

A1 INSTALLATION DRAWING

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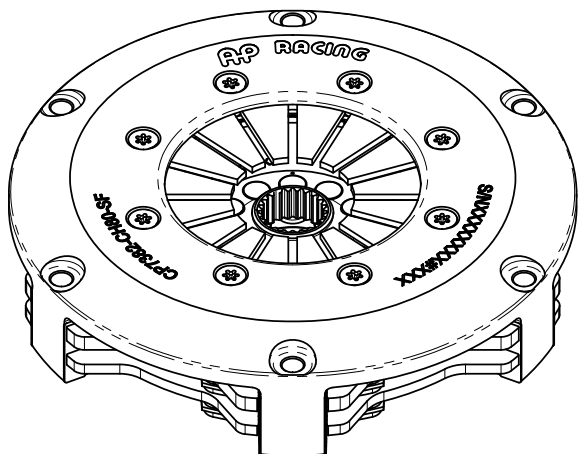


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CP7382, Ø184mm (7.25") SINTERED CLUTCH ASSEMBLY

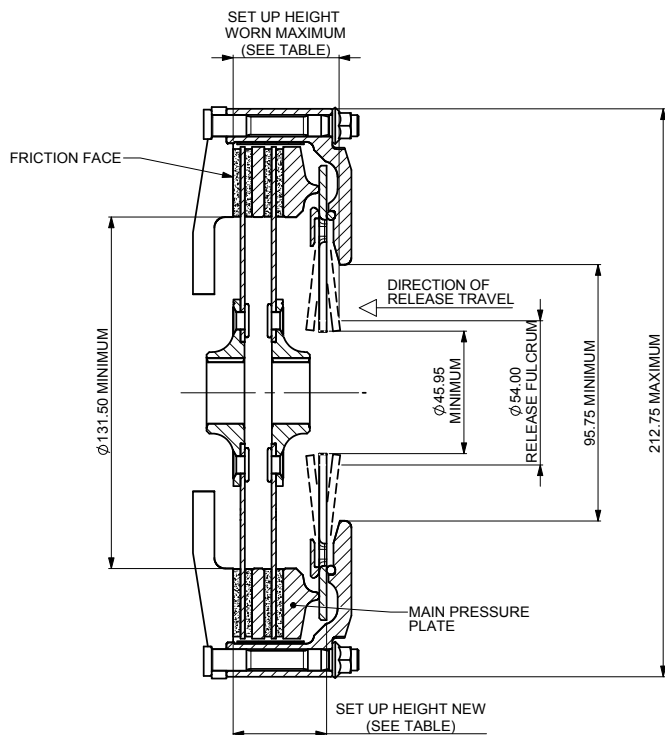


RECOMMENDED RELEASE BEARING :

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



CP7382 CLUTCH FAMILY

MAXIMUM DYNAMIC TORQUE CAPACITY

(Nm)	644	426	266			
(ft.lb)	475	314	196			

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	37.01	37.66	36.92			
Set Up Height Worn - MAX	34.64	35.29	34.55			

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

Release Ratio	3.42	3.42	3.42			
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Estimated Assembly Mass (Excluding Driven Plates) = 2.80 Kg

Estimated Assembly Inertia (Excluding Driven Plates) = 0.0182 Kgm²

Estimated Driven Plate Inertia - See Sheet 2

PERFORMANCE SUFFIX	CH	OH	NH			
For Reference						
Diaphragm Spring Rate	CRV	ORA	GRN			
Clutch Ratio	HiR	HiR	HiR			

