July 2020

AP RACING

PRODUCT CATALOGUE

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The Science of Friction

WELCOME TO THE AP RACING PRODUCT CATALOGUE

This catalogue has been designed to provide the user from whatever level of Motorsport, OE / High performance and Motorcycle industry with a guide to the most popular AP Racing products.
However not all products are listed so if your requirements differ from those in the catalogue please contact us for more help, we aim to be flexible.
A pdf version of this catalogue is also available to download from www.apracing.com

ABOUT US

THE COMPANY

For over 50 years AP Racing has been the leading manufacturer of performance brake and clutch systems for motorsport, OEM, aftermarket road, armoured and motorcycle applications. Based in Coventry, AP Racing has achieved more national and international sporting success than any of its rivals.
In 2019 alone, AP Racing supplied either brakes, clutches or both to over 30 champions across the entire spectrum of the motorsport world.
AP Racing core product ranges include, brake calipers, clutches, discs, pads, master cylinders, pedal boxes and air jacks as well as road and competition brake systems for motorcycles.
AP Racing once again achieve accreditation to ISO:9001:2015 and registration to the IATF16949:2016 quality approval standards.
These certifications underlines AP Racing's commitment to provide the highest quality products and services to meet the exacting requirements of its customers.

RACE

Ever since AP Racing's creation it has been at the forefront of the motorsport industry, creating winners on the track and the roads, from Iron brakes to today's Carbon/Carbon, from large diameter clutches to compact Ø97mm, F1 multi-plate units that transmit 1000bhp at 10,000rpm, AP Racing has shown the way.
In Motorsport and F1 respectively our successes started with the incredible Auto Unions and have continued uninterrupted up to the 2018 Championship winning Mercedes. At the end of the 2019 Season AP Racing had notched up an incredible 836 Grand Prix wins with either our brake calipers or clutches since 1967.
This longevity of success has seen AP Racing repeating these achievements in other branches of motorsport from WRC, Touring Cars, Nascar, Indy Car, GT and many others in more than 50 countries around the world.

ORIGINAL EQUIPMENT

Competition is the best of test-beds and AP Racing's years of experience in motor sport also brings benefits for the latest OEM road cars.
The emphasis may be different, qualified by the everyday demands of the modern road conditions but the essential requirements remain the same. Supporting both low and high volume OE customers, AP Racing has the resources, technology and knowledge to bring its racing history and performance to the road.
For many years, AP Racing has been supplying some of the top marques in the high performance vehicle market with brake and clutch systems to suit specific applications.
Through a proven design and development program, along with engineering support to the customer, AP Racing is able to provide high performing, reliable brake and clutch solutions to a variety of performance car marques.

SPECIAL PROJECTS

AP Racing, can and have, engineered unique solutions for various " Special Vehicles" sectors which includes Armoured or Defence, Hybrid, Electric, Land Speed, Bomb Disposal and even Aerospace applications, to a customer's own specific criteria and requirements.
With varying duty levels of brake and clutch systems available, solutions can be designed and developed based on our specific vehicle testing procedures replicating the environments and scenarios experienced by these vehicles.
With years of experience and a wealth of talent in all areas or our business, AP Racing is perfectly placed to offer the innovation required in these exciting market sectors.

ENGINEERING & TECHNOLOGY

It isn't easy being at the pinnacle of motorsport or performance road brake and clutch design continuously for 50 years, but the resources available to AP Racing ensure the best is always on hand for all its customers, from state of the art three dimensional solid modelling/design and FEA CAD facilities to sophisticated research, development, testing and quality departments that constantly probe the boundaries of technology.
Some 11 years ago AP Racing introduced its first Radi-CAL™ designed brake caliper to the world. This revolution in brake caliper technology features a design concept that improve efficiency, cooling and driver control. This proven race winning technology is available in all major race series around the world from F1, GT, Touring Car, WRC and Nascar to name a few and AP Racing are continuing with further developments of Radi-CAL™ technology for additional motorsport applications, and also including OEM Road and Aftermarket calipers. To date, AP Racing has produced some 100 first and second generation variants with the company continuing to refine the Radi-CAL™ design processes to further enhance its position as a world leader in brake caliper design.

THE COMPLETE COMPETITIVE RANGE

This product catalogue offers an unequalled selection of brake and clutch systems and accessories. They form an integrated range of thousands of individual components and products carefully developed and selected for every motorsport, OEM, high performance upgrade and motorcycle application. With a worldwide network of 45 specialist distributors, modern Internet communication facilities and express delivery services, AP Racing ensures that the widest selection of high performance products is available, wherever you are.
N.B: Whilst this catalogue provides comprehensive details of AP Racing products our website (www.apracing.com) offers the most up to date information on the changes that may occur to our products.

Contents

IMPORTANT INFORMATION

Whilst this catalogue provides a comprehensive overview of some of the most popular AP Racing products, our website **(www.apracing.com)** details the entire product range available and provides our customers with the most up to date information including any changes that may occur to the product ranges.

N.B: A version of this product catalogue including all installation drawings in pdf format for the products listed in this publication, where possible, can be download by reading the QR Code opposite.

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

New Products

AP Racing has many new exciting products and projects to be released throughout the next couple of years and will be announcing all relevant details through our website and social media platforms. Please sign up to our newsletter to receive information.

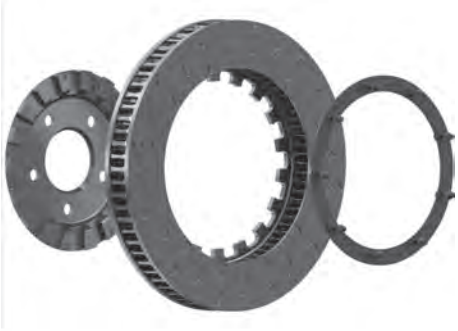
New Products

GT3 / GT4 Front and Rear Calipers.

Forged, 6 Piston front CP7269 and 4 Piston rear CP7480. Designed for GT3 & 4 applications. Being lighter and stiffer compared to CP6269 & CP6480 respectively, and both are manufactured using near net forgings. Designed to accept the following iron discs.
- CP7269 - Ø390x36mm - See page 9
- CP7480 - Ø370x32mm - See page 10

CP7269

CP7480



I-Drive Disc & Bell.

New interlocking disc and bell mounting system for GT3/GT4 brake discs.
New system allows:
- Increased drive lug strength capability.
- Provides constant float under all conditions.
- Analysis has shown a 31% reduction in stress compared to the conventional bobbin Drive System, whilst the new design removes the mounting procedure required with the conventional bobbin drive. See page 35 for further details.

Pedal Boxes

Sliding Pedal Box

A new modular floor mounted pull type sliding pedal box to suit FIA fixed seat regulations.
Many new design features and improvements over CP5538 pedal box.
Example part numbers - CP5548-CBT - 3 Pedal & 2 Pedal (Brake & Clutch) - CP5548-BT
See page 76 for further detailed information.

Fixed Floor Mounted Pedal Box

CP5596 we believe is the most efficient fixed floor mounted pedal box on the market.
The cylinders are mounted under the drivers feet for optimum space utilisation and access.
Minimum hysteresis and balance variation are assured by the use of needle roller bearings in the centre trunnion.
Example part numbers - CP5596-CBT - 3 Pedal & 2 Pedal (Brake & Clutch) - CP5596-BT,
See page 76 for further detailed information.

Metallic Race Clutch

‘DB’ Lightweight Dual Banded Sintered Race / Rally Clutch

New direction in clutch design. CP8732 offers a patented concentric dual banded cover feature. ‘DB’ clutches benefit from the same optimised software use in Radi-CAL™ brake technology, offering a significant reduction in weight and increased stiffness compare to the conventional clutch assembly.
See page 108 for further detailed information.

Master Cylinder

CP6461

A new pull type design, as CP6465 but with a more durable 3/8”UNF Pushrod. Suitable for applications where vibrations and resonance maybe present. See page 67 for further detailed information.

BRAKE CALIPERS

- GENERAL INFORMATION
- PRO 5000 R
- FORMULA CAR
- GT
- RALLY
- TOURING CAR
- 2 PISTON
- HISTORIC RACE
- MOTORCYCLE
- PERFORMANCE ROADCAR
- TECHNICAL INFORMATION
- REPLACING CALIPER SEALS
- CALIPER SPARE PARTS LISTS

BRAKE CALIPERS - General Information

INTRODUCTION

For over 50 years AP Racing has been a world leader in the technology and manufacture of motorsport and high performance brake calipers.
During this period many of the world's premier races and championships have been won using AP Racing braking systems. With one of the most comprehensive ranges available, AP Racing can offer a brake caliper suitable for every category of motorsport supplemented with a wide range of brake calipers to suit high performance road car applications for both OE and upgrade conversion kits.
The caliper range has been separated into the following groups to aid selection: PRO 5000 R, Formula Cars, GT, Rally, Touring Cars, 2 Piston, Historic, Motorcycle and Performance Road Car.
The calipers shown from pages 5 to 23 are the most popular calipers selected from our extensive range, and will provide the solution to most, if not all, applications. Theses standardised calipers benefit from a more competitive price structure coupled with preferential delivery times.
Specialist caliper ranges such as those used in Formula One are not shown in this catalogue. The complete range however includes many other options and the majority can be found on **www.apracing.com,** so if you require a caliper not illustrated please contact AP Racing for information on availability, price and delivery.

ROAD OR RACE ?

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

DESIGN & DEVELOPMENT

The whole process of design and development is carried out at our headquarters in Coventry. With our three brake dynomometers we are able to reproduce the most demanding test environments. AP Racing designers use the latest technologies to produce some of the worlds most aesthetic and effective brake calipers at the affordable prices the various markets request.

Radi-CAL™

Developed in 2007, this break from traditional design concepts has allowed AP Racing to lead the way in brake caliper design and manufacture, producing over 100 different variants for a cross selection of motorsport, OEM and performance categories. Radi-CAL™ has enabled AP Racing to continue looking at how the design envelope could be used and based its qualities around making calipers lighter, stiffer and run cooler, therefore making them more aesthetic to the eye.

STANDARD CALIPER FEATURES

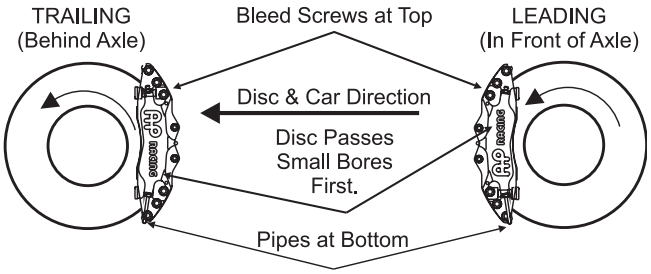
- **Differential Bores** and/or piston positioning are used on all multi-piston calipers to combat pad taper.
- **High Temperature Seals** are standard on all race (competition) calipers.
- **Hard Anodised Surface Treatment** is standard on all competition calipers for optimum durability. (Except iron calipers and where indicated).
- **Road Calipers** have a high performance paint finish applied on top of the hard anodising for maximum durability and protection against road salts and other debris.
- Radial Mount fixings are standard unless indicated otherwise.
- All road calipers have piston dirt seals to protect against ingress of harmful debris.
- Where fitted, all Bridge Pipes on calipers are Stainless Steel.
- Most AP Racing calipers are fitted with replaceable Steel Wear Plates to protect pad and caliper body.

CALIPER, SEALS & TEMPERATURE

Because race brake calipers are sometimes subjected to very high and unpredictable operating temperatures, they must be examined and seals must be replaced on a regular basis to maintain efficiency and safety.
Seal life is governed by time at temperature which should therefore be kept as low as possible by provision of cooling airflow.
For guidance only, AP Racing offer the following recommendations :- (temperatures measured on outside of Caliper adjacent to logo):
- Calipers that regularly run at up to 200°C – Re-seal every other event.
- Calipers that run intermittently from 200°C to 220°C and above – Re-seal as soon as possible.
- Reduce "soak" temperatures after the car has come to rest where possible (e.g. do not leave foot on brake pedal when stationary with hot brakes) as this can cause excessive caliper temperatures.

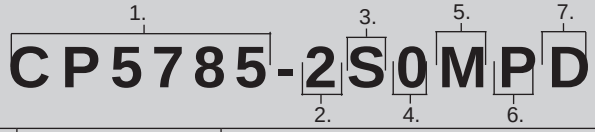
CALIPER HANDING

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



PART NUMBERING SYSTEM

An explanation of a Brake Caliper part number;



No.	Explanation	Description
1.	Caliper Family No.	Base Caliper No.
2.	Stroke No.	Even No. = Right hand caliper. Odd No. = Left hand caliper.
3.	Position of inlet Adaptor.	S = Sidefeed. / E = Endfeed.
4.	Anti-knockback Spring.	0 = No spring. / 4 = 4lbs. / 7 = 7lbs / 9 = 9lbs.
5.	Piston Material.	No character = Aluminium Alloy. L = Stainless Steel. & M = Titanium.
6 & 7	Options.	C = Pistons fitted with caps. P = Pistons can accept caps. D = Cooling duct supplied.

SERVICING AND RECONDITIONING

- Regular examination and maintenance of brake calipers is essential to maintain safety and efficiency of operation.
- AP Racing recommend that brake calipers should be cleaned with soapy water only, as this will not damage any of the seals or painted surfaces.
- Replacement seals should be soaked in brake fluid for 30 minutes prior to fitment.
- **AP Racing will no longer supply replacement fluid pipes for road calipers. These must be Returned to AP Racing for replacing.**
- **A complete reconditioning service is available.**
- Seal repair kits and other spare parts e.g. pistons, bleed screws etc, for calipers detailed, and older obsolete calipers, are available and can be identified by referring to pages 26 to 33:
- For more information please contact AP Racing.

DRY BLEED SYSTEMS (DRY BREAKS)

A Dry Bleed System has been designed for use with any AP Racing calipers suitable for 'O' Ring sealed bleed screws. The male dry bleed valve is fitted in place of the bleed screw, once fitted there should be no need to loosen or remove the coupling unless it is being replaced.
For detailed information please go to page 83.

INTRODUCTION

Pro 5000 is an entry level option of Radi-CAL™ brake calipers. and is developed from our experience in all areas of motorsport, these forged designed, internally ported calipers feature the latest innovations from our pioneering Radi-CAL™ asymmetric design concept.

RANGE DETAILS

- The main objective of the range is to provide a high quality "off the shelf" Radi-CAL™ brake system at a competitive price. The range will be kept to the part numbers listed in this catalogue/ website and no variations are available.
- Consisting of 13 caliper variants and 16 different discs, which cover 6 & 4 piston calipers and ventilated discs from Ø390mm to Ø280mm and 36mm down to 18mm thickness.
- The 13 caliper variants are based on radially mounted two piece forged aluminium calipers and are fitted with 4lb anti-knockback springs (where applicable) with stainless steel pistons on all. Alternative strength anti-knockback springs are available, please contact to AP Racing for details. All calipers benefits from hard anodised surface treatment.
- This section provides the basic installation dimensions for both the calipers and the discs, full customer drawing are available on www.apracing.com

CP9440 & CP9441 - 4 Piston Front/Rear Radi-CAL™

CP9440 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated.

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
36.0 x 2 / 41.3 x 2	47.12cm²	2.16Kg	M10x1.0	152.0	44.0	12.2/12.1	57.8

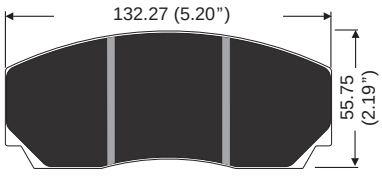
CP9441 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated.

31.8 x 2 / 36.0 x 2	36.19cm²	2.10Kg	M10x1.0	152.0	44.0	12.2/12.1	57.8

SPARE PARTS

Pistons	**Ø31.8** - CP9441-101 / **Ø36.0** - CP9440-107 / **Ø41.3** - CP9440-106
Seal Repair Kit	**CP9440** - CP8518-HK / **CP9441** - CP8518-EH
Wear Plates	RH - CP9440-108 / LH - CP9440-109
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3215D50
General motorsport front and or rear.	- Radial mount, 152 x 44mm centers. - Suits Ø330 / Ø315 x 28mm discs. - Stainless Steel pistons fitted. - Stainless Steel wear plates.	**CP9440:-** **RH -** CP9440-2S4L **LH -** CP9440-3S4L **CP9441:-** **RH -** CP9441-2S4L **LH -** CP9441-3S4L	**Pad Thickness:** 16.8mm **Pad Area:** 57.4cm² **Pad Volume:** 70.44cm³



BRAKE DISCS TO SUIT CP9440-2/3S4L & CP9441-2/3S4L CALIPERS

- All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Mounting Holes		Airgap	No. of vanes	Weight (Kg)	Face depth
							No.	Ø				
CP5000-210 & -211CG8	330.0	28.0	203.2	227.4	185.0	5.1	12	6.4	15.25	36	4.94	D50
CP3580-2898 & -2899CG8	330.0	28.0	203.2	230.0	190.0	5.6	12	6.4	14.0	48	5.94	D50
CP5000-220 & -221CG8	315	28.0	177.8	210.3	164.3	5.95/6.1	12	6.4	14.0	36	5.60	D52

CP9444 & CP9445 - 4 Piston Radi-CAL™ - To suit 13" Wheels

CP9444 - TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
34.9 x 2 / 41.3 x 2	45.9cm²	1.86Kg	M10x1.0	152.0	40.0	12.2/12.1	57.0

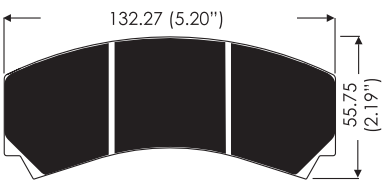
CP9445 - TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

31.8 x 2 / 38.1 x 2	38.9cm²	1.85Kg	M10x1.0	152.0	38.0	10.0	57.0

SPARE PARTS

Pistons	**Ø31.8** - CP9444-108 / **Ø34.9** - CP9444-110 / **Ø38.1** - CP9444-109 / **Ø41.3** - CP9444-111
Seal Repair Kit	**CP9444** - CP8518-GK / **CP9445** - CP8518-EJ
Wear Plates	RH - CP9444-112 / LH - CP9444-113
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3215D42
- Designed to suit a 13" wheel, generally for single seaters.	- Radial mount, 152mm mounting centres. - Integral pad retainer to enhance caliper stiffness. - Suits disc up to Ø280 x 18/21/22 & 25.4mm thicknesses. - Stainless Steel pistons fitted. - Stainless Steel wear plates.	**- To Suit discs 22 to 25.4mm Thick.** **RH -** CP9444-2S0L **LH -** CP9444-3S0L **- To Suit discs 18 to 21mm Thick.** **RH -** CP9444-4S0L **LH -** CP9444-5S0L **- For CP9445 Part Numbers replace CP9444 suffix.**	**Pad Thickness:** 16.8mm **Pad Area:** 48.3cm² **Pad Volume:** 60.9cm³



BRAKE DISCS TO SUIT CP9444-2/3S4L & CP9445-2/3S4L CALIPERS

- All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Mounting Holes		Airgap	No. of vanes	Weight (Kg)	Face depth
							No.	Bobbin Part No.				
CP3947-138 & -139CG4	280.0	18.0	175.0	193.44	151.0	4.325	8 Floating	CP2494-595MA	8.0	47	2.80	D42
CP3947-140 & -141CG4		21.0				5.625		CP2494-589MJ	8.0	47	3.50	
CP4448-208 & -209CG4		22.0				5.05/5.00		CP2494-592MC	10.5	48	3.30	
CP4448-210 & -211CG4		25.4				6.35/6.30		CP2494-504MP	10.5	48	4.10	

visit www.apracing.com for installation drawings & up to date product range details

BRAKE CALIPERS - RACE - PRO 5000

CP9446- 4 PISTON Radi-CAL™ - With180mm Mounting Centres

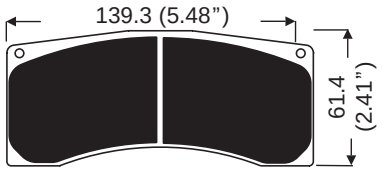
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
34.9 x 2 / 41.3 x 2	45.9cm²	2.23Kg	M10x1.0	180.0	35.0	12.0	58.0

SPARE PARTS

Pistons	**Ø34.9** - CP9444-110 / **Ø41.3** - CP9444-111
Seal Repair Kit	CP8518-GK
Wear Plates	RH - CP9446-110 / LH - CP9446-111
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP6820D48
- General motorsport front and, or rear.	- Radial mount, 180 x 35mm mounting centres. - Suits disc up to Ø380 x 28 & 32mm thick. - Stainless Steel pistons fitted. - Stainless Steel wear plates.	**RH** - CP9446-2S4L **LH** - CP9446-3S4L	**Pad Thickness:** 16.0mm **Pad Area:** 63.2cm² **Pad Volume:** 101.12cm³



BRAKE DISCS TO SUIT CP9446-2/3S4L CALIPERS - All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Mounting Holes No.	Mounting Holes Bobbin Part No	Airgap	No. of vanes	Weight (Kg)	Face depth
CP5772-1128 & -1129CG8	356.0	32.0	240.0	258.6	215.0	5.60	12 Floating	CP2494-589MJ	19.5	72	5.94	D46
CP5772-1010 & -1011GA	378.0	32.0	260.4	282.0	235.35	5.60			19.5	72	6.20	
CP5914-110 & -111G8	378.0	28.0	260.3	282.0	235.3	5.62			13.5	48	6.28	

CP9448 - 4 PISTON FRONT Radi-CAL™ & CP9449 / CP9450 / CP9451 - 4 PISTON REAR Radi-CAL™ With 152mm Mounting Centres

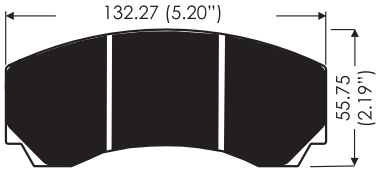
CP9448 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
38.1 x 2 / 41.3 x 2	49.4cm²	2.24Kg	M10x1.0	152.0	44.0	12.0	58.0
CP9449 TECHNICAL SPECIFICATIONS							
28.6 x 2 / 34.0 x 2	30.9cm²	2.20Kg					
CP9450 TECHNICAL SPECIFICATIONS			M10x1.0	152.0	44.0	10.2	52.0
27.0 x 2 / 31.8 x 2	27.2cm²	2.21Kg					
CP9451 TECHNICAL SPECIFICATIONS							
25.4 x 2 / 28.6 x 2	22.8cm²	2.22Kg					

SPARE PARTS

Pistons	**Ø25.4** - CP9451-106 / **Ø27.0** - CP9450-106 / **Ø28.6** - CP9449-106 **Ø31.8** - CP9445-108 / **Ø34.0** - CP9449-107 / **Ø38.1** = CP9445-109 **Ø41.3** - CP9444-111
Seal Repair Kit	**CP9448** - CP8518-JK / **CP9449** - CP8518-DF / **CP9450** - CP8518- CE / **CP9451** - CP8518-AD
Wear Plates	RH - CP9446-110 / LH - CP9446-111
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3215D46
- General motorsport front and rear calipers	- Radial mount, 152 x 44mm centres. - Suits disc upto Ø378mm x 28 or 32mm thick. - Stainless Steel pistons fitted. - Stainless Steel wear plates.	**Front Calipers:** **RH -** CP9448-2S4L **LH -** CP9448-3S4L **Rear Calipers:** **RH -** CP9449-2S4L **LH -** CP9449-3S4L **RH -** CP9450-2S4L **LH -** CP9450-3S4L **RH -** CP9451-2S4L **LH -** CP9451-3S4L	**Pad Thickness:** 16.75mm **Pad Area:** 48.3cm² **Pad Volume:** 60.9cm³



BRAKE DISCS TO SUIT CP9448 / CP9449 / CP9450 & CP9451-2/3S4L CALIPERS

- All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Mounting Holes No.	Mounting Holes Bobbin Part No.	Airgap	No. of vanes	Weight (Kg)	Face depth
CP5914-116 & -117G12	378.0	28.0	260.3	282.0	244.0	6.075 - Stepped out 1.0	12 Bolted	N/A	13.0	48	6.10	D46
CP5914-110 & -111G8		28.0			235.3	5.62	12 Floating	CP2494-589MJ	13.5	48	6.28	
CP5772-1010 & -1011GA		32.0	260.4		235.35	5.60			19.5	72	6.20	

CP9660 - 6 Piston Radi-CAL™ - 180mm Centres - 18mm thick pad

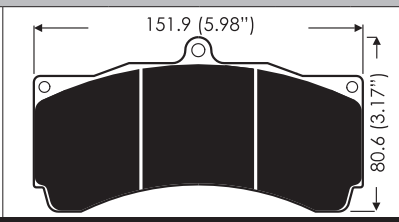
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	2.78Kg	M10x1.0	180.0	42.0	12.15	63.5

SPARE PARTS

Pistons	**Ø27.0** - CP9660-114 / **Ø31.8** - CP9660-115 / **Ø38.1** - CP9660-116
Seal Repair Kit	CP8518-CEJ
Wear Plates	RH - CP9660-110 / LH - CP9660-111
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3905D54
- General motorsport front.	- Radial mount, 180 x 42mm mounting centres. - Suits disc up to Ø380 max / Ø356 min x 36 or 32mm thicknesses. - Stainless Steel pistons fitted. - Stainless Steel wear plates.	**RH** - CP9660-2S4L **LH** - CP9660-3S4L	**Pad Thickness:** 18.0mm **Pad Area:** 77.4cm² **Pad Volume:** 101.1cm³



BRAKE DISCS TO SUIT CP9660-2/3S4L CALIPERS - All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Mounting Holes		Airgap	No. of vanes	Weight (Kg)	Face depth
							No.	Bobbin Part No				
CP5000-218 & -219CG8	356.0	32.0	228.6	250.4	214.0	5.30	12 Bolted	N/A	19.5	48	6.50	D53
CP5772-1032 & -1033G8	378.0	36.0	240.0	266.0	215.0	5.60	12 Floating	CP2494-589MJ	20.0	72	7.40	D56

CP9665 - 6 Piston Radi-CAL™ - 210mm Centres - 25mm thick pad

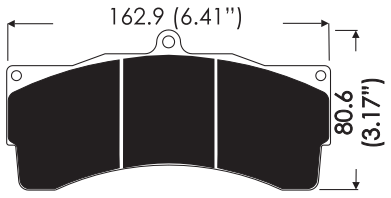
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	3.10Kg	M10x1.0	210.0	42.0	12.25	63.5

SPARE PARTS

Pistons	**Ø27.0** - CP9665-114 / **Ø31.8** - CP9665-115 / **Ø38.1** - CP9665-116
Seal Repair Kit	CP8518-CEJ
Wear Plates	RH - CP9665-112 / LH - CP9665-113
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP6230D54
- General motorsport front.	- Radial mount, 210 x 42mm mounting centres. - Suits disc up to Ø390 max / Ø362 min x 36 or 32mm thicknesses. - Stainless Steel pistons fitted. - Stainless Steel wear plates.	**RH** - CP9665-2S7L **LH** - CP9665-3S7L	**Pad Thickness:** 25.0mm **Pad Area:** 81.6cm² **Pad Volume:** 164.3cm³



CP9668 - 6 Piston Radi-CAL™ - 180mm Centers - 25mm thick pad

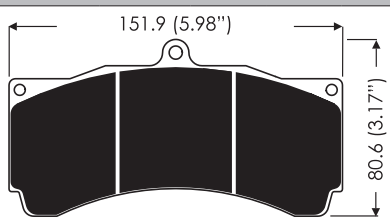
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	3.10Kg	M10x1.0	210.0	42.0	12.25	63.5

SPARE PARTS

Pistons	**Ø27.0** - CP9665-114 / **Ø31.8** - CP9665-115 / **Ø38.1** - CP9665-116
Seal Repair Kit	CP8518-CEJ
Wear Plates	RH - CP9665-112 / LH - CP9665-113
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3558D54
- General motorsport front.	- Radial mount, 180 x 42mm mounting centres. - Suits disc up to Ø390 max / Ø362 min x 36 or 32mm thicknesses. - Bolted pad retainer with Quick release clip. - Stainless Steel pistons fitted. - Stainless Steel wear plates.	**RH** - CP9668-2S7L **LH** - CP9668-3S7L	**Pad Thickness:** 25.0mm **Pad Area:** 77.4cm² **Pad Volume:** 155.8cm³



BRAKE DISCS TO SUIT CP9665-2/3 & CP9668-2/3S7L CALIPERS - All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Mounting Holes		Airgap	No. of vanes	Weight (Kg)	Face depth
							No.	Bobbin Part No				
CP5772-1030 &-1131CG8	378.0	32.0	240.0	266.8	215.0	5.6	12	CP2494-589MJ	20.0	72	7.20	D56
CP4284-134 & -135CG8	390.0	36.0	260.0	278.75	235.0	6.80 / 6.85	Floating	CP4135-107FR	21.0	84	8.70	54

BRAKE CALIPERS - Formula Cars & GT / Endurance

CP5567 - 4 Piston Forged Radi-CAL™ Monobloc - For 13" Wheel Applications

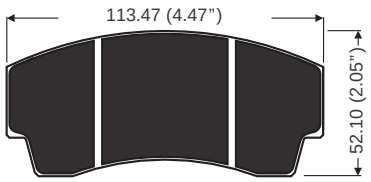
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
34.9 x 2 / 41.3 x 2	45.9cm²	1.62Kg	M10x1.0	152.0	30.0	10.15	50.5

SPARE PARTS

Pistons	**Ø34.9** - CP5567-106 / **Ø41.3** - CP5567-107	
Seal Repair Kit	CP4518-GK	
Wear Plates	Centre Beam - CP5567-109 x 1	Pad - CP5567-108 x 4
Bleed Screw kit	CP3880-1	

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3345D44
- 13" Wheel front and, or rear caliper.	- Radial mount, 152 x 30mm mounting centres. - Forged, monobloc Aluminium alloy body. - Suits disc up to Ø280 x 25.4mm thickness. - Internally ported. - Aluminium or Stain/Steel pistons available.	**- Alum Pistons** **RH -** CP5567-2S4 **LH -** CP5567-3S4 **- S/Steel Pistons** **RH -** CP5567-2S4L **LH -** CP5567-3S4L	**Pad Thickness:** 16.0mm **Pad Area:** 43.4cm² **Pad Depth:** 44.1mm



CP7031 - 4 Piston Billet Monobloc - Formula 3 Radi-CAL™

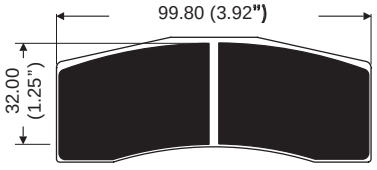
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
25.4 x 2 / 31.8 x 2	25.97cm²	1.20Kg	M10x1.0	120.0	40.0	10.15	50.30

SPARE PARTS

Pistons	**Ø25.4** - CP7031-113 / **Ø31.8** - CP7031-108	
Seal Repair Kit	CP4518-AE	
Wear Plates	Centre Beam - CP7031-106 x 1	Pad - CP3307-222 x 4
Bleed Screw kit	CP3880-1	

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP7031D32
- Formula 3 front & rear. - Any 13" Wheel front & rear.	- Radial mount, 120 x 40mm mounting centres. - Machined billet, monobloc Aluminium alloy body. - Suits disc up to Ø278 x 18mm thickness. - Internally ported. - Stain/Steel pistons & wear plates. - Complete system, calipers / discs & bells available.	**RH** **-** CP7031-4S0LP **LH** **-** CP7031-5S0LP	**Pad Thickness:** 16.0mm **Pad Area:** 43.4cm² **Pad Depth:** 44.1mm



CP5095 - 6 Piston Forged Radi-CAL™ Monobloc - GT / Endurance

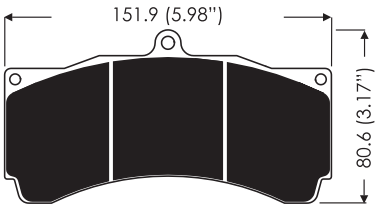
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	2.70Kg	M10x1.0	210.0	42.0	12.2	63.5

SPARE PARTS

Pistons	**Ø27.0** - CP5260-109 / **Ø31.8** - CP5260-110 / **Ø38.1** - CP5260-111
Seal Repair Kit	CP4518-CEJ
Wear Plates	CP6075-105.
Pad Retainer	RH - CP5095-112 / LH - CP5095-113
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	IRON BRAKE PAD PART NUMBER - CP3558D54
- All GT / Endurance Classes.	- Radial mount, 210 x 42mm mounting centres. - Forged monobloc Aluminium alloy body. - Designed to operate on:- Iron discs - Ø378 x 36mm. Carbon discs - Ø378 x 35mm - Internally ported. - Stain/Steel pistons & wear plates. - Z Piece pad retainer. - 7lb anti-knockback springs fitted.	**For Iron Discs** RHT, CP5095-2S7L LHT, CP5095-3S7L RHL, CP5095-4S7L LHLCP5095-5S7L **For Carbon Discs** **-** add **CA** to end of part number, e.g. **CP5095-2S7LCA**	**Pad Thickness:** 25.0mm **Pad Area:** 77.4cm² **Pad Depth:** 54.0mm



NOTE: For Carbon/Carbon pad details please contact AP Racing technical department for assistance

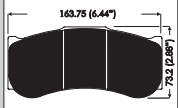
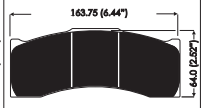
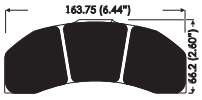
CP6277- 6 Piston Billet, Front Radi-CAL™ - GT / Endurance

TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	2.48Kg	M10x1.0	210.0	42.0	12.15	63.5

SPARE PARTS

Pistons	**Ø27.0** - CP6277-104 / **Ø31.8** - CP6277-105 / **Ø38.1** - CP6277-106		
Seal Repair Kit	CP4518-CEJ		
Wear Plates	CP6277-109		
Piston Cap kit	CP4824-CEJ		
Bleed Screw kit	CP3880-1	**Dry Bleed Fitting**	CP6300-21

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBERS		
- Front Caliper for All GT / Endurance Classes.	- Radial mount, 210 x 42mm mounting centres. - Billet monobloc Aluminium alloy body. - Ducted air cooling features. - Design to operate on either Ø390 x 37mm Carbon or Ø380 x 35.6mm Iron discs. - Internally ported. - Titanium pistons, with optional ceramic pistons caps available.	**RH** - CP6277-2S7MP **LH** - CP6277-3S7MP	 **CP6276D62** **Pad Thickness:** 30.0mm **Pad Area:** 94.7cm² **Pad Depth:** 64mm	 **CP6277D54** **Pad Thickness:** 32.0mm **Pad Area:** 82.3cm² **Pad Depth:** 54mm	 **CP2872 CARBON PADS** Range of thicknesses available, see caliper installation drawing on www.apracing.com for guidance & part numbers.

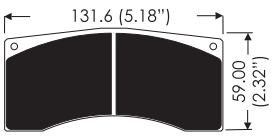
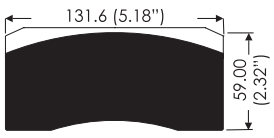
CP6278 - 4 Piston Billet, Rear Radi-CAL™ - GT / Endurance

TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
28.6 x 2 / 36.0 x 2	33.2cm²	1.90Kg	M10x1.0	180.0	42.0	12.15	63.5

SPARE PARTS

Pistons	**Ø28.6** - CP6278-104 / **Ø36.0** - CP6278-105		
Seal Repair Kit	CP4518-DH		
Wear Plates	CP6278-106 x 4		
Piston Cap kit	CP4824-DH		
Bleed Screw kit	CP3880-1	**Dry Bleed Fitting**	CP6300-21

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBERS	
- Rear Caliper for All GT / Endurance Classes.	- Radial mount, 180 x 42mm mounting centres. - Billet monobloc Aluminium alloy body. - Ducted air cooling features. - Design to operate on either Ø355 x 35mm Carbon or Ø355 x 32mm Iron discs. - Internally ported. - Titanium pistons, with optional ceramic pistons caps available, when used with a 32mm brake discs	**RH** - CP6278-2S7MP **LH** - CP6278-3S7MP	 **CP6070D49** **Pad Thickness:** 25.0mm **Pad Area:** 61.6cm² **Pad Depth:** 49mm	 **CP6070 Carbon pad.** **Pad Thickness:** 25.0mm **Pad Area:** 61.6cm² **Pad Depth:** 53mm

CP7269- 6 Piston Forged, GT3 / 4 Front Radi-CAL™

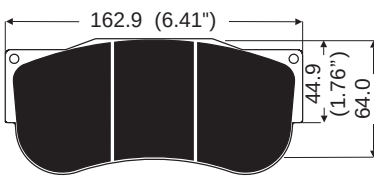
NEW PRODUCT

TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	3.00Kg	M10x1.0	210.0	42.0	12.15	63.5

SPARE PARTS

Pistons	**Ø27.0** - CP7269-200 / **Ø31.8** - CP7269-201 / **Ø38.1** - CP7269-202		
Seal Repair Kit	CP8518-CEJ		
Wear Plates	CP7269-204 x 4	**Bridge Plate**	CP7269-203 x 1
Pad Supports	CP7269-205 x 4		
Bleed Screw kit	CP3880-1		

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	IRON BRAKE PAD PART NUMBER - CP6210D64	
- GT3 / GT4 Front Caliper. **Note:** CP7480, 4 Piston rear, designed to compliment CP7269.	- Radial mount, 210 x 42mm mounting centres. - Neo-Net forged monobloc Aluminium alloy body. - Fixed bridge design. - Operates on Ø390 x 36mm Iron disc. - Internally ported. - Coated Stainless Steel pistons as standard.	**RH** - CP7269-2S7L **LH** - CP7269-3S7L	**Pad Thickness:** 30.0mm **Pad Area:** 90.5cm² **Pad Depth:** 64.0mm	

BRAKE CALIPERS - GT / Endurance & Rally

CP7480 - 4 Piston Forged, Rear GT3 / 4 Radi-CAL™

NEW PRODUCT

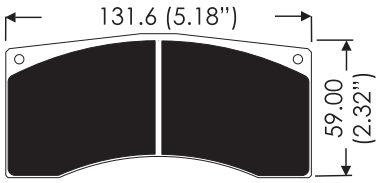
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
28.6 x 2 / 36.0 x 2	33.2cm²	2.17Kg	M10x1.0	180.0	42.0	12.20	63.5

SPARE PARTS

Pistons	**Ø28.6** - CP7480-104 / **Ø36.0** - CP7480-105		
Seal Repair Kit	CP4518-DH		
Wear Plates	CP6269-119 x 4	**Bridge Plate**	CP7480-108 x 1
Piston Cap kit	CP4824-DH		
Bleed Screw kit	CP3880-1	**Dry Bleed Fitting**	CP6300-21

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP6070D49
- GT3 / GT4 Rear Caliper. **Note:** CP7269, 6 Piston front, designed to compliment CP7480.	- Radial mount, 180 x 42mm mounting centres. - Neo-Net forged monobloc Aluminium alloy body. - Fixed bridge design. - Operates on Ø370 x 32mm Iron disc. - Internally ported. - Coated Stainless Steel pistons as standard.	**RH** - CP7480-2S7L **LH** - CP7480-3S7L	**Pad Thickness:** 25.0mm **Pad Area:** 61.6cm² **Pad Depth:** 49mm



CP6720 & CP6730 - 4 Piston, Cast Front or Rear - Rally

CP6720 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated.

