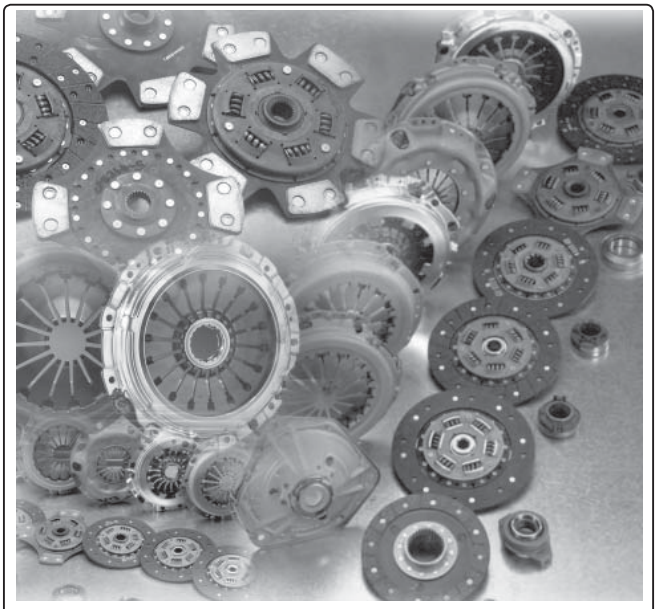
High Perf Clutch Covers
High Perf Driven Plates
Carbon/ Carbon Clutches
Metallic Race Clutches
Slave Cylinders
Release Bearings



INTRODUCTION.

The clutches in the AP Racing Special High Performance range are up-rated units usually based on a standard production item. They are intended for special applications where a higher than standard level of performance is required, e.g. in competition use or when the engine / vehicle performance has been increased.
In most cases the clutches in this range can be fitted to the original flywheel without modification and the standard release mechanism is retained but there are exceptions.
The two main elements of a clutch are the Cover Assembly (sometimes referred to as Cover, Pressure Plate or Mechanism) and the Driven Plate which must be compatible with each other to provide satisfactory overall clutch performance.

Application Note:

In most cases the correct clutch part number can simply be looked up in the vehicle application list at **http://www.apracing.com/products/road_car_upgrades/special_tuning_clutches.aspx** but there are a number of factors to be considered when choosing the most suitable clutch for a given application. The most significant are explained below.

OE SUPPLIER.

AP Racing has been for sometime now an original equipment supplier to many marques like, Ford, Aston Martin, HSV, TVR, Caterham and many more, should you wish to discuss your requirements in this area please contact AP Racing's Road car Technical Department.

MECHANICAL COMPATIBILITY.

The clutch must obviously physically fit the vehicle in question unless you are prepared to carry out sometimes extensive / expensive modifications. The principal factors that must be considered are.

¤ The cover assembly must bolt onto the flywheel.
- check fixing bolt positions and size.

¤ The input shaft spline must fit the driven plate correctly.
- check number of teeth and the outside diameter match the details given.

¤ Setup height (SUH) must be compatible with the release mechanism (usually the same as the original equipment

¤ Rotational speed (r.p.m.) capability of the clutch must be well above the (possibly increased from standard) maximum engine speed.

TORQUE CAPACITY.

Must be sufficient for the engine. The basic factors that control clutch torque capacity are size (diameter), the clamp load of the cover assembly, and the friction coefficient of the facings.

CONDITIONS OF USE.

The type of use intended for the vehicle is a major factor in choosing a suitable clutch.

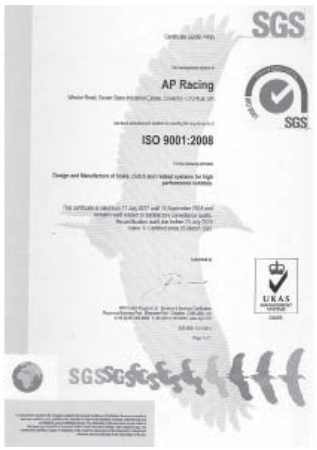
¤ For Road use a high level of "comfort" is desirable.
- choose a clutch with an organic type facing and preferably cushioned segments and a spring centre to give smooth engagement.

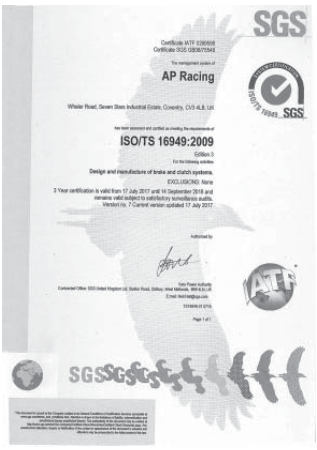
¤ For Competition use performance is usually a more important consideration than "comfort" and harsh characteristics can be tolerated.
- choose a cerametallic type facing.

