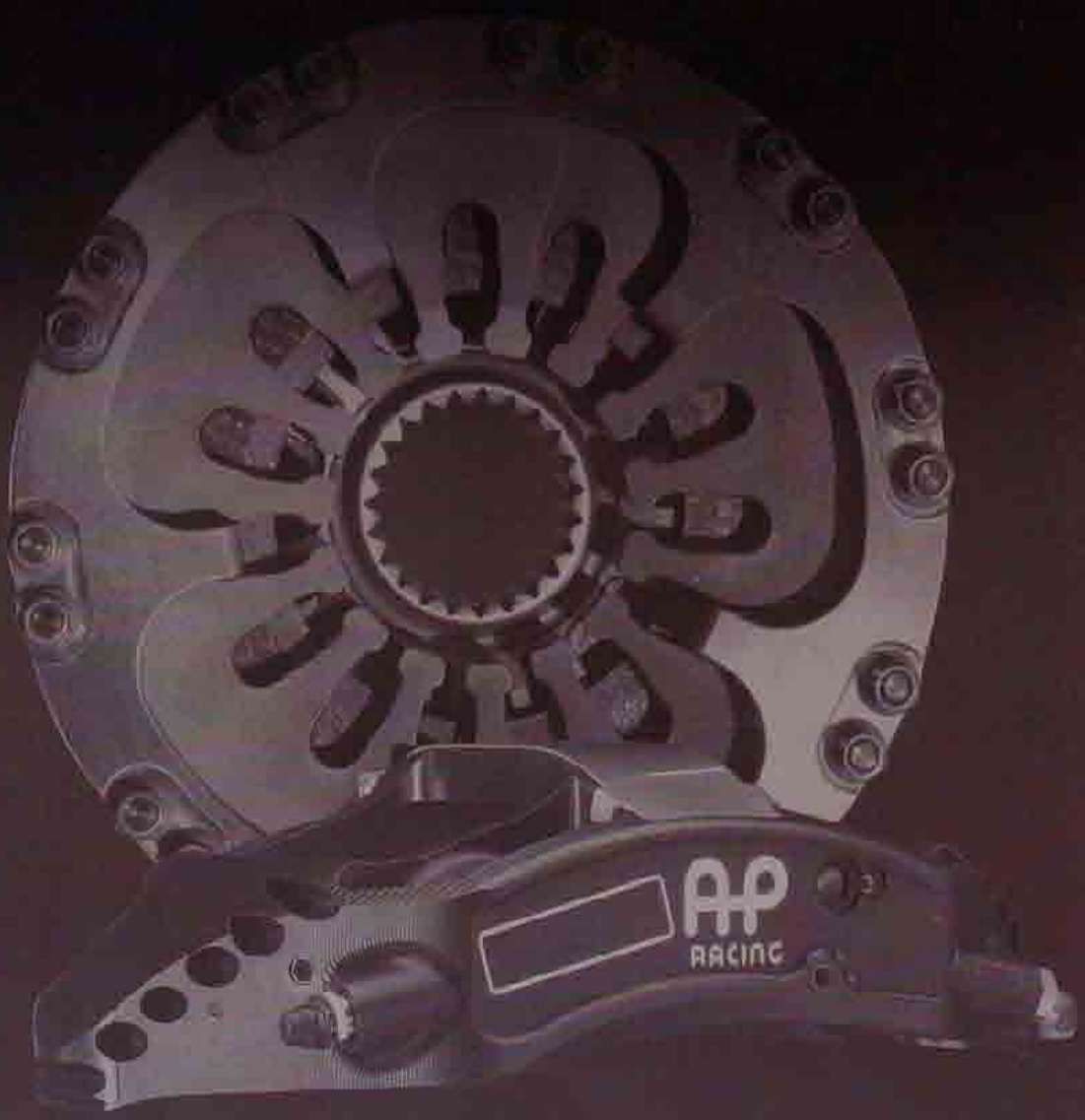
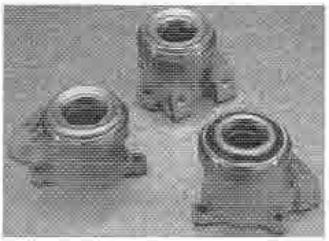
AP RACING

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 wide-spread 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.

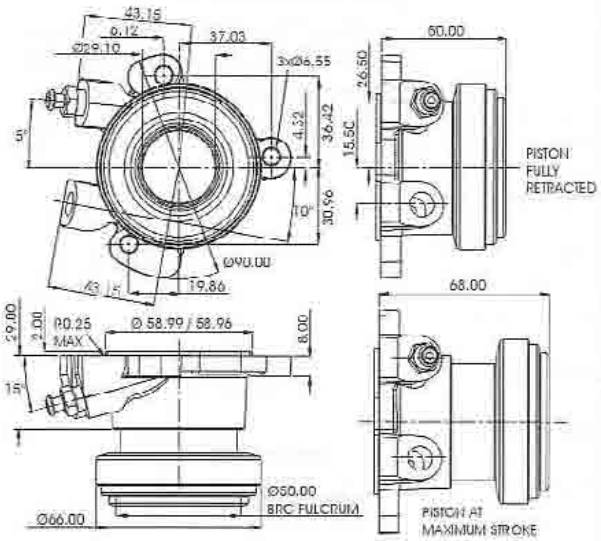
GENERAL INFORMATION

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.**

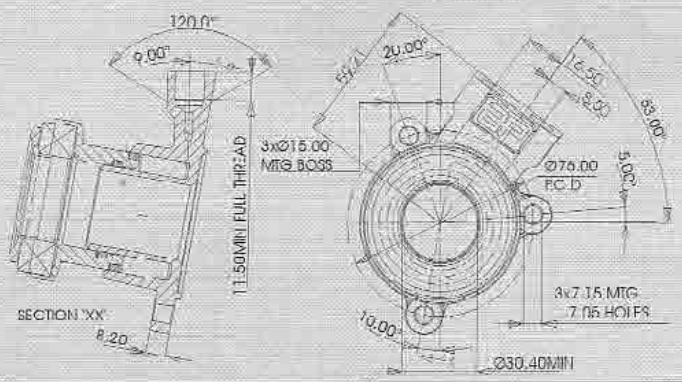
CP3759 SLAVE CYLINDER FAMILY

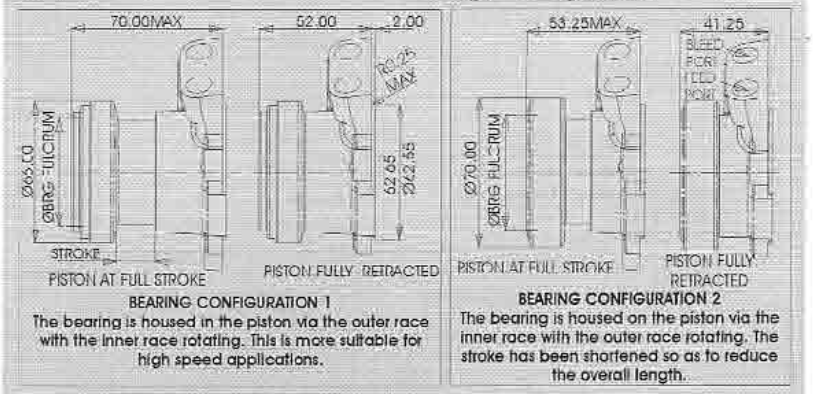
Part Nos.	Fulcrum Ø	Max Stroke	Bearing
CP3759-38	38.0mm	18.0mm	CP3457-16
CP3759-50	50.0mm	18.0mm	CP3457-11
CP3759-54	54.0mm	18.0mm	CP3457-6
Hydraulic Ports	M10 x 1.0		
Weight	388g		
Replacement Seal Kit	CP3759-3		



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



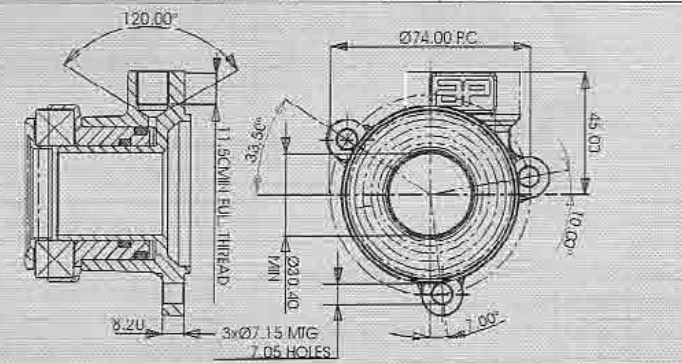


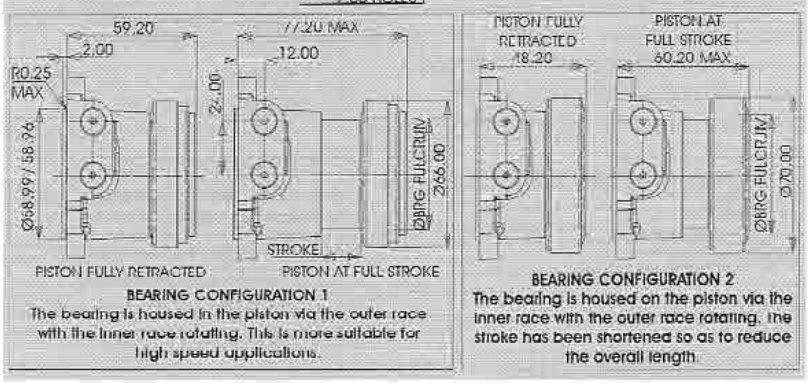
BEARING CONFIGURATION 1
The bearing is housed in the piston via the outer race with the inner race rotating. This is more suitable for high speed applications.

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



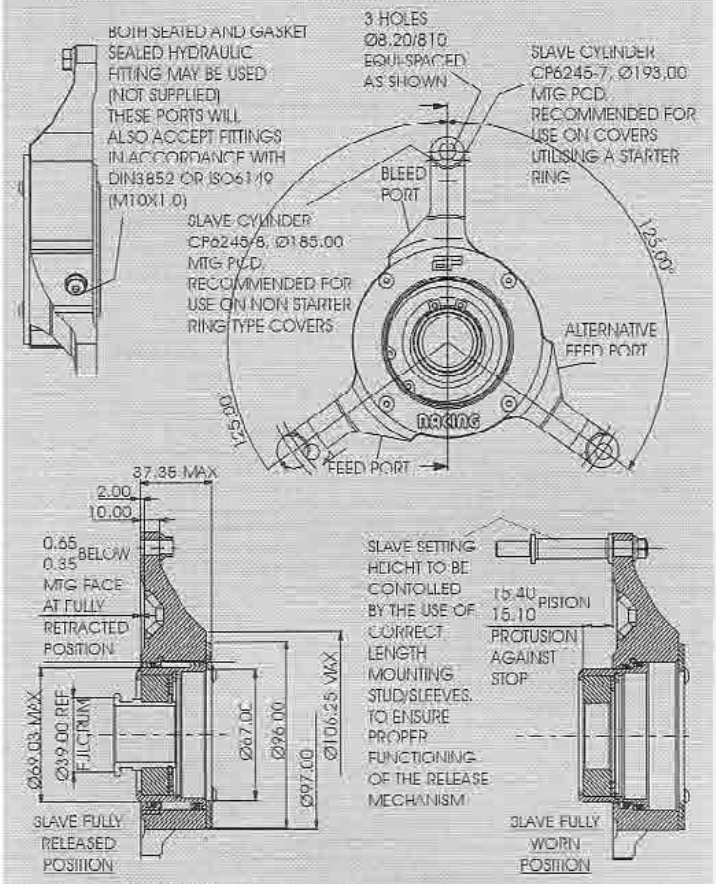


BEARING CONFIGURATION 1
The bearing is housed in the piston via the outer race with the inner race rotating. This is more suitable for high speed applications.

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.

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 scrapper ring.



