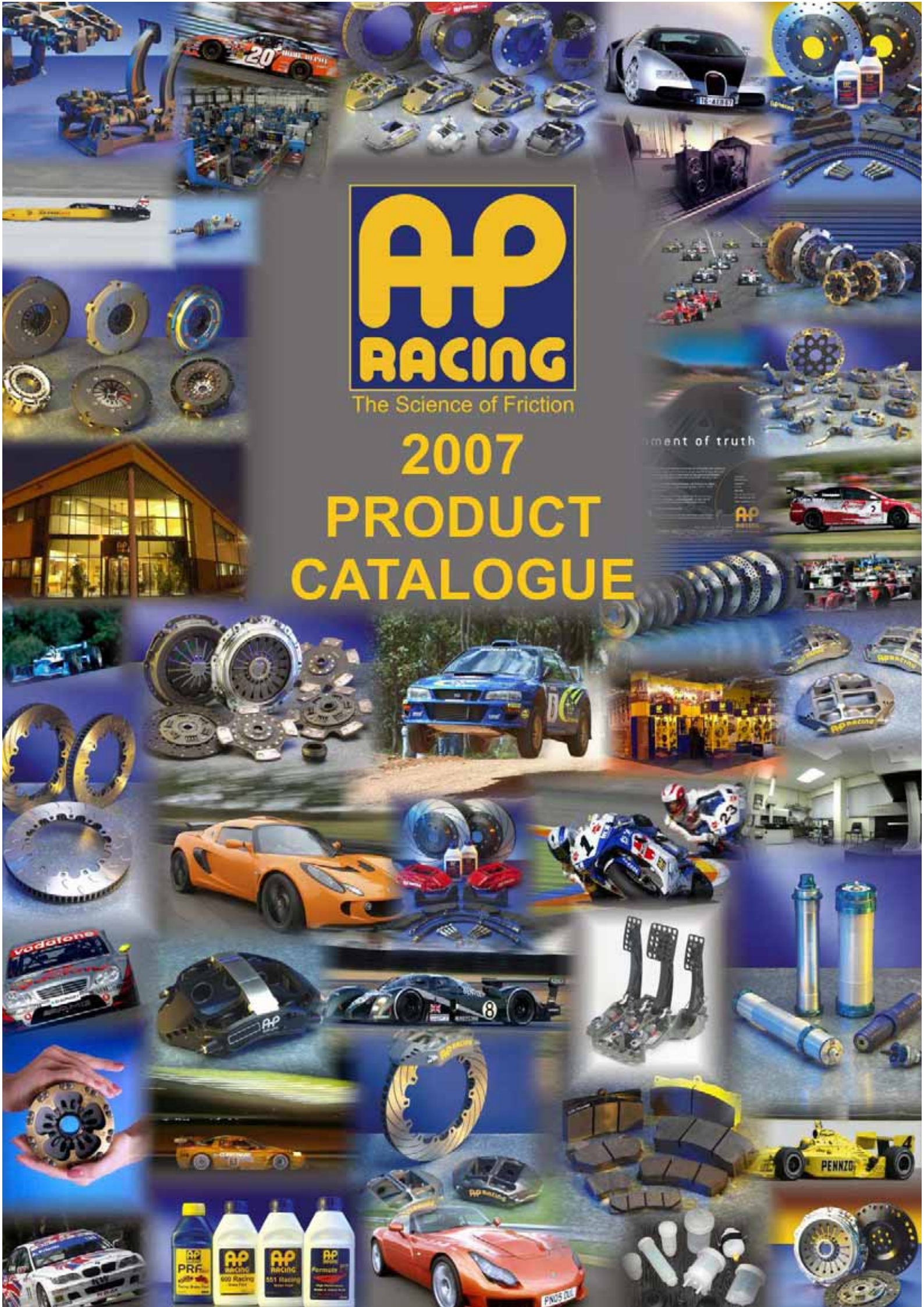

AP RACING
The Science of Friction
2007
PRODUCT
CATALOGUE

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 light-weight and compact, the units feature an integral piston support tube, high temperature seals and scraper ring plus a special high tech. low friction coating. Two of these units are interchangeable with the Saab derived Slave Cylinders that are in widespread use, but are hydraulically self contained and independ-ent 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.

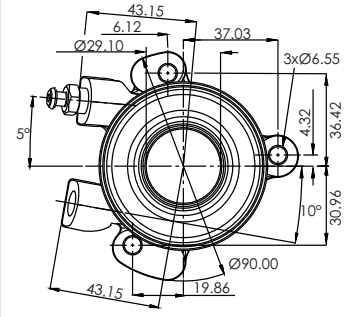
GENERAL INFORMATION.

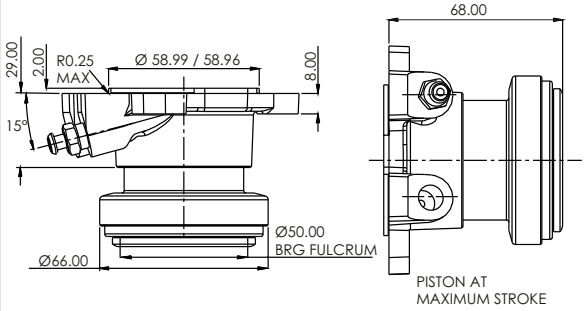
Ensure that the unit is installed in the correct position, with the bleed port uppermost as shown in the installation drawings that follow. All fittings intended to seat at the bottom of the hydraulic ports must have an included angle of 90°. Details below apply to all slave cylinders within the range:-

- 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.

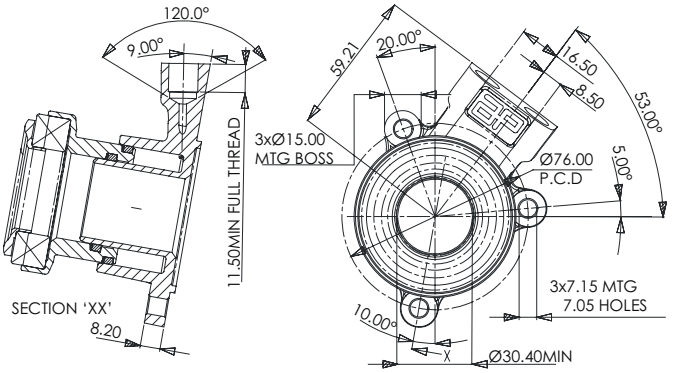
Part Nos.	Fulcrum Ø.	Max Stroke.	Bearing.
CP3759-38	38.0mm	18.0mm	CP3457-16
CP3759-50	50.0mm	18.0mm	CP3457-11
CP3759-54	54.0mm	18.0mm	CP3457-6
Hydraulic Ports.		M10 x 1.0	
Weight.		388g	
Replacement Seal Kit.		CP3759-3	

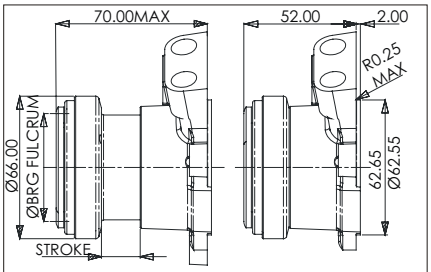




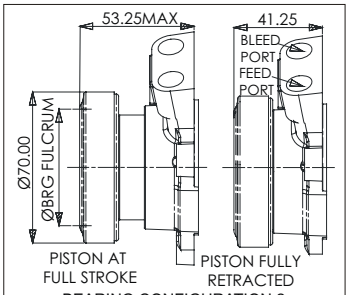
CP3859 SLAVE CYLINDER FAMILY.

Part Nos.	Fulcrum Ø.	Max Stroke.	Bearing.	Bear Configuration
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 = M12x1.0		**Weight** = 425g		**Seal Kit** = CP3859-2





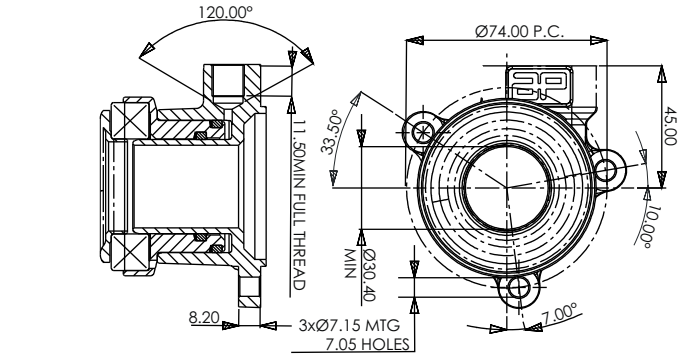
BEARING CONFIGURATION 1
The bearing is housed in the piston via the outer race with the inner race rotating. This is more suitable for high speed applications.

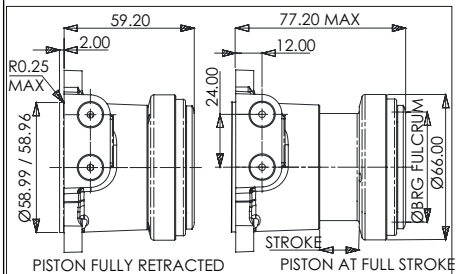


BEARING CONFIGURATION 2
The bearing is housed on the piston via the inner race with the outer race rotating. The stroke has been shortened so as to reduce the overall length.

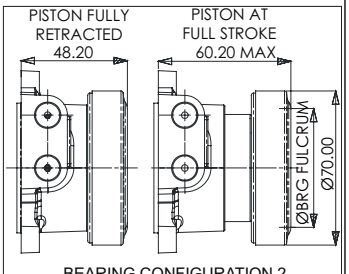
CP3959 SLAVE CYLINDER FAMILY.

Part Nos.	Fulcrum Ø.	Max Stroke.	Bearing.	Bear Configuration
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 = M12x1.0		**Weight** = 430g		**Seal Kit** = CP3859-2





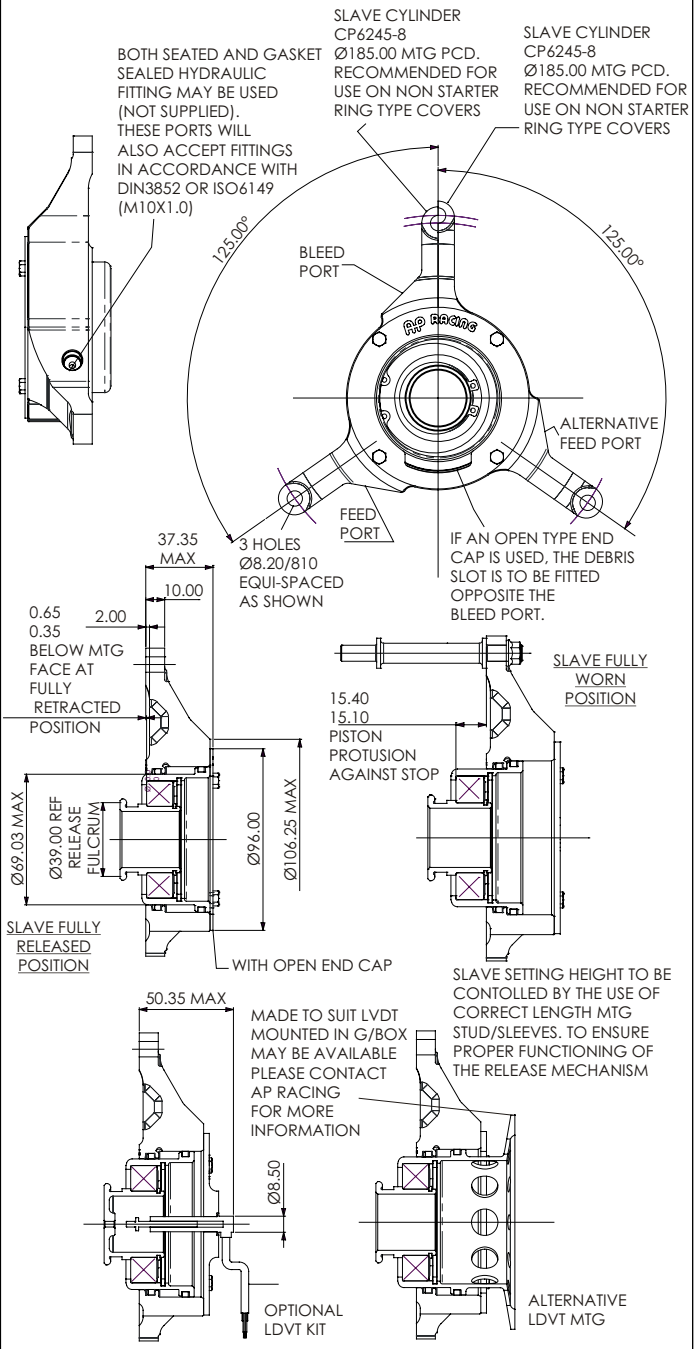
BEARING CONFIGURATION 1
The bearing is housed in the piston via the outer race with the inner race rotating. This is more suitable for high speed applications.



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.	Part Numbers.	
	CP6245-7	CP6245-8
Assembly Mounting PCD.	Ø193.00	Ø185.00
Stroke.	15.70 ±0.25mm	
Weight.	753g	
X-Sectional Area.	910.90mm² (1.411sq²)	
Effective Bore Diameter.	34.06mm (1.341”)	
Max Input Pressure.	6.9N/mm² (1000psi)	
Hydraulic Fluid.	AP551	
Hydraulic Threads.	M10 x 1.0	
Slave Cylinder Seal Repair Kit.	CP3749-3	
Replacement Release Bearing.	CP3457-12	
Clutch LDVT Kit.	CP3749-7	
Replacement 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.
Note; CP7950 uses mineral oil seals.

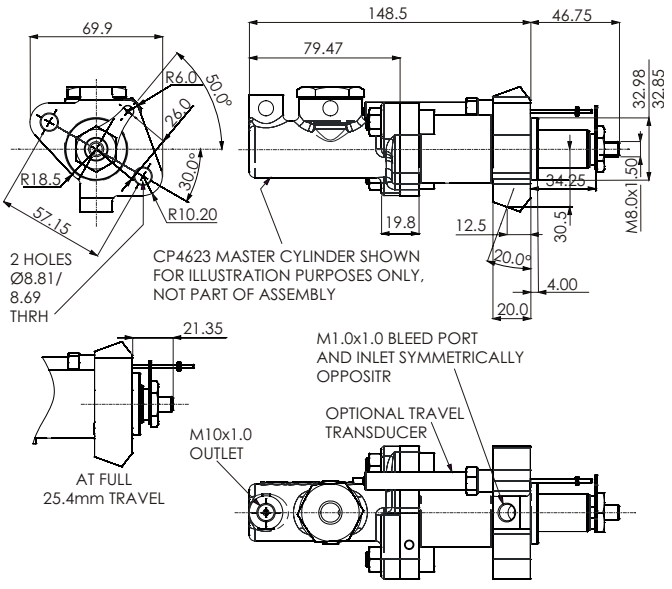
PART NUMBERS.

- CP7950-6 (Without CP4623-88NC Master Cylinder).
- CP7950-5 (With CP4623-88NC Master Cylinder included).

TECHNICAL SPECIFICATION.

- Weight.	397g
- 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.

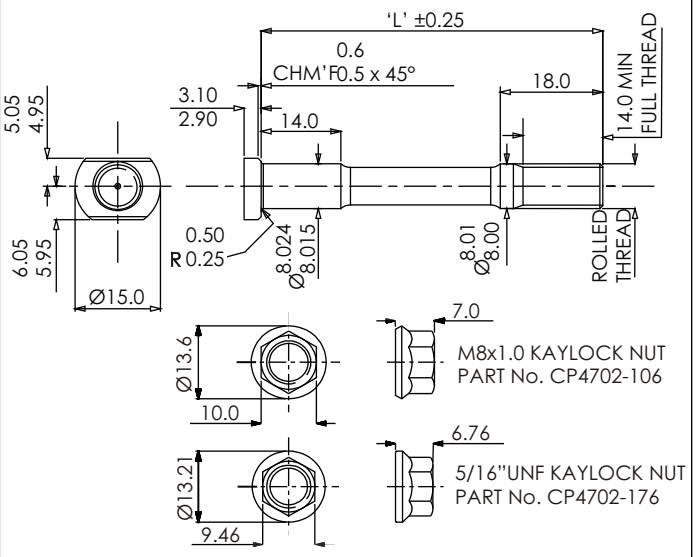
INSTALLATION DRAWING



CLUTCH MOUNTING STUD

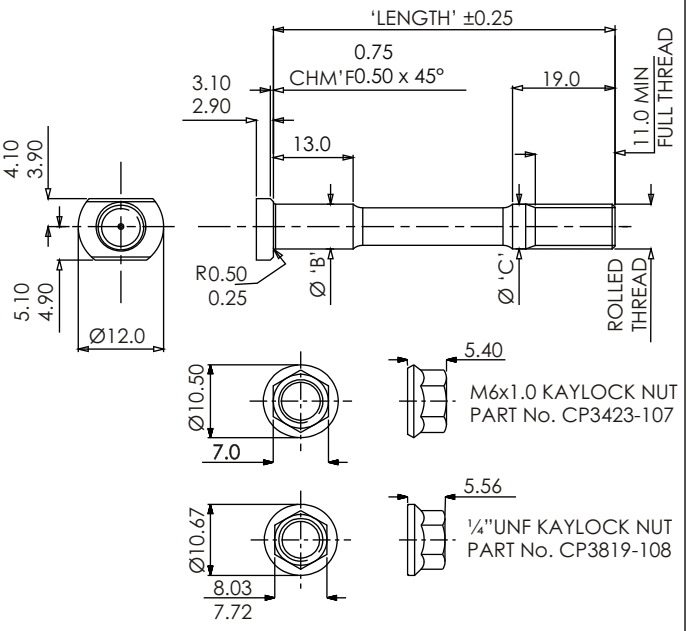
AP Racing offer a complete range of clutch mounting studs for all of the Carbon/Carbon and Sintered / Cerametallic Race Clutches. The stud design incorporates offset head flats for location, necked down shanks and precision ground location diameters. All kits come complete with relevant K-lock nuts.

M8 and 5/16"UNF STUD SERIES - CP4702 -



PART NUMBERS.		
Stud Length. (Dim'n 'L')	**M8 x 1.0 (M Suffix).**	**5/16" UNF (U Suffix).**
40.0mm	CP4702-400MK	CP4702-400UK
42.5mm	CP4702-425MK	CP4702-425UK
45.0mm	CP4702-450MK	CP4702-450UK
47.5mm	CP4702-475MK	CP4702-475UK
50.0mm	CP4702-500MK	CP4702-500UK
52.5mm	CP4702-525MK	CP4702-525UK
55.0mm	CP4702-550MK	CP4702-550UK
57.5mm	CP4702-575MK	CP4702-575UK
60.0mm	CP4702-600MK	CP4702-600UK
625.mm	CP4702-625MK	CP4702-625UK
65.0mm	CP4702-650MK	CP4702-650UK
67.5mm	CP4702-675MK	CP4702-675UK
70.0mm	CP4702-700MK	CP4702-700UK
72.5mm	CP4702-725MK	CP4702-725UK
75.0mm	CP4702-750MK	CP4702-750UK
77.5mm	CP4702-775MK	CP4702-775UK
The kits listed above are available containing 6,8 or 12 bolts, add the bomber of bolts required to the end of the part number. e.g. CP4702-400MK(12)		

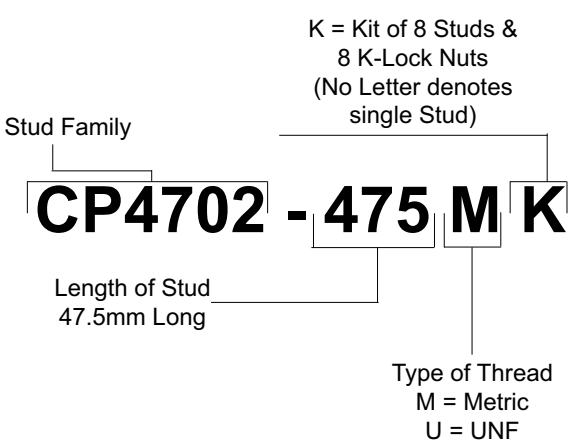
M6 and 1/4"UNF STUD SERIES - CP4703 -



PART NUMBERS.		
Stud Length. (Dim'n 'L')	**M6 x 1.0 (M Suffix).**	**1/4" UNF (U Suffix).**
Ø 'B'	6.016 / 6.008mm	6.365 / 6.357mm
Ø 'C'	5.98 / 5.95mm	6.33 / 6.30mm
40.0mm	CP4703-400MK	CP4703-400UK
42.5mm	CP4703-425MK	CP4703-425UK
45.0mm	CP4703-450MK	CP4703-450UK
47.5mm	CP4703-475MK	CP4703-475UK
50.0mm	CP4703-500MK	CP4703-500UK
52.5mm	CP4703-525MK	CP4703-525UK
55.0mm	CP4703-550MK	CP4703-550UK
57.5mm	CP4703-575MK	CP4703-575UK
60.0mm	CP4703-600MK	CP4703-600UK
625.mm	CP4703-625MK	CP4703-625UK
65.0mm	CP4703-650MK	CP4703-650UK
67.5mm	CP4703-675MK	CP4703-675UK
70.0mm	CP4703-700MK	CP4703-700UK
72.5mm	CP4703-725MK	CP4703-725UK
75.0mm	CP4703-750MK	CP4703-750UK
The kits listed above are available containing 6,8 or 12 bolts, add the bomber of bolts required to the end of the part number. e.g. CP4703-400MK(12)		

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.



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

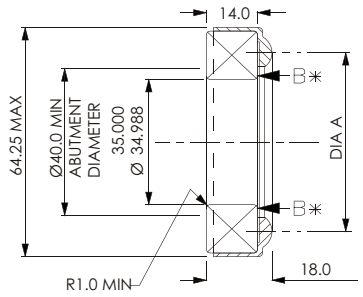
RELEASE MECHANISM

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 INNER DIAMETER - OUTER RACE ROTATES.



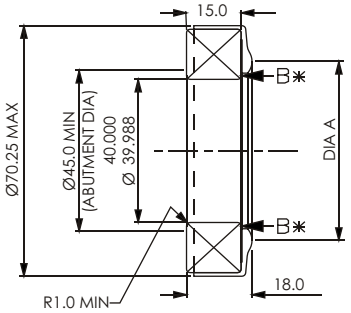
- CP3457-1

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 INNER DIAMETER - OUTER RACE ROTATES.



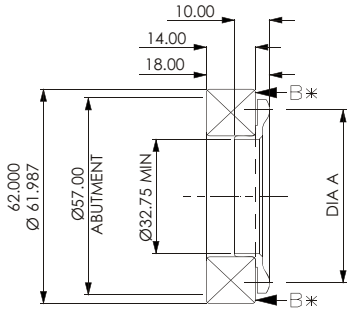
- CP3457-9

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 INNER DIAMETER - 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 2006 Brazilian Grand Prix, AP Racing celebrated its 599th Grand Prix Clutch win. It has taken over 36 years for AP Racing to achieve this amazing success.

In 2006 AP Racing supplied 9 of the 11 teams, equipping 17 out 18 Grand Prix winners 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.

CARBON/CARBON CLUTCH RANGE.

Note: For smaller diameter clutches please contact AP Racing.

Clutch Dia. (mm)	Clutch Actuation Type.	Carbon Clutch Part No.	No. of Carbon Driven Plates.	Flywheel Details.	Main Pressure Plate Ratio.	Application.	Comments.
140	Push.	CP7142 -CM01-SN	2	8 Bolt fixing. Stepped Flywheel.	MHR	- F3. - Touring Car.	Standard Ø140mm lug drive clutches. Standard height. CP7142 & 3 are not suitable for GT applications dur to a restricted "Wear In".
		CP7143 -CM01-SN	3		MHR	- Single Seater. - Touring Car.	
		CP7143 -CM01-FN	3	8 Bolt fixing. Flat Flywheel.	MHR	- Normal Duty. - Touring Car.	Low height, reduced weight and enertia.
		CP7322 -CE01-SC	2	8 Bolt fixing. Stepped Flywheel.	EHR	- Touring Car.	
	Pull.	CP7223 -OH02-FC	3	10 Bolt fixing. flat Flywheel.	HiR	- Endurance Racing. - GT.	Pull type lug drive clutches. Pffer increased efficiency over conventional push type designs. optional Slave Cylinder assembly.
		CP7923 -GH03-FC	3		HiR	- Endurance. - GT. & WRC.	Heavy duty version of CP7223 & CP7224.
	Push.	CP6913 -OH02-FN	3	10 Bolt fixing. flat Flywheel.	HiR	- Endurance Racing. - GT.	Push Type versions of CP7223.
		CP6914 -OH02-FN	4		HiR		
184	Push.	CP7202 -CE01-SN	2	12 Bolt fixing. Stepped Flywheel.	EHR	Australian Touring Cars.	Standard lug drive clutch for high torque applications.
		CP7203 -CV02-SC	3		VHR		
		CP8031 -CV02-SP	Single		VHR	- World Touring Car.	Cushion Pressure Plate system fitted.
		CP8032 -CV02-SP	2		VHR	- WRC.	
		CP8033 -CV02-SP	3		VHR	Australian Touring 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		LoR		
		CP7212 -CH01-FN	2		HiR		
		CP7213 -CH01-FN	3		HiR		

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 / TitaniumPressure 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/Pate.
S = SLV. (Silver).	**U** = UHR. (Ultra High Ratio).		SP = Stepped with Cushion P/Pate.
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 in destructible!. 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 93

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 92.

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.

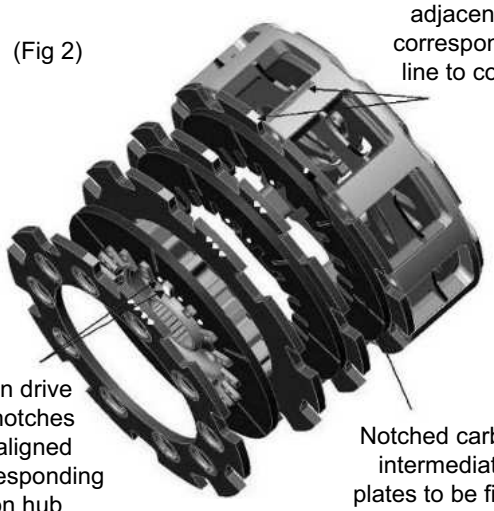
PUSH TYPE CARBON/CARBON CLUTCH.

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 fly-wheel (see fig 2a).


(Fig 2a)

Ensure the marked Hub drive tooth is engaged with the outlined drive slot(s) in the Carbon plates.
Complete the assembly by fitting the last Intermediate and Driven Plates N.B. Carbon Clutches always have a Carbon Intermediate plate next to the flywheel. 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.


(Fig 3)

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.

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.

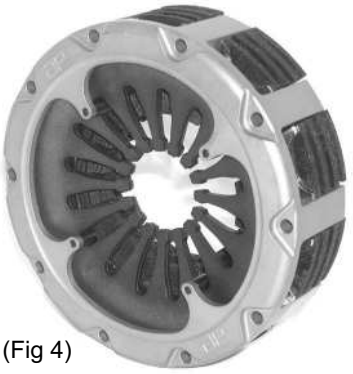
Refit the clutch installation clip. Progressively release clutch cover retaining nuts and remove clutch from flywheel.

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.

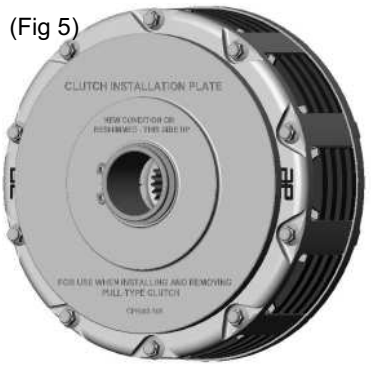
PULL TYPE CARBON/CARBON CLUTCH.

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

Continued Overleaf.....

mates with the number 1 Driven Plate next to the number 1 Intermediate Plate with the marking towards the flywheel. Continue fitting the remaining carbon Intermediate and Driven Plates in sequence. The Hub must be fitted prior to fitting the last Driven plate and Intermediate with the flywheel bolt relief and the flange towards the flywheel (see fig 2a). Ensure the marked Hub drive tooth is engaged with the outlined drive slot(s) in the carbon plates. Complete the assembly by fitting the last Intermediate and Driven Plates N.B. Carbon Clutches always have a Carbon Intermediate plate next to the flywheel. Ensure that the bottom carbon intermediate plate is located correctly and install the clutch onto the flywheel. Tighten the retaining nuts down progressively in a diagonally opposite pattern to the recommended torque. When the clutch is tightened down the installation plate will become loose, remove the retaining circlip, and remove the installation plate from the release fulcrum.
NB The installation plate should be retained for future clutch removal.
Prior to fitting the slave cylinder, the piston in the slave cylinder should be pushed out to maximum travel towards the clutch. Ensure that the release fulcrum in the clutch is fitted into slave cylinder piston. With the slave cylinder in place, the release fulcrum should be pulled into contact with the spring fingers, and the circlip refitted into the groove on the release fulcrum.

BASKET TYPE CLUTCHES.

"Basket" type clutches have the clutch drive lugs built into the "flywheel" (basket) and the cover is bolted to the top of the lugs. On this type of clutch the assembly sequence is reversed, starting with the highest numbered intermediate plate at the flywheel (basket) end and fitting the main pressure plate last, just before the cover.

CLUTCH REMOVAL.

Remove circlip from release fulcrum, remove slave cylinder, refit the clutch installation plate and circlip.
NB The installation plate is machined differently on either face, to accommodate "new / reshimmed", or "worn" clutches. Progressively release clutch cover retaining nuts and remove clutch from flywheel.

HUBS.

Do not grease the splines in the hub; the grease can be dispersed by centrifugal force outwards, towards the carbon friction faces causing contamination and clutch slip.

WEAR COMPENSATION AND MAINTENANCE.

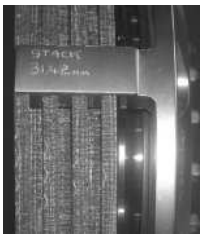
WEAR COMPENSATION.

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

(Fig 6) Serial Number.

NB The Carbon plates must not be switched between clutches and the mating carbon faces must be kept in their original relationship to each other. Never switch complete carbon stacks from cover to cover.

The serial number, and the original combined thickness of all the carbon plates when new, called the "Stack Height", are etched onto the cover. (See Fig 6 & 7)
Each carbon plate is identified with notches to identify the intermediate plate number (Fig 1) and dots or notches to identify the drive plate number (fig 1).



(Fig 7)
Stack Height.

CARBON MEASUREMENTS.

For accuracy when measuring the carbon plates, each individual plate is measured in the centre of the worn surface in 3 positions (approx. every 120° - see fig 8.) and the mean thickness is then calculated (The measurements can be recorded on the carbon clutch measurement sheet provided). The mean thickness from all plates is added together to obtain the "Present Stack Height" and this is subtracted from the "New Stack Height" etched on the cover (fig 7.). The correct pressure plate should then be selected from the "Pressure plate fitment sheet" which will restore the "Wear In" to approximately its original value. Measurement of the carbon should only be made with a proper micrometer with flat anvils, not a sliding vernier or micrometer with a sharp point.

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

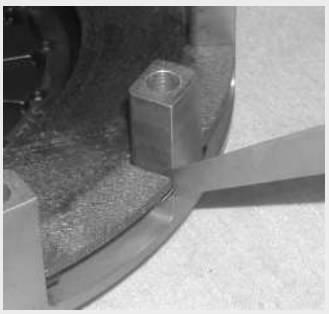
PLATE MEASUREMENTS.

Driven Plates (Fig 8)

Intermediate Plates (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.

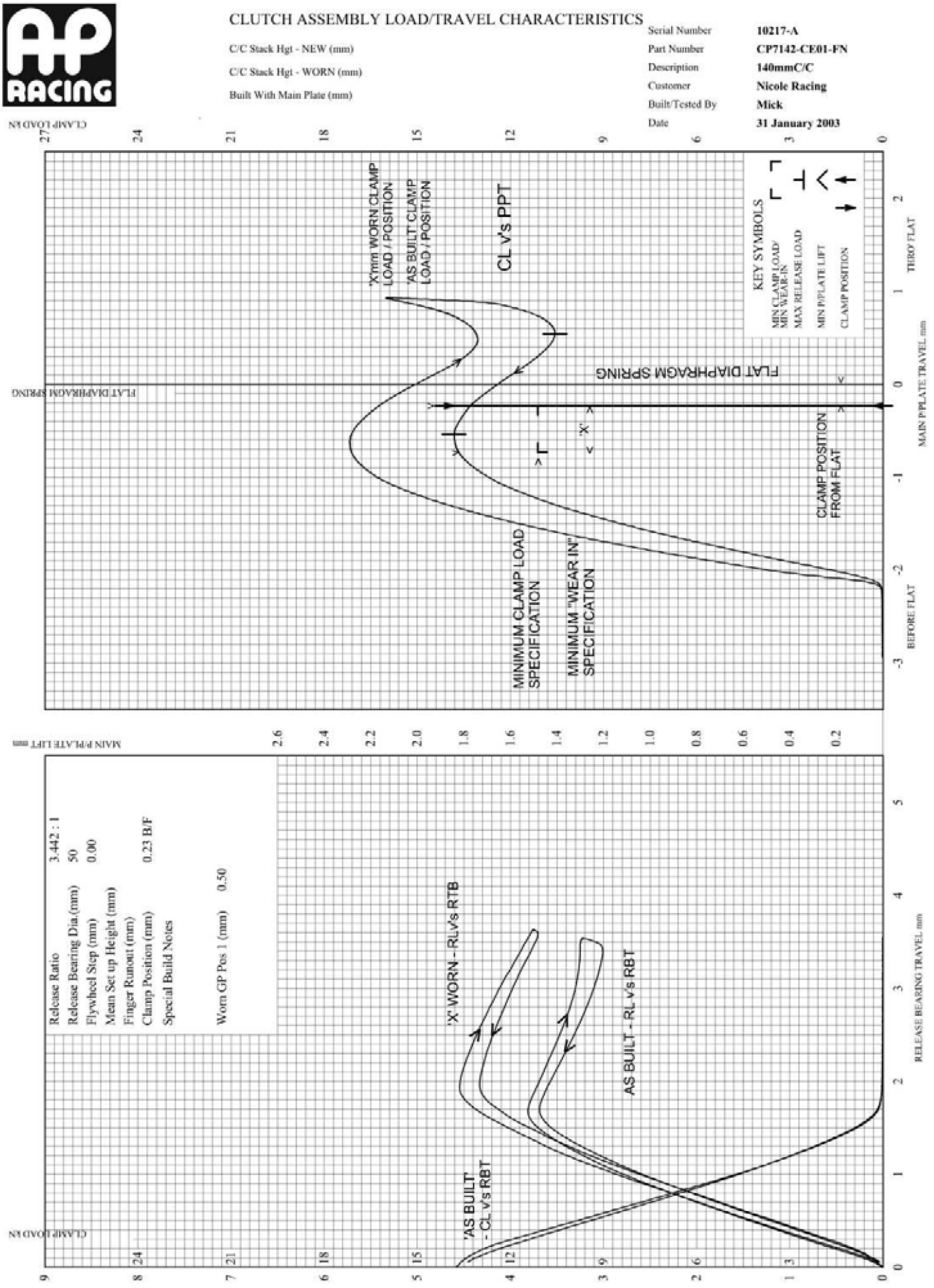
User servicing is limited to replacing the main pressure plate and hubs when required.
Other replacements require the use of specialised test equipment to set up the clutch and the unit should be returned to AP Racing for reconditioning.

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 CARBON/CARBON CLUTCH PLOT



CP6913. / CP6914.

Ø140mm Standard Push Type.

GENERAL INFORMATION

APPLICATIONS.

- GT.

- Endurance racing.

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.

PART NUMBERS.