¤ For Off Road use a lot of deliberate partial engagement (slipping) is often normal.
- choose a larger / higher capacity clutch, usually of the cerametallic type, to absorb the extra energy / temperature generated.

QUALITY.

All AP Racing clutches are made from new components manufactured to the highest standards developed over many years of experience as an OE and Competition clutch supplier.
AP Racing are an approved ISO 9002 and TS16949 accredited company.





MANUFACTURE.

All AP Racing High Performance Clutch Assemblies are either made or tested at our Coventry Factory.
Dedicated manufacturing areas have been created to provide a modern and efficient production facility.

High Perf Clutch Home Page

Ø190mm Clutches

Ø215mm Clutches

Ø220mm Clutches

Ø240mm Clutches

Ø267mm Clutches

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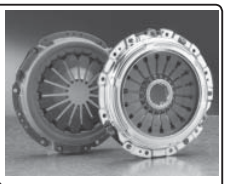
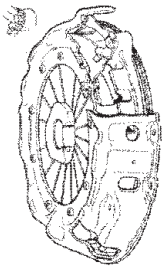
Slave Cylinders

Release Bearings

HIGH PERFORMANCE COVER ASSEMBLIES.

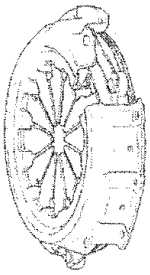
An AP Racing cover assembly is designated either 'DS' or 'DST' for operation purposes. The difference is explained below.





'DS TYPE'

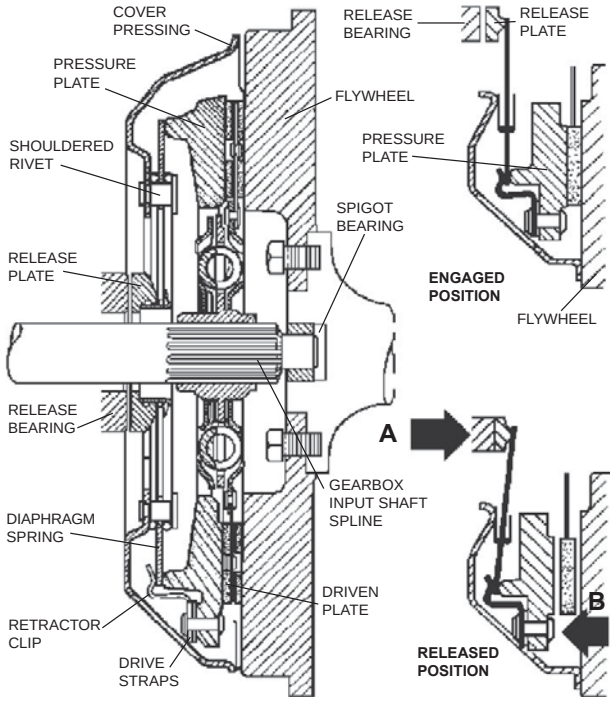
Identified by rivets to retain the diaphragm spring in the cover.



'DST TYPE'

Identified by bent over tabs to retain the diaphragm spring in the cover.

PRINCIPLE OF OPERATION.



The 'DS' (Diaphragm Spring) type of clutch illustrated above is bolted to the vehicle flywheel and is made up of the various components as shown. The pressed steel covers drives the pressure plate via the drive straps, with the diaphragm spring forcing the pressure plate towards the flywheel clamping the driven plate between them. Thus the engine flywheel, cover pressing, pressure plate and driven plate, all rotate together to transmit the drive to the gearbox via the splined shaft. Depressing the clutch pedal releases the driven plate by moving the release bearing in the direction of arrow 'A' to bring it into contact with the release plate. (The clutch may not be fitted with a release plate, in which case the release bearing will come into direct contact with the diaphragm fingers). This in turn applies pressure to the diaphragm spring fingers which move inwards and pivot on the fulcrum rings to lift up the spring outside edge. The retractor clips keep the spring in contact with the pressure plate which moves away from the flywheel (in the direction of arrow 'B') releasing the driven plate allowing the clutch and flywheel to rotate independently thus disconnecting the drive to the gearbox. Releasing the clutch pedal reverses the operation and the driven plate is once again clamped again against the flywheel to revolve the input shaft and apply drive to the gearbox. The 'DST' (Diaphragm Spring Tabbed) clutch works on the same principle as the 'DS' clutch except that the 'DST' clutch does not require retractor clips, and the diaphragm spring is located by tabs on the cover pressing rather than shouldered rivets.

INSTALLATION / TECHNICAL INFORMATION.