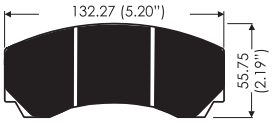
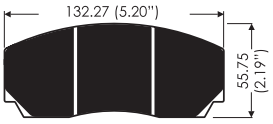
Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
34.9 x 2 / 41.3 x 2	45.9cm²	2.50Kg	M10x1.0	180.0	35.0	12.15	57.8

CP6730 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated.

31.8 x 4	31.6cm²	2.60Kg	M10x1.0	180.0	35.0	12.15	57.8

SPARE PARTS

Pistons	**Ø31.8** - CP3349-103 / **Ø34.9** - CP3567-108 / **Ø41.3** - CP3344-109
Seal Repair Kit	**CP6720** - CP4518-GK / **CP6730** - CP4518-EE
Wear Plates	CP5200-306 x 4
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBERS	
- Super 1600. - S2000. -Rally Raid.	- Radial mount, 180 x 35mm centres. - Suits Ø355 max / 285mm min x 28mm disc. - Two piece cast Aluminium alloy body. - Internally ported, no external bridge pipes. - Protected bleed screws. - Aluminium pistons standard, with Stainless Steel as an option.	**CP6720 Type:-** **RHT -** CP6720-2S4 **LHT -** CP6720-3S4 **RHL -** CP6720-4S4 **LHL -** CP6720-5S4 **CP6730 Type:-** **RH -** CP6730-2S4 **LH -** CP6730-3S4	 **CP3215D46** **Pad Thickness:** 16.8mm **Pad Area:** 54.6cm² **Pad Depth:** 45.6mm	 **CP3215D50** **Pad Thickness:** 16.8mm **Pad Area:** 57.4cm² **Pad Depth:** 50.3cm³

CP6750 - 6 Piston Cast Front - Rally Raid

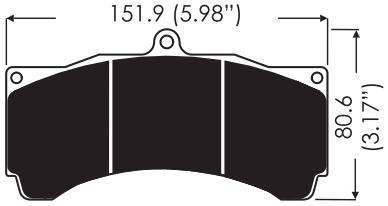
CP6750-2/3S4L TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated.

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	3.0Kg	M10x1.0	180.0	35.0	12.15	62.5
CP6750-6/7S4L					37.0		

SPARE PARTS

Pistons	**Ø27.0** - CP6750-106 / **Ø31.8** - CP6750-107 / **Ø38.1** - CP6750-108
Seal Repair Kit	CP4518-CEJ:RALLY
Wear Plates	CP6750-110 x 1 / CP6750-111 x 1 / CP6750-112 x 2
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3894D51
- Rally Raid. - Tarmac Rally	- Radial mount, 180 x 35mm ctrs. - Suits Ø320mm x 32 or 28mm disc. - Aluminium alloy body. - Internally ported, no external bridge pipes. - Stainless Steel pistons. - Dirt Seals fitted. - Protected bleedscrews. - H/Piece pad retainer. - Version to suit Ø355 x 32mm available. Refer CP6750-10cd - Customer Drawing for details on www.apracing.com	**CP6750 to suit Ø320 x 28mm discs:-** **RHT -** CP6750-2S4L **LHT -** CP6750-3S4L **CP6750 to suit Ø320 x 32mm discs:-** **RHT -** CP6750-6S4L **LHT -** CP6750-7S4L	**Pad Thickness:** 18.0mm **Pad Area:** 73.5cm² **Pad Depth:** 50.8mm



CP6760 - 4 Piston, Cast Rear - S2000 / Grp 'N' Rally

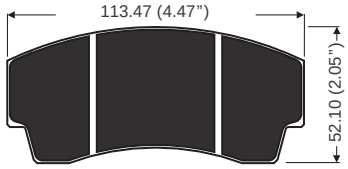
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
27.0 x 2 / 34.0 x 2	29.60	2.10	M10x1.0	180.0	35.0	10.15	57.8

SPARE PARTS

Pistons	**Ø27.0** - CP4907-106 / **Ø34.0** - CP6760-118
Seal Repair Kit	CP4518-CF
Wear Plates	CP6561-106 x 4
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3345D44
Rear for - S2000. - Grp 'N'	- Radial mount, 180 x 35mm centres. - Suits Ø300mm x 28mm disc. - Two piece cast Aluminium alloy body. - Internally ported, no external bridge pipes. - Single protected bleedscrew. - Stainless Steel pistons. - H/Piece pad retainer.	**RHT -** CP6760-2S4L **LHT -** CP6760-3S4L **RHL -** CP6760-4S4L **LHL -** CP6760-5S4L	**Pad Thickness:** 16.0mm **Pad Area:** 43.4cm² **Pad Depth:** 44.1mm



CP6768 - 6 Piston, Liquid Cooled Billet Radi-CAL™ - Rally Raid

TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

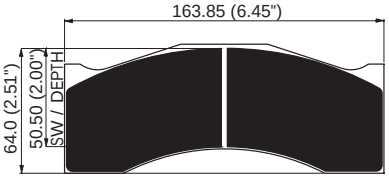
Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1	2.90Kg	M10x1.0	200.0	43.0	12.15	74.43

Coolant connections - 9/16" x 18 JIC

SPARE PARTS

Pistons	**Ø27.0** - CP6560-126 / **Ø31.8** - CP6560-127 / **Ø38.1** - CP6560-128		
Seal Repair Kit	CP4518-CEJ:RAID		
Wear Plates	CP6766-108 x 4	**Beam**	CP6766-107 x 1
Bleed Screw kit	CP3880-1	**JIC Adaptor**	CP6768-107

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP6766D50
- Rally Raid. **Note:** A non liquid-cooled version is available - CP6766 family. See website for details.	- Radial mount, 200 x 43mm centres. - Re-circulating liquid-cooled system, for controlling caliper temperatures. - Billet monobloc Aluminium alloy body. - Suits Ø320mm x 32mm Iron disc. - Internally ported, no external bridge pipes. - Ducted air cooling features. - Stainless Steel pistons. - Dirt (wiper) seals fitted. - Temperature sensor port.	**RHT** - CP6768-2S7L **LHT** - CP6768-3S7L	**Pad Thickness:** 18.0mm **Pad Area:** 81.9cm² **Pad Depth:** 50.5mm



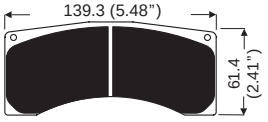
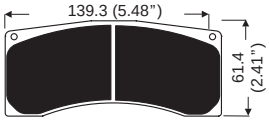
CP6840 - 4 Piston, Forged Radi-CAL™ - WRC Rally

TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
34.9 x 2 / 41.3 x 2	45.9	2.16Kg	M10x1.0	180.0	42.0	10.175	57.5

SPARE PARTS

Pistons	**Ø34.9** - CP6820-106 / **Ø41.3** - CP6820-107		
Seal Repair Kit	CP8518-GK		
Wear Plates	CP6820-113 x 4	**Beam**	CP6820-109 x 1
Bleed Screw kit	CP3880-1		

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBERS
- WRC. - R4T. - R5. -S2000 **Note:** A Billet version also available, CP6830 family. See website for details.	- Radial mount, 180 x 42mm centres. - Available with either a "Push In" or an "M10x1.0 threaded" Inlet. - Forged monobloc Aluminium alloy body. - Suits Ø355 or Ø300mm x 32mm Iron disc. - Internally ported, no external bridge pipes. - Ducted air cooling features. - Stainless Steel pistons.	**Calipers with "Push-In" Inlet** **RH -** CP6840-4S4L **LH -** CP6840-5S4L **Calipers with "M10x1.0" Threaded Inlet** **RH -** CP6840-6S4L **LH -** CP6840-7S4L	 **Gravel** Pad - CP6820D46 **Pad Thickness:** 16.0mm **Pad Area:** 61.7cm² **Pad Depth:** 46.0mm  **Tarmac** Pad - CP6820D48 **Pad Thickness:** 16.0mm **Pad Area:** 63.2cm² **Pad Depth:** 48.0mm.

BRAKE CALIPERS - Touring Car Rear & 2 Piston

CP6267 - 4 Piston, Forged Rear - Touring Car

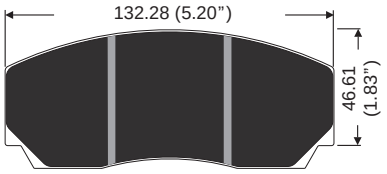
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
28.6 x 2 / 34.9 x 2	31.9	2.40Kg	M10x1.0	180.0	35.0	12.15	55.0

SPARE PARTS

Pistons	**Ø28.6** - CP6266-105 / **Ø34.9** - CP6266-106		
Seal Repair Kit	CP8518-DG		
Wear Plates	CP5760-105 x 4	**Retainer Wear Plate**	CP6266-104
Bleed Screw kit	CP3880-1		

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP6267D50
-Touring Car. - GT.	- Radial mount, 180 x 35mm centres. - Suits Ø355 x 32mm Iron discs. - Forged monobloc Aluminium alloy body. - Internally ported, no external bridge pipes. - Stainless Steel pistons & wear plates fitted. - Optional Carbon duct kit.	**RHT** - CP6267-2S0L **LHT** - CP6267-3S0L	**Pad Thickness:** 25.0mm **Pad Area:** 60.4cm² **Pad Depth:** 50.0mm



CP6665 - 6 Piston, Forged Front - Touring Car

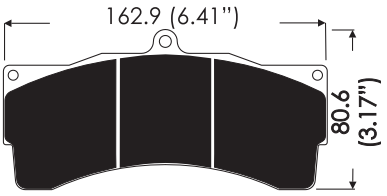
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1	2.90Kg	M10x1.0	210.0	35.0	12.15	63.5

SPARE PARTS

Pistons	**Ø27.0** - CP6265-107 / **Ø31.8** - CP6265-108 / **Ø38.1** - CP6265-109		
Seal Repair Kit	CP4518-CEJ		
Wear Plates	CP5760-104 x 4	**Retainer Wear Plate**	CP6078-106 x 1
Bleed Screw kit	CP3880-1		

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP6230D54
-Touring Car. - GT.	- Radial mount, 180 x 35mm centres. - Forged monobloc Aluminium alloy body. - Suits Ø380 x 35mm Iron discs. - Internally ported, no external bridge pipes. - Stainless Steel pistons & wear plates fitted. - Optional Carbon duct kit.	**RHT** - CP6665-2S4L **LHT** - CP6665-3S4L	**Pad Thickness:** 25.0mm **Pad Area:** 81.6cm² **Pad Depth:** 54.0mm



CP2576 / CP2577 / CP3176 / CP3177 & CP3178 - 2 Piston - Lug Mount

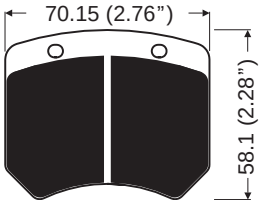
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Caliper Part Numbers	Pistons (mm)		Weight	Hydraulic	LugMounting (mm)			
	Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
CP2576-3E0	41.3	26.76cm²	1.13Kg	3/8"x24 UNF	89.0	24.6	9.6	46.97
CP2577-3E0	44.5	31.04cm²	1.10Kg					
CP2577-14E0						20.6		49.0
CP3176-2E0	38.1	22.80cm²	1.15Kg					
CP3177-2E0	36.0	20.35cm²	1.17Kg			24.6		46.97
CP3178-2E0	31.8	15.83cm²	1.19Kg					

SPARE PARTS

Pistons	**CP2576** - CP2576-105 / **CP2577** - CP2577-102 / **CP3176** - CP3176-102 / **CP3177** - CP3177-102 / **CP3178** - CP3178-102
Seal Repair Kit	**CP2576** - CP4518-K / **CP2577** - CP4518-L / **CP3176** - CP4518-J / **CP3177** - CP4518-H / **CP3178** - CP4518-E
Pad Retainer	'R' Clip - CP2213-17
Bleed Screw	CP3720-182

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP2399D43
- Circuit / Rally rear. - CP2577-14E0 F.Ford front & rear.	- Lug mount, 89.0mm centers. - One piece, Cast Aluminium alloy body. - Suits up to Ø267.0 x 9.7mm solid disc. - Non handed. - Aluminium pistons. - Quick release 'R' Clip pad retainer.	- CP2576-3E0 - CP2577-3E0 - CP2577-14E0 - CP3176-2E0 - CP3177-2E0 - CP3178-2E0	**Pad Thickness:** 14.4mm **Pad Area:** 27.4cm² **Pad Volume:** 42.9cm³



CP3676 / CP3677 / CP4586 & CP4596 - 2 Piston - Radial Mount

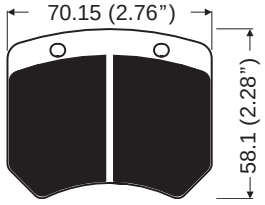
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Caliper Part Number	Pistons (mm) Size Ø	Pistons (mm) Area	Weight (No pads)	Hydraulic Threads	Radial Mounting (mm) Centres	Offset	Hole	'PL'
CP3676-4E0	41.3	26.76cm²	1.13Kg	3/8"x24 UNF	95.0	30.5	10.1	47.33
CP3677-4E0	44.5	31.04cm²	1.15Kg					
CP4586-4E0	36.0	20.35cm²	1.17Kg					
CP4596-4E0	31.8	15.83cm²	1.19Kg					

SPARE PARTS

Pistons	**CP3676** - CP2576-105 / **CP3677** - CP2577-102 / **CP4586** - CP3177-102 / **CP4596** - CP3178-102
Seal Repair Kit	**CP3676** - CP4518-K / **CP3677** - CP4518-L / **CP4586** - CP4518-H / **CP4596** - CP4518-E
Pad Retainer	'R' Clip - CP2213-17
Bleed Screw	CP3720-182

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP2399D43
- Lightweight single seater front. - Circuit / Rally rear.	- Radial mount, 95.0 x 30.5mm centers. - One piece, Cast Aluminium alloy body. - Suits up to Ø267.0 x 9.7mm solid disc. Versions available for up to Ø300mm disc. - Non handed. - Aluminium pistons. - Quick release 'R' Clip pad retainer.	- CP3676-4E0 - CP3677-4E0 - CP4586-4E0 - CP4596-4E0	**Pad Thickness:** 14.4mm **Pad Area:** 27.4cm² **Pad Volume:** 42.9cm³



CP3696 - 2 Piston - Lug Mount - Suits 7.1mm Solid Disc

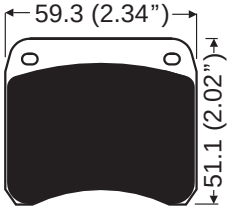
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm) Size Ø	Pistons (mm) Area	Weight (No pads)	Hydraulic Threads	Lug Mounting (mm) Centres	Offset	Hole	'PL'
41.3	26.7cm²	800g	3/8"x24UNF	89.0	19.1	10.15	45.5

SPARE PARTS

Pistons	CP3696-105
Seal Repair Kit	CP4518-K
Pad Retainer	'R' Clip - CP3696-106
Bleed Screw	CP3720-182

TYPICAL APPLICATIONS	FEATURES	PART NUMBER	BRAKE PAD PART NUMBER - CP2195D38
- Formula Ford - Historic single seaters. - Rear of lightweight FWD cars.	- Lug mount, 89.0 x 19.1mm centres. - Two piece cast Aluminium alloy body. - Suits Ø267 x 7.1mm solid discs. - Non handed. - Aluminium pistons. - Quick release 'R' Clip pad retainer. - Interchangeable with CP2505-3S0 caliper	- CP3696-6E0	**Pad Thickness:** 10.5mm **Pad Area:** 22.4cm² **Pad Depth:** 38.4mm



CP5928 - 2 Piston - Billet Body - Suits 16mm Thick Disc

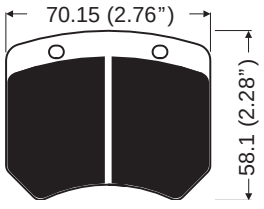
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm) Size Ø	Pistons (mm) Area	Weight (No pads)	Hydraulic Threads	Radial Mounting (mm) Centres	Offset	Hole	'PL'
36.0	20.4cm²	1.1Kg	M10x1.0	95.0	33.65	10.20	46.73

SPARE PARTS

Pistons	CP5569-111
Seal Repair Kit	CP4518-H
Wear Plates	CP5586-104 x 4
Wear Plate Bolt	CP5166-108
Pad Retainer	'R' Clip - CP4140-110
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBER	BRAKE PAD PART NUMBER - CP2399D43
- Touring Car rear. - Rally rear . - Lightweight single seater front.	- Radial mount, 95.0 x 33.5mm centres. - Billet two piece Aluminium alloy body. - Suits Ø300.0 x 16.0mm ventilated discs. - Non handed. - Aluminium pistons. - Quick release 'R' Clip pad retainer. - M10 to 3/8" fitting included.	- CP5928-5E0	**Pad Thickness:** 14.4mm **Pad Area:** 27.4cm² **Pad Depth:** 42.9mm



CP6120 / CP6121 Solid Disc & CP6126 Ventilated Disc - 2 Piston - Radial Mount

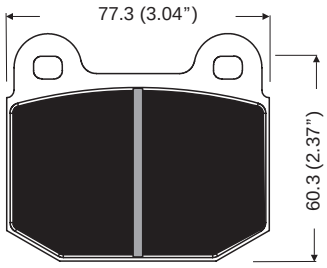
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Caliper Part Numbers	Pistons (mm) Size Ø	Pistons (mm) Area	Weight (No pads)	Hydraulic Threads	Radial Mounting (mm) Centres	Offset	Hole	'PL'
CP6120-2/3	44.5	31.04cm²	1.5Kg	M10 x 1.0	130.0	20.90	10.1	50.51
CP6121-2/3	38.1	22.8cm²						
CP6126-2/3	44.5	31.04cm²				23.86		

SPARE PARTS

Pistons	**CP6120** - CP5235-108 / **CP6121** - CP6121-104 / **CP6126** - CP5119-104
Seal Repair Kit	**CP6120** - CP4518-L / **CP6121** - CP4518-J / **CP6126** - CP4518-L
Pad Retainer	**CP6120** & **CP6121** - CP6120-103 / **CP6126** - CP5119-107
Fluid Pipe	**CP6120** & **CP6121** - CP6120-6 / **CP6126** - CP5119-123
Bleed Screw Kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP5119D50
- Formula Ford. - Rally rear. - CP6126 suitable for lightweight sportscars.	- Radial mount, 130mm Centers. - Two piece, Cast Aluminium alloy body. - **CP6120 & CP6121** suitable for **solid disc** up to Ø282 x 12.7mm maximum thickness. - **CP6126** suitable for **ventilated disc** up to Ø280 x 17.8mm maximum thickness. - High temperature / low drag seals fitted as standard. - Aluminium pistons. **- Version with pipe protection available for CP6120 family only.**	**Solid disc calipers with:** **- Ø44.5mm pistons** CP6120-2S0 RHT/LHT CP6120-3S0 RHL/LHL **- Ø38.1mm pistons** CP6121-2S0 RHT/LHT CP6121-3S0 RHL/LHL **Vented disc calipers:** CP6126-2S4 RHT/LHT CP6126-3S4 RHL/LHL	**Pad Thickness:** 14.3mm **Pad Area:** 33.7cm² **Pad Volume:** 50.0cm³



CUSTOMER NOTES

AP Racing's "Historic" Range of calipers are detailed below. These "Classic" items, such as CP2383 and CP2561 and have been reintroduced due to the popularity of various historic racing categories. The "Historic" Range of calipers are usually made to order, however some calipers are stock items, please check availability with AP Racing first. Spare part details for the calipers detailed can be found on page 27 to 33.

CP2382 and CP2383 2 Piston Calipers

APPLICATIONS

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

FEATURES

- Lug mount.
- Cast Aluminium alloy body.
- Aluminium alloy pistons.

PART NUMBERS

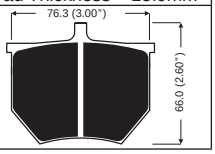
Vented Disc
- CP2382-12E4, RH & -13E4, LH

Solid Disc
- CP2383-12E4, RH & -13E4, LH.

TECHNICAL SPECIFICATION	
Piston Sizes	Ø50.8mm x 2
Disc Dia.	
Max	Ø266.7mm
Min	Ø254.0mm
Disc Thickness	
CP2382	20.7mm
CP2383	
Max	11.2mm
Min	9.7mm
Weight (No Pads)	1.8Kg
Hydraulic Thread	3/8"x24 UNF
Mounting Type	Lug
Mounting centres	88.9mm
Mounting offset	
CP2382	29.7mm
CP2383	24.9mm
Mtg hole Ø	11.27mm
'PL' Dim'n	54.1mm
Seal Repair Kit	CP4518-N

Pad Family - CP2372D52

Pad Thickness = 15.9mm



CP2561 2 Piston Caliper

APPLICATIONS

- Historic Formula One, Balanced Braking from 1977 - 1985.

FEATURES

- Lug mount.
- Balanced braking (2 Calipers per disc).
- Cast Aluminium alloy body.
- R Clip pad retainer.
- High temperature seals.

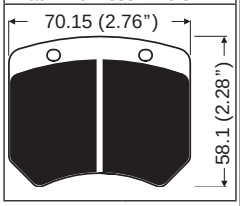
PART NUMBER

- CP2561-3S4

TECHNICAL SPECIFICATION	
Piston Sizes	Ø38.1mm x 2
Disc Dia.	Ø278.0mm
Disc Thickness	
Max	25.4mm
Min	22.8mm
Weight (No Pads)	1.17Kg
Hydraulic Thread	M10x1.0
Mounting Type	Radial
Mounting centres	88.9mm
Mounting offset	50.0mm
Mtg hole Ø	9.6mm
'PL' Dim'n	26.0mm
Seal Repair Kit	CP4518-J

Pad Family - CP2554

Pad Thickness = 16.8mm



CP2270 4 Piston Caliper

APPLICATIONS

- Rally
- Sports GT
- Saloons

FEATURES

- Closed back aluminium alloy body.
- Blank lug mount.
- Ø41.3mm Aluminium alloy pistons.
- High temperature seals.

PART NUMBERS

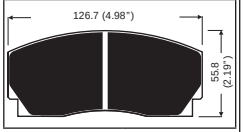
Right Hand
- CP2270-144S4QR

Left Hand
- CP2270-145S4QR

TECHNICAL SPECIFICATION	
Piston Sizes	Ø41.3mm x 4
Disc Dia.	
Max	Ø302.0mm
Min	Ø260.0mm
Disc Thickness	28.0mm
Weight (No Pads)	2.7Kg
Hydraulic Thread	3/8"x24 UNF
Mounting Type	Blank Lug
Mounting centres	76.2 / 94.0mm
Mounting offset	33.3 / 42.4mm
Mtg hole Ø	N / A
'PL' Dim'n	66.3 / 85.6mm
Seal Repair Kit	CP4518-KK

Pad Family - CP2270D46

Pad Thickness = 16.6mm



CP2271 4 Piston Caliper

APPLICATIONS

- Rally
- Sports GT
- Saloons

FEATURES

- Closed back Aluminium Alloy body.
- Blank lug mount.
- Ø38.1mm Aluminium Alloy pistons.

PART NUMBERS

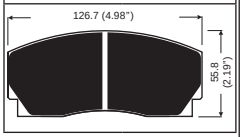
Right Hand
- CP2271-182S4QR

Left Hand
- CP2271-183S4QR

TECHNICAL SPECIFICATION	
Piston Sizes	Ø38.1mm x 4
Disc Dia.	
Max	Ø302.0mm
Min	Ø260.0mm
Disc Thickness	28.0mm
Weight (No Pads)	2.7Kg
Hydraulic Thread	3/8"x24 UNF
Mounting Type	Blank Lug
Mounting centres	76.2 / 94.0mm
Mounting offset	33.3 / 42.4mm
Mtg hole Ø	N / A
'PL' Dim'n	66.3 / 85.6mm
Seal Repair Kit	CP4518-JJ

Pad Family - CP2270D46

Pad Thickness = 16.6mm



CP2279 4 Piston Caliper

APPLICATIONS

- Sports GT

FEATURES

- Closed back Aluminium Alloy body.
- Blank lug mount.
- Ø44.5mm Aluminium alloy pistons.

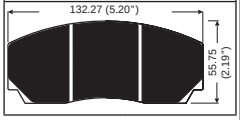
PART NUMBER

Non Handed
- CP2279-400S4BP

TECHNICAL SPECIFICATION	
Piston Sizes	Ø44.5mm x 4
Disc Dia.	
Max	Ø330.0mm
Min	Ø260.0mm
Disc Thickness	28.0mm
Weight (No Pads)	3.4Kg
Hydraulic Thread	3/8"x24 UNF
Mtg Type	Blank Lug
Mounting centres	
Max	88.9mm
Min	80.3mm
Mounting offset	
Max	50.0mm
Min	35.8mm
Mtg hole Ø	
Max	12.7mm
Min	10.1mm
'PL' Dimension	
Max	86.4mm
Min	70.6mm
Seal Repair Kit	CP4518-LL

Pad Family - CP2279D50

Pad Thickness = 20.4mm



CP2361 4 Piston Caliper

APPLICATIONS

- Rally
- Sports GT

FEATURES

- Closed back Aluminium Alloy body.
- Blank lug mount to suit 13" wheels.
- Ø38.1mm Aluminium Alloy pistons.

PART NUMBERS

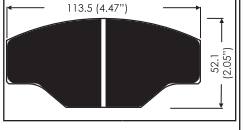
Right Hand
- CP2361-96S4QR

Left Hand
- CP2361-97S4QR

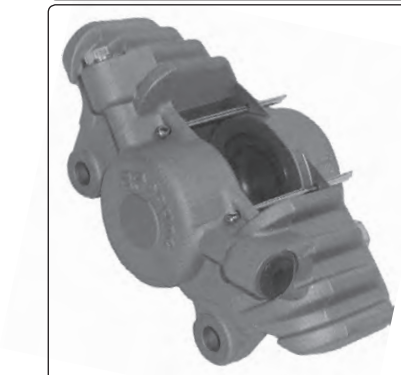
TECHNICAL SPECIFICATION	
Piston Sizes	Ø38.1mm x 4
Disc Dia.	
Max	Ø267.0mm
Min	Ø248.0mm
Disc Thickness	20.7mm
Weight (No Pads)	2.0Kg
Hydraulic Thread	3/8"x24 UNF
Mounting Type	Blank Lug
Mounting centres	76.2 / 94.0mm
Mounting offset	28.7 / 31.2mm
Mtg hole Ø	N / A
'PL' Dimension	55.1 / 81.2mm
Seal Repair Kit	CP4518-JJ

Pad Family CP2340D43 or D51

Pad Thickness = 15.9mm



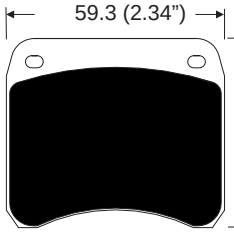
CP2696-38E0
2 Piston, Classic Caliper.



TECHNICAL SPECIFICATION	
Piston Sizes x 2	Ø41.3mm
Piston Area	26.8cm²
Disc Diameter	Ø304.0mm
Disc Thickness	6.4mm
Weight No Pads	900g
Hydraulic Thread	3/8" x 24UNF
Mounting Type	Lug
Mtg centres	89.0mm
Mtg offset	19.1mm
Mtg hole Ø	10.2mm
Seal Repair Kit	CP4518-K

SPARE PARTS	
Piston	CP2055 x 1
	CP2195-9 x 1
Pad Retainer	Split Pin
Retainer P/No.	CP2696-160
Bleed Screw	CP3720-182
B/Screw Tightening Torque - 17Nm	

BRAKE PAD-CP2195D38	
Pad Thickness	10.5mm
Pad Depth	38.4mm
Pad Area	10.5cm²



APPLICATIONS
- Solo machines.
- Classic machines.
- F2 Sidecar.

FEATURES
- Classic design.
- Aluminium alloy body.
- Machined from high quality die castings.
- Aluminium alloy pistons.
- Split pin pad retainer.

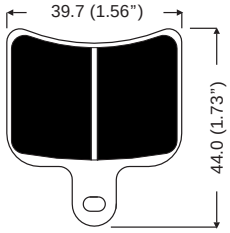
PART NUMBER
- CP2696-38E0.

CP4227-2S0
2 x 2, Rear Caliper.

TECHNICAL SPECIFICATION	
Piston Sizes x 4	Ø25.4mm
Piston Area	20.2cm²
Disc Diameter	Ø220.0mm
Disc Thickness	4.0mm
Weight No Pads	500g
Hydraulic Thread	M10 x 1.0
Mounting Type	Lug
Mtg centres	96.0mm
Mtg offset	26.5mm
Mtg threads	M8 x 1.25
Seal Repair Kit	CP4518-AA

SPARE PARTS	
Piston	CP4226-103
Pad Retainer	R Clip
Retainer P/No.	CP4226-107
Bleed Screw	CP4469-101
B/Screw Tightening Torque - 5.5Nm	

BRAKE PAD-CP4226D27	
Pad Thickness	7.0mm
Pad Depth	26.8mm
Pad Area	9.4cm²



APPLICATIONS
- Superbike.
- Road.
- FSAE - Formula Student.

FEATURES
- Dual circuit caliper designed to allow the use of both a foot and thumb master cylinder.
- Aluminium alloy body.
- CNC machined from billet.
- Low Deflection.
- Lightweight.
- Aluminium alloy pistons.
- 'R' Clip quick release pad retainer.

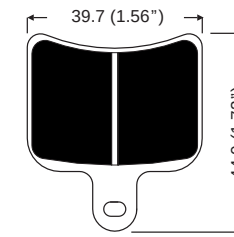
PART NUMBER
- CP4227-2S0

CP4226-2S0
2 Piston, Rear Caliper.

TECHNICAL SPECIFICATION	
Piston Sizes x 2	Ø25.4mm
Piston Area	10.1cm²
Disc Diameter	Ø220.0mm
Disc Thickness	4.0mm
Weight No Pads	240g
Hydraulic Thread	M10x1.0
Mounting Type	Lug
Mtg centres	64.0mm
Mtg offset	26.5mm
Mtg Thread	M8x1.25
Seal Repair Kit	CP4518-A

SPARE PARTS	
Piston	CP4226-103
Pad Retainer	R/Clip
Retainer P/No.	CP4226-104
Bleed Screw	CP4469-101
B/Screw Tightening Torque - 5.5Nm	

BRAKE PAD-CP4226D27	
Pad Thickness	7.0mm
Pad Depth	26.8mm
Pad Area	9.4cm²



APPLICATIONS
- Superbike.
- Road. /
- FSAE - Formula Student.

FEATURES
- Aluminium alloy body.
- CNC machined from billet.
- Aluminium alloy pistons.
- Lightweight.
- 'R' Clip quick release pad retainer.

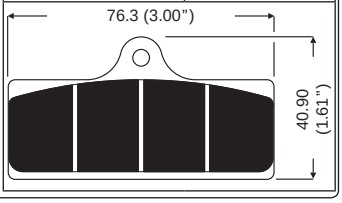
PART NUMBER
- CP4226-2S0.

CP7853
4 Piston, 2 Piece, Radial Mount Caliper.

TECHNICAL SPECIFICATION	
Piston Sizes	Ø31.75mm x 2
	Ø36.0mm x 2
Piston Area	36.2cm²
Disc Diameter	Ø320.0mm
Disc Thickness	6.0mm
Weight No Pads	760g
Hydraulic Thread	M10x1.0
Mounting Type	Radial
Mtg centres	108.0mm
Mtg offset	22.5mm
Mtg hole	10.15mm
Seal Repair Kit	CP4518-EH

SPARE PARTS	
Piston - Ø31.75	CP4484-107
Piston - Ø36.0	CP4484-106
Pad Retainer	R/Clip
Retainer P/No.	CP3696-106
Bleed Screw	CP4469-101
B/Screw Tightening Torque - 5.5Nm	

BRAKE PAD-CP4488D27	
Pad Thickness	9.5mm
Pad Depth	27.0mm
Pad Area	18.55cm²



APPLICATIONS
- Performance Road.

FEATURES
- Radial mount.
- Two piece aluminium alloy body.
- Machined from billet.
- Aluminium alloy pistons.
- Differential bore diameters.
- for extended pad life.
- Pad anti-rattle clip fitted.
- 'R' Clip quick release pad retainer.

PART NUMBERS
- CP7853-2E0 Right Hand.
- CP7853-3E0 Left Hand.

BRAKE CALIPERS - Performance Road / Special Vehicle - General Information & 2 Piston

INTRODUCTION

Competition is the best of test-beds, and AP Racing's years of close involvement with motorsport also bring benefits for the latest high performance road cars, aftermarket and armoured vehicles.
The emphasis may be different, qualified by the everyday demands of modern road conditions, but the essential requirements remain the same. With a dedicated Road Car and Armoured team of engineers and designers AP Racing helps to bring extraordinary capability to extraordinary cars like, Ariel, Aston Martin, BACS, Bugatti, Caterham, Ford, HSV, Morgan, Lotus, Seat and TVR, to name a few. In both brake and clutch requirements AP Racing takes pride in dealing with such prestigious companies and have the systems in place to offer our customers the best possible service available from a proven OE, Aftermarket, Armoured and special project brake system supplier.

SPECIAL VEHICLES

AP Racing can and have engineer unique solutions for various " Special Vehicles" sectors which includes Armoured or Defence, Hybrid, Electric, Land Speed, Bomb Disposal and even Aerospace applications, to a customer's own specific criteria and requirements. With varying duty levels of brake systems available, solutions can be designed and developed based on our specific vehicle testing procedures replicating the environments and scenarios experienced by these vehicles. AP Racing's motorsport and OEM experiences breeds excellence which leads to exciting designed tried and tested brake and clutch packages for a selection of vehicles.
Please contact: Matthew Dodd for further details and technical information: Tel: +44 (0)24 7688 3339 / E-Mail: matthew.dodd@apracing.co.uk.

THE RANGE

The calipers detailed on pages 17 to 23 are the most popular from within the range but not all are listed. If your requirements differ form those listed then please contact AP Racing Road Car technical department.

DESIGN & DEVELOPMENT

The whole process of design and development is carried out at our headquarters in Coventry. With two brake and an NVH dynomometer on site we are able to reproduce the most demanding test environments. AP Racing designers use the latest computer technology to produce aesthetic and effective brake calipers at the affordable prices the markets demands.

MANUFACTURING

The introduction of a purpose built semi automated manufacturing facility for AP Racing Road Car and Performance products enabling them to benefit from the very latest manufacturing techniques and systems providing AP Racing with the ability to produce brake calipers for models in production at up to 15,000 vehicles per annum.

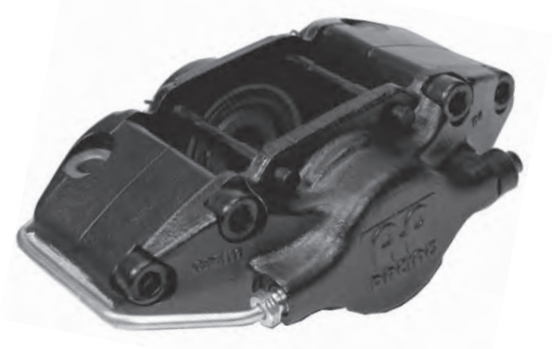
IMPORTANT SAFETY NOTE FOR CUSTOMERS

All AP Racing brake calipers are designed and exhaustively tested to ensure they meet a set of specified parameters for both strength and durability. It is important when selecting a brake caliper to ensure that the relevant operating parameters are not exceeded on the application on which the product is to be installed. Technical Data Sheets for Road calipers can be found on our website for most calipers listed but not for all currently.
It is the responsibility of the person specifying these products for a given application to ensure that the design parameters of the product are not exceeded. Please contact AP Racing technical department if the proposed caliper does not have this data available.

TECHNICAL DATA SHEETS - BRAKE CALIPERS

Each Technical Data Sheet is specific to a caliper or family of calipers and details the maximum working pressure and maximum brake torque for each caliper. In addition they also include a guide to the typical gross vehicle weight to which this relates. These guides assume the application to be a standard passenger vehicle fitted with road tyres and therefore deceleration rates above 13m/s² (1.3g) will not be achievable.

