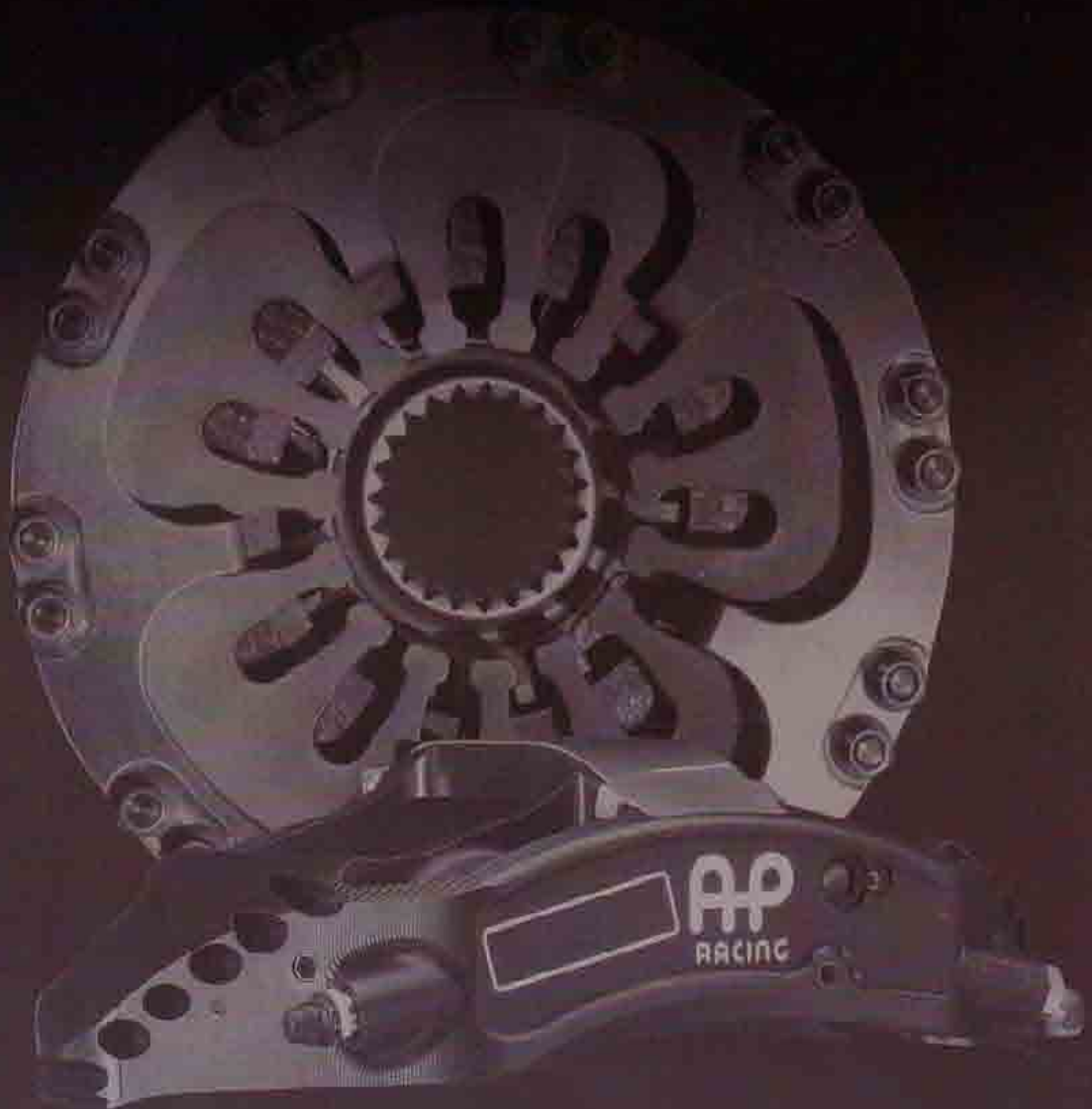




The Science Of Friction



2006 PRODUCT CATALOGUE



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All information contained is intended as a guide only, the responsibility rests with the reader to ascertain its accuracy.

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Note:

The 2006 Product Catalogue on CD-Rom will include all installation drawings for the products listed in this publication where possible.



WELCOME TO AP RACING'S 2006 PRODUCT CATALOGUE

This catalogue has been designed to provide the user from whatever level of motorsport and the OE / High performance industry with a complete guide to the most popular AP Racing products.

However not all products are listed so if your requirements differ from those in the catalogue please contact us for more help. A version of this catalogue is also available on CD-ROM



POWER & PERFORMANCE

The ability to convert maximum power into optimum performance has made AP Racing synonymous with technology

and performance for road as well as on the race track. AP Racing components

deliver performance which translates power into results. That is why AP Racing has achieved more sporting success than any other manufacturer of brake and clutch systems.



A POWERFUL PEDIGREE

Experience breeds excellence.

For more than half a century, AP Racing has been a world leader in the manufacture of competition, high performance and motorcycle components.

It is no coincidence that every Formula One championship since 1967 has been won using our equipment. In every branch of motorsport, from Nascar to GT and Moto GP motorcycles in more than 100 countries around the world, you'll find AP Racing behind and on the winning teams.



LOOKING TO THE FUTURE

Staying in front can be every bit as demanding as taking the lead.

At AP Racing, yesterday's knowledge,

know-how and experience provide the platform for today's development.

Building on success, AP Racing is constantly exploring new systems, techniques and materials in a continuous quest for further improvement.



THE SCIENCE OF FRICTION.

Transferring 1000 bhp from power unit to road or reducing speed by 150 m.p.h. or more in seconds - these are never simple matters.

At the pinnacle of motor sports, numerous other factors dictate the most specialised requirements for ultimate success. Exploiting the unique properties of modern materials and adapting scientific advance to manufacturing method. AP Racing is constantly probing the

boundaries of technology.



TESTING TO THE LIMIT

At our Coventry headquarters we apply rigorous production parameters and scrupulous quality control systems, but what really matters is how our products perform when pushed to the absolute limits. All the graphs, charts, digital displays and

analytical results in the world count for nothing if a component fails to last the distance.

We have highly sophisticated research and development, design and testing facilities to make sure this does not happen, you can depend on AP Racing when the lights change.



PRODUCTIVE PARTNERSHIPS

Working with the best is the only way to produce the best. Over the years, AP Racing has built close working relationships with



leading motor manufacturers and with the most successful racing, rally and motorcycle teams.



As much as anything, it is through partnerships with the sport's leading practitioners that we can devise individual specifications to satisfy the demands of the most exacting motoring environments.

TOMORROW'S TECHNOLOGY ON THE ROAD

Competition is the best of test-beds, and AP Racing's years of experience in motor sport also bring



benefits for the latest high performance road cars. The emphasis may be different, qualified by the



everyday demands of modern road conditions, but the essential requirements remain the same. With a dedicated Road Car team of engineers and to bring extraordinary capability

designers AP Racing helps to extraordinary cars like, Aston Martin, Bugatti, Caterham, Ford, HSV, Koenigsegg, Lotus, Noble, Morgan, Seat and TVR to name a few, and with our Formula Big Brake and Formula Clutch Conversions AP Racing bring the ultimate performance and offer a racey looking upgrade to the man in the street.



HELP IS ON HAND

AP Racing engineers are on hand at most major motor sport events to offer practical help and technical advice to customers of today and tomorrow.

At our head office we have a dedicated team of engineers and customer service officers, ready to respond to any enquiry. They are supported by expert development and production staff with access to our test and research facilities.



THE COMPLETE COMPETITIVE RANGE.

The 2006 product catalogue offers an unequalled selection of brake and clutch systems and accessories.

They form an integrated range of thousands of individual components and products carefully developed and selected for every motorsport, motorcycle and high performance road application.

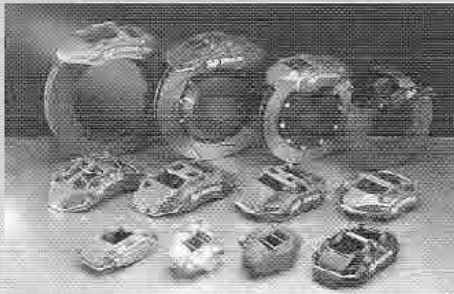
With a worldwide network of specialist distributors, modern Internet communication facilities and express delivery services, AP Racing ensures that the widest selection of high performance products is available, wherever you are.

N.B Whilst this catalogue provides comprehensive details of AP Racing products our website (www.apracing.com) offers the most up to date information on the changes that may occur during 2006.

Note:

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INTRODUCTION

For over 50 years AP Racing has been a world leader in the technology and manufacture of competition and performance brake calipers. During this period many of the world's premier race and championships have been won using AP Racing braking systems. With one of the most comprehensive ranges available, AP Racing can offer a brake caliper suitable for every category of motorsport supplemented with a wide range of brake calipers to suit performance road car applications for both OE and 'bolt-on' brake conversion kits.

The AP Racing caliper range has been separated into the following caliper groups to aid selection, they are: The Standard range which consists, 2 Piston, General Use, GT, Rally, Single Seater, Touring Cars, Non-standard, Historic, US Stock Car, Road Car and the PRO 5000+ range. The calipers shown from pages 9 to 45 are the most popular calipers selected from the extensive AP Racing range and will provide the solution to most if not all applications. The standard calipers benefit from a more competitive price structure coupled with preferential delivery times compared to the Non-standard caliper range. Specialist caliper ranges such as those used in Formula One are not shown in this catalogue. The complete range includes many other options, so if you require a caliper not illustrated please contact AP Racing for information on availability, price and delivery.

ROAD OR RACE ?

It is important to choose the correct type of brake caliper for the intended application. The design requirements for a brake caliper to be used on the public highway (Road) and for competition use are significantly different. A road caliper often has to go for long periods without servicing or maintenance therefore corrosion protection and durability are primary considerations. A brake caliper designed for competition use must be lightweight yet capable of operating reliably at high temperatures, however it is normally cleaned and serviced very frequently. AP Racing produce brake calipers optimised for these two very different applications. Although generally derived from our racing calipers all AP Racing road calipers have a protective paint finish, wiper (dirt) seals or boots to prevent dirt ingress and are of a heavier construction than calipers intended solely for competition use. We strongly recommend that only purpose designed 'Road' calipers are used on vehicles intended for regular use on the public highways

APPLICATION GUIDE

The table opposite gives a rudimentary guide to caliper selection for different formula's of motorsport. The table shows suggested calipers for front and rear applications and also gives options for number of pistons, monobloc liquid-cooled, radial or lug mounted variations. Most calipers detailed in this catalogue are listed below but not all. For more information on the listed or the calipers not detailed in the catalogue please contact AP Racing.

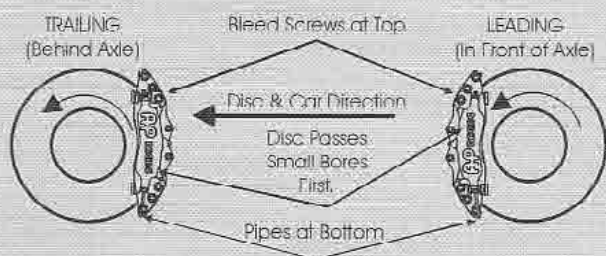
SINGLE SEATER	CHAMPCAR	8 PISTON FRONT & REAR	IRON OR CARBON DISC	CP6050		
	IRL	4 PISTON FRONT & REAR	IRON OR CARBON DISC	CP5116		
	F3	4 PISTON FRONT	SOLID & VENT DISC	CP7030		
		4 PISTON REAR	SOLID & VENT DISC	CP4567		
FORMULA FORD	2 PISTON FRONT & REAR	CAST IRON	CP7030			
			ALUMINIUM ALLOY	CP4567		
TOURING CAR & SPRINTS	FRONT	8 PISTON	LIQUID-COOLED	CP2485		
		6 PISTON	LIQUID-COOLED	CP2505		
	ETCC	4 PISTON	MONOBLOC RADIAL MOUNT	CP6120		
			MONOBLOC LUG MOUNT	CP3090		
	AUSTRALIAN V8	6 PISTON FRONT	MONOBLOC	CP2577		
			MONOBLOC	CP5148		
	FRONT	4 PISTON	STANDARD	CP4920		
			STANDARD	CP5580		
	REAR	2 PISTON	LUG MOUNT	CP5788		
			RADIAL MOUNT	CP5688		
	NASCAR	FRONT	H/DUTY ROAD COURSE	6 PISTON RADIAL MOUNT	CP6380	
			H/DUTY ROAD COURSE	6 PISTON RADIAL MOUNT	CP3228	
CUP/BUSCH INTERMEDIATE			6 PISTON RADIAL MOUNT	CP3307		
H/DUTY LATE MODEL			6 PISTON LUG MOUNT	CP3040		
REAR		4 PISTON	LATE MODEL	4 PISTON LUG MOUNT	CP2576	
			H/DUTY ROAD COURSE	4 PISTON RADIAL MOUNT	CP2577	
INTERMEDIATE		4 PISTON	INTERMEDIATE	4 PISTON RADIAL MOUNT	CP3178	
			INTERMEDIATE	4 PISTON RADIAL MOUNT	CP3178	
IMP1, SPORTS PROTO-TYPES & SPORTS-CARS		FRONT & REAR	CARBON SET-UP	MONOBLOC 210mm ctrs	CP3676	
			IRON SET-UP	MONOBLOC 210mm ctrs	CP4340	
		FRONT	4 PISTON	JAPANESE GT	MONOBLOC 210mm ctrs	CP6080
				ISRS	MONOBLOC 210mm ctrs	CP6065
	TARMAC SPEC	8 PISTON	MONOBLOC 210x13 ctrs	CP4340		
			MONOBLOC 210x35 ctrs	CP6080		
	SUPER 1600	8 PISTON	LIQUID-COOLED	CP6065		
			LIQUID-COOLED	CP4340		
	RAIL Y RAID	6 PISTON	RADIAL MOUNT	CP6720		
			RADIAL MOUNT	CP6740		
	RALLY	FRONT	4 PISTON	STANDARD	CP5040	
				STANDARD	CP3720	
GRAVEL SPEC		6 PISTON	MONOBLOC 210x40 ctrs	CP6560		
			MONOBLOC 152 ctrs, TO SUIT Ø312 DISC	CP6320		
MONOBLOC 4 PISTON		4 PISTON	MONOBLOC 180 ctrs, TO SUIT Ø312 DISC	CP6420		
			MONOBLOC 152 ctrs, TO SUIT Ø355 DISC	CP6340		
REAR		4 PISTON	LIQUID-COOLED	CP4890		
			LIQUID-COOLED	CP6562		
TARMAC AND GRAVEL SPEC		4 PISTON	MONOBLOC	CP6504		
			MONOBLOC	CP3620		
2 PISTON		2 PISTON	RADIAL MOUNT	CP6120		
			RADIAL MOUNT	CP5020		
HIGH PERF ROAD & GRP 'N'	FRONT	6 PISTON	RADIAL MOUNT	CP4586		
			RADIAL MOUNT	CP3677		
	FRONT	4 PISTON	LUG MOUNT	CP3676		
			LUG MOUNT	CP3178		
	FRONT & REAR	2 PISTON	LUG MOUNT	CP3178		
			LUG MOUNT	CP2577		
	FRONT	4 PISTON	RADIAL MOUNT	CP2576		
			RADIAL MOUNT	CP1040		
	FRONT & REAR	2 PISTON	RADIAL MOUNT	CP5570		
			RADIAL MOUNT	CP5555		
	FRONT	4 PISTON	RADIAL MOUNT	CP7600		
			RADIAL MOUNT	CP6800		
FRONT & REAR	2 PISTON	LUG MOUNT	CP5200			
		LUG MOUNT	CP5100			
FRONT	4 PISTON	LUG MOUNT	CP5104			
		LUG MOUNT	CP3307			
FRONT & REAR	2 PISTON	RADIAL MOUNT	CP5211			
		RADIAL MOUNT	CP5311			
FRONT	4 PISTON	RADIAL MOUNT	CP5316			
		RADIAL MOUNT	CP5317			

BRAKE CALIPER TEMPERATURES

AP Racing recommend the following information on caliper temperatures as advice only. Seal life is governed by time at temperature, but providing a regular re-seal is carried out the following can be used as guide. Caliper temperatures measured on the back of the cover half. (Adjacent logo).

- Calipers that Regular run up to 200°C re-seal every other event.
- Calipers that run Intermittently from 200°C to 220°C and in excess re-seal as soon as possible.
- Avoid soak temperature where possible, (i.e in the garage, foot on brake pedal) where calipers can exceed 240°C.

CALIPER HANDING

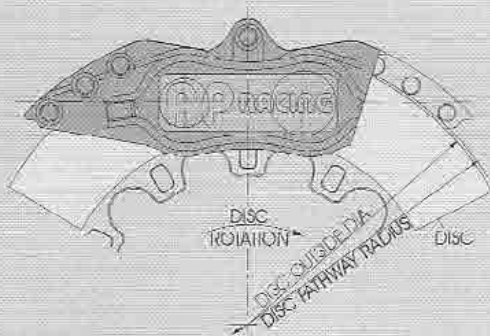


- Calipers are available to suit installation in front or behind the axle. The following abbreviations are used in this publication:-
- **RHT** = Right Hand Trailing.
- **LHT** = Left Hand Trailing.
- **RHL** = Right Hand Leading.
- **LHL** = Left hand Leading.
- Bleed screws should always be positioned at the top.
- Discs should always pass the small piston first on differential bore calipers.
- Cross over pipes should always be positioned at the bottom.

DISC PATHWAY CLEARANCE

Disc diameter clearance should be 2.5mm nominal from disc outside diameter to caliper pathway. The clearance can be reduced to 1.8mm minimum for smaller diameter discs (Ø280mm and lower).

It is recommended that the tighter clearance is only used with radial mounted calipers where some degree of adjustment by using shims can be achieved if required



'O' RING (SEALED) BLEED SCREWS

'O' Ring bleed screws are designed to prevent fluid leakage during bleeding in conjunction with a specially designed bleed screw port.

Now standard fitment on all recent AP Racing caliper designs. AP Racing offer two bleed screws and two o-rings in a kit under the part numbers from the table above.

Thread Size	Bleed Screw Part No.	'O' Ring Part No.	Kit Part No.
M10 x 1.0	CP4970-125	CP4970-124	CP3880-1
3/8" UNF	CP5820-115	CP6297-111	CP3880-2

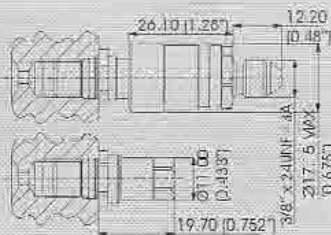
DRY BREAKS

Dry-Break fittings have been designed for use with any caliper suitable for 'O' Ring sealed bleed screws as described above. The male dry-break coupling is fitted in place of the bleed screw and once fitted there should be no need to loosen or remove the coupling unless it is being replaced.

The male coupling is basically a valve that is opened when the female coupling is connected to it, the female coupling would be connected to a bleed pipe and container allowing brake fluid to be pushed through the system to bleed it. Another advantage of the dry-break system is that it removes the possibility of introducing air into the hydraulic system via bleed screws when vacuum bleeding.

- Part Numbers

- Male Fittings CP6300-5 3/8" UNF / CP6300-6 M10x1.0.
- Female Fitting = CP6300-7.



ANTI-KNOCKBACK SPRINGS

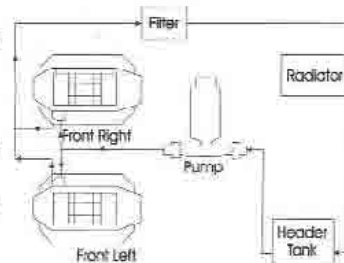
A range of anti-knockback springs are available for use with AP Racing calipers. The spring is located behind the piston in the caliper bore and is designed to counteract pad knock off. The springs are available in three strengths indicated in lbs/f (force) with 2 sizes dependant upon piston diameter.

Spring Strength	Piston Dia. Upto Ø34.9mm	Piston Dia. Above Ø34.9mm
4 LB	CP2632-113	CP2667-105
7 LB	CP4100-121	CP2667-113
9 LB	CP3432-134	CP2667-125

LIQUID-COOLED CALIPERS CP4890, CP4910 & CP5148

Included in the AP Racing caliper range are a number of Liquid-Cooled Calipers. Although a total loss system can be used, AP Racing strongly recommend the use of a re-circulating system,

such as that shown in the diagram on the right, which is both lighter and more efficient. Liquid (Usually water) is circulated through galleries in the caliper by means of a small electric pump and a suitably positioned radiator. A small header tank (fitted with a pressure cap) will also be required. The pump supplied by AP Racing (CP4096-163) is fitted with 0.347" x 20UNF connectors to suit -4 aeroquip hose. The ideal pump location is on the cool side of the calipers in order to avoid excessive temperatures. A corrosion inhibitor should be used to prevent corrosion.



EXPLANATION OF PART NUMBERING SYSTEM.



1) Caliper Family Number:-

- Base caliper number.

2) Stroke Number:-

- Even number = Right hand caliper.
- Odd number = Left hand caliper.

3) Position of Inlet adaptor:-

- 'S' = Sidefeed. - 'E' = Endfeed.
- 'R' = Recirculating

4) Anti-Knockback Spring Strength:-

- The number denotes load of spring fitted, e.g.
- '0' = no spring, '4' = 4lbs (18N), '7' = 7lbs (31N), '9' = 9lbs (40N)

5) Piston Material (if applicable):-

- No character denotes Aluminium Alloy.
- 'L' = Stainless Steel. - 'M' = Titanium.

6) Options:-

- 'C' Indicates pistons fitted with caps.
- 'P' Indicates pistons can accept caps.

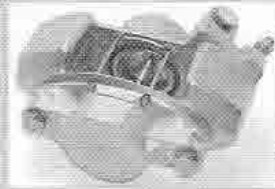
REPLACEMENT CALIPER SEAL TABLES

CALIPER BORE IDENTIFICATION LETTERS / SIZE REFERENCE											
A	B	C	D	E	F	G	H	J	K	L	M
25.4 (1.0)	26.0 (1.02)	27.0 (1.062)	28.6 (1.125)	31.8 (1.25)	34.0 (1.34)	34.9 (1.375)	36.0 (1.42)	38.1 (1.50)	41.3 (1.625)	44.5 (1.75)	47.6 (1.875)
SEAL IN BORE REPLACEMENT SEALS AND KIT PART NUMBERS.											
CALIPER BORE IN MM (INCHES)			INDIVIDUAL SEAL PART NUMBERS					SEAL KIT PART NUMBER			
25.4 (1.0)			CP4900-172					CP4518-A			
31.8 (1.25)			CP4900-168					CP4518-E			
36.0 (1.42)			CP4900-165					CP4518-H			
38.1 (1.50)			CP4900-164					CP4518-J			
41.3 (1.625)			CP4900-163					CP4518-K			
44.5 (1.75)			CP4900-162					CP4518-L			
25.4 (1.0)			CP4900-172					CP4518-AA			
25.4 (1.0) / 28.6 (1.125)			CP4900-172 / CP4900-169					CP4518-AD			
25.4 (1.0) / 31.8 (1.25)			CP4900-172 / CP4900-168					CP4518-AE			
27.0 (1.0625)			CP4900-170					CP4518-CC			
27.0 (1.062) / 28.6 (1.125)			CP4900-170 / CP4900-169					CP4518-CD			
27.0 (1.062) / 31.8 (1.25)			CP4900-170 / CP4900-168					CP4518-CE			
27.0 (1.062) / 34.9 (1.375)			CP4900-170 / CP4900-166					CP4518-CG			
28.6 (1.125)			CP4900-169					CP4518-DD			
28.6 (1.125) / 31.8 (1.25)			CP4900-169 / CP4900-168					CP4518-DE			
28.6 (1.125) / 34.9 (1.375)			CP4900-169 / CP4900-166					CP4518-DG			
31.8 (1.25)			CP4900-168					CP4518-EE			
31.8 (1.25) / 34.9 (1.375)			CP4900-168 / CP4900-166					CP4518-EG			
31.8 (1.25) / 36.0 (1.42)			CP4900-168 / CP4900-165					CP4518-EH			
34.9 (1.375)			CP4900-166					CP4518-GG			
34.9 (1.375) / 41.3 (1.625)			CP4900-166 / CP4900-163					CP4518-GK			
36.0 (1.42) / 44.5 (1.75)			CP4900-165 / CP4900-162					CP4518-HL			
38.1 (1.50)			CP4900-164					CP4518-II			
38.1 (1.50) / 41.3 (1.625)			CP4900-164 / CP4900-163					CP4518-JK			
38.1 (1.50) / 44.5 (1.75)			CP4900-164 / CP4900-162					CP4518-JL			
41.3 (1.625)			CP4900-163					CP4518-KK			
41.3 (1.625) / 44.5 (1.75)			CP4900-163 / CP4900-162					CP4518-KL			
41.3 (1.625)			CP4900-162					CP4518-LL			
41.3 (1.625) / 47.6 (1.875)			CP4900-162 / CP4900-161					CP4518-LM			
25.4 (1.0) / 27.0 (1.062) / 28.6 (1.125)			CP4900-172 / CP4900-170 / CP4900-169					CP4518-ACD			
25.4 (1.0) / 27.0 (1.062) / 31.8 (1.25)			CP4900-172 / -170 / CP4900-168					CP4518-ACE			
25.4 (1.0) / 28.6 (1.125)			CP4900-172 / CP4900-169 x 1					CP4518-ADD			
26.0 (1.02) / 27.0 (1.062) / 31.8 (1.25)			CP4900-171 / CP4900-170 / CP4900-168					CP4518-BCE			
26.0 (1.02) / 28.6 (1.125) / 36.0 (1.42)			CP4900-171 / CP4900-169 / CP4900-165					CP4518-BDH			
26.0 (1.02) / 31.8 (1.25) / 36.0 (1.42)			CP4900-171 / CP4900-168 / CP4900-165					CP4518-BEH			
27.0 (1.062) / 31.8 (1.25) / 38.1 (1.50)			CP4900-170 / CP4900-168 / CP4900-164					CP4518-CEJ			
28.6 (1.125) / 31.8 (1.25) / 38.1 (1.50)			CP4900-169 / CP4900-168 / CP4900-161					CP4518-DEJ			
28.6 (1.125) / 31.8 (1.25) / 41.3 (1.625)			CP4900-169 / CP4900-168 / CP4900-163					CP4518-DEK			
31.8 (1.25) / 34.0 (1.34) / 41.3 (1.625)			CP4900-168 / CP4900-167 / CP4900-163					CP4518-EFK			
31.8 (1.25) / 34.9 (1.375) / 44.5 (1.75)			CP4900-168 / CP4900-166 / CP4900-162					CP4518-EGL			
34.0 (1.34) / 38.1 (1.50) / 44.5 (1.75)			CP4900-167 / CP4900-161 / CP4900-162					CP4518-FJL			
25.4 (1.0) / 31.8 (1.25)			CP4900-172 / CP4900-168					CP4518-AEAE			
SEAL IN BORE REPLACEMENT SEALS AND DIRT SEAL KIT PART NUMBERS											
41.3 (1.625)			CP4900-163 (112854) & 113094 Retainer					CP4508-K			
44.5 (1.75)			CP4900-162 (119990) & 3662-298 Retainer					CP4508-L			
36.0 (1.42)			CP3395-181 (3853-742)					CP4519-H			
38.1 (1.50)			CP2370-2 (3865-742)					CP4519-J			
41.3 (1.625)			CP2270-69 (112854)					CP4519-K			
44.5 (1.75)			CP2279-55 (119990)					CP4519-L			
27.0 (1.0625) / 31.8 (1.25)			CP2414-117 (CP3477-105) / CP2632-125 (CP4098-106)					CP4519-CE			
36.0 (1.42) / 38.1 (1.50)			CP3395-181 (3853-742) / CP2370-2 (3865-742)					CP4519-HJ			
38.1 (1.50)			CP2370-2 / (3805-742)					CP4519-JJ			
38.1 (1.50) / 41.3 (1.625)			CP2370-2 (3865-742) / CP2270-69 (112854)					CP4519-JK			
41.3 (1.625) / 44.5 (1.75)			CP2270-69 (112854) / CP2279-55 (119990)					CP4519-KL			
25.4 (1.0) / 28.6 (1.125)			CP4900-172 (CP4477-109) / CP4900-169 (CP4477-108)					CP4519-ADD			
27.0 (1.062) / 31.8 (1.25) / 38.1 (1.50)			CP2623-125 (CP4098-106), CP2414-117 (CP3477-105), CP2370-2 (3865-742)					CP4519-CEJ			
31.8 (1.25) / 38.1 (1.50) / 44.5 (1.75)			CP2414-117 (CP3477-105), CP2370-2 (3865-742), CP2279-55 (119990)					CP4519-EJL			
SEAL ON PISTON REPLACEMENT SEALS AND SEAL KIT PART NUMBERS											
36.0 (1.42)			CP3724-134					CP4509-II			
28.6 (1.125) / 27.0 (1.062)			CP3724-138 / -109					CP4509-DG			
28.6 (1.125) / 34.9 (1.375)			CP3724-138 / -135					CP4509-DG			
31.8 (1.25)			CP3724-137					CP4509-EE			
31.8 (1.25) / 36.0 (1.42)			CP3724-137 / -134					CP4509-EH			
31.8 (1.25) / 38.1 (1.50)			CP3724-137 / -133					CP4509-EJ			
34.9 (1.375) / 41.3 (1.62)			CP3724-135 / -132					CP4509-GK			
38.1 (1.50)			CP3724-133					CP4509-JJ			
38.1 (1.50) / 41.3 (1.62)			CP3724-133 / -132					CP4509-JK			
38.1 (1.50) / 44.5 (1.75)			CP3724-133 / -131					CP4509-JL			
41.3 (1.62) / 44.5 (1.75)			CP3724-132 / -131					CP4509-KL			
27.0 (1.062) / 31.8 (1.25) / 38.1 (1.50)			CP3724-139 / -137 / -133					CP4509-CEJ			
28.6 (1.125) / 31.8 (1.25) / 41.3 (1.62)			CP3724-138 / -137 / -132					CP4509-DEK			

CP2485

TYPICAL APPLICATIONS

- CP2485-2 / -3 Mini Cooper
- CP2485-8 / -9 Formula Ford
(Interchangeable with CP2577-14F0)



FEATURES

- Lug mount.
- To suit Ø190.0mm to Ø254.0mm x 9.7mm solid disc.
- Two piece cast iron body.
- Steel pistons.
- Piston dirt seals fitted.
- High temperature seals.
- Bright passivated zinc surface treatment.
- Split pin pad retainer.

PART NUMBERS

- CP2485-2S0L Right Hand.
- CP2485-3S0L Left Hand.
- CP2485-8S0L Right Hand.
- CP2485-9S0L Left Hand.

INSTALLATION

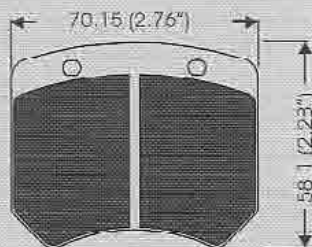
Install with bleed screws at the top (swap with blanking plug as required) to enable a good bleed.

TECHNICAL SPECIFICATION

Piston Size	Ø44.5mm x 2
- Disc Diameter	
CP2485-2/-3S0L	Ø190.0mm
CP2485-8/-9S0L	Ø254.0mm
- Disc Thickness	9.7mm
- Weight (Less Pads)	2.7Kg
- Hydraulic Threads	3/8" x 24UNF
- Mounting	Lug
- centres x offset	89.0mm x 20.6mm
- hole Ø	9.6mm
- 'PL' Dimension	49.9mm
- Seal Repair Kit	CP4508-L
- Blood Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILY CP2399D43

- Pad Area = 27.4cm²
- Pad Depth = 42.9mm
- Pad Thickness = 14.4mm

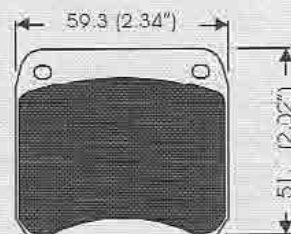


SPARE PARTS

- Pistons CP2195-157
- Pad Retainer Split Pin
- Retainer P/No CP2696-160
- Bleed Screw CP3720-182

PAD FAMILY CP2195D38

- Pad Area = 22.4cm²
- Pad Depth = 38.4mm
- Pad Thickness = 10.5mm



SPARE PARTS

- Pistons CP2195-14
- Pad Retainer Split Pin
- Retainer P/No CP2696-160
- Bleed Screw CP3720-182

CP2505

TYPICAL APPLICATIONS

- Formula Ford.



FEATURES

- Lug mount.
- To suit Ø254.0mm x 7.1mm solid disc.
- Two piece cast iron body.
- Steel pistons.
- Piston dirt seals fitted.
- High temperature seals.
- Bright passivated zinc surface treatment.
- Split pin pad retainer.
- Non handed.
- Interchangeable with CP3696-6E0

PART NUMBER

- CP2505-3S0L

INSTALLATION

Install with bleed screws at the top (swap with blanking plug as required) to enable a good bleed.

TECHNICAL SPECIFICATION

- Piston Size	Ø41.3mm x 2
- Disc Diameter	Ø254.0mm
- Disc Thickness	7.1mm
- Disc Pathway Radius	128.0mm
- Weight (Less Pads)	2.0Kg
- Hydraulic Threads	3/8" x 24UNF
- Mounting	Lug
- centres x offset	89.0mm x 19.1mm
- hole Ø	9.8mm
- 'PL' Dimension	43.7mm
- Seal Repair Kit	CP4508-K
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

CP2576, CP2577, CP3176, CP3177 and CP3178

TYPICAL APPLICATIONS

- CP2577-14E0 Formula Ford Front & Rear. (Interchangeable with CP2485-8/9S0)
- Rally / Circuit Rear.



FEATURES

- Lug mount.
- To suit Ø267.0mm x 9.7mm solid disc.
- One piece aluminium alloy body.
- Aluminium pistons.
- Hard anodised surface treatment.
- Quick release 'R' Clip pad retainer.
- Non handed.

PART NUMBERS

- | | |
|---------------|--------------|
| - CP2576 3E0 | - CP2577-3E0 |
| - CP2577-14E0 | - CP3176-2E0 |
| - CP3177-2E0 | - CP3178-2E0 |

INSTALLATION

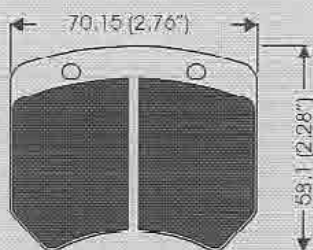
Install with bleed screws at the top (swap with blanking plug as required) to enable a good bleed.

TECHNICAL SPECIFICATION

- | | | |
|---------------------------------|-------------------------|--------------------------|
| - Piston Size | | |
| - CP2576-3E0 | Ø41.3mm x 2 | - CP2577-3E0 Ø44.5mm x 2 |
| - CP2577-14E0 | Ø44.5mm x 2 | - CP3176-2E0 Ø38.1mm x 2 |
| - CP3177-2E0 | Ø36.0mm x 2 | - CP3178-2E0 Ø31.8mm x 2 |
| - Disc Diameter | Ø267.0mm | |
| - Disc Thickness | 9.7mm | |
| - Weight (Less Pads) | 1.1Kg | |
| - Hydraulic Threads | 3/8" x 24UNF | |
| - Mounting Lug | | |
| - centres x offset | 89.0mm x 24.6mm | |
| - hole Ø | 9.6mm | |
| - PL Dimn | 47.0mm | |
| - CP2577-14E0 (only) | | |
| - Offset | 20.6mm | |
| - 'PL' Dimn | 48.5mm | |
| - Seal Repair Kit | | |
| - CP2576-3E0 - CP4518-K | - CP2577-3E0 - CP4518-L | |
| - CP2577-14E0 - CP4518-L | - CP3176-2E0 - CP4518-J | |
| - CP3177-2E0 - CP4518-H | - CP3178-2E0 - CP4518-E | |
| - Bleed Screw Tightening Torque | 17Nm (12.5lbs/ft) | |

PAD FAMILY CP2399D43

- Pad Area = 27.4cm²
- Pad Depth = 42.9mm
- Pad Thickness = 14.4mm



SPARE PARTS

- | | |
|-----------------|------------|
| Pistons | |
| CP2576 | CP2576-105 |
| CP2577 | CP2577-102 |
| CP3176 | CP3176-102 |
| CP3177 | CP3177-102 |
| CP3178 | CP3178-102 |
| - Pad Retainer | R/Clip |
| - Retainer P/No | CP2213-17 |
| - Blood Screw | CP3720-182 |

CP3676, CP3677, CP4586 and CP4596

TYPICAL APPLICATIONS

- Lightweight Single Seater Front.
- Rally / Circuit Rear.



FEATURES

- Radial mount.
- To suit Ø267.0mm x 9.7mm solid disc.
- One piece aluminium alloy body.
- Aluminium pistons.
- Variety of piston sizes.
- High temperature seals.
- Hard anodised surface treatment.
- Quick release 'R' Clip pad retainer.
- Non handed.

PART NUMBERS

- | | |
|-----------------------------|-----------------------------|
| - CP3676-4E0 / Ø41.3mm Bore | - CP3677-4E0 / Ø44.5mm Bore |
| - CP4586-4E0 / 36.0mm Bore | - CP4596-4E0 / 31.8mm Bore |

INSTALLATION

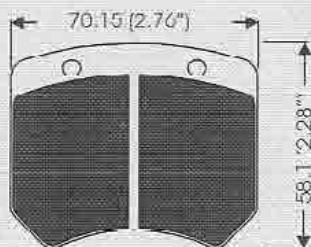
Install with bleed screws at the top (swap with blanking plug as required) to enable a good bleed.

TECHNICAL SPECIFICATION

- | | | |
|---------------------------------|--------------------------|--|
| - Piston Size | | |
| - CP3676-4E0 Ø41.3mm x 2 | - CP3677-4E0 Ø44.5mm x 2 | |
| - CP4586-4E0 Ø36.0mm x 2 | - CP4596-4E0 Ø31.8mm x 2 | |
| - Disc Diameter | Ø267.0mm | |
| - Disc Thickness | 9.7mm | |
| - Weight (Less Pads) | 1.1Kg | |
| - Hydraulic Threads | 3/8" x 24UNF | |
| - Mounting Lug | | |
| - centres x offset | 95.0mm x 30.5mm | |
| - hole Ø | 10.1mm | |
| - 'PL' Dimension | 47.33mm | |
| - Seal Repair Kit | | |
| - CP3676-4E0 CP4518-K | - CP3677-4E0 CP4518-L | |
| - CP4586-4E0 CP4518-H | - CP4596-4E0 CP4518-E | |
| - Bleed Screw Tightening Torque | 17Nm (12.5lbs/ft) | |

PAD FAMILY CP2399D43

- Pad Area = 27.4cm²
- Pad Depth = 42.9mm
- Pad Thickness = 14.4mm



SPARE PARTS

- | | |
|-----------------|------------|
| Pistons | |
| CP3676 | CP2576-105 |
| CP3677 | CP2577-102 |
| CP4586 | CP3177-102 |
| CP4596 | CP3178-102 |
| - Pad Retainer | R/Clip |
| - Retainer P/No | CP2213-17 |
| - Bleed Screw | CP3720-182 |

CP3696

TYPICAL APPLICATIONS

- Formula Ford.
- Rear of light FWD Cars.



FEATURES

- Lug mount.
- To suit Ø320.0mm x 7.1mm solid disc.
- Two piece aluminium alloy body.
- Aluminium alloy pistons.
- High temperature seals.
- Hard anodised surface treatment.
- R' Clip pad retainer.
- Non handed.
- Interchangeable with CP2505-3S0.

PART NUMBER

- CP3696-6F0

INSTALLATION

Install with bleed screws at the top (swap with blanking plug as required) to enable a good bleed.

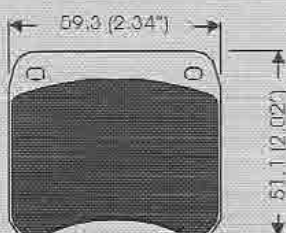
TECHNICAL SPECIFICATION

- Piston Size	Ø41.3mm x 2
- Disc Diameter	Ø320.0mm
- Disc Thickness	7.1mm
- Weight (Less Pads)	800g
- Hydraulic Threads	3/8" x 24UNF
- Mounting	Lug
- centres x offset	89.0mm x 19.1mm
- hole Ø	10.15mm
- 'PL' Dimension	45.5mm
- Seal Repair Kit	CP4518-K
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILY

CP2195D38

- Pad Area = 22.4cm²
- Pad Depth = 38.4mm
- Pad Thickness = 10.5mm



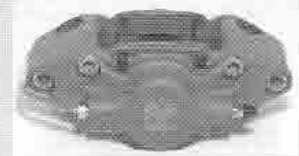
SPARE PARTS

- Pistons CP3696-105
- Pad Retainer R Clip
- Retainer P/No CP3696-106
- Bleed Screw CP3720-182

CP6120 and CP6121

TYPICAL APPLICATIONS

- Formula Ford.



FEATURES

- Radial mount
- To suit up to Ø282.0mm x 12.7mm solid disc.
- Two piece aluminium alloy body. Machined from high quality die castings.
- Aluminium pistons.
- High temperature seals.
- Hard anodised surface treatment.

PART NUMBERS

- Caliper with Ø44.5mm Pistons:
 - CP6120-2S0 Right Hand.
 - CP6120-3S0 Left Hand.
- Caliper with Ø38.1mm Pistons:
 - CP6121-2S0 Right Hand
 - CP6121-3S0 Left Hand

INSTALLATION

Install with bleed screws at the top (swap with blanking plug as required) to enable a good bleed.

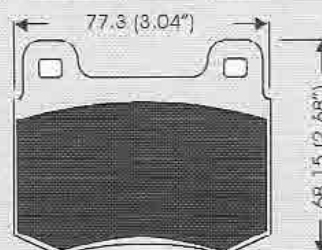
TECHNICAL SPECIFICATION

- Piston Size	Ø44.5mm x 2
- CP6120-2S0/-3S0	Ø38.1mm x 2
- CP6121-2S0/-3S0	Upto Ø282.0mm
- Disc Diameter	12.7mm
- Disc Thickness	1.5Kg
- Weight (Less Pads)	M10 x 1.0
- Hydraulic Threads	Radial
- Mounting	130.0mm x 20.9mm
- centres x offset	10.1mm
- hole Ø	50.51mm
- 'PL' Dimension	
- Seal Repair Kit	CP4518-L
- CP6120-2S0 / -3S0	CP4518-J
- CP6121-2S0 / -3S0	
Blood Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILY

CP5119D50

- Pad Area = 33.7cm²
- Pad Depth = 50.0mm
- Pad Thickness = 14.3mm



SPARE PARTS

- Pistons CP5235-108
- CP6120 CP6121-104
- CP6121 CP6121-104
- Pad Retainer Pin
- Retainer P/No CP6120-103
- Bleed Screw CP3880-1
- Fluid Pipe CP6120-6

CP3228

4 PISTON CALIPER

TYPICAL APPLICATIONS

- Group A Race & Rally for ventilated discs.



FEATURES

- Lug mount (Blank)
- To suit Ø280.0mm x 23.0mm disc.
- Two piece aluminium alloy body, machined from high quality die casting.
- Aluminium pistons standard.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- 4Lb anti-knockback springs fitted.

PART NUMBERS

- CP3228-26S4 RHT.
- CP3228-27S4 LHT.

CALIPER HANDING

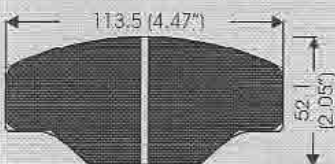
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes	Ø38.1mm x 4
- Disc Diameter	Ø280.0mm
- Disc Thickness	23.0mm
- Weight (Less Pads)	1.7Kg
- Hydraulic Threads	3/8" x 24UNF
- Mounting	Blank Lug
- 'PL' Dimension	81.0mm Max
- Seal Repair Kit	CP4518-JJ
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILY CP2340D51

Pad Area = 43.4cm²
Pad Depth = 50.8mm
Pad Thickness = 15.9mm



SPARE PARTS

- Pistons	CP3228-103
- Pad Retainer	Clip
- Retainer P/No	CP3228-104
- Bleed Screw	CP3720-182
- Fluid Pipe	CP3228-4

CP3307

4 PISTON CALIPER

TYPICAL APPLICATIONS

- Race - Rally - H/Perf Saloons.



FEATURES

- Blank lug mounting.
- To suit Ø330.0 / 304.0mm x 28.0mm disc.
- Two piece aluminium alloy body, machined from high quality die castings.
- Aluminium pistons.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- Caliper part numbers to suit disc Ø330.0 x 28.0mm.
- CP3307-58S4 RHT / -59S4 LHT / -60S4 RHL / -61S4 LHL.
- Caliper part numbers to suit disc Ø304.0 x 28.0mm.
- CP3307-74S4 RHT / -75S4 LHT / -76S4 RHL / -77S4 LHL.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

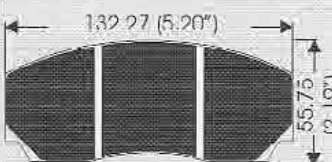
- **N.B.** For advice on machining blank lug calipers please contact AP Racing Technical Section.

TECHNICAL SPECIFICATION

- Piston Sizes	Ø38.1mm x 2 Ø41.3mm x 2
- Disc Diameter	
- CP3307-58/59/60/61S4	Ø330.0mm
- CP3307-74/75/76/77S4	Ø304.0mm
- Disc Thickness	
- CP3307-58/59/60/61S4	28.0mm
- CP3307-74/75/76/77S4	28.0mm
- Weight (Less Pads)	2.8Kg
- Hydraulic Threads	3/8" x 24UNF
- Mounting	Blank Lug
- 'PL' Dimension	
- CP3307-58/59/60/61S4	101.0mm Max
- CP3307-74/75/76/77S4	86.8mm Max
- hole Ø	12.20mm
- Disc Pathway Radius	
- CP3307-58/59/60/61S4	167.6mm
- CP3307-74/75/76/77S4	154.5mm
- Seal Repair Kit	CP4518-JK
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILY CP3215D50

Pad Area = 57.4cm²
Pad Depth = 50.3mm
Pad Thickness = 16.8mm



SPARE PARTS

- Pistons	CP2260-66
- Ø38.1mm	CP2270-92
- Ø41.3mm	Bolt
- Pad Retainer	CP3307-246
- Retainer P/No	CP3894-139
- Ret / Bolt No	CP3307-222
- Wear Plates	x 4
- Bleed Screw	CP3720-182
- Fluid Pipe	CP3216-29

CP3788

4 PISTON CALIPER

TYPICAL APPLICATIONS

- SR2 Front.



FEATURES

- Radial mount.
- Two piece cast aluminium alloy body.
- To suit Ø330.0 or 315.0mm x 32.0 / 28.0mm disc.
- Differential bores, to control pad taper.
- Aluminium pistons with high temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Dual pad retainers supplied, H-Piece & Clip.
- Version with 180.0mm mounting centres are available. CP5040-30/31/32/33 (see page 37)

PART NUMBERS

- Part numbers to suit disc Ø330.0 x 32.0mm.
 - CP3788-2S7 RHT /-3S7 LHT /-4S7 RHL /-5S7 LHL
- Part numbers to suit disc Ø315.0/295.0 x 28.0mm.
 - CP3788-6S4 RHT /-7S4 LHT /-8S4 RHL /-9S4 LHL

CALIPER HANDING

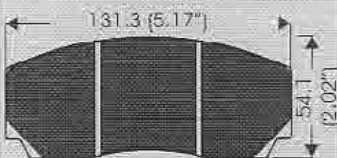
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes $\text{Ø}38.1\text{mm} \times 2$
 $\text{Ø}44.5\text{mm} \times 2$
- Disc Diameter - Max $\text{Ø}330.0\text{mm}$ - Min $\text{Ø}315.0\text{mm}$
- Disc Thickness - Max 32.0mm - Min 28.0mm
- Weight (Less Pads) 2.3Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset
 - CP3788-2/-3/-4/-5S7 152.0mm x 44.1mm
 - CP3788-6/-7/-8/-9S4 152.0mm x 42.1mm
- hole Ø 12.15mm
- 'PL' Dimension 57.7mm
- Seal Repair Kit CP4518-JL
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILY CP2279D50

- Pad Area = 57.4cm²
- Pad Depth = 50.3mm
- Pad Thickness = 20.5mm



SPARE PARTS

- Pistons
 - $\text{Ø}38.1\text{mm}$ CP3636-107
 - $\text{Ø}44.5\text{mm}$ CP3394-110
- Pad Retainer H/Piece
- Retainer P/No
 - CP3788-2 / -5 CP3799-109
 - CP3788-6 / -9 CP3788-112
- Ret / Bolt No
 - CP3788-2 / -5 CP3439-111
 - CP3788-6 / -9 CP3344-112
- Wear Plates
 - CP3799-110 x 2
 - CP3799-111 x 2
 - CP3846-101 x 2
- Bleed Screw CP3720-173
- Fluid Pipe
 - CP3788-2 / -5 CP3799-6
 - CP3788-6 / -9 CP3788-10

CP3789

4 PISTON CALIPER

TYPICAL APPLICATIONS

- SR2 Rear.



FEATURES

- Radial mount,
- Two piece cast aluminium alloy body.
- To suit Ø330.0 or 315.0mm x 32.0 / 28.0mm disc.
- Differential bores, to control pad taper.
- Aluminium pistons with high temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Dual pad retainers supplied, H-Piece & Clip.
- Version with 180.0mm mounting centres is available. CP3801 (see page 29.)

PART NUMBERS

- Part numbers to suit disc Ø330.0 x 32.0mm.
 - CP3789-2S7 RHT /-3S7 LHT /-4S7 RHL /-5S7 LHL
- Part numbers to suit disc Ø315.0/295.0 x 28.0mm.
 - CP3789-6S4 RHT /-3S4 LHT /-4S4 RHL /-5S4 LHL

CALIPER HANDING

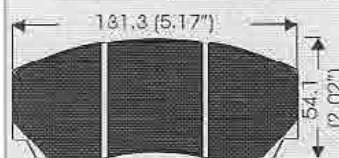
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes $\text{Ø}34.9\text{mm} \times 2$
 $\text{Ø}41.3\text{mm} \times 2$
- Disc Diameter - Max $\text{Ø}330.0\text{mm}$ - Min $\text{Ø}315.0\text{mm}$
- Disc Thickness - Max 32.0mm - Min 28.0mm
- Weight (Less Pads) 2.4Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset
 - CP3789-2/-3/-4/-5S7 152.0mm x 44.1mm
 - CP3789-6/-7/-8/-9S4 152.0mm x 42.1mm
- hole Ø 12.15mm
- 'PL' Dimension 57.7mm
- Seal Repair Kit CP4518-GK
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILY CP2279D50

- Pad Area = 57.4cm²
- Pad Depth = 50.3mm
- Pad Thickness = 20.5mm



SPARE PARTS

- Pistons
 - $\text{Ø}34.9\text{mm}$ CP3789-106
 - $\text{Ø}41.3\text{mm}$ CP3394-109
- Pad Retainer H/Piocco
- Retainer P/No
 - CP3789 2 / 5 CP3799-109
 - CP3789-6 / -9 CP3788-112
- Ret / Bolt No
 - CP3789 -2 / -5 CP3439-111
 - CP3789 -6 / -9 CP3344-112
- Wear Plates
 - CP3799-110 x 1
 - CP3799-111 x 1
 - CP3846-101 x 2
- Bleed Screw CP3720-173
- Fluid Pipe
 - CP3789 -2 / -5 CP3799-6
 - CP3789 -6 / -9 CP3788-10

CP4340

6 PISTON CALIPER

TYPICAL APPLICATIONS

- Budget GT.
- GTO.



FEATURES

- Radial mount.
- To suit Ø378.0 / 355.0mm x 36.0 & 32.0mm discs.
- Two piece aluminium alloy body. Machined from high quality castings.
- Differential bores. Controls pad taper.
- Stainless steel pistons.
- 7lb Anti-Knockback springs fitted as standard.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- CP4340-2S7L RHT.
- CP4340-3S7L LHT.
- CP4340-4S7L RHL.
- CP4340-5S/L LHL.

CALIPER HANDING

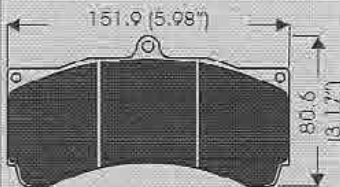
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes	Ø27.0mm x 2 Ø31.8mm x 2 Ø38.1mm x 2
- Disc Diameter	Max Ø378.0mm Min Ø355.0mm
- Disc Thickness	Max 36.0mm Min 32.0mm
- Weight (Less Pads)	3.4Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	180.0mm x 42.0mm
- hole Ø	12.2mm
- 'PL' Dimension	63.5mm
- Seal Repair Kit	CP4518-CEJ
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILY CP3558D54

- Pad Area = 77.43cm²
- Pad Depth = 54.0mm
- Pad Thickness = 25.0mm



SPARE PARTS

- Pistons
- Ø27.0mm CP4340-106
- Ø31.8mm CP4340-107
- Ø38.1mm CP5015-107
- Pad Retainer H/piece
- Retainer P/No CP4578-101
- Ret / Bolt No CP4894-144
- Wear Plates
- CP4218-125 x 2
- CP4218-126 x 1
- CP4218-127 x 1
- Bleed Screw CP3880-1
- Fluid Pipe CP4340-10

AVAILABLE OPTIONS

- Dry-Break Fittings
- (See page 6).

CP5045

4 PISTON CALIPER

TYPICAL APPLICATIONS

- Grand AM.



FEATURES

- Radial mount.
- Two piece cast aluminium alloy body.
- To suit Ø355.0 or 330.0mm x 32.0 / 28.0mm disc.
- Differential bores, to control pad taper.
- Stainless steel pistons with high temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Quick release pad retainer clip.
- 7lb Anti-knockback springs fitted as standard.

PART NUMBERS

- CP5045-2S7L Right Hand Trailing.
- CP5045-3S7L Left Hand Trailing.
- CP5045-4S7L Right Hand Light.
- CP5045-5S7L Left Hand Left.

CALIPER HANDING

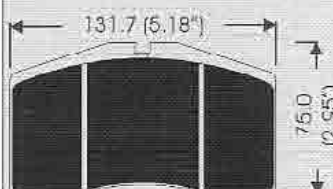
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes	Ø38.1mm x 2 Ø44.5mm x 2
- Disc Diameter	Max Ø355.0mm Min Ø330.0mm
- Disc Thickness	32.0mm
- Weight (Less Pads)	3.2Kg
- Hydraulic Threads	3/8"x24UNF
- Mounting	Radial
- centres x offset	180.0mm x 42.0mm
- hole Ø	12.10mm
- 'PL' Dimension	63.5mm
- Seal Repair Kit	CP4518-JL
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)
- Typical Mounting Bolt Torque	M12 = 65Nm

PAD FAMILY CP5045D61

- Pad Area = 74.0cm²
- Pad Depth = 60.5mm
- Pad Thickness = 24.0mm



SPARE PARTS

- Pistons
- Ø38.1mm CP5045-106
- Ø44.5mm CP5045-107
- Pad Retainer Clip
- Retainer P/No CP3714-113
- Hinge Retainer CP3714-112
- Ret / Bolt No
- Wear Plates CP3714-153 x 4
- Bleed Screw CP3880-2
- Fluid Pipe CP5045-7

CP6056

6 PISTON CALIPER

TYPICAL APPLICATIONS

- LMP675 / Sprint GT Front & Rear



FEATURES

- Radial mount.
- To suit Ø355.0mm x 35.00mm / 36.0mm disc.
- Monobloc aluminium alloy body, CNC machined billet.
- Designed to operate on Carbon or Iron Discs.
- Differential bores, to control pad taper.
- Titanium pistons.
- High temperature seals.
- Optional extra - Dry-break fittings & body Thermo-Sensor.
- Optional extra - Ceramic piston insulation caps.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Version for Ø380.0mm disc is available under part number CP6055-2 / -3 / -4 / -5S7M (See page 30)

PART NUMBERS

- CP6056-2S7M RHT / -3S7M LHT / -4S7M RHL / -5S7M LHL.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

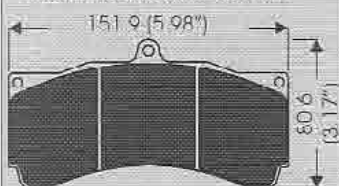
TECHNICAL SPECIFICATION

- Piston Sizes Ø27.0mm x 2 / Ø31.8mm x 2 / Ø38.1mm x 2
- Max Disc Diameter Ø355.0mm
- Disc Thickness - Carbon 35.0mm - Iron 36.0mm
- Weight (Less Pads) 2.3Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset 210.0mm x 42.0mm
- hole Ø 12.15mm
- 'PL' Dimension 63.5mm
- Seal Repair Kit CP4518-CE.I
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILIES

IRON CP3558D54

- Pad Area = 77.43cm²
- Pad Depth = 54.0mm
- Pad Thickness = 25.0mm



CARBON CP4240

- Pad Area = 78.12cm²
- Pad Depth = 53.0mm
- Pad Thickness = 25.0mm



SPARE PARTS

- Pistons - Ø27.0mm CP6055-104 - Ø31.8mm CP6055-105 - Ø38.1mm CP6055-106
- Wear Plates - CP6055-107 x 4
- Beam, CP6055-108 x 1
- Bleed Screw CP3880-1
- Fluid Pipe CP6056-7

AVAILABLE OPTIONS

- Thermo Sensor - RH CP6282-2 - LH CP6282-3
- Dry-Break Fittings (See page 6)
- Piston Caps - Ø27.0 CP6060-127 x 2 - Ø31.8 CP5842-118 x 2 - Ø38.1 CP6060-126 x 2

CP6060

6 PISTON CALIPER

TYPICAL APPLICATIONS

- FIA GT1 Front and Rear.



FEATURES

- Radial mount.
- Monobloc aluminium alloy body, CNC machined billet.
- Designed to operate on Carbon or Iron discs.
- Differential bores, to control pad taper.
- Titanium pistons.
- High temperature seals.
- Optional extra - Dry-break fittings & body Thermo-Sensor.
- Optional extra - Ceramic piston insulation caps.
- Optional extra - Pad wear sensor available.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

CP6060 2S7MP RHT / -3S7MP LHT / -4S7MP RHL / -5S7MP LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

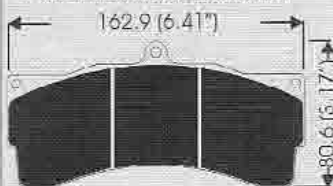
TECHNICAL SPECIFICATION

- Piston Sizes Ø27.0mm x 2 / Ø31.8mm x 2 / Ø38.1mm x 2
- Disc Diameter - Carbon Ø380.0mm - Iron Ø378.0mm
- Disc Thickness - Carbon 37.0mm - Iron 36.0mm
- Weight (Less Pads) 2.5Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset 210.0mm x 42.0mm
- hole Ø 12.15mm
- 'PL' Dimension 63.5mm
- Seal Repair Kit CP4518-CEJ
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILIES

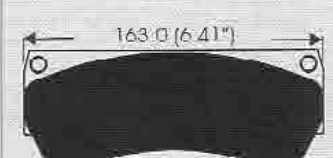
IRON CP6210D54

- Pad Area = 83.0cm²
- Pad Depth = 54.0mm
- Pad Thickness = 30.0mm



CARBON CP4970

- Pad Area = 83.0cm²
- Pad Depth = 53.0mm
- Pad Thickness = 30.0mm



SPARE PARTS

- Pistons - Ø27.0mm CP6060-122 - Ø31.8mm CP6060-120 - Ø38.1mm CP6060-121
- Wear Plates - CP6060-107 x 4
- Beam, CP6060-106 x 1
- Bleed Screw CP3880-1
- Fluid Pipe - CP6060-2/ -3 CP6060-6 - CP6060-4/ -5 CP6060-7

AVAILABLE OPTIONS

- Thermo Sensor - RH CP6282-2 - LH CP6282-3
- Dry-Break Fittings (See page 6)
- Piston Caps - Ø27.0 CP6060-127 x 2 - Ø31.8 CP5842-118 x 2 - Ø38.1 CP6060-126 x 2

CP6065

6 PISTON CALIPER

TYPICAL APPLICATIONS

- GT Front and Rear.



FEATURES

- Radial mount.
- To suit Ø380.0mm x 40.0mm Carbon or Iron discs.
- Monobloc aluminium alloy body, CNC machined billet.
- X-Beam bridge technology. - increased caliper stiffness.
- Differential bores, to control pad taper.
- Titanium pistons.
- High temperature seals.
- Optional extra - Dry-break fittings & body Thermo-Sensor.
- Optional extra - Ceramic piston insulation caps.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- CP6065-2S7M RHT /-3S7M LHT /-4S7M RHL /-5S7M LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes $\varnothing 27.0\text{mm} \times 2$
 $\varnothing 31.8\text{mm} \times 2$
 $\varnothing 38.1\text{mm} \times 2$
- Disc Diameter $\varnothing 380.0\text{mm}$
- Disc Thickness 40.0mm
- Weight (Less Pads) 2.5Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset 210.0mm x 42.0mm
- hole \varnothing 12.15mm
- 'PL' Dimension 63.5mm
- Seal Repair Kit CP4518-CF.I
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILIES

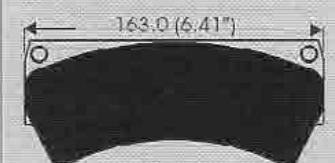
IRON CP6210D54

- Pad Area = 83.0cm²
- Pad Depth = 54.0mm
- Pad Thickness = 30.0mm



CARBON CP4970

- Pad Area = 83.0cm²
- Pad Depth = 53.0mm
- Pad Thickness = 30.0mm



SPARE PARTS

- Pistons
- $\varnothing 27.0\text{mm}$ CP6040-108
- $\varnothing 31.8\text{mm}$ CP6040-109
- $\varnothing 38.1\text{mm}$ CP6040-110
- Wear Plates
- CP6060-10 / x 4
- Bcam, CP6065-104 x 1
- Bleed Screw CP3880-1
- Fluid Pipe
- CP6065-2 / -3 CP6065-6
- CP6065-4 / -5 CP6065-7

AVAILABLE OPTIONS

- Thermo Sensor
- RH CP6282-2
- LH CP6282-3
- Dry-Break Fittings (See page 6)
- Piston Caps
- $\varnothing 27.0$ CP6060-127 x 2
- $\varnothing 31.8$ CP5842-118 x 2
- $\varnothing 38.1$ CP6060-126 x 2

CP6070

4 PISTON CALIPER

TYPICAL APPLICATIONS

- GT Rear, 180mm Centres.



FEATURES

- Radial mount.
- To suit $\varnothing 356.0\text{mm} \times 35.0\text{mm}$ Carbon disc & $\varnothing 356.0\text{mm} \times 32.0\text{mm}$ Iron disc.
- Monobloc aluminium alloy body, CNC machined billet.
- Differential bores, to control pad taper.
- Titanium pistons.
- High temperature seals.
- Optional extra, Dry-break fittings & body Thermo-Sensor.
- Optional extra, Ceramic piston insulation caps.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- CP6070-2S7MP RHT /-3S7MP LHT /-4S7MP RHL /-5S7MP LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes $\varnothing 28.6\text{mm} \times 2$
 $\varnothing 36.0\text{mm} \times 2$
- Disc Diameter $\varnothing 356.0\text{mm}$
- Disc thickness
- Carbon 35.0mm
- Iron 32.0mm
- Weight (Less Pads) 2.2Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset 180.0mm x 42.0mm
- hole \varnothing 12.15mm
- 'PL' Dimension 63.5mm
- Seal Repair Kit CP4518-DH
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILIES

IRON - CP6070D49

- Pad Area = 61.6cm²
- Pad Depth = 49.0mm
- Pad Thickness = 25.0mm



CARBON - CP6070

- Pad Area = 69.1cm²
- Pad Depth = 49.0mm
- Pad Thickness = 25.0mm



SPARE PARTS

- Pistons
- $\varnothing 28.6\text{mm}$ CP6070-110
- $\varnothing 36.0\text{mm}$ CP6070-111
- Wear Plates CP6070-10 / x 4
- Bleed Screw CP3880-1
- Fluid Pipe
- CP6070-2 / -3 CP6070-6
- CP6070 4 / -5 CP6070-7

AVAILABLE OPTIONS

- Thermo Sensor
- RH CP6282-2
- LH CP6282-3
- Dry-Break Fittings (See page 6)
- Piston Caps
- $\varnothing 28.6$ CP6060-128 x 2
- $\varnothing 36.0$ CP6292-155 x 2

CP6071

4 PISTON CALIPER

TYPICAL APPLICATIONS

- GT Rear, 130mm Centres.
- Porsche GT3 Rear.



FEATURES

- Radial mount.
- To suit for Ø356.0mm x 35.0mm Carbon disc & Ø356.0mm x 32.0mm Iron disc.
- Monobloc aluminium alloy body, CNC machined billet.
- Differential bores, to control pad taper.
- Titanium pistons.
- High temperature seals.
- Optional extra, Dry-break fittings & body Thermo-Sensor.
- Optional extra, Ceramic piston insulation caps.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- CP6071-2S7MP RHT /-3S7MP LHT /-4S7MP RHL /-5S7MP LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

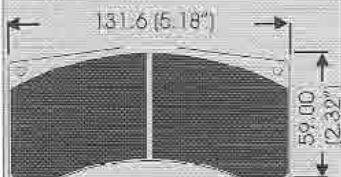
TECHNICAL SPECIFICATION

- Piston Sizes	Ø28.6mm x 2 Ø36.0mm x 2
- Disc Diameter	Ø356.0mm
- Disc thickness	- Carbon 35.0mm - Iron 32.0mm
- Weight (Less Pads)	2.2Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	130.0mm x 62.0mm
- hole Ø	12.15mm
- 'PL' Dimension	64.0mm
- Seal Repair Kit	CP4518-DH
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILIES

IRON - CP6070D49

- Pad Area = 61.6cm²
- Pad Depth = 49.0mm
- Pad Thickness = 25.0mm



CARBON - CP6070

- Pad Area = 69.1cm²
- Pad Depth = 49.0mm
- Pad Thickness = 25.0mm



SPARE PARTS

- Pistons
 - Ø28.6mm CP6070-110
 - Ø36.0mm CP6070-111
- Wear Plates CP6070-107 x 4
- Bleed Screw CP3880-1
- Fluid Pipe
 - CP6070-2 / -3 CP6070-6
 - CP6070-4 / -5 CP6070-7

AVAILABLE OPTIONS

- Thermo Sensor
 - RH CP6282-2
 - LH CP6282-3
- Dry-Break Fittings (See page 6)
- Piston Caps
 - Ø28.6 CP6060-128 x 2
 - Ø36.0 CP6292-155 x 2

CP6075

6 PISTON CALIPER

TYPICAL APPLICATIONS

- Japanese GT Front and Rear.



FEATURES

- Radial mount.
- To suit Ø380.0mm x 38.4mm Carbon or Iron discs.
- Monobloc aluminium alloy body, CNC machined billet. Heavy Duty version of CP6065.
- X-Beam bridge technology. - increased caliper stiffness.
- Differential bores, to control pad taper.
- Titanium pistons fitted with ceramic insulation caps.
- High temperature seals.
- Optional extra - Dry-break fittings & body Thermo-Sensor.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- CP6075-2S7MC RHT /-3S7MC LHT /-4S7MC RHL /-5S7MC LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

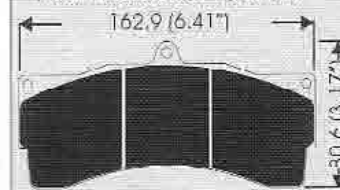
TECHNICAL SPECIFICATION

- Piston Sizes	Ø27.0mm x 2 Ø31.8mm x 2 Ø38.1mm x 2
- Disc Diameter	Ø380.0mm
- Disc Thickness	38.5mm
- Weight (Less Pads)	2.75Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	210.0mm x 42.0mm
- hole Ø	12.15mm
- 'PL' Dimension	63.5mm
- Seal Repair Kit	CP4518-CEJ
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILIES

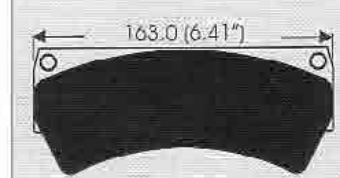
IRON CP6230D54

- Pad Area = 83.0cm²
- Pad Depth = 54.0mm
- Pad Thickness = 25.0mm



CARBON CP4970

- Pad Area = 83.0cm²
- Pad Depth = 53.0mm
- Pad Thickness = 30.0mm



SPARE PARTS

- Pistons
 - Ø27.0mm CP6055-110
 - Ø31.8mm CP6055-111
 - Ø38.1mm CP6055-112
- Wear Plates
 - CP6075-105 x 4
 - Beam, CP6075-106 x 1
- Bleed Screw CP3880-1
- Fluid Pipe
 - CP6075-2 / -3 CP6075-6
 - CP6075-4 / -5 CP6075-7
- Piston Caps
 - Ø27.0 CP6060-127 x 2
 - Ø31.8 CP5842-118 x 2
 - Ø38.1 CP6060-126 x 2

AVAILABLE OPTIONS

- Thermo Sensor
 - RH CP6282-2
 - LH CP6282-3
- Dry-Break Fittings (See page 6)

CP6080

6 PISTON CALIPER

TYPICAL APPLICATIONS

- FIA GT1 Front and Rear.



FEATURES

- Radial mount.
- Monobloc aluminium alloy body, CNC machined billet.
- Designed to operate on Carbon or Iron Discs.
- Quick release hinged pad retainer mechanism.
- Differential bores, to control pad taper.
- Titanium pistons.
- High temperature seals.
- Optional extra - Dry-break fittings & body Thermo-Sensor.
- Optional extra - Ceramic piston insulation caps.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- CP6080-2S7MP RHT /-3S7MP LHT /-4S7MP RHL /-5S7MP LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

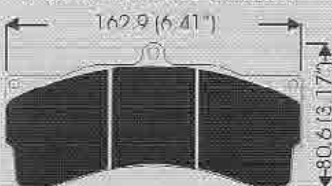
TECHNICAL SPECIFICATION

- Piston Sizes	Ø27.0mm x 2 Ø31.8mm x 2 Ø38.1mm x 2
- Disc Diameter	Ø380.0mm
- Disc Thickness	Carbon 37.0mm Iron 36.0mm
- Weight (Less Pads)	2.6Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	210.0mm x 42.0mm
- hole Ø	12.15mm
- 'PL' Dimension	63.5mm
- Seal Repair Kit	CP4518-CEJ
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILIES

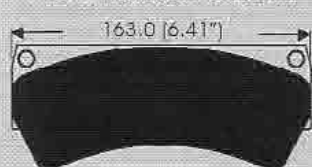
IRON CP6210D54

- Pad Area = 83.0cm²
- Pad Depth = 54.0mm
- Pad Thickness = 30.0mm



CARBON CP4970

- Pad Area = 83.0cm²
- Pad Depth = 53.0mm
- Pad Thickness = 30.0mm



SPARE PARTS

- Pistons
 - Ø27.0mm CP6060-122
 - Ø31.8mm CP6060-120
 - Ø38.1mm CP6060-121
- Wear Plates CP6060-107 x 4
- Bleed Screw CP3880-1
- Fluid Pipe
 - CP6080-2 / -3 CP6080-6
 - CP6080-4 / -5 CP6080-7

AVAILABLE OPTIONS

- Thermo Sensor
 - RH CP6282-2
 - LH CP6282-3
- Dry-Break Fittings (See page 6)
- Piston Caps
 - Ø27.0 CP6060-127 x 2
 - Ø31.8 CP5842-118 x 2
 - Ø38.1 CP6060-126 x 2

NOTES

CP4848

8 PISTON CALIPER

TYPICAL APPLICATIONS

- WRC Tarmac Rally Front.

FEATURES

- Radial mount.
- To suit Ø378 to Ø366.0mm x 40.0 to 37.0mm Iron discs in an 18" wheel.
- Monobloc aluminium alloy body, CNC machined billet.
- X-Beam bridge technology.- increased caliper stiffness.
- 4 Pads. (2 differential pistons per pad).
- Differential bores, to control pad taper.
- Titanium pistons with Ceramic piston insulation caps fitted.
- High temperature seals.
- Optional Dry-break fittings & body Thermo-sensor available.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Bridge pipe and bleed screws have integral protecting rib.
- **A lightweight version is available, CP4849 - 2.4kg**



PART NUMBERS

- CP4848 2S0MC RHT / 3S0MC LHT / 4S0MC RHL / 5S0MC LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

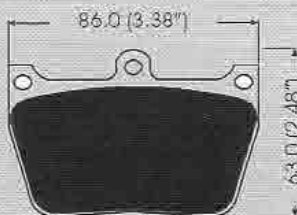
TECHNICAL SPECIFICATION

- | | |
|---------------------------------|---|
| - Piston Sizes | Ø25.4mm x 4
Ø31.8mm x 4 |
| - Disc Diameter | Ø378.0mm to Ø366.0mm |
| - Disc Thickness | 40.0mm to 37.0mm |
| - Weight (Less Pads) | CP4848 2.7Kg
CP4849 2.4kg |
| - Hydraulic Threads | M10 x 1.0 |
| - Mounting | Radial |
| - centres x offset | 210.0mm x 43.25mm |
| - hole Ø | 12.20mm |
| - 'PL' Dimension | - Ø378.0mm disc 63.5mm
- Ø366.0mm disc 63.85mm |
| - Seal Repair Kit | CP4518-AEAE |
| - Bleed Screw Tightening Torque | 17Nm (12.5lbs/ft) |

PAD FAMILY

CP4848D46

- Pad Area = 35.5cm²
- Pad Depth = 46.0mm
- Pad Thickness = 18.0mm



SPARE PARTS

- Pistons
 - Ø25.4mm CP4848-104
 - Ø31.8mm CP4848-105
- Pad Retainer Clip
- Retainer P/No
 - CP4848-110 RH / -111 LH
- Wear Plates
 - CP4848-107 x 2 / -108 x 2
- Bleed Screw CP3880-1
- Fluid Pipe
 - CP6065-2 / -3 CP6065-6
 - CP6065-4 / -5 CP6065-7

AVAILABLE OPTIONS

- Thermo Sensor
 - RH CP6282-2
 - LH CP6282-3
- Dry-Break Fittings (Page 6)
- Piston Caps
 - Ø25.4 CP6292-153 x 4
 - Ø31.8 CP5842-118 x 4

CP5148

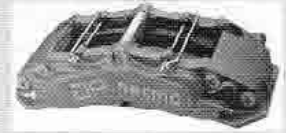
8 PISTON CALIPER

TYPICAL APPLICATIONS

- Touring Car.
- WRC Asphalt Rally

FEATURES

- Radial mount.
- Liquid-cooled. (closed system) to control fluid & caliper / pad temperatures.
- 4 Pads. (2 differential pistons per pad).
- 2 piece aluminium alloy body, CNC machined from high quality castings.
- Differential bores, to control pad taper.
- Aluminium alloy pistons.
- High temperature seals.
- Sealed bleed screws, prevents fluid leakage during bleeding.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.



PART NUMBERS

- CP5148 2S0 RHT / -3S0 LHT / -4S0 RHL / -5S0 LHL.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

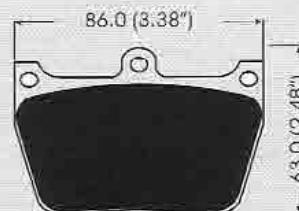
TECHNICAL SPECIFICATION

- | | |
|---------------------------------|---|
| - Piston Sizes | Ø25.4mm x 4
Ø31.8mm x 4 |
| - Disc Diameter | Ø378.0mm |
| - Disc Thickness | 32.0mm |
| - Weight (Less Pads) | 2.8Kg |
| - Hydraulic Threads | M10 x 1.0 |
| - Cooling Fluid Capacity | 45cm ³ |
| - Cooling Connections | 7/16" x 20UNF convcx seat to accept - 4 areoquip. |
| - Mounting | Radial |
| - centres x offset | 210.0mm x 35.0mm |
| - hole Ø | 12.15mm |
| - 'PL' Dimension | 63.5mm |
| - Seal Repair Kit | CP4518-AEAE |
| - Bleed Screw Tightening Torque | 17Nm (12.5lbs/ft) |

PAD FAMILY

CP5148D46

- Pad Area = 35.5cm²
- Effective Area (2 pads) = 71.0cm²
- Pad Depth = 46.0mm
- Pad Thickness = 15.0mm



SPARE PARTS

- Pistons
 - Ø25.4mm CP5148-116
 - Ø31.8mm CP3178-102
- Pad Retainer R/Clip
- Retainer P/No CP5218-6
- Wear Plates CP5148-4 x 2
- Bleed Screw CP3880-1
- Fluid Pipe
 - CP5148-2 / -3 CP5148-10
 - CP5148-4 / -5 CP5148-11

CP6320

4 PISTON CALIPER

TYPICAL APPLICATIONS

- WRC Gravel Rally Front.



FEATURES

- Radial mount.
- To suit $\text{Ø}312.00 \times 28.0\text{mm}$ Max disc.
- Monobloc aluminium alloy body, CNC machined from billet.
- Internally ported, no external bridge pipes.
- Single bleed screws.
- Differential bores, to control pad taper.
- Titanium pistons.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel pad abutments & wear plates fitted.
- Also available with 210mm (CP6520) & 180mm (CP6420) mounting hole centres.

PART NUMBERS

- CP6320-22S4M RHT /-23S4M LHT /-24S4M RHL /-25S4M LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

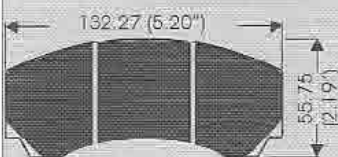
TECHNICAL SPECIFICATION

- Piston Sizes	$\text{Ø}36.0\text{mm} \times 2$ $\text{Ø}44.5\text{mm} \times 2$
- Disc Diameter	$\text{Ø}312.0\text{mm}$
- Disc Thickness	28.0mm
- Weight (Less Pads)	2.25Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	152.0mm x 44.0mm
- hole Ø	12.0mm
- 'PL' Dimension	57.8mm
- Seal Repair Kit	CP4518-HL
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILIES

CP3215D46

- Pad Area = 54.6cm²
- Pad Depth = 45.6mm
- Pad Thickness = 16.8mm



CP3215D50

- Pad Area = 57.4cm²
- Pad Depth = 50.3mm
- Pad Thickness = 16.8mm



SPARE PARTS

- Pistons
 - $\text{Ø}36.0\text{mm}$ CP6320-107
 - $\text{Ø}44.5\text{mm}$ CP3720-177
- Pad Retainer H/Piece
- Retainer P/No CP6320-111
- Ret / Bolt No CP3394-112 x 2
- Wear Plates CP6320-106 x 4
- Bleed Screw CP3880-1

CP6340

4 PISTON CALIPER

TYPICAL APPLICATIONS

- WRC Gravel Rally Rear



FEATURES

- Radial mount.
- To suit disc up to $\text{Ø}355.00 \text{ Max} \times 28.0\text{mm}$.
- Monobloc aluminium alloy body, CNC machined from billet.
- Internally ported, no external bridge pipes.
- Single bleed screw.
- Differential bores, to control pad taper.
- Titanium pistons.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel pad abutments & wear plates fitted.
- Smaller bore version of CP6320.

PART NUMBERS

- CP6340-22S4M RHT
- CP6340-23S4M LHT
- CP6340-24S4M RHL
- CP6340-25S4M LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

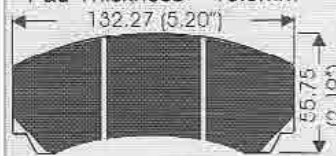
TECHNICAL SPECIFICATION

- Piston Sizes	$\text{Ø}28.6\text{mm} \times 2$ $\text{Ø}36.0\text{mm} \times 2$
- Max Disc Diameter	$\text{Ø}355.0\text{mm}$
- Disc Thickness	28.0mm
- Weight (Less Pads)	2.25Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	152.0mm x 44.0mm
- hole Ø	12.0mm
- 'PL' Dimension	57.8mm
- Seal Repair Kit	CP4518-DH
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILIES

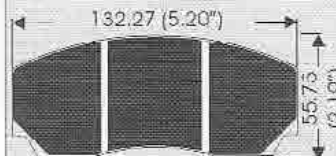
CP3215D46

- Pad Area = 54.6cm²
- Pad Depth = 45.6mm
- Pad Thickness = 16.8mm



CP3215D50

- Pad Area = 57.4cm²
- Pad Depth = 50.3mm
- Pad Thickness = 16.8mm



SPARE PARTS

- Pistons
 - $\text{Ø}28.6\text{mm}$ CP6320-108
 - $\text{Ø}36.0\text{mm}$ CP6320-107
- Pad Retainer H/Piece
- Retainer P/No CP6320-111
- Ret / Bolt No CP3394-112 x 2
- Wear Plates CP6320-106 x 4
- Bleed Screw CP3880-1

CP6560

6 PISTON CALIPER

TYPICAL APPLICATIONS

- WRC Gravel Front.

FEATURES

- Radial mount.
- 210mm mounting centres.
- To suit Ø310mm x 32.0mm disc.
- Monobloc aluminium alloy body, CNC machined from billet.
- increased caliper stiffness.
- Internally ported, no external bridge pipes.
- Differential bores, to control pad taper.
- Titanium pistons.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.



PART NUMBERS

- CP6560-2S4MP RHT.
- CP6560-3S4MP LHT.
- CP6560-4S4MP RHL.
- CP6560-5S4MP LHL.

CALIPER HANDING

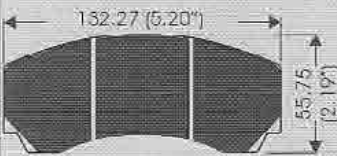
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes $\text{Ø}27.0\text{mm} \times 2$
 $\text{Ø}31.8\text{mm} \times 2$
 $\text{Ø}38.1\text{mm} \times 2$
- Max Disc Diameter $\text{Ø}310.0\text{mm}$
- Disc Thickness 32.0mm
- Weight (Less Pads) 2.2Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset 210.0mm x 40.0mm
- hole Ø 12.15mm
- 'PL' Dimension 57.5mm
- Seal Repair Kit CP4518-CEJ
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILY CP3215D46

- Pad Area = 54.6cm²
- Pad Depth = 45.6mm
- Pad Thickness = 16.8mm



SPARE PARTS

- Pistons
- $\text{Ø}27.0\text{mm}$ CP6560-107
- $\text{Ø}31.8\text{mm}$ CP6560-108
- $\text{Ø}38.1\text{mm}$ CP6560-109
- Wear Plates
- CP6560-110 x 4
- Beam - CP6065-104.
- Bleed Screw CP3880-1

AVAILABLE OPTIONS

- Thermo Sensor CP6282-2
- Piston Caps
- ($\text{Ø}27.0$) CP6060-127 x 2
- ($\text{Ø}31.8$) CP5842-118 x 2
- ($\text{Ø}38.1$) CP6060-126 x 2

CP6561

4 PISTON CALIPER

TYPICAL APPLICATIONS

- WRC Gravel Rear.
- WRC Tarmac Rear.

FEATURES

- Radial mount.
- To suit $\text{Ø}310\text{mm} \times 27.0\text{mm}$ disc.
- Monobloc aluminium alloy body, CNC machined from billet for increased caliper stiffness.
- Internally ported, no external bridge pipes.
- Single protected bleedscrew.
- Differential bores, to control pad taper.
- Titanium pistons with provision for ceramic coated caps.
- High temperature seals.
- Hard anodised surface treatment.



PART NUMBERS

- CP6561-2S4MP RHT
- CP6561-3S4MP LHT
- CP6561-4S4MP RHL
- CP6561-5S4MP LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

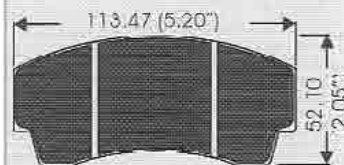
- Piston Sizes $\text{Ø}27.0\text{mm} \times 2$
 $\text{Ø}34.0\text{mm} \times 2$
- Disc Diameter $\text{Ø}310.0\text{mm}$
- Disc Thickness 27.0mm
- Weight (Less Pads) 1.6Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset 130.0mm x 45.0mm
- hole Ø 10.15mm
- 'PL' Dimension 50.0mm
- Seal Repair Kit CP4518-CF
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

AVAILABLE OPTIONS

- Thermo Sensor CP6282-2
- Piston Caps ($\text{Ø}27.0$) CP6060-127 x 2
($\text{Ø}34.0$) CP5842-117 x 2

PAD FAMILY CP3345D44

- Pad Area = 43.4cm²
- Pad Depth = 44.1mm
- Pad Thickness = 16.0mm



SPARE PARTS

- Pistons
- $\text{Ø}27.0\text{mm}$ CP6561-107
- $\text{Ø}34.0\text{mm}$ CP6561-108
- Wear Plates CP6561-106 x 4
- Centre Beam CP6561-109
- Bleed Screw CP3880-1

CP6562

6 PISTON CALIPER

TYPICAL APPLICATIONS

- WRC Rear



FEATURES

- Radial mount.
- 130mm mounting centres.
- To suit Ø310mm x 27.0mm disc.
- Monobloc aluminium alloy body, CNC machined from billet.
- Increased caliper stiffness.
- Internally ported, no external bridge pipes.
- Tapped holes for mounting water sprays.
- Optional stone guards available.
- Differential bores, to control pad taper.
- Titanium pistons fitted with ceramic insulation caps.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- CP6562-2S4MC RHT.
- CP6562-3S4MC LHT.
- CP6562-4S4MC RHL.
- CP6562-5S4MC LHL.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

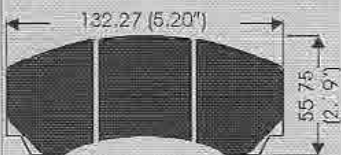
TECHNICAL SPECIFICATION

- Piston Sizes
 - Ø25.4mm x 2
 - Ø27.0mm x 2
 - Ø28.6mm x 2
- Max Disc Diameter
 - Ø310.0mm
- Disc Thickness
 - 27.0mm
- Weight (Less Pads)
 - 1.7Kg
- Hydraulic Threads
 - M10 x 1.0
- Mounting
 - Radial
- centres x offset
 - 130.0mm x 45.0mm
- hole Ø
 - 10.20 / 10.15mm
- 'PL' Dimension
 - 50.0mm
- Seal Repair Kit
 - CP4518-ACD
- Bleed Screw Tightening Torque
 - 17Nm (12.5lbs/ft)

PAD FAMILY

CP3215D46

- Pad Area = 54.6cm²
- Pad Depth = 45.6mm
- Pad Thickness = 16.8mm



SPARE PARTS

- Pistons
 - Ø25.4mm CP6562-104
 - Ø27.0mm CP6561-114
 - Ø28.6mm CP6562-105
- Wear Plates CP6560-110 x 4
- Beam CP6065-104
- Bleed Screw CP3880-1
- Piston Caps
 - (Ø25.4) CP6292-153 x 2
 - (Ø27.0) CP6060-127 x 2
 - (Ø28.6) CP6060-128 x 2

AVAILABLE OPTIONS

- Thermo Sensor CP6282-2
- Stone Guards CP6562-6

CP6564

4 PISTON CALIPER

TYPICAL APPLICATIONS

- WRC Rear.



FEATURES

- Radial mount.
- To suit Ø358mm x 32.0mm disc.
- Monobloc aluminium alloy body, CNC machined from billet for increased caliper stiffness.
- Internally ported, no external bridge pipes.
- Single protected bleedscrew.
- Differential bores, to control pad taper.
- Stainless steel pistons.
- High temperature seals.
- Hard anodised surface treatment.

PART NUMBERS

- CP6564-2R4L RHT
- CP6564-3R4L LHT
- CP6564-4R4L RHL
- CP6564-5R4L LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes
 - Ø28.6mm x 2
 - Ø36.0mm x 2
- Disc Diameter
 - Ø358.0mm
- Disc Thickness
 - 32.0mm
- Weight (Less Pads)
 - 2.1Kg
- Hydraulic Threads
 - M10 x 1.0
- Mounting
 - Radial
- centres x offset
 - 210.0mm x 40.0mm
- hole Ø
 - 12.15mm
- 'PL' Dimension
 - 57.5mm
- Seal Repair Kit
 - CP4518-DH
- Bleed Screw Tightening Torque
 - 17Nm (12.5lbs/ft)

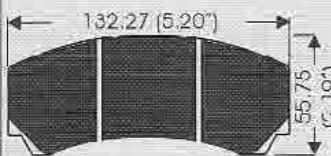
AVAILABLE OPTIONS

- Thermo Sensor CP6282-2

PAD FAMILY

CP3215D46

- Pad Area = 54.6cm²
- Pad Depth = 45.6mm
- Pad Thickness = 16.8mm



SPARE PARTS

- Pistons
 - Ø28.6mm CP6564-106
 - Ø34.0mm CP6564-107
- Wear Plates CP6560-110 x 4
- Centre Beam CP6560-106
- Bleed Screw CP3880-1

CP6720 and CP6730

4 PISTON CALIPERS

TYPICAL APPLICATIONS

- Super 1600 Rally. - Rally Raid.



FEATURES

- Radial mount.
- To suit Ø285.0 to 355.0mm x 28.0mm disc.
- Two piece aluminium alloy body, CNC machined from high quality die castings.
- Internally ported, no external bridge pipes.
- Protected bleed screws.
- Differential bores, to control pad taper.
- Aluminium pistons standard, Stainless steel optional.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel pad abutments & wear plates fitted.

N.B. See CP6740 for a version with dirt seals.

PART NUMBERS

- CP6720-6S4 RHT. / -7S4 LHT. / -8S4 RHL. / -9S4 LHL.
- CP6730-2S4 RH. / -3S4 LH

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

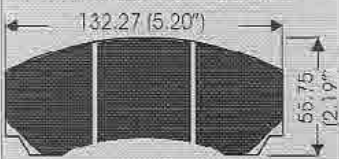
TECHNICAL SPECIFICATION

- Piston Sizes - CP6720 Ø34.9mm x 2 / Ø41.3mm x 2
- CP6730 Ø31.8 x 4
- Disc Diameters Ø285.0mm to Ø355.0mm
- Disc Thickness 28.0mm
- Weight (Less Pads) - CP6720 2.5Kg
- CP6730 2.6Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset 180.0mm x 35.0mm
- hole Ø 12.15mm
- 'PL' Dimension 57.8mm
- Seal Repair Kit - CP6720 CP4518-GK
- CP6730 CP4518-EE
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILIES

CP3215D46

- Pad Area = 54.6cm²
- Pad Depth = 45.6mm
- Pad Thickness = 16.8mm



CP3215D50

- Pad Area = 57.4cm²
- Pad Depth = 50.3mm
- Pad Thickness = 16.8mm



SPARE PARTS

- Pistons
- Ø31.8mm CP3349-103
- Ø34.9mm CP3567-108
- Ø41.3mm CP3344-109
- Pad Retainer H/Piece
- Retainer P/No CP6720-101
- Ret / Bolt No CP3345-118 x 2
- Wear Plates CP5200-306 x 4
- Bleed Screw CP3880-1

CP6740

4 PISTON CALIPER

TYPICAL APPLICATIONS

- Rally Raid Rear.



FEATURES

- Radial mount.
- Small bore version of CP6720 for rear applications.
- As CP6730 but with dirt seals fitted.
- To suit Ø285.0 to 355.0mm x 28.0mm disc.
- Two piece aluminium alloy body, CNC machined from high quality die casting.
- Protected bleed screws.
- Internally ported, no external bridge pipes.
- Stainless steel pistons.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel pad abutments & wear plates fitted.

PART NUMBERS

- CP6740-2S4L Right Hand.
- CP6740-3S4L Left Hand.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

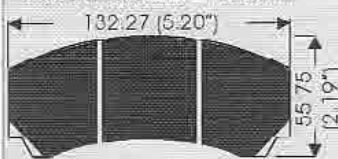
TECHNICAL SPECIFICATION

- Piston Sizes Ø31.8mm x 4
- Suitable Disc Diameter Ø285.0mm to Ø355.0mm
- Disc Thickness 28.0mm
- Weight (Less Pads) 2.6Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset 180.0mm x 35.0mm
- hole Ø 12.15mm
- 'PL' Dimension 57.8mm
- Seal Repair Kit CP4518-EE:RALLY
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILIES

CP3215D46

- Pad Area = 54.6cm²
- Pad Depth = 45.6mm
- Pad Thickness = 16.8mm



CP3215D50

- Pad Area = 57.4cm²
- Pad Depth = 50.3mm
- Pad Thickness = 16.8mm



SPARE PARTS

- Pistons
- Ø28.6mm CP6320-108
- Ø36.0mm CP6320-107
- Pad Retainer H/Piece
- Retainer P/No CP6320-111
- Ret / Bolt No CP3394-112 x 2
- Wear Plates CP6320-106 x 4
- Bleed Screw CP3880-1

CP6750

6 PISTON CALIPER

TYPICAL APPLICATIONS

- Rally Raid.

FEATURES

- Radial mount.
- To suit Ø320.0mm x 32.0 or 28.0mm disc.
- Two piece body machined from billet aluminium alloy.
- Internally ported, no external bridge pipes.
- Single protected bleedscrew.
- Differential bores, to control pad taper.
- Stainless steel pistons.
- H/Piece pad retainer.
- High temperature seals.
- Hard anodised surface treatment.



PART NUMBERS

- Caliper part numbers to suit a disc Ø320.0mm x 28.0mm.
CP6750-2S4L RHT / -3S4L LHT / -4S4L RHL / -5S4L LHL
- Caliper part numbers to suit a disc Ø320.0mm x 32.0mm.
CP6750 6S4L RHT / 7S4L LHT / 8S4L RHL / 9S4L LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

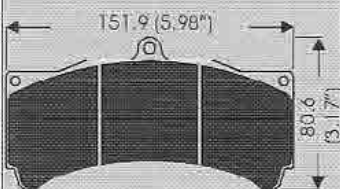
TECHNICAL SPECIFICATION

- | | |
|---------------------------------|---|
| - Piston Sizes | Ø27.0mm x 2
Ø31.8mm x 2
Ø38.1mm x 2 |
| - Disc Diameter | Ø320.0mm |
| - Disc Thickness | 28.0mm |
| - CP6750-2/3/4/5S4L | 32.0mm |
| - CP6750-6/7/8/9S4L | 3.0Kg |
| - Weight (Less Pads) | M10 x 1.0 |
| - Hydraulic Threads | Radial |
| - Mounting | centres x offset
180.0mm x 35.0mm |
| - centres x offset | 180.0mm x 37.0mm |
| - CP6750-2/3/4/5S4L | 12.15mm |
| - CP6750-6/7/8/9S4L | 62.5mm |
| - hole Ø | CP4518-CEJ:Rally |
| - 'PL' Dimension | 17Nm (12.5lbs/ft) |
| - Seal Repair Kit | |
| - Bleed Screw Tightening Torque | |

PAD FAMILY

CP3894D51

- Pad Area = 73.5cm²
- Pad Depth = 50.8mm
- Pad Thickness = 18.0mm



SPARE PARTS

- Pistons
- Ø27.0mm CP6750-106
- Ø34.0mm CP6750-107
- Ø38.1mm CP6750-108
- Pad Retainer H/Piece
- CP6750-2 to -5 CP6750-109
- CP6750-6 to -9 CP6750-113
- Ret / Bolt No CP3445-123
- Wear Plates
- CP6750-110 x 1,
- CP6750-111 x 1
- CP6750-112 x 2
- Bleed Screw CP3880-1

CP6760

4 PISTON CALIPER

TYPICAL APPLICATIONS

- S2000 Rear

FEATURES

- Radial mount.
- To suit Ø300mm x 28.0mm disc.
- Two piece body machined from billet aluminium alloy.
- Internally ported, no external bridge pipes.
- Single protected bleedscrew.
- Differential bores, to control pad taper.
- Stainless steel pistons.
- H/Piece pad retainer.
- High temperature seals.
- Hard anodised surface treatment.