The information contained in this section covers the relevant technical and installation details for the range of cover assemblies.
This information includes:

- **Mounting Holes:** Number of, diameter, pitch circle diameter and spacing.
- **Dowel Holes:** Number of, diameter, pitch circle diameter and spacing.
- **Mounting Hole / Dowel Hole Position:** The angular dimension between any given mounting hole and a dowel hole, provided that they are both equi-spaced on their relevant P.C.D.
- **Set-Up Height:** The dimension from the flywheel face to the diaphragm spring fingers or to the top face of a release plate if fitted.
- **Diaphragm Spring:** The colour identifies the spring strength whilst the 'design' details the finger form, straight or curved (curly).
- **Release Plate:** Informs you if a release plate is fitted to the diaphragm spring fingers.
- **Clamp Load:** The amount of clamping force exerted by the diaphragm spring (identified by colour on spring fingers). Given in Lbs and Nm
- **Driven Plate Thickness:** Two thicknesses are given, the 'new clamped' thickness and the 'minimum worn' thickness.

'New clamped' is the thickness of the driven plate when first installed but with the plate in the clamped position. The 'minimum worn' figure is derived from the clamp load characteristics of each individual cover assembly, and can be used as a guide to the life of the driven plate. Whilst the driven plate thickness is between these two figures the clamp load stated will be within specification. When the thickness of the driven plate drops below the minimum worn figure the clamp load will be reduced which may result in clutch 'slip'.

- **Torque Capacity:** The torque capacity for the clutch will vary depending upon which type of driven plate is to be used. The table gives the figure for all the various types of plate that can be run with the particular cover assembly. Given in Lbft and Nm.
- **Maximum Rotational Speed:** The maximum recommended rotational speed for each cover assembly. Given in rpm.
- **Maximum Release Travel:** The maximum recommended travel for the release bearing to prevent the diaphragm spring being over stroked.
- **Release Bearing Type:** It is important that the correct type of release bearing is used for each cover assembly configuration. If a release plate is fitted a carbon thrust bearing should be used. If a release plate is not fitted and the diaphragm spring has straight fingers then a round nose ball type bearing should be used. If a release plate is not fitted and the diaphragm spring has curved fingers then a flat faced ball type bearing should be used.

SPECIAL NOTE: Ø220MM CLUTCH FITMENT TO FORD ESCORT RANGE 1986.

To improve clutch release on Ford escorts post 1995 models are fitted with an adjustable clutch pedal and improved (white) quadrant as standard (see photo's). When fitting **CP3560-1, CP3560-2** cover assemblies or the clutch kits **CP2000-8, -35 & CP2015-8,** AP Racing recommends that the adjustable pedal, improved quadrant and a new clutch cable are fitted to optimize clutch release in light of the higher release loads. The Ford Part Numbers for these parts as follows:-

Adjustable Pedal

- **1029012 Quadrant**
- **1029013.**

If vehicle is already fitted with adjustable pedal and white quadrant then mods below will not be necessary.

The latest MK5 Escort quadrant (white) has been radius R55mm over the Pre 1995 quadrant (black) R40mm. The following mods need to be carried out when fitting the white quadrant, if not the pedal will sit to high. Count 10 teeth up from the lower edge of the quadrant,

using a hacksaw cut along the line of the rib to the centre boss. Cut at right angles to remove this section. Add the M8 locknut supplied in the clutch kit to the pedal adjuster bolt. Fit it back to front, this will prevent the bolt slipping off the quadrant during clutch actuation. Adjust the bolt until the desired pedal position is achieved. The increased radius of the white quadrant allows for more travel at the release bearing, hence improving clutch release / gear selection.

IMPORTANT NOTE

AP Racing **CP3560** Cover Assemblies should only be used in conjunction with our recommended driven plates (see below) and not with OE or alternative driven plates. **CP3560-1** cover can be used with **CP5351-16** organic driven plate or **CP5354-15** cerametallic paddle driven plate. **CP3560-2** cover should only be used with the **CP5354-15** cerametallic paddle driven plate. **Failure to comply with any of the above recommendations is likely to result in release problems with your clutch.**

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Ø190mm Diameter. Cover Assemblies.

Cover Assy Type.	Part Number.	Mounting Hole. (mm)	Dowel Hole (mm). & Position.	Set-up Height Nominal.	Diaphragm Spring Colour / Finger Form.	Rel Plate Fitted.	Clamp Load. N (lbs)	Driven Plate Thickness. New Clamped	Driven Plate Thickness. Min Worn	Torque Capacity. Using Driven Plates Nm (lbft) CP2642	Torque Capacity. Using Driven Plates Nm (lbft) CP2257	Bearing Type.
DST	CP3748-6	6-off Ø9.12/8.89 Equispaced on a Ø222.2 P.C.D.	3-off Ø6.36/6.34 Equispaced on a Ø222.2 P.C.D. & 30°	36.17mm	Brown / Curly	No	5338 (1200)	7.11mm (0.28")	5.61mm (0.22")	136 (100)	175 (129)	Flat Face.
DST	CP3764-4			35.17mm	Green / Straight					136 (100)	175 (129)	Round Nose.

