

B1 INSTALLATION DRAWING

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Alterations

Date & No. Particulars Zone Initials

01 14/05/19 87824 FIRST ISSUE # THS

02 23/05/19 87824.04 SHEET 1 MIN STACK UPDATED GUIDANCE MTG BOLT TIGHTENING TORQUE ADDED SHEET 1 COATED ADDED TO PISTON DESCRIPTION # THS

03 19/02/2020 87824.13 SHEET 1 AND 2 HYDRAULIC INLET TORQUE WAS 25Nm NOW 15Nm AND REMOVED FROM TABLE AND ADDED AS A NOTE ON SHEET 2. # THS

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CP7269-2 / 3S7L SPECIFICATION

GENERAL DESCRIPTION

6 PISTON DIFFERENTIAL BORE CALIPER TO SUIT UP TO Ø390x36mm IRON DISC WITH A FIXED BRIDGE DESIGN.

TYPICAL APPLICATION - GT

CALIPER SPECIFICATION

BORE SIZE	CEJ (27.00 x 31.75 x 38.10) (1.063" x 1.25" x 1.50")
PISTON AREA (TOTAL)	50.08cm ²
DISC DIAMETER MAX	390.00
DISC THICKNESS MAX	36.00
DISC THICKNESS MIN (WORN CONDITION)	34.50 (DIFFERENTIAL WEAR NOT TO EXCEED 0.5mm SIDE TO SIDE)
PAD FAMILY	CP6210 D64
PAD THICKNESS MAX	30.00
PAD THICKNESS MIN	6.00
MIN STACK	46.50
HYDRAULIC FEED	M10x1.0 15.0 THREAD DEPTH
DUCTING MOUNTS	M4x0.70 8.0 THREAD DEPTH
SCRAPER MOUNTS	M4x0.70 8.0 THREAD DEPTH
DRY WEIGHT (WITHOUT PADS)	3.03kg
EFFECTIVE RADIUS (ON Ø390 DISC)	164.00
'PL' DIMENSION (TOP OF PAD FRICTION MATERIAL TO CALIPER MOUNTING FACE)	63.50
'C' DIMENSION (CALIPER OFFSET)	42.00
'U' DIMENSION (UPRIGHT MOUNTING)	131.5 U = (DISC Ø/2) - PL
TIGHTENING TORQUES	BLEED SCREW: 17Nm PAD LEDGE SCREWS: 4Nm TYPICAL M12 MOUNTING BOLT: 65Nm (GUIDANCE ONLY)

CALIPER POSITIONING

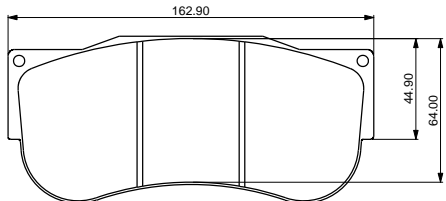
RHT	RIGHT HAND TRAILING (BEHIND AXLE)
LHT	LEFT HAND TRAILING (BEHIND AXLE)

