

A1 INSTALLATION DRAWING

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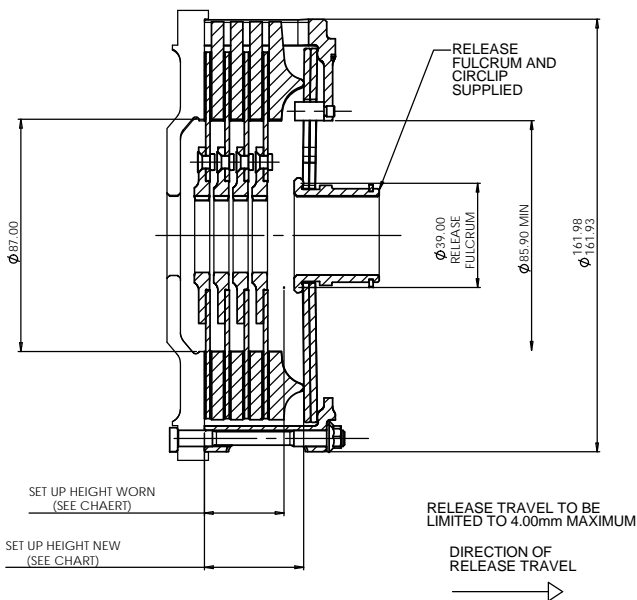
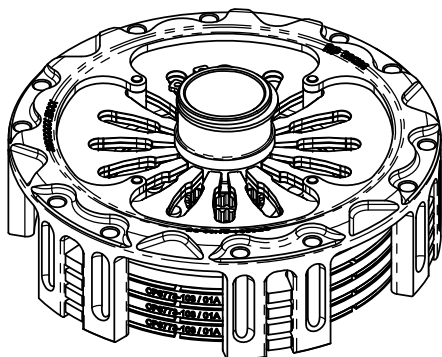


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CP8804 Ø140mm (5.5") PULL TYPE SINTERED CLUTCH ASSEMBLY.



FOR OPTIONAL PULL TYPE SLAVE CYLINDER
DETAIL SEE SHEET 3

CP8804 CLUTCH FAMILY

| MAXIMUM DYNAMIC TORQUE CAPACITY | | | |
|--|-----------------|----------------------------|----------------|
| (Nm) | 1410 | | |
| (ft.lb) | 1039 | | |
| RELEASE LOAD | | | |
| Max. Peak Worn (N) | 5700 | | |
| At Travel (N) | 4000 | | |
| WEAR IN (See Note) | | | |
| | 1.50 | | |
| Set Up Height New | 39.19 | | |
| Set Up Height Worn | 35.95 | | |
| (Set Up Height is calculated from the flywheel friction face.) | | | |
| Release Ratio | 4.41 | | |
| | Aluminium Cover | Steel Cover | Titanium Cover |
| Assembly Mass | n/a | 4.00 kg | n/a |
| Assembly Inertia | n/a | 0.013353 kg.m ² | n/a |
| Estimated Driven Plate Inertia = 0.0024175 Kgm ² | | | |
| PERFORMANCE SUFFIX | OH | | |
| For Reference | | | |
| Diaphragm Spring Rate | ORA | | |
| Clutch Ratio | HIR | | |

| MATERIAL SUFFIX | COVER MATERIAL | DRIVEN PLATE MATERIAL | DRIVEN PLATE THICKNESS |
|-----------------|----------------|-----------------------|------------------------|
| 90 | STEEL | SINTERED | 2.63mm |

| FLYWHEEL TYPE | | |
|---------------------------|-----------|-----------------------------------|
| | SUFFIX | COMMENTS |
| STANDARD FLAT FLYWHEEL | FF | FOR INSTALLATION DATA SEE SHEET 2 |
| STANDARD STEPPED FLYWHEEL | SF | n/a |