Ø215mm Diameter. Cover Assemblies.

Cover Assy Type.	Part Number.	Mtg Hole. (mm)	Dowel Hole (mm). & Position.	Set up Height Nom.	Diaphragm Spring Colour / Finger Form.	Rel / Plate Fitted.	Max Rel / Travel mm	Clamp Load. N (lbs)	Driven Plate Thickness. New Clamped mm	Driven Plate Thickness. Min Worn mm	Torque Capacity. Using Driven Plates Nm (lbft) CP5351	CP5352	CP5354	Bearing Type.
DST	CP2511-1	6-off Ø9.14/8.89 Equispaced on a Ø246.1 P.C.D.	3-off Ø6.36/6.34 Equispaced on a Ø246.1 P.C.D. & 30°	46.60 mm	Brown / Curly	No	9.0	7117 (1600)	7.11 (0.28")	5.61 (0.22")	276 (203)			Flat Face.
DS	CP2246-70	6-off Ø9.14/8.89 Equispaced on a Ø250.8 P.C.D.	3-off Ø6.36/6.34 Equispaced on a Ø250.8 P.C.D. & 30°	35.94 mm	White / Straight	No		5338 (1200)			224 (165)	224 (165)	N/A	Round Nose.
DS	CP2246-71			46.91 mm		Yes					224 (165)	224 (165)		Flat Face.
DS	CP2647-1			39.62 mm	Blue / Curly	No					192 (142)	192 (142)		

Maximum Rotational Speed = 8000rpm

CP2511

CP2647

Ø220mm Diameter. Cover Assemblies.

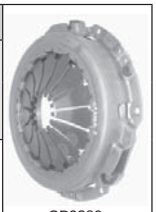
Cover Assy Type.	Part Number.	Mtg Hole. (mm)	Dowel Hole (mm). & Position.	Set up Height Nom.	Diaphragm Spring Colour / Finger Form.	Rel / Plate Fitted.	Max Rel / Travel mm	Clamp Load. N (lbs)	Driven Plate Thickness. New Clamped mm	Driven Plate Thickness. Min Worn mm	Torque Capacity. Using Driven Plates Nm (lbft) CP5351	CP5352	CP5354	Bearing Type.
DST	CP3560-1	6-off Ø9.14/8.89 Equispaced on a Ø242.0 P.C.D.	3-off Ø6.36/6.34 Equispaced on a Ø242.0 P.C.D. & 30°	30.5 mm	Black / Straight.	No	9.0	5500 (1240)	7.11 (0.28")	5.61 (0.22")	230 (169)	230 (169)	230 (169)	Round Nose.
	CP3560-2							7500 (1690)			N/A	N/A	310 (230)	

Maximum Rotational Speed = 10000rpm

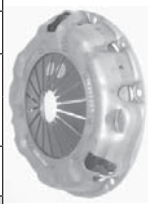
Ø240mm Diameter. Cover Assemblies.

Cover Assy Type.	Part Number.	Mtg Hole. (mm)	Dowel Hole (mm). & Position.	Set-up Height Nom.	Diaphragm Spring Colour / Finge Form.	Rel / Plate Fitted.	Max Rel / Travel mm	Clamp Load. N (lbs)	Driven Plate Thickness. New Clamped mm	Driven Plate Thickness. Min Worn mm.	Torque Capacity. Using Driven Plates Nm (lbft) CP2346	CP2496	CP2583	Bearing Type.
DST	CP3380-2	6-off Ø9.14/8.89 Equispaced on a Ø273.0 P.C.D.	3-off Ø6.36/6.34 Equispaced on a Ø273.0 P.C.D. & 30°	44.38 mm	Green/ Curly	No	12.5	8896 (2000)	8.38 (0.33")	6.88 (0.27")	476 (351)		N/A	Flat Face.
DS	CP2345-4	6-off Ø9.14/8.89 Equispaced on a Ø269.88 P.C.D.	3-off Ø6.36/6.34 Equispaced on a Ø269.88 P.C.D. & 30°	40.72 mm	Brown / Straight	No		8452 (1900)	8.38 (0.33")	6.88 (0.27")	N/A	366 (270)	N/A	Round Nose.
	CP2345-8			51.59 mm	Brown	Yes					N/A			Flat Face.
	CP2394-14			50.29 mm	Green	Yes		10676 (2400)	8.38mm (0.33")	6.88 (0.27")	460 (339)	462 (341)	460 (339)	
	CP2394-60			45.29 mm	Green / Straight	No								Round Nose.

Maximum Rotational Speeds = CP2345-4 & -8 = 7300rpm - CP3329, CP3380, CP2394-, -14, -46 & -60 = 9000rpm



CP3380

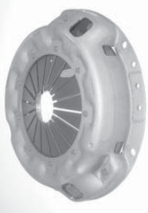


CP2345

Ø267mm Diameter. Cover Assemblies.