PART NUMBERING CONVENTION

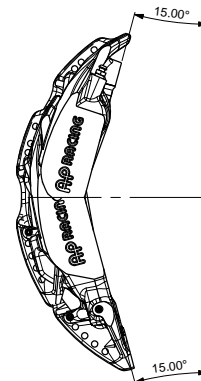
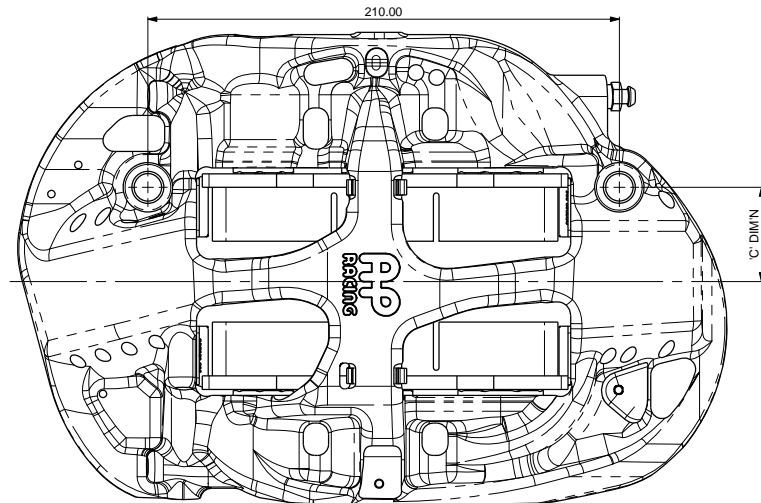
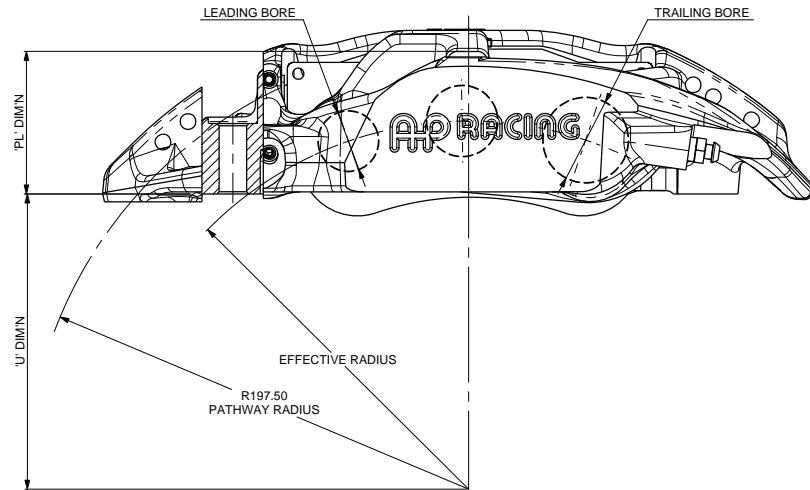
PART NUMBER	DESCRIPTION
CP7269-2S7L	RHT - SIDE FEED - 7lb AKB SPRING - STAINLESS PISTONS
CP7269-3S7L	LHT - SIDE FEED - 7lb AKB SPRING - STAINLESS PISTONS

INSTALLATION INFORMATION

THE CALIPER IS DESIGNED SO THAT THE DISC WILL BE MOUNTED CENTRALLY WITHIN A TOLERANCE OF ±0.50mm.
 THE CALIPER IS TO BE MOUNTED IN THE TRAILING POSITION ONLY, ±15° FROM THE VERTICAL.
 THE DIAMETRICAL CLEARANCE BETWEEN THE DISC OUTSIDE DIAMETER AND THE PATHWAY SHOULD BE 2.50mm NOMINALLY.



CP6210D64 IRON PAD	
PAD AREA	SLOTTED - 90.5cm ² FULL AREA - 93.7cm ²



OPTIMUM BLEED POSITION
 FOR OPTIMUM BLEED, THE CALIPER SHOULD BE INSTALLED IN THE TRAILING POSITION ±15° FROM THE VERTICAL AS SHOWN.