PART NUMBERS

- CP6760-2S4L RHT
- CP6760-3S4L LHT
- CP6760-4S4L RHL
- CP6760-5S4L LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

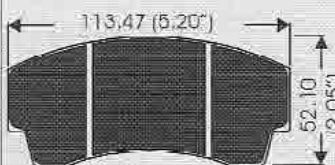
TECHNICAL SPECIFICATION

- | | |
|---------------------------------|----------------------------|
| - Piston Sizes | Ø27.0mm x 2
Ø34.0mm x 2 |
| - Disc Diameter | Ø300.0mm |
| - Disc Thickness | 28.0mm |
| - Weight (Less Pads) | 2.1Kg |
| - Hydraulic Threads | M10 x 1.0 |
| - Mounting | Radial |
| - centres x offset | 180.0mm x 35.0mm |
| - hole Ø | 10.15mm |
| - 'PL' Dimension | 57.8mm |
| - Seal Repair Kit | CP4518-CF |
| - Bleed Screw Tightening Torque | 17Nm (12.5lbs/ft) |

PAD FAMILY

CP3345D44

- Pad Area = 43.4cm²
- Pad Depth = 44.1mm
- Pad Thickness = 16.0mm



SPARE PARTS

- Pistons
- Ø27.0mm CP4907-106
- Ø34.0mm CP6760 118
- Pad Retainer H/Piece
- Retainer P/No CP4144-101
- Ret / Bolt No CP3344-165
- Wear Plates CP6561-106
- x 4
- Bleed Screw CP3880-1

CP4567

4 PISTON CALIPER

TYPICAL APPLICATIONS

- Front & Rear Single Seater for 13" wheels.



FEATURES

- Radial mount, two piece aluminium alloy body, machined from high quality die castings.
- To suit Ø280.0mm x 25.4mm / 20.0mm disc.
- Differential bores, to control pad taper.
- Aluminium pistons.
- Single bolt pad retainer.
- High temperature seals
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- 4lb Anti-Knockback springs fitted.

PART NUMBERS

- Caliper part numbers to suit disc Ø280.0 x 25.4mm
- CP4567-2S4 RHT / -3S4 LHT / -4S4 RHL / -5S4 LHL
- Caliper part numbers to suit disc Ø280.0 x 20.0mm
- CP4567-8S4 RHT / -9S4 LHT / -10S4 RHL / -10S4 LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

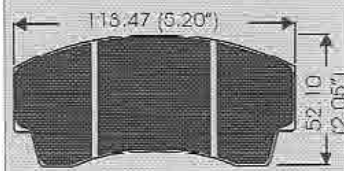
TECHNICAL SPECIFICATION

- Piston Sizes $\text{Ø}34.9\text{mm} \times 2$
 $\text{Ø}41.3\text{mm} \times 2$
- Disc Diameter $\text{Ø}280.0\text{mm}$
- Disc Thickness
- CP4567-2/3/4/5S4 25.4mm
- CP4567-8/9/10/11S4 20.0mm
- Weight (Less Pads) 1.6Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset
- CP4567-2/3/4/5S4 152.0mm x 30.0mm
- CP4567-8/9/10/11S4 152.0mm x 27.3mm
- hole Ø 10.2mm
- 'PL' Dimension 50.5mm
- Seal Repair Kit CP4518-GK
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILY

CP3345D44

- Pad Area = 43.4cm²
- Pad Depth = 44.1mm
- Pad Thickness = 16.0mm



SPARE PARTS

- Pistons
- $\text{Ø}34.9\text{mm}$ CP4567-114
- $\text{Ø}41.3\text{mm}$ CP4270-3
- Pad Retainer Bolt
- Retainer P/No CP5100-116
- Ret / Bolt No CP5100-120
- Wear Plates CP4567-120 x 4
- Bleed Screw CP3720-173
- Fluid Pipe
- CP4567-2/ -3/ -4/ -5 CP4567-6
- CP4567-8/ -9/ -10/ -11 CP4567-7

CP5090

4 PISTON CALIPER

TYPICAL APPLICATIONS

- Front & Rear Single Seater for 13" wheels.



FEATURES

- Radial mount.
- Two piece cast aluminium alloy body. Machined from high quality die castings.
- To suit Ø280.0mm x 30.0mm disc.
- Differential bores, to control pad taper.
- Aluminium alloy pistons.
- High temperature seals.
- Hard anodised surface treatment.
- H/Piece pad retainer.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- CP5090-2S4 Right Hand Trailing.
- CP5090-3S4 Left Hand Trailing.
- CP5090-4S4 Right Hand Leading.
- CP5090-5S4 left hand Leading.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on

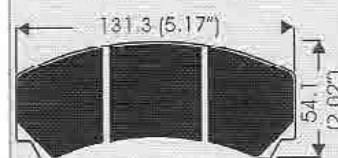
TECHNICAL SPECIFICATION

- Piston Sizes $\text{Ø}38.1\text{mm} \times 2$
 $\text{Ø}44.5\text{mm} \times 2$
- Disc Diameter $\text{Ø}280.0\text{mm}$
- Disc Thickness 30.0mm
- Weight (Less Pads) 2.3Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset 152.0mm x 48.0mm
- hole Ø 10.2mm
- 'PL' Dimension 57.8mm
- Seal Repair Kit CP4518-JL
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILY

CP2279D42

- Pad Area = 51.2cm²
- Pad Depth = 42.0mm
- Pad Thickness = 20.4mm



SPARE PARTS

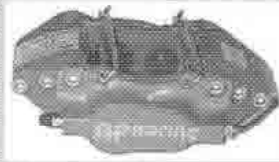
- Pistons
- $\text{Ø}38.1\text{mm}$ CP3636-107
- $\text{Ø}44.5\text{mm}$ CP3394-110
- Pad Retainer H/Piece
- Retainer P/No CP3795-101
- Ret / Bolt No CP3439-111
- Wear Plates CP5080-108 x 4
- Bleed Screw CP3880-1
- Fluid Pipe CP5080-109

CP5116

4 PISTON CALIPER

TYPICAL APPLICATIONS

- IRL Super Speedway Front & Rear.



FEATURES

- Radial mount.
- To suit Ø325.0mm x 28.0mm disc.
- For iron or carbon/carbon brake systems.
- Two piece aluminium alloy body, CNC machined from billet. Differential bores, to control pad taper.
- Aluminium pistons.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- 'R' clip quick release pad retainers.

PART NUMBERS

- CP5116-2S0 RHL.
- CP5116-3S0 LHL.
- CP5116-4S0 RHL.
- CP5116-5S0 LHL.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes $\text{Ø}27.0\text{mm} \times 2$
 $\text{Ø}34.9\text{mm} \times 2$
- Disc Diameter $\text{Ø}325.0\text{mm}$
- Disc Thickness 28.0mm
- Weight (Less Pads) 1.6Kg
- Hydraulic Threads $3/8" \times 24\text{UNF}$
- Mounting Radial
- centres x offset 110.0mm x 37.4mm
- hole Ø 10.2mm
- 'PL' Dimension 41.5mm
- Seal Repair Kit CP4518-CG
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILIES

CP5234D46 IRON

- Pad Area = 36.7cm²
- Pad Depth = 46.0mm
- Pad Thickness = 19.0mm



CP6234 CARBON

- Pad Area = 37.7cm²
- Pad Depth = 51.3mm
- Pad Thickness = 18.0mm



SPARE PARTS

- Pistons $\text{Ø}27.0\text{mm}$ CP5555-108
- $\text{Ø}34.9\text{mm}$ CP2877-101
- Pad Retainer R/Clip
- Retainer P/No CP4296-133
- Wear Plates CP5324-117 x 4
- Bleed Screw CP3720-173
- Fluid Pipe CP5116-6

CP7030

4 PISTON CALIPER

TYPICAL APPLICATIONS

- F3 Front & Rear.



FEATURES

- Radial mount.
- To suit $\text{Ø}278.0\text{mm} \times 17.0 / 16.0\text{mm}$ disc.
- Two piece aluminium alloy body, CNC machined from billet.
- Lightweight.
- Differential bores, to control pad taper.
- Aluminium pistons
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Complete system (calipers, discs and bells) available.

PART NUMBERS

- CP7030-2S0 Right Hand Trailing.
- CP7030-3S0 Left Hand Trailing.
- CP7030-4S0 Right Hand Leading.
- CP7030-5S0 Left Hand Leading.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

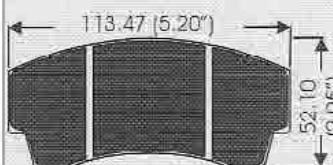
TECHNICAL SPECIFICATION

- Piston Sizes $\text{Ø}34.9\text{mm} \times 2$
 $\text{Ø}41.3\text{mm} \times 2$
- Disc Diameter $\text{Ø}278.0\text{mm}$
- Disc Thickness Max 17.0mm / Min 16.0mm
- Weight (Less Pads) 1.5Kg
- Hydraulic Threads $M10 \times 1.0$
- Mounting Radial
- centres x offset 130.0mm x 40.0mm
- hole Ø 10.2mm
- 'PL' Dimension 50.3mm
- Seal Repair Kit CP4518-GK
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

PAD FAMILY

CP3345D38

- Pad Area = 38.7cm²
- Pad Depth = 38.0mm
- Pad Thickness = 16.0mm



SPARE PARTS

- Pistons $\text{Ø}34.9\text{mm}$ CP7030-108
- $\text{Ø}41.3\text{mm}$ CP7030-107
- Wear Plates CP7030-106 x 4
- Bleed Screw CP3720-173
- Fluid Pipe CP7030-6

CP7606 and CP7613

4 PISTON CALIPERS

NOTES

TYPICAL APPLICATIONS

- Light Formula Cars.



FEATURES

- Radial mount.
- To suit Ø295.0mm Max Ø267.0mm Min x 18.0mm disc.
- Two piece aluminium alloy body, machined from high quality die castings.
- Aluminium alloy pistons.
- Pin pad retainer.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- Calipers with Ø38.1mm bores.
- CP7606-12S0 RHT. - CP7606-14S0 RHL.
- CP7606-13S0 LHT. - CP7606-15S0 LHL.
- Calipers with Ø31.8mm bores.
- CP7613 4S0 RHT. - CP7613-5S0 LHT.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

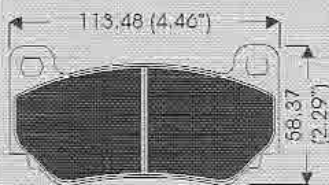
- Piston Sizes
- CP7606-12/ -13/ -14/ -15S0 Ø38.1mm x 4
- CP7613-4 /-5S0 Ø31.8mm x 4
- Disc Diameter
- Max Ø295.0mm
- Min Ø267.0mm
- Disc Thickness
- Max 18.0mm
- Min 16.0mm
- Weight (Less Pads) 1.7Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- Centres x Offset 130.0mm x 37.25mm
- hole Ø 10.2mm
- 'PL' Dimension 53.00mm
- Seal Repair Kit
- CP7606-12/ -13/ -14/ -15S0 CP4518-JJ
- CP7613-4/-5S0 CP4518-EE
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)

Note: CP7606 Working Pressure Limit, 70 Bars

PAD FAMILY

CP7600D46

- Pad Area = 43.5cm²
- Pad Depth = 46.2mm
- Pad Thickness = 16.0mm



SPARE PARTS

- Pistons
- CP7606 CP7605-109
- CP7616 CP7613-106
- Pad Retainer Pin x 2
- Retainer P/No CP7605-108
- Wear Plates CP7605-116
- x 4
- Bleed Screw CP3880-1
- Fluid Pipe CP7606-10

CP5788

4 PISTON CALIPER

TYPICAL APPLICATIONS

- European Touring Car .



FEATURES

- Radial mount.
- To suit $\varnothing 356.0\text{mm}$ Max / $\varnothing 295.0\text{mm}$ Min x 32.0mm disc.
- Monobloc aluminium alloy body, CNC machined from billet.
- Differential bores, to control pad taper.
- Stainless steel pistons.
- High temperature seals.
- Hard anodised surface treatment.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.

PART NUMBERS

- CP5788-2S0L Right Hand Trailing.
- CP5788-3S0L Left Hand Trailing.
- CP5788-4S0L Right Hand Left.
- CP5788-5S0L Left Hand Leading.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

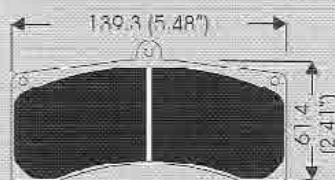
TECHNICAL SPECIFICATION

- Piston Sizes	$\varnothing 38.1\text{mm}$ x 2 $\varnothing 44.5\text{mm}$ x 2
- Max Disc Diameter	$\varnothing 356.0\text{mm}$
- Min Disc Diameter	$\varnothing 295.0\text{mm}$
- Disc Thickness	32.0mm
- Weight (Less Pads)	2.3Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	180.0mm x 42.0mm
- hole \varnothing	12.1mm
- 'PL' Dimension	61.24mm
- Seal Repair Kit	CP4518-JL
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILY

CP5788D48

- Pad Area = 63.2cm²
- Pad Depth = 48.0mm
- Pad Thickness = 20.0mm



SPARE PARTS

- Pistons
- $\varnothing 38.1\text{mm}$ CP4090-111
- $\varnothing 44.5\text{mm}$ CP5830-115
- Wear Plates CP5788-106 x 4
- Bleed Screw CP3880-1
- Fluid Pipe CP5788-6

NOTES

The Non Standard calipers shown are the most popular alternative brakes selected from the extensive AP Racing range. Most of these calipers, if not all, have been superseded by the calipers illustrated from pages 9 to 28 of this catalogue. Spare part details for the calipers listed can be found on page 31.

4 PISTON CALIPER CP3345

Typical Applications.

- 2 to -5S4 general use for vent disc, 13" wheel.
- 10 to -13S4 general use for vent disc, 15" wheel.

Features.

- 2 piece radial mount, aluminium alloy body.
- Aluminium alloy pistons
- Hard anodised surface treatment.



Technical Specifications	CP3345-2/ -3/ -4 / -5S4	CP3345-10/ -11/ -12/ -13S4
Piston Sizes	41.3mm x 2 / 38.1mm x 2	
Disc Diameter	280.0mm	304.0mm
Disc Thickness	22.8mm / 20.7mm	28.0mm / 25.4mm
Mounting Centres	130.0mm	130.0mm
Offset	40.6mm	43.1mm
'PL' Dimension	60.5mm	50.5mm
Mounting Hole Ø	9.6mm	10.05mm
Hydraulic Threads	3/8" x 24 UNF	
Seal Repair Kit	CP4518-JK	
Weight	1.7Kg	
Pad Family	CP2340D43 or CP3345D44	

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

4 PISTON CALIPER CP3801

Typical Applications.

- Pre 97 GT1 / 2 Rear.

Features.

- Radial mount.
- Two piece cast aluminium alloy body.
- Aluminium alloy pistons.
- H Piece pad retainer.
- Hard anodised surface finish.



Technical Specifications	CP3801-2S7 / -3S7 / -4S7 / -5S7
Piston Sizes	34.9mm x 2 / 41.3mm x 2
Disc Diameter	356.0mm
Disc Thickness	32.0mm
Mounting Centres	180.0mm
Offset	42.0mm
'PL' Dimension	57.74mm
Mounting Hole Ø	12.15mm
Hydraulic Threads	M10 x 1.0
Seal Repair Kit	CP4518-KG
Weight	2.1Kg
Pad Family	CP2279D50

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

4 PISTON CALIPER CP3620

Typical Applications.

- Group A Rally - Rallycross

Features.

- Radial Mount.
- Two piece cast aluminium body.
- Seal on piston.
- Differential Bores.
- Aluminium Alloy Body & Pistons
- Hard anodised surface treatment.



Technical Specifications	CP3620-2S4 / CP3620-3S4
Piston Sizes	31.8mm x 4
Disc Diameter	315.0mm
Disc Thickness	28.0mm / 25.4mm
Mounting Centres	152.0mm
Offset	44.1mm
'PL' Dimension	57.8mm
Mounting Hole Ø	12.2mm
Hydraulic Threads	M10 x 1.0
Seal Repair Kit	CP4509-EE
Weight	2.2Kg
Pad Family	CP3215D50

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

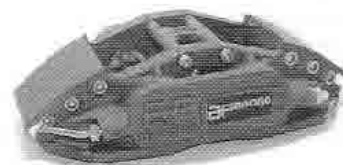
4 PISTON CALIPER CP3720

Typical Applications.

- Group A Rally - Rallycross

Features.

- Radial Mount.
- Two piece cast aluminium body.
- Seal on piston.
- Differential Bores.
- Aluminium Alloy Body & Pistons.
- Hard anodised surface treatment.



Technical Specifications	CP3720-8/ -9/ -10/ -11S4	CP3720-12/ -13/ -14/ -15S4
Piston Sizes	44.5mm x 2 / 38.1mm x 2	
Disc Diameter	330.0mm / 315.0mm	
Disc Thickness	28.0mm / 25.4mm	32.0mm
Mounting Centres	152.0mm	
Offset	44.1mm	46.0mm
'PL' Dimension	57.8mm	
Mounting Hole Ø	12.2mm	
Hydraulic Threads	M10 x 1.0	
Seal Repair Kit	CP4509-JL	
Weight	2.2Kg	
Pad Family	CP3215D50	

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

4 PISTON CALIPER CP4890

Typical Applications.

- Grp A Rally Front.

Features.

- Radial mount.
- Liquid-cooled, to control fluid & caliper temps.
- Differential bores, to control pad taper.
- Aluminium alloy pistons.
- Seal on piston type.
- Hard anodised surface treatment.



Technical Specifications	CP4890-4S4 / CP4890-5S4
Piston Sizes	31.8mm x 2 / 41.3mm x 2
Disc Diameter	315.0mm
Disc Thickness	28.0mm
Mounting Centres	152.0mm
Offset	44.1mm
'PL' Dimension	57.8mm
Mounting Hole Ø	12.15mm
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4509-JK
Weight	2.4Kg
Pad Family	CP3215D50

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

6 PISTON CALIPER CP4240

Typical Applications.

- GT / ISRS & Prototypes.

Features.

- Radial mount, to suit iron or carbon disc.
- 2 Piece billet aluminium alloy body.
- Differential bores, to control pad taper.
- Titanium pistons.
- Hard anodised surface treatment.



Technical Specifications	CP4240-2S7M / -3S7M	CP4240-4S7M / -43S7M	CP4240-4S7M / -45S7M
Piston Sizes	27.0mm x 2 / 31.8mm x 2 / 38.1mm x 2		
Disc Diameter	378.0mm	378.0mm	
Disc Thickness	36.0mm	32.0mm	
Mounting Centres	180.0mm		
Offset	42.0mm	39.5mm	
'PL' Dimension	63.5mm		
Mounting Hole Ø	12.2mm		
Hydraulic Threads	M10 x 1.0		
Seal Repair Kit	CP4518-CEJ		
Weight	3.4Kg		
Pad Family	CP3558D54		

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

6 PISTON CALIPER CP4260

Typical Applications.

- GT, ISRS & Sports Prototypes Front & Rear.

Features.

- Radial mount, to suit iron or carbon disc systems
- 2 piece aluminium alloy body, machined from billet.
- Differential bores, to control pad taper.
- Titanium pistons, reduces heat conduction.
- High temperature seals.
- Hard anodised surface treatment.



Technical Specifications	Iron disc system caliper	Carbon disc system caliper
	CP4260-2 / -3 / -4 / -5S7M	CP4260-42/-43/-44/-45S7M
Piston Sizes	27.0mm x 2 / 31.8mm x 2 / 38.1mm x 2	
Disc Diameter	Iron 378.0mm	Carbon 380.0mm
Disc Thickness	36.0mm	37.0mm
Mounting Centres	210.0mm	
Offset	42.0mm	
'PL' Dimension	63.5mm	
Mounting Hole Ø	12.15mm	
Hydraulic Threads	M10 x 1.0	
Seal Repair Kit	CP4518-CEJ	
Weight	3.4Kg	
Pad Family	CP3558D54	CP4240

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

6 PISTON CALIPER CP3796

Typical Applications.

- 1992 Spec Group A Rally.

Features.

- Radial mount.
- Differential bores.
- 2 piece aluminium alloy body.
- Aluminium alloy pistons, Titanium optional.
- Hard anodised surface treatment.



Technical Specifications	CP3796-24S4 / -25S4 / -26S4 / -27S4
Piston Sizes	27.0mm x 2 / 31.8mm x 2 / 38.1mm x 2
Disc Diameter	356.0mm
Disc Thickness	28.0mm
Mounting Centres	152.0mm
Offset	41.1mm
'PL' Dimension	57.8mm
Mounting Hole Ø	12.2mm
Hydraulic Threads	3/8" x 24 UNF
Seal Repair Kit	CP4518-CEJ
Weight	2.5Kg
Pad Family	CP3894D46

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

6 PISTON CALIPER CP4909

Typical Applications.

- GRP A race or rally.

Features.

- Radial mount.
- Non liquid-cooled version of CP4910.
- Differential bores.
- Titanium pistons.
- Hard anodised surface treatment.
- 'H' piece pad retainer.



Technical Specifications	CP4909-10S0M / CP4909-11S0M
Piston Sizes	27.0mm x 2 / 31.8mm x 2 / 38.1mm x 2
Disc Diameter	378.0mm
Disc Thickness	28.0mm
Mounting Centres	180.0mm
Offset	35.3mm
'PL' Dimension	62.1mm
Mounting Hole Ø	12.15mm
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4518-CEJ
Weight	2.8Kg
Pad Family	CP3894D46

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

6 PISTON CALIPER CP4910

Typical Applications.

- Grp A Rally Front.

Features.

- Radial mount.
- Liquid-cooled, to control fluid & caliper temps.
- Differential bores, to control pad taper.
- Aluminium alloy pistons.
- Seal on piston type.
- Hard anodised surface treatment.



Technical Specifications	CP4910-10S0 / -11S0 / -12S0 / -13S0
Piston Sizes	27.0mm x 2 / 31.8mm x 2 / 38.1mm x 2
Disc Diameter	378.0mm
Disc Thickness	32.0mm
Mounting Centres	180.0mm
Offset	37.2mm
'PL' Dimension	62.09mm
Mounting Hole Ø	12.15mm
Hydraulic Threads	3/8" x 21UNF
Seal Repair Kit	CP4518-CEJ
Weight	3.0Kg
Pad Family	CP3894D46

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

6 PISTON CALIPER CP6055

Typical Applications.

- LMP675 / Sprint GT Front & Rear.

Features.

- Radial mount, to suit Ø378 iron or Ø380 carbon discs.
- Monobloc aluminium alloy body.
- Differential bores, to control pad taper.
- Titanium pistons.
- Hard anodised surface treatment.



Technical Specifications	CP6055-2S7MP / -3S7MP / -4S7MP / -5S7MP	
Piston Sizes	27.0mm x 2 / 31.8mm x 2 / 38.1mm x 2	
Disc Diameter	Iron 378.0mm	Carbon 380.0mm
Disc Thickness	36.0mm	35.0mm
Mounting Centres	210.0mm	
Offset	42.0mm	
'PL' Dimension	63.5mm	
Mounting Hole Ø	12.15mm	
Hydraulic Threads	M10 x 1.0	
Seal Repair Kit	CP4518-CEJ	
Weight	2.5Kg	
Pad Family	CP3558D54	CP4240

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

6 PISTON CALIPER CP6360

Typical Applications.

- Australian Touring Car.

Features.

- Radial mount, Monobloc alum/alloy body.
- H Piece pad retainer / quick release option available.
- Differential bores, to control pad taper.
- Stainless steel pistons.
- Hard anodised surface treatment.



Technical Specifications	CP6360-2S7L / -3S7L / -4S7L / -5S7L
Piston Sizes	27.0mm x 2 / 31.8mm x 2 / 38.1mm x 2
Disc Diameter	375.0mm
Disc Thickness	36.0mm
Mounting Centres	210.0mm
Offset	35.0mm
'PL' Dimension	65.5mm
Mounting Hole Ø	12.15mm
Hydraulic Threads	M10 x 1.0
Seal Repair Kit	CP4518-CEJ
Weight	3.14Kg
Pad Family	CP6210D54

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

Non Standard and Historic Caliper Spare Parts Table

Caliper Part Nos.	Piston Part No.	Seal Repair Kit.	Pad Retainer Type	Pad Retainer Part No.	Pad Retainer Bolt No.	Wear Plate Part No.	Bleed Screw Part No.	Fluid Pipe Part No.
* Piston Brake Calipers								
CP2382-12 / -13E4	CP2383-52	CP4518-N	Clip	CP2372-18	N/A	N/A	CP3720-182	N/A
CP2383-12 / -13E4	CP2383-52	CP4518-N	Clip	CP2372-18	N/A	N/A	CP3720-182	N/A
CP2465-8 / -8S0	CP2195-157	CP4508-L	Split Pin	CP2696-160	N/A	N/A	CP3720-182	N/A
CP2561-3S4	CP2260-66	CP4518-J	R / Clip	CP2554-106	N/A	N/A	3846-229	N/A
† Piston Brake Calipers								
CP2270-144 / -145S4QR	CP2270-92	CP4518-KK	R / Clip	CP2361-9	N/A	N/A	CP3720-182	N/A
CP2271-182 / -183S4QR	CP2260-66	CP4518-LI	R / Clip	CP2361-9	N/A	N/A	CP3720-182	N/A
CP2270-400E4BP	CP2270-6	CP4518-LL	N/A	N/A	N/A	N/A	CP3720-182	N/A
CP2361-96 / -97S4QR	CP2260-66	CP4518-JJ	R / Clip	CP2361-9	N/A	N/A	CP3720-102	N/A
CP3345-2/ -3/ -4/ -5S4	CP3228-103 / CP3344-109	CP4518-JK	H/Piece	CP3344-108	CP3344-112	CP356 / -109	CP3720-182	CP3344-110
CP3620-2S4 / -3S4	CP3760-110	CP4509-EE	H/Piece	CP3434-118	CP3344-152	CP3720-106	CP3720-173	CP3620-8
CP3620-2S0M / -3S0M	CP3620-103	CP4509-EE	H/Piece	CP3434-118	CP3344-152	CP3720-106	CP3720-173	CP3620-8
CP3720-8/ -9/ -10/ -11R4	CP3720-126 / -125	CP4509-LL	H/Piece	CP3434-118	CP3344-152	CP3720-106	CP3720-173	CP3720-35
CP3720-12/ -13/ -14/ -16S4	CP3720-126 / 125	CP4509-JL	H/Piece	CP3410-118	CP3394-112	CP3720-106	CP3720-173	CP3720-36
CP3801-2/ -3/ -4/ -5S7	CP3394-109 / CP3789-106	CP4518-GK	H/Piece	CP3795-101	CP3439-111	CP3789-110 x1 / -111 x1 / CP3046-101 x2	CP3720-173	CP3700-6
CP4890-4 / -5S4	CP3720-126 / CP3750-107	CP4509-JK	H/Piece	CP4890-101	CP3345-118	CP3720-106 x4	CP3720-173	CP4890-50
‡ Piston Brake Calipers								
CP3796-24/ -25/ -26/ -27S4	CP3720-126 / CP3760-110 / -111	CP4518-CEJ	H/Piece	CP3796-134	CP3796-121	CP3596-159	CP3720-182	CP3796-138
CP4240-2/ -3/ -4/ -5S7M	CP4240-109 / -110 / -111	CP4518-CEJ	Bolt	CP4240-112	CP4240-118	CP4240-132 x1 / -133 x1 / -144 x1 / -145 x1	CP3880-1	CP4240-6
CP4240-42/ -43/ -44/ -45S7M	CP4370-111 / 112 / 113	CP4518-CEJ	Bolt	CP4240-162	CP4728-106	CP4240-132 x1 / -133 x1 / -144 x1 / -145 x1	CP3880-1	CP4240-41
CP4260-2/ -3/ -4/ -5S7M	CP4960-104 / -105 / -106	CP4518-CEJ	Bolt	CP4260-114	CP4260-101	CP4240-144 x2 / -145 x2	CP3880-1	CP4260-6
CP4260-8/ -9/ -10/ -11S7M	CP4240-109 / -110 / -111	CP4518-CEJ	Bolt	CP4260-108	CP4260-101	CP4240-144 x2 / -145 x2	CP3880-1	CP4240-40
CP4909-10S0M / -11S0M	CP4910-114 / -115 / -116	CP4518-CEJ	H/Piece	CP3796-134	CP3796-121	CP4096-126 x2 / CP4910-118 x1 / -119 x1	CP3720-173	CP4909-7
CP4910-10/ -11/ -12/ -13S0	CP3344-192 / CP4910-140 / -141	CP4518-CEJ	H/Piece	CP3796-135	CP3596-112	CP3894-130 x2 / CP4910-118 x1 / -119 x1	CP3720-173	CP4910-14
CP4910-16/ -17/ -18/ -19S0M	CP4910-114 / -115 / -116	CP4518-CEJ	H/Piece	CP3796-134	CP3796-121	CP3894-130 x2 / CP4910-118 x1 / -119 x1	CP3720-173	CP4910-15
CP6055-2 / -4S7M	CP6055-110 / -111 / -112	CP4518-CEJ	N/A	N/A	N/A	CP6055-107 x4 / CP6055-106 x1 beam	CP3880-1	CP6055-6
CP6055-3 / -5S7M	CP6055-110 / -111 / -112	CP4518-CEJ	N/A	N/A	N/A	CP6055-107 x4 / CP6055-106 x1 beam	CP3880-1	CP6055-7
CP6360-2/ -3/ -4/ -5S7L	CP6360-104 / -105 / CP4360-127	CP4518-CEJ	H/Piece	CP6360-110	CP6360-111	CP6360-104 x4	CP3880-1	CP6360-7

NOTES

AP Racing's "Historic" Range of calipers are detailed below, are now "Classic" in status, such as CP2383 and CP2561 and have been reintroduced due to the popularity of various historic racing categories. The "Historic" Range of calipers are usually made to order, however some calipers are stock items, please check availability with AP Racing first. Spare part details for the calipers detailed can be found on page 31.

2 PISTON CALIPER CP2382 and CP2383

Typical Applications.

- CP2382, Escort Rear, Grp 4 Rally Vented Disc.
- CP2383, Escort Rear, Grp 4 Rally Solid Disc.

Features.

- Lug Mount.
- Two piece cast aluminium alloy body.
- Aluminium alloy pistons.
- Hard anodised surface treatment.



Technical Specifications	CP2382-12E4 / -13E4	CP2383-12E4 / -13E4
Piston Sizes	50.8mm x 2	
Disc Diameter	266.7mm Max / 251.0mm Min	
Disc Thickness	20.7mm	11.2mm Max / 9.7mm Min
Mounting Centres	88.9mm	
Offset	29.7mm	24.9mm
'PL' Dimension	54.1mm	
Mounting Hole Ø	11.30mm / 11.23mm	
Hydraulic Threads	3/8" x 24UNF	
Seal Repair Kit	CP4518-N	
Weight	1.8Kg	
Pad Family	CP2372D52	

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

2 PISTON CALIPER CP2561

Typical Applications.

- Historic Formula 1 Balance Braking from 1977 - 1985.

Features.

- Balance Draking (2 Caliper per disc)
- Radial Mount.
- Two piece aluminium alloy body
- Hard anodised surface treatment.
- Non handed.



Technical Specifications	CP2561-3S4
Piston Sizes	30.1mm x 2
Disc Diameter	278.0mm
Disc Thickness	25.4mm Max / 22.8mm Min
Mounting Centres	88.9mm
Offset	50.0mm
'PL' Dimension	26.0mm
Mounting Hole Ø	9.6mm
Hydraulic Threads	M10 x 1.0
Seal Repair Kit	CP4518-J
Weight	1.17Kg
Pad Family	CP2554

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

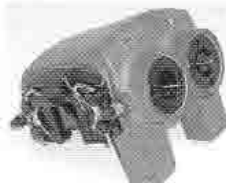
4 PISTON CALIPER CP2270

Typical Applications.

- Historic Caliper for Rally, Sports GT & Saloons.

Features.

- Closed back aluminium alloy body.
- Blank lug.
- Aluminium alloy pistons.
- Hard anodised surface finish.



Technical Specifications	CP2270-144 / CP2270-145S4QR
Piston Sizes	41.3mm x 4
Disc Diameter	302.0mm Max / 260.0mm Min
Disc Thickness	28.0mm
Mounting Centres	N/A
Offset	N/A
'PL' Dimension	N/A
Mounting Hole Ø	N/A
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4518-KK
Weight	2.7Kg
Pad Family	CP2270D46

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

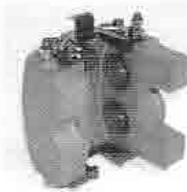
4 PISTON CALIPER CP2271

Typical Applications

- Historic Caliper for Rally, Sports GT & Saloons.

Features.

- Closed back aluminium alloy body.
- Blank lug.
- Aluminium alloy pistons.
- Hard anodised surface finish.



Technical Specifications	CP2271-182 / CP2271-183S4QR
Piston Sizes	38.1mm x 4
Disc Diameter	302.0mm Max / 260.0mm Min
Disc Thickness	28.0mm
Mounting Centres	N/A
Offset	N/A
'PL' Dimension	N/A
Mounting Hole Ø	N/A
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4518-JJ
Weight	2.7Kg
Pad Family	CP2270D46

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

4 PISTON CALIPER CP2279

Typical Applications.

- Historic Sports Cars.

Features.

- Closed back aluminium alloy body.
- Blank lug.
- Aluminium alloy pistons.
- Hard anodised surface finish.



Technical Specifications	CP2279-400S4BP
Piston Sizes	44.45mm x 4
Disc Diameter	330.0mm Max / 260.0mm Min
Disc Thickness	28.0mm
Mounting Centres	88.9mm Max / 80.3mm Min
Offset	50.0 Max / 35.8mm Min
'PL' Dimension	86.4mm Max / 70.6mm Min
Mounting Hole Ø	12.7mm Max / 10.1mm Min
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4518-LL
Weight	3.4Kg
Pad Family	CP2279

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

4 PISTON CALIPER CP2361

Typical Applications.

- Rally.
- Sports GT.

Features.

- Closed back aluminium alloy body.
- Blank lug to suit 13" wheels.
- Aluminium alloy pistons.
- Hard anodised surface treatment.



Technical Specifications	CP2361-96S4QR / -CP2361-97S4QR
Piston Sizes	38.1mm x 4
Disc Diameter	267.0mm / 248.0mm
Disc Thickness	20.7mm
Mounting Centres	N/A
Offset	N/A
'PL' Dimension	N/A
Mounting Hole Ø	N/A
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4518 JJ
Weight	2.0Kg
Pad Family	CP2340D43

Bleed Screw Tightening Torques 17Nm (12.5lb/ft)

INTRODUCTION

AP Racing now has a comprehensive range of calipers and discs designed for US Stock Car Racing.

The caliper details below represent a cross section of the range available for series such as Winston Cup, Busch etc. These calipers are available from AP Racing, but are sold exclusively in the USA through Essex Part Services (contact details below).

The "Stock Car" Range of calipers are usually made to order, however some calipers are stock items, please check availability with AP Racing or Essex Part Services. Spare part details for the calipers detailed can be found on page 34.

Essex Part Services.

Tel: +1 704 824 6030 Fax: +1 704 478 1030

E-mail: sales@essexparts.com

Web: www.essexparts.com



4 PISTON CALIPERS CP5610, CP5510 & CP5410

TYPICAL APPLICATION.

- Intermediate Rear.

FEATURES.

- Radial mount.
- Two piece aluminium alloy billet body.
- Differential bore.
- Ventilated steel pistons.
- High Temperature seals.
- Integral bleed screw & fluid pipe protection.
- Stainless steel wear plates & pad abutments.



Technical Specifications	CP5610 -2-3/4-5S0L	CP5510 -2-3/4-5S0L	CP5410 -2-3/4-5S0L
Piston Sizes	1.37" x 2/1.25" x 2	1.12" x 2 / 1.06" x 2	1.25" x 2 / 1.12" x 2
Disc Size	12.9" x 1.25"		
Suggested Disc	CP3847-116G4B1 (RH) / -117G4B1 (LH)		
Mounting Centres	4.724"		
Offset	1.904"		
'PL' Dimension	1.892"		
Mounting Hole Ø	0.443"		
Hydraulic Threads	3/8 x 24UNF		
Seal Repair Kit	CP4518-EG	CP4518-DC	CP4518-DE
Weight	3.92Lbs		
Pad Family	CPF735		

Bleed Screw Tightening Torques 17Nm (12.5Lb/ft) at ambient

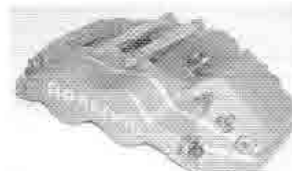
4 PISTON CALIPER CP5830

TYPICAL APPLICATION.

- Heavy duty road course rear.

FEATURES.

- Radial mount.
- Two piece aluminium alloy billet body.
- Differential bore.
- Ventilated steel pistons.
- High Temperature seals.
- Integral bleed screw & fluid pipe protection.
- Stainless steel wear plates & pad abutments.



Technical Specifications	CP5830-12S0L RHT / CP5830-13S0L LHT CP5830-14S0L RHL / CP5830-15S0L LHL
Piston Sizes	1.25" x 2 / 1.125" x 2
Disc Size	12.81" x 11.97"
Suggested Disc	CP3836-2044CG8B1 (RH) / -2045CG8B1 (LH)
Mounting Centres	7.24"
Offset	1.61"
'PL' Dimension	2.13"
Mounting Hole Ø	0.443"
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4518-DE
Weight	5.25Lbs
Pad Family	CP2270D50

Bleed Screw Tightening Torques 17Nm (12.5Lb/ft) at ambient.

4 PISTON CALIPERS CP6751, CP6761 & CP7751

TYPICAL APPLICATION.

- Late Model.

FEATURES.

- Lug mount.
- Two piece aluminium alloy cast body.
- Steel steel pistons.
- High Temperature seals.
- Integral bleed screw & fluid pipe protection.
- Stainless steel wear plates & pad abutments.



Technical Specifications	CP6751-8S0L RH CP6751-9S0L LH	CP6761-8S0L RH CP6761-9S0L LH	CP7751-14S0L RH CP7751-15S0L LH
Piston Sizes	1.375" x 4	1.25" x 4	1.75" x 2 / 1.87" x 2
Disc Size	12.2" x 1.25" or 11.75" x 1.25"		
Suggested Disc	CP3847-104/-105P or CP4540-104/-105P		
Mounting Centres	3.50"		
Offset	1.56"		
'PL' Dimension	2.83"		
Mounting Hole Ø	0.45"		
Hydraulic Threads	3/8" x 24UNF		
Seal Repair Kit	CP4518-GG	CP4518-EE	CP4518-LM
Weight	4.59Lbs		
Pad Family	CPF751		

Bleed Screw Tightening Torques 17Nm (12.5Lb/ft) at ambient

6 PISTON CALIPER CP5805

TYPICAL APPLICATION.

- Heavy Duty Late Model.

FEATURES.

- Radial mount.
- Two piece aluminium alloy cast body.
- Differential bore.
- Ventilated steel pistons.
- High Temperature seals.
- Integral bleed screw & fluid pipe protection.
- Stainless steel wear plates & pad abutments.



Technical Specifications	CP5805-2S0L - RHT / CP5805-3S0L - LHT CP5805-1S0L - RHL / CP5805-5S0L - LHL
Piston Sizes	1.25" x 2 / 1.38" x 2 / 1.75" x 2
Disc Size	12.19" x 1.25"
Suggested Disc	CP3847-104P (RH) / -105P (LH)
Mounting Centres	3.50"
Offset	1.53"
'PL' Dimension	3.05"
Mounting Hole Ø	0.45"
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4518-EGL
Weight	6.16Lbs
Pad Family	CPF753

Bleed Screw Tightening Torques 17Nm (12.5Lb/ft) at ambient.

6 PISTON CALIPER CP5810

TYPICAL APPLICATION.

- Intermediate Winston Cup / Busch front.

FEATURES.

- Radial mount.
- One piece aluminium alloy billet body
- Offset bridge design.
- Ventilated steel or titanium pistons.
- High Temperature seals.
- Integral bleed screw & fluid pipe protection.
- Stainless steel wear plates & pad abutments.



Technical Specifications	Caliper with titanium piston CP5810-2/ -3/ -4/ -5SOM	Caliper with steel piston CP5810-2/ -3/ -4/ -5SOL
Piston Sizes	1.125" x 2 / 1.25" x 2 / 1.625" x 2	
Disc Size	12.8" x 1.4"	
Suggested Disc	CP3781-2076G8B1 (RH) / -2077G8B1 (LH)	
Mounting Centres	8.268"	
Offset	1.575"	
'PL' Dimension	2.695"	
Mounting Hole Ø	0.443"	
Hydraulic Threads	3/8" x 24UNF	
Seal Repair Kit	CP4518-DEK	
Weight	6.13Lbs	6.32Kbs
Pad Family	CP4595D54	

Bleed Screw Tightening Torques 17Nm (12.5Lb/ft) at ambient.

6 PISTON CALIPER CP5820

TYPICAL APPLICATION.

- Heavy duty road course front.

FEATURES.

- Radial mount.
- One piece aluminium alloy billet body.
- Differential bore.
- Ventilated titanium pistons.
- High Temperature seals.
- Integral bleed screw & fluid pipe protection.
- Stainless steel wear plates & pad abutments.



Technical Specifications	CP5820-2SOM RHT / CP5820-3SOM LHT CP5820-4SOM RHL / CP5820-5SOM LHL
Piston Sizes	1.25" x 2 / .340mm x 2 / 1.625" x 2
Disc Size	12.91" x 1.4"
Suggested Disc	CP3784-2096CR12B1 (RH) / -2097CR12D1 (LI I)
Mounting	8.26"
Offset	1.57"
'PL' Dimension	2.756"
Mounting Hole Ø	0.443"
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4518-EFK
Weight	7.6Lbs
Pad Family	CPF773

Bleed Screw Tightening Torques 17Nm (12.5Lb/ft) at ambient.

6 PISTON CALIPER CP5842

TYPICAL APPLICATION.

- Heavy duty road course front.

FEATURES.

- Radial mount.
- One piece aluminium alloy billet body.
- Differential bore.
- Ventilated titanium pistons.
- High Temperature seals.
- Integral bleed screw & fluid pipe protection.
- Stainless steel wear plates & pad abutments.

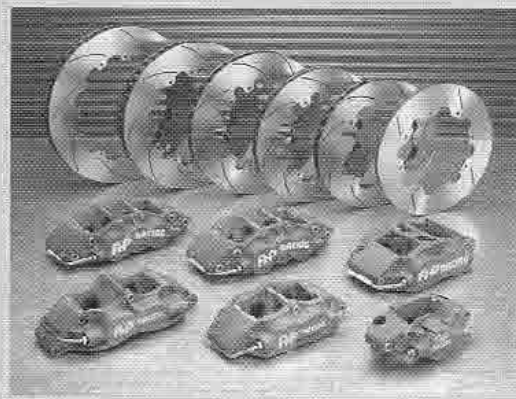


Technical Specifications	CP5842-2SOM RHT / CP5842-SOM LHT CP5842-4SOM RHL / CP5842-SOM LHL
Piston Sizes	1.25" x 2 / 3/1.0mm x 2 / 1.625" x 2
Disc Size	12.91" x 1.65"
Suggested Disc	CP4470-102HAB1M / -103HAB1M
Mounting Centres	8.27"
Offset	1.71"
'PL' Dimension	2.756"
Mounting Hole Ø	0.443"
Hydraulic Threads	3/8" x 24UNF
Seal Repair Kit	CP4518-EFK
Weight	7.5Lbs
Pad Family	CP5820D62

Bleed Screw Tightening Torques 17Nm (12.5Lb/ft) at ambient.

Stock Car Caliper Spare Parts Table

Caliper Part Nos.	Piston Part No.	Seal Repair Kit.	Pad Retainer Type	Pad Retainer Part No.	Pad Retainer Bolt No.	Wear Plate Part No.	Bleed Screw Part No.	Fluid Pipe Part No.
4 Piston Brake Calipers								
CP5410-2/ -3/ -4/ -5SOL	CP5410-106 / -107	CP4518-ED	Bolt	CP4751-104	CP4751-128	CP5610-106 x 4	CP3880-2	CP5610-6
CP5510-2/ -3/ -4/ -5SOL	CP5410-106 / CP5510-116	CP4518-DC	Bolt	CP4751-104	CP4751-128	CP5610-106 x 4	CP3880-2	CP5610-6
CP5610-2/ -3/ -4/ -5SOL	CP5410-107 / CP5610-108	CP4518-FG	Roll	CP4751-104	CP4751-128	CP5610-106 x 4	CP3880-2	CP5610-6
CP5830-12/ 13/ 14/ 15SOL	CP5830-123 / 124	CP4518-DE	Bolt	CP6830-109	CP5830-111	CP5830-108 x 4	CP3880-2	CP5830-6
CP6751-8SOL / -9SOL	CP4751-129	CP4518-GG	Bolt	CP4751-104	CP4751-128	CP6751-110 x 2 / -111 x 2	CP3720-182	CP7751-6
CP6761-8SOL / -9SOL	CP4761-111	CP4518-EE	Bolt	CP4751-104	CP4751-128	CP6751-110 x 2 / -111 x 2	CP3720-182	CP7751-6
CP7751-14SOL / -15SOL	CP5751-145 / -147	CP4518-LM	Bolt	CP4751-104	CP4751-128	CP6751-110 x 2 / -111 x 2	CP3720-182	CP7751-6
6 Piston Brake Calipers								
CP5805-2/ -3/ -4/ -5SOL	CP4751-126 / CP4761-110 / CP5751-131	CP4518-EGL	Bolt	CP4751-104	CP4571-109	CP6751-110 x 2 / -111 x 2	CP3720-182	CP5805-6
CP5810-2/ -3/ -4/ -5SOM	CP5810-110 / -111 / -112	CP4518-DEK	N/A	N/A	N/A	CP5010-104 x 4 / CP5010-105 x 1 beam	CP3880-2	CP5810-6
CP5810-2/ -3/ -4/ -5SOL	CP5810-113 / -114 / -115	CP4518-DEK	N/A	N/A	N/A	CP5810-104 x 4 / CP5810-105 x 1 beam	CP3880-2	CP5810-6
CP5820-2/ -3/ -4/ -5SOM	CP5820-117 / -118 / -119	CP4518-EFK	N/A	N/A	N/A	CP5820-111 x 4 / CP5820-112 x 1 beam	CP3880-2	CP5820-6
CP5842-2/ -3/ -4/ -5SOM	CP5842-104 / -105 / -106	CP4518-EFK	N/A	N/A	N/A	CP5820-111 x 4 / CP5842-107 x 1 beam	CP3880-2	CP5842-6



PRO 5000+ RANGE

The PRO 5000+ Caliper and Disc Range has been specially developed by AP Racing to bring a greater level of brake performance well within the price range of the discerning team on a moderate budget.

- The range consists of eight caliper variants and ten different discs, which cover 6, 4 & 2 piston calipers and ventilated and solid discs from Ø378mm to Ø280mm and 36mm down to 9.6mm thickness.

- The eight caliper variants are based on radially mounted two piece cast aluminium calipers and are fitted with 4lb anti-knockback springs (where applicable) and aluminium alloy pistons as standard.

- All caliper will run full depth pads.

- The discs are available with a curved grooved face configuration only, and benefit from AP Racing's optimised disc mounting design.

- The main objective of the range is to provide a high quality "off the shelf" brake system at a competitive price.

The range will be kept to the part numbers listed in this catalogue and no variations will be available.

- Alternative strength anti-knockback springs and Stainless Steel pistons are available as aftermarket items, please refer to AP Racing for details.

- This section provides the basic installation dimensions for both the calipers and the discs, if further information is required please contact AP Racing Technical Section.

NOTE.

All dimensions in (mm) unless otherwise stated.

PRODUCT COMBINATIONS

The information below offers brief details / dimensions on the range of calipers, discs, and brake pad materials available for the range.

BRAKE CALIPERS

Part Nos.	Caliper Dimms (mm)			Pad Part No.	Disc Options (mm)		
	Mg Centres	Offset	PL		Dia	Thick	Part No.
2-Piston Caliper							
CP5020-20 / -21S0	130.0	17.5	41.5	CP2399D43	280.0	9.6	CP5000-177CG4
4-Piston Calipers							
CP5040 -20 / -21 / -22 / -23S4	180.0	42.0	73.6	CP3714D54	356.0 330.0	36.0 36.0	CP5000-110 / -111CG8 CP5000-112 / -113CG8
CP5040 -30 / -31 / -32 / -33S4	180.0	42.0	57.7	CP2270D50	356.0 330.0	32.0 32.0	CP5000-218 / -219CG8 CP5000-206 / -207CG8
CP5040 -2 / -3 / -4 / -5S4	152.0	44.1	57.8	CP3215D50	330.0 315.0	28.0	CP5000-210 / -211CG8 CP5000-212 / -213CG8
CP5040 -10 / -11 / -12 / -13S4	130.0	43.2	53.0	CP3345D44	295.0 280.0	25.4	CP5000-510 / 511CG8 CP5000-312 / -313CG8
6-Piston Calipers							
CP5060-2 / -3 / -4 / -5S4	180.0	45.8	63.5	CP3894D54	356.0	36.0	CP5000-110 / -111CG8
CP5060-10 / -11 / -12 / -13S4	180.0	44.0	63.5	CP3894D51	356.0	32.0	CP5000-218 / -219CG8
CP5260-2 / -3 / -4 / -5S4	210.0	42.0	63.5	CP3558D54	356.0 378.0	32.0 32.0	CP5000-218 / -219CG8 CP5772-1030 / -1031CG8

BRAKE PADS

These are the friction materials available for the brake pads listed against the Pro 5000+ brake calipers. If your material requirements are not listed please contact AP Racing for further information.

Manufacturer Compounds	Ferodo					Pagid			Raybestos	
	4	DS	DS	DS	DS	F	F	F	RS	ST
Pad Shapes	0	3	0	0	1.11	R	R	R	4	4
	3	0	0	0	0				1	2
	F	0	0	0	E					
CP2279D50		X			X					X
CP2399D43	X	X			X				X	X
CP3215D50	X	X	X	X	X	X	X	X	X	X
CP3345D44	X	X			X				X	X
CP3714D54	X					X	X	X		
CP3558D54	X	X	X	X	X					X
CP3894D51	X	X			X	X	X		X	X
CP3894D54	X				X	X				X

SPARE PARTS

Replacement parts listing for all brake calipers in the range, these parts are available for sale individually. Alternative strength anti-knockback springs & stainless steel pistons are available as aftermarket items, please contact AP Racing or your nearest distributor.

Caliper Part No.	Piston Part No.	Seal Repair Kit	Anti-Knockback Springs	Pad Retainer Type	Pad Retainer Part No.	Pad Retainer Bolt No.	Wear Plate Part No.	Bleed Gcrew	Fluid Pipe Part No.
CP5020-20/21S0	CP3177-102 x 2	CP4518-H	N/A	Split Pin	CP4100-120	N/A	CP5310-103 x 4	CP3720-173	CP5310-21
CP5040-10/11/12/13S4	CP3215-113 x 4	CP4518-JJ	CP2667-105 x 4	Bolt	CP5100-116	CP5100-126	CP5100-210 x 2 CP5100-211 x 2	CP3720-173	CP5000-54
CP5040-2/3/4/5S4	CP3434-118 x 2 CP3581-101 x 2	CP4518-JK	CP2667-105 x 4	Bolt	CP5200-124	CP5100-120	CP5200-306 x 2 CP5200-307 x 2	CP3720-173	CP5000-44
CP5040-30/31/32/33S4	CP3394-110 x 2 CP3636-107 x 2	CP4518-JL	CP2667-105 x 4	H/Piece Clip	CP3449-108 CP3396-118	CP3439-111 N/A	CP3799-110 x 1 CP3799-111 x 1 CP3816-101 x 2	CP3720-173	CP3799-6
CP5040-20/21/22/23S4	CP5000-109 x 2 CP3714-111 x 2	CP4518-JL	CP2667-105 x 4	H/Piece	CP3714-190	CP3714-117	CP3714-153 x 4	CP3720-182	CP3714-2
CP5060-2/3/4/5S4	CP4910-154 x 2 CP4910-155 x 2	CP4518-CEJ	CP2632-113 x 4 CP2667-105 x 2	Bolt	CP5555-109	CP3894-139	CP5555-120 x 4	CP3880-1	CP5500-12
CP5060-10/11/12/13S4	CP4910-156 x 2			Bolt	CP5555-126	CP3596-112			CP5500-6
CP5260-2/3/4/5S71	CP5260-109 x 2 CP5260-110 x 2 CP5260-111 x 2	CP4518-CEJ	CP5260-106 x 4 CP2667-105 x 2	H/Piece	CP5260-108	CP3715-117	CP5260-106 x 4	CP3880-1	CP5260-10

CP5020-20 / -21S0

2 PISTON CALIPER

TYPICAL APPLICATIONS

- Lightweight Single Seater.
- F2 Rally Rear.
- Race Rear.



FEATURES

- Radial mount
- To suit $\text{O}280.0\text{mm} \times 9.6\text{mm}$ solid disc.
- Two piece aluminium alloy body.
- Machined from high quality die castings.
- Aluminium pistons.
- High temperature seals.
- Hard anodised surface treatment.
- Split pin pad retainer.

PART NUMBERS

- CP5020-20S0 Right hand.
- CP5020-21S0 Left hand.

INSTALLATION

Install with bleed screws at the top (swap with blanking plug as required) to enable a good bleed.

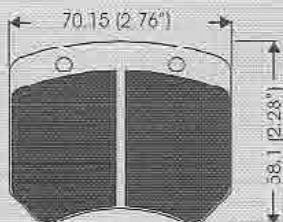
TECHNICAL SPECIFICATIONS

- Piston Size	$\text{O}36.0\text{mm} \times 2$
- Piston Area	20.4cm^2
- Weight (less pads)	1.5kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- Centres X offset	$130.0\text{mm} \times 17.5\text{mm}$
- Hole O	10.1mm
- 'PL' Dimension	41.5mm
- Seal Repair Kit	CP4518-H
- Bleed Screw Tightening Torque	17Nm (12.5lb/ft)

PAD FAMILY

CP2399D43

- Pad Area = 27.4cm^2
- Pad Volume = 31.73cm^3
- Pad Thickness = 14.4mm



SOLID BRAKE DISC

- Part Number	CP5000-177CG4 (Non-Handed)
- Diameter	$\text{O}280.0\text{mm}$
- Thickness	9.6mm
- PCD	$\text{O}176.8\text{mm}$
- Eye Diameter	$\text{O}192.0\text{mm}$
- Inside Flange Dia	$\text{O}159.0$
- Flange Thickness	4.8mm
- Mtg Holes	8
- Mtg Hole Dia	6.1mm
- Disc Weight	2.5Kg
- Pad Depth	D44

CP5040-10/ -11/ -12/ -13S4

4 PISTON CALIPER

TYPICAL APPLICATIONS

- Budget general use caliper.



FEATURES

- Radial Mount.
- Two piece aluminium alloy body.
- Aluminium alloy pistons.
- High temperature seals.
- Hard anodised surface treatment.
- 4lb anti-knockback springs fitted.
- Stainless steel bridge pipes, pad abutments & wear plates fitted.

PART NUMBERS

- CP5040-10S4 Right Hand Trailing.
- CP5040-11S4 Left Hand Trailing.
- CP5040-12S4 Right Hand Leading.
- CP5040-13S4 Left Hand Leading.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance

TECHNICAL SPECIFICATIONS

- Piston Size	$\text{O}38.1\text{mm} \times 4$
- Piston Area	45.6cm^2
- Weight (less pads)	1.9kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- Centres x offset	$130.0\text{mm} \times 43.2\text{mm}$
- Hole O	10.2mm
- 'PL' Dimension	53.0mm
- Seal Repair Kit	CP4518-JJ
- Bleed Screw Tightening Torque	17Nm (12.5lb/ft)

PAD FAMILY

CP3345D44

- Pad Area = 43.4cm^2
- Pad Volume = 50.1cm^3
- Pad Thickness = 16.0mm



VENTILATED BRAKE DISCS

- Part Number	CP5000 -312/-313CG8	CP5000 -510/-511CG8
- Diameter	$\text{O}280.0\text{mm}$	$\text{O}295.0\text{mm}$
- Thickness	25.4mm	25.4mm
- PCD	$\text{O}177.8\text{mm}$	$\text{O}177.8\text{mm}$
- Eye Diameter	$\text{O}192.0\text{mm}$	$\text{O}204.0\text{mm}$
- Inside Flange	$\text{O}159.3\text{mm}$	$\text{O}164.0\text{mm}$
- Flange Thick	4.9mm	5.6mm
- Mtg Holes	8	12
- Mtg Hole Dia	6.4mm	6.4mm
- Airgap	12.7mm	9.3mm
- No of Vanes	30	24
- Disc Weight	3.8Kg	4.7Kg
- Pad Depth	D44	D44

CP5040-2/ -3/ -4/ -5S4 4 PISTON CALIPER

TYPICAL APPLICATIONS

- Budget general use caliper.

FEATURES

- Radial Mount.
- Two piece aluminium alloy body.
- Differential bores to reduce pad taper
- Aluminium alloy pistons.
- High temperature seals
- Hard anodised surface treatment.
- 4lb anti-knockback springs fitted
- Stainless steel bridge pipes, pad abutments & wear plates fitted.



PART NUMBERS

- CP5040-2S4 Right Hand Trailing.
- CP5040-3S4 Left Hand Trailing.
- CP5040-4S4 Right Hand Leading.
- CP5040-5S4 Left Hand Leading.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance

TECHNICAL SPECIFICATIONS

- Piston Sizes $\varnothing 38.1\text{mm} \times 2$
 $\varnothing 41.3\text{mm} \times 2$
- Piston Area 49.5cm²
- Weight (less pads) 2.6kg
- Hydraulic Threads M10 X 1.0
- Mounting Radial
- Centres x offset 152.0mm x 44.1mm
- Hole \varnothing 12.2mm
- 'PL' Dimension 57.8mm
- Seal Repair Kit CP4518-JK
- Bleed Screw Tightening Torque 17Nm (12.5lb/ft)

PAD FAMILY CP3215D50

- Pad Area = 57.4cm²
- Pad Volume = 70.44cm³
- Pad Thickness = 16.8mm



VENTILATED BRAKE DISCS

- | Part Number | CP5000
-210/-211CG8 | CP5000
-212/-213CG8 |
|-----------------|------------------------------|------------------------------|
| - Diameter | $\varnothing 330.0\text{mm}$ | $\varnothing 315.0\text{mm}$ |
| - Thickness | 28.0mm | 28.0mm |
| - PCD | $\varnothing 203.2\text{mm}$ | $\varnothing 177.8\text{mm}$ |
| - Eye Diameter | $\varnothing 227.4\text{mm}$ | $\varnothing 210.0\text{mm}$ |
| - Inside Flange | $\varnothing 190.0\text{mm}$ | $\varnothing 164.3\text{mm}$ |
| - Flange Thick | 5.1mm | 5.9mm |
| - Mtg Holes | 12 | 12 |
| - Mtg Hole Dia | 6.4mm | 6.4mm |
| - Airgap | 15.25mm | 15.25mm |
| - No of Vanes | 36 | 36 |
| - Disc Weight | 5.0Kg | 5.05Kg |
| - Pad Depth | D50 | D50 |

CP5040-30/-31/ -32/ -33S4 4 PISTON CALIPER

TYPICAL APPLICATIONS

- Budget general use caliper.

FEATURES

- Radial Mount.
- Two piece aluminium alloy body.
- Differential bores to reduce pad taper.
- Aluminium alloy pistons.
- High temperature seals.
- Hard anodised surface treatment.
- 4lb anti-knockback springs fitted.
- Stainless steel bridge pipes, pad abutments & wear plates fitted.



PART NUMBERS

- CP5040 30S4 Right Hand Trailing.
- CP5040-31S4 Left Hand Trailing.
- CP5040-32S4 Right Hand Leading.
- CP5040-33S4 Left Hand Leading.

CALIPER HANDING

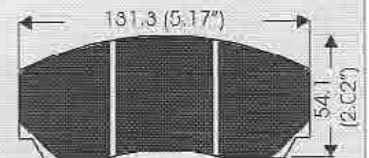
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATIONS

- Piston Sizes $\varnothing 38.1\text{mm} \times 2$
 $\varnothing 44.5\text{mm} \times 2$
- Piston Area 53.8cm²
- Weight (less pads) 3.0kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- Centres x offset 180.0mm x 42.0mm
- Hole \varnothing 12.15mm
- 'PL' Dimension 57.74mm
- Seal Repair Kit CP4518-JL
- Bleed Screw Tightening Torque 17Nm (12.5lb/ft)

PAD FAMILY CP2279D50

- Pad Area = 57.4cm²
- Pad Volume = 91.65cm³
- Pad Thickness = 20.5mm



VENTILATED BRAKE DISCS

- | Part Number | CP5000
-206/-207CG8 | CP5000
-218/-219CG8 |
|-----------------|------------------------------|------------------------------|
| - Diameter | $\varnothing 330.0\text{mm}$ | $\varnothing 356.0\text{mm}$ |
| - Thickness | 32.0mm | 32.0mm |
| - PCD | $\varnothing 203.2\text{mm}$ | $\varnothing 228.6\text{mm}$ |
| - Eye Diameter | $\varnothing 227.4\text{mm}$ | $\varnothing 250.4\text{mm}$ |
| - Inside Flange | $\varnothing 190.0\text{mm}$ | $\varnothing 214.0\text{mm}$ |
| - Flange Thick | 6.6mm | 5.3mm |
| - Mtg Holes | 12 | 12 |
| - Mtg Hole Dia | 6.4mm | 6.4mm |
| - Airgap | 15.5mm | 19.5mm |
| - No of Vanes | 48 | 48 |
| - Disc Weight | 6.7Kg | 6.5Kg |
| - Pad Depth | D51 | D51 |

CP5040-20/-21/ -22/ -23S4**4 PISTON CALIPER****TYPICAL APPLICATIONS**

- Budget general use caliper.

FEATURES

- Radial Mount.
- Two piece aluminium alloy body.
- Differential bores to reduce pad taper.
- Aluminium alloy pistons.
- High temperature seals.
- Hard anodised surface treatment.
- 4lb anti-knockback springs fitted.
- Stainless steel bridge pipes, pad abutments & wear plates fitted.

PART NUMBERS

- CP5040-20S1 Right Hand Trailing.
- CP5040-21S4 Left Hand Trailing.
- CP5040-22S1 Right Hand Leading.
- CP5040-23S4 Left Hand Leading.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

**CP5060-10/-11/ -12/ -13S4****6 PISTON CALIPER****TYPICAL APPLICATIONS**

- Budget Racing Series.
- Touring Car.
- Sportscar.

FEATURES

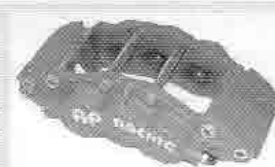
- Radial Mount.
- Two piece aluminium alloy body.
- Differential bores to reduce pad taper.
- Aluminium alloy pistons.
- Hard anodised surface treatment.
- 4lb anti-knockback springs fitted as standard.
- Stainless steel bridge pipes, pad abutments & wear plates fitted.

PART NUMBERS

- CP5060-10S4 Right Hand Trailing.
- CP5060-11S4 Left Hand Trailing.
- CP5060-12S4 Right Hand Leading.
- CP5060-13S4 Left Hand Leading.

CALIPER HANDING

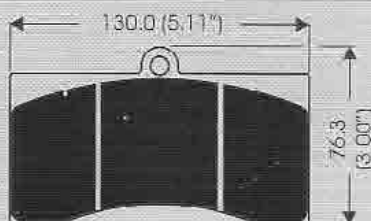
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

**TECHNICAL SPECIFICATIONS**

- Piston Sizes $\varnothing 38.1\text{mm} \times 2$
 $\varnothing 44.5\text{mm} \times 2$
- Piston Area 53.8cm^2
- Weight (less pads) 3.3kg
- Hydraulic Threads $3/8" \times 24\text{UNF}$
- Mounting Radial
- Centres x offset $180.0\text{mm} \times 42.0\text{mm}$
- Hole \varnothing 12.15mm
- 'PL' Dimension 73.6mm
- Seal Repair Kit CP4518-JL
- Bleed Screw Tightening Torque 17Nm (12.5lb/ft)

**PAD FAMILY
CP3714D54**

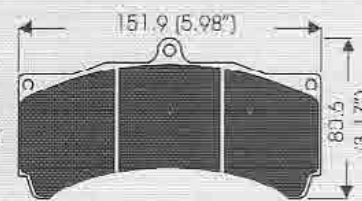
- Pad Area = 66.02cm^2
- Pad Volume = 132.03cm^3
- Pad Thickness = 25.0mm

**TECHNICAL SPECIFICATIONS**

- Piston Sizes $\varnothing 27.0\text{mm} \times 2$
 $\varnothing 31.8\text{mm} \times 2$
 $38.1\text{mm} \times 2$
- Piston Area 50.1cm^2
- Weight (less pads) 2.8kg
- Hydraulic Threads $M10 \times 1.0$
- Mounting Radial
- Centres x offset $180.0\text{mm} \times 44.0\text{mm}$
- Hole \varnothing 12.2mm
- 'PL' Dimension 63.5mm
- Seal Repair Kit CP4518-CEJ
- Bleed Screw Tightening Torque 17Nm (12.5lb/ft)

**PAD FAMILY
CP3894D51**

- Pad Area = 73.7cm^2
- Pad Volume = 95.5cm^3
- Pad Thickness = 18.0mm

**VENTILATED BRAKE DISCS**

- | | CP5000
-110/-111CG8 | CP5000
-112/-113CG8 |
|-----------------|------------------------------|------------------------------|
| - Diameter | $\varnothing 356.0\text{mm}$ | $\varnothing 330.0\text{mm}$ |
| - Thickness | 36.0mm | 36.0mm |
| - PCD | $\varnothing 228.6\text{mm}$ | $\varnothing 203.2\text{mm}$ |
| - Eye Diameter | $\varnothing 244.6\text{mm}$ | $\varnothing 219.4\text{mm}$ |
| - Inside Flange | $\varnothing 214.0\text{mm}$ | $\varnothing 190.0\text{mm}$ |
| - Flange Thick | 6.6mm | 6.6mm |
| - Mtg Holes | 12 | 12 |
| - Mtg Hole Dia | 6.4mm | 6.4mm |
| - Airgap | 19.5mm | 19.5mm |
| - No of Vanes | 48 | 48 |
| - Disc Weight | 7.7Kg | 7.2Kg |
| - Pad Depth | D55 | D55 |

VENTILATED BRAKE DISC

- | | CP5000-218/-219CG8 |
|--------------------|------------------------------|
| - Diameter | $\varnothing 356.0\text{mm}$ |
| - Thickness | 32.0mm |
| - PCD | $\varnothing 228.6\text{mm}$ |
| - Eye Diameter | $\varnothing 251.0\text{mm}$ |
| - Inside Flange | $\varnothing 214.0\text{mm}$ |
| - Flange Thickness | 5.4mm |
| - Mtg Holes | 12 |
| - Mtg Hole Dia | 6.4mm |
| - Airgap | 19.5mm |
| - No of Vanes | 48 |
| - Disc Weight | 6.5Kg |
| - Pad Depth | D51 |

CP5060-2/-3/ -4/ -5S4 6 PISTON CALIPER

TYPICAL APPLICATIONS

- Budget Racing Series.
- Touring Car.
- Sportscar.



FEATURES

- Radial Mount.
- Two piece aluminium alloy body.
- Differential bores to reduce pad taper.
- Aluminium alloy pistons.
- High temperature seals.
- Hard anodised surface treatment.
- 4lb anti-knockback springs fitted.
- Stainless steel bridge pipes, pad abutments & wear plates fitted.

PART NUMBERS

Select required assemblies from below:

- CP5060-2S4 RHT.
- CP5060-3S4 LHT.
- CP5060-4S4 RHL.
- CP5060-5S4 LHL.

CALIPER HANDING

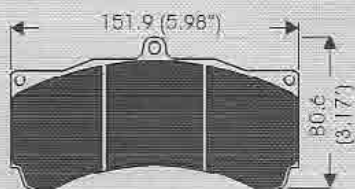
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATIONS

- Piston Sizes $\varnothing 27.1\text{mm} \times 2$
 $\varnothing 31.8\text{mm} \times 2$
 $\varnothing 38.1\text{mm} \times 2$
- Piston Area 50.1cm²
- Weight (less pads) 2.9kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- Centres x offset 180.0mm x 45.8mm
- Hole \varnothing 12.2mm
- 'PL' Dimension 63.5mm
- Seal Repair Kit CP4518-CEJ
- Bleed Screw Tightening Torque 17Nm (12.5lb/ft)

PAD FAMILY CP3894D54

- Pad Area = 76.3cm²
- Pad Volume = 100.1cm³
- Pad Thickness = 18.0mm



CP5260-2/-3/ -4/ -5S4 6 PISTON CALIPER

TYPICAL APPLICATIONS

- GT.



FEATURES

- Radial Mount.
- Designed to suit $\varnothing 378.0\text{mm}$ disc.
- Two piece aluminium alloy body.
- Differential bores to reduce pad taper.
- Aluminium alloy pistons.
- High temperature seals.
- Hard anodised surface treatment.
- 4lb anti-knockback springs fitted.
- Stainless steel bridge pipes, pad abutments & wear plates fitted.

PART NUMBERS

Select required assemblies from below:

- CP5260-2S4 RHT.
- CP5260-3S4 LHT.
- CP5260-4S4 RHL.
- CP5260-5S4 LHL.

CALIPER HANDING

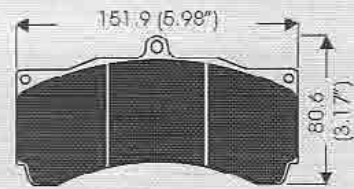
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATIONS

- Piston Sizes $\varnothing 27.1\text{mm} \times 2$
 $\varnothing 31.8\text{mm} \times 2$
 $\varnothing 38.1\text{mm} \times 2$
- Piston Area 50.1cm²
- Weight (less pads) 3.4kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- Centres x offset 210.0mm x 42.0mm
- Hole \varnothing 12.15mm
- 'PL' Dimension 63.5mm
- Seal Repair Kit CP4518-CEJ
- Bleed Screw Tightening Torque 17Nm (12.5lb/ft)

PAD FAMILY CP3558D54

- Pad Area = 77.5cm²
- Pad Volume = 155.0cm³
- Pad Thickness = 25.0mm



VENTILATED BRAKE DISC

- Part Number CP5000-110/-111CG8
- Diameter $\varnothing 356.0\text{mm}$
- Thickness 36.0mm
- PCD $\varnothing 228.6\text{mm}$
- Eye Diameter $\varnothing 244.6\text{mm}$
- Inside Flange $\varnothing 214.0\text{mm}$
- Flange Thickness 6.6mm
- Mtg Holes 12
- Mtg Hole Dia 6.4mm
- Airgap 19.5mm
- No of Vanes 48
- Disc Weight 7.7Kg
- Pad Depth D54

VENTILATED BRAKE DISCS

- | | | |
|-----------------|------------------------------|------------------------------|
| - Part Number | CP5000
-218/-219CG8 | CP5772
-1030/-1031CG8 |
| - Diameter | $\varnothing 356.0\text{mm}$ | $\varnothing 378.0\text{mm}$ |
| - Thickness | 32.0mm | 32.0mm |
| - PCD | $\varnothing 228.6\text{mm}$ | $\varnothing 240.0\text{mm}$ |
| - Eye Diameter | $\varnothing 251.0\text{mm}$ | $\varnothing 266.8\text{mm}$ |
| - Inside Flange | $\varnothing 214.0\text{mm}$ | $\varnothing 215.0\text{mm}$ |
| - Flange Thick | 5.4mm | 5.6mm |
| - Mtg Holes | 12 | 12 (Floating) |
| - Mtg Hole Dia | 6.4mm | Bobbin |
| | | CP2494-589MJ |
| - Airgap | 19.5mm | 20.0mm |
| - No of Vanes | 48 | 72 |
| - Disc Weight | 6.5Kg | 7.2Kg |
| - Pad Depth | D51 | D55 |



INTRODUCTION

Competition is the best of test-beds, and AP Racing's years of close involvement with motor sport also bring benefits for the latest high performance road cars. The emphasis may be different, qualified by the everyday demands of modern road conditions, but the essential requirements remain the same. With a dedicated Road Car team of engineers and designers AP Racing helps to bring extraordinary capability to extraordinary cars like, Aston Martin, TVR, Lotus, Noble, Ford, Seat, MG, Morgan and Caterham to name a few in both Brake and Clutch requirements.

AP Racing takes pride in dealing with such prestigious companies and have the systems in place to offer our customers the best possible service available from a proven OE Brake System Supplier



DESIGN & DEVELOPMENT



able to reproduce the most demanding test environments.

AP Racing designers use the latest computer technology to produce some of the most aesthetic and effective brake calipers at the affordable prices the markets request.

The whole process of design and development is carried out at our headquarters in Coventry. With our new brake dynamometer we are



MANUFACTURING

The purpose built manufacturing areas of AP Racing Road Car products benefit from various new manufacturing techniques not only on the build side but also on the system side to. This gives AP Racing the ability to produce brake callipers for models in production of up to 10,000 per annum.



THE RANGE

The caliper detailed on pages 41 to 45 are the most popular from within the range but not all are listed. If your requirements differ from those listed then please contact AP Racing Road Car Technical Section. For details on those individuals refer to page 4.

NOTES

CP5100

4 PISTON CALIPER

TYPICAL APPLICATIONS

- High Performance Road.



FEATURES

- Radial mount.
- To suit Ø295.0mm x 25.4 & 22.9mm discs.
- Two piece aluminium alloy body, machined from high quality die castings.
- Staggered equal bores, to control pad taper.
- Aluminium alloy pistons with dirt seals fitted.
- Advanced paint finish, protects against corrosion.
- Red or black colours available.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Pad anti-rattle clip fitted.

PART NUMBERS

- Caliper part numbers to suit disc Ø295.0x22.9mm
- CP5100-802S4 RHT / -803S4 LHT / -804S4 RHL / -805S4 LHL
- Caliper part numbers to suit disc Ø295x25.4mm
- CP5100-806S4 RHT / -807S4 LHT / -808S4 RHL / -809S4 LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

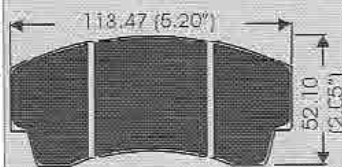
TECHNICAL SPECIFICATION

- Piston Size Ø38.1mm x 4
- Disc Diameter Ø295.0mm
- Disc Thickness
- CP5100-802/-3/-4/-5S4 22.9mm
- CP5100-806/-7/-8/-9S4 25.4mm
- Weight (Less Pads) 1.9Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset
- CP5100-802/-3/-4/-5S4 130.0mm x 45.9mm
- CP5100-806/-7/-8/-9S4 130.0mm x 47.4mm
- hole Ø 10.1mm
- 'PL' Dimension 53.05mm
- Seal Repair Kit CP4519-JJ
- Tightening Torque Bleed Screw 17Nm (12.5lbs/ft)

PAD FAMILY

CP3345D44

- Pad Area = 43.4cm²
- Pad Depth = 44.1mm
- Pad Thickness = 16.0mm



SPARE PARTS

- Pistons CP2409-160
- Pad Retainer Bolt
- Retainer P/No
- 802 to -805S4 CP5100-116
- 806 to -809S4 CP5100-117
- Ret / Bolt No
- 802 to -805S4 CP3596-112
- 806 to -809S4 CP5100-120
- Wear Plates CP5100-210 x 2
- CP5100-211 x 2
- Bleed Screw CP3720-173
- Fluid Pipe
- 802 to -805S4 CP5100-10
- 806 to -809S4 CP5100-11

CP5200

4 PISTON CALIPER

TYPICAL APPLICATIONS

- High Performance Road.



FEATURES

- Radial mount.
- To suit Ø330.0 / Ø304.0mm x 32.0 & 28.0mm disc.
- Two piece aluminium alloy body, machined from high quality die castings.
- Differential bores, to control pad taper.
- Aluminium alloy pistons with dirt seals fitted.
- Red or black advanced paint finish, protects against corrosion.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Pad anti-rattle clip fitted.

PART NUMBERS

- Caliper part numbers to suit disc Ø330.0 x 32.0mm
- CP5200-802S4 RHT / -803S4 LHT / -804S4 RHL / -805S4 LHL
- Caliper part numbers to suit disc Ø330.0 x 28.0mm
- CP5200-806S4 RHT / -807S4 LHT / -808S4 RHL / -809S4 LHL
- Caliper part numbers to suit disc Ø304.0 x 32.0mm
- CP5200-810S4 RHT / -811S4 LHT / -812S4 RHL / -813S4 LHL

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

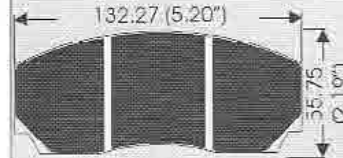
TECHNICAL SPECIFICATION

- Piston Sizes Ø38.1mm x 2 / Ø41.3mm x 2
- Disc Diameter & Thickness
- CP5200-802/-3/-4/-5S4 Ø330.0 x 32.0mm
- CP5200-806/-7/-8/-9S4 Ø330.0 x 28.0mm
- CP5200-810/-1/-2/-3S4 Ø304.0 x 32.0mm
- Weight (Less Pads) 2.6Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset
- CP5200-802/-3/-4/-5S4 152.0mm x 50.93mm
- CP5200-806/-7/-8/-9S4 152.0mm x 46.86mm
- CP5200 810/-1/-2/-3S4 152.0mm x 50.93mm
- hole Ø 10.1mm
- 'PL' Dimension 60.36mm
- Seal Repair Kit CP4519-JK
- Tightening Torque Bleed Screw 17Nm (12.5lbs/ft)

PAD FAMILY

CP3215D50

- Pad Area = 57.4cm²
- Pad Depth = 50.3mm
- Pad Thickness = 16.0mm



SPARE PARTS

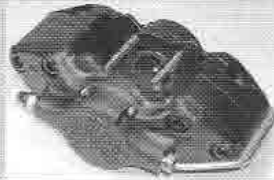
- Pistons CP2409-124
- Ø38.1mm CP2290-50
- Ø41.3mm CP2290-50
- Pad Retainer Bolt
- Retainer P/No
- 802 to 5S4 & 810 to -13S4 CP5200-110
- 806 to -809S4 CP5200-124
- Ret / Bolt No
- 802 to 5S4 & 810 to -13S4 CP3894-139
- 806 to -809S4 CP3894-112
- Wear Plates
- CP5200-306 x 2 & -307 x 2
- Bleed Screw CP3720-173
- Fluid Pipe
- 802 to 5S4 & 810 to -13S4 CP5200-110
- 806 to -809S4 CP5200-124

CP5211 and CP5311

2 PISTON CALIPERS

TYPICAL APPLICATIONS

- High Performance Road Front and Rear



FEATURES

- Radial mount.
- To suit Ø306.0mm x 22.9mm disc.
- Two piece aluminium alloy body.
- Aluminium alloy pistons.
- Piston dirt seals fitted.
- Advanced paint finish; protects against corrosion.
- Pad supports / retained on pins

PART NUMBERS

- Caliper with Ø38.1mm Pistons
- CP5211-22S0 RHT.
- CP5211-23S0 LHT.
- Caliper with Ø36.0mm Pistons
- CP5311-22S0 RHT.
- CP5311-23S0 LHT.

INSTALLATION

It is important to select the correct 'hand' of caliper so that the bridge pipe is below the caliper and bleed screws are at the top to enable a good hydraulic bleed.

TECHNICAL SPECIFICATION

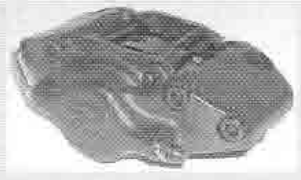
- Piston Sizes	
- CP5211-22/-23S0	Ø38.1mm x 2
- CP5311-22/-23S0	Ø36.0mm x 2
- Disc Diameter	Ø306.0mm
- Disc Thickness	22.9mm
- Weight (Less Pads)	1.5Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	130.0mm x 26.0mm
- hole Ø	10.2mm
- 'PL' Dimension	46.0mm
- Seal Repair Kit	
- CP5211-22S0 / -23S0	CP4519-J
- CP5311-22S0 / -23S0	CP4519-H
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

CP5316 and CP5317

2 PISTON CALIPERS

TYPICAL APPLICATIONS

- High Performance Road Front and Rear



FEATURES

- Radial mount
- To suit Ø332.0mm x 26.0mm disc.
- Two piece aluminium alloy body.
- Aluminium alloy pistons.
- Piston dirt seals fitted.
- Advanced paint finish; protects against corrosion.
- Pin pad retainer with 'R' Clip..

PART NUMBERS

- Caliper with Ø38.1mm Pistons:
- CP5316-2S0 RHT & LHL
- CP5316-3S0 LHT & RHL
- Caliper with Ø41.3mm Pistons:
- CP5317-2S0 RHT & LHL
- CP5317-3S0 LHT & RHL

INSTALLATION

It is important to select the correct 'hand' of caliper so that the bridge pipe is below the caliper and bleed screws are at the top to enable a good hydraulic bleed.

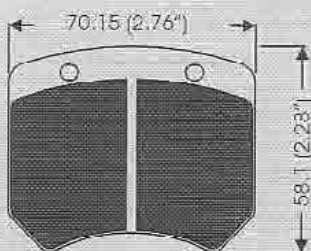
TECHNICAL SPECIFICATION

- Piston Sizes	
- CP5316-2/-3S0	Ø38.1mm x 2
- CP5317-2/-3S0	Ø41.3mm x 2
- Disc Diameter	Ø332.0mm
- Disc Thickness	26.0mm
- Weight (Less Pads)	1.5Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	130.0mm x 27.5mm
- hole Ø	10.1mm
- 'PL' Dimension	50.5mm
- Seal Repair Kit	
- CP5316-2S0 / -3S0	CP4519-J
- CP5317-2S0 / -3S0	CP4519-K
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)

PAD FAMILY

CP2399D43

- Pad Area = 27.4cm²
- Pad Depth = 42.9mm
- Pad Thickness = 14.4mm



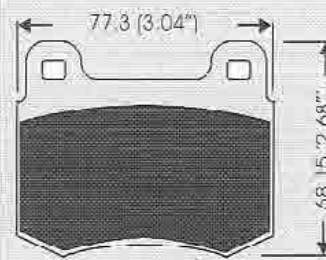
SPARE PARTS

- Pistons
- CP5211 CP5211-103
- CP5311 CP5311-103
- Pad Retainer Split Pin
- Retainer P/No CP2561-118
- Bleed Screw CP3720-173
- Fluid Pipe CP5211-10

PAD FAMILY

CP5119D50

- Pad Area = 33.7cm²
- Pad Depth = 50.0mm
- Pad Thickness = 14.4mm



SPARE PARTS

- Pistons
- CP5316 CP5218-104
- CP5317 CP5317-103
- Pad Retainer Clip
- Retainer P/No CP5119-134
- Bleed Screw CP3720-173
- Fluid Pipe CP5317-10

CP5555

6 PISTON CALIPER

TYPICAL APPLICATIONS

- High Performance Road.



FEATURES

- Radial mount.
- To suit Ø362.0mm x 32.0 / 36.0mm disc.
- Two piece aluminium alloy body, machined from high quality die castings.
- Differential bores, to control pad taper.
- Aluminium alloy pistons with dirt seals fitted.
- Advanced paint finish, protects against corrosion.
- Red or black colours available.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Pad anti-rattle clip fitted.

PART NUMBERS

- Caliper part numbers to suit disc Ø362.0 x 36.0mm
CP5555-802S4 RHT / -803S4 LHT / -804S4 RHL / -805S4 LHL
- Caliper part numbers to suit disc Ø362.0 x 32.0mm
CP5555-814S4 RHT / -815S4 LHT / -816S4 RHL / -817S4 LHL

CALIPER HANDING

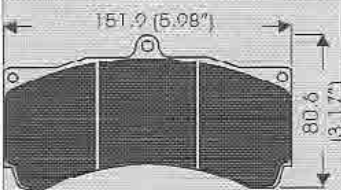
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes Ø27.0mm x 2 / Ø31.8mm x 2 / Ø38.1mm x 2
- Disc Diameter & Thickness
- CP5555-802/-3/-4/-5S4 Ø362.0mm x 35.60mm
- CP5555-814/-15/-16/-17S4 Ø362.0mm x 32.0mm.
- Weight (Less Pads) 2.8Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset
- CP5555-802/-3/-4/-5S4 152.0mm x 55.0mm
- CP5555-814/-15/-16/-17S4 180.0mm x 53.2mm
- hole Ø 12.1mm
- 'PL' Dimension 62.5mm
- Seal Repair Kit CP4519-CEJ
- Tightening Torque Bleed Screw 17Nm (12.5lbs/ft)
- Hydraulic Feed Tightening Torque 25Nm (18.4lbs/ft)

PAD FAMILY CP3894D54

- Pad Area = 76.3cm²
- Pad Depth = 54.0mm
- Pad Thickness = 18.0mm



SPARE PARTS

- Pistons
- Ø27.0mm CP5555-108
- Ø31.8mm CP3650-107
- Ø38.1mm CP2409-124
- Pad Retainer Bolt
- Retainer P/No
- 802 to 805S4 CP5555-109
- 814 to 817S4 CP5555-126
- Ret / Bolt No
- 802 to 805S4 CP5200-101
- 813 to 817S4 CP3894-139
- Wear Plates CP5555-120 x 4
- Bleed Screw CP3720-173
- Fluid Pipe
- 802 to 805S4 CP5555-10
- 813 to 817S4 CP5555-11

CP5570

6 PISTON CALIPER

TYPICAL APPLICATIONS

- High Performance Road.



FEATURES

- Radial mount,
- To suit Ø330.0mm x 28.0 / 32.0mm disc.
- Two piece aluminium alloy body, machined from high quality die castings.
- Differential bores, to control pad taper.
- Aluminium alloy pistons with dirt seals fitted.
- Advanced paint finish, protects against corrosion.
- Red or black colours available.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Pad anti-rattle clip fitted.
- Interchangeable with CP5200 caliper family.

PART NUMBERS

- Caliper part numbers to suit disc Ø330.0 x 28.0mm
CP5570-802S4 RHT / -803S4 LHT / -804S4 RHL / -805S4 LHL
- Caliper part numbers to suit disc Ø330.0 x 32.0mm
CP5570-810S4 RHT / -811S4 LHT / -812S4 RHL / -813S4 LHL

CALIPER HANDING

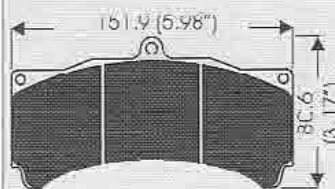
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes Ø27.0mm x 2 / Ø31.8mm x 2 / Ø38.1mm x 2
- Disc Diameter & Thickness
- CP5570-802/-3/-4/-5S4 330.0mm x 28.0mm
- CP5570-810/-11/-12/-13S4 330.0mm x 32.0mm
- Weight (Less Pads) 2.4Kg
- Hydraulic Threads M10 x 1.0
- Mounting Radial
- centres x offset
- hole Ø 152.0mm x 46.86mm
- 'PL' Dimension 10.2mm
- Seal Repair Kit 60.35mm CP4519-CEJ
- Bleed Screw Tightening Torque 17Nm (12.5lbs/ft)
- Hydraulic Feed Tightening Torque 25Nm (18.4lbs/ft)

PAD FAMILY CP5070D51

- Pad Area = 77.2cm²
- Pad Depth = 51.5mm
- Pad Thickness = 17.0mm



SPARE PARTS

- Pistons
- Ø27.0mm CP4689-108
- Ø31.8mm CP5145-103
- Ø38.1mm CP2889-105
- Pad Retainer Bolt
- Retainer P/No
- 802 to 805S4 CP5200-124
- 810 to 813S4 CP5555-157
- Ret / Bolt No
- 802 to 805S4 CP3796-121
- 810 to 813S4 CP3596-112
- Wear Plates CP5555-174 x 4
- Bleed Screw CP3720-173
- Fluid Pipe
- 802 to 805S4 CP5555-56
- 810 to 813S4 CP5555-71

CP6600

4 PISTON CALIPER

TYPICAL APPLICATIONS

- High Performance Road.

FEATURES

- Radial mount.
- To suit $\text{Ø}330.0\text{mm} \times 30.0\text{mm}$ disc.
- Two piece aluminium alloy body, machined from high quality die castings.
- Differential bores, to control pad taper.
- Aluminium alloy pistons.
- Piston dirt seals fitted.
- Advanced paint finish, protects against corrosion.
- Red or black colours available.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Pad anti-rattle clip fitted.



PART NUMBERS

- CP6600-2S0 RHT.
- CP6600-3S0 LIT.
- CP6600-4S0 RHL.
- CP6600-5S0 LIL.

CALIPER HANDING

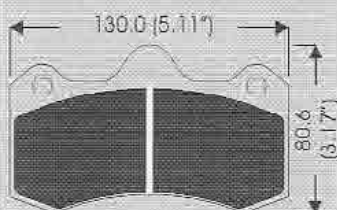
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes	$\text{Ø}38.1\text{mm} \times 2$ $\text{Ø}41.3\text{mm} \times 2$
- Disc Diameter	$\text{Ø}330.0\text{mm}$
- Disc Thickness	30.0mm
- Weight (with pads)	2.8Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	130.0mm x 54.0mm
- hole Ø	10.1mm
- 'PL' Dimension	64.5mm
- Seal Repair Kit	CP1525-JK
- Bleed Screw Tightening Torque	1/Nm (12.5lbs/ft)
- Hydraulic Feed Tightening Torque	25Nm (18.4lbs/ft)

PAD FAMILY CP6600D55

- Pad Area = 64.6cm^2
- Pad Depth = 55.0mm
- Pad Thickness = 16.8mm



SPARE PARTS

- Pistons
- $\text{Ø}38.1\text{mm}$ CP6200-104
- $\text{Ø}41.3\text{mm}$ CP6200-105
- Pad Retainer Pin
- Retainer P/No CP6600-109
- Wear Plates CP6200-103 x 4
- Bleed Screw CP3880-1
- Fluid Pipe CP6600-10

CP7040

6 PISTON CALIPER

TYPICAL APPLICATIONS

- High Performance Road.

FEATURES

- Radial mount.
- To suit $\text{Ø}362.0\text{mm} \times 32.0\text{mm}$ disc.
- Two piece aluminium alloy body, machined from high quality die castings.
- Differential bores, to control pad taper.
- Aluminium alloy pistons.
- Piston dirt seals fitted.
- Advanced paint finish, protects against corrosion.
- Red or black colours available.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Pad anti-rattle clip fitted.



PART NUMBERS

- CP7040-2S0 RHT.
- CP7040-3S0 LHT.
- CP7040-4S0 RHL.
- CP7040-5S0 LIL.

CALIPER HANDING

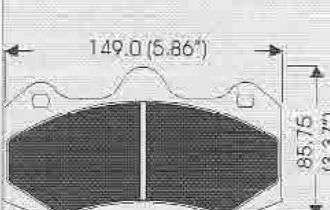
It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

TECHNICAL SPECIFICATION

- Piston Sizes	$\text{Ø}27.0\text{mm} \times 2$ $\text{Ø}31.8\text{mm} \times 2$ $\text{Ø}38.1\text{mm} \times 2$
- Disc Diameter	$\text{Ø}362.00\text{mm}$
- Disc Thicknesses	32.0mm
- Weight (Less Pads)	3.7Kg
- Hydraulic Threads	M10 x 1.0
- Mounting	Radial
- centres x offset	152.0mm x 53.2mm
- hole Ø	12.1mm
- 'PL' Dimension	68.8mm
- Seal Repair Kit	CP4525-CEJ
- Bleed Screw Tightening Torque	17Nm (12.5lbs/ft)
- Hydraulic Feed Tightening Torque	25Nm (18.1lbs/ft)

PAD FAMILY CP7040D61

- Pad Area = 72.50cm^2
- Pad Depth = 61.00mm
- Pad Thickness = 16.8mm



SPARE PARTS

- Pistons
- $\text{Ø}27.0\text{mm}$ CP7010-118
- $\text{Ø}31.8\text{mm}$ CP6609-106
- $\text{Ø}38.1\text{mm}$ CP6200-104
- Pad Retainer Pin
- Retainer P/No CP6600-109
- Wear Plates CP7040-110 x 4
- Bleed Screw CP3880-1
- Fluid Pipe CP7040-10

CP7600

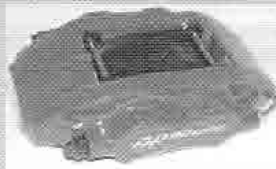
4 PISTON CALIPER

TYPICAL APPLICATIONS

- High Performance Road.

FEATURES

- Radial mount.
- To suit $\varnothing 295.0\text{mm}$ x 24.0mm disc.
- Two piece aluminium alloy body, machined from high quality die castings.
- Aluminium alloy pistons.
- Piston dirt seals fitted.
- Advanced paint finish, protects against corrosion.
- Red or black colours available.
- Stainless steel bridge pipe, pad abutments & wear plates fitted.
- Pad anti-rattle clip fitted.



PART NUMBERS

- CP7600-2S0 RHT.
- CP7600-3S0 LHT.
- CP7600-4S0 RHL.
- CP7600-5S0 LHL.

CALIPER HANDING

It is important to select the correct 'hand' of caliper. See note on page 6 for guidance.

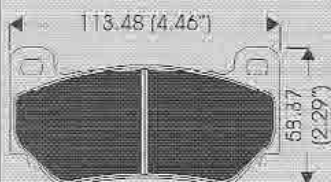
TECHNICAL SPECIFICATION

- | | |
|------------------------------------|---------------------------------|
| - Piston Sizes | $\varnothing 38.1\text{mm}$ x 4 |
| - Disc Diameter | $\varnothing 295.0\text{mm}$ |
| - Disc Thickness | 24.0mm |
| - Weight (Less Pads) | 2.6Kg |
| - Hydraulic Threads | M10 x 1.0 |
| - Mounting | Radial |
| - centres | 130.0mm x 47.4mm |
| - hole \varnothing | 10.1mm |
| - 'PL' Dimension | 53.00mm |
| - Seal Repair Kit | CP4525-JJ |
| - Bleed Screw Tightening Torque | 17Nm (12.5lbs/ft) |
| - Hydraulic Feed Tightening Torque | 25Nm (18.4lbs/ft) |

PAD FAMILY

CP7600D46

- Pad Area = 43.2cm²
- Pad Depth = 46.2mm
- Pad Thickness = 16.0mm



SPARE PARTS

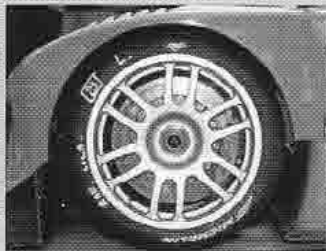
- | | |
|-----------------|------------|
| - Pistons | CP6200-104 |
| - Pad Retainer | Pin |
| - Retainer P/No | CP7600-109 |
| - Wear Plates | CP7605-117 |
| | x 4 |
| - Bleed Screw | CP3880-1 |
| - Fluid Pipe | CP7601-11 |

NOTES

Formula

Competition Brake Kits

AP Racing, the world's premier Brake specialists, continue to put their unrivalled experience into producing bolt on uprated Brake Kits for a range of models for competition use. The Brake Kits are compatible with standard



suspension on all applications, but in the majority of cases will require an aftermarket wheel. AP Racing continually improve their Brake Kits by carrying extensive testing programs to replicate the conditions of use. Information on the equipment used in the Brake Kits are given opposite.