- 3 Plate, Flat Flywheel & Aluminium Cover.
CP6913-OH02-FN

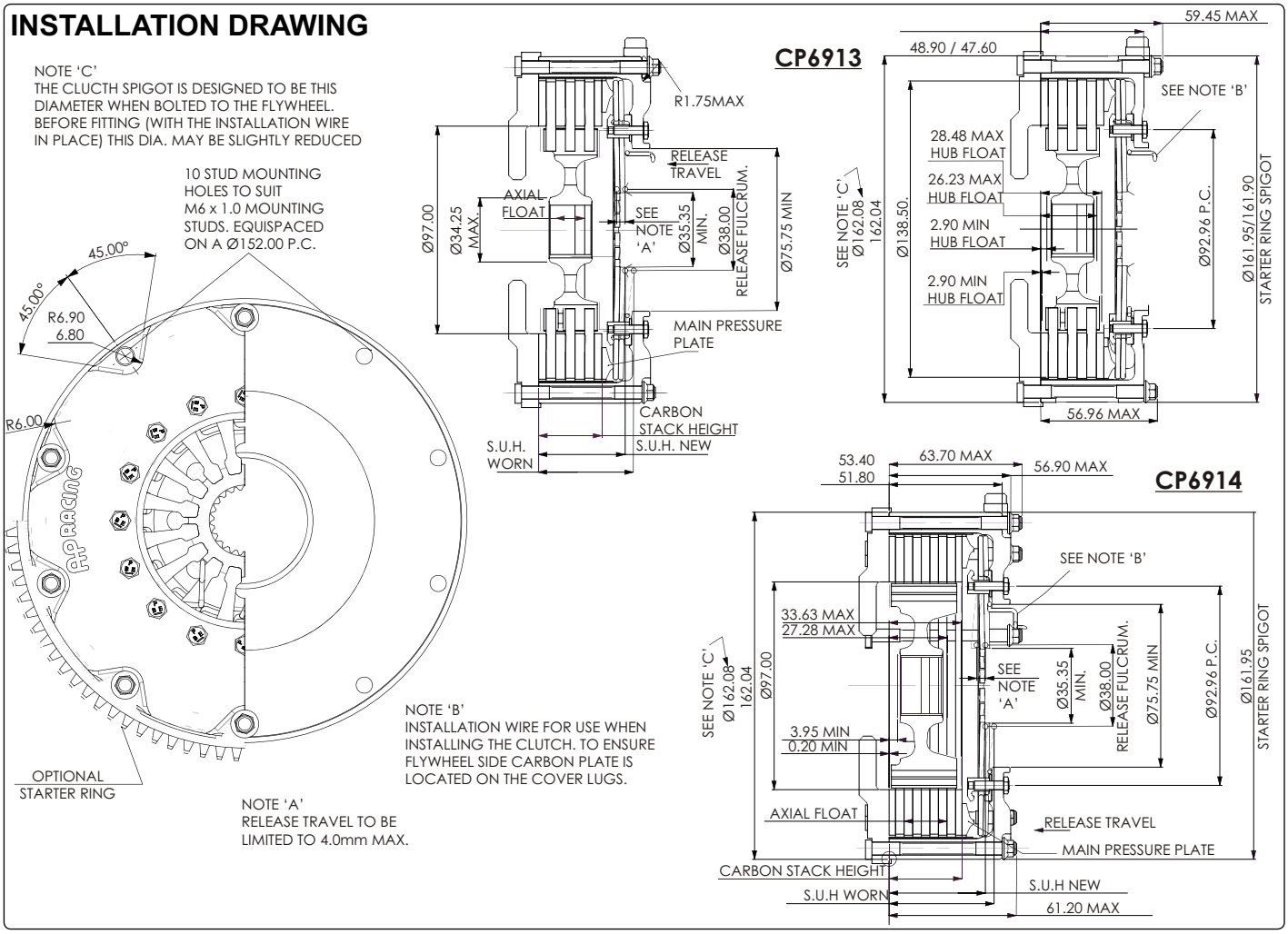
- 3 Plate, Flat Flywheel & Steel Cover.
CP6913-OH02-FN

- 4 Plate, Flat Flywheel & Aluminium Cover.
CP6914-OH02-FN

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	- CP6913	1142Nm (842lb/ft)
	- CP6914	1523Nm (1123lb/ft)
"Wear In" between P/Plate changes.		1.25mm
Total allowable carbon stack wear.		6.0mm
Release Loads.	Max peak worn.	740daN
	At travel.	350daN
Set-up Height. (New)	- CP6913	40.27mm
	- CP6914	44.75mm
Set-up Height. (Worn)	- CP6913	44.45mm
	- CP6914	48.99mm
Weight.	- CP6913	2.25Kg
	- CP6914	2.4Kg
Complete Assembly Inertia.	- CP6913	0.00756Kgm²
	- CP6914	0.00796Kgm²
Driven Plate & Hub Interia.	- CP6913	0.001214Kgm²
	- CP6914	0.00145Kgm²
MAIN PRESSURE PLATES.		
Ratio.	HiR	
Material.	Stainless Steel	
Pressure Plate Kits.	.5mm to 4.5mm (0.5mm Steps) = CP6514-4 .25mm to 4.25mm (0.5mm Steps) = CP6514-5	
HUB OPTIONS.		
Material.	Steel	
- CP6913	1.16" x 26	CP5143-104S
- CP6914	1.16" x 26	CP6904-112S
More hubs are available with other spline sizes, contact AP Racing.		
RELEASE BEARINGS OPTIONS.		
Outer Race Rotates		CP3457-6

INSTALLATION DRAWING



CP7142. / CP7143.

Ø140mm Standard Push Type.

GENERAL INFORMATION

APPLICATIONS.
- **Single Seater.**
- **Touring Car.**

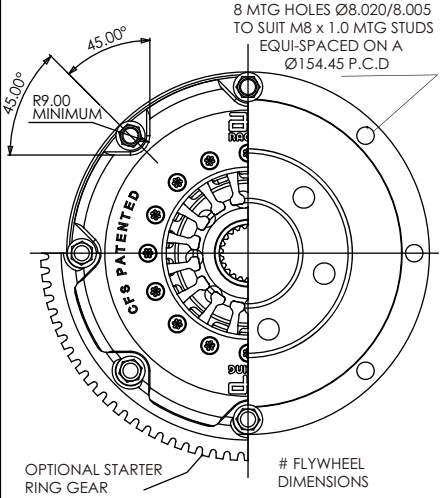
FEATURES.
- **8 Bolt, One piece cover and lugs.**
  - machined from solid billet, for rigidity and strength.
- **Push type.**
- **Stepped or Flat flywheel fixing.**
- **CP7143-CM01-FN is low height version.**
- **Normal Duty.**
- **Long Life.**
- **Durable and abuse resistant.**
  - If maintained correctly life expectancy can be 10 times that of a sintered race clutch.
- **Factory reconditioning service available.**

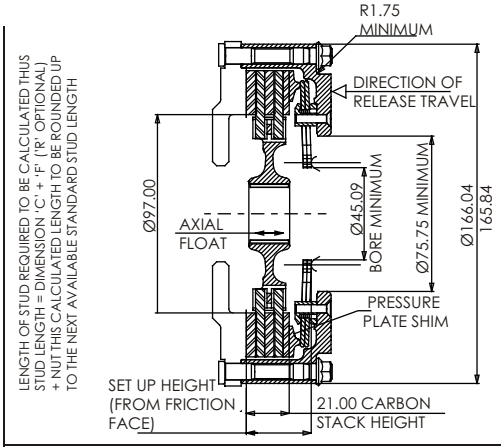
PART NUMBERS.
- **2 Plate, Stepped Flywheel.**
CP7142-CM01-SN
- **3 Plate, Stepped Flywheel.**
CP7143-CM01-SN
- **3 Plate, Flat Flywheel.**
CP7143-CM01-FN

Note: Full Installation Drawing available at www.apracing,com

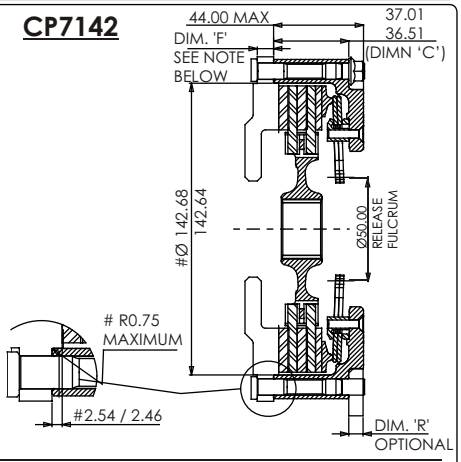
TECHNICAL SPECIFICATIONS		
Torque Capacity.	- CP7142	741Nm (547lb/ft)
	- CP7143	1112Nm (851lb/ft)
"Wear In" between P/Plate changes.		0.50mm
Total allowable carbon stack wear.		- CP7142 = 4.0mm - CP7143 = 6.0mm
Release Loads.	Max peak worn.	450daN
	At travel.	300daN
Set-up Height. (New)	- CP7142	31.54mm
	- CP7143	40.54mm
Set-up Height. (Worn)	- CP7142	34.58mm
	- CP7143	43.58mm
Weight.	- CP7142	1.4Kg
	- CP7143	2.2Kg
Complete Assembly Inertia.	- CP7142	0.0064Kgm²
	- CP7143	0.0076Kgm²
Driven Plate & Hub Interia.	- CP7142	0.00089Kgm²
	- CP7143	0.00095Kgm²
MAIN PRESSURE PLATES.		
Ratio.	MHR	
Material.	Steel	
Pressure Plate Kits.		
CP7142	.5mm to 3.5mm (0.5mm Steps) = CP4502-13 .25mm to 3.25mm (0.5mm Steps) = CP4502-14	
CP7143	.5mm to 5.5mm (0.5mm Steps) = CP4502-9 .25mm to 5.25mm (0.5mm Steps) = CP4502-10	
HUB OPTIONS.		
Material.	Steel	
- CP7142	1.16" x 26	CP5143-104S
- CP7143	1.16" x 26	CP6904-112S
More hubs are available with other spline sizes, contact AP Racing.		
RELEASE BEARINGS OPTIONS.		
Outer Race Rotates		CP3457-6 or CP3457-9
Inner Race Rotates		CP3457-11

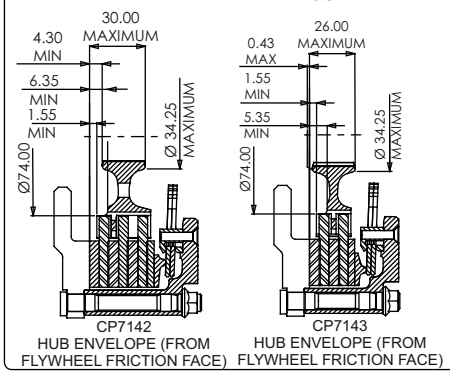
INSTALLATION DRAWING

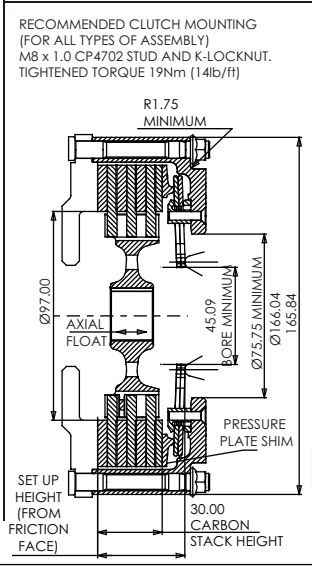




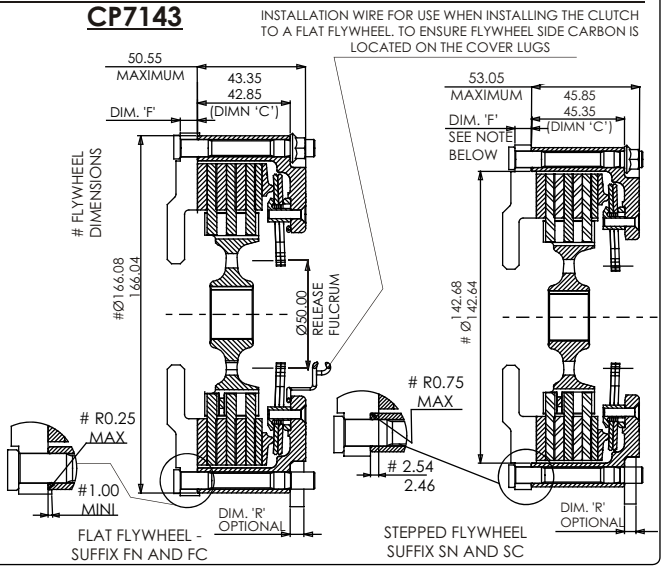
CP7142







CP7143



CP7223.
Ø140mm Pull Type.

GENERAL INFORMATION
APPLICATIONS.
- GT.
- Endurance racing.

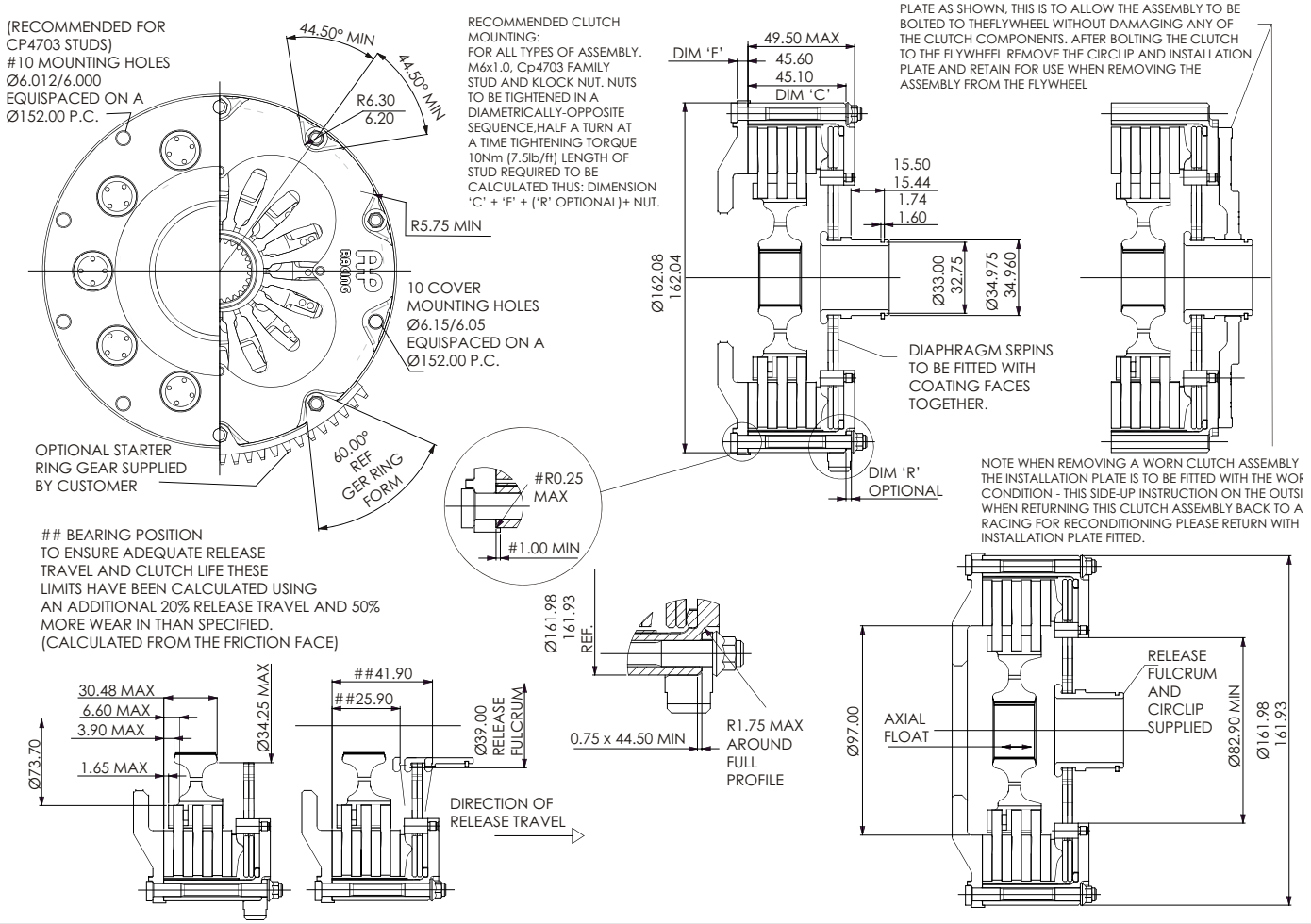
FEATURES.
- 10 Bolt, One piece cover and lugs.
- machined from solid billet, for rigidity and strength.
- Pull type configuration.
- increased efficiency in terms of clamp and release loads.
- Flat flywheel fixing.
- Cushion flywheel system available.
- Long Life.
- Durable and abuse resistant.
- If maintained correctly life expectancy can be 10 times that of a sintered race clutch.
- Factory reconditioning service available.
- Heavy duty option available, CP7923 See page 104.

PART NUMBERS.
- 3 Plate, Flat Flywheel.
CP7223-OH02-FN.
- 3 Plate, Flat Flywheel with CFS.
CP7223-OH02-FC.

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	1142Nm (842lb/ft)	
"Wear In" between P/Plate changes.		1.50mm
Total allowable carbon stack wear.		6.0mm
Release Loads.	Max peak worn.	540daN
	At travel.	250daN
Set-up Height. (New)		36.48mm
Set-up Height. (Worn)		26.26mm
Weight.		1.8Kg
Complete Assembly Inertia.		0.006438Kgm²
Driven Plate & Hub Interia.		0.001219Kgm²
MAIN PRESSURE PLATES.		
Ratio.	HiR	
Material.	Stainless Steel	
Pressure Plate Kits.	.5mm to 4.5mm (0.5mm Steps) = CP6504-7 .25mm to 4.25mm (0.5mm Steps) = CP6504-8	
HUB OPTIONS.		
Material.	Steel	
1.16" x 26	CP5143-104S	
1.00" x 23	CP5143-102S	
More hubs are available with other spline sizes, contact AP Racing.		
SLAVE CYLINDER.		
Recommended Slave Cylinder.	CP6245-8	

INSTALLATION DRAWING



CP7322.

Ø140mm 'Heavy Duty' Push Type.

GENERAL INFORMATION
APPLICATIONS.
- Heavy Duty Touring Car.

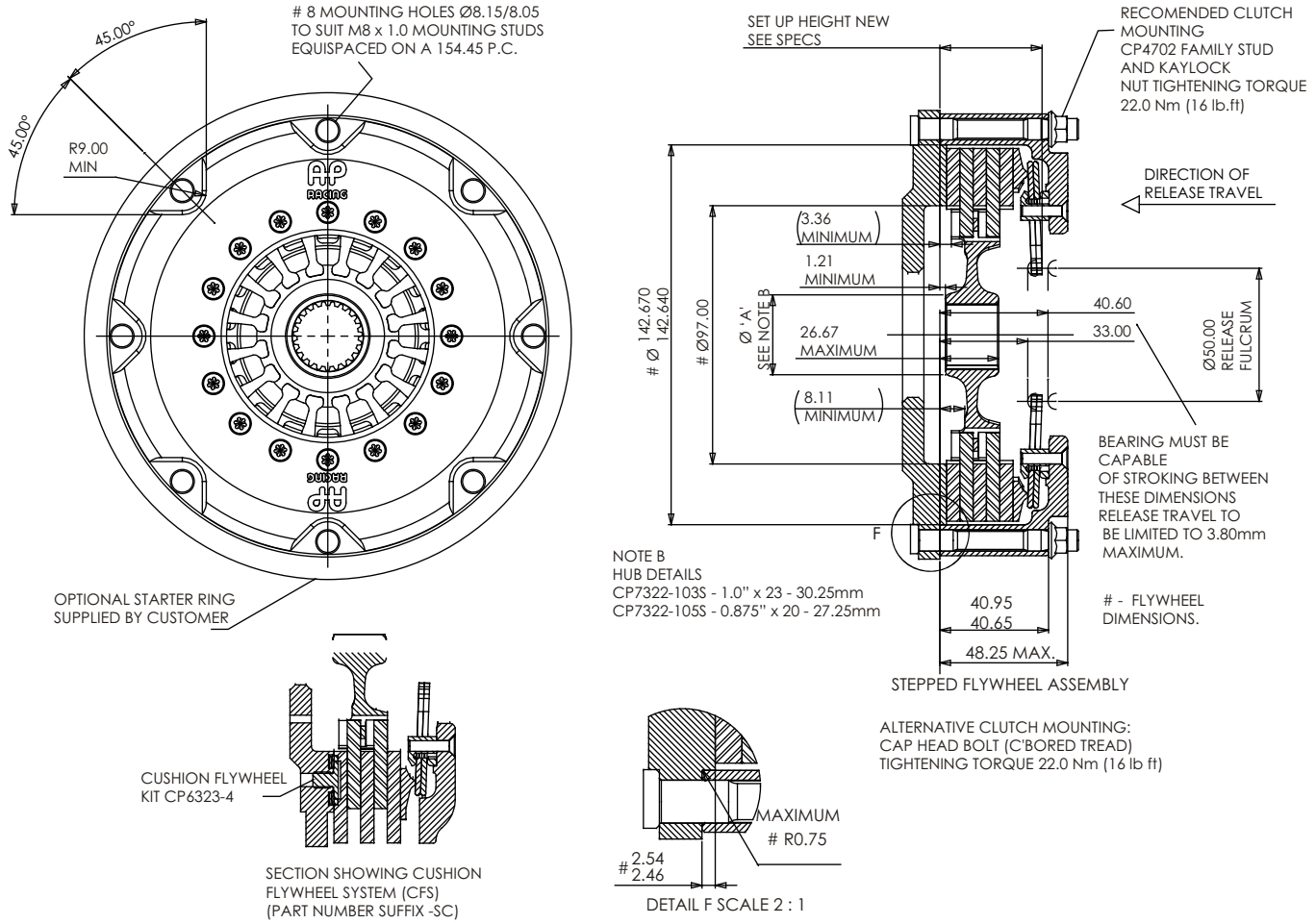
FEATURES.
- 8 Bolt, One piece cover and lugs.
- machined from solid billet, for rigidity and strength.
- Push type.
- Stepped flywheel fixing.
- Inner diameter location.
- Heavy Duty.
- Long Life.
- Durable and abuse resistant.
- If maintained correctly life expectancy can be 10 times that of a sintered race clutch.
- Factory reconditioning service available.

PART NUMBERS.
- 2 Plate, Stepped Flywheel with CFS.
CP7322-CE01-SC.

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	589Nm (434lb/ft)	
"Wear In" between P/Plate changes.		0.50mm
Total allowable carbon stack wear.		6.0mm
Release Loads.	Max peak worn.	450daN
	At travel.	300daN
Set-up Height. (New)		37.90mm
Set-up Height. (Worn)		40.50mm
Weight.		1.89Kg
Complete Assembly Inertia.		0.00645Kgm²
Driven Plate & Hub Interia.		0.00095Kgm²
MAIN PRESSURE PLATES.		
Ratio.	EHR	
Material.	Steel	
Pressure Plate Kits.	.5mm to 5.5mm (0.5mm Steps) = CP5253-3 .25mm to 5.25mm (0.5mm Steps) = CP5253-2	
HUB OPTIONS.		
Material.	Steel	
7/8" x 20	CP7322-103S	
1.00" x 23	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	

INSTALLATION DRAWING



CP7923.

Ø140mm, 3 Plate, Heavy Duty Pull Type.

GENERAL INFORMATION

APPLICATIONS.

- GT.

- Endurance racing.

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.

- 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.

PART NUMBERS.

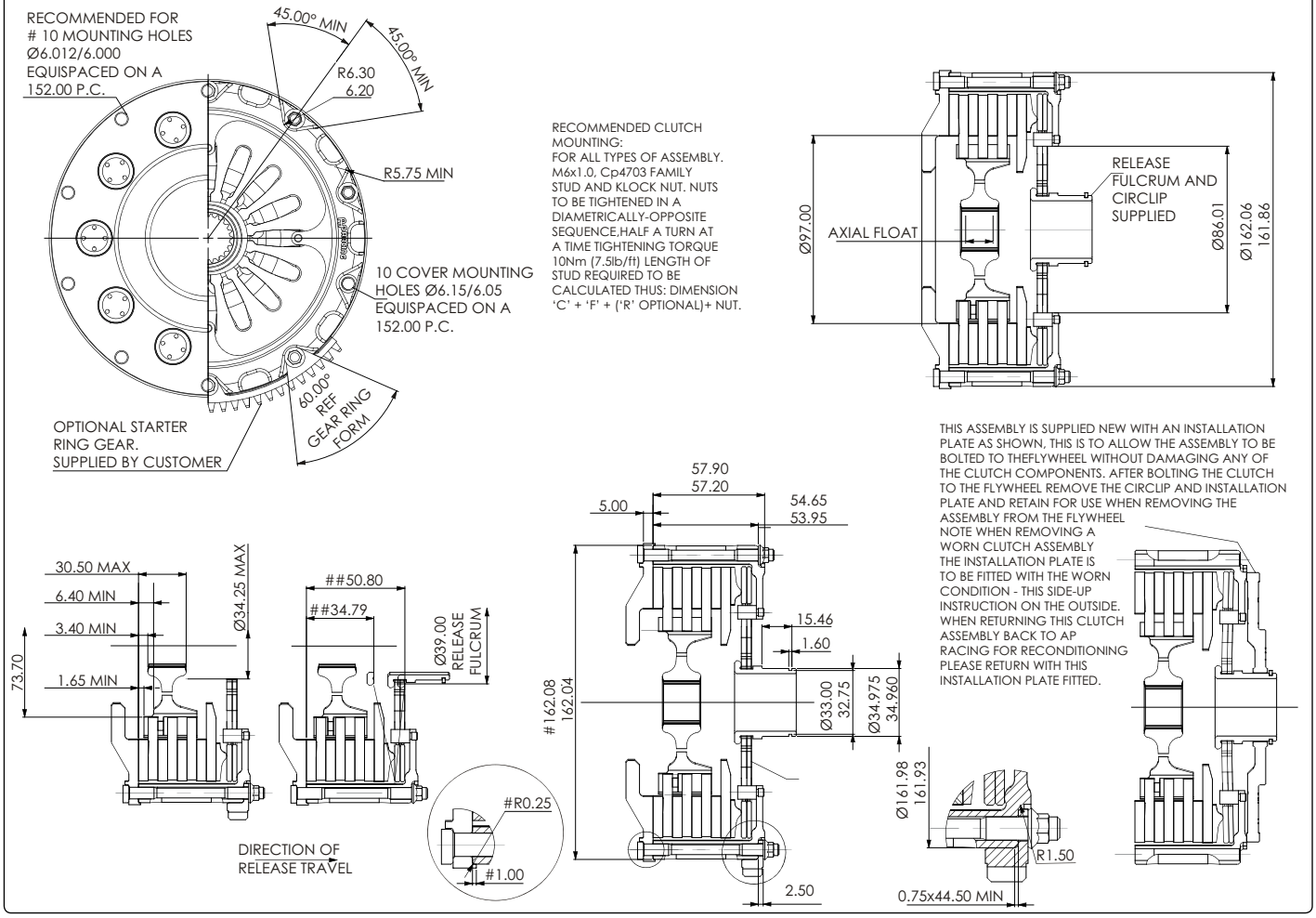
- 3 Plate, Flat Flywheel.
CP7923-GH03-FN.

- 3 Plate, Flat Flywheel with CFS.
CP7923-GH03-FC.

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	1333Nm (982lb/ft)	
"Wear In" between P/Plate changes.		1.50mm
Total allowable carbon stack wear.		6.0mm
Release Loads.	Max peak worn.	565daN
	At travel.	370daN
Set-up Height. (New)		45.35mm
Set-up Height. (Worn)		38.10mm
Weight.		2.75Kg
Complete Assembly Inertia.		0.0102Kgm²
Driven Plate & Hub Interia.		0.001348Kgm²
MAIN PRESSURE PLATES.		
Ratio.	HiR	
Material.	Steel	
Pressure Plate Kits.	.5mm to 4.5mm (0.5mm Steps) = CP6504-7 .25mm to 4.25mm (0.5mm Steps) = CP6504-8	
HUB OPTIONS.		
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

INSTALLATION DRAWING



CP7202. / CP7203.

Ø184mm, 2 & 3 Plate, Push Types.

GENERAL INFORMATION

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 fixing.

- Cushion flywheel system available.

- 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.

- Replaces CP6192 and CP6193 Clutches.

PART NUMBERS.

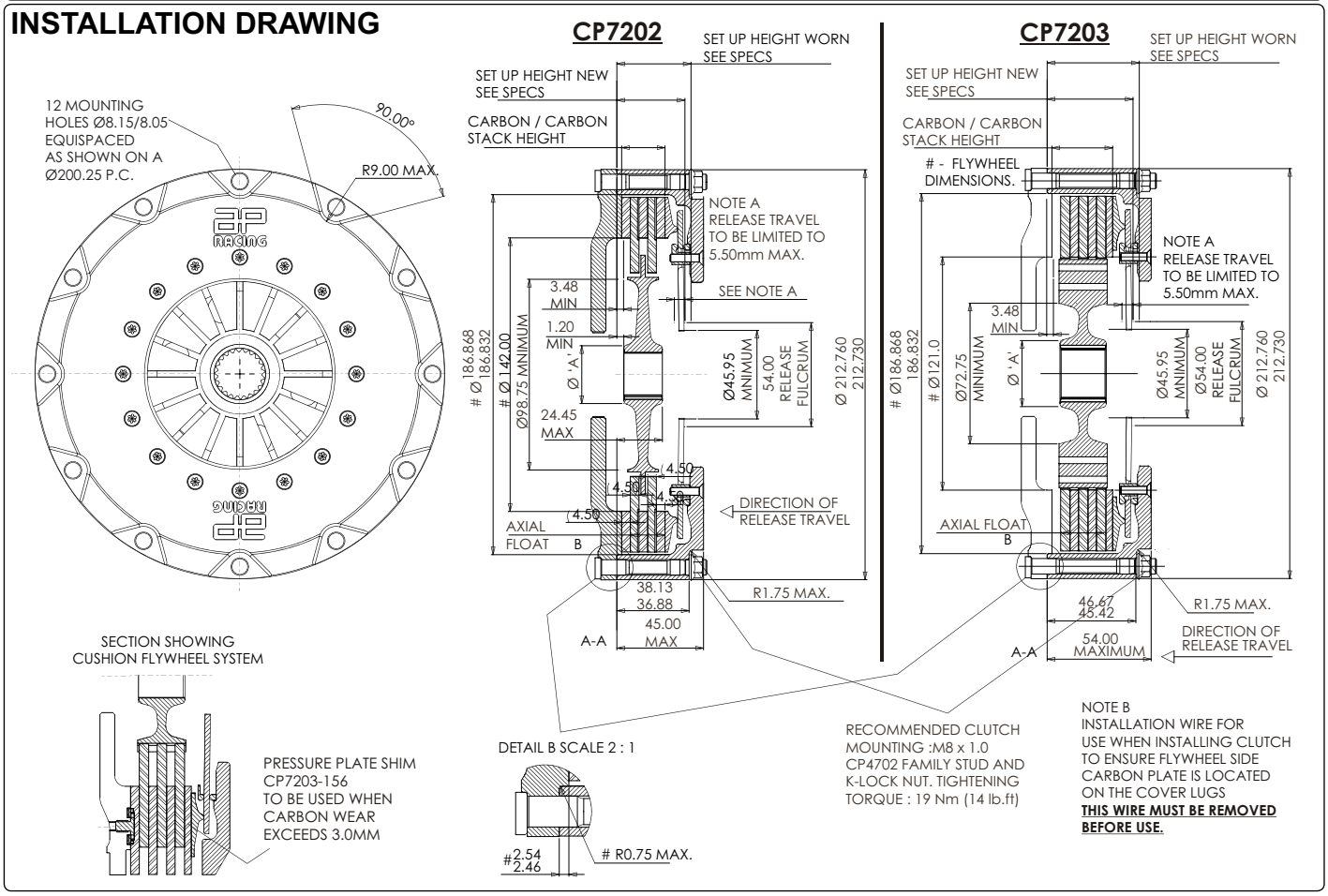
- 2 Plate, Stepped Flywheel.
CP7202-CE01-SN.

- 3 Plate, Stepped Flywheel with CFS.
CP7203-CV02-SC.

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	- CP7202	868Nm (640lb/ft)
	- CP7203	1079Nm (796lb/ft)
"Wear In" between P/Plate changes.		- CP7202 - 0.50mm - CP7203 - 0.75mm
Total allowable carbon stack wear.		- CP7202 = 4.0mm - CP7203 = 6.0mm
Release Loads.	Max peak worn.	- CP7202 - 470daN - CP7203 - 375daN
	At travel.	- CP7202 - 340daN - CP7203 - 250daN
Set-up Height. (New)	- CP7202	35.57mm
	- CP7203	44.39mm
Set-up Height. (Worn)	- CP7202	39.75mm
	- CP7203	48.51mm
Weight.	- CP7202	2.91Kg
	- CP7203	4.00Kg
Complete Assembly Inertia.	- CP7202	0.001656Kgm²
	- CP7203	0.02197Kgm²
Driven Plate & Hub Interia.	- CP7202	0.002612Kgm²
	- CP7203	0.003994Kgm²
MAIN PRESSURE PLATES.		
Ratio.		- CP7202 - EHR - CP7203 - VHR
Material.		Stainless Steel
Pressure Plate Kits.		
CP7202		.5mm to 3.5mm (0.5mm Steps) = CP3653-3 .25mm to 3.25mm (0.5mm Steps) = CP3653-4
CP7203		.5mm to 2.5mm (0.5mm Steps) = CP7203-10 .25mm to 2.25mm (0.5mm Steps) = CP7203-11 **Note: P/Plate Shim CP7203-156 to be used when carbon wear exceeds 3.0mm.**
HUB OPTIONS.		
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 BEARINGS OPTIONS.		
Outer Race Rotates		CP3457-2 or CP3457-10
Inner Race Rotates		CP3457-6

INSTALLATION DRAWING



CP8031.
Ø184mm, Single Plate, Push Type.

GENERAL INFORMATION
APPLICATIONS.
- World Touring Car.

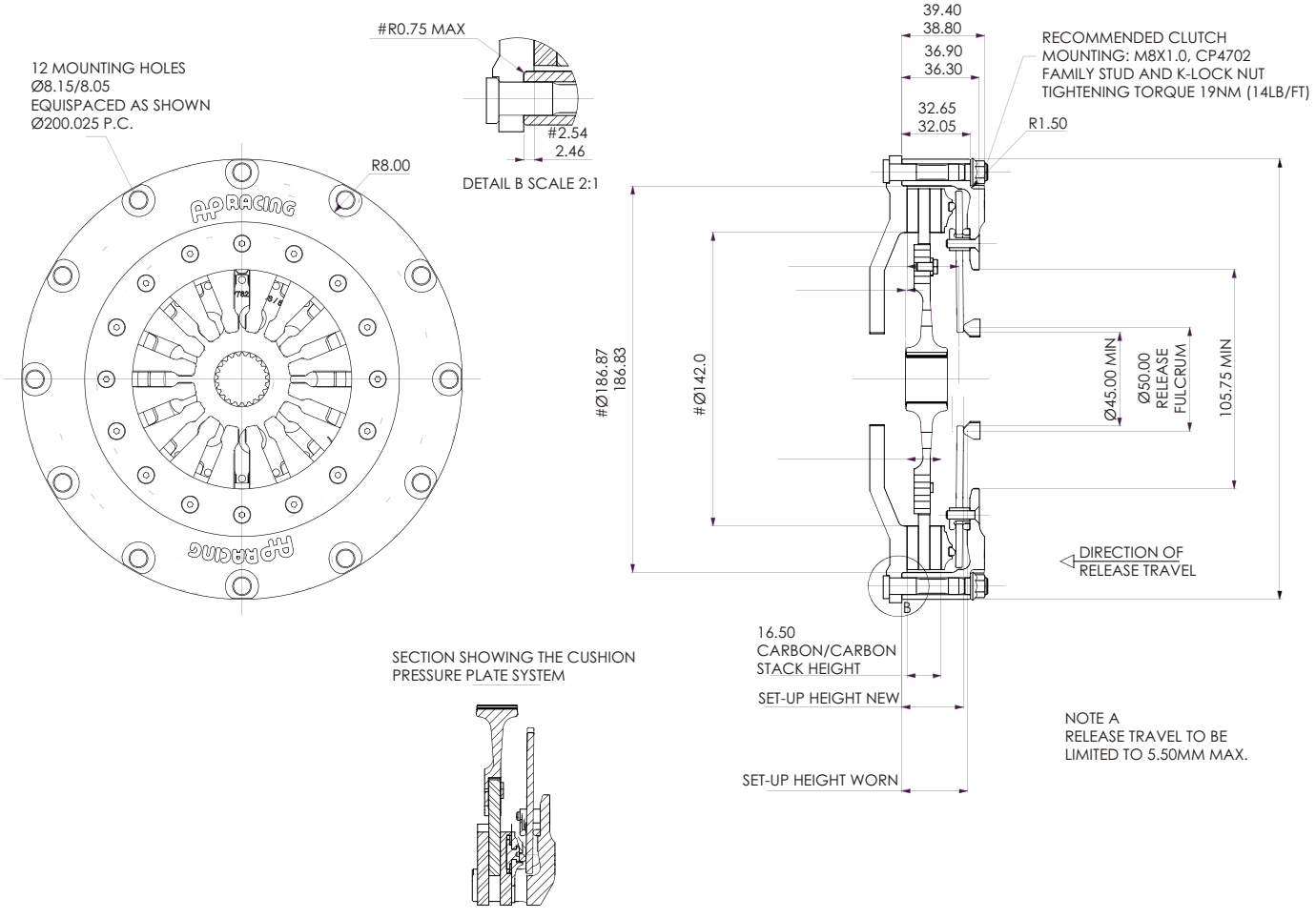
FEATURES.
- 12 Bolt, One piece cover and lugs.
- machined from solid billet, for rigidity and strength.
- Push type.
- Stepped flywheel fixing.
- inner diameter location.
- Cushion pressure plate fitted.
- Long Life.
- Durable and abuse resistant.
- If maintained correctly life expectancy can be 10 times that of a sintered race clutch.
- Factory reconditioning service available.

PART NUMBERS.
- Single Plate, Stepped Flywheel with cushion pressure plate.
CP8031-CV02-SP.

