

A1 INSTALLATION DRAWING

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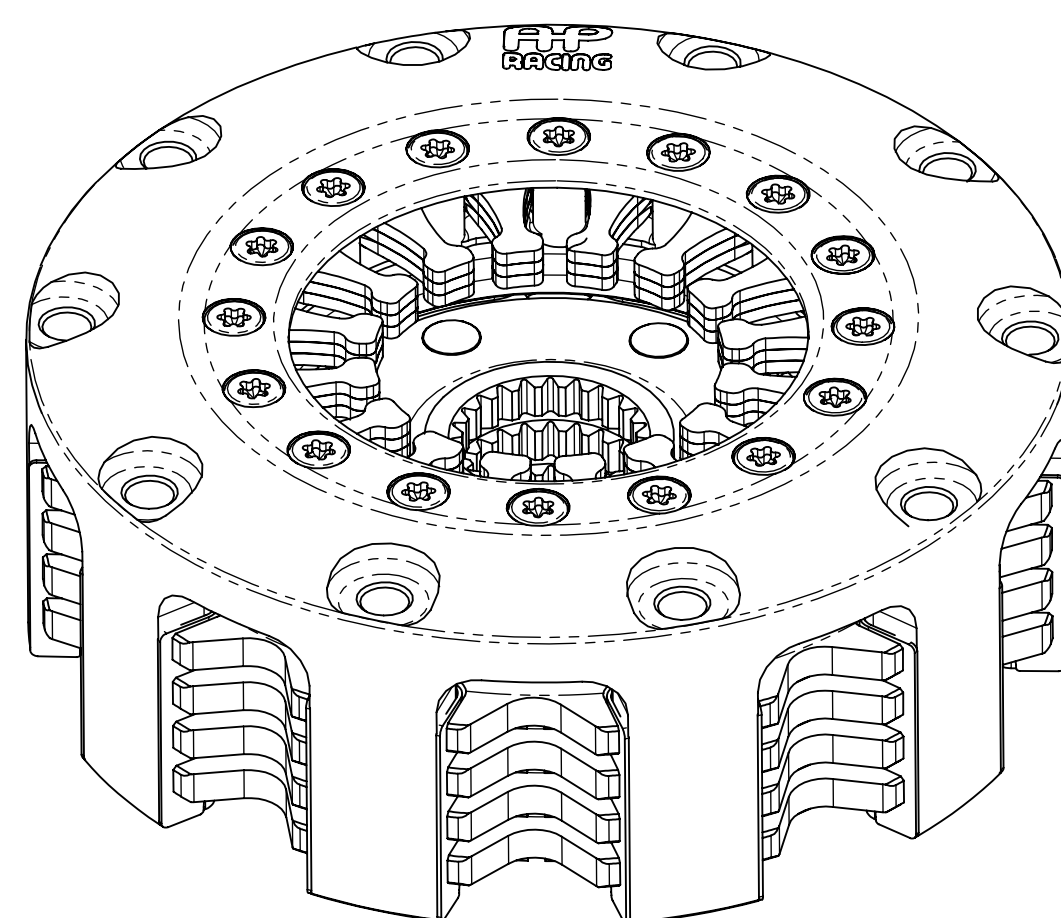


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CP6074 - 115mm (4.5") SINTERED CLUTCH ASSEMBLY



CP6074 CLUTCH FAMILY					
MAXIMUM DYNAMIC TORQUE CAPACITY					
(Nm)	1170	1014	882	676	588
(ft.lb)	862	747	651	498	434
RELEASE LOAD					
Max. Peak Worn (N)	5500	5500	4700	3670	3130
At Travel (N)	4000	4000	3400	2670	2270
WEAR IN (See Note)					
	0.75	0.75	0.75	0.75	0.75
Set Up Height New	41.07	40.94	40.64	39.13	38.93
	40.40	39.56	39.25	37.78	37.58
Set Up Height Worn - MAX	43.68	43.54	43.24	41.72	41.52
Release Ratio	3.906	3.442	3.442	3.442	3.442
Estimated Assembly Mass (Inc. Hub with Steel Main Pressure Plate) = 2.78 Kg					
Estimated Assembly Inertia (Inc. Hub with Steel Main Pressure Plate) = 0.0065 Kgm ²					
Estimated Driven Plate and Hub Inertia = 0.0013 Kgm ²					

