A1 INSTALLATION DRAWING

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FIRST ANGLE PROJECTION

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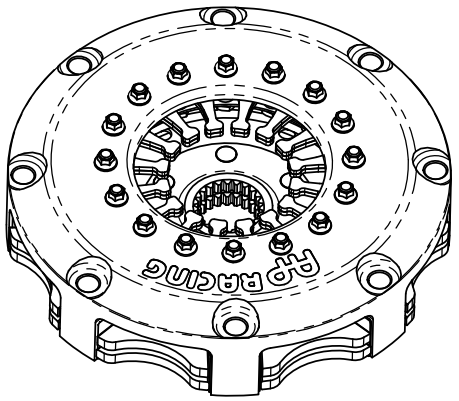
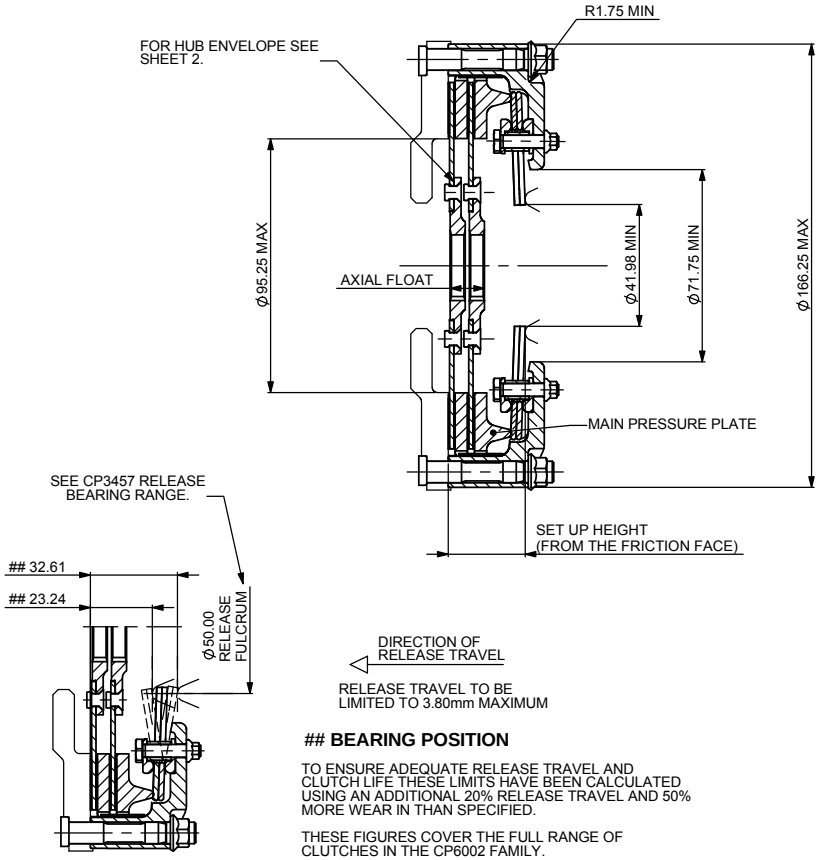
Issue No.	Alterations: Date & No.	Particulars	Zone	Initials
1	13-02-03 C2162	FIRST ISSUE	#	RDG
2	13-03-03	BRG PART NO. CORRECTED	#	RDG
3	08/06/04	Ø35.05 MAX. ADDED TO EXTENDED HUB ENV. (SHEET 2)	#	JG
4	07-09-04 C2522	BUF SPEC ADDED.	#	RDG
5	15-10-04 C2522	TORQUE CAPACITY CHANGED FROM 300Nm TO 267 Nm. BUF RELEASE LOADS CHANGED FROM 2300N/3220N TO 1400N/2100N AS ACTUAL RATHER THAN ESTIMATED.	#	RDG
6	28/07/10 C3901	TORQUE CAPACITY CHANGED FROM 504Nm, 371Nm AND 267Nm TO 420Nm, 314Nm AND 218Nm	#	AB

CP6002 Ø140mm (5.5") SINTERED CLUTCH ASSEMBLY





BEARING POSITION

TO ENSURE ADEQUATE RELEASE TRAVEL AND CLUTCH LIFE THESE LIMITS HAVE BEEN CALCULATED USING AN ADDITIONAL 20% RELEASE TRAVEL AND 50% MORE WEAR IN THAN SPECIFIED.