TECHNICAL SPECIFICATIONS		
Torque Capacity.	371Nm (273lb/ft)	
"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
Set-up Height. (Worn)		35.78mm
Weight.		2.54Kg
Complete Assembly Inertia.		0.01545Kgm²
Driven Plate & Hub Interia.		0.0061Kgm²
MAIN PRESSURE PLATES.		
Ratio.	VHR	
Material.	Stainless Steel	
Pressure Plate Kits.	.5mm to 2.5mm (0.5mm Steps) = CP8031-9 .25mm to 2.25mm (0.5mm Steps) = CP8031-7	
HUB OPTIONS.		
Material.	Steel	
23.8mm x 23	CP7821-4S	
1.00" 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	

Note: Full Installation Drawing available at www.apracing,com

INSTALLATION DRAWING



CP8032. / CP8033.

Ø184mm, 2 & 3 Plate, Push Types.

GENERAL INFORMATION

APPLICATIONS.
- **CP8032 WRC.**
- **CP8033 Touring Car.**

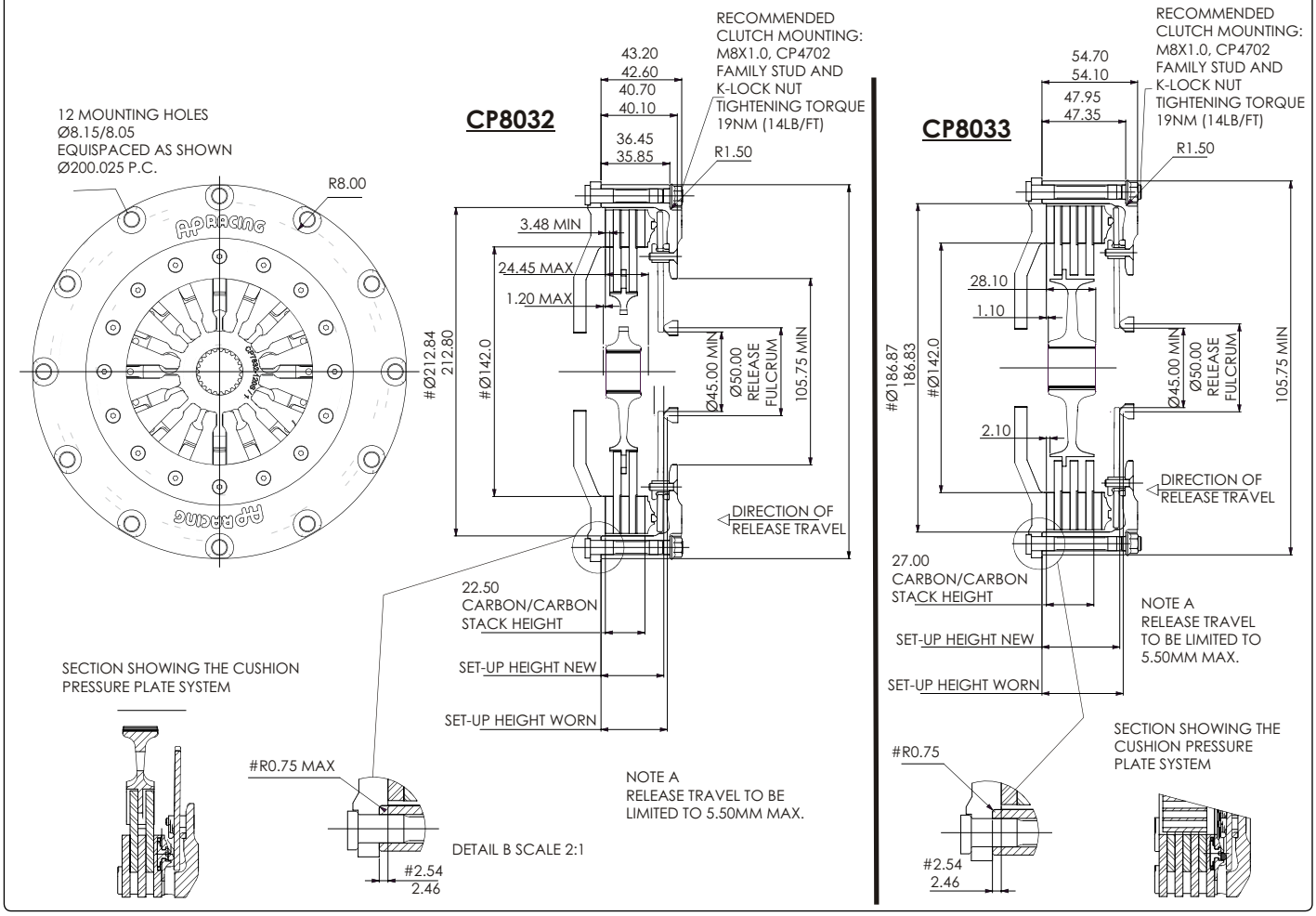
FEATURES.
- **12 Bolt, One piece cover and lugs.**
  - machined from solid billet, for rigidity and strength.
- **Push type.**
- **Stepped flywheel fixing.**
  - inner diameter location.
- **Cushion pressure plate fitted.**
- **Long Life.**
- **Durable and abuse resistant.**
  - If maintained correctly life expectancy can be 10 times that of a sintered race clutch.
- **Factory reconditioning service available.**

PART NUMBERS.
- **2 Plate, Stepped Flywheel with CPS.**
CP8032-CV02-SP.
- **3 Plate, Stepped Flywheel with CPS.**
CP8033-CV02-SP.

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	- CP8032	742Nm (547lb/ft)
	- CP8033	1113Nm (820lb/ft)
"Wear In" between P/Plate changes.		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)	- CP8032	32.74mm
	- CP8033	41.74mm
Set-up Height. (Worn)	- CP8032	38.68mm
	- CP8033	48.21mm
Weight.	- CP8032	2.97Kg
	- CP8033	3.39Kg
Complete Assembly Inertia.	- CP8032	0.017689Kgm²
	- CP8033	0.02021Kgm²
Driven Plate & Hub Interia.	- CP8032	0.00253Kgm²
	- CP8033	0.003717Kgm²
MAIN PRESSURE PLATES.		
Ratio.	VHR	
Material.	Stainless Steel	
Pressure Plate Kits.		
CP8032	.5mm to 3.5mm (0.5mm Steps) = CP8032-8 .25mm to 3.25mm (0.5mm Steps) = CP8032-9	
CP8033	.5mm to 4.5mm (0.5mm Steps) = CP8033-6 .25mm to 4.25mm (0.5mm Steps) = CP8033-7	
HUB OPTIONS.		
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 BEARINGS OPTIONS.		
Outer Race Rotates		CP3457-1 or CP3457-9
Inner Race Rotates		CP3457-11

INSTALLATION DRAWING



CP7212. / CP7213.

Ø200mm, 2 & 3 Plate, Push Types.

GENERAL INFORMATION
APPLICATIONS.
- WRC.

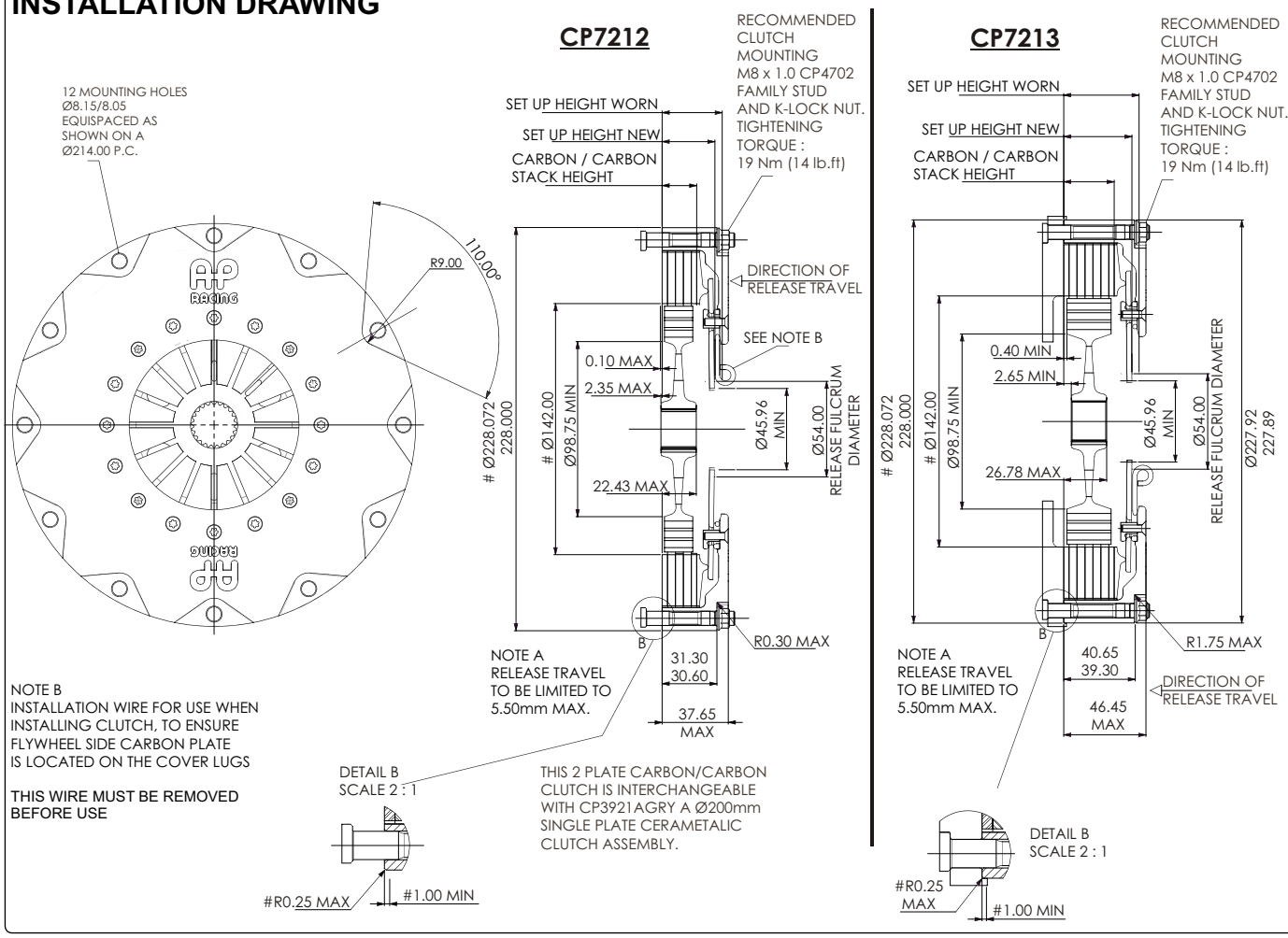
FEATURES.
- 12 Bolt, One piece cover and lugs.
- machined from solid billet, for rigidity and strength.
- Push type.
- Flat flywheel fixing.
- Normal Duty.
- Long Life.
- Durable and abuse resistant.
- If maintained correctly life expectancy can be 10 times that of a sintered race clutch.
- Factory reconditioning service available.

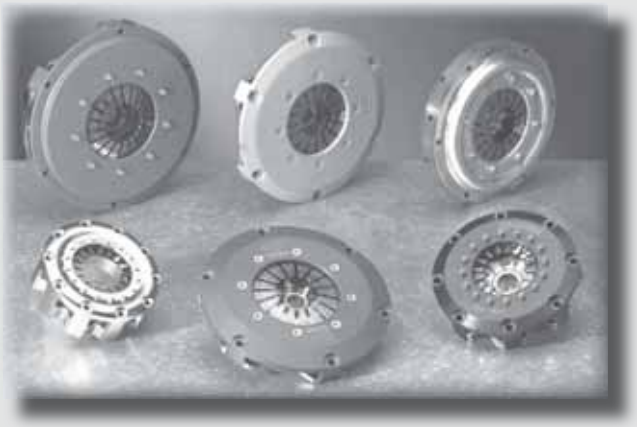
PART NUMBERS.
- 2 Plate, Flat Flywheel.
- CP7212-CH01-FN
- 3 Plate, Flat Flywheel.
- CP7213-CH01-FN

TECHNICAL SPECIFICATIONS		
Torque Capacity.	- CP7212	700Nm (522lb/ft)
	- CP7213	1050Nm (783lb/ft)
"Wear In" between P/Plate changes.		1.50mm
Total allowable carbon stack wear.		6.00mm
Release Loads.	Max peak worn.	375daN
	At travel.	250daN
Set-up Height. (New)	- CP7212	29.67mm
	- CP7213	38.52mm
Set-up Height. (Worn)	- CP7212	33.68mm
	- CP7213	42.59mm
Weight.	- CP7212	2.94Kg
	- CP7213	3.48Kg
Complete Assembly Inertia.	- CP7212	0.01903Kgm²
	- CP7213	0.02266Kgm²
Driven Plate & Hub Interia.	- CP7212	0.003126Kgm²
	- CP7213	0.00472Kgm²
MAIN PRESSURE PLATES.		
Ratio.	HiR	
Material.	Steel	
Pressure Plate Kits.	1.0 to 5.0 (1.0mm steps) = CP4212-4 0.5 to 4.5 (1.0mm steps) = CP4212-5	
HUB OPTIONS.		
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

Note: Full Installation Drawing available at www.apracing,com

INSTALLATION DRAWING





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 113. 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 Ø (mm)	No. of Driven Plates	Clutch Actuation Type.	Sintered / Cerametallic.	Drive Type.	No. Of Fixing Bolts.	P/ 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
CP6003	140	3	Push	Sintered	Lug	8	HiR
CP6092	140	2	Push	Bonded	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 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 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 113. 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 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			457 (350)	312 (230)	219 (161)	
		Ø184mm / 2 Plate A-Ring			765 (564)	505 (372)	350 (258)	
		Ø184mm / 2 Plate			950 (700)	624 (460)	438 (322)	
		Ø184mm / 3 Plate A-Ring			1150 (848)	755 (557)	530 (391)	
		Ø184mm / 3 Plate			1426 (1051)	936 (690)	657 (484)	
	CERAMETALLIC	Ø184mm / Single Plate			422 (311)	278 (205)	195 (143)	
		Ø184mm / 2 Plate A-Ring			598 (400)	400 (295)	267 (197)	
		Ø184mm / 2 Plate			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	SINTERED	Ø115mm / 4 Plate			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.

FLYWHEELS

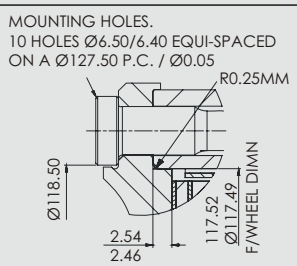
A purpose machined flywheel is required. The friction face should be a good quality close grained cast iron or steel (0.35 / 0.45 % carbon, hardness 200Hb minimum), with a surface finish of 75µm RA (30 CLA) maximum.
Run out when assembled to the crankshaft must not exceed 0.08mm (0.003") maximum at 76mm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

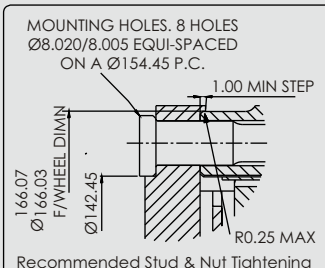
MOUNTING

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 below.



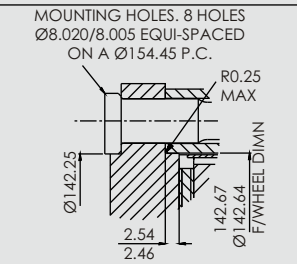
Recommended Stud & Nut Tightening Torque = 10Nm (7.5lb/ft)

Ø115mm Stepped Flywheel



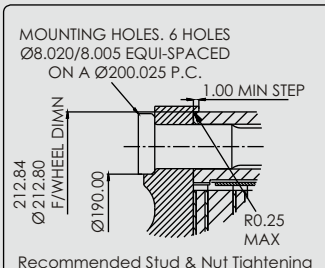
Recommended Stud & Nut Tightening Torque = 22Nm (16lb/ft)

Ø140mm Flat Flywheel



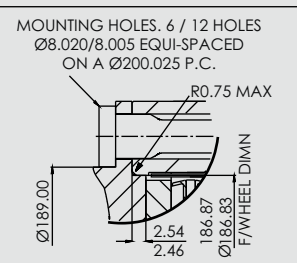
Recommended Stud & Nut Tightening Torque = 22Nm (16lb/ft)

Ø140mm Stepped Flywheel



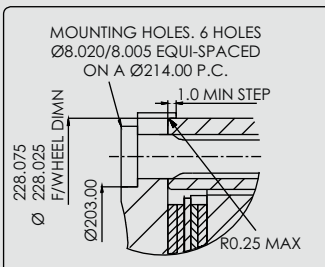
Recommended Stud & Nut Tightening Torque = 22Nm (16lb/ft)

Ø184mm Flat Flywheel



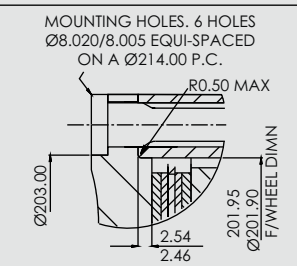
Recommended Stud & Nut Tightening Torque = 22Nm (16lb/ft)

Ø184mm Stepped Flywheel



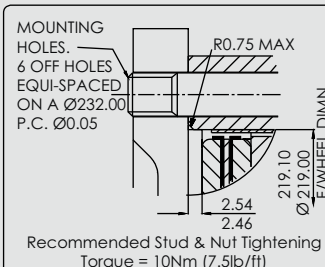
Recommended Stud & Nut Tightening Torque = 22Nm (16lb/ft)

Ø200mm Flat Flywheel



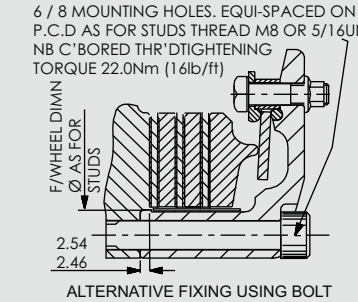
Recommended Stud & Nut Tightening Torque = 22Nm (16lb/ft)

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 114 to 138. However not all popular spline variations are listed in these sections, please refer to page 113 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. — Diaphragm Spring Rating

CP2125 A CRV

'A' appears only when an Aluminium Alloy cover is required
For a Steel cover no letter is required e.g. CP2125CRV

NOTES

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.				Bonded / Cerametallic / Paddle.				
	Back To Back	Back to Back Extended hub nose	Nested Types	Gear Driven	3 Paddle	4 Paddle	6 Paddle Sprung	6 Paddle Rigid	6 Paddle Sprung
CP2116	CP4429 or CP2012								
CP2125	CP2012		CP2567	CP3822					
CP2606					CP8300	CP8400			
CP2817				CP2822					
CP3745							CP5216	CP4814	CP4816
CP3871							CP5216	CP4814	CP4816
CP4560							CP5216	CP4814	CP4816
CP5241							CP5346	CP5354	
CP5242						CP6180			
CP6001		CP3407							
CP6002	CP3414	CP3407		CP4122					
CP6003	CP3414			CP4123					
CP6013	CP3683	CP6014		CP4074					
CP6014	CP3683	CP6014		CP4074					
CP6073	CP5004		CP6074	CP6174					
CP6074	CP5004		CP6074	CP6174					
CP6092					CP4581				
CP6174	CP5004		CP6074	CP6174					
CP7371	CP4429 or CP2012								
CP7372	CP2012		CP2567	CP3822					
CP7373	CP2012			CP2822					
CP7381					CP8300	CP8400			
CP7382					CP8300	CP8400			
CP7392					CP8300	CP8400			
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.

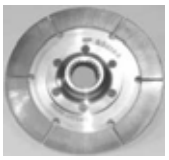
CERAMETALLIC PADDLE:-
Cerametallic buttons riveted to a steel disc giving improved heat dissipation. Used mainly for Rally applications where more clutch slip is required in order to modulate the drive.

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

DRIVEN PLATE DESIGNS

SINTERED SOLID BACK TO BACK:-
Available in sizes Ø115, Ø140 and Ø184mm.
- Ø140mm has a large area plate available **CP3683.**

BACK TO BACK EXTENDED HUB NOSE.
Available in sizes Ø140mm Single or twin plate clutches. Extended nose to increase spline engagement to reduce wear.



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.

- Ø184mm. 3 Paddle.

- Ø184mm. 4 Paddle.

- Ø184mm. 6 Paddle.

- Ø200mm. 4 paddle.

- Ø200mm. 6 paddle.

- Ø215mm. 4 paddle.

- Ø215mm. 6 paddle.

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, 6.0mm Thick.		**040** 1.16" x 26	

DRIVEN PLATE THICKNESS & 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	17	18	20	20	21	21	21	21	22	23	24	24	26	26	Gear drive sliders
		Spline Shaft O.D (in mm) unless stated.	.875"	1"	1.062"	1.125"	1.25"	29	20	21.1	17.3	.875"	18.3	.92"	24	29	1"	1"	.8"	1"	22	1.16"	
SINTERED DRIVEN PLATES	115	**CP5004** back to back.						-7 FM3										-5 FM4				-8 FM4	
		CP6074 nested.																-23/ -24 FM4				-18/ -19 FM4	
	140	**CP3047** Ext 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	-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	CP4124 -9FM3
		CP4123 gear driven.				-7 FM3				-9 FM3		-4 FM3				-10 FM3		-2 FM3		-3 FM3		-6 FM3	
		CP3683 Large area back to back.				-5 FM3		-13 FM3				-4 FM3			-6 FM3			-3 FM3				-12 FM3	
		CP6014 Ext hub.																				-9/ -10 FM3	
		CP4073 gear driven.				-10 FM3		-7 FM3				-6 FM3						-4 FM3		-5 FM3		-3 FM3	CP4074 -6FM3
		CP4074 gear driven.				-14 FM3		-12 FM3				-10 FM3						-2 FM3		-9 FM3		-11 FM3	
	184	**CP2012 Outer** type.	-208 FM3	-164 FM3	-198 FM3	-117 FM3	-174 FM3	-199 FM3	-184 FM3	-205 FM3	-203 FM3	-166 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	-172 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 3, plate gear driven.				-3 FM3		-29 FM3				-20 FM3			-36 FM3			-23 FM3		-32 FM3		-6 FM3	-31 FM3
		CP3822 2, plate gear driven.				-17 FM3		-15 FM3				-11 FM3						-10 FM3	-13 FM3			-14 FM3	
BONDED D/PLATES	140	**CP4581** 3 paddle.								-9		-5			-8			-4				-3	
	184	**CP4429** 4 paddle 2.6mm thick.				-6 FM4		-5 FM4		-11 FM4		-3 FM4					-10 FM4	-4 FM4		-8 FM4	-9 FM4		
		CP8300 3 paddle 7.1mm thick.	-A 001	-A 002	-A 003	-A 004		-A 008	-A 017	-A 019		-A 026	-A 028	-A 029	-A 030	-A 033	-A 034	-A0 36H	-A 037	-A0 38H	-A 043	-A 040	
		CP8301 3 paddle 6.0mm thick						-A 008				-A0 26H						-A0 36H					
		CP8400 4 paddle 7.1mm thick.	-A 001			-A 004	-A 005	-A 008	-A 017	-A 019		-A 026			-A 030			-A0 36H		-A0 38H		-A 040	
		CP8401 4 paddle 6.0mm thick.						-A 008				-A0 26H						-A0 36H					
CERAMETALLIC DRIVEN PLATES	184	**CP4946** 6 paddle rigid.						-12		-2		-6						-7		-14	-13	-9	
	200	**CP5214** 4 paddle rigid, **7.1mm**								-18		-14				-16		-12	-15	-13			
		CP5214 4 paddle rigid, **8.9mm**												-25						-24			
		CP5216 6 paddle rigid, **7.1mm**				-22						-14					-11	-15		-13			
		CP5216 6 paddle rigid, **8.9mm**										-20						-19				-21	
		CP4814 4 paddle sprung, **7.1mm**							-11	-14		-15						-21		-13	-12		
		CP4814 4 paddle sprung, **8.9mm**																			-31		
		CP4816 6 paddle sprung **7.1mm**						-11				-13		-16			-12	-12		-23		-17	
		CP4816 6 paddle sprung, **8.9mm**															-21	-20					
	215	**CP6180** 4 paddle rigid			-1	-5												-2		-3		-4	
		CP5344 4 paddle rigid						-10									-30						
		CP5354 4 paddle rigid, **7.1mm**		-3				-14	-15			-2					-10	-38		-40	-45		
		CP5354 4 paddle rigid, **8.9mm**				-25			-18			-34						-17		-44			
		CP5346 6 paddle rigid				-19			-11	-21		-6			-4		-8	-12				-15	

CP6174.
Ø115mm Pull Type Sintered, 4 Plate.

GENERAL INFORMATION
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 and strength and cooler running, allows dust and debris to escape.

- Heavy Duty.
- suitable for very high rpm engines.

- Lightweight and durable.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.

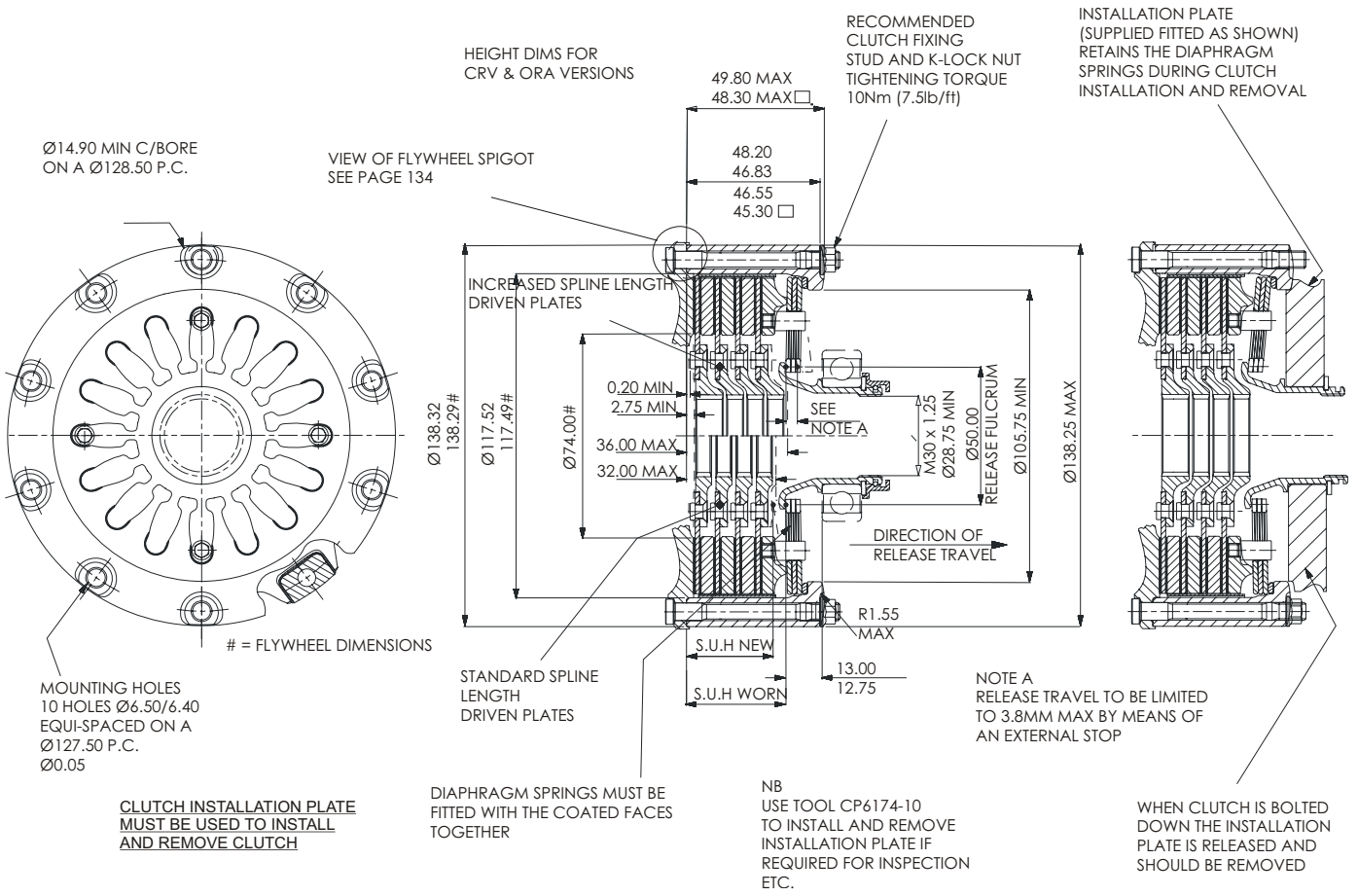
- CP4703 mounting studs available.

PART NUMBERS.
CP6174ASLV
CP6174ACRV

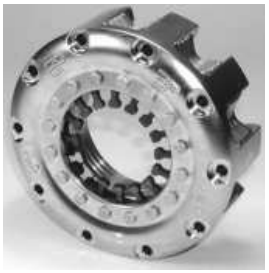
Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS			
Torque Capacity.	CP6174ASLV	925Nm (702lb/ft)	
	CP6174ACRV	710Nm (524lb/ft)	
Release Loads.		**Max peak worn.**	**At travel.**
CP6174ASLV		320daN	230daN
CP6174ACRV		280daN	200daN
Set-up Height. (New)		35.58mm / 34.19mm	
Set-up Height. (Worn)		30.68mm	
Clutch "Wear In".		0.75mm	
Weight. (including driven plates)		2.62Kg	
Complete Assy Inertia.	CP6174ASLV	0.00756Kgm²	
	CP6174ACRV	0.00796Kgm²	
Driven Plate & Hub Interia.		0.001214Kgm²	
Release Bearing.		CP3457-12	
DRIVEN PLATES.			
Thickness.	New = 2.63mm	Worn = 2.44mm	
D/Plate Types.	**Part Number.**	**Spline Details.**	
Back to Back.	CP5004-6FM4 x 4	7/8" x 20	
	CP5004-8FM4 x 4	1.16" x 26	
Nested (Longer spline length)	CP6074-18 FM4 x 3 (offset hub).	1.16" x 26	
	CP6074-18 FM4 x 1 (Flywheel side hub).		
Other splines available see page 113.			
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	
Intermdiate Pressure Plates.		CP6074-124	

INSTALLATION DRAWING



CP6073.
Ø115mm, 3 Plate Sintered.



GENERAL INFORMATION
APPLICATIONS.
- Champcar.
- IRL.

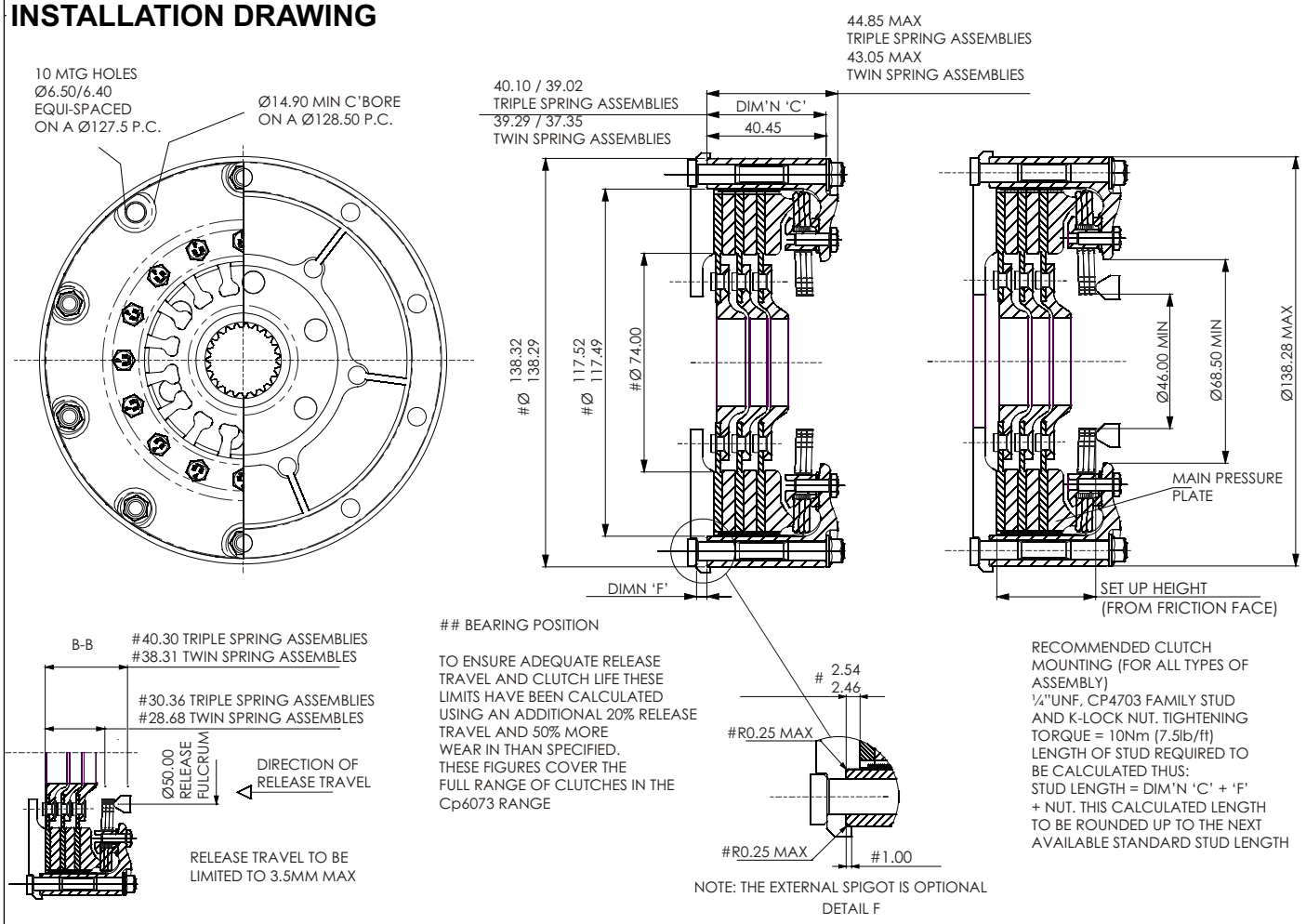
FEATURES.
- 3 Plate.
- Push Type.
- Stepped flywheel fixing.
- inner diameter location, with optional external spigot location.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Heavy Duty.
- suitable for very high rpm engines.
- Lightweight and 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

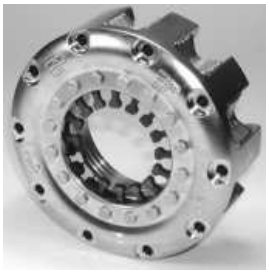
Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)		
CP6073-DS90-SF	33.52mm / 32.38mm	
CP6073-SE90-SF	33.69mm / 32.11mm	
CP6073-CE90-SF	31.87mm / 30.63mm	
Set-up Height. (Worn)		
CP6073-DS90-SF	36.08mm	
CP6073-SE90-SF	35.93mm	
CP6073-CE90-SF	34.50mm	
Clutch "Wear In".		0.75mm
Weight. (including driven plates)		2.62Kg
Complete Assy Inertia.		0.0055Kgm²
Driven Plate & Hub Interia.		0.0001Kgm²
Release Bearing.		CP3457-11
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.38mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back.	CP5004-6FM4 x 3	7/8" x 20
	CP5004-8FM4 x 3	1.16" x 26
Nested (Longer spline length)	CP6074-18 FM4 x 2 (offset hub).	1.16" x 26
	CP6074-18 FM4 x 1 (Flywheel side hub).	
Other splines available see page 113.		
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
Intermdiate Pressure Plates.		CP6074-124

INSTALLATION DRAWING



CP6074.
Ø115mm, 4 Plate Sintered.



GENERAL INFORMATION
APPLICATIONS.
- Champcar.
- IRL.

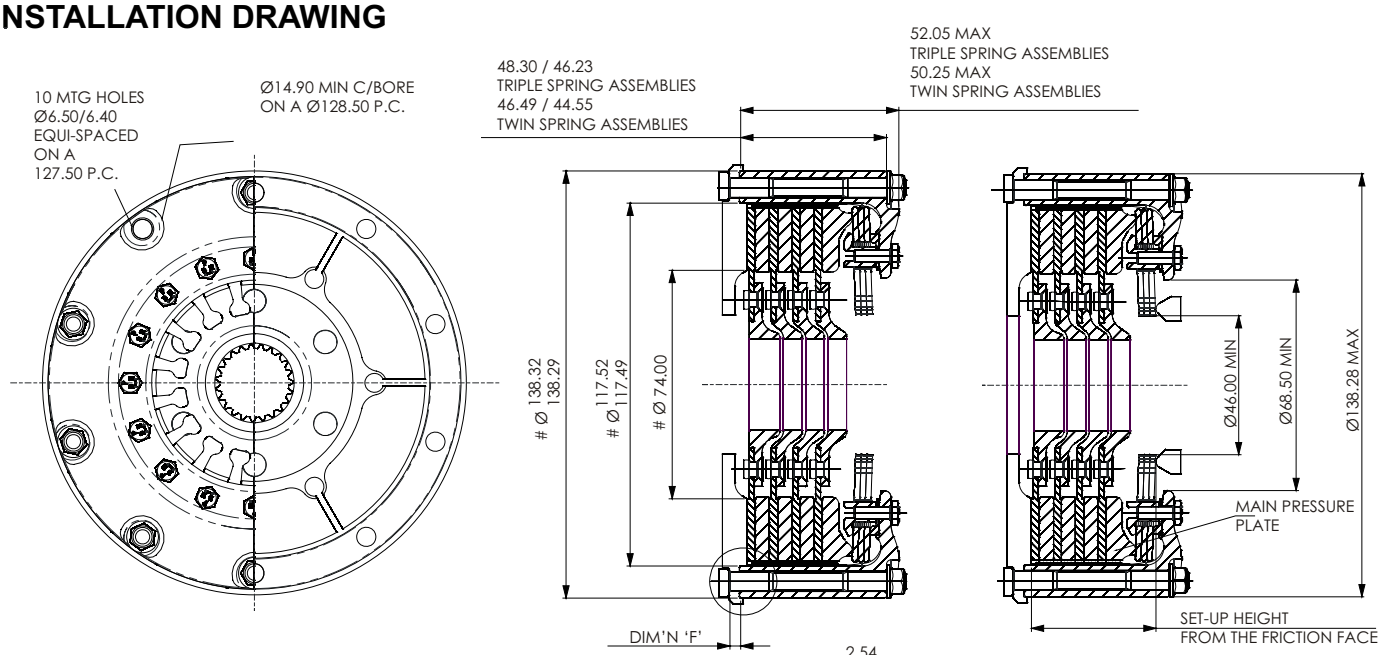
FEATURES.
- 4 Plate.
- Push Type.
- Stepped flywheel fixing.
- inner diameter location, with optional external spigot location.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Heavy Duty.
- suitable for very high rpm engines.
- Lightweight and durable.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4703 mounting studs available.