COMPETITION BRAKE KITS HAVE:- - INCREASED STOPPING POWER

Larger ventilated discs and multi piston calipers means more power and superior cooling.

- SUPERIOR FADE RESISTANCE

Greater tolerance to heat build up means consistent stops.

- RACE WINNING PEDIGREE

AP Racing products have won thousands of races including over 550 GP Victories, stopping many World Champions in Championships across the globe.

COMPETITION BRAKE KITS ARE:-

- 4 OR 6 PISTON CALIPERS

Calipers are made to AP Racing's exacting standards and use two or three pairs of opposing pistons, depending on the application, in each caliper. Trailing edge pistons have a slightly larger diameter than the leading ones, to compensate for mechanical end load and protect the pads from tapered wear.

- LARGE DIAMETER DISCS

Ventilated discs have 24, 30 or 48 cooling vanes depending on the application, to draw air through the centres of the discs. They are handed left and right, and are cross drilled or grooved, again, depending on the application, to allow gasses that build up on the surface to escape.

- COMPETITION BRAKE PADS

AP Racing brake kits come complete with appropriate pads for all-round performance for the individual application. We can specify and supply more specialised pads. **Note: Kits with (NP) in the Part No do not contain pads.**

- ALUMINIUM BELLS

To prevent heat distortion and stress cracking, the cast iron discs are mounted on aluminium bells. This allows for the tiny amount of flexing required to avoid distortion.

ALUMINIUM MOUNTING BRACKETS

Machined from aluminium billet for maximum strength and weight saving. The brackets ensure accurate

relocation of the calipers making installation simpler. **Some competition brake kits do not contain brackets. Please check before ordering.**

BOLTS, WASHERS AND FIXINGS

AP Racing Brake Kits are complete conversions with everything you need. Disc and bells are already assembled, mounting nuts and bolts are of high tensile steel.

APPLICATION GUIDE

Application	Year	Kit Part Number	Caliper	Disc Size (In mm)	Disc Part Number	Brake Pads	Wheels & Notes
Alfa Romeo							
156	1997 on	CP3307-1060	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	7J x 15
Audi							
A1 UR Quattro 10V / 20V	1981 / 80	CP3307-1050	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	8J x 15 Standard
BMW							
318 & 325i / E36 E46	1991 on	CP3307-1088	4 Pot	320 x 28 / 48V	CP3580-1138CG8 (RH) CP3580-1139CG8 (LH)	CP3215D50 -DS3000	Competition Wheel
318&325i Compact E36	1991 on	CP3307-1002A	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	7J x 15 ATS / Speedline
E46 (New)	1997 on	CP3307-1002A	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	7J x 15 ATS / Speedline
M3 F36	1994 on	CP5005-3	4 Pot	330 x 28 / 48V	CP3580-2888G8 (RH) CP3580-2899G8 (LH)	CP3215D50 -DS3000	8J x 17 BMW Motorsport
Ford							
Escort RS2000	1991 on	CP5005-8	4 Pot	295 x 25 / 24V	CP5000-510G3 (RH) CP5000-511G3 (LH)	CP2340D5 -DS3000	6J x 15 Compomotive Motorsport
Escort Cosworth	1991 on	CP5005-2	4 Pot	330 x 28 / 48V	CP3580-2888G8 (RH) CP3580-2899G8 (LH)	CP3215D50 -DS3000	8J x 17 ATS / 73W Hockenheim
Honda							
Integra	1998 on	CP3307-1051	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	Honda 7J x 15 / 5 Spoke
Integra	1998 on	CP3307-1061	4 Pot	295 x 28 / 48V	CP3580-1134CG4 (RH) CP3580-1135CG4 (LH)	CP3215D50 -DS2500	Honda 7J x 15 / 5 Spoke
Civic EG6 / EK4	1991 on	CP3307-1026A	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	7J x 15 Comp / Rally +10mm
Civic EG6 / EK4	1991 on	CP3307-1062	4 Pot	295 x 28 / 48V	CP3580-1134CG4 (RH) CP3580-1135CG4 (LH)	CP3215D50 -DS2500	7J x 15 Comp / Rally +10mm
Jaguar							
E Type V12	1971 on	CP3307-1003	4 Pot	315 x 28 / 24V	CP5000-212G3 (RH) CP5000-213G3 (LH)	CP3215D50 -DS3000	Contact Steve Barrett Tel: 01746 765432
E Type	1961 on	CP3307-1008	4 Pot	315 x 28 / 24V	CP5000-212G3 (RH) CP5000-213G3 (LH)	CP3215D50 -DS3000	
Mitsubishi							
Lancer Evo 4 Front	1997 on	CP3726-41	4 Pot	310 x 28 / 24V	CP3047-212G8 (RH) CP3047-213G8 (LH)	CP3215D50 -DS3000	7J x 16 Compomotive MS
Lancer Evo 4 Rear	1997 on	CP3377-1000	4 Pot	295 x 25 / 24V	CP3047-870G0 (RH) CP3047-277G8 (LH)	CP3240D43 -DS3000	7J x 16 Compomotive MS
Lancer Evn 5 & 6 Rear	1998 on	CP455F-1000NP	4 Pot	304 x 25 / 48V	CP3580-230G8 (RH) CP3580-231G8 (LH)	CP2340D43	7J x 16 Compomotive MS
Nissan							
Sunny GTi	1992 on	CP3307-1003A	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	7J x 16 Compomotive
Peugeot							
206	1998 on	CP5100-1032NP	4 Pot	295 x 25 / 24V	CP3580-2888G4 (RH) CP3580-2889G4 (LH)	CP3345D44	7J x 15 Speedline 2108
306	1993 on	CP3307-1011B	4 Pot	295 x 28 / 30V	CP2261-768G4 (RH) CP2261-769G4 (LH)	CP3215D50 -DS3000	7J x 15 Peugeot Cup
306	1993 on	CP5200-1018	4 Pot	315 x 28 / 24V	CP5000-212G3 (RH) CP5000-213G3 (LH)	CP3215D50	7J x 16 Speedline 645 / OZ
Porsche							
FA GT3 Front	1998 on	CP4340-1001	6 Pot	376 x 36 / 48V	CP3700-1032G8 (RH) CP3700-1033G8 (LH)	CP3558D54	Replaces CP4240-1007
FA GT3 Rear	1998 on	CP4340-1002	6 Pot	356 x 32 / 48V	CP3581-1042G8 (RH) CP3581-1043G8 (LH)	CP3558D46	Replaces CP4240-1008
Renault							
Clio 16V	1991 on	CP5005-8NP	4 Pot	315 x 28 / 24V	CP3047-178G8 (RH) CP3047-179G8 (LH)	CP3215D50	8J x 16 ET35 Speedline SL1213
Clio 16V	1991 on	CP3307-1031B	4 Pot	295 x 25 / 24V	CP3124-894G4 (RH) CP3124-895G4 (LH)	CP3215D50 -DS2600	7J x 15 Compomotive
Clio 172 / Cup	2000 on	CP3307-1063	4 Pot	295 x 25 / 24V	CP3124-894G4 (RH) CP3124-895G4 (LH)	CP3215D50 -DS2500	Standard 16" Wheels
Megane	1996 on	CP3307-1041B	4 Pot	295 x 25 / 24V	CP3124-894G4 (RH) CP3124-895G4 (LH)	CP3215D50 -DS2500	7J x 15 Speedline
Rover							
MGF Rear	1995 on	CP5218-1000	2 Pot	280 x 21 / 30V	CP4590-716G1 (RH) CP4590-717G4 (LH)	CP2399D43	16" Rover Aftermarket
Subaru							
Impreza inc WRX	1994 on	CP5005-10NP	4 Pot	304 x 28 / 48V	CP3580-1080RD (RH) CP3580-1081RD (LH)	CP3215D46	7J x 16 / 5 Spoke ET53
Toyota							
Corolla E 2.0 GL / CLK	1992 on	CP3307-1044	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS2600	7J x 15 Compomotive
Corolla E 2.0 16V GTi	1992 on	CP3307-1021A	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	4J x 15 Compomotive
Vauxhall / Opel							
New Astra	1998 on	CP3307-1045	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	7J x 15
Astra / Cavalier / Tigra	1991 on	CP5005-6NP	4 Pot	295 x 28 / 30V	CP2261-768G4 (RH) CP3580-769G4 (LH)	CP3215D50	7J x 16 Compomotive
VW							
Bull MK3 / 431nd	1992 on	CP3307-1001C	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	6.5J x 15 / 5 Spoke Speedline
Bull MK3 / 431nd	1992 on	CP3307-1011A	4 Pot	295 x 28 / 48V	CP3580-102G4 (RH) CP3580-103G4 (LH)	CP3215D50 -DS3000	6.5J x 15 / 5 Spoke BBS Alu

Formula

Big Brake Kits

AP Racing, the world's premier brake specialists, continue to put their unrivalled experience into producing bolt-on uprated brake kits for a range of models.

The Formula Big Brake Kits are compatible with standard suspension on all applications, but in the majority of cases will require an aftermarket wheel.

AP Racing continually improve their brake kits by carrying out extensive testing programs to replicate the conditions encountered by performance brake systems in everyday use. Information on the equipment used in Formula Big Brake Kits, together with performance data obtained from an independent test on a typical high performance vehicle and a current application list are given on pages 48 and 49.



FORMULA BIG BRAKE KITS HAVE:-

- INCREASED STOPPING POWER

Bigger discs and multi piston calipers mean more power.

- REDUCED FADE

Greater tolerance to heat build up means consistent stops.

- RACING PEDIGREE

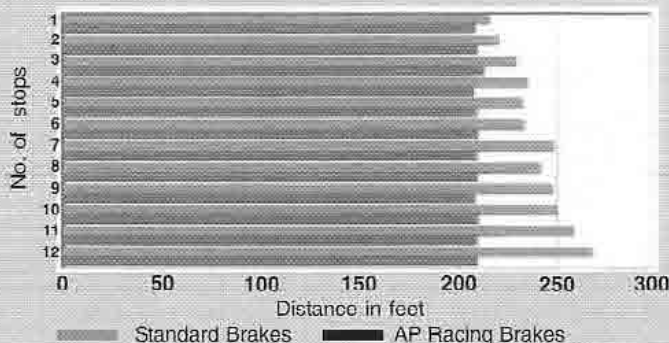
Built with the same care and by the same technicians as our racing brakes.

- FULLY ADAPTED FOR ROAD USE

Adapted specifically for the road with dust seals and a durable anti corrosion finish.

TESTING

We took an Audi A6 to a test track to carry out a back to back test comparison between the standard brakes and a set of 6 piston AP Racing brakes (CP5555). The same set of wheels and tyres were used for both tests. The procedure was to carry out a series of 12 emergency stops from 80mph (120kph) in quick succession and measure the stopping distance for each stop. As can be seen from the chart, with the original brakes fitted the stopping distance becomes progressively worse throughout the test until by the end of the test they were taking more than 50ft more to stop the car. By contrast the AP Racing brakes gave consistent performance throughout the test and with addition the AP Racing brakes felt better and the pedal pressure was greatly reduced, proof that the AP Racing brakes were able to dissipate the heat and resist fade in a way that the original brakes cannot.



FORMULA BIG BRAKE KITS ARE:

- 4 OR 6 PISTON DIFFERENTIAL BORE CALIPERS

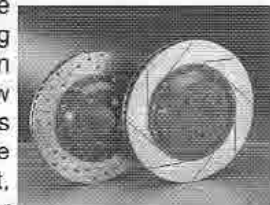
Calipers are made to AP Racing's exacting standards and use two or three pairs of opposing pistons, depending on the application, in each caliper. Trailing edge pistons often have a



slightly larger diameter than the leading ones, to compensate for mechanical end load and protect the pads from tapered wear. On road cars with thin spoke alloy wheels the visual effect of the brakes is important. The calipers are hard anodised and then finished with a tough Red or Black hi-tech PTFE paint with the AP Racing logo embossed in the casting in a contrasting colour.

- LARGE DIAMETER DISCS

Ventilated discs have 24, 30 or 48 cooling vanes, depending on the application, to draw air through the centres of the discs. They are handed left and right, and are cross drilled or grooved, again, depending on the application, to allow gasses that build up on the pad surface to escape. Where cross drilling is used it is more restrained than on our full face race discs, as pad longevity is more important on a road car than weight saving. The discs are wider and of a larger diameter than standard. The extra material controls heat buildup and the larger diameter means that the calipers can be mounted further away from the centre increasing the leverage effect, which increases braking torque while decreasing effort required on the pedal.



- PERFORMANCE BRAKE PADS

Almost all AP Racing Formula Big Brake Kits come complete with Ferodo DS2500.

These are ideally suited for all round performance road use. We can advise on, or specify and supply more alternative pads specifically for track days.



- FORMULA DOT 5.1 BRAKE FLUID

Formula DOT 5.1 meets the performance criteria of DOT 5.1 and as such is one of the most advanced brake fluids on the market, suitable for all conditions likely to be encountered in modern driving conditions.



- STAINLESS STEEL BRAIDED HOSES & GUARDS

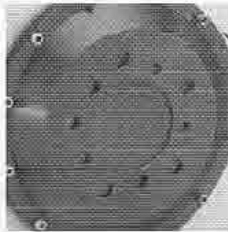
Not only do braided hoses offer extra protection against damage, they also resist



expansion when fluid within them is under pressure. Standard hoses can 'give' under pressure resulting in a spongy feel.

- ALUMINIUM BELLS

To prevent heat distortion and stress cracking, the special cast iron discs are mounted on aluminium bells. Except BMW Mini & some rear kits. This allows for the tiny amount of flexing required to avoid distortion.

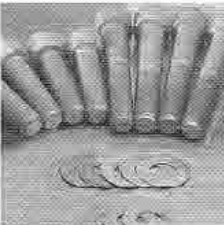


- ALUMINIUM MOUNTING BRACKETS

Machined from aluminium or steel billet for maximum strength and weight saving. The brackets ensure accurate relocation of the calipers making installation simpler.



- BOLTS, WASHERS AND FIXINGS



AP Racing Brake Kits are complete conversions with everything you need. Disc and bells are already assembled, mounting nuts and bolts are of high tensile steel.

Application	Year	Kit Part Number	Caliper	Disc Size / No Vanes	Disc Part Number	Brake Pads	Wheel & Notes
Audi							
S2 TURBO COUPE 5 Stud	1990/96	CP5200-1008	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8J x 17 TSW Hockenheim R
A8 Front	1994 on	CP5555-1006	6 Pot	356 x 35 / 48V	CP3781-516G8 (RH) CP3781-517G8 (LH)	CP3894D54 -DS2500	8J x 18 Momo
	1994 on	CP5555-1007	6 Pot	325 x 35 / 48V	CP3581-1066G8 (RH) CP3581-1067G8 (LH)	CP3894D51 -DS2500	7J x 17 Antera
A1 UR Qualtra 10V/20V	1981 / 90	CP5200-1014	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8J x 17 TSW Hockenheim R
A3 1.8T	1997 on	CP5200-1025	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8J x 17 TSW Hockenheim R
A3 1.8T Suspension	1997 on	CP5570-1003	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP5070D51 -DS2500	8J x 17 TSW Hockenheim R
	1999 on	CP5200-1046	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	7.5J x 17 ET32 Standard Ronal
S3	1999 on	CP5570-1009	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP5070D51 -DS2500	8J x 17 TSW Hockenheim R
A4	1997 on	CP5200-1007	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8J x 17 TSW Hockenheim R
A4 Front	1994 on	CP5570-1002	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP5070D51 -DS2500	8J x 17 TSW Hockenheim R
A6 (new)	1997 on	CP5200-1007	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8J x 17 TSW Hockenheim R
RS4	2000 on	CP5555-T1034	6 Pot	362 x 36 / 48V	CP3700T15T2	CP3894D54 -DS2500	0.5J x 10 ET20 Standard 9 Spoke
TT	1997 on	CP5200-1046	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	7.5J x 17 ET32 Standard Ronal
	1997 on	CP5570-1009	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP5070D51 -DS2500	7J x 17 ET45 Standard Ronal
S4 Quattro Front	1998 on	CP5570-1005	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP5070D51 -DS2500	
BMW							
318&325i Compact F36	1991 on	CP5200-1019	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8J x 17 BBS
		CP5570-1010	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP5070D51 -DS2500	
840i	93-2000	CP7011-1000R2-G8	6 Pot	343 x 32 / 48V	CP3581-542G8 (RH) CP3581-543G8 (LH)	CP7040D54 -DS2500	Standard Wheel
3 Series E46	1997 on	CP5200-1018	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8J x 17 BBS
		CP5570-1011	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP5070D51 -DS2500	
330i E46	2000 on	CP5570-1011	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP5070D51 -DS2500	8J x 18" Standard
		CP5555-1009	6 Pot	343 x 32 / 48V	CP3581-542G8 (RH) CP3580-543G8 (LH)	CP3894D54 -DS2500	
M3 E36	1994 on	CP5200-1036	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8 x 17 M Sport
		CP5200-1036-G8	4 Pot	330 x 28 / 48V	CP3580-2898G8M (RH) CP3580-2899G8M (LH)	CP3215D50 -DS2500	
M3 E36 Rear		CP5144-1002	4 Pot		STD BMW Disc. Not inc	CP2340D43 -DS2500	8 x 17 M Sport
M3 E46	2000 on	CP5555-1037	6 Pot	356 x 32 / 48V	CP3581-536G8 (RH) CP3581-537G8 (LH)	CP3894D51 DS2500	8J x 18 Aftermarket
	2000 on	CP5575-1004	6 Pot	356 x 32 / 48V	CP3581-536G8 (RH) CP3581-537G8 (LH)	CP5070D54 DS2500	18" BMW Standard
M3 E46 Rear	2000 on	CP5144-1003	4 Pot		STD BMW Disc. Not inc	CP2340D43 -DS2500	8.5J x 18" or 19" M Sport
M5 E34	1988 on	CP5555-1001	6 Pot	343 x 32 / 48V	CP3581-542G8 (RH) CP3581-543G8 (LH)	CP3894D54 DS2500	8J x 17.5 Spoke Standard
		CP5555-1036-G8	6 Pot	343 x 32 / 48V	CP3581-542G8 (RH) CP3581-543G8 (LH)	CP3894D51 -DS2500	
M5 / 5 Series E39	1997 on	CP5555-1036	6 Pot	356 x 32 / 48V	CP3501-536P (RH) CP3581-537P (LH)	CP3894D54 -DS2500	18" Aftermarket
		CP5555-1036-G8	6 Pot	356 x 32 / 48V	CP3581-536G8 (RH) CP3581-537G8 (LH)	CP3894D54 -DS2500	
E60 535d	2005	CP5555-1043R2-T2	6 Pot	362 x 32 / 48V	CP4914-126T2 (RH) CP4914-127T2 (LH)	CP3894D54 -DS2500	18" Standard
5 Series E39	1997 on	CP5555-1025	6 Pot	356 x 32 / 48V	CP3581-536G8 (RH) CP3581-537G8 (LH)	CP3894D51 -DS2500	8J x 18 Aftermarket
One / Cooper & S	2000 on	CP7611-1000	4 Pot	304 x 24	CP7080-104SD	CP7601D46 -J612	19" / 17" Aftermarket Tim
Citroen							
AX	1993 on	CP5200-1016	4 Pot	315 x 28 / 36V	CP5000-212G3 (RH) CP5000-213G3 (LH)	NO PADS	7J x 16 Speedline 645/OZ
Ferrari							
355 inc F1 Front	1994 on	CP5555-1028	6 Pot	355 x 32 / 48V	CP3761-2054G8 (RH) CP3761-2055G8 (LH)	CP3894D51 -DS2500	Standard Wheel
Fiat							
Punto GT	1996 on	CP5100-1005	4 Pot	285 x 25 / 30V	CP4530-916RD (RH) CP4530-917RD (LH)	CP2340D43 -DS2500	7J x 16 Novitas 5 Spoke
Ford							
Sierra Cosworth 2WD	1987 on	CP5200-1011	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8J x 17 TSW Hockenheim R
Sapphire Cosworth 4X4	1990 on	CP5200-1000	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	7.5J x 17 ATP Torston
Escort Cosworth	1991 on	CP5570-1001	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP5070D51 -DS2500	8J x 17 A1S / 1SW Hockenheim
Escort Cosworth	1991 on	CP5200-1000	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) CP3580-2899RDM (LH)	CP3215D50 -DS2500	8J x 17 A1S / 1SW Hockenheim
Focus RS	2002	CP7040-1006	6 Pot	355 x 32 / 48V	CP4542-106CG12 (RH) CP4542-107CG12 (LH)	CP7040D54 -DS2500	Standard 02 / 18"
Focus ST170	2001	CP5200-1063	4 Pot	330 x 26 / 48V	CP3580-1164RDM (RH) CP3580-1165RDM (LH)	CP3215D50 -DS2500	Standard 17"
Galaxy	1996 on	CP5200-1040	4 Pot	330 x 28 / 48V	CP3580-294G4M (RH) CP3580-295G4M (LH)	CP3215D50 -DS2500	8J x 17 Zenker Irophy

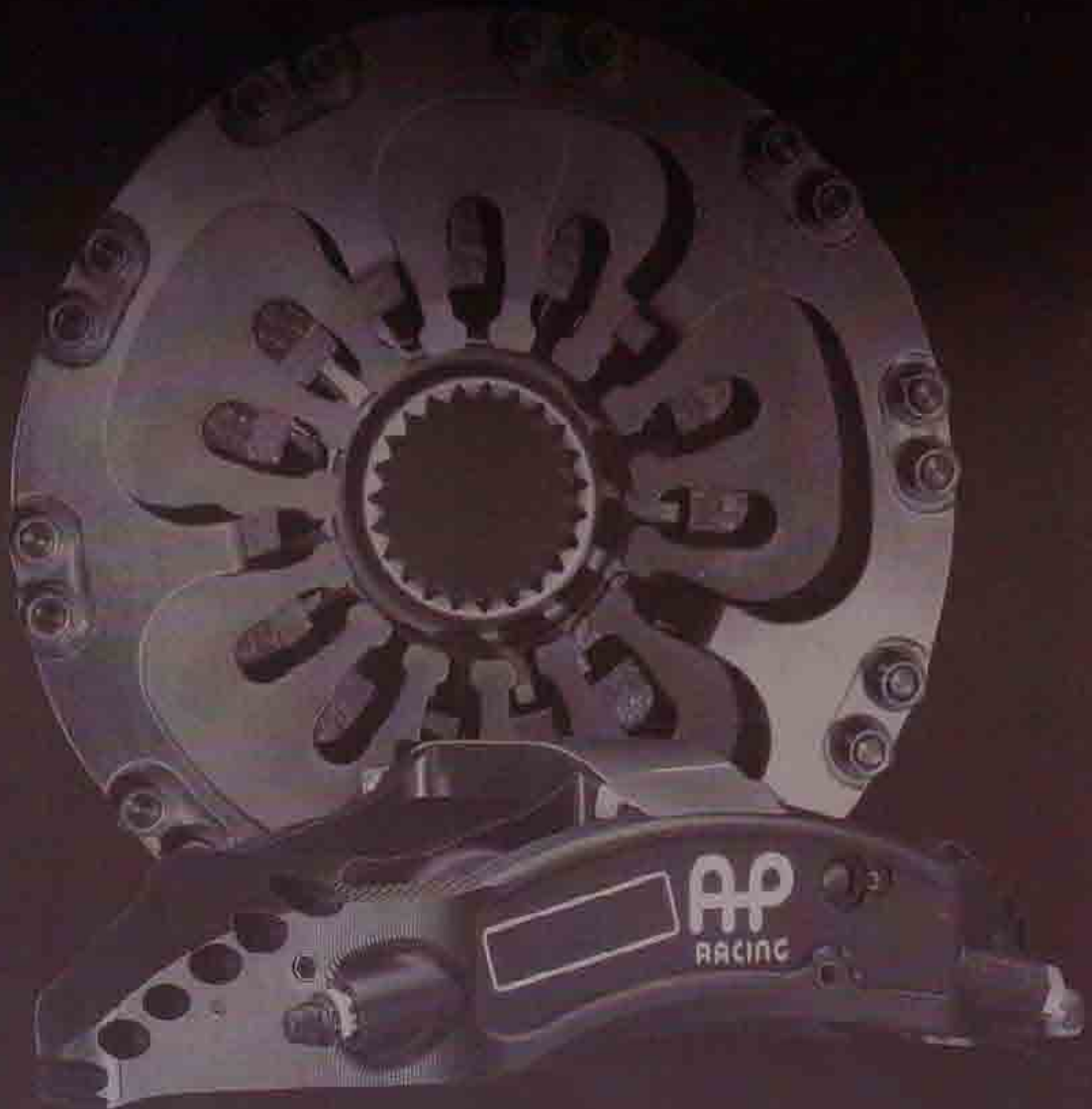
Application	Year	Kit Part Number	Caliper	Disc Size No. Vanes	Disc Part Number	Brake Pads	Wheel & Notes
Honda							
Civic Type R	2002 on	CP5200-1057 CP5570-1012	4 Pot 6 Pot	330 x 28 / 48V 330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH) CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500 CP5070D51-DS2500	17" Aftermarket Wheel 17" Aftermarket Wheel
Integra R 5 Stud	1998 on	CP5200-1043	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	7.5J x 17
Integra R 4 Stud	1998 on	CP5200-1042	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	7.5J x 17
Jaguar							
XKR / XKR Front	1996 on	CP5555-1013	6 Pot	356 x 35 / 48V	CP3581-1096T2 (RH) / CP3581-1097T2 (LH)	CP3894D51-DS2500	6J x 16 Aftermarket
XJR6 Front	1995 on	CP5555-1003	6 Pot	356 x 35 / 48V	CP3581-1096T2 (RH) / CP3581-1097T2 (LH)	CP3894D51-DS2500	6J x 16 Aftermarket
XJ6R Front	1997 on	CP5555-1004	6 Pot	356 x 35 / 48V	CP3581-1096T2 (RH) / CP3581-1097T2 (LH)	CP3894D51-DS2500	6J x 16 Aftermarket
XJ6R & 8 Rear	1997 on	CP5108-1000	4 Pot	306 x 23 1/2 Ineg	CP4450-130T2 x 2	CP2340D43-DS2500	6J x 16 Aftermarket
XJS	84 - 91	CP5200-1026	4 Pot	304 x 32 / 30V	CP2261-604G4 (RH) / CP2261-605G4 (LH)	CP3215D50-DS2500	6J x 16 Speedline GL243/A
Lexus							
IS300	2001 on	CP7040 -1007CG12 CP7040 -1007R2CG12	6 Pot (Black) 6 Pot (Red)	355 x 32 / 48V	CP4542-106CG12 (RH) / CP4542-107CG12 (LH)	CP7040D54-DS2500	18" Aftermarket Wheel
Mitsubishi							
Eclipse	1996 on	CP5200-1018	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	7.5J x 17 Antera (MODEL L21)
GT3000 including VR4	1992 on	CP5555-1031	6 Pot	355 x 32 / 48V	CP3781-2054G8 (RH) / CP3781-2055G8 (LH)	CP3894D51-DS2500	18" Compoitive MO1880.30.5
Lancer Evo 4 / 5 / 6	1997 on	CP5200-1024	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	7.5J x 17 OZ Super Turismo
Lancer Evo 4 / 5 / 6	1997 on	CP5570-1004	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP5070D51-DS2500	7.5J x 17 OZ Super Turismo
Lancer Evo 5 / 6 Rear	1998 on	CP5108-1002	4 Pot	N/A	STD Evo Disc, Not Included	CP2340D43-DS2500	7.5J x 17 OZ Super Turismo
Lancer Evo 7 Front	2001 on	CP5555-1032 CP5555-1035	6 Pot	332 x 32 / 48V 362 x 32 / 48V	CP3581-766G8 (RH) / CP3581-767G8 (LH) CP3718-1068RD (RH) / CP3718-1069RD (LH)	CP3894D51-DS2500 CP3894D51-DS2500	8J x 17 ET38 Standard 8J x 18 Compoitive
Lancer Evo 7 Rear	2001 on	CP5108-1003	4 Pot	N/A	STD Evo Disc, Not Included	CP2340D43-DS2500	8J x 17 ET38 Standard
Lancer Evo 8 Front	2001 on	CP5555-1032 CP5555-1035	6 Pot	332 x 32 / 48V 362 x 32 / 48V	CP3581-766G8 (RH) / CP3581-767G8 (LH) CP3718-1068RD (RH) / CP3718-1069RD (LH)	CP3894D51-DS2500 CP3894D51-DS2500	8J x 17 ET38 Standard 8J x 18 Compoitive
Lancer Evo 8 Rear	2001 on	CP5108-1003	4 Pot	N/A	STD Evo Disc, Not Included	CP2340D43-DS2500	8J x 17 ET38 Standard
Nissan							
Skyline GTR32	1992 on	CP5200-1003	4 Pot	315 x 28 / 48V	CP3580-1034RDM (RH) / CP3580-1035RDM (LH)	CP3215D50-DS2500	8J x 16 Standard Wheel
Skyline GTR33	1995 on	CP5555-1000	6 Pot	343 x 32 / 48V	CP3581-542G8 (RH) / CP3581-543G8 (LH)	CP3894D54-DS2500	8J x 17 Standard Wheel
Skyline GTR34	1999 on	CP5555-1024	6 Pot	343 x 32 / 48V	CP3581-542G8 (RH) / CP3581-543G8 (LH)	CP3894D54-DS2500	8J x 17 Standard Wheel
Skyline GTR34	1999 on	CP5555-1026	6 Pot	356 x 32 / 48V	CP3581-536G8 (RH) / CP3581-537G8 (LH)	CP3894D54-DS2500	18" After Market
Skyline Rear (GTR33/34)	1995 on	CP7618-1000	4 Pot	330 x 24 / 36V	CP4475-118G8 (RH) / CP4475-119G8 (LH)	CP7600D43-DS2500	8J x 17 Standard
300 ZX	1990 on	CP5555-1000	6 Pot	343 x 32 / 48V	CP3581-542G8 (RH) / CP3581-543G8 (LH)	CP3894D54-DS2500	8J x 17 Wheel
Peugeot							
106	1991 on	CP5100-1004	4 Pot	285 x 25 / 30V	CP4530-916RD (RH) / CP4530-917RD (LH)	CP2340D43-DS2500	6.5J x 15 Speedline (212/P1655S1)
206 GTi & Si	1998 on	CP5100-1034	4 Pot	304 x 25 / 24V	CP3124-528G4 (RH) / CP3124-529G4 (LH)	CP2340D51-DS2500	Standard 16" Alloy
306	1993 on	CP5200-1016	4 Pot	315 x 28 / 36V	CP5000-212G3 (RH) / CP5000-213G3 (LH)	NO PADS	7J x 16 Speedline 645 / OZ
405	1988 on	CP5200-1028	4 Pot	315 x 28 / 30V	CP2261-416G4 (RH) / CP2261-417G4 (LH)	CP3215D50-DS2500	7J x 16 Speedline 645 / OZ
406	1995 on	CP5200-1034	4 Pot	310 x 28 / 48V	CP3580-1058G8M (RH) / CP3580-1059G8M (LH)	CP3215D46-DS2500	7J x 16 Compoitive
Renault							
Laguna 2 LTR	1994 on	CP5200-1031	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	7.5J x 17 / Speedline 645 / OZ
Laguna 3LTR V6	1994 on	CP5200-1044	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	7J x 17 / OZ Sinfonia
Rover							
200	1995 on	CP5200-1041	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	7J x 17 ET10 Radius R3 15 Spoke
Saab							
900	PRE 93	CP5200-1022	4 Pot	304 x 28 / 48V	CP3580-66RDM (RH) / CP3580-67RDM (LH)	CP3215D50-DS2500	7.5J x 16 Isw Blade
9000	1993 on	CP5200-1008	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	8J x 17 100+ (Himstock)U1M
9000	1993 on	CP5200-1010	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	8J x 17 100+ (Himstock)U1M
9-5	2003 on	CP5575 +1007R2G8	6 Pot	356 x 32 / 40V	CP3581-536G8M (RH) CP3581-537G8M (LH)	CP5070D64-DS2500	18" Aftermarket
Seat							
Alhambra	1996 on	CP5200-1020 CP5100-1000	4 Pot 4 Pot	330 x 28 / 48V 295 x 25 / 24V	CP3580-2898G8M (RH) / CP3580-2899G8M (LH) CP3124-894HD (RH) / CP3124-895RD (LH)	CP3215D50-DS2500 CP2340D51-DS2500	8J x 17 Zender Trophy 8J x 16 Zender Trophy
Toledo	1996 on	CP5200-1012 CP5200-1009	4 Pot 4 Pot	304 x 28 / 48V 330 x 28 / 48V	CP3580-66RDM (RH) / CP3580-67RDM (LH) CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500 CP3215D50-DS2500	8J x 16 Zender Trophy 6J x 17 Zender Trophy
Ibilza / Cordoba	1995 on	CP5200-1015	4 Pot	295 x 28 / 48V	CP3580-102G4M (RH) / CP3580-103G4M (LH)	CP3215D50-DS2500	6J x 16 Royal 12 Spoke
Cupra R		CP5570 -1014R2	6 Pot	330 x 28 / 48V	CP3580-2898G8M (RH) CP3580-2899G8M (LH)	CP5070D51-DS2500	17" Standard
Subaru							
Impreza Inc WRX	1994 on	CP5570-1000	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP5070D51-DS2500	8J x 17 Raceline
Impreza Inc WRX	1994 on	CP5570-1000G8	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP5070D51-DS2500	8J x 17 Raceline
Impreza Inc WRX	1994 on	CP7040 -1001R2C12	6 Pot	355 x 32 / 48V	CP4542-106CG12 / CP4542-107CG12	CP7040D55-DS2500	18" Speedline
Impreza Inc WRX	1994 on	CP7040 -1002R2CG12	6 Pot	362 x 32 / 48V	CP4542-102CG12 / CP4542-103CG12	CP7040D55-DS2500	19" Speedline
Impreza Inc WRX	1994 on	CP5200-1023	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	8J x 17 Speedline Aliso ET 50
Impreza Inc WRX	1994 on	CP5200-1023G8	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	8J x 17 Speedline Aliso ET 50
Impreza Inc WRX	1994 on	CP5200-1035	4 Pot	304 x 28 / 48V	CP3580-1080RDM (RH) / CP3580-1081RDM (LH)	CP3215D46-DS2500	7J x 16 5 Spoke ET53
Impreza Inc WRX	1994 on	CP5200-1035G8	4 Pot	304 x 28 / 48V	CP3580-1080G8M (RH) / CP3580-1081G8M (LH)	CP3215D46-DS2500	7J x 16 5 Spoke ET53
Toyota							
Supra MK4 / 2 Turbo	1993 on	CP5555-1008	6 Pot	356 x 36 / 48V	CP3581-1096G8 (RH) / CP3581-1097G8 (LH)	CP3894D54-DS2500	9J x 18 ET45 Gewalt / Mackin
Vauxhall							
Astra / Cavalier / Tigra	1991 on	CP5200-1004	4 Pot	295 x 28 / 48V	CP3580-102RDM (RH) / CP3580-103HDM (LH)	CP3215D50-DS2500	7J x 16 Compoitive
Vectra	1995 on	CP5200-1027	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	8J x 17
Volvo							
850 T5R	1991 on	CP5200-1005	4 Pot	325 x 28 / 48V	CP3580-294RDM (RH) / CP3580-295RDM (LH)	CP3215D50-DS2500	Standard 17 / 5 spoke
S70	1997 on	CP5200-1005	4 Pot	325 x 28 / 48V	CP3580-294RDM (RH) / CP3580-295RDM (LH)	CP3215D50-DS2500	Standard 17 / 5 spoke
VW							
Corrado G60	1990 / 92	CP5200-1015	4 Pot	295 x 28 / 48V	CP3580-102G4M (RH) / CP3580-103G4M (LH)	CP3215D50-DS2500	7.5J x 16 Zender Trophy
Golf MK3 VR6 / Corrado		CP5200-1012	4 Pot	304 x 28 / 48V	CP3580-66RDM (RH) / CP3580-67RDM (LH)	CP3215D50-DS2500	8J x 16 Zender Trophy
Golf MK3 VR6 / Corrado	1992 on	CP5200-1009	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	8J x 17 Zender Trophy
Golf MK3 VR6 / Corrado		CP5100-1000	4 Pot	295 x 25 / 24V	CP3124-894RD (RH) / CP3124-895RD (LH)	CP2340D51-DS2500	8J x 16 Zender Trophy
Golf MK4 GTi	1998 on	CP5570-1003	6 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP5070D51-DS2500	8J x 17 TSW Hockenheim R
Golf MK4 G6	1998 on	CP5200-1025	4 Pot	330 x 28 / 48V	CP3580-2898RDM (RH) / CP3580-2899RDM (LH)	CP3215D50-DS2500	8J x 17 Zender Trophy
Sharan	1996 on	CP5200-1020	4 Pot	330 x 28 / 48V	CP3580-2898G8M (RH) / CP3580-2899G8M (LH)	CP3215D50-DS2500	8J x 17 Zender Trophy

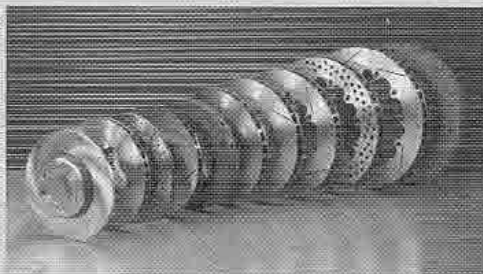


The Science Of Friction



2006 PRODUCT CATALOGUE





The AP Racing range of Ventilated and Solid Brake Discs have been developed with the benefit of unparalleled experience in brake technology, to meet the severe demands encountered under Race, Rally and Road conditions.

RACE:

Our extensive range includes discs to suit all of the most demanding series in the world. Teams competing in F1, F3, WRC, GT and Sports Prototypes, Nascar and Touring Car Championships use AP Racing discs.

ROAD:

As well as our successes on the circuits and stages of the world, AP Racing develop Disc Braking systems for many leading volume and specialist High Performance Vehicle Manufacturers including Aston Martin, Bentley, Caterham, HSV, Lotus, Noble and TVR etc...

RESEARCH AND DEVELOPMENT

Over the last three years AP Racing has placed increased emphasis on advanced research and simulation to complement the existing technology, test and manufacturing processes of our Competition and Road Discs.

Product improvement is continuous using feedback from our new state of the art dynamometer and track testing AP Racing are able to offer brake discs with optimum performance and cooling characteristics for any applications.

DESIGN

AP Racing share innovations in the R&D processes between Race and Road projects, the basic function is the same for both although each has different service requirements.

- **Race Discs** are submitted to high braking and thermal loads. These loads are repeated frequently over many laps or stages. The service life is short and noise and comfort are not really an issue. Race Discs normally employ a separate disc and bell assembly which are generally available in two types:

- Light Duty - 2 piece bolted assemblies.
- Heavy Duty - 2 piece floating assemblies.

A given disc has to fit many different customer cars, so they require custom mounting bells.

- **Road Discs** however have relatively low and infrequent loads, although mass increases compared to race cars which generates high braking torques. Road Discs have comfort and long service life requirements. Costs of each item also have to remain low for the OEM and the end user when replacement time arrives. Of course there are exceptions, Big Brake upgrades kits can be fitted, these kits are closer to race disc's than road.

For road cars however, many applications use 1 piece disc and bell assemblies, this is due to high volume production on one type of upright. High performance vehicles use 2 piece bolted assemblies, enabling to fit a heavy duty race disc.

- Light Duty - 1 piece disc and bell assembly.
- Heavy Duty - 2 piece bolted assemblies.

DEVELOPMENT TOOLS

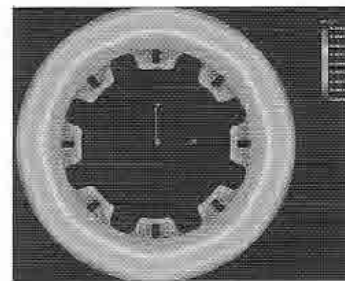
AP Racing is now equipped with state of the art design tools which have enabled us to study disc performance to a level not hitherto possible.

- FEA: CFD AND THERMAL STRESS ANALYSIS

Thermal simulation enables assessment of brake disc cooling without having to build costly prototypes.

AP Racing has reached a high degree of confidence using these methods and has

adopted FEA as the base of our design process, this enables AP Racing to tailor disc design to a given application.



- DYNAMOMETER TESTING

Not everything can be modelled yet, so validation testing is essential. Our proven dynamometer, has been supplemented by a second, more powerful machine equipped with state of the art features.



Two fully operational dyno's to give us even more significant test capabilities and help us demonstrate that AP Racing Brake Discs are the best. Fig 1, shows 2 Dynamometer plots which are examples of the data we can extract: Temperature and Friction Co-efficient comparison.

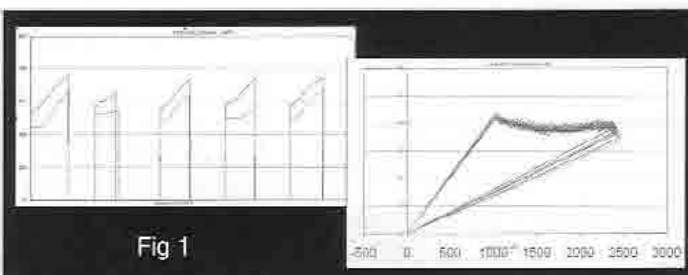
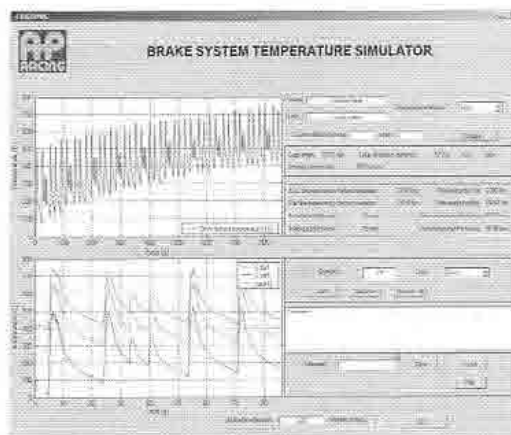


Fig 1

NUMERICAL SIMULATION

AP Racing has developed unique thermal simulation software, in order to predict overall brake system temperatures on a real life cycle.

This simulation is particularly useful for selection of brake specifications, and wear predictions for endurance races. It is able to calculate bulk temperatures and compare different brake system solutions for various vehicles and race tracks.



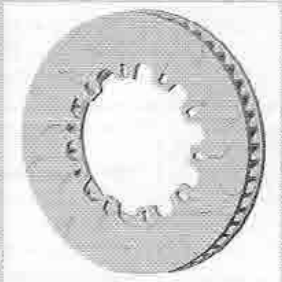
R&D EXAMPLES

Two examples of how this simulation software has already benefited the AP Racing Disc range.

- 'J HOOK' Face Design

One of the most instantly recognisable features of our new generation of brake discs is the 'J Hook' groove pattern. Grooves have to perform several tasks:

- Face Cleaning.
- Increase abrasive friction.
- Cover whole braking face.
- Avoid creating stress raisers.

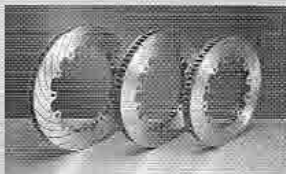


Traditional groove designs achieve this with straight or curved groove running from the braking face inside diameter to its outside diameter. This is very effective, however when the disc face heats up the groove acts a like a cold spot. This creates a thermal distortion on the braking face, which reduces braking efficiency. The 'J hook' design provides for a constant path of evenly distorted material on the braking face, the pad never loses contact with the braking face, improving the friction characteristics and brake performance.

- Wide Disc Technology

In order for a disc to perform consistently the disc must efficiently transfer heat to the surrounding atmosphere. This is particularly true in a racing situation where the braking events are extreme and frequent. Numerical simulation using both CFD and FEA techniques backed up by extensive dynamometer testing has allowed AP Racing to arrive at a new level of understanding of brake thermal performance and redefine disc design parameters to optimise cooling. We call this "Wide Disc Technology".

Wide Disc Technology is in fact a design tool that allows AP Racing to optimise disc performance. By redistributing the material in the disc, the cooling performance can be significantly improved without increasing weight or stress. Dynamometer and vehicle testing have demonstrated actual temperature reductions of up to 150°C on some applications. The Wide Disc Technology can be applied to any disc brake application and will show worthwhile temperature reductions even where the overall width of the brake package is limited.



DISC CHOICE

The choice of a particular size and type of disc will depend on the characteristics of the vehicle. Experience with the type of installation or Racing format is very important.

AP Racing has a wealth of experience of all types of Racing and our Technical Section will be pleased to advise on disc choice. Some of the main considerations in this choice are:

HOMOLOGATION & REGULATION

In Group A and certain other classes of Racing, Brake equipment is restricted to that Homologated by the manufacturer with the FIA. Where applicable you must therefore choose a disc size / type which has been Homologated.

E.g. only 4 grooves are allowed in Formula 3.

DISC DIAMETER & THICKNESS

Disc diameter and thickness are major factors in basic stopping power. Usually the largest diameter disc that can be installed in a particular wheel profile is chosen to maximise braking power unless low weight, poor tyre adhesion or required brake balance dictate otherwise.

Disc thicknesses normally increase with disc diameter and in proportion to vehicle weight and hence work done and cooling required. Standard disc sizes should be used wherever possible as this improves availability.

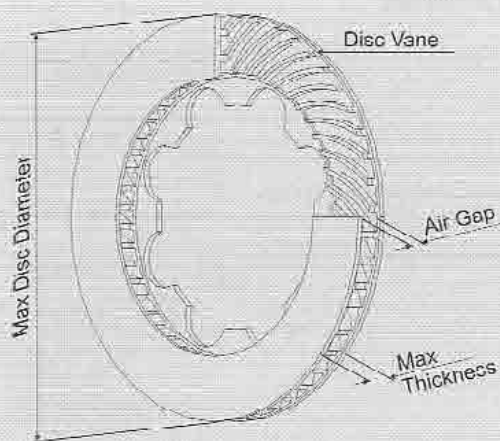
NOTES

DISC CASTING TYPES

Details of the various disc castings types available from AP Racing are given below to help you choose the correct disc for your application.

NB. AP Racing do not supply unmachined castings, as all disc go through special heat treatments processes during manufacture.

CASTING INFORMATION BREAKDOWN



CP2222

Solid with Int/Bell
Max Dia = Ø280mm
Max Thickness = 22mm

CP2589

Ventilated with Int/Bell.
No. of Vanes = 30
Air Gap = 15.25mm
Max Dia = Ø280mm
Max Thickness = 21mm

CP3047

Curved Vane, Ventilated.
No. of Vanes = 24
Air Gap = 15.5mm
Max Dia = Ø343mm
Max Thickness = 32mm

CP3124

Curved Vane, Ventilated.
No. of Vanes = 24
Air Gap = 9.3mm
Max Dia = Ø310mm
Max Thickness = 28mm

CP3575

Ventilated with Int/Bell.
No. of Vanes = 36
Air Gap = 16mm
Max Dia = Ø330mm
Max Thickness = 36mm

CP3580

Curved Vane, Ventilated.
No. of Vanes = 48
Air Gap = 14mm
Max Dia = Ø330mm
Max Thickness = 28mm

CP3581

Curved Vane, Ventilated.
No. of Vanes = 48
Air Gap = 19.5mm
Max Dia = Ø356mm
Max Thickness = 36mm

CP3718

Curved Vane, Ventilated.
No. of Vanes = 48
Air Gap = 17.5mm
Max Dia = Ø378mm
Max Thickness = 36mm

CP3770

Curved Vane, Ventilated.
No. of Vanes = 24
Air Gap = 6.5mm
Max Dia = Ø280mm
Max Thickness = 17mm

CP3781

Curved Vane, Ventilated.
No. of Vanes = 48
Air Gap = 17.5mm
Max Dia = Ø356mm
Max Thickness = 36mm

CP3784

Curved Vane, Ventilated.
No. of Vanes = 48
Air Gap = 16mm
Max Dia = Ø378mm
Max Thickness = 36mm

CP3836

Curved Vane, Ventilated.
No. of Vanes = 36
Air Gap = 19.5mm
Max Dia = Ø378mm
Max Thickness = 36mm

CP3837

Curved Vane, Ventilated.
No. of Vanes = 36
Air Gap = 15.25mm
Max Dia = Ø330mm
Max Thickness = 28mm

CP3847

Curved Vane, Ventilated.
No. of Vanes = 36
Air Gap = 20mm
Max Dia = Ø328mm
Max Thickness = 32mm

CP3860

Curved Vane, Ventilated.
No. of Vanes = 60
Air Gap = 18mm
Max Dia = Ø310mm
Max Thickness = 36mm

CP3870

Curved Vane, Ventilated.
No. of Vanes = 70
Air Gap = 16.5mm
Max Dia = Ø330mm
Max Thickness = 36mm

CP3928

Curved Vane, Ventilated.
No. of Vanes = 28
Air Gap = 8.15mm
Max Dia = Ø300mm
Max Thickness = 22mm

CP3930

Curved Vane, Ventilated.
No. of Vanes = 30
Air Gap = 15.5mm
Max Dia = Ø343mm
Max Thickness = 36mm

CP3948

Curved Vane, Ventilated.
No. of Vanes = 48
Air Gap = 21mm
Max Dia = Ø330mm
Max Thickness = 36mm

CP4054

Curved Vane, Ventilated.
No. of Vanes = 51
Air Gap = 19mm
Max Dia = Ø410mm
Max Thickness = 36mm

CP4136

Straight Vane, Ventilated.
No. of Vanes = 36
Air Gap = 9.3mm
Max Dia = Ø276mm
Max Thickness = 28mm

CP4284

Curved Vane, Ventilated.
No. of Vanes = 84
Air Gap = 21mm
Max Dia = Ø410mm
Max Thickness = 36mm

CP4378

Ventilated Int/Bell.
No. of Vanes = 11
Air Gap = 18mm
Max Dia = Ø378mm
Max Thickness = 40mm

CP4470

Curved Vane, Ventilated.
No. of Vanes = 70
Air Gap = 26mm
Max Dia = Ø330mm
Max Thickness = 42mm

CP4530

Curved Vane, Ventilated.
No. of Vanes = 30
Air Gap = 12.7mm
Max Dia = Ø288mm
Max Thickness = 36mm

CP4540

Curved Vane, Ventilated.
No. of Vanes = 28
Air Gap = 8.8mm
Max Dia = Ø300mm
Max Thickness = 22mm

RP4542

Curved Vane, Ventilated.
No. of Vanes = 48
Air Gap = 17.5mm
Max Dia = Ø366mm
Max Thickness = 32mm

CP4670

Curved Vane, Ventilated.
No. of Vanes = 70
Air Gap = 22mm
Max Dia = Ø330mm
Max Thickness = 38mm

CP4914

Curved Vane, Ventilated.
No. of Vanes = 48
Air Gap = 13.5mm
Max Dia = Ø378mm
Max Thickness = 36mm

CP5125

Ventilated with Int/Bell.
No. of Vanes = 36
Air Gap = 8mm
Max Dia = Ø282mm
Max Thickness = 23mm

CP5150

Ventilated with Int/Bell.
No. of Vanes = 40
Air Gap = 18mm
Max Dia = Ø340mm
Max Thickness = 38mm

CP5154

Curved Vane, Ventilated.
No. of Vanes = 54
Air Gap = 20.5mm
Max Dia = Ø334mm
Max Thickness = 36mm

CP5254

Curved Vane, Ventilated.
No. of Vanes = 54
Air Gap = 15.25mm
Max Dia = Ø334mm
Max Thickness = 32mm

CP5772

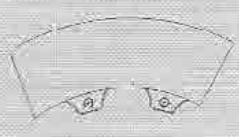
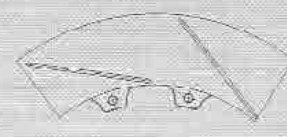



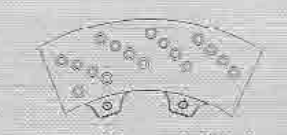
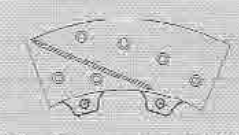
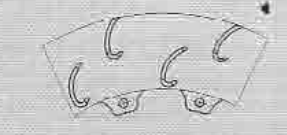


Curved Vane, Ventilated.
No. of Vanes = 72
Air Gap = 19.5mm
Max Dia = Ø378mm
Max Thickness = 36mm

CP6072

Curved Vane, Ventilated.
No. of Vanes = 72
Air Gap = 25.5mm
Max Dia = Ø380mm
Max Thickness = 42mm

DISC FACE TYPES

Disc Grooves and sometimes cross drilling are frequently used on all racing brake discs to clean the surface of the pad and allow gases produced to escape. In doing so the friction characteristics are modified, different groove and drilling patterns affect the friction characteristic in different ways, some affect overall friction and others the bite or release characteristics and therefore the best solution is not necessarily the same for each application. AP Racing is constantly developing and refining disc face patterns and new variations will be introduced from time to time. The most popular face types are detailed below.

 <p>P = Plain. (No grooves or holes). Mainly used for road cars where low noise is vital.</p>	 <p>G4, 8, 12 & 24 = Grooved. (Straight forward facing). The number specifies grooves per face. Traditional style groove</p>
 <p>CG4, 8, 12 & 24 = Curved Grooves. (Backward facing) The number specifies grooves per face Standard pattern.</p>	 <p>CR4, 8, 12 & 24 = Curved Grooves. (Backward facing grooves running out on O/D to clear debris. Only used on thick wall discs). The number specifies grooves per face.</p>
 <p>RD = Radiused Drilled. (Cross drilled but with radiused run out to reduce noise & improve life compared with standard cross drilling. Usually used on Road applications</p>	 <p>D = Cross Drilled. (Drilled holes chamfered). Still preferred with some pad materials but can compromise disc life.</p>
 <p>GD = Grooved & Drilled. Usually used on Road applications.</p>	 <p>RA = J Hook Design. Latest design gives improved bite and debris clearance and reduces distortion / vibration, outer grooves run out to O/D</p>
 <p>GA = J Hook Design. Latest design gives improved bite and debris clearance and reduces distortion / vibration, outer grooves do not run out to O/D</p>	 <p>RC = J Hook Design. As RA design but with 3 hooks across face. This design gives improved bite & debris clearance & reduces distortion / vibration.</p>

DISC OPERATING ADVICE

This section on operating advice has been produced as a guide only, as many formula or racing series may differ.

DISC TEMPERATURES

In order to achieve optimum racing brake performance and prolong disc life it is essential that the brakes operate at the correct temperature. In general discs should run at similar temperatures front and rear and from side to side, dissimilar temperatures will lead to varying brake balance.

Temperature balance can be checked as soon as the car stops in the pit lane using a Pyrometer such as AP Racing Pyrometer kit CP2640-24 (see below).

However a pyrometer reading is not a good indicator of disc operating temperature which decays rapidly with time when the brakes are not being applied. Under racing conditions disc bulk temperatures should normally be maintained in the range 400°C to 600°C for best performance. Disc face peak temperatures may be higher but should not exceed the maximum recommended for the pad material being used.

An effective method of checking maximum disc operating temperature is by using temperature paints applied to the disc. A suitable paint kit can be obtained under AP Racing Part Number CP2649-1, this kit contains three paints, Green (430°C), Orange (560°C) and Red (610°C) plus thinners and brushes.

When assessing brake temperatures it is important to complete several successive laps (5 or preferably 10) at race speeds and vehicle weight to allow temperatures to stabilise at a representative level.

Typically when running within the correct temperature range the Green paint (430°C) will turn throughout, the Orange paint (560°C) 50% to 100% throughout and the Red paint (610°C) turned up to 5mm from each brake face. If the Red paint (610°C) turns throughout, the discs are running too hot.

Circumferential disc face ridges are also an indication of running too hot. Circuits and drivers vary enormously in the amount of work they demand from the brakes and therefore the brake system has to be tuned for each circuit by adjustment of the cooling airflow. The temptation to over cool the disc should be resisted.

The aim is to keep the temperature as stable as possible within the working temperature range.

High maximum to low minimum temperature cycles are the enemy of disc life and cause performance variations.

TEMPERATURE MEASUREMENT

- DIGITAL READ-OUT PYROMETER

Digital pyrometer for brake, disc and tyre temperatures.

High accuracy display reads in centigrade. The unit comes complete with probes for both Brake Discs and Tyres in a heavy duty carry case.



Part Number: - CP2640-24.

- THERMAL PAINT KITS

This kit comprises of three paints for monitoring peak Brake Disc temperatures. The three paints are:-

- Green which changes colour to White at 430°C.
- Orange which changes colour to Buff at 560°C.
- Red which changes colour to White at 610°C.

The kit also comprises, one bottle of thinners and three brushes.

Part Number: - CP2649-1



- BRAKE CALIPER TEMPERATURE STRIPS

Temperature indicator strips for monitoring caliper temperatures.

- Temperature range 149°C to 260°C
- Each packet contains 10 strips.

Part Number: - CP2650-11.



- TEMPERATURE RECORDING PAD

Allows the user to record temperature data for Brake Discs and Brake Calipers.

Part Number: - CP2640-25



DISC COOLING

A good source of cooling air should be supplied preferably through the upright to the disc throat. A typical venting cross section of 100cm² (16in²) is usually sufficient. The pick up should preferably be in an area of clean high pressure air flow and the ducting should be arranged to avoid sharp bends or changes in section which may choke the air flow. Careful design of the Mounting Bell is important in achieving effective disc cooling and avoiding problems.

Typically 80% of the airflow should be directed up the disc vents and 10% up each face of the disc. This ratio can vary considerably in practice but it is important that both disc faces are cooled equally by adjusting the air gaps. Unequal face temperatures can lead to disc distortion and a long pedal. Lightening holes in the bells should be avoided as available cooling air can be lost without cooling the disc.

DISC BEDDING

All cast iron brake discs need to be bedded-in to ensure heat stabilisation and improve resistance to cracking. Cracks or even disc failure can occur during the first few heavy stops if careful bedding is not carried out. AP Racing recommend the following procedure:

- 1) If ducts are fitted they should be ¾ blanked off.
- 2) Use previously bedded pads.
- 3) For a minimum of 15Km use brakes gently at first from initially low speeds - Progressively raise speed to normal racing speed but still using gentle applications.
- 4) For the final 2 or 3 applications brakes can be used quite heavily.
- 5) If AP Racing thermal paints are used then only the Green paint (430°C) should have fully turned to white and maybe also just the Orange paint (560°C) on the outside edges of the discs during the bedding procedure.

6) Allow to cool.

7) AP Racing offer a pre-bedding service at nominal extra charge. This ensures that discs are bedded consistently assuring better performance & life.

Contact AP Racing for details.

SAFETY AND CARE OF DISCS

Cast iron brake discs should not normally be operated at bulk temperatures in excess of 610°C and above rotational speeds of 3000 revolutions per minute. Discs must be regularly and frequently inspected for excessive heat crazing and cracking. Discs with cracks emanating from mounting holes / slots, inside diameter, scallops, or outside diameter should be changed immediately. After heavy and prolonged use some surface crazing will often be evident, if this turns into distinct surface cracks which are radiating towards the inside or outside diameter the disc should be changed.

IF IN DOUBT REPLACE.

DISC RUBBING DEPTHS (SWEEP DEPTH)

It is important to match the swept area of the disc to the Pad/Caliper combination that is intended to be used, to avoid any large cold areas which could lead to disc distortion.

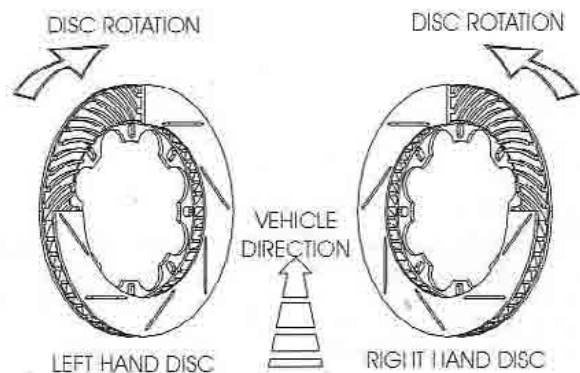
To make this easier the radial depth of all AP Racing brake pads is incorporated into the part number (the "D" Number e.g. D46, D50 & D54). Normally the Pad / Caliper is positioned so that the top edge of the pad is level with the nominal disc outside diameter. However it is normal to make the eye diameter on the inboard face (Non mounting side) slightly smaller in diameter than the mounting side to match the thermal characteristics of the two disc faces and avoid distortion in use. The amount of this under- hang will vary according to the installation and is part of the disc designers art, but in depth thermal analysis carried out by AP Racing shows that 2mm radius (4mm on diameter) is sufficient in most cases.

N.B. THE PAD SHOULD NEVER OVERHANG THE DISC AS THIS WILL LEAD TO A NUMBER OF BRAKING DIFFICULTIES.

DISC HANDING.

RIGHT / LEFT HAND IDENTIFICATION

Most AP Racing brake discs feature curved vanes and are handed. They should be installed with the cooling vanes running back from the inside to outside diameters in the direction of rotation as indicated in the sketch below.



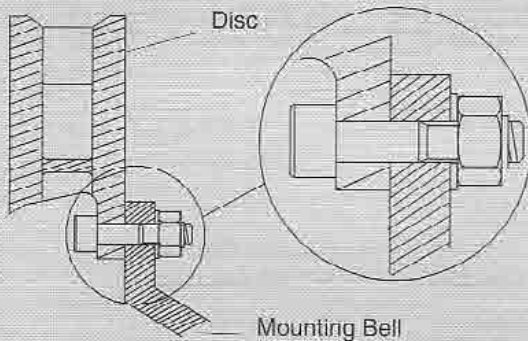
DISC MOUNTING

Most Racing and many High Performance Road Brake Discs are designed to be mounted on to the hub or stub axle by means of a mounting bell. Mounting bells are usually made from high grade Aluminium alloy although other materials can be used. This arrangement is much lighter than a one piece disc and bell, but more importantly allows some compliance to reduce the risk of distortion due to heat expansion of the disc. This becomes more important the larger the disc and is considered essential above Ø330mm diameter.

There are essentially two methods of attaching the disc to the bell, 'Bolted' and 'Floating'. The method to be used will depend on the particular application.

BOLTED

For lower duty applications and on smaller discs a bolted mounting is sometimes preferred for strength and simplicity especially for off-road application (e.g. Rallies) where debris may clog a floating mechanism leading to run-out and disc vibration. Stiff flat bells should be avoided with a bolted mounting. Standard AP Racing disc mounting hole size is 6.40 / 6.45mm diameter. AP Racing offer a range of bolts, nuts and washers to suit. These are also available in wheel set kits. See below for details.



BOLT KITS

Bolt kits available for AP Racing discs are given in the table below. Bolts, nuts and washers are also available separately. AP Racing recommend a bolt/nut tightening torque for a disc and bell of 14Nm (10.5Lb/ft).

No in Kit	Bolt Kit Part Number.	Bolt Part Number (All Bolts 1/4" UNF)
8	CP2494-24	CP2494-116 // 1/8" long.
12	CP2494-6	
12	CP2494-18	CP2494-118 / 1" long.
12	CP2494-22	CP2494-331 / 1.1/16" long.
Nut Part Number		
CP2494-117x No. Of Bolts		
Stainless Steel Washer Part Number		
CP2494-1305 2 x No. Of Bolts		

FLOATING

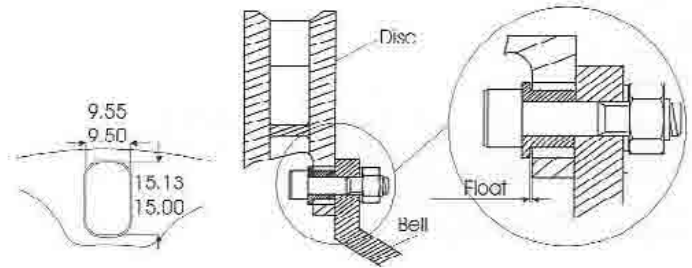
Discs for heavy duty applications, especially larger discs, should be mounted to allow some axial & radial float between disc & bell. This may be achieved by either of two methods:- 'Float in the disc' or 'Float in the bell'.

Radial float allows differential expansion of disc and bell thus reducing stresses in the disc and minimising disc cracking and distortion. The idea of axial float is to compensate for a certain

amount of stub axle / upright flex by allowing the disc to take up its ideal position within the range of float thus avoiding 'Knock-back' of the caliper pistons. However the float should not be excessive as disc gyroscopic loads can cause the same effect that the float is meant to alleviate. The amount of axial float will depend somewhat on the application. In a 'perfect' system with minimal disc movement relative to the Caliper the amount of float need only be around 0.15 - 0.25mm.

'FLOAT IN THE DISC'

The AP Racing 'Float in the Disc' system uses a disc with an elongated flat sided mounting hole. The harder disc is less prone to wear than the bell but regular maintenance / cleaning is required if float is to be maintained at the original level.



FLOAT IN THE DISC BOBBINS

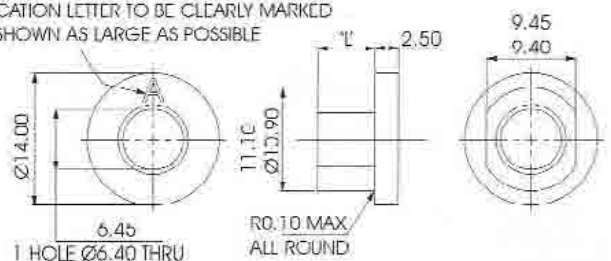
The float in the disc bobbins available for AP Racing floating discs are given in the table below.

- All bobbin kits comprises 12 each of the following, CP2494-718 bolt, CP2494-117 nut and CP2494-1305 washer and the specified bobbin.

- The exception to this is CP2494-504K10 which has 10 each of CP2494-331 bolt, CP2494-117 nut and CP2494-1305 washer.)

- Tightening torque for bolts is 14Nm (10.5lb/ft).

IDENTIFICATION LETTER TO BE CLEARLY MARKED WHERE SHOWN AS LARGE AS POSSIBLE

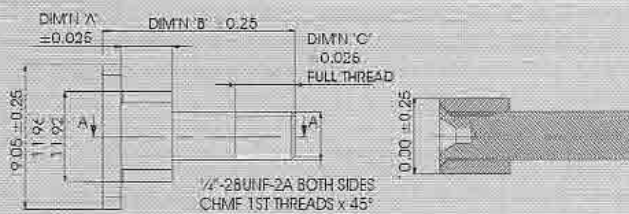


BOBBIN PART NUMBERS FOR FLOAT IN DISC MOUNTING

Disc Flange Thickness (mm)	Bobbin Part Number	Dim'n 'L' (mm)	Nom Float	Bobbin Kit Part Number
4.30 / 4.35	CP2494-595MA	4.70 / 4.75	0.4mm	CP2494-595K12
4.80 / 4.85	CP2494-593MB	5.20 / 5.25	0.4mm	CP2494-593K12
5.00 / 5.05	CP2494-592MC	5.40 / 5.45	0.4mm	CP2494-592K12
5.80 / 5.85	CP2494-1341MD	5.80 / 5.85	0.2mm	CP2494-1341K12
5.50 / 5.55	CP2494-591MH	5.90 / 5.95	0.1mm	CP2494-591K12
5.60 / 5.65	CP2494-589MJ	6.00 / 6.05	0.4mm	CP2494-589K12
5.60 / 5.65	CP2494-626ML	6.30 / 6.35	0.7mm	CP2494-626K12
6.30 / 6.35	CP2494-1342MM	6.50 / 6.55	0.2mm	CP2494-1342K12
6.30 / 6.35	CP2494-504MP	6.70 / 6.75	0.4mm	CP2494-504K10
6.30 / 6.35	CP2494-504MP	6.70 / 6.75	0.4mm	CP2494-504K12

WIDE DISC BOBBINS

With the "Wide Disc" Technology becoming more popular such disc with floating mount need to use the bobbins listed below.

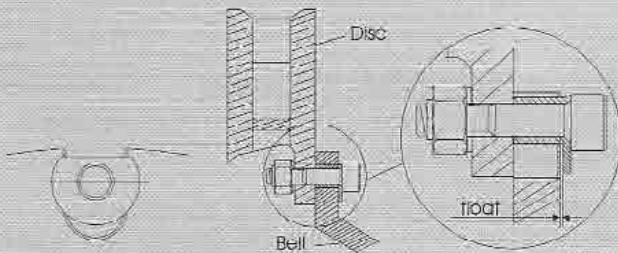


BOBBIN KITS FOR WIDE DISCS

DIM 'A'	DIM 'B'	DIM 'C'	Bobbin Kit Part Number
5.425	25.4	10.9	CP4015-125MC
6.025	25.4	10.9	CP4015-126MD
6.725	25.4	7.9	CP4015-112MP

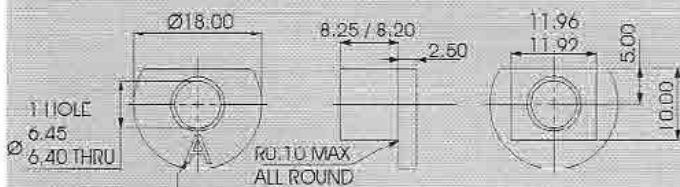
'FLOAT IN THE BELL'

The AP Racing 'Float in the Bell' system has the advantage of being used with standard bolted discs, float is controlled by bell thickness. During use some wear of the bell inevitably occurs which tends to increase float and requires more frequent Bell replacement than the Float in the Disc system.



FLOAT IN THE BELL BOBBINS

The bobbin for use with 'float in the bell' mounting is CP4015-101.



IDENTIFICATION LETTER TO BE CLEARLY MARKED WHERE SHOWN AS LARGE AS POSSIBLE

BOBBIN KIT CP2494-29

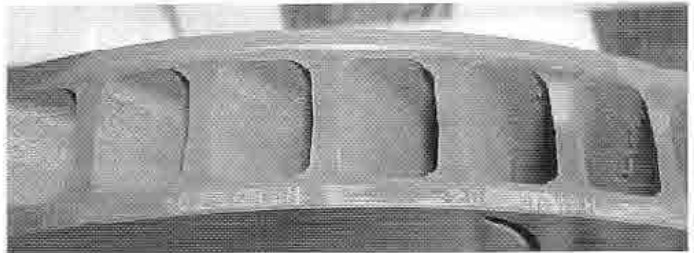
This bobbin can be bought separately or in a kit CP2494-29 which contains the bobbins, bolts, nuts & washers x 12. NB. Recommended bell flange thickness for use with this bobbin is 8.00 / 8.15 to give 0.15 / 0.25mm float.

NOTES

PART NUMBERING

When ordering discs please use the correct part number wherever possible. An example part number is explained below:-

All AP Racing brake discs are individually marked with the following information:-



PART NUMBER EXPLANATION

Basic Disc
(casting) Type

Disc Face Suffix
(see below)

CP3581 - 1042 CG8 B1

Stroke Number

Bedding
(if applicable)

HANDING

- Even Stroke Numbers are Right Hand
- Odd Stroke Numbers are Left Hand

FACE TYPES

- **P** = Plain
- **D** = Drilled Face
- **G** = Straight Grooves
G3 = When G appears with a digit, this denotes the number of grooves per face on the disc.
e.g. G4 / G6 / CG8 / CR12 etc.
- **CG** = Curved Grooves
- **GD** = Grooved & Drilled
- **CR** = Curved Grooved backward facing running out to O/D.
- **RD** = Radius Drilled
- **SD** = Similar to RD but with smaller holes.
- **RA** = J Hook Design, grooves run-out.
- **GA** = J Hook Design, grooves do not run-out.
- **RC** = J Hook as GA but with 3 hooks across face.
- **B1** = A "B" and a Number added to the end of the part number
i.e. CP3581-1042DB? means the disc has been pre-bedded with a particular pad material.

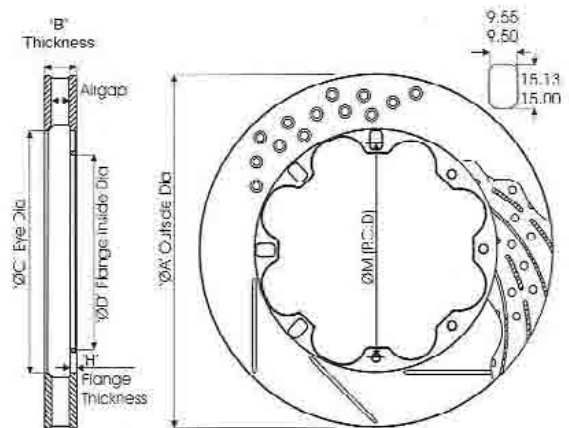
DISC LISTINGS.

The Variety of Disc options available provide the solution for virtually every Racing and High Performance Road application. The discs illustrated in these sections are a selection of discs from the range and have been listed by Diameter, Thickness and Mounting Details for convenience. If you are unable to satisfy your requirements from the Discs listed then please contact AP Racing Technical Section for guidance.

VENTILATED BRAKE DISCS

This section on Ventilated Brake Discs provides dimensional details, as well as information on face types and the weight of the most popular discs from the AP Racing disc range. Not all discs are listed, should you require a disc with particular dimensions which is not listed please contact the AP Racing Technical Section for assistance.

Discs which have the heavier highlight are from the preferred disc range , which offers improved availability and pricing. Please contact AP Racing if you require more information.



Nominal Dimensions in mm										Max Pad Depth.	No. of Vanes.	Air Gap.	Approx Weight Kg.	Face Types Available.	Comments.	Part Numbers			
'A' Outside Ø	'B' Thick-ness	Mounting Details			'C' Eye Ø.	'D' Inside Flange Ø.	'H' Mounting Flange Ø.												
		'M' P.C.D	No.	Fixing Type.	Ø.														
254	21.0	139.7	6	Bolted	6.4	154.9	125.8	5.6	D46	36	9.3	3.2	G4		CP4136-568				
257	21.0	139.7	6	Bolted	6.4	154.9	125.8	5.6	D51	36	9.3	3.6	G4		CP4136-86				
260	25.4	139.7	6	Bolted	6.4	154.9	125.8	4.8	D51	30	4.1	12.9	P / G4	Mounting Flange Stepped in 1.2mm.	CP4530-226 / 7				
264	21.0	139.7	6	Bolted	6.4	154.9	125.8	5.6	D51	36	9.3	3.7	G4		CP4136-208				
267	16.0	162.0	8	Bolted	6.4	180.7	145.0	4.35	D43	24	6.5		CG4		CP3770-1016 / 7				
267	21.0	139.7	6	Bolted	6.4	155.0	125.8	5.6	D54	36	9.3	4.4	G4		CP4136-48				
267	28.0	139.7	6	Bolted	6.4	155.0	125.8	4.6	D54	30	12.9		G4		CP4530-81 / 2				
278	16.0	176.1	8	Bolted	8.45	187.4	156.0	4.5	D44	24	6.5	2.5	G4		CP3770-1002 / 3				
278	16.0	181.5	8	Floating	/	194.0	158.0	4.42	D38	24	6.5	2.4	CG4	Bobbin CP2494-595MA	CP3770-1014 / 5				
280	17.0	171.4	8	Floating	/	191.4	146.5	4.425	D43	24	6.5	2.89	CG8	Bobbin CP2494-595MA	CP3770-1018 / 9				
280	17.0	176.8	8	Bolted	6.5	193.5	159.0	4.7	D43	24	6.5	2.5	G8		CP3770-1012 / 3				
280	20.0	176.8	8	Floating	/	192.0	154.0	5.0	D44	24	9.3	3.1	G8	Bobbin CP2494-592MC	CP3124-862 / 3				
280	21.0	176.8	8	Bolted	6.4	192.0	159.3	4.8	D44	30	12.9	3.3	G4	Mounting Flange stepped out 1.2mm	CP4530-746 / 7				
280	22.2	165.1	8	Bolted	6.4	180.3	152.0	4.6	D50	30	12.9		G4		CP4530-752 / 3				
280	23.0	176.8	8	Bolted	6.4	192.0	159.3	4.8	D44	30	12.9	3.3	G4		CP4530-744 / 5				
280	25.4	158.8	8	Bolted	6.4	174.0	141.0	4.8	D51	30	12.0		G4	Mounting Flange stepped in 1.2mm	CP4530-160 / 1				
280	25.4	176.8	8	Bolted	6.4	192.0	159.3	4.9	D44	30	12.9	4.0	CG8	Pro 5000 disc	CP5000-312 / 3				
280	25.4	176.8	8	Floating	/	192.0	154.0	5.0	D44	48	14.0	3.5	G4 / G8	Bobbin CP2494-592MC	CP3580-814 / 5				
280	25.4	177.8	12	Bolted	6.4	197.0	164.0	5.8	D41	30	12.9	3.9	G4		CP4530-850 / 7				
280	25.4	177.8	8	Bolted	6.4	197.0	164.0	4.9	D41	24	15.5	2.7	G8		CP3047-288 / 9				
285	25.4	158.8	8	Bolted	6.4	190.0	141.0	4.6	D61	30	12.7	N / A	G4	Mounting Flange Stepped in 1.27mm	CP4530 506 / 7				
285	25.4	177.8	12	Bolted	6.4	197.0	164.0	4.9	D41	24	15.5	3.1	G8		CP3047-276 / 7				
285	28.0	158.8	8	Bolted	6.4	182.5	141.0	6.3	D50	30	12.7	N / A	G8		CP4530-268 / 9				
290	25.4	165.1	8	Bolted	6.4	180.3	152.9	/	D54	30	15.2	4.6	G4		CP2261-636 / 7				
200	28.0	165.1	8	Bolted	6.0	180.0	153.0	5.8	D54	30	15.2	5.1	G4		CP2261-680 / 1				
295	25.4	177.8	12	Bolted	6.4	193.0	164.0	5.9	D46	24	9.3	5.1	RD / G4		CP3124-894 / 5				
295	25.4	177.8	12	Bolted	6.4	193.0	164.3	5.8	D51	48	14.0	4.3	RD / G4		CP3580-2894 / 5				
295	25.4	177.8	12	Bolted	6.4	204.0	164.0	5.6	D44	24	9.3	5.4	CG8	Pro 5000 disc	CP5000-510 / 1				
295	28.0	177.8	12	Bolted	6.4	193.0	164.0	5.9	D51	36	14.5	G4	Interchangeable		CP3837-102 / 3				
								5.6							24	15.5	4.1	G8	CP3047-256 / 7
								6.6							48	14.0	5.0	RD / G8	CP3580-102 / 3
295	28.0	177.8	12	Bolted	6.4	195.1	164.3	5.8	D50	30	15.2	4.9	G4		CP2261-768 / 9				
295	28.0	177.8	12	Floating	/	192.4	154.0	5.6	D51	48	14.0	5.0	CG8	Bobbin CP2494-1341MD	CP3580-1134 / 5				
295	32.0	177.8	12	Floating	/	193.4	153.0	6.3	D51	24	15.5		RA	Interchangeable Bobbin	CP3017-391 / 5				
295	32.0	177.8	12	Floating	/	193.4	153.0	6.3	D51	48	14.0	5.8	CG8	Bobbin CP2494-504MP	CP3580-394 / 5				

Nominal Dimensions in mm									Max Pad Depth.	No. of Vanes.	Air Gap.	Approx Weight Kg.	Face Types Available.	Comments.	Part Numbers
'A' Outside Ø	'B' Thickness	Mounting Details			'C' Eye Ø	'D' Inside Flange Ø	'H' Mounting Flange Ø								
		'M' P.C.D	No.	Fixing Type.	Ø.										
300	28.0	177.8	12	Bolted	6.4	203.2	164.0	5.6	D46	36	14.5	4.65	G8		CP3837-1001 / 5
304	20.7	177.8	12	Bolted	6.4	195.0	164.3	5.6	D55	24	9.3		G4		CP3124-626 / 7
304	25.4	177.8	12	Bolted	6.35	201.0	161	5.6	D52	24	15.5	3.7	G8		CP3047-404 / 5
304	25.4	177.8	12	Bolted	6.4	203.2	164.0	4.0	D50	24	15.5		G8		CP3047-230 / 1
304	25.4	177.8	12	Bolted	6.4	203.2	164.3	6.6	D50	24	9.3	4.9	G4	Interchangeable	CP3124-528 / 9
304	25.4	177.8	12	Bolted	6.4	203.2	164.5	4.9	D50	24	15.5	3.7	G8 / P		CP3500-230 / 1
304	25.4	177.8	12	Bolted	6.4	203.2	164.0	4.9	D50	36	14.5	4.1	G8		CP3837-230 / 1
304	28.0	177.8	12	Bolted	6.4	203.2	164.0	5.6	D50	24	15.5	4.5	G6	Interchangeable	CP3047-66 / 7
							164.3	5.6		30	15.2	5.1	G4		CP2261-572 / 3
							164.0	5.6		48	14.0	4.9	G8		CP3580-66 / 7
304	28.0	177.8	12	Floating	/	203.2	152.6	5.6	D50	24	15.5	4.6	G8	Bobbin CP2494-589MJ	CP3047-270 / 1
304	28.0	190.5	12	Bolted	6.4	210.6	171.0	5.6	D47	48	14.0		G8 / RD		CP3580-1080 / 1
304	32.0	177.8	12	Bolted	6.4	191.0	164.3	6.6	D51	30	15.2	6.6	G4		CP2261-604 / 5
310	28.0	190.5	12	Bolted	6.5	210.0	176.0	5.6	D50	24	15.5		G8		CP3047-212 / 3
310	28.0	203.2	12	Bolted	6.4	220.0	190.0	5.6	D46	48	14.0	4.9	G8		CP3580-318 / 9
310	32.0	177.8	12	Bolted	6.4	206.9	163.1	6.3	D51	48	16.5		G8		CP3784-6080 / 1
315	25.4	203.2	12	Bolted	6.4	220.0	190.0	5.8	D46	24	15.5	3.8	G8		CP3047-328 / 9
315	28.0	177.8	12	Bolted	6.4	195.1	164.3	5.8	D60	30	15.2	5.9	D / G4	Interchangeable	CP2261-416 / 7
315	28.0	177.8	12	Bolted	6.4	195.0	164.5	6.6	D60	48	14.0	6.2	G8		CP3580-64 / 5
315	28.0	177.8	12	Bolted	6.4	210.0	164.3	5.9	D52	36	14.5	4.6	CG8	Pro 5000 disc	CP5000-212 / 3
315	28.0	203.2	12	Bolted	6.4	220.0	190.0	5.6	D46	24	15.5	4.4	G8	Interchangeable	CP3047-178 / 9
										36	14.5	4.8	G8		CP3837-178 / 9
										48	14.0	5.4	G8		CP3580-178 / 9
315	32.0	177.8	12	Bolted	6.4	210.0	164.0	6.6	D51	24	15.5	6.0	G8		CP3047-216 / 7
325	28.0	203.2	12	Bolted	6.4	222.0	187.0	6.6	D51	48	14.0	5.8	G4 / G8 / P / RD		CP3580-294 / 5
325	32.0	198.0	10	Floating	/	218.0	174.0	6.3	D54	48	16.5	5.8	GA / PA	Bobbin CP2494-504MP	CP3781-2056 / 7
325	36.0	198.0	10	Floating	/	218.0	174.0	6.3	D54	48	16.5		G8 / GA / RA		CP3781-2076 / 7
328	28.0	203.2	12	Bolted	6.4	221.8	190.0	5.6	D51	24	15.5	5.2	G4	Interchangeable	CP3047-372 / 3
328	28.0	203.2	12	Bolted	6.4	222.0	190.0	6.6	D51	48	14.0	6.0	D/G4/G8/P		
328	32.0	218.0	8	Floating	/	233.1	192.0	6.3	D47	36	19.5		CG4 / CG8	Bobbin CP2494-504MP	CP3836-2044 / 5
328	36.0	184.15	10	Floating	/	200.9	160.0	6.3	D64	70	16.5		GA / RA / RC		CP3870-102 / 3
328	42.0	184.1	10	Floating	/	200.9	160.0	6.3	D64	70	26.0	8.8	GA / RA		CP4170-102 / 3
330	25.4	212.0	12	Bolted	6.4	228.0	196.0	5.3	D51	48	14.0	5.2	C2/GD/P/RD		CP3580-1022 / 3
330	25.4	214.2	12	Bolted	6.4	233.0	201.5	5.3	D46	48	14.0	4.9	G8 / GC / RD		CP3580-1040 / 1
330	28.0	203.2	12	Bolted	6.4	220.0	190.0	5.6	D54	24	15.5	5.1	G8		CP3047-252 / 3
330	28.0	203.2	12	Bolted	6.4	227.4	190.0	5.1	D51	36	14.5	4.9	CG8	Pro 5000 disc	CP5000-210 / 1
330	28.0	203.2	12	Bolted	6.4	230.0	190.0	5.6	D50	48	16.5	5.2	G8	Interchangeable	CP3781-2002 / 3
330	28.0	203.2	12	Bolted	6.4	230.0	190.0	5.6	D50	48	14.0	6.2	CG8/D/P/RD/T2		
330	32.0	203.2	12	Bolted	6.4	220.0	190.0	6.6	D54	48	19.5	5.8	G8 / P		CP3581-222 / 3
330	32.0	203.2	12	Bolted	6.4	228.0	188.0	5.6	D51	36	19.5	N/A	G8		CP3836-2014 / 5
330	32.0	203.2	12	Bolted	6.4	227.4	190.0	6.6	D51	30	15.5	6.7	CG8	Pro 5000 disc	CP5000-206 / 7
330	32.0	203.2	12	Floating	/	227.0	178.0	5.6	D51	48	19.5	5.8	CG8 / RA	Bobbin CP2494-589MJ	CP3581-1130 / 1
330	32.0	203.2	12	Floating	/	226.0	179.0	5.6	D51	48	19.5	5.8	G8	Bobbin CP2494-589MJ	CP3581-1052 / 3
330	36.0	203.2	12	Bolted	6.4	219.4	190.0	6.6	D54	48	19.5	7.2	CG8	Pro 5000 disc	CP5000-112 / 3
343	28.0	228.6	12	Bolted	6.4	240.0	212.0	5.3	D51	48	16.5		G8		CP3781-2122 / 3
343	28.0	228.6	12	Floating	/	246.0	208.0	5.4	D51	48	16.5	5.2	G8	Bobbin CP2494-59 1MH	CP3781-2036 / 7
343	32.0	215.9	12	Bolted	6.4	230.0	201.3	5.6	D54	48	19.5	6.1	CG8/CG24/G8/RD		CP3581-542 / 3
343	32.0	215.9	12	Floating	/	236.0	190.5	5.6	D51	48	19.5	6.0	CG8 / G8	Bobbin CP2494-589MJ	CP3581-564 / 5
343	32.0	228.6	12	Bolted	6.4	249.0	208.0	5.6	D47	48	19.5		P		CP3581-1118 / 9
343	36.0	215.9	12	Bolted	6.4	233.0	195.9	7.5	D54	48	19.5	7.7	G8 / RD		CP3581-1082 / 3
355	28.0	247.6	12	Bolted	6.4	261.6	233.0	5.3	D46	48	16.5	5.1	G8	S1600 Disc	CP3781-2006 / 7
355	32.0	233.0	10	Floating	/	248.0	217.0	8.0	D51	36	19.5	5.8	G8	Mounting Flange Stepped Out 2.5mm. Brembo Mount.	CP3836-2018 / 9
355	32.0	215.9	12	Bolted	6.4	244.0	195.0	6.4	D50	48	17.5	7.3	CG12		CP4542-106 / 7

Ø356mm to 400mm disc sizes continued overleaf.

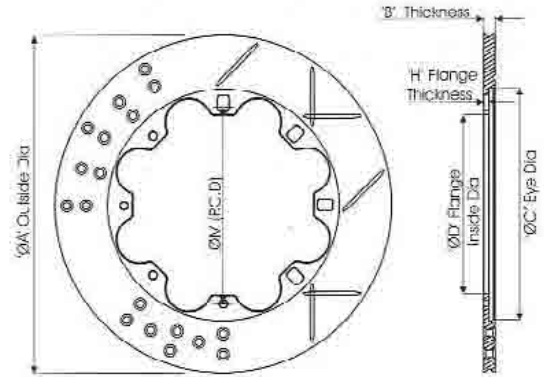
VENTILATED BRAKE DISCS

Discs which have the heavier highlight are from the preferred disc range, which offers improved availability and pricing. Please contact AP Racing if you require more information

Nominal Dimensions in mm										Max Pad Depth	No. of Vanes	Air Gap	Approx Weight Kg.	Face Types Available.	Comments.	Part Numbers
'A' Outside Ø	'B' Thickness	Mounting Details			'C' Eye Ø	'D' Inside Flange Ø	'H' Mounting Flange Ø									
		'M' P.C.D	No.	Fixing Type.	Ø.											
356	28.0	228.6	12	Bolted	6.4	238.6	212.0	5.3	D54	48	16.5	5.8	CG12			CP3781-2126 / 7
356	28.0	228.6	12	Bolted	6.4	261.6	214.0	5.4	D46	48	16.5	5.5	G8			CP3781-2008 / 9
356	28.0	228.6	12	Floating	/	251.6	202.6	5.0	D51	48	16.5	5.4	G8	Bobbin CP2494-589MJ		CP3781-2024 / 5
356	28.0	240.0	12	Bolted	6.4	252.6	220.0	5.0	D51	48	16.5	5.3	CG8 / RA			CP3781-2142 / 3
356	32.0	217.6	12	Floating	/	248.0	192.1	5.6	D54	36	19.5	5.8	G8 / HA / HU	Bobbin CP2494-589MJ		CP3836-2030 / 1
356	32.0	228.6	12	Floating	/	244.6	202.8	5.6	D54	72	19.5	6.63	HA	Bobbin CP2494-589MJ		CP5772-1150 / 1
356	32.0	228.6	12	Bolted	6.4	245.0	214.0	5.6	D54	48	19.5	6.7	CG24 / G8 / P			CP3581-536 / 7
356	32.0	228.6	12	Bolted	6.4	251.0	214.0	5.3	D51	48	19.5		CG8			CP5000-218 / 9
356	32.0	228.6	12	Floating	/	251.6	202.6	5.6	D51	48	19.5	6.6	CG8/G8/HD	Interchangeable Bobbin CP2494-589MJ		CP3581-1080 / 1
356	32.0	228.6	12	Floating	/	251.6	202.6	5.6	D51	72	19.5	/	CG8			CP5772-6078 / 9
356	32.0	240.0	12	Bolted	6.4	261.6	225.5	5.6	D46	48	19.5	5.7	G8 / P			CP3581-1038 / 9
356	32.0	240.0	12	Floating	/	258.0	215.0	5.6	D46	48	19.5		CG8	Interchangeable Bobbin CP2494-589MJ		CP3581 1128 / 9
356	32.0	240.0	12	Floating	/	258.6	215.0	5.6	D46	72	19.5	5.94	CG12 / RA			CP5772-1128 / 9
356	32.0	240.0	12	Floating	/	261.6	215.0	5.6	D46	36	19.5	5.3	D / G8	Bobbin CP2494-589MJ		CP3836-2000 / 1
356	32.0	240.0	12	Floating	/	261.6	215.0	5.6	D46	48	19.5	5.8	G8	Bobbin CP2494-589MJ		CP3581-1042 / 3
356	36.0	228.6	12	Bolted	6.4	244.6	214.0	6.6	D54	48	19.5	7.7	CG8	Pro 5000 disc		CP5000-110 / 1
356	36.0	228.6	12	Bolted	6.1	215.0	208.0	6.1	D54	48	19.5	8.3	G8M/GD/RD/T2			CP3581-1096 / 7
356	36.0	228.6	12	Bolted	6.4	245.0	214.0	6.6	D54	48	19.5	8.2	G8	Interchangeable.		CP3581-516 / 7
												9.4	G8			CP3781-516 / 7
356	36.0	228.6	12	Floating	/	244.6	202.8	5.6	D54	48	19.5	7.6	CG8	Interchangeable Bobbin CP2494-589MJ		CP3581-1136 / 7
356	36.0	228.6	12	Floating	/	244.6	202.8	5.6	D54	72	19.5	7.84	RA			CP5772-1136 / 7
356	36.0	228.6	12	Floating	/	251.6	202.6	6.3	D51	48	19.5	8.0	G8	Bobbin CP2494-826ML		CP3581-1078 / 9
360	34.0	208.0	10	Floating	/	227.2	182.6	5.6	D65	48	16.0	9.5	CR8	Bobbin CP2494-589MJ		CP3784-128 / 9
362	32.0	215.9	12	Bolted	6.4	238.0	195.0	6.4	D61	48	17.5	8.4	SD/P/G8/CG12			CP4542-102 / 3
362	32.0	228.0	12	Bolted	6.4	251.4	208.0	6.5	D54	48	17.5	7.8	C2/G8/RD/T2			CP3718-1068 / 9
370	36.0	241.3	12	Bolted	6.4	252.0	224.0	6.6	D54	72	19.5	8.56	P / RA			CP5772-6072 / 3
375	35.0	245.0	10	N / A Brembo Mount		261.0	221.0	8.0	D51	72	19.5	8.52	P / RA	Mounting Flange Stepped Out 1.0mm		CP5772-104 / 5
375	36.0	241.3	12	Bolted	6.4	257.0	225.0	6.6	D54	72	19.5	8.72	CG8/P/RA/RC			CP5772-6076 / 7
375	36.0	247.6	12	Bolted	6.4	257.0	231.0	6.6	D54	72	19.5	8.63	P / RA			CP5772-1076 / 7
375	36.0	260.4	12	Bolted	6.4	269.7	245.0	6.6	D46	72	19.5	7.92	P / RA			CP5772-2072 / 3
378	32.0	235.8	10	Bolted	8.4	250.0	218.0	7.0	D64	48	16.0		CR8	Interchangeable		CP3784-2098 / 9
378	32.0	235.8	10	Bolted	8.4	250.0	220.0	7.0	D64	48	17.5		G8			CP3718-2020 / 1
378	32.0	240.0	11	Floating	/	266.8	215.0	5.6	D24	72	20.0	7.2	RA	Bobbin CP2494-589MJ		CP5772 2024 / 5
378	32.0	240.0	12	Floating	/	268.0	215.0	5.6	D51	48	17.5	7.2	CG8	Interchangeable Bobbin CP2494-589MJ		CP3718-1030 / 1
378	32.0	240.0	12	Floating	/	268.0	215.0	5.6	D54	72	19.5	7.16	CG8 / RA			CP5772-1030 / 1
378	32.0	260.4	12	Floating	/	282.0	235.4	5.6	D46	48	17.5	7.1	D	Bobbin CP2494-589MJ		CP3718-1010 / 1
378	36.0	240.0	12	Floating	/	264.0	216.0	5.6	D54	72	19.5	8.9	CG8/CR24/RA	Bobbin CP2494-589MJ		CP5772-2068 / 9
378	36.0	258.0	10	Floating	/	275.0	234.5	8.0	D51	48	16.0		CG8	Brembo Mount.		CP3784-108 / 9
380	37.0	240.0	12	Floating	/	270.0	215.0	5.4	D54	72	25.5	7.6	CG24 / GA	Bobbin CP4015-126MD		CP6072-108 / 9
380	40.0	240.0	12	Floating	/	268.0	216.0	5.4	D54	72	25.5	8.8	CR24 / PA	Bobbin CP4015-126MD		CP6072 102 / 3
390	32.0	260.0	12	Bolted	6.4	268.8	243.0	5.9	D54	54	19.0	7.6	CG24			CP4054-1078 / 9
390	36.0	260.0	12	Bolted	6.1	268.8	243.0	6.3	D54	54	19.0	7.9	CG8 / CG24			CP4054-1076 / 7
400	36.0	266.0	12	Floating	/	282.0	239.0	6.9	D54	54	19.0		CR24	Bobbin CP2494-826ML		CP1051-1002 / 3

SOLID BRAKE DISCS

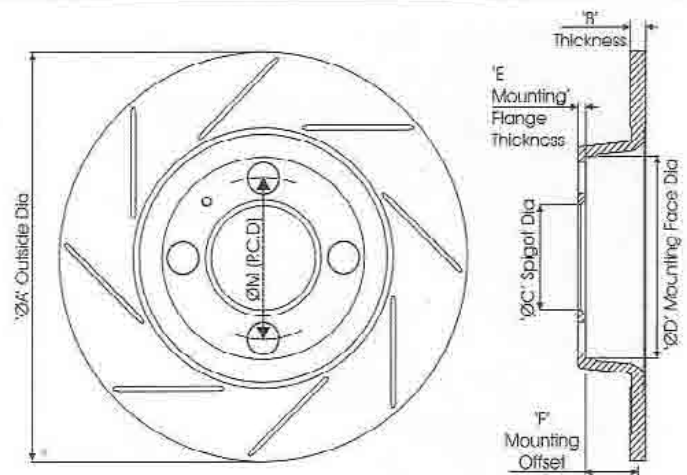
This section on solid brake discs provides dimensional details, as well as information on face types and the weight of the most popular discs from within the solid disc range. Not all solid discs are listed, should you require a disc with particular dimensions which is not listed please contact AP Racing Technical Section for assistance.



