

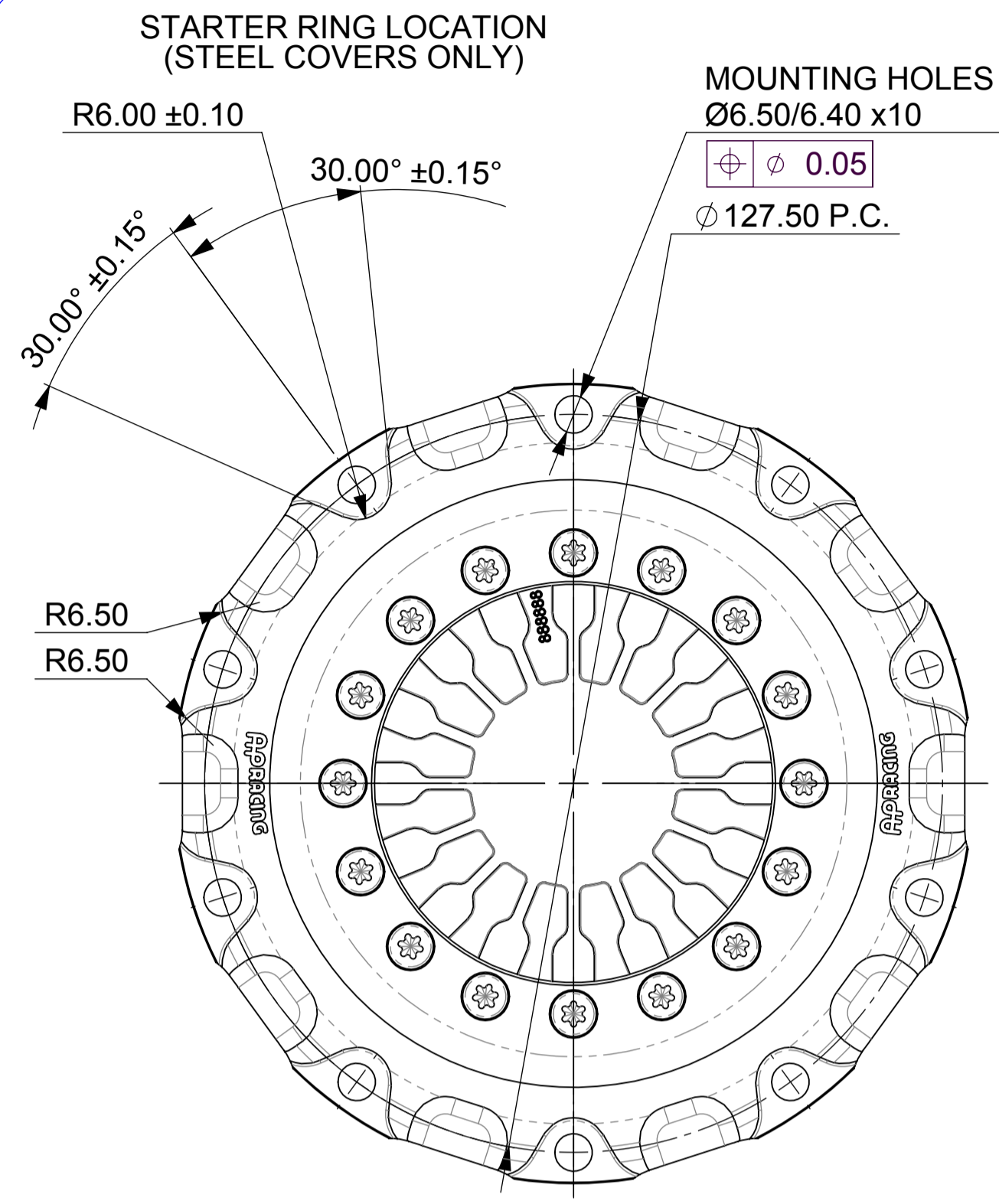
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