Issue No.	Alterations		Zone	Initials
	Date & No.	Particulars		
1	11/08/04 C2493	FIRST ISSUE OF RE-DRAW OF CP6074-1CD, INC. NEW PART NUMBERING SYSTEM.	#	#
2	11/10/04 C2543	CP6074-22FM4 AND 023FM4 ADDED TO DP TABLE.	#	JG
3	27/10/04	SUH CORRECTED BY REMOVING 2.5 FROM ALL FIGURES	#	JG
4	25/01/06	DRIVEN PLATE INERTIA WAS 0.00013 Kgm ²	#	JG
5	25/07/19	PICTORIAL UPDATE TO DRIVE PLATES	#	BJP

PERFORMANCE SUFFIX	DS	DE	SE	CE*	OE*
For Reference					
Diaphragm Spring Rate	GLD	GLD	SLV	CRV	ORA
Clutch Ratio	SHR	EHR	EHR	EHR	EHR

* TWIN DIAPHRAGM SPRING.

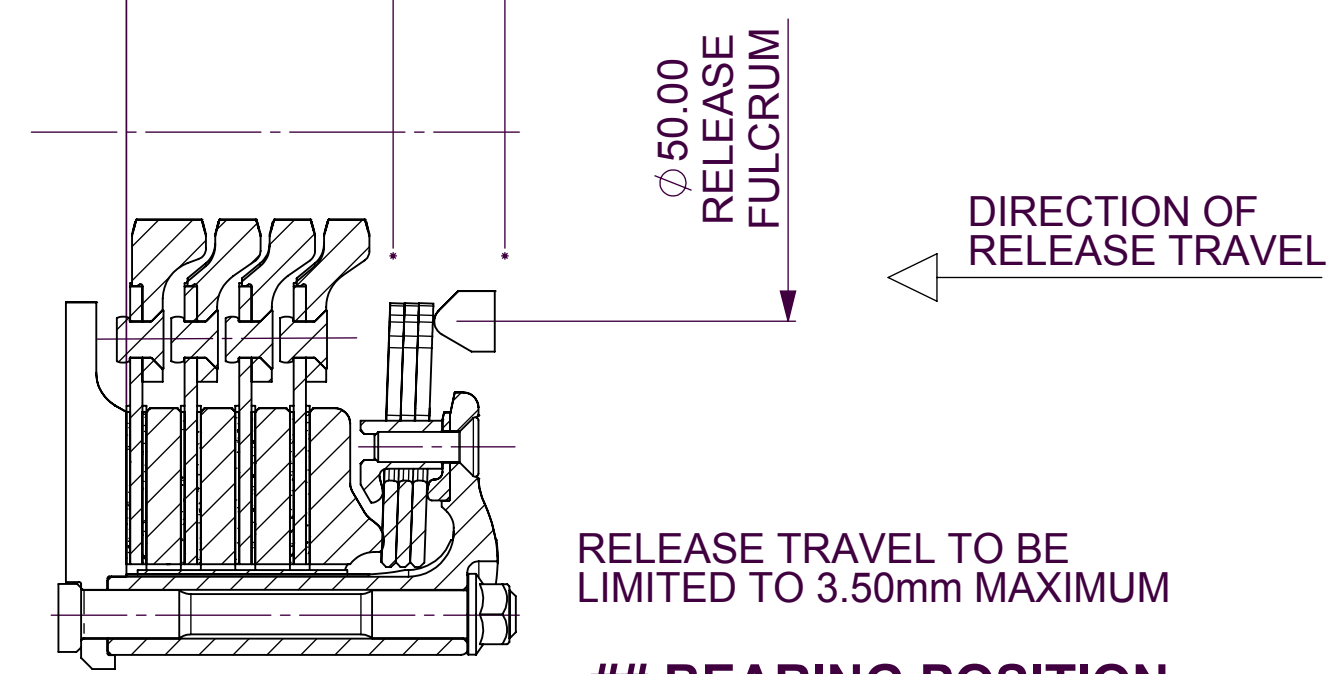
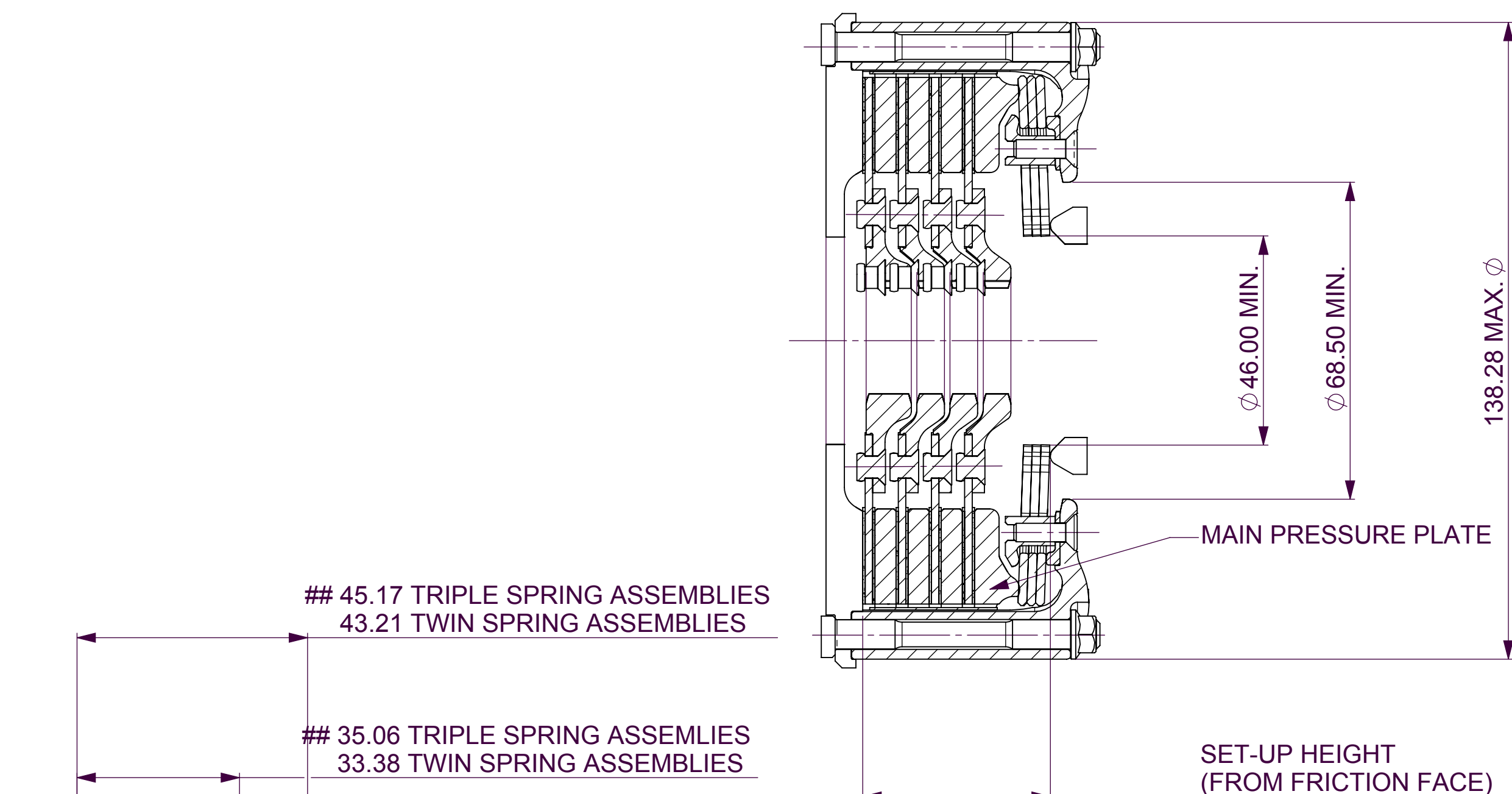
MATERIAL SUFFIX	DRIVE PLATE MATERIAL	DRIVE PLATE THICKNESS
90	SINTERED	2.63mm