CP5119 - 2 Piston - Cast Body - Suits Solid Disc

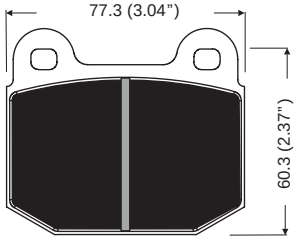


TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
44.5	31.11cm²	1.6Kg	M10x1.0	130.0	33.75	10.20	50.51

SPARE PARTS

Pistons	CP5119-104
Seal Repair Kit	CP4519-L
Pad Abutments	RH = CP5119-148 / LH = CP5119-149
Pad Retainer Pin	CP5119-144
Pad Retainer 'R' Clip	CP5119-134CR3
Anti-Knockback Spring kit	CP6518-4LBLL
Bleed Screw	CP3720-173

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP5119D50	
- Performance road front or rear.	- Cast two piece Aluminium alloy body. - Suits Ø282 x 10.0mm solid discs. - Radial mount, 130.0 x 33.75mm centres. - Advanced black paint finish, protects against corrosion. - Aluminium pistons, fitted with dirt seals. - Pad supports fitted. - Pin pad retainer with 'R' Clip. - 4lb Anti-knockback springs fitted.	- RHT. CP5119-12S4BK - LHT CP5119-13S4BK	**Pad Thickness:** 14.3mm **Pad Area:** 33.7cm² **Pad Depth:** 50.0mm	

BRAKE CALIPERS - Performance Road - 2 & 4 Piston

CP5316 & CP5317 - 2 Piston - Cast Body - Suits Ventilated Disc

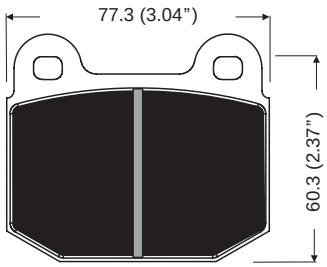
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Caliper Part Number	Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
	Size Ø	Area			Centres	Offset	Hole	'PL'
CP5316-2/3	38.1	22.8cm²	1.5Kg	M10 x 1.0	130.0	27.5	10.1	50.5
CP5317-2/3	41.3	26.8cm²						

SPARE PARTS

Pistons	**CP5316** - CP5128-104 / **CP5317** - CP5317-103
Seal Repair Kit	**CP5316** - CP4525-J / **CP5317** - CP4525-K
Pad Anti-Rattle Clip	CP5119-151
Pad Retainer Pin	CP5119-144
Pad Retainer 'R' Clip	CP5119-134CR3
Bleed Screw Kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP5119D50
- Performance road front or rear.	- Cast two piece Aluminium alloy body. - Suits Ø332 x 26.0mm disc. - Radial mount, 130.0 x 27.5mm centres. - Advanced Black or Red paint finishes, protects against corrosion. - Aluminium pistons, fitted with dirt seals. - Pad supports fitted. - Pin pad retainer with 'R' Clip. - Pad anti-rattle clip fitted.	**For Black Calipers:** **With Ø38.1mm Pistons** - RHT or RHL CP5316-2S0 - LHT or LHL CP5316-3S0 **With Ø41.3mm Pistons** - RHT or RHL CP5317-2S0 - LHT or LHL CP5317-3S0 **For Red Calipers:** add **'R2'** to end of part numbers e.g. **CP5316-2S0R2**	**Pad Thickness:** 14.3mm **Pad Area:** 33.7cm² **Pad Volume:** 50.0cm³



CP5100 - 4 Piston - 130mm Radial Mount - Suits Ø295x25.4mm Discs

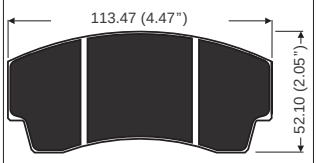
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
38.1	45.6cm²	1.9Kg	M10x1.0	130.0	47.4	10.1	53.05

SPARE PARTS

Pistons	CP5404-160
Seal Repair Kit	CP4519-JJ
Wear Plates	CP5100-210 x 2 / CP5100-211 x 2
Pad Retainer	Sleeve - CP5100-117 / Bolt - CP5100-210
Anti-Knockback Spring kit	CP6518-4LBLL
Pad Anti-Rattle Clip	CP5100-140
Bleed Screw	CP3720-173

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3345D44
- Performance road front or rear.	- Cast two piece Aluminium alloy body. - Suits Ø295 x 25.4mm ventilated iron discs. - Radial mount, 130.0 x 47.4mm centres. - Advanced Black or Red paint finish, protects against corrosion. - Aluminium pistons, fitted with dirt seals. - Stainless steel wear plates. - Pad anti-rattle clip fitted. - 4lb Anti-knockback springs fitted.	**For Black Calipers:** - RHT CP5100-806S4 - LHT CP5100-807S4 - RHL CP5100-808S4 - LHL CP5100-809S4 **For Red Calipers:** add **'R2'** to end of part numbers e.g. **CP5100-802S4R2**	**Pad Thickness:** 16.0mm **Pad Area:** 43.4cm² **Pad Depth:** 44.1mm



CP7600 - 4 Piston - 130mm Radial Mount - Suits Ø295x24.0mm Discs

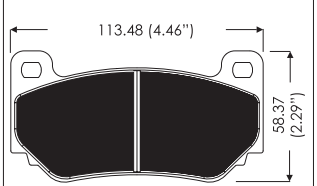
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
38.1	45.6cm²	2.6Kg	M10x1.0	130.0	47.4	10.1	53.0

SPARE PARTS

Pistons	CP6200-104
Seal Repair Kit	CP4525-JJ
Wear Plates	CP7605-117 x 4
Pad Retainer Pin	CP7600-109
Pad Anti-Rattle Clip	CP7600-122
Bleed Screw Kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP7600D46
- Performance road front or rear.	- Cast two piece Aluminium alloy body. - Suits Ø295 x 24mm ventilated iron discs. - Radial mount, 130.0 x 47.4mm centres. - Boot type dirt seals fitted. - Advanced Black or Red paint finish, protects against corrosion. - Aluminium pistons, fitted with dirt seals. - Stainless steel wear plates. - Pad anti-rattle clip fitted.	**For Black Calipers:** - RHT CP7600-2S0 - LHT CP7600-3S0 - RHL CP7600-4S0 - LHL CP7600-5S0 **For Red Calipers:** add **'R2'** to end of part numbers e.g. **CP7600-2S0R2**	**Pad Thickness:** 16.0mm **Pad Area:** 43.5cm² **Pad Depth:** 46.2mm



CP9200 Front & CP9202 Rear - 4 Piston, Two Piece Forged Calipers

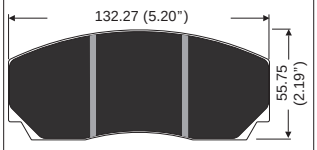
CP9200 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated.

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
38.1 x 2 / 41.3 x 2	49.56cm²	2.43Kg	M10x1.0	152.0	46.86	10.1	60.36
CP9202 TECHNICAL SPECIFICATIONS							
27.0 x 4	22.72cm²	2.48Kg	M10x1.0				

SPARE PARTS

Pistons	**Ø27.0** - CP9202-108 / **Ø38.1** - CP9200-108 / **Ø41.3** - CP9200-109
Seal Repair Kit	**CP9200** - CP4527-JK / **CP9202** - CP4527-CC
Pad Retainer	**Tube** - CP5200-124 / **Bolt** - CP3596-112ST
Pad Anti-Rattle Clip	CP5200-151
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP3215D50
- Performance front and rear.	- Two piece forged Aluminium alloy body - increased caliper rigidity. - Suits Ø330 x 28mm ventilated iron discs. - Radial mount, 152.0 x 46.86mm centres. - Boot type dirt seals fitted. - Advanced Black or Red paint finish, protects against corrosion. - Pad anti-rattle clip fitted. - CP9200 replaces CP5200 calipers, but is not a direct replacement.	**CP9200 Black Calipers:** - RHT CP9200-2S0BG / LHT CP9200-3S0BG / RHL CP9200-4S0BG / LHL CP9200-5S0BG **CP9202 Black Calipers:** - RHT CP9202-2S0BG / LHT CP9202-3S0BG / RHL CP9202-4S0BG / LHL CP9202-5S0BG **For Red Calipers:** add **'R2'** to end of part numbers e.g. **CP9200-2S0R2 or CP9202-2S0R2**	**Pad Thickness:** 16.8mm **Pad Area:** 57.4cm² **Pad Volume:** 70.44cm³



CP8316 - 6 Piston - Heavy Duty Caliper

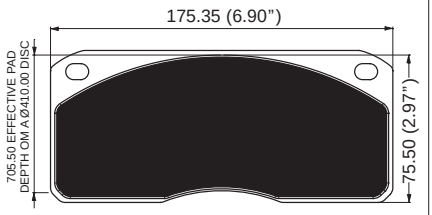
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
36.0 x 2 / 38.1 x 2 / 41.3 x 2	70.0cm²	6.10Kg	M10x1.0	210.0	52.0	14.2	92.5

SPARE PARTS

Pistons	**Ø36.0** - CP6609-107 / **Ø38.1** - CP6200-104 / **Ø41.3** - CP6200-105
Seal Repair Kit	CP4525-HJK
Wear Plates	CP8310-114 x 2 / CP8310-115 x 2
Pad Retainer	**Tube** - CP8310-110 / **Bolt** - CP2889-107
Pad Anti-Rattle Clip	CP8310-111
Bleed Screw Kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP8310D70
- Performance heavy duty road. - SUV. - Armoured vehicles.	- Two piece cast Aluminium alloy body. - Radial mount, 210 x 52mm ctrs. - Suits Ø410 x 35.6mm disc. - Large pad area. - Suitable for vehicle up to 4 tonnes and higher line pressures. - Aluminium alloy pistons. - Boot type dirt seals fitted. - Advanced Red paint finish, protects against corrosion. - Steel wear plates - Pad anti-rattle clip fitted.	**RHT** - CP8316-2S0R2. **LHT** - CP8316-3S0R2	**Pad Thickness:** 17.8mm **Pad Area:** 109.1cm² **Pad Depth:** 70.5mm



CP9040 - 6 Piston, Two Piece Forged Body

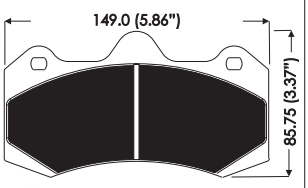
TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	3.7Kg	M10x1.0	152.0	53.2	12.1	68.8

SPARE PARTS

Pistons	**Ø27.0** - CP9040-109 / **Ø31.8** - CP6696-124 / **Ø38.1** - CP6695-124
Seal Repair Kit	CP4527-CEJ
Pad Pins	CP8335-116
Pad Retainer	Tube - CP5555-157 / Bolt - CP3596-112ST
Pad Anti-Rattle Clip	CP9040-108
Bleed Screw Kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP7040D61
- Performance road front.	- Two piece forged Aluminium alloy body. - Radial mount, 152.0 x 53.2mm ctrs. - Suits Ø362mm x 32mm iron disc. - Aluminium alloy pistons. - Boot type dirt seals fitted. - Advanced gloss Black or Red anti-corrosion paint finish. - Pad anti-rattle clip fitted.	**For Black Calipers:** - RHT CP9040-2S0BG - LHT CP9040-3S0BG - RHL CP9040-4S0BG - LHL CP9040-5S0BG **For Red Calipers:** add **'R2'** to end of part numbers e.g. **CP9040-2S0R2**	**Pad Thickness:** 16.75mm **Pad Area:** 72.50cm² **Pad Depth:** 61.0mm



WORLD *Radi-CAL*™ INTRODUCTION

Following on from the success of motorsport Radi-CAL ™ ranges AP Racing has brought the same design philosophy to the OEM Road and performance market in the form of the World *Radi-CAL* ranges, **WR1, WR2 and Mono R.**

The three ranges all consist of forged 4 and 6 Piston calipers incorporating our patented technology allowing the road user to experience the superior performance that Radi-CAL™ offers.
In addition calipers incorporate all the features demanded by the road market including, dirt seals, an attractive painted finish and noise abatement solutions.

Offering less mass, improved rigidity and better cooling characteristics than conventional brake caliper designs, the Radi-CAL™ concept represents a major innovation in braking technology. The patented design was first developed by AP Racing in 2007 for motorsport applications, and since then we have produced over 90 generation 1 and 2 different Radi-CAL™ caliper designs for Race, OEM and Performance upgrades markets. Generation 2 offers increased rigidity, reduce weight compared to Generation 1 variants.

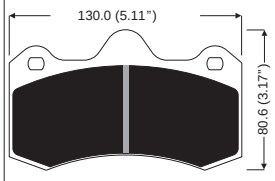
AP Racing is constantly refining its Radi-CAL™ brake caliper designs, and the concept is protected by patents across Europe and in numerous other countries including the USA, China and Japan.
To complement these calipers AP Racing also supply a range of discs, pads and fluids. AP Racing always recommend the use of AP Racing brake discs, brake pads and brake fluids with our calipers to achieve optimum performance and comfort.
For more detailed information please contact the AP Racing technical department for further assistance.

WR1 - CP8530, CP8540 & CP8560 - GENERATION 1, 4 PISTON Radi-CAL™ Radial, 195.0mm Mounting Centres

CP8530 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
38.1 x 2 / 41.3 x 2	49.4cm²	3.35Kg	M10x1.0	195.0	36.0	12.1	55.0
CP8540-2/3/4/5 TECH - SPECIFICATIONS					34.0		
28.6 x 2 / 31.8 x 2	28.8cm²	3.40Kg					
CP8540-6/7/8/9 TECH - SPECIFICATIONS					36.0		
28.6 x 2 / 31.8 x 2	28.8cm²	3.40Kg					
CP8560 TECHNICAL SPECIFICATIONS					34.0		
27.0 x 4	22.9cm²	3.42Kg					

SPARE PARTS	
Pistons	**Ø27.0** - CP7555-106 / **Ø28.6** - CP8336-111 / **Ø31.8** - CP8336-116 / **Ø38.1** = CP8335-110 / **Ø41.3** - CP8335-111
Seal Repair Kit	**CP8530** - CP4527-JK / **CP8540** - CP4527-DE / **CP8560** - CP4527-CC
Pin Pad Retainer	CP8335-116
'H' Pieces	**CP8530** - CP8530-106 / **CP8540-2/3/4/5** - CP8540-106 / **CP8540-6/7/8/9** - CP8530-106 / **CP8560** - CP8540-106
'H' Piece Bolt	CP3796-121ST
Pad Anti-Rattle Clip	**for 28mm disc** - CP6600-168 & **for 32mm discs** - CP6600-170
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP6600D55
- Performance road use. - Big brake kits. - Front, CP8530. - Rear, CP8540 and CP8560.	- Generation 1 Radi-CAL™ Design. - Forged Aluminium alloy body. - Radial mount, 195mm centres. - Suits the following disc sizes, Up to:- **- CP8350 - Ø390 x 32mm.** **- CP8540-2/3/4/5 - Ø390 x 28mm.** **- CP8540-6/7/8/9 - Ø390 x 32mm.** **- CP8560 - Ø390 x 28mm.** - Aluminium alloy pistons. - Boot type dirt seals fitted. - Advanced gloss Black or Red anti-corrosion paint finish. - Pad anti-rattle clip fitted.	**For Black Calipers:** - **CP8530** - RHT -2S0BG / LHT -3S0BG / RHL -4S0BG / LHL -5S0BG - **CP8540** - RHT -2S0BG / LHT -3S0BG / RHL -4S0BG / LHL -5S0BG - **CP8540** - RHT -6S0BG / LHT -7S0BG / RHL, -8S0BG / LHL -9S0BG - **CP8560** - RHT -2S0BG / LHT -3S0BG / RHL -4S0BG / LHL -5S0BG **For Red Calipers:** add **'R2'** to end of part numbers e.g. **CP8530-2S0R2**	**Pad Thickness:** 16.75mm **Pad Area:** 64.6cm² **Pad Depth:** 55.0mm 

TYPICAL BRAKE DISCS TO SUIT - WR1, CP8530, CP8540, CP8560 & WR2, CP9540, CP9541, CP9542 CALIPERS - All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Mounting Holes No.	Mounting Holes Bobbin Part No.	Airgap	No. of vanes	Weight (Kg)	Face depth
CP6565-182CG12 / -183CG12	356.0	28.0	222.5	243.00	200.00	7.00	12 Bolted	N/A	13.5	48	/	D55
CP7177-110G8 / -111G8	356.0	32.0	228.6	244.63	211.60	6.43 / 6.58	12 Bolted	N/A	17.0	72	7.40	
CP6565-198GA / -199GA	360.0	28.0	228.6	246.00	208.00	6.50	12	Contact AP Racing	13.5	48	6.10	
CP4542-112CG12 / -113CG12	362.0	32.0	215.9	251.00	195.00	6.43	12 Bolted	N/A	17.5	48	7.30	
CP5914-484CG12 / -485CG12	380.0	28.0	238.0	265.00	218.00	7.03	12 Bolted	N/A	13.5	48	7.60	
CP5914-188GA / -189GA	380.0	32.0	245.5	265.00	223.00	6.45 / 6.55	12	Contact AP Racing	13.5	48	/	
CP7177-130CG12 / -131CG12	390.0	32.0	223.0	247.00	245.20	7.00	12 Bolted		17.0	72	10.10	

BRAKE CALIPERS - World Radi-CAL™ WR2 & Mono R 4 Piston Calipers

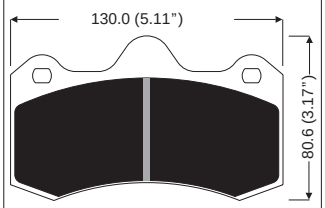
WR2 - CP9540, CP9541 & CP9542 - GENERATION 2, 4 PISTON Radi-CAL™

CP9540 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
38.1 x 2 / 41.3 x 2	49.56cm²	3.27Kg	M10x1.0	195.0	**-2/3/4/5** = 36.0 **-6/7/8/9** = 34.0	12.1	70.0
CP9541 TECH - SPECIFICATIONS							
28.6 x 2 / 31.8 x 2	28.8cm²	3.31Kg			**-2/3/4/5** = 36.0 **-6/7/8/9** = 34.0		
CP9542 TECH - SPECIFICATIONS							
27.0 x 4	22.9cm²	3.37Kg			**-2/3/4/5** = 36.0 **-6/7/8/9** = 34.0		

SPARE PARTS

Pistons	**Ø27.0** - CP7555-106 / **Ø28.6** - CP8336-111 / **Ø31.8** - CP8336-116 / **Ø38.1** = CP8335-110 / **Ø41.3** - CP8335-111
Seal Repair Kit	**CP9540** - CP4527-JK / **CP9541** - CP4527-DE / **CP9542** - CP4527-CC
Pin Pad Retainer	For **-2/3/4/5** Calipers it's CP7555-182 **& -6/7/8/9** Calipers it's CP8335-116
Pad Anti-Rattle Clip	For **-2/3/4/5** Calipers it's CP9540-107 & **-6/7/8/9** Calipers it's CP9540-108
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP6600D55
- Performance road use. - Big brake kits. - Front, CP9540. - Rear, CP9541 and CP9542.	- Generation 2, Forged Aluminium alloy body. - Radial mount, 195mm centres. - Suits the following disc sizes:- - Ø380 x 32mm **- CP9540, CP9541 & CP9542-2/3/4/5.** - Ø380 x 28mm **- CP9540, CP9541 & CP9542-6/7/8/9.** - Aluminium alloy pistons. - Boot type dirt seals fitted. - Advanced gloss Black, Red or Silver anti-corrosion paint finish available. - Pad anti-rattle clip fitted.	**For Black Calipers:** - **CP9540** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL-5S0BG4 - **CP9541** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL-5S0BG4 - **CP9542** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL-5S0BG4 **For Red Calipers:** add **'R12'** to end of part numbers e.g. **CP9540-2S0R12** **For Silver Calipers:** add **'S10'** to end of part numbers e.g. **CP9540-2S0S10**	**Pad Thickness:** 16.75mm **Pad Area:** 64.6cm² **Pad Depth:** 55.0mm 

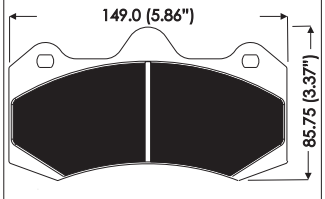
WR Mono R - CP9580, CP9581 & CP9582 - GENERATION 2, 4 PISTON Radi-CAL™

CP9580 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight	Hydraulic	Radial Mounting (mm)			
Size Ø	Area	(No pads)	Threads	Centres	Offset	Hole	'PL'
38.1 x 2 / 41.3 x 2	49.56cm²	3.16Kg	M10x1.0	195.0	36.0	12.1	55.0
CP9581 TECH - SPECIFICATIONS							
28.6 x 2 / 31.8 x 2	28.8cm²	3.2Kg					
CP9582 TECH - SPECIFICATIONS							
27.0 x 4	22.9cm²	3.24Kg					

SPARE PARTS

Pistons	**Ø27.0** - CP9580-106 / **Ø28.6** - CP9580-112 / **Ø31.8** - CP9580-113 / **Ø38.1** - CP9580-109 / **Ø41.3** - CP9580-110
Seal Repair Kit	**CP9580** - CP4527-JK / **CP9581** - CP4527-DE / **CP9582** - CP4527-CC
Pin Pad Retainer	CP7715-114
Pad Anti-Rattle Clip	CP9580-119
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP7040D61
- Performance road use. - Big brake kits. - Front, CP9580. - Rear, CP9581 and CP9582.	- Generation 2, **Forged Monobloc,** (one piece) aluminium alloy body, for superior dynamic performance against the two piece World Radi-CAL™ 1 & 2 types. - Suits multiple vehicle platforms and applications up to 2.5 tonnes gross vehicle weight. - Radial mount, 195mm centres. - Suits the following disc sizes:- - Ø380 x 32mm **- CP9580, CP9581 & CP9582-2/3/4/5.** - Ø380 x 28mm. **CP9580, CP9581 & CP9582-6/7/8/9.** - Aluminium alloy pistons. - Boot type dirt seals fitted. - Advanced gloss Black, Red or Silver anti-corrosion paint finish available. - Pad anti-rattle clip fitted.	**For Black Calipers:** - **CP9580** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL-5S0BG4 - **CP9581** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL-5S0BG4 - **CP9582** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL-5S0BG4 **For Red Calipers:** add **'R12'** to end of part numbers e.g. **CP9580-2S0R12** **For Silver Calipers:** add **'S10'** to end of part numbers e.g. **CP9580-2S0S10**	**Pad Thickness:** 16.75mm **Pad Area:** 72.5cm² **Pad Depth:** 61.0mm 

TYPICAL BRAKE DISCS TO SUIT CP9580 / CP9581 / CP9582 CALIPERS

- All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Bolted Mounting Holes		Airgap	No. of vanes	Weight (Kg)	Face depth
							No.	Bobbin Part No.				
CP5914-484GA / -485GA	380.0	28.0	238.0	265.00	218.00	7.03	12 Bolted	N/A	13.5	48	7.60	D55
CP7177-132CG12 / 133CG12	380.0	32.0	214.2	236.50	195.00	7.00	12	CP6920-10K12	17.0	72	9.70	D61

BRAKE CALIPERS - World *Radi-CAL*™ - WR1 & WR2, 6 Piston Calipers

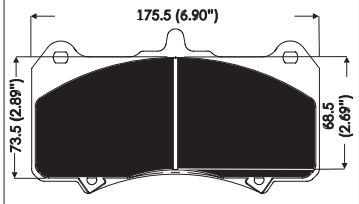
WR1 - CP8520, CP8521 & CP8522 - GENERATION 1, 6 PISTON Radi-CAL™

CP8520 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
31.8 x 2 / 36.0 x 2 / 41.3 x 2	62.5cm²	4.65Kg	M10x1.0	195.0	49.50	12.1	70.0
CP8521 TECHNICAL SPECIFICATIONS							
31.8 x 4 / 41.3 x 2	58.6cm²	4.70Kg					
CP8522 TECHNICAL SPECIFICATIONS							
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	4.75Kg					

SPARE PARTS

Pistons	**Ø27.0** - CP7555-106 / **Ø31.8** - CP8336-116 / **Ø36.0** - CP8520-107 / **Ø38.1** = CP8335-110 / **Ø41.3** - CP8335-111
Seal Repair Kit	**CP8520** - CP4527-EHK / **CP8521** - CP4527-EEK / **CP8522** - CP4527-CEJ
Pin Pad Retainer	CP7555-116
'H' Pieces	CP8520-106
'H' Piece Bolt	CP3596-112ST
Pad Anti-Rattle Clip	CP8520-110
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP7555D70
- Performance road use. - Big brake kit. Front.	- Generation 1, Forged two piece Aluminium alloy body. - Radial mount, 195.0mm x 49.5mm centres. - Suitable for disc diameters Ø410.0 Max / Ø380.0mm Min x 36mm thick. - Aluminium alloy pistons. - Boot type dirt seals fitted. - Advanced gloss Black or Red anti-corrosion paint finish. - Pad anti-rattle clip fitted.	**For Black Calipers:** - **CP8520** - RHT -2S0BG / LHT -3S0BG / RHL -4S0BG / LHL -5S0BG - **CP8521** - RHT -2S0BG / LHT -3S0BG / RHL -4S0BG / LHL -5S0BG - **CP8522** - RHT -2S0BG / LHT -3S0BG / RHL -4S0BG / LHL -5S0BG **For Red Calipers:** add **'R2'** to end of part numbers e.g. **CP8520-2S0R2**	**Pad Thickness:** 16.75mm **Pad Area:** 108.9cm² **Pad Depth:** 70.0mm 

TYPICAL BRAKE DISCS TO SUIT CP8520 / CP8521 & CP8522 CALIPERS

- All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Bolted Mounting Holes No.	Airgap	No. of vanes	Weight (Kg)	Face depth
CP7177-448GA / -449GA	380.0	36.0	214.2	236.0	195.50	7.03	12	17.0	72	11.6	D70
CP7177-406GA / -407GA	390.0	36.0	228.6	247.0	208.0	7.03		17.0	72	11.9	
CP4095-318 / -319CG12	410.0	36.0	245.5	266.0	225.50	8.10		19.5	73	/	

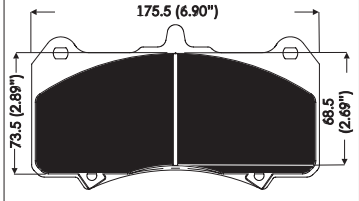
WR2 - CP9560, CP9561 & CP9562 - GENERATION 2, 6 PISTON Radi-CAL™

CP9560 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
31.8 x 2 / 36.0 x 2 / 41.3 x 2	62.5cm²	4.20Kg	M10x1.0	195.0	49.50	12.1	70.0
CP9561 TECHNICAL SPECIFICATIONS							
31.8 x 4 / 41.3 x 2	58.6cm²	4.24Kg					
CP9562 TECHNICAL SPECIFICATIONS							
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	4.28Kg					

SPARE PARTS

Pistons	**Ø27.0** - CP7555-106 / **Ø31.8** - CP8336-116 / **Ø36.0** - CP8520-107 / **Ø38.1** = CP8335-110 / **Ø41.3** - CP8335-111
Seal Repair Kit	**CP9560** - CP4527-EHK / **CP9561** - CP4527-EEK / **CP9562** - CP4527-CEJ
Pin Pad Retainer	CP7555-116
Pad Anti-Rattle Clip	CP9560-107
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP7555D70
- Performance road use. - Suit multiple vehicle platforms and applications up to 2.5 tonnes gross vehicle weight. - Big brake kit. Front.	- Generation 2 Radi-CAL™ design. - Forged two piece Aluminium alloy body. - Radial mount, 195.0mm x 49.5mm centres. - Suitable for disc diameter, Ø390.0mm x 36mm thick. - Aluminium alloy pistons. - Boot type dirt seals fitted. - Advanced gloss Black, Red or Silver anti-corrosion paint finish. - Pad anti-rattle clip fitted.	**For Black Calipers:** - **CP9560** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL -5S0BG4 - **CP9561** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL -5S0BG4 - **CP9562** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL -5S0BG4 **For Red Calipers:** add **'R12'** to end of part numbers e.g. **CP9560-2S0R12** **For Silver Calipers:** add **'S10'** to end of part numbers e.g. **CP9560-2S0S10**	**Pad Thickness:** 16.75mm **Pad Area:** 108.9cm² **Pad Depth:** 70.0mm 

TYPICAL BRAKE DISCS TO SUIT CP9560 / CP9561 & CP9562 CALIPERS

- All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Mounting Holes No.	Airgap	No. of vanes	Weight (Kg)	Face depth
CP7177-448GA / -449GA	380.0	36.0	214.2	236.0	195.50	7.03	12 Bolted	17.0	72	11.6	D70
CP7177-124GA / -125GA	390.0		223.0	247.0	202.00	7.00				11.95	
CP7177-406GA / -407GA			228.6		208.00	7.03				11.90	

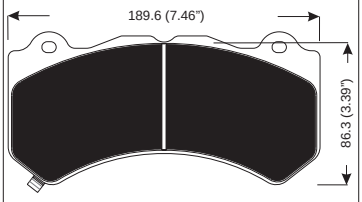
WR Mono - CP9570, CP9571 & CP9572 - GENERATION 2, 6 PISTON Radi-CAL™

CP9570 TECHNICAL SPECIFICATIONS - All Dimensions in mm unless stated

Pistons (mm)		Weight (No pads)	Hydraulic Threads	Radial Mounting (mm)			
Size Ø	Area			Centres	Offset	Hole	'PL'
31.8 x 2 / 36.0 x 2 / 41.3 x 2	62.5cm²	4.20Kg	M10x1.0	195.0	49.50	12.1	70.0
CP9571 TECHNICAL SPECIFICATIONS							
31.8 x 4 / 41.3 x 2	58.6cm²	4.24Kg					
CP9572 TECHNICAL SPECIFICATIONS							
27.0 x 2 / 31.8 x 2 / 38.1 x 2	50.1cm²	4.28Kg					

SPARE PARTS

Pistons	**Ø27.0** - CP7555-106 / **Ø31.8** - CP8336-116 / **Ø36.0** - CP8520-107 / **Ø38.1** = CP8335-110 / **Ø41.3** - CP8335-111
Seal Repair Kit	**CP9570** - CP4527-EHK / **CP9571** - CP4527-EEK / **CP9572** - CP4527-CEJ
Pin Pad Retainer	CP7555-182
'H' Piece and Bolt	H-Piece - CP9570-106 / Bolt - CP3894-139ST
Pad Anti-Rattle Clip	CP9555-110
Bleed Screw kit	CP3880-1

TYPICAL APPLICATIONS	FEATURES	PART NUMBERS	BRAKE PAD PART NUMBER - CP9555D65
- Performance Road Front. - Pickup Trucks, SUV and 4x4. - Suit multiple vehicle platforms and applications up to 3.5 tonnes gross vehicle weight.	- Generation 2 Radi-CAL™ design. - Forged Monobloc, (one piece) aluminium alloy body, for most dynamic performance against World Radi-CAL 1 & 2 brake caliper families. - Suits Ø410mm Max or 370mm Min x 36mm Max or 35mm Min thick discs. - Radial mount, 195.0mm x 49.5mm centres. - Aluminium alloy pistons. - Boot type dirt seals fitted. - Advanced gloss Black, Red or Silver anti-corrosion paint finish. - Pad anti-rattle clip fitted.	**For Black Calipers:** - **CP9570** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL -5S0BG4 - **CP9571** - RHT -2S0BG4 / LHT-3S0BG4 / RHL -4S0BG4 / LHL -5S0BG4 - **CP9572** - RHT -2S0BG4 / LHT -3S0BG4 / RHL -4S0BG4 / LHL -5S0BG4 **For Red Calipers:** add **'R12'** to end of part numbers e.g. **CP9570-2S0R12** **For Silver Calipers:** add **'S10'** to end of part numbers e.g. **CP9570-2S0S10**	**Pad Thickness:** 16.65mm **Pad Area:** 119.0cm² **Pad Depth:** 65.0mm 

TYPICAL BRAKE DISCS TO SUIT CP9570 / CP9571 & CP9572 CALIPERS

- All Dimensions in mm unless stated

Disc Part Number	Diameter	Thickness	PCD	Eye Dia.	Inside Flange Ø	Flange Thickness	Mounting Holes No.	Airgap	No. of vanes	Weight (Kg)	Face depth
CP3784-488GA / -489GA	370.0	36.0	209.6	227.0	188.0	7.03	12 Bolted	16.0	48	11.5	D70
CP7177-448GA / -449GA	380.0		214.2	236.0	195.5			17.0	72	11.6	
CP7177-124GA / -125GA	390.0		223.0	247.0	202.0	7.00				11.95	
CP7177-406GA / -407GA			228.6		208.0	7.03				11.90	
CP4095-102CG8 / -103CG8	410.0		245.5	266.0	225.5	8.10		19.0	73	/	
CP4095-318CG12 / -319CG12			245.5	265.8	223.0	7.03				12.1	

CUSTOMER NOTES

BRAKE CALIPERS - Technical Information & Replacement Caliper Seals

RECOMMENDED TIGHTENING TORQUES

AP Racing recommended tightening torques for the following products:

- M6 & ¼ UNF Pad Retaining Bolts: **- 18Nm**
- M4 Pad abutment cap head screws: (use loctite 242) **- 3.5Nm**
- M4 wear sensor clamp screw: (Use loctite 243) **- 3.0Nm**
- Cross pipe tube nuts: (Use loctite 648 inside tube nuts, with 7649 activator) **- 24Nm FOR RACE CALIPERS ONLY.**

IMPORTANT NOTE - FOR ROAD CALIPERS CONTACT AP RACING TECHNICAL DEPARTMENT.

- 3/8"UNF Adaptors and Banjo bolts:

- With one copper gasket: **- 13Nm + 45°**
- With two copper gaskets: **- 13Nm + 90°**

Resulting maximum torque must not exceed: **- 30Nm**

- CP6300 Dry Break Connector into caliper: **- 13Nm**

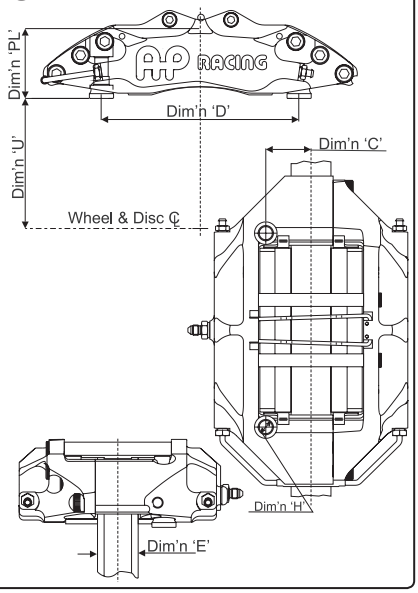
(Loctite 270 can be used)

- Dry Break connector cap: - **4Nm**
- Bleed Screws: **- 17Nm**

BASIC DIMENSIONS

The drawing below offers a brief explanation of basic AP Racing Drawing dimensions.

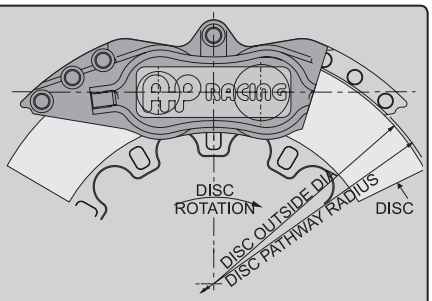
Dim'n	Descriptions
PL	Top of the pad material to mounting hole boss face, (hole centre-line on lug type calipers).
C	Offset - Disc centre line to centre of mounting hole (mounting face on lug type calipers)
D	Mounting hole centres.
H	Mounting hole diameters.
E	Disc width.
U	Wheel centre to caliper mounting hole boss. (disc diameter / 2 - 'PI' dimension).



DISC PATHWAY CLEARANCE

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

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



ANTI-KNOCKBACK SPRINGS

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

Spring Load.	Piston ØF. Up to 34mm.	Free Length & Wire Ø. (mm)	Piston ØG. 34.9mm & above.	Free Length & Wire Ø. (mm)
4lbs	CP2632-113	38.43 & 0.91	CP2667-105	39.88 & 1.22
7lbs	CP4100-121	39.88 & 1.02	CP2667-113	39.88 & 1.29
9lbs	CP3432-134	49.02 & 1.02	CP2667-125	70.36 & 1.29
12lbs	CP2632-129	58.50 & 1.29	CP2667-154	70.36 & 1.49

Anti-Knockback Spring Kits.

Caliper Type	Part Number	Contents
4 Piston	CP6518-4LBSS	4 x CP2632-113
	CP6518-4LBLL	4 x CP2667-105
	CP6518-7LBLL	4 x CP2667-113
	CP6518-9LBLL	4 x CP2667-125
6 Piston	CP6518-4LBSSL	4 x CP2632-113 & 2 x CP2667-105
	CP6518-7LBSSL	4 x CP4100-121 & 2 x CP2667-113
	CP6518-9LBSSL	4 x CP3432-134 & 2 x CP2667-125

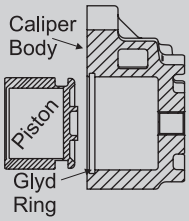
REPLACEMENT CALIPER SEALS

Brake calipers are a safety critical item and AP Racing recommend that calipers are reconditioned and piston seals inspected regularly to maintain optimum performance. Where calipers have been subjected to high temperatures or have been used in adverse conditions e.g. Off Road / Rallying, the calipers should be reconditioned and seals replaced more frequently to ensure that safety and performance levels are maintained. When cleaning calipers use warm soapy water or an alcohol based cleaning fluid e.g. Methylated Spirits.

DO NOT USE PETROL, GASOLINE OR MINERAL OIL CLEANER / LUBRICATE as this will damage the seals. Replacement seal kits are available for all AP Racing brake calipers. Depending on the seal type being replaced the following recommended procedures should be followed. To find correct seal kit see page 26.

CP4509 (SEAL ON PISTON)

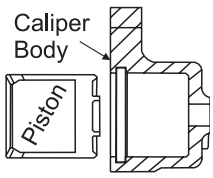
1) Soak new seals in brake fluid for minimum of 30 minutes.
2) Clean brake caliper with warm soapy water and dry off.
3) With the pads removed insert a brake disc or block into the centre of the caliper. Using either hydraulic pressure or compressed air carefully extend all pistons against the disc or block. Remove block and remove pistons. Keep all body parts away from escaping air and caliper pistons.



CAUTION: Your caliper is fitted with a Glyd Ring just inside the opening of each caliper bore. This ring should be examined and replaced if caliper has been subjected to high temperatures or used in adverse conditions e.g. Off Road / Rallying or not changed for a year.
4) Carefully remove old seals from piston with a narrow blunt edged tool.
5) Ensure that caliper bores, seal grooves and pistons are clean and free from debris and moisture. **Use only** Alcohol based cleaning fluid, **not Mineral oil.**
6) Carefully fit replacement seal into groove on piston ensuring that it seats correctly in the groove. Check seals are free from damage and correctly seated in groove not twisted or kinked.
7) Carefully engage piston into caliper bore and using a suitable rigid flat bar to apply even pressure, push pistons fully into body. N.B. Excessive force should not be necessary. If piston does not slide smoothly into bore remove & check seal has been fitted correctly.

CP4518 & CP8518 (SEAL IN BORE)

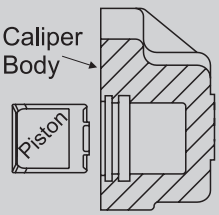
1) Soak new seals in brake fluid for minimum of 30 minutes.
2) Clean brake caliper with warm soapy water and dry off.
3) With the pads removed insert a brake disc or block into the centre of the caliper. Using either hydraulic pressure or compressed air carefully extend all pistons against the disc or block. Remove block and remove pistons. Keep all body parts away from escaping air and caliper pistons.



4) Carefully remove old seals with a narrow blunt edged tool.
5) Ensure that caliper bores, seal grooves and pistons are clean and free from debris and moisture. **Use only** Alcohol based cleaning fluid, **not Mineral oil.**
6) Carefully fit replacement seal into groove in caliper body ensuring that it seats correctly in the groove. Check seals are free from damage and correctly seated in groove not twisted or kinked.
7) Carefully engage piston into caliper bore and using a suitable rigid flat bar to apply even pressure, push pistons fully into body.
N.B. Excessive force should not be necessary. If piston does not slide smoothly into bore remove & check seal has been fitted correctly.

CP4519 (SEAL IN BORE WITH DIRT SEAL)

1) Soak new pressure seals in brake fluid for minimum of 30 minutes. Do not soak dirt seals (double lip).
2) Clean brake caliper with warm soapy water and dry off.
3) With the pads removed insert a brake disc or block into the centre of the caliper. Using either hydraulic pressure or compressed air carefully extend all pistons against the disc or block. Remove block and remove pistons. Keep all body parts away from escaping air and caliper pistons.



4) Carefully remove both old seals with a narrow blunt edged tool.

CP4519 (SEAL IN BORE WITH DIRT SEAL) CON'T.

5) Ensure that caliper bores, seal grooves and pistons are clean and free from debris and moisture. **Use only** Alcohol based cleaning fluid, **not Mineral oil.**

6) Carefully fit both replacement seals into groove in caliper body ensuring that they seat correctly in the grooves. Check seals are free from damage and correctly seated in grooves not twisted or kinked.

7) Carefully engage piston into caliper bore and using a suitable rigid flat bar to apply even pressure, push pistons fully into body. N.B. Excessive force should not be necessary. If piston does not slide smoothly into bore remove & check seals has been fitted correctly.

