

A2 INSTALLATION DRAWING

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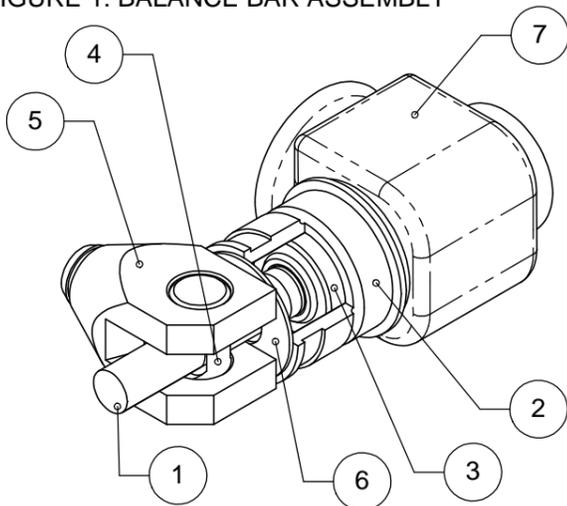


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 AP Racing
 Wheler Road
 Coventry
 CV3 4LB

Tel: +44 024 7663 9595 e-mail: sales@ap racing.co.uk
 Fax: +44 024 7663 9559 Web site: HTTP://www.ap racing.com

FIGURE 1: BALANCE BAR ASSEMBLY



BILL OF MATERIAL:

1. BALANCE BAR
2. SLEEVE
3. SPHERICAL BEARING
4. BARREL NUT
5. CLEVIS
6. WASHER
7. BOOT

THE ASSEMBLY IS SUPPLIED WITH:
 - 2 M3x0.5 GRUB SCREWS FOR CABLE FITTING (TAPPED HOLE IN BALANCE BAR)
 - 2 EXTERNAL CIRCLIPS ϕ 32
 - 1 BISSEL PIN ϕ 3x30 MM

BALANCE BAR ASSEMBLY PART No'S
CP5500-9
CP5500-9UNF

BALANCE BAR ASSEMBLY INSTALLATION

A. SLEEVE

1. MAKE A HOLE IN THE PEDAL OF THE RECOMMENDED DIMENSIONS (FIG.2). THE CENTER HAS TO BE AT THE SAME HEIGHT AS THE MASTER-CYLINDER CENTERLINE WHEN PEDAL IS SQUARE TO THE MASTER-CYLINDER.

2. IF YOU WISH TO RETAIN THE SLEEVE WITH A BISSEL PIN, DRILL A HOLE IN THE PEDAL AS SHOWN ON FIGURE 2.

3. POSITION THE SLEEVE IN THE PEDAL. IT IS RECOMMENDED TO BOND THE SLEEVE INTO THE HOUSING TO MINIMIZE THE PLAY OF THE BALANCE BAR. DEPENDING ON THE CONFIGURATION YOU CHOSEN, PUT THE CIRCLIPS OR THE BISSEL PIN IN PLACE.

B. BALANCE BAR INSTALLATION

1. GREASE THE HOUSING INSIDE DIAMETER (2) AND THE SPHERICAL BEARING (3).

2. INSTALL BALANCE BAR (1) INSIDE THE SLEEVE (3).

3. INSTALL THE CLEVIS (5), BARREL NUT (4) AND WASHERS (6) INTO THE RUBBER BOOTS. HANG CLEVIS TO BOOT WITH GROOVE ON FRONT OF CLEVIS.

4. SCREW THE BARREL NUTS (4) ON THE BALANCE BAR (1). LEAVE ONE TURN MINIMUM CLEARANCE BETWEEN THE CLEVIS (5) AND THE WASHERS (6).

5. INSTALL REMOTE CABLE AND RETAINING SCREWS.

6. INSTALL M8 NUTS PROVIDED ON MASTER-CYLINDER PUSHRODS.

7. ADJUST THE PUSHRODS SO THAT THE BALANCE BAR IS PERPENDICULAR TO THE PUSHRODS UNDER MAXIMUM LOAD. THE SYSTEM IS THEN SQUARE. IT IS NOT IMPORTANT THAT THE SYSTEM IS SQUARE WHEN RELEASED, BUT IT HAS TO BE UNDER LOAD.

FOR MAXIMUM EFFICIENCY, IT IS RECOMMENDED THAT THE PEDAL IS AT RIGHT ANGLE WITH THE PUSHRODS UNDER MAXIMUM BRAKING LOAD.

ALSO MAKE SURE THAT THE MASTER-CYLINDER PISTONS FULLY RETURN BEFORE USE. THIS CAN BE CHECKED BY FEELING THE PUSHRODS FOR SLIGHT MOVEMENTS. THERE SHOULD NOT BE ANY EXCESSIVE LOOSE MOVEMENT.

THE WASHERS (6) SHOULD BE LOOSE DURING THE FULL PEDAL TRAVEL. IF NOT, BACK OFF ONE CLEVIS AND BARREL NUT ANOTHER TURN.