THESE FIGURES COVER THE FULL RANGE OF CLUTCHES IN THE CP6002 FAMILY.

CP6002 CLUTCH FAMILY

MAXIMUM DYNAMIC TORQUE CAPACITY						
(Nm)	420	314	218			
(ft.lb)	310	232	161			
RELEASE LOAD						
Max. Peak Worn (N)	4500	3750	2100			
At Travel (N)	3000	2500	1400			
WEAR IN (See Note)	0.75	0.75	0.75			
Set Up Height New - NOM	28.83	28.57	26.80			
Set Up Height Worn - MAX	31.58	31.32	29.56			
(Set Up Height is caluclated from the flywheel friction face.)						
Release Ratio	2.64	2.64	2.64			
Estimated Assembly Mass (Inc. Drive Plates) = 2.50 Kg						
Estimated Assembly Inertia (Inc. Drive Plates) = 0.0086 Kgm²						
Estimated Drive Plate and Hub Inertia = 0.0013 Kgm²						

PERFORMANCE SUFFIX	CH	OH	BH			
For Reference						
Diaphragm Spring Rate	CRV	ORA	BUF			
Clutch Ratio	HiR	HiR	HiR			

MATERIAL SUFFIX	DRIVE PLATE MATERIAL	DRIVE PLATE THICKNESS	
90	SINTERED	2.63mm	

FLYWHEEL TYPE						
		SUFFIX		COMMENTS		
FLAT FLYWHEEL		FF	FOR INSTALLATION DATA SEE SHEET 2			
STEPPED FLYWHEEL		SF	FOR INSTALLATION DATA SEE SHEET 2			

Sample AP Racing Part No. **CP6002-CH90-SF**

WEAR IN						
THIS CLUTCH HAS BEEN DESIGNED FOR THE WEAR IN INDICATED ABOVE,						
DRIVEN PLATE THICKNESS NEW: 2.63mm MIN						
DRIVEN PLATE THICKNESS WORN: 2.21mm MIN						
DRIVEN PLATES AVAILABLE WITH THE FOLLOWING SPLINE SIZES						

SPLINE	STANDARD HUB	EXTENDED NOSE HUB
1"X23T	CP3414-10FM3	CP3407-36FM3
7/8" x 20T	CP3414-18FM3	CP3407-26FM3
1 5/32" x 26T	CP3414-19FM3	CP3407-40FM3
29.0 x10T	CP3414-25FM3	CP3407-8FM3
1 1/8" x10T	CP3414-20FM3	CP3407-4FM3

SCALE 1:1	SHEET 1 OF 2
DRAWN	RICHARD GOSTICK
APPROVED	
DERIVED FROM	

TITLE

Ø140mm TWIN PLATE SINTERED CLUTCH ASSEMBLY

DRG NO. cp6002cd

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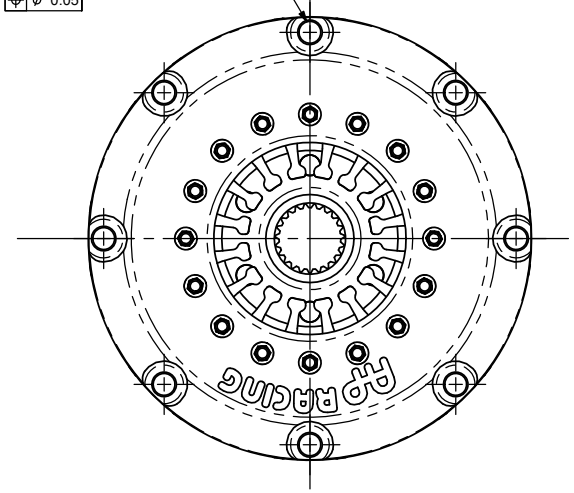
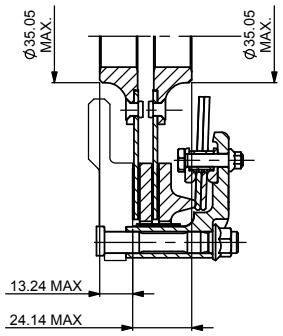
FLYWHEEL DIMENSIONS