Specifications	CP6245-7	CP6245-8
Assembly Mounting PCD	Ø193.00	Ø185.00
Stroke	15.70 ±0.25mm	
Weight	753g	
X-Sectional Area	910.90mm² (1.411 sq²)	
Effective Bore Ø	34.06mm (1.341")	
Max Input Pressure	6.9N/mm² (1000 PSI)	
Hydraulic Fluid	AP551	
Hydraulic Threads	M10x1.0	
Slave Cylinder Seal Repair Kit	CP3749-3	
Replacement Release Bearing	CP3457-12	
Clutch LDVT Kit	CP3749-7	
Replacement LDVT Sensor	CP3749-6	

CP7950 POWER ACTUATOR

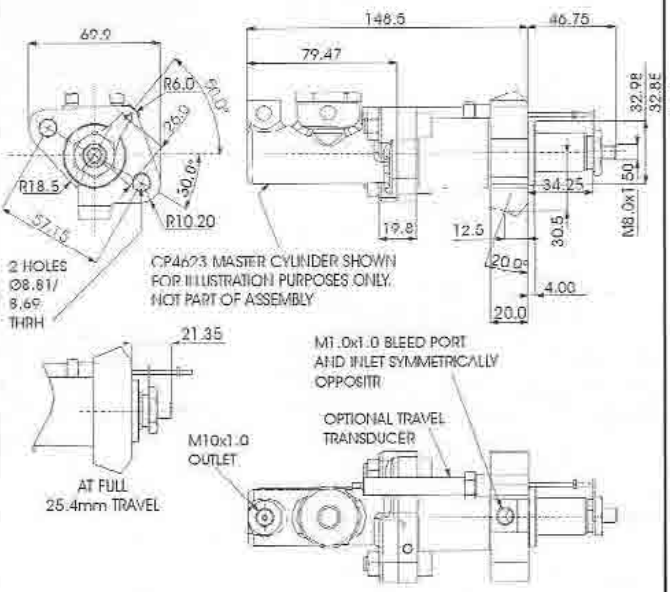
This power actuator is designed to be used in conjunction with a electronic control power hydraulic system (e.g. Paddle Shift) to operate the clutch. It is fitted between the clutch pedal and a standard master cylinder and allows manual operation using the clutch pedal if required.

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



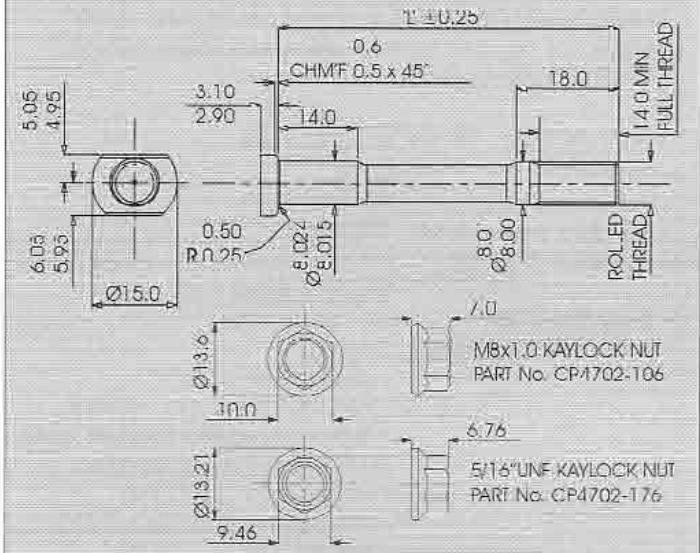
CLUTCH MOUNTING STUD

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

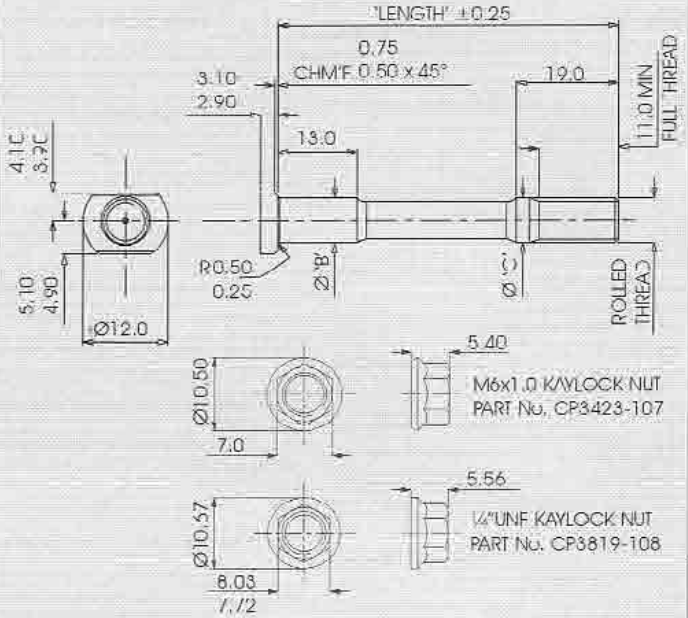


PART NUMBERS

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

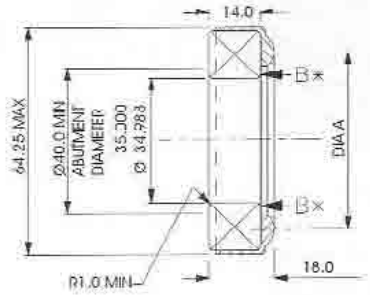
RELEASE MECHANISM

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 Ø115mm, Ø127mm and Ø140mm carbon / race clutches) or 54mm for (Ø184mm, Ø200mm and Ø215mm 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.

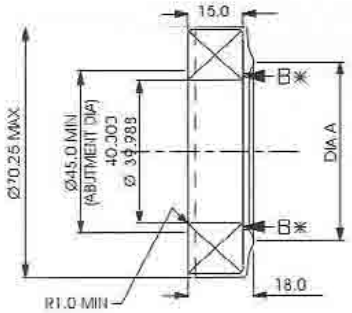
STANDARD RELEASE BEARING 35MM I/D - OUTER RACE ROTATES



- CP3457-1
Release Fulcrum Dia 'A' = 50mm. This bearing is suitable for use with most Ø115, Ø127 & Ø140mm racing clutches.

- CP3457-2
Release Fulcrum Dia 'A' = 54mm. This bearing is suitable for use with most Ø184, Ø200 & Ø215mm racing clutches

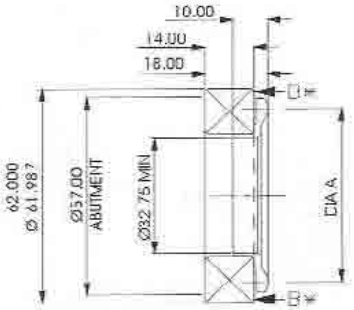
STANDARD RELEASE BEARING 40MM I/D - OUTER RACE ROTATES



- CP3457-9
Release Fulcrum Dia 'A' = 50mm. This bearing is suitable for use with most Ø115, Ø127 & Ø140mm racing clutches.

- CP3457-10
Release Fulcrum Dia 'A' = 54mm. This bearing is suitable for use with most Ø184, Ø200 & Ø215mm racing clutches.

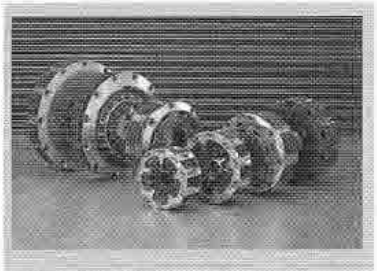
HIGH SPEED RELEASE BEARING 32.75MM I/D - INNER RACE ROTATES



- CP3457-11
Release Fulcrum Dia 'A' – 50mm. This bearing is suitable for use with most Ø115, Ø127 & Ø140mm racing clutches.

- CP3457-6
Release Fulcrum Dia 'A' – 54mm. This bearing is suitable for use with most Ø184, Ø200 & Ø215mm racing clutches.

- CP3457-16
Release Fulcrum Dia 'A' = 38mm. This bearing is suitable for some Ø115mm 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				
		CP7923 -GH03-FC	3			- Endurance Racing. - GT. - WRC	Heavy duty version of CP7223 & CP7224.
	Push	CP6913 -OH02-FN	3	10 Bolt Fixing Flat Flywheel		- Endurance Racing. - GT.	Push Type versions of CP7223 / 4 clutches.
	Push	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	12 Bolt Fixing Stepped Flywheel	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 Stepped
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 = GLD (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.

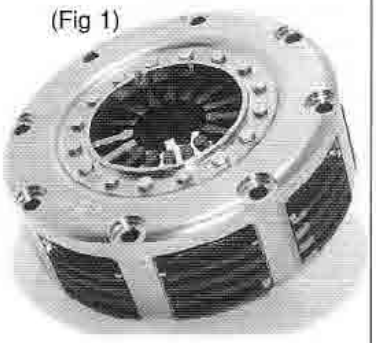
CARBON / CARBON CLUTCH OPERATING INSTRUCTIONS.

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.

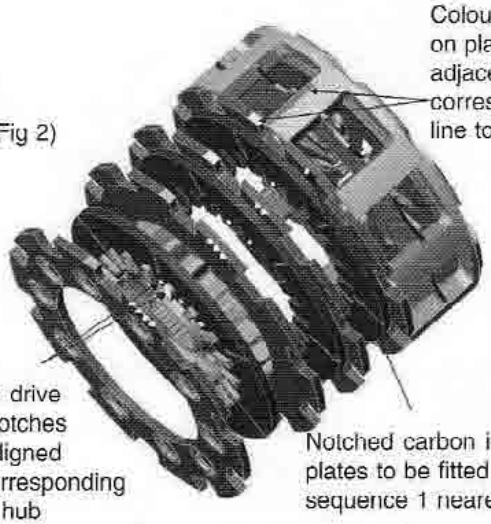
PUSH TYPE CARBON/CARBON CLUTCH
This is the traditional type of diaphragm spring clutch where the release bearing is pushed against the diaphragm spring fingers (towards the flywheel) to release the clutch. (Fig 1.)

(Fig 1)



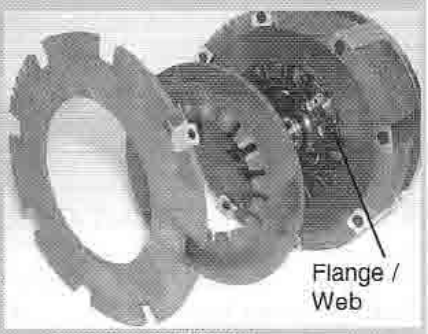
Before installing the clutch onto the flywheel ensure that the plates are correctly assembled into the clutch in their original positions. First install the main pressure plate into the clutch housing, (see pressure plate service sheet) with the raised fulcrum against the diaphragm spring and the identification mark adjacent to the similar mark on one of the clutch housing lugs.

(Fig 2)



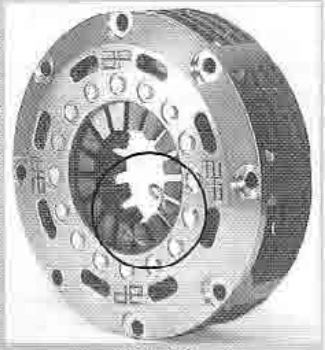
Next install the carbon plates in their original positions as follows:

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.


(Fig 4)

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.


(Fig 5)

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.

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 Inter mediate 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

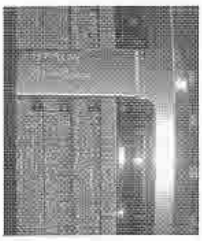
AP Racing Carbon-Carbon clutch covers are machined to suit the new carbon stack height and spring characteristics of that particular clutch. The clutch is then given its own unique serial number (See Fig 6.)

(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

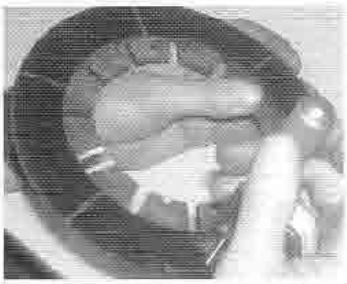
CARBON MEASUREMENTS

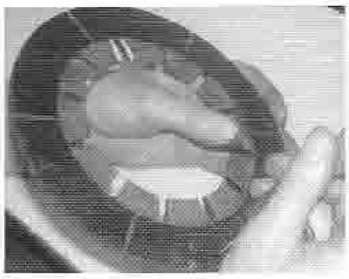
For accuracy when measuring the carbon plates, each individual plate is measured in the centre of the worn surface in 3 positions (approx. every 120° - see fig 8.) and the mean thickness is then calculated (The measurements can be recorded on the carbon clutch measurement sheet provided). The mean thickness 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.

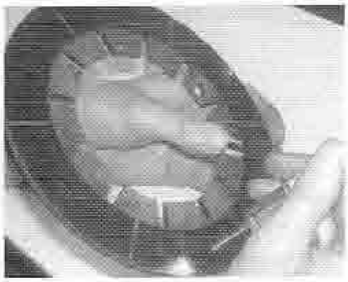
NB The maximum total wear allowed on the carbon stack is indicated on the pressure plate fitment sheet. Under no circumstances should this figure be exceeded. Wear over the total allowed could cause carbon plate failure and no hub axial float.