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

Sample AP Racing Part No. **CP6074-DS90-SF**

WEAR IN	
THIS CLUTCH HAS BEEN DESIGNED FOR THE WEAR IN INDICATED ABOVE,	
DRIVEN PLATE THICKNESS NEW:	2.63mm MIN
DRIVEN PLATE THICKNESS WORN:	2.34mm MIN

DRIVEN PLATES AVAILABLE WITH THE FOLLOWING SPLINE SIZES			
SPLINE	PART No. STANDARD LENGTH (x 4)	PART No. INCREASED LENGTH (x 1)	PART No. INCREASED LENGTH (x 3)
1"X23T	CP5004-5FM4	CP6074-23FM4	CP6074-22FM4
7/8" x 20T	CP5004-6FM4		
1 5/32" x 26T	CP5004-8FM4	CP6074-19FM4	CP6074-18FM4
29.0 x10T	CP5004-7FM4		



TO ENSURE ADEQUATE RELEASE TRAVEL AND CLUTCH LIFE THESE LIMITS HAVE BEEN CALCULATED USING AN ADDITIONAL 20% RELEASE TRAVEL AND 50% MORE WEAR IN THAN SPECIFIED.

THESE FIGURES COVER THE FULL RANGE OF CLUTCHES IN THE CP6074 FAMILY.

SCALE 1:1	SHEET 1 OF 2
DRAWN	Jeremy Govan
APPROVED	
DERIVED FROM	cp6074-1cd (medusa)
TITLE	4,5" (115mm) 4-PLATE SINTERED CLUTCH INSTALLATION DRAWING.
DRG NO.	cp6074cd