CP4525 & CP4527 (BOOT TYPE WITH DIRT SEAL)

Removal: Before removal procedure begins the brake caliper should be thoroughly cleaned using warm soapy water only. Ensure that all hydraulic ports are sealed before cleaning and dry caliper thoroughly before work begins.

Do not use chemical cleaners of any kind or petrol/gasoline or mineral oil based, as these will cause permanent damage to the new seals.

1) Use a reaction block selected to fill the full width of the caliper pathway as shown in fig.1. This block must span the length of the caliper opening and be well supported between the brake pad abutments at either end of the caliper.

2) Loosely insert a hydraulic fitting (M10x1.0) into the caliper feed port as shown in fig.2 (a spare Bleed Screw loosely fitted will suffice). Do not tighten to form a seal.

3) Press a hand held air gun against the fitting as shown in fig.3 and allow a short, high pressure burst of air to enter the caliper (a perfect seal between the air gun and fitting is neither necessary or advisable). Keep all body parts away from escaping air and caliper pistons.

4) A single burst of air should be sufficient to extend all pistons at once as shown in fig.4. If one or more pistons remain jammed in the caliper body after repeating this step then the caliper may need to be returned to AP Racing for assessment. Please contact AP Racing Technical for assistance.

5) Remove reaction block. It is possible that the dirt seals may become detached from the caliper body at this point. If so the pistons can be carefully pulled from the caliper body with dirt seals attached. It is also possible that the dirt seal may become detached from the piston in which case the piston should be pulled through the dirt seal to remove. Where dirt seal remains attached to both piston and caliper body a small blunt instrument (such as a rounded off screwdriver, see fig.10) should be used to carefully release the dirt seal from the piston, as shown in fig.5.

6) Fig.6 shows pistons removed with dirt seals remaining attached to caliper body.

7) The dirt seal can now be removed by carefully inserting a narrow, blunt blade (such as a medium sized screwdriver) through the seal opening and between the outer ring of the seal and the back wall of the dirt seal recess as shown in fig.7. By gently turning the screwdriver the seal should work free. Only very light force is required to perform this operation. Never use excessive force as damage to caliper body may result.

8) Once dirt seal is removed the pressure seal will be exposed, located in the groove in the caliper body as shown in fig.8.

9) Using the small blunt instrument from step 5 (see fig.10), carefully remove the pressure seal from the caliper body as shown in fig.9.

10) All dirt and pressure seals should be removed from the caliper by following the above procedure. Before new seals are fitted all pistons and the caliper body should be inspected for damage. If damage of any kind is present on either the caliper bores or piston outer diameters the caliper should be considered unfit for use and either replaced of returned to AP Racing for assessment. If in doubt regarding any aspect of caliper safety please contact AP Racing Technical for assistance.

Refitting:

11) Before re-assembly ensure that all parts are perfectly clean and free from debris or moisture. Replacement pressure seals should be soaked in AP Racing brake fluid for 30 minutes prior to fitment. Do not remove excess brake fluid as the excess will aid fitment of pistons. Do not soak dirt seals.

12) Carefully fit pressure seal into groove in caliper body ensuring that it seats correctly in the groove. Seal should be free from damage and not be twisted or kinked. Pre-assemble dirt seal on piston (seal locates in groove on piston end). Carefully slide piston into caliper bore (pressure seal must already have been installed as shown in fig.11. Only light pressure applied by hand is required. If piston does not slide easily into place, remove and inspect parts. If difficulty is experienced when installing pistons please contact AP Racing Technical for assistance.

13) The dirt seals can now be pressed into caliper body. Carefully locate seal in caliper body using finger pressure only. Then select a suitable rigid, flat bar or similar as shown in fig.12. and position to cover dirt seal.

14) Apply slow and even pressure to dirt seal using bar as shown in fig.13. Care must be taken to ensure that dirt seal is inserted square to the caliper body.

15) On correct installation the dirt seal should sit flush with the caliper body as shown in fig.14. Repeat steps 12 to 15 to fit all remaining pistons and seals. Once calipers are refitted to vehicle a pressure test should be carried out to check for leaks. With the engine running press the brake pedal and hold at a constant load for 60 seconds. No 'sinking' of the brake pedal should occur. If the pedal does 'sink' (travel further when under constant/steady load) it should be considered that a leak in the brake system is present. If a leak is suspected check all hydraulic joints and inspect re-conditioned calipers. If cause of leak cannot be identified contact AP Racing Technical for assistance before vehicle is used. The repair kit may also contain 2 off small 'O'Rings for replacement of Bleed Screw seals where fitted. There may also be replacement Bleed Screw dust caps included. Where included these parts should be fitted to the brake caliper. Replacement seal kit details for all piston configurations used in AP Racing brake calipers "seal in bore", "seal on piston" and "seal in bore with dirt seals" are given in the table on page 26.


fig 1.


fig 2.


fig 3.


fig 4.


fig 5.


fig 6.


fig 7.


fig 8.

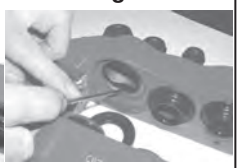


fig 9.


fig 10.


fig 11.


fig 12.


fig 13.


fig 14.

ORDERING

To determine the correct seal kit proceed as follows:-

1) If you know the part number of your caliper then determine the correct part number of the kit required by referring to the individual caliper listings.

2) If you do not know the part number of your caliper then proceed as follows:-

a) measure the nominal piston diameters.

b) determine the type by comparison with the drawings on pages 24/25.

c) Look at the column (caliper bore in mm) identify your sizes. The relevant kit number can be found on the right.

d) When ordering please quote the seal kit part no, given from the relevant table, then contact your nearest AP Racing stockist for availability.

3) Each kit contains seals to repair one caliper:-

a) One letter after Kit Nos = 2 seals, e.g. -J

b) Two letters after Kit Nos= 4 seals, e.g. -JJ

c) Three letters after Kit Nos = 6 seals, e.g. -CEJ

d) Four letters after kit Nos = 8 seals, e.g. -AEAE

NB. Kits are priced more competitively compared to purchasing individual seals.

NB. With CP4519, CP4525 and CP4527 seal kits, the appropriate number of dirt seals and or boot seals are also included.

NB. Kits contain one caliper set of seals e.g. 2, 4, 6, or 8.

BRAKE CALIPERS - Replacement Caliper Seals

Caliper Bore identification Letters and Size Reference mm (inch)												
A = 25.4 (1.00")	**B** = 26.0	**C** = 27.0 (1.06")	**D** = 28.6 (1.125")	**E** = 31.8 (1.25")	**F** = 34.0	**G** = 34.9 (1.375")	**H** = 36.0	**J** = 38.1 (1.50")	**K** = 41.3 (1.625")	**L** = 44.5 (1.75")	**M** = 47.6 (1.875")	**N** = 50.8 (2.00")

CP4518 & CP8518- 'Seal in bore' Replacement seals and kit part numbers for Race Calipers

Caliper Bore	CP4518 - 'Standard' high temperature seals. Individual Part No.	Seal Kits	CP8518 - 'Very' high temperature seals. Individual Part No.	Seal Kits	Caliper
25.4	CP4900-172	CP4518-A			
31.8	CP4900-168	CP4518-E			
36.0	CP4900-165	CP4518-H			
38.1	CP4900-164	CP4518-J			2 Piston
41.3	CP4900-163	CP4518-K			
44.5	CP4900-162	CP4518-L	CP4900-282	CP8518-L	
50.8	CP4900-160	CP4518-N			
25.4	CP4900-172	CP4518-AA			
25.4 / 28.6	CP4900-172 / CP4900.169	CP4518-AD			
25.4 / 31.8	CP4900-172 / CP4900-168	CP4518-AE			
27.0 / 28.6	CP4900-170 / CP4900-169	CP4518-CD			
27.0 / 31.8	CP4900-170 / CP4900-168	CP4518-CE	CP4900-290 / CP4900-288	CP8518-CE	
27.0 / 34.0	CP4900-170 / CP4900-167	CP4518-CF			
27.0 / 34.9	CP4900-170 / CP4900-166	CP4518-CG			
28.6	CP4900-169	CP4518-DD			
28.6 / 31.8	CP4900-169 / CP4900-168	CP4518-DE			
28.6 / 34.9	CP4900-169 / CP4900-166	CP4518-DG	CP4900-289 / CP4900-286	CP8518-DG	
28.6 / 36.0	CP4900-169 / CP4900-165	CP4518-DH			
31.8	CP4900-168	CP4518-EE			
31.8 / 34.9	CP4900-168 / CP4900-166	CP4518-EG			
31.8 / 36.0	CP4900-168 / CP4900-165	CP4518-EH		CP8518-EH	4 Piston
34.0 / 41.3		CP4518-FK			
34.9	CP4900-166	CP4518-GG			
34.9 / 41.3	CP4900-166 / CP4900-163	CP4518-GK	CP4900-286 / CP4900-283	CP8518-GK	
36.0	CP4900-165	CP4518-HH			
36.0 / 38.1	CP4900-165 / CP4900-164	CP4518-HJ			
36.0 / 41.3			CP4900-285 / CP4900-283	CP8518-HK	
36.0 / 44.5	CP4900-165 / CP4900-162	CP4518-HL	CP4900-285 / CP4900-282	CP8518-HL	
38.1	CP4900-164	CP4518-JJ			
38.1 / 41.3	CP4900-164 / CP4900-163	CP4518-JK	CP4900-284 / CP4900-283	CP8518-JK	
38.1 / 44.5	CP4900-164 / CP4900-162	CP4518-JL			
41.3	CP4900-163	CP4518-KK			
41.3 / 44.5	CP4900-163 / CP4900-162	CP4518-KL			
44.5	CP4900-162	CP4518-LL			
44.5 / 47.6	CP4900-162 / CP4900-161	CP4518-LM			
25.4	CP4900-172	CP4518-AAA			
25.4 / 27.0 / 28.6	CP4900-172 / CP4900-170 / CP4900-169	CP4518-ACD	CP4900-292 / CP4900-290 / CP4900-289	CP8518-ACD	
25.4 / 27.0 / 31.8	CP4900-172 / CP4900-170 / CP4900-168	CP4518-ACE			
25.4 / 28.6	CP4900-172 / CP4900-169	CP4518-ADD			
26.0 / 27.0 / 31.8	CP4900-171 / CP4900-170 / CP4900-168	CP4518-BCE	CP4900-291 / CP4900-290 / CP4900-288	CP8518-BCE	
26.0 / 31.8 / 34.9		CP4518-BEG			
26.0 / 31.8 / 36.0	CP4900-171 / CP4900-168 / CP4900-165	CP4518-BEH	CP4900-291 / CP4900-288 / CP4900-285	CP8518-BEH	6 Piston
27.0 / 28.6 / 31.8				CP8518-CDE	
27.0 / 31.8 / 38.1	CP4900-170 / CP4900-168 / CP4900-164	CP4518-CEJ	CP4900-290 / CP4900-288 / CP4900-284	CP8518-CEJ	
28.6 / 31.8 / 41.3	CP4900-169 / CP4900-168 / CP4900-163	CP4518-DEK			
31.8	CP4900-168	CP4518-EEE			
31.8 / 34.0 / 41.3	CP4900-168 / CP4900-167 / CP4900-163	CP4518-EFK	CP4900-288 / CP4900-287 / CP4900-283	CP8518-EFK	
31.8 / 34.9 / 44.5	CP4900-168 / CP4900-166 / CP4900-162	CP4518-EGL			
25.4	CP4900-172 / CP4900-168	CP4518-AEAE			8 Piston

CP4519 - 'Seal in bore' replacement seals and dirt seal Part No.			CP4509 - 'Seal on piston' replacement seals and seal kit Part No.		
41.3	CP4900-163 (CP3477-114) / 113094 Retainer	CP4508-K			
44.5	CP4900-162 (119990) / 3662-298 Retainer	CP4508-L			
31.8	CP4949-110 (CP3477-105)	CP4519-E			
36.0	CP4949-113 (3853-742)	CP4519-H			2 Piston
38.1	CP4949-114 (CP3477-116)	CP4519-J			
41.3	CP4949-115 (CP3477-114)	CP4519-K			
44.5	CP4949-116 (119990)	CP4519-L			
27.0	CP4949-108 (CP4098-106)	CP4519-CC			
27.0 / 31.8	CP4949-108 (CP4098-106) / CP4949-110 (CP3477-105)	CP4519-CE			
28.6 / 36.0	CP2414-118 (4477-108) / CP4949-113 (CP4477-108)	CP4519-DH			
28.6 / 34.9			CP3724-138 CP3724-135	CP4509-DG	
31.8	CP4949-110 (CP3477-105)	CP4519-EE	CP3724-137	CP4509-EE	
31.8 / 36.0			CP3724-137 / CP3724-134	CP4509-EH	
31.8 / 38.1			CP3724-137 / CP3724-133	CP4509-EJ	4 Piston
34.9 / 41.3			CP3724-135 / CP3724-132	CP4509-GK	
36.0 / 38.1	CP4949-113 (3853-742) / CP4949-114 (3865-742)	CP4519-HJ			
38.1	CP4949-114 (CP3477-116)	CP4519-JJ	CP3724-133	CP4509-JJ	
38.1 / 41.3	CP4949-114 (CP3477-116) / CP4949-115 (CP3477-114)	CP4519-JK	CP3724-133 / CP3724-132	CP4509-JK	
38.1 / 44.5			CP3724-133 / CP3724-131	CP4509-JL	
41.3 / 44.5	CP4949-115 (CP3477-114) / CP4949-116 (119990)	CP4519-KL	CP3724-132 / CP3724-131	CP4509-KL	
25.4 / 28.6	CP4900-172 (CP4477-109) / CP4900-169 (CP4477-108)	CP4519-ADD			
27.0 / 31.8 / 38.1	CP4949-108 (CP4098-106) / CP4949-110 (CP3477-105) / CP4949-114 (CP3477-116)	CP4519-CEJ	CP3724-139 / CP3724-137 / CP3724-133	CP4509-CEJ	6 Piston
28.6 / 31.8 / 41.3			CP3724-138 / CP3724-137 / CP3724-132	CP4509-DEK	

CP4525 - 'Seal in bore' - 'Boot type seal' - Replacement seal and kit Part No.			CP4527- 'Seal in bore' - 'Boot type seal' - Replacement seal and kit Part No.		
CP4525 - Individual Seal & Boot Part No.		Seal Kit	CP4527 - Individual Seal & Boot Part No.	Seal Kit	
38.1	CP4949-114 (CP6200-114)	CP4525-J			2 Piston
41.3	CP4949-115 (CP6200-115)	CP4525-K			
27.0	CP4949-108 (CP7040-106)	CP4525-CC	CP4949-108 (CP8420-110)	CP4527-CC	
28.6	CP5107-109 (CP7040-106)	CP4525-DD			
28.6 / 31.8			CP4949-109 (CP6691-101) / CP4949-110 (CP6016-107)	CP4527-DE	
31.8	CP4949-110 (CP6200-112)	CP4525-EE	CP4949-110 (CP6016-107)	CP4527-EE	
31.8 / 36.0	CP4949-116 (CP6200-112) / CP4949-113 (CP6200-114)	CP4525-EH			4 Piston
			CP4949-113 (CP6696-109)	CP4527-HH	
38.1	CP4949-114 (CP6200-114)	CP4525-JJ	CP4949-114 (CP7516-108)	CP4527-JJ	
38.1 / 41.3	CP4949-114 (CP6200-114) / CP4949-115 (CP6200-115)	CP4525-JK	CP4949-114 (CP7516-108) / CP4949-115 (CP7516-109)	CP4527-JK	
27.0 / 31.8 / 38.1	CP4949-108 (CP7040-106) / CP4949-110 (CP6200-112) / CP4949-114 (CP6200-114)	CP4525-CEJ	CP4949-108 (CP8420-110) / CP4949-110 (CP6016-107) / CP4949-114 (CP7516-108)	CP4527-CEJ	
31.8 / 31.8 / 41.3			CP4949-110 (CP6016-107) / CP4949-115 (CP7516-109)	CP4527-EEK	
31.8 / 36.0 / 38.1	CP4949-110 (CP6200-112) / CP4949-113 / CP4949-114 (CP6200-114 x 4)	CP4525-EHJ			6 Piston
36.0 / 38.1 / 41.3	CP4949-113 / CP4949-114 (CP6200-114 x 4) / CP4949-115 (CP6200-115)	CP4525-HJK			
31.8 / 36.0 / 41.3			CP4949-110 (CP6016-107) / CP4949-113 (CP6696-109) / CP4949-115 (CP7516-109)	CP4527-EHK	
41.3 / 41.3 / 44.5			CP4949-115 (CP7516-109) / CP4949-116 (CP8510-109)	CP4527-KKL	

BRAKE CALIPERS - Spare Parts Listings

AP Racing has compiled a spare parts section to help our customers identify replacement parts such as pistons, seal repair kits, pad retainers, wear plates, bleedscrews and fluid pipes (Pipes for race calipers ONLY, see note below) for not only the brake calipers in this publication but also for those that are **NOT** included but still in production and those that have been obsoleted over recent years.

NOTE: Road/Performance replacement fluid pipes are not available for individual sale, and should be return to AP Racing for replacements.

The obsolete brake calipers **may or may not** have the individual components still available, but having a reference may help identify alternatives. Please contact AP Racing for information and advice on those caliper once identified.

These parts are available for sale individually, except those mentioned above. Please contact AP Racing for clarification whether the part is still available or if it's been replaced by another, then contact your nearest official distributor for a quote and to purchase.

Caliper Assemblies	Seal Repair Kit Part No.	Bleedscrew or Kit Part No.	Piston 1 - Part No.	Piston 2 - Part No	Piston 3 - Part No	Pad Retainer Part No.	Fluid Pipe Part No.	Wear Plate Part No. x Qty.
CP2195-1002/1003E0	CP4518-K	CP3720-182	CP2195-9	CP2055				
CP2270-144/145S4QR	CP4518-KK	CP3720-182	CP2270-92					
CP2271-182/183S4QR	CP4518-JJ	CP3720-182	CP2260-66					
CP2279-400S4BP	CP4518-LL	CP3720-182	CP2279-6					
CP2361-96/97S4QR	CP4518-JJ	CP3720-182	CP2260-66					
CP2382-12/13E4	CP4518-N	CP3720-182	CP2383-52					
CP2383-12E0 & -12/13E4	CP4518-N	CP3720-182	CP2383-52					
CP2485-2/3S0L	CP4508-L	CP3720-182	CP2195-157			CP2696-160		
CP2485-8/9S0L	CP4508-L	CP3720-182	CP2195-157			CP2696-160		
CP2505-34/35S0L	CP4508-K	CP3720-182	CP2195-14			CP2696-160		
CP2505-3S0L	CP4508-K	CP3720-182	CP2195-14			CP2696-160		
CP2561-3S4	CP4518-J	CP3720-173	CP2260-66			CP2554-106		
CP2576-12E0	CP4518-K	CP3720-182	CP2576-105					
CP2576-3E0	CP4518-K	CP3720-182	CP2576-105					
CP2577-12E0	CP4518-L	CP3720-182	CP2577-102					
CP2577-14E0	CP4518-L	CP3720-182	CP2577-102					
CP2577-15E0	CP4518-L	CP3720-182	CP2577-102					
CP2577-3E0	CP4518-L	CP3720-182	CP2577-102					
CP2696-38E0	CP4518-K	CP3720-182	CP2195-9	CP2055				
CP3176-2E0	CP4518-J	CP3720-182	CP3176-102					
CP3177-2E0	CP4518-H	CP3720-182	CP3177-102					
CP3177-4E0	CP4518-H	CP3720-182	CP3177-102					
CP3178-2E0	CP4518-E	CP3720-182	CP3178-102					
CP3228-10/11S4	CP4518-JJ	CP3720-182	CP3228-103				CP3228-4	
CP3228-26/27S4	CP4518-JJ	CP3720-182	CP3228-103				CP3228-4	
CP3228-28/29S4	CP4518-JJ	CP3720-182	CP2361-4				CP3228-4	
CP3228-38/39S4	CP4518-JJ	CP3720-182	CP3228-103				CP3228-4	
CP3228-44/45S4	CP4518-JJ	CP3720-182	CP3228-103				CP3228-4	
CP3228-6/7S4	CP4518-JJ	CP3720-182	CP2361-4				CP3228-4	
CP3307-1004/1005S0	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-246	CP3216-29	CP3307-222 x 4
CP3307-1016/1017S0	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-248	CP3307-264	CP3307-222 x 4
CP3307-1028/29S4 & -1034/35S4	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-246	CP3216-29	CP3307-222 x 4
CP3307-1038/39S4 & -1046/7/8/9S0	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-246	CP3216-29	CP3307-222 x 4
CP3307-1052/53/54/55 & 1058/9S4	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-246	CP3216-29	CP3307-222 x 4
CP3307-1064/65/66/67S0	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-246	CP3216-29	CP3307-222 x 4
CP3307-14/-15S4& 262/263S0	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-246	CP3216-29	CP3307-222 x 4
CP3307-58/59/60/61S4 & -64/65S4	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-246	CP3216-29	CP3307-222 x 4
CP3307-68/69S0 & -74/5/6/7S4	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-246	CP3216-29	CP3307-222 x 4
CP3307-72/73S0	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-248	CP3216-29	CP3307-222 x 4
CP3307-84/85S0 & -92/93/96/97S4	CP4518-JK	CP3720-182	CP2260-66	CP2270-92		CP3307-246	CP3216-29	CP3307-222 x 4
CP3344-1000/1/2/3S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-122	CP3344-113	CP3567-109 x 4
CP3344-12/13S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-108	CP3344-110	CP3567-109 x 4
CP3344-36/37S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-122	CP3344-113	CP3567-109 x 4
CP3344-48/49/50/51S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-127	CP3344-140	CP3567-109 x 4
CP3344-60/61S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-161	CP3344-164	CP3567-109 x 4
CP3345-10/11/12/13S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-122	CP3344-113	CP3567-109 x 4
CP3345-14/15/16/17S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3345-117	CP3345-116	CP3567-109 x 4
CP3345-2/3S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-108	CP3344-110	CP3567-109 x 4
CP3345-40/41S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-122	CP3344-113	CP3567-109 x 4
CP3345-4/5/6/7S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-108	CP3344-110	CP3567-109 x 4
CP3345-88/89/90/91S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3344-122	CP3344-113	CP3567-109 x 4
CP3345-94/95S4	CP4518-JK	CP3720-182	CP3228-103	CP3344-109		CP3345-162	CP3345-96	CP3567-109 x 4
CP3369-2/3E0	CP4518-DG	3486-229	CP3086-115	CP3369-114				
CP3395-1050/51/52/53S7	CP4519-HJ	CP3720-182	CP3636-107	CP3394-109		CP3788-112	CP3395-1054	CP3846-101 x 4
CP3395-2/3/4/5S4	CP4519-KL	CP3720-182	CP3394-109	CP3394-110		CP3394-113	CP3394-111	CP3394-140 x 4
CP3395-2/3/4/5S4M	CP4518-KL	CP3720-182	CP3395-110	CP3395-109		CP3394-113	CP3394-111	CP3394-140 x 4
CP3395-82/83U9L	CP4518-HJ	CP4100-113	CP3463-106	CP3463-107		CP3395-145	CP3395-135	CP3394-118 x 2 / CP3394-140 x 2
CP3434-1000/1/2/3S4	CP4518-KL	CP3720-182	CP3434-116	CP3434-117		CP4890-101	CP3434-15	
CP3470-38/39S7	CP4509-JK	CP3720-182	CP3257-108	CP3257-109		CP4890-101	CP3434-14	
CP3470-42/43S7	CP4509-JK	CP3720-182	CP3257-108	CP3257-109		CP4890-101	CP3434-14	
CP3552-14S0	CP4509-JK	3486-268	CP3552-132			3662-345		
CP3552-18/19S0	NOT AVAILABLE	3486-268	3278-203			3662-345		
CP3552-8/9S0	NOT AVAILABLE	3486-268	3278-203			3662-345		
CP3556-2/3S4	CP4509-EE	CP3720-182	CP3577-103			CP3344-122	CP3344-113	CP3567-109 x 4
CP3567-16/17/18/19S4	CP4518-GK	CP3720-182	CP3567-108	CP3344-109		CP3344-161	CP3344-164	CP3567-109 x 4
CP3567-8/9S7	CP4518-GK	CP3720-182	CP3567-108	CP3344-109		CP3345-117	CP3345-116	CP3567-109 x 4
CP3577-6/7S4	CP4509-EE	CP3720-182	CP3577-103			CP4069-108	CP3344-113	CP3567-109 x 4
CP3620-12/13S4M	CP4509-EE	CP3720-173	CP4910-115			CP4890-101	CP3620-8	CP3720-106 x 4
CP3620-2/3S0M	CP4518-EE	CP3720-173	CP3620-103			CP4890-101	CP3620-8	CP3720-106 x 4
CP3620-2/3S4	CP4509-EE	CP3720-173	CP3760-110			CP4890-101	CP3620-8	CP3720-106 x 4
CP3620-2/3S7M	CP4509-EE	CP3720-173	CP3620-103			CP3434-118	CP3620-8	CP3720-106 x 4
CP3676-4E0	CP4518-K	CP3720-182	CP2576-105					
CP3677-4E0	CP4518-L	CP3720-182	CP2577-102					
CP3696-6E0	CP4518-K	CP3720-182	CP3696-105					
CP3697-2E0	CP4518-L	3486-229	CP3697-104					
CP3720-10/11S4	CP4518-L	CP3720-173	CP3720-126	CP3720-125		CP4890-101	CP3720-35	CP3720-106 x 4
CP3720-12/13/14/15S4	CP4509-JL	CP3720-173	CP3720-126	CP3720-125		CP3440-118	CP3720-36	CP3720-106 x 4
CP3720-16/17S0M	CP4509-JL	CP3720-173	CP3720-115	CP3720-114		CP4890-101	CP3720-34	CP3720-106 x 4
CP3720-16/17S4	CP4509-JL	CP3720-173	CP3720-126	CP3720-125		CP3434-118	CP3720-34	CP3720-106 x 4
CP3720-16/17S4M	CP4509-JL	CP3720-173	CP3720-115	CP3720-114		CP3434-118	CP3720-34	CP3720-106 x 4
CP3720-18/19S4M	CP4509-JL	CP3720-173	CP3720-115	CP3720-114		CP4890-101	CP3720-34	CP3720-106 x 4
CP3720-30/31/32/33S4	CP4509-JL	CP3720-173	CP3720-126	CP3720-125		CP3679-117	CP3720-38	CP3720-106 x 4
CP3720-30/31S4M	CP4509-JL	CP3720-107	CP3720-115	CP3720-114		CP3679-117	CP3720-38	CP3720-106 x 4
CP3720-42/43/44/45S4	CP4509-JL	CP3720-173	CP3720-126	CP3720-125		CP4890-101	CP3720-34	CP3720-106 x 4
CP3720-42/43/44/45S4M	CP4509-JL	CP3720-173	CP3720-115	CP3720-114		CP4890-101	CP3720-34	CP3720-106 x 4
CP3720-76/77/78/79S4M	CP4518-JL	CP3720-173	CP4910-114	CP3720-177		CP4890-101	CP3720-34	CP3720-106 x 4
CP3720-78/79S4	CP4518-JL	CP3720-173	CP3344-192	CP5000-209		CP4890-101	CP3720-34	CP3720-106 x 4
CP3720-84/85S4M	CP4509-JL	CP3720-173	CP3720-115	CP3720-114		CP4890-101	CP3720-34	

BRAKE CALIPERS - Spare Parts Listings

Caliper Assemblies	Seal Repair Kit Part No.	Bleedscrew or Kit Part No.	Piston 1 - Part No.	Piston 2 - Part No	Piston 3 - Part No	Pad Retainer Part No.	Fluid Pipe Part No.	Wear Plate Part No. x Qty.
CP3720-88/89S4M	CP4509-JL	CP3720-173	CP3720-115	CP3720-114		CP4890-101		CP3720-106 x 4
CP3720-8/9S4	CP4509-JL	CP3720-173	CP3720-126	CP3720-125		CP4890-101	CP3720-35	CP3720-106 x 4
CP3735-2/3S4	CP4509-EH	CP3720-182	CP3577-103	CP3735-107		CP3344-122	CP3344-113	
CP3735-6/7S4	CP4509-EH	CP3720-182	CP3577-103	CP3735-107		CP3344-122	CP3344-113	
CP3788-16/17/18/19S7	CP4518-JL	CP3720-173	CP3636-107	CP3394-110		CP3795-101	CP3799-6	CP3799-110 x 1 & -111 x 1 / CP3846-101 x 2
CP3788-2/3/4/5S7	CP4518-JL	CP3720-173	CP3636-107	CP3394-110		CP3799-109	CP3799-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3788-6/7/8/9S4	CP4518-JL	CP3720-173	CP3636-107	CP3394-110		CP3788-112	CP3788-10	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3789-2/3/4/5S7	CP4518-DG	CP3720-173	CP3789-106	CP3394-109		CP3799-109	CP3799-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3789-6/7/8/9S4	CP4518-DG	CP3720-173	CP3789-106	CP3394-109		CP3788-112	CP3788-10	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3790-2/3/4/5S7	CP4518-HL	CP3720-173	CP3394-110	CP3483-101		CP3799-109	CP3799-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3790-6/7/8/9S4	CP4518-HL	CP3720-173	CP3394-110	CP3483-101		CP3788-112	CP3788-10	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3796-20/21/22/23S4	CP4509-CEJ	CP3720-182	CP3760-111	CP3760-110	CP3720-126	CP3796-134	CP3796-136	CP3596-108 x 4
CP3796-24/25/26/27S4	CP4509-CEJ	CP3720-182	CP3760-111	CP3760-110	CP3720-126	CP3796-134	CP3796-138	CP3596-159 x 4
CP3796-24/25/26/27S4M	CP4509-CEJ	CP3720-182	CP3596-130	CP3620-103	CP3720-115	CP3796-134	CP3796-138	CP3596-159 x 4
CP3796-30/31/32/33S4	CP4509-CEJ	CP3720-182	CP3760-111	CP3760-110	CP3720-126	CP3796-135	CP3796-137	CP3596-159 x 4
CP3798-2/3/4/5S0M	CP4518-CE	CP3720-173	CP3798-107	CP4296-113		CP3798-106	CP3798-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3799-2/3/4/5S0	CP4815-DG	CP3720-173	CP3799-112	CP3789-106		CP3799-109	CP3799-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3799-2/3/4/5S0L	CP4518-DG	CP3720-173	CP3799-113	CP3799-114		CP3799-109	CP3799-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3801-2/3/4/5S7	CP4518-GK	CP3720-173	CP3789-106	CP3394-109		CP3795-101	CP3799-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3801-4/5S4	CP4518-GK	CP3720-173	CP3789-106	CP3394-109		CP3795-101	CP3799-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3808-4/5S4M	CP4518-CE x 2	CP3880-1	CP3808-108	CP3808-107			CP3808-7	CP3808-109 x 4
CP3809-2/3/4/5S0	CP4509-DG	CP3720-173	CP3846-109	CP3846-108		CP3799-109	CP3799-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3809-2/3/4/5S0M	CP4509-DG	CP3720-173	CP3809-106	CP3809-107		CP3799-109	CP3799-6	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP3894-12/13/14/15S4	CP4509-CEJ	CP3720-173	CP3894-120	CP3894-121	CP3894-122	CP3895-109	CP3894-17	CP3895-107 x 1 / CP3895-117 x 2 / CP3895-106 x 1
CP3894-14/15S4M	CP4509-CEJ	CP3720-173	CP3894-108	CP3894-109	CP3894-110	CP3895-109	CP3894-17	CP3895-107 x 1 / CP3895-117 x 2 / CP3895-106 x 1
CP3894-2/4S4	CP4509-CEJ	CP3720-182	CP3894-120	CP3894-121	CP3894-122	CP3895-109	CP3895-8	CP3895-107 x 1 / CP3895-117 x 2 / CP3895-106 x 1
CP3894-2/4S4M	CP4509-CEJ	CP3720-182	CP3894-108	CP3894-109	CP3894-110	CP3895-109	CP3895-8	CP3895-107 x 1 / CP3895-117 x 2 / CP3895-106 x 1
CP3894-52/53S4	CP4509-CEJ	CP3720-182	CP3760-111	CP3894-120	CP3760-110	CP3894-144	CP3894-48	CP3894-129 x 1 / CP3894-128 x 1 / CP3894-130 x 2
CP3894-52/53S4M	CP4509-CEJ	CP3720-182	CP3596-130	CP3894-108	CP3620-103	CP3894-144	CP3894-48	CP3894-129 x 1 / CP3894-128 x 1 / CP3894-130 x 2
CP4066-12/13/14/15S4M	CP4518-EH	CP3720-182	CP4066-106	CP4066-107		CP3344-122	CP4066-6	CP3567-109 x 4
CP4090-2/3/4/5S4	CP4518-CEJ	CP3720-182	CP4090-114	CP4090-113	CP4090-112	CP3895-109	CP3895-8	CP3895-107 x 1 / CP3895-117 x 2 / CP3895-106 x 1
CP4090-2/3/4/5S4M	CP4518-CEJ	CP3720-182	CP4090-108	CP6294-121	CP4090-107	CP3895-109	CP3895-8	CP3895-107 x 1 / CP3895-117 x 2 / CP3895-106 x 1
CP4098-34/35S4VG	CP4519-CEJ	CP3720-182	CP4090-114	CP4090-113	CP4090-112		CP4098-30	CP4098-122 x 1 & -126 x 1 / CP3895-107 x 1 & -117 x 1
CP4100-14/15T7L	CP4519-E	CP4100-113	CP4100-114			CP4100-120	CP4100-6	
CP4110-2/3T7	CP4519-KK	CP3720-173	CP2290-50			CP4110-112	CP4110-111	CP3720-106 x 4
CP4140-2/3/4/5S0	CP4518-AE	CP3720-173	CP4140-107	CP4140-106			CP4140-6	
CP4140-2/3/4/5S0M	CP4518-AE	CP3720-173	CP4140-112	CP4140-111			CP4140-6	
CP4144-10/11S7	CP4519-EH	CP3720-182	CP3636-107	CP3483-101		CP4144-101	CP4144-6	CP3645-104 x 2 / CP3645-105 x 2
CP4144-2/3S7	CP4519-EH	CP3720-182	CP3636-107	CP3483-101		CP4144-101	CP4144-6	CP3645-104 x 2 / CP3645-105 x 2
CP4145-2/3S7	CP4519-CE	CP3720-182	CP4145-101	CP4844-106		CP4145-106	CP4145-6	CP3645-104 x 2 / CP3645-105 x 2
CP4145-8/9S7	CP4519-CE	CP3720-182	CP4145-101	CP4844-106		CP4144-101	CP4145-7	CP3645-104 x 2 / CP3645-105 x 2
CP4152-2/3S4	CP4518-GK	CP3720-182	CP3567-108	CP3344-109		CP3344-122	CP4152-6	CP3567-109 x 4
CP4169-2E0	CP4519-ADD	CP4469-101	CP4466-151	CP4466-152		CP4466-108		
CP4176-3S0	CP4518-ADD	CP4469-101	CP4466-151	CP4466-152		CP4466-108		
CP4218-2/3/4/5S4	CP4509-DEK	CP3720-182	CP4218-130	CP4218-129	CP4218-128	CP3555-112	CP3555-28	
CP4218-2/3/4/5S4M	CP4509-DEK	CP3720-182	CP3555-215	CP3555-214	CP3555-213	CP3555-112	CP3555-28	CP4218-108 x 1 & -109 x 2 & -111 x 1
CP4219-8/9/10/11S0	CP4518-GK	CP3880-1	CP2270-92	CP2876-101		CP5200-124	CP4219-6	CP4219-107 x 4
CP4226-2S0	CP4518-A	CP4469-101	CP4226-103					
CP4227-2S0	CP4518-AA	CP4469-101	CP4226-103					
CP4227-6S0	CP4518-AA	CP4469-101	CP4226-103					
CP4228-10/11S4	CP4518-JJ	CP3720-173	CP3215-113			CP4228-107	CP4228-6	CP5100-210 x 4
CP4228-2/3/4/5S0	CP4518-JJ	CP3720-173	CP3215-113			CP4228-106	CP4228-6	CP5100-210 x 4
CP4228-8/9S4	CP4518-JJ	CP3720-173	CP3215-113			CP4228-107	CP4228-6	CP5100-210 x 4
CP4229-2/3/4/5S4	CP4518-EE	CP3720-173	CP4229-106			CP4228-107	CP4228-6	CP5100-210 x 4
CP4230-2/3S4L	CP4509-DEK	CP3720-182	CP4230-128	CP4230-127	CP4230-126	CP4230-109	CP4230-6	CP4230--112 x 1 & 113 x 1 & -114 x 2
CP4230-2/3S4M	CP4509-DEK	CP3720-182	CP4230-108	CP4230-107	CP4230-106	CP4230-109	CP4230-6	CP4230--112 x 1 & 113 x 1 & -114 x 2
CP4240-28/29S7M	CP4518-CEJ	CP3880-1	CP4960-104	CP4960-105	CP4960-106	CP4240-112	CP4240-6	CP4240-132 x 1 & -133 x 1 & -144 x 1 & -145 x 1
CP4240-2/3/4/5S7M	CP4518-CEJ	CP3880-1	CP4240-111	CP4240-110	CP4240-109	CP4240-112	CP4240-6	CP4240-132 x 1 & -133 x 1 & -144 x 1 & -145 x 1
CP4240-30/31/32/33S7M	CP4518-CEJ	CP3880-1	CP4960-104	CP4960-105	CP4960-106	CP4240-112	CP4240-6	CP4240-132 x 1 & -133 x 1 & -144 x 1 & -145 x 1
CP4240-34/35/36/37S7M	CP4518-CEJ	CP3880-1	CP4960-104	CP4960-105	CP4960-106	CP4240-112	CP4240-6	CP4240-132 x 1 & -133 x 1 & -144 x 1 & -145 x 1
CP4240-38/39S7M	CP4518-CEJ	CP3880-1	CP4970-113	CP4970-112	CP4970-111	CP4260-108	CP4240-40	CP4240-132 x 1 & -133 x 1 & -144 x 1 & -145 x 1
CP4240-42/43/44/45S7M	CP4518-CEJ	CP3880-1	CP4970-113	CP4970-112	CP4970-111	CP4240-152	CP4240-41	CP4240-132 x 1 & -133 x 1 & -144 x 1 & -145 x 1
CP4259-2/3/4/5S0M	CP4509-CEJ	CP3720-173	CP4259-114	CP4259-112	CP4259-108	CP4260-105	CP4260-6	CP4240-145 x 2 / CP4240-144 x 2
CP4259-2/3/4/5S7M	CP4509-CEJ	CP3720-173	CP4259-114	CP4259-112	CP4259-108	CP4260-105	CP4260-6	CP4240-145 x 2 / CP4240-144 x 2
CP4260-20/2/1/22/23S7M	CP4518-CEJ	CP3880-1	CP4240-111	CP4240-110	CP4240-109	CP4260-115	CP4260-24	CP4240-145 x 2 / CP4240-144 x 2
CP4260-26/27/28/29S7M	CP4518-CEJ	CP3880-1	CP4240-111	CP4240-110	CP4240-109	CP4240-112	CP4240-40	CP4240-145 x 2 / CP4240-144 x 2
CP4260-30/31/32/33S7M	CP4518-CEJ	CP3880-1	CP4960-104	CP4960-105	CP4960-106	CP4240-112	CP4260-7	CP4240-145 x 2 / CP4240-144 x 2
CP4340-2/3/4/5S7L	CP4518-CEJ	CP3880-1	CP4340-106	CP4340-107	CP5015-107	CP4578-101	CP4340-10	CP4218-125 x 2 & -126 x 1 & -127 x 1
CP4360-10/11S7L	CP4518-DEK	CP3880-1	CP4360-104	CP5820-109	CP5820-107	CP4360-14	CP4360-6	CP4970-104 x 4
CP4360-20/21S7L	CP4518-DEK	CP3880-1	CP4360-126	CP4360-127	CP4360-128	CP4370-104	CP4360-17	CP4970-104 x 4
CP4360-2/3/4/5S7L	CP4518-DEK	CP3880-1	CP4360-126	CP4360-127	CP4360-128		CP4360-17	CP4970-104 x 4
CP4360-8/9S7L	CP4518-DEK	CP3880-1	CP4360-104	CP5820-109	CP5820-107	CP4360-14	CP4360-6	CP4970-104 x 4
CP4370-2/3/4/5S7L	CP4509-DEK	CP3880-1	CP4370-105	CP4370-106	CP4370-107	CP4370-104	CP4360-17	CP4970-104 x 4
CP4380-2/3/4/5S7L	CP4518-ACE	CP3880-1	CP4380-101	CP4340-106	CP4340-107	CP4578-101	CP4340-10	CP4218-125 x 2 & -126 x 1 & -127 x 1
CP4398-2/3S0S	NOT AVAILABLE	3486-268	CP4398-113			CP4398-111		
CP4398-2/3S4S	NOT AVAILABLE	3486-268	CP4398-113			CP4398-111		
CP4466-12/13E0	CP4518-ADD	CP4469-101	CP3666-106	CP3485-106		CP4466-108		
CP4469-2E0	CP4518-ADD	CP4469-101	CP3666-106	CP3485-106		CP4466-108		
CP4477-2/3E0	CP4518-ADD	CP4469-101	CP3666-106	CP3485-106		CP4466-108		
CP4484-4S0	CP4518-HH	CP4469-101	CP3769-106	CP4484-101				
CP4488-12/13E0	CP4518-EH	CP4469-101	CP4488-107	CP4488-106				
CP4488-12/13E0M	CP4518-EH	CP4469-101	CP4488-113	CP4488-112				
CP4488-8E0	CP4518-EH	CP4469-101	CP4488-107	CP4488-106				
CP4490-2/3E0	CP4518-ADD	CP4469-101	CP4466-151	CP4466-152		CP4466-108		
CP4498-2/3E0	CP4518-ADD	CP4469-101	CP3666-106	CP3485-106		CP4466-108		
CP4554-2/3S4	CP4518-DEK	CP3720-182	CP4554-116	CP4554-115	CP3714-110	CP3554-108	CP3554-6	CP3555-192 x 4
CP4556-14/15/16/17S4	CP4509-EE	CP3720-173	CP3577-103			CP3344-122	CP4556-7	CP3567-109 x 4
CP4557-2/3S0M	CP4518-DG	CP3720-173	CP4994-118	CP4995-117		CP3344-122	CP4556-6	CP3567-109 x 4
CP4558-2/3S0M	CP4509-DG	CP3720-173	CP4558-107	CP4558-106		CP3344-122	CP4556-6	CP3567-109 x 4
CP4567-8/9/10/11S4	CP4518-GK	CP3720-173	CP3567-114	CP4270-3		CP4567-110	CP4567-7	CP4567-120 x 4 / Pad Retainer Bolt CP5100-126
CP4567-12/13/14/15S4	CP4518-GK	CP3720-173	CP3567-114	CP4270-3		CP5100-117	CP4567-16	CP4567-120 x 4 / Pad Retainer Bolt CP5100-139
CP4567-18/19/20/21S4	CP4518-GK	CP3720-173	CP3567-114	CP4270-3		CP4567-125	CP4567-17	CP4567-120 x 4 / Pad Retainer Bolt CP5689-109
CP4567-2/3/4/5S4	CP4518-GK	CP3720-173	CP3567-114	CP4270-3		CP5100-116	CP4567-6	CP4567-120 x 4 / Pad Retainer Bolt CP5100-210
CP4568-6/7S0L	CP4518-EG	CP3720-173	CP4568-105	CP4568-104		CP5100-116	CP4567-6	CP4567-120 x 4
CP4586-4E0	CP4518-H	CP3720-182	CP3177-102					
CP4586-5E7	CP4518-H	CP3720-182	CP3177-102					
CP4595-6/7S0L	CP4518-EJL	92598	CP4595-133	CP4595-132	CP4595-134	CP4595-120	CP4595-14	CP4595-114 x 4
CP4596-4E0	CP4518-E	CP3720-182	CP3178-102					
CP4638-2E0	CP4518-H	3486-229	CP4638-104					
CP4649-2E0	CP4518-L	3486-229	CP3697-104					
CP4680-3S0	CP4518-EH	CP4469-101	CP4485-112	CP4485-113				
CP4680-9S0	CP4518-EH	CP4469-101	CP4485-112	CP4485-113				
CP4720-12/15S4M	CP4518-CEJ	CP3720-173	CP4720-110	CP4720-111	CP4720-112		CP4720-6	CP4720-117 x 4
CP4720-13/14S4M	CP4518-CEJ	CP3720-173	CP4720-110	CP4720-111	CP4720-112		CP4720-7	CP4720-117 x 4
CP4751-10/11S0L	CP4518-GG	CP3720-182	CP4751-129			CP5751-109	CP4751-13	CP6751-111 x 2 / CP6751-110 x 2
CP4751-8/9S0L	CP4518-GG	CP3720-182	CP4751-129			CP4751-104	CP4751-12	CP6751-111 x 2 / CP6751-110 x 2
CP4760-8/9S0M	CP4518-CEJ	CP3720-173	CP4760-108	CP4760-107	CP4760-106	CP4760-115	CP4760-7	CP4760-113 x 1 / CP4760-112 x 1 / CP4720-108 x 2
CP4761-10/11S0L	CP4518-EE	CP3720-182	CP4761-111			CP5751-109	CP4751-13	CP6751-111 x 2 / CP6751-110 x 2
CP4761-8/9S0L	CP4518-EE	CP3720-182	CP4761-111			CP4751-104	CP4751-12	CP6751-111 x 2 / CP6751-110 x 2
CP4771-8/9S0L	CP4518-DD	CP3720-182	CP4771-110			CP4751-104	CP4751-12	CP6751-111 x 2 / CP6751-110 x 2
CP4781-10/11S0L	CP4518-AA	CP3720-182	CP4781-104			CP5751-109	CP4751-13	CP6751-111 x 2 / CP6751-110 x 2
CP4795-2/3/4/5S7	CP4509-CEK	CP3720-182	CP4795-108	CP4695-111	CP4795-107	CP4695-101	CP4795-6	CP4575-108 x 2 / CP4695-107 x 2
CP4848-2S0MC	CP4518-AEAE	CP3880-1	CP4848-104	CP4848-105			CP4848-6	CP4848-107 x 2 / CP4848-108 x 4
CP4848-3S0MC	CP4518-AEAE	CP3880-1	CP4848-104	CP4848-105			CP4848-7	CP4848-107 x 2 / CP4848-108 x 4