Nominal Dimensions in mm													
'A' Outside Dia.	'B' Thickness	Mounting Details				'C' Eye Dia.	'D' Inside Flange Dia.	'H' Mounting Flange Thickness	Max Pad Depth	Approx Weight Kg.	Face Types Available	Comments	Part Number
		M P.C.D.	No.	Fixing Type	Dia.								
248	7.0	146.0	8	Bolted	8.45	102.0	131.0	6.0 Stepped Out 2.5mm	D44		G4		CP2866-211
248	7.1	151.0	8	Bolted	6.4	169.7	134.0	6.9 Stepped Out 2.4mm	D38		G4		CP2866-205
254	8.0	146.0	8	Bolted	8.45	105.0	131.0	6.0 Stepped Out 2.0mm	D44		G4		CP2866-215
254	8.0	146.0	8	Bolted	8.45	165.0	131.0	6.0 Stepped Out .75mm	D44		G4		CP2866-218
254	9.7	151.0	8	Bolted	6.4	166.0	134.0	4.8	D44		G4		CP2866-204
254	9.7	146.0	8	Bolted	8.5	166.0	131.0	6.0	D44		G4		CP2866-210
260	9.5	139.7	6	Bolted	7.95	177.7	123.2	5.1	D44		G4		CP2866-229
265	7.1	158.8	8	Bolted	6.4	177.0	141.0	4.8	D44		G4		CP2866-195
265	8	158.8	8	Bolted	6.4	189.0	141.0	4.8	D38		G8		CP2866-214
265	9.6	158.8	8	Bolted	6.4	177.0	141.0	4.8	D44	2.0	D / P / G4 / G8		CP2866-179
265	9.6	158.8	8	Floating	/	177.0	135.7	4.8	D44	2.1	D / P / G4 / G8	Bobbin CP2494-593	CP2866-193
277	9.6	176.8	8	Bolted	6.4	192.0	159.0	4.8	D43	2.4	D / G4 / C8		CP2866-178
277	9.6	176.8	8	Floating	/	192.0	154.0	4.8	D43	2.3	G4 / G8	Bobbin CP2404-503	CP2866-192
277	9.6	181.5	8	Floating	/	197.6	159.3	4.8	D40	2.2	C4	Bobbin CP2404-503	CP2866-203
280	9.6	169.8	8	Floating	/	192.0	149.3	4.8	D44	2.4	G4	Bobbin CP2494-593	CP2866-194
280	9.6	175.0	8	Bolted	6.4	191.5	158.0	4.8	D44		G4		CP2866-223
280	9.6	176.8	8	Bolted	6.4	192.0	159.0	4.8	D44	2.5	D / G4 / G8		CP2866-177
280	9.6	176.8	8	Bolted	6.4	192.0	159.0	4.8	D44	2.5	CG4		CP5000-177
280	9.6	190.0	8	Bolted	6.4	206.0	176.0	4.8	D36	2.0	D / G4 / G8		CP2866-197
280	10.0	190.0	8	Floating	/	206.0	173.0	4.8	D36	1.8	D / G8	Bobbin CP2494-593	CP2866-202
295	10.0	176.8	8	Bolted	6.4	192.0	159.0	4.8	D51	3.1	G8		CP2866-200
300	9.6	180.0	8	Bolted	6.4	206.5	171.0	4.6	D46	2.5	D		CP2866-196
304	9.6	200.0	10	Bolted	6.4	216.0	186.5	4.8	D44		D		CP2866-217
304	9.6	194.8	10	Floating	/	216.0	173.0	4.8	D44		D	Bobbin CP2494-593	CP2866-213

SOLID BRAKE DISCS WITH INTEGRAL MOUNTING BELL

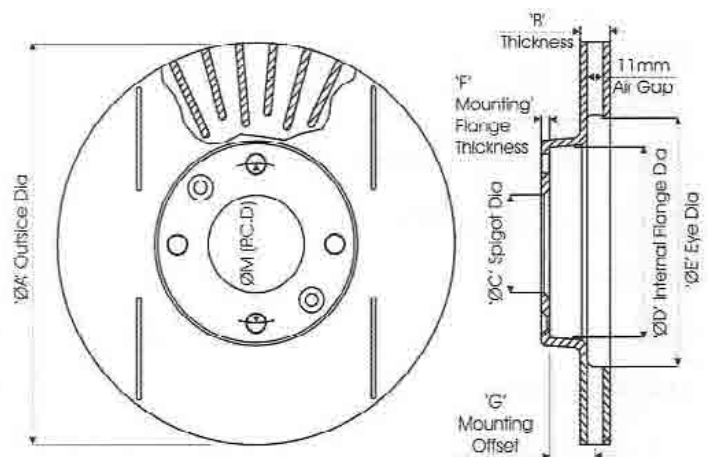
This section on solid brake discs with integral mounting bell provides dimensional details, as well as information on face types and the weight of the most popular discs from within the solid integral disc range. Not all discs are listed, should you require a disc with particular dimensions which is not listed please contact the AP Racing Technical Section for assistance.



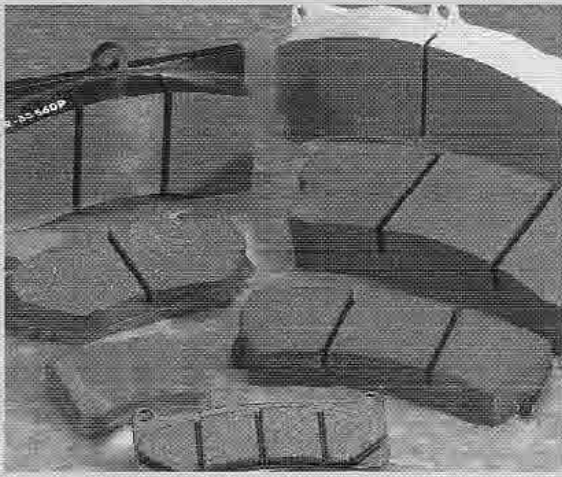
Nominal Dimensions in mm												
'A' Outside Dia.	'B' Thickness	Mounting Details			'C' Spigot Dia.	'D' Mounting Face Dia.	'E' Mounting Flange Thickness	'F' Mounting Offset	Max Pad Depth.	Approx Weight Kg.	Face Types Available.	Part Number.
		M P.C.D.	No.	Dia.								
248	7.1	95.25	4	9.5	76.2	128.0	5.1	32.5	D46	2.4	P	CP2222-9
248	7.1	100.0	4	12.5	72.6	127.7	5.1	32.65	D43	2.5	G4	CP2222-272
254	9.7	95.25	4	9.5	76.2	128.0	5.1	31.5	D46	3.3	P	CP2222-10
254	9.7	95.25	4	9.7	76.2	129.5	5.1	31.5	D50	3.3	P	CP2222-262
254	9.7	100.0	4	19.5	65.1	126.0	5.0	32.4	D46	3.3	G8	CP2222-258 / 9
254	9.7	100.0	4	12.5	72.6	127.7	5.1	31.5	D43	2.8	G4	CP2222-273
264	11.1	107.95	4	11.16	86.36	133.35	7.87	16.8	D52	3.8	P	CP2407-129
266	9.0	100.0	4	13.2	65.15	128.3	5.1	26.9	D45		P	CP2407-236
266	9.7	95.25	4	9.5	63.5	127.0	4.0	31.7	D54	3.3	G4	CP2222-40
276	9.0	95.25	4	9.5	63.5	127.0	3.4	32.0	D51	3.0	G4	CP2222-44

VENTILATED BRAKE DISCS WITH INTEGRAL MOUNTING BELL

This section on ventilated brake discs with integral mounting bell provides dimensional details, as well as information on face types and the weight of the most popular discs from within the ventilated integral disc range. Not all discs are listed, should you require a disc with particular dimensions which is not listed please contact the AP Racing Technical Section for assistance.



Nominal Dimensions in mm													
'A' Outside Dia.	'B' Thickness	Mounting Details			'C' Spigot Dia.	'D' Internal Flange Dia.	'E' Eye Dia.	'F' Mounting Flange Thickness	'G' Mounting Offset	Max Pad Depth.	Approx Weight Kg.	Face Types Available.	Part Number.
		M P.C.D.	No.	Dia.									
254	20.7	100.0	4	14.7	62.0	121.3	170.0	8.2	38.2	D41	4.3	G4	CP2589-120
262	20.1	108.0	4	12.9	66.1	131.0	156.0	6.0	31.0	D50	4.2	G4	CP2589-115
270	22.0	108.0	4	12.4	65.26	129.1	165.0	6.0	30.7	D52	4.8	G4	CP2589-138
273	20.5	108.0	4	12.9	66.1	129.0	169.0	6.0	30.2	D50	4.5	G4	CP2580-135



INTRODUCTION

AP Racing's Competition and High Performance Brake systems have been developed with the benefit of our unparalleled experience in racing and performance brake technology to respond to the severe demands encountered under competitive and road conditions. The friction material used in a brake system is a vital factor in the overall performance of that system and it is therefore important to choose the correct pad for the particular application.

As a major manufacturer of brake systems for competition and high performance vehicles, AP Racing is in an unique position to evaluate brake pad performance both on its own dynamometer test beds and on vehicles. AP Racing policy is to offer a range of the best friction materials currently available from whatever source.

GENERAL INFORMATION

Pages 62 to 66 provide details on the range of pads and friction materials for competition and road use when using AP Racing brake calipers.

This section also includes information to assist in the selection of the most suitable pad for a given application:-

- Temperature ranges and measurement.
- Advice on Brake noise.
- Bedding in' procedures.
- Correct pad shape for a given AP Racing caliper.
- Friction material choice.

AP Racing Technical Section will be pleased to advise on the most suitable equipment for any particular application and can provide more detailed technical information if required.

(For part numbering / ordering details please refer to page 66.)

PAD CHARACTERISTICS

This section is intended to assist in the selection of the most suitable friction material for your application. There are numerous characteristics associated with friction materials, few of which are absolute, for example the friction Coefficient (μ) varies depending on temperature, speed, pressure and energy level and no two dynamometer programmes will ever produce quite the same results. Choosing the most suitable pad for your application is a complex problem requiring careful evaluation of all the available information.

To help you with this AP Racing have developed a rating system for the principal pad characteristics incorporating both the experience gathered by our engineers over many years and our special dynamometer evaluation carried out in-house on our state of the art facility.

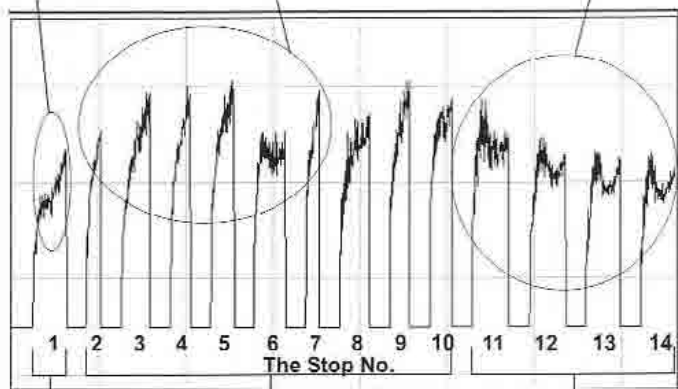
The AP Racing dynamometer brake pad evaluation is based around a series of 14 stops which represent the full range of conditions likely to be experienced in use. A composite dynamometer plot and an explanation of the AP Racing evaluation and rating systems is given below and on the page opposite.

COMPOSITE DYNAMOMETER PLOT

This material shows relatively poor friction from cold improving as the pad heats up.

This material has a good friction level but a climbing (non user friendly) plot and poor initial bite relative to the average friction level.

This material exhibits slight fade but still maintains a relatively high friction level.



Very severe high speed stop from cold. (Cold Performance)

Variety of stops ranging in severity from light to very severe.

Very severe stops from high speed to demonstrate fade capabilities.

AVERAGE FRICTION

Overall mean friction coefficient calculated over the complete test cycle.

"BITE"

Initial friction at the start of the stop. Rating 1 to 5. (5 = Good, 1 = Poor)

FADE

Drop off in friction coefficient from stop to stop when used for very hard braking. Calculated from last 4 stops on test plot on a scale of 1 to 5. (5 = No significant fade)

AVERAGE PAD WEAR

A comparative rating of pad wear across all conditions. Rated on a scale of 1 to 5. (5 = low wear, 1 = high wear).

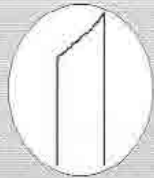
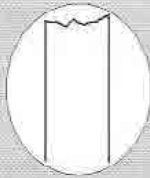
PLOT SHAPE

The shape of the friction plot during a brake application. High initial "bite" with friction gradually decreasing through the stop as speed drops off is considered to be the easiest to control (most "user friendly"). A climbing friction level through the stop is considered the most difficult to control (least "user friendly") although some pads with this characteristic are extremely popular due to their overall high friction level and fade resistance. Rated on a comparative scale of 5 to 1.

High initial "bite" with friction gradually reducing & stabilising through the stop. Most "user friendly". Rating 5

Essentially flat plot. Rating 3

Steeply rising plot. Least "user friendly". Rating 1.



COMFORT / NOISE

Does the pad promote judder or brake squeal? Important on road car applications but not usually a consideration for racing use. Rated subjectively on a scale from 1 to 5 (5 = no noise / judder).

DISC LIFE

Does the pad promote high disc wear or cracking? Especially important on road car applications. Rated on a scale of 1 to 5 (5 = best).

EFFECTIVE TEMPERATURE RANGE

The temperature range within which the pad material can be considered effective should be used as a comparative guide only as temperature measurement techniques vary significantly and the true picture must include the energy level (quantity of heat).

Pad temperatures are affected by disc mass and cooling. Rated 1 to 5 (1 = 200°C, 2 = 350°C, 3 = 500°C, 4 = 650°C and 5 = 800°C).

SUITABLE AREA OF USE

The areas for which the pad material is considered most suitable. This is a subjective assessment relying on the pooled experience of AP Racing engineers over many years. Contact AP Racing Technical Section for guidance.

PAD MATERIAL PERFORMANCE

The table opposite provides the ratings given for the characteristics described on the previous pages.

The table results are AP Racing's own, determined from our dynamometer testing and may differ from manufacturers own specifications.

Area Titles	Pad Materials	Performance			Characteristic			Wear		Temp Range		Suitable For							
		Ave Friction Mu	Bite	Fade	Plot Shape	Comfort / Noise	Disc Life	Ave Wear	Temp Rating	Light Comp	F3 (T/Car Rear)	T/Car Front	Sports Car	Rally	Grp 'N'	Hill Climb	Road	Motor cycle	
A P R A C I N G H A W K	APF 101	0.49	4	5	4	3	3	5	5			•	•	•					
	APF 102	0.39	5	3	5	3	3	4	4			•	•	•					
	APF 103	0.17	1	1	1	3	3	3	1	•	•	•	•		•				
	HT10	0.36	2	2	3	2	1	1	5		•	•	•	•					
F E R O D O	HT14	0.35	4	4	4	3	3	3	3		•	•	•	•					
	4003F	0.43	3	3	4	4	2	3	2	•	•					•			
	3432F	0.39	3	3	2	1	1	3	3								•		
	DS 2600	0.34	3	3	4	5	4	3	2									•	
M I N T E X	DS 3000	0.42	2	2	4	3	3	3	4			•	•	•	•				
	DS 3000+	0.41	3	3	3	3	4	2	4	•	•			•					
	DS 3000E	0.37	3	3	3	3	4	4	4			•	•						
	DS1.11	0.43	2	3	1	3	4	4	4										
P A G I D	F1R	0.46	4	4	3	3	4	4	4			•	•	•					
	F2R	0.42	4	4	3	3	4	4	4			•	•	•					
	F4R	0.47	4	4	3	3	4	4	3		•		•	•					
	M1166	0.38	3	3	3	2	3	3	3	•				•	•				
R A Y B E S T O S	RS 14	0.39	3	2	3	1	5	1	3			•	•	•		•			
	RS 1.2	0.35	4	4	4	3	4	4	3	•	•			•		•			
	RS 421	0.29	3	3	5	4	5	4	2								•		
	ST39	0.10	2	2	2	3	3	2	2	•	•			•		•			
O T H E R	ST41	0.42	5	3	4	3	4	4	4			•	•	•	•				
	ST42	0.37	5	4	4	3	3	4	4			•	•		•				
	ST43	0.39	5	3	5	3	3	4	4			•	•	•					
	RQ3	0.41	3	5	3	5	4	3	2									•	
T H E R	APH 420	0.39	3	5	3	5	4	4	2									•	
	SRR	0.46	5	4	5	5	4	1	3									•	

NOTES

Empty space for notes.

BRAKE PAD TEMPERATURES

An important factor in consistent brake performance is maintaining the operating temperatures within the effective range of the pad material being used by controlling the flow of cooling air from the brake ducts. There are several different methods of monitoring the brake system temperatures:

1. THERMAL PAINTS
2. BRAKE TEMPERATURE PYROMETER
3. TEMPERATURE STRIPS

For more detailed information of these methods please go to pages 53 and 54.

'BEDDING IN' PROCEDURES

RACE FRICTION MATERIALS

AP Racing offer a large variety of the best friction materials currently available from various sources to suit every racing condition. It is therefore very difficult to recommend a common 'Bedding in' procedure suitable for all friction materials. Please refer to the manufacturers own 'Bedding' information for guidance.

ROAD FRICTION MATERIALS

For Pads for AP Racing brake calipers or kits use the following procedure:- Bed the pad and disc contact areas by using moderate brake applications for 80Km (50miles), avoiding excessive speeds, building the stopping power and vehicle speed gradually over the next 80Km (50miles). This will ensure maximum pad performance and disc life.

FOR AN OE PAD PLEASE REFER TO THE MANUFACTURERS OWN INSTRUCTIONS.

BRAKE NOISE

Brake noise or squeal is a vehicle system problem since the severity, regularity and tone is a function of the brake and suspension components in combination. This does not represent a problem on competition vehicles where performance is the primary objective but is generally unacceptable for road use. Some vehicles are particularly susceptible to the problem. The contact between the pad and disc during braking creates the raw energy to produce the noise but the actual squeal can be primarily or a combination of the disc, caliper and pad. Elimination of squeal under all brake operating conditions is difficult to achieve when specifying a brake package whose purpose is to safely absorb very high energy inputs.

A number of methods are available to reduce the noise factor of a brake system but assuming the base vehicle suspension system is settled, the reduction or elimination of noise is usually achieved by a process of trial and error. The first and easiest solution to try is the addition of high temperature grease to the back of the pad to provide a damping medium between the piston and pad.

Typically Copper Slip is applied although care must be taken to avoid any grease coming into contact with the pad face.

The use of high friction brake pads such as Pagid RS4-2 / M1177 creates high energy at the friction interface

which can characteristically lead to more brake squeal but some pads are typical for their lower noise rating. These pads are characterised by their lower friction coefficient and reduced initial 'bite'.

Examples of such a materials is Ferodo 3432F.

There are a number of disc variants available from AP Racing and the type chosen can have an effect on brake noise, depending again on the pad choice. Generally it is found the multi-drilled or grooved discs used in conjunction with competition pads will give unacceptable noise levels for road use, Plain face discs can cause higher levels of squeal, as the pad is not cleaned by the actions of holes or grooves.

For the AP Racing Formula Big Brake it conversions, we have found a reduced drill pattern with a radiused edge and using Ferodo DS2500 pads give little or no pad noise and still have good performance.

Where the noise is a function of the brake pad temperature, characterised by the noise reducing (possibly to zero) as the brakes are used more severely. The pad may also respond to the addition of pad chamfers which reduce the effective pad area and change the pad shape / centre of pressure. These chamfers (10,0mm x 30 degrees) can be added to the leading edge first and their effect assessed prior to the addition of a chamfer on the trailing edge. Please contact AP Racing technical section for details of availability and specific requirements.

ANTI-SQUEAL SHIMS

Anti squeal shims are very effective and CP5070 pad family have them fitted as standard. Anti squeal shims are also available for other pad families, but if you experience noise using other pad families please contact the road car technical section for further advice.

CUSTOMER NOTES

BRAKE PADS TO SUIT AP RACING BRAKE CALIPERS

The tables opposite provide details of the complete range of AP Racing brake calipers and the correct pad shape to suit each caliper in the range.

As well as providing information on current calipers, the table also includes all the obsolete AP Racing calipers. (Calipers no longer in production or no longer available from AP Racing), and gives the correct pad family number where still available. Please refer to the table on page 66 to ensure that the pad shape is still available. When using the chart the following points should be noted:-

1. Some installations require the use of a 'Scalloped' version of the given pad family. In these cases the full area pad cannot be used.
 2. In most cases a thinner version of the original pad can be used as an alternative.
 3. A 'Scalloped' pad (smaller radial depth) can usually be used in place of the full area pad but may affect ultimate performance.
- NB Inclusion of a caliper in this list does not indicate availability.

Caliper Family No.	Pad Family No.	Caliper Family No.	Pad Family No.	Caliper Family No.	Pad Family No.	Caliper Family No.	Pad Family No.	Caliper Family No.	Pad Family No.	Caliper Family No.	Pad Family No.
CP2195	CP2195	CP3129	CP2340	CP3546	CP2279	CP3855	CP3554	CP4720	CP3797	CP5611	CP3894
CP2270	CP2270	CP3136	CP2279	CP3548	CP3548	CP3876	CP2399	CP4725	CP3215	CP5620	CP3215
CP2271	CP2270	CP3139	CP2279	CP3549	CP3549	CP3879	CP2561	CP4728	CP3558	CP5630	CP3894
CP2279	CP2279	CP3140	CP2279	CP3552	CP2749	CP3884	CP3894	CP4751	FFC/51	CP5666	CP3666
CP2290	CP2279	CP3148	CP2340	CP3553	CP2279	CP3895	CP3894	CP4760	CP3797	CP5689	CP3215
CP2340	CP2340	CP3160	CP2749	CP3554	CP3555	CP3896	CP3894	CP4761	FFC/751	CP5710	FFC/735
CP2361	CP2340	CP3161	CP2749	CP3555	CP3558	CP3897	CP3894	CP4771	FFC/751	CP5751	FFC/751
CP2372	CP2372	CP3162	CP2749	CP3556	CP2340	CP3939	CP2279	CP4781	FFC/751	CP5762	FFC/751
CP2373	CP2372	CP3163	CP2749	CP3557	CP2279	CP3969	CP3086	CP4790	CP3714	CP5760	CP5860
CP2382	CP2372	CP3166	CP2749	CP3564	CP2340	CP3970	CP4970	CP4795	CP3558	CP5761	FFC/751
CP2383	CP2372	CP3167	CP2749	CP3565	CP2340	CP3974	CP4970	CP4844	CP4844	CP5771	FFC/751
CP2384	CP2372	CP3170	CP2279	CP3566	CP2279	CP3977	CP4970	CP4848	CP4848	CP5788	CP5788
CP2385	CP2340	CP3172	CP2279	CP3567	CP2340	CP3980	CP6210	CP4849	CP4848	CP5800	CP4595
CP2399	CP2399	CP3176	CP2399	CP3569	CP3086	CP3996	CP3596	CP4879	CP2399	CP5805	FFC/751
CP2409	CP2279	CP3177	CP2399	CP3570	CP2340	CP4020	CP3215	CP4890	CP3215	CP5806	FFC/751
CP2425	CP2279	CP3178	CP2399	CP3577	CP2340	CP4056	CP2340	CP4894	CP3894	CP5810	CP4595
CP2485	CP2399	CP3185	CP3086	CP3578	CP2279	CP4068	CP2340	CP4896	CP3215	CP5820	CP5820
CP2505	CP2195	CP3186	CP3086	CP3579	CP2279	CP4069	CP2340	CP4903	CP3894	CP5828	CP6230
CP2561	CP2554	CP3207	CP3207	CP3584	CP2279	CP4070	CP4070	CP4910	CP3894	CP5830	CP2279
CP2582	CP2554	CP3208	CP2086	CP3585	CP2340	CP4090	CP3894	CP4915	CP3894	CP5840	CP5840
CP2584	CP3714	CP3209	CP2279	CP3586	CP3086	CP4096	CP3894	CP4920	CP3094	CP5850	CP5850
CP2570	CP2372	CP3216	CP3215	CP3587	CP2340	CP4097	CP3894	CP4921	CP3894	CP5900	CP4970
CP2575	CP2270	CP3228	CP2340	CP3589	CP2279	CP4098	CP3894	CP4922	CP3894	CP5905	CP4970
CP2576	CP2399	CP3239	CP2279	CP3596	CP3596	CP4100	CP2354	CP4930	CP3894	CP5966	CP4970
CP2577	CP2399	CP3240	CP2279	CP3599	CP2340	CP4120	CP2399	CP4960	CP4240	CP5970	CP4970
CP2578	CP2372	CP3245	CP2749	CP3601	CP3601	CP4130	CP4296	CP4970	CP4970	CP5960	CP4970
CP2586	CP2399	CP3246	CP3246	CP3604	CP3714	CP4131	CP4296	CP4974	CP4970	CP5970	CP4970
CP2587	CP2399	CP3249	CP2279	CP3605	CP3714	CP4132	CP4296	CP4979	CP4970	CP5971	CP4970
CP2600	CP2195	CP3257	CP3215	CP3608	CP2279	CP4140	CP4140	CP4994	CP4990	CP5990	CP5700
CP2601	CP2195	CP3259	CP2749	CP3609	CP2279	CP4144	CP3945	CP4995	CP4990	CP6000	CP2340
CP2632	CP2887	CP3286	CP3215	CP3614	CP3714	CP4145	CP3945	CP4990	CP2195	CP6040	CP4970
CP2636	CP2279	CP3288	CP3215	CP3615	CP3714	CP4148	CP2340	CP5000	Range	CP6041	CP4970
CP2639	CP2279	CP3307	CP3215	CP3617	CP2399	CP4152	CP2340	-10 / -13	CP3714	CP6042	CP4970
CP2645	CP2645	CP3312	CP3215	CP3618	CP2340	CP4155	CP4154	-20 / -23	CP3215	CP6044	CP4970
CP2661	CP2340	CP3315	CP2279	CP3619	CP2340	CP4156	CP4154	-30 / -33	CP3945	CP6050	CP6050
CP2667	CP2399	CP3317	CP2279	CP3620	CP3215	CP4158	CP4154	-40 / -43	CP3215	CP6051	CP6050
CP2696	CP2195	CP3326	CP3215	CP3629	CP2195	CP4160	CP4460	-50 / -53	CP3945	CP6055	CP4240
CP2699	CP2372	CP3330	CP2340	CP3634	CP2279	CP4169	CP4466	56 / 59	CP3215	CP6066	CP3668
CP2699	CP2372	CP3343	CP2279	CP3635	CP2279	CP4176	CP4466	74 / 77	CP3215	CP6060	CP6210
CP2702	CP2702	CP3344	CP2340	CP3636	CP2279	CP4177	CP4466	CP5006	CP3215	CP6065	CP6210
CP2712	CP2712	CP3345	CP2340	CP3637	CP2340	CP4190	CP3558	CP5015	CP3714	CP6060	CP6210
CP2735	CP2195	CP3348	CP2340	CP3638	CP2279	CP4218	CP3558	CP5016	CP3714	CP6070	CP6070
CP2736	CP2702	CP3349	CP2340	CP3639	CP2279	CP4219	CP3215	CP5017	CP3714	CP6071	CP6070
CP2749	CP2749	CP3355	CP2340	CP3645	CP2340	CP4220	CP2554	CP5018	CP3714	CP6075	CP6230
CP2750	CP2749	CP3358	CP2340	CP3646	CP2279	CP4226	CP4226	CP5020	CP2399	CP6080	CP4970
CP2751	CP2749	CP3359	CP2340	CP3647	CP2340	CP4227	CP4226	CP5030	CP4296	CP6114	CP5119
CP2752	CP2749	CP3360	CP2749	CP3650	CP2279	CP4230	CP4505	CP5040	CP5040	CP6119	CP5119
CP2755	CP2749	CP3364	CP2340	CP3666	CP3666	CP4240	CP4240	-2 / -5	CP3215	CP6120	CP5119
CP2756	CP2749	CP3365	CP2279	CP3667	CP3666	CP4250	CP4240	-10 / -13	CP3345	CP6121	CP5119
CP2757	CP2749	CP3368	CP2279	CP3668	CP3666	CP4260	CP4240	-20 / -23	CP3714	CP6148	CP5148
CP2758	CP2749	CP3369	CP3086	CP3676	CP3909	CP4270	CP2279	-30 / -33	CP2279	CP6220	CP6220
CP2770	CP2195	CP3375	CP2279	CP3677	CP2399	CP4279	CP2279	CP5045	CP5045	CP6230	CP6230
CP2824	CP2340	CP3378	CP2340	CP3679	CP3679	CP4280	CP4240	CP5048	CP5048	CP6234	CP5234
CP2830	CP2830	CP3379	CP2340	CP3685	CP2340	CP4288	CP4288	CP5050	CP2399	CP6235	CP6235
CP2831	CP2270	CP3385	CP3086	CP3687	CP2372	CP4289	CP4288	-2 / -5	CP3894	CP6240	CP6230
CP2832	CP2749	CP3386	CP3086	CP3688	CP3215	CP4296	CP4296	-10 / -13	CP3894	CP6241	CP3894
CP2833	CP2749	CP3387	CP3714	CP3689	CP2279	CP4400	CP2279	CP5070	CP5070	CP6320	CP3215
CP2843	CP2749	CP3390	CP2279	CP3694	CP2279	CP4466	CP4466	CP5090	CP2279	CP6340	CP3215
CP2852	CP3909	CP3394	CP2279	CP3695	CP2279	CP4469	CP4466	CP5100	CP3345	CP6350	CP6230
CP2854	CP2554	CP3395	CP2279	CP3696	CP2195	CP4477	CP4466	CP5104	CP2340	CP6360	CP6210
CP2862	CP2300	CP3416	CP2279	CP3697	CP2195	CP4484	CP4484	CP5108	CP3515	CP6361	CP6210
CP2868	CP2868	CP3417	CP2279	CP3701	CP3714	CP4485	CP4484	CP5111	CP5111	CP6420	CP3215
CP2870	CP2870	CP3426	CP2279	CP3705	CP3714	CP4488	CP4488	CP5116	CP5234	CP6508	CP6508
CP2876	CP2279	CP3428	CP2340	CP3708	CP2279	CP4554	CP3558	CP5120	CP3345	CP6520	CP3215
CP2877	CP2279	CP3434	CP3215	CP3714	CP3714	CP4556	CP2340	CP5130	CP2340	CP6560	CP3215
CP2879	CP2554	CP3435	CP3215	CP3715	CP3714	CP4558	CP2340	CP5144	CP2340	CP6561	CP3345
CP2887	CP2340	CP3436	CP2340	CP3720	CP3215	CP4567	CP3345	CP5145	CP2279	CP6562	CP3215
CP2888	CP2340	CP3438	CP2279	CP3721	CP2279	CP4575	CP3558	CP5146	CP5070	CP6564	CP3215
CP2889	CP2279	CP3439	CP2279	CP3725	CP2279	CP4576	CP3558	CP5147	CP2340	CP6600	CP6600
CP2890	CP2279	CP3440	CP3215	CP3727	CP3215	CP4577	CP3558	CP5148	CP5148	CP6602	CP6600
CP2895	CP2399	CP3341	CP2279	CP3733	CP3215	CP4586	CP2399	CP5200	CP3215	CP6605	CP6600
CP2910	CP2279	CP3446	CP2279	CP3735	CP2340	CP4595	CP4595	CP5205	CP3215	CP6608	CP6600
CP2917	CP2279	CP3447	CP2279	CP3736	CP2279	CP4596	CP2399	CP5208	CP3215	CP6609	CP6600
CP2918	CP2279	CP3449	CP2340	CP3737	CP2340	CP4597	CP2749	CP5209	CP3215	CP6611	CP6600
CP2919	CP2399	CP3455	CP2279	CP3738	CP2279	CP4598	CP4595	CP5210	CP3894	CP6720	CP3215
CP2935	CP2279	CP3456	CP2340	CP3746	CP2702	CP4599	CP4595	CP5211	CP2399	CP6730	CP3215
CP2936	CP2279	CP3459	CP2340	CP3750	CP3215	CP4604	CP3714	CP5218	CP2399	CP6740	CP3215
CP2937	CP2279	CP3463	CP2279	CP3755	CP3554	CP4605	CP3714	CP5230	CP5230	CP6751	FFC/751
CP2966	CP2195	CP3465	CP2279	CP3760	CP2279	CP4608	CP3558	CP5234	CP5234	CP6760	CP3345
CP2986	CP2279	CP3470	CP3215	CP3769	CP3086	CP4611	CP3894	CP5235	CP5119	CP6761	FFC/751
CP2988	CP2340	CP3471	CP2279	CP3779	CP2561	CP4612	CP3894	CP5280	CP3558	CP7040	CP7040
CP2998	CP2998	CP3475	CP3215	CP3788	CP2279	CP4614	CP3714	CP5286	CP5166	CP7041	CP7040
CP2999	CP2998	CP3477	CP2340	CP3789	CP2279	CP4615	CP3714	CP5300	CP2564	CP7045	CP7040
CP3000	CP2998	CP3479	CP2340	CP3790	CP2279	CP4620	CP3215	CP5308	CP2564	CP7060	CP7040
CP3008	CP2279	CP3480	CP2279	CP3796	CP3796	CP4621	CP3558	CP5310	CP2399	CP7600	CP7600
CP3009	CP2279	CP3481	CP2340	CP3799	CP2279	CP4624	CP3714	CP5311	CP2399	CP7601	CP7600
CP3025	CP2279	CP3482	CP2340	CP3800	CP3800	CP4638	CP3696	CP5320	CP6600	CP7602	CP7600
CP3026	CP2279	CP3483	CP2279	CP3801	CP2279	CP4648	CP2195	CP5410	FFC/735	CP7603	CP7600
CP3044	CP2399	CP3484	CP2279	CP3804	CP3714	CP4649	CP2195	CP5510	FFC/735	CP7605	CP7600
CP3045	CP2372	CP3485	CP3086	CP3805	CP3714	CP4666	CP3666	CP5555	CP3894	CP7606	CP7600
CP3046	CP2279	CP3488	CP2279	CP3809	CP2279	CP4680	CP3670	CP5560	CP3894	CP7607	CP7600
CP3066	CP3065	CP3409	CP2279	CP3814	CP3714	CP4690	CP3215	CP5566	CP4466	CP7609	CP7600
CP3088	CP3086	CP3490	CP2279	CP3815	CP3714	CP4695	CP3558	CP5570	CP3094	CP7611	CP7600
CP3089	CP2279	CP3495	CP2279	CP3820	CP2279						

FRICTION MATERIAL AVAILABILITY

In order to get the best performance from your AP Racing Brake System, it is important to choose the friction material which best suits the particular application.

AP Racing offer a large variety of the best friction materials currently available from various sources to suit every racing condition. The table on this page gives information on all the friction materials in the current range and their availability.

PAD ORDERING

1. Refer to caliper listing on the previous page to obtain the correct pad shape for a given caliper and check this against the pad shape illustrations on pages 67 to 70.
2. Consult the table opposite and select the material from those available referring to the information on pages 62 to 65 if necessary.
3. Example part number opposite.
E.G. CP3894D54-RS42.

This part number comprises 4 pads (1 axle set).

4. Construct part number as in the example below by adding the material suffix to the basic pad shape family number.

All pads with the following exceptions are sold in sets of 4.

- CP4226, CP3086, CP4484, CP3386, CP2372, CP3666, CP4466 are in pairs (2 pads).

NB. For Carbon/Carbon Pad Material please contact AP Racing.

NB. Materials with the blackout segments are on phase out mode and once stocks have been exhausted will be made inactive

EXAMPLE PAD PART NUMBER

Pad Family
Part Number
- Defines Pad
Shape & Thickness
18.00mm (0.71")

Pad Radial
Depth
54.0mm

CP3894 D54- RS42

Pad Material RS42

Friction Material Availability

Manufacturer Compounds	AP Racing				Ferodo				Hawk	Mintex				PagId			Raybestos			Other			
	A P F 1 0 1	A P F 1 0 2	A P F 1 0 3	4 0 0 3 F	DS 2 5 0 0	DS 3 0 0 0	DS 3 0 0 0	DS 1 1 1	HT 10	M 1 1 6 6	F 1 R	F 2 R	F 4 R	RS 1 4	RS 4 2	RS 4 2 1	ST 4 1	ST 4 2	ST 4 3	RCA 3	RO 3	APH 4 2 0	SRR
CP2195D38				✓			✓									✓							✓
CP2279D42	✓						✓		✓														
CP2279D50	✓						✓		✓														
CP2340D38				✓	✓											✓							
CP2340D40							✓						✓										
CP2340D43				✓	✓				✓			✓	✓	✓	✓	✓	✓	✓					
CP2340D51					✓	✓			✓						✓	✓							
CP2372D52																						✓	
CP2399D43			✓	✓	✓	✓	✓	✓	✓						✓	✓	✓	✓	✓				
CP2702D53				✓																			
CP2712D44				✓																			
CP2749D66					✓																		
CP2868D38																					✓	✓	
CP3086D37																					✓	✓	
CP3215D42			✓								✓												
CP3215D46		✓	✓	✓	✓	✓	✓	✓							✓		✓						
CP3215D50	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					
CP3345D38		✓	✓	✓											✓	✓	✓						
CP3345D44		✓	✓	✓	✓	✓	✓	✓							✓	✓	✓	✓	✓				
CP3345D46		✓							✓														
CP3386D37																						✓	
CP3558D46											✓						✓						
CP3558D51																							
CP3558D54						✓	✓	✓			✓						✓						
CP3666D22																					✓		✓
CP3696D36																						✓	
CP3714D54						✓					✓	✓	✓										
CP3894D46					✓	✓	✓				✓	✓											
CP3894D51	✓				✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓						
CP3894D54	✓				✓	✓	✓	✓									✓						
CP4140D36						✓																	
CP4226D27																						✓	✓
CP4296D36							✓																
CP4296D43				✓																			
CP4296D46						✓									✓								
CP4466D22																					✓		✓
CP4479D50	✓																				✓		
CP4484D34																						✓	
CP4484D37																						✓	
CP4595D54						✓	✓		✓		✓												
CP4848D46						✓		✓															
CP5045D61						✓						✓											
CP5070D51					✓	✓										✓							
CP5119D50			✓						✓			✓	✓	✓	✓								
CP5148D46						✓	✓	✓			✓		✓										
CP5510D43				✓		✓	✓					✓											
CP5788D48		✓					✓					✓						✓					
CP5805D45						✓						✓											
CP5820D62						✓	✓					✓											
CP5850D62	✓					✓						✓											
CP6050D50						✓					✓												
CP6070D49						✓						✓											
CP6210D46						✓																	
CP6210D51	✓					✓	✓	✓				✓					✓		✓				
CP6230D54	✓					✓	✓																
CP6600D55						✓	✓	✓			✓												
CP7040D54						✓	✓																
CP7040D61						✓	✓	✓															
CP7600D46						✓	✓					✓											

BRAKE PAD PROFILES FOR AP RACING CALIPERS

The following details provide basic information for each of the pad shapes in the current range of brake pads currently available from AP Racing. **Please note that drawings are not to scale.**

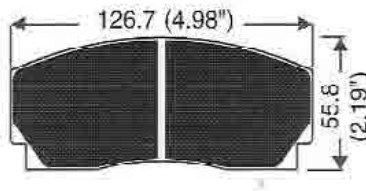
CP2195D38

- Pad Thickness = 10.5mm (0.40")
- Pad Depth = 38.4mm (1.51")
- Pad Area = 22.4cm² (3.47in²)



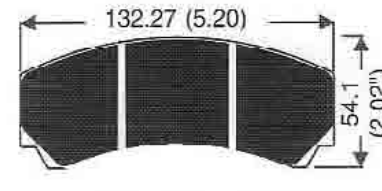
CP2270D46

- Pad Thickness = 16.6mm (0.65")
- Pad Depth = 46.0mm (1.81")
- Pad Area = 56.3cm² (8.27in²)



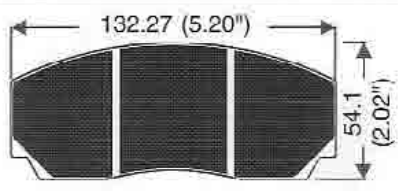
CP2279D42

- Pad Thickness = 20.4mm (0.80")
- Pad Depth = 42.0mm (1.65")
- Pad Area = 53.7cm² (8.38in²)



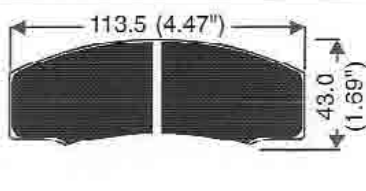
CP2279D50

- Pad Thickness = 20.4mm (0.80")
- Pad Depth = 50.3mm (1.98")
- Pad Area = 57.4cm² (8.89in²)



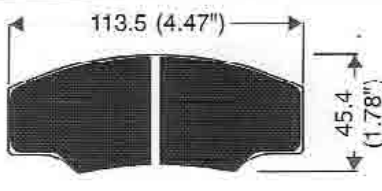
CP2340D38

- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 38.0mm (1.50")
- Pad Area = 37.1cm² (5.75in²)



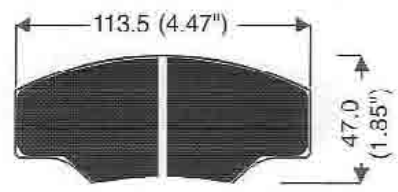
CP2340D40

- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 40.0mm (1.57")
- Pad Area = 38.5cm² (5.96in²)



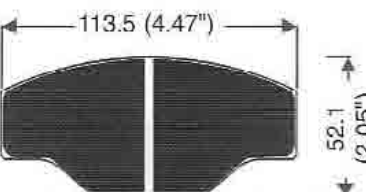
CP2340D43

- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 43.1mm (1.70")
- Pad Area = 40.4cm² (6.26in²)



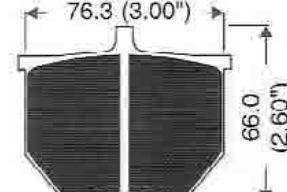
CP2340D51

- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 50.8mm (2.0")
- Pad Area = 43.4cm² (6.73in²)



CP2372D52

- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 52.3mm (2.06")
- Pad Area = 34.61cm² (5.36in²)



CP2399D43

- Pad Thickness = 14.3mm (0.56")
- Pad Depth = 43.0mm (1.69")
- Pad Area = 27.7cm² (4.29in²)



CP2702D53

- Pad Thickness = 18.0mm (0.70")
- Pad Depth = 53.3mm (2.09")
- Pad Area = 49.55cm² (7.68in²)



CP2712D44

- Pad Thickness = 14.8mm (0.58")
- Pad Depth = 43.5mm (1.71")
- Pad Area = 25.39cm² (3.93in²)



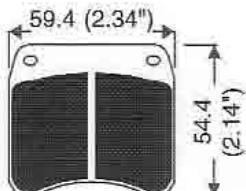
CP2749D66

- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 65.5mm (2.58")
- Pad Area = 77.84cm² (12.06in²)



CP2868D38

- Pad Thickness = 6.95mm (0.27")
- Pad Depth = 38.4mm (1.51")
- Pad Area = 22.4cm² (3.47in²)



CP3086D37

- Pad Thickness = 8.0mm (0.31")
- Pad Depth = 37.0mm (1.45")
- Pad Area = 26.13cm² (4.05in²)

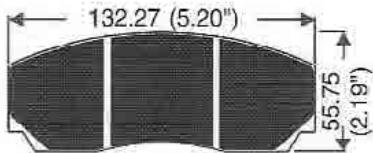


BRAKE PAD PROFILES FOR AP RACING CALIPERS

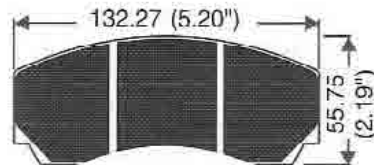
The following details provide basic information for each of the pad shapes in the current range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP3215D42

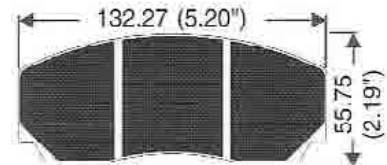
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 42.2mm (1.66")
- Pad Area = 51.9cm² (8.04in²)

**CP3215D46**

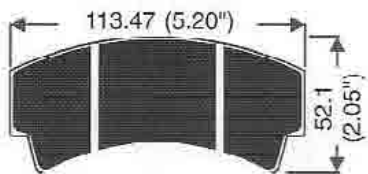
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 45.67mm (1.79")
- Pad Area = 54.6cm² (8.45in²)

**CP3215D50**

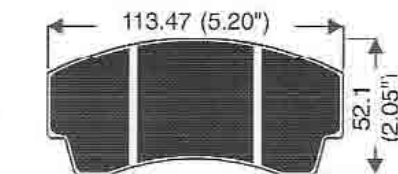
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 50.29mm (1.98")
- Pad Area = 57.36cm² (8.89in²)

**CP3345D38**

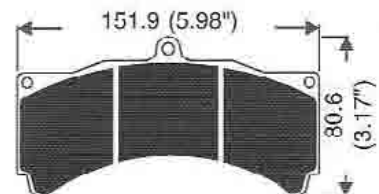
- Pad Thickness = 15.9mm (0.66")
- Pad Depth = 38.0mm (1.49")
- Pad Area = 40.4cm² (6.26in²)

**CP3345D44**

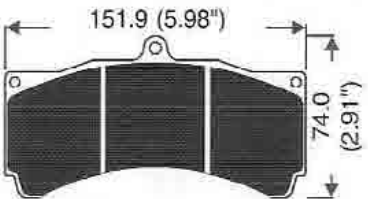
- Pad Thickness = 15.9mm (0.66")
- Pad Depth = 44.14mm (1.74")
- Pad Area = 43.47cm² (6.73in²)

**CP3558D46**

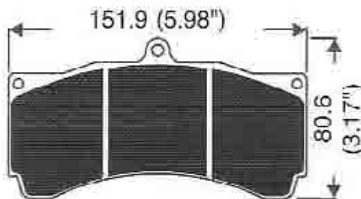
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 45.7mm (1.80")
- Pad Area = 66.6cm² (10.32in²)

**CP3558D51**

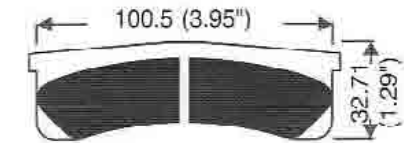
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 50.8mm (2.00")
- Pad Area = 73.7cm² (11.43in²)

**CP3558D54**

- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 77.43cm² (12.00in²)

**CP3666D22**

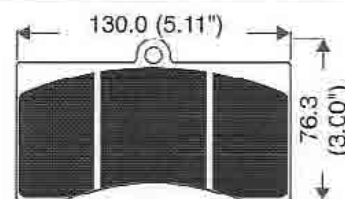
- Pad Thickness = 8.9mm (0.35")
- Pad Depth = 22.0mm (0.86")
- Pad Area = 19.83cm² (3.07in²)

**CP3696D36**

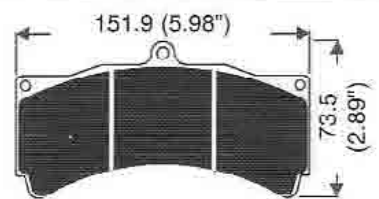
- Pad Thickness = 10.3mm (0.40")
- Pad Depth = 35.56mm (1.40")
- Pad Area = 20.78cm² (3.21in²)

**CP3714D54**

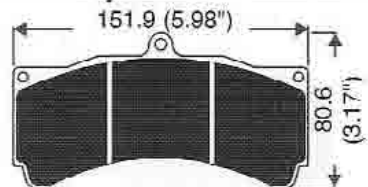
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 66.02cm² (10.23in²)

**CP3894D46**

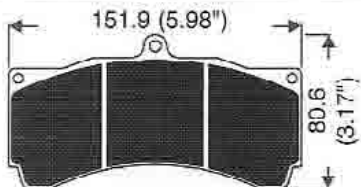
- Pad Thickness = 18.0mm (0.71")
- Pad Depth = 45.7mm (1.80")
- Pad Area = 66.6cm² (10.32in²)

**CP3894D51**

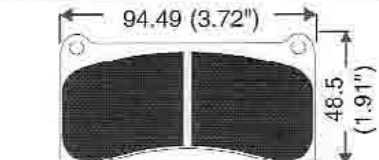
- Pad Thickness = 18.0mm (0.71")
- Pad Depth = 50.8mm (2.00")
- Pad Area = 73.7cm² (11.43in²)

**CP3894D54**

- Pad Thickness = 18.0mm (0.71")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 77.44cm² (12.00in²)

**CP4140D36**

- Pad Thickness = 14.5mm (0.57")
- Pad Depth = 36.0mm (1.41")
- Pad Area = 38.24cm² (5.92in²)

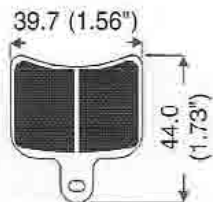


BRAKE PAD PROFILES FOR AP RACING CALIPERS

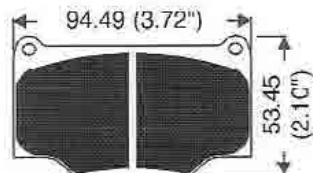
The following details provide basic information for each of the pad shapes in the current range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP4226D27

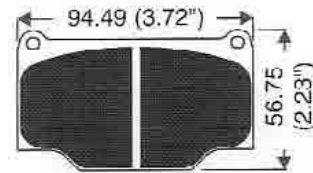
- Pad Thickness = 7.0mm (0.27")
- Pad Depth = 26.84mm (1.05")
- Pad Area = 9.4cm² (1.45in²)

**CP4296D43**

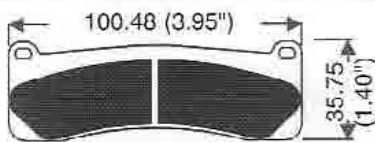
- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 43.3mm (1.70")
- Pad Area = 35.9cm² (5.56in²)

**CP4296D46**

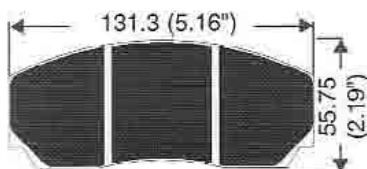
- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 45.7mm (1.79")
- Pad Area = 36.9cm² (5.72in²)

**CP4466D22**

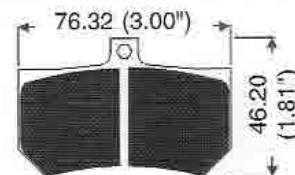
- Pad Thickness = 9.0mm (0.35")
- Pad Depth = 22.0mm (0.86")
- Pad Area = 19.83cm² (3.07in²)

**CP4479D50**

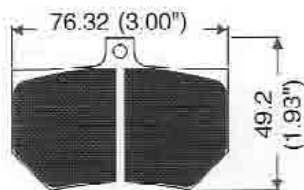
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 50.3mm (1.98")
- Pad Area = 60.44cm² (9.36in²)

**CP4484D34**

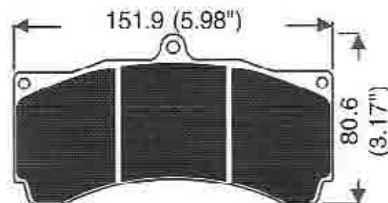
- Pad Thickness = 8.0mm (0.31")
- Pad Depth = 34.0mm (1.34")
- Pad Area = 24.14cm² (3.74in²)

**CP4484D37**

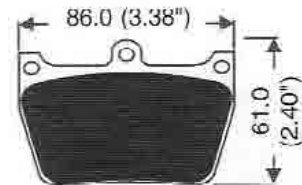
- Pad Thickness = 8.0mm (0.31")
- Pad Depth = 37.0mm (1.45")
- Pad Area = 25.86cm² (4.0in²)

**CP4595D54**

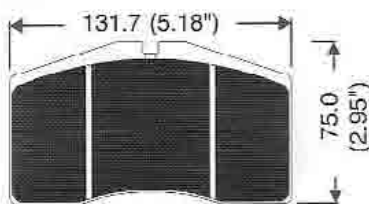
- Pad Thickness = 28.5mm (1.12")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 77.44cm² (12.00in²)

**CP4848D46**

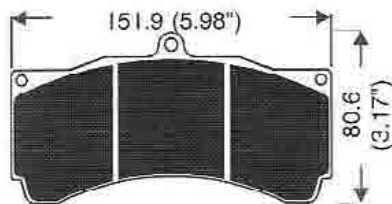
- Pad Thickness = 18.0mm (0.70")
- Pad Depth = 46.0mm (1.81")
- Pad Area = 35.5cm² (5.50in²)

**CP5045D61**

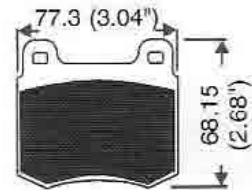
- Pad Thickness = 24.0mm (0.94")
- Pad Depth = 60.5mm (2.38")
- Pad Area = 74.0cm² (11.47in²)

**CP5070D51**

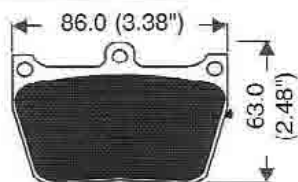
- Pad Thickness = 17.0mm (0.67")
- Pad Depth = 51.5mm (2.02")
- Pad Area = 77.2cm² (11.96in²)

**CP5119D50**

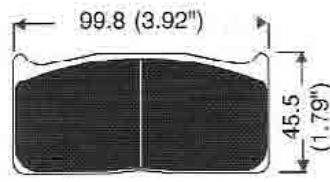
- Pad Thickness = 14.35mm (0.56")
- Pad Depth = 50.0mm (1.96")
- Pad Area = 33.70cm² (5.22in²)

**CP5148D46**

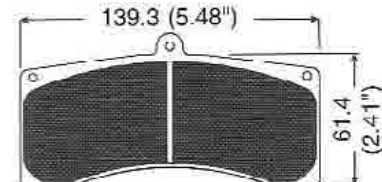
- Pad Thickness = 15.0mm (0.59")
- Pad Depth = 46.0mm (1.81")
- Pad Area = 35.5cm² (5.50in²)

**CP5510D43**

- Pad Thickness = 20.0mm (0.78")
- Pad Depth = 43.0mm (1.69")
- Pad Area = 39.39cm² (6.10in²)

**CP5788D48**

- Pad Thickness = 20.0mm (0.78")
- Pad Depth = 48.0mm (1.88")
- Pad Area = 63.2cm² (9.79in²)

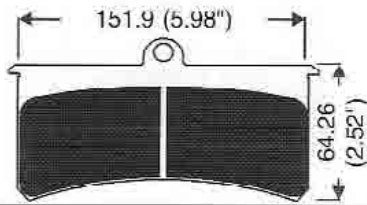


BRAKE PAD PROFILES FOR AP RACING CALIPERS

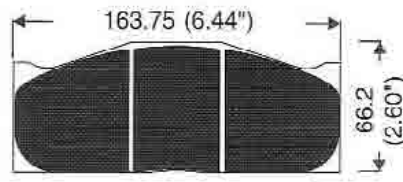
The following details provide basic information for each of the pad shapes in the current range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP5805D45

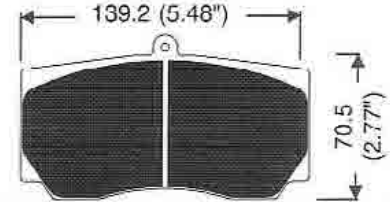
- Pad Thickness = 19.8mm (0.77")
- Pad Depth = 45.0mm (1.77")
- Pad Area = 68.07cm² (10.55in²)

**CP5820D62**

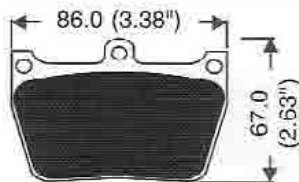
- Pad Thickness = 29.8mm (1.17")
- Pad Depth = 62.0mm (2.44")
- Pad Area = 89.84cm² (13.78in²)

**CP5850D62**

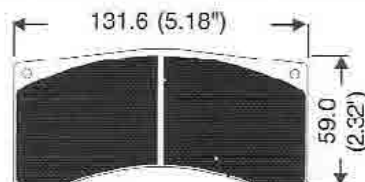
- Pad Thickness = 27.7mm (1.09")
- Pad Depth = 62.0mm (2.44")
- Pad Area = 78.88cm² (12.22in²)

**CP6050D50**

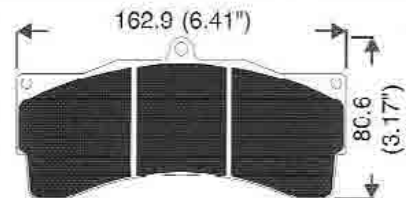
- Pad Thickness = 20.0mm (0.78")
- Pad Depth = 50.0mm (1.96")
- Pad Area = 38.8cm² (6.01in²)

**CP6070D49**

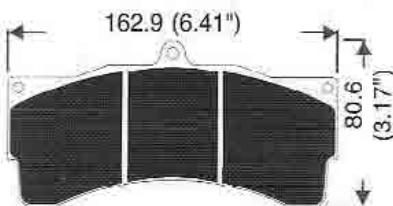
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 49.0mm (1.92")
- Pad Area = 61.6cm² (9.54in²)

**CP6210D54**

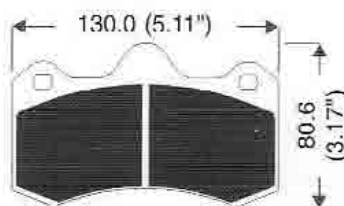
- Pad Thickness = 30.0mm (1.18")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 83.07cm² (12.97in²)

**CP6230D54**

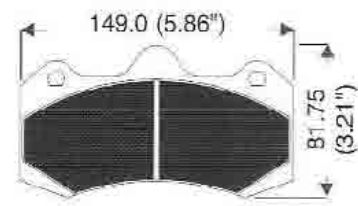
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 81.62cm² (12.65in²)

**CP6600D55**

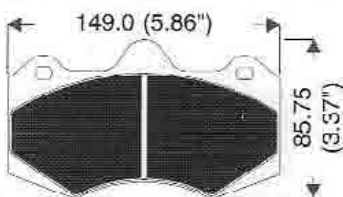
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 55.0mm (2.16")
- Pad Area = 64.6cm² (10.01in²)

**CP7040D54**

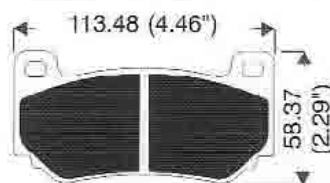
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 68.35cm² (10.59in²)

**CP7040D61**

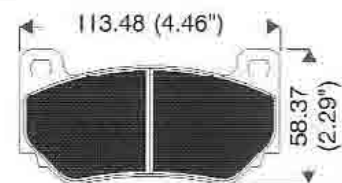
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 61.0mm (2.40")
- Pad Area = 72.5cm² (11.23in²)

**CP7600D43**

- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 43.0mm (1.69")
- Pad Area = 42.2cm² (6.54in²)

**CP7600D46**

- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 46.2mm (1.81")
- Pad Area = 43.5cm² (6.74in²)





ACTUATION

It is now widely understood that the actuation system is a major factor in the overall performance of the brake system. AP Racing R&D is now focused on this area and a number of new products have been added to the range which now includes not only Master Cylinders, Brake Fluid, Reservoirs, Proportioning Valves but also Floor Mounted and Underslung Pedal Boxes, Balance Bars, Slave Cylinders and accessories. This Section provides technical information regarding each product, if you require further details please contact AP Racing Technical Department

MASTER CYLINDERS

AP Racing Master Cylinders have been developed with the benefit of our unparalleled experience in racing brake technology to respond to the severe demands encountered under competition conditions and are used in motorsport from F1 to Rally to Saloon Cars. The Current range of lightweight aluminium alloy master cylinders comprises 8 designs suitable for all forms of competition use. Each master cylinder is individually shimmed during manufacture to give a shorter cut off and less lost travel than equivalent production cylinders and have 3 bypass ports for faster fluid return. The standard short cut-off (0.68mm to 1.09mm / 0.027" to 0.043") cylinders should be used for most normal applications and especially where rapid fluid return when changing pads is required. Extra short cut-off (0.48mm to 0.63mm / 0.019" to 0.025") cylinders are available in most styles and are identified with an 'E' suffix:

c.g. CP2623-92PRT115E.
Most designs are available in 10 bore sizes from 14mm to 25.4 (1.00") diameter.
Below and opposite is a brief description of each master cylinder within the range.

MASTER CYLINDER RANGE

CP2623

A compact Flanged Mounted Master Cylinder suitable for all brake and clutch applications especially where space is restricted. Short travel to cut off is standard, extra short cut-off also available. 10 bore sizes from 14.0mm to 25.4mm. Hydraulic threads are Imperial.



CP4623

A compact Master Cylinder similar to CP2623 but with a 60° mounting flange offset to give improved access to mounting bolts. Short travel to cut-off is standard with extra short cut-off available to order. 10 bore sizes from 14.0mm to 25.4mm. All threads on this master cylinder are **metric**.



CP5623

A compact Master Cylinder based on CP2623 but with **metric** hydraulic ports. 9 bore sizes from 14.0mm to 25.4mm.

CP6093

A Master Cylinder suitable for most brake and clutch applications where space restrictions are not a primary consideration. The longer available stroke makes it particularly suitable for some clutch installations. Long thread portion allows the push rod length to be cut to suit. 8 bore sizes from 15.9mm to 25.4mm. **Supersedes CP2293 Master Cylinder family**



CP4400



A compact Master Cylinder which has been specially designed with a 'centre lock' bulkhead fixing (10mm Min. / 22mm Max. thick) to meet the installation requirements of composite structure racing cars. The inlet and the outlet ports are positioned at the

end of the master cylinder away from the bulkhead, to provide clearance for steering racks etc., where required. Extra short travel to cut off, reducing the amount of lost pedal travel, is standard on this cylinder with short cut-off available to order where rapid fluid return is required. 9 bore sizes from 14.0mm to 15/16". Hydraulic threads are imperial.

CP5854

A new high efficiency single circuit, short push type master cylinder. Fixed through a trunion system running in needle roller bearings and with a one piece piston / push rod it offers a significant improvement in efficiency over traditional master cylinder designs. Full range of 10 bore sizes. Imperial threads.

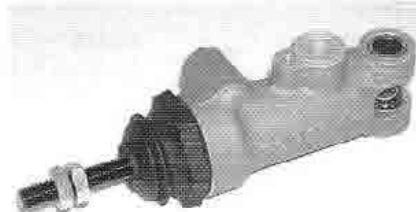


CP5855

A new high efficiency single circuit, short push type master cylinder. Fixed through a spherical bearing and with a one piece piston / push rod it offers a significant improvement in efficiency over traditional master cylinder designs. Full range of 10 bore sizes. Imperial threads. Replaces CP5511 and CP4411.

CP6465

A new concept in Master Cylinder design. This cylinder operates on the Pull rather than Push principle of other cylinders. It has a built in trunion mounted in needle roller bearings for direct mounting to the balance bar. The ultimate in master cylinder efficiency. Metric threads.



Important Note:-

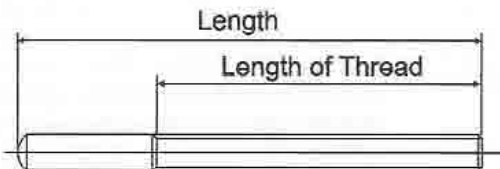
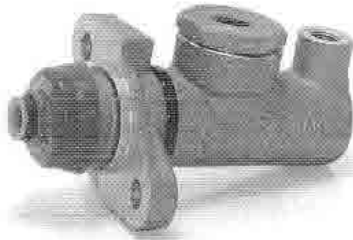
AP Racing master cylinders are individually shimmed during assembly to minimise lost travel therefore push rods, pistons and other internal components must never be switched between individual master cylinders.

ENDURANCE RACING

In races where pad changes may be required short cut-off versions should be selected in preference to extra short cut-off. These assemblies allow fluid to be forced back into the reservoir more rapidly during pad changes.

**NON CAPTIVE
PUSH RODS**

Special versions of some master cylinders are available with 'non captive' push rods for use where rapid master cylinder changes may be required during an event (e.g. rally stages). Push rods to suit these master cylinders must be ordered separately under the following part numbers.



Push Rod Part No.	Length	Thread Form	Thread Length
CP2142-45	112.0mm (4.41")	5/16" UNF	60.0mm (2.36")
CP2142-47	157.0mm (6.18")	5/16" UNF	105.0mm (4.13")
CP2142-48	157.0mm (6.18")	M8 x 1.25	105.0mm (4.13")

**IDENTIFICATION OF
BORE SIZES.**

All AP Racing master cylinders have their part number, nominal bore sizes laser marked on the body together with batch codes, this allows full manufacturing traceability. All master cylinders also have a coloured tie wrapped around the body for quick visual identification of bore size.

**Tie Colour**

Black
No Tie Wrap
Blue
Green
Orange
Red
White
Yellow

Bore Size

15.9mm (0.625") 5/8"
16.8mm
17.8mm (0.70")
19.1mm (0.75mm) 3/4"
20.6mm (0.812") 13/16"
22.2mm (0.875") 7/8"
23.8mm (0.937") 15/16"
25.4mm (1.00")

ORDERING

When ordering please quote the full part number whenever possible. Part numbers are given in the individual master cylinder pages. An explanation of the part numbers is given below.

Master Cylinder Family Number	Push Rod Thread Form (M8 x 1.25)
CP4623-90PRM160E	
Bore Size Ø15.9mm (5/8")	Push Rod Length 160mm (6.30")
'E' Denotes Short Cut-Off Version	

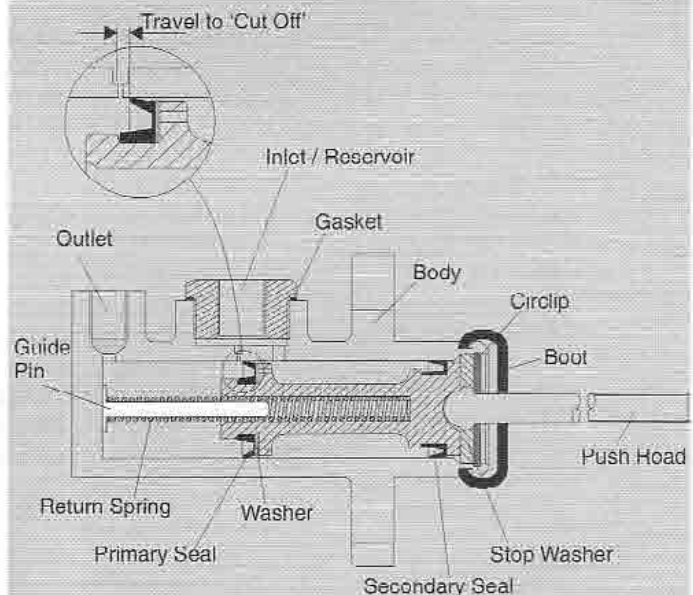
NB. For non captive push rod version add 'NC' after bore size e.g. CP4623-90NCE

MASTER CYLINDER REPAIR KITS

Repair kits are available for all AP Racing Master Cylinders and comprise the following parts:-

- Primary and Secondary Seals, - Washer, Circlip and Boot.

Note: CP5854, CP5855 and CP6465 cylinders have specific repair kits see individual pages.



Bore Size	Repair Kit Part No.
14.0mm	CP2641-13RK
15.0mm	CP2641-14RK
15.9mm (0.625") 5/8"	CP2641-15RK
16.8mm	CP2641-25RK
17.8mm (.70")	CP2641-16RK
19.1mm (0.75") 3/4"	CP2641-17RK
20.6mm (0.812") 13/16"	CP2641-18RK
22.2mm (0.875") 7/8"	CP2641-19RK
23.8mm (0.937") 15/16"	CP2641-20RK
25.4mm (1.00")	CP2641-21RK

CP2623

DESCRIPTION

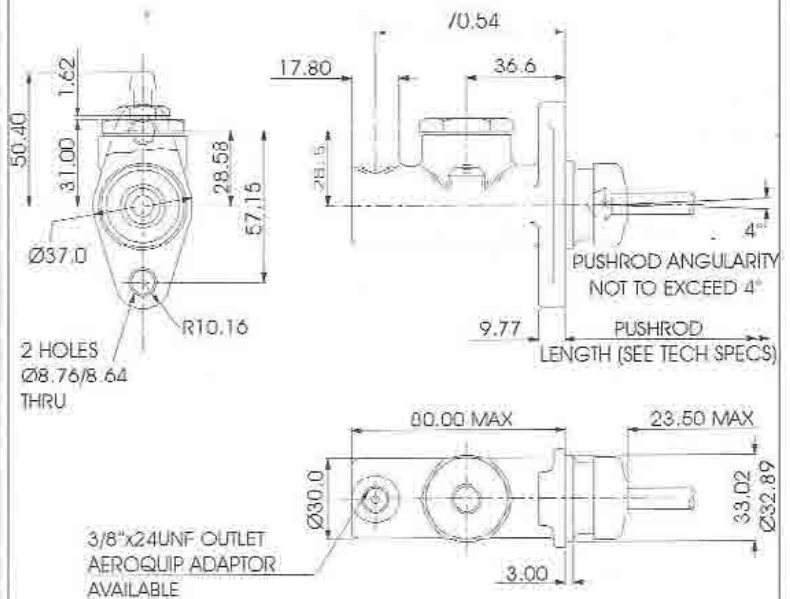
- A compact Master Cylinder suitable for all brake and clutch applications especially where space is restricted.
- Short travel to cut-off standard.
- Extra short travel to cut off option available.
- Aluminium alloy body.
- Flange mounting.
- Non captive cylinders available.
- Extra short Cut-Off option replaces CP3823 Master Cylinder.



TECHNICAL DETAILS

- **Weight** 0.3Kg (0.66lbs)
- **Full Stroke** 25.4mm (1.00")
- **Travel To Cut-Off**
 - Short 0.68mm to 1.09mm (0.027" to 0.043")
 - Ex Short 0.48mm to 0.63mm (0.019" to 0.025")
- **Hydraulic Threads**
 - Outlet 3/8" x 24UNF
 - Inlet 7/16" x 20UNF
- **Push Rod Threads**
 - PRM M8 x 1.25
 - PRT 5/16" UNF
- **Push Rod Length From Mounting Flange**
 - PRM / PRT115 115mm (4.53")
 - PRM / PRT160 160mm (6.30")

INSTALLATION DRAWING



Bore Sizes	PART NUMBERS				
	Short Cut-off Cylinders				Non Captive Cylinders
	Push Rod PRT115	Push Rod PRT160	Push Rod PRM115	Push Rod PRM160	
14.0mm	CP2623-88PRT115	CP2623-88PRT160	CP2623-88PRM115	CP2623-88PRM160	CP2623-88NC
15.0mm	CP2623-89PRT115	CP2623-89PRT160	CP2623-89PRM115	CP2623-89PRM160	CP2623-89NC
15.9mm (0.625") 5/8"	CP2623-90PRT115	CP2623-90PRT160	CP2623-90PRM115	CP2623-90PRM160	CP2623-90NC
16.8mm	CP2623-905PRT115	CP2623-905PRT160	CP2623-905PRM115	CP2623-905PRM160	CP2623-905NC
17.8mm (0.70")	CP2623-91PRT115	CP2623-91PRT160	CP2623-91PRM115	CP2623-91PRM160	CP2623-91NC
19.1mm (0.75") 3/4"	CP2623-92PRT115	CP2623-92PRT160	CP2623-92PRM115	CP2623-92PRM160	CP2623-92NC
20.6mm (0.812") 13/16"	CP2623-93PRT115	CP2623-93PRT160	CP2623-93PRM115	CP2623-93PRM160	CP2623-93NC
22.2mm (0.875") 7/8"	CP2623-94PRT115	CP2623-94PRT160	CP2623-94PRM115	CP2623-94PRM160	CP2623-94NC
23.8mm (0.937") 15/16"	CP2623-95PRT115	CP2623-95PRT160	CP2623-95PRM115	CP2623-95PRM160	CP2623-95NC
25.4mm (1.00")	CP2623-96PRT115	CP2623-96PRT160	CP2623-96PRM115	CP2623-96PRM160	CP2623-96NC

Extra Short Cut-off Cylinder Option.

For extra short cut-off, add 'E' Suffix to the end of part numbers given in the table above. e.g. CP2623-94PRT115E

Ordering: Select the required cylinder from the part numbers above. e.g. CP2623-94PRT115

CP4623

DESCRIPTION

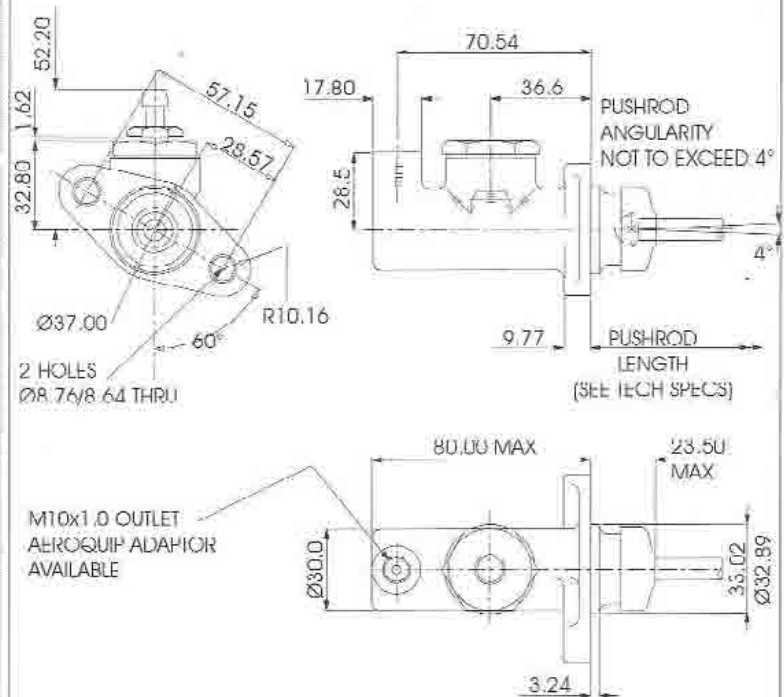
- A compact Master Cylinder similar to CP2623 but with a 60° mounting flange offset to give improved access to mounting bolts.
- Extra short travel to cut off standard.
- Short travel to cut-off optional.
- Aluminium Alloy body.
- 60° Flange mounting.
- Non captive cylinders available.
- All threads on this master cylinder are metric.



TECHNICAL DETAILS

- **Weight** 0.3Kg (0.66lbs)
- **Full Stroke** 25.4mm (1.00")
- **Travel To Cut-Off**
 - Ex Short 0.48mm to 0.63mm (0.019" to 0.025")
- **Hydraulic Threads**
 - Outlet M10 x 1.0
 - Inlet M12 x 1.0
- **Push Rod Threads**
 - PRM M8 x 1.25
 - PRT 5/16" UNF
- **Push Rod Length From Mounting Flange**
 - PRM / PRT115 115mm (4.53")
 - PRM160 / PRT160 160mm (6.30")

INSTALLATION DRAWING



PART NUMBERS

Bore Sizes	Extra Short Cut-off Cylinders				Non Captive Cylinders
	Push Rod PRT115	Push Rod PRT160	Push Rod PRM115	Push Rod PRM160	
14.0mm	CP4623-88PRT115E	CP4623-88PRT160E	CP4623-88PRM115E	CP4623-88PRM160E	CP4623-88NCE
15.0mm	CP4623-89PRT115E	CP4623-89PRT160E	CP4623-89PRM115E	CP4623-89PRM160E	CP4623-89NCE
15.9mm (0.625") 5/8"	CP4623-90PRT115E	CP4623-90PRT160E	CP4623-90PRM115E	CP4623-90PRM160E	CP4623-90NCE
16.8mm	CP4623-905PRT115E	CP4623-905PRT160E	CP4623-905PRM115E	CP4623-905PRM160E	CP4623-905NCE
17.8mm (0.70")	CP4623-91PRT115E	CP4623-91PRT160E	CP4623-91PRM115E	CP4623-91PRM160E	CP4623-91NCE
19.1mm (0.75") 3/4"	CP4623-92PRT115E	CP4623-92PRT160E	CP4623-92PRM115E	CP4623-92PRM160E	CP4623-92NCE
20.6mm (0.812") 13/16"	CP4623-93PRT115E	CP4623-93PRT160E	CP4623-93PRM115E	CP4623-93PRM160E	CP4623-93NCE
22.2mm (0.875") 7/8"	CP4623-94PRT115E	CP4623-94PRT160E	CP4623-94PRM115E	CP4623-94PRM160E	CP4623-94NCE
23.8mm (0.937") 15/16"	CP4623-95PRT115E	CP4623-95PRT160E	CP4623-95PRM115E	CP4623-95PRM160E	CP4623-95NCE
25.4mm (1.00")	CP4623-96PRT115E	CP4623-96PRT160E	CP4623-96PRM115E	CP4623-96PRM160E	CP4623-96NCE

Short Cut-off Cylinder Option - For short cut-off remove "E" from part number.

Ordering - Select the required cylinder from the part numbers above. e.g. **CP4623-94PRT115E**

CP5623

DESCRIPTION

- A compact Master Cylinder identical to CP2623 but has metric hydraulic threads. Suitable for all brake and clutch applications especially where space is restricted.
- Extra short travel to cut off standard.
- Aluminium Alloy body.
- Flange mounting.
- Non captive cylinders available.
- 115mm Metric pushrods standard.

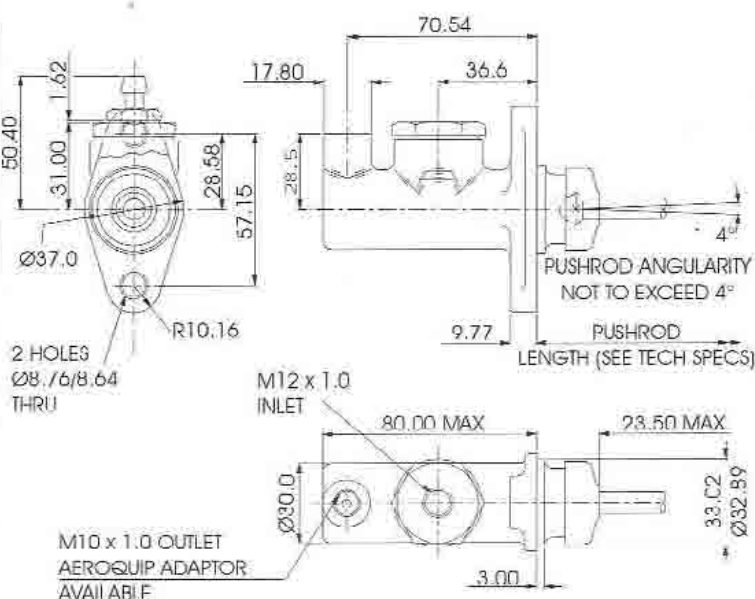


TECHNICAL DETAILS

- **Weight** 0.3Kg (0.66lbs)
- **Full Stroke** 25.4mm (1.00")
- **Travel To Cut-Off**
 - Ex Short 0.48mm to 0.63mm (0.019" to 0.025")
- **Hydraulic Threads**
 - Outlet M10 x 1.0
 - Inlet M12 x 1.0
- **Push Rod Threads**
 - PRM M8 x 1.25
- **Push Rod Length From Mounting Flange**
 - PRM115 115mm (4.53")

NB. Only metric pushrods available in this range.

INSTALLATION DRAWING



PART NUMBERS

Extra Short Cut-off Cylinders

Bore Sizes	PART NUMBERS	
	PRM115 Push Rod	Non Captive Cylinders
14.0mm	CP5623-88PRM115E	CP5623-88NCE
15.0mm	CP5623-89PRM115E	CP5623-89NCE
15.9mm (0.625") 5/8"	CP5623-90PRM115E	CP5623-90NCE
17.8mm (0.70")	CP5623-91PRM115E	CP5623-91NCE
19.1mm (0.75") 3/4"	CP5623-92PRM115E	CP5623-92NCE
20.6mm (0.812") 13/16"	CP5623-93PRM115E	CP5623-93NCE
22.2mm (0.875") 7/8"	CP5623-94PRM115E	CP5623-94NCE
23.8mm (0.937") 15/16"	CP5623-95PRM115E	CP5623-95NCE
25.4mm (1.00")	CP5623-96PRM115E	CP5623-96NCE

Short Cut-off Cylinder Option - For short cut-off remove "E" from part number.

Ordering: Select the required cylinder from the part numbers above. e.g. CP5623-94PRT115E

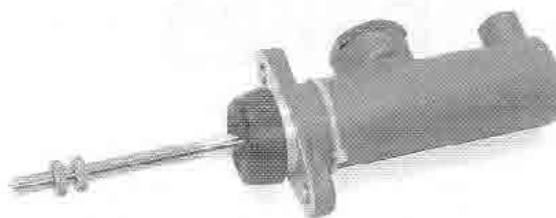
CP6093

DESCRIPTION

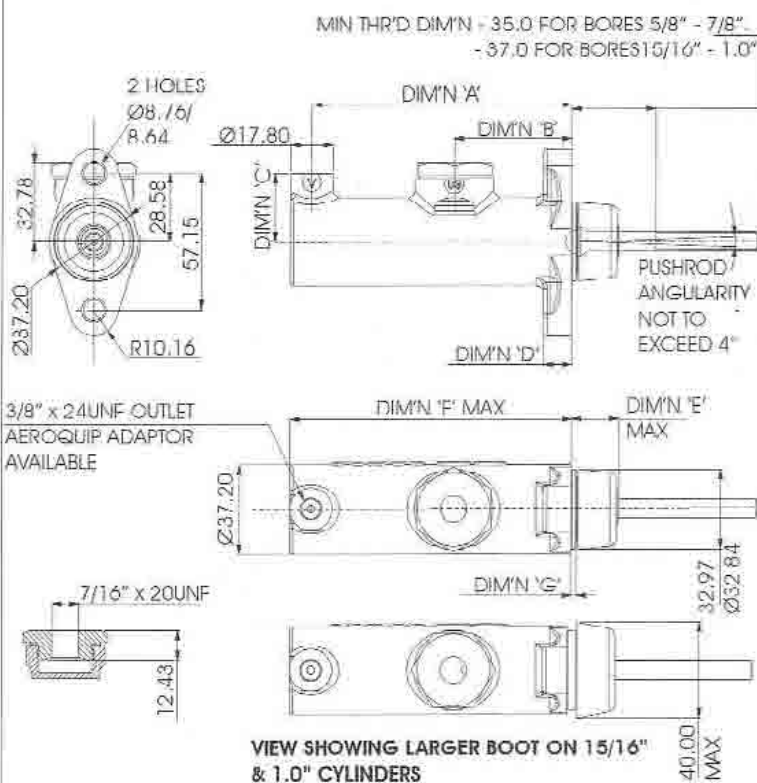
- Flange mounted.
- Full 31.75mm (1.25") stroke across all bore sizes.
- Replaces CP2293, more compact design with reduction in overall length.
- Suitable for most brake & particularly clutch applications.
- Short Travel to cut-off standard.
- Aluminium Alloy body.
- Non captive cylinders available.

TECHNICAL DETAILS

- **Weight** 0.4Kg (0.66lbs)
- **Full Stroke** 31.75mm (1.25")
- **Travel To Cut-Off**
 - Short 0.68mm to 1.09mm (0.027") to (0.043")
- **Hydraulic Threads**
 - Outlet 3/8" x 24UNF
 - Inlet 7/16" x 20UNF
- **Push Rod Threads**
 - PRT 5/16" UNF
- **Push Rod Length From Mounting Flange**
 - PRT110 110mm (4.33")
 - PRT155 155mm (6.10")



INSTALLATION DRAWING



BORE SIZE	DIM'N 'A'	DIM'N 'B'	DIM'N 'C'	DIM'N 'D'	DIM'N 'E'	DIM'N 'F'	DIM'N 'G'
5/8"	109.06	49.26	28.5	11.81	20.2	118.33	1.95
16.8MM	109.06	49.26	28.5	11.81	20.2	110.33	1.95
0.7"	109.06	49.26	28.5	11.81	20.2	118.33	1.95
3/4"	109.06	49.26	28.5	11.81	20.2	118.33	1.95
13/16"	109.06	49.26	28.5	11.81	20.2	118.33	1.95
7/8"	109.06	49.26	28.5	11.81	20.2	118.33	1.95
15/16"	107.28	47.48	30.8	10.03	21.55	116.18	4.08
1.0"	107.28	47.48	30.8	10.03	21.55	116.18	4.08

PART NUMBERS

Bore Sizes	Short Cut-off Cylinders	
	PRT110 Push Rod	PRT155 Push Rod
15.9mm (0.625") 5/8"	CP6093-90PRT110	CP6093-90PRT155
16.8mm	CP6093-905PRT110	CP6093-905PRT155
17.8mm (0.70")	CP6093-91PRT110	CP6093-91PRT155
19.1mm (0.75") 3/4"	CP6093-92PRT110	CP6093-92PRT155
20.6mm (0.812") 13/16"	CP6093-93PRT110	CP6093-93PRT155
22.2mm (0.875") 7/8"	CP6093-94PRT110	CP6093-94PRT155
23.8mm (0.937") 15/16"	CP6093-95PRT110	CP6093-95PRT155
25.4mm (1.00")	CP6093-96PRT110	CP6093-96PRT155

Ordering: Select the required cylinder from the part numbers above. e.g. CP6093-94PRT110

CP4400

DESCRIPTION

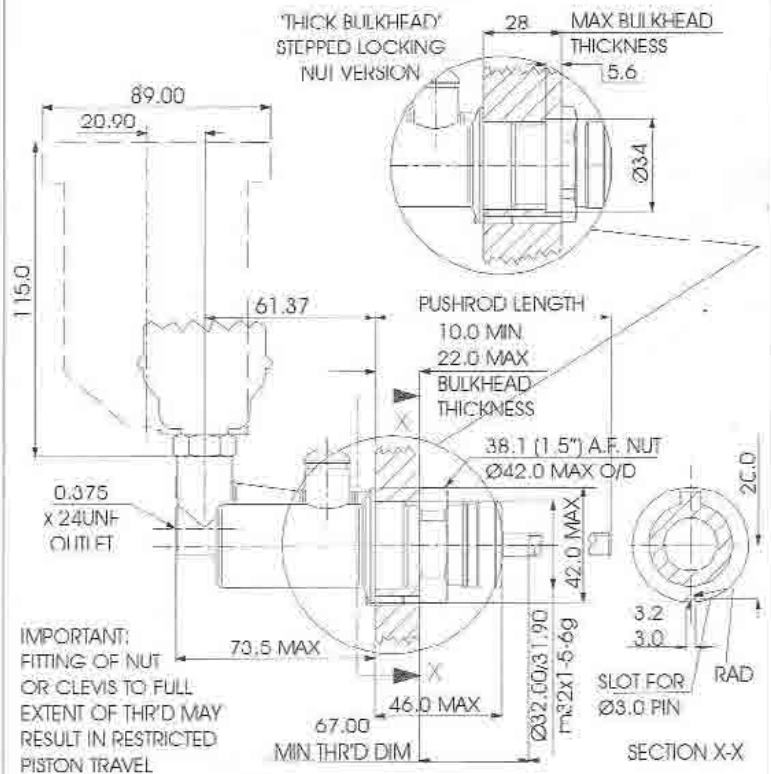
- Bulkhead mount.
- A compact Master Cylinder which has been designed with a 'centre lock' bulkhead fixing (10mm to 22mm Max) to meet the installation requirements of composite structure racing cars. The inlet and the outlet ports are positioned at the end of the master cylinder away from the bulkhead to provide clearance for steering racks etc, where required.
- Aluminium Alloy body.
- Extra short travel to cut-off standard.
- **New 15/16" bore size added.**



TECHNICAL DETAILS

- **Weight** 0.29Kg (0.64lbs)
- **Full Stroke** 25.4mm (1.00")
- **Travel To Cut-Off**
 - Ex Short 0.48mm to 0.63mm (0.019" to 0.025")
- **Hydraulic Threads**
 - Outlet 3/8" x 24UNF
 - Inlet 7/16" x 20UNF
- **Push Rod Threads**
 - PRM M8 x 1.25
 - PRT 5/16" UNF
- **Push Rod Length From Mounting Flange**
 - PRM / PRT135 135mm (5.31")
 - PRM / PRT180 180mm (7.08")

INSTALLATION DRAWING



PART NUMBERS

Bore Sizes	Extra Short Cut-off Cylinders				Non Captive Cylinders
	Push Rod PRT135	Push Rod PRT180	Push Rod PRM135	Push Rod PRM180	
14.0mm	CP4400-88PRT135E	CP4400-88PRT180E	CP4400-88PRM135E	CP4400-88PRM180E	CP4400-88NCE
15.0mm	CP4400-89PRT135E	CP4400-89PRT180E	CP4400-89PRM135E	CP4400-89PRM180E	CP4400-89NCE
15.9mm (0.625") 5/8"	CP4400-90PRT135E	CP4400-90PRT180E	CP4400-90PRM135E	CP4400-90PRM180E	CP4400-90NCE
16.8mm	CP4400-905PRT135E	CP4400-905PRT180E	CP4400-905PRM135E	CP4400-905PRM180E	CP4400-905NCE
17.8mm (0.70")	CP4400-91PRT135E	CP4400-91PRT180E	CP4400-91EPRM135E	CP4400-91PRM180E	CP4400-91NCE
19.1mm (0.75") 3/4"	CP4400-92PRT135E	CP4400-92PRT180E	CP4400-92EPRM135E	CP4400-92PRM180E	CP4400-92NCE
20.6mm (0.812") 13/16"	CP4400-93PRT135E	CP4400-93PRT180E	CP4400-93PRM135E	CP4400-93PRM180E	CP4400-93NCE
22.2mm (0.875") 7/8"	CP4400-94PRT135E	CP4400-94PRT180E	CP4400-94PRM135E	CP4400-94PRM180E	CP4400-94NCE
23.8mm (0.937") 15/16"	CP4400-95PRT135E	CP4400-95PRT180E	CP4400-95PRM135E	CP4400-95PRM180E	CP4400-95NCE

Note

(1.00") bore size is not available in this cylinder series.

Ordering: Select the required cylinder from the part numbers above. e.g. CP4400-94PRT135E

CP5854

DESCRIPTION

- Aluminium alloy body.
- Compact design.
- Hard anodised.
- High efficiency push type design.
- One piece piston and push rod.
- Has a built in trunnion mounted in needle roller bearing for direct mounting to the balance bar.
- Use with CP5520--3, -4 or -13 trunnion type balance bar or purpose designed pedal box.
- Full range of 10 bore sizes.
- Extra short travel to cut-off standard.
- Rubber boots fitted as standard.
- Version with spherical bearing available under Part No. CP5855 Family.

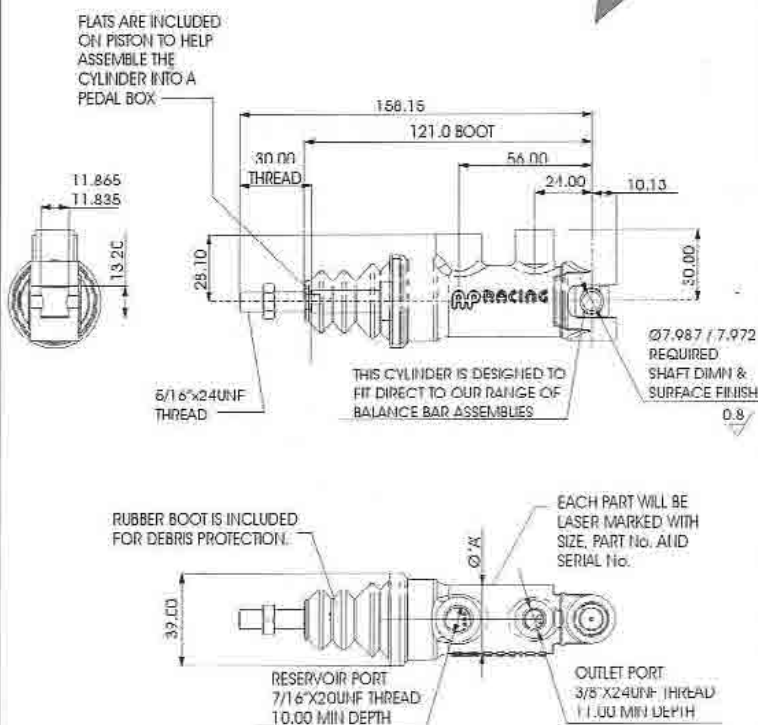
TECHNICAL DETAILS

- **Weight** 0.28Kg (0.61lbs)
- **Full Stroke**
 - 14.0mm to 7/8" bores 30.00mm (1.18")
 - 15/16" to 1.00" bores 28.00mm (1.10")
- **Travel To Cut-Off**
 - Extra Short 0.48mm to 0.63mm (0.019" to 0.025")
- **Hydraulic Threads**
 - Outlet 3/8"x24UNF
 - Inlet 7/16"x20UNF
- **Push Rod Threads**
 - PRTE 5/16" x24UNF



New Product

INSTALLATION DRAWING



Bore Sizes	PART NUMBERS			
	Extra Short Cut-off Cylinders	Repair Kit	Stroke	Diameter 'A'
14.0mm	CP5854-88PRTE	CP5854-88RK	30.0mm	22.92mm
15.0mm	CP5854-89PRTE	CP5854-89RK	30.0mm	22.92mm
15.9mm (0.625") 5/8"	CP5854-90PRTE	CP5854-90RK	30.0mm	22.92mm
16.8mm	CP5854-905PRTE	CP5854-905PK	30.0mm	22.92mm
17.8mm (0.70")	CP5854-91PRTE	CP5854-91RK	30.0mm	22.92mm
19.1mm (0.75") 3/4"	CP5854-92PRTE	CP5854-92RK	30.0mm	22.92mm
20.6mm (0.812") 13/16"	CP5854-93PRTE	CP5854-93RK	30.0mm	29.25mm
22.2mm (0.875") 7/8"	CP5854-94PRTE	CP5854-94RK	30.0mm	29.25mm
23.8mm (0.937") 15/16"	CP5854-95PRTE	CP5854-95RK	28.0mm	29.25mm
25.4mm (1.00")	CP5854-96PRTE	CP5854-96RK	28.0mm	29.25mm

Ordering: Select the required cylinder from the part numbers above. e.g. CP5854-94PRTE

CP5855

DESCRIPTION

- Aluminium alloy body.
- Compact design.
- Hard anodised.
- High efficiency push type design.
- Mounted through a spherical bearing.
- One piece piston and push rod.
- Full range of 10 bore sizes.
- Extra short travel to cut-off standard.
- Rubber boots fitted as standard.
- Version with built in trunnion mounting available under Part No. CP5854 Family.
- Replaces CP5511 and CP4411 families.