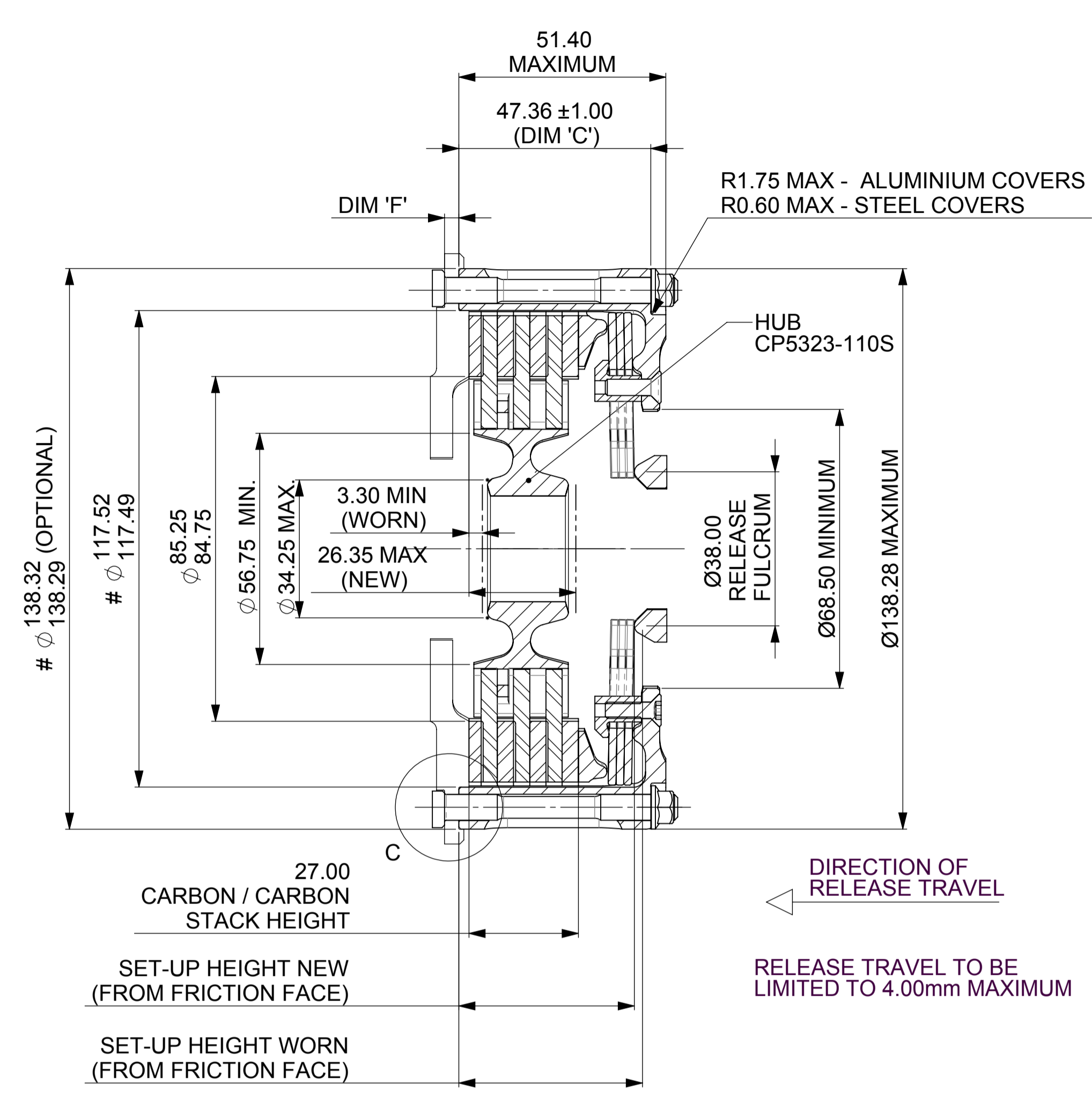