MATERIAL SUFFIX	DRIVE PLATE MATERIAL	DRIVE PLATE THICKNESS			
80	CERAMETALLIC	7.11mm			

FLYWHEEL TYPE

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

Sample AP Racing Part No. **CP7382-CH80-SF**

WEAR IN

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

DRIVEN PLATE THICKNESS NEW: 7.11mm NOMINAL

DRIVEN PLATE THICKNESS WORN: 6.74mm MIN

DRIVEN PLATES - SEE SHEET 2

TYPICAL DRIVEN PLATE SIZES - CONTACT AP RACING FOR OTHERS AVAILABLE

SPLINE	3 PADDLE (CP8300 TYPE)	4 PADDLE (CP8400 TYPE)	6 PADDLE (CP8600 TYPE)	ORGANIC (CP5386 TYPE)
1" X 23T	CP8300-A036H	CP8400-A036H	CP8600-A036H	CP5386-10
7/8" x 20T	CP8300-A026	CP8400-A026	CP8600-A026	CP5386-12
1 5/32" x 26T	CP8300-A040	CP8400-A040	CP8600-A040	N/A
29.0 x 10T	CP8300-A008	CP8400-A008	CP8600-A008	CP5386-15

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

7 07/10/14 C4778 DRAWING UPDATED TO CURRENT STANDARD # bcb

SUH CHANGES (AS NOW MEASURED FROM FRICTION FACE NOT FLYWHEEL STEP)
CH ASSEMBLY:
37.01 WAS 39.95, 34.64 WAS 37.05, 39.68 WAS 42.97
OH ASSEMBLY:
37.66 WAS 40.70, 35.29 WAS 37.77, 40.34 WAS 43.72
NH ASSEMBLY:
36.92 WAS 40.49, 34.55 WAS 37.59, 39.59 WAS 43.51.

SCALE 1:1 SHEET 1 OF 2

DRAWN DAVID CONSTABLE-BERRY

APPROVED

DERIVED FROM CP7972

TITLE
Ø184 (7.25") TWIN PLATE
CLUTCH INSTALLATION

DRG NO. CP7382-1CD

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FIRST ANGLE PROJECTION

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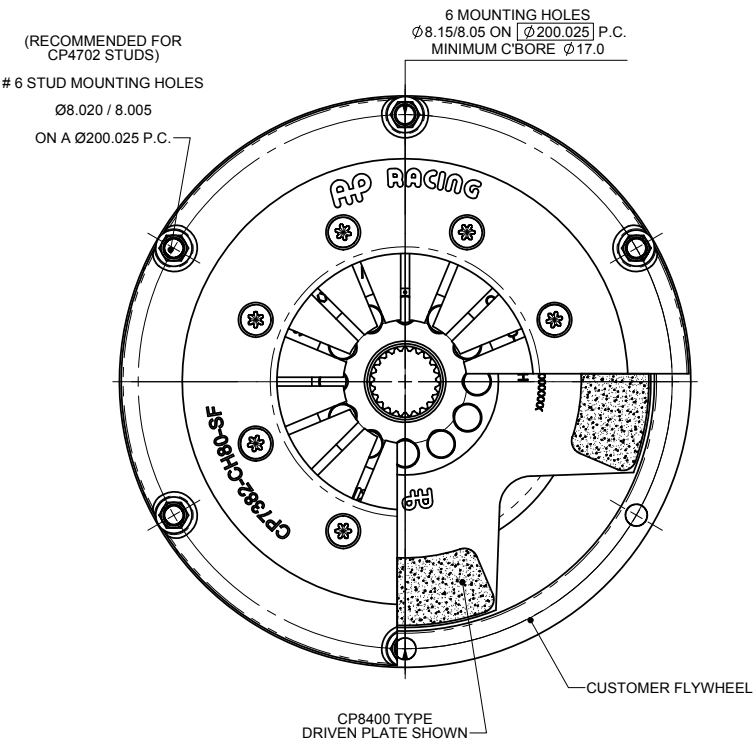