Cover Assy Type.	Part Number.	Mtg Hole. (mm)	Dowel Hole (mm). & Position.	Set-up Height Nom.	Diaphragm Spring Colour / Finger Form.	Rel / Plate Fitted.	Max Rel / Travel mm	Clamp Load. N (lbs)	Driven Plate Thickness. New Clamped mm	Driven Plate Thickness. Min Worn mm	Torque Capacity. Using Driven Plates Nm (lbft) CP2495	CP2790	CP3258	Bearing Type.
DS	CP2789-1	6-off Ø11.4/10.16 Equispaced on a Ø306.4 P.C.D.	3-off Ø7.95/7.92 Equispaced on a Ø306.4 P.C.D. & 12.5°	57.15 mm	Orange / Straight.	Yes	10.5	8452 (1900)	8.38 (0.33")	6.38 (0.25")	397 (293)	397 (293)	N/A	Round Nose.
	CP2789-2										397 (293)	397 (293)	N/A	
	CP2789-5			46.18 mm	White / Curly	No		12900 (2900)			606 (447)	440 (325)	440 (325)	Flat Face

Maximum Rotational Speed = CP2789-1 = 6500rpm / CP2789-2 & -5 = 8000rpm.



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Rigid Centred Organic D/Plates
Rigid Centred Paddle D/Plates
Spring Centred Organic D/Plates
Spring Centred Paddle D/Plates
High Perf Clutch Covers
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Metallic Race Clutches
Slave Cylinders
Release Bearings

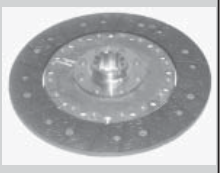
HIGH PERFORMANCE DRIVEN PLATES.

Driven plates are available in four different configurations which can accommodate a wide range of race, rally and road applications.

SPRING CENTRE ORGANIC.

This driven plate design features an adaptor plate and retainer plate that are riveted together with shouldered stop pins. Located between them in slots in the hub flange are damper springs arranged radially around the hub centre. The hub can rotate within specific limits to compress the springs thus smoothing out any torsional fluctuations in the drive line. Damping is provided by friction washers fitted between the hub, retainer and adaptor plate.

RIGID CENTRE ORGANIC.

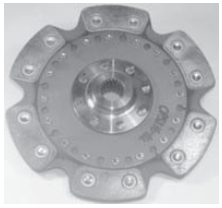


The rigid type of driven plate is not fitted with any form of drive line cushioning. It is specially designed for arduous working conditions where the degree of refinement is secondary to strength and durability. It is less' comfortable' than a sprung centred plate and is suitable for low level competition and road use.

SPRING CENTRE CERAMETALLIC.

Designed for heavy duty or 'off road' applications the sprung centre cerametallic driven plate features a sprung, or rigid centre configuration and uses a rigid adaptor plate without cushion segments.
The driven plate incorporates cerametallic pads, as illustrated, which are designed to withstand the high temperatures associated with high energy input competition applications.
Not suitable for road use.

RIGID CENTRE CERAMETALLIC.



The rigid type of driven plate is not fitted with any form of drive line cushioning. It is designed for arduous working conditions where the degree of refinement is secondary to strength and durability and offers the heat resistance advantages of the cerametallic pad design. **Not suitable for road use.** This section provides information on the range of driven plates that can be used with the cover assemblies detailed on pages 146 of this catalogue.
This information includes the following :

- **DRIVEN PLATE 'FAMILY NUMBER'**
- **OUTSIDE DIAMETER**
- **THICKNESS:** The thickness in the new condition and the minimum worn thickness are given.
- **FACING MATERIAL:** Driven plates are available in three basic configurations, cerametallic, steel backed organic or non backed organic all organic material are asbestos free.
- **TYPE OF CENTRE**: Driven plates can have either a sprung or rigid centre configuration.
- **COVER ASSEMBLIES:** Details which cover assemblies the particular driven plate family can be used with.
- **SPLINE SIZE:** Details the hub spline giving the number of teeth and the major diameter.
- **GENERAL COMMENTS:** Particular applications, number of cerametallic pads per side of the plate (paddles), 'low crimp plate' etc.