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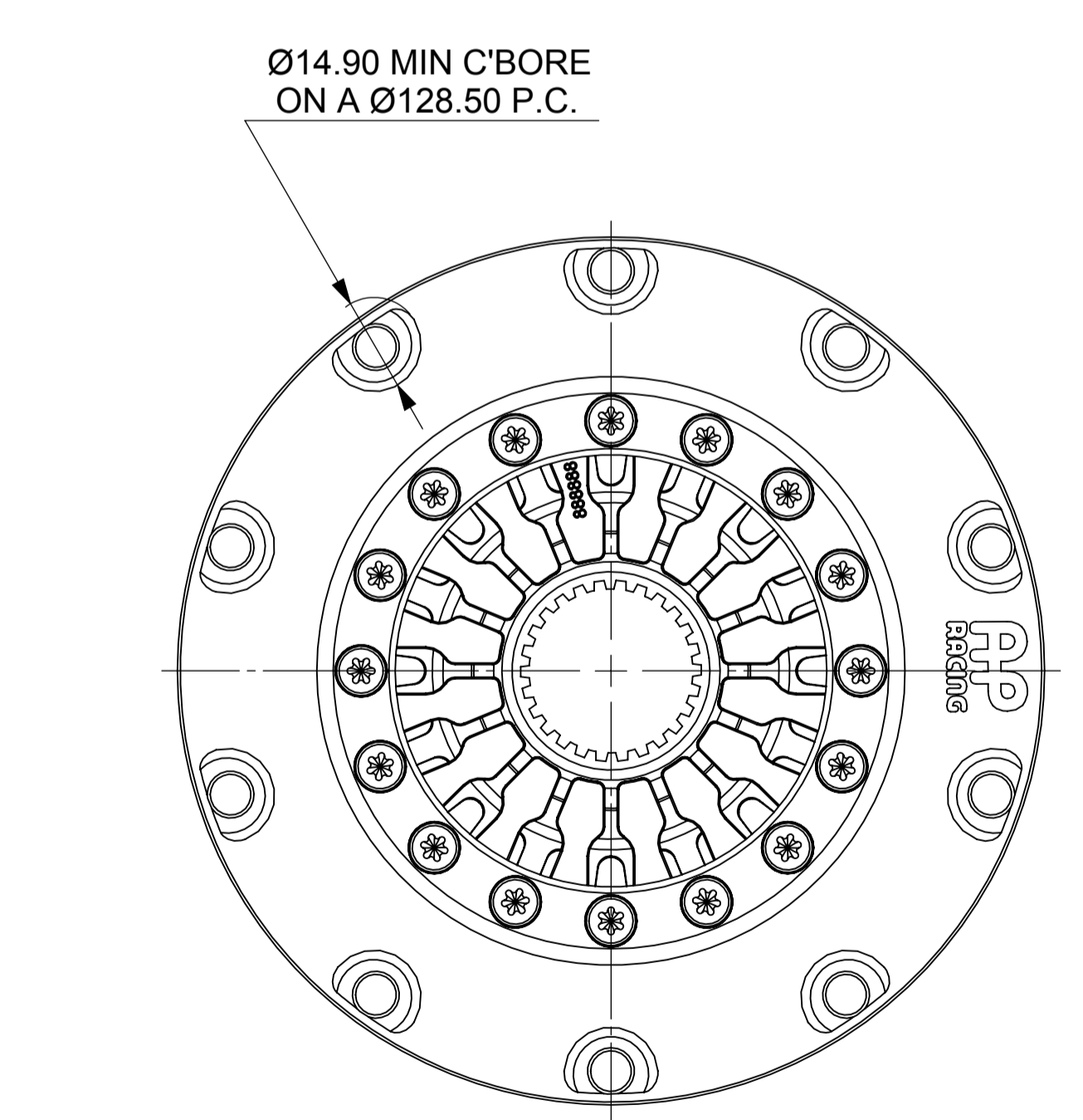
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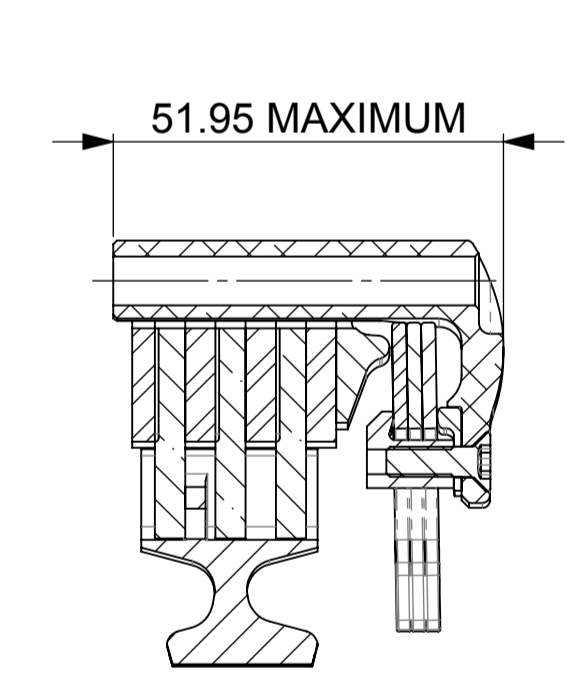
VIEW SHOWING ASSY WITH STEEL COVER