DRIVEN PLATE MEASUREMENT

(Fig 8)





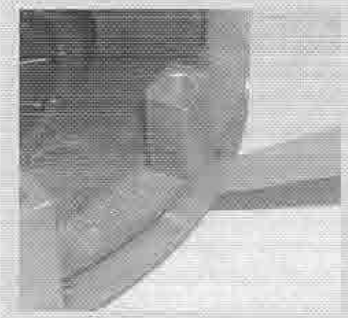


INTERMEDIATE PLATE MEASUREMENT

(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 loose their retention and fall out when the clutch is disassembled. These can also be replaced during reconditioning.

NOTES

EXPLANATION OF TYPICAL CLUTCH PLOT

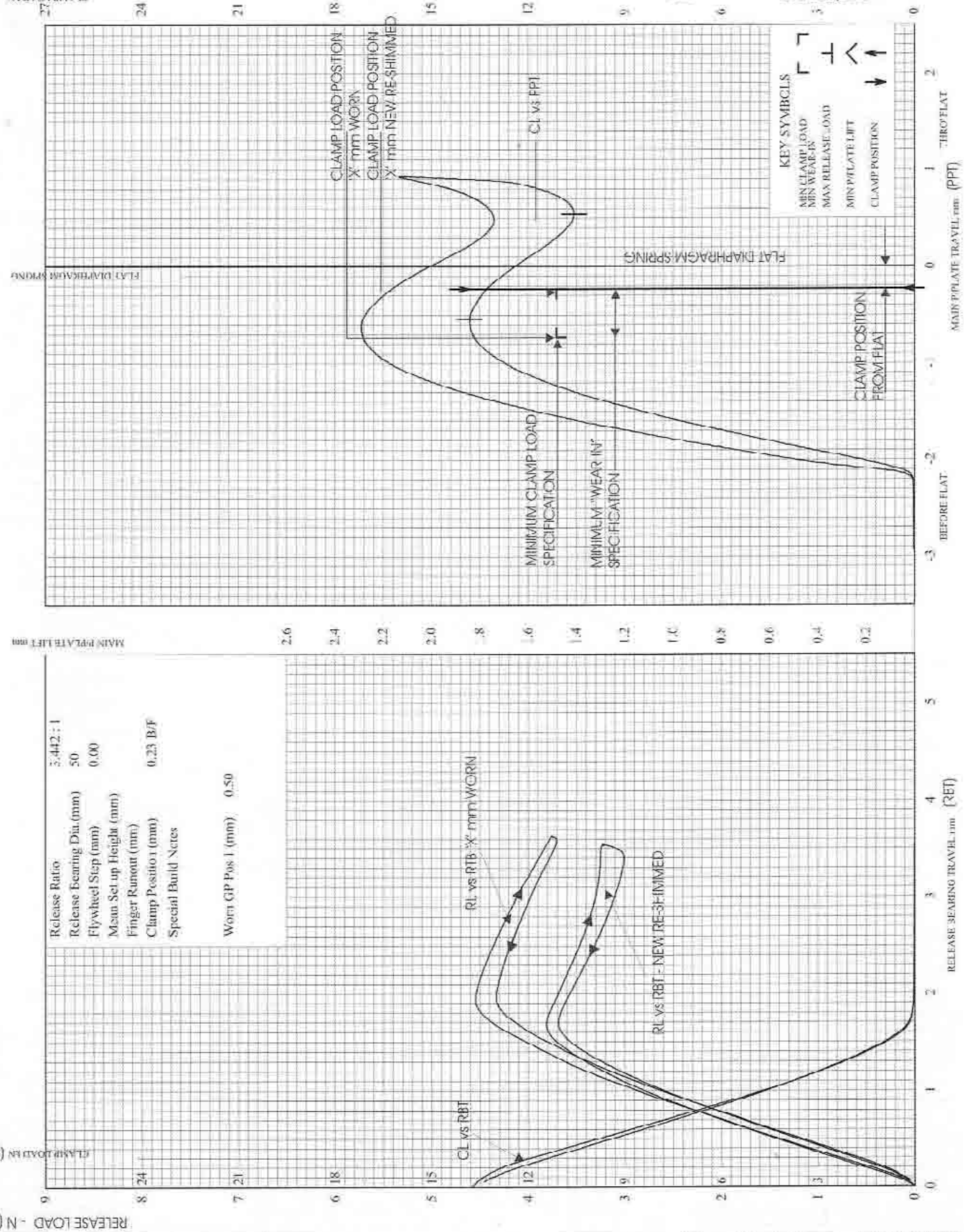
CLUTCH ASSEMBLY LOAD/TRAVEL CHARACTERISTICS

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	140mmC/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	
		New	Worn
- Set-Up Height	- CP6913	40.27mm	44.45mm
	- CP6914	44.75mm	48.99mm
- Weight (Steel Hub)			
	- CP6913	2.25Kg	
	- CP6914	2.4Kg	
- Complete Assembly Inertia			
	- CP6913	0.00756kgm²	
	- CP6914	0.00796kgm²	
- Driven Plates and Hub Inertia			
	- CP6913	0.001214kgm²	
	- CP6914	0.00145kgm²	

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	450daN	
	- At Travel	300daN	
		New	Worn
- Set-Up Height	- CP7142	31.54mm	34.58mm
	- CP7143	40.54mm	43.58mm
- Weight (Steel Hub)			
	- CP7142	1.4Kg	
	- CP7143	2.2Kg	
- Complete Assembly Inertia			
	- CP7142	0.0064kgm²	
	- CP7143	0.0076kgm²	
- Driven Plates and Hub Inertia			
	- CP7142	0.00089kgm²	
	- CP7143	0.00095kgm²	

MAIN PRESSURE PLATE

- Ratio - M.H.R - 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

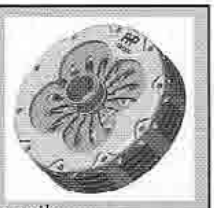
PART NUMBERS

- 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	26.26mm	
- CP7224	44.45mm	33.26mm	
- Weight (Steel Hub)			
- CP7223		1.78Kg	
- CP7224		2.12Kg	
- Complete Assembly Inertia			
- CP7223		0.006438kgm²	
- CP7224		0.00685kgm²	
- Driven Plates and Hub Inertia			
- CP7223		0.001219kgm²	
- CP7224		0.00146kgm²	

MAIN PRESSURE PLATE

- **Ratio -** Hi.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

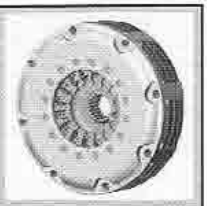
PART NUMBERS

- 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 Raco 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	0.00645kgm²	
- Driven Plates and Hub Inertia	0.00095kgm²	

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.

New Product

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		0.0102kgm²
- Driven Plates and Hub Inertia		0.001348kgm²

MAIN PRESSURE PLATE

- **Ratio** - H.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

PART NUMBERS

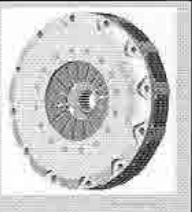
- 3 Plate with Flat Flywheel	**CP7923-GH03-FN**
- 3 Plate with Flat Flywheel with CFS	**CP7923-GH03-FC**

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	39.75mm
	- CP7203	44.39mm	48.51mm
- Weight (Steel Hub)	**- CP7202**		2.91Kg
	- CP7203		4.00Kg
- Complete Assy Inertia	**- CP7202**		0.01656Kgm²
	- CP7203		0.0219?kgm²
- D/Plates and Hub Inertia			
	- CP7202		0.002612Kgm²
	- CP7203		0.003994kgm²

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.**

TECHNICAL INFORMATION

- Torque Capacity		371Nm (273lbft)
- "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		0.01545kgm²
- D/Plates and Hub Inertia		0.0061kgm²

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

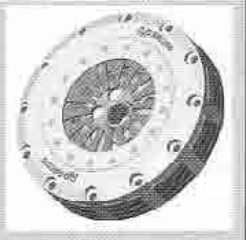
- Single Plate, Stepped Flywheel With Cushion Pressure Plate	**CP8031-CV02-SP**

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	**- CP8032**		742Nm (547lbft)
	- 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**	**Worn**
	- CP8032	32.71mm	38.68mm
	- CP8033	41.74mm	48.21mm
- Weight (Steel Hub)	**- CP8032**		2.97Kg
	- CP8033		3.39Kg
- Complete Assy Inertia	**- CP8032**		0.017689Kgm²
	- CP8033		0.02021kgm²
- D/Plates and Hub Inertia			
	- CP8032		0.00253Kgm²
	- CP8033		0.003717kgm²

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 4.5 (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

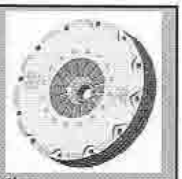
PART NUMBERS

- 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	0.1903kgm²	
	- CP7213	0.2266kgm²	
- D/Plates and Hub Inertia			
	- CP7212	0.003126kgm²	
	- CP7213	0.00472kgm²	

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

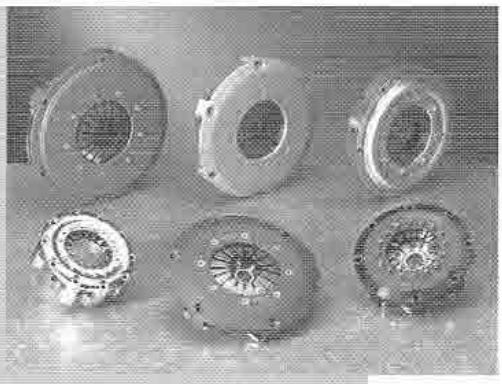
- outer race rotates	CP3457-2 or CP3457-10
- inner race rotates	CP3457-6

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 area's.

- 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 form 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)
CONVENTIONAL PUSH	SINTERED	Ø115mm / 3 Plate	761 (561)	664 (490)				
		Ø115mm / 4 Plate	1014 (747)	882 (651)	676 (498)	588 (434)		
		Ø140mm Single Plate			252 (186)	186 (137)		
		Ø140mm / 2 Plate			504 (372)	371 (274)		
		Ø140mm / 3 Plate			756 (557)	557 (411)		
		Ø140mm / 4 Plate			1009 (744)	743 (548)		
		Ø184mm Single Plate A-Ring			425 (313)	280 (207)	195 (144)	
		Ø184mm Single Plate Lug			475 (350)	312 (230)	219 (161)	
		Ø184mm 2 Plate A-Ring			765 (564)	505 (372)	350 (258)	
		Ø184mm - 2 Plate Lug			950 (700)	624 (460)	438 (322)	
		Ø184mm / 3 Plate A-Ring			1150 (848)	755 (557)	530 (391)	
		Ø184mm - 3 Plate Lug			1426 (1051)	936 (690)	657 (484)	
	CERAMETALLICS INTERED	Ø184mm / Single Plate Lug			422 (311)	278 (205)	195 (143)	
		Ø184mm / 2 Plate A-Ring			598 (400)	400 (295)	267 (197)	
		Ø184mm / 2 Plate Lug			598 (400)	400 (295)	267 (197)	
		Ø200mm / Single Plate			343 (253)			301 (222)
		Ø215mm / Single Plate			580 (427)			425 (314)
		Ø215mm / 2 Plate			842 (621)			564 (416)
PULL		Ø115mm / 4 Plate		952 (702)	710 (524)			
		Ø184mm / 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

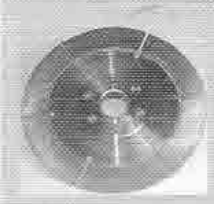
Regular inspection and maintenance is essential to maintain optimum clutch performance. Excessive heat generation (often witnessed by discoloration of steel pressure plates) due to prolonged or repeated slip can result in loss of diaphragm spring load as well as driven plate damage. In such cases the 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 there clutch assemblies.

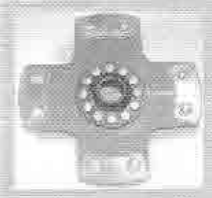
Clutch Series No.	Available Driven Plate Types								
	Sintered				Paddle / Cerametallic				
	Back to Back	Back to Back Extended Hub Nose	Nested Types	Gear Driven Hub Plate	3 Paddle Bonded	4 Paddle Bonded	4 Paddle Sprung	6 Paddle Rigid	6 Paddle Sprung
CP2116	CP4429 or CP2012								
CP2125	CP2012		CP2567	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					
CP5092					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								

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.

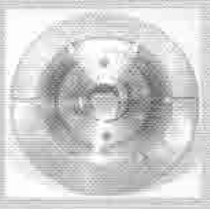
BONDED PADDLE:- Direct sintered material offering increased friction surface area.



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.