TECHNICAL DETAILS

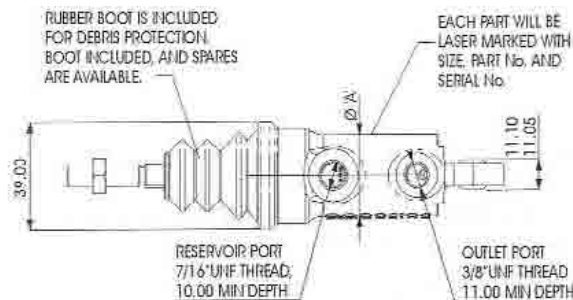
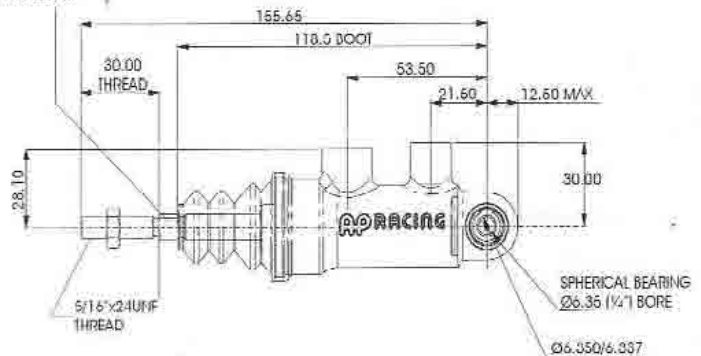
- **Weight** 0.28Kg (0.61lbs)
- **Full Stroke**
 - 14.0mm to 7/8" bores 30.00mm (1.18")
 - 15/16" to 1.00" bores 28.00mm (1.10")
- **Travel To Cut-Off**
 - Extra Short 0.48mm to 0.63mm (0.019" to 0.025")
- **Hydraulic Threads**
 - Outlet 3/8"x24UNF
 - Inlet 7/16"x20UNF
- **Push Rod Threads**
 - PRTE 5/16" x24UNF



New Product

INSTALLATION DRAWING

FLATS ARE INCLUDED ON PISTON TO HELP ASSEMBLE THE CYLINDER INTO A PEDAL BOX



Bore Sizes	PART NUMBERS			
	Extra Short Cut-off Cylinders	Repair Kit	Stroke	Diameter 'A'
14.0mm	CP5855-88PRTE	CP5854-88RK	30.0mm	22.92mm
15.0mm	CP5855-89PRTE	CP5854-89RK	30.0mm	22.92mm
15.9mm (0.625") 5/8"	CP5855-90PRTE	CP5854-90RK	30.0mm	22.92mm
16.8mm	CP5855-905PRTE	CP5854-905RK	30.0mm	22.92mm
17.8mm (0.70")	CP5855-91PRTE	CP5854-91RK	30.0mm	22.92mm
19.1mm (0.75") 3/4"	CP5855-92PRTE	CP5854-92RK	30.0mm	22.92mm
20.6mm (0.812") 13/16"	CP5855-93PRTE	CP5854-93RK	30.0mm	29.25mm
22.2mm (0.875") 7/8"	CP5855-94PRTE	CP5854-94RK	30.0mm	29.25mm
23.8mm (0.937") 15/16"	CP5855-95PRTE	CP5854-95RK	28.0mm	29.25mm
25.4mm (1.00")	CP5855-96PRTE	CP5854-96RK	28.0mm	29.25mm

Ordering: Select the required cylinder from the part numbers above. e.g. CP5855-94PRTE

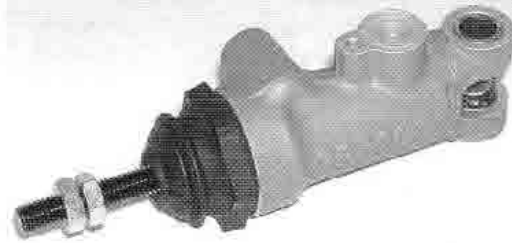
CP6465

DESCRIPTION

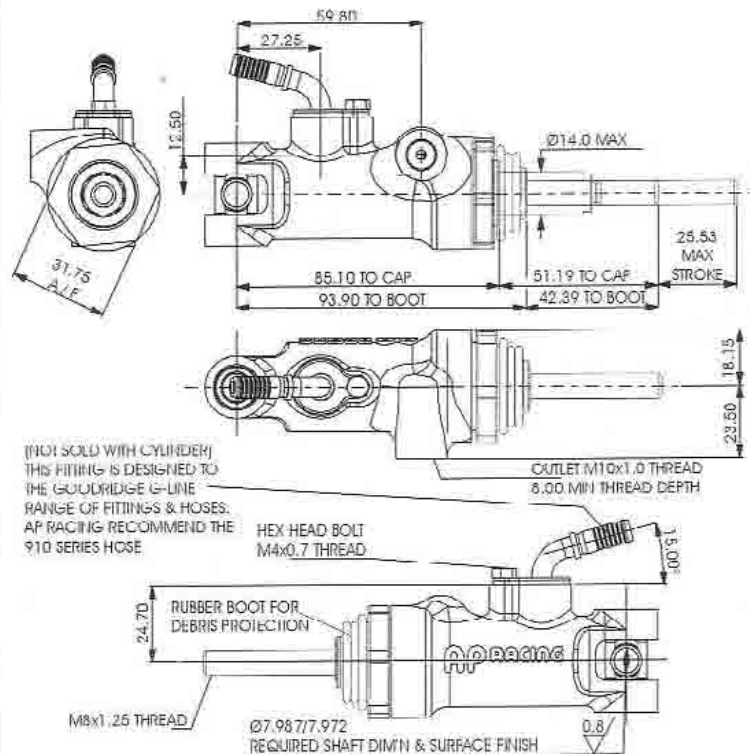
- A new concept pull type design, more efficient than conventional type master cylinders. Aluminium Alloy Body.
- Has a built in trunnion mounted in needle roller bearing for direct mounting to the balance bar.
- Low profile inlet and outlet.
- Special "plug in" inlet connection can be swaged directly to dash 4 hose.
- Use with CP5520-2 or CP5516-17 type trunnion type balance bar or purpose designed pedal box.
- Choice of bore sizes.
- Extra short travel to cut-off standard.

TECHNICAL DETAILS

- **Weight** 0.23Kg (0.50lbs)
- **Full Stroke** 25.4mm (1.00")
- **Travel To Cut-Off**
 - Extra Short 0.48mm to 0.63mm (0.019" to 0.025")
- **Hydraulic Threads**
 - Outlet M10 x 1.0
 - Inlet - Special Fitting 75° type CP6465-10
 - Straight type. CP6465-11
 - 90° type CP6465-12
 - (all inlet fittings are sold separately)
- **Push Rod Threads**
 - PRME M8 x 1.25



INSTALLATION DRAWING



PART NUMBERS

Effective Bore Sizes	PART NUMBERS	
	Extra Short Cut-off Cylinders	Repair Kits
	PRME	
14.9mm (0.587")	CP6465-149PRME	CP6465-149RK
16.2mm (0.638")	CP6465-162PRME	CP6465-162RK
17.3mm (0.681")	CP6465-173PRME	CP6465-173RK
18.8mm (0.740")	CP6465-188PRME	CP6465-188RK
20.2mm (0.795")	CP6465-202PRME	CP6465-202RK
21.8mm (0.858")	CP6465-218PRME	CP6465-218RK
23.7mm (0.933")	CP6465-237PRME	CP6465-237RK

Ordering: Select the required cylinder from the part numbers above. e.g. CP6465-149PRME



INTRODUCTION

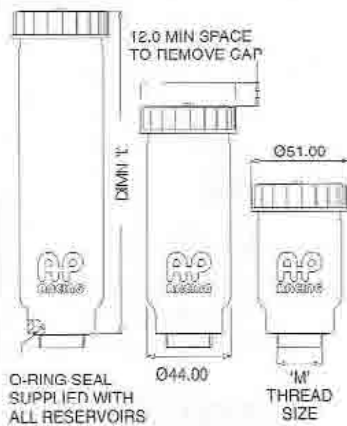
AP Racing offer a comprehensive range of plastic reservoir to compliment not only are Master Cylinders but other manufacturers also.

RESERVOIR RANGE

CP4709 TYPE

A small diameter plastic reservoir with central outlet which screws directly into a master cylinder.
 - Available in a choice of 3 volumes.
 - 'O' Ring seal supplied.
 - CP2709-156 Bellows available.
 - Push on connector for remote cylinder available - CP4709-107.
Part Numbers
 - CP4709-10 /-11 & -12.
 fits directly to: CP2623, CP4623, CP5623, CP6093.

- CP4709-13 & -17.
 are generally for remote use but will fit directly to CP4400 master cylinder.
 - CP4709- 16 & -17. are for remote use only.



Part No.	Type	Volume CC'S	Dim'n L' (mm)	Thread Size 'M'
CP4709-10	Tall	183	169.0	15/16" x 20UNS
CP4709-11	Medium	123	119.0	
CP4709-12	Short	75	79.0	
CP4709-13	Short	75	96.0	7/16" x 20UNF
CP4709-14	Medium	123	136.0	
CP4709-15	Tall	183	186.0	
CP4709-16	Short	75	96.0	M12 x 1.0
CP4709-17	Medium	123	136.0	

CP4773 TYPE

Two new reservoirs **CP4773-1 (7/16UNF outlet)** and **CP4773-2 (M12 outlet)**. The new reservoirs capacity are midway between CP4709 and CP2293-141/3 types. Both assemblies have an offset outlet and are fitted with bellows (CP4773-102). Volume = 195cm³.



CP2293-141 / -143 & CP4623-7 / -8 TYPES

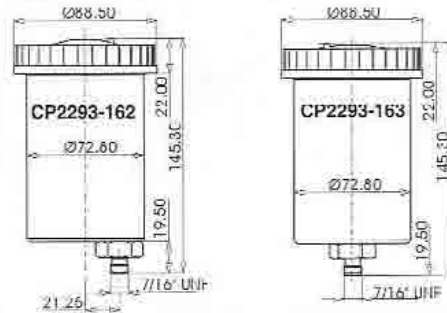
- A large capacity plastic reservoir with offset outlet which screws directly into the master cylinders detailed below.
 - Can be supplied with or without rubber diaphragm, (CP2293-48).
 - Supplied complete with cap 4325-148 & adaptor.
 - CP2293-141 & -143 suitable for: CP2623, CP4400, CP6093.
 - CP4623-7 & -8 suitable for: CP4623, CP5623.
 - To rotate reservoir unlock nut included and reposition, then re-tighten.



Part No.	Diaphragm	Volume cm³ (in³)	Fitting
CP2293-143	Yes	275 (13.4)	7/16" UNF
CP4623-7	Yes		M12 x 1.0
CP2293-141	No	275 (13.4)	7/16" UNF
CP4623-8	No		M12 x 1.0

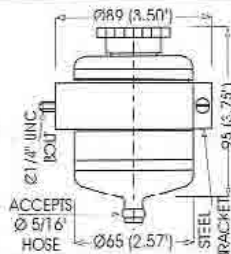
CP2293-162 & -163

- Two extra large capacity plastic reservoir with either offset or central outlets which screws directly into all master cylinders with 7/16" UNF inlet thread.
 - Volume = 340cm³ (20.7in³)
 - Supplied with CP2293-166 rubber diaphragm (Bellows) to minimise entry of moisture, dirt and help prevent spillage.
 - Supplied complete with cap 4325-148 & adaptor.



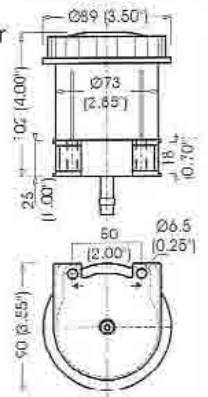
112009

- A remote plastic reservoir, accepts Ø5/16" hose.
 - Complete with steel mounting bracket and cap 3847-241
 - Volume = 185cm³ (11.3in³)
 - No Diaphragm available.



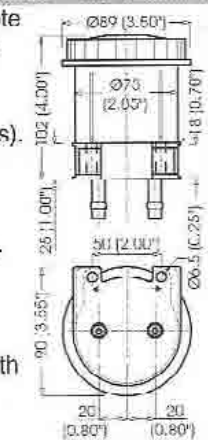
CP2293-69 & 4342-372

- A large capacity remote plastic reservoir with 1 outlet.
 - CP2293-69 supplied with diaphragm (bellows)
 - 4342-372 supplied without diaphragm (bellows)
 - Accepts Ø5/16" diameter hose.
 - Volume = 280cm³ (17.1in³).
 - Supplied complete with cap 4325-148.



CP2293-85 & 4342-355

- A large capacity remote plastic reservoir with 2 outlets.
 - CP2293-85 supplied with diaphragm (bellows).
 - 4342-355 supplied without diaphragm (bellows)
 - Accepts Ø5/16" diameter hose.
 - Volume = 280cm³ (17.1in³)
 - Supplied complete with cap 4325-148.

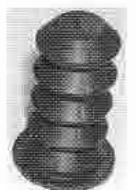


DIAPHRAGMS (BELLOWS)

Rubber Diaphragms (bellows) minimise the entry of moisture and dirt to help prevent spillage. The diaphragms listed below are suitable for use with the AP Racing reservoirs in this catalogue.
 NOTE: The use of Diaphragms (bellows) may restrict effective volume or reservoirs.

CP2709-156 (SMALL)

- For use with reservoir cap 4325-151, on the following reservoir assemblies.
 - All CP4709 Series



CP2293-48 (MEDIUM)

- For use with reservoir cap 4325-148, on the following reservoir assemblies.
 - CP2293-141, -143 & -69
 - CP4623-7/ -8/ -9 & -10



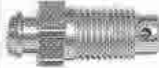



CP2293-166 (LARGE)

- For use with reservoir cap 4325-148, on the following reservoir assemblies.
 - CP2293-162 & -163



BLEEDSCREWS

<p>CP4469-101 M7 x 1.0</p> 	<p>CP3720-107 M10 x 1.0 With lockwire hole.</p> 	<p>CP3720-173 M10 x 1.0</p> 	<p>CP3720-182 3/8" x 24UNF</p> 	<p>CP3880-1 M10 x 1.0 Sealed bleed screw -kit. Kit contains 2 x CP4970-125 & 2 x CP4970-124.</p> 	<p>CP3880-2 3/8" x 24UNF Sealed bleed screw -kit. Kit contains 2 x CP5820-115 & 2 x CP6297-111.</p> 
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BANJO'S

<p>Single's CP2703 - 3/8" x 24UNF CP2677 - M10 x 1.0</p> 	<p>Double's CP2673 - 3/8" x 24UNF CP2674 - M10 x 1.25 CP2675 - M10 x 1.0</p> 	<p>Steel Braided CP2672 - For -3 steel braided hose</p> 
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RESERVOIR INLETS

Inlets for CP4709 type fluid reservoirs.

<p>CP4709-105 7/16" UNF Use with 'O' Ring CP4709-104</p> 
<p>CP4709-106 M12 x 1.0 Use with 'O' Ring CP4709-104.</p> 
<p>CP4709-107 Push-on Use with 'O' Ring CP4709-104.</p> 

ADAPTOR KITS

Push-on Adaptors
CP2623-30 - 7/16" UNF
CP4623-2 - M12 x 1.0
accepts 7.9mm (5/16") inside Ø hose

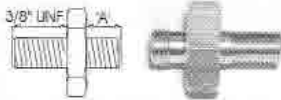


Push-on Banjo Adaptor
CP2623-41 - 7/16" UNF
CP4623-6 - M12 x 1.0
accepts 7.9mm (5/16") inside Ø hose



RESERVOIR ADAPTORS

CP2623-167 - 'A' = 7/16" UNF
For CP2709-10/-15/-16 & CP2293-141/-143 Reservoirs
CP4623-107 - 'A' = M12 x 1.0
For CP4623-4/-5/-7/-8 Reservoirs



Use with 'O' Ring CP4623-435

Push-on Adaptor
CP2623-250



Use with 'O' Ring CP4623-435

ADAPTORS

CP2270-16
3/8" x 24UNF flat seat & convex



CP2554-108
M10 x 1.0 flat seat & 3/8" x 24UNF convex seal.



CP2451
3/8" x 24UNF flat seat & 1/8" BSP concave seat.



INLET FITTINGS

Special inlet fittings for CP6465 Master Cylinder.
Note: These fittings are sold in kits complete with keeper plate, retaining screw & 'O' Ring.

CP6465-10
75° Angle Fitting Kit



CP6465-11
Straight Fitting Kit

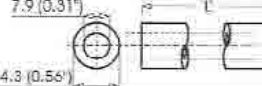


CP6465-12
90° Angle Fitting Kit



REMOTE HOSE

CP6614-101 - 'L' = 609.0mm (24")
CP6614-102 - 'L' = 1119.0mm (44")
CP6614-103 - 'L' = 304.0mm (12")




CLIP

CP2020-1
to suit outside Ø9.5mm to 13mm



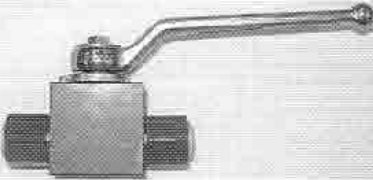
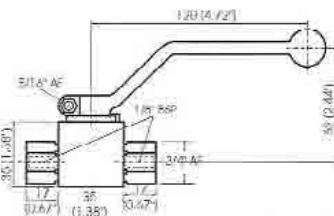
COPPER GASKETS



KL44517 'A' 14.2 (0.56") 'B' 10.2 (0.40") 'C' 2.0 (0.08")	KL44518 'A' 17.5 (0.69") 'B' 11.1 (0.44") 'C' 1.0 (0.06")	KL44519 'A' 20.3 (0.80") 'B' 12.9 (0.51") 'C' 1.0 (0.06")	KL44520 'A' 17.0 (0.67") 'B' 12.9 (0.51") 'C' 1.22 (0.048")	KL44539 'A' 29.5 (1.16") 'B' 24.1 (0.95") 'C' 1.22 (0.048")
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ISOLATING VALVE

CP3388
Is a lever operated ball valve used in line to isolate a designated part of system.
Both inlet and outlet are 1/8" BSP threads.



AP Racing brake fluids have been developed specifically for use under arduous conditions encountered at the highest levels of motorsport. AP Racing brake fluids are compatible with all conventional hydraulic brake systems designed to conform to S.A.E J1703 & J1704 requirements. The brake fluids below offer the user the ultimate in performance, reliability and budget whether you compete in F1, Rally, Sportscar or simply for the road. Supplied in heat sealed 500ml bottles

PRF660 BRAKE FLUID

- Designation
PRF660
- 'Typical' Boiling Points
 - New Dry 320°C
 - 'Wet' E.R. 199°C
- Part Number
CP4660-20
(Case of 20x500ml bottles)



AP Racing's new PRF660 has a dry boiling point of 320°C (608°F), 20°C higher than other leading brands. PRF660 has advanced moisture resistance properties, low levels of viscosity (for ease of bleeding), low levels of compressibility and meets DOT4 specifications. PRF660 is suitable for all top levels of motorsport where abnormal temperatures are experienced. It should be noted that before using PRF660 fluid, any existing brake fluid should be drained completely from the brake system. The system should be thoroughly purged with new PRF660 and can be filled completely with new PRF660.

600 BRAKE FLUID

- Designation
600
- 'Typical' Boiling Points
 - New Dry 300°C
 - 'Wet' E.R. 210°C
- Part Number
CP3600-20
(Case of 20x500ml bottles)



AP Racing's 600 fluid has a dry boiling point exceeding 300°C and has been developed for racing applications where high temperatures are being experienced, e.g. when using carbon discs and the ultimate in brake fluid performance is required. It should be noted that before using 600 fluid, any existing brake fluid should be drained completely from the brake system. The system should be thoroughly purged with new 600 and can be filled completely with new 600 fluid.

551 BRAKE FLUID

- Designation
551
- 'Typical' Boiling Points
 - New Dry 275°C
 - 'Wet' E.R. 150°C
- Part Number
CP7551-20
(Case of 20x500ml bottles)



551 fluid is suitable for all forms of motorsport and conforms to FMVSS 116 DOT3 specification and is **magnesium compatible** but has a higher boiling point than normal brake fluids intended for road use.

FORMULA DOT 5.1 FLUID

- Designation
Formula DOT 5.1
- 'Typical' Boiling Points
 - New Dry 260°C
 - 'Wet' E.R. 184°C
- Part Number
CP4510-20
(Case of 20x500ml bottles)



Formula DOT 5.1 is AP Racing's new high performance non siliconed based brake and clutch fluid. Formula DOT 5.1 is recommended for use in the hydraulic brake and clutch systems of all cars, for which a non petroleum based fluid is specified. Suitable for high performance applications including vehicles fitted with ABS and ESP, is suitable for road and track day use

ANSWERS TO FREQUENT QUESTIONS

- All AP Racing Brake Fluids are Polyalkalene Glycol Ether based, not a silicone based fluid. AP Racing do not sell and do not recommend using a silicone based brake fluid with any of its products.
- 600 brake fluid is intended for competition use only.
- 551 can be used for either competition or road use.
- Colour variations may occur in brake fluid due to its manufacturing process. This has no effect on the quality and performance of the product.

WARNING

DO NOT USE a mixture of PRF660, 600 and 551 brake fluids or PRF660 or 600 and any other Polyalkalene Glycol Ether based brake fluid as damage to the brake system may occur due to the formation of crystals in the presence of moisture.

DO NOT USE PRF660 or 600 fluid in contact with any type of magnesium components (e.g. Gearbox / Clutch components) as a chemical reaction is caused resulting in gases being generated. This will prevent the clutch hydraulics from working efficiently and may damage the magnesium components.

To obtain the best performance from racing brake systems, bleed the system thoroughly, immediately prior to each event using AP Racing brake fluid from a new sealed bottle. This is particularly important in wet or humid conditions or when the brakes are excessively hot. Always use fresh fluid and replace bottle cap when not in use. Never re-use brake fluid. The use of a high temperature fluid should not be used as a substitute for proper brake cooling. Brake temperatures can be determined using AP Racing temperature stickers (CP2650-11) and thermal paints (kit Number, CP2649-5). If you require advice please contact AP Racing Technical section.

- AP Racing brake fluid contains Polyalkalene Glycol Ethers. Keep out of reach of children.
- Never transfer to unmarked jars or bottles.
- Harmful if swallowed.
- Avoid excessive skin contact. Flush affected eyes with water and seek medical aid.
- Brake fluids will damage vehicle paint work if spilled.

GENERAL DESCRIPTION

These valves have been specially designed for use in competition vehicles where it is desired to reduce the hydraulic line pressure and therefore braking effort of the rear brakes to compensate for varying road / track conditions or vehicle handling characteristics.

The lever type valve CP3550-13, provides the driver, or the co-driver with seven distinct settings from which to select the most suitable braking ratio.

The screw type CP3550-14 offers infinite adjustment within the limits of normal brake operation. With the cap screwed fully in no reduction in output pressure occurs, with the cap screwed fully out output pressure is reduced to approximately 1/3rd of input pressure.



**CP3550-13
Lever Type**



**CP3550-14
Screw Type**

INSTALLATION

To obtain the best performance using these valves, the brake balance should be biased towards the rear so that with the valve piped into the rear line and set in position 7 (or the cap screwed right in) where virtually no reduction occurs, the balance is as much to the rear as will ever be needed.

Placing the control lever in positions either 6 to 1 (or screwing the cap outwards) will progressively reduce the rear line pressure giving more bias to the front.

WARNING

Due to internal adjustments set by AP Racing, do not strip these assemblies.

- DO NOT attempt any modification of these valves.

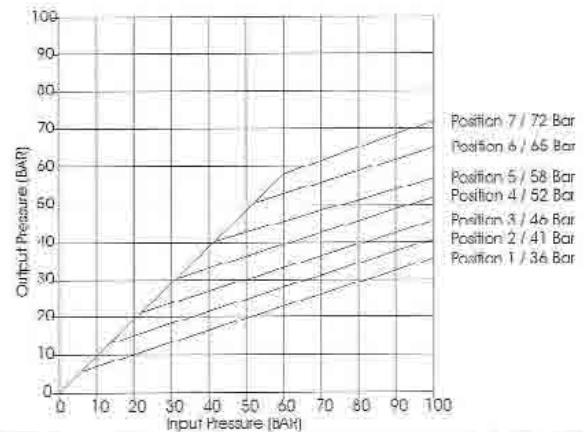
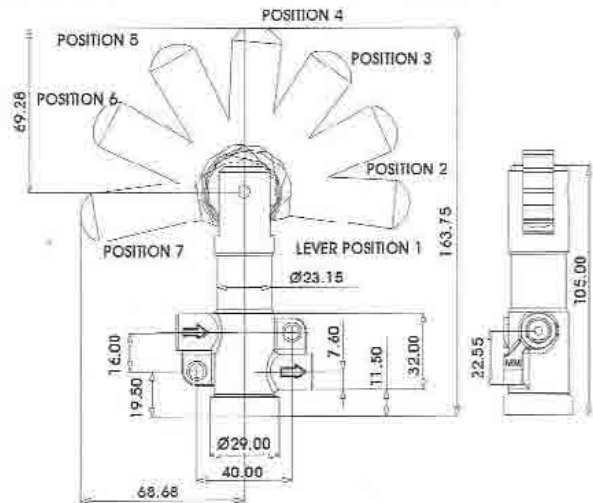
- Strictly for competition use only.

NOTE:-

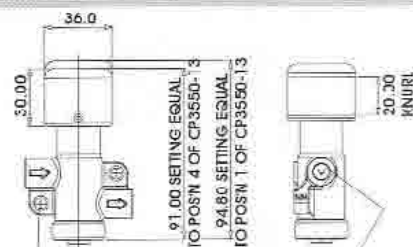
These proportioning valves are suitable for use with any brake fluid that conforms to DOT 3, DOT 4 or DOT 5.1 standards, but best all round performance will be achieved with either AP Racing PRF660 or 600 brake fluids.

BASIC INSTALLATION AND PERFORMANCE DETAILS

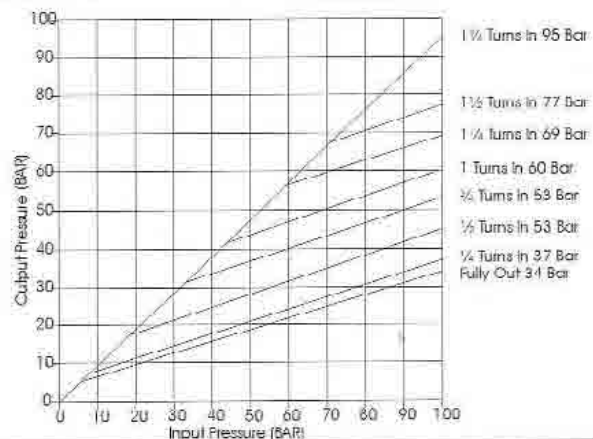
CP3550-13 7 POSITION LEVER TYPE VALVE



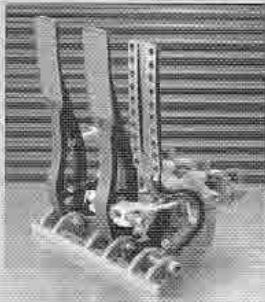
CP3550-14 SCREW CAP TYPE VALVE



2 OFF M6 CLEARANCE HOLES COUNTERBORED Ø11.0 TO DEPTH 7.0 CONNECTIONS TAPPED M10 x 1.0 SPOT FACED Ø17.0



CP5500 FLOOR MOUNTED PUSH TYPE



Conventional racing pedal box design available in 3, 2 and 1 pedal configuration, designed for comfort and control. Ergonomic forged pedals together with low friction treatments and a high quality spherical bearing set new standards in pedal box efficiency.

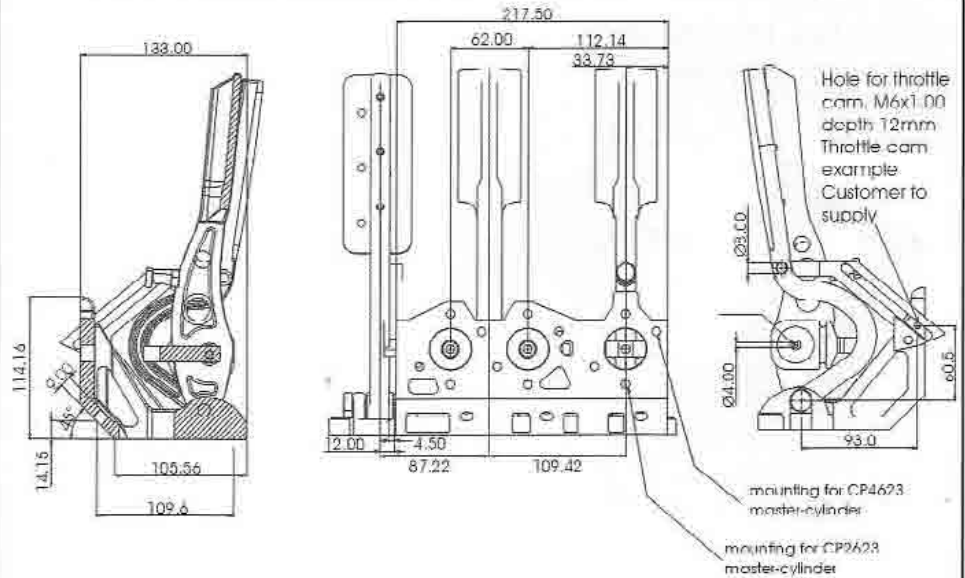
PART NUMBERS

- CP5500- 2
Brake, Clutch & Throttle Assy.
- CP5500- 3
Brake & Clutch Assy.
- CP5500- 7
Brake Pedal Assy.

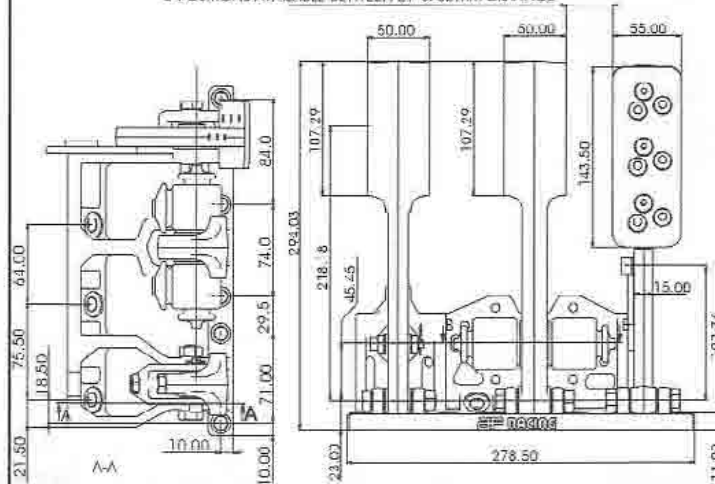
FEATURES

- Aluminium base, machined from high quality die casting.
- Includes forged aluminium alloy Pedals and Balance Bar.
- Adjustable throttle pedal position.
- Brake and Clutch pedal Ratio 4.85:1.
- Suitable Master Cylinder Ranges.
- CP2623 See page 73.
- CP4623 See page 74.
- Recommended Push Rod Length
- brake 88.0mm.
- clutch 65.0mm.
- Mounting Holes M10.
- Adjuster cable CP2905-18 included with assembly.
- 10mm balance bar fitted with rubber boots to prevent dirt ingress.

CP5500-2 / 3 PEDAL

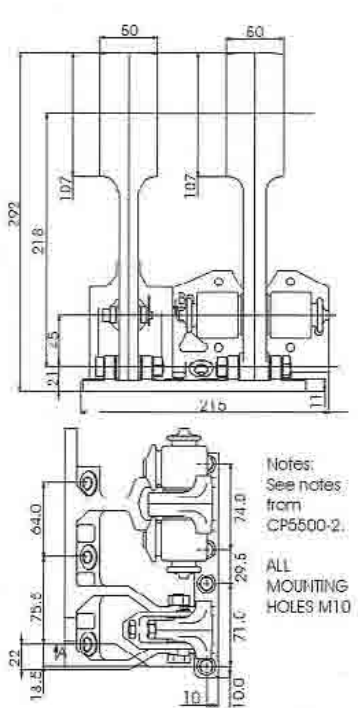


6 POSITIONS AVAILABLE BETWEEN 27 & 52MM DISTANCE

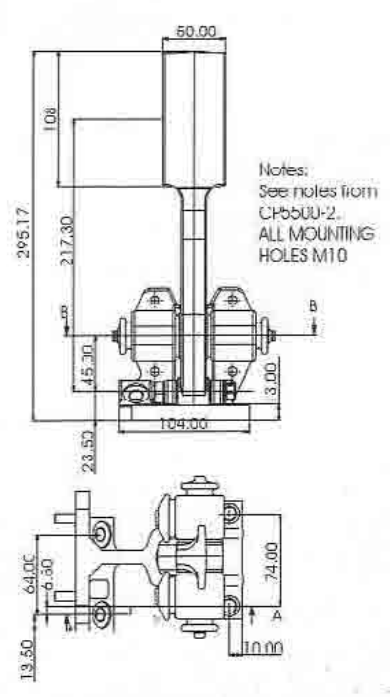


- Notes:
1. Brake and Clutch pedal ratio 4.85/1
 2. Clutch pedal shown at mid-point Brake pedal shown at maximum position
 - Throttle pedal position to be set by customer to suit driver
 3. A sachet of 6 studs and a sachet of Loctite are provide with the Pedal box. Studs are to be threadlocked into their mountings.

CP5500-3 / 2 PEDAL



CP5500-7 BRAKE PEDAL



CP5509 FLOOR MOUNTED PUSH TYPE



New
Product

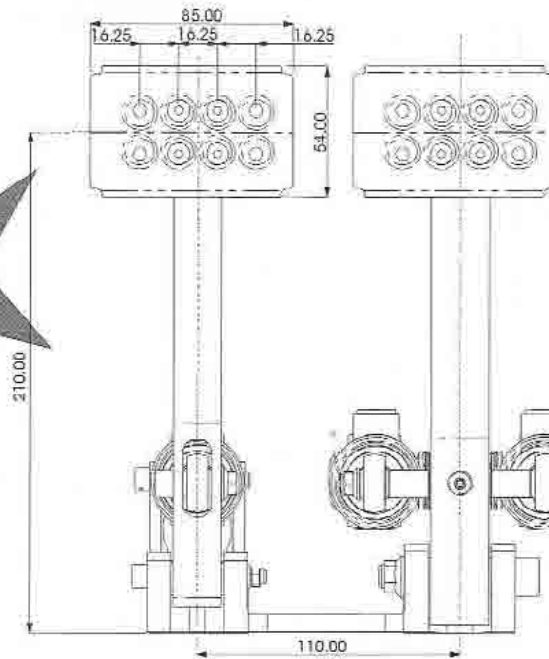
This is a general purpose floor mounted pedal box which utilises the latest high efficiency CP5854 push type Master Cylinders. Minimum hysteresis and balance variation are assured by the use of needle roller bearings in the centre trunnion and ball bearing pedal pivots.

PART NUMBERS

- CP5509-1- 3
Brake, Clutch Assembly.

FEATURES

- Lightweight Billet base, machined from Aluminium. Includes billet aluminium alloy Pedals and Balance Bar.
- Adjustable foot pads for optimum driver comfort.
- Adjustable clutch stop.
- Brake and Clutch pedal Ratio 4.8:1.
- Brake and clutch pedal are pivoted on ball bearings for increased efficiency and smoothness.
- Designed for use with master cylinder.
- CP5854 see page 78.



SETTING UP THE BALANCE BAR
 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.

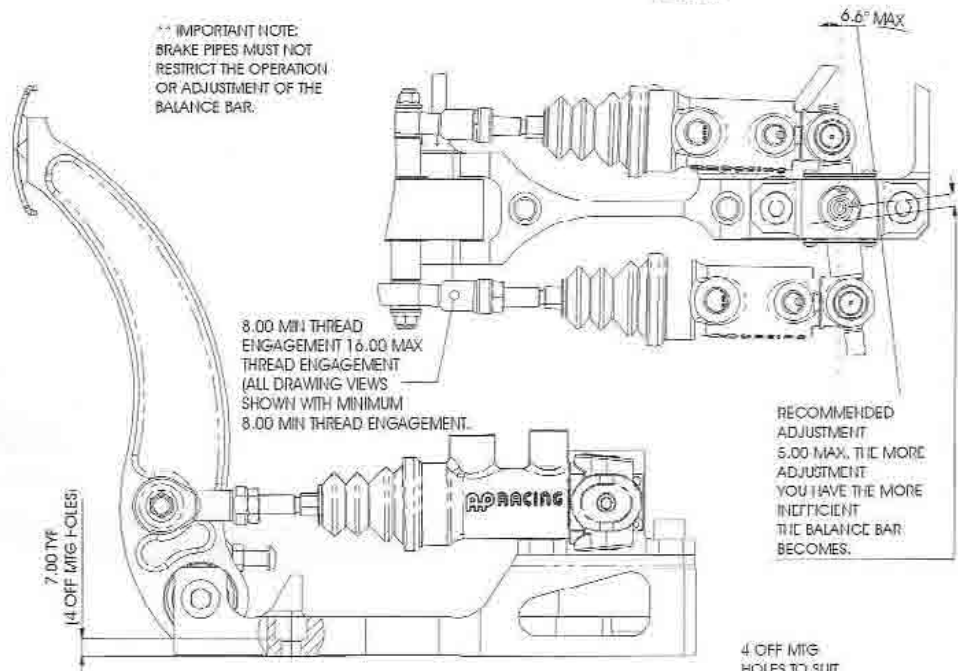
FOR MAXIMUM EFFICIENCY, IT IS RECOMMENDED THAT THE PEDAL IS AT RIGHT ANGLE WITH THE PUSHRODS UNDER MAXIMUM BRAKING LOAD, AND ALSO KEEPING THE BALANCE BAR CENTRAL WITH BETTER SELECTION OF MASTER CYLINDER SIZES HELPS REDUCE INEFFICIENCIES.

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.

MAX ANGLE ADJUSTMENT AT SETUP THIS IS SET BY ADJUSTING THE THREAD ENGAGEMENT OF THE ROD END BAR AND MASTER CYLINDER PISTON.

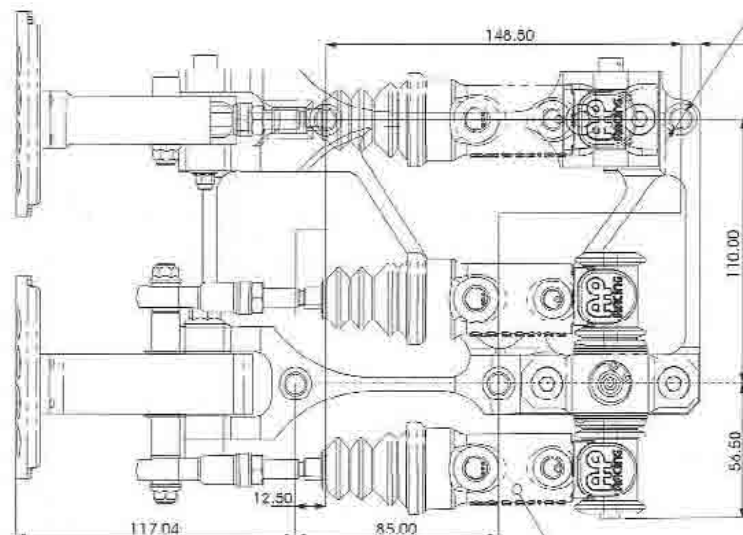
THIS RELATES TO 8.00mm OF DIFFERENCE IN TRAVEL OF FRONT TO REAR CYLINDERS. REMEMBER THE BALANCE BAR SHOULD BE PERPENDICULAR WHEN AT MAX BRAKE PRESSURE.

** IMPORTANT NOTE:
 BRAKE PIPES MUST NOT RESTRICT THE OPERATION OR ADJUSTMENT OF THE BALANCE BAR.



RECOMMENDED ADJUSTMENT 5.00 MAX. THE MORE ADJUSTMENT YOU HAVE THE MORE INEFFICIENT THE BALANCE BAR BECOMES.

4 OFF M16 HOLES TO SUIT M8 CAP SCREWS



CP5509-1 IS DESIGNED TO USE 3-OFF CP5854 TYPE HIGH EFFICIENCY MASTER CYLINDERS SEE PAGE 78.

**CP5516
FLOOR MOUNTED
REVERSED
PULL TYPE**



This unique pull type design allows the pushrod to remain in line eliminating all side loads making it the most efficient pedal box on the market.

The cylinders are mounted under the drivers feet for optimum space utilisation and access. Minimum hysteresis and balance variation are assured by the use of needle roller bearings in the centre trunnion.

PART NUMBERS

- CP5516- 3
Brake, Clutch & Throttle Assy.

FEATURES

Lightweight aluminium base, machined from high quality casting.

All pedals are machined from aluminium billet.

Brake pedal is pivoted by ball bearings to increased smoothness.

Designed for use with master cylinder.

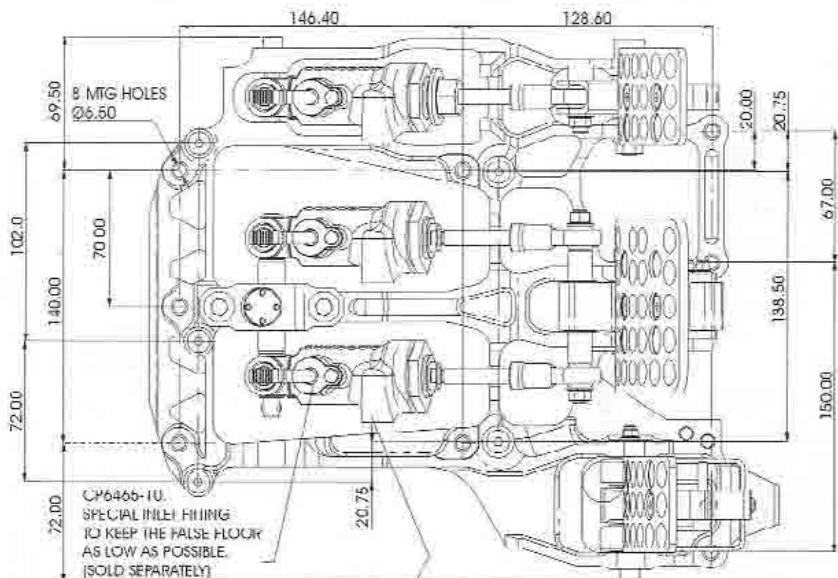
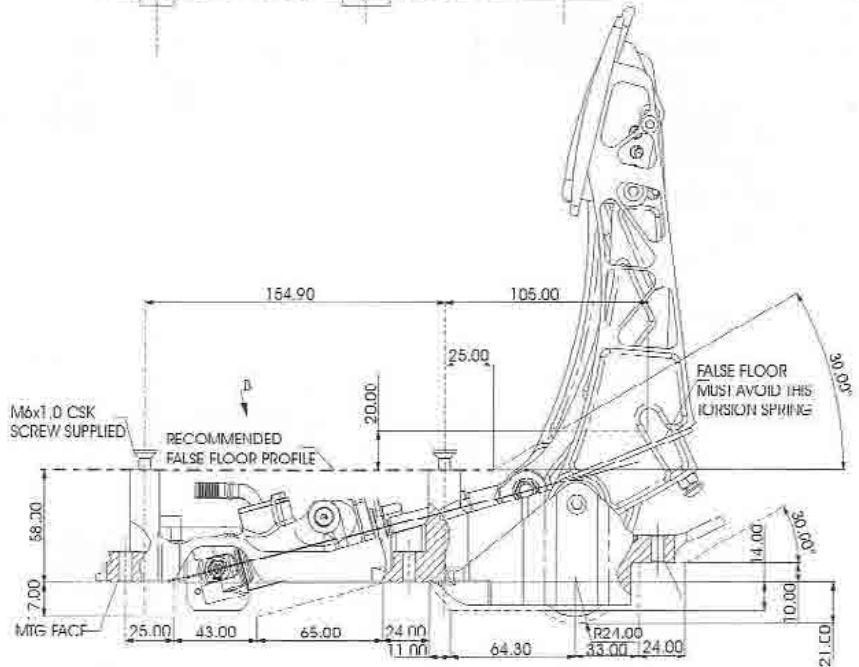
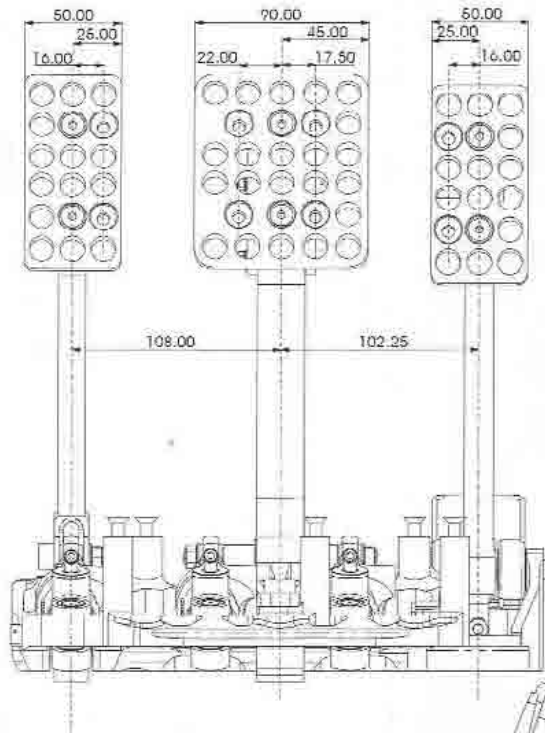
- CP6465 see page 80.

Adjustable foot pads for extra driver comfort.

Adjustable throttle pedal position, linkage with a torsion spring for positive pedal return.

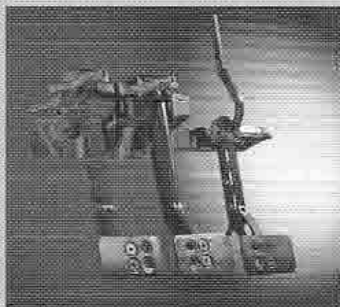
Adjustable pedal stops. Brake and Clutch pedal Ratio 4.8:1

All threads are metric.



PEDAL BOX IS DESIGNED TO SUIT CP6465 HIGH EFFICIENCY MASTER CYLINDER, FEATURES:
 - BUILT IN LOW FRICTION CLEVIS. - SPECIAL INLET TO ALLOW A LOW FITTING. - M10x1.0 OUTLET PORT, SET AT 90°
 - 25.4MM OF STROKE. - AVAILABLE IN VARIOUS SIZES. - SOLD SEPARATELY.

**CP5507
UNDERSLUNG
BULKHEAD
MOUNT TYPE**



The bulkhead mounted type with master cylinders being located in the engine or front compartments. It's lightweight aluminium base, and ergonomic steel and alloy pedals offer the user the ultimate control in this critical area.

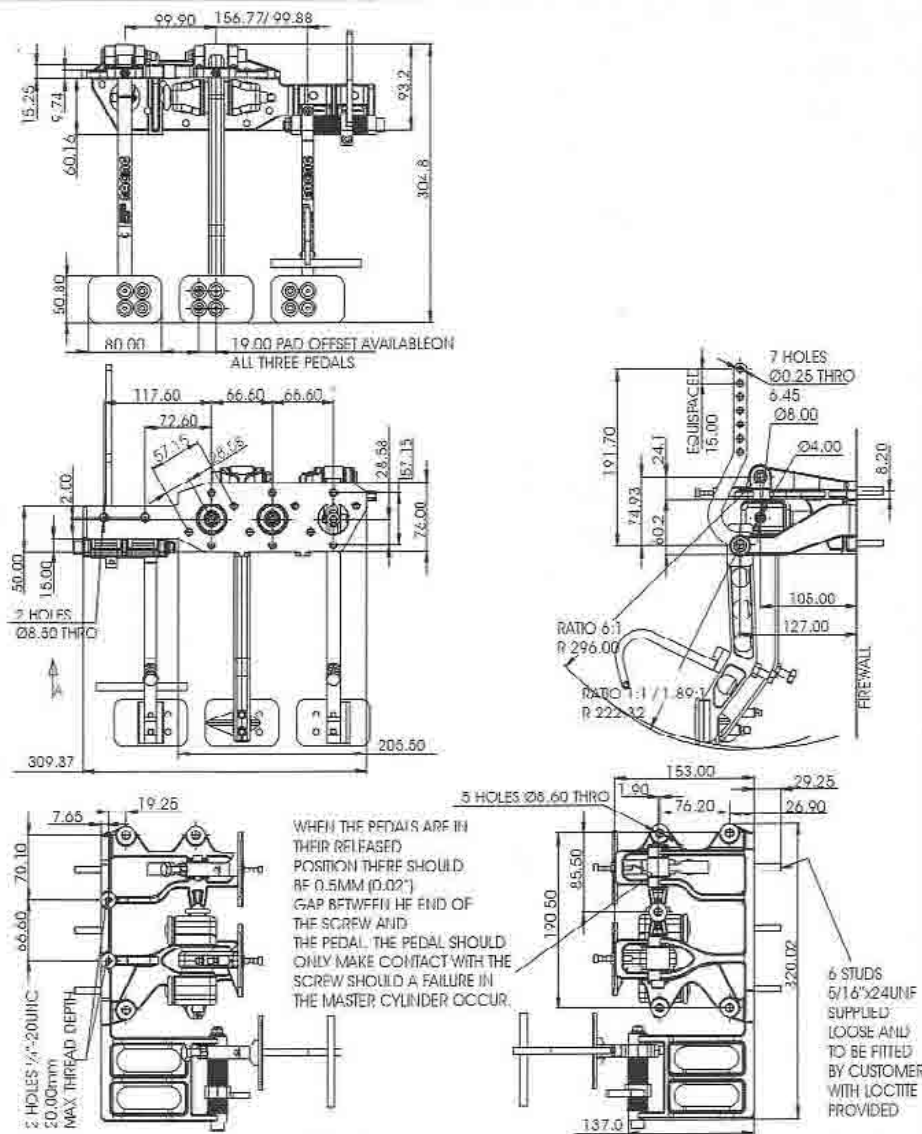
PART NUMBERS

- CP5507- 19
Brake, Clutch & Throttle Assembly.
- CP5507- 18
Brake & Clutch Assembly.
- CP5507- 10
Throttle Pedal Assembly.

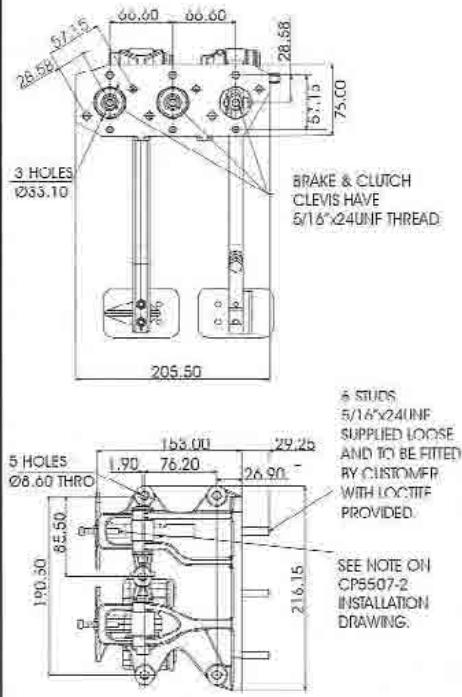
FEATURES

- Lightweight aluminium base, machined from high quality casting.
- Fabricated Steel brake pedal.
- Machined aluminium alloy clutch and throttle pedals.
- Adjustable foot pads.
- Adjustable throttle pedal position & linkage.
- Adjustable pedal stops.
- Heavy Duty 12.7mm balance bar fitted with rubber boots and High quality spherical bearing.
- Adjustable cable CP2905-18 included.
- Brake and Clutch pedal Ratio 6:1
- Suitable Master Cylinder Ranges,
- CP6093.
- CP2623.
- CP4623.
- All threads are imperial.

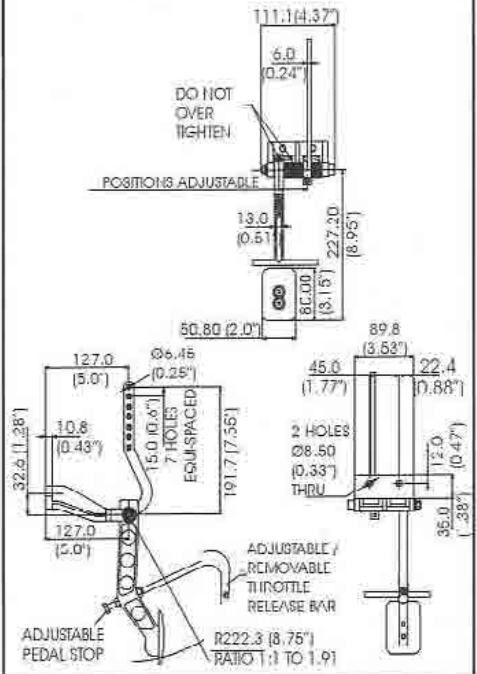
CP5507-19 / 3 PEDAL



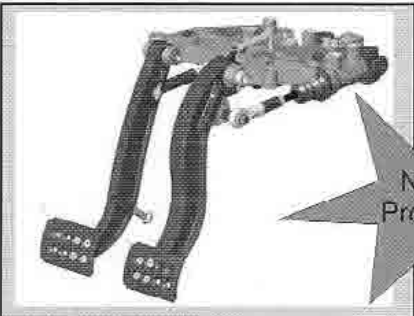
CP5507-18 / 2 PEDAL



CP5507-10 THROTTLE PEDAL



**CP5508
UNDERSLUNG
MULTI RATIO**



This new multi ratio push type pedal box allows the pushrod to remain straight, eliminating all side loads therefore making it very efficient. The master cylinders connect directly to a high efficiency balance bar.

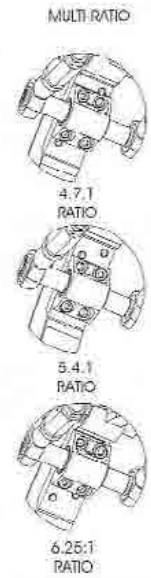
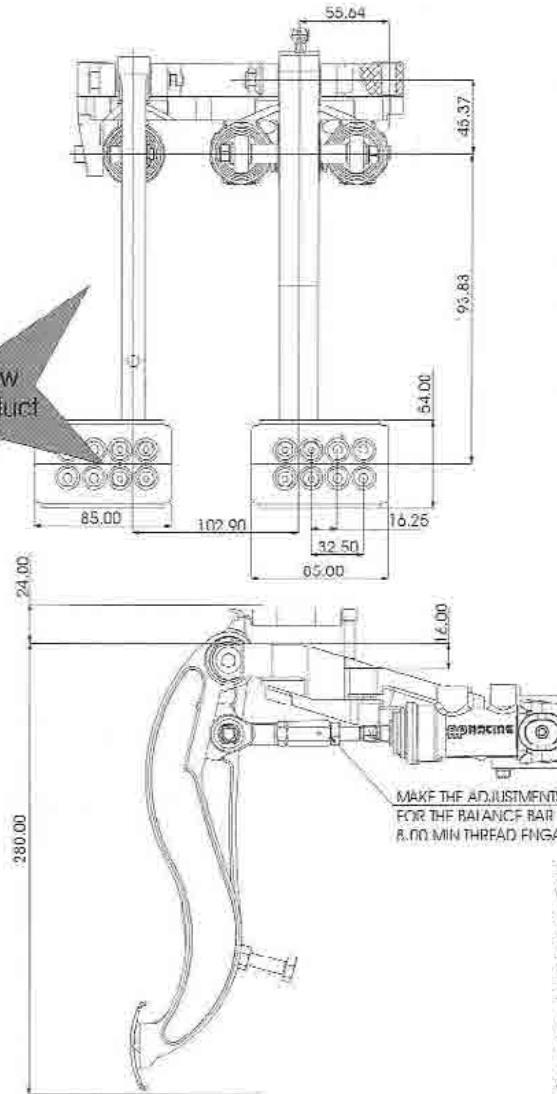
A lightweight aluminium base, and ergonomic steel and alloy pedals offer the user the ultimate control in this critical area.

PART NUMBERS

- CP5508- 1
Brake and Clutch Assembly

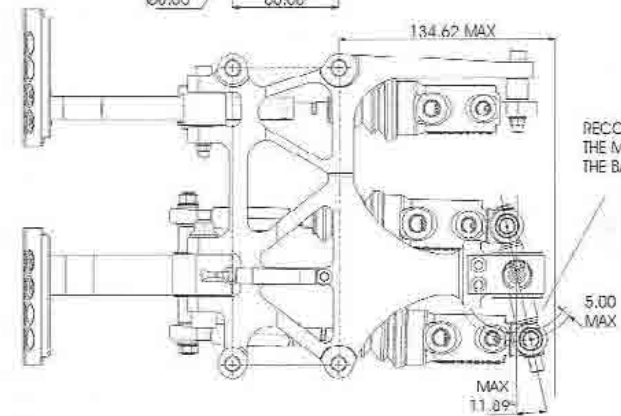
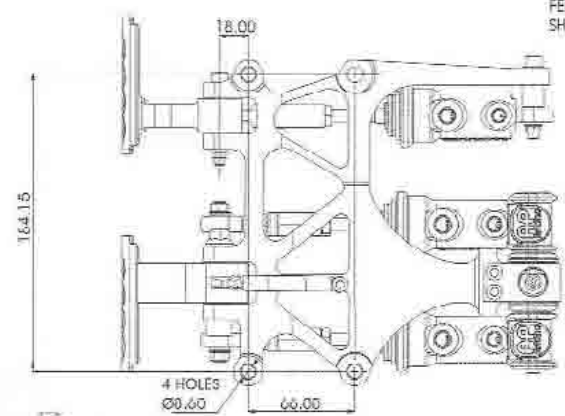
FEATURES

- Lightweight aluminium base, machined from solid.
- Clutch pedal is machined from aluminium billet.
- Brake pedal is machined from steel.
- Brake pedal has multi ratios mounting bracket allowing three different ratio to be used.
- Brake pedal has a return spring fitted.
- Both pedals are pivoted on ball bearings to increase smoothness of feel for the driver.
- Adjustable stop on clutch pedal.
- Designed for use with CP5854 Brake (see page 78) and CP5855 Clutch (see page 79) master cylinders.



TO ALTER THE RATIO JUST UN-BOLT THE BRACKET AND MOVE IT TO A DIFFERENT POSITION

BALANCE BAR SET UP
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; AND ALSO KEEPING THE BALANCE BAR CENTRAL WITH BETTER SELECTION OF MASTER CYLINDER SIZES HELPS REDUCE INEFFICIENCIES. ALSO MAKE SURE THAT THE MASTER CYLINDER PISTON'S FULLY RETURN BEFORE USE, THIS CAN BE CHECKED BY FEELING THE PUSHRODS FOR SLIGHT MOVEMENTS THERE SHOULD NOT BE ANY EXCESSIVE LOOSE MOVEMENT.

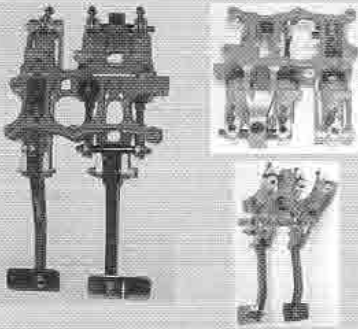


++ IMPORTANT NOTE: BRAKE LINES MUST NOT RESTRICT THE OPERATION OR ADJUSTMENT OF THE BALANCE BAR

RECOMMENDED ADJUSTMENT. THE MORE OFFSET THE LESS EFFICIENT THE BALANCE BAR BECOMES.

MAX ANGLE ADJUSTMENT. THIS IS SET BY ADJUSTING THE THREAD ENGAGEMENT OF THE ROD END AND MASTER CYLINDER PISTON. THIS RELATES TO 9.0mm OF DIFFERENT IN TRAVEL OF FRONT TO REAR CYLINDERS. REMEMBER THE BALANCE BAR SHOULD BE PERPENDICULAR WHEN AT MAX BRAKE PRESSURE.

CP5517 UNDERSLUNG BULKHEAD PULL TYPE



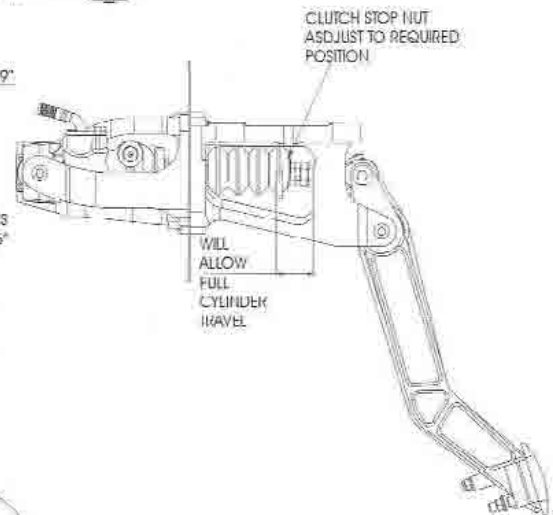
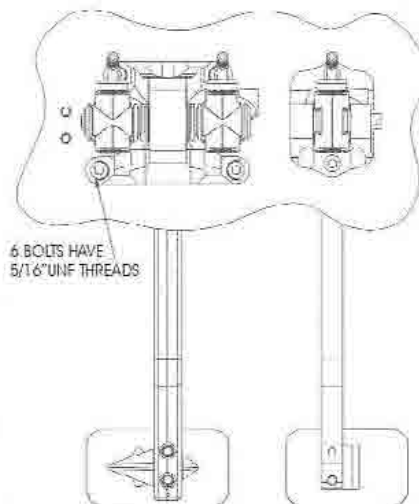
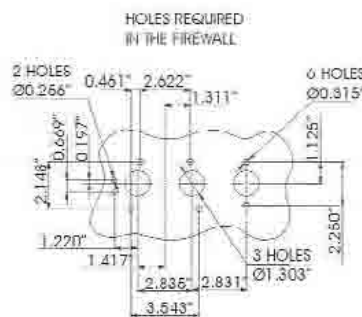
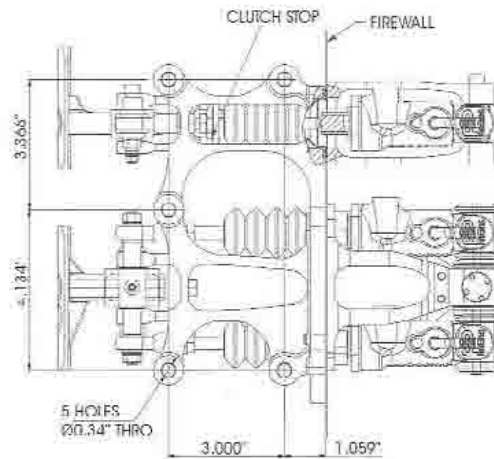
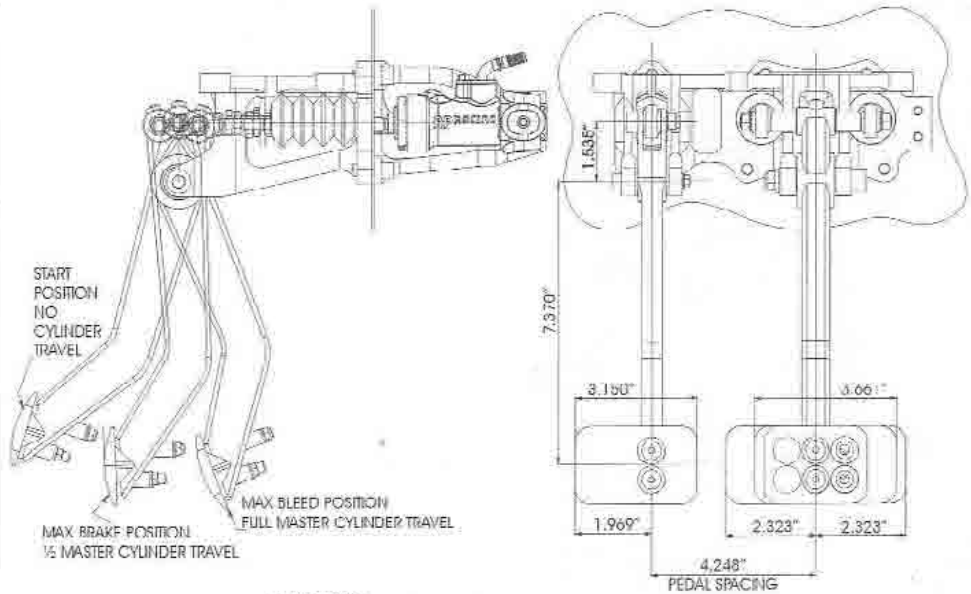
This unique pull type bulkhead mount design with master cylinders being located in the engine or front compartments allows the pushrod to remain in line eliminating all side loads making it one of the most efficient pedal box on the market. It's lightweight aluminium base, and ergonomic steel and alloy pedals offer the user the ultimate control in this critical area.

PART NUMBERS

- CP5517-1
Brake and Clutch Assy.

FEATURES

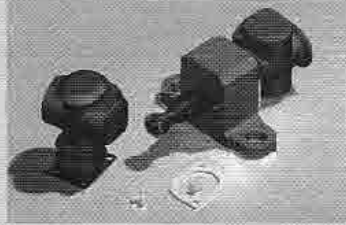
- Lightweight aluminium base, machined from high quality casting.
- Fabricated Steel brake pedal.
- Machined aluminium alloy clutch and throttle pedals.
- Designed for use with master cylinder.
 - CP6465 see page 80.
- Bellows to seal the firewall, made from fire retardant material.
- Adjustable foot pads for extra driver comfort.
- Adjustable throttle pedal position, linkage with a torsion spring for positive pedal return.
- Adjustable pedal stops.
- Brake and Clutch pedal Ratio 4.8:1



NOTE:
CP5517-10
THROTTLE PEDAL
ASSEMBLY
CP5517-10 is designed for use with CP5517-1 assembly shown to create 3 pedal version.

INTRODUCTION

AP Racing's Balance Bar Assemblies have been designed to offer the user improved levels of efficiency and control. The range consists of four families:



CP5500-9 & CP5500-9UNF

A lightweight and durable conventional Balance Bar manufactured from a high grade alloy steel treated with a low friction coating for extra smoothness of adjustment.

It incorporates a spherical bearing for improved efficiency, an outer tube to ease installation and rubber boots to prevent ingress of dirt & grit. Not suitable for heavy duty applications or high pedal ratios. A similar assembly is also available without the rubber boot CP5500-4.

NB. Select CP5500-9 for use with M8 Master Cylinder pushrods & CP5500-9UNF for use with 5/16" UNF Master Cylinder pushrods.

CP5507-2

Similar in concept to CP5500-9 but with a heavy duty 12mm balance bar for applications where a high pedal ratio and / or heavy pedal loads are used. Features include low friction coatings, spherical bearing and rubber boots to prevent dirt ingress. **NB.** Suitable for use with 5/16" UNF Master Cylinder pushrods.

Note: CP5500-9 & CP5507-2

NB. If used with conventional master cylinders with articulated push rods e.g. CP2623, CP4623 etc.

The push rod angularity must be limited to 4° from straight to avoid unacceptable side loads on the pistons.

CP5520-13 TRUNNION STYLE

A new concept in balance bars where the central pivot is a trunnion rather than a spherical bearing. This has the advantage of preventing balance bar movement in the vertical plane thus removing the largest cause of unwanted balance variation. The centre trunnion and clevises employ needle roller bearings to reduce friction and hysteresis to a minimum, improving modulation.

CP5520-13 can be attached to the pedal or to the fixed end of the master cylinder and has been designed primarily for use with cylinders of the CP5855 type having a one piece piston and push rod. For use with 5/16" UNF threaded pushrods.

A similar balance bar CP5520-2 without the end clevises is available for use with cylinders, such as CP6465 and CP5854 which have integral clevises and barrel nut.

CP5520-3 ANGLED TRUNNION

CP5520-4 STRAIGHT TRUNNION

HIGH EFFICIENCY BALANCE BARS

These small and compact balance bars use needle roller bearings, to provide low hysteresis and high efficiency.

These versions are designed to fit at the fixed end of master cylinders fitted with integral trunnions such as CP6465 (Pull Type) and CP5854.

CP5500-9 BALANCE BAR

THE ASSEMBLY IS SUPPLIED WITH:-
- 2 M8X0.5 GRUB SCREWS FOR
CABLE FITTING/TAPPED HOLE IN
BALANCE BAR- 2 EXTERNAL
CIRCLIPS Ø32 1.5 1 BISSOL PIN Ø28 X30MM

FIGURE 1: BALANCE BAR ASSEMBLY

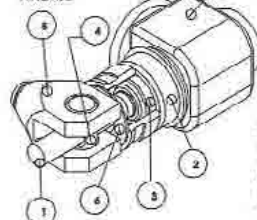


FIGURE 2: RECOMMENDED HOUSING DIMENSIONS

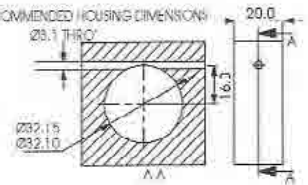
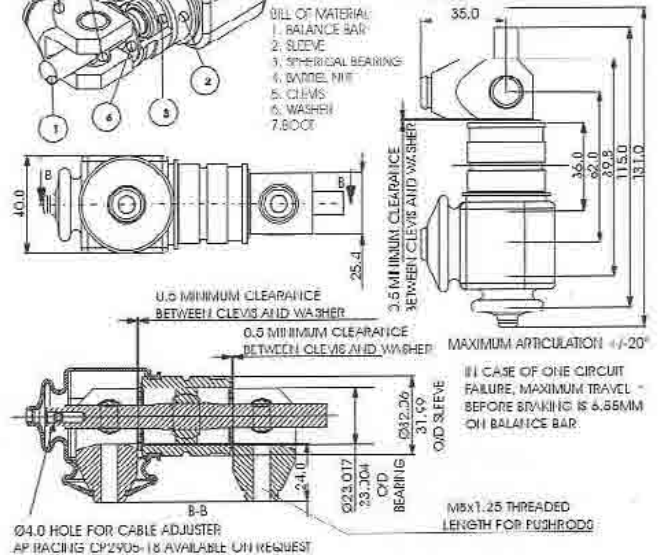


FIGURE 3: MAIN DIMENSIONS



INSTALLATION.

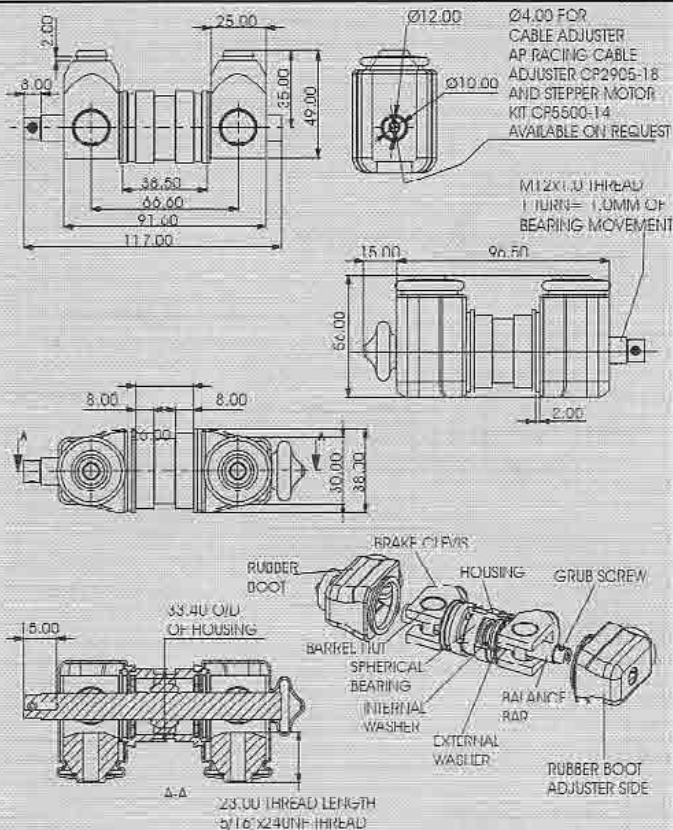
A. Sleeve

1. Make a hole in the pedal of the recommended dimensions (Fig 2.) The centre has to be at the same height as the master cylinder centreline when pedal is square to the master cylinder.
2. If you wish to retain the sleeve with a Bissol Pin, drill a hole in the pedal as shown on Fig 2.
3. Position the sleeve in the pedal. It is recommended to bond the sleeve into the housing to minimise the play of the balance bar. Depending on the configuration you chosen, put the circlips or the Bissol Pin in place.

B. Balance Bar Installation

1. Grease the housing inside diameter (2) and spherical bearing (3).
2. Install balance bar (1) inside 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.

CP5507-2 BALANCE BAR

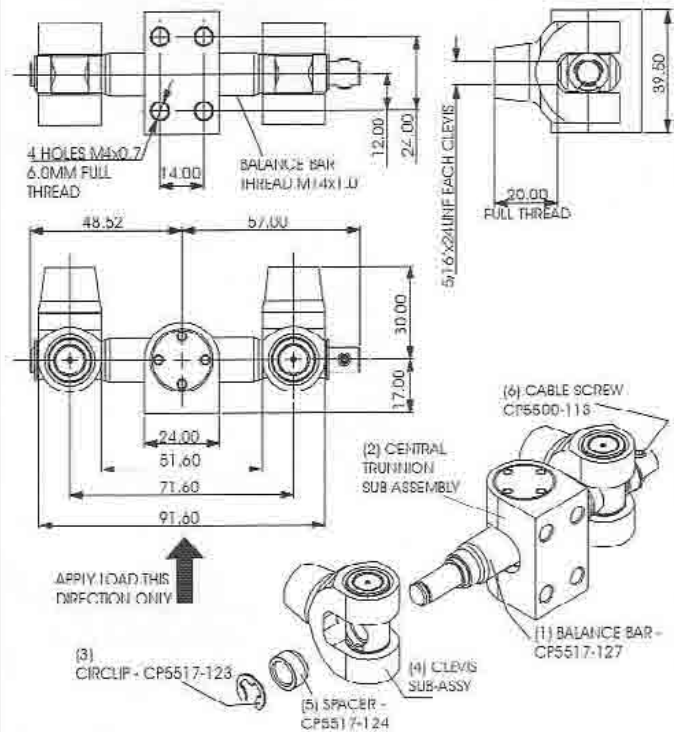


INSTALLATION

1. Position housing into a hole of required diameter (33.50) in the brake pedal. This hole should be positioned such that under normal braking loads the centre is in line with the master cylinder bores.
 2. Weld or bond the housing in position.
 3. Grease the bore of the housing and the outer race of the spherical bearing.
 4. Insert the balance bar with the bearing attached, into the housing with the adjuster end at the desired side.
 5. Insert the 2 internal washers into the housing & retain with circlips.
 6. Place external washers over balance bar and then screw on both clevis's and barrel nuts until they start to bind. Then rotate one of them back one turn.
- Tip: Half turn adjustments can be made by taking one clevis and barrel nut back to the end of the balance bar, flipping the clevis over, and then threading the barrel nut back into place.
7. Stretch boots over the clevis's and locate them on the grooves on the housing and clevis's.
 8. Attach adjuster to the end of the balance bar using grub screws.
 9. Screw in push rods and adjust so that under normal braking the balance bar lies perpendicular to the push rods and the pedal is vertical. It is not important if the balance bar is not square when released, but it should be whilst braking for maximum efficiency.

Tip: Adjustment of the push rods is made easier by running one of the two nuts supplied with each master cylinder to the end of the thread to allow the use of a spanner.

CP5520-13 TRUNNION BALANCE BAR



NB: CP5520-2 available without clevis assemblies

INSTALLATION.

A. Fitting the Balance Bar to the Pedal

1. Make 4 holes in the pedal of the recommended dimensions. The centre has to be at the same height as the master cylinder centreline when pedal is square to the master cylinder.
2. In positioning the balance bar on the pedal, please take notice of the direction of load, as shown. It may effect the position you choose.

B. Fitting the Clevis to the Balance Bar

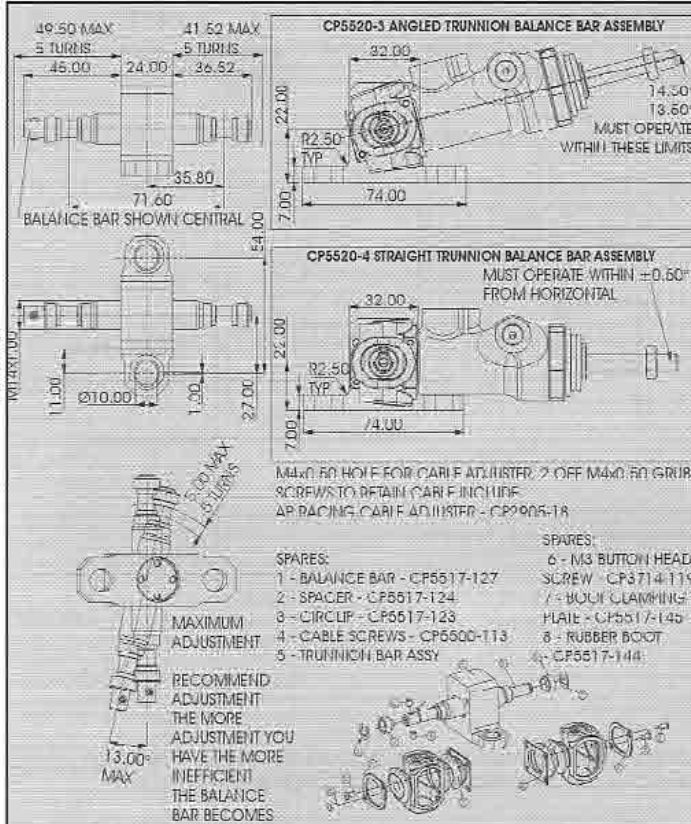
1. Install balance bar (1) inside the central trunnion sub-assy (2).
2. Push the clevis sub-assy (4) on to balance bar (1).
3. Push the washer (5) against the clevis sub-assy (4)
4. Push circlip (3) in to place on balance bar (1) to hold clevis sub-assy (4) in place.

C. Setting up the Balance Bar

1. Install remote cable and retaining screws (6).
2. Install nuts provided on master cylinder pushrods.
3. 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; and also keeping the balance bar central with better selection of master cylinder sizes helps to reduce inefficiencies. 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.

**CP5520-3 & CP5520-4
TRUNNION BALANCE BARS**



These small and compact balance bars use needle roller bearings, to provide low hysteresis and high efficiency. These versions are designed to fit at the fixed end of master cylinders fitted with integral trunnions such as CP6465 (Pull Type) and CP5854.

INSTALLATION.

A. Fitting the Balance Bar.

Please make sure the cylinder angle is correct to the balance bar, otherwise it will fail to operate properly. This means the balance has to be fitted at the fixed end.

B. Fitting the Master Cylinder Clevis to the Balance Bar.

1. Instal balance bar (1) inside the central trunnion sub-assembly (5).
2. Place master cylinder clevis on to balance bar (1).
3. Push the washer (2) on the balance bar (1).
4. Push circlip (3) into place on balance bar (1) to hold master cylinder clevis in place. Cylinder should be able to rotate on the balance bar.

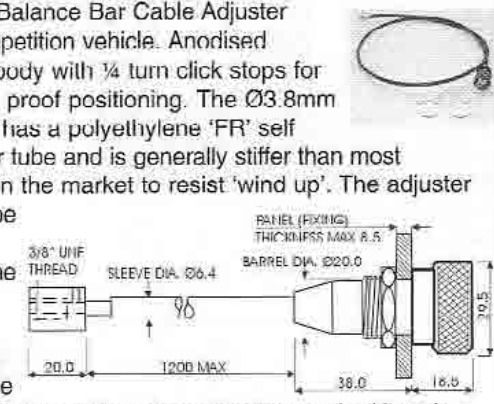
C. Setting up the Balance Bar.

1. Install remote cable and retaining screws (4).
2. Adjust the cylinder pullrods so that they are perpendicular to the balance bar under maximum load. It is more efficient when perpendicular. It is not important to be perpendicular when released.

For maximum efficiency, it is recommended that the pedal is at right angle with the pushrods under maximum braking load; and also keeping the balance bar central with better selection of master cylinder sizes helps to reduce inefficiencies. Also make sue that the master cylinder pistons fully return before use.

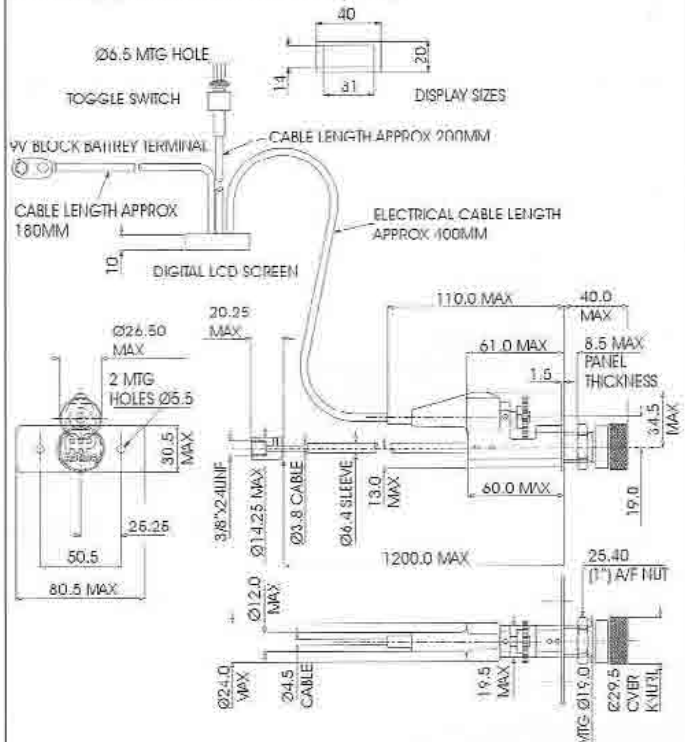
CP2905-8 CABLE ADJUSTER

Is a high quality Balance Bar Cable Adjuster ideal for any competition vehicle. Anodised aluminium alloy body with ¼ turn click stops for positive vibration proof positioning. The Ø3.8mm inner steel cable has a polyethylene 'FR' self extinguishing outer tube and is generally stiffer than most adjuster cables on the market to resist 'wind up'. The adjuster body can easily be fitted through a Ø19mm hole in the dashboard. Supplied in 1200mm lengths with an adjustable end fitting allowing the cable to be cut to the required length, the kit includes cable clips and two directional stickers. Available without end connector CP2905-18.



CP2905-15 CABLE ADJUSTER WITH DIGITAL READ-OUT

Incorporates the CP2905-8 Balance Bar Cable Adjuster. The balance bar digital read-out provides the user with an accurate indication of exact position of the balance bar to the right or the left of centre. The illuminated display is mounted in a plastic housing with two fixing points for mounting to the dashboard and is supplied with approximately 18" of cable to the transducer. The adjuster body can be fitted through a Ø19mm hole in the dashboard or bulkhead also using the mounting plate for increased security.



INSTALLATION OF ADJUSTER CABLES

Ensure that the balance bar is correctly installed and turns freely (see above). The cable should not be installed with any bends of less than 50mm (2") radius otherwise wind-up may occur. For maximum stiffness the outer cable should be securely fastened in place along its complete length using the clips provided. Cut the cable to the required length preferably using an elastic grinding wheel, secure end fitting to balance bar, insert cable and lock in place with grub screw.

AP Racing Air Jacks are designed to be both lightweight and reliable. They come in a number of configurations to suit different lift heights and vehicle weights.



A range of accessories including exhaust valves and safety props, lances & connectors are also available. The CP3985 Fast Jacks are designed to provide the ultimate in speed and low weight and have a built in exhaust valve.

Do not exceed the recommended operating pressures

- 20 Bars for CP2985, CP2995.
- 30 Bars for CP3985 type

WARNING:

Explosive release of the energy stored in compressed air can be dangerous. Please read the notes below. Jacks & air connections should be examined regularly for signs of damage.

SAFETY, INSTALLATION & USE

Never work under a vehicle supported only by Air Jacks unless safety props are fitted. Do not use 'U' bolt type clamps as distortion of the body will cause the Air Jack to stick. Do not loosen or remove adaptor. Jacks must be vertical during operation, Mounting brackets or clamps to be fitted to threaded section of body only. Do not use petrol or paraffin for cleaning the Air Jacks as this will damage the rubber seals. Use an alcohol based cleaning fluid e.g. Methylated spirit. Use only silicone spray or silicone grease when internal lubrication is necessary. Ensure end cap reinforcing ring (CP2995 Air Jacks only) is tightened before use. The connections on CP2985, CP2995 are designed for dash 6 Aeroquip fittings. CP3985 Air Jack have an M11 female inlet.

RECONDITIONING

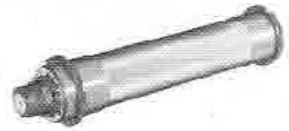
AP Racing have introduced two new tool kit to enable the user to recondition their Air Jacks.

- CP4985-10 kit contains all tools necessary to recondition all CP2985.
- CP4985-20 kit contains all tools necessary to recondition all CP3985 Air Jacks.

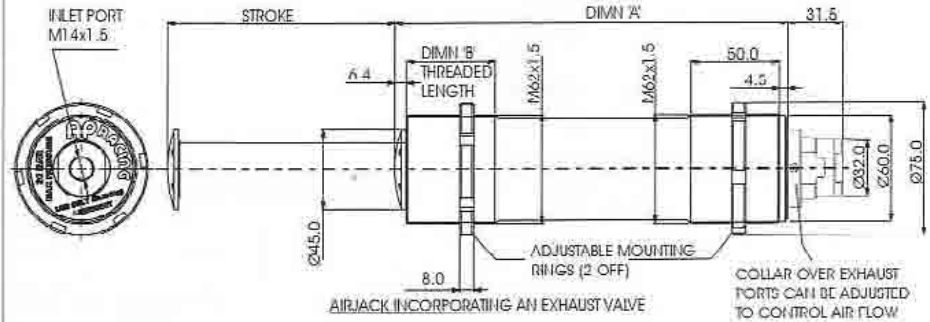
See Pages 95 & 96 for information.

CP3985 SERIES - FAST AIR JACK

CP3985 is a new design of Air Jack that has a compression spring rather than the conventional tension return spring system. This makes the Air Jack faster and more efficient in operation.

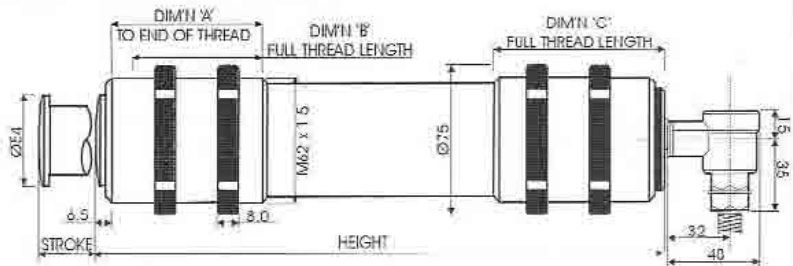


- Integral Exhaust (Dump) Valve. - Adjustable Retraction Speed. - High Speed.



Part Number.	Height DIMN 'A'	DIMN 'B'	Bore Size Ø	Stroke	Lift Capacity	Operating Pressure (max)	Weight (Kg)	Inlet Threads	Safety Props
CP3985-130EV	201mm	85mm	54mm	130mm	675Kg	30 Bar	0.03	M14 x 1.5	N / A
CP3985-150EV	221mm	50mm	54mm	150mm			0.80		CP3985-15
CP3985-190EV	271mm	50mm	54mm	190mm			0.96		CP3985-19
CP3985-230EV	325mm	50mm	54mm	230mm			1.09		CP3985-23
CP3985-310EV	425mm	80mm	54mm	310mm			1.39		CP3985-31

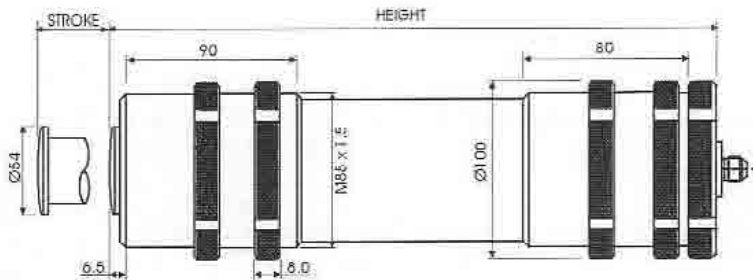
CP2985 SERIES - AIR JACK



Part No.	Height	Bore Size Ø	Stroke	Lift Capacity (20 Bar)	Weight	Dimensione			Safety Prop
						A	B	C	
CP2985-1	320.5mm	54mm	230mm	167Kg	1.3Kg	90mm	90mm	90mm	CP2985-14
CP2985-10	259.5mm	54mm	168mm		1.1Kg	59.5mm	59.5mm	59.5mm	N / A
CP2985-15	400.5mm	54mm	310mm		1.6Kg	150mm	90mm	90mm	CP2985-17
CP2985-25	244.5mm	54mm	153mm		1.0Kg	90mm	90mm	100mm	N / A
CP2985-29	400.5mm	54mm	310mm		150mm	90mm	210mm	CP2985-17	

Customers requiring an exhaust valve fitted please add 'EV' to the end of the part number. e.g. CP2985-1EV

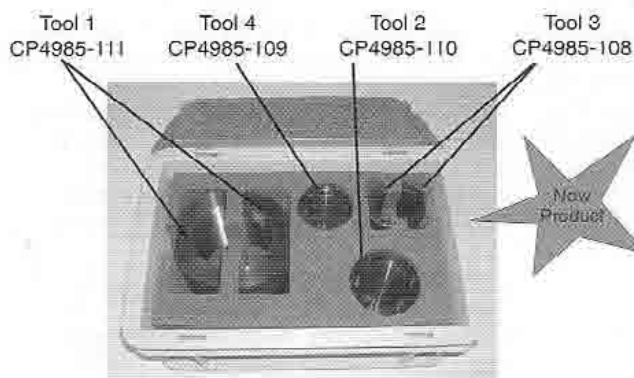
CP2995 SERIES - AIR JACK



Part Number.	Height	Bore Size Ø	Stroke	Lift Capacity (20 Bar)	Weight	Exhaust Valve	Safety Prop	Inlet Threads
CP2995-1	328mm	79mm	230mm	1000Kg	2.0Kg	Yes	CP2985-14	9/16" x 18UNF

Customers requiring an exhaust valve fitted please add 'EV' to the end of the part number. e.g. CP2995-1EV

**CP3985 FAST AIR JACK
SERVICING INSTRUCTIONS.
CP4985-20 TOOL KIT FOR USE WITH CP3985-1RK
REPAIR KIT.**



DIS-ASSEMBLY INSTRUCTIONS

1. Hold the Air Jack in a vice using the pair of threaded Body Clamps (Tool 1). Do not over tighten. (See Fig 1.)
2. Locate Pin Tool (Tool 2) into the Bearing Housing holes and unscrew anti-clockwise out of the Air Jack Body using either a Torque spanner and a 21mm socket or using a Tommy bar (not supplied) through the hole in the Pin Tool. (See Fig 1.)

Fig 1.



Fig 2.



3. Once the Bearing housing is unscrewed completely from the Body, the Air Jack Piston Assembly can be withdrawn from the Body in one piece. (See Fig 2.)

4. If only cleaning and lubrication is to be carried out, there is no need to dis-assemble the Air Jack further, but if the assembly is to be stripped down for replacement of all Bearings and Seals, then the following instructions apply.

5. Manually slide the Bearing Housing along the Air Jack Ram, compressing the Spring and slip the pair of Ram Clamps (Tool 3) around the Ram and between the Bearing Housing and the foot. Carefully release the Spring load to grip the Clamps. (See Fig 3.)

SAFETY NOTICE:- THE PENT UP SPRING FORCE IS POTENTIALLY HAZARDOUS, SO THIS OPERATION SHOULD BE CARRIED OUT WITH GREAT CARE, TO AVOID ACCIDENTS.

6. Hold the assembly in a vice using the Ram Clamps. Do not over tighten.



Fig 3.



Fig 4.

Fig 5.



7. Using Pin Tool (Tool 4) engaged in the holes in the foot, rotate anti-clockwise to unscrew the foot from the Ram. (See Fig 4.)

8. Carefully slacken the vice grip to release the assembly, (bearing in mind the safety note above in instruction 5). The Bearing Housing, small Bearing, Spring and Spacer (if fitted) can now be removed from the Piston Assembly.

9. The End Cap can be removed from the Body if necessary, using the Body Clamps (Tool 1) and a spanner applied to the 30mm flats on the Cap. (See Fig 5.)

10. Likewise the Inlet Adaptor can be unscrewed from the Cap using standard spanners to access the Valve Seal.

11. The Air Jack is now sufficiently dis-assembled to clean, lubricate and fit replacement parts.

AIR JACK SERVICING INSTRUCTIONS AND RE-ASSEMBLY

These notes assume that all metal components are in a re-usable condition. If any component is damaged beyond use, then the Air Jack should either be returned to AP Racing for full reconditioning, including replacement of the damaged components, or additional replacement parts will need to be ordered.

1. Remove all 3 O-rings and the Valve Cup Seal from the Cap, Inlet Adaptor and Piston and remove both plastic Bearings and discard. Make note of the orientation of the Valve Cup Seal, in order to re-assemble correctly later. Thoroughly clean all other metal components. Use an alcohol based cleaning fluid i.e. Methylated Spirit or warm soapy water. **DO NOT USE ANY PETROLEUM BASED CLEANERS AS THESE WILL DAMAGE THE RUBBER SEALS.**

2. Use the 3 O-rings, the Valve Seal and the two Bearings contained in Repair Kit CP3985-1RK to replace those parts discarded. In order to install the larger Bearing, it will be necessary to split it as shown in the instructions included in the repair kit. The smaller Bearing need not be split to install.

3. There is an O-Ring bonded into a groove in the foot to act as return stop, if this is missing or damaged, then it can be replaced with one from the repair kit. Use a small amount of Loctite 406 to fix the new O-Ring to the foot.