SCALE 1:1 SHEET 1 OF 3

DRAWN T HARGRAVE-SMITH

APPROVED

DERIVED FROM

TITLE
 6 PISTON GT BRAKE CALIPER
 Ø390 x 36 DISC & D64 PAD

DRG NO. CP7269-1CD

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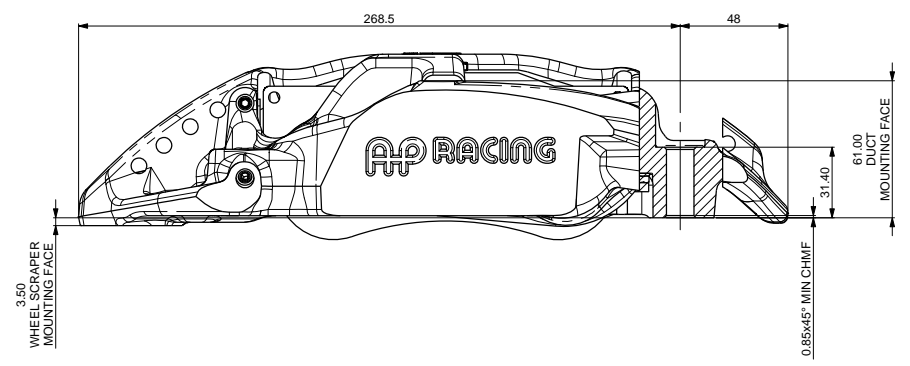
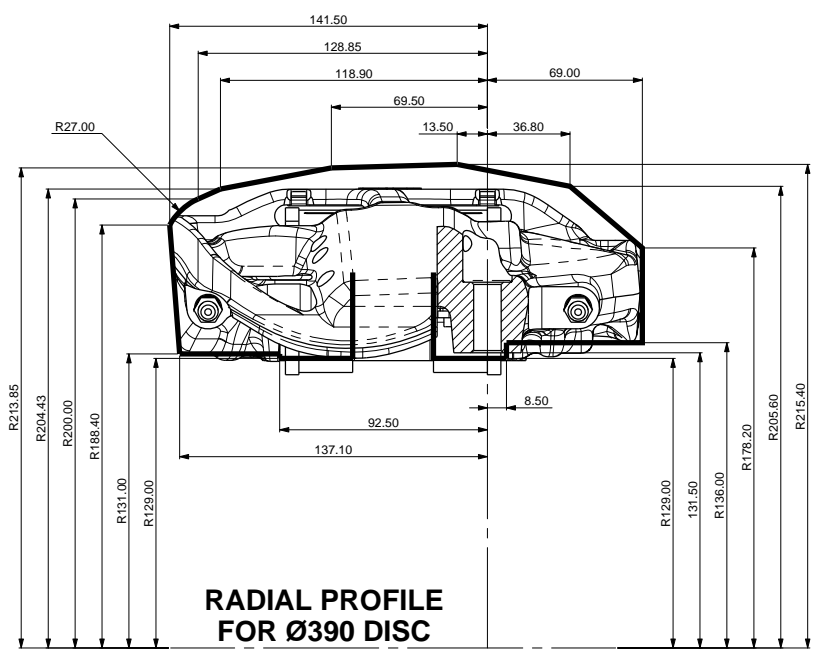
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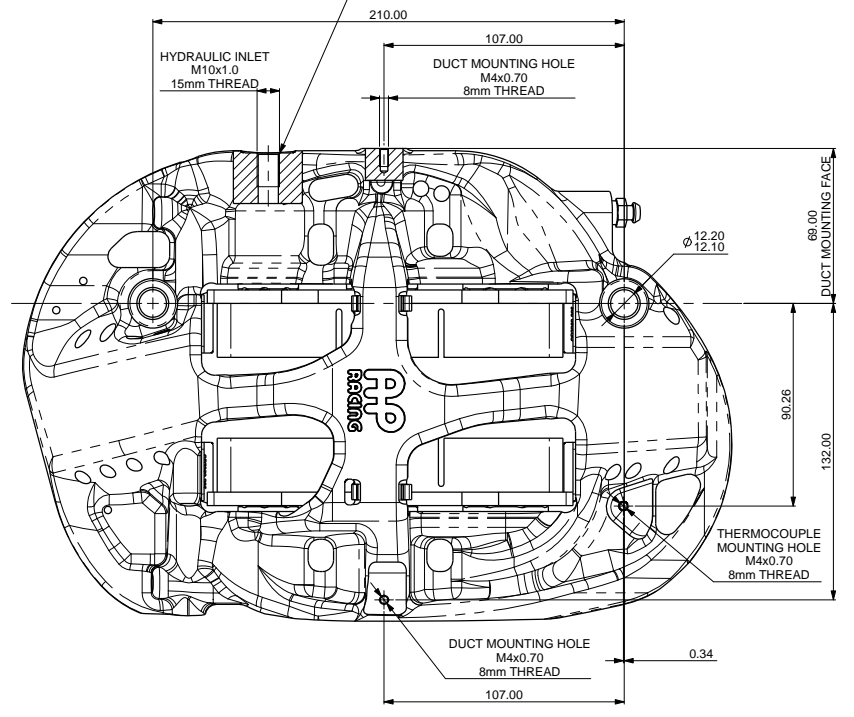
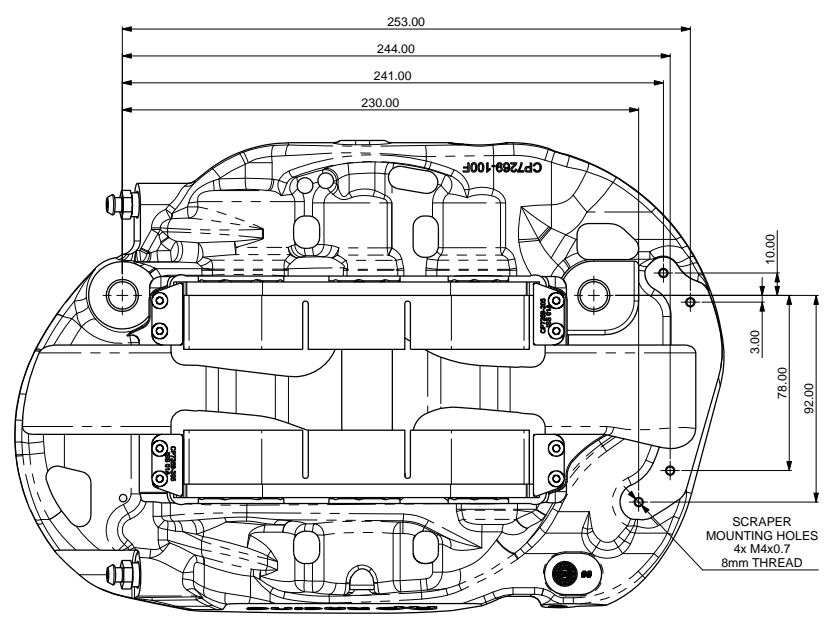
INSTALLATION DIMENSIONS