BRAKE CALIPERS - Spare Parts Listings

Caliper Assemblies	Seal Repair Kit Part No.	Bleedscrew or Kit Part No.	Piston 1 - Part No.	Piston 2 - Part No	Piston 3 - Part No	Pad Retainer Part No.	Fluid Pipe Part No.	Wear Plate Part No. x Qty.
CP4848-4S0MC	CP4518-AEAE	CP3880-1	CP4848-104	CP4848-105			CP4848-8	CP4848-107 x 2 / CP4848-108 x 4
CP4848-5S0MC	CP4518-AEAE	CP3880-1	CP4848-104	CP4848-105			CP4848-9	CP4848-107 x 2 / CP4848-108 x 4
CP4849-2R0L	CP4518-AEAE		CP4849-104	CP4849-105			CP4849-6	CP4848-107 x 2 / CP4848-108 x 4
CP4849-2S0MC	CP4518-AEAE	CP3880-1	CP4848-104	CP4848-105			CP4848-6	CP4848-107 x 2 / CP4848-108 x 4
CP4849-3R0L	CP4518-AEAE		CP4849-104	CP4849-105			CP4849-7	CP4848-107 x 2 / CP4848-108 x 4
CP4849-3S0MC	CP4518-AEAE	CP3880-1	CP4848-104	CP4848-105			CP4848-7	CP4848-107 x 2 / CP4848-108 x 4
CP4849-4R0L	CP4518-AEAE		CP4849-106	CP4849-107			CP4849-8	CP4848-107 x 2 / CP4848-108 x 4
CP4849-4S0MC	CP4518-AEAE	CP3880-1	CP4848-104	CP4848-105			CP4848-8	CP4848-107 x 2 / CP4848-108 x 4
CP4849-5R0L	CP4518-AEAE		CP4849-106	CP4849-107			CP4849-9	CP4848-107 x 2 / CP4848-108 x 4
CP4849-5S0MC	CP4518-AEAE	CP3880-1	CP4848-104	CP4848-105			CP4848-9	CP4848-107 x 2 / CP4848-108 x 4
CP4907-2/3/4/5S0M	CP4518-CEJ	CP3720-173	CP4910-116	CP4910-115	CP4910-114	CP3796-134	CP4907-6	CP4907-111 x 1 / CP4907-109 x 2 / CP4907-110 x 1
CP4907-2/3/4/5S4	CP4518-CEJ	CP3720-173	CP4910-141	CP4910-140	CP3344-192	CP3796-134	CP4907-6	CP4907-111 x 1 / CP4907-109 x 2 / CP4907-110 x 1
CP4907-2/3/4/5S4L	CP4518-CEJ	CP3720-173	CP4907-106	CP4907-107	CP4907-108	CP3796-134	CP4907-6	CP4907-111 x 1 / CP4907-109 x 2 / CP4907-110 x 1
CP4909-10/11S0M	CP4518-CEJ	CP3720-173	CP4910-116	CP4910-115	CP4910-114	CP3796-134	CP4909-7	CP4910-119 x 1 / CP4096-126 x 2 / CP4910-118 x 1
CP4909-10/11S4	CP4518-CEJ	CP3720-173	CP4910-141	CP4910-140	CP3344-192	CP3796-134	CP4909-7	CP4910-119 x 1 / CP4096-126 x 2 / CP4910-118 x 1
CP4909-4/5S0M	CP4518-CEJ	CP3720-173	CP4910-116	CP4910-115	CP4910-114	CP3796-135	CP4909-6	CP4910-119 x 1 / CP4096-126 x 2 / CP4910-118 x 1
CP4910-10/11/12/13S0	CP4518-CEJ	CP3720-173	CP4910-141	CP4910-140	CP3344-192	CP3796-135	CP4910-14	CP4910-119 x 1 / CP3894-130 x 2 / CP4910-118 x 1
CP4910-10/11/12/13S0M	CP4518-CEJ	CP3720-173	CP4910-116	CP4910-115	CP4910-114	CP3796-135	CP4910-14	CP4910-119 x 1 / CP3894-130 x 2 / CP4910-118 x 1
CP4910-16/17/18/19S0M	CP4518-CEJ	CP3720-173	CP4910-116	CP4910-115	CP4910-114	CP3796-134	CP4910-15	CP4910-119 x 1 / CP3894-130 x 2 / CP4910-118 x 1
CP4910-18/19S4	CP4518-CEJ	CP3720-173	CP4910-141	CP4910-140	CP3344-192	CP3796-134	CP4910-15	CP4910-119 x 1 / CP3894-130 x 2 / CP4910-118 x 1
CP4910-26/27/28/29S0	CP4518-CEJ	CP3720-173	CP4910-156	CP4910-155	CP4910-154	CP3796-134	CP4910-25	CP4910-159 x 1 / CP4910-158 x 1 / CP3894-130 x 2
CP4910-30/31S4M	CP4518-CEJ	CP3720-173	CP4910-116	CP4910-115	CP4910-114	CP3796-134	CP4910-24	CP4910-119 x 1 / CP3894-130 x 2 / CP4910-118 x 1
CP4910-32/33/34/35S0	CP4518-CEJ	CP3720-173	CP4910-156	CP4910-155	CP4910-154	CP3796-135	CP4910-36	CP4910-163 x 1 / CP4910-162 x 1 / CP3894-130 x 2
CP4910-6/7/8/9S0M	CP4518-CEJ	CP3720-173	CP4910-116	CP4910-115	CP4910-114	CP3796-135	CP4910-14	CP4910-119 x 1 / CP3894-130 x 2 / CP4910-118 x 1
CP4915-4/5S4M	CP4518-ACE	CP3720-173	CP4915-106	CP4910-116	CP4910-115	CP3796-135	CP4910-14	CP4910-119 x 1 / CP3894-130 x 2 / CP4910-118 x 1
CP4920-10/11S0M	CP4518-CEJ	CP3720-182	CP4910-122	CP4910-121	CP4910-120	CP3895-109	CP4894-50	CP4894-157 x 1 / CP3894-130 x 2 / CP4894-156 x 1
CP4920-10/11/12/13S4	CP4518-CEJ	CP3720-182	CP4920-116	CP4920-115	CP4920-114	CP3895-109	CP4894-50	CP4894-157 x 1 / CP3894-130 x 2 / CP4894-156 x 1
CP4920-12/13S4M	CP4518-CEJ	CP3720-182	CP4910-122	CP4910-121	CP4910-120	CP3895-109	CP4894-50	CP4894-157 x 1 / CP3894-130 x 2 / CP4894-156 x 1
CP4920-14/15/16/17S0M	CP4518-CEJ	CP3720-182	CP4910-122	CP4910-121	CP4910-120	CP4894-142	CP4894-31	CP4894-157 x 1 / CP3894-130 x 2 / CP4894-156 x 1
CP4920-8/9S0M	CP4518-CEJ	CP3720-182	CP4910-122	CP4910-121	CP4910-120	CP3895-109	CP4894-54	CP4894-157 x 1 / CP3894-130 x 2 / CP4894-156 x 1
CP4921-4/5S4M	CP4518-ACE	CP3720-182	CP4921-106	CP4910-122	CP4910-121	CP3895-109	CP4894-50	CP4894-157 x 1 / CP3894-130 x 2 / CP4894-156 x 1
CP4922-2/3/4/5S4M	CP4518-BEG	CP3720-182	CP4910-121	CP4922-109	CP4922-108	CP3895-109	CP4894-50	CP4894-157 x 1 / CP3894-130 x 2 / CP4894-156 x 1
CP4922-8/9S4M	CP4518-BEG	CP3720-182	CP4910-121	CP4922-109	CP4922-108	CP3894-131	CP4894-50	CP4894-157 x 1 / CP3894-130 x 2 / CP4894-156 x 1
CP4960-10/11S0M	CP4518-CEJ	CP3720-182	CP4960-110	CP4960-111	CP4960-112	CP4240-112	CP4960-6	
CP4960-2/3/4/5S0M	CP4518-CEJ	CP3720-182	CP4960-104	CP4960-105	CP4960-106	CP4240-112	CP4960-6	
CP4960-8/9S0M	CP4518-CEJ	CP3720-182	CP4960-110	CP4960-111	CP4960-112	CP4240-112	CP4960-6	
CP4970-22/23S0M	CP4518-CEJ	CP3880-1	CP4970-113	CP4970-112	CP4970-111	CP4979-107	CP4970-11	CP4970-104 x 4
CP4970-2/3S0M	CP4518-CEJ	CP3880-1	CP4970-113	CP4970-112	CP4970-111	CP4979-107	CP4970-11	CP4970-104 x 4
CP5000-10/11/12/13S4	CP4518-JL	CP3720-182	CP5000-109	CP3714-111		CP3714-190	CP3714-2	CP3714-153 x 4
CP5000-20/21/22/23S4	CP4518-JL	CP3720-182	CP3344-192	CP5000-209		CP4890-101	CP5000-25	
CP5000-56/57/58/59S4	CP4518-JK	CP3720-173	CP3584-101	CP3434-116		CP5200-110	CP5000-49	CP5200-306 x 2 / CP5200-307 x 2
CP5006-2/3S4	CP4518-JL	CP3720-173	CP3344-192	CP5000-209		CP4890-101	CP3720-34	CP5006-106 x 4
CP5015-2/3/4/5S4	CP4518-KL	CP3880-1	CP5015-108	CP5015-110		CP5015-106	CP5015-6	CP5300-113 x 4
CP5016-2/3/4/5S4	CP4518-HJ	CP3880-1	CP5015-107	CP5015-109		CP5015-106	CP5015-6	CP5300-113 x 4
CP5017-2/3/4/5S4	CP4518-JK	CP3880-1	CP5015-107	CP5015-108		CP5015-106	CP5015-6	CP5300-113 x 4
CP5018-2/3/4/5S4	CP4518-KL	CP3880-1	CP5015-108	CP5015-110		CP5015-106	CP5015-6	CP5300-113 x 4
CP5020-20/21S0	CP4518-H	CP3720-173	CP3177-102				CP5310-21	CP5310-103 x 4
CP5030-10S0	CP4518-GK	CP3720-173	CP5030-108	CP5030-107			CP5030-7	
CP5030-11S0	CP4518-GK	CP3720-173	CP5030-108	CP5030-107			CP5030-6	
CP5030-12/15S0	CP4518-GK	CP3720-173	CP5030-108	CP5030-107			CP5030-16	
CP5030-13/14S0	CP4518-GK	CP3720-173	CP5030-108	CP5030-107			CP5030-17	
CP5030-8S0	CP4518-GK	CP3720-173	CP5030-108	CP5030-107			CP5030-6	
CP5030-9S0	CP4518-GK	CP3720-173	CP5030-108	CP5030-107			CP5030-7	
CP5040-10/11/12/13S4	CP4518-JJ	CP3720-173	CP3215-113			CP5100-116	CP5000-54	CP5100-210 x 2 / CP5100-211 x 2
CP5040-20/21/22/23S4	CP4518-JL	CP3720-182	CP5000-109	CP3714-111		CP3714-190	CP3714-2	CP3714-153 x 4
CP5040-2/3/4/5S4	CP4518-JK	CP3720-173	CP3584-101	CP3434-116		CP5200-124	CP5000-44	CP5200-306 x 2 / CP5200-307 x 2
CP5040-30/31/32/33S4	CP4518-JL	CP3720-173	CP3636-107	CP3394-110		CP3795-101	CP5040-7	CP3799-111 x 1 / CP3846-101 x 2 / CP3799-110 x 1
CP5040-38/39S4	CP4518-JK	CP3720-173	CP3584-101	CP3434-116		CP5200-124	CP5000-44	CP5200-306 x 2 / CP5200-307 x 2
CP5045-10/11S7L	CP4518-JL	CP3880-2	CP5045-110	CP5045-111			CP5045-7	CP3714-153 x 4
CP5045-2/3S7L	CP4518-JL	CP3880-2	CP5045-106	CP5045-107			CP5045-7	CP3714-153 x 4
CP5045-8/9S7L	CP4518-JL	CP3880-2	CP5045-110	CP5045-111			CP5045-7	CP3714-153 x 4
CP5048-2/3/4/5S0M	CP4518-AEAE	CP3720-182	CP5048-508	CP6294-121			CP5048-6	CP5048-507 x 4
CP5055-2/3/4/5S7	CP4519-AEAE	CP3880-1	CP5055-107	CP4920-115			CP5055-10	CP5055-109 x 2 / CP5055-108 x 2
CP5060-10/11/12/13S4	CP4518-CEJ	CP3880-1	CP4910-156	CP4910-155	CP4910-154	CP5555-126	CP5560-6	CP5555-120 x 4
CP5060-2/3/4/5S4	CP4518-CEJ	CP3880-1	CP4910-156	CP4910-155	CP4910-154	CP5555-109	CP5560-12	CP5555-120 x 4
CP5066-2/3/4/5S0	CP4518-EEE	CP3720-182	CP3650-107				CP5066-6	
CP5066-2/3/4/5S0M	CP4518-EEE	CP3720-182	CP6294-121				CP5066-6	
CP5070-6/8S7	CP4519-CEJ	CP3720-182	CP5070-107	CP5070-106	CP5070-105	CP5070-104	CP5070-10	CP5070-115 x 2 / CP4098-122 x 2
CP5070-7/9S7	CP4519-CEJ	CP3720-182	CP5070-107	CP5070-106	CP5070-105	CP5070-104	CP5070-11	CP5070-115 x 2 / CP4098-122 x 2
CP5090-2/3/4/5S4	CP4518-JL	CP3880-1	CP3636-107	CP3394-110		CP3795-101	CP5080-109	CP5080-108 x 4
CP5099-8/9S4S	CP4519-KL	3486-268	CP5099-108	CP5099-109		3662-290		
CP5095-2/3/4/5S7L	CP4518-CEJ	CP3880-1	CP5260-109	CP5260-110	CP5260-111	RH - CP5095-112 / LH -113		
CP5100-26/27/28/29S4	CP4519-JJ	CP3720-173	CP2409-160			CP5100-117		CP5100-210 x 2 / CP5100-211 x 2
CP5100-32/33/34/35S4	CP4519-JJ	CP3720-173	CP2409-160			CP5100-116		CP5100-210 x 2 / CP5100-211 x 2
CP5100-802/803/804/805S4	CP4519-JJ	CP3720-173	CP2409-160			CP5100-117		CP5100-210 x 2 / CP5100-211 x 2
CP5100-806/807/808/809S4	CP4519-JJ	CP3720-173	CP2409-160			CP5100-116		CP5100-210 x 2 / CP5100-211 x 2
CP5100-806/807S4R2	CP4519-JJ	CP3720-173	CP2409-160			CP5100-116		CP5100-210 x 2 / CP5100-211 x 2
CP5100-810/811/812/813S4	CP4519-JJ	CP3720-173	CP2409-160			CP5100-177		CP5100-210 x 2 / CP5100-211 x 2
CP5104-2/3S4	CP4519-JJ	CP3720-173	CP2409-160			CP5100-116		CP5100-210 x 2 / CP5100-211 x 2
CP5104-802/803/804/805S4	CP4519-JJ	CP3720-173	CP2409-160			CP5100-116		CP5100-210 x 2 / CP5100-211 x 2
CP5105-10/11/12/13S4	CP4519-JJ	CP3720-173	CP2409-160			CP5100-116		CP5100-210 x 2 / CP5100-211 x 2
CP5105-6/7/8/9S4	CP4519-JJ	CP3720-173	CP3228-103			CP5100-149		CP5100-210 x 2 / CP5100-211 x 2
CP5106-2/3/4/5S4	CP4518-JJ	CP3720-173	CP3228-103			CP5106-114		CP5100-210 x 4
CP5108-4/5S4	CP4519-CE	CP3720-173	CP5108-106	CP4296-111		CP5100-117		CP5100-210 x 2 / CP5100-211 x 2
CP5108-4/5S4SV	CP4519-CE	CP3720-173	CP5108-106	CP4296-111		CP5100-117		CP5100-210 x 2 / CP5100-211 x 2
CP5108-802/803/804/805S4	CP4519-CE	CP3720-173	CP5108-106	CP4296-111		CP5100-117		CP5100-210 x 2 / CP5100-211 x 2
CP5108-802/803/804/805S4R2	CP4519-CE	CP3720-173	CP5108-106	CP4296-111		CP5100-117		CP5100-210 x 2 / CP5100-211 x 2
CP5108-802/803S4VG	CP4519-CE	CP3720-173	CP5108-106	CP4296-111		CP5100-117		CP5100-210 x 2 / CP5100-211 x 2
CP5108-806/807/808/809S4	CP4519-CE	CP3720-173	CP5108-106	CP4296-111		CP5100-116		CP5100-210 x 2 / CP5100-211 x 2
CP5116-2/3/4/5S0	CP4518-CG	CP3720-182	CP5555-108	CP2877-101			CP5116-6	CP5234-117 x 4
CP5118-2/3S0RD	CP4519-J	CP3880-1	CP5118-103(6026)			CP5119-107	CP5118-10	
CP5119-12/13S4	CP4519-L	CP3720-173	CP5119-104	CP5119-111		CP5119-144		
CP5119-22/23T0	CP4519-L	CP3720-173	CP5235-108			CP5119-144		
CP5119-36/37T0	CP4519-L	CP3720-173	CP5235-108					
CP5119-4/5T4	CP4519-L	CP3720-173	CP5119-104					
CP5119-50/51T0	CP4519-L	CP3720-173	CP5235-108			CP5119-144		
CP5119-8/9T0	CP4519-L	CP3720-173	CP5235-108			CP5119-107		
CP5119-48/49TO	CP4519-L	CP3720-173	CP5235-108			CP5119-144		
CP5119-50/51T0	CP4519-L	CP3720-173	CP5235-108			CP5119-144		
CP5119-8/9T0	CP4519-L	CP3720-173	CP5235-108			CP5119-107		
CP5126-2/3T0	CP4519-K	CP3720-173	CP5126-106(6026)			CP5119-144	CP5126-10	
CP5128-2/3T0	CP4519-J	CP3880-1	CP5128-104(6026)			CP5119-144	CP5128-10	
CP5129-2/3/4/5S0	CP4518-CG	CP3880-2	CP6235-110	CP5129-106			CP5129-6	CP5234-117 x 4
CP5138-2/3/4/5S0	CP4518-CG	CP3880-2	CP6235-110	CP5129-106		CP5138-106	CP5129-6	CP5234-117 x 4
CP5139-2/3S0	CP4518-CG	CP3880-2	CP6235-110	CP5129-106				CP5139-107 x 2 / CP5139-106 x 2
CP5144-18/19S4 & R2	CP4519-CC	CP3720-173	CP5108-106			CP5144-114		CP5100-210 x2 / CP5100-211 x 2
CP5144-802/803S4 / R2 & VG	CP4519-CC	CP3720-173	CP5108-106			CP5144-114		CP5100-210 x2 / CP5100-211 x 2

BRAKE CALIPERS - Spare Parts Listings

Caliper Assemblies	Seal Repair Kit Part No.	Bleedscrew or Kit Part No.	Piston 1 - Part No.	Piston 2 - Part No	Piston 3 - Part No	Pad Retainer Part No.	Fluid Pipe Part No.	Wear Plate Part No. x Qty.
CP5145-2/3S7	CP4519-EE	CP3720-173	CP5145-103			CP5145-104	CP5145-10	CP3720-106 x 4
CP5147-802/803/804/805S4&VG	CP4519-CC	CP3720-173	CP5108-106			CP5100-116	CP5100-10	CP5100-210 x2 / CP5100-211 x 2
CP5148-12/14S0	CP4518-AEAE	CP3880-1	CP5148-116	CP3178-102			CP5148-10	CP5148-110 x 4
CP5148-13/15S0	CP4518-AEAE	CP3880-1	CP5148-116	CP3178-102			CP5148-11	CP5148-110 x 4
CP5148-16/18S0	CP4518-AEAE	CP3880-1	CP5148-116	CP3178-102			CP5148-20	CP5148-110 x 4
CP5148-17/19S0	CP4518-AEAE	CP3880-1	CP5148-116	CP3178-102			CP5148-21	CP5148-110 x 4
CP5148-2/4S0	CP4518-AEAE	CP3880-1	CP5148-116	CP3178-102			CP5148-10	CP5148-110 x 4
CP5148-2/4S0M	CP4518-AEAE	CP3880-1	CP5148-118	CP4760-107			CP5148-10	CP5148-110 x 4
CP5148-3/5S0	CP4518-AEAE	CP3880-1	CP5148-116	CP3178-102			CP5148-11	CP5148-110 x 4
CP5148-3/5S0M	CP4518-AEAE	CP3880-1	CP5148-118	CP4760-107			CP5148-11	CP5148-110 x 4
CP5156-2/3S0	CP4519-H	CP3720-173	CP5311-103			CP5119-144	CP5111-10	
CP5157-2/3S0	CP4519-E	CP3720-173	CP5157-104			CP5119-144	CP5111-10	
CP5200-12/14S4	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5200-32/33/34/35S4	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5200-40/41/42/43S4	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-162		CP5200-306 x 2 / CP5200-307 x 2
CP5200-74/75/76/77S4	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5200-802/803/804/805S4	CP4519-JK	CP3720-173	CP2409-124	CP2290-50		CP5200-110		CP5200-306 x 2 / CP5200-307 x 2
CP5200-806/7/8/9S4 / R2 / S2 & VG	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5200-810/811/812/813S4	CP4519-JK	CP3720-173	CP2409-124	CP2290-50		CP5200-110		CP5200-306 x 2 / CP5200-307 x 2
CP5200-814/815S4	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-313		CP5200-306 x 2 / CP5200-307 x 2
CP5200-824/825/826/827S4	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-162		CP5200-306 x 2 / CP5200-307 x 2
CP5200-828/829/830/831S4 & R2	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5200-828/829S4VG	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5200-832/833S4	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5200-836/837S4 & R2	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-191		CP5200-306 x 2 / CP5200-307 x 2
CP5200-90/91S4	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5205-14/15/16/17S4	CP4519-JK	CP3720-173	CP4090-112	CP5205-101		CP5200-110		CP5200-306 x 2 / CP5200-307 x 2
CP5205-18/19/20/21S4	CP4519-JK	CP3720-173	CP2889-105	CP3357-111		CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5206-4/5S4	CP4519-HH	CP3720-173	CP5206-106			CP5200-124		CP5200-306 x 2 / CP5200-307 x 2
CP5207-4/5/6/7S4	CP4519-DE	CP3720-173	CP3650-107			CP5207-105		CP5200-306 x 2 / CP5200-307 x 2
CP5207-8/9S4	CP4519-DE	CP3720-173	CP3650-107			CP5207-105		CP5200-306 x 2 / CP5200-307 x 2
CP5208-12/13/14/15S4	CP4519-HJ	CP3720-173	CP2409-124	CP3639-107		CP5208-208		CP5200-306 x 2 / CP5200-307 x 2
CP5210-2/3/4/5S0M	CP4518-CEJ	CP3720-182	CP5210-106	CP5210-105	CP5210-104	CP4612-110	CP5611-6	
CP5211-12/13S4 / RD / SV & YW	CP4519-J	CP3720-173	CP2260-66					
CP5211-22/23S0	CP4519-J	CP3720-173	CP2260-66					
CP5211-24/25S0	CP4519-J	CP3720-173	CP2260-66					
CP5211-2/3S4	CP4519-J	CP3720-173	CP2260-66					
CP5211-2/3S4RD	CP4519-J	CP3720-173	CP2260-66					
CP5219-16/17/18/19S0	CP4518-GK	CP3880-1	CP2876-101	CP2270-92		CP4219-122		CP4219-127 x 4 / Pad Retainer Bolt No. CP5100-126
CP5260-2/3/4/5S7L	CP4518-CEJ	CP3880-1	CP5260-109	CP5260-110	CP5260-111	CP5260-108	CP5260-6	CP5260-106 x 4
CP5260-8/9/10/11S7L	CP4518-CEJ	CP3880-1	CP5260-109	CP5260-110	CP5260-111	CP4578-101	CP5260-12	CP5260-106 x 4
CP5266-2/3/4/5S0M	CP4518-GGG	CP3720-182	CP5166-106				CP5266-6	
CP5270-2/3/4/5S7L	CP4518-CEJ	CP3880-1	CP5260-109	CP5260-110	CP5260-111	CP4578-101	CP5260-12	CP5260-106 x 2 / CP5270-104 x 1 / CP5270-105 x 1
CP5300-14/15S4	CP4519-KL	CP3720-173	CP5300-108	CP5300-109		CP5300-115	CP5300-10	CP5300-113 x 4
CP5300-4/5/6/7S4	CP4519-KL	CP3720-173	CP5300-108	CP5300-109		CP5300-115	CP5300-10	CP5300-113 x 4
CP5300-8/9S4	CP4519-KL	CP3720-173	CP5300-108	CP5300-109		CP5300-115	CP5300-10	CP5300-113 x 4
CP5309-2/3S0	CP4519-EH	CP3880-1	CP6609-106(6026)	CP6609-107(6026)			CP5309-10	CP5309-106 x 1 / CP5309-107 x 1 / CP5320-107 x 2
CP5310-4/5S0	CP4518-H	CP3720-173	CP3177-102				CP5310-22	CP5310-103 x 4
CP5311-22/23S0	CP4519-H	CP3720-173	CP5311-103				CP5211-10	
CP5311-24/25S0	CP4519-H	CP3720-173	CP5311-103				CP5211-10	
CP5315-2/3S0	CP4519-H	CP3880-1	CP5315-103(6026)				CP5315-10	
CP5316-2/3S0	CP4519-J	CP3880-1	CP5128-104(6026)			CP5119-144	CP5317-10	
CP5316-2/3S0RD	CP4519-J	CP3880-1	CP5128-104(6026)			CP5119-144	CP5317-10	
CP5317-2/3S0	CP4519-K	CP3880-1	CP5317-103(6026)			CP5119-144	CP5317-10	
CP5317-6/7S0 & R2	CP4519-K	CP3880-1	CP5317-103(6026)				CP5317-10	
CP5317-8/9S0	CP4519-K	CP3880-1	CP5317-103(6026)			CP5119-144	CP5317-10	
CP5319-2/3S0	CP4519-DE	CP3880-1	CP6606-109(6026)	CP6609-106(6026)			CP5309-10	CP5309-106 x 1 / CP5309-107 x 1 / CP5320-107 x 2
CP5320-2/3S4 & S7	CP4519-KK	CP3720-173	CP5320-106					CP5320-107 x 4
CP5325-2/3S0	CP4519-K	CP3880-1	CP5317-103(6026)			CP5119-144	CP5317-10	
CP5410-2/3/4/5S0L	CP4518-ED	CP3880-2	CP5410-106	CP5410-107		CP4751-104	CP5610-6	CP5610-106 x 4
CP5420-4/5S0L	CP4518-DE	CP3880-2	CP5825-109	CP6261-107				CP5420-106 x 1, Ctr Beam / CP5880-107 x 4
CP5421-4/5S0L	CP4518-CD	CP3880-2	CP6260-107	CP6261-107				CP5420-106 x 1, Ctr Beam / CP5880-107 x 4
CP5510-14/15S0L	CP4518-DC	CP3880-2	CP5510-116	CP5410-106		CP5510-106	CP5510-6	CP5610-106 x 4
CP5510-2/3/4/5S0L	CP4518-DC	CP3880-2	CP5510-116	CP5410-106		CP4751-104	CP5610-6	CP5610-106 x 4
CP5515-4/5S0	CP4518-DC	CP3880-2	CP5515-110	CP5515-111		CP4751-104	CP5610-6	CP5610-106 x 4
CP5515-8/9S0	CP4518-DC	CP3880-2	CP5515-110	CP5515-111		CP5510-106	CP5510-6	CP5610-106 x 4
CP5555-12/13/14/15S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-126		CP5555-120 x 4
CP5555-2/3S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-109		CP5555-120 x 4
CP5555-4/5S7	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-109		CP5555-120 x 4
CP5555-66/67/68/69S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-126		CP5555-120 x 4
CP5555-802/3/4/5S4 / R2 & VG	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-109		CP5555-120 x 4
CP5555-806/807/808/809S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-126		CP5555-120 x 4
CP5555-808/809/810/811S4R2&VG	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-126		CP5555-120 x 4
CP5555-810/811/812/813S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-126		CP5555-120 x 4
CP5555-814/5/6/7S4 / R2 & VG	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-126		CP5555-120 x 4
CP5555-818/819S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-126		CP5555-120 x 4
CP5555-824/825S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-126		CP5555-120 x 4
CP5555-826/827/828/829S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-126		CP5555-120 x 4
CP5555-830/831S4 & R2	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-109		CP5555-120 x 4
CP5555-838/839S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP6136-109		CP5555-120 x 4
CP5555-84/85S4	CP4519-CEJ	CP3720-173	CP5555-108	CP3650-107	CP2409-124	CP5555-155		CP5555-174 x 4
CP5560-32/33/34/35S0L	CP4518-CEJ	CP3880-1	CP5560-108	CP5560-109	CP5560-110	CP5555-126	CP5560-26	CP5555-120 x 4
CP5567-2/3S4	CP4518-GK	CP3880-1	CP5567-106	CP5567-107				CP5567-108 x 4 + CP5567-109 x 1 CTR BEAM
CP5570-802/3/4/5S4 / R2 & VG	CP4519-CEJ	CP2889-105	CP4689-108	CP5145-103	CP2889-105	CP5200-124		CP5555-174 x 4
CP5570-806/807S4 & R2	CP4519-CEJ	CP2889-105	CP4689-108	CP5145-103	CP2889-105	CP5200-124		CP5555-174 x 4
CP5570-810/811/812/813S4	CP4519-CEJ	CP2889-105	CP4689-108	CP5145-103	CP2889-105	CP5555-157		CP5555-174 x 4
CP5570-814/815/816/817S4	CP4519-CEJ	CP2889-105	CP4689-108	CP5145-103	CP2889-105	CP5200-124		CP5555-174 x 4
CP5575-802/3/4/5S4 / R2 & VG	CP4519-CEJ	CP2889-105	CP4689-108	CP5145-103	CP2889-105	CP5555-157		CP5575-106 x 4
CP5589-2/3/4/5S4	CP4518-CEJ	CP3720-182	CP4689-108	CP3645-111	CP4689-106	CP5589-106	CP5589-6	CP5200-306 x 4
CP5610-2/3/4/5S0L	CP4518-EG	CP3880-2	CP5410-107	CP5610-108		CP4751-104	CP5610-6	CP5610-106 x 4
CP5620-2/3S4	CP4509-DD	CP3720-173	CP3579-108			CP4890-101	CP3620-8	CP3720-106 x 4
CP5687-2/3/4/5S4L	CP4518-ACE	CP3880-1	CP4380-101	CP4340-106	CP4340-107		CP5870-6	CP6230-111 x 4
CP5710-2/3/4/5S0L	CP4518-EE	CP3880-2	CP5410-107			CP4751-104	CP5610-6	CP5610-106 x 4
CP5751-14/15/16/17S0L	CP4518-HL	CP3720-182	CP5751-145	CP5751-147		CP4751-104	CP5751-28	CP6751-111 x 2 / CP6751-110 x 2
CP5751-18/19/20//21S0L	CP4518-HL	CP3720-182	CP5751-145	CP5751-147		CP5751-109	CP5751-29	CP6751-111 x 2 / CP6751-110 x 2
CP5755-4/5S0L	CP4518-KL	CP3720-182	CP5755-111	CP5755-110		CP5755-108		CP5755-107 x 4
CP5756-2S0L	CP4518-GG	CP3720-182	CP5756-106			CP5755-108		CP5755-107 x 4
CP5756-4S0L	CP4518-GG	CP3720-182	CP5756-106			CP5756-112		CP5755-107 x 4
CP5757-2S0L	CP4518-GG	CP3720-182	CP5755-110			CP5755-108		CP5755-107 x 4
CP5761-10/11S0L	CP4518-LL	CP3720-182	CP5751-145			CP5751-109	CP5751-29	CP6751-111 x 2 / CP6751-110 x 2
CP5761-8/9S0L	CP4518-LL	CP3720-182	CP5751-145			CP4751-104	CP5751-28	CP6751-111 x 2 / CP6751-110 x 2
CP5771-10/11/12/13S0L	CP4518-LK	CP3720-182	CP5771-131	CP5751-145		CP4751-104	CP5751-28	CP6751-111 x 2 / CP6751-110 x 2
CP5771-14/15/16/17S0L	CP4518-LK	CP3720-182	CP5771-131	CP5751-145		CP5751-109	CP5751-29	CP6751-111 x 2 / CP6751-110 x 2
CP5780-6/7/8/9S0LP	CP4518-JL	CP6300-21	CP5990-106	CP5990-107				CP5780-104 x 4 / CP5780-105 x 1 Ctr Beam
CP5785-2/3/4/5S0LPD	CP4528-HL	CP5785-106	CP5785-107					CP5785-113 x 4
CP5788-2/3/4/5S0L	CP4518-JL	CP3880-1	CP4090-111	CP5830-115			CP5788-6	CP5788-106 x 4
CP5789-2/3/4/5/S0LP	CP4518-JL	CP3880-1	CP5990-107	CP5990-106			CP5789-6	CP5789-105 x 4
CP5789-2/3/4/5S0MP	CP4518-JL	CP3880-1	CP5789-107	CP5789-106			CP5789-6	CP5789-105 x 4
CP5800-12/13S0L	CP4518-DEK	CP3720-182	CP5810-113	CP5810-114	CP5810-115	CP5800-107	CP5800-6	CP5800-109 x 4
CP5800-2/3/4/5S0L	CP4518-DEK	CP3720-182	CP5810-113	CP5810-114	CP5810-115	CP5800-107	CP5800-6	CP5800-109 x 4
CP5805-2/3/4/5S0L	CP4518-EGL	CP3720-182	CP4761-111	CP4751-129	CP5751-145	CP4751-104	CP5805-6	CP6751-111 x 2 / CP6751-110 x 2
CP5806-2/3S0L	CP4518-EGL	CP3720-182	CP4761-111	CP4751-129	CP5751-145	CP4751-104	CP5805-6	CP6751-111 x 2 / CP6751-110 x 2
CP5810-2/3/4/5S0L	CP4518-DEK	CP3880-2	CP5810-113	CP5810-114	CP5810-115		CP5810-6	CP5810-105 x 1 / CP5810-104 x 4
CP5810-2/3/4/5S0M	CP4518-DEK	CP3880-2	CP5810-110	CP5810-111	CP5810-112		CP5810-6	CP5810-105 x 1 / CP5810-104 x 4

