

A1 INSTALLATION DRAWING

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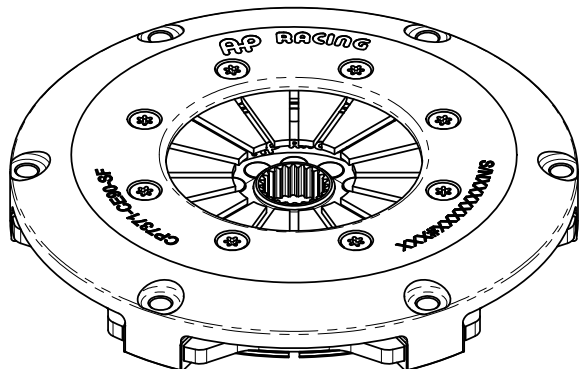


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CP7371, Ø184mm (7.25") SINTERED CLUTCH ASSEMBLY



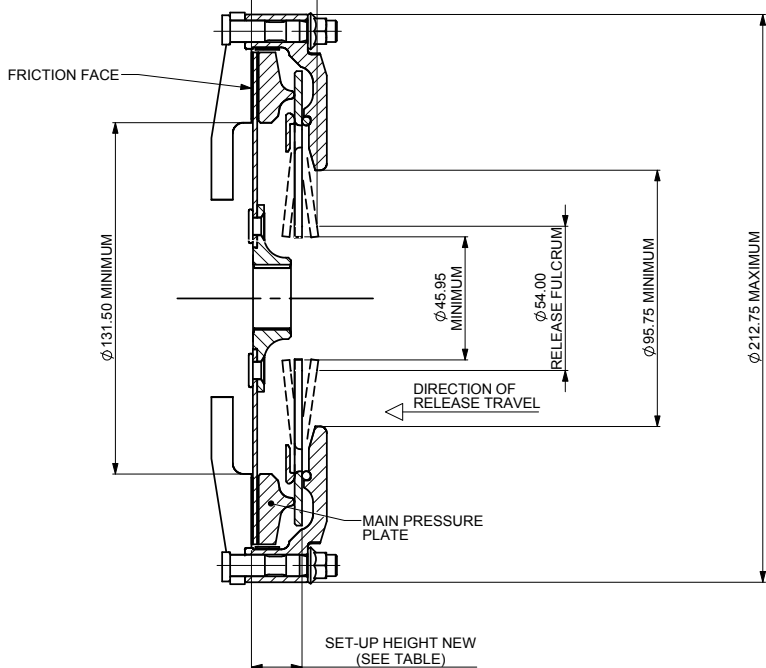
SET UP HEIGHT
WORN MAXIMUM
(SEE TABLE)

RECOMMENDED RELEASE BEARING :

STEEL CAGED, ROUND NOSED BALL TYPE BEARING TO BE FREE OF SPRING FINGERS WHEN CLUTCH IS FULLY ENGAGED.

CP3457-2 STANDARD RELEASE BEARING (OUTER RACE ROTATES)
CP3457-6 HIGH SPEED RELEASE BEARING (INNER RACE ROTATES).

RELEASE TRAVEL TO BE LIMITED TO 5.50mm MAXIMUM



CP7371 CLUTCH FAMILY

MAXIMUM DYNAMIC TORQUE CAPACITY

(Nm)	424	266	164		
(ft.lb)	313	196	121		

RELEASE LOAD

Max. Peak New (N)	3500	2400	1600		
Max. Peak Worn (N)	4400	3300	2200		

WEAR IN (See Note)	0.75	0.75	0.75		
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Set Up Height New	21.30	22.10	21.28		
Set Up Height Worn - MAX	19.05	19.81	19.01		

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

Release Ratio	4.10	4.10	4.10		
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Estimated Assembly Mass (Excluding Driven Plate) = 2.16 Kg

Estimated Assembly Inertia (Excluding Driven Plate) = 0.0135 Kg^{m2}

Estimated Driven Plate Inertia - See Sheet 2

PERFORMANCE SUFFIX	CE	OE	NE		
For Reference					
Diaphragm Spring Rate	CRV	ORA	GRN		
Clutch Ratio	EHR	EHR	EHR		

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.