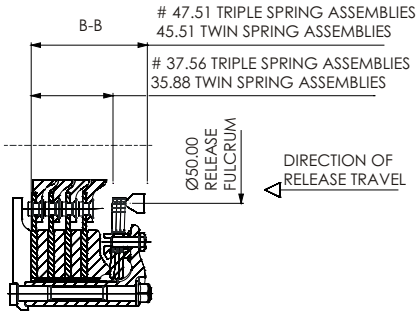
PART NUMBERS.
CP6074-DE90-SF
CP6074-SE90-SF
CP6074-CE90-SF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP6074-DS90-SF	1014Nm (747lb/ft)
	CP6074-SE90-SF	882Nm (651lb/ft)
	CP6074-CE90-SF	676Nm (498lb/ft)
Release Loads.	**Max peak worn.**	**At travel.**
CP6074-DS90-SF	550daN	400daN
CP6074-SE90-SF	470daN	340daN
CP6074-CE90-SF	367daN	268daN
Set-up Height. (New)		
CP6074-DS90-SF	40.94mm / 39.56mm	
CP6074-SE90-SF	40.64mm / 39.25mm	
CP6074-CE90-SF	39.13mm / 37.78mm	
Set-up Height. (Worn)		
CP6074-DS90-SF	43.54mm	
CP6074-SE90-SF	43.25mm	
CP6074-CE90-SF	41.72mm	
Clutch "Wear In".		0.75mm
Weight. (including driven plates)		2.75Kg
Complete Assy Inertia.		0.0065Kgm²
Driven Plate & Hub Interia.		0.00013Kgm²
Release Bearing.		CP3457-11
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.44mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back.	CP5004-6FM4 x 4	7/8" x 20
	CP5004-8FM4 x 4	1.16" x 26
Nested (Longer spline length)	CP6074-18 FM4 x 3 (offset hub).	1.16" x 26
	CP6074-18 FM4 x 1 (Flywheel side hub).	
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	CP6074-DS90-SF	CP6074-10AGLD
	CP6074-SE90-SF	CP6074-10ASLV
	CP6074-CE90-SF	CP6074-10ACRV
Wear Clips.		CP5304-104
Main Pressure Plate.		CP6074-125
Intermdiate Pressure Plates.		CP6074-124

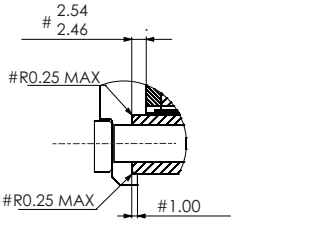
INSTALLATION DRAWING





BEARING POSITION

TO ENSURE ADEQUATE RELEASE TRAVEL AND CLUTCH LIFE THESE LIMITS HAVE BEEN CALCULATED USING AN ADDITIONAL 20% RELEASE TRAVEL AND 50% MORE WEAR IN THAN SPECIFIED. THESE FIGURES COVER THE FULL RANGE OF CLUTCHES IN THE Cp6073 RANGE



NOTE: THE EXTERNAL SPIGOT IS OPTIONAL

DETAIL F

RECOMMENDED CLUTCH MOUNTING (FOR ALL TYPES OF ASSEMBLY)
¼"UNF, CP4703 FAMILY STUD AND K-LOCK NUT.
TIGHTENING TORQUE = 10Nm (7.5lb/ft)
LENGTH OF STUD REQUIRED TO BE CALCULATED THUS:
STUD LENGTH = DIM'N 'C' + 'F' + NUT. THIS CALCULATED LENGTH TO BE ROUNDED UP TO THE NEXT AVAILABLE STANDARD STUD LENGTH.

CP6001.
Ø140mm Single Plate Sintered.

GENERAL INFORMATION
APPLICATIONS.
- General Use.

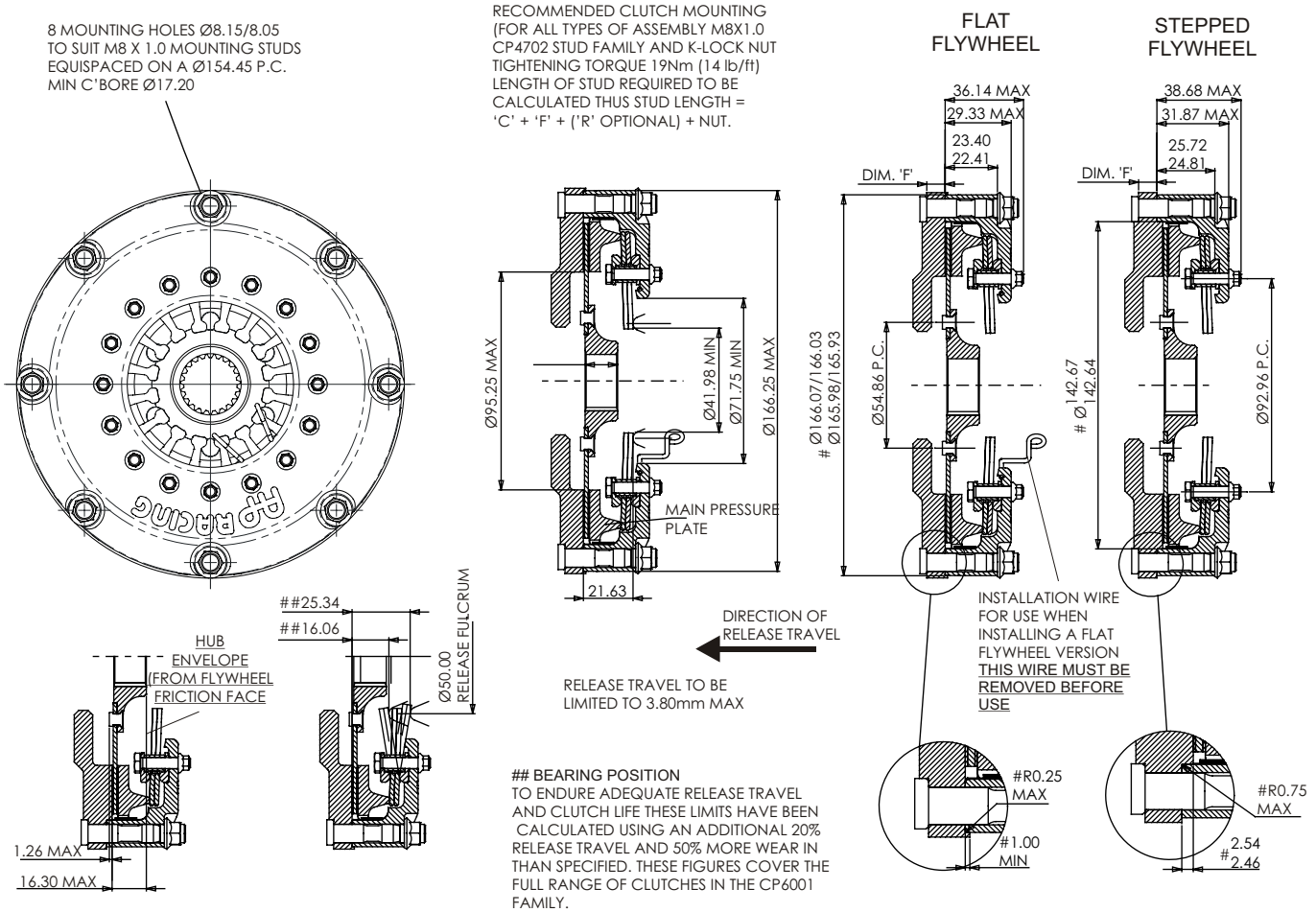
FEATURES.
- Single Plate.
- Stepped or flat flywheel fixing.
- stepped is inner diameter location, with o spigot location.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Black hard anodised.
- Stainless steel wear plates.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

PART NUMBERS.
- For Stepped Flywheels.
CP6001-CH90-SF
CP6001-OH90-SF
- For Flat Flywheels.
CP6001-CH90-FF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS			
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)	CP6001-CH90-SF	21.63mm	
	CP6001-OH90-SF	21.37mm	
Set-up Height. (Worn)	CP6001-CH90-SF	24.35mm	
	CP6001-OH90-SF	24.13mm	
Clutch "Wear In".		0.75mm	
Weight. (including driven plates)		1.8Kg	
Complete Assy Inertia.		0.00615Kgm²	
Driven Plate & Hub Interia.		0.00065Kgm²	
Release Bearings.	Outer race rotates	CP3457-1 or -9	
	Inner race rotates	CP3457-11	
DRIVEN PLATES.			
Thickness.	New = 2.63mm	Worn = 1.88mm	
D/Plate Types.	**Part Number.**	**Spline Details.**	
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 113.			
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	

INSTALLATION DRAWING



CP6002.
Ø140mm, 2 Plate Sintered.

GENERAL INFORMATION

APPLICATIONS.
- General Use.

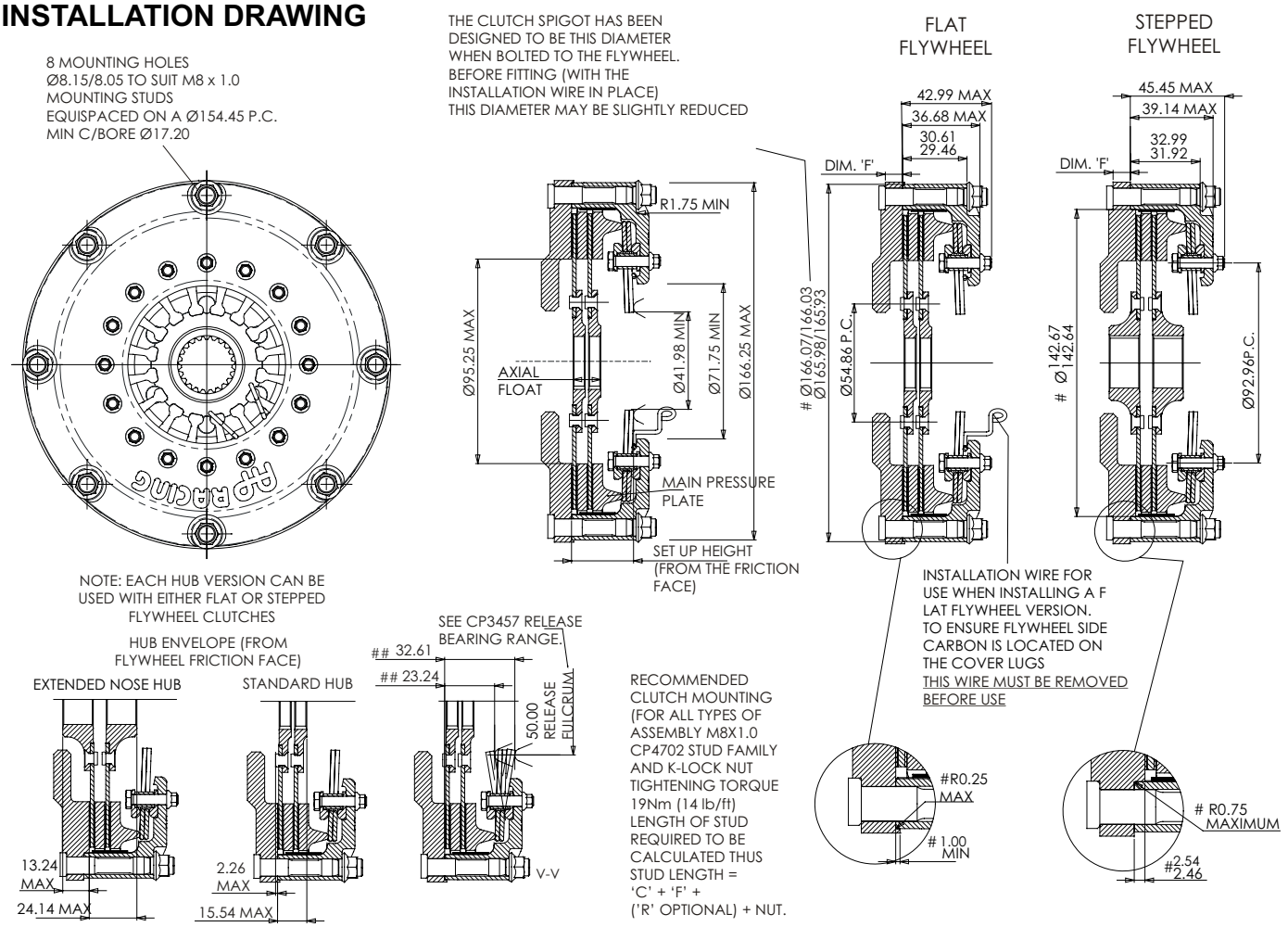
FEATURES.
- 2 Plate.
- Push type.
- Stepped or flat flywheel fixing.
- stepped is inner diameter location, with optional external spigot location.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Black hard anodised.
- Stainless steel wear plates.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

PART NUMBERS.
- For Stepped Flywheels.
CP6002-CH90-SF
CP6002-OH90-SF
CP6002-BH90-SF
- For Flat Flywheels.
CP6002-CH90-FF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)		
CP6002-CH90-SF	28.83mm	
CP6002-OH90-SF	28.57mm	
CP6002-BH90-SF	26.80mm	
Set-up Height. (Worn)		
CP6002-CH90-SF	31.58mm	
CP6002-OH90-SF	31.32mm	
CP6002-BH90-SF	29.56mm	
Clutch "Wear In".		0.75mm
Weight. (including driven plates)		2.50Kg
Complete Assy Inertia.		0.0086Kgm²
Driven Plate & Hub Interia.		0.00013Kgm²
Release Bearing.	Outer race rotates	CP3457-1 or -9
	Inner race rotates	CP3457-11
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.25mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back.	CP3414-18FM3 x 2	7/8" x 20
	CP3414-10FM3 x 2	1.00" x 23
Back to Back (Extended nose length)	CP3407-26FM3 x 2	7/8" x 20
	CP3407-36FM3 x 2	1.00" x 23
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	CP6002-CH90-SF	CP6002-8ACRV
	CP6002-OH90-SF	CP6002-8AORA
	CP6002-BH90-SF	CP6002-8ABUF
Wear Clips.		CP6002-102
Main Pressure Plate.		CP4124-103
Intermdiate Pressure Plates.		CP4124-102

INSTALLATION DRAWING



CP6003.
Ø140mm, 3 Plate Sintered.

GENERAL INFORMATION
APPLICATIONS.
- General Use.

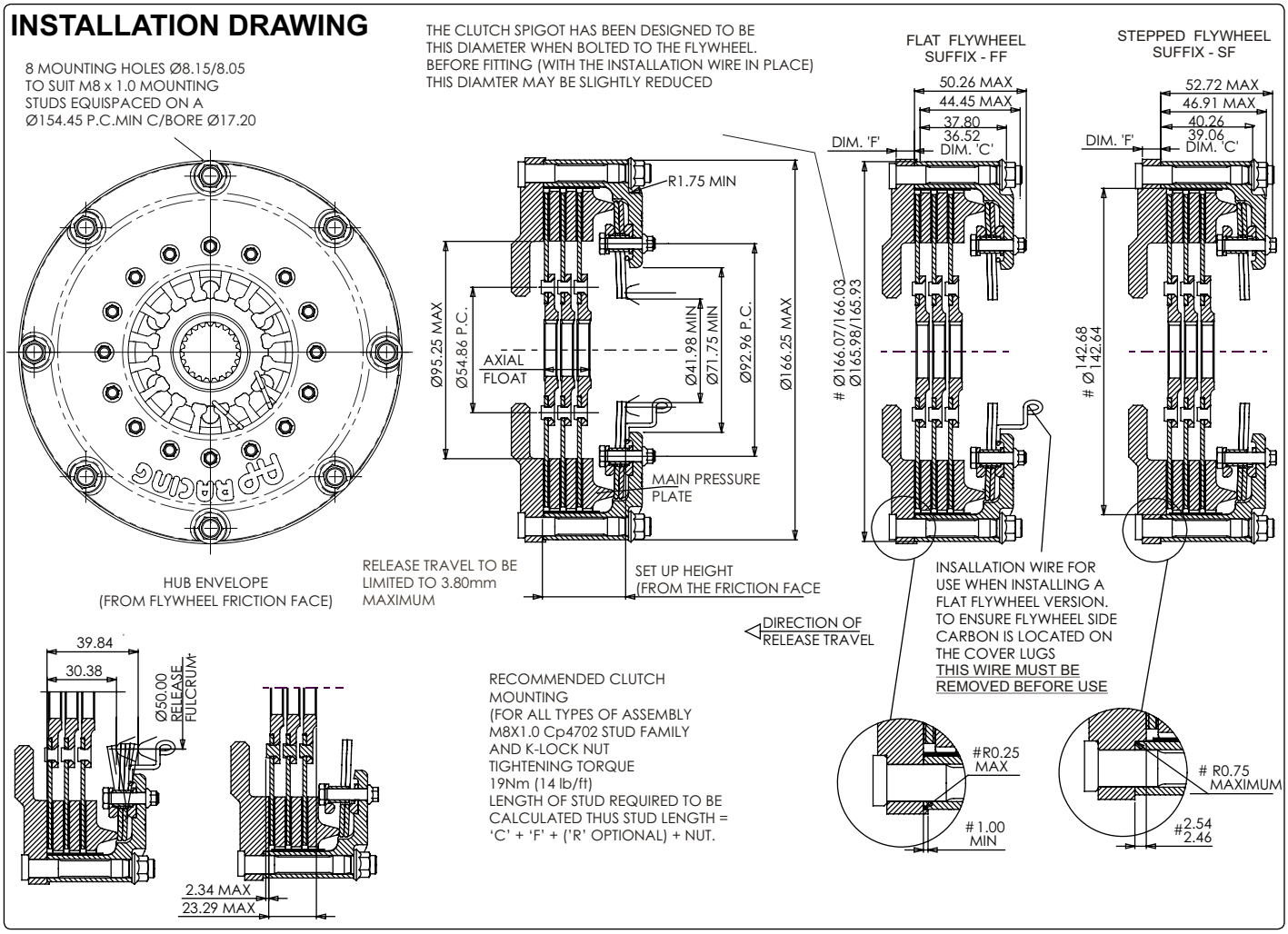
FEATURES.
- 3 Plate.
- Push type.
- Stepped or flat flywheel fixing.
- stepped is inner diameter location, with optional external spigot location.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Black hard anodised.
- Stainless steel wear plates.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

PART NUMBERS.
- For Stepped Flywheels.
CP6003-CH90-SF
CP6003-OH90-SF
- For Flat Flywheels.
CP6003-CH90-FF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)	CP6003-CH90-SF	36.04mm
	CP6003-OH90-SF	35.78mm
Set-up Height. (Worn)	CP6003-CH90-SF	38.85mm
	CP6003-OH90-SF	38.59mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)		3.3Kg
Complete Assy Inertia.		0.0102Kgm²
Driven Plate & Hub Interia.		0.00196Kgm²
Release Bearing.	Outer race rotates	CP3457-1 or -9
	Inner race rotates	CP3457-11
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.38mm
D/Plate Types.	**Part Number.**	**Spline Details.**
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 ???.		
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
Intermdiate Pressure Plates.		CP4124-102

INSTALLATION DRAWING



CP6013.
Ø140mm, 3 Plate Sintered.

GENERAL INFORMATION
APPLICATIONS.
- Endurance.

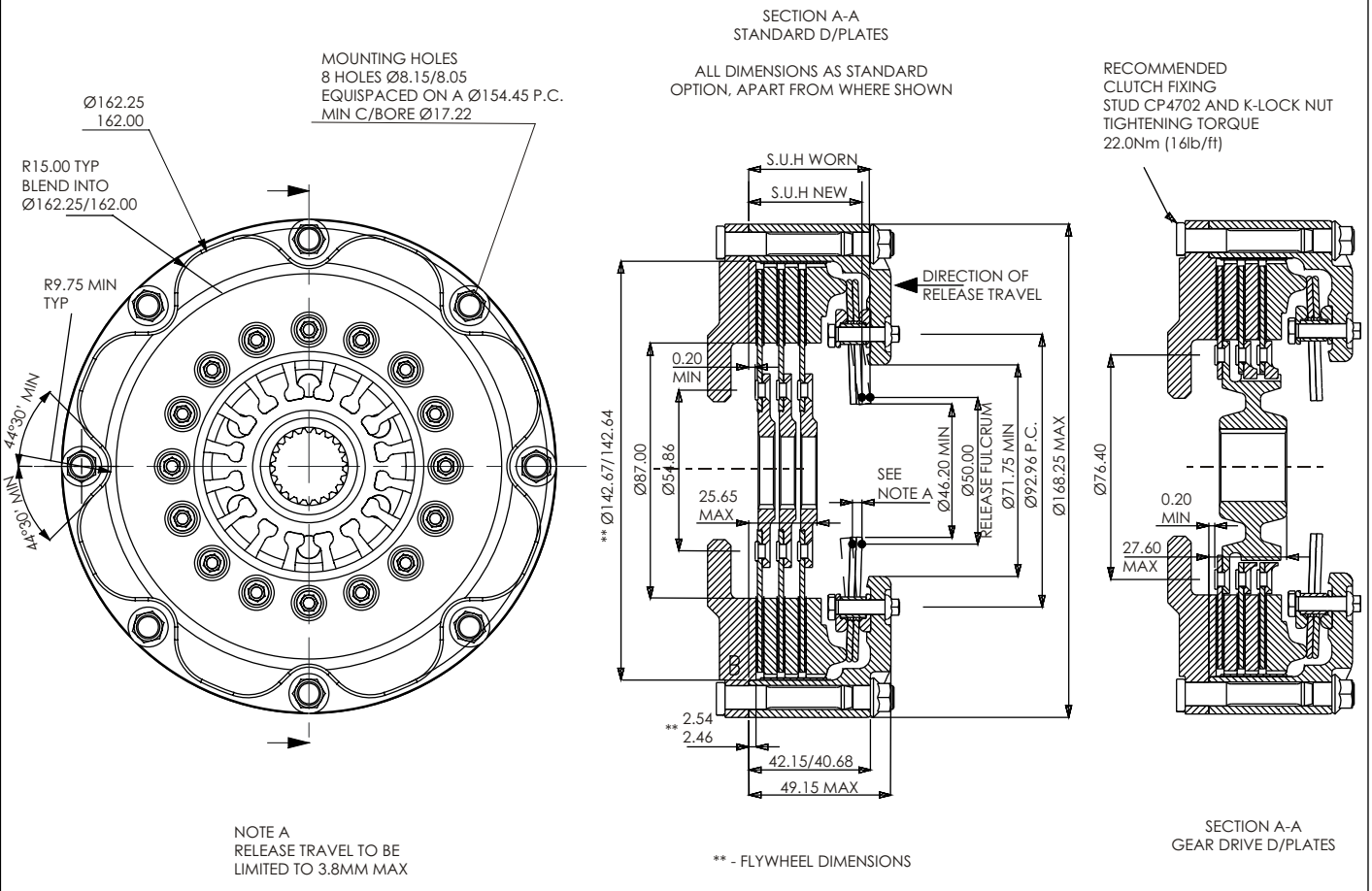
FEATURES.
- 3 Plate.
- Push type.
- Stepped flywheel fixing.
- inner diameter location, with optional external spigot location.
- Heavy Duty.
- large are facings.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Black hard anodised.
- Stainless steel wear plates.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.
- Supercedes CP4123 & CP4073 clutch families.

PART NUMBERS.
CP6013ACRV
CP6013AORA

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP6013ACRV	756Nm (557lb/ft)
	CP6013AORA	557Nm (411lb/ft)
Release Loads.	**Max peak worn.**	**At travel.**
CP6013ACRV	450daN	300daN
CP6013AORA	375daN	250daN
Set-up Height. (New)	CP6013ACRV	39.37 / 37.70mm
	CP6013AORA	39.11 / 37.44mm
Set-up Height. (Worn)	CP6013ACRV	42.01mm
	CP6013AORA	41.75mm
Clutch "Wear In".		1.00mm
Weight. (including driven plates)	Back to Back	3.63Kg
	Gear Driven	3.78Kg
Complete Assy Inertia.	Back to Back	0.01264Kgm²
	Gear Driven	0.01287Kgm²
Driven Plate & Hub Interia.	Back to Back	0.0020Kgm²
	Gear Driven	0.0022Kgm²
Release Bearing.	Outer race rotates	CP3457-1
	Inner race rotates	CP3457-5
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.34mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back. (Large area)	CP3683-3FM3 x 4	1.00" x 23
	CP3683-4FM3 x 4	7/8" x 20
Back to Back. (Longer spline length)	CP6014-9 FM3 x 3 (offset hub).	1.16" x 26
	CP6014-10 FM3 x 1 (Flywheel side hub).	
Gear Driven.	CP4074-2FM3 x 1 (hub)	1.00" x 23
	CP4074-6FM3 x 3 Slider plates.	
Other splines available see page 113.		
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
Intermdiate Pressure Plates.		CP4074-103

INSTALLATION DRAWING



CP6014.
Ø140mm, 4 Plate Sintered.

GENERAL INFORMATION
APPLICATIONS.
- Endurance.

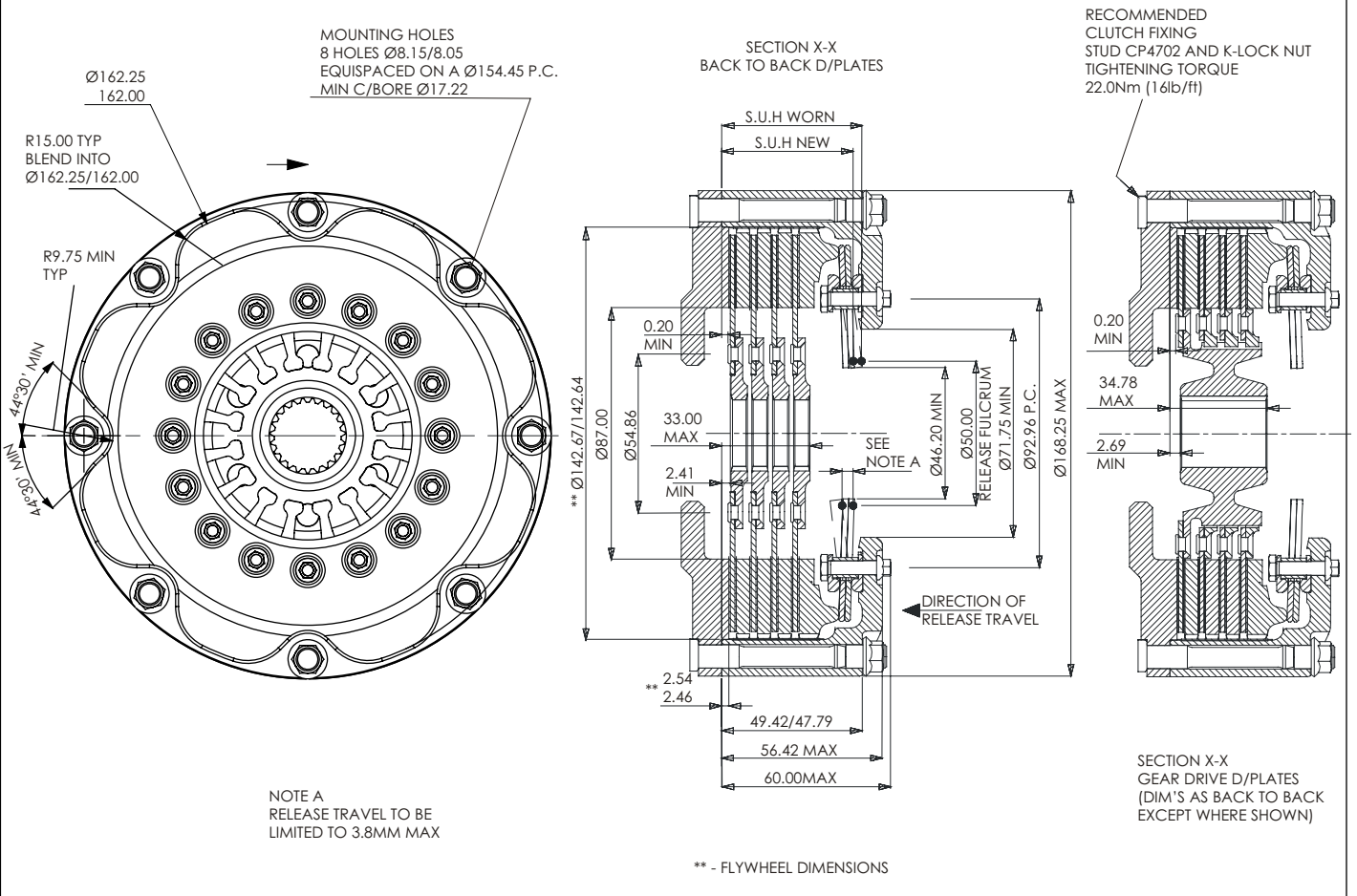
FEATURES.
- 4 Plate.
- Push type.
- Stepped flywheel fixing.
- inner diameter location, with optional external spigot location.
- Heavy Duty.
- large are facings.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Black hard anodised.
- Stainless steel wear plates.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.
- Supercedes CP4124 & CP4074 clutch families.

PART NUMBERS.
CP6014ACRV
CP6014AORA

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)	CP6014ACRV	46.64 / 44.84mm
	CP6014AORA	46.38 / 44.58mm
Set-up Height. (Worn)	CP6014ACRV	49.28mm
	CP6014AORA	49.02mm
Clutch "Wear In".		1.00mm
Weight. (including driven plates)	Back to Back	4.4Kg
	Gear Driven	4.7Kg
Complete Assy Inertia.	Back to Back	0.015112Kgm²
	Gear Driven	0.015745Kgm²
Driven Plate & Hub Interia.	Back to Back	0.002615Kgm²
	Gear Driven	0.002930Kgm²
Release Bearing.	Outer race rotates	CP3457-1 or -9
	Inner race rotates	CP3457-11
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.34mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back. (Large area)	CP3683-3FM3 x 4	1.00" x 23
	CP3683-4FM3 x 4	7/8" x 20
Back to Back. (Longer spline length)	CP6014-9 FM3 x 3 (offset hub).	1.16" x 26
	CP6014-10 FM3 x 1 (Flywheel side hub).	
Gear Driven.	CP4074-2FM3 x 1 (hub)	1.00" x 23
	CP4074-6FM3 x 3 Slider plates.	
Other splines available see page 113.		
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
Intermdiate Pressure Plates.		CP4074-103

INSTALLATION DRAWING



CP6092.

Ø140mm, 2 Plate Paddle / Cerametallic.

GENERAL INFORMATION

APPLICATIONS.
- Rally.

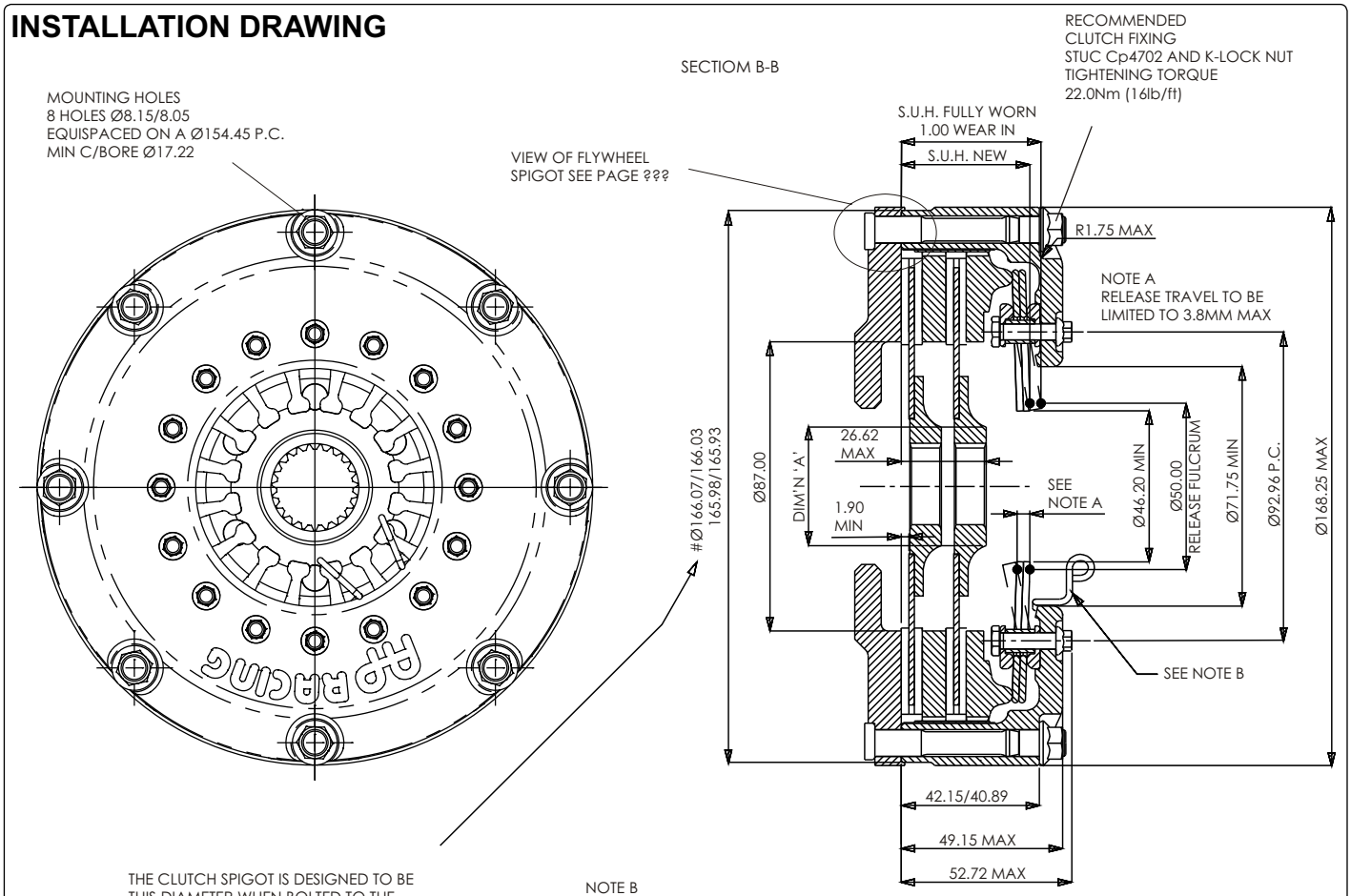
FEATURES.
- 2 Plate.
- Push type.
- Flat flywheel fixing.
- outer diameter location.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Heavy duty.
- 3 paddle sintered driven plates.
- Black hard anodised.
- Stainless 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.

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)		
CP6092ACRV	39.37mm / 37.91mm	
CP6092AORA	39.11mm / 37.65mm	
Set-up Height. (Worn)		
CP6092ACRV	42.01mm	
CP6092AORA	41.75mm	
Clutch "Wear In".		1.00mm
Weight. (including driven plates)		3.3Kg
Complete Assy Inertia.		0.01155Kgm²
Driven Plate & Hub Interia.		0.00180Kgm²
Release Bearing.	Outer race rotates	CP3457-1 or -9
	Inner race rotates	CP3457-11
DRIVEN PLATES.		
Thickness.	New = 6.25mm	Worn = 5.71mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back.	CP4581-4 x 2	1.00" x 23
	CP4581-5 x 2	7/8" x 20
	CP4581-3 x 2	1.16" x 26
	CP4581-6 x 2	29.0mm x 10
Other splines available see page 113.		
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
Intermdiate Pressure Plates.		CP6092-102

INSTALLATION DRAWING



CP2116.

Ø184mm Single Plate, A-Ring Sintered.