BRAKE CALIPERS - Spare Parts Listings

Caliper Assemblies	Seal Repair Kit Part No.	Bleedscrew or Kit Part No.	Piston 1 - Part No.	Piston 2 - Part No	Piston 3 - Part No	Pad Retainer Part No.	Fluid Pipe Part No.	Wear Plate Part No. x Qty.
CP5820-2/3/4/5S0L	CP4518-EFK	CP3880-2	CP5820-109	CP5820-107	CP5820-108		CP5820-6	CP5820-112 x 1 / CP5820-111 x 4
CP5820-2/3/4/5S0M	CP4518-EFK	CP3880-2	CP5820-117	CP5820-119	CP5820-118		CP5820-6	CP5820-112 x 1 / CP5820-111 x 4
CP5825-4S0M	CP4518-EFK	CP3880-2	CP5820-117	CP5820-119	CP5820-118		CP5825-6	
CP5828-2/3/4/5S7L	CP4518-EFK	CP3880-2	CP5828-107	CP5828-109	CP5828-108		CP5828-6	CP5828-106 x 1 / CP5828-105 x 4
CP5830-12/13/14/15S0L	CP4518-DE	CP3880-2	CP5830-124	CP5830-123		CP5830-109	CP5830-6	CP5830-108 x 4
CP5835-4/5S0	CP4518-LM	CP3880-2	CP5835-106	CP5835-107		CP5830-109	CP5830-6	CP5830-108 x 4
CP5840-2/3S0	CP4518-GK	CP3880-2	CP5840-112	CP5840-111			CP5840-6	CP5840-106 x 4
CP5840-4S0	CP4518-GK	CP3880-2	CP5840-112	CP5840-111			CP5840-7	CP5840-106 x 4
CP5841-2/3/4/5S0	CP4518-CD	CP3880-2	CP5841-106	CP5841-107			CP5841-6	CP5840-106 x 4
CP5842-2/3/4/5S0M	CP4518-EFK	CP3880-2	CP5842-106	CP5842-104	CP5842-105		CP5842-6	CP5842-107 x 1 / CP5820-111 x 4
CP5842-4/5S0MC	CP4518-EFK	CP3880-2	CP5842-9	CP5842-8	CP5842-7		CP5842-6	CP5842-107 x 1 / CP5820-111 x 4
CP5845-4/5S0MC OR P	CP4518-EFK	CP3880-2	CP5845-106	CP4845-4107	CP5845-108			CP5845-111 x 4 / CP5845-114 x 1
CP5846-4/5S0MC OR P	CP4518-EG	CP3880-2	CP5846-105	CP5846-106				CP6070-107 x 4 / CP5846-104 x 1
CP5850-2/3S0M	CP4518-JL	CP3880-2	CP5850-107	CP5850-108			CP5850-6	CP5850-106 x 2 / CP5820-111 x 4
CP5865-2/3/4/5S7M	CP4518-CEJ	CP3880-1	CP5870-106	CP5870-104	CP5870-105		CP5870-6	CP6230-111 x 4
CP5866-2/3/4/5S7M	CP4518-CEJ	CP3880-1	CP5870-106	CP5870-104	CP5870-105	CP5866-104	CP5870-6	CP6230-111 x 4
CP5870-2/3/4/5S7M	CP4518-CEJ	CP3880-1	CP5870-106	CP5870-104	CP5870-105		CP5870-6	CP6230-111 x 4
CP5880-2/3S0L	CP4518-DE	CP3880-2	CP5880-104	CP5880-105			CP5880-6	CP5880-106 x 1 / CP5880-107 x 4
CP5880-4/5S0M	CP4518-DE	CP3880-2	CP5880-109	CP5880-108			CP5880-6	CP5880-106 x 1 / CP5880-107 x 4
CP5890-2/3S0L	CP4518-DEK	CP3880-2	CP5890-105	CP5890-108	CP5890-109		CP5890-6	CP5890-104 x 1 / CP5890-106 x 4
CP5890-2/3/4/5S0M	CP4518-DEK	CP3880-2	CP5890-111	CP5890-112	CP5890-113		CP5890-6	CP5890-104 x 1 / CP5890-106 x 4
CP5895-4/5S0M	CP4518-DEK	CP3880-2	CP5890-111	CP5890-112	CP5890-113			CP5895-111 x 4 / CP5895-112 x 1 Ctr Beam
CP5928-5E0	CP4518-H	CP3880-1	CP5569-111			CP4140-110		CP5586-104
CP5971-2/3S7M	CP4518-BCE	CP3880-1	CP5961-105	CP5961-104	CP5970-114	CP5970-104	CP5970-7	CP4970-104 x 4
CP5971-4/5S7M	CP4518-BCE	CP3880-1	CP5961-105	CP5961-104	CP5970-114	CP5970-104	CP5970-8	CP4970-104 x 4
CP6016-2/3S0	CP6016-51	CP3880-1	CP6016-106				CP6016-10	
CP6030-20/21S0	CP4518-GK	CP3720-173	CP6030-107	CP6030-108		CP6030-110	CP6030-35	CP5100-210 x 4
CP6030-2/3S0	CP4518-GK	CP3720-173	CP6030-107	CP6030-108		CP6030-109	CP6030-6	CP5100-210 x 4
CP6040-2/3S7MP	CP4518-CEJ	CP3880-1	CP6040-108	CP6040-109	CP6040-110	CP5970-104	CP6040-6	CP4970-104 x 4
CP6044-2/3S7M	CP4518-BDH	CP3880-1	CP5962-105	CP5961-104	CP6290-131	CP5970-104	CP6040-6	CP4970-104 x 4
CP6050-2/3/4/5S0M	CP4518-AEAE	CP3720-182	CP6050-105	CP6050-106			CP6050-6	CP6050-108 x 2 / CP6050-109 x 2
CP6050-2/3/4/5S7M	CP4518-AEAE	CP3720-182	CP6050-105	CP6050-106			CP6050-6	CP6050-108 x 2 / CP6050-109 x 2
CP6051-2/3/4/5S0L	CP4518-AEAE	CP3720-173	CP6051-105	CP6051-106			CP6051-6	CP6050-108 x 2 / CP6050-109 x 2
CP6055-2/4S7MP	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112		CP6055-6	CP6055-108 x 1 / CP6055-107 x 4
CP6055-3/5S7MP	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112		CP6055-7	CP6055-108 x 1 / CP6055-107 x 4
CP6056-2/3/4/5S7MP	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112		CP6056-7	CP6056-104 x 1 / CP6055-107 x 4
CP6057-2/3/4/5S7MP	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6057-104		CP6056-7	CP6056-104 x 1 / CP6055-107 x 4
CP6058-2/3/4/5S7MP	CP4518-BEH	CP3880-1	CP6057-105	CP6055-111	CP6057-104		CP6056-7	CP6056-104 x 1 / CP6055-107 x 4
CP6060-2/3S7MP	CP4518-CEJ	CP3880-1	CP6060-122	CP6060-120	CP6060-121		CP6060-6	CP6060-106 x 1 / CP6060-107 x 4
CP6060-4/5S7MP	CP4518-CEJ	CP3880-1	CP6060-122	CP6060-120	CP6060-121		CP6060-7	CP6060-106 x 1 / CP6060-107 x 4
CP6061-4/5S7MP	CP4518-BCE	CP3880-1	CP4960-110	CP4960-111	CP6061-104		CP6060-6	CP6060-107 x 4
CP6064-2/3S7MP	CP4518-CEJ	CP3880-1	CP6060-122	CP6060-120	CP6060-121		CP6064-6	CP6060-106 x 1 / CP6060-107 x 4
CP6064-4/5S7MP	CP4518-CEJ	CP3880-1	CP6060-122	CP6060-120	CP6060-121		CP6064-8	CP6060-106 x 1 / CP6060-107 x 4
CP6065-10/11S7MP	CP4518-CEJ	CP3880-1	CP6040-108	CP6065-110	CP6040-110		CP6065-7	CP6065-104 x 1 / CP6060-107 x 4
CP6065-2/3S7MP	CP4518-CEJ	CP3880-1	CP6040-108	CP6040-109	CP6040-110		CP6065-6	CP6065-104 x 1 / CP6060-107 x 4
CP6065-4/5S7MP	CP4518-CEJ	CP3880-1	CP6040-108	CP6065-110	CP6040-110		CP6065-7	CP6065-104 x 1 / CP6060-107 x 4
CP6065-8/9S7MP	CP4518-CEJ	CP3880-1	CP6040-108	CP6040-109	CP6040-110		CP6065-6	CP6065-104 x 1 / CP6060-107 x 4
CP6066-4/5S7MP	CP4518-BCE	CP3880-1	CP6040-108	CP6040-109	CP6060-123		CP6065-7	CP6065-104 x 1 / CP6060-107 x 4
CP6070-12/13S7L	CP4518-DH	CP3880-1	CP6070-120	CP5015-109			CP6070-6	CP6070-106 x 1 / CP6070-107 x 4
CP6070-14/15S7L	CP4518-DH	CP3880-1	CP6070-120	CP5015-109			CP6070-7	CP6070-106 x 1 / CP6070-107 x 4
CP6070-2/3/4/5S7MC	CP4518-DH	CP3880-1	CP6070-110	CP6070-111			CP6070-6	CP6070-106 x 1 / CP6070-107 x 4
CP6070-2/3/4/5S7MP	CP4518-DH	CP3880-1	CP6070-110	CP6070-111			CP6070-6	CP6070-106 x 1 / CP6070-107 x 4
CP6071-2/3/4/5S7MP	CP4518-DH	CP3880-1	CP6070-110	CP6070-111			CP6071-6	CP6070-106 x 1 / CP6070-107 x 4
CP6075-2/3S7MC	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112		CP6075-6	CP6075-106 x 1 / CP6075-105 x 4
CP6075-4/5S7MC	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112		CP6075-7	CP6075-106 x 1 / CP6075-105 x 4
CP6077-4/5S7MP	CP4518-BCE	CP3880-1	CP6055-110	CP6055-111	CP6057-104			CP6075-105 x 4 / CP6078-104 x 1 Ctr Beam
CP6078-4/5S7MP	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112			CP6075-105 x 4 / CP6078-104 x 1 Ctr Beam
CP6080-2/3S7MP	CP4518-CEJ	CP3880-1	CP6060-122	CP6060-120	CP6060-121	CP6460-105	CP6060-6	CP6060-107 x 4
CP6080-4/5S7MP	CP4518-CEJ	CP3880-1	CP6060-122	CP6060-120	CP6060-121	CP6460-105	CP6060-7	CP6060-107 x 4
CP6083-2/3S7M	CP4518-CEJ	CP3880-1	CP6083-108	CP6083-107	CP6083-106	CP6083-7		CP5856-120 x 4 / CP6066-104 x 1 Ctr Beam
CP6085-2/3S7MC	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112		CP6075-6	CP6075-106 x 1 / CP6075-105 x 4
CP6085-4/5S7MC	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112		CP6075-7	CP6075-106 x 1 / CP6075-105 x 4
CP6086-2/3S7MC	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112			CP6060-107 x 4 / CP6086-104 x 1
CP6087-2/3S7MP	CP4518-BCE	CP3880-1	CP6057-104	CP6055-110	CP6055-111			CP6055-107 x 4 / CP6087-104 x 2
CP6088-2/3S7MP	CP4518-CEJ	CP3880-1	CP6057-110	CP6055-111	CP6055-112			CP6060-107 x 4 / CP6086-104 x 1
CP6096-2/3S7MP	CP4518-CEJ	CP3880-1	CP6060-122	CP6060-120	CP6060-121		CP6096-6	CP6060-107 x 4 / CP6086-104 x 1
CP6096-4/5S7MP	CP4518-CEJ	CP3880-1	CP6060-122	CP6060-120	CP6060-121		CP6096-7	CP6060-107 x 4 / CP6086-104 x 1
CP6114-10/11/12/13S0	CP4518-L	CP3880-1	CP6114-106			CP5119-144	CP6114-105	
CP6120-2/3S0	CP4518-L	CP3880-1	CP5235-108			CP6120-103	CP6120-6	
CP6121-2/3S0	CP4518-J	CP3880-1	CP6121-104			CP6120-103	CP6120-6	
CP6136-4/5S0L	CP4518-CDH	CP3880-1	CP6136-114	CP6136-116	CP6136-110	CP6136-107	CP6136-10	CP6508-102 x 4
CP6136-8/9S0L	CP4518-CDH	CP3880-1	CP6136-114	CP6136-116	CP6136-110	CP6136-107	CP6136-10	CP5555-120 x 4
CP6138-2/3S0L	CP4518-DEDE	CP3880-1	CP6136-114	CP6136-115	CP6136-111	CP6138-106	CP6138-10	CP6508-102 x 4
CP6148-2/5R0M	CP4518-AEAE		CP6148-108	CP6148-109			CP6148-6	CP6148-107 x 2 / CP6148-106 x 2
CP6148-3/4R0M	CP4518-AEAE		CP6148-108	CP6148-109			CP6148-7	CP6148-107 x 2 / CP6148-106 x 2
CP6160-2/3S7MP	CP4518-CEJ	CP3880-1	CP6055-110	CP6055-111	CP6055-112			CP6060-107 x 4 / CP6086-104 x 1 Ctr Beam
CP6161-2/3S7MP	CP4518-BCE	CP3880-1	CP6055-110	CP6055-111	CP6057-104			CP6060-107 x 4 / CP6086-104 x 1 Ctr Beam
CP6165-2/3S7M	CP8518-CEJ	CP3880-1	CP6165-108	CP6165-107	CP6165-106			CP5856-120 x 4 / CP6165-104 x 1 Ctr Beam
CP6169-2/3S7MP	CP4518-CEJ	CP3880-1	CP6169-108	CP4969-139	CP6169-106			CP6169-113 x 4
CP6215-10/11/12/13S7L	CP4518-CF	CP3880-1	CP6260-107	CP5828-108			CP5760-6	CP6215-104 x 1 / CP5760-105 x 4
CP6215-2/3/4/5S0L	CP4518-DG	CP3880-1	CP6215-106	CP6215-105			CP5760-6	CP6215-104 x 1 / CP5760-105 x 4
CP6215-6/7/8/9S0L	CP4518-DG	CP3880-1	CP6215-109	CP6215-110			CP5760-6	CP6215-107 x 2 / CP6215-108 x 2 / CP6215-104 x 1
CP6220-2/3/4/5S0	CP4518-CEJ	CP3720-182	CP5070-107	CP5070-106	CP5070-105	CP6220-113	CP6220-21	CP6220-110 x 4
CP6230-2/3/4/5S7M	CP4518-CEJ	CP3720-173	CP4970-113	CP4970-112	CP4970-111	CP6230-112	CP6230-21	CP6230-111 x 4
CP6238-2/3S0L	CP4518-DEDE	CP3880-1	CP6136-114	CP6136-115	CP6136-111	CP6238-106	CP6238-10	CP6238-110 x 4
CP6240-2/3/4/5S7M	CP4518-CEJ	CP3720-173	CP4970-113	CP4970-112	CP4970-111	CP6230-112	CP6240-6	CP6230-111 x 4
CP6270-2/4S7MP OR C	CP4518-DH	CP3880-1	CP6070-110	CP6070-111			CP6070-7	CP6070-107 x 4 / CP6270-104 x 1
CP6267-6/7S0L	CP8518-DG	CP3880-1	CP6266-105	CP6266-106				CP5760-105 x 4 / CP6266-104
CP6268-12/-13S7L	CP8518-EFK	CP3880-1	CP6268-104	CP6268-105	CP6268-106			CP6268-111 x 4
CP6269	CP8518-EFK	CP3880-1	CP6268-104	CP6268-105	CP6268-106	CP6268-20 / -21		Pad Abutment Plates, L = CP6269-102 / T = CP6269-104
CP6270-3/5S7MP OR C	CP4518-DH	CP3880-1	CP6070-110	CP6070-111			CP6070-6	CP6070-107 x 4 / CP6270-104 x 1
CP6271-2/3/4/5S7MP	CP4518-DH	CP3880-1	CP6070-110	CP6070-111			CP6070-6	CP6070-107 x 4 / CP6270-104 x 1
CP6277-2/-3S7MP	CP4518-CEJ	CP6300-21	CP6277-104	CP6277-105	CP6277-106			CP6277-109 x 4
CP6278-2/-3S7MP	CP4518-DH	CP6300-21	CP6279-104	CP6278-105				CP6278-106 x 4
CP6320-12/13/14/15R4M	CP4518-HL		CP3720-177	CP6320-107		CP6320-111		CP6320-106 x 4
CP6320-14/15R4	CP4518-HL		CP2879-103	CP2279-6		CP6320-111		CP6320-106 x 4
CP6320-22/23/24/25S4M	CP4518-HL	CP3880-1	CP3720-177	CP6320-107		CP6320-111		CP6320-106 x 4
CP6320-32/33/34/35S4M	CP4518-HL	CP3880-1	CP3720-177	CP6320-107		CP6320-111		CP6320-106 x 4
CP6340-12/13/14/15R4M	CP4518-DH		CP6320-108	CP6320-107		CP6320-110		CP6320-106 x 4
CP6340-24/25/26/27R4M	CP4518-DH	CP3880-1	CP6320-108	CP6320-107		CP6320-110		CP6320-106 x 4
CP6340-26/27/28/29S4M	CP4518-DH	CP3880-1	CP6320-108	CP6320-107		CP6320-110		CP6320-106 x 4
CP6340-28/29R4M	CP4518-DH	CP3880-1	CP6320-108	CP6320-107		CP6320-110		CP6320-106 x 4
CP6340-2/3/4/5S4M	CP4518-DH	3486-229	CP6320-108	CP6320-107		CP6320-110		CP6320-106 x 4
CP6350-14/15S7M	CP4518-CEJ	CP3880-1	CP6350-120	CP6350-119	CP6350-118	CP6350-109	CP6350-12	CP6350-110 x 4
CP6350-18/19S7M	CP4518-CEJ	CP3880-1	CP6350-120	CP6350-119	CP6350-118	CP6350-109	CP6350-12	CP6350-110 x 4
CP6350-2/5S7M	CP4518-CEJ	CP3880-1	CP6350-108	CP6350-107	CP6350-106	CP6350-109	CP6350-12	CP6350-110 x 4
CP6350-3/4S7M	CP4518-CEJ	CP3880-1	CP6350-108	CP6350-107	CP6350-106	CP6350-109	CP6350-13	CP6350-110 x 4
CP6350-8/9S7M	CP4518-CEJ	CP3880-1	CP6350-120	CP6350-119	CP6350-118	CP6350-109	CP6350-12	CP6350-110 x 4
CP6360-2/3S7L	CP4518-CEJ	CP3880-1	CP6360-104	CP4360-127	CP6360-105	CP6360-110	CP6360-7	CP6360-106 x 4
CP6360-4/5S7L	CP4518-CEJ	CP3880-1	CP6360-104	CP4360-127	CP6360-105	CP6360-110	CP6360-6	CP6360-106 x 4
CP6361-2/3S7L	CP4518-CEJ	CP3880-1	CP6360-104	CP4360-127	CP6360-105	CP6360-110	CP6360-7	CP6360-106 x 4
CP6361-4/5S7L	CP4518-CEJ	CP3880-1	CP6360-104	CP4360-127	CP6360-105	CP6360-110	CP6360-6	CP6360-106 x 4
CP6382-2/-3S7LP	CP8518-BEH	CP6300-30	CP6382-201	CP6382-202	CP6382-203			CP6382-207 x 4
CP6420-2/3/4/5R4M	CP4518-HL		CP3720-177	CP6320-107		CP6320-110		CP6320-106 x 4

BRAKE CALIPERS - Spare Parts Listings

Caliper Assemblies	Seal Repair Kit Part No.	Bleedscrew or Kit Part No.	Piston 1 - Part No.	Piston 2 - Part No	Piston 3 - Part No	Pad Retainer Part No.	Fluid Pipe Part No.	Wear Plate Part No. x Qty.
CP6470-2S7MP	CP4581-DH	CP3880-1	CP6070-110	CP6070-111				CP6470-106 x 4 / CP6470-104 x 1 Ctr Beam
CP6470-3S7MP	CP4581-DH	CP3880-1	CP6070-110	CP6070-111				CP6470-106 x 4 / CP6470-105 x 1 Ctr Beam
CP6480-2S7L	CP4518-DH	CP3880-1	CP6480-104	CP6286-134		CP6480-106	N/A	CP6470-106 x 4
CP6480-3S7L	CP4518-DH	CP3880-1	CP6480-104	CP6286-134		CP6480-107	N/A	CP6470-106 x 4
CP6520-2/3/4/5R4M	CP4518-HL	CP3880-1	CP3720-177	CP6320-107		CP6320-111		CP6320-106
CP6560-18/19R4L	CP4518-CEJ	CP3880-1	CP6560-129	CP6560-130	CP6560-131			CP6560-106 x 1 / CP6560-110 x 4
CP6560-2/3/4/5S4MP	CP4518-CEJ	CP3880-1	CP6560-107	CP6560-108	CP6560-109			CP6560-106 x 1 / CP6560-110 x 4
CP6561-2/3/4/5S4MP	CP4518-CF	CP3880-1	CP6561-107	CP6561-108				CP6560-106 x 1 / CP6560-110 x 4
CP6564-2/3R4L	CP4518-DH	CP3880-1	CP6564-108	CP6564-109				CP6560-106 x 1 / CP6560-110 x 4
CP6600-26/27/28/29S0	CP4525-JK	CP3880-1	CP6200-105(6026)	CP6200-104				CP6200-103 x 4
CP6600-2/3/4/5S0	CP4525-JK	CP3880-1	CP6200-105(6026)	CP6200-104				CP6200-103 x 4
CP6600-2/3/4/5S0R2	CP4525-JK	CP3880-1	CP6200-105(6026)	CP6200-104				CP6200-103 x 4
CP6600-2/3S0S2	CP4525-JK	CP3880-1	CP6200-105(6026)	CP6200-104				CP6200-103 x 4
CP6600-6/7/8/9S0	CP4525-JK	CP3880-1	CP6200-105(6026)	CP6200-104				CP6200-103 x 4
CP6602-2/3/4/5S0	CP4525-DD	CP3880-1	CP6606-109(6026)					CP7040-110 x 4
CP6605-12/13S0	CP4525-JK	CP3880-1	CP6200-105(6026)	CP6200-104				CP6200-103 x 4
CP6608-4/5S0	CP4525-HJ	CP3880-1	CP6609-107(6026)	CP6200-104				CP6200-103 x 4
CP6609-2/3/4/5S0	CP4525-EH	CP3880-1	CP6609-106(6026)	CP6609-107(6026)				CP6200-103 x 4
CP6609-6/7/8/9S0 & R2	CP4525-EH	CP3880-1	CP6609-106(6026)	CP6609-107(6026)				CP6200-103 x 4
CP6611-4/5S0	CP4525-JJ	CP3880-1	CP6200-104				CP6609-11	CP6200-103 x 4
CP6611-8/9S0	CP4525-JJ	CP3880-1	CP6200-104			CP5200-124	CP6609-11	CP6200-103 x 4
CP6617-4/5S0	CP4525-DD	CP3880-1	CP6606-109(6026)				CP6609-11	CP7040-110 x 4
CP6624-2/3/4/5S0	CP4525-DE	CP3880-1	CP6606-109(6026)	CP6609-106(6026)			CP6609-11	
CP6625-2/3/4/5S0	CP4525-EE	CP3880-1	CP6609-106(6026)				CP6609-11	
CP6625-6/7S0	CP4525-EE	CP3880-1	CP6609-106(6026)				CP6609-11	
CP6626-2/3S0	CP4525-JK	CP3880-1	CP6200-105(6026)	CP6200-104			CP6626-10	CP6200-103 x 4
CP6627-2/3S0 / CL & R2	CP4525-JJ	CP3880-1	CP5118-103(6026)					CP6622-106 x 4
CP6628-4/5S0B4	CP4525-JK	CP3880-1	CP5118-103	CP6628-107				CP6622-106 x 4
CP6628-6/7S0R2	CP4525-JK	CP3880-1	CP5118-103	CP6628-107				CP6622-106 x 4
CP6631-2/3S0	CP4525-JK	CP3880-1	CP6200-105(6026)	CP6200-104			CP6618-10	CP6200-103 x 4
CP6634-2/3S0R2	CP4525-JJ	CP3880-1	CP5118-103(6026)				CP6622-10	CP6622-106 x 4
CP6650-2/3/4/5S7L	CP4518-CF	CP3880-1	CP6260-107	CP5828-108		CP6261-108	CP6261-6	CP5760-105 x 4
CP6665-2/3S4L	CP4518-CEJ	CP3880-1	CP6265-109	CP6265-108	CP6265-107			CP5760-105 x 4 / Pad Retainer Plate CP6078-106 x 1
CP6688-4/5E0M	CP4518-FF	CP4469-101	CP6688-113					
CP6720-18/19S4	CP4518-GK	CP3880-1	CP3567-108	CP3344-109		CP6720-143		CP5200-306 x 4
CP6720-22/23/24/25S4L	CP4518-GK	CP3880-1	CP3567-116	CP3567-117		CP3394-113		CP5200-306 x 4
CP6720-6/7/8/9S4	CP4518-GK	CP3880-1	CP3567-108	CP3344-109		CP6720-101		CP5200-306 x 4
CP6720-6/7/8/9S4L	CP4518-GK	CP3880-1	CP3567-116	CP3567-117		CP6720-101		CP5200-306 x 4
CP6730-2/3S4	CP4518-EE	CP3880-1	CP3349-103			CP6720-101		CP5200-306 x 4
CP6740-2/3S4	CP4518-EE:RALLY	CP3880-1	CP6740-109			CP6720-101		CP5200-306 x 4
CP6740-2/3S4L		CP3880-1	CP6740-110			CP6720-101		CP5200-306 x 4
CP6750-10/11/12/13S4L	CP4518-CEJ:RALLY	CP3880-1	CP6560-126	CP6560-127	CP6560-128	CP6750-113		CP6750-111 x 1 / CP6750-112 x 2 / CP6750-110 x 1
CP6750-14/15/16/17S4L		CP3880-1	CP6560-126	CP6560-127	CP6560-128	CP6750-113		CP6750-111 x 1 / CP6750-112 x 2 / CP6750-110 x 1
CP6750-2/3/4/5S4L		CP3880-1	CP6750-106	CP6750-107	CP6750-108	CP6750-109		CP6750-111 x 1 / CP6750-112 x 2 / CP6750-110 x 1
CP6750-6/7/8/9S4L		CP3880-1	CP6750-106	CP6750-107	CP6750-108	CP6750-113		CP6750-111 x 1 / CP6750-112 x 2 / CP6750-110 x 1
CP6751-10/11S0L	CP4518-GG	CP3720-182	CP4751-129			CP5751-109	CP7751-7	CP6751-111 x 2 / CP6751-110 x 2
CP6751-30/31S0L	CP4518-GG	CP3720-182	CP4751-126			CP4751-104	CP7751-6	CP6751-111 x 2 / CP6751-110 x 2
CP6751-8/9S0L	CP4518-GG	CP3720-182	CP4751-129			CP4751-104	CP7751-6	CP6751-111 x 2 / CP6751-110 x 2
CP6760-2/3/4/5S4L	CP4518-CF	CP3880-1	CP4907-106	CP6760-118		CP4144-101		CP6561-106 x 4
CP6761-10/11S0L	CP4518-EE	CP3720-182	CP4761-111			CP5751-109	CP7751-7	CP6751-111 x 2 / CP6751-110 x 2
CP6761-8/9S0L	CP4518-EE	CP3720-182	CP4761-111			CP4751-104	CP7751-6	CP6751-111 x 2 / CP6751-110 x 2
CP6766-2/3S7L	CP4518-CEJ:RAID	CP3880-1	CP6560-126	CP6560-127	CP6560-128			CP6766-108 x 4 / CP6766-107 x 1 Ctr Beam
CP6768-23/S7L	CP4518-CEJ:RAID	CP3880-1	CP6560-126	CP6560-127	CP6560-128			CP6766-108 x 4 / CP6766-107 x 1 Ctr Beam
CP6789-2S0	CP4518-H	CP3720-173	CP3177-102				CP5310-21	CP6789-104 x 4
CP6789-3S4	CP4518-JJ	CP3720-173	CP3215-113			CP5100-116	CP5000-54	CP5100-210 x 2 / CP5100-211 x 2
CP6830-4/5S4LP	CP4518-GK	CP3880-1	CP6820-106	CP6820-107				CP6820-113 x 4 / CP6820-109 x 1 Ctr Beam
CP6831-4/5S4LP	CP4518-CE	CP3880-1	CP6821-104	CP6821-105				CP6820-113 x 4 / CP6820-109 x 1 Ctr Beam
CP6840-4/5S4L	CP8518-GK	CP3880-1	CP6820-106	CP6820-107				CP6820-113 x 4 / CP6820-109x 1 Ctr Beam
CP7003-2S0	CP4518-A	CP4469-101	CP7003-105			K19865		
CP7030-2/3S0	CP4518-GK	CP3720-173	CP7030-108	CP7030-107			CP7030-6	CP7030-106 x 4
CP7030-4/5S0	CP4518-GK	CP3720-173	CP7030-108	CP7030-107			CP7030-7	CP7030-106 x 4
CP7031-4/5S0LP	CP4518-AE	CP3880-1	CP7031-113	CP7031-108				CP3307-222 x 4 / CP7031-106 x 1
CP7040-16/17/18/19S0	CP4525-CEJ	CP3880-1	CP7040-118(6026)	CP6609-106(6026)	CP6200-104			CP7040-110 x 4
CP7040-2/3/4/5S0	CP4525-CEJ	CP3880-1	CP7040-118(6026)	CP6609-106(6026)	CP6200-104			CP7040-110 x 4
CP7040-2/3/4/5S0R2	CP4525-CEJ	CP3880-1	CP7040-118(6026)	CP6609-106(6026)	CP6200-104			CP7040-110 x 4
CP7041-12/13S0	CP4525-CEJ	CP3880-1	CP7040-118(6026)	CP6609-106(6026)	CP6200-104			CP7040-110 x 4
CP7041-12/13S0R2	CP4525-CEJ	CP3880-1	CP7040-118(6026)	CP6609-106(6026)	CP6200-104			CP7040-110 x 4
CP7060-2/3S0RD	CP4525-CEJ	CP3880-1	CP4910-141	CP4910-140	CP3344-192		CP7060-10	CP7040-110 x 4
CP7060-2/3S4 & RD	CP4525-CEJ	CP3880-1	CP4910-141	CP4910-140	CP3344-192		CP7060-10	CP7040-110 x 4
CP7206-4/5S4	CP4525-JK	CP3880-1	CP4090-112	CP5205-101		CP5138-106	CP7206-101	CP6200-103 x 4
CP7269-2/3S7L	CP8518-CEJ	CP3880-1	CP7269-200	CP7269-201	CP7269-202			CP7269-204 x 4 / CP7269-203 x 1 Ctr Beam.
CP7480-2/3S7L	CP4518-DH	CP3880-1	CP7480-104	CP7480-105				CP6269-119 x 4 / CP7480-108 x1 Ctr Beam
CP7300-2/3/4/5S0L	CP4518-EEE	CP3880-1	CP7300-101					
CP7600-14/15S4	CP4525-JJ	CP3880-1	CP2409-124					CP7605-117 x 4
CP7600-2/3/4/5S0	CP4525-JJ	CP3880-1	CP6200-104					CP7605-117 x 4
CP7600-4/5S0R2	CP4525-JJ	CP3880-1	CP6200-104					CP7605-117 x 4
CP7600-6/7/8/9S0	CP4525-JJ	CP3880-1	CP6200-104					CP7605-117 x 4
CP7601-26/27S0B3	CP4525-EE	CP3880-1	CP6609-106(6026)					CP7605-117 x 4
CP7602-2/3S0	CP4525-EH	CP3880-1	CP6609-106(6026)	CP6609-107(6026)				CP7605-117 x 4
CP7602-6/7S0	CP4525-EH	CP3880-1	CP6609-106(6026)	CP6609-107(6026)				CP7605-117 x 4
CP7605-6/7S0	CP4525-JJ	CP3880-1	CP7605-109					CP7605-116 x 4
CP7606-12/13/14/15S0	CP4518-JJ	CP3880-1	CP7605-109					CP7605-116 x 4
CP7606-18/19S0	CP4518-JJ	CP3880-1	CP7605-109					CP7605-116 x 4
CP7607-12/13S0	CP4525-CC	CP3880-1	CP7040-118(6026)					CP7605-117 x 4
CP7607-22/23/24/25S0&S2	CP4525-CC	CP3880-1	CP7040-118(6026)					CP7605-117 x 4
CP7607-24/25S0R2	CP4525-CC	CP3880-1	CP7040-118(6026)					CP7605-117 x 4
CP7607-2/3/4/5S0 / S2 & R2	CP4525-CC	CP3880-1	CP7040-118(6026)					CP7605-117 x 4
CP7609-2/3/4/5S0	CP4525-EE	CP3880-1	CP6609-106(6026)					CP7605-117 x 4
CP7609-2/3/4/5S0R2 & RD	CP4525-EE	CP3880-1	CP6609-106(6026)					CP7605-117 x 4
CP7610-2/3S0	CP4525-CD	CP3880-1	CP7040-118(6026)	CP6606-109(6026)				CP7605-117 x 4
CP7611-4/5S0CL	CP4525-EE	CP3880-1	CP6609-106(6026)					CP7605-117 x 4
CP7611-4/5/6/7S0R2	CP4525-EE	CP3880-1	CP6609-106(6026)					CP7605-117 x 4
CP7613-2/3/4/5S0	CP4518-EE	CP3880-1	CP7613-106				CP7606-10	CP7605-116 x 4
CP7613-6/7/8/9S0	CP4518-EE	CP3880-1	CP7613-106				CP7613-10	CP7605-116 x 4
CP7614-4/5S0	CP4525-EE	CP3880-1	CP7613-106				CP7614-6	CP7605-117 x 4
CP7615-2/3/4/5S0 & R2	CP4525-CC	CP3880-1	CP7040-118(6026)					CP7605-117 x 4
CP7618-4/5S0 / R2 & VG	CP4525-CC	CP3880-1	CP7040-118(6026)					CP7605-117 x 4
CP7619-2/3S0R2	CP4525-DD	CP3880-1	CP6606-109(6026)					CP7605-117 x 4
CP7621-2/3S0 & R2	CP4525-EE	CP3880-1	CP6609-106(6026)					CP7605-117 x 4
CP7622-4/5S0	CP4525-EE	CP3880-1	CP6609-106(6026)					CP7605-117 x 4
CP7624-2/3S0	CP4525-EH	CP3880-1	CP6609-106(6026)	CP6609-107(6026)				CP7605-117 x 4
CP7624-6/7S0R2	CP4525-EH	CP3880-1	CP6609-106(6026)	CP6609-107(6026)				CP7605-117 x 4
CP7625-2/3S0 & R2	CP4525-CC	CP3880-1	CP7040-118(6026)					CP7605-117 x 4
CP7626-2/3S0R2	CP4525-CC	CP3880-1	CP7626-107					CP7605-117 x 4
CP7633-4/5S0	CP4525-CC	CP3880-1	CP7040-118(6026)					CP7605-117 x 4
CP7751-14/15S0L	CP4518-LM	CP3720-182	CP5751-145	CP5751-147		CP4751-104	CP7751-6	CP6751-111 x 2 / CP6751-110 x 2
CP7751-30/31S0L	CP4518-LM	CP3720-182	CP5751-131	CP5751-130		CP4751-104	CP7751-6	CP6751-111 x 2 / CP6751-110 x 2
CP7853-2/3E0	CP4518-EH	CP4469-101	CP4488-107	CP4488-106				
CP8240-2/3S0L	CP4518-GG	CP3720-182	CP4751-129			CP5830-109	CP7751-6	CP8250-108 x 2 / -109 x 2
CP8240-4/5S0L	CP4518-GG	CP3720-182	CP4751-129			CP5830-109	CP7751-7	CP8250-108 x 2 / -109 x 2