HYDRAULIC INLET
TYPICAL TIGHTENING TORQUE:

- FITTING WITH ONE COPPER GASKET: - 13Nm + 45°
- FITTING WITH TWO COPPER GASKETS: - 13Nm + 90°

RESULTING MAX TORQUE MUST NOT EXCEED 30NM



SCALE 1:1	SHEET 2 OF 3
DRAWN T HARGRAVE-SMITH	
APPROVED	
DERIVED FROM	
TITLE 6 PISTON GT BRAKE CALIPER Ø390 x 36 DISC & D64 PAD	
DRG NO. CP7269-1CD	

B1

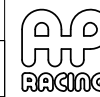
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FIRST ANGLE PROJECTION

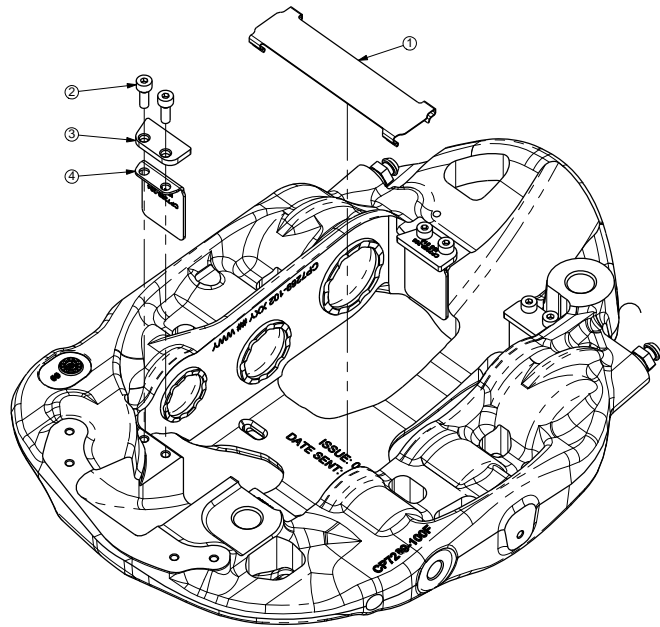
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SPARE PARTS AND KITS