4. Apply Silicon Spray lubricant to the main Bore of the Body and pack the Main O-Ring groove of the piston with Silicon Grease as shown in (fig 6.). Take care not to allow lubricant onto any of the threads that are to be bonded with Loctite.

Position O-Ring in this groove, against the face shown. Pack the remainder of the seal groove with silicon grease.

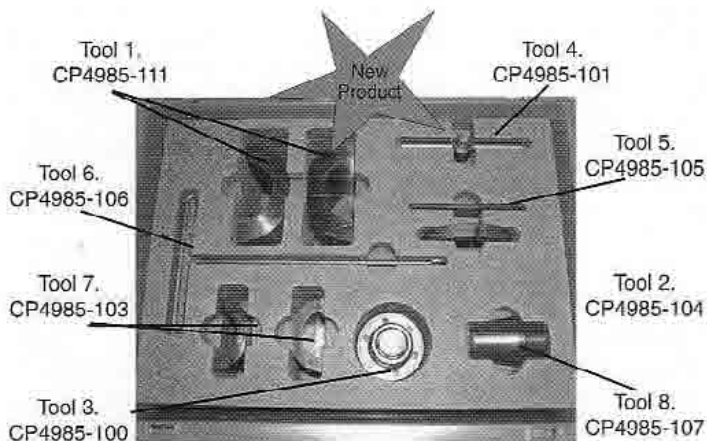


Fig 6.

5. Re-assembly is the exact reverse of the operations listed above.

6. The Foot is to be bonded to the Ram and the Cap is to be bonded into the Body using Loctite 270. Ensure threads are clean, apply Loctite Activator 7649 and then apply one complete circumferential ring of Loctite to the first turn only of the Male thread. Do not apply excess Loctite. With the Activator applied, the Loctite will set quickly, so apply the Loctite activator only just prior to threading any pair of parts together. Quickly screw parts together until fully seated, ensuring that any O-rings are correctly positioned and are not cut. Using the same tools used for dis-assembly, tighten all parts securely. Use a compressed air supply of 5 Bar maximum to check for leaks.

**CP2985 AIR JACK
SERVICING INSTRUCTIONS.
CP4985-10 TOOL KIT FOR USE WITH CP2985-1RK
REPAIR KIT.**



DIS-ASSEMBLY INSTRUCTIONS

1. Hold the Air Jack in a vice using the pair of threaded Body Clamps (Tool 1). Do not over tighten. (See Fig 1.)
2. Using 2 standard 'C' spanners (Not supplied), lock together a pair of the Air Jacks Mounting Rings supplied with the Air Jack. (See Fig 1.)

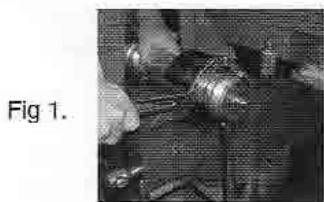


Fig 1.

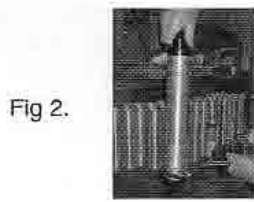


Fig 2.

3. Remove from the vice and fit the Cap Clamp (Tool 2) to the knurled Air Jack Cap. Locate the Air Jack and Cap Clamp vertically, clamping the Cap Clamp in the vice. (See Fig 2.)

4. Using a 'C' spanner, rotate the lower Mounting Ring anti-clockwise to unscrew the Body from the Cap.

Note:- Approximately every 1/2 turn of the Body, use Pin Tool (Tool 3), located in the Air Jack Foot to rotate the Foot clockwise 1/2 turn. This is to prevent the internal Tension Spring being wound up and damaged.

Continue for approximately 6 full turns until the Cap thread is fully out of the Body. The internal Tension Spring will keep the 2 parts pulled together. (See Fig 2.)

5. Remove unit from the vice, take off the Cap Tool and re-locate the unit horizontally in the vice again using the Body Clamps (Tool 1). (See Fig 3.)

6. Screw the 'T' Bar (Tool 4) onto the Air Jack Inlet Adaptor thread. Pull on the 'T' Bar to expose approximately 8 coils of the internal Tension Spring and slide the Spring Trap Plate (Tool 5) over 1 spring coil and against the open end of the Body. (See Fig 3.)



Fig 3.

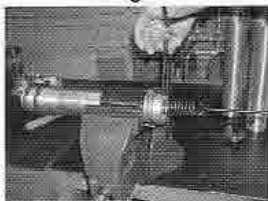


Fig 4.



Fig 5.

7. Remove the 'T' Bar and unhook the Cap from the Tension Spring. Locate Spring Hook Tool (Tool 6) onto the Tension Spring hook, pull gently to take the spring load and remove the Spring Trap Plate. Carefully release the load to allow the spring fully back inside the Air Jack and remove the Hook Tool.

(See Fig 4.)

8. Remove the unit from the vice and pull on the Foot to expose the Air Jack Ram. Fit the pair of Ram Clamps (Tool 7) to the Ram and tighten securely in the vice but do not over tighten. Then clean the Ram first if it is dirty. Fit Pin Tool (Tool 3) onto the Foot and unscrew the Foot anti-clockwise out of the Ram using either a Torque spanner and a 21mm Socket or using a 15mm diameter Tommy Bar (Not supplied) through the hole in the Pin tool. Pull the Foot and spring out of the Ram.

(See Fig 5.)

9. Remove the Inlet Adaptor from the Cap and discard the copper washers.

10. The Bearing Housing is still located in the Body, but no tool is supplied, as it is not necessary to remove it. The small Bearing in the Bearing housing can be replaced in situ.

11. The Air Jack is now sufficiently dis-assembled to clean, lubricate and fit replacement parts.

AIR JACK SERVICING INSTRUCTIONS AND RE-ASSEMBLY

These notes assume that all metal components are in a re-usable condition. If any component is damaged beyond use, then the Air Jack should either be returned to AP Racing for full re-conditioning, including replacement of the damaged components, or additional replacement parts will need to be ordered.

1. Remove all 3 O-rings from the Cap, the Piston and the Foot and both plastic Bearings and discard them. Thoroughly clean all other metal components. Use an alcohol based cleaning fluid, i.e. Methylated Spirit or warm soapy water. **DO NOT USE ANY PETROLEUM BASED CLEANERS AS THESE WILL DAMAGE THE RUBBER SEALS.**

2. Use the 3 O-rings, the 2 Bearings and the 2 Copper washers contained in Repair Kit CP2985-1RK to replace those parts discarded. In order to install both Bearings, they will need to be split as shown in the illustration included in the repair kit.

3. Apply Silicon Spray lubricant to the main Bore of the Body and pack the Main O-Ring groove of the Piston with Silicon Grease as shown in the illustration below. Take care not to allow lubricant onto any of the threads that are to be bonded with Loctite. (See fig 6.)

4. Re-Assembly is the exact reverse of the operations listed above. Assembly Bullet (Tool 8) is to be engaged in the end of the Ram to aid its re-insertion through the Body and Bearing Housing assembly.

Position O-Ring in this groove, against the face shown. Pack the remainder of the seal groove with silicon grease.

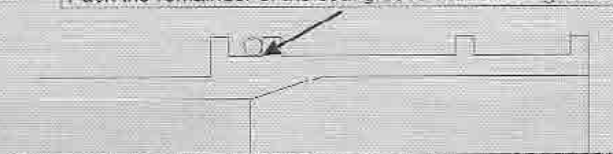
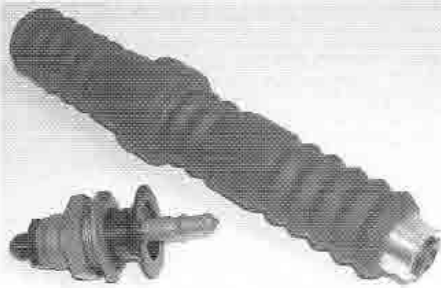


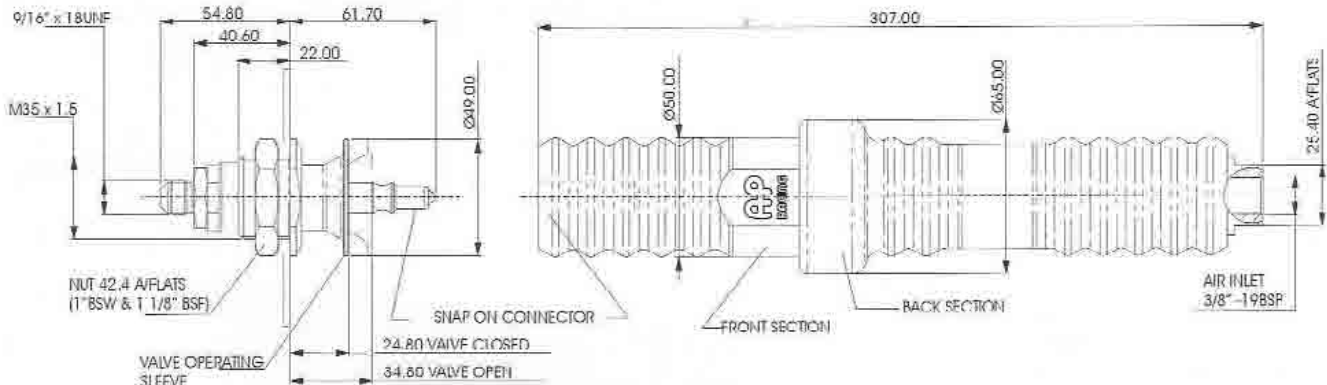
Fig 6.

5. The Foot is to be bonded to the Ram and the Cap is to be bonded into the Body using Loctite 270. Ensure threads are clean, apply Loctite Activator 7649 and then apply 1 complete circumferential ring of Loctite to the first turn only of the Male thread. Do not apply excess Loctite. With the Activator applied, the Loctite will set quickly, so follow the procedure above, only just prior to threading any pair of parts together. Quickly screw parts together until fully seated, ensuring that any O-rings are correctly positioned and are not out. Using the same tools used for dis-assembly, tighten all parts securely. Use a compressed air supply of 5 Bar maximum to check for leaks.

AIR JACK LANCE AND CONNECTOR



To complement the range of Air Jack, AP Racing have introduced a Lance (CP6006-5) and Connector Valve (CP6006-3). These products are designed to have high flow and positive operation. The connector is lightweight and has a two position valve to release system pressure. The lance is protected by a durable rubber hand grip.



INSTALLATION & OPERATION

INSTALLATION:

1. ATTACH THE CONNECTOR VALVE ASSEMBLY TO VEHICLE AND LINK TO AIR JACKS.
2. ATTACH AIR LINE TO THE LANCE ASSEMBLY.

CONNECTING:

3. WITH THE VALVE IN ITS OPEN POSITION, OFFER THE LANCE ASSEMBLY SQUARELY ONTO THE SNAP ON CONNECTOR OF THE VALVE ASSEMBLY.
4. PUSH THE LANCE INTO PLACE UNTIL IT LATCHES ONTO THE VALVE. THE VALVE WILL CLOSE AUTOMATICALLY. AIR WILL IMMEDIATELY PASS THROUGH THE VALVE INTO THE AIR JACKS

DIS-CONNECTION:

5. HOLD THE BACK SECTION OF THE LANCE STEADY AND PULL THE FRONT SECTION FULLY BACK INTO IT AND THEN PULL THE WHOLE LANCE ASSEMBLY OFF THE VALVE. THE VALVE WILL REMAIN CLOSED AND THE AIR JACKS EXTENDED.

VENTING THE AIR JACKS:

6. OPEN THE VALVE BY PULLING THE OPERATING SLEEVE FULLY OUT.

SAFETY PROPS

CP2985 TYPE



These one piece cast aluminium safety devices have been designed to be clipped around the ram of the air jack when fully extended to prevent accidental withdrawal of the ram. The air jack safety prop has an integral cast handle and an epoxy coating finish for durability. (Safety Props must be ordered separately)

- CP2985-14 for use with CP2985 -1 & CP2995-1
- CP2985-17 for use with CP2985-15 & CP2985-29

CP3985 TYPE

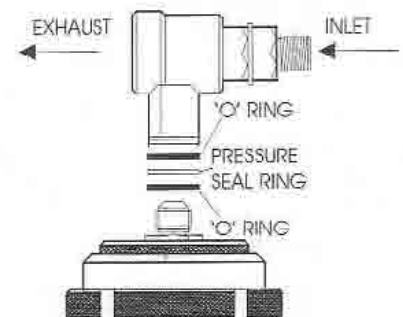


These one piece machined from billet aluminium safety devices have been designed to be clipped around the ram of the air jack when fully extended to prevent accidental withdrawal of the ram. The air jack safety prop has an integral billet handle (where specified) and an anodised surface finish for durability. (Safety Props must be ordered separately)

- CP3985-31 for use with CP3985-310EV (Handle provided).
- CP3985-23 for use with CP3985-230EV (Handle provided).
- CP3985-19 for use with CP3985-190EV (Handle provided).
- CP3985-15 for use with CP3985-150EV (Handle not provided).
- CP3985-13 for use with CP3985-130EV (Handle not provided).

EXHAUST VALVE

CP2985, CP2995 Air Jacks can be supplied with the Exhaust Valve fitted, or the Exhaust Valve can be supplied in a kit form (CP2985-7) which can be fitted by the customer. CP2985-7 kit is supplied as a single exhaust valve with two rubber seals and a pressure sealing ring for fitting to all AP Racing Air Jacks. Care should be taken so that the rubber seals are located correctly in the pressure sealing ring when the exhaust valve is screwed down on the male adaptor on top of the Air Jack. The Exhaust Valve should be positioned so that the outlet face is not obstructed and also that the pressure flow of air does not damage anything within the car.

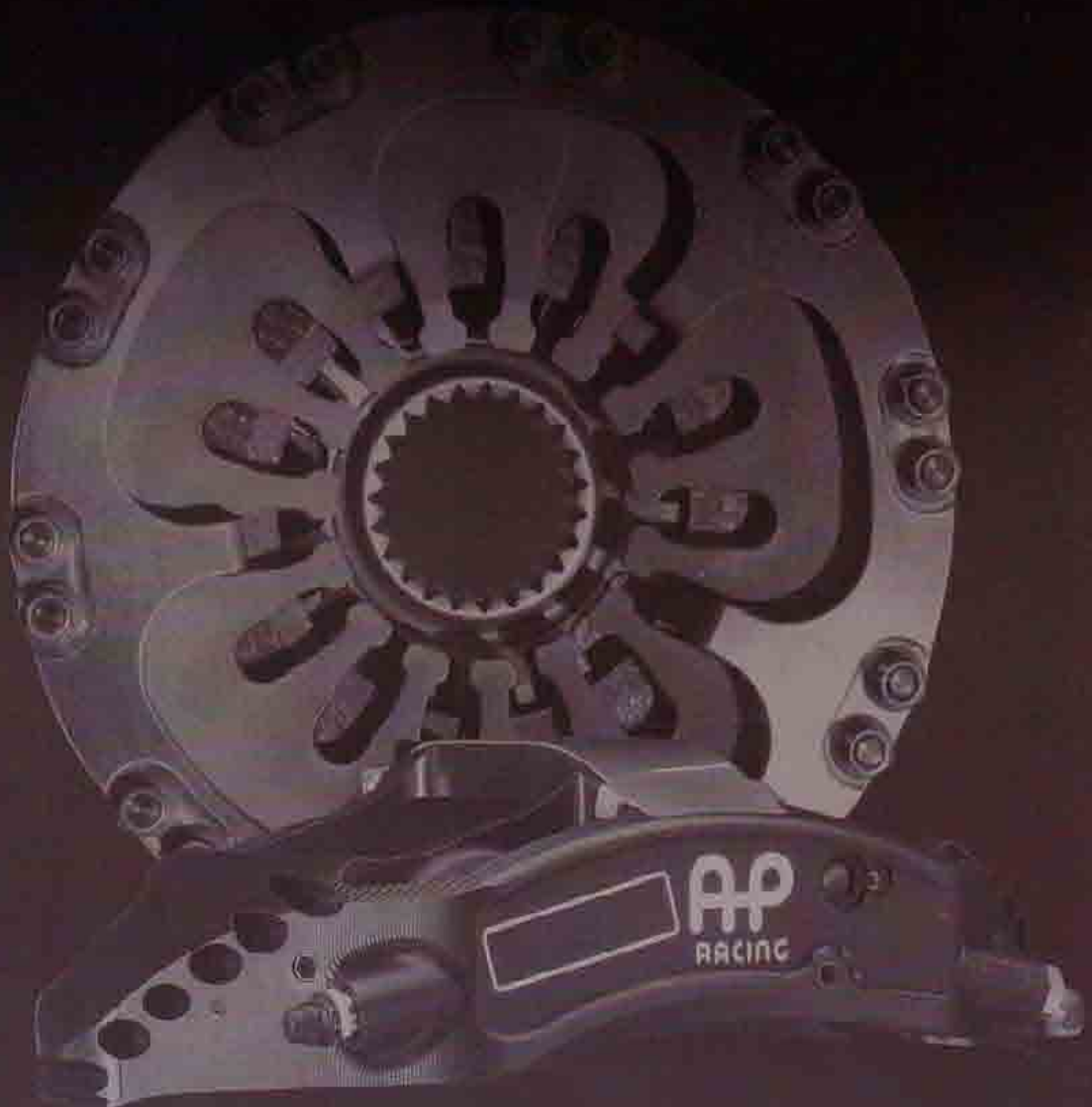




The Science Of Friction

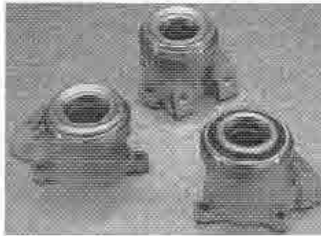


2006 PRODUCT CATALOGUE



INTRODUCTION

AP Racing offer a range Concentric Slave Cylinders suitable for use with most push type racing clutches.



These Concentric Slave Cylinders are lightweight hydraulically self-contained units that mount on the transmission casing and operate the clutch directly. The one piece die cast aluminium alloy body is lightweight and compact, the units feature an integral piston support tube, high temperature seals and scraper ring plus a special high tech. low friction coating. Two of these units are interchangeable with the Saab derived Slave Cylinders that are in widespread use, but are hydraulically self contained and independent of the gearbox and therefore do not require an oil seal over the input shaft. The Slave Cylinders are supplied complete with a release bearing in a choice of three fulcrum diameters.

GENERAL INFORMATION

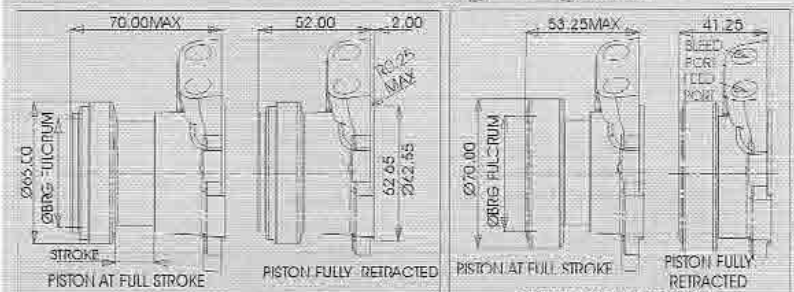
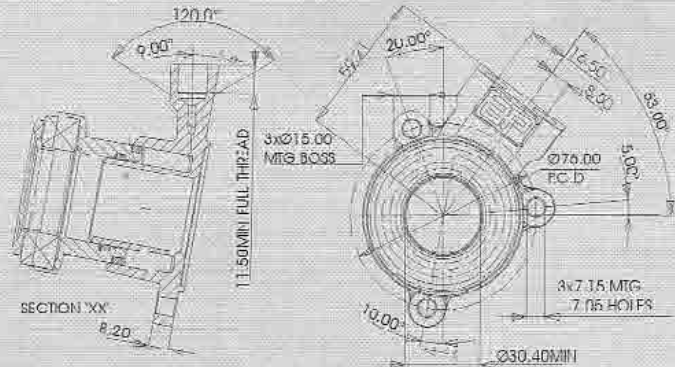
Ensure that the unit is installed in the correct position, with the bleed port uppermost as shown in the installation drawings that follow. All fittings intended to seat at the bottom of the hydraulic ports must have an included angle of 90°. Details below apply to all slave cylinders within the range:-

- Body & Piston Material = Aluminium Alloy.
- Effective Area – 920mm² (1.426in²).
- Max Pressure = 6.9Nm² (1000psi).
- Fluid = PRF660, 600 or other high quality fluids.

CP3859 SLAVE CYLINDER FAMILY

Part Nos.	Fulcrum Ø	Max Stroke	Bearing	Bearing Config
CP3859-38	38.0mm	18.0mm	CP3457-16	1
CP3859-50	50.0mm	18.0mm	CP3457-11	1
CP3859-54	54.0mm	18.0mm	CP3457-6	1
CP3859-1250	50.0mm	12.0mm	CP3457-9	2
CP3859-1254	54.0mm	12.0mm	CP3457-10	2

Hydraulic Ports = M12 x 1.0 Weight = 425g Spare Seal Kit = CP3859-2



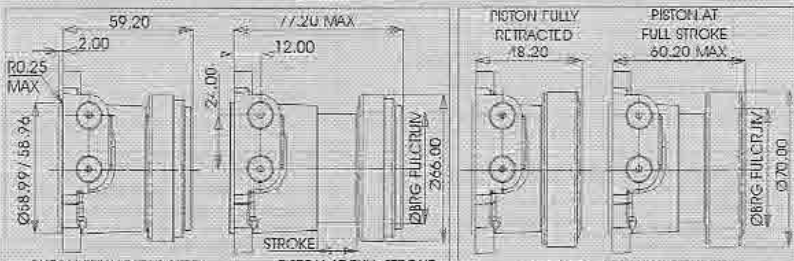
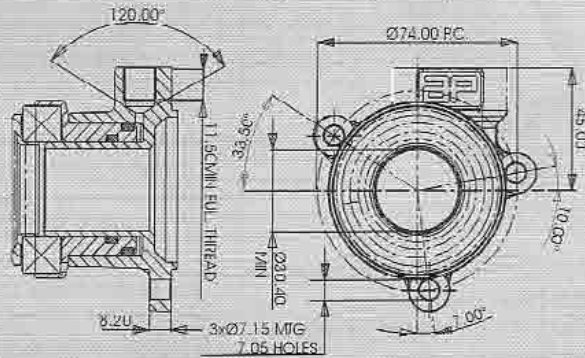
BEARING CONFIGURATION 1
The bearing is housed in the piston via the outer race with the inner race rotating. This is more suitable for high speed applications.

BEARING CONFIGURATION 2
The bearing is housed on the piston via the inner race with the outer race rotating. The stroke has been shortened so as to reduce the overall length.

CP3959 SLAVE CYLINDER FAMILY

Part Nos.	Fulcrum Ø	Max Stroke	Bearing	Bearing Config
CP3959-38	38.0mm	18.0mm	CP3457-16	1
CP3959-50	50.0mm	18.0mm	CP3457-11	1
CP3959-54	54.0mm	18.0mm	CP3457-6	1
CP3959-1250	50.0mm	12.0mm	CP3457-9	2

Hydraulic Ports = M12 x 1.0 Weight = 430g Spare Seal Kit = CP3859-2



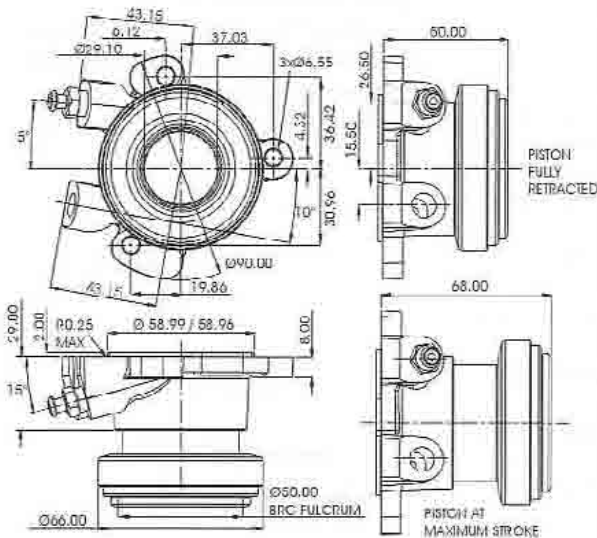
BEARING CONFIGURATION 1
The bearing is housed in the piston via the outer race with the inner race rotating. This is more suitable for high speed applications.

BEARING CONFIGURATION 2
The bearing is housed on the piston via the inner race with the outer race rotating. The stroke has been shortened so as to reduce the overall length.

CP3759 SLAVE CYLINDER FAMILY

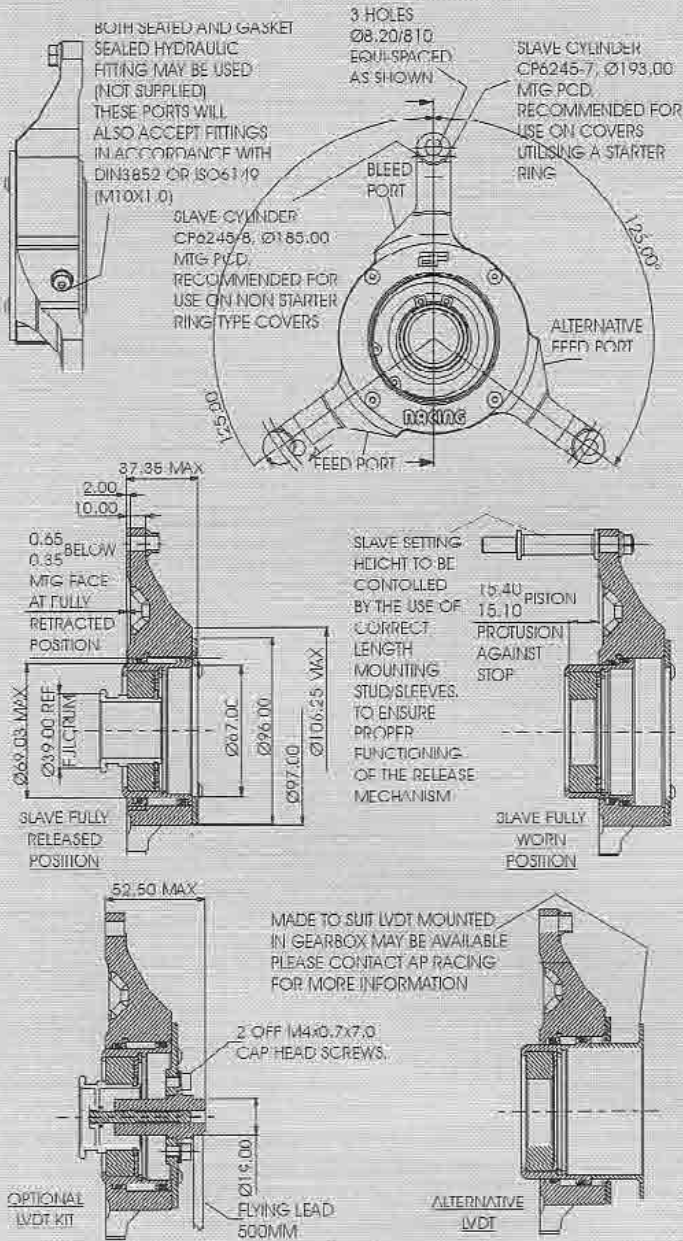
Part Nos.	Fulcrum Ø	Max Stroke	Bearing
CP3759-38	38.0mm	18.0mm	CP3457-16
CP3759-50	50.0mm	18.0mm	CP3457-11
CP3759-54	54.0mm	18.0mm	CP3457-6

Hydraulic Ports M10 x 1.0
Weight 388g
Replacement Seal Kit CP3759-3



CP6245 CONCENTRIC SLAVE CYLINDER FAMILY

The CP6245 cylinder has been designed to mount over the clutch. The aluminium body has a special hard wearing, low friction coating to minimise seal wear. The seals are resistant to high temperatures and utilise a scraper ring.



CP7950 POWER ACTUATOR



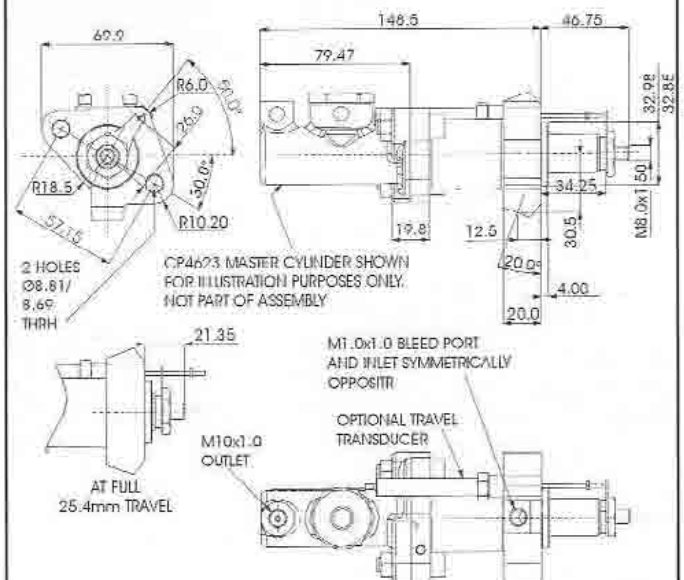
This power actuator is designed to be used in conjunction with a electronic control power hydraulic system (e.g. Paddle Shift) to operate the clutch. It is fitted between the clutch pedal and a standard master cylinder and allows manual operation using the clutch pedal if required.

TECHNICAL SPECIFICATION

- Weight. 39/g
- Full Stroke. 25.4mm (1.0")
- Effective Piston Area. 178.0mm²
- Hydraulic Threads. M10x1.0 Inlet
M10x1.0 Bleed Port
- Body Material. Aluminium Alloy
- Optional Extra Details. Sensor:
 - Linear Potentiometer
 - Full electrical stroke = 30mm
 - Note: Only approx 26.0mm stroke is utilised in this configuration.
 - Resistance - 1.2 KOhm
 - Independent Linearity = 0.25%
 - Applied Voltage = 26Vdc.

NB: CP4623 Non captive type master cylinder supplied separately.

INSTALLATION DRAWING



Specifications	CP6245-7	CP6245-8
Assembly Mounting PCD	Ø193.00	Ø185.00
Stroke	15.70 ±0.25mm	
Weight	753g	
X-Sectional Area	910.90mm ² (1.411 sq ²)	
Effective Bore Ø	34.06mm (1.341")	
Max Input Pressure	6.9N/mm ² (1000 PSI)	
Hydraulic Fluid	AP551	
Hydraulic Threads	M10x1.0	
Slave Cylinder Seal Repair Kit	CP3749-3	
Replacement Release Bearing	CP3457-12	
Clutch LVDI Kit	CP3749-7	
Replacement LVDI Sensor	CP3749-6	

CLUTCH MOUNTING STUD

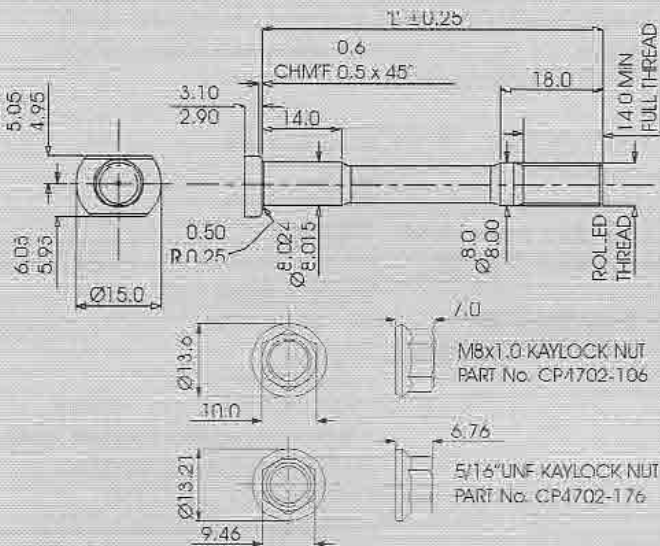
AP Racing offer a complete range of clutch mounting studs for all of the Carbon/Carbon and Sintered / Cerametallic Race Clutches. The stud design incorporates offset head flats for location, necked down shanks and precision ground location diameters. All kits come complete with relevant K-lock nuts.



CP4702 - M8 & 5/16" UNF

STUD INSTALLATION DRAWING

- M8 Stud mounting hole = 8.020/8.005

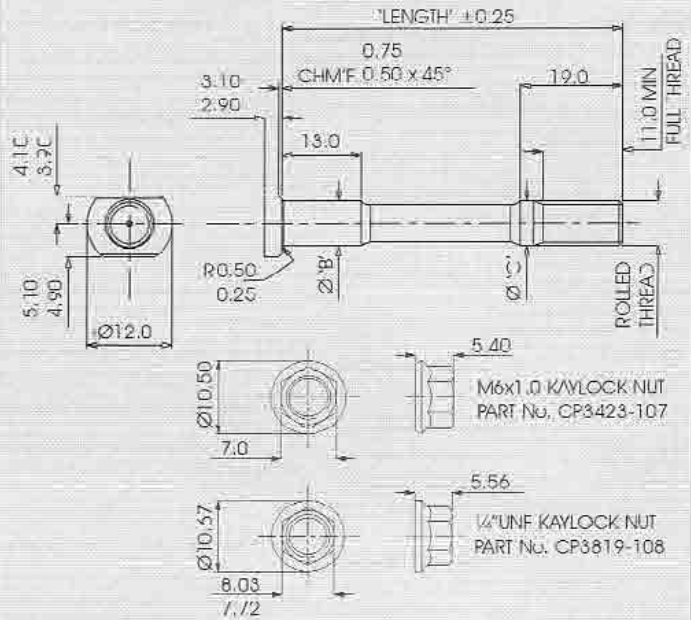


PART NUMBERS

STUD LENGTH	M8 X 1.0 (M)	5/16" UNF (U)
Ø 'B'	8.024 / 8.015	
Ø 'C'	8.01 / 8.00	
40mm	CP4702-400MK	CP4702-400UK
42.5mm	CP4702-425MK	CP4702-425UK
45m	CP4702-450MK	CP4702-450UK
47.5mm	CP4702-475MK	CP4702-475UK
50mm	CP4702-500MK	CP4702-500UK
52.5mm	CP4702-525MK	CP4702-525UK
55mm	CP4702-550MK	CP4702-550UK
57.5mm	CP4702-575MK	CP4702-575UK
60mm	CP4702-600MK	CP4702-600UK
62.5mm	CP4702-625MK	CP4702-625UK
65mm	CP4702-650MK	CP4702-650UK
67.5mm	CP4702-675MK	CP4702-675UK
70mm	CP4702-700MK	CP4702-700UK
72.5mm	CP4702-725MK	CP4702-725UK
75mm	CP4702-750MK	CP4702-750UK

CP4703 - M6 & 1/4" UNF

STUD INSTALLATION DRAWING



PART NUMBERS

STUD LENGTH	M6 X 1.0 (M)	1/4" UNF (U)
Ø 'B'	6.016 / 6.008	6.365 / 6.357
Ø 'C'	5.98 / 5.95	6.33 / 6.30
40mm	CP4703-400MK	CP4703-400UK
42.5mm	CP4703-425MK	CP4703-425UK
45m	CP4703-450MK	CP4703-450UK
47.5mm	CP4703-475MK	CP4703-475UK
50mm	CP4703-500MK	CP4703-500UK
52.5mm	CP4703-525MK	CP4703-525UK
55mm	CP4703-550MK	CP4703-550UK
57.5mm	CP4703-575MK	CP4703-575UK
60mm	CP4703-600MK	CP4703-600UK
62.5mm	CP4703-625MK	CP4703-625UK
65mm	CP4703-650MK	CP4703-650UK
67.5mm	CP4703-675MK	CP4703-675UK
70mm	CP4703-700MK	CP4703-700UK
72.5mm	CP4703-725MK	CP4703-725UK
75mm	CP4703-750MK	CP4703-750UK

ORDERING

When ordering first calculate the required length of stud then by using the listing on the right find that length & quote the part number in either M6, M8, 1/4" UNF or 5/16" UNF. Example part number breakdown below.

K = Kit of 8 Studs & 8 K-Lock Nuts
(No Letter denotes single Stud)

Stud Family

CP4702 - 475 M K

Length of Stud
47.5mm Long

Type of Thread
M = Metric
U = UNF



RELEASE BEARINGS

These high quality Release Bearings are designed for use with AP Racing Clutches and are suitable for high loads and continuous high speed high temperature operation.

They offer a greater release load capability and superior performance under arduous racing conditions compared to standard production bearings. The bearings have steel cages and hardened steel shells for durability and are filled with a special high temperature grease.

They have a radiused release fulcrum and are suitable for all straight fingered diaphragm spring clutches. Available with either a 38mm, 50mm or 54mm diameter release fulcrum suitable for all AP Racing Sintered or Cerametallic Racing Clutches. There are three types of Release Bearing in the range

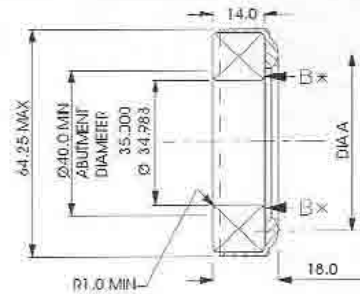
RELEASE MECHANISM

As the spring rate and clamp load of the clutch increases so does the release bearing load required to release the clutch. The release bearing used should be a high quality steel caged radius contact ball bearing either 50mm (for $\varnothing 115$ mm, $\varnothing 127$ mm and $\varnothing 140$ mm carbon / race clutches) or 54mm for ($\varnothing 184$ mm, $\varnothing 200$ mm and $\varnothing 215$ mm carbon / race clutches). The release mechanism should be arranged so that the bearing is free of the spring fingers when the clutch is fully engaged. The release travel should be limited by means of an external stop to avoid damage to the diaphragm spring. Suitable release bearings are available from AP Racing see details opposite.

IMPORTANT NOTE / INSTALLATION OF BEARINGS

To prevent internal damage to ball races when fitting bearings onto release mechanism, use only the minimum force necessary on the surfaces marked 'B' only.

STANDARD RELEASE BEARING 35MM I/D - OUTER RACE ROTATES



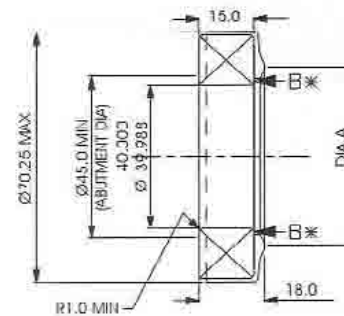
- CP3457-1

Release Fulcrum Dia 'A' = 50mm. This bearing is suitable for use with most $\varnothing 115$, $\varnothing 127$ & $\varnothing 140$ mm racing clutches.

- CP3457-2

Release Fulcrum Dia 'A' = 54mm. This bearing is suitable for use with most $\varnothing 184$, $\varnothing 200$ & $\varnothing 215$ mm racing clutches

STANDARD RELEASE BEARING 40MM I/D - OUTER RACE ROTATES



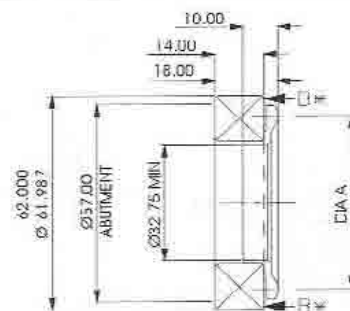
- CP3457-9

Release Fulcrum Dia 'A' = 50mm. This bearing is suitable for use with most $\varnothing 115$, $\varnothing 127$ & $\varnothing 140$ mm racing clutches.

- CP3457-10

Release Fulcrum Dia 'A' = 54mm. This bearing is suitable for use with most $\varnothing 184$, $\varnothing 200$ & $\varnothing 215$ mm racing clutches.

HIGH SPEED RELEASE BEARING 32.75MM I/D - INNER RACE ROTATES



- CP3457-11

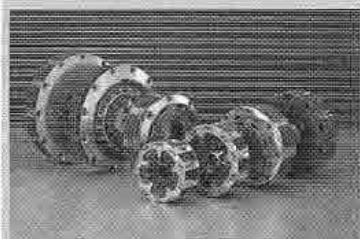
Release Fulcrum Dia 'A' = 50mm. This bearing is suitable for use with most $\varnothing 115$, $\varnothing 127$ & $\varnothing 140$ mm racing clutches.

- CP3457-6

Release Fulcrum Dia 'A' = 54mm. This bearing is suitable for use with most $\varnothing 184$, $\varnothing 200$ & $\varnothing 215$ mm racing clutches.

- CP3457-16

Release Fulcrum Dia 'A' = 38mm. This bearing is suitable for some $\varnothing 115$ mm racing clutches, and clutches from other manufacturers.



INTRODUCTION

AP Racing is the world leader in the design and manufacture of competition clutch systems, and for many years have been extending the boundaries of clutch design further each year.

At the 2005 Chinese Grand Prix, AP Racing celebrated its 582nd Grand Prix Clutch win. It has taken over 35 years for AP Racing to achieve this amazing success.

In 2005 AP Racing supplied 10 of the 11 teams, equipping every Grand Prix winner with clutches.

The current range of carbon/carbon clutches from AP Racing has been developed to enable every form of motorsport to benefit from the advantages of carbon / carbon clutch technology.

The AP Racing carbon / carbon clutch range encompasses 'push' and 'pull' type designs with Single, Twin, Triple and Four plate units in Ø87mm, Ø97mm, Ø115mm, Ø140mm, Ø184mm and 200mm diameters are available, all benefiting from the latest Formula 1 technology.

The carbon/carbon clutches detailed in this catalogue are selected from the extensive range produced by AP Racing, however not all of the above diameters are included, should you require more information regarding other sizes or any new carbon/carbon clutch requirements please contact AP Racing Technical Department for advice.

This section of the catalogue provides information on, the range of carbon clutches, operating instructions for carbon clutches an explanation of new part numbering system and an explanation of a typical clutch plot.

THE CARBON / CARBON CLUTCH RANGE

NOTE: For smaller diameter clutches please contact AP Racing

Clutch Ø mm	Clutch Actuation Type	Carbon Clutch Part No.	No. of Carbon D/Plates	Flywheel Details.	Main Pressure Plate Ratio	Application	Comments	
140	Push	CP7142 -CM01-SN	2	8 Bolt Fixing Stepped Flywheel	MHR	- F3, - T/Car.	Standard Ø140mm lug drive clutches. Standard height. CP7142 & 3 are not suitable for GT Applications due to a restricted "wear In".	
		CP7143 -CM01-SN	3			- Single Seater - T/Car.		
		CP7143 -CM01-FN	3	8 Bolt Fixing Flat Flywheel	MHR	- Normal Duty Touring Car		Low height, reduced weight & inertia.
		CP7322 -CE01-SC	2	8 Bolt Fixing Stepped Flywheel	EHR	Touring Car		
	Pull	CP7223 -OH02-FC	3	10 Bolt Flat Fixing Flywheel	HIR	- Endurance Racing, - GT.	Pull type lug drive clutches offer increased efficiency over conventional push type designs. Optional slave cylinder assembly.	
		CP7224 -OH02-FC	4			- Endurance Racing, - GT, - WRC		Heavy duty version of CP7223 & CP7224.
		CP7923 -GH03-FC	3	10 Bolt Fixing Flat Flywheel	HIR	- Endurance Racing, - GT.		Push Type versions of CP7223 / 4 clutches.
		CP6913 -OH02-FN	3					
CP6914 -OH02-FN	4							
184	Push	CP7202 -CE01-SN	2	12 Bolt Fixing Stepped Flywheel	EHR	- Australian T/Cars.	Standard lug drive clutch for high torque applications.	
		CP7203 -CV02-SC	3		VHR			
		CP8031 -CV02-SP	Single	12 Bolt Fixing Stepped Flywheel	VHR	- World Touring Car		- Cushion Pressure Plate System Fitted.
		CP8032 -CV02-SP	2		VHR	- WRC.		
		CP8033 -CV02-SP	3			- Australian T/Cars.		
200	Push	CP7212 -CL01-FN	2	12 Bolt Fixing Flat Flywheel	LoR	Grp A Rally / GT Race	High torque clutch, - 1.00mm 'Wear In'. Steel pressure plate fitted as standard. CP7213 (4WD Applications) CP7212 (2WD Applications)	
		CP7213 -CL01-FN	3					
		CP7212 -CH01-FN	2		HIR			
		CP7213 -CH01-FN	3					

PART NUMBERING EXPLANATION

The table below provides an explanation for the make-up of a Carbon/Carbon Clutch Part Number. However not all variants are listed.

Clutch family part number

CP7143-CE01-SN

Diaphragm Spring Type	Ratio	Material	Flywheel Type
C = CRV (Double Grey)	M = MHR (Mega High Ratio)	01 = Aluminium cover / Steel pressure plate / Carbon type - S1	FN = Standard Flat
O = ORA (Orange)	E = EHR (Extra High Ratio)	02 = Aluminium cover / Steel pressure plate / Carbon type = S3	SN = Standard Stopped
N = GRN (Green)	L = LOR (Low Ratio)	06 = Titanium cover / Titanium pressure plate / Carbon type = S3	FC = Flat with CFS
G = GRY (Grey)	V = VHR (Very High Ratio)		SC = Stepped with CFS
T = TGY (Triple Grey)	S = SHR (Super High Ratio)		FP = Flat with Cushion P/Plate
S = SLV (Silver)	U = UHR (Ultra High Ratio)		SP = Stepped with Cushion P/Plate
D = GID (Gold)	H = HIR (High Ratio)		

CLUTCH FUNCTIONALITY / TERMINOLOGY

PUSH:-

The most popular type of diaphragm spring clutch where the release bearing is pushed against the diaphragm spring fingers (i.e. towards the flywheel) to release the clutch.

PULL:-

This type of clutch has the release bearing fulcrum inside the clutch and requires the diaphragm spring fingers to be pulled (i.e. away from the flywheel) in order to release the clutch. Although generally more complex in terms of release mechanism, pull types are more efficient in terms of clamp and release loads.

OVERHEATING AND ABUSE

Carbon / Carbon clutches are very durable but not indestructible. The Carbon / Carbon material itself will not be harmed by the heat which can be generated by excessive slipping of the clutch, but aluminium alloy components, which are completely satisfactory under normal conditions, can soften and fail if overheated. For particularly arduous applications special versions can be supplied using alternative materials for covers, baskets, hubs and main pressure plates, but this will result in an increase in the weight and the cost of the unit. Please contact AP Racing for more details.

RELEASE MECHANISM

As the spring rate and clamp load of the clutch increases so does the release bearing load required to release the clutch. The release bearing used should be a high quality steel caged radius contact ball bearing either 50mm (for Ø140mm and lower) or 54mm (for Ø184mm & Ø200mm). The release mechanism should be arranged so that the bearing is free of the spring fingers when the clutch is fully engaged.

The release travel should be limited by means of an external stop to avoid damage to the diaphragm spring. Suitable release bearings are available from AP Racing. See page 101.

CLUTCH MOUNTING

The recommended method of mounting the clutch to the flywheel is with a mounting stud and K-Lock nut.

Recommended tightening torques 10Nm (7.5lb/ft) for M6 and 22Nm (16lb/ft) for M8 & 5/16" UNF.

AP Racing offer a range of studs for mounting clutches to flywheels. See page 100.

RECONDITIONING AND REPAIR

User servicing is limited to replacing the main pressure plates when required. Other replacements require the use of specialised computerised test equipment to set up the clutch and the units should be returned to AP Racing to be reconditioned.

CARBON / CARBON CLUTCH OPERATING INSTRUCTIONS.

GENERAL NOTES.

All carbon clutches are capable of achieving a very long life. AP Racing carbon clutches are bedded during manufacture, this process continues for approximately the first 0.5 mm of wear, after which the wear rate should settle to a consistent and low level.

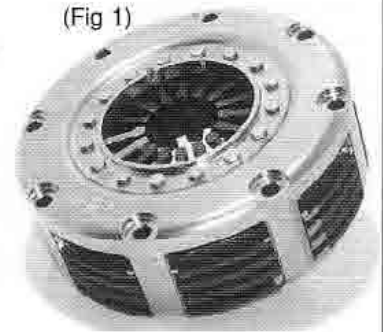
The "Total Allowable Wear" figure quoted on the pressure plate fitment sheet gives total clutch life provided that the clutch remains in good condition and that the axial float of the hub is maintained, this is normally the case provided the wear is evenly distributed across all the carbon rubbing surfaces. To achieve the full life potential several interventions to compensate for wear are required with most carbon clutch designs. The "Wear In" of a clutch denotes the amount of incremental wear on the carbon faces that can occur before the clamp load and hence torque capacity of the clutch drops below its minimum specified value. Wear compensation then becomes necessary to restore the original characteristics.

ASSEMBLING AND INSTALLING A CARBON/CARBON CLUTCH.

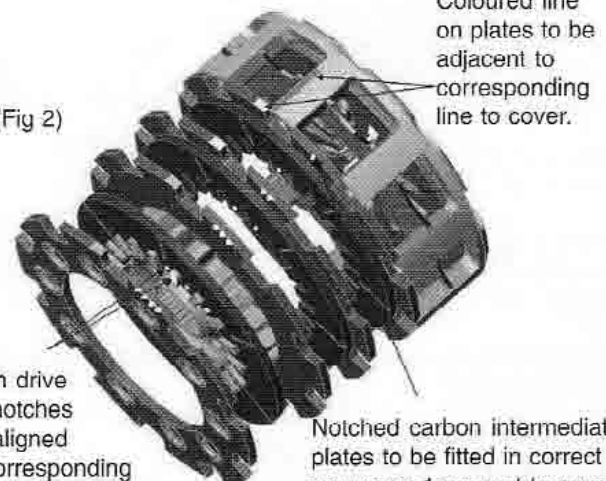
PUSH TYPE CARBON/CARBON CLUTCH

This is the traditional type of diaphragm spring clutch where the release bearing is pushed against the diaphragm spring fingers (towards the flywheel) to release the clutch. (Fig 1.) Before installing the clutch onto the flywheel ensure that the plates are correctly assembled into the clutch in their original positions. First install the main pressure plate into the clutch housing, (see pressure plate service sheet) with the raised fulcrum against the diaphragm spring and the identification mark adjacent to the similar mark on one of the clutch housing lugs.

(Fig 1)



(Fig 2)



Carbon drive plate notches to be aligned with corresponding line on hub

Notched carbon intermediate plates to be fitted in correct sequence 1 nearest to cover.

Coloured line on plates to be adjacent to corresponding line to cover.

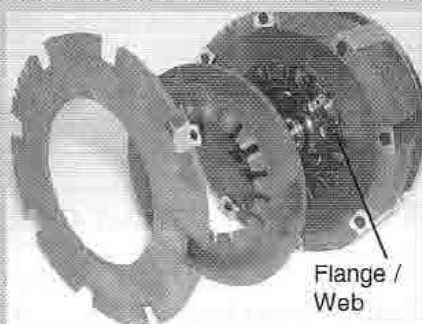
Next install the carbon plates in their original positions as follows:

The carbon Intermediate plates are identified with notches on the outside edge (fig. 2). The plates are not all identical and must be installed in the correct sequence and the correct way up. Install number 1 Intermediate plate (1 notch) next to the Main Pressure Plate with the marking facing away from the Main Pressure Plate and the highest numbered plate (this depends whether it is a 2, 3, or 4 plate) last, against the flywheel.

The intermediate plates also have a paint line marked on the external edge and this should be adjacent to the corresponding line marked on one of the lugs on the Clutch Cover.

The Driven Plates are similarly numbered with dots or notches on the drive lug surfaces (fig. 2). These must be fitted in sequence in the same way as the Intermediates with the number 1 Driven Plate next to the number 1 Intermediate Plate with the marking towards the flywheel. Continue fitting the remaining Carbon Intermediate and Driven Plates in sequence.

The Hub must be fitted prior to fitting the last Driven plate and Intermediate with the flywheel bolt relief and the flange / web towards the flywheel (see fig 2a). Ensure the marked Hub drive tooth is engaged with the outlined drive slot(s) in the Carbon plates.



(Fig 2a)

Complete the assembly by fitting the last Intermediate and Driven Plates. N.B. Carbon Clutches always have a Carbon Intermediate plate next to the flywheel. Some clutches are supplied with an installation clip fitted between the spring and clutch cover (fig 3).

This clip maintains the clutch in partially released condition to assist the installation and removal of the clutch from the flywheel. It should be used whenever the clutch is installed or removed, failure to use the clip can result in the carbon plate nearest to the flywheel being trapped under the clutch cover lugs, resulting in damage to the carbon plate and other clutch components.

Ensure that the bottom carbon Intermediate plate is located correctly and install the clutch onto the flywheel, tighten the retaining nuts down progressively in a diagonally opposite pattern to the recommended torque. When the clutch is tightened down the Installation clip will become loose, remove the clip before use.



(Fig 3)

NB The installation clip should be retained for future clutch removal.

BASKET TYPE CLUTCHES

"Basket" type clutches have the clutch drive lugs built into the "flywheel" (basket) and the cover is bolted to the top of the lugs. On this type of clutch the assembly sequence is reversed, starting with the highest numbered intermediate plate at the flywheel (basket) end and fitting the main pressure plate last, just before the cover.

CLUTCH REMOVAL.

Refit the clutch installation clip. Progressively release clutch cover retaining nuts and remove clutch from flywheel.

HUBS

Do not grease the splines in the hub: the grease can be dispersed by centrifugal force outwards towards the Carbon friction faces causing contamination and clutch slip.

PULL TYPE CARBON/CARBON CLUTCH

This type of clutch has the release-bearing fulcrum inside the clutch and **requires the diaphragm spring fingers to be pulled (away from the flywheel) in order to release the clutch (fig 4).**

Many pull type clutches are supplied with an installation plate fitted onto the spring (fig 5). This plate maintains the clutch in a partially released condition to assist the installation and removal of the clutch from the flywheel.

It should be used whenever the clutch is installed or removed, failure to use the plate can result in the bottom carbon plate being trapped under the clutch cover lugs, resulting in damage to the carbon plate and other clutch components.

Before installing the clutch onto the flywheel ensure that the plates are correctly assembled into the clutch in their original positions. First install the diaphragm spring into the clutch cover / housing with the convex side towards the flywheel and fit the release fulcrum through the centre of the diaphragm so that the "Mushroom" head sits on the core formed by the tips of the diaphragm spring fingers.

N.B. If an installation plate is fitted this will retain the diaphragm and release fulcrum and this step is omitted. Then install the main pressure plate into the clutch housing, (see pressure plate service sheet) with the raised fulcrum against the diaphragm spring and the identification mark adjacent to the similar mark on one of the clutch lugs.



(Fig 4)



(Fig 5)

Next install the carbon plates in their original positions as follows:

The carbon Intermediate plates are identified with notches on the outside edge (fig. 2). The plates are not all identical and must be installed in the correct sequence and the correct way up. Install number 1 Intermediate plate (1 notch) next to the Main Pressure Plate with the marking facing away from the Main Pressure Plate and the highest numbered plate (this depends whether it is a 2, 3, or 4 plate) last, against the flywheel. The intermediate plates also have a paint line marked on the external edge and this should be adjacent to the corresponding line marked on one of the lugs on the Clutch Cover (sometimes called the Basket). The Driven Plates are similarly numbered with dots or notches on the drive lug surfaces (fig. 2). These must be fitted in sequence in the same way as the Intermediate

mates with the number 1 Driven Plate next to the number 1 Intermediate Plate with the marking towards the flywheel. Continue fitting the remaining carbon Intermediate and Driven Plates in sequence. The Hub must be fitted prior to fitting the last Driven plate and Intermediate with the flywheel bolt relief and the flange towards the flywheel (see fig 2a). Ensure the marked Hub drive tooth is engaged with the outlined drive slot(s) in the carbon plates. Complete the assembly by fitting the last Intermediate and Driven Plates. N.B. Carbon Clutches always have a Carbon Intermediate plate next to the flywheel. Ensure that the bottom carbon intermediate plate is located correctly and install the clutch onto the flywheel. Tighten the retaining nuts down progressively in a diagonally opposite pattern to the recommended torque. When the clutch is tightened down the installation plate will become loose, remove the retaining circlip, and remove the installation plate from the release fulcrum.

NB The installation plate should be retained for future clutch removal.

Prior to fitting the slave cylinder, the piston in the slave cylinder should be pushed out to maximum travel towards the clutch. Ensure that the release fulcrum in the clutch is fitted into slave cylinder piston. With the slave cylinder in place, the release fulcrum should be pulled into contact with the spring fingers, and the circlip refitted into the groove on the release fulcrum.

BASKET TYPE CLUTCHES

"Basket" type clutches have the clutch drive lugs built into the "flywheel" (basket) and the cover is bolted to the top of the lugs. On this type of clutch the assembly sequence is reversed, starting with the highest numbered intermediate plate at the flywheel (basket) end and fitting the main pressure plate last, just before the cover.

CLUTCH REMOVAL.

Remove circlip from release fulcrum, remove slave cylinder, refit the clutch installation plate and circlip.

NB The installation plate is machined differently on either face, to accommodate "new / reshimmed", or "worn" clutches. Progressively release clutch cover retaining nuts and remove clutch from flywheel.

HUBS

Do not grease the splines in the hub; the grease can be dispersed by centrifugal force outwards, towards the carbon friction faces causing **contamination and clutch slip.**

WEAR COMPENSATION AND MAINTENANCE

WEAR COMPENSATION

AP Racing Carbon-Carbon clutch covers are machined to suit the new carbon stack height and spring characteristics of that particular clutch. The clutch is then given its own unique serial number (See Fig 6.)

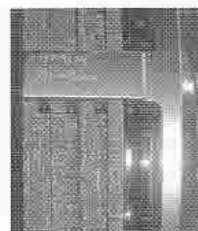


(Fig 6) Serial Number

NB The Carbon plates must not be switched between clutches and the mating carbon faces must be kept in their original relationship to each other. Never switch complete carbon stacks from cover to cover.

The serial number, and the original combined thickness of all the carbon plates when new, called the "Stack Height", are etched onto the cover. (See Fig 6 & 7)

Each carbon plate is identified with notches to identify the intermediate plate number (Fig 1) and dots or notches to identify the drive plate number (fig 1).



(Fig 7) Stack Height

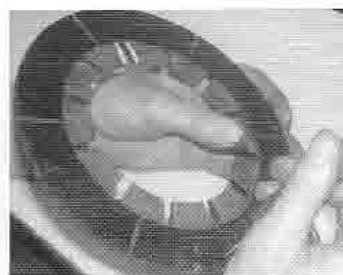
CARBON MEASUREMENTS

For accuracy when measuring the carbon plates, each individual plate is measured in the centre of the worn surface in 3 positions (approx. every 120° - see fig 8.) and the mean thickness is then calculated (The measurements can be recorded on the carbon clutch measurement sheet provided). The mean thickness from all plates is added together to obtain the "Present Stack Height" and this is subtracted from the "New Stack Height" etched on the cover (fig 7.). The correct pressure plate should then be selected from the "Pressure plate fitment sheet" which will restore the "Wear In" to approximately its original value. Measurement of the carbon should only be made with a proper micrometer with flat anvils, not a sliding vernier or micrometer with a sharp point.

NB The maximum total wear allowed on the carbon stack is indicated on the pressure plate fitment sheet. Under no circumstances should this figure be exceeded. Wear over the total allowed could cause carbon plate failure and no hub axial float.

DRIVEN PLATE MEASUREMENT

(Fig 8)



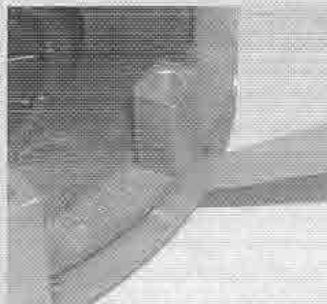
INTERMEDIATE PLATE MEASUREMENT

(Fig 9)



CARBON DRIVE FACES

The wear on drive faces (backlash) between the Intermediate Plates and Clutch Cover / Basket and between Driven Plates and Hub should also be monitored. This is done by placing the intermediate plate into the cover/basket and using feeler (slip) gauges to measure the gap between the drive faces of the carbon plates and cover lug as shown in fig. 10. The drive plate can also be measured in a similar manner by placing the drive plate on to the hub and using feeler (slip) gauges to measure the gap between carbon drive slot and hub tooth. (see fig. 11)



(Fig 10. Intermediate)



(Fig 11. Driven Plate)

Tolerances as follows:

Clutches up to Ø115mm = 0.75mm

Clutches Above Ø115mm = 1.00mm

RELEASE LOADS / DIAPHRAGM SPRING

All clutches have a set maximum release travel (see clamp/release graph on page 107). **Exceeding this travel will damage the diaphragm spring**, and result in a decrease in clamp load and change the spring characteristics. Wear on the diaphragm spring fingers can indicate release bearing problems, misalignment, or just normal wear over an extended period. If excessive wear is present, or it is known the spring has been overstroked it is advisable to return the unit to AP Racing for fitment of new springs. Carbon clutches are very durable but not indestructible. Although the carbon material will not be significantly harmed by extreme heat generated by excessive slipping of the clutch, aluminium alloy can soften and distort. The diaphragm springs will also lose clamp load if subjected to prolonged or excessive heat. Excessive slipping is therefore best avoided. Any clutches that have been subjected to excessive heat should be returned to AP Racing for inspection.

MAINTENANCE & SERVICING

All clutch components should be examined frequently for signs of damage or abnormal wear. Remove dust with a brush or vacuum cleaner, and any light deposits of oil or grease with a non-oil based solvent. Heavier deposits of oil on the carbon plates are best cleaned in an ultrasonic wash. After cleaning the carbon plates with any fluid, it is recommended that any remaining traces of oil or solvent be removed by baking them for an hour at 300°C minimum in a suitable oven.

WARNING

NEVER USE BRAKE CLEANER TO CLEAN CARBON. A FILM OF CLEANER WILL REMAIN ON THE CARBON CAUSING THE CLUTCH TO SLIP ON INITIAL USE EVEN IF THE CARBON IS BAKED.

User servicing is limited to replacing the main pressure plate and hubs when required.

Other replacements require the use of specialised test equipment to set up the clutch and the unit should be returned to AP Racing for reconditioning.

CUSHION FLYWHEEL SYSTEM (CFS)

The cushion flywheel system is designed to give more clutch controllability during engagement and is achieved by a secondary lower spring rate from precise bellville springs inserted into the flywheel face.

Although the bellvilles fitted have a high temperature capability excessive clutch temperature can result in loss of cushion when the bellvilles collapse. If bellville height above flywheel falls below 75% of its original figure, it is recommended that the clutch be returned to AP Racing for reconditioning and replacement of bellvilles.

The split rings in intermediate p/plate #1 are designed as bearings for the bellville springs and transfer the load into the c/c plates, if these overheat they can lose their retention and fall out when the clutch is disassembled. These can also be replaced during reconditioning.

NOTES

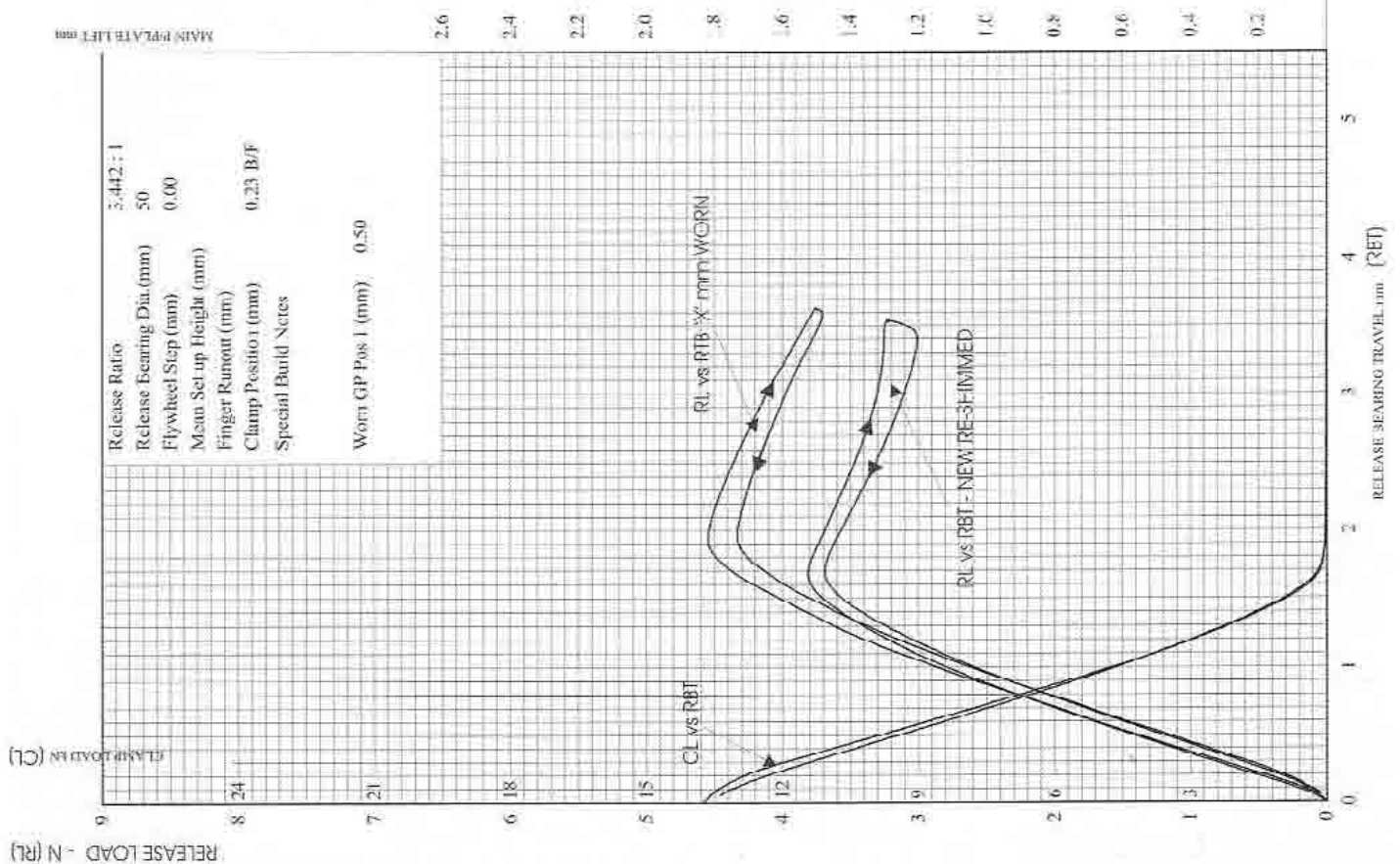
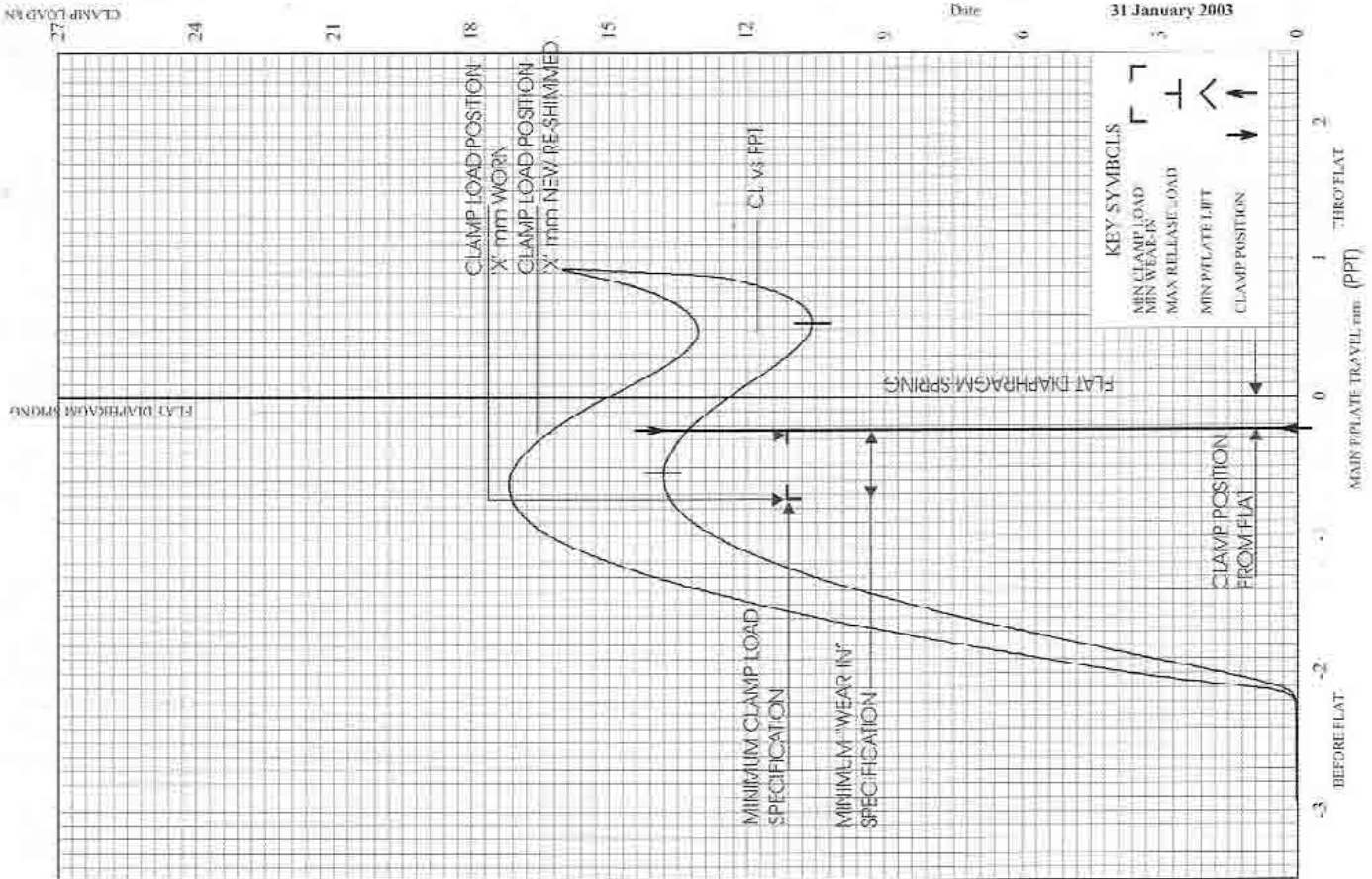
EXPLANATION OF TYPICAL CLUTCH PLOT



CLUTCH ASSEMBLY LOAD/TRAVEL CHARACTERISTICS

C/C Stack Hgt - NEW (mm)
 C/C Stack Hgt - WORN (mm)
 Built With Main Plate (mm)

Serial Number: 10217-A
 Part Number: CP7142-CE01-FN
 Description: 140mm C/C
 Customer:
 Built/ Tested By: Mick
 Date: 31 January 2003



CP6913 / CP6914

Ø140MM STANDARD PUSH TYPE

TYPICAL APPLICATIONS

- GT
- Endurance



FEATURES

- 10 Bolt, one piece cover and lugs.
 - machined from solid billet, for rigidity and strength.
 - CP6913 has Steel Cover option available.
 - Push type.
 - Flat flywheel fixing.
 - Heavy Duty.
 - Long life.
 - Durable and abuse resistant.
- if maintained correctly, life expectancy can be 10 times that of a sintered race clutch.
- Factory reconditioning service available
 - Heavy duty Steel cover option available.

TECHNICAL INFORMATION

- Torque Capacity	- CP6913	1042Nm (768lb/ft)
	- CP6914	1463Nm (1079lb/ft)
- "Wear In" Between P/Plate Changes		1.25mm
- Total Allowable Carbon Stack Wear		6.0mm
- Release Loads		
	- Max Peak Worn	740daN
	- At Travel	350daN
- Set-Up Height		
	- New	Worn
	- CP6913	40.27mm 44.45mm
	- CP6914	44.75mm 48.99mm
- Weight (Steel Hub)		
	- CP6913	2.25Kg
	- CP6914	2.4Kg
- Complete Assembly Inertia		
	- CP6913	0.00756kgm ²
	- CP6914	0.00796kgm ²
- Driven Plates and Hub Inertia		
	- CP6913	0.001214kgm ²
	- CP6914	0.00145kgm ²

MAIN PRESSURE PLATE

- Ratio - Hi.R	- Material - Stainless Steel	
- Kits		
- CP6913	- 0.5 to 4.5 (0.5mm Steps)	CP6514-4
	- 0.25 to 4.25 (0.5mm Steps)	CP6514-5
- CP6914	- 0.5 to 4.5 (0.5mm Steps)	CP6514-4
	- 0.25 to 4.25 (0.5mm Steps)	CP6514-5

HUBS

- Material - Steel		
- CP6913	- 1.16" x 26	CP5143-104S
- CP6914	- 1.16" x 26	CP6504-112S

- More hubs are available with other spline sizes, contact AP Racing.

RELEASE BEARING OPTIONS

- outer race rotates	CP3457-1 or CP3457-9
- inner race rotates	CP3457-11

PART NUMBERS

- 3 Plate, Flat Flywheel & Alum Cover	CP6913-OH02-FN
- 3 Plate, Flat Flywheel & Steel Cover	CP6913-OH03-FN
- 4 Plate, Flat Flywheel & Alum Cover	CP6914-OH02-FN

CP7142 / CP7143

Ø140MM STANDARD PUSH TYPE

TYPICAL APPLICATIONS

- Single Seater
- Touring Car.



FEATURES

- 8 Bolt, One piece cover and lugs
 - machined from solid billet, for rigidity and strength.
 - Push Type.
 - Step or Flat flywheel fixing.
 - CP7143-CM01-FN is low height version.
 - Normal Duty.
 - Long life.
 - Durable and abuse resistant.
- If maintain correctly, life expectancy can be 10 times that of a Sintered Race Clutch.
- Factory reconditioning service available.

TECHNICAL INFORMATION

- Torque Capacity	- CP7142	741Nm (547lb/ft)
	- CP7143	1112Nm (821lb/ft)
- "Wear In" Between P/Plate Changes		0.5mm
- Total Allowable Carbon Stack Wear		
	- CP7142	4.0mm
	- CP7143	6.0mm
- Release Loads		
	- Max Peak Worn	150daN
	- At Travel	300daN
- Set-Up Height		
	- New	Worn
	- CP7142	31.54mm 34.58mm
	- CP7143	40.51mm 43.58mm
- Weight (Steel Hub)		
	- CP7142	1.4Kg
	- CP7143	2.2Kg
- Complete Assembly Inertia		
	- CP7142	0.0064kgm ²
	- CP7143	0.0076kgm ²
- Driven Plates and Hub Inertia		
	- CP7142	0.00089kgm ²
	- CP7143	0.00095kgm ²

MAIN PRESSURE PLATE

- Ratio - M.H.H	- Material - Steel	
- Kits		
- CP7142	- 0.5 to 3.5 (0.5mm Steps)	CP4502-13
	- 0.25 to 3.25 (0.5mm Steps)	CP4502-14
- CP7143	- 0.5 to 5.5 (0.5mm Steps)	CP4502-9
	- 0.25 to 5.25 (0.5mm Steps)	CP4502-10

HUBS

- Material - Steel		
- CP7142	- 1.00" x 23	CP5142-102S
- CP7143	- 1.00" x 23	CP5143-102S

- More hubs are available with other spline sizes, contact AP Racing.

RELEASE BEARING OPTIONS

- outer race rotates	CP3457-1 or CP3457-9
- inner race rotates	CP3457-11

PART NUMBERS

- 2 Plate with Stepped Flywheel	CP7142-CM01-SN
- 3 Plate with Stepped Flywheel	CP7143-CM01-SN
- 3 Plate with Flat Flywheel	CP7143-CM01-FN

CP7223 / CP7224

Ø140MM PULL TYPE

TYPICAL APPLICATIONS

- GT
- Endurance.



FEATURES

- **10 Bolt, One piece cover and lugs.** machined from solid billet, for rigidity and strength.
- **Pull type configuration.** increased efficiency in terms of clamp and release loads.
- **Flat flywheel fixing.**
- **Cushion flywheel system available.**
- **Long life.**
- **Durable and abuse resistant.** if maintained correctly, life expectancy can be 10 times that of a sintered race clutch.
- **Factory reconditioning service available.**
- **Heavy duty version available - CP7923 see page 110.**

TECHNICAL INFORMATION

- Torque Capacity	- CP7223	1142Nm (768lb/ft)
	- CP7224	1523Nm (1123lb/ft)
- "Wear In" Between P/Plate Changes		1.5mm
- Total Allowable Carbon Stack Wear		6.0mm
- Release Loads	- Max Peak Worn	540daN
	- At Travel	250daN
- Set-Up Height	New	Worn
	- CP7223	36.48mm
	- CP7224	44.45mm
- Weight (Steel Hub)	- CP7223	1.78Kg
	- CP7224	2.12Kg
- Complete Assembly Inertia	- CP7223	0.006438kgm ²
	- CP7224	0.00685kgm ²
- Driven Plates and Hub Inertia	- CP7223	0.001219kgm ²
	- CP7224	0.00146kgm ²

MAIN PRESSURE PLATE

- Ratio - H.I.R	- Material - Steel	
- Kits		
- CP7223	- 0.5 to 4.5 (0.5mm Steps)	CP6504-7
	- 0.25 to 4.25 (0.5mm Steps)	CP6504-8
- CP7224	- 0.5 to 4.5 (0.5mm Steps)	CP6504-7
	- 0.25 to 4.25 (0.5mm Steps)	CP6504-8

HUBS

- **Material - Steel**
- **CP7223** - 1.00" x 23 CP5143-102S
- **CP7224** - 1.16" x 26 CP6904-112S
- More hubs are available with other spline sizes, contact AP Racing.

SLAVE CYLINDER

- Recommended slave cylinder CP6245-8

PART NUMBERS

- 3 Plate with Flat Flywheel CP7223-OH02-FC
- 4 Plate with Flat Flywheel CP7224-OH02-FC

CP7322

Ø140MM 'HEAVY DUTY' PUSH TYPE

TYPICAL APPLICATIONS

- Heavy Duty Touring Car.



FEATURES

- **8 Bolt, one piece cover and lugs.** machined from solid billet, for rigidity and strength.
- **Push type.**
- **Step flywheel fixing with cushion flywheel.** inner diameter location.
- **Heavy duty.**
- **Long life.**
- **Durable and abuse resistant.** if maintained correctly, life expectancy can be 10 times that of a Sintered Race Clutch.
- **Factory Reconditioning Service Available.**

TECHNICAL INFORMATION

- Torque Capacity	589Nm (434lb/ft)
- "Wear In" Between P/Plate Changes	0.5mm
- Total Allowable Carbon Stack Wear	6.0mm
- Release Loads	
	- Worn 450daN
	- At Travel 300daN
- Set-Up Height	
	- New 37.90mm
	- Worn 40.2mm
- Weight (Steel Hub)	1.89Kg
- Complete Assembly Inertia	0.00645kgm ²
- Driven Plates and Hub Inertia	0.00095kgm ²

MAIN PRESSURE PLATE

- Ratio - E.H.R	- Material - Steel
- Kits	
- 0.5 to 5.5 (0.5mm Steps)	CP5253-3
- 0.25 to 5.25 (0.5mm Steps)	CP5253-2

HUBS

- **Material - Steel**
- 1.00" x 23 CP7322-103S
- 0.875" x 20 CP7322-105S
- More hubs are available with other spline sizes, contact AP Racing.

RELEASE BEARING OPTIONS

- outer race rotates CP3457-1 or CP3457-9
- inner race rotates CP3457-11

PART NUMBER

- 2 Plate, Stepped Flywheel With CFS CP7322-CE01-SC

CP7923**Ø140MM 3 PLATE, HEAVY DUTY PULL TYPE**

TYPICAL APPLICATIONS

- GT
- Endurance.



FEATURES

- 10 Bolt, One piece steel cover and lugs.

machined from solid billet, for rigidity and strength.

- Pull type configuration.

increased efficiency in terms of clamp and release loads.

- Heavy Duty Version of CP7223 Clutch.
 - Extra carbon plate, acts as heat shield to heavy duty diaphragm spring.
 - Flat flywheel fixing.
 - Cushion flywheel system available.
 - Long life.
 - Durable and abuse resistant.
- if maintained correctly, life expectancy can be 10 times that of a sintered race clutch.
- Factory reconditioning service available.

TECHNICAL INFORMATION

- Torque Capacity	1333 (982lb/ft)
- "Wear In" Between P/Plate Changes	1.5mm
- Total Allowable Carbon Stack Wear	6.0mm
- Release Loads	- Max Peak Worn 565daN
	- At Travel 370daN
- Set-Up Height	- New 45.35mm
	- Worn 38.10mm
- Weight (Steel Hub)	2.75Kg
- Complete Assembly Inertia	0.0102kgm ²
- Driven Plates and Hub Inertia	0.001348kgm ²

MAIN PRESSURE PLATE

- Ratio - H.I.R	- Material - Steel
- Kits	
- 0.5 to 4.5 (0.5mm Steps)	CP6504-7
- 0.25 to 4.25 (0.5mm Steps)	CP6501-8

HUBS

- Material - Steel	
- 1.16" x 26	CP7803-108S
- More hubs are available with other spline sizes, contact AP Racing.	

SLAVE CYLINDER

- Recommended slave cylinder	CP6245-8
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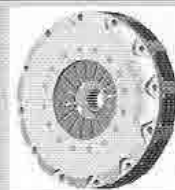
PART NUMBERS

- 3 Plate with Flat Flywheel	CP7923-GH03-FN
- 3 Plate with Flat Flywheel with CFS	CP7923-GH03-FC

CP7202 / CP7203**Ø184MM 2 & 3 PLATE, PUSH TYPES**

TYPICAL APPLICATIONS

- Australian Touring Car.



FEATURES

- 12 Bolt, one piece cover and lugs, machined from solid billet, for rigidity and strength.

- Push type.
- Stepped or flat flywheel fixings.
- Cushion Flywheel Available.
- Long life.

- Durable and abuse resistant.

if maintained correctly, life expectancy can be 10 times that of a Sintered Race Clutch.

- Factory reconditioning service available.
- Replaces CP6192 / CP6193

TECHNICAL INFORMATION

- Torque Capacity	- CP7202	868Nm (640lbft)
	- CP7203	1079Nm (796lb/ft)
- "Wear In" Between P/Plate Changes		
	- CP7202	0.5mm
	- CP7203	0.75mm
- Total Allowable Carbon Stack Wear		
	- CP7202	4.0mm
	- CP7203	6.0mm
- Release Loads	- Max Peak Worn	375daN
	- At Travel	250daN
- Set-Up Height	New	Worn
	- CP7202	35.57mm
	- CP7203	44.39mm
- Weight (Steel Hub)	- CP7202	2.91Kg
	- CP7203	4.00Kg
- Complete Assy Inertia	- CP7202	0.01656Kgm ²
	- CP7203	0.02197kgm ²
- D/Plates and Hub Inertia		
	- CP7202	0.002612Kgm ²
	- CP7203	0.003994kgm ²

MAIN PRESSURE PLATE

- Ratio - CP7202 is E.H.R	- CP7203 is V.H.R
- Material - Stainless Steel	
- Kits	- CP7202 0.5 to 3.5 (0.5mm Steps) - CP3653-3
	- 0.25 to 3.25 (0.5mm Steps) - CP3653-4
	- CP7203 0.5 to 5.5 (0.5mm Steps) - CP7203-10
	- 0.25 to 5.25 (0.5mm Steps) - CP7203-11

HUBS

- Material - Steel	
- CP7202	- 1.16" x 26 CP3652-115S
- CP7203	- 1.16" x 26 CP7203-103S
- More hubs are available with other spline sizes, contact AP Racing.	

RELEASE BEARING OPTIONS

- outer race rotates	CP3457-2 or CP3457-10
- inner race rotates	CP3457-6

PART NUMBERS

- 2 Plate, Stepped Flywheel	CP7202-CE01-SN
- 3 Plate, Stepped Flywheel with CFS	CP7203-CV02-SC

CP8031**Ø184MM SINGLE PLATE, PUSH TYPE****TYPICAL APPLICATIONS**

- World Touring Car.

FEATURES

- 12 Bolt, one piece aluminium alloy cover and lugs.
- machined from solid billet, for rigidity and strength.
- Push type.
- Stepped flywheel fixing.
- Cushion pressure plate fitted.
- Long life.
- Durable and abuse resistant.

if maintained correctly, life expectancy can be 10 times that of a Sintered Race Clutch.

- Factory reconditioning service available.

**CP8032 / CP8033****Ø184MM 2 & 3 PLATE, PUSH TYPES****TYPICAL APPLICATIONS**

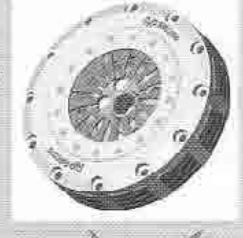
- CP8302 WRC.
- CP8033 Touring Car.

FEATURES

- 12 Bolt, one piece cover and lugs.
- machined from solid billet, for rigidity and strength.
- Push type.
- Stepped flywheel fixing.
- Cushion pressure plate fitted.
- Long life.
- Durable and abuse resistant.

if maintained correctly, life expectancy can be 10 times that of a Sintered Race Clutch.

- Factory reconditioning service available.

**TECHNICAL INFORMATION**

- Torque Capacity	371Nm (273lbf)
- "Wear In" Between P/Plate Changes	1.25mm
- Total Allowable Carbon Stack Wear	3.0mm
- Release Loads	- Max Peak Worn 445daN
	- At Travel 375daN
- Set-Up Height	- New 29.46mm
	- Worn 35.78mm
- Weight (Steel Hub)	2.54Kg
- Complete Assy Inertia	0.01545kgm ²
- D/Plates and Hub Inertia	0.0061kgm ²

MAIN PRESSURE PLATE

- Ratio - V.H.R
- Material - Stainless Steel
- Kits
- 0.5 to 2.5 (0.5mm Steps) CP8031-6
- 0.25 to 2.25 (0.5mm Steps) CP8031-7

HUBS

- Material - Steel
- 1.00" x 23 CP7821-4S
- 23.8 x 23 CP7821-6S
- More hubs are available with other spline sizes, contact AP Racing.

RELEASE BEARING OPTIONS

- outer race rotates CP3457-1 or CP3457-9
- inner race rotates CP3457-11

PART NUMBERS

- Single Plate, Stepped Flywheel With Cushion Pressure Plate CP8031-CV02-SP

TECHNICAL INFORMATION

- Torque Capacity	- CP8032 742Nm (547lbf)	- CP8033 1113Nm (820lb/ft)
- "Wear In" Between P/Plate Changes	- CP8032 1.25mm	- CP8033 1.25mm
- Total Allowable Carbon Stack Wear	- CP8032 4.0mm	- CP8033 6.0mm
- Release Loads	- Max Peak Worn 445daN	- At Travel 375daN
- Set-Up Height	- New 32.71mm	- Worn 38.68mm
	- CP8033 41.74mm	48.21mm
- Weight (Steel Hub)	- CP8032 2.97Kg	- CP8033 3.39Kg
- Complete Assy Inertia	- CP8032 0.017689Kgm ²	- CP8033 0.02021kgm ²
- D/Plates and Hub Inertia	- CP8032 0.00253Kgm ²	- CP8033 0.003717kgm ²

MAIN PRESSURE PLATE

- Ratio - V.H.R
- Material - Stainless Steel
- Kits
- CP8032 - 0.5 to 3.5 (0.5mm Steps) - CP8032-8
- 0.25 to 3.25 (0.5mm Steps) - CP8032-9
- CP8033 - 0.5 to 1.5 (0.5mm Steps) - CP8033-6
- 0.25 to 4.25 (0.5mm Steps) - CP8033-7

HUBS

- Material - Steel
- CP8032 1.00" x 23 CP7832-120S
- CP8033 1.00" x 23 CP8083-128S
- More hubs are available with other spline sizes, contact AP Racing.

RELEASE BEARING OPTIONS

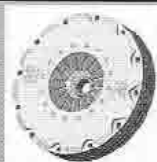
- outer race rotates CP3457-1 or CP3457-9
- inner race rotates CP3457-11

PART NUMBERS

- 2 Plate, Stepped Flywheel with CPS. CP8032-CV02-SP
- 3 Plate, Stepped Flywheel With CPS. CP8033-CV02-SP

CP7212 / CP7213**Ø200MM 2 & 3 PLATE, PUSH TYPE****TYPICAL APPLICATIONS**

- World Rally.

**FEATURES**

- 12 Bolt, one piece cover and lugs, machined from solid billet, for rigidity and strength.
- Push type.
- Flat flywheel fixing.
- Normal duty.
- Long life.
- Durable and abuse resistant.

if maintained correctly, life expectancy can be 10 times that of a sintered race clutch.

- Factory reconditioning service available.
- Also available is a low ratio version under Part No. CP7212-CL01-FN - 2 Plate & CP7213-CL01-FN - 3 Plate.

TECHNICAL INFORMATION

- Torque Capacity	- CP7212	700Nm (522lb/ft)
	- CP7213	1050Nm (783lb/ft)
- "Wear In" Between P/Plate Changes		1.5mm
- Total Allowable Carbon Stack Wear		6.0mm
- Release Loads	- Max Peak Worn	375daN
	- At Travel	250daN
- Set-Up Height	New	Worn
	- CP7212	29.67mm 33.68mm
	- CP7213	38.52mm 42.59mm
- Weight (Aluminium Hub)	- CP7212	2.94Kg
	- CP7213	3.48Kg
- Complete Assy Inertia	- CP7212	0.1903kgm ²
	- CP7213	0.2266kgm ²
- D/Plates and Hub Inertia	- CP7212	0.003126kgm ²
	- CP7213	0.00472kgm ²

MAIN PRESSURE PLATE

- Ratio - Hi.R	- Material - Steel	
- Kits		
- CP7212	- 1.00 to 5.00 (1.0mm Steps)	CP4212-4
	- 0.50 to 4.50 (1.0mm Steps)	CP4212-5
- CP7213	- 1.00 to 5.00 (1.0mm Steps)	CP4212-4
	- 0.50 to 4.50 (1.0mm Steps)	CP4212-5

HUBS

- Material - Steel	
- CP7212	- 1.00" x 23 CP4202-122S
- CP7213	- 1.00" x 23 CP4203-102S
- More hubs are available with other spline sizes, contact AP Racing.	

RELEASE BEARING OPTIONS

- outer race rotates	CP3457-2 or CP3457-10
- inner race rotates	CP3457-6

PART NUMBERS

- 2 Plate, Flat Flywheel	CP7212-CH01-FN
- 3 Plate, Flat Flywheel.	CP7213-CH01-FN

NOTES

INTRODUCTION

For many years AP Racing has been the world leader in the design and manufacture of competition clutch systems.

This section combines all sizes of Sintered and Cerametallic Race Clutches. The clutches in this section have designated Sintered or Cerametallic sometimes called "Paddle"

clutches this refers to the type of driven plate that is used in the clutch. Both types of driven plate are available with a comprehensive range of spline sizes to suit a wide range of popular applications. A list of standard spline sizes can be found on page 116. Other splines can also be accommodated, please refer to AP Racing for details.

This section also provides guidance & general information on clutch selection, types of driven plate and friction materials, plus basic technical information and installation details for each clutch.

CLUTCH SELECTION

To assist with clutch selection AP Racing offers the following information to guide customers in determining which assembly best suits their application. We believe the customer understands their own requirements better than anyone else and, if correctly informed, is best placed to make the choice between the options on offer. However AP Racing technical department is always ready to assist if required.

RACE CLUTCH RANGE DETAILS

The table below provides quick reference information on the range of Race Clutches available from AP Racing.

If your clutch requirements fall outside these examples, please contact AP Racing Technical Section who will be pleased to discuss your specific application.

Clutch Series No.	Clutch Description.						
	Clutch Dia (mm)	No. of Driven Plates	Clutch Actuation Type.	Sintered / Cerametallic	Drive Type	No. of fixing bolts	Pressure Plate Ratio
CP6174	115	4	Pull	Sintered	Lug	10	EHR
CP6073	115	3	Push	Sintered	Lug	10	EHR
CP6074	115	4	Push	Sintered	Lug	10	EHR
CP6001	140	1	Push	Sintered	Lug	8	HiR
CP6002	140	2	Push	Sintered	Lug	8	HiR
CP6092	140	2	Push	Bonded	Lug	8	HiR
CP6003	140	3	Push	Sintered	Lug	8	HiR
CP6013	140	3	Push	Sintered	Lug	8	HiR
CP6014	140	4	Push	Sintered	Lug	8	HiR
CP2116	184	1	Push	Sintered	A - Ring	6	HiR
CP7371	184	1	Push	Sintered	Lug	6	EHR
CP7381	184	1	Push	Cerametallic	Lug	6	EHR
CP2125	184	2	Push	Sintered	A - Ring	6	HiR
CP2606	184	2	Push	Cerametallic	A - Ring	6	HiR
CP7372	184	2	Push	Sintered	Lug	6	EHR
CP7382	184	2	Push	Cerametallic	Lug	6	HiR
CP7492	184	2	Pull	Sintered	Lug	6	EHR
CP7392	184	2	Push	Cerametallic	Lug	6	HiR
CP2817	184	3	Push	Sintered	A - Ring	12	HiR
CP7373	184	3	Push	Sintered	Lug	6	EHR
CP3745	200	1	Push	Cerametallic	Lug	6	HiR
CP3871	200	1	Push	Cerametallic	Lug	6	HiR
CP4560	200	1	Push	Cerametallic	Lug	6	HiR
CP5241	215	1	Push	Cerametallic	Lug	6	LoR
CP5242	215	2	Push	Cerametallic	Lug	6	LoR

SINTERED OR CERAMETALLIC ?

This information will aid the selection process in deciding whether a Sintered or Cerametallic Clutch assembly should be used.

SINTERED:-

- Primary used in race applications.
- Compact installation.
- Low inertia.
- Lightweight.

CERAMETALLIC:-

- Primarily used in rally / off road applications.
- Resistant to high energy input (i.e. long slip)
- Smoother engagement.
- Less prone to judder.

Note:

Whilst it is recommended that Sintered Clutches are suitable for Race applications and Cerametallic Clutches for Rally or Off Road applications, both types are often used successfully in other areas.

- DIAMETER.

There are five diameters to choose from :- Ø115mm (4½"), Ø140mm (5½"), Ø184mm (7¼"), Ø200mm and Ø215mm (8½"). A larger diameter increases torque capacity & reduces wear but increases inertia.

- MOMENT OF INERTIA.

Rotating mass around the axis of clutch. Lower moment of inertia will result in faster engine response and gear changes.

- CLUTCH CONFIGURATION

There are two basic designs for both the Sintered and Cerametallic clutches, the traditional A-Ring type with an adaptor ring and separate cover or a cover with integral legs (Lug type). The lug drive design allows friction dust to escape and reduces heat build up particularly when used with cerametallic drive plates. Sintered clutches are available in 1, 2, 3 and 4 plate versions, Cerametallics are available in both 1 and 2 plate versions. The dynamic torque capacity of each clutch depends upon the type of friction material, the number of driven plates, which diaphragm spring is fitted and the pressure plate ratio. A choice of springs is available, suitable for engine torques ranging from 148Nm (109lbs/ft) to 1150Nm (848lbs/ft) and for breakaway torque up to 1610Nm (1187lbs/ft).

- COVERS

LUG DRIVEN TYPE:-

The Lug Drive Sintered Clutch range utilises a one piece Aluminium Alloy cover and lug design which has a low moment of inertia and runs cooler. All Ø115mm, Ø140mm and Ø200mm clutch covers are machined from billet. Ø184mm Clutch covers are machined from a high quality aluminium alloy casting.