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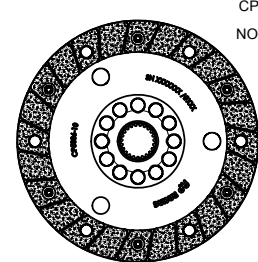
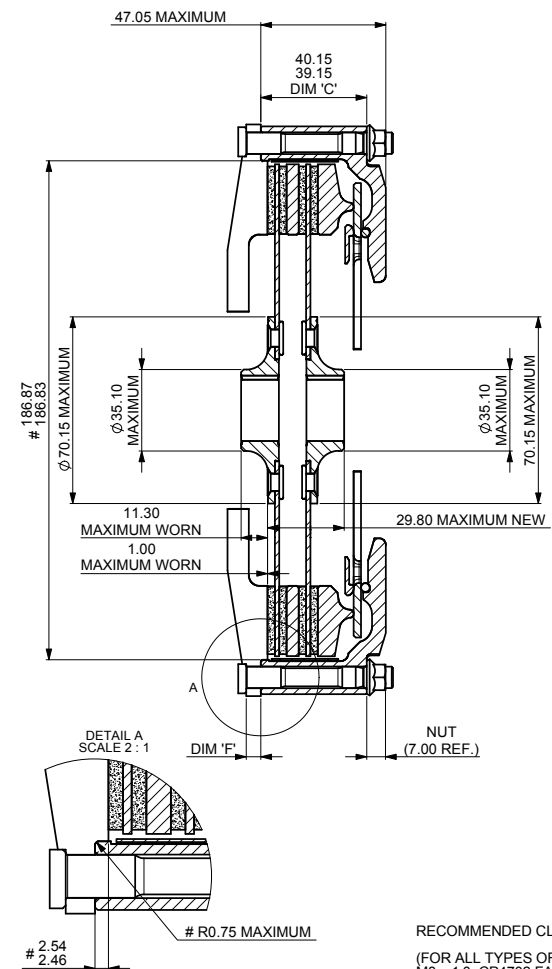
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Issue No.	Alterations		Zone	Initials
	Date & No.	Particulars		
-	-	SEE SHEET 1 FOR ISSUE INFORMATION.	-	-



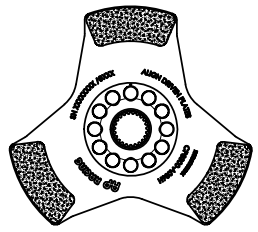
FLYWHEEL DIMENSIONS # FLYWHEEL DIMENSIONS STEPPED FLYWHEEL SUFFIX -SF



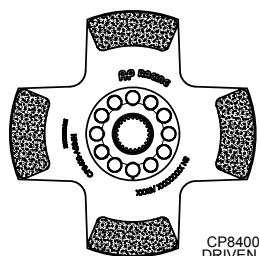
CP5386 TYPE ORGANIC DRIVEN PLATE
NOTE: (NOT TO EXCEED 7000rpm)
1:2 SCALE

PLATE TYPE	TYPICAL ASSEMBLY MASS	TYPICAL ASSEMBLY INERTIA
CP8300	0.906kg	0.0032kg/m ²
CP8400	1.048kg	0.0040kg/m ²
CP8600	1.339kg	0.0058kg/m ²
CP5386	1.164kg	0.0046kg/m ²

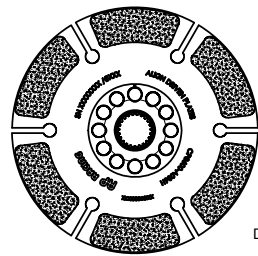
VALUES ARE FOR 2 DRIVEN PLATES



CP8300 TYPE DRIVEN PLATE
1:2 SCALE



CP8400 TYPE DRIVEN PLATE
1:2 SCALE



CP8600 TYPE DRIVEN PLATE
1:2 SCALE

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.

SCALE 1:1 SHEET 2 OF 2

DRAWN	DAVID CONSTABLE-BERRY
APPROVED	
DERIVED FROM	CP7972

TITLE
Ø184 (7.25") TWIN PLATE
CLUTCH INSTALLATION

DRG NO. CP7382-1CD