CP7371-CE90-SF

WEAR IN

THIS CLUTCH HAS BEEN DESIGNED FOR THE WEAR IN INDICATED ABOVE,

DRIVEN PLATE THICKNESS NEW: 2.63mm NOMINAL

DRIVEN PLATE THICKNESS WORN: 1.88mm MIN

TYPICAL DRIVEN PLATE SIZES - CONTACT AP RACING FOR OTHERS AVAILABLE

SPLINE	CP2012 TYPE DRIVE PLATE (SEE SHEET 2)	CP4429 TYPE DRIVE PLATE (SEE SHEET 2)
1" X 23T	CP2012-165FM3	CP4429-4FM4
7/8" x 20T	CP2012-166FM3	CP4429-3FM4
1 5/32" x 26T	CP2012-171FM3	CP4429-14FM4
29.0 x 10T	CP2012-199FM3	CP4429-5FM4

Issue No.	Alterations		Zone	Initials
	Date & No.	Particulars		
FOR ALL		ISSUE RECORDS PRE SEE ARCHIVE COPY	13	

5	19/09/14 C4778	DRAWING UPDATED TO CURRENT STANDARD SUH CHANGES (AS NOW MEASURED FROM FRICTION FACE NOT FLYWHEEL STEP) CE ASSEMBLY: 21.30 WAS 23.86, 19.05 WAS 21.52, 24.52 WAS 26.88 OE ASSEMBLY: 22.10 WAS 24.61, 19.81 WAS 22.24, 25.31 WAS 27.63 NE ASSEMBLY: 21.28 WAS 24.14, 19.01 WAS 21.81, 24.50 WAS 27.15	#	bcf
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SCALE 1:1 SHEET 1 OF 2

DRAWN DAVID CONSTABLE-BERRY

APPROVED

DERIVED FROM CP7972

TITLE
Ø184mm (7.25") SINGLE
PLATE CLUTCH INSTALLATION

DRG NO. CP7371-1CD

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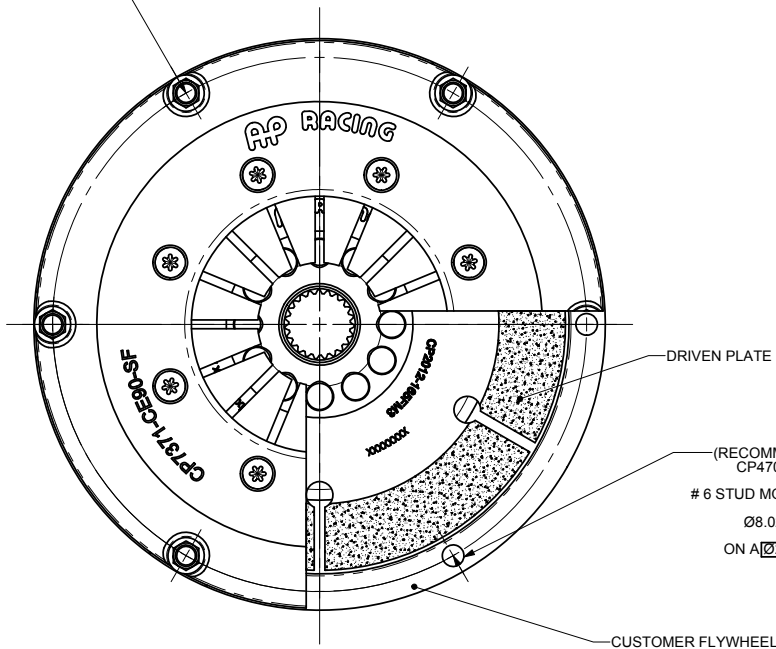
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FLYWHEEL DIMENSIONS