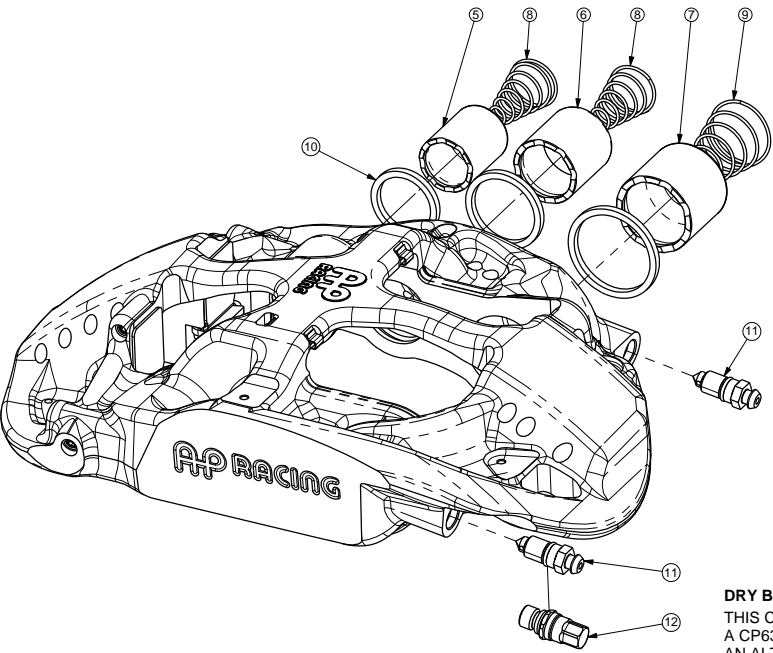
CP7269-2 / 3S7L SPARES



REF	DESCRIPTION	PART NUMBER	QTY PER ASSEMBLY	FITTING INSTRUCTIONS
1	BRIDGE WEAR PLATE	CP7269-203	1	
2	M4x0.7 SOCKET HEAD CAP SCREW	CP3215-115	8	APPLY A 1-2mm DROP OF LOCTITE 270 TO THE 2ND FROM LAST THREAD WHEN FITTING.
3	PAD SUPPORT	CP7269-205	4	TIGHTENING TORQUE - 4Nm
4	PAD ABUTMENT PLATE	CP7269-204	4	ENSURE THE FLAT SIDE OF THE PAD SUPPORT LINES UP WITH THE DISC PATHWAY AS SHOWN.
5	Ø27.00 [1.063"] COATED SST PISTON (C-BORE)	CP7269-200	2	
6	Ø31.75 [1.25"] COATED SST PISTON (E-BORE)	CP7269-201	2	
7	Ø38.10 [1.50"] COATED SST PISTON (J-BORE)	CP7269-202	2	
8	7lb ANTI-KNOCKBACK SPRING	CP4100-121	4	
9	7lb ANTI-KNOCKBACK SPRING	CP2667-113	2	
10	SEAL KIT (6 SEALS)	CP8518-CEJ	1	REFER TO PUBLICATION REF: P14.290 & P14.220
11	BLEED SCREW KIT	CP3880-1	2	APPLY A SMALL AMOUNT OF LOCTITE 270 TO THE THE THREADS BEFORE FITTING. TIGHTENING TORQUE - 17Nm

OPTIONAL EXTRAS

12	DRY BLEED VALVE	CP6300-21	2	APPLY A SMALL AMOUNT OF LOCTITE 270 TO THE VALVE THREADS BEFORE FITTING VALVE TIGHTENING TORQUE - 13Nm CAP TIGHTENING TORQUE - 4Nm
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DRY BLEED VALVE 12
THIS CALIPER CAN BE FITTED WITH A CP6300-21 DRY BLEED VALVE AS AN ALTERNATIVE TO THE TRADITIONAL BLEED SCREW.

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