'A' RING DRIVEN TYPE:-

The 'A' Ring Clutch type is only available in Ø184mm diameter. Push types are available with either a steel or aluminium alloy cover (functionally there is no difference between the steel and aluminium alloy cover) however, the aluminium alloy cover assembly gives a weight saving of approximately 300g over the steel version and has lower inertia.

- NUMBER OF DRIVEN PLATES

The number of plates required for an application will depend on engine torque, clutch diameter and clamp load. Generally a smaller diameter clutch will require more plates than a larger diameter unit.

A Comprehensive range of splines is available to suit most transmission input shafts. Details on page 116. If the spline required is not in this table please contact AP Racing Technical Section.

TECHNICAL SPECIFICATIONS

- TORQUE CAPACITY:-

The torque capacity of the clutch is dependent upon the clutch diameter, the number and type of driven plates used, the load rating of the diaphragm spring and the pressure plate ratio (normally predetermined by AP Racing during the design process).

The table below gives the recommended maximum engine torque capacity for all the available combinations of these factors for both conventional push type clutches and pull type clutches. The number of driven plates used in the clutch will to a large extent be determined by the torque capacity the clutch will be required to accommodate, but operational requirements must be taken into consideration. Increasing the number of driven plates decreases the wear rate and hence the interval before the driven plates will require replacing, but will also increase the overall height, weight and the moment of inertia of the clutch package.

CLUTCH TYPE	DIAPHRAGM SPRING LOAD RATING (SPRING COLOUR) Nm (lb/ft)					
	GLD (Gold)	SLV (Silver)	CRV (Double Grey)	ORA (Orange)	GRN (Green)	GRY (Grey)
S I N G L E P L A T E	Ø115mm / 3 Plate	761 (561)	664 (490)			
	Ø115mm / 4 Plate	1014 (747)	882 (651)	676 (498)	588 (434)	
D O U B L E P L A T E	Ø140mm Single Plate			252 (186)	186 (137)	
	Ø140mm / 2 Plate			504 (372)	371 (274)	
T W O P L A T E	Ø140mm / 3 Plate			756 (557)	557 (411)	
	Ø140mm / 4 Plate			1009 (744)	743 (548)	
T H R E E P L A T E	Ø184mm Single Plate A-Ring			125 (91)	280 (207)	195 (144)
	Ø184mm Single Plate Lug			475 (350)	312 (230)	219 (161)
F O U R P L A T E	Ø184mm 2 Plate A-Ring			765 (564)	505 (372)	350 (258)
	Ø184mm - 2 Plate Lug			950 (700)	624 (460)	438 (322)
F I V E P L A T E	Ø184mm / 3 Plate A-Ring			1150 (848)	755 (557)	530 (391)
	Ø184mm - 3 Plate Lug			1426 (1051)	936 (690)	657 (484)
S I X P L A T E	Ø184mm / Single Plate Lug			422 (311)	278 (205)	195 (143)
	Ø104mm / 2 Plate A-Ring			598 (400)	400 (295)	267 (197)
S E V E N P L A T E	Ø184mm / 2 Plate Lug			598 (400)	400 (295)	267 (197)
	Ø200mm / Single Plate			343 (253)		301 (222)
E I G H T P L A T E	Ø215mm / Single Plate			580 (427)		425 (314)
	Ø215mm / 2 Plate			842 (621)		564 (416)
N I N E P L A T E	Ø115mm / 4 Plate		952 (702)	710 (524)		
	Ø104mm / 2 Plate			803 (592)		

- CLUTCH FUNCTIONALITY / TERMINOLOGY

- PUSH TYPE:-

The conventional and most popular type of diaphragm spring clutch where the release bearing is pushed against the diaphragm spring fingers (i.e. towards the flywheel) to release the clutch.

- PULL TYPE:-

This type of clutch has the release bearing fulcrum inside the clutch and requires the diaphragm spring fingers to be pulled (i.e. away from the flywheel) in order to release the clutch. Although generally more complex in terms of release mechanism, pull types are more efficient in terms of clamp and release loads.

- DIAPHRAGM SPRING

Belleville (or disc) spring with a series of integral release fingers on the inside diameter.

- CLAMP LOAD

Force applied by the diaphragm spring, on driven plates via main and intermediate pressure plates. Clamp load will vary depending on the diaphragm spring and pressure plate ratio used.

- RELEASE LOAD

Force required on the diaphragm spring fingers to disengage the clutch.

- PRESSURE PLATES

The main pressure plate provides the fulcrum point at which clamp load is transmitted, through its own friction face into the clutch. The pressure plates positioned between drive plates are known as intermediate pressure plates.

MAINTENANCE

Regular inspection and maintenance is essential to maintain optimum clutch performance. Excessive heat generation (often witnessed by discoloration of steel pressure plates) due to prolonged or repeated slip can result in loss of diaphragm spring load as well as driven plate damage. In such cases the clutch should be replaced or reconditioned. Pressure plate working faces should be checked for flatness using a straight edge and feeler gauge. 'Out of flat' pressure plates or driven plates can result in difficulties releasing the clutch and consequently drag. Pressure plates should be replaced when worn, or more than 0.10mm (0.004") out of flat. Replace driven plates if there are signs of damage or when thickness has been reduced to the figures given in the technical information for each individual clutch.

DRIVEN PLATE RANGE

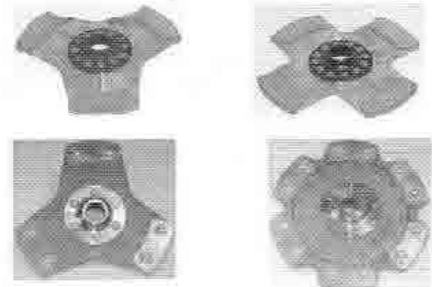
The table below provides a quick reference on the range of driven plates relevant to these clutch assemblies.

Clutch Series No.	Available Driven Plate Types									
	Sintered					Paddle / Cerametallic				
	Back to Back	Back to Back Extended Hub Nose	Nested Types	Gear Driven Hub Plate	3 Paddle Bonded	4 Paddle Bonded	4 Paddle Sprung	6 Paddle Fligid	6 Paddle Sprung	
CP2116	CP4429 or CP2012									
CP2125	CP2012		CP2567	CP3822						
CP2606					CP8300	CP8400		CP4946		
CP2817	CP2012			CP2822						
CP3745							CP5216	CP4814	CP4816	
CP3871							CP5216	CP4814	CP4816	
CP4560							CP5216	CP4814	CP4816	
CP5241							CP5316	CP5351		
CP5242										
CP6001		CP3407								
CP6002	CP3414	CP3407		CP4122						
CP6003	CP3414			CP4123						
CP6013	CP3683	CP6014		CP4074						
CP6014	CP3683	CP6014		CP4074						
CP6073	CP5004		CP6074	CP6174						
CP6074	CP5004		CP6074	CP6174						
CP6092					CP4581					
CP6174	CP5004		CP6074	CP6174						
CP7371	CP4429 or CP2012									
CP7372	CP2012		CP2567	CP3822						
CP7373	CP2012			CP2822						
CP7381					CP8300	CP8400		CP4946		
CP7382					CP8300	CP8400		CP4946		
CP7392					CP8300	CP8400		CP4946		
CP7492	CP2012									

RIGID SINTERED PADDLE
- 4 Paddle Sintered Available for CP2116 and CP7371 Single Plate clutches.



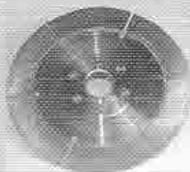
RIGID PADDLE OR CERAMETALLIC PLATES:-
- Ø140mm - 3 paddle available.
- Ø184mm - 3, 4 and 6 Paddle available.
- Ø200mm - 4 and 6 paddle available.
- Ø215mm - 4 and 6 paddle available.



SPRING CENTRE CERAMETALLIC:-
These plates are available in 4 or 6 paddle configurations but use a sprung centre hub with damper springs to reduce the torsional vibrations in the driveline. For Ø200mm and 215mm clutches.

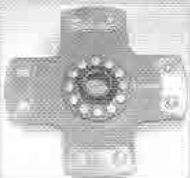


DRIVEN PLATE MATERIAL TYPES



SINTERED:- A thin layer of metallic friction material which is sintered directly onto a steel disc. Normally for circuit use only.

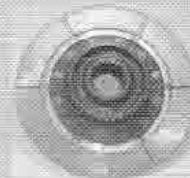
BONDED PADDLE:- Direct sintered material offering increased friction surface area.



CERAMETALLIC PADDLE:- Cerametallic buttons riveted to a steel disc giving improved heat dissipation. Used mainly for Rally applications where more clutch slip is required in order to modulate the drive.

DRIVEN PLATE DESIGNS

SINTERED SOLID BACK TO BACK:- Available in sizes Ø115, Ø140 and Ø184mm. Versions are available with extended nose to increase spline length.



GEAR DRIVEN:- Designed to provide increased flywheel / crankshaft fixing bolt clearance and maximum spline length. Available in Ø140 and Ø184mm in either 2,3 or 4 plate versions. Recommended where a high level of engine vibration or input shaft runout can be expected.

(NESTED) TYPE:- Allows for extra flywheel / crankshaft fixing bolt clearance. Available on Ø115mm and Ø184mm clutches only.



BONDED CERAMETALLIC DRIVEN PLATE PART NUMBERING EXPLANATION

The table below explains the new part numbering system for the new range of Driven Plates. See table overleaf for driven plates

CP8300 - A 036 H

Family Part Number	Hub Profile	Spline Details	Hub Treatment
CP8300 3 Paddle, 7.11mm Thick	A = Standard	001 0.87" x 10	H = Hardened
CP8301 3 Paddle, 6.00mm Thick		026 0.87 x 20	
CP8400 4 Paddle, 7.11mm Thick		036 1.00" x 23	
CP8401 4 Paddle, 6.00mm Thick		040 1.16" c 26	

DRIVEN PLATE THICKNESS AND WEAR IN

The total allowable driven plate wear will vary according to the "wear in" and the number of driven plates for each particular clutch. For e.g. for a 3 plate clutch with 0.75mm "wear in" each plate can wear 0.75mm / 3 = 0.25mm from new. The minimum worn driven plate thickness given in this catalogue assume even wear across all plates. However it is permissible to run individual plates below this thickness provided the total wear does not exceed the "wear in" figure.

DRIVEN PLATE CHART

The table below provides information on the most popular of splines available for the race clutch driven plates detailed in this section. AP Racing offer many more driven plates with different thicknesses, so should you require a driven plate or a different spline not given below please contact AP Racing Technical Section for assistance.

No. of Teeth	10	10	10	10	10	10	14	17	18	20	20	21	21	21	21	22	23	24	24	26	26	Gear drive sliders		
Spline Shaft O.D. (in mm unless stated)	.875"	1.0"	1.062"	1.125"	1.25"	29.0	1.0"	20.0	21.1	17/3	.875"	.71"	18.3	.92"	24.0	29.0	1.0"	1.0"	0.8"	1.0"	22.0	1.16"		
S I N T E R E D D R I V E N P L A T E S	115	CP5004-back to back				7 FM3					6 FM4						5 FM4					8 FM4		
		CP6074-nested															23 & 24 FM4					18 & 19 FM4		
		CP3407-ext'd Hub	37 FM3	57 FM3	4 FM3	8 FM3			53 FM3	26 FM3				55 FM3	61 FM3		36 FM3	51 FM3	58 FM3	56 FM3	40 FM3			
		CP3414-back to back	30 FM3		20 FM3	37 FM3	25 FM3	44 FM3	43 FM3	36 FM3	18 FM3			45 FM3	21 FM3	27 FM3	40 FM3	10 FM3		32 FM3	50 FM3	19 FM3		
		CP4122-gear driven			7 FM3	6 FM3			12 FM3	4 FM3				11 FM3			2 FM3		5 FM3		5 FM3		CP 4124 9FM3	
		CP4123-gear driven			7 FM3				9 FM3	4 FM3					10 FM3		2 FM3		3 FM3		6 FM3			
		CP3683-back to back			5 FM3	13 FM3				4 FM3				6 FM3			3 FM3						12 FM3	
		CP6014-ext'd spline																					9 & 10 FM3	
		CP4073-gear driven			10 FM3	7 FM3					6 FM3						4 FM3		5 FM3			3 FM3		
		CP4074-gear driven			14 FM3	12 FM3					10 FM3						2 FM3		9 FM3			11 FM3	6 FM3	
B O N D E D	184	CP2012-outer type	208 FM3	164 FM3	198 FM3	117 FM3	172 FM3	199 FM3	180 FM3	184 FM3	205 FM3	203 FM3	166 FM3	170 FM3	204 FM3	188 FM3	161 FM3	191 FM3	192 FM3	165 FM3	167 FM3	154 FM3	216 FM3	171 FM3
		CP2012-centre type			181 FM3	169 FM3	174 FM3	244 FM3					179 FM3					240 FM3	220 FM3	178 FM3		210 FM3	173 FM3	
		CP2567-wheel side		35 FM3	15 FM3	29 FM3							7 FM3				33 FM3		23 FM3				11 FM3	
		CP2567-plate side		36 FM3	16 FM3	30 FM3							8 FM3				34 FM3		24 FM3				12 FM3	
		CP2822-gear driven			3 FM3	25 FM3	29 FM3						20 FM3				36 FM3		23 FM3		32 FM3		6 FM3	31 FM3
		CP3822-gear driven											11 FM3					10 FM3	13 FM3					
		CP4581-3 paddle type							9		5				0			4					3	
		CP8300-3 paddle type	A001	A002	A003	A004		A008		A017	A019		A026		A028	A029	A030	A033	A034	A036 H	A037	A038 H	A043	A040
	CP8301-3 paddle type 6.0mm Thick						A008					A026 H							A036 H					
	CP8400-4 paddle type	A001			A004	F005	A008		A017	A019		A026				A030			A036 H		A038 H		A040	
	CP8401-4 paddle type 6.0mm Thick						A008					A026 H							A036 H					
C E R A M E T A L L I C D R I V E N P L A T E S	184	CP4946 - Six Paddle Rigid				12			2		6							7		14	13	9		
		CP5214-Four Paddle Rigid	7.1 mm						18		14					16		12	15	13				
		CP5216-Six Paddle Rigid	7.1 mm		22						14						11	15		13				
		CP4814-Four Paddle Sprung	7.1 mm						11	14	15							21		13	12			
		CP4816-Six Paddle Sprung	7.1 mm				11				13				16		15	12		23		17		
		CP6180-Four Paddle Rigid 7.1mm			1	5												2		3		4		
		CP5344-Four Paddle Rigid 8.89mm					10											30						
		CP5354-Four Paddle Sprung	7.1 mm	3			14		15			2					10	30		40	45			
		CP5346-Six Paddle Rigid 8.89mm				19	11		21			6				4	8	12					15	



FLYWHEELS

A purpose machined flywheel is required. The friction face should be a good quality close grained cast iron or steel (0.35 / 0.45 % carbon, hardness 200Hb minimum), with a surface finish of 75µm RA (30 GLA) maximum.

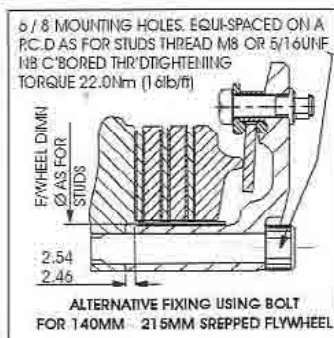
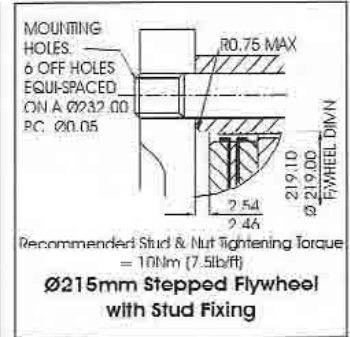
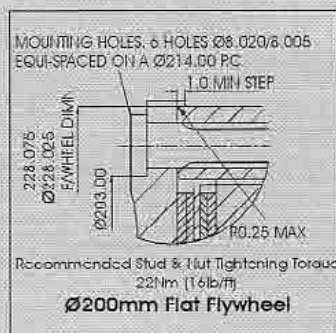
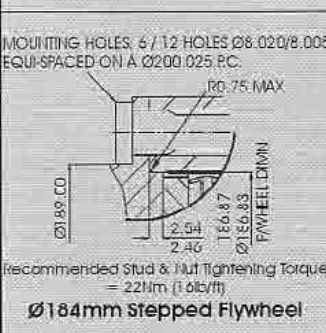
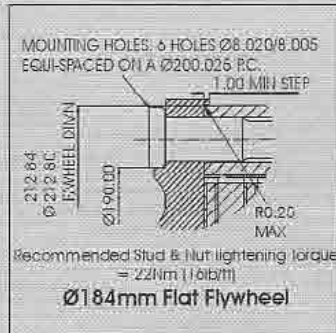
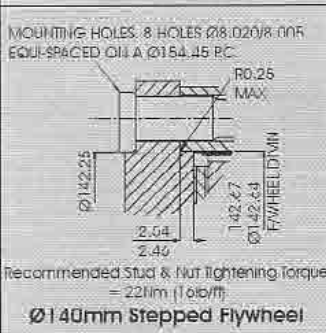
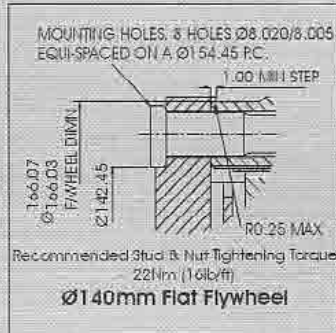
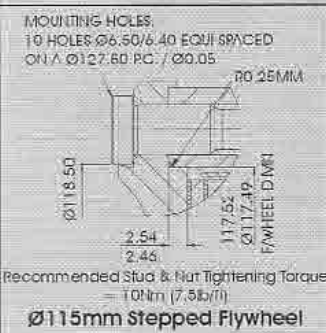
Run out when assembled to the crankshaft must not exceed 0.08mm (0.003") maximum at 76mm (3.0") radius. Fixing holes and location spigot to be machined as shown opposite. N.B. Cast Iron flywheels should not be used above 10000rpm

FIXING / MOUNTING STUDS

The recommended method of mounting the clutch to the flywheel is with a mounting stud and K-Lock nut. Recommended tightening torque 22Nm (16lb/ft) for M8 & 5/16" UNF. AP Racing offer a range of studs for mounting clutches to flywheels (see page 100). These high quality steel mounting studs are available in either M6, M8, 1/4" & 5/16" UNF to suit clutches of Ø115mm and above. All studs have rolled threads for improved fatigue resistance. The stud design incorporates offset head flats for location, necked down shanks and precision ground location diameters. All kits come complete with relevant K-lock nuts. See opposite for flywheel mounting details.

MOUNTING

The drawings below provide detailed information for all flywheel spigots / mounting for every size of race clutch in the publication. AP Racing recommend that all their race clutches are mounted to the flywheel by using either CP4703/CP4702 studs. Mounting hole, P.C.D. and tightening torque details are given for all drawings.



PART NUMBERS

A new part numbering system has been introduced on some of the clutch series in this catalogue. The table below provides a brief explanation of the make up of the numbers.

Clutch series No.

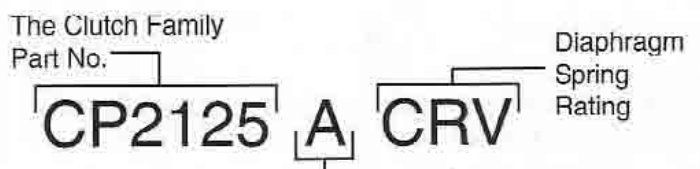
CP7372 - O E 80 - SF

Diaphragm Spring	Ratio	Driven Plate Type	Flywheel Type
D = (gold)	E = EHR (Extra High Ratio)	80 = Cerametallic Style Assemblies 7.11mm thick	SF = Stepped Flywheel
S = (Silver)			
C = CRV (Double Grey)			
O = ORA (Orange)	H = HIR (High Ratio)	90 = Sintered Style Assemblies 2.63mm thick	FF = Flat Flywheel
N = GRN (Green)			
G = GRY (Grey)			

ORDERING

When ordering an AP Racing Clutch please quote the correct part number for the assembly required wherever possible. The driven plate(s) must be ordered separately under their own part number. The types of driven plate design suitable for that particular race clutch assembly are detailed on pages 118 to 129. However not all popular spline variations are listed in these sections, please refer to page 116 where a more comprehensive list of driven plate spline sizes can be found. If the spline size you require does not appear in this list please contact AP Racing for information.

Examples & Explanation of Part Numbers:-



'A' appears only when an Aluminium Alloy cover is required For a Steel cover no letter is required e.g. CP2125CRV

CP6174**Ø115MM PULL TYPE SINTERED, 4 PLATE****TYPICAL APPLICATIONS**

- Champcar

**FEATURES**

- 4 Plate.
- **Pull type** - increased efficiency in terms of clamp and release loads.
- **Stepped flywheel fixing** - inner diameter location, with optional external spigot location.
- **One piece cover and lugs** - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- **Heavy duty** - suitable for very high RPM engines.
- **Lightweight & Durable.**
- **Low wear rate.**
- **Individually Tested** - match machined, balanced and clutch load and function.
- **CP4703 Mounting Studs Available.**

PART NUMBERS

- CP6174ASLV - CP6174ACRV

TECHNICAL INFORMATION

Torque Capacity	- CP6174ASLV	952Nm (702lb/ft)
	- CP6174ACRV	710Nm (524lb/ft)
Release Loads	Max Peak Worn	At Travel
- CP6174ASLV	320daN	230daN
- CP6174ACRV	280daN	200daN
Set-up Height	New	Max Worn
- CP6174ASLV	35.58mm / 34.19mm	30.68mm
- CP6174ACRV	35.58mm / 34.19mm	30.68mm
Clutch "Wear In"		0.75mm
Weight (including Driven Plates)		2.62Kg
Complete Assembly Inertia		
- CP6174ASLV		0.0059Kgm ²
- CP6174ACRV		0.00575Kgm ²
Driven Plate and Hub Inertia		0.0001Kgm ²
Recommended Release Bearing		CP3457-12

DRIVEN PLATES

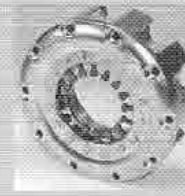
Thickness	New = 2.63mm	Worn = 2.44mm
Drive Plate Types	Part Number	Spline
Back to Back	CP5004-6FM4 x 3	7/8" x 20
	CP5004-8FM4 x 3	1.16" x 26
	offset Hub	
Nested, longer spline length	CP6074-18FM4 x 1	1.16" x 26
	flywheel Side	
	CP6074-19FM4 x 1	

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

Cover Assemblies	CP6174ASLV	CP6174-102
	CP6174ACRV	CP6174-101
Wear Clips		CP5304-104
Main Pressure Plate		CP6174-16
Intermediate Pressure Plate		CP6074-124

CP6073**Ø115MM 3 PLATE SINTERED****TYPICAL APPLICATIONS**- Champcar.
- IRL.**FEATURES**

- 3 Plate.
- **Push type.**
- **Stepped flywheel fixing** - inner diameter location.
- **One piece cover and lugs** - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- **Heavy duty** - suitable for very high RPM engines.
- **Lightweight & Durable.**
- **Low wear rate.**
- **Individually Tested** - match machined, balanced and clutch load and function.
- **CP4703 Mounting Studs Available.**

PART NUMBERS

- CP6073-DS90-SF - CP6073-SE90-SF - CP6073-CE90-SF

TECHNICAL INFORMATION

Torque Capacity	- CP6073-DS90-SF	878Nm (647lb/ft)
	- CP6073-SE90-SF	664Nm (490lb/ft)
	- CP6073-CE90-SF	499Nm (368lb/ft)
Release Loads	Max Peak Worn	At Travel
- CP6073-DS90-SF	550daN	400daN
- CP6073-SE90-SF	470daN	340daN
- CP6073-CE90-SF	367daN	268daN
Set-up Height	New	Max Worn
- CP6073-DS90-SF	33.52mm / 32.38mm	36.08mm
- CP6073-SE90-SF	33.69mm / 32.11mm	35.93mm
- CP6073-CE90-SF	31.87mm / 30.63mm	34.50mm
Clutch "Wear In"		0.75mm
Weight (including Driven Plates)		2.30Kg
Complete Assembly Inertia		0.0055Kgm ²
Driven Plate and Hub Inertia		0.0001Kgm ²
Recommended Release Bearing		CP3457-11

DRIVEN PLATES

Thickness	New = 2.63mm	Worn = 2.34mm
Drive Plate Types	Part Number	Spline
Back to Back	CP5004-6FM4 x 3	7/8" x 20
	CP5004-8FM1 x 3	1.16" x 26
	offset Hub	
Nested, longer spline length	CP6074-18FM1 x 1	1.16" x 26
	flywheel Side	
	CP6074-19FM1 x 1	

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

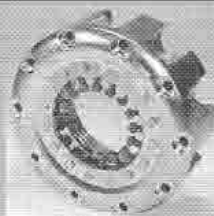
Cover Assemblies	CP6073-DS90-SF	CP6073-10AGLD
	CP6073-SE90-SF	CP6073-10ASLV
	CP6073-CE90-SF	CP6073-10ACRV
Wear Clips		CP5303-102
Main Pressure Plate		CP6074-125
Intermediate Pressure Plate		CP6074-124

CP6074**Ø115MM 4 PLATE SINTERED****TYPICAL APPLICATIONS**

- Champcar.
- IRL.

FEATURES

- 4 Plate.
- Push type.
- **Stepped flywheel fixing** - inner diameter location.
- **One piece cover and lugs** - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- **Heavy duty** - suitable for very high RPM engines.
- **Lightweight & Durable.**
- **Low wear rate.**
- **Individually Tested** - match machined, balanced and clutch load and function.
- **CP4703 Mounting Studs Available.**

**PART NUMBERS**

- CP6074-DE90-SF - CP6074-SE90-SF - CP6074-CE90-SF

TECHNICAL INFORMATION

- Torque Capacity	- CP6074-DE90-SF	1014Nm (747lb/ft)
	- CP6074-SE90-SF	882Nm (651lb/ft)
	- CP6074-CE90-SF	676Nm (498lb/ft)
- Release Loads	Max Peak Worn	At Travel
- CP6074-DE90-SF	550daN	400daN
- CP6074-SE90-SF	470daN	340daN
- CP6074-CE90-SF	367daN	268daN
- Set-up Height	New	Max Worn
- CP6074-DE90-SF	40.94mm / 39.56mm	43.54mm
- CP6074-SE90-SF	40.64mm / 39.25mm	43.24mm
- CP6074-CE90-SF	39.13mm / 37.78mm	41.72mm
- Clutch "Wear In"		0.75mm
- Weight (Including Driven Plates)		2.75Kg
- Complete Assembly Inertia		0.0065Kgm ²
- Driven Plate and Hub Inertia		0.00013Kgm ²
- Recommended Release Bearing		CP3457-11

DRIVEN PLATES

- Thickness	New = 2.63mm	Worn = 2.34mm
- Drive Plate Types	Part Number	Spline
Back to Back	CP5004-8FM4 x 3	7/8" x 20
	CP5004-8FM4 x 3	1.16" x 26
	offset Hub	
Nested,	CP6074-18FM4 x 1	1.16" x 26
longer spline length	flywheel Side	
	CP6074-19FM4 x 1	

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

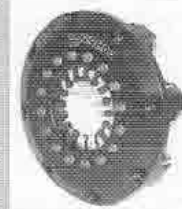
- Cover Assemblies	CP6074-DE90-SF	CP6074-10AGLD
	CP6074-SE90-SF	CP6074-10ASLV
	CP6074-CE90-SF	CP6074-10ACRV
- Wear Clips		CP5304-104
- Main Pressure Plate		CP6074-125
- Intermediate Pressure Plate		CP6074-124

CP6001**Ø140MM SINGLE PLATE SINTERED****TYPICAL APPLICATIONS**

- General Use.

FEATURES

- Single Plate.
- Push type.
- **Stepped or Flat flywheel fixing.**
- **One piece cover and lugs** - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- **Black hard anodised cover.**
- **Stainless steel wear plates**
- **Low wear rate.**
- **Individually Tested** - match machined, balanced and clutch load and function.
- **CP4702 Mounting Studs Available.**

**PART NUMBERS**

- CP6001-CH90-SF - CP6001-OH90-SF
 - For flat flywheel part numbers change 'SF' Suffix to 'FF' i.e. CP6001-CH90-FF

TECHNICAL INFORMATION

- Torque Capacity	- CP6001-CH90-SF	252Nm (186lb/ft)
	- CP6001-OH90-SF	186Nm (137lb/ft)
- Release Loads	Max Peak Worn	At Travel
- CP6001-CH90-SF	450daN	300daN
- CP6001-OH90-SF	375daN	250daN
- Set-up Height	New	Max Worn
- CP6001-CH90-SF	21.63mm	24.35mm
- CP6001-OH90-SF	21.37mm	24.13mm
- Clutch "Wear In"		0.75mm
- Weight (including Driven Plates)		1.80Kg
- Complete Assembly Inertia		0.00615Kgm ²
- Driven Plate and Hub Inertia		0.00065Kgm ²
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-1 or -9	CP3457-11

DRIVEN PLATES

- Thickness	New = 2.63mm	Worn = 1.88mm
- Drive Plate Types	Part Number	Spline
Back to Back	CP3407-36FM3 x 1	1.00" x 23
extended nose	CP3407-26FM3 x 1	7/8" x 20
length	CP3407 8FM3 x 1	29.0mm x 10
	CP3407-40FM3 x 1	1.16" x 26

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	CP6001-CH90-SF	CP6001-8ACRV
	CP6001-OH90-SF	CP6001-8AORA
- Wear Clips		CP6001-102
- Main Pressure Plate		CP4124-103
- Intermediate Pressure Plate		N/A

CP6002**Ø140MM 2 PLATE SINTERED****TYPICAL APPLICATIONS**

- General Use.

FEATURES

- 2 Plate.
- Push type.
- Stepped or Flat flywheel fixing.
- One piece cover and lugs - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- Black hard anodised cover.
- Stainless steel wear plates
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

**PART NUMBERS**

- CP6002-CH90-SF - CP6002-OH90-SF - CP6002-BH90-SF
- For flat flywheel part numbers change 'SF' Suffix to 'FF' i.e. CP6002-CH90-FF

TECHNICAL INFORMATION

- | | | |
|-------------------|------------------|------------------|
| - Torque Capacity | - CP6002-CH90-SF | 504Nm (372lb/ft) |
| | - CP6002-OH90-SF | 371Nm (274lb/ft) |
| | - CP6002-BH90-SF | 267Nm (197lb/ft) |
- | | | |
|------------------|----------------------|------------------|
| - Release Loads | Max Peak Worn | At Travel |
| - CP6002-CH90-SF | 450daN | 300daN |
| - CP6002-OH90-SF | 375daN | 250daN |
| - CP6002-BH90-SF | 210daN | 140daN |
- | | | |
|------------------|------------|-----------------|
| - Set-up Height | New | Max Worn |
| - CP6002-CH90-SF | 28.83mm | 31.58mm |
| - CP6002-OH90-SF | 28.57mm | 31.32mm |
| - CP6002-BH90-SF | 26.80mm | 29.56mm |
- | | |
|------------------------------------|------------------------|
| - Clutch "Wear In" | 0.75mm |
| - Weight (including Driven Plates) | 2.50Kg |
| - Complete Assembly Inertia | 0.0086Kgm ² |
| - Driven Plate and Hub Inertia | 0.0013Kgm ² |
- | | |
|--------------------|---|
| - Release Bearings | - Outer race rotates - inner race rotates |
| | CP3457-1 or -9 CP3457-11 |

DRIVEN PLATES

- | | | |
|-------------|--------------|---------------|
| - Thickness | New = 2.63mm | Worn = 2.21mm |
|-------------|--------------|---------------|
- | | | |
|---------------------|--------------------|---------------|
| - Drive Plate Types | Part Number | Spline |
| - Back to Back | CP3414-10FM3 x 2 | 1.00" x 23 |
| | CP3414-18FM3 x 2 | 7/8" x 20 |
| | CP3414-19FM3 x 2 | 1.16" x 26 |
| - Back to Back | CP3407-36FM3 x 2 | 1.00" x 23 |
| extended nose | CP3407-26FM3 x 2 | 7/8" x 20 |
| length | CP3407-8FM3 x 2 | 29.0mm x 10 |

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- | | | |
|-------------------------------|----------------|--------------|
| - Cover Assemblies | CP6002-CH90-SF | CP6001-8ACRV |
| | CP6002-OH90-SF | CP6001-8AORA |
| | CP6002-BH90-SF | CP6001-8ABUF |
| - Wear Clips | | CP6002-102 |
| - Main Pressure Plate | | CP4124-103 |
| - Intermediate Pressure Plate | | CP4124-102 |

CP6003**Ø140MM 3 PLATE SINTERED****TYPICAL APPLICATIONS**

- General Use.

FEATURES

- 3 Plate.
- Push type.
- Stepped or Flat flywheel fixing.
- One piece cover and lugs - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- Black hard anodised cover.
- Stainless steel wear plates
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

**PART NUMBERS**

- CP6003-CH90-SF - CP6003-OH90-SF
- For flat flywheel part numbers change 'SF' Suffix to 'FF' i.e. CP6003-CH90-FF

TECHNICAL INFORMATION

- | | | |
|-------------------|------------------|------------------|
| - Torque Capacity | - CP6003-CH90-SF | 756Nm (557lb/ft) |
| | - CP6003-OH90-SF | 557Nm (441lb/ft) |
- | | | |
|------------------|----------------------|------------------|
| - Release Loads | Max Peak Worn | At Travel |
| - CP6003-CH90-SF | 450daN | 300daN |
| - CP6003-OH90-SF | 375daN | 250daN |
- | | | |
|------------------|------------|-----------------|
| - Set-up Height | New | Max Worn |
| - CP6003-CH90-SF | 36.04mm | 38.85mm |
| - CP6003-OH90-SF | 35.78mm | 38.59mm |
- | | |
|------------------------------------|-------------------------|
| - Clutch "Wear In" | 0.75mm |
| - Weight (including Driven Plates) | 3.30Kg |
| - Complete Assembly Inertia | 0.0102Kgm ² |
| - Driven Plate and Hub Inertia | 0.00196Kgm ² |
- | | |
|--------------------|---|
| - Release Bearings | - Outer race rotates - inner race rotates |
| | CP3457-1 or -9 CP3457-11 |

DRIVEN PLATES

- | | | |
|-------------|--------------|---------------|
| - Thickness | New = 2.63mm | Worn = 2.21mm |
|-------------|--------------|---------------|
- | | | |
|---------------------|--------------------|---------------|
| - Drive Plate Types | Part Number | Spline |
| - Back to Back | CP3414-10FM3 x 3 | 1.00" x 23 |
| | CP3414-18FM3 x 3 | 7/8" x 20 |
| | CP3414-19FM3 x 3 | 1.16" x 26 |
| | CP3414-37FM3 x 3 | 1.25" x 10 |

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- | | | |
|-------------------------------|----------------|--------------|
| - Cover Assemblies | CP6003-CH90-SF | CP6003-8ACRV |
| | CP6003-OH90-SF | CP6003-8AORA |
| - Wear Clips | | CP4073-123 |
| - Main Pressure Plate | | CP4124-103 |
| - Intermediate Pressure Plate | | CP4124-102 |

CP6013

Ø140MM HEAVY DUTY, 3 PLATE SINTERED

TYPICAL APPLICATIONS

- Endurance.

FEATURES

- 3 Plate.
- Push type.
- **Stepped flywheel fixing** - inner diameter location.
- **Heavy duty** - large area facings.
- **One piece cover and lugs** - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- **Black hard anodised cover.**
- **Stainless steel wear plates**
- **Low wear rate.**
- **Individually Tested** - match machined, balanced and clutch load and function.
- **CP4702 Mounting Studs Available.**
- **Superceded CP4123 & CP4073 Clutch Families.**



PART NUMBERS

- CP6013ACRV - CP6013AORA

TECHNICAL INFORMATION

- Torque Capacity	- CP6013ACRV	756Nm (557lb/ft)
	- CP6013AORA	557Nm (441 lb/ft)
- Release Loads	Max Peak Worn	At Travel
- CP6013ACRV	450daN	300daN
- CP6013AORA	375daN	250daN
- Set-up Height	New	Max Worn
- CP6013ACRV	39.37mm / 37.70mm	42.01mm
- CP6013AORA	39.11mm / 37.44mm	41.75mm
- Clutch "Wear In"		1.00mm
- Weight (including Driven Plates)		
- CP6013ACRV		3.65Kg
- CP6013AORA		3.80Kg
- Complete Assembly Inertia		
- CP6013ACRV		0.01290Kgm ²
- CP6013AORA		0.01267Kgm ²
- Driven Plate and Hub Inertia		0.0022Kgm ²
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-1 or -9	CP3457-11

DRIVEN PLATES

- Thickness	New = 2.63mm	Worn = 2.30mm
- Drive Plate Types	Part Number	Spline
- Back to Back	CP3683-3FM3 x 3	1.00" x 23
	CP3683-4FM3 x 3	7/8" x 20
- Back to Back, longer spline length	- Offset Hub	1.16" x 26
	CP6014-9FM3 x 2	1.16" x 26
	- Flywheel Side	1.16" x 26
	CP6014-10FM3 x 1	1.16" x 26
- Gear Driven	Hub	1.00" x 23
	CP4073-4FM3 x 1	
	- Slider Plates	
	CP4074-6FM3 x 2	

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	- CP6013ACRV	CP6013-8ACRV
	- CP6013AORA	CP6013-8AORA
- Wear Clips		CP4073-123
- Main Pressure Plate		CP4074-104
- Intermediate Pressure Plate		CP4074-103

CP6014

Ø140MM HEAVY DUTY, 4 PLATE SINTERED

TYPICAL APPLICATIONS

- Endurance.

FEATURES

- 4 Plate.
- Push type.
- **Stepped flywheel fixing** - inner diameter location.
- **Heavy duty** - large area facings.
- **One piece cover and lugs** - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- **Black hard anodised cover.**
- **Stainless steel wear plates**
- **Low wear rate.**
- **Individually Tested** - match machined, balanced and clutch load and function.
- **CP4702 Mounting Studs Available.**
- **Superceded CP4124 & CP4074 Clutch Families.**



PART NUMBERS

- CP6014ACRV - CP6014AORA

TECHNICAL INFORMATION

- Torque Capacity	- CP6014ACRV	1009Nm (744lb/ft)
	- CP6014AORA	743Nm (548lb/ft)
- Release Loads	Max Peak Worn	At Travel
- CP6014ACRV	450daN	300daN
- CP6014AORA	375daN	250daN
- Set-up Height	New	Max Worn
- CP6014ACRV	46.64mm / 44.84mm	48.62mm
- CP6014AORA	46.38mm / 44.58mm	48.36mm
- Clutch "Wear In"		1.00mm
- Weight (including Driven Plates)		
- CP6014ACRV		4.43Kg
- CP6014AORA		4.73Kg
- Complete Assembly Inertia		
- CP6014ACRV		0.01578Kgm ²
- CP6014AORA		0.01515Kgm ²
- Driven Plate and Hub Inertia		
- CP6014ACRV		0.00293Kgm ²
- CP6014AORA		0.00261Kgm ²
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-1 or -9	CP3457-11

DRIVEN PLATES

- Thickness	New = 2.63mm	Worn = 2.30mm
- Drive Plate Types	Part Number	Spline
- Back to Back	CP3683-3FM3 x 4	1.00" x 23
- Back to Back, longer spline length	- Offset Hub	1.16" x 26
	CP6014-9FM3 x 3	1.16" x 26
	- Flywheel Side	1.16" x 26
	CP6014-10FM3 x 1	1.16" x 26
- Gear Driven	Hub	1.00" x 23
	CP4073-4FM3 x 1	
	- Slider Plates	
	CP4074-6FM3 x 2	

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	- CP6014ACRV	CP6014-8ACRV
	- CP6014AORA	CP6014-8AORA
- Wear Clips		CP4074-129
- Main Pressure Plate		CP4074-104
- Intermediate Pressure Plate		CP4074-103

CP6092

Ø140MM 2 PLATE, PADDLE /
CERAMETALLIC

TYPICAL APPLICATIONS

- Rally.

FEATURES

- 2 Plate.
- Push type.
- Flat flywheel fixing - Outer diameter location.
- One piece cover and lugs - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- Heavy duty - 3 paddle sintered driven plates
- Black hard anodised cover.
- Stainless steel wear plates
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.
- Replaces CP5682 series.

PART NUMBERS

- CP6092ACRV - CP6092AORA

TECHNICAL INFORMATION

- Torque Capacity	- CP6092ACRV	504Nm (372lb/ft)
	- CP6092AORA	371Nm (274lb/ft)
- Release Loads	Max Peak Worn	At Travel
- CP6092ACRV	450daN	300daN
- CP6092AORA	375daN	250daN
- Set-up Height	New	Max Worn
- CP6092ACRV	39.37mm / 37.91mm	42.01mm
- CP6092AORA	39.11mm / 37.65mm	41.75mm
- Clutch "Wear In"		1.00mm
- Weight (including Driven Plates)		3.30Kg
- Complete Assembly Inertia		0.01155Kg ^m
- Driven Plate and Hub Inertia		0.00180Kg ^m
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-1 or -9	CP3457-11

DRIVEN PLATES

- Thickness	New = 6.25mm	Worn = 5.75mm
- Drive Plate Types	Part Number	Spline
- Back to Back	CP4581-3 x 2	1.16" x 26
3 Paddle	CP4581-4 x 2	1.00" x 23
	CP4581-5 x 2	24.0mm x 21
	CP4581 0 x 2	21.1mm x 18

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	- CP6092ACRV	CP6092-8ACRV
	- CP6092AORA	CP6092-8AORA
- Wear Clips		CP4073-123
- Main Pressure Plate		CP4074-104
- Intermediate Pressure Plate		CP6092-102

CP2116

Ø184MM SINGLE PLATE, A-RING SINTERED

TYPICAL APPLICATIONS

- Rally.

FEATURES

- Single Plate, Push type.
- Adaptor ring clutch.
- Stepped flywheel fixing - inner diameter location.
- 6 Bolt cover - steel or aluminium alloy options.
- For high torque applications use CP4429 sintered plate.
- For other applications use CP2012 sintered plate.
- Normal duty.
- Durable.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

PART NUMBERS

- Aluminium Alloy Cover
 - CP2116ACRV - CP2116AORA - CP2116AGR
 - Steel Cover
 - CP2116CRV - CP2116ORA - CP2116GRN

TECHNICAL INFORMATION

- Torque Capacity	- CP2116ACRV	425Nm (313lb/ft)
	- CP2116AORA	280Nm (207lb/ft)
	- CP2116AGR	195Nm (144lb/ft)
- Release Loads	Max Peak Worn	
- CP2116ACRV	347daN	
- CP2116AORA	222daN	
- CP2116AGR	154daN	
- Set-up Height	New	Max Worn
- CP2116ACRV	23.82mm / 21.60mm	26.30mm
- CP2116AORA	24.09mm / 21.87mm	26.57mm
- CP2116AGR	25.16mm / 22.98mm	27.65mm
- Clutch "Wear In"		0.75mm
- Weight (including Driven Plates)		
- aluminium cover		2.77Kg
- steel cover		3.10Kg
- Complete Assembly Inertia		
- aluminium cover		0.018Kg ^m
- steel cover		0.016Kg ^m
- Driven Plate and Hub Inertia		0.0018Kg ^m
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

- Thickness	New = 2.63mm	Worn = 2.22mm
- Drive Plate Types	Part Number	Spline
- Sintered	CP2012-165FM3 x 1	1.00" x 23
- Sintered Paddle	CP4429-4FM3 x 1	1.00" x 23

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	CP2116ACRV	CP2886-6CRV
	CP2116AORA	CP2886-6ORA
	CP2116AGR	CP2886-6GRN
	CP2116CRV	CP2580-1CRV
	CP2116ORA	CP2580-1ORA
	CP2116GRN	CP2580-1GRN
- A-Ring Assembly		CP2011-62
- Main Pressure Plate		CP2616-103

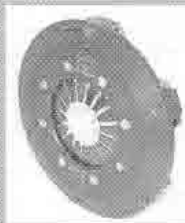


CP7371**Ø184MM SINGLE PLATE SINTERED****TYPICAL APPLICATIONS**

- Race.

FEATURES

- Single Plate.
 - Push type.
 - Stepped flywheel fixing.
- inner diameter location.
- One piece cover and lugs - machined from aluminium alloy.
 - CP4429 sintered plate is recommended for high torque applications.
 - Black hard anodised cover.
 - Low wear rate.
 - Individually Tested - match machined, balanced and clutch load and function.
 - CP4702 Mounting Studs Available.

**PART NUMBERS**

- CP7371-CE90-SF - CP7371-OE90-SF - CP7371-NE90-SF

TECHNICAL INFORMATION

- | | | |
|-------------------|------------------|------------------|
| - Torque Capacity | - CP7371-CE90-SF | 475Nm (350lb/ft) |
| | - CP7371-OE90-SF | 312Nm (230lb/ft) |
| | - CP7371-NE90-SF | 219Nm (161lb/ft) |
- | | |
|------------------------|----------------------|
| - Release Loads | Max Peak Worn |
| - CP7371-CE90-SF | 347daN |
| - CP7371-OE90-SF | 222daN |
| - CP7371-NE90-SF | 154daN |
- | | | |
|------------------------|-------------------|-----------------|
| - Set-up Height | New | Max Worn |
| - CP7371-CE90-SF | 23.86mm / 21.52mm | 26.88mm |
| - CP7371-OE90-SF | 24.61mm / 22.24mm | 27.63mm |
| - CP7371-NE90-SF | 24.14mm / 21.81mm | 27.15mm |
- Clutch "Wear In" 0.75mm
 - Weight (including Driven Plates) 2.70Kg
 - Complete Assembly Inertia 0.0155Kgm²
 - Driven Plate and Hub Inertia 0.0018Kgm²
- | | |
|--------------------|---|
| - Release Bearings | - Outer race rotates - inner race rotates |
| | CP3457-2 or -10 CP3457-6 |

DRIVEN PLATES

- | | | |
|-------------|--------------|---------------|
| - Thickness | New = 2.63mm | Worn = 2.22mm |
|-------------|--------------|---------------|
- | | | |
|---------------------|--------------------|---------------|
| - Drive Plate Types | Part Number | Spline |
| - Sintered | CP2012-165FM3x 1 | 1.00" x 23 |
| - Sintered Paddle | CP4420 4FM3x 1 | 1.00" x 23 |

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

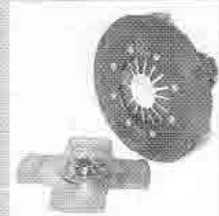
- | | | |
|-----------------------|------------------|---------------|
| - Cover Assemblies | - CP7371-CE90-SF | CP7371-6ACRV |
| | - CP7371-OE90-SF | CP7371-6AORA |
| | - CP7371-NE90-SF | CP7371-6AGR N |
| - Wear Clips | | CP3911-102 |
| - Main Pressure Plate | | CP3021-101 |

CP7381**Ø184MM SINGLE PLATE PADDLE / CERAMETALLIC****TYPICAL APPLICATIONS**

- Race. - Hillclimb.

FEATURES

- Single Plate.
 - Push type.
 - Stepped flywheel fixing
- inner diameter location.
- One piece cover and lugs - machined from aluminium alloy.
 - Black hard anodised cover.
 - Stainless steel wear plates.
 - Low wear rate.
 - Individually Tested - match machined, balanced and clutch load and function.
 - CP4702 Mounting Studs Available.

**PART NUMBERS**

- CP7381-CE80-SF - CP7381-OE80-SF - CP7381-NE80-SF

TECHNICAL INFORMATION

- | | | |
|-------------------|------------------|------------------|
| - Torque Capacity | - CP7381-CE80-SF | 422Nm (311lb/ft) |
| | - CP7381-OE80-SF | 278Nm (205lb/ft) |
| | - CP7381-NE80-SF | 195Nm (143lb/ft) |
- | | |
|------------------------|----------------------|
| - Release Loads | Max Peak Worn |
| - CP7381-CE80-SF | 347daN |
| - CP7381-OE80-SF | 222daN |
| - CP7381-NE80-SF | 154daN |
- | | | |
|------------------------|-------------------|-----------------|
| - Set-up Height | New | Max Worn |
| - CP7381-CE80-SF | 29.88mm / 27.51mm | 32.90mm |
| - CP7381-OE80-SF | 30.63mm / 28.23mm | 33.65mm |
| - CP7381-NE80-SF | 30.42mm / 28.05mm | 33.43mm |
- Clutch "Wear In" 0.75mm
 - Weight (including Driven Plates) 2.73Kg
 - 3 Paddle 2.82Kg
 - 4 Paddle 3.00Kg
 - 6 Paddle
- | | |
|-----------------------------|-------------------------|
| - Complete Assembly Inertia | |
| - 3 Paddle | 0.01142Kgm ² |
| - 4 Paddle | 0.01192Kgm ² |
| - 6 Paddle | 0.01292Kgm ² |
- | | |
|--------------------------------|-------------------------|
| - Driven Plate and Hub Inertia | |
| - 3 Paddle | 0.00182Kgm ² |
| - 4 Paddle | 0.00237Kgm ² |
| - 6 Paddle | 0.00347Kgm ² |
- | | |
|--------------------|---|
| - Release Bearings | - Outer race rotates - inner race rotates |
| | CP3457-2 or -10 CP3457-6 |

DRIVEN PLATES

- | | | |
|-------------|--------------|---------------|
| - Thickness | New - 7.11mm | Worn = 6.29mm |
|-------------|--------------|---------------|
- | | | |
|---------------------|--------------------|---------------|
| - Drive Plate Types | Part Number | Spline |
| - Bonded 3 Paddle | CP8300-A036H x 1 | 1.00" x 23 |
| | CP8300-A026H x 1 | 7/8" x 20 |
| - Bonded 4 Paddle | CP8400-A036H x 1 | 1.00" x 23 |
| | CP8400-A026H x 1 | 7/8" x 20 |
| - Ceramic: 6 Paddle | CP4946-7 x 1 | 1.00" x 23 |
| | CP4946-6 x 1 | 7/8" x 20 |

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- | | | |
|-----------------------|------------------|---------------|
| - Cover Assemblies | - CP7381-CE80-SF | CP7381-6ACRV |
| | - CP7381-OE80-SF | CP7381-6AORA |
| | - CP7381-NE80-SF | CP7381-6AGR N |
| - Wear Clips | | CP4111-102 |
| - Main Pressure Plate | | CP3108-103 |

CP2125**Ø184MM 2 PLATE, A-RING SINTERED****TYPICAL APPLICATIONS**

- Rally. - Race.

FEATURES

- 2 Plate, Push type.
- Aluminium adaptor ring clutch.
- Stepped flywheel fixing - inner diameter location.
- 6 Bolt cover - aluminium alloy or steel options.
- Durable with Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

PART NUMBERS

Alum Cover CP2125ACRV - CP2125AORA - CP2125AGRN
 Steel Cover - CP2125CHV - CP2125ORA - CP2125GRN

TECHNICAL INFORMATION

	- Torque Capacity	- Release Loads Max Peak Worn
- CP2125ACHV	765Nm (564lb/ft)	347daN
- CP2125AORA	505Nm (372lb/ft)	222daN
- CP2125AGRN	350Nm (258lb/ft)	154daN
- Set-up Height	New	Max Worn
- CP2125ACRV	31.31mm / 28.64mm	33.80mm
- CP2125AORA	31.59mm / 28.91mm	34.07mm
- CP2125AGRN	32.66mm / 30.02mm	35.14mm
- Clutch "Wear In"		0.75mm
- Weight (including Driven Plates)		
- Covers	- Aluminium Alloy	- Steel
- Back to back	3.85Kg	4.15Kg
- Nested type	3.92Kg	4.22Kg
- Gear Driven	4.40Kg	4.70Kg
- Complete Assembly Inertia		
- Back to back	0.023Kgm ²	0.025Kgm ²
- Nested type	0.023Kgm ²	0.025Kgm ²
- Gear Driven	0.024Kgm ²	0.026Kgm ²
- Driven Plate and Hub Inertia		
- Back to back	0.0037Kgm ²	
- Nested type	0.0038Kgm ²	
- Gear Driven	0.0040Kgm ²	
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

	New = 2.63mm	Worn = 2.25mm
- Thickness		
- Drive Plate Types	Part Number	Spline
- Back to Back	CP2012-165FM3 x 2	1.00" x 23
- Nested Type	- Flywheel Side	
	CP2567-23FM3 x 1	1.00" x 23
	- Flywheel Side	
	CP2567-24FM3 x 1	1.00" x 23
- Gear Driven	- Hub	
	CP3822-10FM3 x 1	1.00" x 23
	- Slider Plate CP2822-31FM3 x 1	

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	CP2125ACRV	CP2886-6CRV
	CP2125AORA	CP2886-6ORA
	CP2125AGRN	CP2886-6GRN
	CP2125CRV	CP2580-1CRV
	CP2125ORA	CP2580-1ORA
	CP2125GRN	CP2580-1GRN
- A-Ring Assembly		CP2012-162
- Main Pressure Plate		CP2616-103
- Intermediate Pressure Plate		CP2613-103

CP2606**Ø184MM 2 PLATE, A-RING PADDLE / CERAMETALLIC****TYPICAL APPLICATIONS**

- Rally. - Race.

FEATURES

- 2 Plate, Push type.
- Aluminium adaptor ring clutch.
- Stepped flywheel fixing - inner diameter location.
- 6 Bolt cover - aluminium alloy or steel options.
- Durable.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

PART NUMBERS

Alum Cover CP2606ACRV CP2606AORA
 Steel Cover GP2606CRV GP2606ORA

TECHNICAL INFORMATION

	- Torque Capacity	- Release Loads Max Peak Worn
- CP2606ACRV	598Nm (441lb/ft)	347daN
- CP2606AORA	400Nm (295lb/ft)	222daN
- Set-up Height	New	Max Worn
- CP2606ACRV	39.89mm / 37.60mm	42.38mm
- CP2606AORA	40.16mm / 37.87mm	42.65mm
- Clutch "Wear In"		0.75mm
- Weight (including Driven Plates)		
- Cover	Aluminium Alloy	Steel
- 3 Paddle	4.03Kg	4.28Kg
- 4 Paddle	4.24Kg	4.49Kg
- Complete Assembly Inertia		
- 3 Paddle	0.0246Kgm ²	0.026Kgm ²
- 4 Paddle	0.0257Kgm ²	0.027Kgm ²
- Driven Plate and Hub Inertia		
- Back to back	0.00361Kgm ²	
- Nested type	0.00474Kgm ²	
- Gear Driven	0.00694Kgm ²	
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

	New = 7.11mm	Worn = 6.66mm
- Thickness		
- Drive Plate Types	Part Number	Spline
- Bonded 3 Paddle	CP8300-A036H x 2	1.00" x 23
	CP8300-A026H x 2	7/8" x 20
- Bonded 4 Paddle	CP8400-A036H x 2	1.00" x 23
	CP8400-A026H x 2	7/8" x 20

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	CP2606ACRV	CP2606-6CRV
	CP2606AORA	CP2606-6ORA
	CP2606CRV	CP2580-1CRV
	CP2606ORA	CP2580-1ORA
- A-Ring Assembly		CP2606-125
- Main Pressure Plate		CP2616-103
- Intermediate Pressure Plate		CP2613-103

CP7372

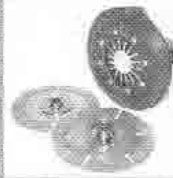
Ø184MM 2 PLATE SINTERED

TYPICAL APPLICATIONS

- Race.

FEATURES

- 2 Plate.
- Push type.
- Stepped flywheel fixing - inner diameter location.
- One piece cover and lugs - machined from aluminium alloy.
- Black hard anodised cover.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

**PART NUMBERS**

- CP7372-CE90-SF - CP7372-OE90-SF - CP7372-NE90-SF

TECHNICAL INFORMATION

Torque Capacity	CP7372-CE90-SF	950Nm (700lb/ft)
	CP7372-OE90-SF	624Nm (460lb/ft)
	CP7372-NE90-SF	438Nm (322lb/ft)
Release Loads	Max Peak Worn	
CP7372-CE90-SF		317daN
CP7372-OE90-SF		222daN
CP7372-NE90-SF		154daN
Set-up Height	New	Max Worn
CP7372-CE90-SF	31.31mm / 28.48mm	34.33mm
CP7372-OE90-SF	32.06mm / 29.20mm	35.08mm
CP7372-NE90-SF	31.59mm / 28.77mm	34.61mm
Clutch "Wear In"		0.75mm
Weight (including Driven Plates)		
- Back to back		3.80Kg
- CP2567 type		3.82Kg
- Gear Driven		3.90Kg
Complete Assembly Inertia		
- Back to back		0.0215Kgm ²
- CP2567 type		0.0218Kgm ²
- Gear Driven		0.0220Kgm ²
Driven Plate and Hub Inertia		
- Back to back		0.0037Kgm ²
- CP2567 type		0.0038Kgm ²
- Gear Driven		0.0040Kgm ²
Release Bearings	Outer race rotates - Inner race rotates	
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

Thickness	New = 2.63mm	Worn = 2.22mm
Drive Plate Types	Part Number	Spline
- Back to Back	CP2012-165FM3 x 2	1.00" x 23
- Nested Type	- Flywheel Side	1.00" x 23
	CP2567-23FM3 x 1	
	- Flywheel Side	1.00" x 23
	CP2567-24FM3 x 1	
- Gear Driven	- Hub	1.00" x 23
	CP3822-10FM3 x 1	
	- Slider Plate CP2822-31FM3 x 1	

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

Cover Assemblies	CP7372-CE90-SF	CP7372-6ACRV
	CP7372-OE90-SF	CP7372-7AORA
	CP7372-NE90-SF	CP7372-6AGRN
Wear Clips		CP3912-102
Main Pressure Plate		CP3021-101
Intermediate Pressure Plate		CP3592-106

CP7382

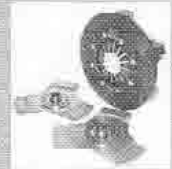
Ø184MM 2 PLATE, PADDLE / CERAMETALLIC

TYPICAL APPLICATIONS

- Race. - Hillclimb.

FEATURES

- 2 Plate.
- Push type.
- Stepped flywheel fixing - inner diameter location.
- One piece cover and lugs - machined from aluminium alloy.
- Black hard anodised cover.
- Stainless steel wear plates.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

**PART NUMBERS**

- CP7382-CH80-SF - CP7382-OH80-SF - CP7382-NH80-SF

TECHNICAL INFORMATION

Torque Capacity	CP7382-CH80-SF	598Nm (441lb/ft)
	CP7382-OH80-SF	400Nm (295lb/ft)
	CP7382-NH80-SF	267Nm (197lb/ft)
Release Loads	Max Peak Worn	
CP7382-CH80-SF		347daN
CP7382-OH80-SF		222daN
CP7382-NH80-SF		154daN
Set-up Height	New	Max Worn
CP7382-CH80-SF	39.95mm / 37.05mm	42.97mm
CP7382-OH80-SF	40.70mm / 37.77mm	43.72mm
CP7382-NH80-SF	40.49mm / 37.59mm	43.51mm
Clutch "Wear In"		0.75mm
Weight (including Driven Plates)		
- 3 Paddle		3.81Kg
- 4 Paddle		3.99Kg
- 6 Paddle		4.37Kg
Complete Assembly Inertia		
- 3 Paddle		0.0222Kgm ²
- 4 Paddle		0.0233Kgm ²
- 6 Paddle		0.0255Kgm ²
Driven Plate and Hub Inertia		
- 3 Paddle		0.00364Kgm ²
- 4 Paddle		0.00474Kgm ²
- 6 Paddle		0.00694Kgm ²
Release Bearings	Outer race rotates - inner race rotates	
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

Thickness	New = 7.11mm	Worn = 6.29mm
Drive Plate Types	Part Number	Spline
- Bonded 3 Paddle	CP8300-A036H x 2	1.00" x 23
	CP8300-A026H x 2	7/8" x 20
- Bonded 4 Paddle	CP8400-A036H x 2	1.00" x 23
	CP8400-A026H x 2	7/8" x 20
- Cerametallic 6 Paddle	CP4946-7 x 2	1.00" x 23
	CP4946-6 x 2	7/8" x 20

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

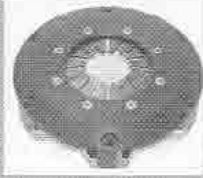
Cover Assemblies	CP7382-CH80-SF	CP7382-6ACRV
	CP7382-OH80-SF	CP7382-6AORA
	CP7382-NH80-SF	CP7382-6AGRN
Wear Clips		CP4112-102
Main Pressure Plate		CP3021-102
Intermediate Pressure Plate		CP3592-106

CP7392

Ø184MM 2 PLATE, PADDLE /
CERAMETALLIC, FOR SMALLER
FLYWHEELS.

TYPICAL APPLICATIONS

- Race. - Hillclimb.

**FEATURES**

- 2 Plate.
- Push type.
- Extra pressure plate - for small internal diameter flywheels.
- Stepped flywheel fixing - inner diameter location.
- One piece cover and lugs - machined from aluminium alloy.
- Black hard anodised cover.
- Stainless steel wear plates.
- Low maintenance.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

PART NUMBERS

- CP7392-CH80-SF - CP7392-OH80-SF

TECHNICAL INFORMATION

- Torque Capacity	- CP7392-CH80-SF	598Nm (441lb/ft)
	- CP7392-OH80-SF	400Nm (295lb/ft)
- Release Loads		Max Peak Worn
- CP7392-CH80-SF		347daN
- CP7392-OH80-SF		222daN
- Set-up Height	New	Max Worn
- CP7392-CH80-SF	44.66mm / 41.55mm	47.67mm
- CP7392-OH80-SF	45.41mm / 42.27mm	48.43mm
- Clutch "Wear In"		0.75mm
- Weight (including Driven Plates)		
- 3 Paddle		4.40Kg
- 4 Paddle		4.58Kg
- 6 Paddle		4.95Kg
- Complete Assembly Inertia		
- 3 Paddle		0.0264Kgm ²
- 4 Paddle		0.0275Kgm ²
- 6 Paddle		0.0297Kgm ²
- Driven Plate and Hub Inertia		
- 3 Paddle		0.00364Kgm ²
- 4 Paddle		0.00474Kgm ²
- 6 Paddle		0.00694Kgm ²
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

- Thickness	New = 7.11mm	Worn = 6.29mm
- Drive Plate Types	Part Number	Spline
- Bonded 3 Paddle	CP8300-A036H x 2	1.00" x 23
	CP8300-A026H x 2	7/8" x 20
- Bonded 4 Paddle	CP8400-A036H x 2	1.00" x 23
	CP8400-A026H x 2	7/8" x 20
- Cerametallic 6 Paddle	CP4946-7 x 2	1.00" x 23
	CP4946-6 x 2	7/8" x 20

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	- CP7392-CH80-SF	CP7392-6ACRV
	- CP7392-OH80-SF	CP7392-6AORA
- Wear Clips		CP4242-102
- Main Pressure Plate		CP3021-102
- Intermediate Pressure Plate		CP3592-106

CP7492

Ø184MM PULL TYPE SINTERED

TYPICAL APPLICATIONS

- Race.

FEATURES

- 2 Plate.
- Pull type - 30% more efficient than a conventional push type clutch. Lighter and simpler construction with more consistent load characteristics and feel during wear.
- Stepped flywheel fixing - inner diameter location.
- Lug driven clutch.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

PART NUMBERS

- CP7492-TE90-SF

TECHNICAL INFORMATION

- Torque Capacity	- CP7492-TE90-SF	1020Nm (750lb/ft)
- Release Loads		
- Max Peak Worn		9670daN
- At Travel		2620daN
- Set-up Height	New	Max Worn
- CP7492-TE90-SF	28.65mm / 26.85mm	22.1mm
- Clutch "Wear In"		1.00mm
- Weight (including Driven Plates)		3.12Kg
- Complete Assembly Inertia		0.09825Kgm ²
- Driven Plate and Hub Inertia		0.0018Kgm ²
- Release Bearings		CP7492-7

DRIVEN PLATES

- Thickness	New = 2.63mm	Worn = 1.97mm
- Drive Plate Types	Part Number	Spline
- Inner Plate	CP2012-171FM3 x 1	1.16" x 26
	CP2012-179FM3 x 1	7/8" x 20
	CP2012-244FM3 x 1	29.0mm x 10
- Outer Plate	CP2012-357FM3 x 1	1.16" x 26
	CP2012-166FM3 x 1	7/8" x 20
	CP2012-199FM3 x 1	29.0mm x 10

Other splines available see page 116.

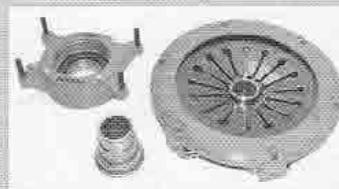
Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	CP7492-101
- Wear Clips	CP3912-102
- Main Pressure Plate	CP7492-104
- Intermediate Pressure Plate	CP7492-103

SLAVE CYLINDER DETAILS

- Max piston travel	12.00mm
- Slave cylinder assembly	CP7490-3
- Release fulcrum kit	CP7492-4
- Slave cylinder repair kit	CP6245-11
- Fulcrum release bearing assembly	CP7192-6

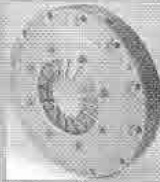


CP2817**Ø184MM 3 PLATE, A-RING SINTERED****TYPICAL APPLICATIONS**

- Race. - Saloons. - Hillclimb.

FEATURES

- 3 Plate.
- Push type.
- Adaptor ring clutch - ring machined from aluminium alloy.
- 12 Bolt hard anodised aluminium alloy cover.
- Stepped flywheel fixing - inner diameter location.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

**PART NUMBERS**

- CP2817ACRV - CP2817AORA - CP2817AGRN

TECHNICAL INFORMATION

- | | | |
|-------------------|--------------|--------------------------------|
| - Torque Capacity | - CP2817ACRV | 1150N _{mi} (848lb/ft) |
| | - CP2817AORA | 755Nm (557lb/ft) |
| | - CP2817AGRN | 530N _{mi} (391lb/ft) |
- | | |
|------------------------|----------------------|
| - Release Loads | Max Peak Worn |
| - CP2817ACRV | 347daN |
| - CP2817AORA | 222daN |
| - CP2817AGRN | 154daN |
- | | | |
|------------------------|-------------------|-----------------|
| - Set-up Height | New | Max Worn |
| - CP2817ACRV | 40.42mm / 37.43mm | 42.90mm |
| - CP2817AORA | 40.30mm / 37.32mm | 42.79mm |
| - CP2817AGRN | 41.76mm / 38.61mm | 44.25mm |
- Clutch "Wear In" 0.75mm
- Weight (including Driven Plates)
- | | |
|----------------|--------|
| - Back to back | 5.20Kg |
| - Gear Driven | 5.50Kg |
- Complete Assembly Inertia
- | | |
|----------------|-----------------------|
| - Back to back | 0.030Kgm ² |
| - Gear Driven | 0.032Kgm ² |
- Driven Plate and Hub Inertia
- | | |
|----------------|------------------------|
| - Back to back | 0.0060Kgm ² |
| - Gear Driven | 0.0060Kgm ² |
- Release Bearings - Outer race rotates - inner race rotates
- | | |
|-----------------|----------|
| CP3457-2 or -10 | CP3457-6 |
|-----------------|----------|

DRIVEN PLATES

- | | | |
|-------------|--------------|---------------|
| - Thickness | New = 2.63mm | Worn = 2.25mm |
|-------------|--------------|---------------|
- | | | |
|----------------------------|---------------------------------|---------------|
| - Drive Plate Types | Part Number | Spline |
| - Back to Back | CP2012-165FM3 x 2 | 1.00" x 23 |
| Outer Plates | CP2012-166FM3 x 2 | 7/8" x 20 |
| | CP2012-171FM3 x 2 | 1.16" x 26 |
| - Back to Back | CP2012-178FM3 x 1 | 1.00" x 23 |
| Centre Plates | CP2012-179FM3 x 1 | 7/8" x 20 |
| | CP2012-173FM3 x 1 | 1.16" x 26 |
| - Gear Driven | - Hub | 1.00" x 23 |
| | CP2822-10FM3 x 1 | |
| | - Hub | 7/8" x 20 |
| | CP2822-120FM3 x 1 | |
| | - Slider Plate CP2822-31FM3 x 2 | |

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

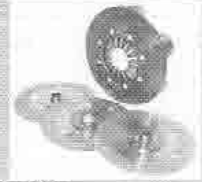
- | | | |
|-------------------------------|--------------|--------------|
| - Cover Assemblies | - CP2817ACRV | CP2817-12CRV |
| | CP2817AORA | CP2817-12ORA |
| | - CP2817AGRN | CP2817-12GRN |
| - A-Ring assembly | | CP2616-8 |
| - Main Pressure Plate | | CP2613-106 |
| - Intermediate Pressure Plate | | CP2613-103 |

CP7373**Ø184MM 3 PLATE SINTERED****TYPICAL APPLICATIONS**

- High Powered Engines.

FEATURES

- 3 Plate.
- Push type.
- Stepped flywheel fixing - inner diameter location.
- One piece cover and lugs - machined from aluminium alloy.
- Black hard anodised cover.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

**PART NUMBERS**

- CP7373-CE90-SF - CP7373-OE90-SF - CP7373-NE90-SF

TECHNICAL INFORMATION

- | | | |
|-------------------|------------------|--------------------|
| - Torque Capacity | CP7373-CE90-SF | 1426Nm (1051lb/ft) |
| | - CP7373-OE90-SF | 936Nm (690lb/ft) |
| | - CP7373-NE90-SF | 657Nm (484lb/ft) |
- | | |
|------------------------|----------------------|
| - Release Loads | Max Peak Worn |
| - CP7373-CE90-SF | 347daN |
| - CP7373-OE90-SF | 222daN |
| - CP7373-NE90-SF | 154daN |
- | | | |
|------------------------|-------------------|-----------------|
| - Set-up Height | New | Max Worn |
| - CP7373-CE90-SF | 38.76mm / 35.44mm | 41.78mm |
| - CP7373-OE90-SF | 39.51mm / 36.16mm | 42.53mm |
| - CP7373-NE90-SF | 39.04mm / 35.73mm | 42.06mm |
- Clutch "Wear In" 0.75mm
- Weight (including Driven Plates)
- | | |
|----------------|--------|
| - Back to back | 4.95Kg |
| - Gear Driven | 5.05Kg |
- Complete Assembly Inertia
- | | |
|----------------|------------------------|
| - Back to back | 0.0277Kgm ² |
| - Gear Driven | 0.0282Kgm ² |
- Driven Plate and Hub Inertia
- | | |
|----------------|------------------------|
| - Back to back | 0.0055Kgm ² |
| - Gear Driven | 0.0060Kgm ² |
- Release Bearings - Outer race rotates - inner race rotates
- | | |
|-----------------|----------|
| CP3457-2 or -10 | CP3457-6 |
|-----------------|----------|

DRIVEN PLATES

- | | | |
|-------------|--------------|---------------|
| - Thickness | New = 2.63mm | Worn = 2.22mm |
|-------------|--------------|---------------|
- | | | |
|----------------------------|---------------------------------|---------------|
| - Drive Plate Types | Part Number | Spline |
| - Back to Back | CP2012-165FM3 x 2 | 1.00" x 23 |
| Outer Plates | CP2012-166FM3 x 2 | 7/8" x 20 |
| | CP2012-171FM3 x 2 | 1.16" x 26 |
| - Back to Back | CP2012-178FM3 x 1 | 1.00" x 23 |
| Centre Plates | CP2012-179FM3 x 1 | 7/8" x 20 |
| | CP2012-173FM3 x 1 | 1.16" x 26 |
| - Gear Driven | - Hub | 1.00" x 23 |
| | CP2822-10FM3 x 1 | |
| | CP2822-20FM3 x 1 | 7/8" x 20 |
| | - Slider Plate CP2822-31FM3 x 2 | |

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- | | | |
|-------------------------------|------------------|--------------|
| - Cover Assemblies | - CP7373-CE90-SF | CP7373-6ACRV |
| | - CP7373-OE90-SF | CP7373-6AORA |
| | - CP7373-NE90-SF | CP7373-6AGRN |
| - Wear Clips | | CP3912-103 |
| - Main Pressure Plate | | CP3021-101 |
| - Intermediate Pressure Plate | | CP3592-106 |

CP3745

Ø200MM SINGLE PLATE, PADDLE /
CERAMETALLIC

TYPICAL APPLICATIONS

- Rally. - Off Road.

FEATURES

- Single Plate.
- Push type.
- Flat flywheel fixing - outer diameter location.
- One piece cover and lugs - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- Durable.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.
- Interchangeable with CP7212 Carbon Clutch.

PART NUMBERS

- CP3745ACRV - CP3745AGRY

TECHNICAL INFORMATION

- Torque Capacity	- CP3745ACRV	343Nm (253lb/ft)
	- CP3745AGRY	301Nm (222lb/ft)
- Release Loads	Max Peak Worn	
- CP3745ACRV		347daN
- CP3745AGRY		289daN
- Set-up Height	New	Max Worn
- CP3745ACRV	28.23mm / 26.95mm	30.71mm
- CP3745AGRY	28.36mm / 27.07mm	30.85mm
- Clutch "Wear In"		0.75mm
- Weight (including Driven Plates)		
	- Rigid Centre	- Sprung Centre
- 4 Paddle	3.86Kg	4.28Kg
- 6 Paddle	4.00Kg	4.49Kg
- Complete Assembly Inertia		
- 4 Paddle	0.0248Kgm ²	0.0257Kgm ²
- 6 Paddle	0.0259Kgm ²	0.0315Kgm ²
- Driven Plate and Hub Inertia		
- 4 Paddle	0.00330Kgm ²	0.00411Kgm ²
- 6 Paddle	0.00421Kgm ²	0.00995Kgm ²
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

- Thickness	New = 7.11mm	Worn = 6.29mm
- Drive Plate Types	Part Number	Spline
- 4 Paddle Rigid	CP5214-12 x 1	1.00" x 23
	CP5214-14 x 1	7/8" x 20
- 4 Paddle Sprung	CP4814-21 x 1	1.00" x 23
	CP4814-15 x 1	7/8" x 20
- 6 Paddle Rigid	CP5216-15 x 1	1.00" x 23
	CP5216-14 x 1	7/8" x 20
- 6 Paddle Sprung	CP4816-15 x 1	1.00" x 23
	CP4816-13 x 1	7/8" x 20

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	- CP3745ACRV	CP3745-1CRV
	- CP3745AGRY	CP3745-1GRV
- Main Pressure Plate		CP4560-101
- Push off Springs		CP3871-103 x 3

CP3871

Ø200MM SINGLE PLATE, PADDLE /
CERAMETALLIC

TYPICAL APPLICATIONS

- Rally. - Off Road.

FEATURES

- Single Plate.
- Push type.
- Stepped flywheel fixing - inner diameter location.
- One piece cover and lugs - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- High torque capacity - clutch load and function.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.

PART NUMBERS

- CP3871ACRV - CP3871AGRY

TECHNICAL INFORMATION

- Torque Capacity	- CP3871ACRV	525Nm (387lb/ft)
	- CP3871AGRY	450Nm (335lb/ft)
- Release Loads	Max Peak Worn	
- CP3871ACRV		420daN
- CP3871AGRY		275daN
- Set-up Height	New	Max Worn
- CP3871ACRV	38.32mm / 36.48mm	43.09mm
- CP3871AGRY	37.91mm / 36.07mm	42.98mm
- Clutch "Wear In"		1.00mm
- Weight (including Driven Plates)		
	- Rigid Centre	- Sprung Centre
- 4 Paddle	3.86Kg	4.28Kg
- 6 Paddle	4.00Kg	4.49Kg
- Complete Assembly Inertia		
- 4 Paddle	0.0243Kgm ²	0.0252Kgm ²
- 6 Paddle	0.0254Kgm ²	0.0310Kgm ²
- Driven Plate and Hub Inertia		
- 4 Paddle	0.0033Kgm ²	0.0042Kgm ²
- 6 Paddle	0.0044Kgm ²	0.0099Kgm ²
- Release Bearings	- Outer race rotates - inner race rotates	
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

- Thickness	New = 7.11mm	Worn = 6.29mm
- Drive Plate Types	Part Number	Spline
- 4 Paddle Rigid	CP5214-12 x 1	1.00" x 23
	CP5214-13 x 1	1.00" x 24
	CP5214-14 x 1	7/8" x 20
- 4 Paddle Sprung	CP4814-21 x 1	1.00" x 23
	CP4814-13 x 1	1.00" x 24
	CP4814-15 x 1	7/8" x 20
- 6 Paddle Rigid	CP5216-15 x 1	1.00" x 23
	CP5216-13 x 1	1.00" x 24
	CP5216-14 x 1	7/8" x 20
- 6 Paddle Sprung	CP4816-15 x 1	1.00" x 23
	CP4816-23 x 1	1.00" x 24
	CP4816-13 x 1	7/8" x 20

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	- CP3871ACRV	CP3871-1CRV
	- CP3871AGRY	CP3871-1ORA
- Main Pressure Plate		CP3871-111
- Push off Springs		CP3871-103 x 3



CP4560

Ø200MM SINGLE PLATE, PADDLE / CERAMETALLIC

TYPICAL APPLICATIONS

- Rally. - Off Road.

FEATURES

- Single Plate.
- Push type.
- Stepped flywheel fixing - inner diameter location.
- One piece cover and lugs - machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- Steel main pressure plate - for applications where clutch speeds exceed 8000rpm.
- Durable.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.



PART NUMBERS

- CP4560ACRV - CP4560AGRY

TECHNICAL INFORMATION

- Torque Capacity - CP4560ACRV 343Nm (253lb/ft)
- CP4560AGRY 301Nm (222lb/ft)

Release Loads	Max Peak Worn
- CP4560ACRV	347daN
- CP4560AGRY	289daN

Set-up Height	New	Max Worn
- CP4560ACRV	31.11mm / 29.16mm	33.60mm
- CP4560AGRY	31.44mm / 29.49mm	33.93mm
- Clutch "Wear In"		0.75mm

	Weight (including Driven Plates)	
	- Rigid Centre	- Sprung Centre
- 4 Paddle	3.86Kg	4.28Kg
- 6 Paddle	4.00Kg	4.49Kg

	Complete Assembly Inertia	
	Outer race rotates	inner race rotates
- 4 Paddle	0.0248Kgm ²	0.0257Kgm ²
- 6 Paddle	0.0259Kgm ²	0.0315Kgm ²

	Driven Plate and Hub Inertia	
	Outer race rotates	inner race rotates
- 4 Paddle	0.0033Kgm ²	0.0042Kgm ²
- 6 Paddle	0.0044Kgm ²	0.0099Kgm ²

	Release Bearings	
	Outer race rotates	inner race rotates
- 4 Paddle	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

	Thickness	
	New = 7.11mm	Worn = 6.29mm
Drive Plate Types	Part Number	
	Spline	
- 4 Paddle Rigid	CP5214-12 x 1	1.00" x 23
	CP5214-14 x 1	7/8" x 20
- 4 Paddle Sprung	CP4814-21 x 1	1.00" x 23
	CP4814 15 x 1	7/8" x 20
- 6 Paddle Rigid	CP5216-15 x 1	1.00" x 23
	CP5216-14 x 1	7/8" x 20
- 6 Paddle Sprung	CP4816-15 x 1	1.00" x 23
	CP4816-13 x 1	7/8" x 20

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies - CP4560ACRV CP4560-1CRV
- CP4560AGRY CP4560-1ORA
- Main Pressure Plate CP4560-101
- Push off Springs CP3871-103 x 3

CP5241

Ø215MM SINGLE PLATE, PADDLE / CERAMETALLIC

TYPICAL APPLICATIONS

- Rally.
- Race.

FEATURES

- Single Plate.
- Stepped flywheel fixing, inner diameter location.
- One piece cover and lugs, machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- Low maintenance.
- Low wear rate.
- Individually Tested - match machined, balanced and clutch load and function.
- CP4702 Mounting Studs Available.
- Supercedes CP2861 Clutch.



PART NUMBERS

- CP5241-3CRV - CP5241-3GRY

TECHNICAL INFORMATION

- Torque Capacity - CP5241-3CRV 580Nm (427lb/ft)
- CP5241-3GRY 425Nm (314lb/ft)

Release Loads	Max Peak Worn
- CP5241-3CRV	420daN
- CP5241-3GRY	300daN

Set-up Height	New	Max Worn
- CP5241-3CRV	40.09mm / 38.23mm	43.86mm
- CP5241-3GRY	39.35mm / 37.39mm	43.12mm
- Clutch "Wear In"		0.75mm

	Weight (including Driven Plates)	
	- Rigid Centre	- Sprung Centre
- 4 Paddle Sprung		5.20Kg
- 4 Paddle Rigid		4.80Kg
- 6 Paddle Rigid		5.10Kg

	Release Bearings	
	Outer race rotates	inner race rotates
- 4 Paddle	CP3457-2	CP3457-10
- 6 Paddle	CP3457-6	

DRIVEN PLATES

	Thickness	
	New = 8.89mm	Worn = 8.10mm
Drive Plate Types	Part Number	
	Spline	
- 1 Paddle Rigid	CP5344-10 x 1	1.00" x 23
	CP5344-20 x 1	1.00" x 22
- 4 Paddle Sprung	CP5354-17 x 1	1.00" x 23
	CP5354-34 x 1	7/8" x 20
	CP5354-18 x 1	29.0mm x 10
- 6 Paddle Rigid	CP5346-12 x 1	1.00" x 23
	CP5346-21 x 1	7/8" x 20
	CP5346-11 x 1	29.0mm x 10

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies - CP5241-3CRV CP5241-1CRV
- CP5241-3GRY CP5241-1GRY
- Wear Clips CP5241-105
- Main Pressure Plate CP5241-5
- Push off Springs CP2603-126 x 3

CP5242

Ø215MM 2 PLATE, PADDLE / CERAMETALLIC

TYPICAL APPLICATIONS

- Rally.
- Race.

FEATURES

- 2 Plate.
- Stepped flywheel fixing, inner diameter location.
- One piece cover and lugs, machined from billet. Provides rigidity & strength and cooler running. Allows dust & debris to escape.
- Heavy duty.
- Low maintenance.
- Individually Tested - match machined, balanced and clutch load and function.



PART NUMBERS

CP5242 2CRV CP5242 2GRY

TECHNICAL INFORMATION

- **Torque Capacity**
 - CP5242-2CRV 812Nm (621lb/ft)
 - CP5242-2GRY 564Nm (416lb/ft)
- **Release Loads**

	Max Peak Worn
- CP5242-2CRV	420daN
- CP5242-2GRY	300daN
- **Set-up Height**

	New	Max Worn
- CP5242-2CRV	53.84mm / 51.91mm	57.65mm
- CP5242-2GRY	53.55mm / 51.34mm	57.36mm
- **Clutch "Wear In"** 1.00mm
- **Weight (including Driven Plates)** 7.70Kg
- **Release Bearings**
 - Outer race rotates CP3457-2 CP3457-10
 - Inner race rotates CP3457-6

DRIVEN PLATES

- **Thickness** New = 7.06mm Worn = 6.58mm
- **Drive Plate Types**

	Part Number	Spline
- 4 Paddle Rigid	CP6180-1 x 2	1.06" x 10
	CP6180-2 x 2	1.00" x 23
	CP6180-3 x 2	1.00" x 24
	CP6180-4 x 2	1.16" x 26
	CP6180-5 x 2	1.12" x 10

Other splines available see page 116.

Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- **Cover Assemblies**
 - CP5242-2CRV CP5242-1CRV
 - CP5242-2GRY CP5242-1GRY
- **Wear Clips** CP4462-104
- **Main Pressure Plate** CP4892-105
- **Intermediate Pressure Plate** CP4462-10
- **Push off Springs** CP2603-126 x 3

NOTES

Formula Clutch Kits

The AP Racing Formula Clutch Kit Range has been specifically designed to meet the demands of modified high performance vehicles, utilising



the latest technology developed from our racing clutches. AP Racing have equipped every Formula One Championship winner, driver and constructor since 1968. The 'Formula' Clutch Kits comprise a Cover Assembly, Driven Plate and in most cases Release Bearing to ensure that all components required for a performance clutch are to the correct specification. The Formula Clutch Kit Range covers many applications from Mini to Mitsubishi Evo.

For more detailed information on Clutch Covers and Driven Plates refer to pages 132 to 149.

COVER ASSEMBLIES

The Cover Assembly is designed to provide the increased torque capacity that is typically required from modified vehicles. These Cover Assemblies are based on the original equipment designs and can be bolted in place as a direct replacement for the standard cover assembly.

CP2000 SERIES KITS

The Driven Plates supplied in the CP2000 series Clutch Kits have updated organic friction facing which retain the progressive engagement characteristics and comfort of a conventional driven plate.

CP2015 SERIES KITS

The CP2015 series Clutch Kits contain Driven Plates with cerametallic friction pads which are **not recommended for road use** but can handle the high temperature and energy input typically associated with competition use. Most Driven Plates included in the Formula Clutch Kit Range have a spring centre which contains damper springs to smooth out any torsional fluctuations in the drive line, but for certain applications AP Racing have added 4 or 6 paddle rigid centre Driven Plates to its kits, these can be identified by the 'R' suffix after the part number and the shading in the table opposite.

RELEASE BEARINGS

The Release Bearings included in most of the Clutch Kits play an important role in the efficient operation of the clutch and should be replaced whenever a new clutch assembly is fitted.

Application	Date of Manufacture	Clutch Dia (mm)	Torque Capacity Nm (lb/ft)	Kit Part No.
Ferrari				
330 GT / GT 2+2 / GTC & GT5	65 - 69	240	494 (364)	CP2000-28
365 GT2+2/GTB 4/GTC/GTC 4 & GT5	72 - 78	240	494 (364)	CP2000-28
400 Gt	76 - 85	240	494 (364)	CP2000-28
Ford Escort				
MK1 Mexico	70 - 73	190	175 (129)	CP2000-4
MK1 RS2000 (Pinto)	73 - 75	215	276 (203)	CP2000-5
MK2 Mexico (Pinto)	76 - 78	213	276 (203)	CP2000-5
MK2 Mexico (Pinto) - 6 Paddle Rigid	76 - 78	215	276 (203)	CP2015-5R
MK2 RS1800 (Pinto)	75 - 77	215	276 (203)	CP2000-6
MK2 RS2000 (Pinto)	75 - 80	215	276 (203)	CP2000-5
Mk3 PG1600 Turbo	85 - 2/86	200	192 (142)	CP2000-6
MK3 XR3i	80 - 2/86	200	192 (142)	CP2000-6
MK3 XR3i	9/82 - 2/86	200	192 (142)	CP2000-6
MK3/4 RS Turbo (See note below)	3/86 - 7/90	220	230 (169)	CP2015-8
MK3/4 RS Turbo (See note below)	3/86 - 7/90	220	230 (169)	CP2000-8
MK3/4 RS Turbo	3/86 - 7/90	220	192 (142)	CP2000-15
MK3/4 XR3i	2/86 - 7/90	220	176 (130)	CP2000-7
MK5 1.6 16V Zetec	8/92 - 2/95	220	176 (130)	CP2000-7
MK5 1.8 16V Zetec (105PS)	11/91 - 2/95	220	192 (142)	CP2000-15
RS Cosworth	92 - 96	240	385 (284)	CP2000-10
RS Cosworth - 6 Paddle Spring Centred	92 - 96	240	385 (284)	CP2015-10
Ford Fiesta				
RS Turbo	8/89 - 2/92	220	192 (142)	CP2000-15
1.6 XR3i	89 - 2/92	220	176 (130)	CP2000-7
RS Turbo	8/89 - 2/92	220	230 (169)	CP2000-8
RS Turbo	8/89 - 2/92	220	230 (169)	CP2015-8
XR2 OHC	2/84 - 1/86	200	192 (142)	CP2000-6
XR2 OHC	86 - 12/88	220	176 (130)	CP2000-7
1.6 16V Zetec	8/92 - 9/95	220	176 (130)	CP2000-7
1.8 16V Zetec (105PS)	2/92 - 1/94	220	192 (142)	CP2000-15
Ford Focus				
RS Focus (2 in 1 kit only)	2003 -	240	448 (330)	CP2000-33 CP2015-33
Ford Sapphire				
RS Cosworth & 4 x 4	2/90 - 93	240	385 (284)	CP2000-10
RS Cosworth & 4 x 4 6 Paddle Spring Centred	2/90 - 93	240	385 (284)	CP2015-10
Ford Sierra				
RS Cosworth & 500	7/86 - 90	240	385 (284)	CP2000-9
RS Cosworth & 500 6 Paddle Spring Centred	7/86 - 90	240	385 (284)	CP2015-9
Honda				
Civic & CRX 1.6 V-tec VTI (B16A2Z)	91 - 95	220	245 (181)	CP2000-22 CP2000-30
Civic Type R (CP2015-20R kit has a 4 paddle rigid d/plate)	2002 - on	215	267 (197)	CP2015-30 CP2015-30R
Integra R (CP2015-22R kit has a 4 paddle rigid d/plate)	98 -	220	245 (181)	CP2000-22 CP2015-22 CP2015-22R
Lotus				
Eclat / Elite 2.2 NA, Toyota G/Box	80 - 82	215	207 (152)	CP2000-16
Elise	96 -	215	240 (177)	CP2000-14
Excel 2.2 NA, Toyota G/Box	82 -	215	207 (152)	CP2000-16
MG				
Midget MK3 1275cc	66 - 74	165	107 (79)	CP2000-2
MGB Tourer and GT	62 - 81	215	207 (152)	CP2000-3
MGF 1.8 / 1.8VVC	8/95 -	215	240 (177)	CP2000-14
Mitsubishi				
Lancer Evo 4 / 5 / 6 *	96 -	230	420 (310)	CP2000-19
Lancer Evo 4 / 5 / 6 *	96 -	230	420 (310)	CP2015-19
Lancer Evo 7 & Lancer Evo 9 - 5 & 6 speed box. (2 in 1 kit only) CP2015-32R kit has a 6 paddle rigid d/plate	2001 -	240	508 (375)	CP2000-32 CP2015-32 CP2015-32R
Nissan				
Sunny GTi 2.0 16V	92 - 94	215	255 (188)	CP2000-25
Almera GT 2.0 16V	96 -	215	255 (188)	CP2000-25
Primera ZX / GT / SRI 2.0 16V	90 -	215	255 (188)	CP2000-25
Primera ZX / GT / SRI 2.0 16V	90 -	215	255 (188)	CP2015-25
Sunny (Pulsar) GTiR Turbo	91 - 94	240	385 (284)	CP2000-23
Sunny (Pulsar) GTiR Turbo	91 - 94	240	385 (284)	CP2015-23
200 SX	94 -	240	385 (284)	CP2000-24
200 SX	94 -	240	385 (284)	CP2015-24
Skyline GTiR R32	90 - 94	240	460 (339)	CP2000-20
Skyline GTiR R33*	90 - 94	240	500 (369)	CP2000-21
Rover				
Mini Cooper	64 - 71	180	103 (76) 161 (119) 161 (119)	CP2000-11 CP2000-26 CP2015-26
Mini 12/5GT	69 - 80	180	103 (76) 161 (119) 161 (119)	CP2000-11 CP2000-26 CP2015-26
Mini Metro 'A' Series	82 - 90	180	103 (76) 161 (119) 161 (119)	CP2000-11 CP2000-26 CP2015-26
Rover V8 / Triumph TR8	76 - 04	240	365 (270)	CP2000-13
Subaru				
Impreza Turbo / WRX *	93 -	230	420 (310)	CP2000-18
Impreza Turbo / WRX *	93 -	230	420 (310)	CP2015-18
Impreza STi (2 in 1 Kit only) CP2015-31R kit has a 6 paddle rigid d/plate	2001 -	240	460 (339)	CP2000-31 CP2015-31 CP2015-31R
Impreza 22b *	99 -	215 - 2 Plate	480 (350)	CP6082-8GRY

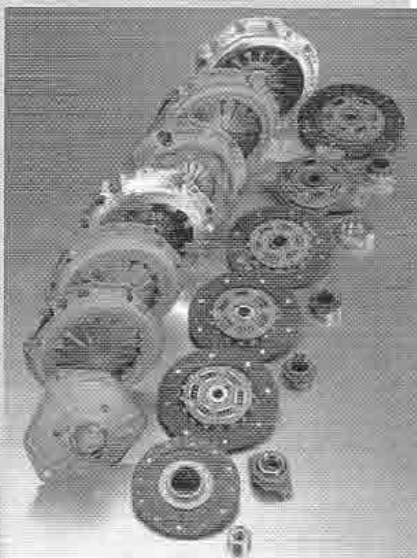
Note: * denotes No Release Bearing in Kit, but a suitable Bearing is available at additional cost.

IMPORTANT NOTE:

When purchasing CP2000-8 or CP2015-8 see reference "Ø220mm clutch fitment to Ford Escort range 1986 onward" on page 134.

INTRODUCTION

The clutches in the AP Racing Special High Performance Range are uprated units usually based on a standard production item. They are intended for special applications where a higher than standard level of performance is required, e.g. in competition use or when the engine / vehicle performance has been increased. In most cases the clutches in this range can be fitted to the original flywheel without modification and the standard release mechanism is retained but there are exceptions. See notes in the application list.



The two main elements of a clutch are the Cover Assembly (sometimes referred to as Cover, Pressure Plate or Mechanism) and the Driven Plate which must be compatible with each other to provide satisfactory overall clutch performance. In most cases the correct clutch part number can simply be looked up in the application list on pages 140 to 149 of this catalogue but there are a number of factors to be considered when choosing the most suitable clutch for a given application. The most significant are explained below and opposite:-

OE SUPPLIER

AP Racing has been for sometime now an original equipment supplier to many marques like, Ferrari, Aston Martin, TVR, Caterham and many more, should you wish to discuss your requirements for in this area please contact AP Racing's Roadcar Technical Department

MECHANICAL COMPATIBILITY

The clutch must obviously physically fit the vehicle in question unless you are prepared to carry out sometimes extensive / expensive modifications. The principal factors that must be considered are given below.

- **The cover assembly must bolt onto the fly wheel.**
 - check fixing bolt positions and size.
- **The input shaft spline must fit the driven plate correctly.**
 - check number of teeth and the outside diameter match the details given.
- **Setup height (SUH) must be compatible with the release mechanism (usually the same as the original equipment).**
- **Rotational speed (r.p.m.) capability of the clutch must be well above the (possibly increased from standard) maximum engine speed.**

TORQUE CAPACITY

Must be sufficient for the engine. The basic factors that control clutch torque capacity are size (diameter), the clamp load of the cover assembly, and the friction co-efficient of the facings.

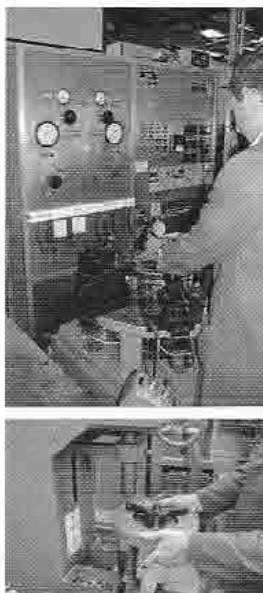
CONDITIONS OF USE

The type of use intended for the vehicle is a major factor in choosing a suitable clutch.