Rigid Centered Organic Driven Plates

Driven Plate Dia. (mm)	Driven Plate Family Part No.	Driven Plate Thickness	Used With Cover.	No. of Teeth: 20	23	24	24	26	26	32	Comments
				Spline Shaft O.D.: .875"	1.0"	1.0"	25.2	22.0	1.16"	2.06"	
180	**CP2084** Steel Backed	7.1mm	CP2084							-41	- Mini. - Torque Rating = 140lb/ft
215	**CP5341** Organic Backed	7.1mm	Standard	-13	-3		-12		-17		- CP5341-3, has a reversed hub. - Torque Rating = 165lb/ft
		7.87mm		-14							
	CP5342 Organic Backed	7.1mm	Standard		-2						

CP2084

CP5341

Previous View

Rigid Centered Cerametallic Driven Plates

Driven Plate Dia (mm)	Driven Plate Family Part No.	Driven Plate Thickness.	Used With Cover.	No. of Teeth: 10	10	10	10	10	14	18	20	20	21	21	21	21	22	23	24	24	24	24	26	26	28	32
				Spline Shaft O.D.: 1.0"	1.06"	1.12"	29	1.25"	25	21.1	22	.875"	.92"	24	24.5	29	1.0"	1.0"	24.2	1.0"	25.2	25.5	22	1.16"	22	2.06"
180	**CP2599** Cerametallic 4 Paddle.	7.1mm	CP2084																							-11
		Comments:		Torque Rating = 140lb/ft.																						
200	**CP5213** Cerametallic 3 Paddle.	7.1mm	CP4560							-18		-17	-13										-12			
		7.6mm	CP3745									-16	-15													
		Comments		CP5213-13 or -15 Corolla 1600V 1985-86. / CP5213-13 Corolla 1988-89 / Torque Rating = 310lbft.																						
	CP5214 Cerametallic 4 Paddle.	7.1mm	CP4560 CP3745							-18/ -31		-14		-35		-16		-17		-13	-32	-26				
		7.6mm								-21			-20	-33				-27								
		8.9mm											-25													
		Comments		CP5214-18 is standard build, Peugeot. / CP5214-31 is reverse build of -18. / CP5214-16 & -20, Toyota. / CP5214-15, Golf TD. / CP5214-17, Escort Mk4/5 Zetec. / Torque Rating = 310lbft.																						
	CP5216 Cerametallic 6 Paddle.	7.1mm	CP4560 CP3745			-22						-14					-11	-15		-13		-12	-26	-23	-16	
		7.6mm																-25								
		8.9mm										-20						-19						-21		
		Comments		CP5216-14, Mitsubishi Lancer 1994-96. / CP5216-13, Seat Ibiza. / CP5216-16, Golf G-60 1991-92. / Torque Rating = 310lbft																						
215	**CP5343** Cerametallic 4 Paddle.	7.1mm	CP2246															-3		-5				-6		
		8.0mm								-4																
		Comments		CP5343-4, Citroen / CP5343-6 is reversed build. / Torque Rating = 314lbft.																						
	CP5344 Cerametallic 4 Paddle.	7.1mm	CP2246 CP5241		-33	-14		-1	-12			-2		-37			-4	-5		-8	-31		-32			
		7.6mm							-38	-7				-28	-27											
		7.9mm																			-34	-6				
		8.0mm									-29															
		8.4mm																-15								
		8.9mm					-10										-30									
		Comments		CP5344-7, Peugeot. / Torque Rating = 314lbft.																						
	CP5346 Cerametallic 6 Paddle	7.1mm	CP5241 Standard OE.															-20	-23							
		8.0mm									-9					-2						-25				
		8.4mm					-10											-1								
		8.9mm				-19	-11		-5			-6		-4			-8	-12	-29	-14		-7		-15	-22	
		Comments		CP5346-1 (fillet root spline), Porsche 924 Turbo. / Torque Rating = 314lbft.																						

High Perf Clutch Home Page
Spring Centred Organic D/Plates
Rigid Centred Paddle D/Plates
Spring Centred Paddle D/Plates
Rigid Centred Organic D/Plates
High Perf Clutch Covers
Carbon/ Carbon Clutches
Metallic Race Clutches
Slave Cylinders
Release Bearings
Previous View

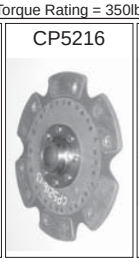
Rigid Centered Cerametallic Driven Plates

Driven Plate Dia (mm)	Driven Plate Family Part No.	Driven Plate Thickness.	Used With Cover.	No. of Teeth																						
				10	10	10	10	10	14	18	20	20	21	21	21	21	22	23	24	24	24	24	26	26	28	32
				Spline Shaft O.D.																						
				1.0"	1.06"	1.12"	29	1.25"	25	21.1	22	.875"	.92"	24	24.5	29	1.0"	1.0"	24.2	1.0"	25.2	25.5	22	1.16"	22	2.06"
228	CP6444 Cerametallic 4 Paddle.	7.1mm	Standard OE.				-12							-27												
		7.4mm							-10			-2						-5								
		7.6mm																	-9					-26		
		7.8mm												-24												
		8.0mm										-3						-6	-19			-22				
		8.4mm							-11			-4													-8	
		8.9mm					-29																	-7		
		Comments		Torque Rating = 250lb/ft																						
240	CP2496 Cerametallic 4 Paddle.	8.4mm	CP2394 CP3380	-4	-18	-14/ -36	-24 / -41	-13	-29						-52			-16		-19				-26		
	CP4196 Cerametallic 6 Paddle.	8.4mm	Standard OE															-5	-4	-6						
	Comments			CP2496-36, Shortened Hub. / CP2496-24, Straight sided spline. / CP2496-41, Shortened Hub version of -24 GRP N BMW / Torque Rating = 350lb/ft																						