BRAKE CALIPERS - Spare Parts Listings

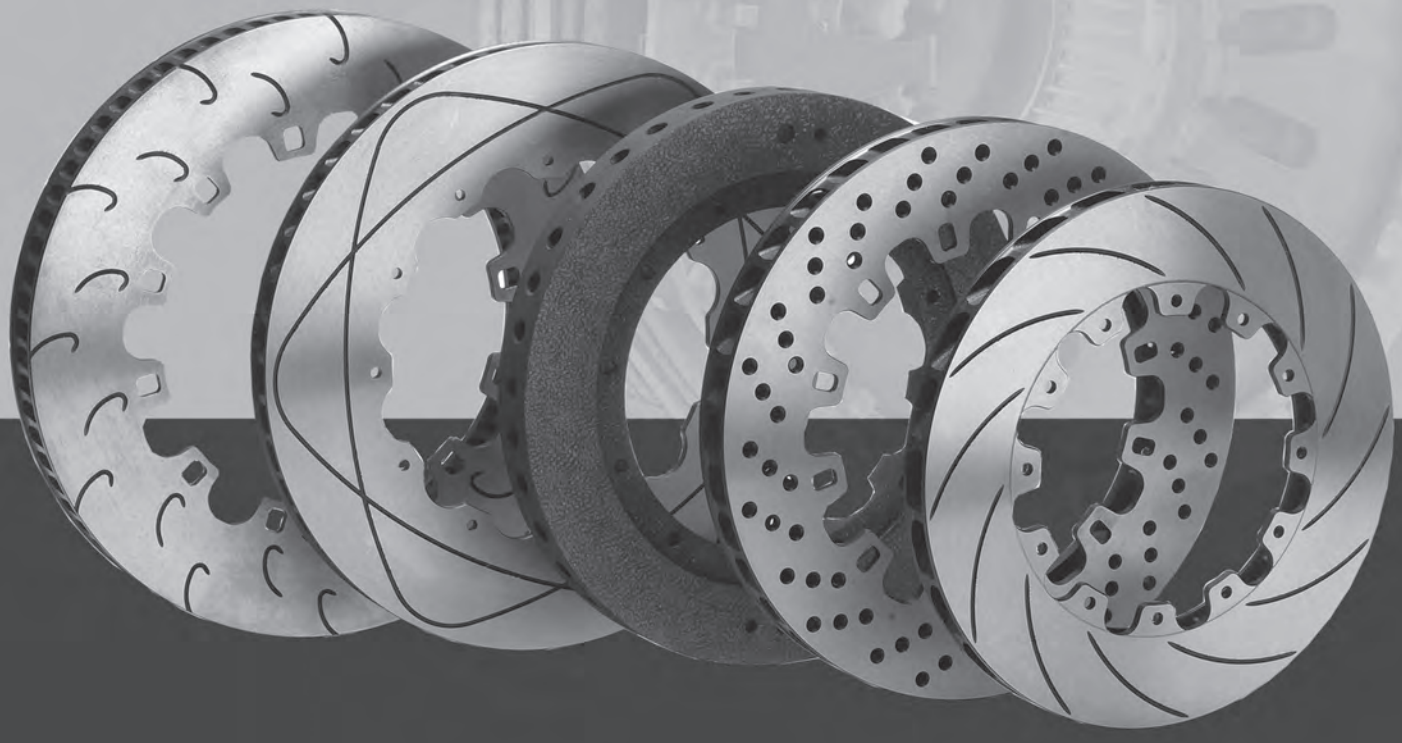
Caliper Assemblies	Seal Repair Kit Part No.	Bleedscrew or Kit Part No.	Piston 1 - Part No.	Piston 2 - Part No	Piston 3 - Part No	Pad Retainer Part No.	Fluid Pipe Part No.	Wear Plate Part No. x Qty.
CP8241-2/3S0L	CP4518-EE	CP3720-182	CP4761-111			CP5830-109	CP7751-6	CP8250-108 x 2 / -109 x 2
CP8241-4/5S0L	CP4518-EE	CP3720-182	CP4761-111			CP5830-109	CP7751-7	CP8250-108 x 2 / -109 x 2
CP8250-2/3S0L	CP4518-LM	CP3720-182	CP5751-145	CP5751-147		CP5830-109	CP7751-6	CP5820-108 x 2 / -109 x 2
CP8310-2/3/4/5S0BK	CP4525-CEJ	CP3880-1	CP7040-118	CP6609-106	CP6200-104	CP8310-110		CP8310-114 x 2 / -115 x 2
CP8315-2/3/4/5S0BK	CP4518-CEJ	CP3880-1	CP7040-118ST	CP6609-106ST	CP6200-104ST	CP8310-116		CP8310-115 x 2 / CP8310-114 x 2
CP8316-2/3/4/5S0R2	CP4525-HJK	CP3880-1	CP6200-104	CP6200-105	CP6609-107	CP8310-110		CP8310-115 x 2 / CP8310-114 x 2
CP8317-2/3/4/5S0R2	CP4525-EHJ	CP3880-1	CP6609-106	CP6200-104	CP6609-107	CP8310-110		CP8310-115 x 2 / CP8310-114 x 2
CP8350-12/13/14/15S4	CP4518-JK	CP3880-1	CP3215-113	CP4270-3		CP8350-108	CP8350-6	CP8250-108 x 2 / CP8250-109 x 2
CP8351-2/3/4/5S0L	CP4518-LM	CP3880-1	CP5751-148	CP5751-149		CP8350-108	CP8350-6	CP8250-108 x 2 / CP8250-109 x 2
CP8352-4/5S0L	CP4518-KL	CP3880-1	CP8350-119	CP8352-106		CP8350-108	CP8350-6	CP8250-108 x 2 / CP8250-109 x 2
CP8520-2/3/4/5S0BK & R2	CP4527-EHK	CP3880-1	CP8336-116	CP8520-107	CP8335-111	CP8335-116		
CP8521-2/3/4/5S0BK & R2	CP4527-EEK	CP3880-1	CP8336-116 x 4	CP8335-111		CP8335-116		
CP8522-2/3/4/5S0BK & R2	CP4527-CEJ	CP3880-1	CP7555-106	CP8336-116	CP8335-110	CP8335-116		
CP8530-2/3/4/5S0BK & R2	CP4527-JK	CP3880-1	CP8335-110	CP8335-111		CP8335-116		
CP8540-2/3/4/5S0BK & R2	CP4527-DE	CP3880-1	CP8336-111	CP8336-116		CP8335-116		
CP8540-6/7/8/9S0BK & R2	CP4527-DE	CP3880-1	CP8336-111	CP8336-116		CP8335-116		
CP8560-2/3/4/5S0BK & R2	CP4527-CC	CP3880-1	CP7555-106 x 4					
CP9040-2/3/4/5S0BG & R2	CP4527-CEJ	CP3880-1	CP9040-109	CP6696-124	CP6695-124	CP5555-157		
CP9200-2/3/4/5S0BG & R2	CP4527-JK	CP3880-1	CP9200-108	CP9200-109		CP5200-124		Anti rattle clip = CP5200-151
CP9440-2/3S4L	CP8518-HK	CP3880-1	CP9440-106	CP9440-107		CP9440-110		CP9440-108 (RH) / CP9440-109 (LH)
CP9441-2/-3S4L	CP8518-EJ	CP3880-1	CP9441-101	CP9440-106		CP9440-110		CP9440-108 (RH) / CP9440-109 (LH)
CP9444-2/-3S0L	CP8518-GK	CP3880-1	CP9444-110	CP9440-111		CP9440-116		CP9444-112 (RH) / CP9444-113 (LH)
CP9444-4/-5S0L	CP8518-GK	CP3880-1	CP9444-110	CP9440-111		CP9440-117		CP9444-112 (RH) / CP9444-113 (LH)
CP9445-2/-3S0L	CP8518-EJ	CP3880-1	CP9444-108	CP9444-109		CP9440-116		CP9444-112 (RH) / CP9444-113 (LH)
CP9445-4/-5S0L	CP8518-EJ	CP3880-1	CP9444-108	CP9444-109		CP9440-117		CP9444-112 (RH) / CP9444-113 (LH)
CP9446-2/-3S4L	CP8518-GK	CP3880-1	CP9444-110	CP9444-111		CP9440-110		CP9446-110 (RH) / CP9446-111 (LH)
CP9448-2/-3S4L	CP8518-JK	CP3880-1	CP9445-109	CP9444-111		CP9440-110		CP9444-112 (RH) / CP9444-113 (LH)
CP9449-2/-3S4L	CP8518-DF	CP3880-1	CP9449-106	CP9449-107		CP9440-110		CP9444-112 (RH) / CP9444-113 (LH)
CP9450-2/-3S4L	CP8518-CE	CP3880-1	CP9450-106	CP9445-108		CP9440-110		CP9444-112 (RH) / CP9444-113 (LH)
CP9451-2/-3S4L	CP8518-AD	CP3880-1	CP9451-106	CP9449-106		CP9440-110		CP9444-112 (RH) / CP9444-113 (LH)
CP9540-2/3/4/5BG4 / R12 or S10	CP4527-JK	CP3880-1	CP8335-110	CP8335-111		CP7555-182		Anti rattle clip = CP9540-107
CP9540-6/7/8/9BG4 / R12 or S10	CP4527-JK	CP3880-1	CP8335-110	CP8335-111		CP8335-116		Anti rattle clip = CP9540-108
CP9541-2/3/4/5BG4 / R12 or S10	CP4527-DE	CP3880-1	CP8336-111	CP8336-116		CP7555-182		Anti rattle clip = CP9540-107
CP9541-6/7/8/9BG4 / R12 or S10	CP4527-DE	CP3880-1	CP8336-111	CP8336-116		CP8335-116		Anti rattle clip = CP9540-108
CP9542-2/3/4/5BG4 / R12 or S10	CP4527-CC	CP3880-1	CP7555-106			CP7555-182		Anti rattle clip = CP9540-107
CP9542-6/7/8/9BG4 / R12 or S10	CP4527-CC	CP3880-1	CP7555-106			CP8335-116		Anti rattle clip = CP9540-108
CP9560-2/3/4/5S0BG4 & R2 or S10	CP4527-EHK	CP3880-1	CP8336-116	CP8520-107	CP8335-111	CP7555-116		Anti rattle clip = CP9560-107
CP9561-2/3/4/5S0BG4 & R2 or S10	CP4527-EEK	CP3880-1	CP8336-116 x 4	CP8335-111		CP7555-116		Anti rattle clip = CP9560-107
CP9562-2/3/4/5S0BG4 & R2 or S10	CP4527-CEJ	CP3880-1	CP7555-106	CP8336-116	CP8335-110	CP7555-116		Anti rattle clip = CP9560-107
CP9570-2/3/4/5S0BG4 & R2 or S10	CP4527-EHK	CP3880-1	CP8336-116	CP8520-107		CP7555-182		Anti rattle clip = CP9555-110
CP9571-2/3/4/5S0BG4 & R2 or S10	CP4527-EEK	CP3880-1	CP8336-116 x 4	CP8335-111		CP7555-182		Anti rattle clip = CP9555-110
CP9572-2/3/4/5S0BG4 & R2 or S10	CP4527-CEJ	CP3880-1	CP7555-106	CP8336-116		CP7555-182		Anti rattle clip = CP9555-110
CP9580-2/3/4/5BG4 / R12 or S10	CP4527-JK	CP3880-1	CP9580-109	CP9580-110		CP7715-114		Anti rattle clip = CP9580-119
CP9580-6/7/8/9BG4 / R12 or S10	CP4527-JK	CP3880-1	CP9580-114	CP9580-115		CP7715-114		Anti rattle clip = CP9580-119
CP9581-2/3/4/5BG4 / R12 or S10	CP4527-DE	CP3880-1	CP9580-107	CP9580-108		CP7715-114		Anti rattle clip = CP9580-119
CP9581-6/7/8/9BG4 / R12 or S10	CP4527-DE	CP3880-1	CP9580-112	CP9580-113		CP7715-114		Anti rattle clip = CP9580-119
CP9582-2/3/4/5BG4 / R12 or S10	CP4527-CC	CP3880-1	CP9580-106 x 4			CP7715-114		Anti rattle clip = CP9580-119
CP9582-6/7/8/9BG4 / R12 or S10	CP4527-CC	CP3880-1	CP9580-111 x 4			CP7715-114		Anti rattle clip = CP9580-119
CP9660-2/3S4L	CP8518-CEJ	CP3880-1	CP9660-114	CP9660-115	CP9660-116	CP9660-113		CP9660-110 (RH) / CP9660-111 (LH)
CP9665-2/3S7L	CP8518-CEJ	CP3880-1	CP9665-114	CP9665-115	CP9665-116	CP9665-119		CP9660-110 (RH) / CP9660-111 (LH)
CP9668-2/-3S7L	CP8518-CEJ	CP3880-1	CP9665-114	CP9665-115	CP9665-116	CP9665-119		CP9668-106 (RH) / CP9668-107 (LH)

CUSTOMER NOTES

visit www.apracing.com for installation drawings & up to date product range details

BRAKE DISCS

- GENERAL INFORMATION
- VENTILATED DISCS
- SOLID DISCS
- VENTILATED DISCS WITH INTEGRAL MOUNTING BELL
- VENTILATED DISC, BELL AND PAD KITS
- SOLID DISCS WITH INTEGRAL MOUNTING BELL
- TEMPERATURE MEASUREMENT TOOLS
- CARBON/CARBON DISCS



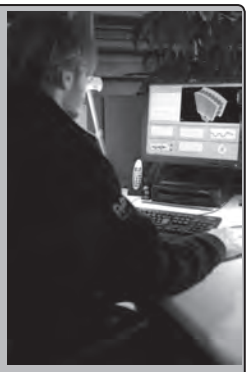
INTRODUCTION

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

RACE: Our extensive range includes discs to suit all of the most demanding series in the world. Teams competing in F3, WRC, GT and Endurance, Nascar and many global Touring car championships use AP Racing discs.

ROAD: As well as our successes on the circuits and stages of the world, AP Racing has developed disc braking systems for many leading volume and specialist High Performance vehicle manufacturers including Aston Martin, Bugatti, Caterham, Ford, HSV, Koenigsegg, Morgan, Lotus, Seat and TVR, to name a few.

DESIGN



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

▫ **Race Discs** are submitted to high braking and thermal loads. These loads are repeated frequently over many laps or stages.
The service life is short and noise and comfort are not really an issue. Race discs normally employ a separate disc and bell assembly which are generally available in two types:
- Light Duty - 2 piece bolted assemblies.
- Heavy Duty - 2 piece floating assemblies.
A given disc has to fit many different customer cars, so they require custom mounting bells.

▫ **Road Discs,** however have relatively low and infrequent loads, although vehicle mass increases compared to race cars which generates high braking torques. Road Discs have comfort and long service life requirements. Costs of each item also have to remain low for the OEM and the end user when replacement time arrives. For road cars, many applications use 1 piece disc and bell assemblies, due to high volume production requirements. High performance vehicles and Big Brake Kits usually use 2 piece bolted assemblies, enabling a heavy disc fitment similar to a race set-up.
- Light Duty - 1 piece disc and bell assembly.
- Heavy Duty - 2 piece bolted assemblies.

RESEARCH AND DEVELOPMENT

Over the last nine years AP Racing has placed increased emphasis on advanced research and simulation to complement the existing technology, test and manufacturing processes of our competition and road discs. Product improvement is continuous, using feedback from our state of the art dynamometer and track testing, AP Racing are able to offer brake discs with optimum performance and cooling characteristics for any application.

DEVELOPMENT TOOLS

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

FEA: CFD AND THERMAL STRESS ANALYSIS

Thermal simulation enables assessment of brake disc cooling without having to build costly prototypes. AP Racing has reached a high degree of confidence using these methods and has adopted FEA as the base of our design process. This enables AP Racing to tailor disc design to a given application.

R&D EXAMPLES

The latest example of how our disc development department have benefited the AP Racing disc range.

- Alternative Drive Systems
'I' Drive discs mounting system has been developed to offer an update/alterntive drive solution from the existing race bobbin design. The new system increases the drive lug strength capability that's required for higher weight and braking performance race cars.
Major Advantages are:
- Design Analysis has shown a 31% reduction in stress compared to the conventional race brake bobbin drive system.
- 'I' Drive design has been proven/approved on vehicles up to a mass of 2000kg.

DYNAMOMETER TESTING

Not everything can be modelled yet, so validation testing is essential. Our proven dynamometers, have been supplemented by a third, more powerful NVH machine equipped with state of the art features. Three fully operational machines give us even more significant testing capabilities and help us demonstrate why AP Racing brake discs are the best.
AP Racing dynamometer plots provide data examples such as temperature and Friction Co-efficient comparison.

NUMERICAL SIMULATION

AP Racing has continued to develop a unique thermal simulation software, in order to predict overall brake system temperatures on a real life cycle. This simulation is particularly useful for selection of brake specifications, and wear predictions for endurance races. It is able to calculate bulk temperatures and compare different brake system solutions for various vehicles and race tracks.

DISC CHOICE

The choice of a particular size and type of disc will depend on the characteristics of the vehicle. Experience with the type of installation or racing format is very important. AP Racing has a wealth of experience of all types of racing and our Technical Section will be pleased to advise on disc choice. Some of the main considerations in this choice are:

HOMOLOGATION AND REGULATION

In Group A and certain other classes of racing, brake equipment is restricted to that Homologated by the manufacturer with the FIA. Where applicable, you must therefore choose a disc size / type which has been Homologated. E.g. only 4 grooves are allowed in Formula 3.

DISC DIAMETER AND THICKNESS

Disc diameter and thickness are major factors in basic stopping power. Usually the largest diameter disc that can be installed in a particular wheel profile is chosen to maximise braking power unless low weight, poor tyre adhesion or required brake balance dictate otherwise. Disc thicknesses normally increase with disc diameter and in proportion to vehicle weight, and hence work done and cooling required. Standard disc sizes should be used wherever possible, as this improves availability.

DISC RUBBING DEPTHS (SWEPT DEPTH)

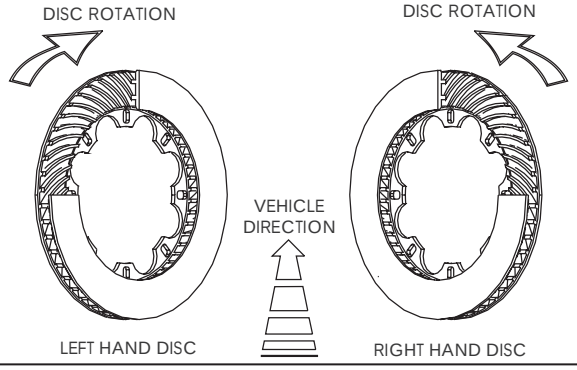
It is important to match the swept area of the disc to the Pad / Caliper combination that is intended to be used, to avoid any large cold areas which could lead to disc distortion. To make this easier, the radial depth of all AP Racing brake pads is incorporated into the part number (the "D" Number e.g.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

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

DISC HANDING

RIGHT / LEFT HAND IDENTIFICATION

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



BRAKE DISCS - Ventilated Discs - Ø254mm to Ø295mm

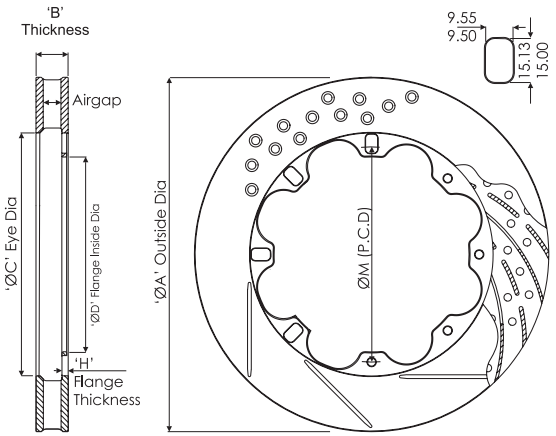
DISC LISTINGS

The variety of disc options available provide the solution for virtually every Racing and High Performance Road application. The discs illustrated in these sections are a selection of discs from the range and have been listed by diameter, thickness and mounting details for convenience. If you are unable to satisfy your requirements from the discs listed, then please contact AP Racing Technical department for guidance.

VENTILATED BRAKE DISCS

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

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



Nominal Dimensions in (mm)

'A' Outside Dia.	'B' Thick-ness	Mounting Details 'M' P.C.D.	No.	Fixing Type S/Bobbin = Standard CP2494. H/Bobbin = Heavy Duty CP4135 or CP7016	Ø.	'C' (Eye) Ø.	'D' Inside Flange Ø.	'H' Mtg. Flange	Max Pad Depth	No. of Vanes	Air Gap	Weight Kg	Face Types Available	Comments	Part Numbers
254.0	21.0	139.7	6	Bolted	6.4	154.9	125.8	5.6	D46	36	9.3	3.2	G4		CP4136-568
257.0	21.0	139.7	6	Bolted	6.4	154.9	125.8	5.6	D51	36	9.3	3.6	G4		CP4136-86
260.0	25.4	139.7	6	Bolted	6.4	154.9	125.8	4.8	D51	48	10.5		G4	Mtg flange stepped in 1.2mm	CP4448-226/7
262.0	20.7	145.0	8	Bolted	6.4	158.0	130.0	5.3	D51	36	9.3	3.5	G4		CP4136-888
263.0	17.0	152.0	8	S/Bobbin	/	174.6	128.0	4.325	D43	47	8.0	2.44	CG4	Bobbin CP2494-595MA	CP3947-110/1
	18.0	152.0	8	Bolted	6.4	174.6	136.0	4.3	D43	47	8.0	2.6	CG4	Mtg flange stepped out 0.1mm	CP3947-108/9
264.0	21.0	139.7	6	Bolted	6.4	154.9	125.8	5.6	D51	36	9.3	3.7	G4		CP4136-208
265.0	17.0	139.7	8	Bolted	6.4	162.7	123.0	4.82	D51	24	6.5	3.0	G8		CP3770-1026/7
267.0	16.0	162.0	8	Bolted	6.4	180.7	145.0	4.35	D43	24	6.5		CG4		CP3770-1016/7
	20.0	152.0	8	Bolted	6.4	172.6	138.0	4.82	D46	36	9.3	3.2	G4		CP4136-924
	21.0	139.7	6	Bolted	6.4	155.0	125.8	5.6	D54	36	9.3	4.4	G4		CP4136-48
	25.4	139.7	6	Bolted	6.4	180.2	123.0	5.02	D42	48	11.0	3.6	G8		CP4448-318/9
	28.0	139.7	6	Bolted	6.4	156.43	123.0	5.58	D54	48	10.5	5.1	G4	Mtg flange stepped in 2.54mm	CP4448-81/2
277.0	25.4	158.8	8	Bolted	6.4	174.1	141.0	4.82	D50	48	10.5	4.2	G4		CP4448-410/1
278.0	16.0	176.1	8	Bolted	8.45	187.4	156.0	4.5	D44	24	6.5	2.5	G4/P		CP3770-1002/3
	16.0	181.5	8	S/Bobbin	/	194.0	158.0	4.42	D38	24	6.5	2.4	CG4		CP3770-1014/5
	16.0	193.5	8	S/Bobbin	/	210.9	170.0	4.425	D32	47	8.0	1.86	CG4	Bobbin CP2494-595MA	CP3947-112/3
	18.0	193.5	8	S/Bobbin	/	210.9	170.0	4.42	D32	47	8.0	2.2	CG4		CP3947-102/3
280.0	17.0	171.4	8	S/Bobbin	/	191.4	146.5	4.42	D43	24	6.5	2.9	CG8	Bobbin CP2494-595MA	CP3770-1018/9
	17.0	176.8	8	Bolted	6.5	193.5	159.0	4.7	D43	24	6.5	2.5	G8		CP3770-1012/3
	18.0	175.0	8	S/Bobbin	/	193.44	151.0	4.325	D42	47	8.0	2.8	CG4	Pro 5000 ⩘ Disc.	CP3947-138/9
	18.0	190.5	8	Bolted	6.4	203.0	176.0	5.5	D38	28	8.8		G8		CP4541-102/3
	20.0	176.8	8	S/Bobbin	/	192.0	154.0	5.0	D44	48	9.0		D/G4/G8	Bobbin CP2494-592MC	CP4348-862/3
	21.0	175.0	8	S/Bobbin	/	193.44	151.0	5.625	D42	47	8.0	3.5	CG4	Pro 5000 ⩘ Disc.	CP3947-140/1
	21.0	176.8	8	Bolted	6.4	192.0	159.3	4.8	D44	48	10.5		G4	Mtg flange stepped out 1.2mm	CP4448-746/7
	22.0	175.0	8	S/bobbin	/	193.44	191.64	5.25	D42	48	10.5	3.3	CG4	Pro 5000 ⩘ Disc.	CP4448-208/9
	22.2	165.1	8	Bolted	6.4	180.3	152.0	4.6	D51	48	10.5		G4		CP4448-752/3
	22.9	158.8	8	Bolted	6.4	173.6	141.0	4.82	D51	48	10.5	3.8	G4		CP4448-158/9
	23.0	176.8	8	Bolted	6.4	192.0	159.3	4.8	D44	48	10.5		G4		CP4448-744/5
	25.4	158.8	8	Bolted	6.4	174.0	141.0	4.8	D51	48	10.5		G4	Mtg flange stepped in 1.2mm	CP4448-160/1
	25.4	175.0	8	S/Bobbin	/	193.4	151.0	6.325	D42	48	10.5	4.1	CG4	Bobbin CP2494-504MP	CP4448-210/1
	25.4	176.8	8	Bolted	6.4	192.0	159.3	4.9	D44	30	12.9	4.0	CG8	Pro 5000+ Disc	CP5000-312/3
	25.4	176.8	8	S/Bobbin	/	192.0	154.0	5.0	D44	48	14.0	3.5	G4/G8	CP2494-592MC	CP3580-814/5
	25.4	177.8	12	Bolted	6.4	197.0	164.0	5.8	D41	48	10.5		G4		CP4448-856/7
	25.4	177.8	12	Bolted	6.4	197.0	164.0	4.9	D41	24	15.5	2.7	G8		CP3047-288/9
285.0	25.4	158.8	8	Bolted	6.4	190.0	141.0	4.6	D51	48	10.5		G4	Mtg flange stepped in 1.27mm	CP4448-506/7
	25.4	177.8	12	Bolted	6.4	197.0	164.0	4.9	D44	24	15.5	3.1	G8		CP3047-276/7
	27.0	179.0	10	S/Bobbin	/	194.5	154.0	5.02	D44	54	16.0	3.7	GA	Bobbin CP2494-592MC	CP5254-104/5
	28.0	158.8	8	Bolted	6.4	182.5	141.0	6.3	D51	48	10.5		G8		CP4448-268/9
	28.0	177.8	12	Bolted	6.4	190.4	164.0	5.8	D46	36	15.25	4.0	CR8/G8		CP3837-1002/3
	32.0	175.0	10	S/Bobbin	/	190.5	150.0	5.02	D46	54	20.5	4.0	GA		CP5154-110/1
290.0	20.7	177.8	12	Bolted	6.4	195.4	164.3	5.47	D46	48	9.0	3.6	G4		CP4348-896/7
	25.4	165.1	8	Bolted	6.4	180.0	152.9	5.32	D54	48	9.0	5.2	CG8	Interchangeable	CP4348-2636/7
					6.4	180.0	152.9	5.32	D54	48	14.0	4.5	G4		CP3580-2636/7
	28.0	165.1	8	Bolted	6.4	180.0	153.0	5.8	D54	30	15.2	5.1	G4		CP4448-680/1
295.0	25.4	177.8	12	Bolted	6.4	193.0	164.0	5.9	D51	48	9.0		RD / G4		CP4348-894/5
	25.4	177.8	12	Bolted	6.4	193.0	164.3	5.8	D51	48	14.0	4.3	G4/RD/P		CP3580-2894/5
	25.4	177.8	12	Bolted	6.4	204.0	164.0	5.6	D44	48	9.3	5.4	CG8	Pro 5000+ Disc	CP5000-510/1
	28.0	177.8	12	Bolted	6.4	193.0	164.0	5.9	D51	36	14.5		G4	Interchangeable	CP3837-102/3
								5.6		24	15.5	4.1	G8		CP3047-256/7
								6.6		48	14.0	5.0	G8/RD		CP3580-102/3
	28.0	177.8	12	S/Bobbin	/	192.4	154.0	5.6	D51	48	14.0	5.0	CG8	Bobbin CP2494-1341MD	CP3580-1134/5
	32.0	177.8	12	S/Bobbin	/	193.4	153.0	6.3	D51	48	14.0	5.8	CR8/RA	Bobbin CP2494-504MP	CP3580-394/5

BRAKE DISCS - Ventilated Discs - Ø300mm to Ø355mm

Nominal Dimensions in (mm)															
		Mounting Details													
'A' Outside Dia.	**'B'** Thick-ness	**'M'** P.C.D.	No.	**Fixing Type** S/Bobbin = Standard CP2494. H/Bobbin = Heavy Duty CP4135 or CP7016	Ø.	**'C'** (Eye) Ø.	**'D'** Inside Flange Ø.	**'H'** Mtg. Flange	Max Pad Depth	No. of Vanes	Air Gap	Weight Kg	Face Types Available	Comments	Part Numbers
300.0	24.0	189.0	8	Bolted	6.4	204.4	172.0	5.02	D47	48	9.0	4.5	G4		CP4348-106/7
	25.4	190.0	8	Bolted	6.4	205.4	173.5	4.6	D46	24	15.5	3.3	G8		CP3047-398/9
	25.4	196.2	12	Bolted	6.4	213.3	181.5	6.67	D42	48	9.0	4.6	P		CP4348-910/1
	28.0	177.8	12	S/Bobbin	/	197.2	154.0	5.62	D50	48	14.0	5.0	RA		CP3580-1196/7
	28.0	177.8	12	Bolted	6.4	203.2	164.0	5.6	D46	36	15.25	4.65	G8 / P		CP3837-1004/5
	28.0	181.0	8	S/Bobbin	/	195.0	160.0	5.42	D51	48	14.0	5.3	CG5	Brembo mounting	CP3580-1200/1
	30.0	187.0	10	S/Bobbin	/	205.1	161.5	5.42	D46	54	20.5	3.89	CG8	Bobbin CP2494-1341MD	CP5154-124/5
	32.0	187.5	12	Bolted	6.4	205.1	/	5.07	D46	48	21.0	4.05	GA	Mtg flange stepped out 0.2mm	CP3948-122/3
304.0	20.7	177.8	12	Bolted	6.4	195.0	164.3	5.6	D55	48	9.0		G4 / P		CP4348-626/7
	24.0	190.5	12	Bolted	6.4	209.3	172.0	5.6	D46	48	9.0	4.65	CG8/CG12		CP4348-938/9
	25.4	177.8	12	S/Bobbin	/	195.0	152.4	4.825	D53	24	15.5	3.65	G8	Bobbin CP2494-593MB	CP3047-320/1
	25.4	177.8	12	Bolted	6.4	203.2	164.0	4.9	D50	24	15.5		G8	Interchangeable	CP3047-230/1
							164.3	6.6		48	9.0		G4		CP4348-528/9
							164.5	4.9		48	14.0	4.4	G8		CP3580-230/1
							164.0	4.9		36	14.5	4.1	G8		CP3837-230/1
		191.0	12	Bolted	6.4	205.8	177.6	4.92	D47	48	14.0	4.3	GA/G4		CP3580-280/1
	28.0	177.8	12	Bolted	6.4	201.4	161.0	6.6	D48	48	14.0	4.9	G8		CP3580-66/7
		177.8	12	Bolted	6.4	203.2	164.0	5.6	D48	24	15.5	4.5	G8	Interchangeable	CP3047-66/7
		177.8	12	Bolted	6.4	203.2	164.0	5.6	D48	48	14.0	5.2	G4		CP3580-2572/3
		177.8	12	Bolted	6.4	203.2	161.0	5.6	D50	54	16.0	4.6	GA/P		CP5254-106/7
	28.0	177.8	12	S/Bobbin	/	203.2	152.6	5.6	D50	24	15.5	4.6	G8		CP3047-270/1
	28.0	188.0	12	Bolted	6.4	203.2	170.0	6.57	D50	48	14.0	5.2	G8		CP3580-1182/3
	28.0	190.5	12	Bolted	6.4	210.6	174.0	5.6	D47	48	14.0		G8/RD		CP3580-1080/1
	28.0	191.0	12	Bolted	6.4	209.3	174.0	5.6	D47	48	14.0	4.9	G4		CP3580-1126/7
	30.0	172.0	12	Bolted	6.4	191.0	158.0	5.6	D54	54	16.0	5.6	G4		CP5254-126/7
	32.0	177.8	12	Bolted	6.4	191.0	164.3	6.6	D54	48	14.0		G4		CP3580-2604/5
310.0	28.0	190.5	12	Bolted	6.4	210.0	176.0	5.6	D50	24	15.5		G8		CP3047-212/3
	28.0	190.5	12	Bolted	6.4	211.3	174.0	6.6	D48	48	14.0	5.2	G8		CP3580-1058/9
	28.0	203.2	12	Bolted	6.4	220.0	190.0	5.6	D46	48	14.0	4.9	G8		CP3580-318/9
	32.0	177.8	8	Bolted	8.2	206.9	163.1	6.3	D51	48	16.5		G8		CP3784-6080/1
315.0	22.0	200.0	12	Bolted	6.4	220.22	180.0	5.6	D46	48	9.0		G4		CP4348-942/3
	25.4	177.8	12	Bolted	6.4	195.0	164.5	5.3	D59	48	14.0	5.3	G4		CP3580-1012/3
	25.4	190.5	12	Bolted	6.4	210.3	172.13	5.5	D51	48	14.0	4.77	G8		CP3580-1096/7
	25.4	203.2	12	Bolted	6.4	220.0	190.0	5.8	D46	24	15.5	3.8	G8		CP3047-328/9
	28.0	177.8	12	Bolted	6.4	195.1	164.3	5.8	D60	48	14.0	5.9	D/G4		CP3580-2416/7
	28.0	177.8	12	Bolted	6.4	195.0	164.5	6.6	D60	48	14.0	6.2	G8		CP3580-64/5
	28.0	177.8	12	Bolted	6.4	210.3	164.3	5.9/6.1	D52	48	14.0	5.6	CG8	Pro 5000+ & ⟲ Disc	CP5000-220/1
	28.0	190.5	12	Bolted	6.4	210.3	174.0	6.57	D51	48	14.0	5.56	G8		CP3580-1034/5
	28.0	203.2	12	Bolted	6.4	220.0	190.0	5.6	D46	24	15.5	4.4	G8	Interchangeable	CP3047-178/9
										48	14.0	5.4	G8		CP3580-178/9
	32.0	177.8	12	Bolted	6.4	210.0	164.0	6.6	D51	24	15.5	6.0	G8		CP3047-216/7
320.0	25.4	210.5	12	Bolted	6.4	225.2	193.5	4.6	D46	24	15.5	3.6	G8		CP3047-400/1
	28.0	191.0	12	Bolted	6.4	217.3	177.6	5.92	D50	24	15.5	4.68	CG4		CP3047-406/7
	28.0	203.2	12	Bolted	6.4	217.3	190.0	5.57	D51	54	16.0	4.8	G8		CP5254-110/1
	32.0	198.0	10	S/Bobbin	/	215.3	173.5	5.62	D51	61	20.0	5.3	CG8	Mtg flange stepped out 0.1mm	CP4661-104/5
	32.0	203.2	12	Bolted	6.4	217.3	190.0	5.57	D51	48	16.0	6.1	G8		CP3784-146/7
325.0	28.0	203.2	12	Bolted	6.4	222.0	187.0	6.6	D51	48	14.0	5.8	G4/G8/RD		CP3580-294/5
328.0	28.0	203.2	12	Bolted	6.4	222.0	190.0	5.57	D52	24	15.5	5.0	G4		CP3047-144/5
	28.0	203.2	12	Bolted	6.4	221.8	190.0	5.6	D51	24	15.5	5.2	G4		CP3047-372/3
330.0	25.4	212.0	12	Bolted	6.4	228.0	196.0	5.3	D51	48	14.0	5.2	P		CP3580-1022/3
	25.4	220.5	12	Bolted	6.4	239.2	206.0	5.3	D45	48	14.0		G8		CP3580-1092/3
	26.0	200.0	12	Bolted	6.4	227.0	183.0	5.52	D50	48	14.0	5.2	G8		CP3580-1162/3
	26.0	203.2	12	Bolted	6.4	225.2	184.0	5.5	D51	48	14.0	5.1	CG8/GA		CP3580-1180/1
	28.0	196.85	12	Bolted	6.43	217.25	215.45	7.01	D55	48	13.5	6.1	CG8		CP6565-194/5
	28.0	203.2	12	Bolted	6.4	220.0	190.0	5.6	D54	24	15.5	5.1	G8		CP3047-252/3
	28.0	203.2	12	S/Bobbin	/	227.2	178.0	6.32	D50	48	14.0	5.8	CG8	Bobbin CP2494-504MP	CP3580-1190/1
	28.0	203.2	12	Bolted	6.4	227.4	185.0	5.1	D51	36	14.5	4.94	CG8	Pro 5000+ & ⟲ Disc	CP5000-210/1
	28.0	203.2	12	S/Bobbin	/	230.0	178.0	6.3	D50	48	14.0	5.6	G8		CP3580-2900/1
	28.0	203.2	12	Bolted	6.4	230.0	190.0	5.6	D50	48	16.5	5.2	G8	Interchangeable. CP3580-2898/9 is a Pro 5000 ⟲ Disc	CP3781-2002/3
	28.0	203.2	12	Bolted	6.4	230.0	190.0	5.6	D50	48	14.0	5.94	CG8/G8/RD		CP3580-2898/9
	30.0	190.5	12	Bolted	6.4	217.2	172.0	5.575	D56	48	14.0	6.8	CR8		CP3580-1130/1
	32.0	203.2	12	Bolted	6.4	220.0	190.0	6.6	D54	48	19.5	5.8	G8		CP3581-222/3
	32.0	203.2	12	S/Bobbin	/	227.0	178.0	5.6	D50	70	16.5	6.5	CG8/GA	Bobbin CP2494-589MJ	CP3870-1130/1
	32.0	203.2	12	Bolted	6.4	227.4	190.0	6.6	D51	30	15.5	6.7	CG8	Pro 5000+ Disc	CP5000-206/7
	32.0	203.2	12	S/Bobbin	/	227.0	178.0	5.6	D51	48	19.5	5.8	CG8/GA	Bobbin CP2494-589MJ	CP3581-1130/1
	32.0	203.2	12	S/Bobbin	/	226.0	179.0	5.6	D51	48	19.5	5.8	G8		CP3581-1052/3
	36.0	203.2	12	S/Bobbin	/	226.2	176.0	6.3	D50	48	19.5	6.9	G8	Bobbin CP2494-504MP	CP3581-1040/1
				Bolted	6.4	219.4	190.0	6.6	D54	48	19.5	7.2	CG8	Pro 5000+ Disc	CP5000-112/3
332.0	32.0	203.2	12	Bolted	6.4	216.8	190.0	5.6	D58	48	19.5	6.2	G8		CP3581-766/7
	32.0	214.0	12	S/Bobbin	/	232.8	188.0	5.6	D47	48	19.5		D/GA	Bobbin CP2494-589MJ	CP3581-1564/5
	32.0	214.0	12	S/Bobbin	/	233.1	188.0	5.6	D48	70	16.5	6.3	D/RA		CP3870-1564/5
343.0	28.0	209.55	12	Bolted	6.43	229.5	227.7	7.01	D55	48	13.5	6.4	CG8		CP6565-192/3
	28.0	215.9	12	Bolted	6.4	237.5	198.0	6.5	D51	48	13.5		CG8		CP6565-160/1
	28.0	228.6	12	Bolted	6.4	240.0	212.0	5.3	D50	48	16.5	5.0	G8		CP3781-2122/3
	28.0	228.6	12	S/Bobbin	/	246.0	208.0	5.4	D51	48	16.5	5.2	G8	Bobbin CP2494-591MH	CP3781-2036/7
	32.0	215.9	12	Bolted	6.4	230.0	201.3	5.6	D54	48	19.5	6.1	CG8/G8 CG24/P/RD		CP3581-542/3
	32.0	215.9	12	S/Bobbin	/	236.0	190.5	5.6	D51	48	19.5	6.0	G8/CG8	Interchangeable, Bobbin CP2494-589MJ	CP3581-564/5
	32.0	215.9	12	S/Bobbin	/	236.0	190.5	5.6	D51	48	16.5		CG8		CP3781-564/5
	32.0	215.9	12	S/Bobbin	/	236.0	190.5	5.6	D	72	20.0		CG8		CP5772-2080/1
	36.0	215.9	12	Bolted	6.4	233.0	195.9	7.5	D54	48	19.5	7.7	G8		CP3581-1082/3
355.0	28.0	222.5	12	Bolted	6.4	241.0	239.2	7.01	D55	48	13.5	6.7	CG8	Mtg flange stepped out 0.75mm	CP6565-190/1
	28.0	247.6	12	Bolted	6.4	261.6	233.0	5.3	D46	48	16.5	5.1	G8	S1600 Disc	CP3781-2006/7
	32.0	210.0	10	S/Bobbin	/	226.8	187.0	8.0	D62	48	16.0	8.4	CG5	Mtg flange stepped out 2.5mm, Brembo Mtg	CP3784-160/1
	32.0	233.0	10	S/Bobbin	/	248.0	217.0	8.0	D51	36	19.5	5.8	G8		CP3836-2018/9
	32.0	215.9	12	Bolted	6.4	244.0	195.0	6.4	D54	48	17.5	7.3	CG12		CP4542-106/7
	32.0	236.5	12	S/Bobbin	/	252.0	211.5	5.6	D51	72	20.0	6.3	GA	Bobbin CP2494-589MJ	CP5772-108/9

visit www.apracing.com for installation drawings & up to date product range details