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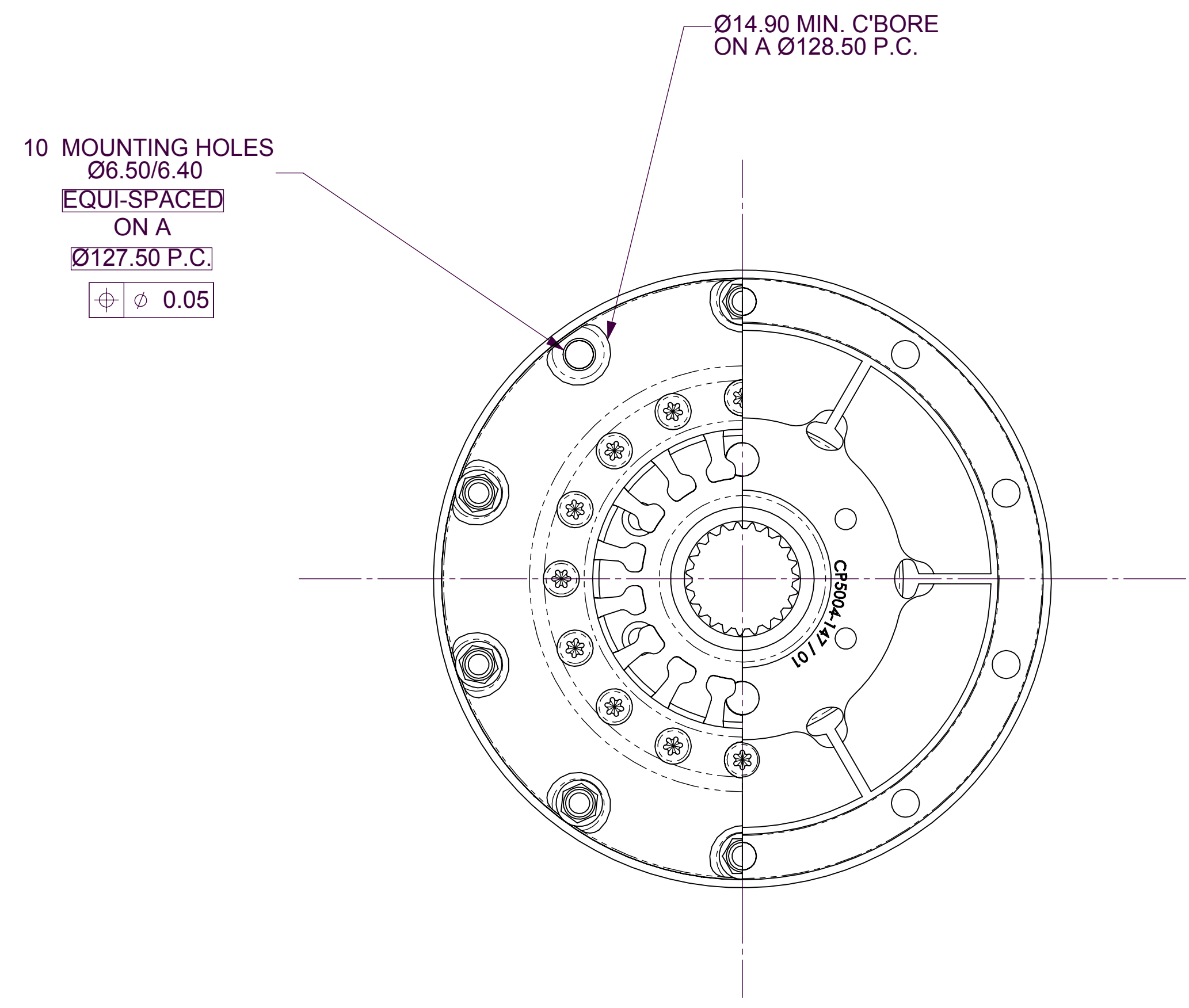
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