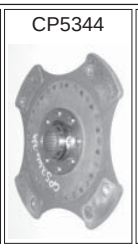

CP2599


CP5213

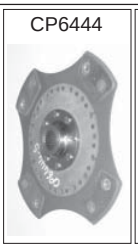

CP5214


CP5216


CP5343


CP5344


CP5346


CP6444

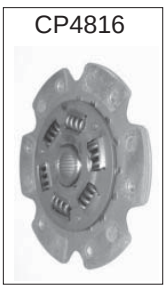

CP2496

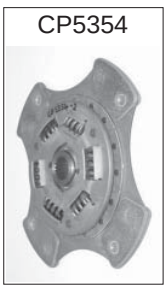

CP4196

Spring Centered Cerametallic Driven Plates

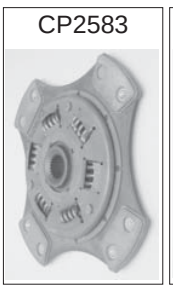
Driven Plate Dia (mm)	Driven Plate Family Part No.	Driven Plate Thickness	Used With Cover.	No. of Teeth																						
				10	10	10	10	14	14	17	18	18	20	21	21	22	23	24	24	24	24	24	24	26	26	28
				Spline Shaft O.D.																						
				1.0"	1.12"	29	1.25"	18.7	25	20	20.6	21.1	.875"	24	24.5	1.0"	1.0"	.8"	24	24.2	25.2	1.0"	25.5	22	1.16"	22
200	CP4814 Cerametallic 4 Paddle.	7.1mm	CP4560 CP3745					-16		-11		-14 / -35	-15 / -20	-38			-21					-13	-33	-12 / -19		
		7.6mm										-24		-26				-23						-25		
		7.9mm						-29																		
		8.0mm											-28													
		8.9mm																				-31				
	Comments			CP4814-16, Opel Corsa. / CP4184-29, Opel Corsa Grp ,N, 1.6GTi. / CP4814-11 Ford Escort Mk3, standard gearbox. / CP4814-15, is reversed build for an Opel Corsa. / CP4814-24, Peugeot 205/306, 8 valve / Citroen. / CP4814-26, Formula Renault. / CP4814-13, VW (Gemini Transmission). / CP4814-12, standard build for a Clio Williams. / CP4814-19, reverse build of -12.. CP4814-35 Pyramid build version of -14. / Torque Rating = 250lbft.																								
	CP4816 Cerametallic 6 Paddle.	7.1mm	CP4560 CP3745			-11							-13				-12					-23/ -25		-26	-17	-24
		8.9mm														-21	-20									
	Comments			CP4816-16, Toyota Grp 'A' Rally 1992. / CP4816-20, Impreza / Legacy Grp 'A'. / CP4816-25 is reverse build. / Torque Rating = 250lb/ft.																							
215	CP5354 Cerametallic 4 Paddle.	7.1mm	CP2246 CP3745 CP2511	-3		-14	-52		-7	-15			-2		-9	-29	-38				-28	-40		-45		
		7.4mm									-30															
		7.6mm										-27	-6	-53	-37		-1	-19			-20			-26/ -39		
		7.9mm																					-47			
		8.0mm			-12	-16							-22					-33					-35			
		8.4mm															-46									
		8.9mm			-25	-18							-34				-17					-44				-50
	Comments			CP5354-14, BMW straight spline. / CP5354-29, Strengthened hub. / CP5354-40, reversed build. / CP5354-26, Strengthened hub. Torque Rating = 250lbft.																							
228	CP6454 Cerametallic 4 Paddle.	6.5mm	Standard OE.									-25														
		7.1mm							-12																	
		7.4mm																			-15					
		7.6mm							-13								-26	-1								
		8.0mm											-3	-24			-6			-11		-9				
		8.4mm											-5				-7									-10
		8.9mm				-17																				
	Comments			Torque Rating = 250lbft.																						
240	CP2583 Cerametallic 4 Paddle.	7.6mm	CP2394					-18									-33			-32						
		8.0mm																		-35						
		8.4mm		-37	-5	-11	-4	-13 / -18						-17	-15		-3					-6/ -31			-12	
	Comments			CP2583-15, Citroen. / CP2583-6, Datsun, / CP2583-6 has a different hub to -31. / Torque Rating = 350lbft.																						
	CP4216 Cerametallic 6 Paddle.	7.4mm	Standard OE.														-7									
		8.4mm				-13			-15					-11			-3 / -4			-2		-9			-10	
	Comments			CP4216-3 & -4, Use different hubs. / Torque Rating = 350lbft																						
267	CP3258 Cerametallic 4 Paddle.	8.4mm	CP2789		-6	-16	-1										-2 / -5					-15			-4	
	Comments			CP3258-2 & -5 , Use different hubs. / CP3258-2, Range Rover. / Torque Rating = 350lbft																						