- **For Road use a high level of "comfort" is desirable.**
 - choose a clutch with an organic type facing and preferably cushioned segments and a spring centre to give smooth engagement.
- **For Competition use performance is usually a more important consideration than "comfort" and harsh characteristics can be tolerated.**
 - choose a cerametallic type facing.
- **For Off Road use a lot of deliberate partial engagement (slipping) is often normal.**
 - choose a larger / higher capacity clutch, usually of the cerametallic type, to absorb the extra energy / temperature generated.

QUALITY

All AP Racing clutches are made from new components manufactured to the highest standards developed over many years of experience as an OE and Competition clutch supplier. AP Racing are an approved ISO 9002 accredited company.



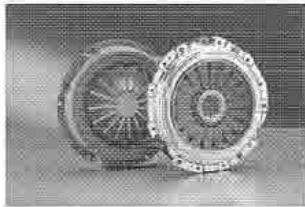
MANUFACTURE

All AP Racing High Performance Clutch Assemblies are either made or tested at are Coventry Factory. Dedicated manufacturing area's have been created from selective manufacturing initiatives to provide a fast effective production facility.



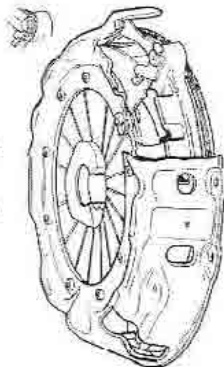
HIGH PERFORMANCE COVER ASSEMBLIES

An AP Racing cover assembly is designated either 'DS' or 'DST' for operation purposes. The difference is explained below.



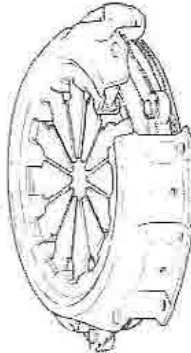
'DS TYPE'

Identified by rivets to retain the diaphragm spring in the cover.



'DST TYPE'

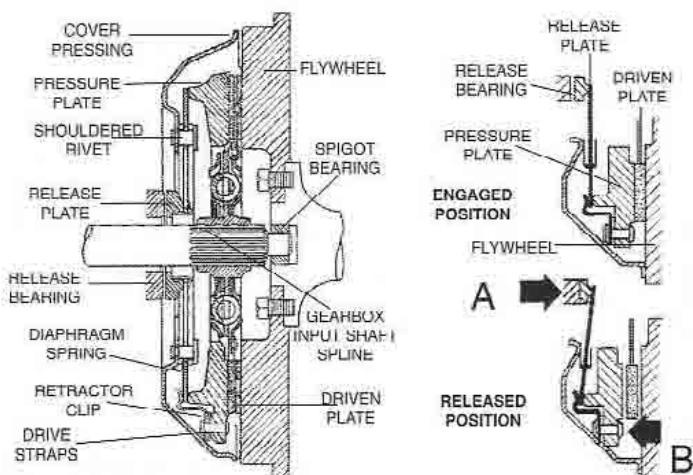
Identified by bent over tabs to retain the diaphragm spring in the cover.



PRINCIPLE OF OPERATION

The 'DS' (Diaphragm Spring) type of clutch illustrated opposite is bolted to the vehicle flywheel and is made up of the various components as shown. The pressed steel covers drives the pressure plate via the drive straps, with the diaphragm spring forcing the pressure plate towards the flywheel clamping the driven plate between them. Thus the engine flywheel, cover pressing, pressure plate and driven plate, all rotate together to transmit the drive to the gearbox via the splined shaft. Depressing the clutch pedal releases the driven plate by moving the release bearing in the direction of arrow 'A' to bring it into contact with the release plate. (The clutch may not be fitted with a release plate, in which case the release bearing will come into direct contact with the diaphragm fingers). This in turn applies pressure to the diaphragm spring fingers which move inwards and pivot on the fulcrum rings to lift up the spring outside edge. The retractor clips keep the spring in contact with the pressure plate which moves away from the flywheel (in the direction of arrow 'B') releasing the driven plate allowing the clutch and flywheel to rotate independently thus disconnecting the drive to the gearbox. Releasing the clutch pedal reverses the operation and the driven plate is once again clamped against the flywheel to revolve the input shaft and apply drive to the gearbox. The 'DST' (Diaphragm Spring Tabbed) clutch works on the same principle as the 'DS' clutch except that the 'DST' clutch does not require retractor clips, and the diaphragm spring is located by tabs on the cover pressing rather than shouldered rivets.

PRINCIPLE OF OPERATION DIAGRAM



INSTALLATION / TECHNICAL INFORMATION ON COVER ASSEMBLIES

The information contained in this section covers the relevant technical and installation details for the range of cover assemblies. This information includes:

- MOUNTING HOLES

Number of, diameter, pitch circle diameter and spacing.

- DOWEL HOLES

Number of, diameter, pitch circle diameter and spacing.

- MOUNTING HOLE / DOWEL HOLE POSITION :

The angular dimension between any given mounting hole and a dowel hole, provided that they are both equi-spaced on their relevant P.C.D.

- SET UP HEIGHT

The dimension from the flywheel face to the diaphragm spring fingers or to the top face of a release plate if fitted.

- DIAPHRAGM SPRING

The colour identifies the spring strength whilst the 'design' details the finger form, straight or curved (curly).

- RELEASE PLATE

Informs you if a release plate is fitted to the diaphragm spring fingers.

- CLAMP LOAD

The amount of clamping force exerted by the diaphragm spring (identified by colour on spring fingers). Given in Lbs and Nm

- DRIVEN PLATE THICKNESS

Two thicknesses are given, the 'new clamped' thickness and the 'minimum worn' thickness. 'New clamped' is the thickness of the driven plate when first installed but with the plate in the clamped position. The 'minimum worn' figure is derived from the clamp load characteristics of each individual cover assembly, and can be used as a guide to the life of the driven plate. Whilst the driven plate thickness is between these two figures the clamp load stated will be within specification. When the thickness of the driven plate drops below the minimum worn figure the clamp load will be reduced which may result in clutch 'slip'.

- TORQUE CAPACITY

The torque capacity for the clutch will vary depending upon which type of driven plate is to be used. The table gives the figure for all the various types of plate that can be run with the particular cover assembly. Given in Lbs / Ft and NM.

- MAXIMUM ROTATIONAL SPEED

The maximum recommended rotational speed for each cover assembly. Given in rpm.

- MAXIMUM RELEASE TRAVEL

The maximum recommended travel for the release bearing to prevent the diaphragm spring being over stroked.

- RELEASE BEARING TYPE

It is important that the correct type of release bearing is used for each cover assembly configuration. If a release plate is fitted a carbon thrust bearing should be used. If a release plate is not fitted and the diaphragm spring has straight fingers then a round nose ball type bearing should be used. If a release plate is not fitted and the diaphragm spring has curved fingers then a flat faced ball type bearing should be used.

SPECIAL NOTE:
Ø220MM CLUTCH FITMENT TO FORD
ESCORT RANGE 1986 ONWARDS

To improve clutch release on Ford Escorts, post 1995 models are fitted with an adjustable clutch pedal and improved (white) quadrant as standard (see photo's).

When fitting **CP3560-1**, **CP3560-2** cover assemblies or the clutch kits **CP2000-8** & **CP2015-8**, AP Racing recommends that the adjustable pedal, improved quadrant and a new clutch cable are fitted to optimize clutch release in light of the higher release loads.



The **Ford Part Numbers** for these

parts as follows:- Adjustable Pedal - **1029012**
 Quadrant - **1029013**



If vehicle is already fitted with adjustable pedal and white quadrant then mods below will not be necessary.

The latest MK5 Escort quadrant (white) has been radius R55mm over the Pre 1995 quadrant (black) R40mm. The

following mods need to be carried out when fitting the white quadrant, if not the pedal will sit too high.

Count 10 teeth up from the lower edge of the quadrant, using a hacksaw cut along the line of the rib to the centre boss. Cut at right angles to remove this section. Add the M8 locknut supplied in the clutch kit to the pedal adjuster bolt.



Fit it back to front, this will prevent the bolt slipping off the quadrant during clutch actuation.

Adjust the bolt until the desired pedal position is achieved. The increased radius of the white quadrant allows for more travel at the release bearing, hence improving clutch release / gear selection.

IMPORTANT NOTE

AP Racing **CP3560** Cover Assemblies should only be used in conjunction with our recommended driven plates (see below) and not with OE or alternative driven plates.

CP3560-1 cover can be used with **CP5351-16** organic driven plate or **CP5354-15** cerametallic paddle driven plate.

CP3560-2 cover should only be used with the **CP5354-15** cerametallic paddle driven plate.

Failure to comply with any of the above recommendations is likely to result in release problems with your clutch.

NOTES

A large, empty rectangular box with a light gray background, intended for handwritten notes.

180mm Diameter. Mini Cover Assembly

Cover Assy Type	Part Number	Mounting Hole (mm)	Dowel Hole (mm)	Dowel / Mtg Hole Position	Set-up Height (Nominal)	Diaphragm Spring Colour	Release Plate Fitted	Max Release Travel	Clamp Load N (lbs)	Driven Plate Thickness - mm		Torque Capacity Using Driven Plate Nm (lb/ft)		Bearing Type
										New Clamped	Min Worn	CP2084	CP2589	
DS	CP2084-31	3 OFF Ø9.63/9.53	N/A	N/A	52.55mm	Orange	Yes	N/A	3114 (700)	7.11mm (0.28")	6.11mm (0.24")	103 (76)	N/A	Flat Face
DS	CP2084-32	Equispaced on a Ø206.3R P.C.D.				Grey			4893 (1100)			161 (119)	161 (119)	
DS	CP2084-42	Equispaced on a Ø206.3R P.C.D.				Double Grey - CRV			5560 (1250)			183 (135)	183 (135)	



190mm Diameter Cover Assemblies

Cover Assy Type	Part Number	Mounting Hole (mm)	Dowel Hole (mm)	Dowel / Mtg Hole Position	Set-up Height (Nominal)	Diaphragm Spring Colour / Form	Release Plate Fitted	Max Release Travel	Clamp Load N (lbs)	Driven Plate Thickness - mm		Torque Capacity Using Driven Plate Nm (lb/ft)		Bearing Type
										New Clamped	Min Worn	CP2642	CP2257	
DST	CP3748-6	6 Off Ø9.12/8.89	3 Off Ø6.36/6.34	30°	36.17	Brown / Curly	No	N/A	5338 (1200)	7.11 (0.28")	5.61 (0.22")	136 (100)		Flat Face
DST	CP3764-4	Equispaced on a Ø222.2 P.C.D.	Equispaced on a Ø222.2 P.C.D.		35.17	Green / Straight						175 (129)	Round Nose	



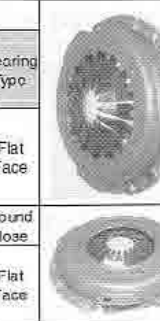
200mm Diameter Cover Assemblies

Cover Assy Type	Part Number	Mounting Hole (mm)	Dowel Hole (mm)	Dowel / Mtg Hole Position	Set-up Height (Nominal)	Diaphragm Spring Colour / Finger Form	Release Plate Fitted	Max Release Travel	Clamp Load N (lbs)	Driven Plate Thickness - mm		Torque Capacity Using Driven Plate Nm (lb/ft)		Bearing Type	
										New Clamped	Min Worn	CP2811	CP4814		
DST	CP2811-1	6 Off Ø6.36/6.34	3 Off Ø6.36/6.34	30°	30.81	Red / Straight	No	9.5mm	5338 (1200)	7.11 (0.28")	5.61 (0.22")	192 (142)	N/A	Round Nose	
	CP2811-12	Equispaced on a Ø234.0 P.C.D.	Equispaced on a Ø234.0 P.C.D.			Green / Straight						6672 (1500)	240 (177)		N/A
	CP2811-23	Equispaced on a Ø234.0 P.C.D.	Equispaced on a Ø234.0 P.C.D.			Green / Straight						7117 (1600)	256 (189)		256 (189)



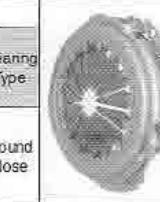
215mm Diameter Cover Assemblies

Cover Assy Type	Part Number	Mounting Hole (mm)	Dowel Hole (mm)	Dowel / Mtg Hole Position	Set-up Height (Nominal)	Diaphragm Spring Colour / Finger Form	Release Plate Fitted	Max Release Travel	Clamp Load N (lbs)	Max Rotational Speed	Driven Plate Thickness - mm		Torque Capacity Using Driven Plate Nm (lb/ft)			Bearing Type
											New Clamped	Min Worn	CP5351	CP5352	CP5354	
DST	CP2511-1	6 off Ø9.14/8.89	3 off Ø6.36/6.34	30°	40.00mm	Brown / Curly	No	9.0mm	7117 (1600)	8000 RPM	7.11 (0.28")	5.61 (0.22")	276 (203)	276 (203)	276 (203)	Flat Face
DS	CP2246-70	6 off Ø9.14/8.89	3 off Ø6.36/6.34	N/A	35.94mm	White / Straight	No	9.0mm	5338 (1200)				207 (152)	207 (152)	N/A	Round Nose
DS	CP2246-71	Equispaced on a Ø250.8 P.C.D.	Equispaced on a Ø250.8 P.C.D.		46.91mm	White / Straight	Yes						207 (152)	207 (152)	N/A	Flat Face
DS	CP2647-1	Equispaced on a Ø250.8 P.C.D.	Equispaced on a Ø250.8 P.C.D.		39.62mm	White / Curly	No									



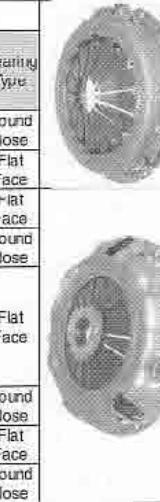
220mm Diameter Cover Assemblies

Cover Assy Type	Part Number	Mounting Hole (mm)	Dowel Hole (mm)	Dowel / Mtg Hole Position	Set-up Height (Nominal)	Diaphragm Spring Colour / Finger Form	Release Plate Fitted	Max Release Travel	Clamp Load N (lbs)	Max Rotational Speed	Driven Plate Thickness - mm		Torque Capacity Using Driven Plate Nm (lb/ft)			Bearing Type
											New Clamped	Min Worn	CP5351	CP5352	CP5354	
DST	CP3560-1	6 off Ø9.14/8.89	3 off Ø6.36/6.34	30°	30.3mm	Black / Straight	No	9.0mm	5500 (1240)	10000 RPM	7.11 (0.28")	5.61 (0.22")	230 (169)			Round Nose
	CP3560-2	Equispaced on a Ø242.0 P.C.D.	Equispaced on a Ø242.0 P.C.D.						7500 (1600)				N/A	N/A	310 (230)	



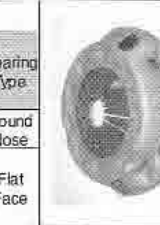
240mm Diameter Cover Assemblies

Cover Assy Type	Part Number	Mounting Hole (mm)	Dowel Hole (mm)	Dowel / Mtg Hole Position	Set-up Height (Nominal)	Diaphragm Spring Colour / Finger Form	Release Plate Fitted	Max Release Travel	Clamp Load N (lbs)	Max Rotational Speed	Driven Plate Thickness - mm		Torque Capacity Using Driven Plate Nm (lb/ft)			Bearing Type						
											New Clamped	Min Worn	CP2346	CP2496	CP2583							
DST	CP3229-2	6 off Ø9.14/8.89	3 off Ø6.36/6.34	30°	36.98mm	Green / Straight	No	12.5mm	6896 (2000)	9000 RPM	8.38 (0.33")	6.88 (0.27")	385 (284)	N/A	Round Nose							
	CP3380-2	Equispaced on a Ø273.0 P.C.D.	Equispaced on a Ø273.0 P.C.D.		44.38mm	Green / Curly			440 (330)				N/A	Flat Face								
	CP2345-6	Equispaced on a Ø273.0 P.C.D.	Equispaced on a Ø273.0 P.C.D.		49.00mm	Black / Curly			385 (284)				N/A	Flat Face								
DS	CP2345-4	6 off Ø9.14/8.89	3 off Ø6.36/6.34	30°	40.72mm	Brown / Straight	No	12.5mm	8452 (1900)	7300 RPM	8.38 (0.33")	6.88 (0.27")	N/A	366 (270)	N/A	Round Nose						
	CP2345-8				51.50mm	Brown / R/Plate	Yes						N/A	366 (270)	N/A	Flat Face						
	CP2394-1				50.29mm	Green / R/Plate	Yes						8.89 (0.35")	7.39 (0.29")	N/A	462 (341)	N/A	Flat Face				
	CP2394-14				Equispaced on a Ø209.9 P.C.D.	Equispaced on a Ø209.9 P.C.D.	50.29mm						Green / R/Plate	Yes	12.5mm	480 (339)	366 (270)	N/A	Flat Face			
	CP2394-20				Equispaced on a Ø209.9 P.C.D.	Equispaced on a Ø209.9 P.C.D.	45.29mm						Blue / Straight	No	8452 (1900)	9000 RPM	8.38 (0.33")	6.88 (0.27")	N/A	366 (270)	N/A	Round Nose
	CP2394-46				Equispaced on a Ø209.9 P.C.D.	Equispaced on a Ø209.9 P.C.D.	50.29mm						Green / R/Plate	Yes	16103 (3600)	N/A	705 (522)	N/A	Flat Face			
	CP2394-60				Equispaced on a Ø209.9 P.C.D.	Equispaced on a Ø209.9 P.C.D.	45.29mm						Green / Straight	No	10676 (2400)	460 (339)	462 (339)	460 (339)	Round Nose			



267mm Diameter Cover Assemblies

Cover Assy Type	Part Number	Mounting Hole (mm)	Dowel Hole (mm)	Dowel / Mtg Hole Position	Set-up Height (Nominal)	Diaphragm Spring Colour / Finger Form	Release Plate Fitted	Max Release Travel	Clamp Load N (lbs)	Max Rotational Speed	Driven Plate Thickness - mm		Torque Capacity Using Driven Plate Nm (lb/ft)			Bearing Type	
											New Clamped	Min Worn	CP2495	CP2790	CP3258		
DS	CP2789-1	6 off Ø11.4/10.16	3 off Ø7.95/7.92	12.5°	57.15mm	Orange / Curly	Yes	10.5mm	8452 (1900)	6500 RPM	8.38 (0.33")	6.38 (0.25")	397 (293)	397 (293)	N/A	Round Nose	
	CP2789-2	Equispaced on a Ø306.4 P.C.D.	Equispaced on a Ø306.4 P.C.D.										12900 (2900)	397 (293)	397 (293)	N/A	Flat Face
	CP2789-5	Equispaced on a Ø306.4 P.C.D.	Equispaced on a Ø306.4 P.C.D.										46.18mm	White / Curly	No	12900 (2900)	606 (447)



HIGH PERFORMANCE DRIVEN PLATES

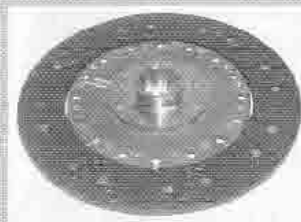
Driven plates are available in four different configurations which can accommodate a wide range of race, rally and road applications.

SPRING CENTRE ORGANIC

This driven plate design features an adaptor plate and retainer plate that are riveted together with shouldered stop pins. Located between them in slots in the hub flange are damper springs arranged radially around the hub centre. The hub can rotate within specific limits to compress the springs thus smoothing out any torsional fluctuations in the drive line. Damping is provided by friction washers filled between the hub, retainer and adaptor plate.



RIGID CENTRE ORGANIC



The rigid type of driven plate is not fitted with any form of drive line cushioning. It is specially designed for arduous working conditions where the degree of refinement is secondary to strength and durability. It is less 'comfortable' than a sprung centred plate and is suitable for

low level competition and road use.

SPRING CENTRE CERAMETALLIC

Designed for heavy duty or 'off road' applications the sprung centre ceramic driven plate features a sprung, or rigid centre configuration and uses a rigid adaptor plate without cushion segments. The driven plate incorporates ceramic pads, as illustrated, which are designed to withstand the high temperatures associated with high energy input competition applications.

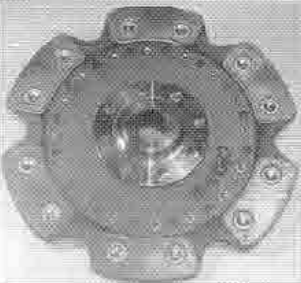
Not suitable for road use.



RIGID CENTRE CERAMETALLIC

The rigid type of driven plate is not fitted with any form of drive line cushioning. It is designed for arduous working conditions where the degree of refinement is secondary to strength and durability and offers the heat resistance advantages of the ceramic pad design.

Not suitable for road use.



This section provides information on the range of driven plates that can be used with the cover assemblies detailed on pages 135 of this catalogue.

This information includes the following :

- **DRIVEN PLATE 'FAMILY NUMBER'**

- **OUTSIDE DIAMETER**

- **THICKNESS**

The thickness in the new condition and the minimum worn thickness are given.

- **FACING MATERIAL**

Driven plates are available in three basic configurations, cerametallic, steel backed organic or non backed organic all organic material are asbestos free.

- **TYPE OF CENTRE**

Driven plates can have either a sprung or rigid centre configuration.

COVER ASSEMBLIES

Details which cover assemblies the particular driven plate family can be used with.

SPLINE SIZE

Details the hub spline giving the number of teeth and the major diameter.

GENERAL COMMENTS

Particular applications, number of cerametallic pads per side of the plate (paddles), 'low crimp plate' etc.

NOTES

SPRING CENTRED ORGANIC DRIVEN PLATES																													
Driven Plate Dia. (mm)	Driven Plate Family Part No.	Driven Plate Thickness	Used With Cover.	No. of Teeth																									
				10	10	10	10	10	10	14	17	17	18	20	20	21	21	21	22	23	24	24	24	24	25	26			
				Spline Shaft O.D.																									
				0.87"	1.0"	1.06"	1.12"	29.0	1.25"	35.0	25.0	0.77"	20.0	20.4	22.0	27.5"	24.0	24.5	29.0	1.0"	1.0"	24.2	25.0	25.2	1.0"	25.5	28.0	1.16"	
Ø180	CP2257 Organic Non Backed	7.1mm	CP3748 CP3764	-11	-13																								
	Comments																												
Ø190	CP2642 Organic Non Backed	7.1mm	CP2642										-16																
	Comments																												
Ø200	CP2811 Organic Non Backed	7.1mm	CP2811																										
	Comments																												
Ø215	CP5351 Organic Steel Backed	7.1mm	CP2246 CP2511		-3		-7	-21	-6		-9	-10	-16																
		7.9mm	CP2647 CP2560																										
	Comments																												
	CP5352 Organic Non Backed	7.1mm	CP2246 CP2647 CP2511	-1																									
Ø228	CP6452 Organic Non Backed	7.4mm	Standard																										
		8.0mm	OE																										
Ø240	CP2346 Organic Steel Backed or Non Backed	7.4mm																											
		7.6mm	CP2345																										
		8.0mm	CP2394																										
		8.4mm	CP3229 CP3380																										
Comments																													
Ø267	CP2790 Organic Non Backed	8.4mm	CP2789																										
		8.6mm																											
Comments																													



CUSTOMER NOTES

Blank area for customer notes.

The final part of the High Performance Clutch section brings together the cover assemblies and the driven plates detailed on pages 132 - 139 to form a comprehensive application list. The application list contains the following information:

- **MANUFACTURER:** e.g. Ford.
- **VEHICLE:** e.g. Escort.
- **MODEL:** e.g. Mk1 1600 Twin Cam.
- **APPLICATION:** Where the vehicle is to be used. This will fall into one of four main categories:
 - i. ROAD
 - ii. COMPETITION

Certain applications may be a combination of two areas, i.e. ROAD / RACE.

- **COVER:** Details the specific cover assembly to be used for the given application.
- **DRIVEN PLATE:** Details the specific driven plate to be used with the given cover assembly.
- **REMARKS:** Provides a range of information including the type of cover assembly, high performance etc., type of driven plate, sprung centre cerametallic etc., particular application and installation information which may require the user to contact AP Racing for specific information.

Within the main application list there are applications which detail a driven plate that can be used with a standard O.E. cover assembly, and are known as 'Group N' driven plates.

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
ALFA ROMEO						
75 1.8, 2.0 Turbo, Twin Spark,	85-93	Competition	Standard OE	CP5554-21	Not available from AP Racing	Special order driven plate. Ø215mm spring centre cerametallic. 0.87" x 19 spline 8.89mm thick.
ASTON MARTIN						
DBS V8, Vantage,	77 -	Competition	**CP2789-4	CP2495-5	HD3321	CP2789-4 now obsolete. Alternative use CP2789-2 Ø267mm cover assembly. Ø267mm rigid cerametallic 1.25" x 10 spline 8.38mm thick, 397Nm (293 lbsft) Torque Capacity. Bearing not available from AP Racing.
V8 DBS,	77 -	Road/Competition	**CP2789-4	CP2790-2	HD3321	
DB5/6, DBS 11p to Eng No. 400/4159	65-69	Road/Competition	CP2345-8	CP2346-11	HD3321	Ø240mm cover & organic spring centre driven plate 1.25" x 10 spline, 366Nm (270 lbsft) Torque Capacity. Bearing not available from AP Racing.
DB5/6, DBS Eng No. 400/4160 on	65-69	Road/Competition	CP2789-2	CP2790-2	HD3321	Ø267mm Cover (release plate fitted) & organic spring centre driven plate 1.25" x 10 spline, 397Nm (293 lbsft) Torque Capacity. Bearing not available from AP Racing.
DBS V8, Vantage,	77 -	Road/Competition	CP2789-2	CP2790-2	HD3321	
AUSTIN HEALY						
SPRITE Mk 3 & 4.	66-71	Road/Competition	CP3764-4	CP2257-11	CP3764-5	Flywheel mods required. 8 off mtg holes Ø9.14/8.89 equi-spaced on Ø222.25mm PCD, 3 off dowel holes Ø6.36/6.34mm equi-spaced on Ø222.25 PCD 30° to mounting holes. Ø190mm clutch assembly. Torque capacity 175Nm (129 lbsft) Organic spring centre driven plate
SPRITE Mk4, 1275cc.	66-71	Road/Competition	OBSOLETE	CP2323-14	Not available from AP Racing	Ø165mm spring centre organic 0.87" x 10 spline 7.11mm thick
BMW						
318Ti E46	2000 on	Competition	Standard OE	CP6444-19	/	Ø228mm rigid centre cerametallic driven plate 24.4 x 24 spline 6.00mm thick.
M3 E30	86-90	Competition	Standard OE	CP6454-17	HD1225	Ø226mm spring centre cerametallic driven plate 29.0 x 10 spline 8.89mm thick.
M3 E36	92 on	Competition	Standard OE	CP2496-41	HD1225	Ø240mm rigid cerametallic driven plate 29.0 x 10 spline 8.38mm thick
CATERHAM						
JPE Vauxhall engine	92 on	Competition	Standard OE	CP6444-5	Not available from AP Racing	Ø228mm rigid cerametallic driven plate 1.00" x 23 spline 7.37mm thick.
K Series/Ford variants	94 on	Road/Competition	CP3748-6	CP2257-9		Ø190mm spring centre organic driven plate 1.00" x 23 spline 7.11mm thick, 186Nm (137 lbsft) Torque Capacity.
CITROEN						
AX 14TR5, TZ5, GT (1360cc) Sport	86 on	Competition	Standard OE	CP2950-4	HD5096	Ø180mm spring centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
AX 1.4 GT/ GTI (MA Transmission)		Road/Competition	CP2949-1	CP2950-4	N/A	
DAIMLER						
SOVEREIGN & 4.2	69-78	Road/Competition	CP2345-8	CP2346-10	Not available from AP Racing	Ø240mm cover assembly and spring centre organic driven plate 1.12" x 10 spline 8.38mm thick, 366Nm (270 lbsft) Torque Capacity.
4.2 VANDEN PLAS	75-86	Road/Competition	CP2345-8	CP2346-10		
SP250 V8		Road	CP2345-8	CP2346-11		
FERRARI						
200GT4.	73-80	Road/Competition	CP2394-14	CP2346-11	Not available from AP Racing	Ø240mm cover assembly and spring centre organic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbsft) Torque Capacity. Clutch kit CP2000-28 available.
208GTB/S GTB/Si Turbo.	83 on	Competition	CP2394-14	CP2563-4		Ø240mm cover assembly and spring centre cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbsft) Torque Capacity.
208GTR/S GTB/Si Turbo	83 on	Competition	CP2394-14	CP2496-13		Ø240mm cover assembly and rigid cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbsft) Torque Capacity.
275 GIB 4.	67-68	Road/Competition	CP2394-14	CP2346-11		Ø240mm cover assembly and spring centre organic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbsft) Torque Capacity. Clutch kit CP2000-28 available.

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS	
FERRARI							
308 GT Spider	77-85	Competition	CP2394-14	CP2583-4	Not available from AP Racing	Ø240mm cover assembly and spring centre cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
308 GT 4	73-80	Competition	CP2394-14	CP2496-13		Ø240mm cover assembly and rigid cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
308GTB/S, GTB/Si Turbo.	83-85	Road/Competition	CP2394-14	CP2346-11		Ø240mm cover assembly and spring centre organic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity. Clutch kit CP2000-28 available.	
328G1B/S, G1B/Si Turbo.	86-89	Competition	CP2394-14	CP2583-4		Ø240mm cover assembly and spring centre cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
330GT, 2+2, GTC & GT5	65-69	Competition	CP2394-14	CP2496-13		Ø240mm cover assembly and rigid cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
365 GT 2+2.	72-78	Road/Competition	CP2394-14	CP2340-11		Ø240mm cover assembly and spring centre organic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity. Clutch kit CP2000-28 available.	
365 GTB 4.	68-71	Competition	CP2394-14	CP2583-4		Ø240mm cover assembly and spring centre cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
365 GTC, GTC 4 & GT5	71-78	Competition	CP2394-14	CP2496-13		Ø240mm cover assembly and rigid cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
400GT.	76-85	Competition	CP2394-14	CP2496-13		Ø240mm cover assembly and rigid cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
BOXER 512BB.	73-74	Road	CP2580-9BRN	Included in kit		Not available from AP Racing. Contact Maranello Concessionaires Ltd. Tel: 01784 436222	
DAYTONA.	71-73	Road/Competition	CP2394-14	CP2346-11		Ø240mm cover assembly and spring centre organic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity. Clutch kit CP2000-28 available.	
DAYTONA LM.	73 on	Competition	CP2394-14	CP2583-4 CP2496-13		Ø240mm cover assembly and spring centre cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity. Ø240mm cover assembly and rigid cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
F40.	88-92	Road	CP3318-3CRV	Included in kit		Not available from AP Racing. Contact Maranello Concessionaires Ltd. Tel: 01784 436222	
MONDIAL 8 (Europe & USA).	83 on	Competition	CP2394-14	CP2583-4		Ø240mm cover assembly and spring centre cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
		Road/Competition	CP2394-14	CP2346-11		Ø240mm cover assembly and spring centre organic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity. Clutch kit CP2000-28 available.	
		Competition	CP2394-14	CP2496-13		Ø240mm cover assembly and rigid cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbf) Torque Capacity.	
MONDIAL T.	86 on	Road	CP3318-2GRV	Included in kit		Not available from AP Racing. Contact Maranello Concessionaires Ltd. Tel: 01784 436222	
TESTAROSSA.	84-92	Road	CP2819-27BRN	Included in kit		Not available from AP Racing. Contact Maranello Concessionaires Ltd. Tel: 01784 436222	
TESTAROSSA.	84-92	Road/Competition	CP2819-44GRN Clutch Kit.	CP2496-36 x 2 Included in kit		Torque capacity 650 lbf. Available from AP Racing.	
FIAT							
131 1.6cc (5 speed gearbox)	71-85	Road	CP2246-70	CP5352-4	Not available from AP Racing	Ø215mm spring centre organic driven plate 0.87" x 20 spline 7.1mm thick. Torque Capacity 230Nm (170 lbf). Skim flywheel flat and re dowel.	
131 1.6cc (5 speed gearbox)	71-85	Road/Competition	**CP2246-42	CP5351-2	Not available from AP Racing	CP2246-42 now obsolete, possible alternative CP2246-70 Torque Capacity is reduced Ø215mm spring centre steel backed organic driven plate 0.87" x 20 spline 7.1mm thick. Torque Capacity 230Nm (170 lbf). Skim flywheel flat and re dowel.	
FORD CAPRI							
CAPRI Mk1 1.3, 1.6 OHV	69-71	Road/Competition	CP3764-4	CP2257-1	Not available from AP Racing	Ø190mm clutch assembly. Torque capacity 175Nm (129 lbf) Organic spring centre driven plate 0.87" x 20 spline 7.1mm thick. Release travel must not exceed 0.42" max at release brg.	
CAPRI Mk1 1.6 OHC	69-71	Road/Competition	CP3748-6	CP2257-1		Ø190mm spring centre organic driven plate 0.87" x 20 spline 7.1mm thick. 186Nm (137 lbf) Torque Capacity. Use flat-faced release bearing.	
CAPRI Mk1 1.6GI OHC	69-71	Road/Competition	CP2511-1	CP5352-5		Ø215mm Cover, organic driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbf) Torque Capacity.	
CAPRI Mk1 1.6GT OHC (Pinto engine)	69-71	Road/Competition	CP2511-1	CP5351-1		Ø215mm Cover, organic steel backed organic driven plate, use together do not mix with standard units. 276 Nm (203 lbf) Torque Capacity.	
CAPRI Mk1 2.0 V4	69-71	Road/Competition	CP2246-70	CP5352-4		Ø215mm spring centre organic driven plate 0.87" x 20 spline 7.1mm thick. Torque Capacity 230Nm (170 lbf).	
CAPRI Mk1 2.0 V4	69-71	Road/Competition	**CP2246-42	CP5351-2		CP2246-42 now obsolete, possible alternative CP2246-70 Torque Capacity is reduced Ø215mm spring centre steel backed organic driven plate 0.87" x 20 spline 7.1mm thick. Torque Capacity 230Nm (170 lbf). Skim flywheel flat and re dowel.	
CAPRI Mk1 3.0 V6	71-73	Road/Competition	CP3380-2	CP2346-9		Metric bolt pattern flywheel. Ø240mm Cover & spring centre organic driven plate 1" x 23 spline. 448Nm (330 lbf) Torque Capacity.	
CAPRI Mk1 3.0 V6 (Essex engine)	69-71	Road/Competition	CP2345-4	CP2346-4		Imperial bolt pattern flywheel. Ø240mm Cover & spring centre organic steel backed driven plate 1" x 23 spline. 366Nm (270 lbf) Torque Capacity.	
CAPRI Mk1 3.0 V6	71-73	Road/Competition	CP3300-2	CP2346-4		Metric bolt pattern flywheel. Ø240mm Cover & spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbf) Torque Capacity.	
CAPRI Mk1 3.0 V6 (Essex engine)	69-71	Road/Competition	CP2345-4	CP2346-9		Imperial bolt pattern flywheel. Ø240mm Cover & spring centre organic driven plate 1" x 23 spline. 366Nm (270 lbf) Torque Capacity.	
CAPRI Mk2/3, 1.3/1.6 OHC	74-83	Road/Competition	CP3748-6	CP2257-1		HD2044	Ø190mm spring centre organic driven plate 0.87" x 20 spline 7.1mm thick. 186Nm (137 lbf) Torque Capacity. Ensure flat-faced release bearing is used
CAPRI Mk2/3 1.6GT/S, 2.0 OHC (Pinto engine)	74-89	Road/Competition	CP2511-1	CP5352-5		HD2482	Ø215mm Cover, organic driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbf) Torque Capacity.
CAPRI Mk2 3.0 V6 (Cologne engine)	74-81	Road/Competition	CP3380-2	CP2346-4		HD2482	Metric bolt pattern flywheel. Ø240mm Cover & spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbf) Torque Capacity.
CAPRI 2.8i (Cologne engine)	81-88	Competition		CP2583-3			Metric bolt pattern flywheel. Ø240mm Cover & spring centre 4 paddle cerametallic driven plate 1" x 23 spline. 448Nm (330 lbf) Torque Capacity.
CAPRI 2.8i Turbo	86-88	Road/Competition	CP3380-2	CP2346-4		Not available from AP Racing	tickford conversion. Metric bolt pattern flywheel. Ø240mm Cover & 'Low Crimp' spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbf) Torque Capacity.

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
FORD CORTINA						
CORTINA Mk1 - 1.2/1.5GT (Kent engine)	62-67	Road/Competition	CP3764-4	CP2257-1	Not available from AP Racing	Change slave cylinder to Ø0.87". Ø190mm clutch assembly. Torque capacity 175Nm (129 lbf-ft) Organic spring centre driven plate 0.87" x 20 spline 7.11mm thick.
CORTINA Mk2 - 1.3/1.5/1.6 GT/1.6F (Kent engine)	66-70					
CORTINA Mk3 - 1.3/1.6OHV (Kent Eng) & 1.6OHC (Pinto Eng)	71-76	Road/Competition	CP3764-4	CP2257-1	HD2482	Ø190mm clutch assembly. Torque capacity 175Nm (129 lbf-ft) Organic spring centre driven plate 0.87" x 20 spline 7.11mm thick.
CORTINA Mk3 - 1.6GT OHV	73-76	Road/Competition	CP2511-1	CP5352-5	Not available from AP Racing	Ø215mm Cover, organic driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbf-ft) Torque Capacity
CORTINA Mk3 (Pinto engine) CORTINA Mk4 - 2.0 OHC (Pinto engine)	71-82	Road/Competition	CP2511-1	CP5351-1	HD2482	Ensure flat-faced release bearing is used. Ø215mm Cover, organic steel backed driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbf-ft) Torque Capacity.
CORTINA Mk4 - 1.3 OHV (Kent engine) & 1.6 OHC (Pinto engine)	76-82	Road/Competition	CP3764-4	CP2257-1	HD2482	Ensure flat-faced release bearing is used. Ø190mm clutch assembly. Torque capacity 175Nm (129 lbf-ft) Organic spring centre driven plate 0.87" x 20 spline 7.11mm thick.
CORTINA Mk4 2.3 V6 (Cologne engine)	76-82	Road/Competition	CP3360-2	CP2346-45	Not available from AP Racing	Metric ball pattern flywheel. Ø240mm Cover & 'Low Crimp' spring centre organic steel backed driven plate 1" x 23 spline. 440Nm (330 lbf-ft) Torque Capacity.
FORD ESCORT						
ESCORT Mk1 1.3 & GT (Kent engine)	68-75	Road/Competition	CP3764-4	CP2257-1	HD3257	Ø190mm clutch assembly. Torque capacity 175Nm (129 lbf-ft) Organic spring centre driven plate 0.87" x 20 spline 7.11mm thick.
ESCORT Mk1 and Mk1 1.6 Twin Cam	70-73	Road/Competition	**CP2246-43	CP5351-2	Not available from AP Racing	CP2246-43 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). 2000E Bullet gearbox (7/8" x 20 spline) Ø215mm organic steel backed driven plate 0.87" x 20 spline 7.11mm thick.
ESCORT Mk1 1.6 Twin Cam	70-73	Road/Competition	**CP2246-43	CP5352-5	Not available from AP Racing	Rocket gearbox (1" x 23 spline) CP2246-43 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm organic driven plate 1.00" x 23 spline 7.11mm thick.
ESCORT Mk1 RS1600, RS1800	70-73	Competition	**CP2240-46	CP5054-2	Bearings not available from AP Racing for any of these applications.	CP2246-45 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm 4 paddle cerametallic driven plate 0.87" x 20 spline 7.11mm thick.
ESCORT Mk1	73-74	Road/Competition	**CP2246-43	CP5351-1		Rocket gearbox (1" x 23 spline) CP2246-43 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm organic steel backed driven plate 1.00" x 23 spline 7.11mm thick.
ESCORT Mk1 RS1600, RS1800	73-74	Competition	**CP2246-46	CP5354-38		CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm 4 paddle cerametallic driven plate 1.00" x 23 spline 7.11mm thick.
ESCORT Mk1 RS2000 (Pinto engine)	73-75	Road/Competition	CP2511-1	CP5351-1	HD2482	Ensure flat-faced release bearing is used. Ø215mm Cover, organic steel backed driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbf-ft) Torque Capacity.
ESCORT Mk1 Mexico (Kent engine)	70-75	Road/Competition	CP3764-4	CP2257-1	HD3257	Up to chassis No. NJ80384. Ø190mm clutch assembly. Torque capacity 175Nm (129 lbf-ft) Organic spring centre driven plate 0.87" x 20 spline 7.11mm thick. 73-75 Car used HD3259 Release Bearing.
ESCORT Mk2 1.1, 1.3, 1.6 (Kent engine)	75-80	Road/Competition	CP3748-6	CP2257-1	HD2483	Ø190mm spring centre organic driven plate 0.87" x 20 spline 7.11mm thick. 166Nm (137 lbf-ft) Torque Capacity. Ensure flat-faced release bearing is used.
ESCORT Mk2 RS1800	75-77	Road/Competition	CP2511-1	CP5352-5	HD2482	Ø215mm Cover, organic driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbf-ft) Torque Capacity.
ESCORT Mk2 RS2000 & Mexico (Pinto engine)	75-80	Road/Competition	CP2511-1	CP5351-1	HD2482	Ensure flat-faced release bearing is used. Ø215mm Cover, organic steel backed driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbf-ft) Torque Capacity.
ESCORT Mk2 Mexico (Pinto engine)	76-78	Competition	OE	CP5344-5	/	Ø215mm, 4 paddle rigid centred driven plate. 1" x 23 spline 7.11 thick.
ESCORT Mk3 (CVH engine)	81	Competition	CP2811-23	CP4814-11	HD2034	Ø200mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 256Nm (189 lbf-ft).
ESCORT Mk3 1.6i & RS Turbo (CVH engine)	82-86	Road	HE5558	CP5351-16	HD2034	Ø220mm Cover, organic steel backed spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 192Nm (142 lbf-ft). Clutch kit CP2000-15 available.
ESCORT Mk3 1.6 (CVH engine) Mk3 XR3i and Mk3 RS1600 Turbo (CVH engine)	80-86	Road/Competition	CP2811-1	CP2811-16	HD2034	Standard gearbox 20mm x 17 spline. Ø200mm Cover, organic low crimp spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 192Nm (142 lbf-ft).
ESCORT Mk3 RS Turbo	87-91	Road/Competition Clutch Kit CP2000-8	CP3560-1	CP5351-16	HD2034	Ø220mm Cover, organic steel backed spring centre driven plate, 20mm x 17 spline 7.11mm thick. Clutch pedal modifications recommended. Torque Capacity 230Nm (169 lbf-ft).
ESCORT Mk3 RS Turbo (CVH engine)	87-91	Competition	CP3560-2	CP5354-15	HD2034	Ø220mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Clutch pedal modifications recommended. Torque Capacity 310Nm (230 lbf-ft).
ESCORT Mk3 XR3i (CVH engine)	86-90	Road	HE5558	CP5351-16	HD2034	Ø220mm Cover, organic steel backed spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 192Nm (142 lbf-ft). Clutch kit CP2000-15 available.
ESCORT Mk3 XR3i (CVI engine)	87-91	Competition	CP3560-2	CP5354-15	HD2034	Ø220mm Cover, 4 paddle spring centre driven plate. 20mm x 17 spline 7.11mm thick. Clutch pedal modifications recommended. Torque Capacity 310Nm (230 lbf-ft).
ESCORT Mk3 RS1600i, XR3 Turbo, XR3	82-86	Road/Competition	CP2811-23	CP2811-9	HD2034	Standard gearbox 20mm x 17 spline. Ø200mm Cover, organic low crimp spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 256Nm (189 lbf-ft).
ESCORT Mk3	80-86	Competition	CP2811-23	CP4814-10	HD2034	Factory close ratio gearbox 0.07" x 20 spline. Ø200mm Cover, 4 paddle spring centre driven plate, 0.07" x 20 spline 7.11mm thick. Torque Capacity 256Nm (189 lbf-ft).
ESCORT Mk3 RS1600i, XR3 Turbo, XR3	82-86	Competition	CP2811-23	CP4814-11	HD2034	Standard gearbox 20mm x 17 spline. Ø200mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 256Nm (189 lbf-ft).
ESCORT Mk3 XR3i RS Turbo (CVH engine)	80-86	Road/Competition	CP2811-23	CP2811-16	HD2034	Standard gearbox 20mm x 17 spline. Ø200mm Cover, organic low crimp spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 256Nm (189 lbf-ft).
ESCORT Mk3 RS Turbo, XR3i (CVH engine) and Mk4/5 1.6/1.8 16V Zetec	87-91	Competition Clutch Kit CP2015-8	CP3560-1	CP5354-15	HD2034	Ø220mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Clutch pedal modifications recommended. Torque Capacity 230Nm (169 lbf-ft).
ESCORT Mk3 RS Turbo (CVH engine)	85-86	Road/Competition	CP2811-23	CP2811-16	HD2034	Standard gearbox 20mm x 17 spline. Ø200mm Cover, organic low crimp spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 256Nm (189 lbf-ft).
ESCORT Mk4 RS Cosworth 4x4	95 on	Competition	CP3380-2	CP4196-5	HD5526	Ø240mm Cover & 6 paddle rigid cerametallic driven plate 1" x 23 spline. 448Nm (330 lbf-ft) Torque Capacity.

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
FORD ESCORT						
ESCORT Mk4 RS Cosworth 4x4	95 on	Road/Competition	CP3380-2	CP2346-45	HD5526	Ø240mm Cover & 'Low Crimp' spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
ESCORT Mk4 RS Cosworth 4x4	85 on	Competition	CP3380-2	CP2583-14	HU5526	Ø240mm Cover & alternative 4 paddle spring centre driven plate fitted with stronger damper springs 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
ESCORT Mk4 RS Cosworth 4x4	95 on	Competition	CP3380-2	CP2496-16	HU5526	Ø240mm Cover & 4 paddle rigid driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
ESCORT Mk4 RS Cosworth 4x4	95 on	Competition	CP3380-2	CP2583-3	HD5526	Ø240mm Cover & 4 paddle spring centre driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
ESCORT Mk4/5 1.6/1.8 16V Zetec	92 on	Road/Competition Clutch Kit CP2000-8	CP3560-1	CP5351-10	HD2034	Ø220mm Cover, organic steel backed spring centre driven plate, 20mm x 17 spline 7.11mm thick. Clutch pedal modifications recommended. Torque Capacity 230Nm (169 lbsft).
ESCORT Mk4/5 1.6/1.8 16V Zetec	92 on	Competition	CP3560-2	CP5354-15	HD2034	Ø220mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Clutch pedal modifications recommended. Torque Capacity 310Nm (230 lbsft).
ESCORT MK3/4 RS Turbo	88 - 90	Road/Comp Clutch Kit CP2000-35	CP3560-2	CP5351-38	HD2034	Ø220mm Cover, organic steel backed spring centre driven plate, 20mm x 17 spline 7.11mm thick. D/Plate has flat segments. Clutch pedal modifications recommended. Torque Capacity 230Nm (169 lbsft).
FORD FIESTA						
FIESTA XR2 OHV (Kent engine)	82-84	Road/Competition	Standard OE	CP2642-1/	Not available from AP Racing	Ø190mm spring centre organic 20mm x 17 spline 7.11mm thick
FIESTA XR2 OHC (CVH engine)	84-86	Road/Competition	CP2811-1	CP2811-16	HD2034	Standard gearbox 20mm x 17 spline. Ø200mm Cover, organic low crimp spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 192Nm (142 lbsft).
FIESTA XR2 OHC, Mk3/4, 1.6 and RS Turbo	86-92	Road	HE5558	CP5351-16	HD2034	Ø220mm Cover, organic steel backed spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 192Nm (142 lbsft). Clutch kit CP2000-15 available.
FIESTA XR2 OHC (CVH engine)	87 on	Road/Competition	Standard OE	CP2642-17	Not available from AP Racing	Ø190mm spring centre organic 20mm x 17 spline 7.11mm thick
FIESTA XR2 OHC (CVH engine) Mk3/4 & 1.6 RS Turbo	87 on	Road/Competition	CP3560-1	CP5351-16	HD2034	Ø220mm Cover, organic steel backed spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 230Nm (169 lbsft). Clutch kit CP2000-8 available.
FIESTA XR2 OHC (CVH engine)	87 on	Competition	CP3560-2	CP5354-15	HD2034	Ø220mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 310Nm (230 lbsft).
FIESTA Mk3/4 1.6 HS Turbo Mk3/4 XH2i 1.6 Mk3/4 1.6 16V Zetec (Si) & 1.8 16V Zetec (105PS)	89-92	Competition	CP3560-2	CP5354-15	HD2034	Ø220mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 310Nm (230 lbsft).
FIESTA Mk3/4, XR2i 1.6 & 1.6 RS Turbo, XR2 OHC (CVH engine)	87 on	Competition Clutch kit CP2015-8	CP3560-1	CP5354-15	HD2034	Ø220mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 230Nm (169 lbsft).
FORD FOCUS						
RS	2003 on	Road	CP2000-33 Kit	CP2346-65 included in kit	Not available from AP Racing	Ø240mm Cover, sprung organic driven plate 1.0" x 23 spline 7.44mm thick. Torque Capacity 448Nm (330lbsft).
		Competition	CP2015-33 Kit	CP4216-7		Ø240mm Cover, 6 paddle sprung ceramic/metallic driven plate 1.0" x 23 spline 7.44mm thick. Torque Capacity 448Nm (330lbsft).
FORD GRANADA						
GRANADA 2.0 OHC & 2.0 V6	77-85	Road/Competition	CP2511-1	CP5352-5	HD2482	Ø215mm Cover, organic driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbsft) Torque Capacity.
GRANADA 3.0 V6	72-77	Road/Competition	CP3380-2	CP2346-9	HD2482	Ø240mm Cover organic driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
GRANADA 2.8, 2.8i	77-85	Road/Competition	CP3380-2	CP2346-9	HD2482	Ø240mm Cover organic driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
GRANADA / SCORPIO	85 on	Competition	CP3380-2	CP2583-3	HD2482	Ø240mm Cover & 4 paddle spring centre driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
GRANADA / SCORPIO 2.4i	86-89	Road/Competition	CP3380-2	CP2346-9	HD2482	Ø240mm Cover organic driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
GRANADA / SCORPIO 2.8i & 4X4	85-87	Road/Competition	CP3380-2	CP2346-4	HD2482	Ø240mm Cover organic driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
FORD MUSTANG						
MUSTANG	83-	Competition	CP2394-46	CP2496-24	Not available from AP Racing	Ø240mm Cover, rigid 4 paddle ceramic/metallic driven plate 29mm x 10 spline 8.38mm thick. Torque Capacity 603Nm (511 lbsft).
FORD ORION						
ORION 1.6	86-90	Road	HE5558	CP5351-16	HD2034	Ø220mm Cover, organic steel backed spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 192Nm (142 lbsft). Clutch kit CP2000-15 available.
ORION 1.6	84-88	Road/Competition	CP2811-1	CP2811-16	HD2034	Ø200mm Cover
ORION 1.6i	86-90	Competition	CP3560-2	CP5354-15	HD2034	Ø220mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 310Nm (230 lbsft).
FORD SIERRA / SAPHIRE						
SIERRA & SAPHIRE 1.6 4 SPEED	82-89	Road/Competition	CP3748-6	CP2257-1	HD2044	Ø190mm spring centre organic driven plate 0.87" x 20 spline 7.11mm thick, 186Nm (137 lbsft) Torque Capacity. Ensure flat-faced release bearing is used.
SIERRA 1.6 4 SPEED	82-87	Road/Competition	CP3748-6	CP2257-1	HU2483	Integral bell housing. Ø190mm spring centre organic driven plate 0.87" x 20 spline 7.11mm thick, 186Nm (137 lbsft) Torque Capacity. Ensure flat-faced release bearing is used.
SIERRA 2.0 OHC	78-82	Road/Competition	CP2511-1	CP5352-5	HD2482	Ø215mm Cover, organic driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbsft) Torque Capacity.
SIERRA 2.8i, XR 4x4 V6, 2.9i XR 4x4 & 2.8i 4x4 EST	85-88	Road/Competition	CP3380-2	CP2346-45	HD2402	Ø240mm Cover & 'Low Crimp' spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
SIERRA RS Cosworth 2WD and 4x4	06-90	Competition	CP3380-2	CP2583-3	HD2482	Ø240mm Cover & 4 paddle sprung centre driven plate 1" x 23 spline. 385Nm (284 lbsft) Torque Capacity.
SAPHIRE RS Cosworth 4x4	90-93	Competition	CP3380-2	CP2496-16	HD5526	Ø240mm Cover & 4 paddle rigid driven plate 1" x 23 spline. 385Nm (284 lbsft) Torque Capacity.

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
FORD SIERRA / SAPHIRE						
SIERRA 2.8i XR 4x4 V6 Cosworth RS500	85-87 87-90	Competition	CP3380-2	CP2583-3	HD248Z	Ø240mm Cover & 4 paddle sprung centre driven plate 1" x 23 spline. 385Nm (284 lbfst) Torque Capacity.
SAPHIRE RS Cosworth 4x4	90-93	Road/Competition	CP3380-2	CP2346-45	HD5526	Ø240mm Cover & 'Low Crimp' sprung centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbfst) Torque Capacity.
SIERRA RS Cosworth 2WD and 4x4	86-93	Competition	CP3380-2	CP4196-5	HD248Z	Ø240mm Cover & 6 paddle rigid cerametallic driven plate 1" x 23 spline. 448Nm (330 lbfst) Torque Capacity.
SAPHIRE RS Cosworth 4x4	90-95	Competition	CP3380-2	CP4216-4	HD5526	Ø240mm Cover & 6 paddle sprung centre driven plate 1" x 23 spline. 448Nm (330 lbfst) Torque Capacity.
HOLDEN						
COMMODORE		Competition	CP2394-46	CP2496-26	Not available from AP Racing	Ø240mm Cover, rigid cerametallic driven plate 1.16" x 26 (also known as 1.125" x 26) spline 8.38mm thick. Torque Capacity 693Nm (511 lbfst).
HONDA						
CIVIC (EG6), 1.6 Vtec & Integra R	95 on	Competition	CP2015-22 Kit	CP5354-35 included in kit	Bearing Not available from AP Racing for any of these applications.	Ø220mm Cover, 4 paddle cerametallic driven plate 25.5mm x 24 spline 7.87mm thick. Torque capacity 245Nm (181lbfst).
CIVIC Vtec & Integra R	95 on	Road	CP2000-22 Kit	CP5351-22 included in kit		Ø220mm Cover, organic driven plate 25.5mm x 24 spline 7.87mm thick. Torque capacity 245Nm (181 lbfst).
CIVIC Type R	2002 on	Road	CP2000-30 Kit	CP5351-34 included in kit		Ø215mm Cover, organic driven plate 25.5mm x 24 spline 7.87mm thick. Torque capacity 267Nm (197 lbfst).
		Competition	CP2016-30 Kit	CP5354-47 included in kit		Ø215mm Cover, 4 paddle cerametallic sprung driven plate 25.5mm x 24 spline 7.87mm thick. Torque capacity 267Nm (197 lbfst).
			CP2015-30R Kit	CP5344-34 included in kit		Ø215mm Cover, 4 paddle cerametallic rigid centred driven plate 25.5mm x 24 spline 7.87mm thick. Torque capacity 267Nm (197 lbfst).
ISUZU						
TROOPER TD	88-92	Road/Competition	Standard OE	CP2346-56	Not available from AP Racing	Use 0.030" spacer between flywheel and cover assembly. DP2403/CORG-1.00x24 spline 8.38mm
JAGUAR						
3.4 Mk2 and 340	65-67	Road/Competition	CP2345-8	CP2346-10	HD3319	Ø240mm Cover, organic driven plate 1.12" x 10 spline 8.38mm thick. Torque capacity 366Nm (270 lbfst).
3.4 Mk2. (Engine no. KJR237 onwards)		Road/Competition	CP2394-14	CP2346-10	Not available from AP Racing	Ø240mm Cover, organic driven plate 1.12" x 10 spline 8.38mm thick. Torque capacity 460Nm (339 lbfst).
3.8 Mk2 & S Type	65-68	Road/Competition	CP2345-8	CP2346-10	HD3319	Ø240mm Cover, organic driven plate 1.12" x 10 spline 8.38mm thick. Torque capacity 366Nm (270 lbfst).
420 & 420G	66-71	Road/Competition	CP2345-8	CP2346-10	HD3319	Ø240mm Cover, organic driven plate 1.12" x 10 spline 8.38mm thick. Torque capacity 366Nm (270 lbfst).
D-Type		Road/Competition	CP2484-1X	CP2484-2/4X	Not available from AP Racing	7.50" Triple plate clutch assembly (recondition only)
E-type 4.2 SEHIES 1 & 2. 2+2 & Coupe	66-71	Road/Competition	CP2345-8	CP2346-10	HD3319	Ø240mm Cover, organic driven plate 1.12" x 10 spline 8.38mm thick. Torque capacity 366Nm (270 lbfst).
E-Type & 4.2 Litre		Road/Competition	CP2789-1	CP2790-10	Not available from AP Racing	Ø267mm Cover, sprung centre organic driven plate 1.12" x 10 spline 8.38mm thick. Torque capacity 397Nm (293 lbfst). Road 4.2 engine / Road 5.3 V12
E-Type V12 5.3 litre		Road/Competition	**CP2789-4	CP2495-2		CP2789-4 now obsolete. Alternative use CP2789-2 Ø267mm cover, rigid cerametallic driven plate 1.12" x 10 spline, 8.38mm thick. Torque Capacity 397Nm (293 lbfst).
Mk 10 4.2	65-66	Road/Competition	CP2345-8	CP2346-10	HD3319	Ø240mm Cover, organic driven plate 1.12" x 10 spline 8.38mm thick. Torque capacity 366Nm (270 lbfst).
XJS	75-79	Road/Competition	CP2789-1	CP2790-6	Not available from AP Racing	Ø267mm Cover, sprung centre organic driven plate 29.0mm x 10 spline 8.38mm thick. Torque capacity 397Nm (293 lbfst).
XJS		Road/Competition	CP2394-46	CP2486-24	Not available from AP Racing	Ø240mm cover, rigid cerametallic driven plate 29mm x 10 spline (Getrag Gearbox) 8.38mm thick. Torque capacity 366Nm (270 lbfst).
XJ220	92 on	Road/Competition	CP3318-16CRV	CP2560-511 x 2	Not available from AP Racing	Parts must be purchased through Unipart Group Ltd.
JENSEN HEALEY						
HEALEY & GT	72-76	Road/Competition	CP2246-70	CP5351-4	Not available from AP Racing	Ø215mm Cover, sprung centre bonded organic driven plate 28.0 x 25 7.11mm thick. Torque capacity 230Nm (170 lbfst)
LAMBORGHINI						
JALPA 3.5 V8 & SUPER JEEP	85 on	Road/Competition	CP2789-5	CP2790-9	Not available from AP Racing	Ø207mm Cover, sprung centre organic driven plate 1.25" x 10 spline 8.38mm thick. Torque capacity 440Nm (325 lbfst).
LANCIA						
DELTA INTEGRALE 6v	87-89	Competition	Standard OE	CP6454-3	HD5164	Ø228mm sprung centre cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
LOTUS						
CORTINA Mk1		Road/Competition	CP2246-71	CP5352-4	Bearings Not available from AP Racing for any of these applications.	Torque capacity 230Nm (170 lbfst)
CORTINA Mk1		Road/Competition	**CP2246-43	CP5351-2		CP2246-43 now obsolete, no current alternative. Upto 170 lb ft max torque.
CORTINA Mk2		Road/Competition	CP2246-70	CP5352-4		Torque capacity 230Nm (170 lbfst)
CORTINA Mk2		Road/Competition	**CP2246-42	CP5351-2		CP2246-42 now obsolete, no current alternative. Upto 170 lb ft max torque.
ELAN +2, +2S, 2S 130 4 SPEED	67-74	Road/Competition	CP2246-71	CP5352-4		Torque capacity 230Nm (170 lbfst)
ELAN S1, S2, S3, S4 +2		Road/Competition	**CP2246-43	CP5351-2		CP2246-43 now obsolete, no current alternative. Upto 170 lb ft max torque.
EUROPA	71-75	Road/Competition	CP2246-70	CP5352-6		Torque capacity 230Nm (170 lbfst)
EUROPA Renault & Twin Cam		Road/Competition	**CP2246-42	CP5351-8		CP2246-42 now obsolete, no current alternative. Upto 170 lb ft max torque.
EXCEL (Toyota gearbox)	82	Road/Competition	Standard OE	CP5352-7		AP Racing D/Plate, Borg & Beck Cover.

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
MASERATI						
MERAK	78	Road/Competition	CP2394-11	CP2316-16	Not available from AP Racing	Citroen spline. Release bearing carbon ring 5611f1
Di Turbo 2500cc	83	Competition	Standard OE	CP5354-7	HD3948	
MAZDA						
1.3 Hatchback		Competition	CP2246-45	CP5344-4	Not Available from AP Racing.	CP2246-45 now obsolete, no current alternative.
1.3 Hatchback		Road/Competition	CP3764-4	CP2257-1		Ø190mm clutch assembly. Torque capacity 175Nm (129 lbsft) Organic spring centre driven plate 0.87" x 20 spline 7.1mm thick.
McLAREN						
F1 ROAD CAR	94	Road/Competition	CP4350-5	Included in kit	Not available from AP Racing	Clutch kit
MITSUBISHI						
CELESTE 2.0 Turbo (A 176 eng)	81-83	Competition	Standard OE	CP6454-4	HD5244	Ø228mm sprung cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
CHARISMA		Competition	Standard OE	CP5354-39	Not available from AP Racing	
GALANT VR4	81-84	Competition	Standard OE	CP6454-4	HD5244	Ø228mm sprung cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
LANCER EVO 4/5/6	96 on	Competition	CP4150-3	CP6654-1	CP6150-19	Ø228mm Cover, cerametallic paddle spring centre driven plate 1.00" x 23 spline 8.00mm thick. Torque Capacity 420Nm (310 lbsft).
LANCER 2.0 Turbo	80-83	Competition	Standard OE	CP6444-3	HD5244	Ø228mm rigid cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
LANCER 2.0 Turbo	80-83	Competition	Standard OE	CP6454-4	HD5244	Ø228mm sprung cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
LANCER 2.0 Turbo	80-83	Competition	Standard OE	CP6444-6	HD5244	Ø228mm rigid cerametallic driven plate 1.00" x 23 spline 8.00mm thick.
LANCER 2.0 Turbo	80-83	Competition	Standard OE	CP6454-5	HD5244	Ø228mm sprung cerametallic driven plate 1.00" x 23 spline 8.00mm thick.
PAJERO	88-89	Competition	CP2394-14	CP2583-14	N/A from AP Racing	
SAPORO 2.0 Turbo	80-83	Competition	Standard OE	CP6454-4	HD5244	Ø228mm sprung cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
STARION Turbo 2.0 (A183A)	82/84	Competition	Standard OE	CP6454-4	HD5244	(special flywheel modifications required) Ø228mm spring centre cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
STARION 2600 (A187A)eng.4G63	85-87	Competition	Standard OE	CP6454-4	HD5244	Ø228mm sprung cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
LANCER EVO 4/5/6	96 on	Road/Competition	CP4150-3	CP6452-7	CP6150-19	Ø228mm Cover, organic spring centre driven plate 1.00" x 23 spline 8.00mm thick. Torque Capacity 420Nm (310 lbsft).
EVO 7 & 8	2001 on	Competition	CP4150-11	CP4216-3	Not available from AP Racing	Ø240mm 6 paddle spring centre cerametallic driven plate, 1" x 23 spline, 8.38mm thick. Torque capacity 500Nm (375 lbsft). Clutch Kit CP2015-32 available.
EVO 7 & 8	2001 on	Road/Competition	CP4150-11	CP2346-72	Not available from AP Racing	Ø240mm Organic spring centre driven plate, 1" x 23 spline, 8.00mm thick. Torque capacity 508Nm (375 lbsft). Clutch Kit CP2000-32 available.
Evo 7 & 8	2001 on	Competition	CP4150-11	CP4196-5	Not available from AP Racing	Ø240mm rigid 6 paddle cerametallic driven plate, 1" x 23 spline, 8.38mm thick. Clutch Kit CP2015-32H available.
NISSAN						
ALMERA 2.0 GTi 16V	96 on	Competition	CP4701-1	CP5354-43	HD5340	Ø215mm Clutch assembly, 255Nm (188 lbsft) Torque Capacity. Clutch Kit CP2015-25 available.
ALMERA 2.0 GTi 16V	96 on	Road/Competition	CP4701-1	CP5351-29	HD5340	Ø215mm Clutch assembly, 255Nm (188 lbsft) Torque Capacity. Clutch Kit CP2000-25 available.
FAIRLADY / Z SERIES 2.8 & 3.0	78-89	Road/Competition	Standard OE	CP2346-82	HD1062	Ø240mm sprung centre organic driven plate 1.00" x 24 spline 8.38mm thick.
MICRA 1000 Turbo	85-93	Competition	Standard OE	CP2950-9	Not available from AP Racing	Ø180mm sprung centre cerametallic 20.6mm x 18 spline 7.11mm thick.
PRIMERA 1.6i & 2.0i 16v DOHC	93 on	Road/Competition	CP4701-1	CP5351-29	HD5340	Ø215mm Clutch assembly, 255Nm (188 lbsft) Torque Capacity. Clutch Kit CP2000-25 available.
PRIMERA 1.6i & 2.0i 16v DOHC	90 on	Competition	CP4701-1	CP5344-9	HD5340	
PRIMERA 1.6i & 2.0i 16v DOHC	90 on	Competition	CP4701-1	CP5344-8	HD5340	National Saloon Car Spec
SUNNY (PULSAR) GTi-R Turbo 4wd	91-94	Road/Competition	CP4150-9	CP2346-56	HD5620	Eng. SR20DE. Ø240mm Clutch assembly, 385Nm (284 lbsft) Torque Capacity. Clutch Kit CP2000-23 available.
SUNNY (PULSAR) GTi-R Turbo 4wd	91-94	Competition	CP4150-9	CP2583-6	HD5620	Eng. SR20DE. Ø240mm Clutch assembly, 385Nm (284 lbsft) Torque Capacity. Clutch Kit CP2015-23 available.
SUNNY (PULSAR) GTi-R Turbo 4wd	91-94	Competition	CP4150-9	CP2496-19	HD5620	Eng. SR20DE. Ø240mm Clutch assembly, 385Nm (284 lbsft) Torque Capacity.
SUNNY 2.0 GTi 16V	92-94	Road/Competition	CP4701-1	CP5351-29	HD5340	Ø215mm Clutch assembly, 255Nm (188 lbsft) Torque Capacity. Clutch Kit CP2000-25 available.
SUNNY 2.0 GTi 16V	92-94	Competition	CP4701-1	CP5354-43	HD5340	Ø215mm Clutch assembly, 255Nm (188 lbsft) Torque Capacity. Clutch Kit CP2015-25 available.
SUNNY 240Z, 260Z		Road/Competition	CP2345-4	CP2346-56	Not available from AP Racing	Ø240mm Clutch assembly, 'low crimp' segment sprung centre organic driven plate 1.00" x 21 spline 8.38mm thick. 366Nm (270 lbsft) Torque Capacity.
200 SX	94 on	Road/Competition	CP4150-9	CP2346-56	HD1062	Ø240mm Clutch assembly, 385Nm (284 lbsft) Torque Capacity. Clutch Kit CP2000-24 available.
200 SX	94 on	Competition	CP4150-9	CP2583-6	HD1062	Ø240mm Clutch assembly, 385Nm (284 lbsft) Torque Capacity. Clutch Kit CP2015-24 available.
OPEL						
ASCONA C 1.8i ASCONA C 2.0i (F16 & F13GBOX)	82 86-88	Competition	Standard OE	CP5354-19	HD3880	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
CORSA 1.6i, 1.6 GSi	87	Competition	Standard OE	CP4814-29	HD5005	Ø200mm sprung centre cerametallic driven plate 18.7mm x 14 spline 7.87mm thick.
KADETT 1.8, 2.0 GSi, E	83-84	Competition	Standard OE	CP5354-19	HD3880	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
KADETT 2.0 GSi 16V	86 on	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.90" x 24 spline 7.62mm thick.

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
OPEL						
KADETT 2.0 GSi 16V	88 on	Competition	Standard OE	CP5354-19	HD5005	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
VECTRA 1.8, 1.8i 2.0i & 4x4	88-91	Competition	Standard OE	CP5354-19	HD5130	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
VECTRA 2.0i 16V & 4x4	88-91	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
PEUGEOT						
106 1.4 (XT) (TU3FJ eng) 106 RALLYE (TU2J2 eng)	81 on 83 on	Competition	Standard OE	CP2950-4	HD5096	Ø180mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick. Torque capacity 80Nm (59 lbf.ft).
205 1.6 GTi, CTi and 1.9 GTi	84-89	Competition	Standard OE	CP4814-24	HD3869	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick. Suits release fork with ball pivot.
205 RALLYE	87 on	Competition	CP2949-1	CP2950-4	Not available from AP Racing	Ø180mm cover, sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick. Torque capacity 80Nm (59 lbf.ft).
205 1.9 GTi, CTi CABRIOLET	87-91 on	Competition	Standard OE	CP4814-24	HD5096	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
306 S16 2.0 (XU10J4 eng)	93 on	Competition	Standard OE	CP5354-30	Not available from AP Racing	Ø215mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.37mm thick.
306 2.0 XSi	93 on	Road/Competition	Standard OE	CP5344-7	Not available from AP Racing	
306 2.0 XSi	93 on	Competition	Standard OE	CP5354-27	Not available from AP Racing	Ø215mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
309 1.6, 1.6i	89-91	Competition	Standard OE	CP4814-24	HD5096	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
309 1.6, 1.6i and 1.9 GT, GTi	85-92	Competition	Standard OE	CP4814-24	HD3869	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
309 1.9 GTi 16V	89-92	Competition	Standard OE	CP5354-27	HD5096	Ø215mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
405 1.9 4x4	88-92	Competition	Standard OE	CP5354-27	HD5096	Ø215mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
405 1.0 GR, SR, GRI, SRI	88-92	Competition	Standard OE	CP4811-24	HD5096	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick. Suits cross shaft type release.
405 2.0i Mi 16 (XU10J4 eng)	92 on	Road/Competition	Standard OE	CP5354-30	Not available from AP Racing	Ø215mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.37mm thick.
405 1.9 Mi 16 (XU9M eng)	88-92	Competition	Standard OE	CP5354-27	HD5096	Ø215mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
PORSCHE						
911 911 2.0, S	80 on 87 on	Competition	Standard OE	CP5354-22	Not available from AP Racing	Ø215mm sprung centre cerametallic driven plate 0.67" x 20 spline 8.00mm thick.
911		Competition	Standard OE	CP6454-2		Ø228mm sprung centre cerametallic driven plate 0.67" x 20 spline 7.37mm thick.
911 2.0, S	87 on	Competition	Standard OE	CP5354-33		Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 8.00mm thick.
924 Turbo	84 on	Competition	Standard OE	CP5346-1		Ø215mm rigid centre cerametallic driven plate 1.00" x 23 spline 8.39mm thick.
RELIANT						
SCIMITAR GTE SCIMITAR 2.8 GTC	72-80 79-86	Road/Competition	CP3380-2	CP2346-45	HD2482	Ø240mm Cover & 'Low Crimp' spring centre organic steel backed driven plate 1.0" x 23 spline, 448Nm (330 lbf.ft) Torque Capacity.
RENAULT						
CLIO 1.8 16V CLIO WILLIAMS R19 16V (inc. Chamade)	91 on 93 on 91 on	Competition	Standard OE	CP4814-19	HD3990	Ø200mm sprung centre cerametallic driven plate 22.0mm x 26 spline 7.11mm thick.
MEGANE	96-	Competition	Standard OE	CP5354-39	Not available from AP Racing	Ø215mm sprung centre cerametallic driven plate 22.0mm x 26 spline 7.62mm thick.
R5 1.4 GT Turbo	85-91	Competition	Standard OE	CP4814-25		Ø200mm sprung centre cerametallic driven plate 22.0mm x 26 spline 7.62mm thick.
ROVER GROUP						
AUSTIN A40 Mk2 1098 CC MORRIS MINOR 1000, 1098 CC	63-67 63-70	Road/Competition	CP2324-1	HB1316	Bearings not available from AP Racing for any of these applications.	Obsolete cover assembly 7.25" Coil spring, 7/8" x 10. Up to 70lb. ft. max torque.
MORRIS MAHINA 1.3 (Later models only)	72-80	Road/Competition	CP2246-70	CP5352-5		Torque capacity 230Nm (170 lbf.ft)
MORRIS MAHINA 1000	71-78	Road/Competition	CP2246-42	CP5351-1	HD3264	CP2246-42 now obsolete, no current alternative.
MINI METRO	64-92	Road/Competition	CP2084-31	CP2084-41	HD3255	Strengthened cover, orange spring, bonded D/P.
MINI METRO ('A' series front wheel drive)	64-92	Road/Competition	CP2084-32	CP2084-41	HD3255	Strengthened cover, grey spring, bonded D/P.
MINI METRO ('A' series front wheel drive)	64-92	Competition	CP2084-32	CP2599-4	HD3255	Cerametallic D/Plates (Rallycross)
MINI METRO ('A' series front wheel drive)	64-92	Competition	CP2084-42	CP2599-4	HD3255	Cerametallic D/Plates (Rallycross with Turbo engine)
MINI METRO ('A' series front wheel drive)	64-92	Competition	CP2084-32	CP2743-3	HD3255	Sintered D/Plate, modify mini pressure plate.
MINI COOPER 'S'	64-71	Road/Competition	CP2084-31	CP2084-41	Not available from AP Racing	
MG MAESTRO 2.0 Efi & Turbo	84 on	Competition	Standard OE	CP5354-28	HD3821	
MG MAESTRO 2.0 Efi & Turbo	84 on	Road/Competition	Standard OE	CP5351-18	HD3821	
MG MIDGET Mk2	62-65	Road/Competition	CP3764-4	CP2257-11	Not available from AP Racing	Flywheel mods required
MG MIDGET Mk3 1275cc	66-74	Road/Competition	Standard OE	CP2323-6	HD3318	
MG MONTEGO 2.0 Efi & Turbo	84 on	Competition	Standard OE	CP5354-28	HD3821	

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
ROVER GROUP						
MG MONTEGO 2.0 Cfi & Turbo	04 on	Road/Competition	Standard OE	CP5351-18	HD3821	
MGB	62-81	Road/Competition	CP2246-71	CP5352-5	Bearings not available from AP Racing for any of these applications	Torque capacity 230Nm (170lbsft)
MGB V8	81	Road/Competition	CP2345-4	CP2346-9		1" x 23 spline
MGB V8	81	Road/Competition	CP2345-4	CP2346-4		1" x 23 spline
MGB	62-81	Competition	**CP2246-46	CP5354-38		CP2246-46 now obsolete, no current alternative.
MGB V8	81	Road/Competition	CP2394-60	CP2346-10		1.125" x 10 spline
MGB GT V8	73-76	Road/Competition	CP2345-4	CP2346-9		1" x 23 spline
MGB TOURER & GT	62-81	Road/Competition	CP2246-71	CP5352-5	HD3318	Torque capacity 230Nm (170lbsft)
MG TC		Road/Competition	CP3764-4	CP2257-13	Bearings not available from AP Racing for any of these applications	Ø190mm cover, sprung centre organic 1.00" x 10 spline 7.11mm thick. Torque capacity 175Nm (129lbsft).
RANGE ROVER		Competition	**CP2789-4	CP2495-5 CP3258-1		CP2789-4 now obsolete. Alternative use CP2789-2, 397Nm (293lbsft) Torque Capacity.
RANGE ROVER ROVER SDI 3500V8	87-89 76-84	Competition	**CP2789-4	CP3258-2	Bearings not available from AP Racing	CP2789-4 now obsolete. Alternative use CP2789-2, 397Nm (293lbsft) Torque Capacity.
ROVER SDI 3500V8	76-84	Road/Competition	CP2394-60	CP2346-4	HD3264	Ø240mm Cover & spring centre organic steel backed driven plate 1" x 23 spline. 460Nm (339 lbsft) Torque Capacity.
ROVER SDI 3500V8	76-84	Road/Competition	CP2345-4	CP2346-6	HD3264	Ø240mm Cover & spring centre organic steel backed driven plate 1.00" x 23 spline 8.38mm thick. 366Nm (270lbsft) Torque Capacity.
ROVER 220 Turbo Coupe	92 on	Road/Competition	Standard OE	CP6452-2	HD3821	Ø228mm sprung centre organic driven plate 25.2 x 24 spline 7.30mm thick.
ROVER 2200 TC	74-77	Road/Competition	CP2246-70	CP5352-1	Bearings not available from AP Racing for any of these applications.	Torque capacity 230Nm (170lbsft)
ROVER 2200 TC	74-77	Road/Competition	CP2246-70	CP5351-3		Torque capacity 230Nm (170lbsft)
TRIUMPH DOLMITE SPRINT	73-80	Road/Competition	CP2246-70	CP5352-1		Torque capacity 230Nm (170lbsft)
TRIUMPH DOLMITE SPRINT	73-80	Road/Competition	**CP2246-42	CP5351-3	HD3204	CP2246-42 now obsolete, no current alternative. GRP 1 Race clutch, stronger release mechanism reqd.
TRIUMPH GT6	66-74	Road/Competition	CP2246-70	CP5352-1	Bearings not available from AP Racing	Torque capacity 230Nm (170 lbsft)
TRIUMPH STAG V8	70-77	Road/Competition	CP2394-60	CP2346-11		Ø240mm Cover & spring centre organic steel backed driven plate 1.25" x 10 spline. 460Nm (339 lbsft) Torque Capacity.
TRIUMPH TR4A TRIUMPH TR5Pi	65-67 69-75	Road/Competition	CP2345-4	CP2346-11	HD3269	Ø240mm Cover & spring centre organic steel backed driven plate 1.25" x 10 spline. 366Nm (270 lbsft) Torque Capacity.
TRIUMPH TR6	69-75	Road/Competition	**CP2246-42	CP5351-6	HD3269	CP2246-42 now obsolete, no current alternative.
TRIUMPH IH7 2.0 S SPEED	77-81	Road/Competition	CP2246-70	CP5352-5	HD3264	Torque capacity 230Nm (170 lbsft)
TRIUMPH IH7 2.0 S SPEED	77-81	Competition	**CP2246-45	CP5354-38	Bearings not available from AP Racing for any of these applications.	CP2246-45 now obsolete, no current alternative.
TRIUMPH TR7 2.0 S SPEED	77-81	Road/Competition	CP2246-70	CP5351-1		Torque capacity 230Nm (170 lbsft)
TRIUMPH TR7 V8	78-79	Road/Competition	CP2345-4	CP2346-9		Ø240mm Cover & spring centre organic steel backed driven plate 1.00" x 23 spline 8.38mm thick. 366Nm (270 lbsft) Torque Capacity.
TRIUMPH TR7 V8	78-79	Road/Competition	CP2394-60	CP2346-9		
TRIUMPH TR7 V8	78-79	Road/Competition	CP2394-60	CP2346-4		
TRIUMPH TR8 3.5 V8	80-81	Road/Competition	CP2345-4	CP2346-9	HD3264	
ROVER 420 GSI Sport Turbo ROVER 826 Vitesse & Turbo	92-95 02 on	Road/Competition	Standard OE	CP6452-2	HD3821	Ø228mm sprung centre organic driven plate 25.2 x 24 spline / 38mm thick.

SAAB						
99 Turbo	77-80	Road/Competition	**CP2246-46	Standard OE	HD1238	CP2246-46 now obsolete, no current alternative.
SAAB 9000 Turbo 2.3	up to 93	Competition	Standard OE	CP2589-24	Not available from AP Racing	Ø240 sprung centre ceramic. 0.75" x 17 tooth spline. 7.62mm thick
SAAB 9000 Turbo 2.3	04-07	Competition	Standard OE	CP6451-12		Ø228mm sprung centre ceramic driven plate, 25.0 x 14 tooth spline, 7.11mm thick.

SEAT						
TOLEDO 1.6i (EZ 1F eng)	91 on	Competition	Standard OE	CP2634-2	HD4587	Ø190mm rigid centre ceramic driven plate 0.80" x 24 spline 7.62mm thick.

SUBARU						
LEGACY & IMPREZA	91 on	Competition	Standard OE	CP6454-11	Not available from AP Racing	Ø228mm sprung centre ceramic driven plate 24.2mm x 24 spline 8.00mm thick.
IMPREZA	93 on	Road	CP2000-18 Kit	CP6452-6 included in kit		Ø228mm sprung centre organic driven plate, 24.2mm x 24 spline, 8.00mm thick. Torque Capacity 420Nm (310lbsft).
		Competition	CP2015-18 Kit	CP6654-2 included in kit		Ø228mm, 4 paddle rigid centre ceramic driven plate, 24.2mm x 24 spline, 8.00mm thick. Torque Capacity 420Nm (310lbsft).
IMPREZA Si	2001 on	Road	CP2000-31	CP2346-71		Ø240mm sprung centre organic driven plate, 24.2mm x 24 spline, 8.00mm thick. Torque Capacity 420Nm (310lbsft).
		Competition	CP2015-31 Kit	CP4216-2		Ø240mm 6 paddle sprung centre ceramic driven plate, 24.2mm x 24 spline, 8.38mm thick. Torque Capacity 460Nm (339 lbsft).
			CP2015-31R Kit	CP4196-4		Ø240mm rigid 6 paddle rigid centre ceramic driven plate, 24.2mm x 24 spline, 0.30mm thick. Torque Capacity 460Nm (339 lbsft).

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
TALBOT / CHRYSLER						
Avenger 1250, 1.3, 1.5, 1.6, & Tiger	up to 77	Road/Competition	CP3704-4	CP2257-9	Ø190mm cover, sprung centre organic driven plate 1.00" x 23 spline 7.11mm thick. Torque capacity 175Nm (129 lbf-ft)	
Avenger 1650 / 2ltr	79	Road/Competition	CP2647-1	CP5352-5		Ø215mm Cover, organic driven plate 1" x 23 spline, use together - do not mix with standard units. 207 Nm (152 lbf-ft) Torque Capacity.
SAMBA RALLYE Gips A & B	82-86	Competition		CP2950-1		
Sunbeam 930, 1.3, 1.6 & TI	77-81	Road/Competition	CP3764-4	CP2257-9		Ø190mm cover, sprung centre organic driven plate 1.00" x 23 spline 7.11mm thick. Torque capacity 175Nm (129 lbf-ft).
Sunbeam 1700 / 1850 / 2ltr	77-81	Road/Competition	CP2511-1	CP5351-1		Ensure flat-faced release bearing is used. Ø215mm Cover, organic steel backed driven plate 1" x 23 spline, use together - do not mix with standard units. 276 Nm (203 lbf-ft) Torque Capacity.
Sunbeam Lotus 2.2 Works Spec.	79-83	Competition		CP5354-38		Cover assembly now obsolete, no current alternative.
Sunbeam Lotus 2.3		Competition		CP5354-3		Ø215mm 4 paddle spring centre cerametallic driven plate 1.00" x 10 spline 7.11mm thick
Sunbeam Lotus 2.3		Competition	CP2246-38	CP5354-2		Ø215mm 4 paddle spring centre cerametallic driven plate 0.875" x 20 spline 7.11mm thick.
Sunbeam Lotus 2.3		Road/Competition	CP2647-1	CP5351-1		Ensure flat-faced release bearing is used. Ø215mm Cover, organic steel backed driven plate 1" x 23 spline, use together - do not mix with standard units. 207 Nm (152 lbf-ft) Torque Capacity.
TOYOTA						
CELICA 1.6 GT, ST	70-81	Competition	TOYOTA	CP2034-3	Not available from AP Racing	Ø190mm rigid cerametallic 0.92" x 21 spline 8.13mm thick.
CELICA 4x4 Turbo	91-93	Competition	Standard OE	CP3466-2	HD5542	Ø237mm rigid cerametallic 29.0mm x 21 spline 8.00mm thick.
CELICA 4x4 Turbo	90-91	Competition	Standard OE	CP3466-2	HD3990	Ø237mm rigid cerametallic 29.0mm x 21 spline 8.00mm thick.
TVR						
420 SEAC	88 on	Road/Competition	CP2345-4	CP2346-9	Not available from AP Racing	Ø240mm cover, sprung centre organic driven plate 1.00" x 23 spline 8.38mm thick. Torque capacity 366Nm (270 lbf-ft).
GRIFFITHS 4.2, 5.0 ltr Rover engine		Road/Competition	CP2345-8	CP2346-4	Not available from AP Racing	Ø240mm sprung centre organic 1.00" x 23 spline 8.30mm thick. Torque capacity 300Nm (270 lbf-ft).
TUSCAN V8 4.7l		Road/Competition	CP2394-14	CP2346-4	Not available from AP Racing	Ø240mm Cover, organic driven plate 1" x 23 spline. 462Nm (341 lbf-ft) Torque Capacity.
TUSCAN 1500cc	88-89	Road/Competition	CP2394-80	CP2196-16	Not available from AP Racing	Ø240mm Cover & 4 paddle rigid driven plate 1" x 23 spline. 462Nm (341 lbf-ft) Torque Capacity.
TUSCAN V6 (Ford eng.)	69/71	Road/Competition	CP3380-2	CP2346-4	HD2482	Ø240mm Cover & spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbf-ft) Torque Capacity.
1800 S (MGB eng.)	66/68	Road/Competition	CP2246-71	CP5352-5	HD3318	Torque capacity 220Nm (170 lbf-ft)
2500 / 2500m (Triumph TR6 eng.)	71/75	Road/Competition	**CP2246-42	CP5351-1	HD3269	CP2246-42 now obsolete, no current alternative. Ø215mm organic steel backed driven plate 1" x 23 spline 7.1mm thick.
3.0 M (Ford V6 eng.)	72/81	Road/Competition	CP3380-2	CP2346-4	HD2482	Ø240mm Cover & spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbf-ft) Torque Capacity.
VAUXHALL						
ASTRA Mk3 1.6i, Si, GLS, CD	91 on	Competition	Standard OE	CP6454-1	HD5005	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA 1.7D	89 - 91	Competition	Standard OE	CP5354-19	HD3880	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA 1.8 GTE, (1 eng) 18E	83 - 84					
ASTRA 1.8i GTi	84 - 86	Competition	Standard OE	CP5354-19	HD3000	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA 2.0 GSi GTE 16V, 2.0i GSi 16V (C20XE eng) & Mk3 1.8i (C18NZ eng)	88 - 91	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA 2.0 GSi GTE (F13 GBOX) & (F16 GBOX)	86-91	Competition	Standard OE	CP5354-19	HD5005	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA Mk3, 1.8i, 2.0i SRi, CD 8V	91-94	Competition	Standard OE	CP5354-19	HD5130	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA Mk3 2.0i GSi 16V	91 on	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
BELMONT 2.0 GSi GTE & 16V (F13 & F16 GBOX)	86-91	Competition	Standard OE	CP6454-1	HD5005	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
BELMONT 1.8 GSi & 1.8i (to 14348330 eng)	84 - 86	Competition	Standard OE	CP5354-19	HD3880	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
RFI MONT 1.8S (16SV/F16NZ eng)	86 - 91	Competition	Standard OE	CP6454-1	HD5005	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
CALBRA 2.0i 16V 4x4 Turbo	92 on	Competition	Standard OE	CP6454-13	HD5130	Ø228mm sprung centre cerametallic driven plate 25.0mm x 14 spline 7.62mm thick.
CALBRA 2.0i 16V & 4x4 (C20XE eng) & 2.0i (C20NE eng)	90 on	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
CALBRA 2.0i 16V, 4x4 (C20NE eng)	90 - 92	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
CAVALIER 1.8E	82 on	Competition	Standard OE	CP5354-19	HD3880	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick. Eng upto 14348330 & upto 2559999
CAVALIER 1.8, 1.8 4WD	88 on	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick. Eng F18NVR, C18NZ
CAVALIER 1.6, 2.0	80	Road/Competition	**CP2246-42	CP5351-9	Not available from AP Racing	CP2246-42 now obsolete, no current alternative.
CAVALIER 1.6 (16SV eng), 1.6S, 1.6 (ENZ, C18NZ eng)	86 - 92	Competition	Standard OE	CP6454-1	HD5005	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
CAVALIER 2.0 & 2.0 4x4	88 on	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick. Eng 20SEM, C20NE
CAVALIER 2.0i	88 - 94	Competition	Standard OE	CP5354-19	HD5130	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick. Eng 20NE, 20EH, C20NE
CAVALIER 2.0i (F13 & F16 GBOX)	86 - 88	Competition	Standard OE	CP6454-1	HD5005	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick. Eng (20NE)
CAVALIER 2.0i 16V 4x4 (C20XE eng)	88 - 89 on	Competition	Standard OE	CP6454-1	HD5005	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
CHEVETTE	81 on	Competition	CP2246-38	CP5354-2	Not available from AP Racing	Ø215mm 4 paddle spring centre cerametallic driven plate 0.875" x 20 spline 7.11mm thick

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
VAUXHALL						
CHEVETTE 2.3 HSR		Competition	**CP2246-45	CP5354-3R		CP2246-45 now obsolete, no current alternative.
CHEVETTE 2.3L	75 - 84	Road/Competition	**CP2246-42	CP5351-1		CP2246-42 now obsolete, no current alternative. Quaife gearbox. Ø215mm organic steel backed driven plate 1" x 23 spline 7.1mm thick.
CHEVETTE 2.3L SINGLE CAM		Road/Competition	**CP2246-42	CP5351-4		CP2246-42 now obsolete, no current alternative.
FIRENZA 1600, 2.0, 2300	71 - 75	Road/Competition	CP2246-70	CP5352-1		Torque capacity 230Nm (170 lbf-ft)
FIRENZA 1.6	71 - 75	Road/Competition	CP3764-4	CP2257-13		Ø190mm cover, sprung centre organic 1.00" x 10 spline 7.1mm thick. Torque capacity 175Nm (129 lbf-ft).
FIRENZA	73 - 75	Road/Competition	CP2345-4	CP2346-8	Not available from AP Racing	Ø240mm sprung centre organic 1.00" x 10 spline 8.38mm thick. Torque capacity 366Nm (270 lbf-ft).
MAGNUM 1800, 2300	73 - 77	Road/Competition	CP2246-70	CP5352-1		Torque capacity 230Nm (170 lbf-ft)
MAGNUM 1800, 2300	73 - 77	Road/Competition	**CP2246-42	CP5351-3		CP2246-42 now obsolete, no current alternative.
VECTRA	97 on	Competition	CP3916-2	CP6444-11		Ø228 rigid cerametallic driven plate 25.0mm x 14 spline 8.38mm thick.
VIVA HB 1.6 & GI	66 - 70	Road/Competition	CP3764-4	CP2257-13		Ø190mm cover, sprung centre organic 1.00" x 10 spline 7.1mm thick. Torque capacity 175Nm (129 lbf-ft).
VIVA 2.0 GT	68 - 70	Road/Competition	CP2246-70	CP5352-1		Torque capacity 230Nm (170 lbf-ft)
VIVA 2.0 GT & 2.3 HL	68 - 73	Road/Competition	**CP2246-42	CP5351-3		CP2246-42 now obsolete, no current alternative.
VOLVO						
120, 140, 200 & 240 SERIES	68 - 74	Competition	**CP2246-46	CP5354-3	HD1219	CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm 4 paddle spring centre cerametallic driven plate 1.00" x 10 spline 7.1mm thick.
120, 140, 200 & 240 SERIES	68 - 74	Road/Competition	**CP2246-13	CP5351-3	Not available from AP Racing	CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm spring centre steel backed organic driven plate 1.00" x 10 spline 7.1mm thick.
120, 140, 200 & 240 SERIES	68 - 74	Road/Competition	**CP2246-43	CP5352-1		CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm spring centre organic driven plate 1.00" x 10 spline 7.1mm thick.
242 1.9 (Eng B19A,E) 2.0 (Eng B20A,F) & GT	74 - 78	Competition	**CP2246-46	CP5354-3	HD1219	CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm 4 paddle spring centre cerametallic driven plate 1.00" x 10 spline 7.1mm thick.
244/245	74 - 78	Competition	**CP2246-46	CP5354-3	HD1219	CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm 4 paddle spring centre cerametallic driven plate 1.00" x 10 spline 7.1mm thick.
244/245 1.9 (Eng B16A, E) & 2.1 (Eng B21A, E, F)	74 - 78	Competition	**CP2246-46	CP5354-3	HD1219	CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbf-ft). Ø215mm 4 paddle spring centre cerametallic driven plate 1.00" x 10 spline 7.1mm thick.
264 V6		Road/Competition		CP2316-8		Ø240mm sprung centre organic 1.00" x 10 spline 8.38mm thick.
S40		Competition	Standard OE	CP5351-39		Ø215mm sprung centre cerametallic driven plate 22.0mm x 26 spline 7.62mm thick.
VW						
CORRADO 2900 VR6 (eng ABV)	92 on	Competition	Standard OE	CP6454-10	HD5693	Ø228mm sprung centre cerametallic driven plate 22.2mm x 28 spline 8.38mm thick.
GOLF 1.5 (Eng FB, FD, FH, JB) & 1.6 (Eng EE, EG, FR, FP, FT)	74 - 83	Road/Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
GOLF 1.6 (Eng EZ, HM, PN, RF)	83 - 92	Road/Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
GOLF 1.6 GTI, GLI, (Eng to 142999)	74 - 80	Road/Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
GOLF 1.6 CABRIOLET (Eng HN, EW, RE)	83 - 88	Road/Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
GOLF 1.6 CABRIOLET (Eng EW, RF)	88 - 93	Road/Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
GOLF 2.8 VR6	92 on	Competition	Standard OE	CP6444-8	Not available from AP Racing	Ø228mm rigid centre cerametallic driven plate 22.2mm x 28 spline 8.38mm thick.
GOLF 2.8 VR6	92 on	Competition	Standard OE	CP6454-10	Ø228mm sprung	centre cerametallic driven plate 22.2mm x 28 spline 8.38mm thick.
GOLF GTi 1.8i 16V Mk3		Competition	Standard OE	CP6444-8		Ø228mm rigid centre cerametallic driven plate 22.2mm x 28 spline 8.38mm thick.
GOLF GTi 1.6 Mk1	75 - 80	Road/Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
GOLF GTi	89 on	Competition	Standard OE	CP6454-10	HD4567	Ø228mm sprung centre cerametallic driven plate 22.2mm x 28 spline 8.38mm thick.
JETTA 1.5 (Eng FB, FD, FH, JB) & JETTA GLI LI 1.6	74 - 83	Road/Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
PASSAT 2.8 VR6 (Eng AAA)	91 on	Competition	Standard OE	CP6454-10	HD5693	Ø228mm sprung centre cerametallic driven plate 22.2mm x 28 spline 8.38mm thick.
PASSAT 2.8 VR6 (Eng AAA)	91 on	Competition	Standard OE	CP6444-8	Not available from AP Racing	Ø228mm rigid centre cerametallic driven plate 22.2mm x 28 spline 8.38mm thick.
POLO Mk G40	83 on	Competition	Standard OE	CP4814-23		Ø200mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
VENTO 2.8 VR6	92 on	Competition	Standard OE	CP6444-8	Not available from AP Racing	Ø228mm rigid centre cerametallic driven plate 22.2mm x 28 spline 8.38mm thick.
VENTO 2.8 VR6	92 on	Competition	Standard OE	CP6454-10		HD5693