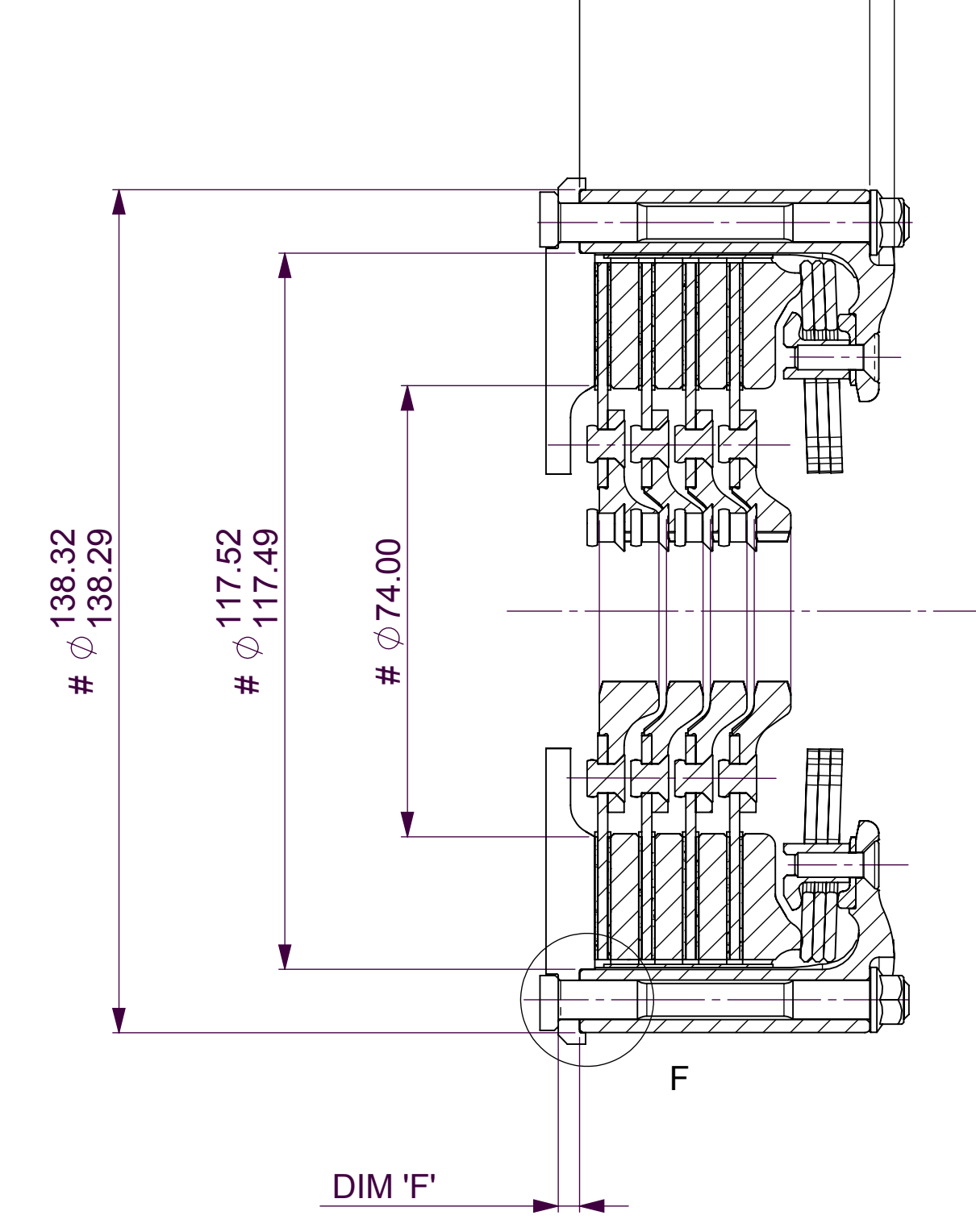
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52.05 MAX.
TRIPLE SPRING ASSEMBLIES
50.25 MAX.
TWIN SPRING ASSEMBLIES
(SEE SHEET 1)