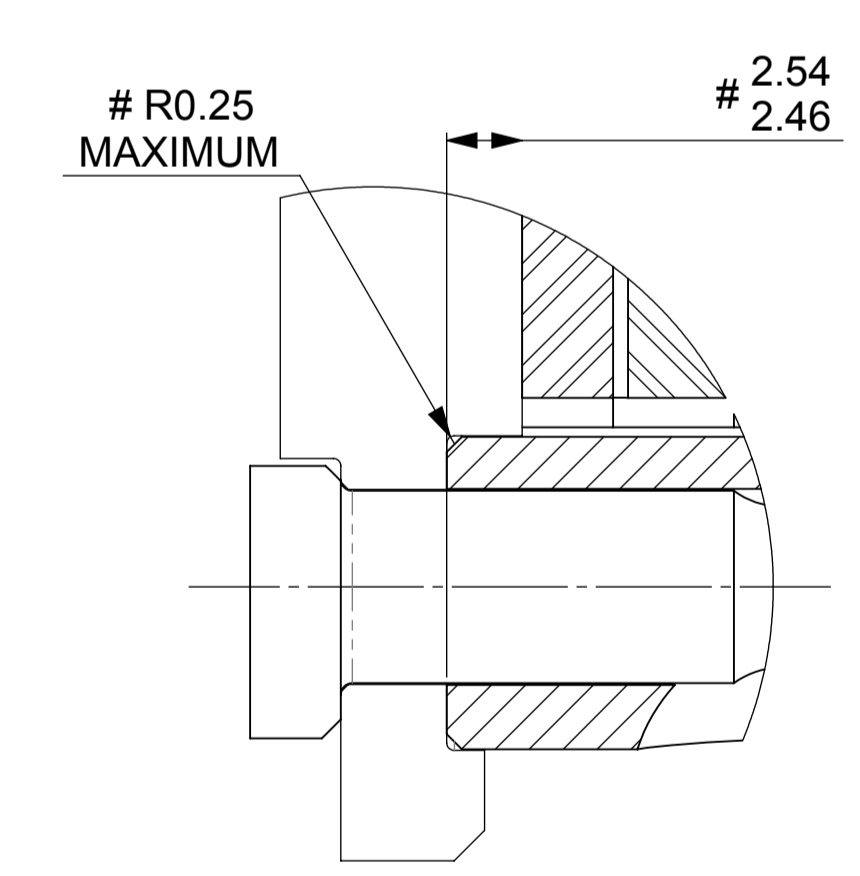
DIRECTION OF RELEASE TRAVEL
 RELEASE TRAVEL TO BE LIMITED TO 4.00mm MAXIMUM



VIEW SHOWING ASSY WITH ALUMINIUM COVER



SECTION G-G
 SECTION OF ASSY WITH ALUMINIUM COVER



DETAIL C
 SCALE 4 : 1
 # FLYWHEEL DIMENSIONS

RECOMMENDED CLUTCH MOUNTING :
 (FOR ALL TYPES OF ASSEMBLY)
 1/4" UNF, CP4703 FAMILY STUD AND
 K-LOCK NUT.
 TIGHTENING TORQUE : 10Nm (7,5 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.