Sample AP Racing Part No. **CP8804-OH90-FF**

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

| DRIVEN PLATE THICKNESS NEW: | FOR 0.75 WEAR-IN | FOR 1.25 WEAR-IN | FOR 1.50 WEAR-IN |
|-----------------------------|------------------|------------------|------------------|
| 2.63mm MIN | n/a | n/a | 2.26 |

| DRIVEN PLATES AVAILABLE WITH THE FOLLOWING SPLINE SIZES | |
|---|--------------|
| SPLINE | PART No. |
| 1"X23T | |
| 7/8" x 20T | |
| 1 5/32" x 26T | CP3683-17FM3 |
| 29.0 x10T | |
| 1 1/8" x10T | |

| Issue No. | Alterations | | | Zone | Initials |
|-----------|-------------------|---|---|------------|----------|
| | Date & No. | Particulars | # | | |
| 1 | 30/07/13 | FIRST ISSUE | # | JG | |
| 2 | 15/08/13 | SUH CORRECTION NOW AS ISSUE 1 | # | JG | |
| 3 | 15/04/14 C4698 | SUH REVISED 39.19/35.95 WAS 37.56/36.44 29.33 WAS 29.82 | # | J11 BJP | |
| 4 | 13/05/14 | SHEET 3: REF TO CARBON STACK REPLACED BY "CLUTCH" | # | JG | |
| 5 | 01/09/15 C4954 | SHEET 3, SLAVE CYLINDER. CP6245-7 WAS CP6245-44 | # | JG | |
| 6 | 24/11/15 | DIAPHRAGM SPRING COATING NOTE WAS BOTH FACES TOGETHER | # | JG | |

SCALE 1:1 SHEET 1 OF 3

DRAWN: Jeremy Govan

APPROVED:

DERIVED FROM:

TITLE
Ø140mm (5.5") QUAD PLATE
I-DRIVE CLUTCH ASSEMBLY

DRG NO. CP8804CD

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RECOMMENDED CLUTCH MOUNTING :
(FOR ALL TYPES OF ASSEMBLY)
M6 x 1.0 CP4703 FAMILY STUD AND K-LOCK NUT.
NUTS TO BE TIGHTENED IN A DIAMETRICALLY-OPPOSITE SEQUENCE, HALF A TURN AT A TIME
TIGHTENING TORQUE : 10Nm (7.5 ft.lb)

LENGTH OF STUD REQUIRED TO BE CALCULATED THUS :

STUD LENGTH = DIMENSIONS 'C' + 'F' + ('R' OPTIONAL) + NUT

THIS CALCULATED LENGTH TO BE ROUNDED UP TO THE NEXT AVAILABLE STANDARD STUD LENGTH.

THIS ASSEMBLY IS SUPPLIED NEW WITH AN INSTALLATION PLATE AS SHOWN. THIS IS TO ALLOW THE ASSEMBLY TO BOLTED TO THE FLYWHEEL WITHOUT DAMAGING ANY OF THE CLUTCH COMPONENTS.

AFTER BOLTING THE CLUTCH TO THE FLYWHEEL REMOVE THE CIRCLIP AND INSTALLATION PLATE AND RETAIN FOR USE WHEN REMOVING THE ASSEMBLY FROM THE FLYWHEEL.

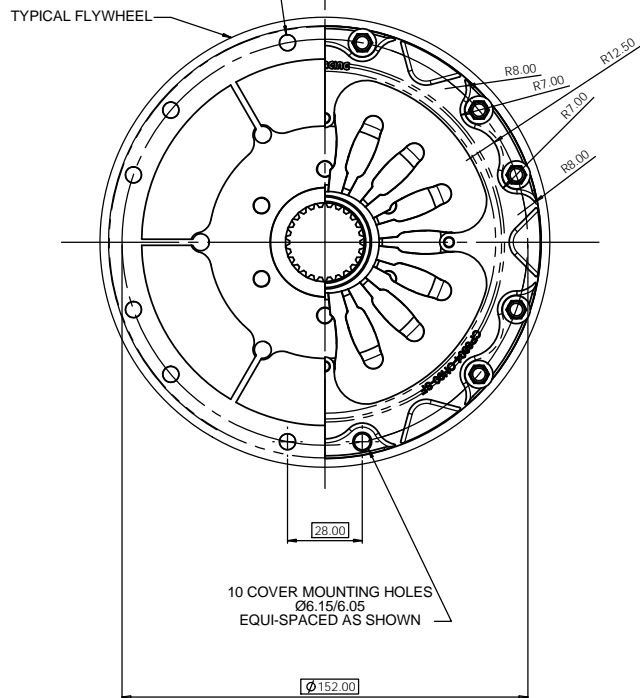
NOTE WHEN REMOVING A WORN CLUTCH ASSEMBLY THE INSTALLATION PLATE IS TO BE FITTED WITH THE 'WORN CONDITION -THIS SIDE UP' INSTRUCTION ON THE OUTSIDE.

