYWHEEL DIMENSIONS.
ALTERNATIVE CLUTCH MOUNTING:
CAP HEAD BOLT (C'BORED TREAD)
TIGHTENING TORQUE 22.0 Nm (16 lb ft)

Issue No	Alterations		Zone	Initials
	Date & No.	Particulars		
1	05/07/05 C2698	FIRST ISSUE	#	JG
2	12/10/05 C2766	DRIVEN PLATE CARBON FIXING CHANGE	#	JG
3	25/10/05 C2765	CP8031-CV ADDED.	#	JG
4	09/11/05 RAC21286	PART No. SUFFIX FOR CUSHION PRESSURE PLATE 'SP' WAS 'SC'.	#	JG
5	10/11/05	SHEET 2 ADDED CONTAINING CPS AND REPLACEMENT FULCRUM DETAIL	#	JG
6	28/11/05	PRESSURE PLATE KITS : 1.50 WAS 2.50 1.75 WAS 2.25 TO SUIT 1.25 WEAR-IN AND 0.50 INCREMENTS	#	JG
7	31/05/06 C2914	CP8031-OV02-SP ADDED TO DRAWING SET-UP HEIGHT CORRECTED TV02-SP SPEC: 30.36/28.87 WAS 30.45/28.87 35.28 WAS 35.98 CV02-SP SPEC: 30.16/28.67 WAS 30.25/28.67 35.08 WAS 35.78	C3	sdw
8	13/09/06	Ø212.76/212.74 ADDED.	H14	JG
9	09/08/07 C3197	CLUTCH WEAR-IN 4.00mm WAS 3.00mm FULCRUM KITS CP8013-6 AND CP8031-7 INCREMENTS INCREASED IN-LINE	#	JG
10	08/06/09 C3197	1.25 MAX WAS 0.80 MIN	J10	JG

SCALE 1:1 SHEET 1 OF 2

DRAWN: Jeremy Govan
APPROVED:
DERIVED FROM:

TITLE
Ø184mm CARBON / CARBON SINGLE PLATE CLUTCH ASSEMBLY (WITH CUSHION PRESSURE PLATE)