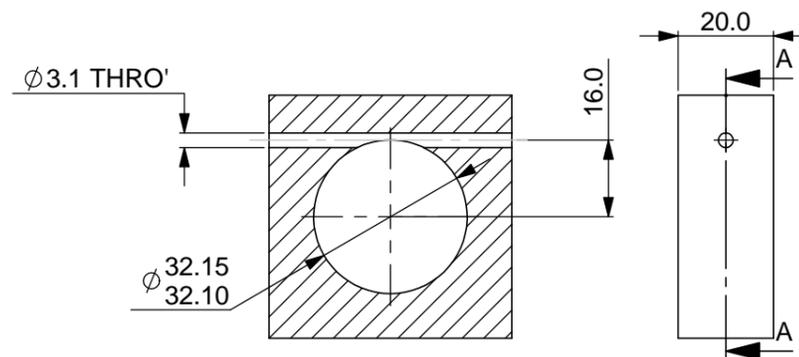
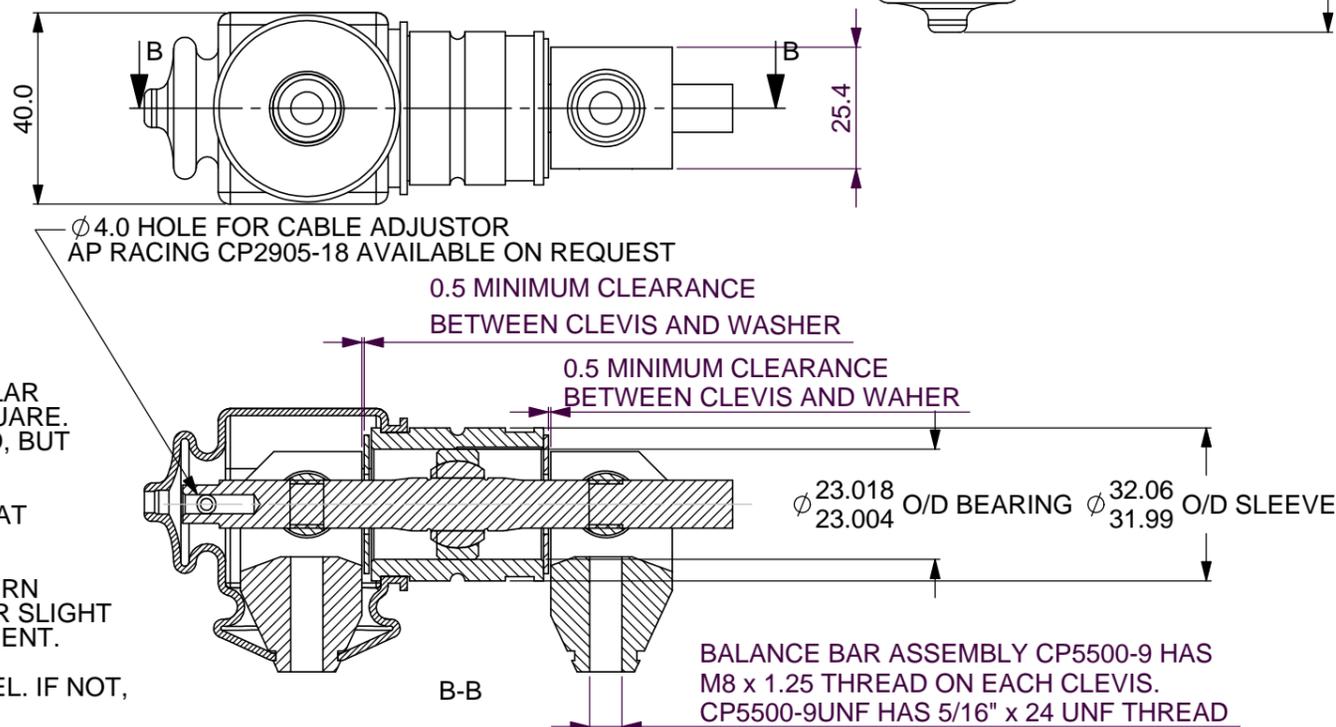


FIGURE 2: RECOMMENDED HOUSING DIMENSIONS

FIGURE 3: MAIN DIMENSIONS

MAXIMUM ARTICULATION +/-20°
 IN CASE OF ONE CIRCUIT FAILURE, MAXIMUM TRAVEL BEFORE BRAKING IS 6.55 MM ON BALANCE BAR



Issue No.	Date & No.	Alterations		Zone	Initials
		Particulars			
1	06/06/01 B2912	FIRST ISSUE			GM
2	05/09/02 B3425	5/16" UNF OPTION ADDED		#	DRA
3	01/05/03 RAC20366	23.018/23.004 WAS 23.017/23.004		B8	GM

SCALE 1:1	SHEET 1 OF 1
DRAWN	Gael Mace
APPROVED	
DERIVED FROM	
TITLE BALANCE BAR ASSEMBLY	
DRG NO.	cp5500-9cd