GENERAL INFORMATION

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.**

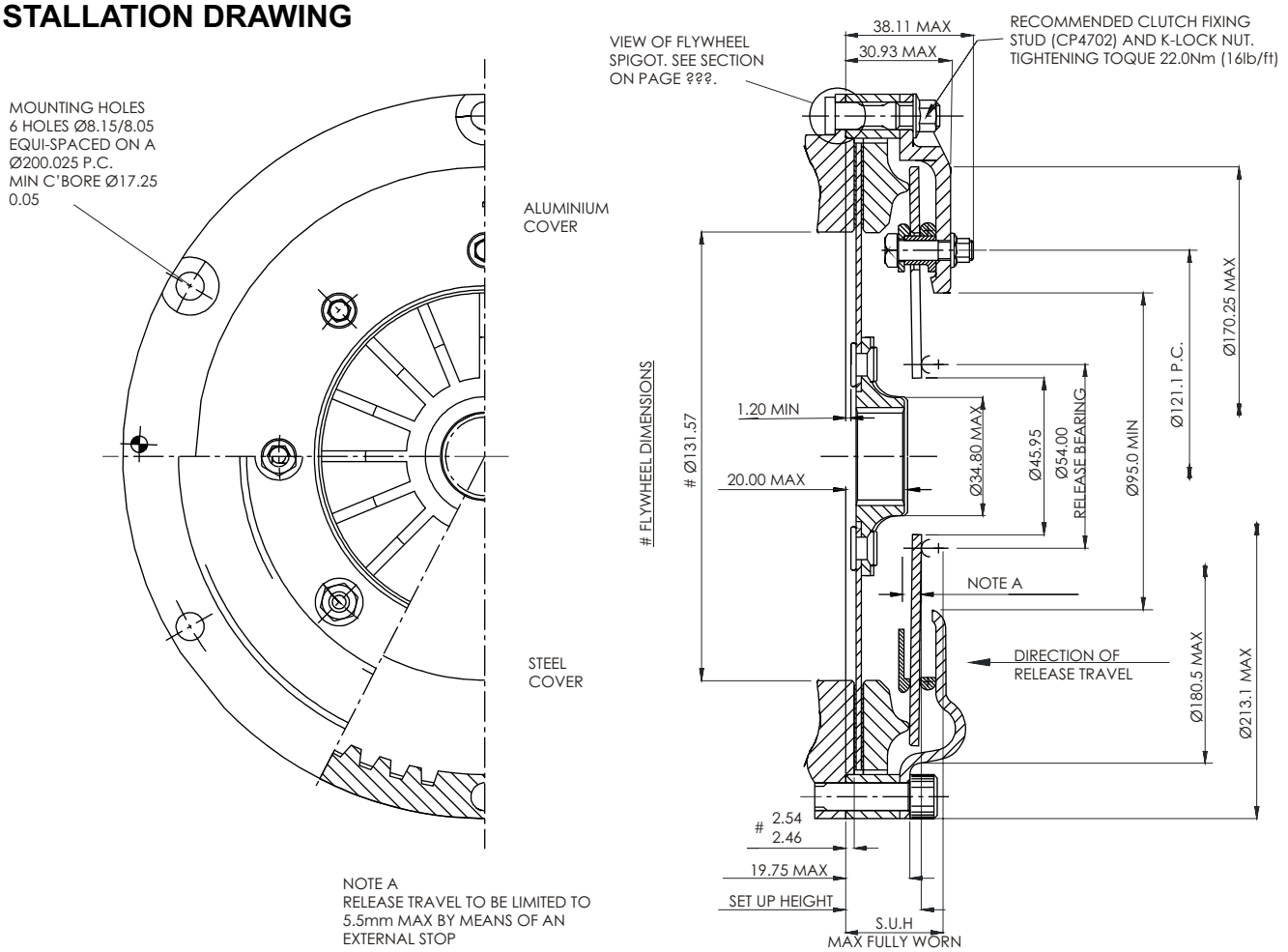
PART NUMBERS.

Aluminium alloy cover.	**Steel cover.**
CP2116ACRV	CP2116CRV
CP2116AORA	CP2116ORA
CP2116AGRN	CP2116GRN

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)	CP2116ACRV	23.82 / 21.60mm
	CP2116AORA	24.09 / 21.87mm
	CP2116AGRN	25.16 / 22.98mm
Set-up Height. (Worn)	CP2116ACRV	26.30mm
	CP2116AORA	26.57mm
	CP2116AGRN	27.65mm
Clutch "Wear In".		1.00mm
Weight. (including driven plates)	Aluminium cover	2.77Kg
	Steel cover	3.07Kg
Complete Assy Inertia.	Aluminium cover	0.016Kgm²
	Steel cover	0.018Kgm²
Driven Plate & Hub Interia.		0.0018Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-16
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 1.88mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Sintered.	CP2012-165FM3 x 1	1.00" x 23
	CP2012-166FM3 x 1	7/8" x 20
Sintered Paddle	CP4429-4FM3 x 1	1.00" x 23
	CP4429-3FM3 x 1	7/8" x 20
Other splines available see page 113.		
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

INSTALLATION DRAWING



CP7371.
Ø184mm Single Plate Sintered.

GENERAL INFORMATION
APPLICATIONS.
- Race.

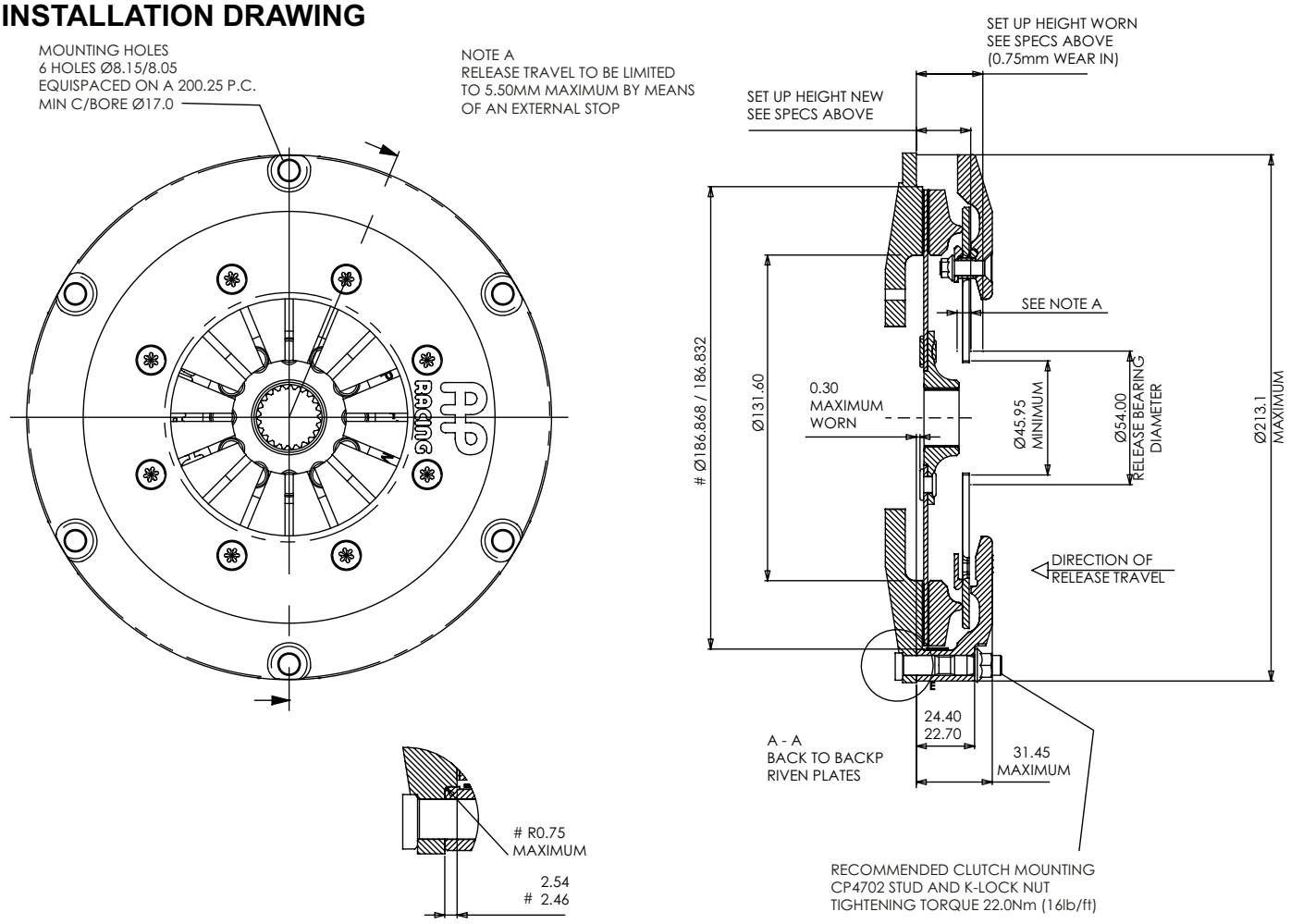
FEATURES.
- Single Plate.
- Push type.
- Stepped flywheel fixing.
- inner diameter location.
- One piece cover and lugs.
- machined from aluminium alloy.
- For high torque applications use CP4429 sintered plate.
- for other applications use CP2012 sintered plate.
- Black hard anodised cover.
- Stainless steel wear plates.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

PART NUMBERS.
CP7371-CE90-SF
CP7371-OE90-SF
CP7371-NE90-SF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)		
CP7371-CE90-SF	23.86mm / 21.52mm	
CP7371-OE90-SF	24.61mm / 22.24mm	
CP7371-NE90-SF	24.14mm / 21.81mm	
Set-up Height. (Worn)		
CP7371-CE90-SF	26.88mm	
CP7371-OE90-SF	27.63mm	
CP7371-NE90-SF	27.15mm	
Clutch "Wear In".		0.75mm
Weight. (including driven plates)		2.7Kg
Complete Assy Inertia.		0.0115Kgm²
Driven Plate & Hub Interia.		0.0018Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 1.88m
D/Plate Types.	**Part Number.**	**Spline Details.**
Sintered.	CP2012-165FM3 x 1	1.00" x 23
	CP2012-166FM3 x 1	7/8" x 20
Sintered Paddle.	CP4429-4FM3 x 1	1.00" x 23
	CP4429-3FM3 x 1	7/8" x 20
Other splines available see page 113.		
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

INSTALLATION DRAWING



CP7381.

Ø184mm Single Plate Paddle / Cerametallic.

GENERAL INFORMATION

APPLICATIONS.
- **Race.**
- **Hillclimb.**

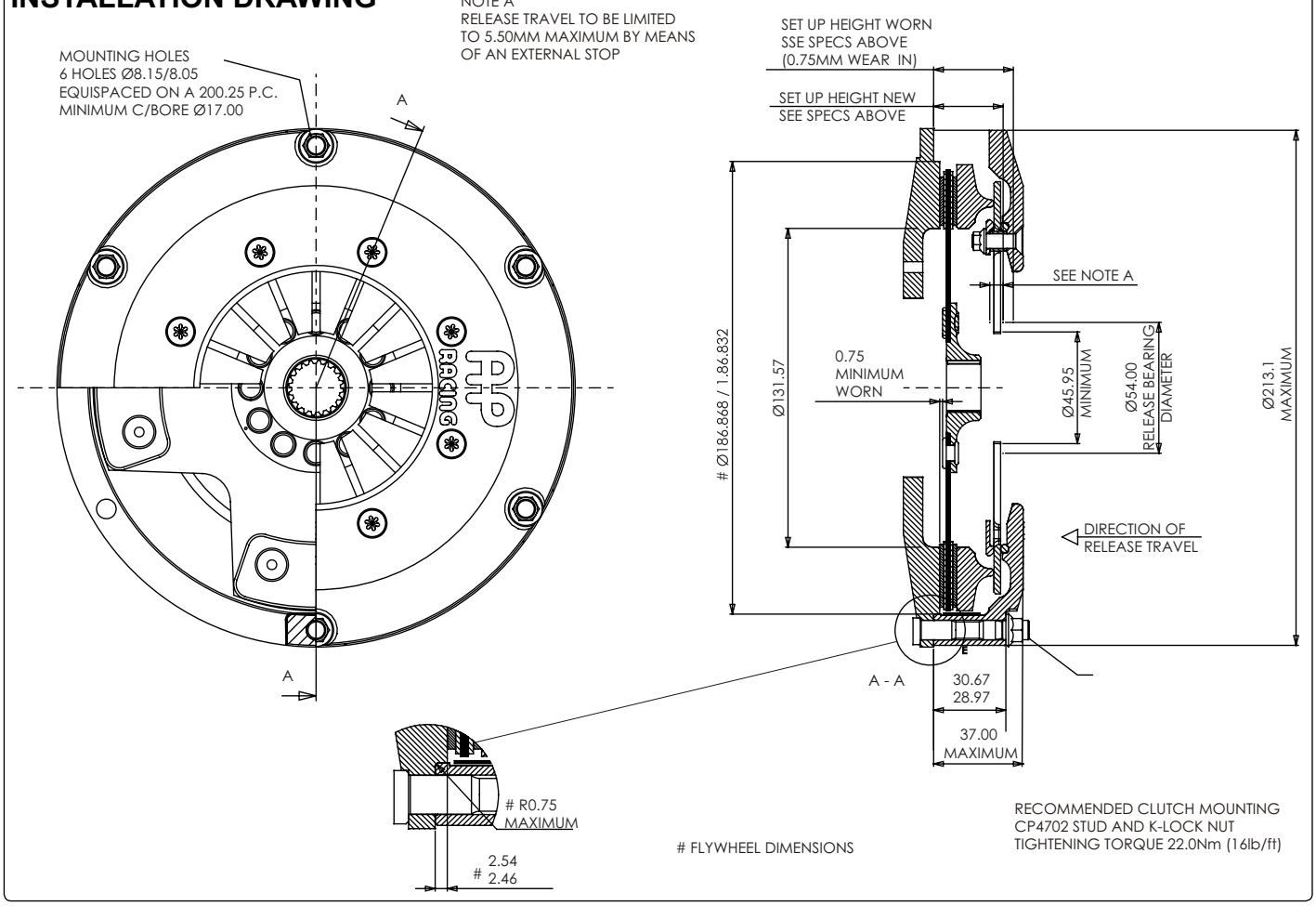
FEATURES.
- **Single Plate.**
- **Push type.**
- **Stepped flywheel fixing.**
  - inner diameter location.
- **One piece cover and lugs.**
  - machined from aluminium alloy.
- **Black hard anodised cover.**
- **Stainless steel wear plates.**
- **Low wear rate.**
- **Individually tested.**
  - match machined, balanced and clutch load and function.
- **CP4702 mounting studs available.**

PART NUMBERS.
CP7381-CE80-SF
CP7381-OE80-SF
CP7381-NE80-SF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP7381-CE80-SF	422Nm (311lb/ft)
	CP7381-OE80-SF	278Nm (205lb/ft)
	CP7381-NE80-SF	195Nm (144lb/ft)
Release Loads.	**Max peak worn.**	
CP7381-CE80-SF	347daN	
CP7381-OE80-SF	222daN	
CP7381-NE80-SF	154daN	
Set-up Height. (New)	CP7381-CE80-SF	29.88 / 27.51mm
	CP7381-OE80-SF	30.63 / 28.23mm
	CP7381-NE80-SF	30.42 / 28.05mm
Set-up Height. (Worn)	CP7381-CE80-SF	32.90mm
	CP7381-OE80-SF	33.65mm
	CP7381-NE80-SF	33.43mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)	3 Paddle	2.73Kg
	4 Paddle	2.82Kg
	6 Paddle	3Kg
Complete Assy Inertia.	3 Paddle	0.01142Kgm²
	4 Paddle	0.01192Kgm²
	6 Paddle	0.01292Kgm²
Driven Plate & Hub Interia.	3 Paddle	0.00182Kgm²
	4 Paddle	0.00237Kgm²
	6 Paddle	0.00347Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 7.11mm	Worn = 6.36mm
D/Plate Types.	**Part Number.**	**Spline Details.**
3 Paddle.	CP8300-A036H x 1	1.00" x 23
4 Paddle.	CP8400-A026H x 1	7/8" x 20
6 Paddle.	CP4946-7 x 1	1.00" x 23
Other splines available see page 113.		
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
A-Ring Assembly.		CP4111-102
Main Pressure Plate.		CP3108-103

INSTALLATION DRAWING



CP2125.
Ø184mm, 2 Plate, A-Ring Sintered.

GENERAL INFORMATION
APPLICATIONS.
- Race.
- Rally.

FEATURES.
- 2 Plate.
- Push type.
- Adaptor ring clutch.
- Stepped flywheel fixing.
- inner diameter location.
- 6 bolt cover.
- steel or aluminium alloy options
- Normal duty.
- Durable.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

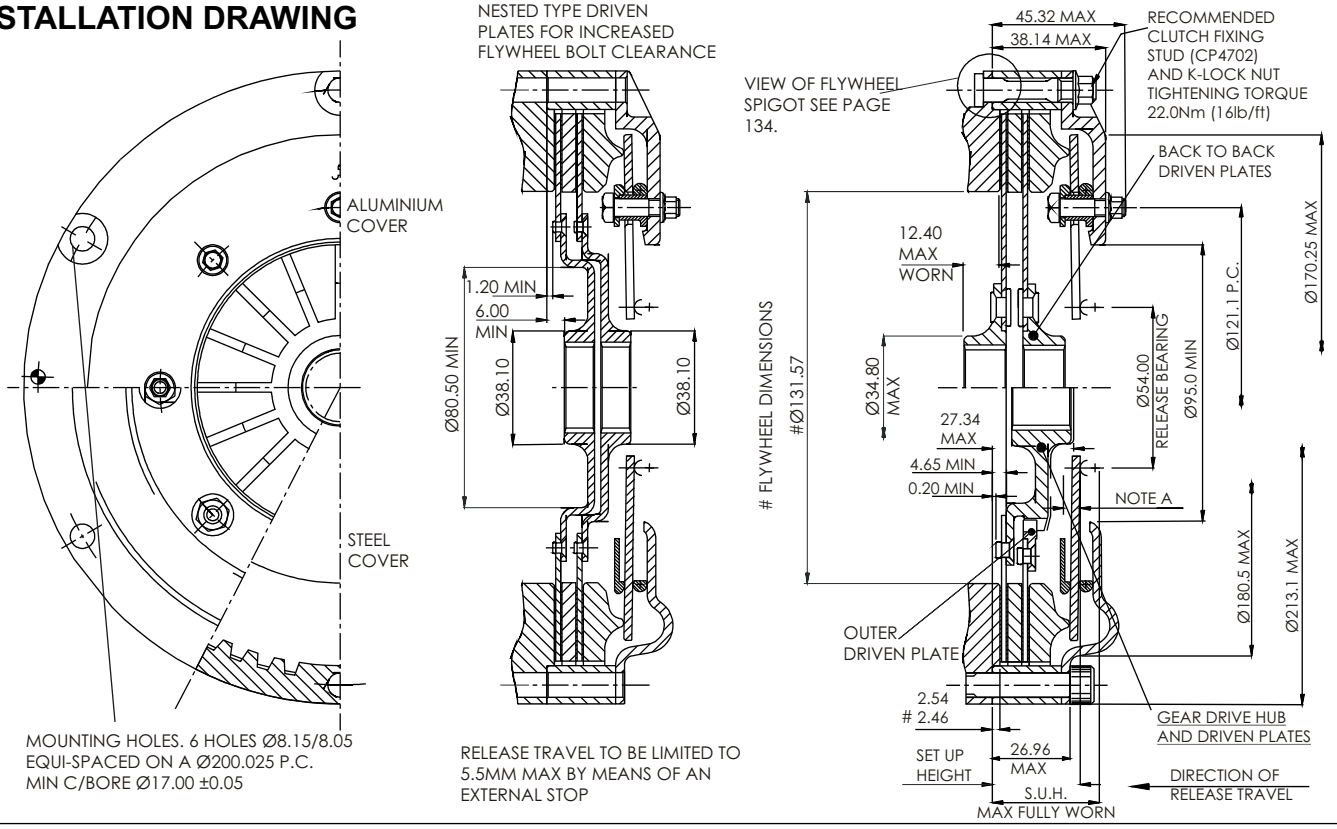
PART NUMBERS.
- Aluminium alloy cover.
CP2125ACRV
CP2125AORA
CP2125AGRN

- **Steel cover.**
CP2125CRV
CP2125GRN
CP2125ORA

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP2125ACRV	422Nm (311lb/ft)
	CP2125AORA	278Nm (205lb/ft)
	CP2125AGRN	195Nm (144lb/ft)
Release Loads.	**Max peak worn.**	
CP2125ACRV	347daN	
CP2125AORA	222daN	
CP2125AGRN	154daN	
Set-up Height.	**(New)**	**(Worn)**
CP2125ACRV	31.31 / 28.64mm	33.80mm
CP2125AORA	31.59 / 28.91mm	34.07mm
CP2125AGRN	32.66 / 30.02mm	35.14mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)	Aluminium Cover	Steel Cover
Back to Back	3.85Kg	4.15Kg
Nested	3.92Kg	4.22Kg
Gear driven	4.40Kg	4.70Kg
Complete Assy Inertia.	Aluminium Cover	Steel Cover
B to B & Nested	0.023Kgm²	0.025Kgm²
Gear driven	0.024Kgm²	0.026Kgm²
Driven Plate & Hub Interia.	Back to Back	0.0037Kgm²
	Nested	0.0038Kgm²
	Gear driven	0.0040Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.25mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back.	CP2012-165FM3 x 2	1.00" x 23
Nested.	CP2567-7FM3 x 1 (offset hub)	7/8" x 20
	CP2567-8FM3 x 1 (flywheel side)	
Gear Driven.	CP3822-10FM3 x 1	1.00" x 23
	CP2822-31FM3 x 1 slider plate	
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	Aluminium	Steel
CRV	CP2886-6CRV	CP2580-1CRV
ORA	CP2886-6ORA	CP2580-1ORA
GRN	CP2886-6GRN	CP2580-1GRN
A-Ring Assembly.		CP2012-162
Main Pressure Plate.		CP2616-103
Intermediate Pressure Plate		CP2613-103

INSTALLATION DRAWING



CP2606.

Ø184mm, 2 Plate, A-Ring Paddle / Cerametallic.

GENERAL INFORMATION

APPLICATIONS.
- **Race.**
- **Rally.**

FEATURES.
- **2 Plate.**
- **Push type.**
- **Adaptor ring clutch.**
- **Stepped flywheel fixing.**
  - inner diameter location.
- **6 bolt cover.**
  - steel or aluminium alloy options.
- **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.**

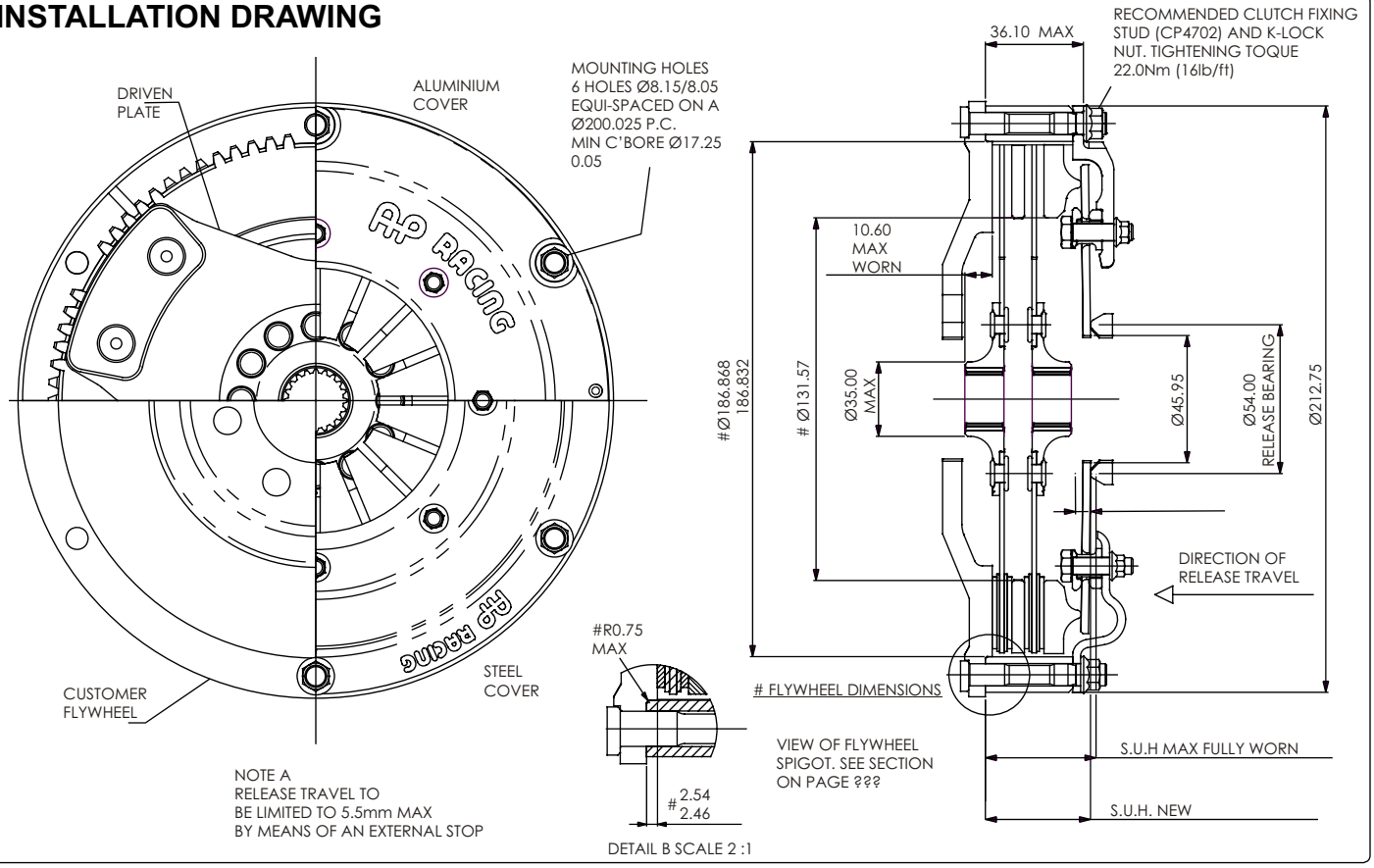
CP2606ACRV
CP2606AORA
CP2606AGRN
- **Steel cover.**

CP2606CRV
CP2606GRN
CP2606ORA

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP2606ACRV	598Nm (411lb/ft)
	CP2606AORA	400Nm (295lb/ft)
	CP2606AGRN	267Nm (197lb/ft)
Release Loads.	**Max peak worn.**	
CP2606ACRV	347daN	
CP2606AORA	222daN	
CP2606AGRN	154daN	
Set-up Height.	**(New)**	**(Worn)**
CP2606ACRV	39.89 / 37.60mm	42.38mm
CP2606AORA	40.16 / 37.87mm	42.65mm
CP2606AGRN	41.24 / 38.98mm	43.72mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)	Aluminium Cover	Steel Cover
3 Paddle	4.036Kg	4.286Kg
4 Paddle	4.246Kg	4.496Kg
6 Paddle	4.588Kg	4.836Kg
Complete Assy Inertia.	Aluminium Cover	Steel Cover
3 Paddle	0.0246Kgm²	0.0260Kgm²
4 Paddle	0.0257Kgm²	0.0271Kgm²
6 Paddle	0.0279Kgm²	0.0293Kgm²
Driven Plate & Hub Interia.	3 Paddle	0.00364Kgm²
	4 Paddle	0.00474Kgm²
	6 Paddle	0.00694Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 7.11mm	Worn = 6.66mm
D/Plate Types.	**Part Number.**	**Spline Details.**
3 Paddle	CP8300-A036H x 2	1.00" x 23
4 Paddle	CP8400-A036H x 2	1.00" x 23
6 Paddle	CP4946-7 x 2	1.00" x 23
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	Aluminium	Steel
CRV	CP2886-6CRV	CP2580-1CRV
ORA	CP2886-6ORA	CP2580-1ORA
GRN	CP2886-6GRN	CP2580-1GRN
A-Ring Assembly.		CP2606-125
Main Pressure Plate.		CP2616-103
Intermediate Pressure Plate		CP2613-103

INSTALLATION DRAWING



CP7372.
Ø184mm, 2 Plate Sintered.

GENERAL INFORMATION
APPLICATIONS.
- Race.

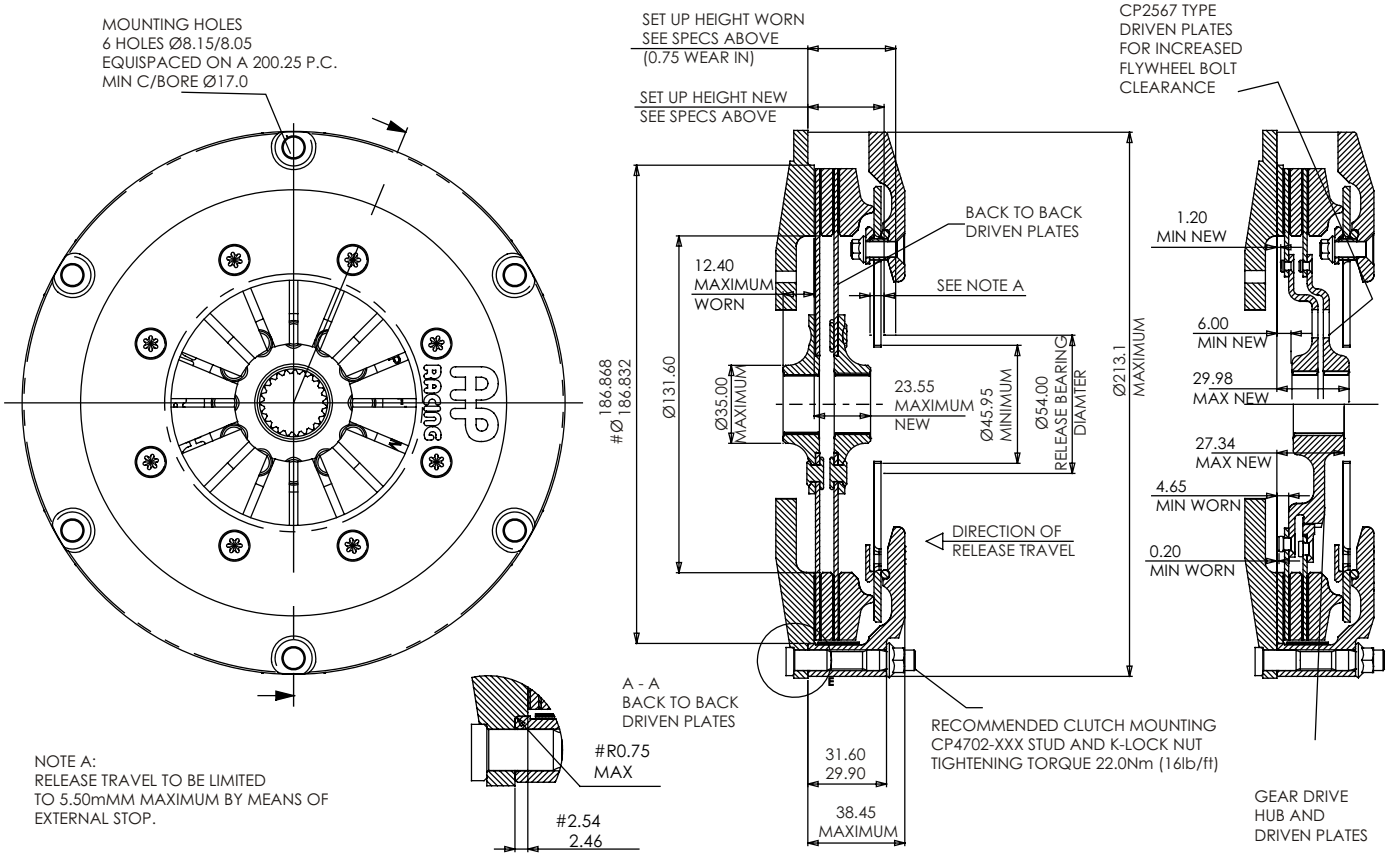
FEATURES.
- 2 Plate.
- Push type.
- Stepped flywheel fixing.
- inner diameter location.
- One piece cover and lugs.
- machined from aluminium alloy.
- Black hard anodised cover.
- Stainless steel wear plates.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

PART NUMBERS.
CP7372-CE90-SF
CP7372-OE90-SF
CP7372-NE90-SF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)**	**(Worn)**
CP7372-CE90-SF	31.31 / 28.48mm	34.33mm
CP7372-OE90-SF	32.06 / 29.20mm	35.08mm
CP7372-NE90-SF	31.59 / 28.77mm	34.61mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)	Back to Back.	3.80Kg
	Nested.	3.82Kg
	Gear Driven.	3.90Kg
Complete Assy Inertia.	Back to Back.	0.0215Kgm²
	Nested.	0.0218Kgm²
	Gear Driven.	0.0220Kgm²
Driven Plate & Hub Interia.	Back to Back	0.0037Kgm²
	Nested	0.0038Kgm²
	Gear driven	0.0040Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.25mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back.	CP2012-165FM3 x 2	1.00" x 23
Nested.	CP2567-7FM3 x 1 (offset hub)	7/8" x 20
	CP2567-8FM3 x 1 (flywheel side)	
Gear Driven.	CP3822-10FM3 x 1	1.00" x 23
	CP2822-31FM3 x 1 slider plate	
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	CP7372-CE90-SF	CP7372-6ACRV
	CP7372-OE90-SF	CP7372-6AORA
	CP7372-NE90-SF	CP7372-6AGRN
Wear Clips.		CP3912-102
Main Pressure Plate.		CP3021-101
Intermediate Pressure Plate		CP3592-106

INSTALLATION DRAWING



CP7382.

Ø184mm, 2 Plate Paddle / Cerametallic

GENERAL INFORMATION

APPLICATIONS.
- **Race.**
- **Hillclimb.**

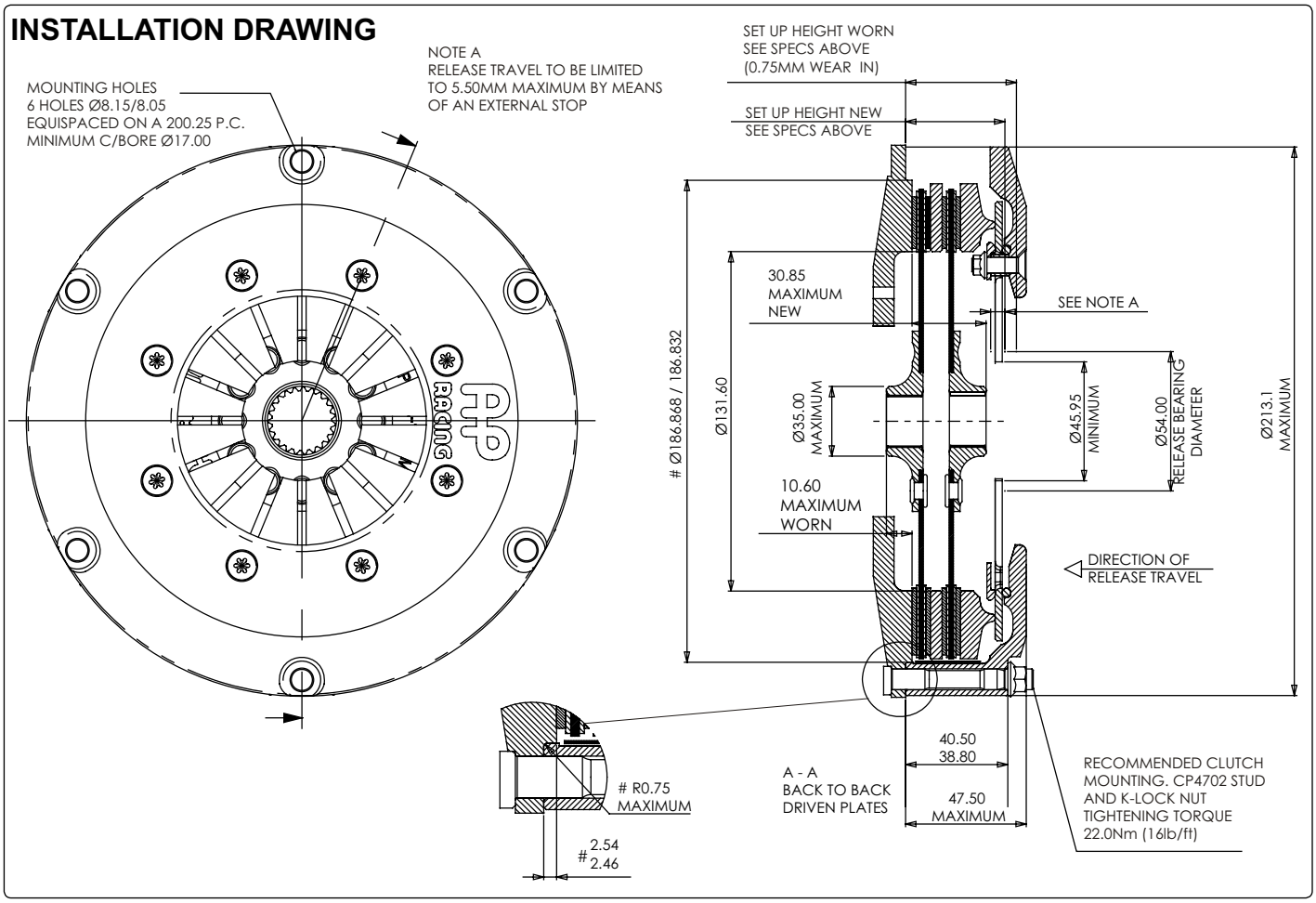
FEATURES.
- **2 Plate.**
- **Push type.**
- **Stepped flywheel fixing.**
  - inner diameter location.
- **One piece cover and lugs.**
  - machined from aluminium alloy.
- **Black hard anodised cover.**
- **Stainless steel wear plates.**
- **Low wear rate.**
- **Individually tested.**
  - match machined, balanced and clutch load and function.
- **CP4702 mounting studs available.**

PART NUMBERS.
CP7382-CE80-SF
CP7382-OE80-SF
CP7382-NE80-SF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP7382-CE80-SF	598Nm (441lb/ft)
	CP7382-OE80-SF	400Nm (295lb/ft)
	CP7382-NE80-SF	267Nm (197lb/ft)
Release Loads.	**Max peak worn.**	
CP7382-CE80-SF	347daN	
CP7382-OE80-SF	222daN	
CP7382-NE80-SF	154daN	
Set-up Height. (New)	CP7382-CE80-SF	39.95 / 37.05mm
	CP7382-OE80-SF	40.70 / 37.77mm
	CP7382-NE80-SF	40.49 / 37.59mm
Set-up Height. (Worn)	CP7382-CE80-SF	42.97mm
	CP7382-OE80-SF	43.72mm
	CP7382-NE80-SF	43.51mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)	3 Paddle	3.81Kg
	4 Paddle	3.99Kg
	6 Paddle	4.37Kg
Complete Assy Inertia.	3 Paddle	0.0222Kgm²
	4 Paddle	0.0233Kgm²
	6 Paddle	0.0255Kgm²
Driven Plate & Hub Interia.	3 Paddle	0.00364Kgm²
	4 Paddle	0.00474Kgm²
	6 Paddle	0.00694Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 7.11mm	Worn = 6.67mm
D/Plate Types.	**Part Number.**	**Spline Details.**
3 Paddle.	CP8300-A036H x 1	1.00" x 23
4 Paddle.	CP8400-A026H x 1	7/8" x 20
6 Paddle.	CP4946-7 x 1	1.00" x 23
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	CP7382-CE80-SF	CP7382-6ACRV
	CP7382-OE80-SF	CP7382-6AORA
	CP7382-NE80-SF	CP7382-6AGRN
Wear Clips.		CP4112-102
Main Pressure Plate.		CP3021-102
Intermediate Pressure Plate		CP3592-106

INSTALLATION DRAWING



CP7392.