48.30 / 46.23
TRIPLE SPRING ASSEMBLIES
46.49 / 44.55
TWIN SPRING ASSEMBLIES
(SEE SHEET 1)

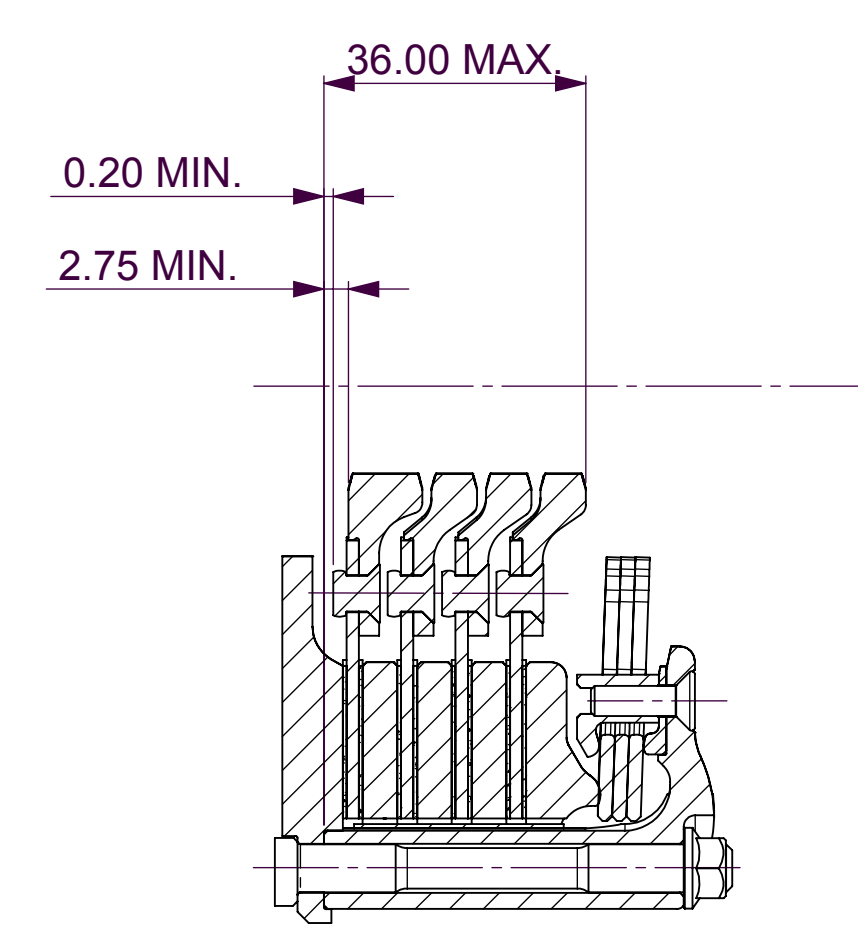


RECOMMENDED CLUTCH MOUNTING :
(FOR ALL TYPES OF ASSEMBLY)
1/4" UNF, CP4703 FAMILY STUD AND
K-LOCK NUT.
TIGHTENING TORQUE : 10Nm (7,5 ft.lb)

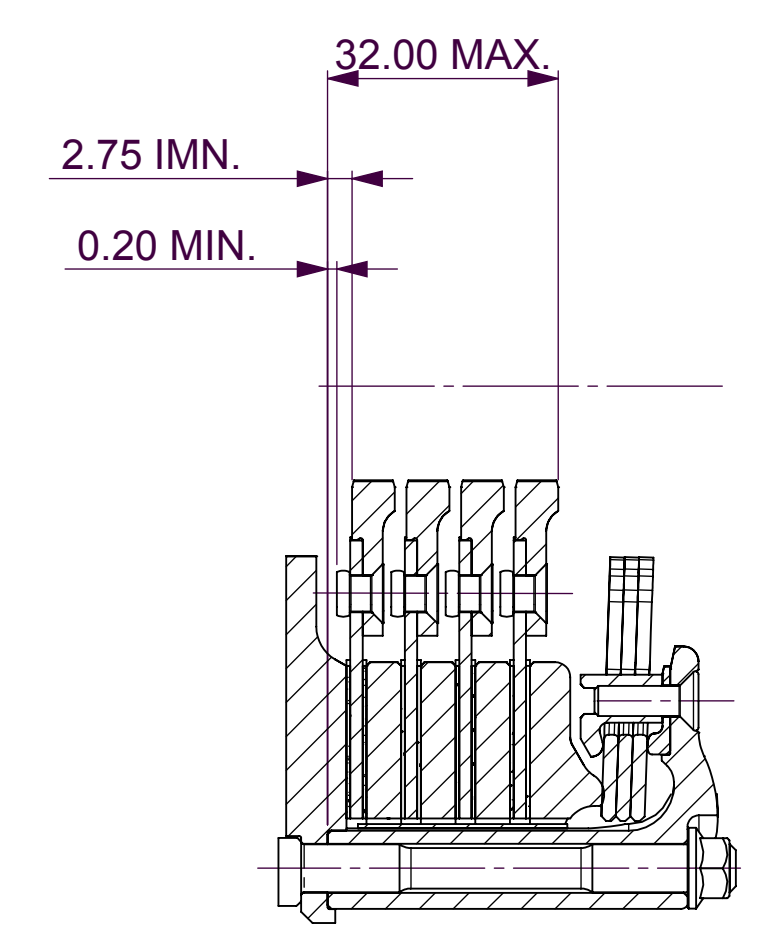
LENGTH OF STUD REQUIRED TO BE
CALCULATED THUS :

