A1 INSTALLATION DRAWING

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FIRST ANGLE PROJECTION

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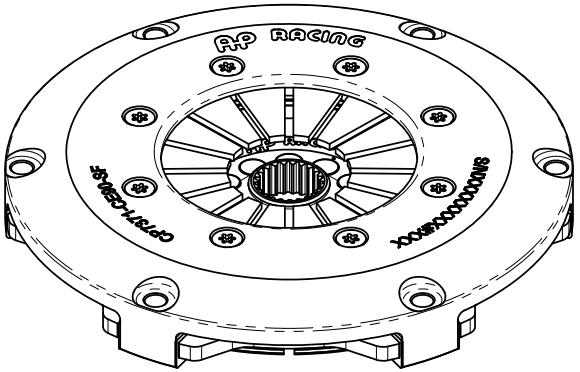
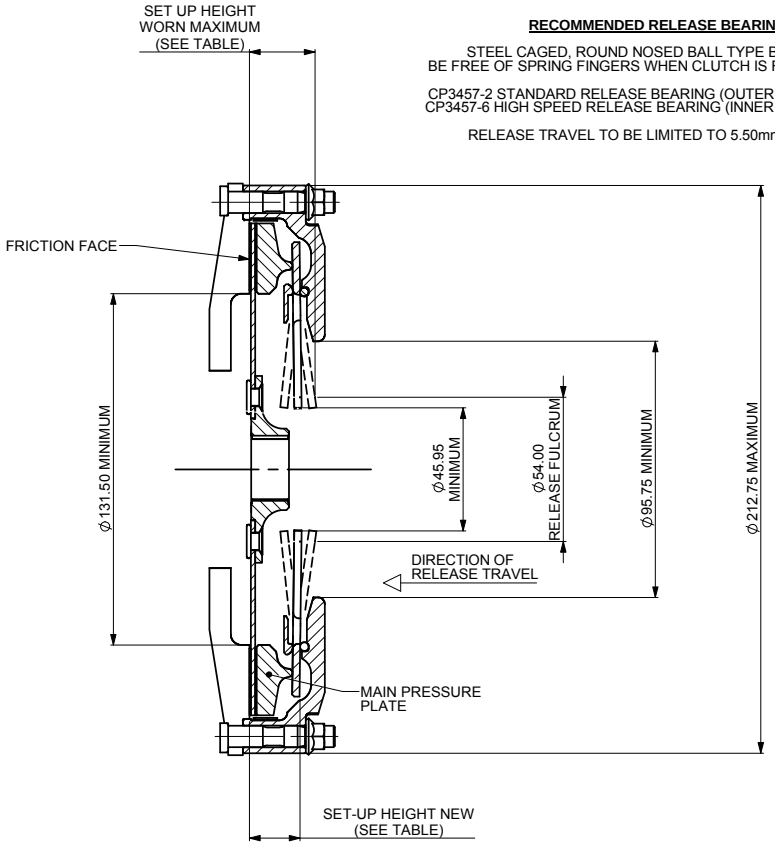
CP7371 CLUTCH FAMILY

CP7371, Ø184mm (7.25") SINTERED CLUTCH ASSEMBLY



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			
Set Up Height New	21.30 19.05	22.10 19.81	21.28 19.01			
Set Up Height Worn - MAX	24.52	25.31	24.50			
(Set Up Height is calculated from the flywheel friction face.)						
Release Ratio	4.10	4.10	4.10			
Estimated Assembly Mass (Excluding Driven Plate) = 2.16 Kg						
Estimated Assembly Inertia (Excluding Driven Plate) = 0.0135 Kgm²						
Estimated Driven Plate Inertia - See Sheet 2						



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

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 x10T	CP2012-199FM3	CP4429-5FM4

Issue No.	Alterations: Date & No.	Particulars	Zone	Initials
		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	#	DCB
6	25/10/18	DRIVE PLATE UPDATED PICTORIALLY	#	BJP