Ø184mm, 2 Plate Paddle / Cerametallic for Smaller Flywheels.

GENERAL INFORMATION

APPLICATIONS.
- **Race.**
- **Hillclimb.**

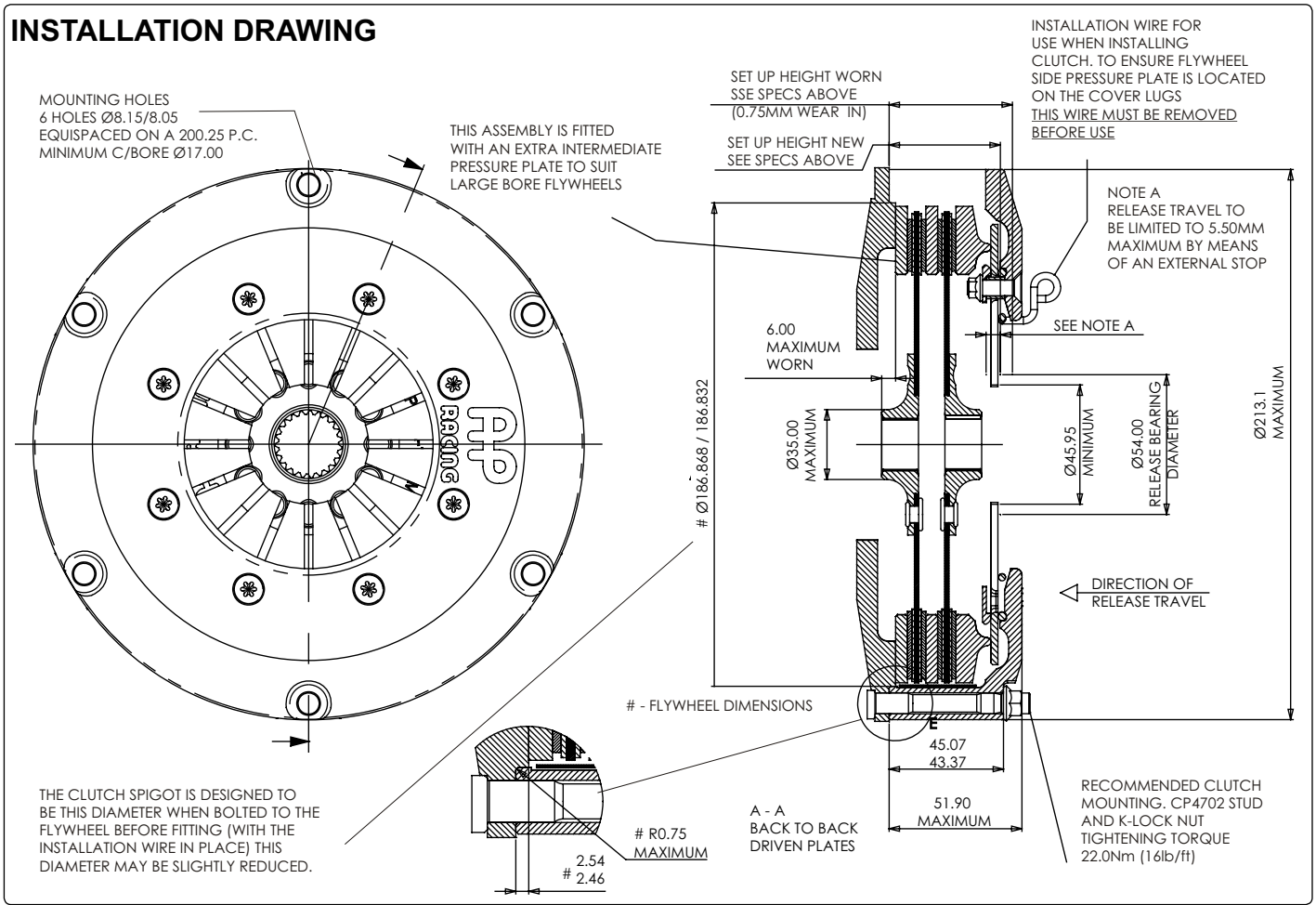
FEATURES.
- **2 Plate.**
- **Push type.**
- **Extra pressure plate**
- for small internal diameter flywheels.
- **Stepped flywheel fixing.**
  - inner diameter location.
- **One piece cover and lugs.**
  - machined from aluminium alloy.
- **Black hard anodised cover.**
- **Stainless steel wear plates.**
- **Low maintenance.**
- **Individually tested.**
  - match machined, balanced and clutch load and function.
- **CP4702 mounting studs available.**

PART NUMBERS.
CP7392-CH80-SF
CP7392-OH80-SF
CP7392-NH80-SF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP7392-CH80-SF	598Nm (441lb/ft)
	CP7392-OH80-SF	400Nm (295lb/ft)
	CP7392-NH80-SF	267Nm (197lb/ft)
Release Loads.	**Max peak worn.**	
CP7392-CH80-SF	347daN	
CP7392-OH80-SF	222daN	
CP7392-NH80-SF	154daN	
Set-up Height. (New)	CP7392-CH80-SF	44.66 / 41.55mm
	CP7392-OH80-SF	45.41 / 42.27mm
	CP7392-NH80-SF	45.20 / 42.09mm
Set-up Height. (Worn)	CP7392-CH80-SF	47.67mm
	CP7392-OH80-SF	48.43mm
	CP7392-NH80-SF	48.21mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)	3 Paddle	4.39Kg
	4 Paddle	4.58Kg
	6 Paddle	4.95Kg
Complete Assy Inertia.	3 Paddle	0.0264Kgm²
	4 Paddle	0.0275Kgm²
	6 Paddle	0.0297Kgm²
Driven Plate & Hub Interia.	3 Paddle	0.00364Kgm²
	4 Paddle	0.00474Kgm²
	6 Paddle	0.00694Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 7.11mm	Worn = 6.67mm
D/Plate Types.	**Part Number.**	**Spline Details.**
3 Paddle.	CP8300-A036H x 1	1.00" x 23
4 Paddle.	CP8400-A026H x 1	7/8" x 20
6 Paddle.	CP4946-7 x 1	1.00" x 23
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	CP7392-CH80-SF	CP7392-6ACRV
	CP7392-OH80-SF	CP7392-6AORA
	CP7392-NH80-SF	CP7392-6AGRN
Wear Clips.		CP4242-102
Main Pressure Plate.		CP3021-102
Intermediate Pressure Plate		CP3592-106

INSTALLATION DRAWING



CP7492.
Ø184mm, Pull Type Sintered.

GENERAL INFORMATION
APPLICATIONS.
- Race.

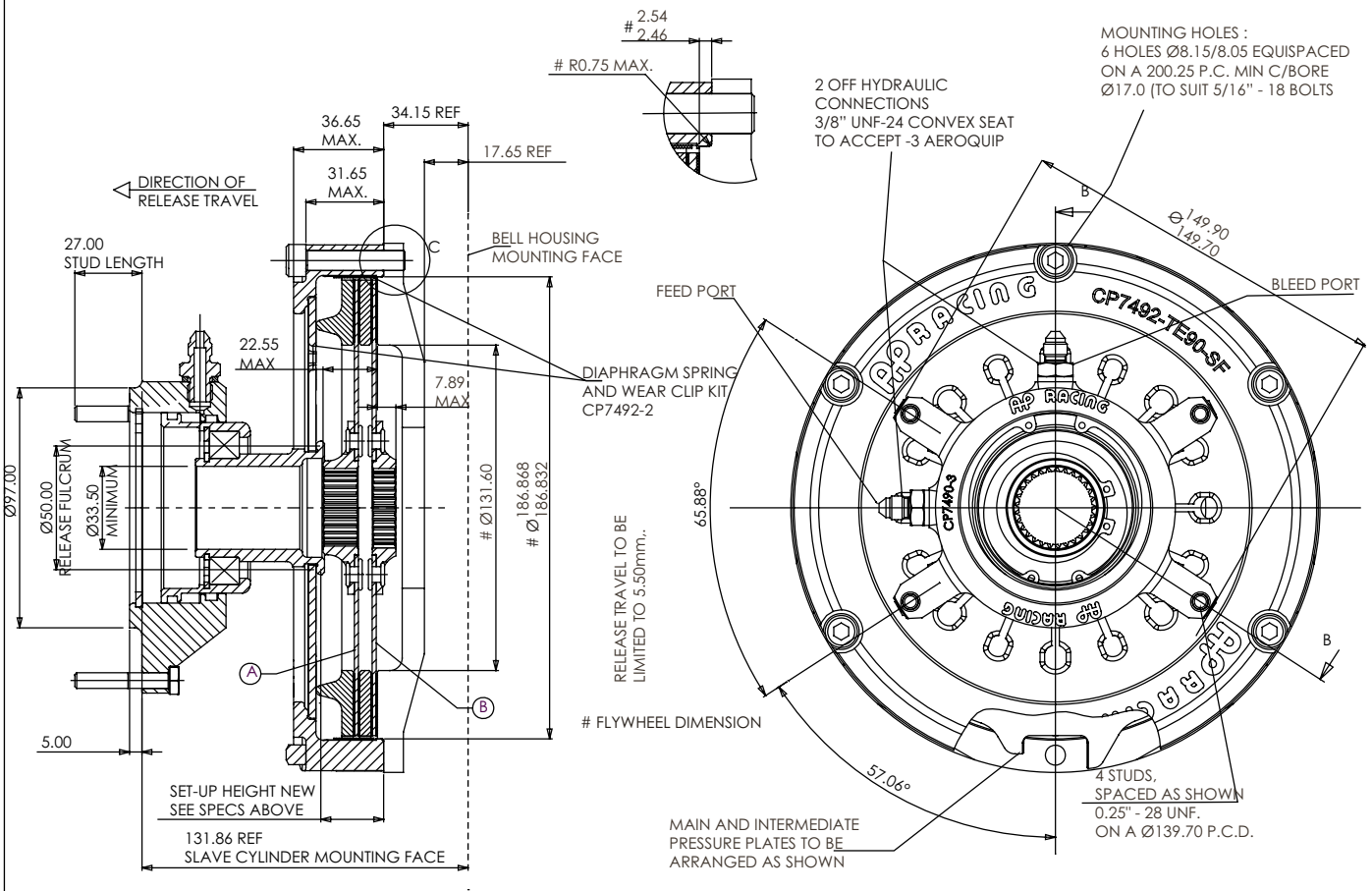
FEATURES.
- 2 Plate.
- Pull type.
- 30% more efficient than a conventional push type clutch. Lighter and simpler construction with more consistent load characteristics and feel during wear.
- Stepped flywheel fixing.
- inner diameter location.
- Lug drive clutch.
- Stainless steel wear plates.
- Low maintenance.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

PART NUMBERS.
CP7492-TE90-SF

Note: Full Installation Drawing available at www.apracing,com

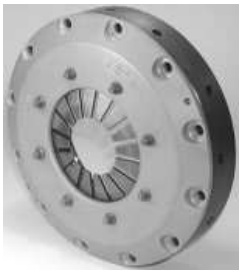
TECHNICAL SPECIFICATIONS		
Torque Capacity.	1020Nm (750lb/ft)	
Release Loads.		
Max peak worn.	3670aN	
At travel.	2620daN	
Set-up Height (New).	28.65mm / 26.85mm	
Set-up Height (Worn).	22.1mm	
Clutch "Wear In".		1.00mm
Weight. (including driven plates)	3.12Kg	
Complete Assy Inertia.	0.09825Kgm²	
Driven Plate & Hub Interia.	0.0018Kgm²	
Release Bearing.	CP7492-7	
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 1.97mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back. (outer type)	CP2012-357FM3 x 1	1.16" x 26
	CP2012-166FM3 x 1	7/8" x 20
	CP2012-199FM3 x 1	29.0mm x 10
Back to Back. (inner type)	CP2012-171FM3 x 1	1.16" x 26
	CP2012-179FM3 x 1	7/8" x 20
	CP2012-244FM3 x 1	29.0mm x 10
Other splines available see page 113.		
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

INSTALLATION DRAWING



CP2817.

Ø184mm, 3 Plate, A-Ring Sintered.



GENERAL INFORMATION

APPLICATIONS.
- **Hillclimb**
- **Race.**
- **Saloons.**

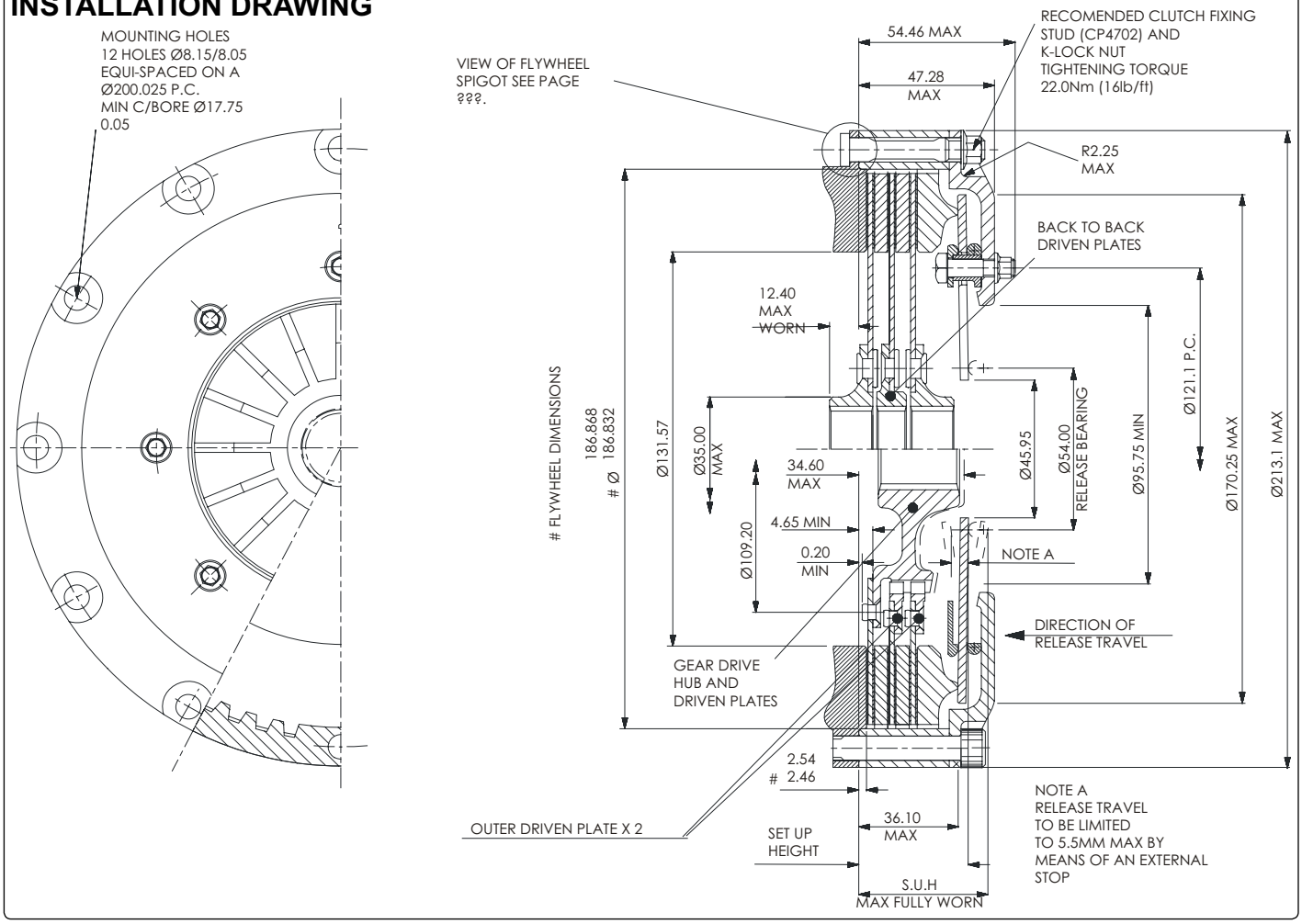
FEATURES.
- **3 Plate.**
- **Push type.**
- **Adaptor ring clutch.**
- ring machined from aluminium alloy.
- **Stepped flywheel fixing.**
  - inner diameter location.
- **12 bolt aluminium alloy cover.**
  - **Hard anodised.**
- **Low wear rate.**
- **Individually tested.**
  - match machined, balanced and clutch load and function.
- **CP4702 mounting studs available.**

PART NUMBERS.
CP2817ACRV
CP2817AORA
CP2817AGRN

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)**	**(Worn)**
CP2817ACRV	40.42 / 37.43mm	42.90mm
CP2817AORA	40.30 / 37.32mm	42.79mm
CP2817AGRN	41.76 / 38.61mm	44.25mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)	Back to Back.	5.23Kg
	Gear Driven.	5.50Kg
Complete Assy Inertia.	Back to Back.	0.030Kgm²
	Gear Driven.	0.032Kgm²
Driven Plate & Hub Interia.		0.0060Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.38mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back.	CP2012-166FM3 x 2 (outer plate)	7/8" x 20
	CP2012-179FM3 x 1 (centre plate)	
Gear Driven.	CP2822-10FM3 x 1	1.00" x 23
	CP2822-31FM3 x 2 slider plate	
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	CP2817ACRV	CP2817-12ACRV
	CP2817AORA	CP2817-12AORA
	CP2817AGRN	CP2817-12AGRN
A-Ring Assembly.		CP2616-8
Main Pressure Plate.		CP2613-106
Intermediate Pressure Plate		CP2613-103

INSTALLATION DRAWING



CP7373.
Ø184mm, 3 Plate Sintered.

GENERAL INFORMATION
APPLICATIONS.
- High Powered Engines.

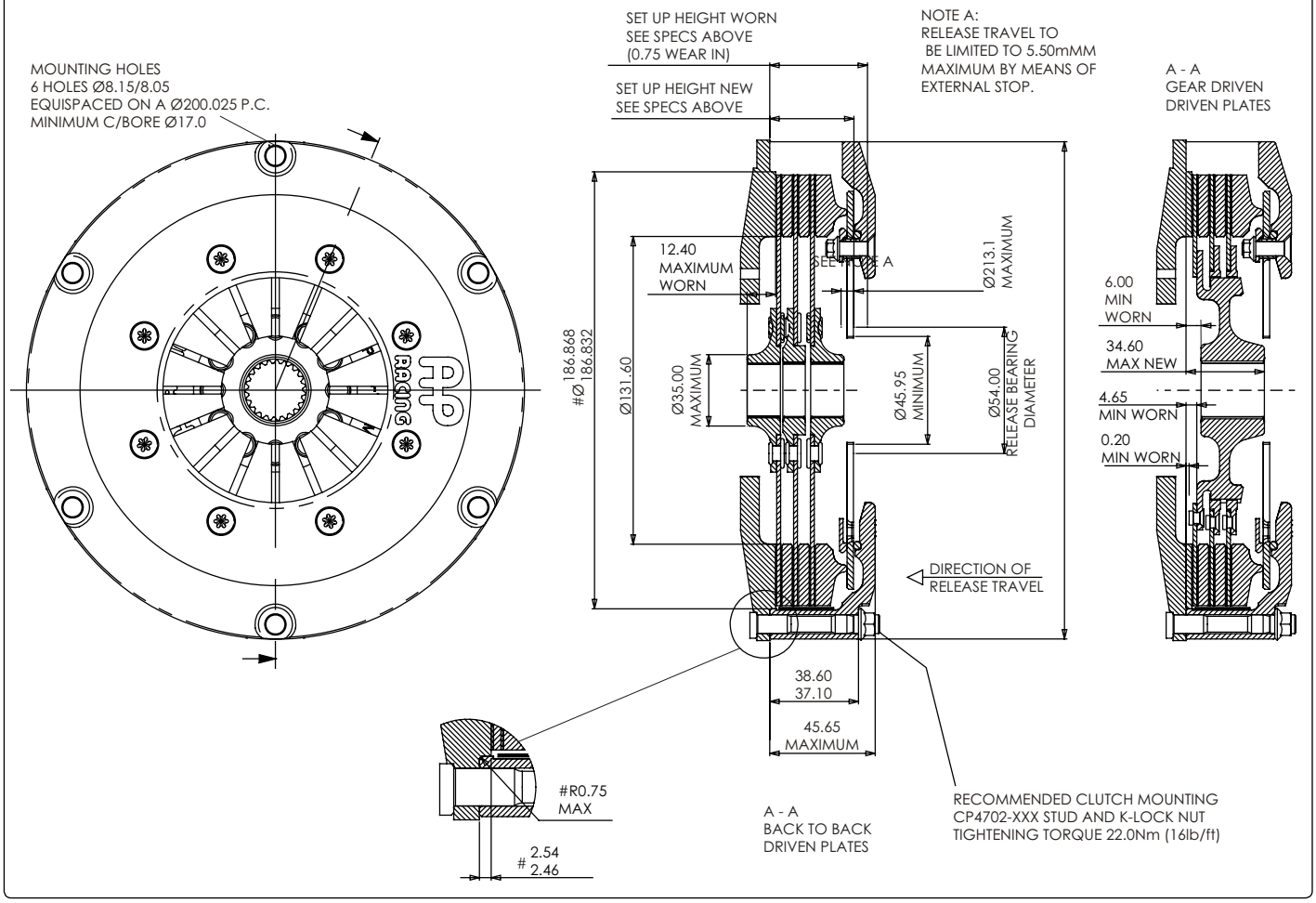
FEATURES.
- 3 Plate.
- Push type.
- Stepped flywheel fixing.
- inner diameter location.
- One piece cover and lugs.
- machined from aluminium alloy.
- Black hard anodised cover.
- Stainless steel wear plates.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

PART NUMBERS.
CP7373-CE90-SF
CP7373-OE90-SF
CP7373-NE90-SF

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP7373-CE90-SF	1423Nm (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)**	**(Worn)**
CP7373-CE90-SF	38.76 / 35.44mm	41.78mm
CP7373-OE90-SF	39.51 / 36.16mm	42.53mm
CP7373-NE90-SF	39.04 / 35.73mm	42.06mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)	Back to Back.	4.95Kg
	Gear Driven.	5.05Kg
Complete Assy Inertia.	Back to Back.	0.0277Kgm²
	Gear Driven.	0.0282Kgm²
Driven Plate & Hub Interia.	Back to Back	0.0055Kgm²
	Gear driven	0.0060Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 2.63mm	Worn = 2.38mm
D/Plate Types.	**Part Number.**	**Spline Details.**
Back to Back.	CP2012-166FM3 x 2 (outer plate)	7/8" x 20
	CP2012-179FM3 x 1 (centre plate)	
Gear Driven.	CP2822-10FM3 x 1	1.00" x 23
	CP2822-31FM3 x 2 slider plate	
Other splines available see page 113.		
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

INSTALLATION DRAWING



CP3745.
Ø200mm Single Plate Cerametallic.

GENERAL INFORMATION
APPLICATIONS.
- Rally.
- Off Road.

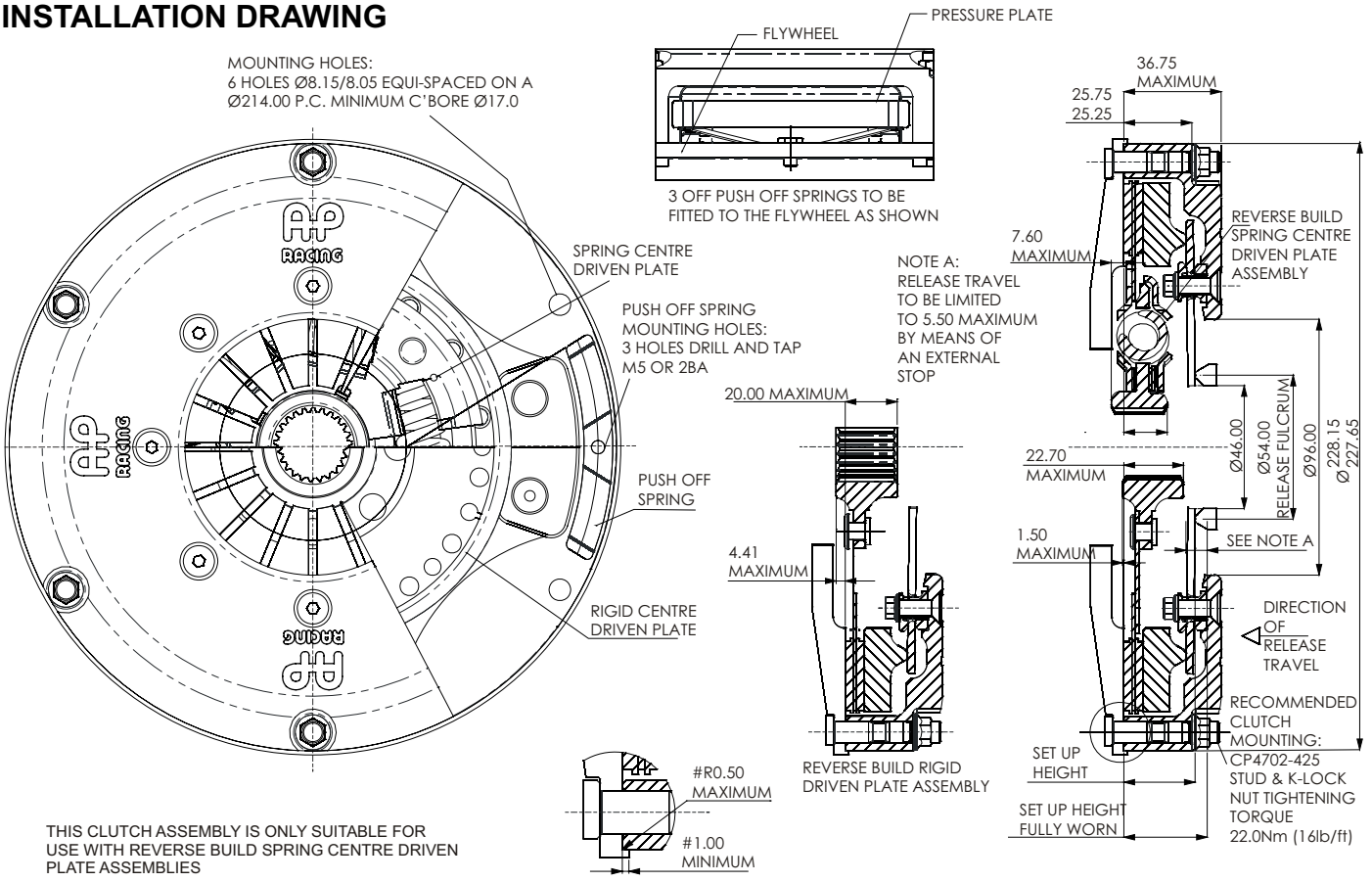
FEATURES.
- Single Plate.
- Push type.
- Flat flywheel fixing.
- outer diameter location.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Durable.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.
- Interchangeable with CP7212 Carbon Clutch.

PART NUMBERS.
CP3745ACRV
CP3745AGRY

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP3745ACRV	434Nm (253lb/ft)
	CP3745AGRY	301Nm (222lb/ft)
Release Loads.	**Max peak worn.**	
CP3745ACRV	347daN	
CP3745AGRY	289daN	
Set-up Height. (New)	CP3745ACRV	28.23 / 26.95mm
	CP3745AGRY	28.36 / 27.07mm
Set-up Height. (Worn)	CP3745ACRV	30.71mm
	CP3745AGRY	30.85mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)		
Rigid Centre.	4 Paddle	3.90Kg
	6 Paddle	4.28Kg
Sprung Centre.	4 Paddle	4.04Kg
	6 Paddle	4.53Kg
Complete Assy Inertia.		
Rigid Centre.	4 Paddle	0.0248Kgm²
	6 Paddle	0.0259Kgm²
Sprung Centre.	4 Paddle	0.0257Kgm²
	6 Paddle	0.0315Kgm²
Driven Plate & Hub Interia.		
Rigid Centre.	4 Paddle	0.00330Kgm²
	6 Paddle	0.00421Kgm²
Sprung Centre.	4 Paddle	0.00441Kgm²
	6 Paddle	0.00995Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 7.11mm	Worn = 6.29mm
D/Plate Types.	**Part Number.**	**Spline Details.**
4 Paddle Rigid.	CP5214-12 x 1	1.00" x 23
4 Paddle Sprung.	CP4814-15 x 1	7/8" x 20
6 Paddle Rigid.	CP5216-15 x 1	1.00" x 23
6 Paddle Sprung.	CP4816-13 x 1	7/8" x 20
Other splines available see page 113.		
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 x 3.		CP3871-103

INSTALLATION DRAWING



CP3871.
Ø200mm Single Plate Cerametallic.

GENERAL INFORMATION
APPLICATIONS.
- Rally.
- Off Road.

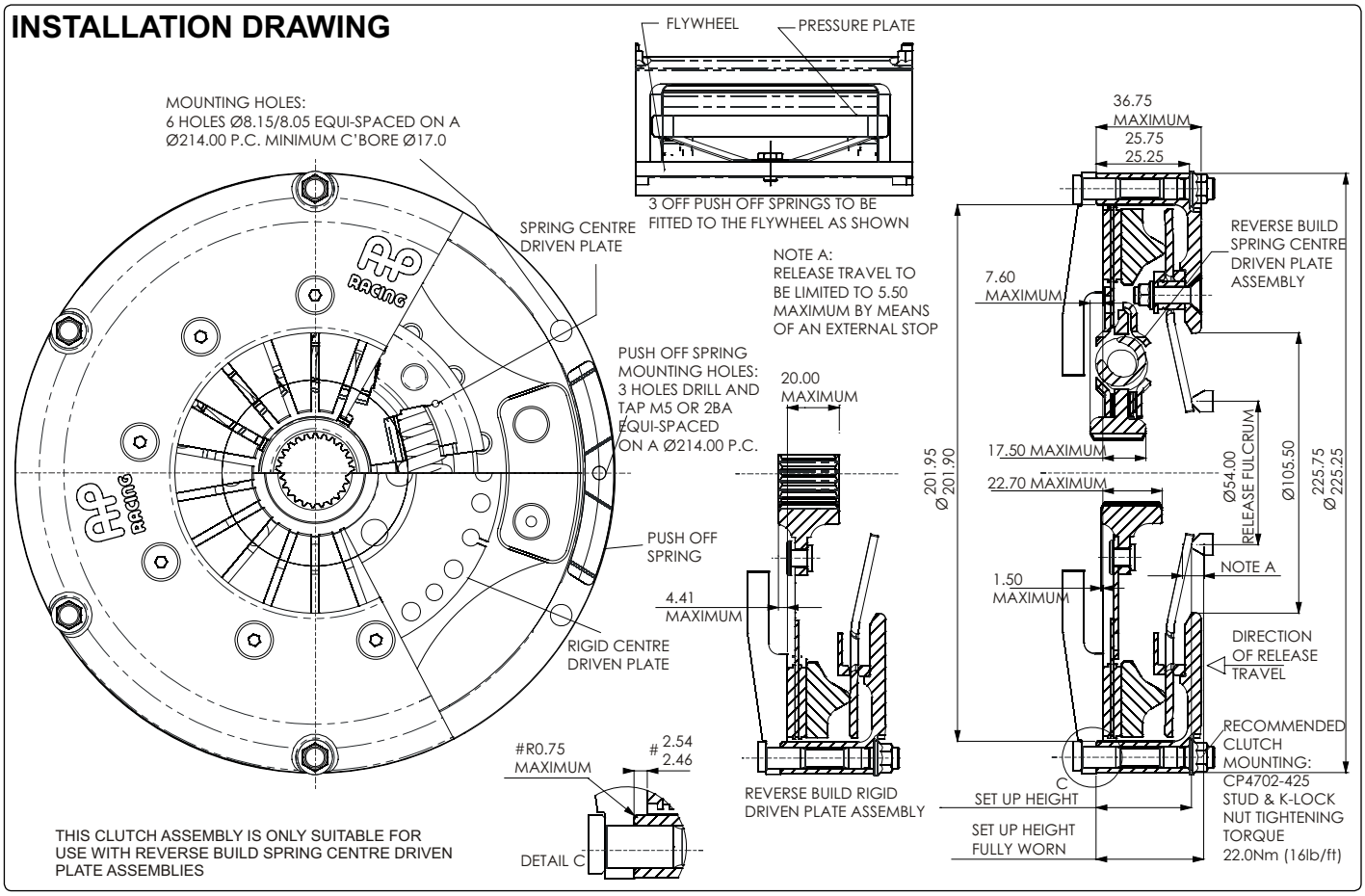
FEATURES.
- Single Plate.
- Push type.
- Stepped flywheel fixing.
- inner diameter location.
- High torque capacity.
- clutch load and function.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

PART NUMBERS.
CP3871ACRV
CP3871AGRY

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP3871ACRV	525Nm (387lb/ft)
	CP3871AGRY	450Nm (335lb/ft)
Release Loads.	**Max peak worn.**	
CP3871ACRV	420daN	
CP3871AGRY	275daN	
Set-up Height. (New)	CP3871ACRV	38.32 / 36.48mm
	CP3871AGRY	37.91 / 36.07mm
Set-up Height. (Worn)	CP3871ACRV	43.09mm
	CP3871AGRY	42.98mm
Clutch "Wear In".		1.00mm
Weight. (including driven plates)		
Rigid Centre.	4 Paddle	3.86Kg
	6 Paddle	4.28Kg
Sprung Centre.	4 Paddle	4.00Kg
	6 Paddle	4.49Kg
Complete Assy Inertia.		
Rigid Centre.	4 Paddle	0.0248Kgm²
	6 Paddle	0.0259Kgm²
Sprung Centre.	4 Paddle	0.0257Kgm²
	6 Paddle	0.0315Kgm²
Driven Plate & Hub Interia.		
Rigid Centre.	4 Paddle	0.00330Kgm²
	6 Paddle	0.00421Kgm²
Sprung Centre.	4 Paddle	0.00441Kgm²
	6 Paddle	0.00995Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 7.11mm	Worn = 6.29mm
D/Plate Types.	**Part Number.**	**Spline Details.**
4 Paddle Rigid.	CP5214-12 x 1	1.00" x 23
4 Paddle Sprung.	CP4814-15 x 1	7/8" x 20
6 Paddle Rigid.	CP5216-15 x 1	1.00" x 23
6 Paddle Sprung.	CP4816-13 x 1	7/8" x 20
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	CP3871ACRV	CP3871-1CRV
	CP3871AGRY	CP3871-1GRY
Main Pressure Plate.		CP3871-111
Push-off Springs x 3.		CP3871-103

INSTALLATION DRAWING



CP4560.
Ø200mm Single Plate Cerametallic.

GENERAL INFORMATION
APPLICATIONS.
- Rally.
- Off Road.