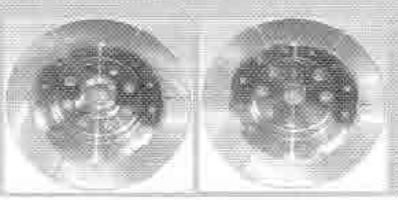
DRIVEN PLATE DESIGNS

SINTERED SOLID BACK TO BACK:- Available in sizes Ø115, Ø140 and Ø184m. Versions are available with extended nose to increase spline length.

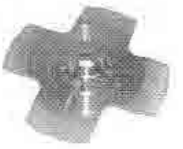


GEAR DRIVEN:- Designed to provide increased flywheel / crankshaft fixing bolt clearance and maximum spline length. Available in Ø140 and Ø184mm in either 2,3 or 4 plate versions. Recommended where a high level of engine vibration or input shaft runout can be expected.

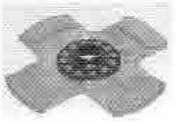
(NESTED) TYPE:-
Allows for extra flywheel / crankshaft fixing bolt clearance.
Available on Ø115mm and Ø184mm clutches only.



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.

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" o 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	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"	
SINTERED DRIVEN PLATES	115	CP5004-back to back						7 FM3					6 FM4							5 FM4				8 FM4	
		CP6074-nested																		23 & 24 FM4				18 &19 FM4	
	140	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		3 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
	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-f/wheel side		35 FM3		15 FM3		29 FM3					7 FM3				33 FM3			23 FM3				11 FM3	
		CP2567-p/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				
BONDED	140	CP4581-3 paddle type									9		5				8			4				3	
	184	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					
CERAMETALLIC DRIVEN PLATES	184	CP4946- / Six Paddle Rigid						12			2		6							7		14	13	9	
	200	CP5214-Four Paddle Rigid 7.1 mm									18		14					16		12	15	13			
		CP5214-Four Paddle Rigid 8.89 mm														25						24			
		CP5216-Six Paddle Rigid 7.1 mm				22							14						11	15		13			
		CP5216-Six Paddle Rigid 8.89 mm											20							19				21	
		CP4814-Four Paddle Sprung 7.1 mm								11	14		15							21		13	12		
		CP4814-Four Paddle Sprung 8.89 mm																				31			
		CP4816-Six Paddle Sprung 7.1 mm						11					13			16			15	12		23		17	
		CP4816-Six Paddle Sprung 8.89 mm																	21	20					
	215	CP6180-Four Paddle Rigid 7.11mm			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		
		CP5354-Four Paddle Sprung 8.89 mm				25		18					34							17		44			
		CP5346-/ Six Paddle Rigid 8.89mm				19		11		21			6				4		8	12				15	

FLYWHEELS

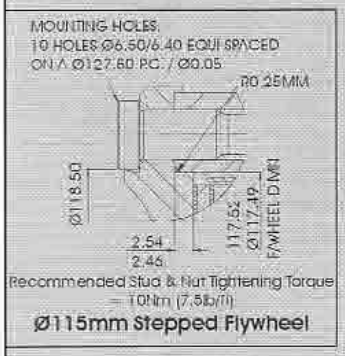
A purpose machined flywheel is required. The friction face should be a good quality close grained cast iron or steel (0.35 / 0.45 % carbon, hardness 200Hb minimum), with a surface finish of 75µm RA (30 CLA) maximum.
Run out when assembled to the crankshaft must not exceed 0.08mm (0.003") maximum at 76mm (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.

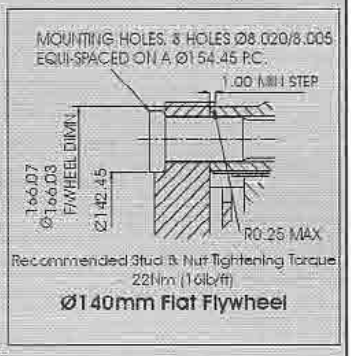
MOUNTING

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.



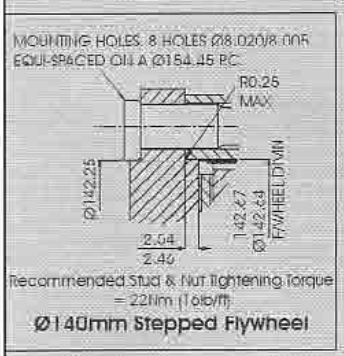
Recommended Stud & Nut Tightening Torque = 10Nm (7.5lb/ft)

Ø115mm Stepped Flywheel



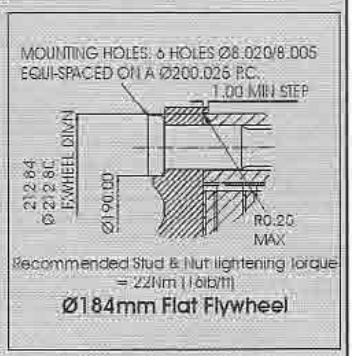
Recommended Stud & Nut Tightening Torque 22Nm (16lb/ft)

Ø140mm Flat Flywheel



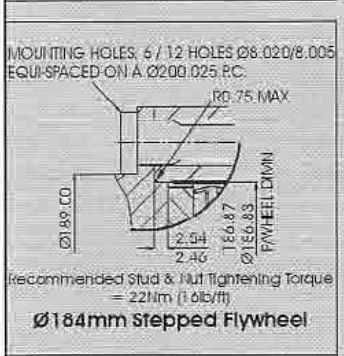
Recommended Stud & Nut Tightening Torque = 22Nm (16lb/ft)

Ø140mm Stepped Flywheel



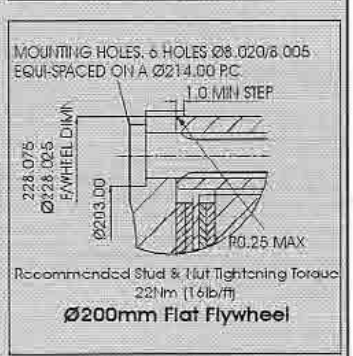
Recommended Stud & Nut tightening torque = 22Nm (16lb/ft)

Ø184mm Flat Flywheel



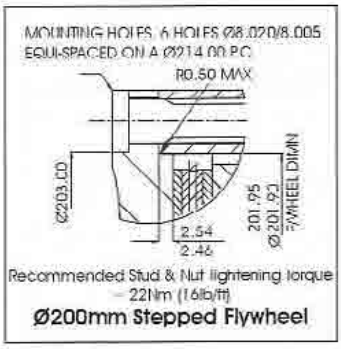
Recommended Stud & Nut Tightening Torque = 22Nm (16lb/ft)

Ø184mm Stepped Flywheel



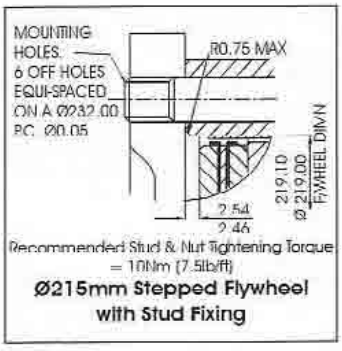
Recommended Stud & Nut Tightening Torque 22Nm (16lb/ft)

Ø200mm Flat Flywheel



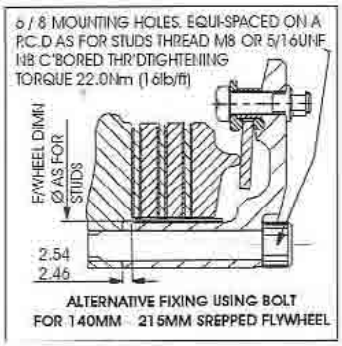
Recommended Stud & Nut tightening torque = 22Nm (16lb/ft)

Ø200mm Stepped Flywheel



Recommended Stud & Nut Tightening Torque = 10Nm (7.5lb/ft)

Ø215mm Stepped Flywheel with Stud Fixing



ALTERNATIVE FIXING USING BOLT FOR 140MM - 215MM SREPPED FLYWHEEL

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:-

The Clutch Family Part No. — **CP2125 A CRV** — Diaphragm Spring Rating

'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		0.0059Kgm²
- CP6174ACRV		0.00575Kgm²
- Driven Plate and Hub Inertia		0.0001Kgm²
- 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 offset Hub	1.16" x 26
Nested, longer spline length	CP6074-18FM4 x 1 flywheel Side CP6074-19FM4 x 1	1.16" x 26

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		0.0055Kgm²
- Driven Plate and Hub Inertia		0.0001Kgm²
- Recommended Release Bearing		CP3457-11

DRIVEN PLATES

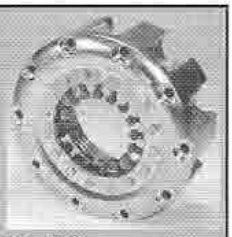
- Thickness	New = 2.63mm	Worn = 2.34mm
- Drive Plate Types	**Part Number**	**Spline**
Back to Back	CP5004-6FM4 x 3	7/8" x 20
	CP5004-8FM4 x 3 offset Hub	1.16" x 26
Nested, longer spline length	CP6074-18FM4 x 1 flywheel Side CP6074-19FM4 x 1	1.16" x 26

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		0.0065Kgm²
- Driven Plate and Hub Inertia		0.00013Kgm²
- Recommended Release Bearing		CP3457-11

DRIVEN PLATES

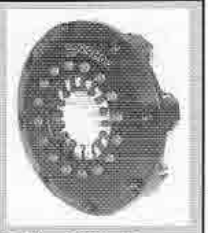
- Thickness	New = 2.63mm	Worn = 2.34mm
- Drive Plate Types	**Part Number**	**Spline**
Back to Back	CP5004-6FM4 x 3	7/8" x 20
	CP5004-8FM4 x 3 offset Hub	1.16" x 26
Nested, longer spline length	CP6074-18FM4 x 1 flywheel Side CP6074-19FM4 x 1	1.16" x 26

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		0.00615Kgm²
- Driven Plate and Hub Inertia		0.00065Kgm²
- Release Bearings	**- Outer race rotates**	**- inner race rotates**
	CP3457-1 or -9	CP3457-11

DRIVEN PLATES

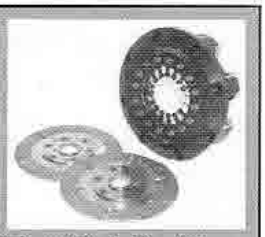
- Thickness	New = 2.63mm	Worn = 1.88mm
- Drive Plate Types	**Part Number**	**Spline**
Back to Back extended nose length	CP3407-36FM3 x 1	1.00" x 23
	CP3407-26FM3 x 1	7/8" x 20
	CP3407 8FM3 x 1	29.0mm x 10
	CP3407-40FM3 x 1	1.16" x 26

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		0.0086Kgm²
- Driven Plate and Hub Inertia		0.0013Kgm²
- Release Bearings	**- Outer race rotates**	**- inner race rotates**
	CP3457-1 or -9	CP3457-11

DRIVEN PLATES

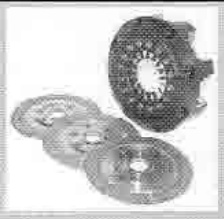
- Thickness	New = 2.63mm	Worn = 2.21mm
- Drive Plate Types	**Part Number**	**Spline**
- Back to Back	CP3414-10FM3 x 2	1.00" x 23
	CP3414-18FM3 x 2	7/8" x 20
	CP3414-19FM3 x 2	1.16" x 26
- Back to Back extended nose length	CP3407-36FM3 x 2	1.00" x 23
	CP3407-26FM3 x 2	7/8" x 20
	CP3407-8FM3 x 2	29.0mm 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		0.0102Kgm²
- Driven Plate and Hub Inertia		0.00196Kgm²
- Release Bearings	**- Outer race rotates**	**- inner race rotates**
	CP3457-1 or -9	CP3457-11

DRIVEN PLATES

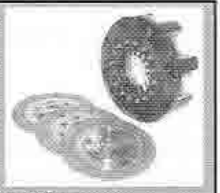
- Thickness	New = 2.63mm	Worn = 2.21mm
- Drive Plate Types	**Part Number**	**Spline**
- Back to Back	CP3414-10FM3 x 3	1.00" x 23
	CP3414-18FM3 x 3	7/8" x 20
	CP3414-19FM3 x 3	1.16" x 26
	CP3414-37FM3 x 3	1.25" x 10

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 (441lb/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		0.01290Kgm²
- CP6013AORA		0.01267Kgm²
- Driven Plate and Hub Inertia		0.0022Kgm²
- 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 CP6014-9FM3 x 2	1.16" x 26
	- Flywheel Side CP6014-10FM3 x 1	1.16" x 26
- Gear Driven	Hub CP4073-4FM3 x 1	1.00" x 23
	- 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		0.01578Kgm²
- CP6014AORA		0.01515Kgm²
- Driven Plate and Hub Inertia		
- CP6014ACRV		0.00293Kgm²
- CP6014AORA		0.00261Kgm²
- 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 CP6014-9FM3 x 3	1.16" x 26
	- Flywheel Side CP6014-10FM3 x 1	1.16" x 26
- Gear Driven	- Hub CP4073-4FM3 x 1	1.00" x 23
	- 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		0.01155Kgm²
- Driven Plate and Hub Inertia		0.00180Kgm²
- 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 - CP2116AGRN
- Steel Cover
- CP2116CRV - CP2116ORA - CP2116GRN