STEPPED FLYWHEEL SUFFIX -SF

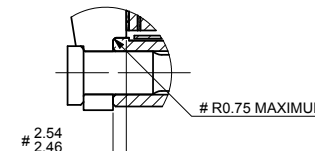
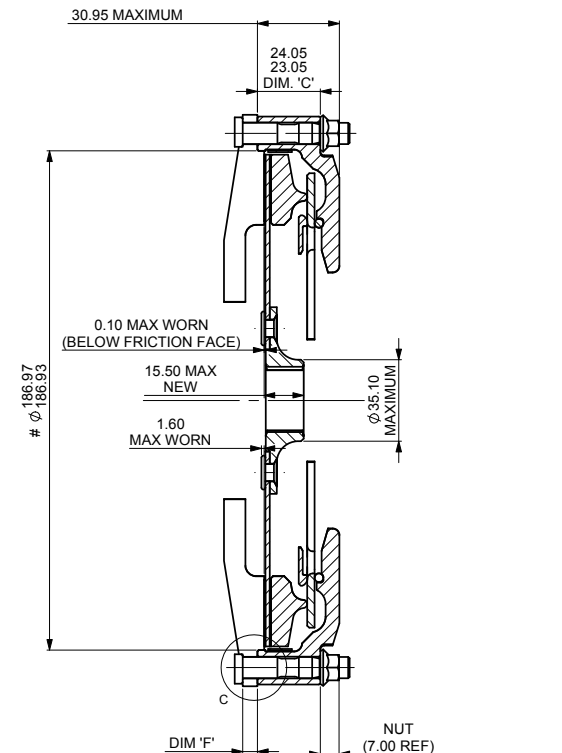
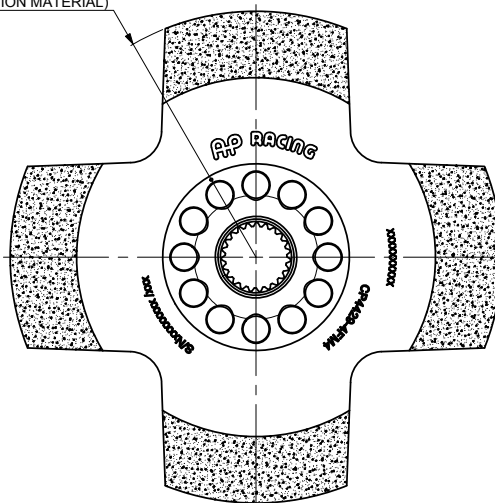
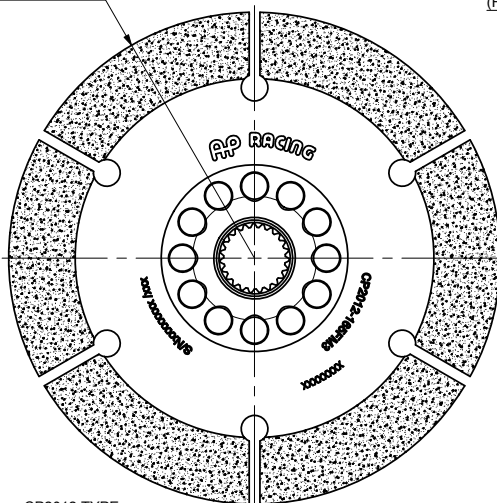
FLYWHEEL DIMENSIONS

6 MOUNTING HOLES
Ø 8.15/8.05 ON [Ø 200.025] P.C.
MINIMUM C'BORE Ø 17.0



R92.33 REF.
R91.83
(FRICTION MATERIAL)

R92.33 REF.
R91.83
(FRICTION MATERIAL)



RECOMMENDED CLUTCH MOUNTING :

(FOR ALL TYPES OF ASSEMBLY)
M8 x 1.0, CP4702 FAMILY STUD AND
K-LOCK NUT.
TIGHTENING TORQUE : 19Nm (14 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.

SUGGESTED FLYWHEEL MATERIAL:

0.35/0.45% CARBON STEEL, BRINELL 200 MIN. OR
SUITABLE MATERIAL FOR HIGH RPM.
FRICTION FACE TO BE FINE TURNED AND GROUND
SMOOTH AND FLAT. RUN OUT AT R77.2, ≤ 0.08
WHEN ASSEMBLED TO CRANKSHAFT.

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

SCALE 1:1	SHEET 2 OF 2
DRAWN	DAVID CONSTABLE-BERRY
APPROVED	
DERIVED FROM	CP7972
TITLE	
Ø184mm (7.25") SINGLE PLATE CLUTCH INSTALLATION	
DRG NO.	CP7371-1CD