8 MOUNTING HOLES Ø8.15/8.05
TO SUIT M8 x 1.0 MOUNTING STUDS
EQUISPACED ON A Ø154.45 P.C.
MIN C'BORE Ø17.20
⌖ Ø 0.05

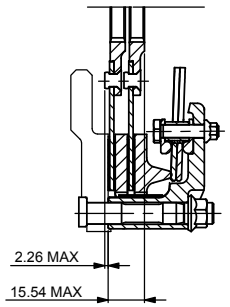


HUB ENVELOPE
(FROM FLYWHEEL FRICTION FACE)

EXTENDED NOSE HUB



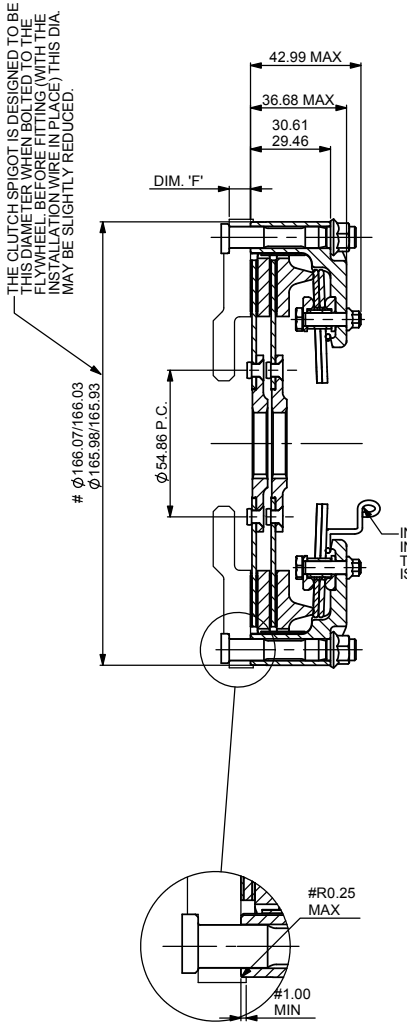
STANDARD HUB



NOTE:

EACH HUB VERSION CAN BE USED WITH EITHER FLAT OR STEPPED FLYWHEEL CLUTCHES

FLAT FLYWHEEL - SUFFIX FF

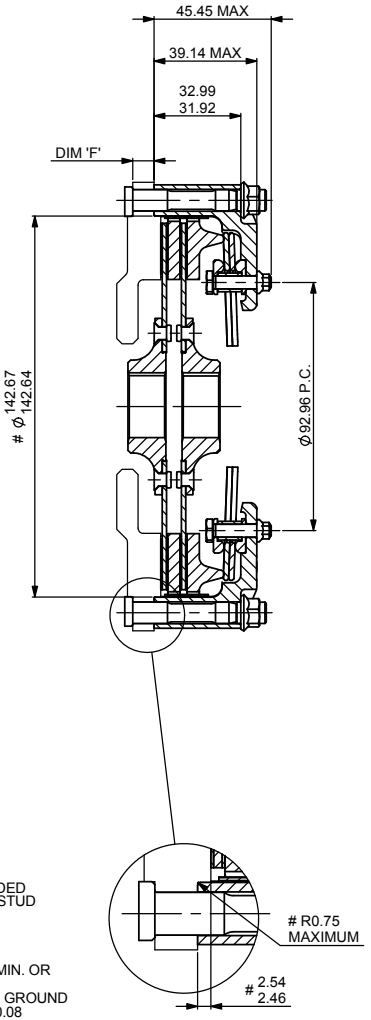


FLYWHEEL DIMENSIONS

INSALLATION WIRE FOR USE WHEN INSTALLING A FLAT FLYWHEEL VERSION. TO ENSURE FLYWHEELSIDE CARBON IS LOCATED ON THE COVER LUGS

THIS WIRE MUST BE REMOVED BEFORE USE

STEPPED FLYWHEEL SUFFIX SF



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. RUNOUT AT R77.2, ≤0.08 WHEN ASSEMBLED TO CRANKSHAFT.

SCALE 1:1	SHEET 2 OF 2
DRAWN	RICHARD GOSTICK
APPROVED	
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TITLE

Ø140mm TWIN PLATE SINTERED CLUTCH ASSEMBLY

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