STUD LENGTH =
DIMENSIONS 'C' + 'F' + NUT

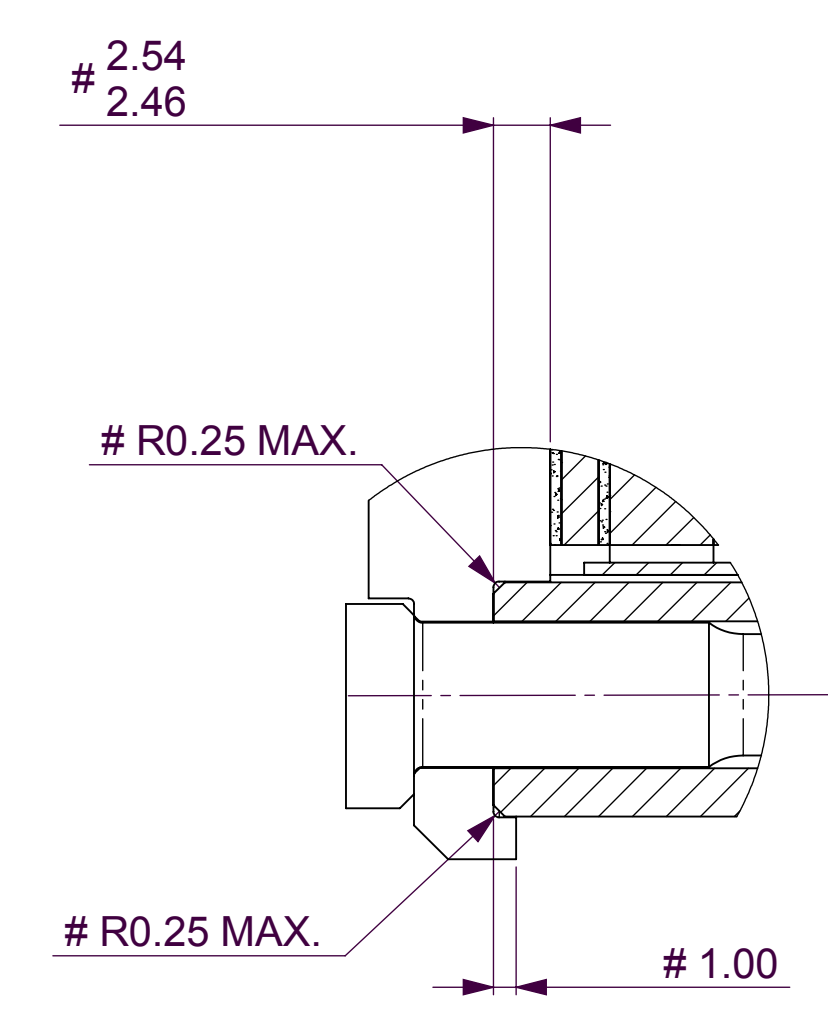
THIS CALCULATED LENGTH TO BE ROUNDED
UP TO THE NEXT AVAILABLE STANDARD STUD
LENGTH.



C-C
HUB ENVELOPE
(INCREASED SPLINE LENGTH)



E-E
HUB ENVELOPE
(STANDARD SPLINE LENGTH)



NOTE: THE EXTERNAL SPIGOT IS OPTIONAL

DETAIL F SCALE 3 : 1

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

SCALE 1:1	SHEET 2 OF 2
DRAWN	Jeremy Govan
APPROVED	
DERIVED FROM	cp6074-1cd (medusa)
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