TECHNICAL INFORMATION

- Torque Capacity	- CP2116ACRV	425Nm (313lb/ft)
	- CP2116AORA	280Nm (207lb/ft)
	- CP2116AGRN	195Nm (144lb/ft)
- Release Loads	**Max Peak Worn**	
- CP2116ACRV	347daN	
- CP2116AORA	222daN	
- CP2116AGRN	154daN	
- Set-up Height	**New**	**Max Worn**
- CP2116ACRV	23.82mm / 21.60mm	26.30mm
- CP2116AORA	24.09mm / 21.87mm	26.57mm
- CP2116AGRN	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		0.018Kgm²
- steel cover		0.016Kgm²
- Driven Plate and Hub Inertia		0.0018Kgm²
- Release Bearings	**- Outer race rotates**	**- inner race rotates**
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

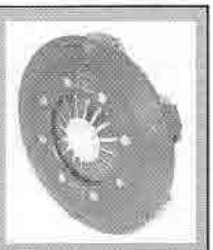
- Thickness	New = 2.63mm	Worn = 2.22mm
- Drive Plate Types	**Part Number**	**Spline**
- Sintered	CP2012-165FM3 x 1	1.00" x 23
- Sintered Paddle	CP4429-4FM3 x 1	1.00" x 23

Other splines available see page 116.
Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

Cover Assemblies	CP2116ACRV	CP2886-6CRV
	CP2116AORA	CP2886-6ORA
	CP2116AGRN	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

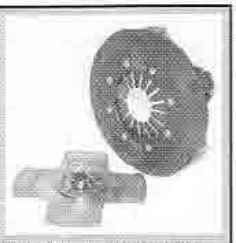
- Thickness	New = 2.63mm	Worn = 2.22mm
- Drive Plate Types	**Part Number**	**Spline**
- Sintered	CP2012-165FM3x1	1.00" x 23
- Sintered Paddle	CP4429 4FM3x1	1.00" x 23

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	CP7371-6AGRN
- 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)	
- 3 Paddle	2.73Kg
- 4 Paddle	2.82Kg
- 6 Paddle	3.00Kg
- Complete Assembly Inertia	
- 3 Paddle	0.01142Kgm²
- 4 Paddle	0.01192Kgm²
- 6 Paddle	0.01292Kgm²
- Driven Plate and Hub Inertia	
- 3 Paddle	0.00182Kgm²
- 4 Paddle	0.00237Kgm²
- 6 Paddle	0.00347Kgm²

- 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
- Cerametallic 6	CP4946-7 x 1	1.00" x 23
Paddle	CP4946-6 x 1	7/8" x 20

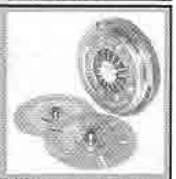
Other splines available see page 116.
Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	- CP7381-CE80-SF	CP7381-6ACRV
	- CP7381-OE80-SF	CP7381-6AORA
	- CP7381-NE80-SF	CP7381-6AGRN
- 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 - CP2125CRV - CP2125ORA - CP2125GRN

TECHNICAL INFORMATION

	- Torque Capacity	- Release Loads Max Peak Worn
- CP2125ACRV	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	0.023Kgm²	0.025Kgm²
- Nested type	0.023Kgm²	0.025Kgm²
- Gear Driven	0.024Kgm²	0.026Kgm²
- Driven Plate and Hub Inertia		
Back to back	0.0037Kgm²	
- Nested type	0.0038Kgm²	
- Gear Driven	0.0040Kgm²	
- 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
- 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	

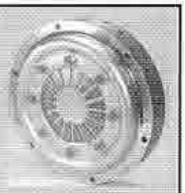
Other splines available see page 116.
Note: Clutch supplied less driven plates. Order Separately.

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	CP2606CRV	CP2606ORA

TECHNICAL INFORMATION

- Torque Capacity	- CP2606ACRV	598Nm (441lb/ft)
	- CP2606AORA	400Nm (295lb/ft)
- Release Loads	**Max Peak Worn**	
- CP2606ACRV	347daN	
- CP2606AORA	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	0.0246Kgm²	0.026Kgm²
- 4 Paddle	0.0257Kgm²	0.027Kgm²
- Driven Plate and Hub Inertia		
- Back to back	0.00361Kgm²	
- Nested type	0.00474Kgm²	
- Gear Driven	0.00694Kgm²	
- Release Bearings	**- Outer race rotates**	**- inner race rotates**
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

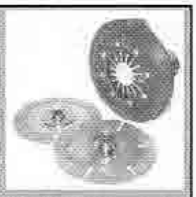
- Thickness	New = 7.11mm	Worn = 6.66mm
- Drive Plate Types	**Part Number**	**Spline**
- Bonded 3 Paddle	CP8300-A036H x 2	1.00" x 23
	CP8300-A026H x 2	7/8" x 20
- Bonded 4 Paddle	CP8400-A036H x 2	1.00" x 23
	CP8400-A026H x 2	7/8" x 20

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	347daN
- 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		0.0215Kgm²
- CP2567 type		0.0218Kgm²
- Gear Driven		0.0220Kgm²
- Driven Plate and Hub Inertia		
- Back to back		0.0037Kgm²
- CP2567 type		0.0038Kgm²
- Gear Driven		0.0040Kgm²

- Release Bearings	- Outer race rotates	- Inner race rotates
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

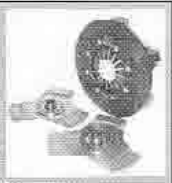
- Thickness	New = 2.63mm	Worn = 2.22mm
- Drive Plate Types	Part Number	Spline
- Back to Back	CP2012-165FM3 x 2	1.00" x 23
- Nested Type	- Flywheel Side CP2567-23FM3 x 1	1.00" x 23
	- Flywheel Side CP2567-24FM3 x 1	1.00" x 23
- Gear Driven	- Hub CP3822-10FM3 x 1	1.00" x 23
	- Slider Plate CP2822-31FM3 x 1	

Other splines available see page 116.
Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	- 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		0.0222Kgm²
- 4 Paddle		0.0233Kgm²
- 6 Paddle		0.0255Kgm²
- Driven Plate and Hub Inertia		
- 3 Paddle		0.00364Kgm²
- 4 Paddle		0.00474Kgm²
- 6 Paddle		0.00694Kgm²

- 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

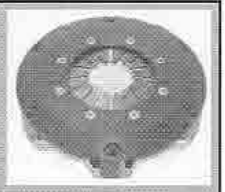
Other splines available see page 116.
Note: Clutch supplied less driven plates. Order Separately.

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	0.0264Kgm²
- 4 Paddle	0.0275Kgm²
- 6 Paddle	0.0297Kgm²
- Driven Plate and Hub Inertia	
- 3 Paddle	0.00364Kgm²
- 4 Paddle	0.00474Kgm²
- 6 Paddle	0.00694Kgm²

- 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		3670daN
- 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	0.09825Kgm²
- Driven Plate and Hub Inertia	0.0018Kgm²
- 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

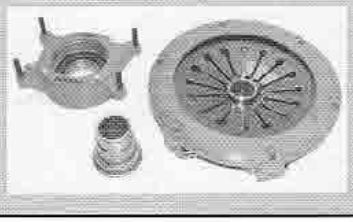
Other splines available see page 116.
Note: Clutch supplied less driven plates. Order Separately.

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	CP7492-6



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	1150Nm (848lb/ft)
	- CP2817AORA	755Nm (557lb/ft)
	- CP2817AGRN	530Nm (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		0.030Kgm²
- Gear Driven		0.032Kgm²
- Driven Plate and Hub Inertia		
- Back to back		0.0060Kgm²
- Gear Driven		0.0060Kgm²

- Release Bearings	- Outer race rotates	- inner race rotates
	CP3457-2 or -10	CP3457-6

DRIVEN PLATES

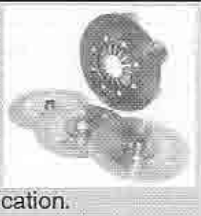
- Thickness	New = 2.63mm	Worn = 2.25mm
- Drive Plate Types	Part Number	Spline
- Back to Back Outer Plates	CP2012-165FM3 x 2	1.00" x 23
	CP2012-166FM3 x 2	7/8" x 20
	CP2012-171FM3 x 2	1.16" x 26
- Back to Back Centre Plates	CP2012-178FM3 x 1	1.00" x 23
	CP2012-179FM3 x 1	7/8" x 20
	CP2012-173FM3 x 1	1.16" x 26
- Gear Driven	- Hub CP2822-10FM3 x 1	1.00" x 23
	- Hub CP2822-120FM3 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	- 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		0.0277Kgm²
- Gear Driven		0.0282Kgm²
- Driven Plate and Hub Inertia		
- Back to back		0.0055Kgm²
- Gear Driven		0.0060Kgm²

- 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 Outer Plates	CP2012-165FM3 x 2	1.00" x 23
	CP2012-166FM3 x 2	7/8" x 20
	CP2012-171FM3 x 2	1.16" x 26
- Back to Back Centre Plates	CP2012-178FM3 x 1	1.00" x 23
	CP2012-179FM3 x 1	7/8" x 20
	CP2012-173FM3 x 1	1.16" x 26
- Gear Driven	- Hub CP2822-10FM3 x 1	1.00" x 23
	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	0.0248Kgm²	0.0257Kgm²
- 6 Paddle	0.0259Kgm²	0.0315Kgm²
- Driven Plate and Hub Inertia		
- 4 Paddle	0.00330Kgm²	0.00441Kgm²
- 6 Paddle	0.00421Kgm²	0.00995Kgm²
- 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.

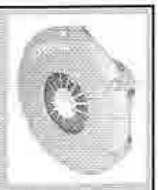
Note: Clutch supplied less driven plates. Order Separately.

SPARE PARTS

- Cover Assemblies	- CP3745ACRV	CP3745-1CRV
	- CP3745AGRY	CP3745-1GRY
- 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	0.0243Kgm²	0.0252Kgm²
- 6 Paddle	0.0254Kgm²	0.0310Kgm²
- Driven Plate and Hub Inertia		
- 4 Paddle	0.0033Kgm²	0.0042Kgm²
- 6 Paddle	0.0044Kgm²	0.0099Kgm²
- 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

- 4 Paddle	0.0248Kgm²	0.0257Kgm²
- 6 Paddle	0.0259Kgm²	0.0315Kgm²

- Driven Plate and Hub Inertia

- 4 Paddle	0.0033Kgm²	0.0042Kgm²
- 6 Paddle	0.0044Kgm²	0.0099Kgm²

- 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	- 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)

- 4 Paddle Sprung	5.20Kg
- 4 Paddle Rigid	4.80Kg
- 6 Paddle Rigid	5.10Kg

- Release Bearings		
- Outer race rotates	CP3457-2	CP3457-10
- inner race rotates	CP3457-6	

DRIVEN PLATES

- Thickness	New = 8.89mm	Worn = 8.10mm
- Drive Plate Types	**Part Number**	**Spline**
- 4 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 uprated 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

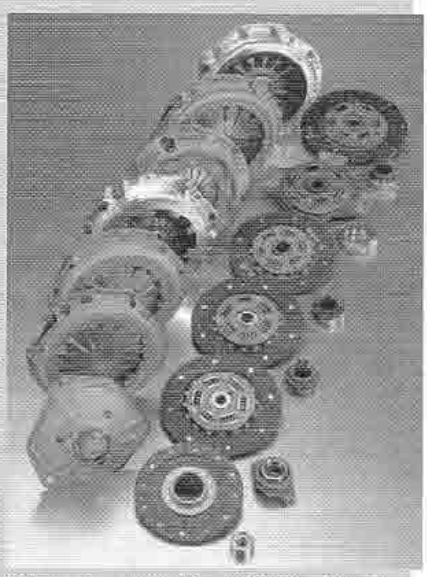
The Release Bearings included in most of the Clutch Kits play an important role in the efficient operation of the clutch and should be replaced whenever a new clutch assembly is fitted.