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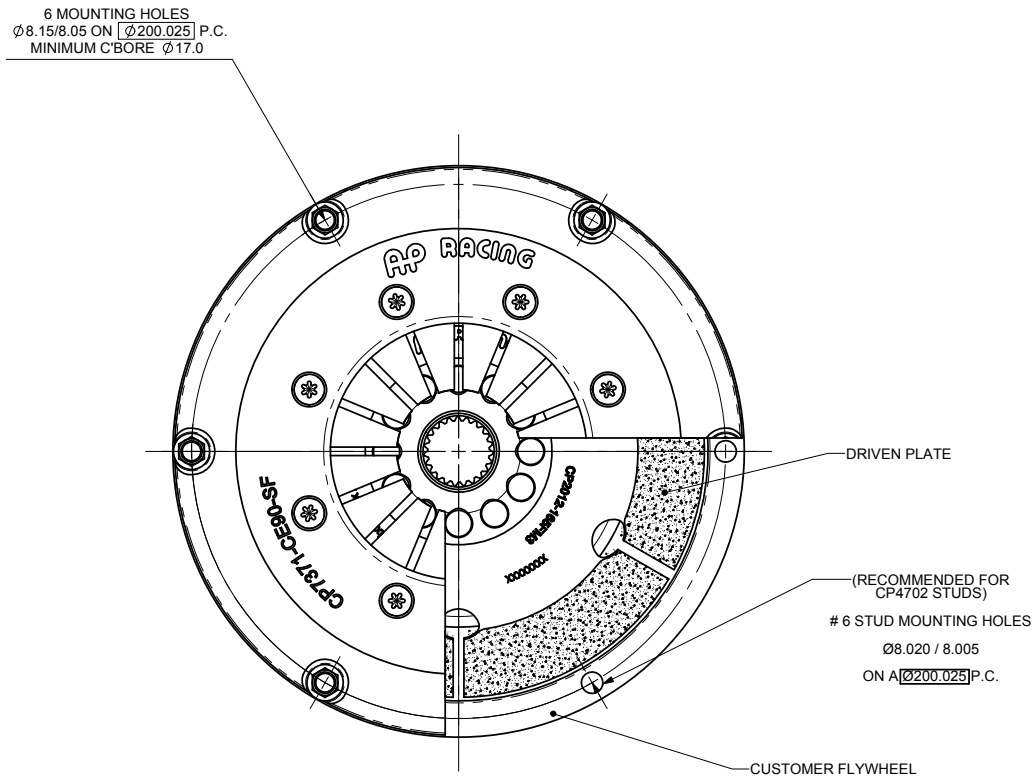
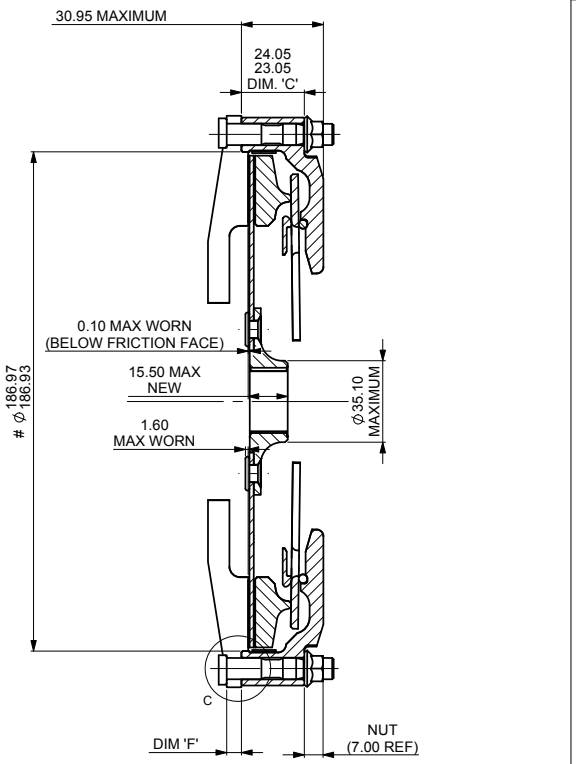
Issue No.	Alterations: Date & No.	Alterations: Particulars	Zone	Initials
-	-	SEE SHEET 1 FOR ISSUE INFORMATION.	-	-

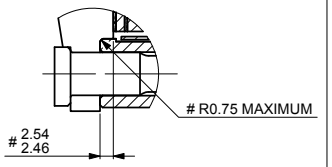
FLYWHEEL DIMENSIONS

STEPPED FLYWHEEL SUFFIX -SF

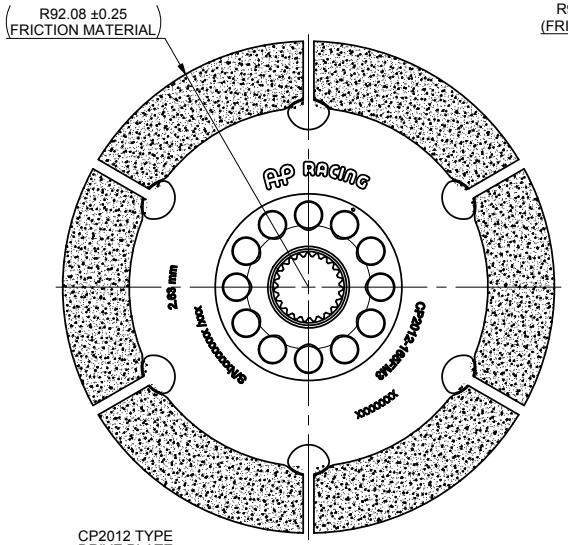
FLYWHEEL DIMENSIONS



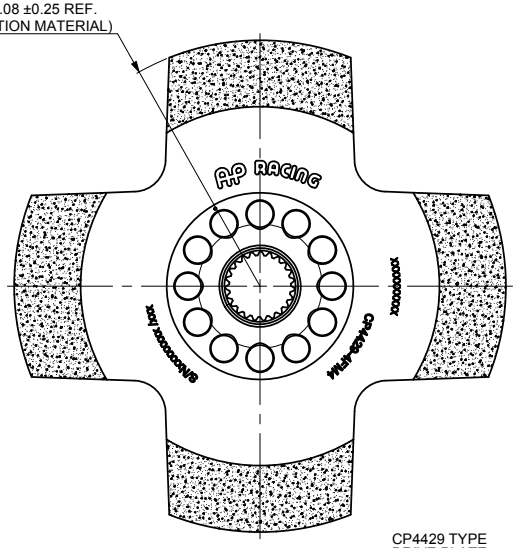




DETAIL C
SCALE 2 : 1



CP2012 TYPE
DRIVE PLATE
TYPICAL ASSEMBLY MASS: 0.496kg
TYPICAL ASSEMBLY INERTIA: 0.0018kg/m²



CP4429 TYPE
DRIVE PLATE
TYPICAL ASSEMBLY MASS: 0.396kg
TYPICAL ASSEMBLY INERTIA: 0.0012kg/m²

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

Ø184mm (7.25") SINGLE PLATE CLUTCH INSTALLATION

DRG NO. CP7371-1CD