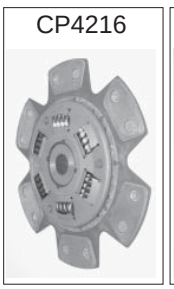

CP4814

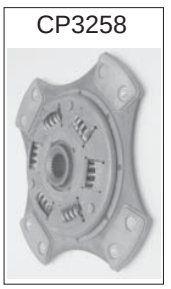

CP4816


CP5354


CP6454


CP2583


CP4216


CP3258

High Perf Clutch Home Page
Rigid Centred Paddle D/Plates
Spring Centred Paddle D/Plates
Rigid Centred Organic D/Plates
High Perf Clutch Covers
Carbon/ Carbon Clutches
Metallic Race Clutches
Slave Cylinders
Release Bearings
Previous View

Spring Centered Organic Driven Plates

Driven Plate Dia. (mm)	Driven Plate Family Part No.	Driven Plate Thick's	Used With Cover.	No. of Teeth																						
				10	10	10	10	10	10	10	14	17	18	20	21	21	21	22	23	24	24	24	24	24	25	26
				Spline Shaft O.D.																						
				.875"	1.0"	1.06"	1.12"	29	1.25"	35	25	20	20.4	.875"	24	24.5	29	1.0"	1.0"	24.2	25	25.2	1.0"	25.5	28	1.16"
190	**CP2257** Organic Non Backed	7.1mm	CP3748 CP3764	-11	-13									-1					-9							
	CP2642 Organic Non Backed	7.1mm	CP2642									-17		-12												
	Comments	Torque Rating = 150lbft																								
200	**CP2811** Organic Non Backed	7.1mm	CP2811									-16														
		7.6mm																-77								
		Comments		CP2811-9, No crimp. / CP2811-26, Low crimp. / Torque Rating = 250lbft																						
215	**CP5351** Organic Steel Backed.	7.1mm	CP2246 CP2511 CP2647 CP3560		-3		-7	-21	-6		-9	-16		-2	-8	-12	-35	-11	-1			-18			-4	
		7.9mm											-29									-22		-34		
		Comments		CP5351-10, Opel. / CP5351-20, Saab. / CP5351-2 & -1, Ford. / CP5351-8, Lotus Europa. / CP5351-12, Citroen. / CP5351-11, Volvo. / CP5351-18, Maestro / Montego Turbo. / CP5351-4, Hillman GM. / Torque Rating = 250lbft.																					
	CP5352 Organic Non Backed.	7.1mm	CP2246 CP2511 CP2647		-1									-4	-6				-5					-10		
		Comments		CP5352-5,standard driven plate suitable for CP2246/ CP2511 & CP2647 Cover Assemblies. Torque Rating = 250lbft.																						
228	**CP6452** Organic Non Backed.	8.0mm	Standard OE																-7	-6						
		8.6mm																		-17						
		Comments		Torque Rating = 250lb/ft.																						
240	**CP2346** Organic Steel Backed or Non Backed.	7.4mm	CP2345 CP2394 CP3380																-65							-68
		8.0mm																	-72							
		8.4mm			-8	-70	-10	-44 / -57	-11	-54	-41			-33	42 / -58	-16	-40		-4 / -45 / -9	-71			-56 / -62			-47
	Comments	CP2346-4, Steel backed facings. / CP2346-9 non backed facings. / CP2346-11, Morgan. / CP2346-57, Striaght sided DIN spline. / CP2346-44, Involute Renault. / CP2346-54, XJS 6 Speed, Lister Jaguar 91 on. / CP2346-41, Opel. / CP2346-42, Renault. / CP2346-40, Toyota. / CP2346-60, Zetec Formula Ford. / CP2346-45, Low crimp segment, Sierra Cosworth. / CP2346-56, Low crimp segment. / Torque Rating = 350lb/ft																								
267	**CP2790** Organic Non Backed.	8.4mm	CP2789				-10								-14				-5							
		Comments		CP2790-2, has stiffer damper springs than CP2790-9 is now obsolete. / Torque Rating = 350lbft.																						

CP2257

CP2642

CP2811

CP5351

CP5352

CP6452

CP2346

CP2790

NOTES