CP8523 CLUTCH FAMILY

MAXIMUM DYNAMIC TORQUE CAPACITY	DH	DE		
(Nm)	848	934		
(ft.lb)	625	689		

RELEASE LOAD	DH	DE		
Max. Peak New (N)	5350	5350		
Max. Peak Worn (N)	6700	6700		

WEAR IN (See Note)	DH	DE		
	1.00	0.50		

Set Up Height New Max	40.53	41.00		
Set Up Height New Min	39.23	39.62		
Set Up Height Worn Max	43.45	42.63		

(Set Up Height is calculated from the flywheel friction face.)

Release Ratio	2.89	3.24		
---------------	------	------	--	--

Estimated Assembly Mass (Inc. Hub with Steel Main Pressure Plate) = 2.178Kg
 Estimated Assembly Inertia (Inc. Hub with Steel Main Pressure Plate) = 0.005575Kgm²
 Estimated Driven Plate and Hub Inertia = 0.000691Kgm²

PERFORMANCE SUFFIX	DH	DE		

For Reference				
Diaphragm Spring Rate	GLD	GLD		
Clutch Ratio	HiR	EHR		

MATERIAL SUFFIX	COVER MATERIAL	PRESSURE PLATE MATERIAL	CARBON / CARBON TYPE
02	ALUMINIUM	STEEL	NORMAL DUTY
03	STEEL	STEEL	HEAVY DUTY

FLYWHEEL TYPE	SUFFIX	COMMENTS
STEPPED FLYWHEEL	SN	
STEPPED FLYWHEEL	SP	CUSHIONED PRESSURE PLATE (SEE SHEET 2)

Sample AP Racing Part No. **CP8523-DH03-SN**

WEAR IN
 THIS CLUTCH HAS BEEN DESIGNED FOR THE WEAR IN INDICATED ABOVE, WHICH MUST BE COMPENSATED FOR BY USING PRESSURE PLATE "SHIMS" FROM THE KITS DETAILED BELOW. THE MAXIMUM CARBON STACK WEAR FOR THIS ASSEMBLY IS 4.00mm DURING WHICH HUB FLOAT MUST BE MAINTAINED

PRESSURE PLATE KITS	NON CUSHION	CUSHION
	DH	DE
STANDARD KIT 0.50 TO 3.50 - 0.50 Inc.	n/a	CP8153-9SS CP8153-7
INTERMEDIATE KIT 0.25 TO 3.25 - 0.50 Inc.	n/a	CP8153-10SS CP8153-8
LOW KIT 0.25 TO 1.25 - 0.25 Inc.	n/a	CP8153-15SS n/a
MEDIUM KIT 1.50 TO 2.50 - 0.25 Inc.	n/a	CP8153-16SS n/a
HIGH KIT 2.75 TO 3.50 - 0.25 Inc.	n/a	CP8153-17SS n/a

Issue No.	Alterations		Zone	Initials
	Date & No.	Particulars		
1	14/12/10 C3986	FIRST ISSUE	#	BJP
2	20/01/11	CORRECTED SUH VALUES	#	BJP
3	08/08/11 C3256/06	P WORN 6700 WAS 7100 N WEAR IN 1.00 WAS 1.25	K12	BJP
4	03/04/14 C4694_01	DE SPEC ADDED SHEET2 AND CPS DETAILS ADDED SUH FOR DH 40.53 WAS 41.12 39.23 WAS 39.62 43.45 WAS 44.77	#	BJP

SCALE 1:1 SHEET 1 OF 2
 DRAWN BRIAN PAYNE
 APPROVED
 DERIVED FROM
 TITLE
Ø115mm CARBON CARBON CLUTCH ASSEMBLY
 DRG NO. CP8523CD