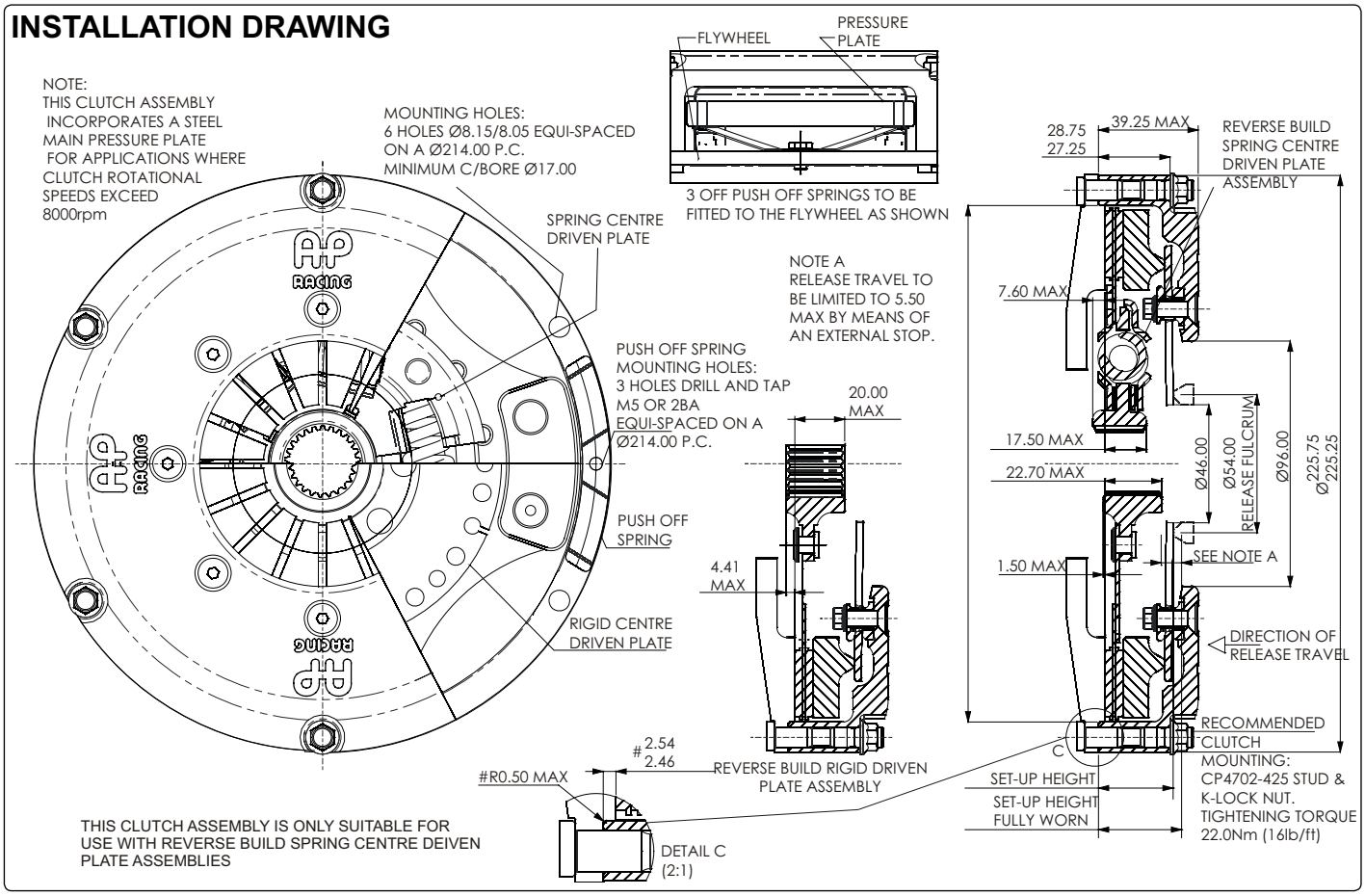
FEATURES.
- Single Plate.
- Push type.
- Stepped flywheel fixing.
- inner diameter location.
- One piece cover and lugs.
- machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- Steel main pressure plate.
- for applications where clutch speeds exceeds 8000rpm.
- Durable.
- Low wear rate.
- Individually tested.
- match machined, balanced and clutch load and function.
- CP4702 mounting studs available.

PART NUMBERS.
CP4560ACRV
CP4560AGRY

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP4560ACRV	343Nm (253lb/ft)
	CP4560AGRY	301Nm (222lb/ft)
Release Loads.	**Max peak worn.**	
CP4560ACRV	347daN	
CP4560AGRY	289daN	
Set-up Height. (New)	CP4560ACRV	31.11 / 29.16mm
	CP4560AGRY	31.44 / 29.49mm
Set-up Height. (Worn)	CP4560ACRV	33.60mm
	CP4560AGRY	33.93mm
Clutch "Wear In".		0.75mm
Weight. (including driven plates)		
Rigid Centre.	4 Paddle	3.86Kg
	6 Paddle	4.28Kg
Sprung Centre.	4 Paddle	4.00Kg
	6 Paddle	4.49Kg
Complete Assy Inertia.		
Rigid Centre.	4 Paddle	0.0248Kgm²
	6 Paddle	0.0259Kgm²
Sprung Centre.	4 Paddle	0.0257Kgm²
	6 Paddle	0.0315Kgm²
Driven Plate & Hub Interia.		
Rigid Centre.	4 Paddle	0.00330Kgm²
	6 Paddle	0.00421Kgm²
Sprung Centre.	4 Paddle	0.00441Kgm²
	6 Paddle	0.00995Kgm²
Release Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 7.11mm	Worn = 6.29mm
D/Plate Types.	**Part Number.**	**Spline Details.**
4 Paddle Rigid.	CP5214-12 x 1	1.00" x 23
4 Paddle Sprung.	CP4814-15 x 1	7/8" x 20
6 Paddle Rigid.	CP5216-15 x 1	1.00" x 23
6 Paddle Sprung.	CP4816-13 x 1	7/8" x 20
Other splines available see page 113.		
Note: Clutch supplied less driven plates. Order Separately.		
SPARE PARTS.		
Cover Assemblies.	CP4560ACRV	CP4560-1CRV
	CP4560AGRY	CP4560-1GRY
Main Pressure Plate.		CP4560-101
Push-off Springs x 3.		CP3871-103

INSTALLATION DRAWING



CP5241.

Ø215mm Single Plate Paddle / Cerametallic.

GENERAL INFORMATION

APPLICATIONS.
- **Race.**
- **Rally.**

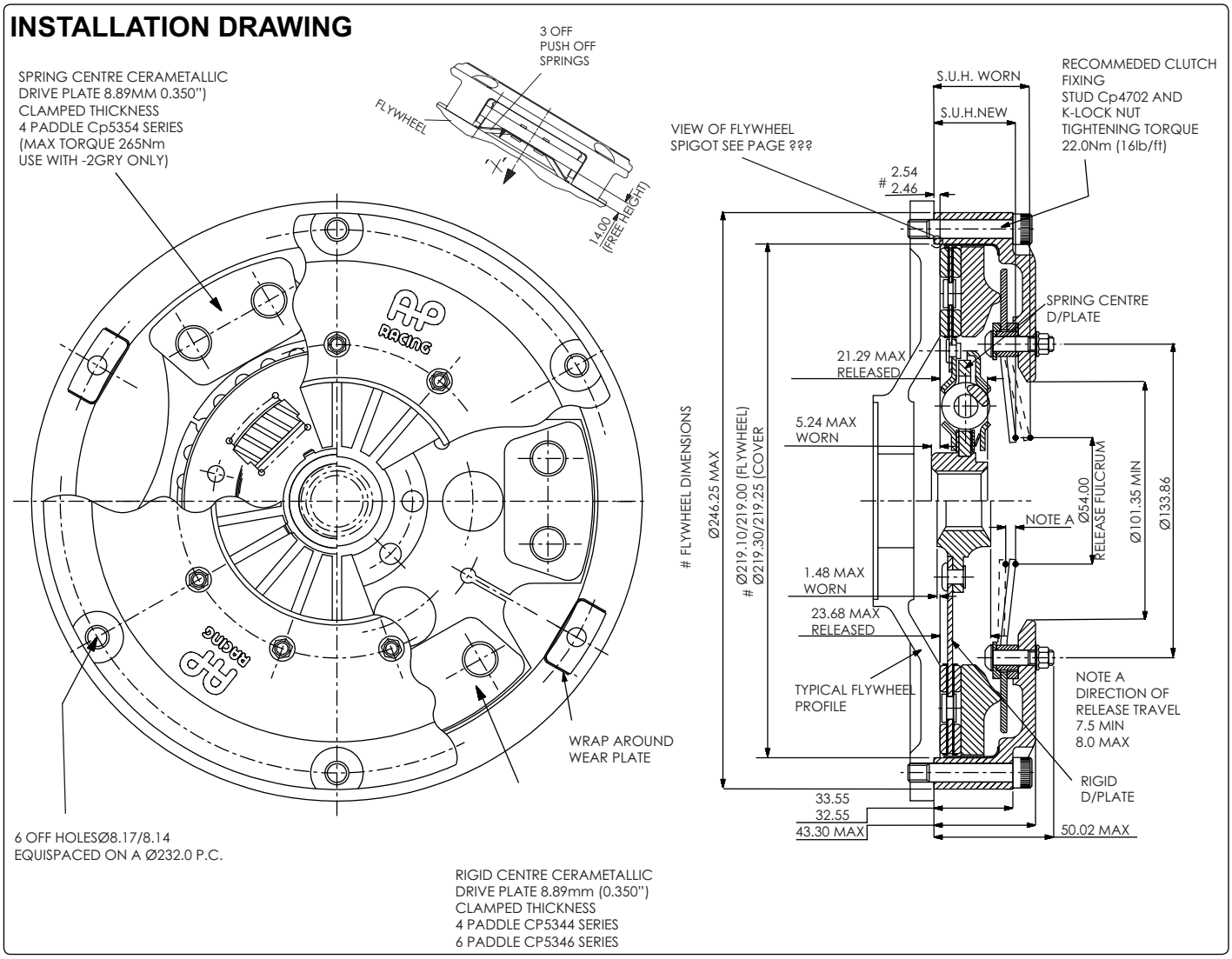
FEATURES.
- **Single Plate.**
- **Push type.**
- **Stepped flywheel fixing.**
  - inner diameter location.
- **One piece cover and lugs.**
  - machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- **Low maintanence.**
- **Low wear rate.**
- **Individually tested.**
  - match machined, balanced and clutch load and function.
- **CP4702 mounting studs available.**
- **Supercedes CP2861 Clutch series.**

PART NUMBERS.
CP5241-3CRV
CP5241-3GRY

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
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)	CP5241-3CRV	40.09 / 38.23mm
	CP5241-3GRY	39.35 / 37.39mm
Set-up Height. (Worn)	CP5241-3CRV	43.86mm
	CP5241-3GRY	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 Bearing.	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 8.89mm	Worn = 8.10mm
D/Plate Types.	**Part Number.**	**Spline Details.**
4 Paddle Rigid.	CP5344-10 x 1	7/8" x 20
	CP5344-30 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
6 Paddle Rigid.	CP5346-12 x 1	1.00" x 23
	CP5346-21 x 1	7/8" x 20
Other splines available see page 113.		
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 x 3.		CP2603-126

INSTALLATION DRAWING



CP5242.

Ø215mm, 2 Plate Paddle / Cerametallic.

GENERAL INFORMATION

APPLICATIONS.
- **Race.**
- **Rally.**

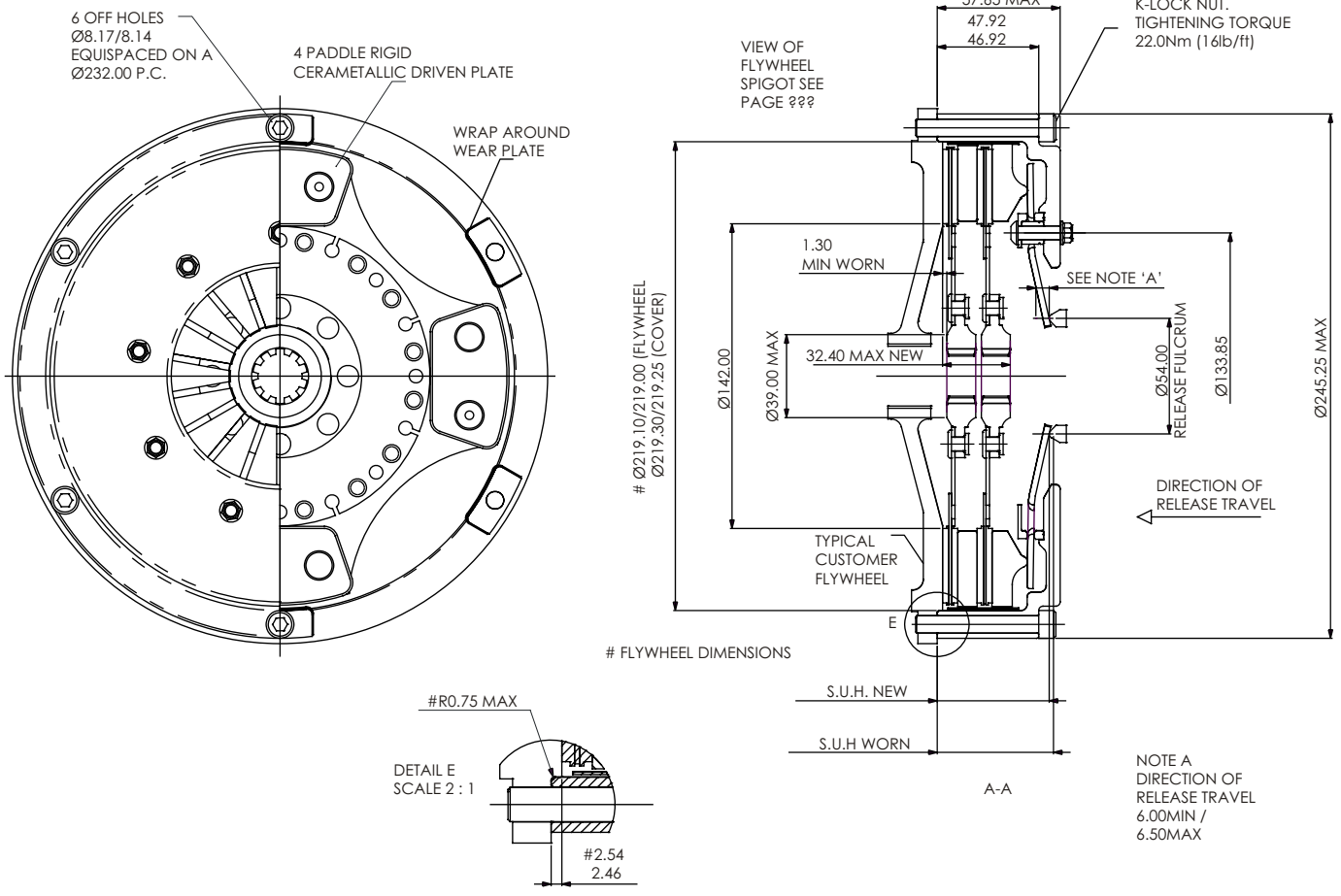
FEATURES.
- **2 Plate.**
- **Push type.**
- **Stepped flywheel fixing.**
  - inner diameter location.
- **One piece cover and lugs.**
  - machined from billet. Provides rigidity and strength and cooler running, allows dust and debris to escape.
- **Heavy duty.**
- **Low maintanence**
- **Individually tested.**
  - match machined, balanced and clutch load and function.

PART NUMBERS.
CP5242-2CRV
CP5242-2GRY

Note: Full Installation Drawing available at www.apracing,com

TECHNICAL SPECIFICATIONS		
Torque Capacity.	CP5242-2CRV	842Nm (621lb/ft)
	CP5242-2GRY	564Nm (416lb/ft)
Release Loads.	**Max peak worn.**	
CP5242-2CRV	420daN	
CP5242-2GRY	300daN	
Set-up Height. (New)	CP5242-2CRV	53.84 / 51.91mm
	CP5242-2GRY	53.55 / 51.34mm
Set-up Height. (Worn)	CP5242-2CRV	57.65mm
	CP5242-2GRY	57.36mm
Clutch "Wear In".		1.00mm
Weight. (including driven plates)		7.70Kg
Release Bearing.	Outer race rotates	CP3457-2
	Inner race rotates	CP3457-6
DRIVEN PLATES.		
Thickness.	New = 8.89mm	Worn = 8.10mm
D/Plate Types.	**Part Number.**	**Spline Details.**
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 113.		
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 x 3.		CP2603-126

INSTALLATION DRAWING



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 140 to 145.

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)	Clutch Kit Part Number.	Flywheels & Flywheel kit details.
FERRARI					
330 GT / GT 2+2 / GTC &GT5	65 - 69	240	494 (364)	CP2000-28	No Flywheels currently available.
365 GT2+2/GTB 4/GTC/GTC + & GT5	72 - 78				
400 GT.	76 - 85				
FORD ESCORT					
MK1 Mexico.	70 -73	190	175 (129)	CP2000-4	No Flywheels currently available.
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 'A' below).	3/86 - 7/90	220	230 (169)	CP2000-8 / CP2015-8	
MK3/4 RS Turbo (See note 'A' below).	3/86 - 7/90	220	310 (230)	CP2000-35	
MK3/4 RS Turbo.	3/86 - 7/90	220	192 (142)	CP2000-15	
MK3/4 XR3i.	3/86 - 7/90	220	176 (130)	CP2000-7	
MK4 1.6, 16V Zetec.	8/92 - 2/95	220	176 (130)	CP2000-7	
MK4 1.6, 16V Zetec (105PS).	11/91 - 2/95	220	192 (142)	CP2000-15	
RS Cosworth. (CP2015-10 kit has 6 Paddle Sprung D/Plate) & -10R has a 6 Paddle Rigid Plate.	92 - 96	240	385 (284)	CP2000-10 / CP2015-10 & CP2015-10R	
FORD FIESTA					
RS Turbo.	8/89 - 2/92	220	192 (142)	CP2000-15	No Flywheels currently available.
1.6 XR2i.	89 - 2/92	220	176 (130)	CP2000-7	
RS Turbo.	8/89 - 2/92	220	230 (169)	CP2000-8 / 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 (2 in 1 kit only).	03 -	240	448 (330)	CP2000-33 / CP2015-33	No Flywheels currently available.
FORD SAPPHIRE					
RS Cosworth and 4 x 4. (CP2015-10 kit has 6 Paddle Sprung D/Plate) & -10R has a 6 Paddle Rigid Plate.	2/90 - 93	240	385 (284)	CP2000-10 / CP2015-10 CP2015-10R	No Flywheels currently available.
FORD SIERRA					
RS Cosworth and 500. (CP2015 kit has 6 Paddle Sprung D/Plate).	7/86 - 90	240	385 (284)	CP2000-9 / CP2015-9	No Flywheels currently available.
HONDA					
Civic & CRX 1.6, V-Tec, VTi (B16A2Z)	91 - 95	220	245 (181)	CP2000-22	No Flywheels currently available.
Civic Type R. (CP2015-30R kit has a 4 Paddle Rigid D/Plate).	02 on	215	267 (197)	CP2000-30 / CP2015-30 / CP2015-30R	
Integra Type R. (CP2015-22R kit has a 4 Paddle Rigid D/Plate).	98 on	220	245 (181	CP2000-22 / CP2015-22 / CP2015-22R	
LOTUS					
Eclat / Elite 2.2, N.A. Toyota Gearbox.	80 - 82	215	192 (142)	CP2000-16	No Flywheels currently available.
Elise.	96 -	215	240 (177)	CP2000-14	
Excel	82 -	215	192 (142)	CP2000-16	
MG					
MGB Tourer and GT.	62 - 81	215	224 (165)	CP2000-3	No Flywheels currently available.
MGF 1.8, 1.8VVC.	8/95 - 05	215	240 (177)	CP2000-14	
ZR 120 and 160 1.8VVC.	01 - 05				
MITSUBISHI					
Lancer Evo 4 / 5 and 6.	96 -	230	415 (306)	CP2000-19 / CP2015-19	CP9500-506C or CP9500-506N.
Lancer Evo 7 / 8 and 9. five & six speed box. CP2015-22R kit has a 6 Paddle rigid D/Plate.	01 -	240	620 (457)	CP2000-22 / CP2015-22 / CP2015-22R	CP9500-505C, CP9500-505CR or CP9500-505N.
NISSAN					
Sunny GTi 2.0, 16V.	92 - 94	215	255 (188)	CP2000-25	No Flywheels currently available.
Almera GTi 2.0, 16V.	96 -	215	255 (188)	CP2000-25	
Primera ZX / GT / SRi 2.0, 16V.	90 -	215	255 (188)	CP2000-25 / CP2015-25	
Sunny Pilsar GTiR Turbo.	91 - 94	240	385 (284)	CP2000-23 / CP2015-23	
200 SX.	94 -	240	385 (284)	CP2000-24 / CP2015-24	
Skyline GTR32.	90 - 94	240	460 (339)	CP2000-20	
Skyline GTR33. (no release bearing in kit).	90 - 94	240	500 (369)	CP2000-21	
ROVER					
Mini Cooper.	64 - 71	180	103 (76)	CP2000-11	No Flywheels currently available.
Mini 1275 GT.	69 - 80		161 (119)	CP2000-16	
Mini Metro 'A' series.	82 - 90			CP2015-12	
Rover V8 / Triumph TR8.	76 - 84	240	366 (270)	CP2000-13	
SUBARU					
Impreza Turbo / WRX.	93 -	230	420 (310)	CP2000-18 / CP2015-18	CP9500-502C or CP9500-502N.
Impreza STi. CP2015-31R kit has a 6 Paddle Rigid D/Plate.	01 -	240	460 (339)	CP2000-31 / CP2015-31 & CP2015-31R	CP9500-507C, CP9500-507CR or CP9500-507N.
Impreza 22B. (2 Plate Assembly)	99 -	215	480 (350)	CP6082-6GRY	

NOTE 'A': When purchasing CP2000-8, CP2015-8 and CP2000-35 see reference "Ø220mm clutch fitment to Ford Escort range 1986 onwards" on page 141.

FLYWHEELS
AP Racing now offer replacement flywheel kits and complete for popular Mitsubishi and Subaru applications. The flywheel kits are supplied with the necessary flywheel to crankshaft bolts and clutch cover to flywheel bolts. The table above indicates current options and availability.
Part Number Explanation: Clutch and Flywheel kits only detailed.
- **CP9500-505C** = Kit with a Sprung Centred Cerametallic Driven plate.
- **CP9500-505CR** = Kit with a Rigid Centred Cerametallic Driven plate.
- **CP9500-505N** = Kit with a Sprung Centred Organic Driven plate.

For more information please contact AP Racing Technical department.

INTRODUCTION

The clutches in the AP Racing Special High Performance Range are up-rated 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 befitted 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 146 to 160 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 in this area please contact AP Racing's Road-car 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.

- The cover assembly must bolt onto the flywheel.
- 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.

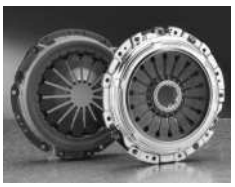
MANUFACTURE

All AP Racing High Performance Clutch Assemblies are either made or tested at our Coventry Factory.
Dedicated manufacturing areas have been created to provide a modern and efficient production facility.

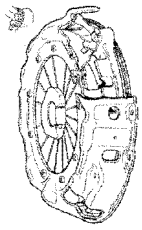
NOTES

HIGH PERFORMANCE COVER ASSEMBLIES.

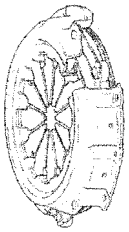
An AP Racing cover assembly is designated either 'DS' or 'DST' for operation purposes.
The difference is explained below.



(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.

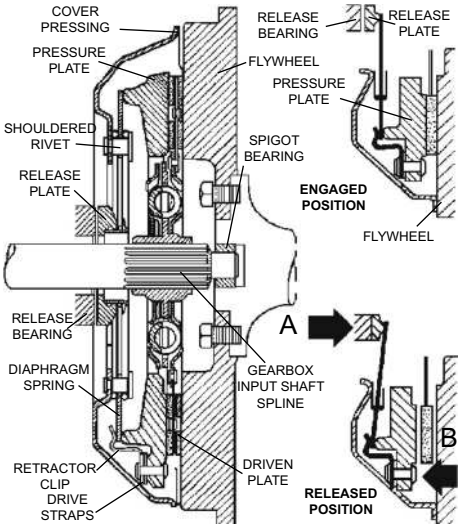


'DS TYPE'
Identified by rivets to retain the diaphragm spring in the cover.



'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 again against the flywheel to revolve the input shaft and apply drive to the gearbox. The 'DST'

INSTALLATION / TECHNICAL INFORMATION.

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

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, -35 & 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

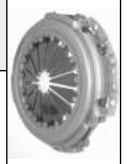
AP Racing **CP3560** Cover Assemblies should only be used in conjunction with our recommended driven plates (see below) and not with OE or alternative driven plates. **CP3560-1** cover can be used with **CP5351-16** organic driven plate or **CP5354-15** cerametallic paddle driven plate. **CP3560-2** 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.**

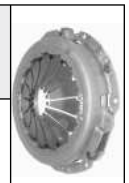
Ø180mm Diameter. Mini Cover Assemblies.					Relase Plate Fitted.	Clamp Load. N (lbs)	Driven Plate Thickness.		Torque Capacity. Using Driven Plates Nm (lb/ft)		Bear-ing Type.	
Cover Assy Type.	Part Number.	Mounting Hole (mm).	Set-up Height.	Diaphragm Spring Colour.			New Clamped.	Min Worn.	CP2074	CP2599		
DS	CP2084-31	3-off Ø9.63/9.53 Equispaced on a Ø206.38 P.C.D.	52.55mm	Orange	Yes	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)		

Ø190mm Diameter. Cover Assemblies.					Diaphragm Spring Colour / Finger Form.	Rel Plate Fitted.	Clamp Load. N (lbs)	Driven Plate Thickness.		Torque Capacity. Using Driven Plates Nm (lb/ft)		Bearing Type.	
Cover Assy Type.	Part Number.	Mounting Hole. (mm)	Dowel Hole (mm). & Position.	Set-up Height Nominal.				New Clamped	Min Worn	CP2642	CP2257		
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°	36.17mm	Brown / Curly	No	5338 (1200)	7.11mm (0.28")	5.61mm (0.22")	136 (100)	136 (100)	Flat Face.	
DST	CP3764-4			35.17mm	Green / Straight					175 (129)	175 (129)	Round Nose.	

Ø200mm Diameter. Cover Assemblies.					Diaphragm Spring Colour / Finger Form.	Rel / Plate Fitted.	Max Rel / Travel mm	Clamp Load. N (lbs)	Driven Plate Thickness.		Torque Capacity. Using Driven Plates Nm (lb/ft)		Bearing Type.	
Cover Assy Type.	Part Number.	Mtg Hole. (mm)	Dowel Hole (mm). & Position.	Set-up Height Nominal.					New Clamped mm.	Min Worn mm.	CP2811	CP4814		
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.	30.81mm	Red / Straight	No	9.5	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)		

Ø215mm Diameter. Cover Assemblies.					Diaphragm Spring Colour / Finger Form.	Rel / Plate Fitted.	Max Rel / Travel mm	Clamp Load. N (lbs)	Driven Plate Thickness.		Torque Capacity. Using Driven Plates Nm (lb/ft)			Bearing Type.	
Cover Assy Type.	Part Number.	Mtg Hole. (mm)	Dowel Hole (mm). & Position.	Set up Height Nom.					New Clamped mm	Min Worn mm	CP5351	CP5352	CP5354		
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°	46.60 mm	Brown / Curly	No	9.0	7117 (1600)	7.11 (0.28")	5.61 (0.22")	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. & 30°	35.94 mm	White / Straight	No		5338 (1200)			224 (165)	224 (165)	N/A	Round Nose.	
DS	CP2246-71			46.91 mm		Yes					224 (165)	224 (165)		Flat Face.	
DS	CP2647-1			39.62 mm	White / Curly	No					192 (142)	192 (142)			
Maximum Rotantial Speed = 8000rpm															

Ø220mm Diameter. Cover Assemblies.					Diaphragm Spring Colour / Finger Form.	Rel / Plate Fitted.	Max Rel / Travel mm	Clamp Load. N (lbs)	Driven Plate Thickness.		Torque Capacity. Using Driven Plates Nm (lb/ft)			Bearing Type.	
Cover Assy Type.	Part Number.	Mtg Hole. (mm)	Dowel Hole (mm). & Position.	Set up Height Nom.					New Clamped mm	Min Worn mm	CP5351	CP5352	CP5354		
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°	30.5 mm	Black / Straight.	No	9.0	5500 (1240)	7.11 (0.28")	5.61 (0.22")	230 (169)	230 (169)	230 (169)	Round Nose.	
	CP3560-2							7500 (1690)			N/A	N/A	310 (230)		
Maximum Rotantial Speed = 10000rpm															

Ø240mm Diameter. Cover Assemblies.					Diaphragm Spring Colour / Finge Form.	Rel / Plate Fitted.	Max Rel / Travel mm	Clamp Load. N (lbs)	Driven Plate Thickness.		Torque Capacity. Using Driven Plates Nm (lb/ft)			Bearing Type.	
Cover Assy Type.	Part Number.	Mtg Hole. (mm)	Dowel Hole (mm). & Position.	Set-up Height Nom.					New Clamped mm	Min Worn mm.	CP2346	CP2496	CP2583		
DST	CP3880-2	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°	44.38 mm	Green/ Curly	No	12.5	8896 (2000)	8.38 (0.33")	6.88 (0.27")	440 (330)		N/A	Flat Face.	
DS	CP2345-4	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. & 30°	40.72 mm	Brown / Straight	No		8452 (1900)	8.38 (0.33")	6.88 (0.27")	N/A	366 (270)	N/A	Round Nose.	
	CP2345-8			51.59 mm	Brown	Yes					N/A			Flat Face.	
	CP2394-1			50.29 mm	Green	Yes		10676 (2400)	8.89mm (0.35")	7.39 (0.29")	N/A	462 (341)	N/A		
	CP2394-14				Green	Yes			8.38mm (0.33")	6.88 (0.27")	460 (339)	366 (270)	N/A		
	CP2394-20			45.29 mm	Blue/ Straight	No		8452 (1900)			N/A		N/A	Round Nose.	
	CP2394-60				White/Curly	Yes		16103 (3600)			N/A	705 (522)	N/A		
	CP2394-46			50.29 mm	Green	No		10676 (2400)			460 (339)	462 (341)	460 (339)	Flat Face	
Maximum Rotantial Speeds = CP2345-4 & -8 = 7300rpm - CP3329, CP3380, CP2394-, -14, -20, -46 & -60 = 9000rpm															

Ø267mm Diameter. Cover Assemblies.					Diaphragm Spring Colour / Finger Form.	Rel / Plate Fitted.	Max Rel / Travel mm	Clamp Load. N (lbs)	Driven Plate Thickness.		Torque Capacity. Using Driven Plates Nm (lb/ft)			Bearing Type.	
Cover Assy Type.	Part Number.	Mtg Hole. (mm)	Dowel Hole (mm). & Position.	Set-up Height Nom.					New Clamped mm	Min Worn mm	CP2496	CP2790	CP3258		
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°	57.15 mm	Orange / Straight.	Yes	10.5	8452 (1900)	8.38 (0.33")	6.38 (0.25")	397 (293)	397 (293)	N/A	Round Nose.	
	CP2789-2										397 (293)	397 (293)	N/A		
	CP2789-5			46.18 mm	White / Curly	No		12900 (2900)			606 (447)	440 (325)	440 (325)	Flat Face	
Maximum Rotantial Speed = CP2789-1 = 6500rpm / CP2789-2 & -5 = 8000rpm.															

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 142 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.

Rigid Centered Organic Driven Plates

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

Rigid Centered Cerametallic Driven Plates

Driven Plate Dia. (mm)	Driven Plate Family Part No.	Driven Plate Thick's	Used With Cover.	No. of Teeth																					
				10	10	10	10	10	14	18	20	20	21	21	21	21	22	23	24	24	24	24	26	26	28	32
				Spline Shaft O.D.																						
				1.0"	1.06"	1.12"	29	1.25"	25	21.1	22	.875"	.92"	24	24.5	29	1.0"	1.0"	24.2	1.0"	25.2	25.5	22	1.16"	22	2.06"
180	**CP2599** Cerametallic 4/6 Paddle.	7.4mm	CP2084																							-4 /-11
		Comments		- CP2599-4, 4 Paddle. - Mini.																						
200	**CP5213** Cerametallic 3 Paddle.	7.1mm	CP2811							-18		-17	-13										-12			
		7.6mm	CP4560 CP3745									-16	-15													
		Comments		CP5213-13 Corolla 1988-89 / CP5213-13-15 Corolla 1600V 1985-86.																						
	CP5214 Cerametallic 4 Paddle.	7.1mm	CP2811							-18/ -31		-14				-16		-17/- 12		-15		-26				
		7.6mm	CP4560 CP3745							-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			-22						-14						-15		-13		-12		-23	-16	
		8.9mm	CP4560 CP3745									-20						-19						-21		
		Comments		CP5216-14, Mitsubishi Lancer 1994-96. / CP5216-13, Seat Ibiza. / CP5216-16, Golf G-60 1991-92.																						
215	**CP5343** Cerametallic 3 Paddle.	7.1mm	CP2246															-3		-5				-6		
		Comments		CP5343-4, Citroen.																						
	CP5344 Cerametallic 4 Paddle.	7.11mm	CP2246 CP5241		-33	-14		-1	-12			-2		-37			-4	-5		-8	-31					
		7.6mm							-38	-7				-28	-27											
		7.9mm																			-34	-6				
		8.0mm									-29															
		8.4mm																-15								
		8.9mm					-10										-30									
		Comments		CP5344-7, Peugeot.																						
	CP5346 Cerametallic 6 Paddle.	7.11mm	CP5241 Standard OE.															-20	-23							
		8.0mm									-9				-2							-25				
		8.4mm					-10											-1								
		8.9mm			-19	-11		-5				-6		-4			-8	-12		-14		-7		-15	-22	
		Comments		CP5346-1 (fillet root spline), Porsche 924 Turbo.																						
228	**CP6444** Cerametallic 4 Paddle.	7.4mm	Standard OE.				-12		-10			-2						-5								
		7.6mm																	-9							
		7.8mm												-24												
		8.0mm										-3						-6	-19						-8	
		8.4mm							-11			-4														
		8.9mm																						-7		

Note: Ø240mm Rigid cerametallic centred driven plates overleaf.....

Rigid Centered Cerametallic Driven Plates

Driven Plate Dia. (mm)	Driven Plate Family Part No.	Driven Plate Thick's	Used With Cover.	No. of Teeth																						
				10	10	10	10	10	14	18	20	20	21	21	21	21	22	23	24	24	24	24	26	26	28	32
				Spline Shaft O.D.																						
				1.0"	1.06"	1.12"	29	1.25"	25	21.1	22	.875"	.92"	24	24.5	29	1.0"	1.0"	24.2	1.0"	25.2	25.5	22	1.16"	22	2.06"
240	**CP2496** Cerametallic 4 Paddle.	8.4mm	CP2394 CP3380	-4	-18	-14/ -36	-24 / -41	-13	-29						-52			-16			-19		-54	-26		
		Comments		CP2496-36, Shortened Hub. / CP2496-24, Straight sided spline.																						
	CP4196 Cerametallic 6 Paddle.	8.4mm	Standard OE				-7											-5	-4	-6						

CP2599

CP5213

Picture not available

CP5214

CP5216

CP5343

Picture not available

CP5344

CP5346

CP6444

CP2496

CP4196

Spring Centered Cerametallic Driven Plates

Driven Plate Dia. (mm)	Driven Plate Family Part No.	Driven Plate Thick's	Used With Cover.	No. of Teeth																						
				10	10	10	10	14	14	17	18	18	20	21	21	22	23	24	24	24	24	24	24	26	26	28
				Spline Shaft O.D.																						
				1.0"	1.12"	29	1.25"	18.7	25	20	20.6	21.1	.875"	24	24.5	1.0"	1.0"	.8"	24	24.2	25.2	1.0"	25.5	22	1.16"	22
180	**CP2950** Cerametallic 3 or 4 Paddle.	7.1mm	CP2949								-9															
		7.4mm										-4/-7														
		Comments		CP2950-1 20T x 17.3, 3 Paddle is available. / CP2950-4 is 3 Paddle / CP2950-7 & -9 are 4 Paddle.																						
200	**CP4814** Cerametallic 4 Paddle.	7.11mm	CP2811 CP4560 CP3745					-16		-11		-14/ -35	-15/ -20	-38			-26	-23				-13	-33	-12/ -19		
		7.6mm										-24		-26										-25		
		7.9mm						-29																		
		8.0mm											-28													
		8.9mm																				-31				
		Comments		CP4814-16, Opel Corsa. / CP4184-29, Opel Corsa Grp ,N, 1.6GTi. / CP4814-11 Ford Escort Mk3, standard gearbox. / CP4814-15, is reversed 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.	7.11mm	CP2811 CP4560 CP3745			-11							-13				-12					-23/ -25		-26	-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.																						
215	**CP5354** Cerametallic 4 Paddle.	7.11mm	CP2246 CP3745 CP2511	-3		-14			-7	-15	-31		-2		-9	-29	-38				-28	-40		-45		
		7.4mm									-30															
		7.6mm									-27		-6		-37		-1	-19			-20			-26/ -39		
		7.9mm																					-47			
		8.0mm			-12	-16							-22					-33			-35					
		8.4mm															-46									
		8.9mm			-25	-18							-34				-17				-32	-44				-50
		Comments		CP5354-14, BMW straight spline. / CP5354-29, Strenghtened hub. / CP5354-40, reversed build. / CP5354-26, Strenghtened hub.																						
228	**CP6454** Cerametallic 4 Paddle.	6.5mm	Standard OE.						-12			-25														
		7.11mm																								
		7.4mm											-2							-15	-20					
		7.6mm							-13								-26	-1								
		8.0mm											-3	-24			-6			-11		-9				
		8.4mm											-5				-7									-10
		8.9mm				-17																				
240	**CP2583** Cerametallic 4 Paddle.	7.6mm	CP2394					-18									-33			-32						
		8.0mm																		-35						
		8.4mm		-37	-5	-11	-4	-13						-17	-15							-6/ -31			-26	
		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				-13								-11			-3/ -4			-2					-10	
		Comments		CP4216-3 & -4, Usee different hubs.																						
267	**CP3258** Cerametallic 4 Paddle.	8.4mm	CP2789		-6	-16	-1										-2/ -5					-15			-4	
		Comments		CP3258-2 & -5 , Use different hubs. / CP3258-2, Range Rover.																						