DRG NO. CP8031-2CD

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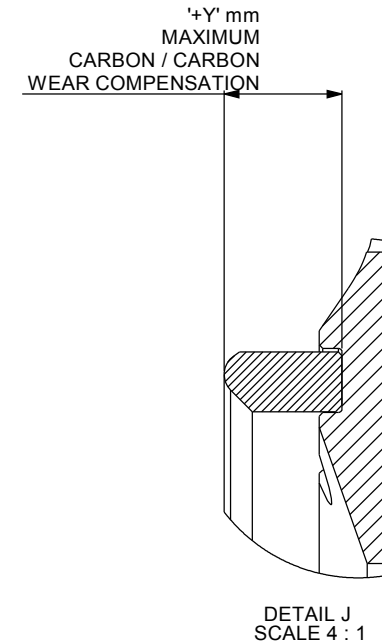
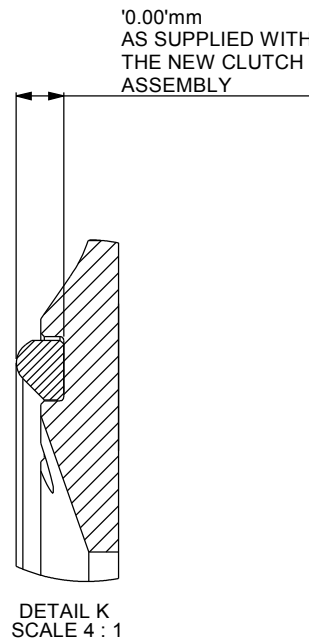
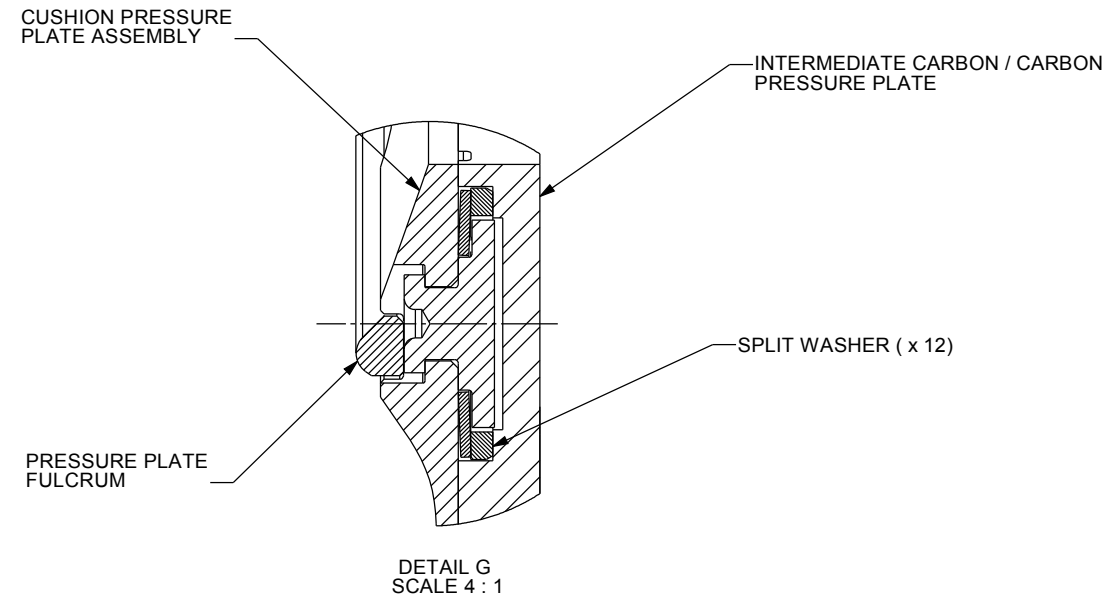
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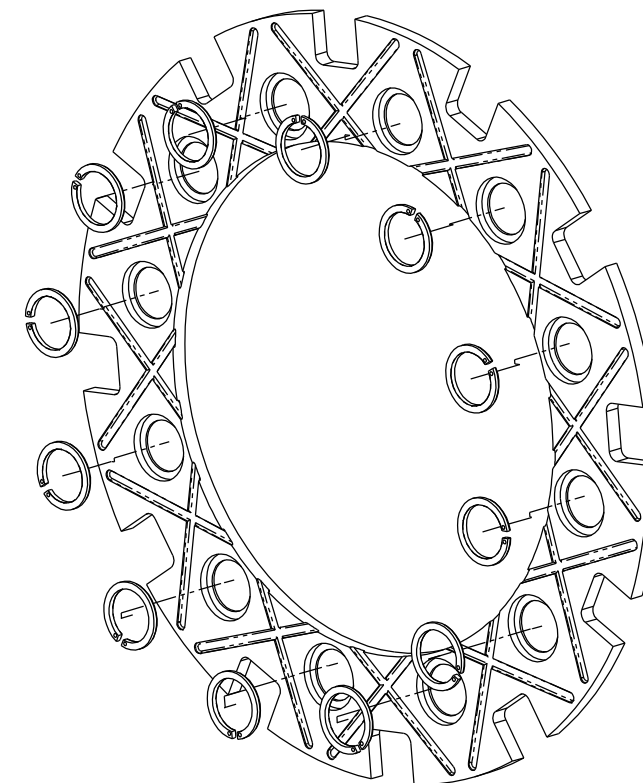
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WEAR COMPENSATION IS ACHIEVED BY REPLACING THE PRESSURE PLATE FULCRUM RING AS SHOWN ABOVE. SEE SHEET ONE FOR KIT PART NUMBERS AND INCREMENT DETAILS.

FITTING OF SPLIT WAHERS

COMPRESS THE SPLIT WASHER USING PLIERS AND FIT INTO THE LARGER OF THE RECESSED COUNTER BORES IN THE CARBON / CARBON INTERMEDIATE PRESSURE PLATE. CHAMFER FIRST ENSURE THE SPLIT WASHER ARE FLUSH WITH THE BOTTOM OF THE POCKET



CUSHIONING REPLACEMENT CRITERIA



WITH TIME AND USE THE CUSHIONING EFFECT WILL DETERIORATE AND COMPONENTS SHOULD BE SERVICED WITH THE ABOVE KIT WHEN EITHER THE BELLEVILLES BECOME LOOSE OR WHEN DIMENSION 'X' FALLS BELOW 1.00, TAKEN AS THE AVERAGE OF 4 EQUALLY SPACED MEASUREMENTS AROUND THE CIRCUMFERENCE OF THE BELLEVILLE.

THIS TYPE OF ASSEMBLY IS SUPPLIED COMPLETE FROM AP RACING. SERVICE IS LIMITED TO THE FITMENT OF FULCRUM RING SHIMS TO COMPENSATE FOR CLUTCH WEAR.

Issue No	Alterations		Zone	Initials
	Date & No.	Particulars		
5	10/11/05	SHEET 2 ADDED CONTAINING CPS AND REPLACEMENT FULCRUM DETAIL		JG

SCALE 1:1	SHEET 1 OF 2
DRAWN	Jeremy Govan
APPROVED	
DERIVED FROM	
TITLE	
Ø184mm CARBON / CARBON SINGLE PLATE CLUTCH ASSEMBLY	
DRG NO.	CP8031-2CD