WHEN RETURNING THIS CLUTCH ASSEMBLY BACK TO AP RACING FOR RECONDITIONING PLEASE RETURN WITH THIS INSTALLATION PLATE FITTED.

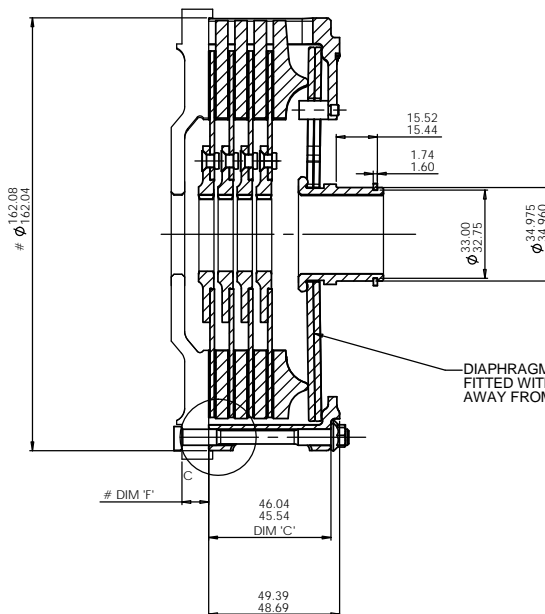
(RECOMMENDED FOR CP4703 STUDS)

6 x 2 MOUNTING HOLES Ø6.012/6.000

EQUI-SPACED

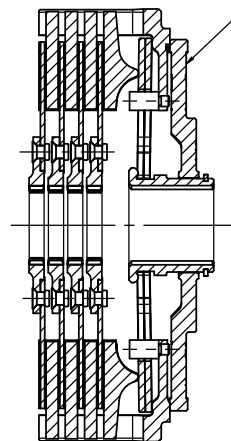


10 COVER MOUNTING HOLES
Ø6.15/6.05
EQUI-SPACED AS SHOWN



DIAPHRAGM SPRINGS TO BE FITTED WITH COATED FACES AWAY FROM THE FLYWHEEL.

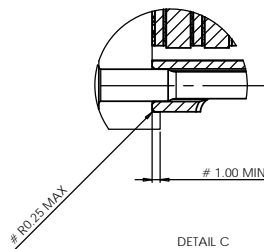
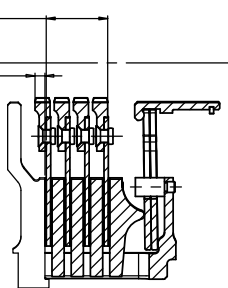
FLYWHEEL DIMENSIONS



SECTION H-H

24.00 MAXIMUM NEW

4.25 MAXIMUM WORN



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

| | |
|---|--------------|
| SCALE 1:1 | SHEET 2 OF 3 |
| DRAWN | Jeremy Govan |
| APPROVED | |
| DERIVED FROM | |
| TITLE | |
| Ø140mm (5.50") QUAD PLATE I-DRIVE CLUTCH ASSEMBLY | |
| DRG NO. | CP8804CD |