CP2950

CP4814

CP4816

CP5354

CP6454

CP2583

CP4216

CP3258

Picture not available

Spring Centered Organic Driven Plates

Driven Plate Dia. (mm)	Driven Plate Family Part No.	Driven Plate Thick's	Used With Cover.	10	10	10	10	10	10	10	14	17	18	20	21	21	21	22	23	24	24	24	24	24	25	26
				.875"	1.0"	1.06"	1.12"	29	1.25"	35	25	20	20.4	.875"	24	24.5	29	1.0"	1.0"	24.2	25	25.2	1.0"	25.5	28	1.16"
180	**CP2257** Organic Non Backed	7.11mm	CP3748 CP3764	-11	-13									-1					-9							
190	**CP2642** Organic Non Backed	7.11mm	CP2642									-16		-12												
200	**CP2811** Organic Non Backed	7.11mm	CP2811									-6/ -16		-6												
		Comments		CP2811-9, No crimp. / CP2811-26, Low crimp.																						
215	**CP5351** Organic Steel Backed.	7.11mm	CP2246 CP2511 CP2647 CP3560		-3		-7	-21	-6		-9	-16		-2	-8	-12	-35	-11	-1			-18			-4	
		7.9mm											-29											-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.	7.11mm	CP2246 CP2511 CP2647		-1									-4	-6				-5					-10		
		Comments		CP5352-4 & -5, Ford. / CP5352-6, Renault.																						
228	**CP6452** Organic Non Backed.	7.4mm	Standard OE.																			-2				-10
		8.0mm																	-7	-6						-12
240	**CP2346** Organic Steel Backed or Non Backed.	7.4mm	CP2345 CP2394 CP3380																-65							
		7.6mm																	-60/ -69							
		8.0mm																	-72							
		8.4mm			-8	-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, Striaght sided DIN spline. / CP2346-44, Involute Renault. / CP2346-54, XJS 6 Speed, Lister Jaguar 91 on. / 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.																		
267	**CP2790** Organic Non Backed.	8.4mm	CP2789				-10	-6	-2/ -9						-14				-5							
		8.6mm																								-13
		Comments		CP2790-2, has stiffer damper springs than -9.																						

CP2257

CP2642

CP2811

CP5351

CP5352

CP6452

CP2346

CP2790

NOTES

The final part of the High Performance Clutch section brings together the cover assemblies and the driven plates detailed on pages 141 - 145 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	85-90	Competition	Standard OE	CP5354-21	Not available from AP Racing	Special order driven plate. Ø215mm spring centre cerametallic 0.87" x 19 spline 8.89mm thick.
75 2.0 Turbo, Twin Spark.	85-93	Competition	Standard OE	CP5354-21		Special order driven plate. Ø215mm spring centre cerametallic 0.87" x 19 spline 8.89mm thick.
ASTON MARTIN						
DB5/6, DBS 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.
DB5/6, DBS Eng No. 400/4160 on	65-69	Road/Competition	CP2789-2	CP2790-2	HD3321	Ø267mm Cover (release plate fitted) & organic spring centre driven plate 1.25" x 10 spline. 397Nm (293 lbsft) Torque Capacity.
DBS V8, Vantage.	77 -	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.
DBS V8, Vantage.	77 -	Competition	**CP2789-4	CP2495-5	HD3321	**CP2789-4 now obsolete. Alternative use CP2789-2 Ø267mm cover assembly. Ø267mm rigid cerametallic 1.25" x 10 spline 8.38mm thick, 397Nm (293 lbsft) Torque Capacity.
V8 DBS.	77 -	Road/Competition	**CP2789-4	CP2790-2	HD3321	**CP2789-4 now obsolete. Alternative use CP2789-2 Ø267mm cover assembly. Ø267mm spring centre organic 1.25" x 10 spline 8.38mm thick, 397Nm (293 lbsft) Torque Capacity.
AUSTIN HEALEY						
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
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
BMW						
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)	86 on	Road/Competition	CP2949-1	CP2950-4	Not available from AP Racing	Ø180mm spring centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
DAIMLER						
SOVEREIGN 4.2	69-78	Road/Competition	CP2345-8	CP2346-10	Not available from AP Racing	Ø240mm cover assembly and spring centre organic driven plate 1.12" x 10 spline 8.38mm thick, 366Nm (270 lbsft) Torque Capacity.
SOVEREIGN.	66-69	Road/Competition	CP2345-8	CP2346-10		
4.2 VANDEN PLAS.	75-86	Road/Competition	CP2345-8	CP2346-10		

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
SP250 V8	59-64	Road	CP2345-8	CP2346-11		Ø240mm cover assembly and spring centre organic driven plate 1.25" x 10 spline 8.38mm thick, 366Nm (270 lbsft) Torque Capacity.
FERRARI						
208GT4.	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.
308 GT Spider.	77-85	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.
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.	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.
330GTC,GT5.						
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 4.	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.
365 GTC, GT5.						
400GT.	76-85					
BOXER 512BB.	73-74	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.
DAYTONA LM.	73 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.
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	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.
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.
MONDIAL 8 (Europe & USA).	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.
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		Not available from AP Racing. Contact Maranello Concessionaires Ltd. Tel 01784 436222
TESTAROSSA	84-92	Road/Competition	CP2819-44GRN Clutch Kit.	CP2496-36 x 2 Included in kit		Torque capacity 650 lbsft. Available from AP Racing.
FIAT						
131 1.6 - 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 224Nm (165 lbsft). Skim flywheel flat and re dowel.
131 1.6 - 5 speed gearbox.	71-85	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 224Nm (165 lbsft). Skim flywheel flat and re dowel.

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
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 224Nm (165 lbsft).
CAPRI Mk1 2.0 V4 Road/Competition.	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 224Nm (165 lbsft). Skim flywheel flat and re dowel.
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 Mk1 3.0 V6 (Essex engine)	69-71	Road/Competition	CP2345-4	CP2346-4		
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	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 Mk2/3	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 1.3/1.6 OHC	74-83	Road/Competition	CP3748-6	CP2257-1	HD2044	
CAPRI Mk2/3 1.6GT/S, 2.0 OHC	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 2.0 OHC (Pinto engine)	74-86	Road/Competition	CP2511-1	CP5352-5	HD2482	
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	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	CP3380-2	CP2583-3	HD2482	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	Tickford 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.
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 - 1.3/1.5/1.6GT/ 1.6E (Kent engine)	66-70					
CORTINA Mk3 - 1.3/1.6OHV (Kent engine)	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 - 1.6OHC (Pinto engine)	71-76					
CORTINA Mk3 - 1.6GT OHV	71-76	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)	73-76	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)	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 - 1.6 OHC (Pinto engine)	76-82					
CORTINA Mk4 - 2.0 OHC (Pinto engine)	76-82	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.
CORTINA Mk4 - 2.0 OHC (Pinto engine)	76-82	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 2.3 V6 (Cologne engine).	76-82	Road/Competition	CP3380-2	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. 448Nm (330 lbsft) Torque Capacity.

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
FORD ESCORT						
ESCORT Mk1 1.3 & GT (Kent engine)	68-75	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.
ESCORT 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		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	70-73	Road/Competition	**CP2246-43	CP5351-2		**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 RS1600, RS1800	70-73	Competition	**CP2246-46	CP5354-2		**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)	70-73	Road/Competition	CP3764-4	CP2257-1	Not available from AP Racing	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.
ESCORT Mk1 Mexico (Kent engine)	73-75	Road/Competition	CP3764-4	CP2257-1	HD3259	
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, 186Nm (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 (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	Road/Competition	CP2511-1	CP5351-1	HD2482	
ESCORT Mk3 1.6	80-86	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 1.6	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 1.6i	87-91	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 RS Turbo	85-86	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	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 RS Turbo	87-91	Road/Competition	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 see Page 141. Torque Capacity 230Nm (169 lbsft).
ESCORT Mk3 RS Turbo	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 see P141. Torque Capacity 310Nm (230 lbsft).
ESCORT Mk3 XR3	80-82	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 XR3i	87-91	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	82-86	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 XR3i	87-91	Road/Competition	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 see details of pedal modifications . Torque Capacity 230Nm (169 lbsft).

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
ESCORT Mk3 XR3i	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 see page 141 . Torque Capacity 310Nm (230 lbsft).
ESCORT Mk3 RS1600i, XR3 & Turbo	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 XR3i RS Turbo	82-86	Road/Competition	CP2811-23	CP2811-6	HD2034	Factory close ratio gearbox 0.87" x 20 spline. Ø200mm Cover, organic no crimp spring centre driven plate, 0.87" x 20 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	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	82-86	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	84-86	Road/Competition	CP2811-23	CP2811-16	HD2034	
ESCORT Mk4 RS Cosworth 4x4	95 on	Road/Competition	CP3380-2	CP2346-45	HD5526	Ø240mm Cover & 'Low Crimp' spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
ESCORT Mk3 RS Turbo	87-91	Competition	CP3560-1	CP5354-15	HD2034	Ø220mm Cover, 4 paddle spring centre driven plate, 20mm x 17 spline 7.11mm thick. Clutch pedal modifications recommended see page 141. Torque Capacity 230Nm (169 lbsft).
ESCORT Mk3 XR3i	87-91					
ESCORT Mk4/5 1.6/1.8 16V Zetec	92 on					
ESCORT Mk4 RS Cosworth 4x4	95 on	Competition	CP3380-2	CP2583-3	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	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 see details of pedal modifications . 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 see page 141. Torque Capacity 310Nm (230 lbsft).
ESCORT Mk4 RS Cosworth 4x4	95 on	Competition	CP3380-2	CP4216-4	HD5526	Ø240mm Cover & 6 paddle spring centre cerametallic driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
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.
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	84-86	Road/Competition	CP2811-1	CP2811-16	HD2034	Standard gearbox. Ø200mm Cover, organic low crimp spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 192Nm (142 lbsft).
FIESTA XR2 OHC	86-89	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		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	87 on	Competition	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).
FIESTA Mk3/4	89-92					
FIESTA Mk3/4 1.6 RS Turbo	89-92					
FIESTA Mk3/4 XR2i 1.6	89-92					
FIESTA XR2 OHC	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	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	89-92	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 Mk3/4 1.6	89-92	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 Mk3/4	89-92	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.

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
FIESTA Mk3/4	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	89-92	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 Mk3/4 1.6 RS Turbo	89-92	Road	HE5558	CP5351-16	HD2034	
FIESTA Mk3/4	89-92	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 Mk3/4 1.6 RS Turbo	89-92	Road/Competition	CP3560-1	CP5351-16	HD2034	
FIESTA Mk3/4 1.6 RS Turbo	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	89-92	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 Mk3/4 XR2i 1.6		Road	HE5558	CP5351-16	HD2034	
FIESTA Mk3/4	89-92	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 Mk3/4 XR2i 1.6		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	89-92 92-95	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 Mk3/4 1.6 16V Zetec (Si) FIESTA Mk3/4 1.8 16V Zetec (105PS)		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 FOCUS						
FOCUS RS	02 - 03	Competition	CP5245-13AGRN	CP4216-7	Use OE bearing	Ø240mm Alloy Cover & 6 paddle spring centre cerametallic driven plate 1" x 23 spline, 7.44mm thick. 360Nm (265 lbsft) Torque Capacity. Clutch Kit CP2015-33 available.
FOCUS RS	02 - 03	Road	CP5245-13AGRN	CP2346-65	Use OE bearing	Ø240mm Alloy Cover, organic spring centre driven plate 1" x 23 spline, 7.44mm thick. 360Nm (265 lbsft) Torque Capacity. Clutch Kit CP2000-33 available.
FORD GRANADA						
GRANADA 2.0 OHC and 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 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 3.0 V6	72-77	Road/Competition				
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.
GRANADA / SCORPIO 2.9i & 4x4	87-88	Road/Competition				
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	Standard gearbox. Ø200mm Cover, organic low crimp spring centre driven plate, 20mm x 17 spline 7.11mm thick. Torque Capacity 192Nm (142 lbsft).
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).
MUSTANG	83-	Competition	CP2394-46	CP2496-24	Not available from AP Racing	Ø240mm Cover, rigid 4 paddle cerametallic driven plate 29mm x 10 spline 8.38mm thick. Torque Capacity 693Nm (511 lbsft).
FORD SIERRA / SAPPHIRE						
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. 276Nm (203 lbsft) Torque Capacity.
SIERRA 2.8i	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 2.8i XR 4x4 V6	85-88	Road/Competition				
SIERRA 2.9i XR 4x4, 2.8i 4x4 EST	85-88	Road/Competition				
SIERRA 2.8i XR 4x4 V6	85-87	Competition	CP3380-2	CP2583-3	HD2482	Ø240mm Cover & 4 paddle sprung centre driven plate 1" x 23 spline. 385Nm (284 lbsft) Torque Capacity.
SIERRA Cosworth RS500	87-90	Competition				

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
SIERRA RS Cosworth 2WD	86-90	Competition	CP3380-2	CP2583-3	HD2482	Ø240mm Cover & 4 paddle sprung centre driven plate 1" x 23 spline. 385Nm (284 lbsft) Torque Capacity.
SIERRA RS Cosworth 2WD	86-90	Competition	CP3380-2	CP4196-5	HD2482	Ø240mm Cover & 6 paddle rigid cerametallic driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
SIERRA RS Cosworth 2WD	86-90	Competition	CP3380-2	CP4216-4	HD2482	Ø240mm Cover & 6 paddle spring centre cerametallic driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
SAPPHIRE RS Cosworth 4x4	90-93	Competition	CP3380-2	CP2583-3	HD5526	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.
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.
SAPPHIRE RS Cosworth 4x4	90-93	Competition	CP3380-2	CP4216-4	HD5526	Ø240mm Cover & 6 paddle sprung centre driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
SAPPHIRE RS Cosworth 4x4	90-93	Competition	CP3380-2	CP4196-5	HD5526	Ø240mm Cover & 6 paddle rigid driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
SIERRA RS Cosworth 2WD	86-90	Competition	CP3380-2	CP4216-4	HD2482	Ø240mm Cover & 6 paddle spring centre cerametallic driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
SIERRA 4x4 V6	87	Road/Competition	CP3380-2	CP2346-45	Not available from AP Racing	Ø240mm Cover & 'Low Crimp' spring centre organic steel backed driven plate 1" x 23 spline. 448Nm (330 lbsft) Torque Capacity.
HONDA						
CIVIC (EG6) and 1.6 Vtec.	95 on	Competition	CP2015-22 Kit	CP5354-35 included in kit	Not available from AP Racing	Ø220mm Cover, cerametallic driven plate 25.5mm x 24 spline 7.87mm thick. Torque capacity 245Nm (181 lbsft).
CIVIC Vtec	95 on	Road	CP2000-22 Kit	CP5351-22 included in kit		Ø220mm Cover, organic driven plate 25.5mm x 24 spline 7.87mm thick. Torque capacity 245Nm (181 lbsft).
INTEGRA R	98-	Road	CP4150-6	CP5351-22	Not available from AP Racing	Ø220mm Clutch assembly, 245Nm (181 lbsft) Torque Capacity. CP2000-22 Clutch Kit available.
INTEGRA R	98-	Competition	CP4150-6	CP5354-35	Not available from AP Racing	Ø220mm Clutch assembly, 245Nm (181 lbsft) Torque Capacity. CP2015-22 Clutch Kit available.
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).
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. Driven plate sprung centre organic 1.00" x 24 spline 8.38mm thick.
3.4 Mk2	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. KJ8237 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).
3.4 Mk2 340	67-68	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).
3.8 S Type	65-68	Road/Competition				
3.8 Mk2	65-67	Road/Competition				
420 & 420G	66-71	Road/Competition				
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 Coupe	65 on	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 SERIES 1 & 2 2+2	66-71	Road/Competition				
E-Type 4.2 litre	71-74	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).
E-Type		Road/Competition	CP2345-8	CP2346-10	Not available from AP Racing	Ø240mm Cover, organic driven plate 1.12" x 10 spline 8.38mm thick. Torque capacity 366Nm (270 lbsft).
E-Type		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 4.2 litre		Road/Competition				
E-Type V12 5.3 litre		Road/Competition	**CP2789-4	CP2495-2	Not available from AP Racing	**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).

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
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	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 224Nm (165 lbsft)
GT	75-76	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 224Nm (165 lbsft)
LAMBORGHINI						
JALPA 3.5 V8	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).
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	Not available from AP Racing	Torque capacity 224Nm (165 lbsft)
CORTINA Mk1		Road/Competition	**CP2246-43	CP5351-2		**CP2246-43 now obsolete, no current alternative. Upto 170 lb ft max torque.
CORTINA Mk2		Road/Competition	CP2246-70	CP5352-4		Torque capacity 224Nm (165 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 224Nm (165 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 224Nm (165 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		Ø215mm sprung centre organic driven plate 29.0mm x 21 spline 7.11mm thick. Borg & Beck Cover.
MASERATI						
MERAK	78	Road/Competition	CP2394-14	CP2346-16	Not available from AP Racing	Citroen spline. Release bearing carbon ring 56110
Bi Turbo 2500cc	83	Competition	Standard OE	CP5354-7	HD3948	
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 spring centre cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
CHARISMA		Competition	Standard OE	CP5354-39	Not available from AP Racing	Ø215mm sprung centre cerametallic driven plate 22.0mm x 26 spline 7.62mm thick.
GALANT VR4	81-84	Competition	Standard OE	CP6454-4	HD5244	Ø228mm spring centre 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 415Nm (306 lbsft).
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 415Nm (306 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 spring centre 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 spring centre cerametallic driven plate 1.00" x 23 spline 8.00mm thick.
PAJERO	88-89	Competition	CP2394-14	CP2583-3	Not available from AP Racing	

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
SAPPORO 2.0 Turbo	80-83	Competition	Standard OE	CP6454-4	HD5244	Ø228mm spring centre cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
STARION Turbo 2.0 (A183A)	82 /84	Competition	Standard OE	CP6454-4	HD5244	(special flywheel modifications required) Ø228mm spring centre cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
STARION 2600 (A187A)eng.4G63	85-87	Competition	Standard OE	CP6454-4	HD5244	Ø228mm spring centre cerametallic driven plate 0.87" x 20 spline 8.00mm thick.
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. Torque capacity 620Nm (457 lbsft). Clutch Kit CP2015-32R available. CP4150-11 Important Note: To be Group N legal the clutch cover used in the EVO 7 must have a 15 finger diaphragm spring, and for the EVO 8 must use 18 finger diaphragm spring. For non Group N use the clutch covers are completely interchangeable.
EVO 7 / 8	2001 on	Competition	CP4150-11.	CP4216-3		Ø240mm 6 paddle spring centre cerametallic driven plate, 1" x 23 spline, 8.38mm thick. Torque capacity 620Nm (457 lbsft). Clutch Kit CP2015-32 available. CP4150-11. Important Note: To be Group N legal the clutch cover used in the EVO 7 must have a 15 finger diaphragm spring, and for the EVO 8 must use 18 finger diaphragm spring. For non Group N use the clutch covers are completely interchangeable.
EVO 7 / 8	2001 on	Road/Competition	CP4150-11.	CP2346-72		Ø240mm Organic spring centre driven plate, 1" x 23 spline, 8.00mm thick. Torque capacity 620Nm (457 lbsft). Clutch Kit CP2000-32 available. CP4150-11. Important Note: To be Group N legal the clutch cover used in the EVO 7 must have a 15 finger diaphragm spring, and for the EVO 8 must use 18 finger diaphragm spring. For non Group N use the clutch covers are completely interchangeable.
NISSAN						
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.
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.
FAIRLADY / Z SERIES 2.8	78-83	Road/Competition	Standard OE	CP2346-62	HD1062	Ø240mm sprung centre organic driven plate 1.00" x 24 spline 8.38mm thick.
FAIRLADY / Z SERIES 3.0	83-89	Road/Competition				
LAUREL 3.0	84-89	Road/Competition				
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	CP2496-19	HD5620	Eng. SR20DE. Ø240mm Clutch assembly, 385Nm (284 lbsft) Torque Capacity.
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 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 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.
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.
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.
OPEL						
ASCONA C 1.8i	82	Competition	Standard OE	CP5354-19	HD3880	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASCONA C 2.0i (F13 & F16 GBOX)	86-88	Competition				
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 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 1.8 GSi	84 on	Competition				
KADETT 2.0 Gsi	86 on	Competition				
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.
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. F13 Gearbox

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
KADETT 2.0 GSi 16V	88 on	Competition	Standard OE	CP5354-19	HD5130	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick. F16 Gearbox
VECTRA 1.8 4x4	88-91	Competition				
VECTRA 1.8i	90 on	Competition				
VECTRA 2.0i 16V	88-91	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
VECTRA 2.0i	88-91	Competition	Standard OE	CP5354-19	HD5130	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
VECTRA 2.0 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 RALLYE (TU2J2 eng)	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).
106 1.4 (XT) (TU3FJ eng)	91 on	Competition				
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 1.6 GTi, CTi	84-89	Competition	Standard OE	CP4814-24	HD3869	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
205 1.9 GTi	87 on	Competition			HD5096	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
205 1.9 GTi	86-89	Competition			HD3869	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick. Suits release fork with ball pivot.
205 1.9 CTi CABRIOLET	91 on	Competition			HD5096	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
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.
306 2.0 XSi	93 on	Road/Competition	Standard OE	CP5344-7		Not available from AP Racing
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.
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	85-89	Competition	Standard OE	CP4814-24	HD3869	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm thick.
309 1.9 GT, GTi	85-89	Competition				
309 1.9 GTi	89-92	Competition	Standard OE	CP4814-24	HD5096	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				
405 1.9 GR, SR, GRi, SRi	89-92	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 1.9 GR, SR, GRi, SRi	88-89	Competition	Standard OE	CP4814-24	HD3869	Ø200mm sprung centre cerametallic driven plate 21.1 x 18 spline 7.62mm 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.
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.
PORSCHE						
911	80 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
911 2.0i, S	87 on	Competition	Standard OE	CP5354-22		Ø215mm sprung centre cerametallic driven plate 0.87" x 20 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 2.8 GTC	79-86	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.
SCIMITAR GTE	72-80	Road/Competition				
RENAULT						
CLIO 1.8 16V	91 on	Competition	Standard OE	CP4814-19	HD3990	Ø200mm sprung centre cerametallic driven plate 22.0mm x 26 spline 7.11mm thick.
CLIO WILLIAMS	93 on	Competition				
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.
R19 16V (inc. Chamade)	91 on	Competition	Standard OE	CP4814-19	HD3990	Ø200mm sprung centre cerametallic driven plate 22.0mm x 26 spline 7.11mm thick.

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
ROVER GROUP						
AUSTIN A40 Mk2 1098cc	63-67	Road/Competition	**CP2324-1	HB1316	Not available from	Obsolete cover assembly 7.25" Coil spring. 7/8" x 10. Up to 70lb. ft. max torque.
MORRIS MINOR 1000, 1098cc	63-70	Road/Competition				
MORRIS MARINA 1.3 (Later models only)	72-80	Road/Competition	CP2246-70	CP5352-5	Not available from AP Racing	Torque capacity 224Nm (165 lbsft)
MORRIS MARINA 1800	71-78	Road/Competition	**CP2246-42	CP5351-1	HD3264	**CP2246-42 now obsolete, no current alternative.
Mini & Metro ('A' Series engine)	64-92	Road/Competition	CP2084-31	CP2084-41	HD3255	Strengthened cover, orange spring, bonded D/P.
Mini & Metro ('A' Series engine)	64-92	Road/Competition	CP2084-32			Strengthened cover, grey spring, bonded D/P.
Mini & Metro ('A' Series engine)	64-92	Competition	CP2084-32	CP2599-11	HD3255	Cerametallic D/Plates (Rallycross)
Mini & Metro ('A' Series engine)	64-92	Competition	CP2084-42	CP2599-11	HD3255	Cerametallic driven plate (Rallycross with Turbo engine)
Mini & Metro ('A' Series engine)	64-92	Competition	CP2084-32	CP2599-11	HD3255	Ø180mm bonded cerametallic 4 paddle driven plate. Torque capacity 161Nm (119 lbsft)
MINI COOPER 'S'	64-71	Road/Competition	CP2084-31	CP2084-41		Bearing 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	
MG MONTEGO 2.0 Efi & Turbo	84 on	Road/Competition	Standard OE	CP5351-18	HD3821	
MGB	62-81	Road/Competition	CP2246-71	CP5352-5	Not available from AP Racing	Torque capacity 224Nm (165 lbsft) organic driven plate 1" x 23 spline
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		Torque capacity 224Nm (165 lbsft) organic driven plate 1" x 23 spline.
MG TC		Road/Competition	CP3764-4	CP2257-13		Ø190mm cover, sprung centre organic 1.00" x 10 spline 7.11mm thick. Torque capacity 175Nm (129 lbsft).
MGC	67 - 69	Road/Competition	CP2345-8	CP2346-4		Ø240mm Organic spring centre driven plate, 1" x 23 spline, 8.38mm thick. Torque capacity 366Nm (270 lbsft). Cover and driven plate need to be fitted together.
MG ZR 160	2001 - 05	Road/Competition	CP5905-1	CP5341-12	HD3821	Ø215mm cover assembly, rigid centre organic driven plate, 25.2 x 24 spline, hardened hub 7.11mm thick. Torque capacity 244Nm (177 lbsft).
MG ZR 120 & 160	2001 - 05	Road	CP5905-1	CP5352-10	HD3821	Ø215mm cover assembly, sprung centre organic driven plate, 25.2 x 24 spline, 7.11mm thick. Torque capacity 244Nm (177 lbsft). Clutch kit CP2000-14 available.
RANGE ROVER		Competition	**CP2789-4	CP2495-5	Not available from AP Racing	**CP2789-4 now obsolete. Alternative use CP2789-2, 397Nm (293 lbsft) Torque Capacity.
RANGE ROVER		Competition		CP3258-1		Alt driven plate
RANGE ROVER		Competition		CP3258-2		Alt driven plate
RANGE ROVER	87	Competition	**CP2789-4	CP3258-2		**CP2789-4 now obsolete. Alternative use CP2789-2, 397Nm (293 lbsft) Torque Capacity.
RANGE ROVER	89	Competition	**CP2789-4	CP3258-2		**CP2789-4 now obsolete. Alternative use CP2789-2, 397Nm (293 lbsft) Torque Capacity.
ROVER SDI 3500V8	76-84	Competition	**CP2789-4	CP2583-3		**CP2789-4 now obsolete. Alternative use CP2789-2, 397Nm (293 lbsft) Torque Capacity.
ROVER SDI 3500V8	76-84	Road/Competition	CP2394-60	CP2346-4		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	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 (270 lbsft) 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	Not available from AP Racing	Torque capacity 224Nm (165 lbsft)
ROVER 2200 TC	74-77	Road/Competition	CP2246-70	CP5351-3		Torque capacity 224Nm (165 lbsft)
ROVER 420 GSi Sport Turbo	92-95	Road/Competition	Standard OE	CP6452-2	HD3821	Ø228mm sprung centre organic driven plate 25.2 x 24 spline 7.38mm thick.
ROVER 820 Vitesse & Turbo	92 on	Road/Competition	Standard OE	CP6452-2	HD3821	Ø228mm sprung centre organic driven plate 25.2 x 24 spline 7.38mm thick.
TRIUMPH DOLMITE SPRINT	73-80	Road/Competition	CP2246-70	CP5352-1		Torque capacity 224Nm (165 lbsft)

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
TRIUMPH DOLMITE SPRINT	73-80	Road/Competition	CP2246-70	CP5351-3		Torque capacity 224Nm (165 lbsft)
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	Not available from AP Racing	Torque capacity 224Nm (165 lbsft)
TRIUMPH GT6	66-74	Road/Competition	CP2246-70	CP5351-3		Torque capacity 224Nm (165 lbsft)
TRIUMPH STAG V8	70-77	Road/Competition	CP2394-60	CP2346-11	Not available from AP Racing	Ø240mm Cover & spring centre organic steel backed driven plate 1.25" x 10 spline. 460Nm (339 lbsft) Torque Capacity.
TRIUMPH TR4A	65-67	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 TR5Pi	67-69	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	76-82	Road/Competition	CP2246-70	CP5352-5	HD3264	Torque capacity 224Nm (165 lbsft)
TRIUMPH TR7 2.0 5 SPEED	76-82	Competition	**CP2246-45	CP5354-38	Not available from AP Racing	**CP2246-45 now obsolete, no current alternative.
TRIUMPH TR7 2.0 5 SPEED	76-82	Road/Competition	CP2246-70	CP5351-1		Torque capacity 224Nm (165 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	
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 (EZ 1F eng)	91 on	Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
SUBARU						
IMPREZA Sti	2001 on	Competition	CP4150-10	CP4196-4	Not available from AP Racing	Ø240mm rigid 6 paddle cerametallic driven plate, 24.2mm x 24 spline, 8.38mm thick. Torque Capacity 460Nm (339 lbsft).
IMPREZA	91 on	Competition	Standard OE	CP6454-11		Ø228mm sprung centre cerametallic driven plate 24.2mm x 24 spline 8.00mm thick.
LEGACY	91 on	Competition				
TALBOT / CHRYSLER						
Avenger 1250, 1.3, 1.5, 1.6, & TIGER	up to 77	Road/Competition	CP3764-4	CP2257-9	Not available from AP Racing	Ø190mm cover, sprung centre organic driven plate 1.00" x 23 spline 7.11mm thick. Torque capacity 175Nm (129 lbsft).
Avenger 1850 / 2ltr	79	Road/Competition	CP2647-1	CP5352-5		Ø215mm Cover, organic driven plate 1" x 23 spline, use together - do not mix with standard units. 192 Nm (142 lbsft) Torque Capacity.
Avenger 1850 / 2ltr		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. 192 Nm (142 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	**CP2246-45	CP5354-38		**CP2246-45 now obsolete, no current alternative.
Sunbeam Lotus 2.3	79-83	Competition	**CP2246-42	CP5354-6		**CP2246-42 now obsolete, no current alternative.
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. 192 Nm (142 lbsft) Torque Capacity.
Sunbeam Lotus 2.3		Competition	**CP2647-3	CP5354-38		**CP2647-3 now obsolete, alternative use CP2647-1 & CP5351-1 organic driven plate. CP5354-38 paddle plate not recommended with CP2647-1 cover assembly.
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.

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
TOYOTA						
CELICA 1.6 GT, ST	76-81	Competition	TOYOTA	CP2634-3	Not available from AP Racing	Ø190mm rigid cerametallic 0.92" x 21 spline 8.13mm thick.
CELICA 4x4 Turbo	91-93	Competition	Standard OE	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 1.0" x 23 spline 8.38mm thick. Torque capacity 366Nm (270 lbsft).
CERBERA	95 on	Road/Competition	CP4882-3CRV	INC IN CLUTCH		All parts must be purchased through Manufacturer 01253 356151
GRIFFITHS 4.2, 5.0 ltr Rover engine		Road/Competition	CP2345-8	CP2346-4	Not available from AP Racing	Ø240mm sprung centre organic 1.00" x 23 spline 8.38mm thick. Torque capacity 366Nm (270 lbsft).
TUSCAN 4500cc	88-89	Road/Competition	CP2394-60	CP2496-16	Not available from AP Racing	Ø240mm Cover & 4 paddle rigid driven plate 1" x 23 spline. 462Nm (341 lbsft) Torque Capacity.
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 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 224Nm (165 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	89-91	Competition	Standard OE	CP5354-19	HD3880	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA 1.8 GTE, (1 eng) 18E	83-84	Competition				
ASTRA Mk3, 1.8i (C18NZ eng)	91 on	Competition	Standard OE	CP6454-1	HD5130	Ø228mm 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	88-91	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA 2.0i GSi 16V (C20XE eng)	91 on	Competition				
ASTRA 2.0 GSi GTE (F13 GBOX)	86-91	Competition	Standard OE	CP5354-19	HD5005	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA 2.0 GSi GTE (F16 GBOX)	86-91	Competition	Standard OE	CP5354-19	HD5130	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA 2.0 GSi, GTE 16V	88-91	Competition	Standard OE	CP6454-1	HD5130	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA Mk3 1.8i	91 on	Competition	Standard OE	CP5354-19	HD5130	Ø215mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
ASTRA Mk3.2.0i SRi, CD 8V	91-94	Competition				
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 1.6S (16SV/E16NZ eng)	86-91	Competition	Standard OE	CP6454-1	HD5005	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
BELMONT 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. To 14348330 eng
BELMONT 1.8 GSi	84-86	Competition				
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.
CALIBRA 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 (C20XEeng)	90 on	Competition				
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 (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 1.6 (16SV eng)	88-92	Competition	Standard OE	CP6454-1	HD5005	Ø228mm sprung centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
CAVALIER 1.6 (ENZ, C16NZ eng)	91 on	Competition				
CAVALIER 1.6S	86-88	Competition				
CAVALIER 1.6, 2.0	80	Road/Competition	**CP2246-42	CP5351-9	Not available from AP Racing	**CP2246-42 now obsolete, no current alternative.

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
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 E18NVR, C18NZ
CAVALIER 2.0	88 on	Competition				
CAVALIER 2.0 4x4 (C20NE eng)	89 on	Competition				
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)	89 on	Competition				
CAVALIER 2.0i 16V	88 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.
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.
CHEVETTE 2.3 HS,HSR		Competition	**CP2246-45	CP5354-38		**CP2246-45 now obsolete, no current alternative.
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 1800, 2.0, 2300	71-75	Road/Competition	CP2246-70	CP5352-1		Torque capacity 224Nm (165 lbsft)
FIRENZA 1800, 2.0, 2300	71-75	Road/Competition	CP2246-70	CP5351-3		Torque capacity 224Nm (165 lbsft)
FIRENZA	73-75	Road/Competition	CP2345-4	CP2346-8		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 224Nm (165 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	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 224Nm (165 lbsft)
VIVA 2.0 GT	68-70	Road/Competition	**CP2246-42	CP5351-3		**CP2246-42 now obsolete, no current alternative.
VIVA 1.6 GT	68-70	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 2.3 HL	72-73	Road/Competition	**CP2246-42	CP5351-3		**CP2246-42 now obsolete, no current alternative.
VOLKSWAGEN						
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)	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 EE, EG, FR, FP, FT)	74-83					
GOLF 1.6 (Eng EZ, HM, PN, RF)	83-92					
GOLF 1.6 CABRIOLET (Eng EW, RE)	88-93					
GOLF 1.6 CABRIOLET (Eng HN, EW, RE)	83-88					
GOLF 1.6 GTi, GLi, (Eng to 142999)	74-80					
GOLF GTi 1.6 Mk1	75-80					
GOLF GTi	89 on	Competition	Standard OE	CP6454-10	HD4567	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	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	Not available from AP Racing	Ø228mm sprung centre cerametallic driven plate 22.2mm x 28 spline 8.38mm 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.
JETTA 1.5 (Eng FB, FD, FH, JB)	74-83	Road/Competition	Standard OE	CP2634-2	HD4567	Ø190mm rigid centre cerametallic driven plate 0.80" x 24 spline 7.62mm thick.
JETTA GLi Li 1.6	74-83	Road/Competition				
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	Not available from AP Racing	Ø200mm sprung centre cerametallic driven plate 0.80 x 24 spline 7.62mm thick.

Vehicle.	Year.	Application.	Cover Assy.	Driven Plate.	Bearing.	Remarks.
VENTO 2.8 VR6	92 on	Competition	Standard OE	CP6454-10	HD5693	Ø228mm sprung centre cerametallic driven plate 22.2mm x 28 spline 8.38mm 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.
VOLVO						
120, 140, 200 & 240 SERIES	68-74	Road/Competition	**CP2246-43	CP5352-1	Not available from AP Racing	**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.
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	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.
242 1.9(Eng B19A,E)2.0(Eng B20A,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.
242 2.1 (Eng B21A, E, F)	74-78	Road/Competition	**CP2246-43	CP5351-11	HD1219	**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 22 spline 7.11mm thick.
242 GT	74-78	Competition	**CP2246-46	CP5354-3	Not available from AP Racing	**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)	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 2.0 (Eng B20A, 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.
244/245 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	Not available from AP Racing	Ø240mm sprung centre organic 1.00" x 10 spline 8.38mm thick.
S40		Competition	Standard OE	CP5354-39	Not available from AP Racing	Ø215mm sprung centre cerametallic driven plate 22.0mm x 26 spline 7.62mm thick.

NOTES