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	215	276 (203)	CP2000-5
MK2 Mexico (Pinto) - 4 Paddle Rigid.	76 - 78	215	276 (203)	CP2015-5R
MK2 RS1800 (Pinto)	75 - 77	215	276 (203)	CP2000-5
MK2 RS2000 (Pinto)	75 - 80	215	276 (203)	CP2000-5
Mk3 RS1600 Turbo	85 - 2/86	200	192 (142)	CP2000-6
MK3 XR3	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 Sprung Centred.	92 - 96	240	385 (284)	CP2015-10
Ford Fiesta				
RS Turbo	8/89 - 2/92	220	192 (142)	CP2000-15
1.6 XR2i	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 - 8/95	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 Sprung 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 Sprung Centred.	7/86 - 90	240	385 (284)	CP2015-9
Honda				
Civic & CRX1.6 V-tec VTi (B16A2Z)	91 - 95	220	245 (181)	CP2000-22
Civic Type R (CP2015-30R kit has a 4 paddle rigid d/plate)	2002 - on	215	267 (197)	CP2000-30 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 N.A. Toyota G/Box	80 - 82	215	207 (152)	CP2000-16
Elise	96-	215	240 (177)	CP2000-14
Excel 2.2 N.A. 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 1 / 2 / 3 *	96 -	230	420 (310)	CP2000-19
Lancer Evo 4 / 5 / 6 *	96 -	230	420 (310)	CP2015-19
Lancer Evo 7 & Lancer Evo 8 - 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 GTi 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 GTR R32	90 - 94	240	460 (339)	CP2000-20
Skyline GTR 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 - 84	240	366 (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)	CP6062-6GRY

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

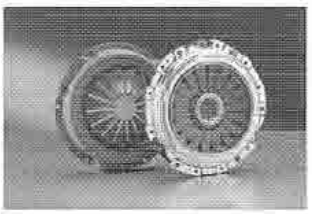
All AP Racing clutches are made from new components manufactured to the highest standards developed over many years of experience as an OE and Competition clutch supplier.
AP Racing are an approved ISO 9002 accredited company.

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.

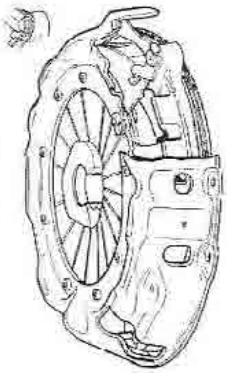
HIGH PERFORMANCE COVER ASSEMBLIES

An AP Racing cover assembly is designated either 'DS' or 'DST' for operation purposes. The difference is explained below.



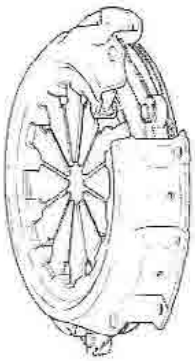
'DS TYPE'

Identified by rivets to retain the diaphragm spring in the cover.



'DST TYPE'

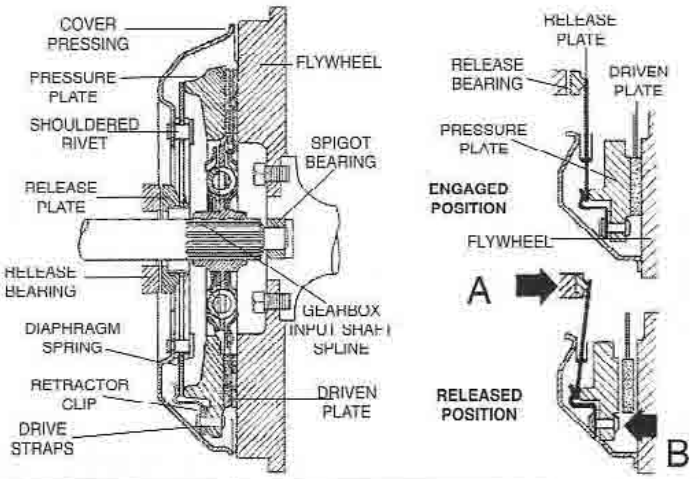
Identified by bent over tabs to retain the diaphragm spring in the cover.



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 to 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.

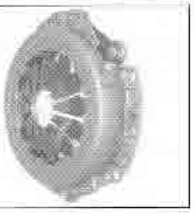
NOTES

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 New Clamped	Driven Plate Thickness Min Worn	Torque Capacity Using Driven Plate Nm (lb\ft) CP2084	CP2599		Bearing Type
DS	CP2084-31	3 OFF Ø9.63/9.53 Equispaced on a Ø206.38 P.C.D	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					Grey			4893 (1100)			161 (119)	161 (119)		
DS	CP2084-42					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 New Clamped	Driven Plate Thickness - mm Min Worn	Torque Capacity Using Driven Plate Nm (lb\ft) CP2642	CP2257		Bearing Type
DST	CP3748-6	6 Off Ø9.12/8.89 Equispaced on a Ø222.2 P.C.D	3 Off Ø6.36/6.34 Equispaced on a Ø222.2 P.C.D	30°	36.17	Brown / Curly	No	N / A	5338 (1200)	7.11 (0.28")	5.61 (0.22")	136 (100)			Flat Face
DST	CP3704-4				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 New Clamped	Driven Plate Thickness - mm Min Worn	Torque Capacity Using Driven Plate Nm (lb\ft) CP2811	CP4814		Bearing Type
DST	CP2811-1	6 Off Ø6.36/6.34 Equispaced on a Ø234.0 P.C.D.	3 Off Ø6.36/6.34 Equispaced on a Ø234.0 P.C.D.	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					Green / Straight			6672 (1500)			240 (177)	N / A		
	CP2811-23					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 Rotantial Speed	Driven Plate Thickness New Clamped	Driven Plate Thickness Min Worn	Torque Capacity Using Driven Plate Nm (lb\ft) CP5351	CP5352	CP5354	Bearing Type
DST	CP2511-1	6 off Ø9.14/8.89 Equispaced on a Ø246.1 P.C.D	3 off Ø6.36/6.34 Equispaced on a Ø246.1 P.C.D	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 Equispaced on a Ø250.8 P.C.D.	3 off Ø6.36/6.34 Equispaced on a Ø250.8 P.C.D	N \ A	35.94mm	White / Straight	No	9.0mm	5338 (1200)				207 (152)	207 (152)	N \ A	Round Nose
DS	CP2246-71				46.91mm		Yes									Flat Face
DS	CP2647-1				39.62mm	White / Curly	No									

220mm Diameter Cover Assemblies

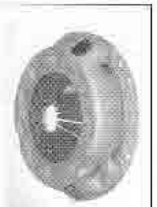
Cover Assy Type	Part Number	Mounting Hole (mm)	Dowel Hole (mm)	Dowel / Mtg Hole Position	Set-up Height (Nominal)	Diaphragm Spring Colour / Finger Form	Release Plate Fitted	Max Release Travel	Clamp Load N (lbs)	Max Rotantial Speed	Driven Plate Thickness - mm New Clamped	Driven Plate Thickness - mm Min Worn	Torque Capacity Using Driven Plate Nm (lb\ft) CP5351	CP5352	CP5354	Bearing Type
DST	CP3560-1	6 off Ø9.14/8.89 Equispaced on a Ø242.0 P.C.D	3 off Ø6.36/6.34 Equispaced on a Ø242.0 P.C.D	30°	30.5mm	Black / Straight	No	9.0mm	5500 (1240)	10000 RPM	7.11 (0.28")	5.61 (0.22")	230 (169)			Round Nose
	CP3560-2								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 Rotantial Speed	Driven Plate Thickness - mm New Clamped	Driven Plate Thickness - mm Min Worn	Torque Capacity Using Driven Plate Nm (lb\ft) CP2346	CP2496	CP2583	Bearing Type
DST	CP3229-2	6 off Ø9.14/8.89 Equispaced on a Ø273.0 P.C.D	3 off Ø6.36/6.34 Equispaced on a Ø273.0 P.C.D	30°	36.98mm	Green / Straight	No	12.5mm	8896 (2000)	9000 RPM	8.38 (0.33")	6.88 (0.27")	385 (284)		N \ A	Round Nose
	CP3380-2				44.38mm	Green / Curly							440 (330)		N \ A	Flat Face
	CP2345-6				43.00mm	Black / Curly			7117 (1600)				385 (284)		N \ A	Flat Face
DS	CP2345 4	6 off Ø9.14/8.89 Equispaced on a Ø209.9 P.C.D.	3 off Ø6.36/6.34 Equispaced on a Ø209.9 P.C.D	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		10676 (2400)	9000 RPM	8.89 (0.35")	7.39 (0.29")	N \ A	462 (341)	N \ A	
	CP2394-14				50.29mm	Green / R/Plate	Yes				8.38 (0.33")	6.88 (0.27")	460 (339)	366 (270)	N \ A	
	CP2394-20				45.29mm	Blue / Straight	No		8452 (1900)				N \ A	366 (270)	N \ A	Round Nose
	CP2394-46				50.29mm	Green / R/Plate	Yes		16103 (3600)				N \ A	705 (522)	N \ A	Flat Face
	CP2394-60				45.29mm	Green / Straight	No		10676 (2400)				460 (339)	462 (631)	460 (339)	Round Nose

267mm Diameter Cover Assemblies

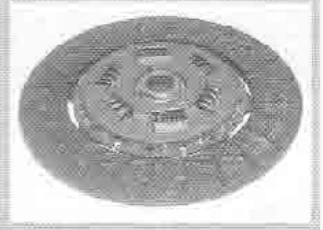
Cover Assy Type	Part Number	Mounting Hole (mm)	Dowel Hole (mm)	Dowel / Mtg Hole Position	Set-up Height (Nominal)	Diaphragm Spring Colour / Finger Form	Release Plate Fitted	Max Release Travel	Clamp Load N (lbs)	Max Rotantial Speed	Driven Plate Thickness - mm New Clamped	Driven Plate Thickness - mm Min Worn	Torque Capacity Using Driven Plate Nm (lb\ft) CP2495	CP2790	CP3258	Bearing Type
DS	CP2789-1	6 off Ø11.4/10.16 Equispaced on a Ø306.4 P.C.D.	3 off Ø7.95/7.92 Equispaced on a Ø306.4 P.C.D	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									8000 RPM			397 (293)	397 (293)	N / A	Flat Face
	CP2789-5				46.18mm	White / Curly	No		12900 (2900)				606 (447)	440 (325)	440 (325)	



HIGH PERFORMANCE DRIVEN PLATES

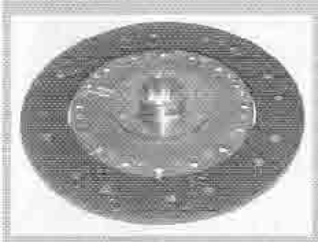
Driven plates are available in four different configurations which can accommodate a wide range of race, rally and road applications.

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 fitted between the hub, retainer and adaptor plate.

RIGID CENTRE ORGANIC



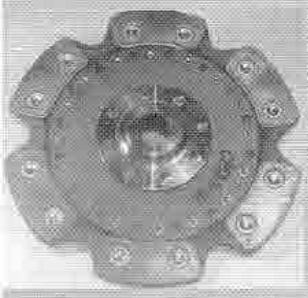
The rigid type of driven plate is not fitted with any form of drive line cushioning. It is specially designed for arduous working conditions where the degree of refinement is secondary to strength and durability. It is less 'comfortable' than a sprung centred plate and is suitable for low level competition and road use.

SPRING CENTRE CERAMETALLIC

Designed for heavy duty or 'off road' applications the sprung centre cerametallic driven plate features a sprung, or rigid centre configuration and uses a rigid adaptor plate without cushion segments. The driven plate incorporates cerametallic 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 cerametallic 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.

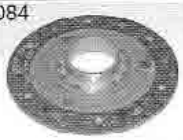
GENERAL COMMENTS
Particular applications, number of cerametallic pads per side of the plate (paddles), 'low crimp plate' etc.