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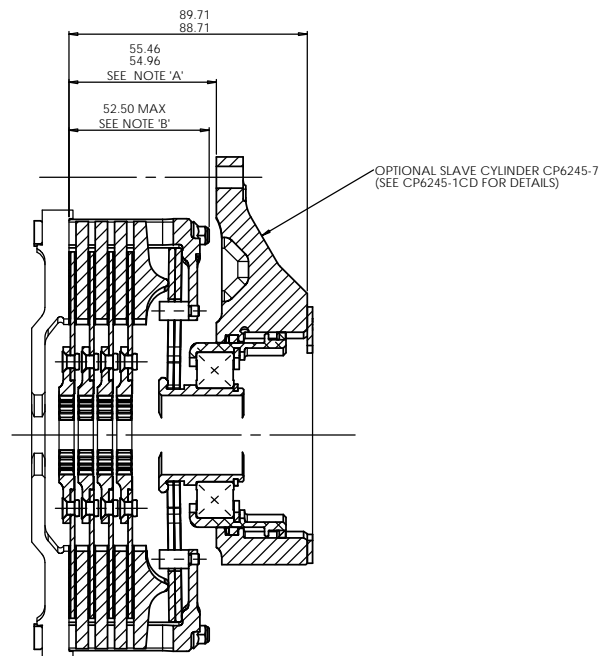
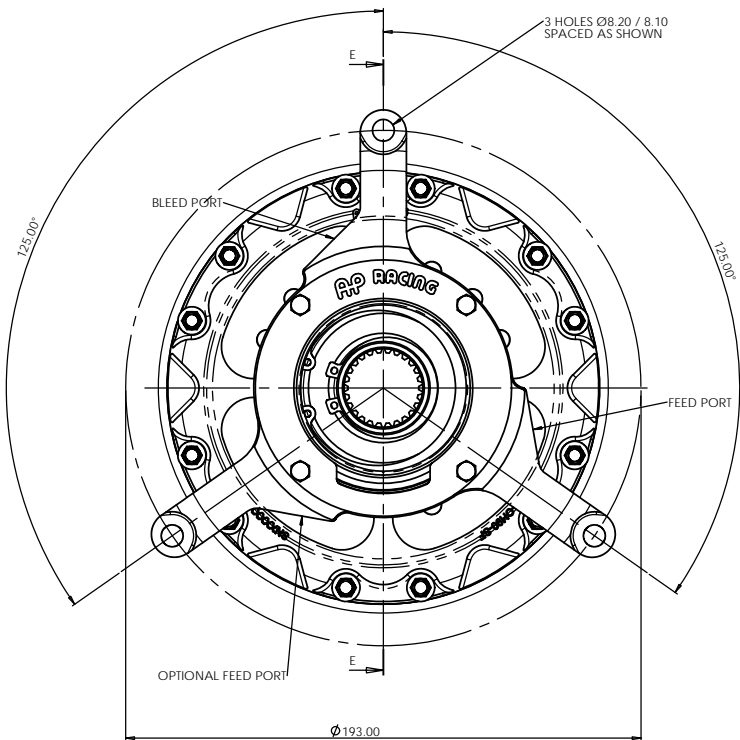
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SECTION E-E

NOTE 'A'
THIS DIMENSION MUST BE MAINTAINED BY THE USE OF CORRECT LENGTH STUDS/SLEEVES TO ENSURE PROPER FUNCTIONING OF THE RELEASE MECHANISM.

NOTE 'B'
IN THE CASE OF 'OVER LONG' MOUNTING STUD PROTRUSION THROUGH NUT SOME MACHINING OF STUD LENGTH MAY BE REQUIRED.

PLEASE CHECK SLAVE CLEARANCE

SLAVE CYLINDER SET-UP HEIGHT FROM NEW MUST MAKE ALLOWANCES FOR MAXIMUM CLUTCH WEAR-IN (1.50 mm) AND MAXIMUM RELEASE TRAVEL (4.00mm).

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

| | | | |
|---|--------------|--------------|--|
| SCALE 1:1 | | SHEET 3 OF 3 | |
| DRAWN | Jeremy Govan | | |
| APPROVED | | | |
| DERIVED FROM | | | |
| TITLE | | | |
| Ø140mm (5.50") QUAD PLATE I-DRIVE CLUTCH ASSEMBLY | | | |
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