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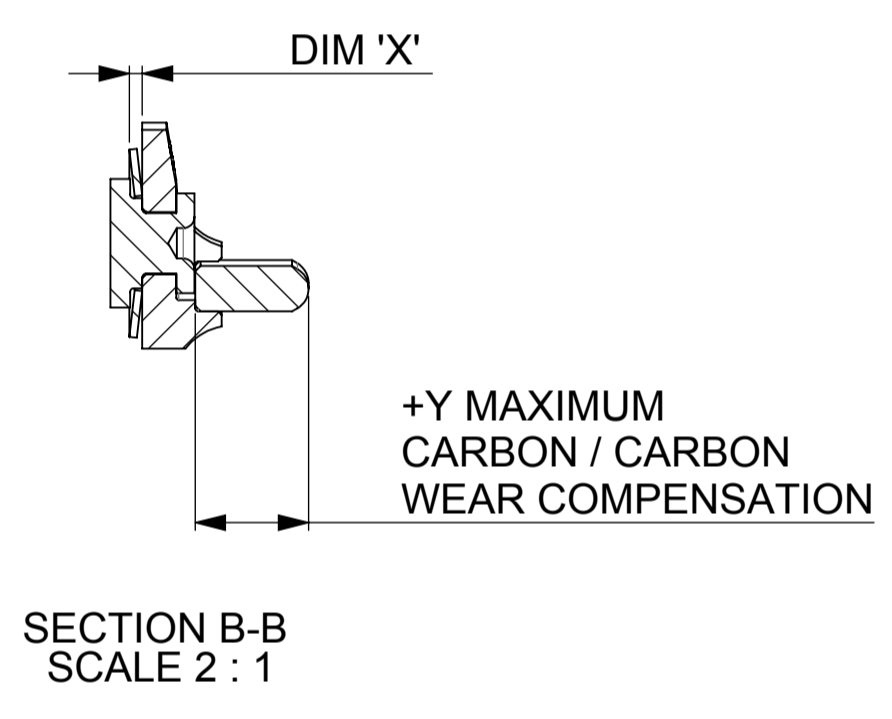
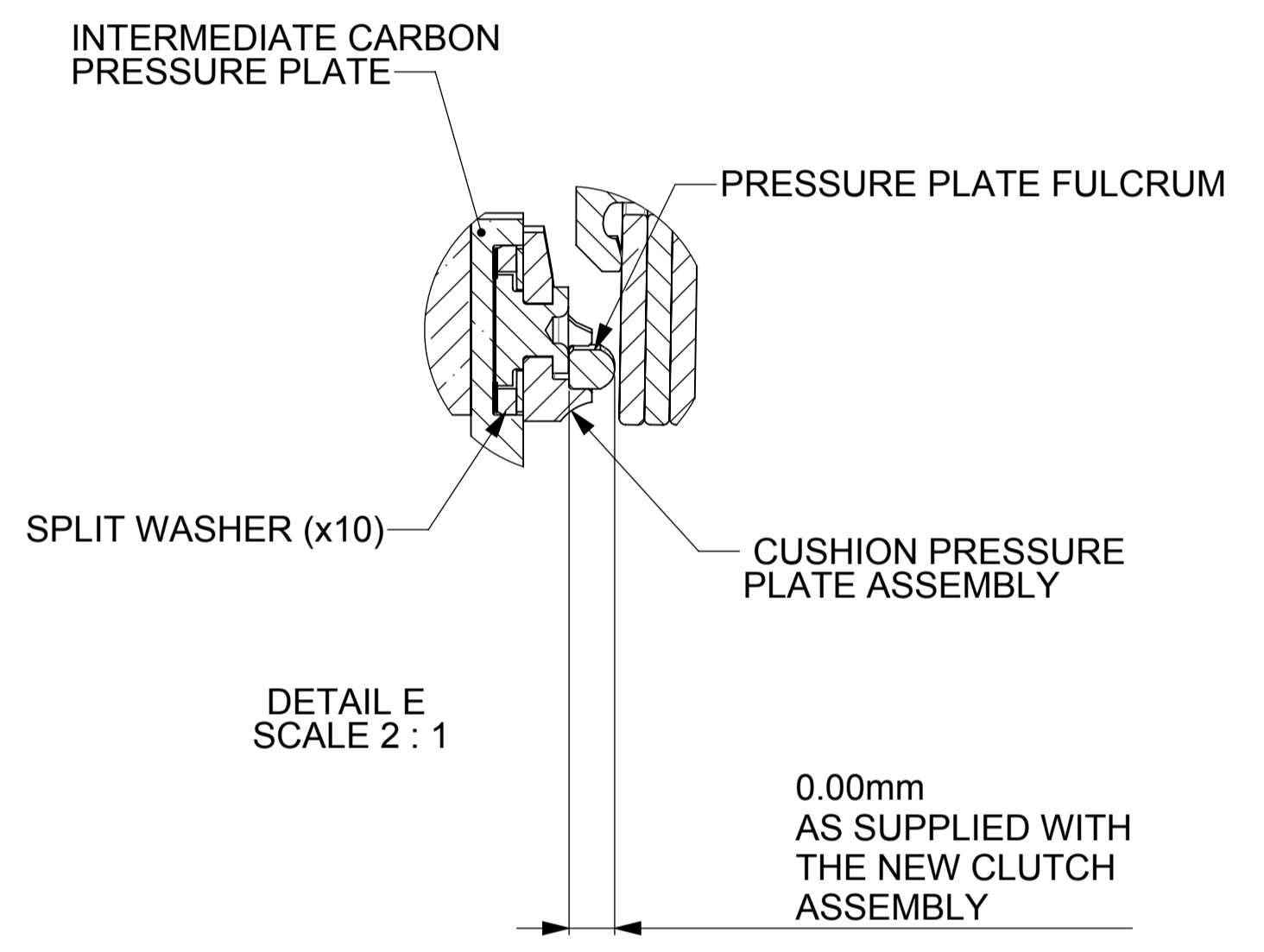
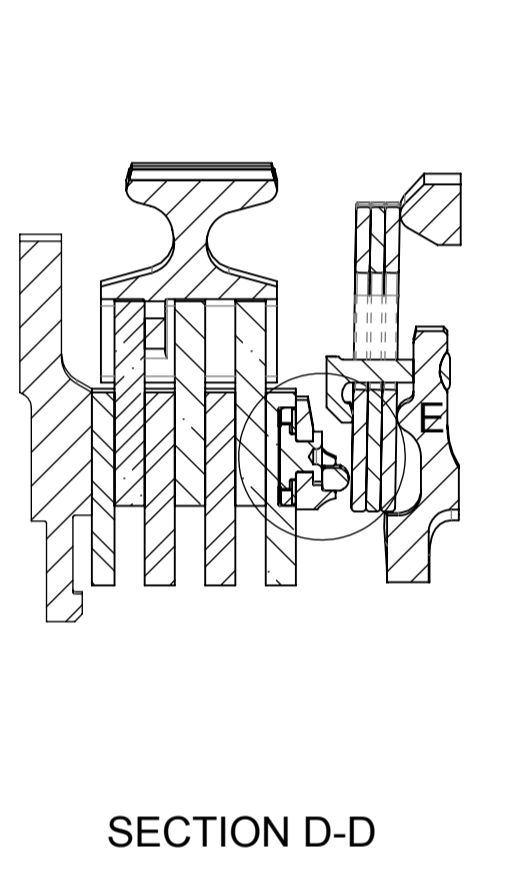


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Issue No.	Alterations		Zone	Initials
	Date & No.	Particulars		
-	-	SEE SHEET 1 FOR ISSUE INFORMATION.	-	-

CUSHION PRESSURE PLATES ASSEMBLIES (SUFFIX "SP")



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

CUSHIONING REPLACEMENT CRITERIA

WITH TIME AND USE THE CUSHIONING EFFECT WILL DETERIORATE AND THE PRESSURE PLATE ASSEMBLY SHOULD BE REPLACED WHEN DIMENSION 'X' FALLS BELOW 0.74

SCALE 1:1		SHEET 2 OF 2	
DRAWN	BRIAN PAYNE		
APPROVED			
DERIVED FROM			
TITLE			
Ø115mm CARBON CARBON CLUTCH ASSEMBLY			
DRG NO.	CP8523CD		