NOTES

RIGID CENTRED ORGANIC DRIVEN PLATES

Driven Plate Dia. (mm)	Driven Plate Family Part No.	Driven Plate Thickness	Used With Cover.	No. of Teeth: 20	23	24	24	26	26	32	Comments
				Spline Shaft O.D.: .875"	1.0"	1.0"	25.2	22.0	1.16"	2.06"	
Ø180	CP2084 Steel Backed	7.1mm	CP2084							-41	- Mini
Ø215	CP5341 Organic Backed	7.1mm	Standard	-2	-3		-12		-1		- CP5341-3, has a reversed hub.
	CP5342 Organic Backed	7.1mm	Standard		-2						

CP2084



CP5341

CP5342

RIGID CENTRED CERAMETALLIC 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	14	18	18	20	20	21	21	21	21	22	23	23	24	24	24	24	26	26	28	28	32
				Spline Shaft O.D.: 1.0"	1.06"	1.12"	29.0	1.25"	25.0	20.4	21.1	22.0	.875"	0.92"	24.0	24.5	29.0	1.0"	22.0	1.0"	24.2	1.0"	25.2	25.5	22.0	1.16"	21.1	22.0	2.06"
Ø180	CP2599 Cerametallic 4 or 6 Paddle	7.4mm	CP2084																										-4 / -11
		Comments		- CP2599-4, 4 Paddle. - Mini.																									
Ø200	CP5213 Cerametallic 3 Paddle	7.1mm	CP2811 CP4560 CP3745										-18	-13					-12										
		7.6mm											-16	-15															
		Comments		- CP5213-13 Corolla 1088 1080. - CP5213-15 Corolla 1600V 1985-1986.																									
	CP5214 Cerametallic 4 Paddle	7.1mm	CP2811 CP4560 CP3745								-18 /-31		-14				-16			-17 /-12		-15		-26					
		7.6mm									-21			-20						-27									
		8.9mm												-25															
		Comments		- CP5214-31 is Reverse Build. - CP5214-18 is Standard Build, Peugeot. - CP5214-16 & -20, Toyota. - CP5214-15, Golf TD. - CP5214-17, Escort MK4/5 Zetec.																									
	CP5216 Cerametallic 6 Paddle	7.1mm	CP2811 CP4560 CP3745			-22							-14							15		-13		-12		-23		-16	
		8.89mm											-20							-19						-21			
		Comments		- CP5216-14, Mitsubishi Lancer 1994-96. - CP5216-13, Seat Ibiza. - CP5216-16, Golf G-60 1991-92.																									
Ø215	CP5343 Cerametallic 3 Paddle	7.1mm	CP2246																	-3		-5				-6			
		8.0mm																									-4		
		Comments		- CP5343-4, Citreon.																									
	CP5344 Cerametallic 4 Paddle	7.1mm	CP2246 CP5241		-33	-14			-12	-9			-2					-4		-5			-31						
		7.6mm									-7				-28	-27													
		7.9mm																						-6					
		8.0mm										-29																	
		8.4mm																		-15									
		8.9mm					-10											-30											
		Comments		- CP5344-7, Peugeot.																									
	CP5346 Cerametallic 6 Paddle	7.1mm	CP5241 Standard OE																	-20									
		8.0mm										-9																	
		8.4mm					10																						
		8.9mm					-11						-6		-4			-8		-1 / -12						-15		-22	
		Comments		- CP5346-1 (Fillet Root Spline), Porsche 924 Turbo.																									
Ø228	CP6444 Cerametallic 4 Paddle	7.4mm	Standard OE						-10				-2							-5									
		7.6mm																					-9						
		7.8mm													-24														
		8.0mm											-3							-6	-19							-8	
		8.4mm																											
		Comments																											
Ø240	CP2496 Cerametallic 4 Paddle	7.1mm	CP2394										-39																
		8.4mm	CP3220 CP3380	-4	-18	-14 / -36	-24 /-41	-13	-29											-16		-19		-54		-26			
				- CP2496-36, Shortened Hub. - CP2496-24, Straight Sided Spline.																									
	CP4196 Cerametallic 6 Paddle	8.4mm	Standard OE		-		-7													-5	-4	-6							
		Comments																											

CP2599

CP5213

Picture not available

CP5214

CP5216

CP5343

Picture not available

CP5344

CP5346

CP6444

CP2496

CP4196

SPRING CENTRED CERAMETALLIC DRIVEN PLATES

Driven Plate Dia. (mm)	Driven Plate Family Part No.	Driven Plate Thickness	Used With Cover	No. of Teeth																										
				10	10	10	10	14	14	17	17	18	18	18	19	20	20	20	21	21	21	22	23	23	24	24	24	24	24	24	26	26	28
				Spline Shaft O.D.																												
				1.0"	1.12"	29.0	1.25"	18.7	25.0	0.77"	20.0	20.4	20.6	21.1	0.87"	17.3	22.0	.875"	0.92"	24.0	24.5	1.0"	23.8	1.0"	0.80"	24.0	24.2	25.2	1.0"	25.5	22.0	1.16"	22.0
Ø180	CP2950 Cerametallic 3 or 4 Paddle	7.1mm	CP2949										-9																			
		7.4mm												-4 / -7		-1																
		Comments		- CP2950-4 & -1 are 3 Paddle - CP2950-7 & -9 are 4 Paddle.																												
Ø200	CP4814 Cerametallic 4 Paddle	7.1mm	CP2811 CP4560 CP3745					-16			-11			-14 /-35				-15 / -20					-36	-21	-23	-13			-33	12 /-19		
		7.6mm												24						26										-25		
		7.9mm						-29										-28														
		Comments		- CP4814-16, Opel Corsa. - CP4814-29, Opel Corsa Grp N 1.6GTi - CP4814-11, Ford Escod Mk3, Standard Gearbox. - CP4814-15, is Reverse Build for an Opel Corsa. - CP4814-24, Peugeot 205/306 8 Valve / Citroen - CP4814-26, Formula Renault - CP4814-13, VW (Gemini Transmission). - CP4814-12, Standard build for a Clio Williams. - CP4814-19, Reverse Build.																									
	CP4816 Cerametallic 6 Paddle	7.1mm	CP2811 CP4560 CP3745			-11												-13	-16				-12				23 / - 25	-10		-17	-24	
		8.9mm																				-21	-20									
		Comments		- CP4816-16, Toyota Grp A Rally 1992. - CP4816-20, Impreza / Legacy Grp A. - CP4816-25 is Reverse Build.																												
Ø215	CP5354 Cerametallic 4 Paddle	7.1mm	CP2246 CP3560 CP2511	-3		-14			-7	-4	-15	-31						-2			-9	-29	-38			-28	-40		-45			
		7.4mm										-30																				
		7.6mm										-27						-6			-37		-1	-19		-20			-26 / - 30			
		7.9mm									-43					-36	-48										-47					
		8.0mm			-12												-22							-33		-35						
		8.4mm																					-46									
		8.9mm			-25	-18									21		-34						-17			-32	-44				-50	
		Comments		- CP5354-14, BMW Straight Spline. - CP5354-29, Strenghtened Hub. - CP5354-40, Reverse Build. - CP5354-26, Strenghtened Hub.																												
Ø228	CP6454 Cerametallic 4 Paddle	6.5mm	Standard OE					-12					-25																			
		7.1mm																														
		7.4mm																-2								-2		-14			
		7.6mm						-13															-26	-1								
		8.0mm																-3		-24			-6				-11		-9			
		8.4mm																-5														-10
		8.9mm				-17																										
		Comments																														
Ø240	CP2583 Cerametallic 4 Paddle	7.6mm	CP2394																				-33		-32							
		8.0mm																							-35							
		8.4mm		-37	-5	-11	-4													-17	-15		-3				-6 / -31			-12		
		Comments		- CP2583-15, Citroen. - CP2583-6, Datsun. - CP2583-6, has a different Hub to -31.																												
	CP4216 Cerametallic 6 Paddle	7.4mm	Standard OE																				-7					-9				
		8.4mm																					-3 / -4			-2				-10		
		Comments		- CP4216-3 & -4, Use different Hubs.																												
Ø267	CP3258 Cerametallic 4 Paddle	8.4mm	CP2789		-6		-1																-2 / -3					-15			-4	
		Comments		- CP3258-2 & -3 Use different hubs. - CP3258-2, Rangr Rover.																												

CP2950

CP4814

CP4816

CP5354

CP6454

CP2583

CP4216

CP3258

Picture not available

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	10	14	17	17	18	20	20	21	21	21	22	23	24	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	.875"	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 CP3761	-11	-13											-1					-9							
		Comments																										
Ø190	**CP2642** Organic Non Backed	7.1mm	CP2642										-16			-12												
		Comments																										
Ø200	**CP2811** Organic Non Backed	7.1mm	CP2811										-9 / -16			6												
		Comments		- **CP2811-9**, No Crimp. - **CP2811-16**, Low Crimp.																								
Ø215	**CP5351** Organic Steel Backed	7.1mm	CP2246 CP2511		-3		-7	-21	-6		-9	-10	-16			-2	-8	-12	-35	-11	-1			-18			-4	
		7.9mm	CP2647 CP2560											-29	-32											-34		
		Comments		- **CP5351-10**, Opel. - **CP5351-20**, Saab - **CP5351-2 & -1**, Ford. - **CP5351-8**, Lotus Europa. - **CP5351-12**, Citroen. - **CP5351-11**, Volvo. - **CP5351-18**, Maestro / Montego Turbo. - **CP5351-4**, Hillman GM.																					
	CP5352 Organic Non Backed	7.1mm	CP2246 CP2647 CP2511		-1											-4	-6				-5		-3			-10		
		Comments		- **CP5352-4 & -5**, Ford. - **CP5352-6**, Renault.																								
Ø228	**CP6452** Organic Non Backed	7.4mm	Standard OE																					-2				
		8.0mm																			-7	-6						
		Comments																										
Ø240	**CP2346** Organic Steel Backed or Non Backed	7.4mm	CP2345 CP2394 CP3229 CP3380																		-65							
		7.6mm																			-60 / -09							
		8.0mm																			-72							
		8.4mm				-70	-10	-44 / -57	-11	-54	-41					-33	-42 / -58	-16	-40		-4 / -45 / -9	-71			-56 / -62			-47
		Comments		- **CP2346-11**, Morgan. - **CP2346-57**, Straight Sided DIN Spline. - **CP2346-44**, Involute Renault. - **CP2346-54**, XJS 6 Speed Lister Jaguar 91on. - **CP2346-41**, Opel. - **CP2346-42**, Renault. - **CP2346-40**, Toyota. - **CP2346-60**, Zetec Formula Ford. - **CP2346-45**, Low Crimp Segment. Sierra Cosworth. - **CP2346-56**, Low Crimp Segment.																					
Ø267	**CP2790** Organic Non Backed	8.4mm	CP2789				10		-2 / -9								-14				-5							
		8.6mm																										-13
		Comments		- **CP2790-2**, Has Stiffer Damper Springs than -9.																								

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.	86 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						
DB5 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 DB5.	77 -	Road/Competition	**CP2789-4	CP2790-2	HD3321	
DB5/6. DB5 Up 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. DB5 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.
DB5 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. 6 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 8.00mm thick.
M3 E30	86-90	Competition	Standard OE	CP6454-17	HD1225	Ø228mm 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 14TRS, TZS, 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	69-76	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						
206GT4.	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	CP2583-4		Ø240mm cover assembly and spring centre cerametallic driven plate 1.25" x 10 spline 8.38mm thick. 494Nm (364 lbsft) Torque Capacity.
208GTB/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 GTB 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 lbsft) 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 lbsft) 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 lbsft) Torque Capacity. Clutch kit CP2000-28 available.
328GTB/S, GTB/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 lbsft) 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 lbsft) Torque Capacity.
365 GT 2+2.	72-78	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.
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 lbsft) 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 lbsft) 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 lbsft) Torque Capacity.
BOXER 512BB.	78 74	Road	CP2560-9BRN	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 lbsft) Torque Capacity. Clutch kit CP2000-28 available.
DAYTONA LM.	73 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 lbsft) Torque Capacity.
				CP2496-13		Ø240mm cover assembly and rigid cerametallic driven plate 1.25" x 10 spline 8.38mm thick, 494Nm (364 lbsft) 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 lbsft) 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 lbsft) 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 lbsft) Torque Capacity.
MONDIAL T.	86 on	Road	CP3318-2GRY	Included in kit		Not available from AP Racing. Contact Maranello Concessionaires Ltd. Tel 01784 436222
TESTAROSSA.	84-92	Road	CP2819-27BRN	Included in kit		
TESTAROSSA	84-92	Road/Competition	CP2819-44GRN Clutch Kit.	CP2496-36 x 2 Included in kit		Torque capacity 650 lbsft. 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 lbsft). 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 lbsft). 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 lbsft) Organic spring centre driven plate 0.87" x 20 spline 7.11mm 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 7.11mm thick. 186Nm (137 lbsft) Torque Capacity.Use flat-faced release bearing.
CAPRI Mk1 1.6GT 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 lbsft) 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 lbsft) 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 lbsft).
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 lbsft). 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 lbsft) torque Capacity.
CAPRI Mk1 3.0 V6 (Essex engine)	69-71	Road/Competition	CP2345-1	CP2346-1		Imperial bolt pattern flywheel. Ø240mm Cover & spring centre organic steel backed driven plate 1" x 23 spline. 366Nm (270 lbsft) Torque Capacity.
CAPRI Mk1 3.0 V6	71-73	Road/Competition	CP3380-2	CP2346-4		Metric bolt pattern flywheel. Ø240mm Cover & spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbsft) 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 lbsft) 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 7.11mm thick. 186Nm (137 lbsft) 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 lbsft) 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 lbsft) 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 lbsft) Torque Capacity.
CAPRI 2.8i Turbo	86-88	Road/Competition	CP3380-2	CP2346-4	Not available from AP Racing	Rickford conversion. Metric bolt pattern flywheel. Ø240mm Cover & 'Low Crimp' spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbsft) 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 lbsft) Organic spring centre driven plate 0.87" x 20 spline 7.11mm thick.
CORTINA Mk2 - 1.3/1.5/1.6 GT/1.6E (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 lbsft) 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 lbsft) 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 lbsft) 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 lbsft) 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 bolt pattern flywheel. Ø240mm Cover & 'Low Crimp' spring centre organic steel backed driven plate 1" x 23 spline. 440Nm (330 lbsft) 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 lbsft) 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 lbsft). 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 lbsft). Ø215mm organic driven plate 1.00" x 23 spline 7.11mm thick.
ESCORT Mk1 RS1600, RS1800	70-73	Competition	**CP2246-46	CP5354-2	Bearings not available from AP Racing for any of these applications.	CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbsft). 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 lbsft). 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 lbsft). 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 lbsft) Torque Capacity.
ESCORT Mk1 Mexico (Kent engine)	70-75	Road/Competition	CP3764-4	CP2257-1	HD3257	Up to chassis No. NJ80364. Ø190mm clutch assembly. Torque capacity 175Nm (129 lbsft) 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 lbsft) 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 lbsft) 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 lbsft) Torque Capacity.
ESCORT Mk2 Mexico (Pinto engine)	76-78	Competiton	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 lbsft).
ESCORT Mk3 1.6i & RS Turbo (CVH engine)	82-90	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.
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 lbsft).
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 lbsft).
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 lbsft).
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 lbsft). Clutch kit CP2000-15 available.
ESCORT Mk3 XR3i (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 lbsft).
ESCORT Mk3 RS1600i, XR3 Turbo, XR3	82 - 86	Road/Competition	CP2811-23	CP2811-9	HD2034	Standard gearbox 20mm x 17 spline. Ø200mm Cover, organic no crimp spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 256Nm (189 lbsft).
ESCORT Mk3	80-86	Competition	CP2811-23	CP4814-10	HD2034	Factory close ratio gearbox 0.87" x 20 spline. Ø200mm Cover, 4 paddle spring centre driven plate, 0.87" x 20 spline 7.11mm thick. Torque Capacity 256Nm (189 lbsft).
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 lbsft).
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 lbsft).
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 lbsft).
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 lbsft).
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 lbsft) Torque Capacity.

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
FORD ESCORT						
ESCORT Mk4 RS Cosworth 4x4	95 on	Road/Competition	CP3360-2	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	95 on	Competition	CP3380-2	CP2583-14	HD5526	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	HD5526	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	CP5351-16	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 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	86 - 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	CP2642-17	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 RS Turbo Mk3/4 XR2i 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)	89-92 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 cermetallic 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 cermetallic driven plate 29mm x 10 spline 8.38mm thick. Torque Capacity 693Nm (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	84-86	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 / SAPPHIRE						
SIERRA & SAPPHIRE 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	HD2483	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	HD2482	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	86-90	Competition	CP3380-2	CP2583-9	HD2482	Ø240mm Cover & 4 paddle sprung centre driven plate 1" x 23 spline. 385Nm (284 lbsft) Torque Capacity.
SAPPHIRE 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 / SAPPHIRE						
SIERRA 2.8i XR 4x4 V6 Cosworth RS500	85-87 87-90	Competition	CP3380-2	CP2583-3	HD2482	Ø240mm Cover & 4 paddle sprung centre driven plate 1" x 23 spline. 385Nm (284 lbsft) Torque Capacity.
SAPPHIRE RS Cosworth 4x4	90-93	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.
SIERRA RS Cosworth 2WD and 4x4	86-93	Competition	CP3380-2	CP4196-5	HD2482	Ø240mm Cover & 6 paddle rigid cerametallic driven plate 1" x 23 spline 448Nm (330 lbsft) Torque Capacity
SAPPHIRE 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 lbsft) 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 lbsft).
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 (181lbsft).
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 (181lbsft).
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 (197lbsft).
		Competition	CP2015-30 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 (197lbsft).
			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 (197lbsft).
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. DP240S/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 lbsft).
3.4 Mk2 (Engine no. K.18237 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 lbsft).
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 lbsft)
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 lbsft).
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 SERIES 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 lbsft).
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 lbsft). 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 lbsft).
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 lbsft).
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 lbsft).
XJS		Road/Competition	CP2394-46	CP2496-24	Not available from AP Racing	Ø240mm cover, rigid cerametallic driven plate 29mm x 10 spline (Getrag Gearbox) 8.38mm thick. Torque capacity 366Nm (270 lbsft).
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 think. Torque capacity 230Nm (170 lbsft)
LAMBORGHINI						
JALPA 3.5 V8 & SUPER JEEP	85 on	Road/Competition	CP2789-5	CP2790-9	Not available from AP Racing	Ø267mm Cover, sprung centre organic driven plate 1.25" x 10 spline 8.38mm thick. Torque capacity 440Nm (325 lbsft).
LANCIA						
DELTA INTEGRALE 8v	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 lbsft)
CORTINA Mk1		Road/Competition	**CP2246-43	CP5351-2		CP2246-43 now obsolete, no currnt alternative. Upto 170 lb ft max torque.
CORTINA Mk2		Road/Competition	CP2246-70	CP5352-4		Torque capacity 230Nm (170 lbsft)
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 lbsft)
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 lbsft)
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	CP2394-14	CP2316-16	Not available from AP Racing	Citroen spline. Release bearing carbon ring 56110
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 7.11mm 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	CP6454-6	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	
SAPPORO 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 sprung 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 CP2015-32R 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	CP2346-62	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 24 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 0.80" 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)	91 on 93 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 lbsft).
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 lbsft).
205 1.9 GTi, CTi CABRIOLET	87 01 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 1.9 GR, SR, GRi, SRi	88 92	Competition	Standard OE	CP4814-24	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 2.0i, S	80 on 87 on	Competition	Standard OE	CP5354-22	Not available from AP Racing	Ø215mm sprung centre cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
911		Competition	Standard OE	CP6454-2		Ø228mm sprung centre cerametallic driven plate 0.87" x 20 spline 7.37mm thick.
911 2.0i, 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 8.38mm 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 lbsft) 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 Mk.2 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 MARINA 1.3 (Later models only)	72-80	Road/Competition	CP2246-70	CP5352-5		Torque capacity 230Nm (170 lbsft)
MORRIS MARINA 1800	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 Efi & 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		CP2789-4 now obsolete. Alternative use CP2789-2, 397Nm (293lbsft) Torque Capacity.
				CP3258-1		Alt driven plate
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	CP2346-9	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 7.38mm 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	HD3264	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 TR7 2.0 5 SPEED	77 - 81	Road/Competition	CP2246-70	CP5352-5	HD3264	Torque capacity 230Nm (170 lbsft)
TRIUMPH TR7 2.0 5 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 5 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 820 Vitesse & Turbo	92 95 92 on	Road/Competition	Standard OE	CP6452-2	HD3821	Ø228mm sprung centre organic driven plate 25.2 x 24 spline 7.38mm 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	CP2583-24	Not available from AP Racing	Ø240 sprung centre cerametallic, 0.75" x 17 tooth spline, 7.62mm thick
SAAB 9000 Turbo 2.3	94 97	Competition	Standard OE	CP6454-12		Ø228mm spring centre cerametallic driven plate, 25.0 x 14 tooth spline, 7.11mm thick
SEAT						
TOLEDO 1.6i (EZ1F eng)	91 on	Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic 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 cerametallic 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 cerametallic driven plate, 24.2mm x 24 spline, 8.00mm thick. Torque Capacity 420Nm (310lbsft).
IMPREZA S/i	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 spring centre cerametallic 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 cerametallic driven plate, 24.2mm x 24 spline, 8.00mm thick. Torque Capacity 460Nm (339 lbsft).

VEHICLE	YEAR	APPLICATION	COVER ASSY	DRIVEN PLATE	BEARING	REMARKS
TALBOT / CHRYSLER						
Avenger 1250, 1.3, 1.5, 1.0, & 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 lbsft)	
Avenger 1850 / 2lb	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 lbsft) Torque Capacity.
SAMBA RALLYE Grps 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 lbsft).
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 lbsft) 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 lbsft) Torque Capacity.
TOYOTA						
CELICA 1.6 GT, ST	76-81	Competition	TOYOTA	CP2084-9	Not available from AP Racing	Ø190mm rigid cerametallic 0.92" x 21 spline 8.13mm thick.
CELICA 4x4 Turbo	91-93	Competition	Standard OE	CP3468-2	HD5542	Ø237mm rigid cerametallic 29.0mm x 21 spline 8.00mm thick.
CELICA 4x4 Turbo	90-91	Competition	Standard OE	CP3468-2	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 lbsft).
GRIFFITHS 4.2, 5.0 lt Rover engine		Road/Competition	CP2345-8	CP2346-4	Not available from AP Racing	Ø240mm sprung centre organic 1.00" x 23 spline 8.38mm thick. Torque capacity 366Nm (270 lbsft).
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 lbsft) Torque Capacity.
TUSCAN 1500cc	88-89	Road/Competition	CP2391-60	CP2196-16	Not available from AP Racing	Ø240mm Cover & 4 paddle rigid driven plate 1" x 23 spline. 462Nm (341 lbsft) 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 lbsft) Torque Capacity.
1800 S (MGB eng)	66/68	Road/Competition	CP2246-71	CP5352-5	HD3318	Torque capacity 230Nm (170 lbsft)
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 lbsft) 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 ASTRA 1.8 GTE, (1 eng) 16E	89 - 91 83 - 84	Competition	Standard OE	CP5354-19	HD3880	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA 1.8i GTi	84 - 86	Competition	Standard OE	CP5354-19	HD3880	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 2.0GSi 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.
BELMONT 1.6S (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.
CALIBRA 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.
CALIBRA 2.0i 16V & 4x4 (C20XEeng) & 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.
CALIBRA 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, C16NZ 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 (C20XEeng)	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 HS,HSR		Competition	**CP2246-45	CP5354-38	Not available from AP Racing	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 lbsft)
FIRENZA 1.6	71 - 75	Road/Competition	CP3764-4	CP2257-13		Ø190mm cover, sprung centre organic 1.00" x 10 spline 7.11mm thick. Torque capacity 175Nm (129 lbsft).
FIRENZA	73 - 75	Road/Competition	CP2345-4	CP2346-6		Ø240mm sprung centre organic 1.00" x 10 spline 8.38mm thick. Torque capacity 366Nm (270 lbsft).
MAGNUM 1800, 2300	73 - 77	Road/Competition	CP2246-70	CP5352-1		Torque capacity 230Nm (170 lbsft)
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 & GT	66 - 70	Road/Competition	CP3764-4	CP2257-13		Ø190mm cover, sprung centre organic 1.00" x 10 spline 7.11mm thick. Torque capacity 175Nm (129 lbsft).
VIVA 2.0 GT	68 - 70	Road/Competition	CP2246-70	CP5352-1		Torque capacity 230Nm (170 lbsft)
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 lbsft). Ø215mm 4 paddle spring centre cerametallic driven plate 1.00" x 10 spline 7.11mm thick.
120, 140, 200 & 240 SERIES	68 - 74	Road/Competition	**CP2246-43	CP5351-3	Not available from AP Racing	CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbsft). Ø215mm spring centre steel backed organic driven plate 1.00" x 10 spline 7.11mm thick.
120, 140, 200 & 240 SERIES	60 - 74	Road/Competition	**CP2246-43	CP5352-1		CP2246-46 now obsolete, only alternative CP2246-71 has lower torque capacity 230Nm (170 lbsft). Ø215mm spring centre organic driven plate 1.00" x 10 spline 7.11mm 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 lbsft). Ø215mm 4 paddle spring centre cerametallic driven plate 1.00" x 10 spline 7.11mm 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 lbsft). Ø215mm 4 paddle spring centre cerametallic driven plate 1.00" x 10 spline 7.11mm 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 lbsft). Ø215mm 4 paddle spring centre cerametallic driven plate 1.00" x 10 spline 7.11mm thick.
264 V6		Road/Competition		CP2346-8		Ø240mm sprung centre organic 1.00" x 10 spline 8.38mm thick.
S40		Competition	Standard OE	CP5354-39		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	93 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