BRAKE DISCS - Ventilated Discs - Ø356mm to Ø410mm

Nominal Dimensions in (mm)

'A' Outside Dia.	'B' Thick-ness	Mounting Details 'M' P.C.D.	No.	Fixing Type S/Bobbin = Standard CP2494. H/Bobbin = Heavy Duty CP4135 or CP7016	Ø.	'C' (Eye) Ø.	'D' Inside Flange Ø.	'H' Mtg. Flange	Max Pad Depth	No. of Vanes	Air Gap	Weight Kg	Face Types Available	Comments	Part Numbers
356.0	28.0	228.6	12	Bolted	6.4	238.6	212.0	5.3	D54	48	16.5	5.8	CG12		CP3781-2126-7
	28.0	228.6	12	Bolted	6.4	261.6	241.0	5.4	D46	48	16.5	5.5	G8		CP3781-2008/9
	28.0	228.6	12	S/Bobbin	/	251.6	202.6	5.0	D51	48	16.5	5.4	CG8	Bobbin CP2494-592MC	CP3781-2024/5
	28.0	240.0	12	Bolted	6.4	252.6	220.0	5.0	D51	48	16.5	5.3	CG8/GA/RA		CP3781-2142/3
	32.0	228.6	12	S/Bobbin	/	254.5	203.0	5.6	D49	36	19.5	5.7	CG8 / RA	Bobbin CP2494-589MJ	CP3836-2048/9
	32.0	228.6	12	S/Bobbin	/	244.6	202.8	5.6	D54	72	19.5	6.6	CG8/GA/G4	Bobbin CP2494-589MJ	CP5772-1150/1
										72 'S'	20.0	6.82	GA	'S' Vane Disc Bobbin CP2494-589MJ	CP6972-1150/1
	32.0	228.6	12	Bolted	6.4	245.0	214.0	5.6	D54	48	19.5	6.7	CG24/GA/ G8/P		CP3581-536/7
						244.8	211.5	6.5	D51	72	17.0	7.4	G8		CP7177-110/1
	32.0	228.6	12	Bolted	6.4	251.0	214.0	5.3	D51	48	19.5		CG8	Pro 5000+ & Pro Disc	CP5000-218/9
	32.0	228.6	12	S/Bobbin	/	251.6	202.6	5.6	D51	48	19.5	6.6	G8/CG8	Bobbin CP2494-589MJ	CP3581-1080/1
	32.0	240.0	12	Bolted	6.4	261.6	225.5	5.6	D46	48	19.5	5.7	G8 / P		CP3581-1038/9
	32.0	240.0	12	S/Bobbin	/	258.0	215.0	5.6	D46	48	19.5		CG8	Interchangeable, Bobbin CP2494-589MJ	CP3581-1128/9
						258.6				72	19.5	5.94	CG8 / GA		CP5772-1128/9
	32.0	240.0	12	S/Bobbin	/	261.6	215.0	5.6	D46	48	19.5	5.8	G8	Interchangeable, Bobbin CP2494-589MJ	CP3581-1042/3
										36		5.3	GA/CG8/D		CP3836-2000/1
	36.0	228.6	12	Bolted	6.4	244.6	214.0	6.6	D54	48	19.5	7.7	CG8	Pro 5000+ Disc	CP5000-110/1
	36.0	228.6	12	Bolted	6.4	245.0	208.0	6.4	D54	48	19.5	8.3	G8/GD/T2		CP3581-1096/7
	36.0	228.6	12	Bolted	6.4	245.0	214.0	6.6	D54	48	19.5	8.2	G8	Interchangeable	CP3581-516/7
											16.5	9.4	G8		CP3781-516/7
	36.0	228.6	12	S/Bobbin	/	244.6	202.8	5.6	D54	48	19.5	7.6	G8	Interchangeable, Bobbin CP2494-589MJ	CP3581-1136/7
										72	19.5	7.8	RA		CP5772-1136/7
										72 'S'	20.0	8.0	RA	'S' Vane Disc	CP6972-1136/7
	36.0	228.6	12	S/Bobbin	/	251.6	202.6	6.3	D51	48	19.5	8.0	G8	Bobbin CP2494-504MP	CP3581-1078/9
362.0	32.0	215.9	12	Bolted	6.43	238.0	195.0	6.42	D61	48	17.5	8.4	G8/CG12		CP4542-142/3
	32.0	215.9	12	Bolted	6.4	251.0	195.0	6.43	D54	48	17.5	7.3	CG12		CP4542-112/3
	32.0	228.6	12	Bolted	6.4	247.2	208.0	5.95	D55	72	19.5	6.99	GA		CP5772-168/9
	32.0	228.6	12	Bolted	6.4	251.4	208.0	6.5	D54	48	17.5	7.8	G8/RD/T2		CP3718-1068/9
366.0	32.0	240.0	12	Bolted	6.4	268.0	224.0	6.4	D48	48	17.5	6.5	G8/GA		CP3718-1088/9
	40.0	255.0	12	W Bobbin	/	270.2	230.5	5.4/5.45	D46	72	25.5	7.25	RA	Bobbin CP4015-126MD	CP6072-104/5
370.0	36.0	241.3	12	Bolted	6.4	252.0	224.0	6.6	D54	72	19.5	8.56	P/RA		CP5772-6072/3
	36.0	209.6	12	Bolted	9.05	227.0	188.0	7.03	D70	48	16.0	11.5	GA		CP3784-488/9
375.0	35.0	245.0	10	BREMBO MTG.		261.0	221.0	8.0	D54	72	19.5	8.52	P/RA	Mtg flange stepped out 1.0mm	CP5772-104/5
	36.0	241.3	12	Bolted	6.4	257.0	225.0	6.6	D54	72	19.5	8.72	CG8/P/RA /RC		CP5772-6076/7
	36.0	260.4	12	Bolted	6.4	269.7	245.0	6.6	D46	72	19.5	7.92	P/RA		CP5772-2072/3
376.0	28.0	260.0	12	S/Bobbin	/	277.6	235.4	5.6	D47	48	17.5	5.1	G8	Bobbin CP2494-589MJ	CP3718-1000/1
378.0	28.0	260.3	12	Bolted	6.4	282.0	244.0	6.07	D46	48	13.5	6.1	G12	Mtg flange stepped out 1.0mm,	CP5914-116/7
	32.0	235.8	10	Bolted	8.4	250.0	218.0	7.0	D64	48	16.0		CR8	Interchangeable	CP3784-2098/9
	32.0	235.8	10	Bolted	8.4	250.0	220.0	7.0	D64	48	17.5		G8		CP3718-2020/1
	32.0	240.0	12	S/Bobbin	/	267.0	214.5	5.6	D54	36	19.5	6.6	CG8/GA	Interchangeable, Bobbin CP2494-589MJ CP5772-1030/1 is a Pro 5000 Pro Disc	CP3836-1030/1
						268.0	215.0	5.6	D54	48	17.5	7.2	CG8/G8		CP3718-1030/1
										72	19.5	7.16	CG8/GA/P		CP5772-1030/1
										72 'S'	20.0	7.46	CG8/GA	'S' Vane Disc Bobbin CP2494-589MJ	CP6972-1030/1
	32.0	260.4	12	Bolted	6.4	282.6	243.8	5.8	D48	36	19.5	5.8	GA		CP3836-2002/3
	32.0	260.4	12	S/Bobbin	/	282.7	235.0	5.625	D46	36	19.5	5.87	CG8/GA	Bobbin CP2494-589MJ	CP3836-1010/1
	32.0	260.4	12	S/Bobbin	/	282.0	235.5	5.6	D46	72	19.5	6.2	D/GA		CP5772-1010/1
							235.35	5.6	D46	72 'S'	20.0	6.4	GA	S' Vane Disc Bobbin CP2494-589MJ	CP6972-1010/1
	34.0	248.0	12	H/Bobbin	/	266.85	223.0	6.32	D54	84	21.5	7.9	GA	Bobbin CP4135-106FP	CP4284-2098/9
	34.0	247.6	12	W Bobbin	/	266.85	221.0	6.82	D54	72	19.5	7.9	GA	Bobbin CP4135-107FR	CP5772-2086/7
										72 'S'	20.0	8.19	CG8	'S' Vane Disc / Bobbin CP4135-107FR	CP6972-206/7
	36.0	240.0	12	S/Bobbin	/	264.9	216.0	5.6	D54	48	17.5	8.9	CG8/GA	Bobbin CP2494-589MJ CP5772-1032/3 is a Pro 5000 Pro Disc	CP3718-2068/9
	36.0	240.0	12	S/Bobbin	1	264.0	214.5	5.6	D54	72	19.5	8.9	CG8/CR24 /RA		CP5772-2068/9
	36.0	240.0	12	S/Bobbin	/	266.0	215.0	5.6	D54	72	19.5		G8		CP5772-1032/3
	36.0	240.0	12	S/Bobbin	/	266.8	214.5	5.6	D54	72 'S'	20.0	8.9	RA	'S' Vane Disc Bobbin CP2494-589MJ	CP6972-2068/9
	36.0	247.6	12	H/Bobbin	/	266.8	221.0	7.5	D54	72	20.0	8.7	CG8/GA	Wide Bobbin Disc CP7016-139MS	CP5772-2084/5
380.0	28.0	238.0	12	Bolted	9.05	265.0	218.0	7.03	D55	48	13.5	7.6	CG12		CP5914-484/5
	32.0	214.2	12	Floating	8.1	236.5	195.0	7.03	D55	72	17.0	9.7	CG12	CP6920-10K12 Kit	CP7177-132/3
	32.0	228.6	10	S/Bobbin	/	247.0	202.2	5.6	D66	72	19.5	8.4	CG8	Bobbin CP2494-589MJ	CP5772-118/9
	36.0	214.2	12	Bolted	9.05	236.0	195.5	7.03	D70	72	17.0	11.6	GA		CP7177-448/9
	40.0	240.0	12	S/Bobbin	/	266.0	216.0	5.4	D54	72	25.5	8.8	CR24/RA		CP6072-102/3
390.0	34.0	260.0	12	Bolted	6.4	268.8	243.0	6.14	D54	84	21.0	8.4	CG24		CP4284-102/3
	34.0	260.0	12	Bolted	6.4	278.8	243.0	6.14	D54	84	21.0	8.0	CG24		CP4284-112/3
	36.0	223.0	12	Bolted	8.1	247.0	202.0	7.00	D70	72	17.0	11.95	CG12 / GA		CP7177-124/5
	36.0	228.6	12	Bolted	9.05	247.0	208.0	7.03	D70	72	17.0	11.90	GA		CP7177-406/7
	36.0	240.0	12	W Bobbin	/	258.9	215.0	6.8	D62	84	21.0	10.0	CG8	Bobbin CP4135-107FR	CP4284-136/7
	36.0	240.0	12	W Bobbin	/	258.9	215.0	7.52	D62	72	17.0	10.8	GC	Bobbin CP4135-108FS	CP7177-166/7
	36.0	260.0	12	Bolted	6.4	268.8	243.0	6.3	D54	54	19.0	9.3	CG24		CP4095-100/1
	36.0	260.0	12	Floating	/	278.75	235.0	6.8	D54	84	21.0	8.7	CG8 / GA	Pro 5000 Pro Disc Bobbin CP4135-107FR	CP4284-134/5
400.0	36.0	270.0	12	Bolted	6.4	288.7	253.2	7.0	D54	73	19.0	9.3	CG12		CP4095-104/5
410.0	36.0	245.5	12	Bolted	8.25	266.0	225.5	8.10	D70	73	19.0		CG8/G8	Heavy Duty	CP4095-102/3
					9.10	265.85	223.0	7.03				12.1	CG12		CP4095-318/9

VENTILATED DISC AND / OR BELL KITS

AP Racing produce a range of disc and bell kits as aftermarket alternatives for OE discs. These kits are designed to replace the standard single piece disc and retain the vehicle's production brake caliper.
The kits include either strap drive, bolted or floating discs and/or bell assemblies (see tables below & opposite) and for the kits with pads a set of Ferodo DS2500 material.

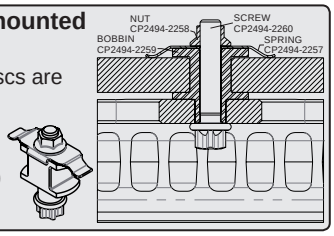
Note:-
On the strap drive kits for Subaru and Mitsubishi Evo installations the AP Racing kit requires a shallower pad than the original pad to enable them to clear the strap drive system.

Strap Drive Replacement OE Disc Kits		
Application	**Disc & Bell Kits**	**Disc, Bell & Pad Kits**
Audi		
S3 (8P) 2006-2012	CP6890-001MNP.G8	
Mitsubishi		
Evo 7 / 8 / 9. Fitted with Brembo 4 pots. Grooved disc		CP6890-009M.T2
Subaru		
Impreza 01 on & Including N14 models. Fitted with Brembo 4 Pot		CP6890-007M.CG8
VW		
Golf MK5 R32. 2005 - 2009	CP6890-001MNP.G8	

Floating in the Bell Replacement OE Disc Kits	
Important Note: CP8080 Kits do not include mounting bells. These need to be purchased separately, Bobbin Kits are included.	
Audi	
RS4 - B7 Front. - Ø365 x 34mm disc fits OEM Brembo 8 Piston Caliper	- RH = CP8080Z14SD / LH = Z15SD - Mounting Bell = CP8080Z140.
RS6 - C5 Front. - Ø365 x 34mm disc fits OEM Brembo 8 Piston Caliper	- RH = CP8080Z14SD / Z15SD - Mounting Bell = CP8080Z141.
RS6 - C6 Front. - Ø390 x 36mm disc fits OEM Brembo 8 Piston Caliper (2008 - 2010)	- RH = CP8080Z24CG12 / LH = Z25CG12 - Mounting Bell = CP8080Z240.
RS6 - C6 Rear. - Ø356 x 26mm disc fits OEM Caliper	- RH = CP8080Z26CG12 / LH = Z27CG12 - Mounting Bell = CP8080Z260.
R8 - Front. 2007 - on - Ø365 x 34mm disc fits OEM Brembo 8 Piston Caliper	- RH = CP8080Z48SD / LH = Z49SD - Mounting Bell = CP8080Z480.
R8 - Rear. - Ø355 x 32mm - Directly replaces standard Ø355 x 32mm, 2 Piece disc with OEM calipers. **Installation Note - OEM Caliper Noise bar must be removed for disc mounting bolt clearance**	- RH = CP8080Z50SD / LH = Z51SD - Mounting Bell = CP8080Z500.
Ford Focus RS Mk2 (2009 to 2011) - Ø336 x 28mm disc	- RH = CP8080Y18CG8 / LH = Y19CG8 - Mounting Bell = CP8080Y180
Nissan	
GT-R, R35 - Front 2011 on - Ø390x34mm disc. - Face types available include CG12, GA & SD.	- RH = CP8080Y10CG12 / LH = Y11CG12 - Mounting Bell = CP8080Y100
GT-R, R35 - Front 08-2011. - Ø378x34mm Disc - Face types available include CG12, GA & SD	- Grooved Part No = CP4590-033YNP.CG12.
GT-R, R35 - Rear 2008 on - Ø378x30mm disc - Face types available include CG12, GA & SD	- Grooved Part No = CP4590-034YNP.CG12.
Mitsubishi	
Evo X. Fitted with Brembo 4 pots - Other face types available include - CG12	- Plain Part No = CP4590-032YNP.P

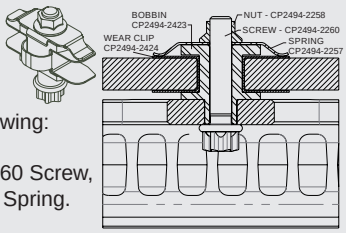
AP Racing Bobbins to suit 'Y' mounted brake discs:-

The bobbin kits to suit **'Y'** mounted discs are **CP2494-2261**K08, K10 or K12.
Each kit comprises, either 8,10 or 12 of the following: CP2494-2258 Nut, CP2494-2259 Bobbins, CP2494-2260 Screw & CP2494-2257 Spring.



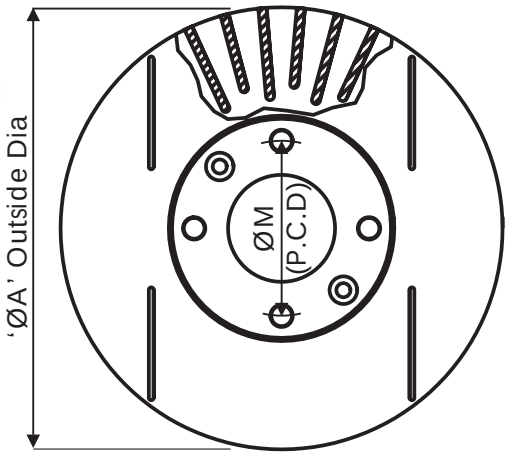
AP Racing Bobbins to suit 'Z' mounted brake discs:-

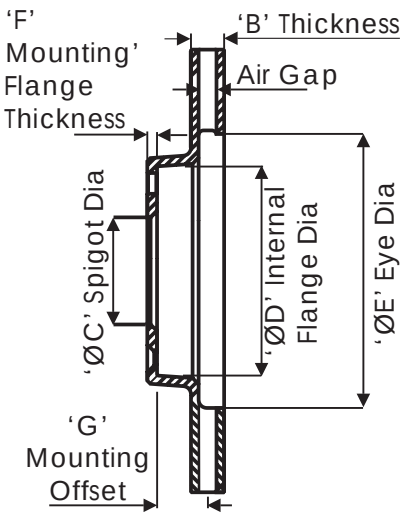
The bobbin kit to suit **'Z'** mounted discs are **CP2494Z2422**K12.
This kit comprises, of 12 of the following: CP2494-2258 Nut, CP2494-2259 Bobbins, CP2494-2260 Screw, CP2494-2424 Clip & CP2494-2257 Spring.



VENTILATED BRAKE DISCS WITH INTEGRAL MOUNTING BELL

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



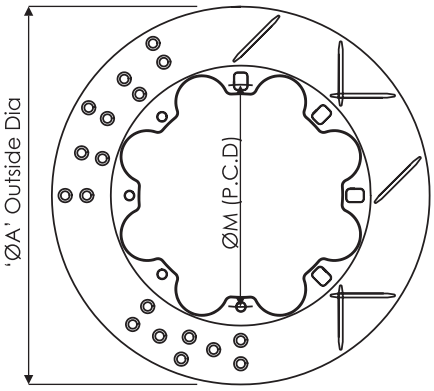


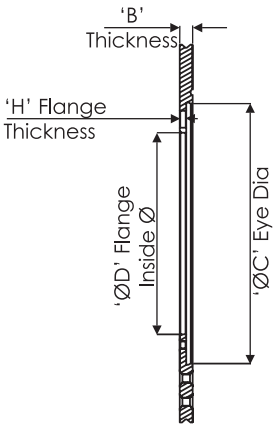
Nominal Dimensions in (mm)										Max Pad Depth	Weight Kg	Air Gap	Face Types	Part Numbers
'A' Outside Dia.	'B' Thickness	Mounting Details 'M' P.C.D.	No.	Dia.	'C' Spigot Dia.	'D' Internal Flange Dia.	'E' Eye Dia.	'F' Mtg Flange Thickness	'G' Mtg Offset					
254.0	20.7	100.0	4	14.7	62.0	121.3	170.0	8.2	38.2	D41	4.3	11.0	G4	CP2589-120
262.0	20.1	108.0	4	12.9	66.1	131.0	156.0	6.0	31.0	D50	4.2	11.0	G4	CP2589-115
270.0	22.0	108.0	4	12.4	65.26	129.1	165.0	6.0	30.7	D52	4.8	11.0	G4 / G8	CP2589-138
273.0	20.5	108.0	4	12.9	66.1	129.0	169.0	6.0	30.2	D50	4.5	11.0	G4	CP2589-135
304.0	24.0	100.0	4	12.2	64.2	180.0	200.0	7.5	26.0	D46	6.7	9.0	SD / CG8	CP7080-104
328.0	20.0	120.0	5	14.6	75.0	185.08	234.0	7.17	44.05	D48	7.6	8.0	G8	CP4475-122/3

BRAKE DISCS - Solid and Solid with Integral Bell

SOLID BRAKE DISCS.

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

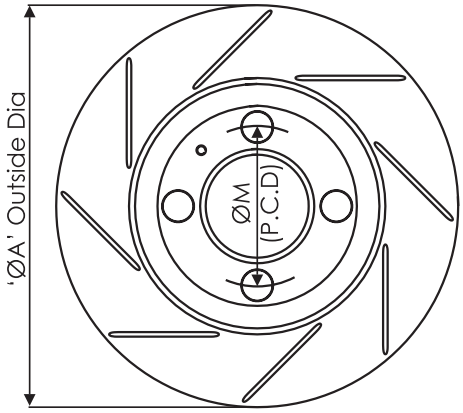


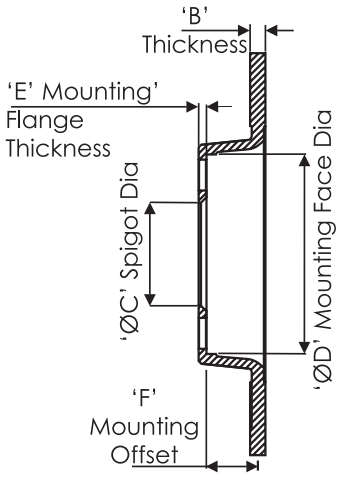


Nominal Dimensions in (mm)													
'A' Outside Dia.	'B' Thick-ness	Mounting Details 'M' P.C.D.	No.	Fixing Type	Ø.	'C' Eye Ø.	'D' Inside Flange Ø.	'H' Mtg. Flange	Max Pad Depth	Weight Kg	Face Types Available	Comments	Part Numbers
254.0	8.0	146.0	8	Bolted	8.45	165.0	131.0	6.0	D44		G4	Mtg Flange Stepped out 2.0mm	CP2866-215
	8.0	146.0	8	Bolted	8.45	165.0	131.0	6.0	D44		G4	Mtg Flange Stepped out 0.75mm	CP2866-218
	9.7	151.0	8	Bolted	6.4	166.0	134.0	4.8	D44		G4		CP2866-204
260.0	9.5	139.7	6	Bolted	7.95	172.7	123.2	5.1	D44		G4		CP2866-229
265.0	7.1	158.8	8	Bolted	6.4	177.0	141.0	4.8	D44		D / G4		CP2866-195
	8.0	158.8	8	Bolted	6.4	189.0	141.0	4.8	D38		G8		CP2866-214
	9.6	158.8	8	Bolted	6.4	177.0	141.0	4.8	D44	2.0	D / G4 / G8 / P		CP2866-179
	9.6	158.8	8	Floating	/	177.0	135.7	4.8	D44	2.1	G4	Bobbin CP2494-593MB	CP2866-193
277.0	9.6	176.8	8	Bolted	6.4	192.0	159.0	4.8	D43	2.4	G4 / G8		CP2866-178
	9.6	176.8	8	Floating	/	192.0	154.0	4.8	D43	2.3	G4	Bobbin CP2494-593MB	CP2866-192
280.0	7.0	172.5	5	Floating	/	192.0	154.0	4.47	D44	1.76	G4	Bobbin CP2494-595MA	CP2866-239
	7.0	169.3	5	Floating	/	192.0	149.3	4.47	D44	1.8	G4	Bobbin CP2494-595MA	CP2866-238
	9.6	169.8	8	Floating	/	192.0	149.3	4.8	D44	2.4	G4	Bobbin CP2494-593MB	CP2866-194
	9.6	175.0	8	Bolted	6.4	191.5	158.0	4.8	D44		G8		CP2866-223
	9.6	176.8	8	Bolted	6.4	192.0	159.0	4.8	D44	2.5	G4 / G8		CP2866-177
	9.6	176.8	8	Bolted	6.4	192.0	159.0	4.8	D44	2.5	CG4	Pro 5000+ Disc	CP5000-177
290.0	10.0	180.0	8	Floating	/	201.7	155.0	5.8	D44	2.6	G8	Bobbin CP2494-589MJ	CP2866-237
295.0	10.0	176.8	8	Bolted	6.4	192.0	159.0	4.8	D48		G8		CP2866-200
300.0	9.6	189.0	8	Bolted	6.4	206.5	171.0	4.6	D46	2.5	P		CP2866-196

SOLID BRAKE DISCS WITH INTEGRAL MOUNTING BELL

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



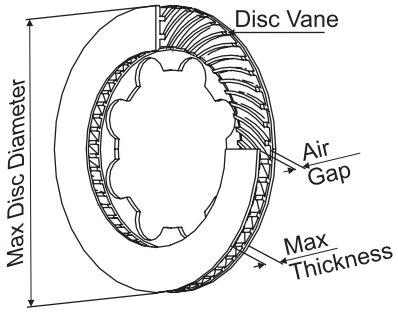


Nominal Dimensions in (mm)												
'A' Outside Dia.	'B' Thickness	Mounting Details 'M' P.C.D.	No.	Dia.	'C' Spigot Dia.	'D' Mtg Face Dia.	'E' Mounting Flange Thickness	'F' Mtg Offset	Max Pad Depth	Weight Kg	Face Types	Part Number
248.0	7.1	95.25	4	9.5	76.2	128.0	5.1	32.5	D46	2.4	P	CP2222-9
254.0	9.7	100.0	4	12.5	72.6	127.7	5.1	31.5	D43	2.8	G4	CP2222-273
264.0	11.1	107.95	4	11.6	86.36	133.35	7.87	16.8	D52	3.8	P	CP2407-129

DISC CASTING TYPES

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

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



CP2222 Solid with Int/Bell Max Dia = Ø280mm Max Thickness = 22mm	**CP2407** Solid with Int/Bell Max Dia = Ø278mm Max Thickness = 12mm	**CP2866** Solid Max Dia = Ø304mm Max Thickness = 10mm
CP2589 Ventilated with Int/Bell. No. of Vanes = 30 Air Gap = 15.25mm Max Dia = Ø280mm Max Thickness = 21mm	**CP3047** Ventilated Curved Vane. No. of Vanes = 24 Air Gap = 15.5mm Max Dia = Ø343mm Max Thickness = 32mm	**CP3575** Ventilated with Int/Bell. No. of Vanes = 36 Air Gap = 16mm Max Dia = Ø330mm Max Thickness = 36mm
CP3580 Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 14mm Max Dia = Ø332mm Max Thickness = 28mm	**CP3581** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 19.5mm Max Dia = Ø356mm Max Thickness = 36mm	**CP3718** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 17.5mm Max Dia = Ø378mm Max Thickness = 36mm
CP3770 Ventilated Curved Vane. No. of Vanes = 24 Air Gap = 6.5mm Max Dia = Ø285mm Max Thickness = 18mm	**CP3781** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 16.5mm Max Dia = Ø356mm Max Thickness = 36mm	**CP3784** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 16mm Max Dia = Ø380mm Max Thickness = 36mm
CP3836 Ventilated Curved Vane. No. of Vanes = 36 Air Gap = 19.5mm Max Dia = Ø380mm Max Thickness = 36mm	**CP3837** Ventilated Curved Vane. No. of Vanes = 36 Air Gap = 14.5mm Max Dia = Ø332mm Max Thickness = 36mm	**CP3847** Ventilated Curved Vane. No. of Vanes = 36 Air Gap = 20mm Max Dia = Ø328mm Max Thickness = 32mm
CP3860 Ventilated Curved Vane. No. of Vanes = 60 Air Gap = 18mm Max Dia = Ø310mm Max Thickness = 36mm	**CP3870** Ventilated Curved Vane. No. of Vanes = 70 Air Gap = 16.5mm Max Dia = Ø330mm Max Thickness = 36mm	**CP3930** Ventilated Curved Vane. No. of Vanes = 30 Air Gap = 15.5mm Max Dia = Ø343mm Max Thickness = 36mm
CP3947 Ventilated Curved Vane. No. of Vanes = 47 Air Gap = 8mm Max Dia = Ø295mm Max Thickness = 22mm	**CP3948** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 21mm Max Dia = Ø332mm Max Thickness = 36mm	**CP4095** Ventilated Curved Vane. No. of Vanes = 73 Air Gap = 19mm Max Dia = Ø410mm Max Thickness = 36mm
CP4136 Ventilated Straight Vane. No. of Vanes = 36 Air Gap = 9.3mm Max Dia = Ø285mm Max Thickness = 28mm	**CP4661** Ventilated Curved Vane. No. of Vanes = 61 Air Gap = 20mm Max Dia = Ø332mm Max Thickness = 42mm	**CP4248** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 16mm Max Dia = Ø332mm Max Thickness = 30mm
CP4284 Ventilated Curved Vane. No. of Vanes = 84 Air Gap = 21mm Max Dia = Ø410mm Max Thickness = 36mm	**CP4348** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 9mm Max Dia = Ø315mm Max Thickness = 28mm	**CP4448** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 11mm Max Dia = Ø295mm Max Thickness = 36mm
CP4470 Ventilated Curved Vane. No. of Vanes = 70 Air Gap = 24.5mm Max Dia = Ø332mm Max Thickness = 42mm	**CP4540** Ventilated Curved Vane. No. of Vanes = 28 Air Gap = 8.82mm Max Dia = Ø300mm Max Thickness = 22mm	**RP4542** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 17.5mm Max Dia = Ø366mm Max Thickness = 32mm
CP4661 Ventilated Curved Vane. No. of Vanes = 61 Air Gap = 20mm Max Dia = Ø330mm Max Thickness = 40mm	**CP4670** Ventilated Curved Vane. No. of Vanes = 70 Air Gap = 22mm Max Dia = Ø332mm Max Thickness = 38mm	**RP5125** Ventilated with Int/Bell. No. of Vanes = 36 Air Gap = 8mm Max Dia = Ø282mm Max Thickness = 23mm
CP5254 Ventilated Curved Vane. No. of Vanes = 54 Air Gap = 16mm Max Dia = Ø334mm Max Thickness = 32mmm	**CP5154** Ventilated Curved Vane. No. of Vanes = 54 Air Gap = 20.5mm Max Dia = Ø334mm Max Thickness = 36mm	**CP5772** Ventilated Curved Vane. No. of Vanes = 72 Air Gap = 19.5mm Max Dia = Ø380mm Max Thickness = 40mm
CP5775 Ventilated Curved Vane. No. of Vanes = 72 Air Gap = 17.5mm Max Dia = Ø378mm Max Thickness = 33mm	**CP5914** Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 13.5mm Max Dia = Ø380mm Max Thickness = 32mm	**CP6072** Ventilated Curved Vane. No. of Vanes = 72 Air Gap = 25.5mm Max Dia = Ø380mm Max Thickness = 42mm
RP6565 Ventilated Curved Vane. No. of Vanes = 48 Air Gap = 13.5mm Max Dia = Ø366mm Max Thickness = 32mm	**CP6372** Ventilated Curved Vane. No. of Vanes = 72 Air Gap = 19.5mm Max Dia = Ø360mm Max Thickness = 36mm	**CP6972** Ventilated 'S' Vane. No. of Vanes = 72 Air Gap = 19.5mm Max Dia = Ø380mm Max Thickness = 40mm
RP7177 Ventilated Curved Vane. No. of Vanes = 72 Air Gap = 17mm Max Dia = Ø390mm Max Thickness = 36mm	**CP7384** Ventilated 'S' Vane, 'I' Drive No. of Vanes = 84 Air Gap = 19.0mm Max Dia = Ø400mm Max Thickness = 36mm	

DISC FACE TYPES

Disc Grooves and sometimes cross drilling are normally used on all racing brake discs to clean the surface of the pad & allow gases produced to escape. In doing so the friction characteristics are modified.

Different groove and drilling patterns affect the friction characteristic in different ways, some affect overall friction and others the bite or release characteristics & therefore the best solution is not necessarily the same for each application.

AP Racing is constantly developing and refining disc face patterns and new variations will be introduced from time to time.

The most popular face types are detailed opposite.

N.B. Not all Face Types are available for every disc.

P = Plain. (No grooves or holes). Mainly used for road cars where low noise is vital.

G4,G8,G12 & G24 = **Grooved.** (Straight forward facing). The number specifies grooves per face. **Traditional style groove**

CG4,CG8,CG12 & CG24 = Curved Grooves. (Backward facing). The number specifies grooves per face. **Standard pattern.**

CR4, 8, 12, 24 = Curved Grooves. (Backward facing running out on O/D to clear debris. Only used on thick wall discs). The number specifies grooves per face.

PG = Partial Groove. Shorter length groove pattern

D & SD = Cross Drilled. (Drilled holes chamfered). Still preferred with some pad materials but can compromise disc life.

GD = Grooved & Drilled. Usually used on road applications.

RD = Radiused Drilled. (Cross drilled but with radiused run out to reduce noise & improve life compared with standard cross drilling. Usually used on Road applications.

GA = 'J' Hook Design. Gives improved bite & debris clearance & reduces distortion / vibration, outer grooves do not run out to O/Diameter.

GC = 'J' Hook Design. As **RC** design but with outer grooves not running out to O/Diameter. Gives improved bite and debris clearance plus reduces distortion / vibration.

RA = 'J' Hook Design. Gives improved bite and debris clearance and reduces distortion / vibration, outer grooves run out to O/Diameter.

RC = 'J' Hook Design. As **RA** design but with 3 hooks across face. Gives improved bite and debris clearance, reduces distortion / vibration, outer grooves run out to O/Diameter.

T2= Continuous Grooves. Two continuous grooves per face. Usually for road applications.

visit www.apracing.com for installation drawings & up to date product range details

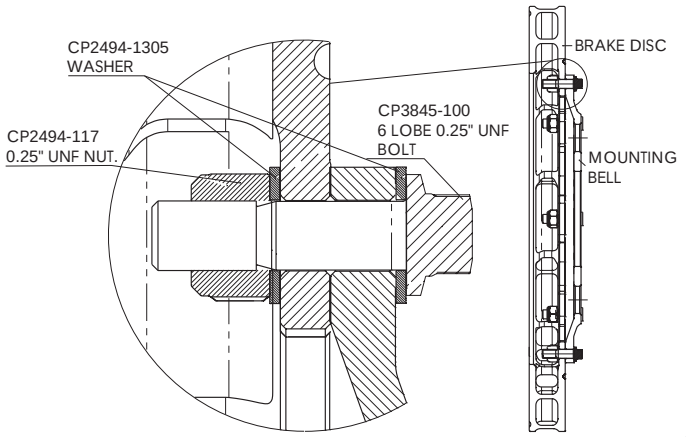
BRAKE DISCS - Bolted & Float in the Bell Mounting

DISC MOUNTING

Most racing and many high performance road brake discs are designed to be mounted on to the hub or stub axle by means of a mounting bell. Mounting bells are usually made from high grade Aluminium alloy although other materials can be used.
This arrangement is much lighter than a one piece disc and bell, but more importantly allows some compliance to reduce the risk of distortion due to heat expansion of the disc. This becomes more important the larger the disc and is considered essential above Ø330mm diameter. There are essentially two methods of attaching the disc to the bell, 'Bolted' and 'Floating'. The method to be used will depend on the particular application.

BOLTED

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



BOLTS AND BOLT KITS

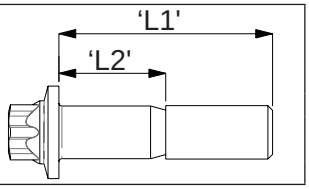
E8 - 6 Lobe, ¼" UNF Headed Bolt kits available for AP Racing discs are given in the table below. The 6 Lobe bolt offers the following advantages over a cap head:
- More positive drive.
- More consistent clamping loads.
- Lighter.
- Improved corrosion resistance
- Less prone to damage.
- Improved airflow.

BOLT DIMENSIONS.

▫ AP Racing recommend a bolt / nut tightening torque for a disc and bell of **14Nm (10.5lb/ft).**

¼"UNF Bolt Dimensions and Part Numbers. (Dim'n in mm)

Bolt Part No.	Dim'n 'L1'	Dim'n 'L2'
CP3845-100	22.2	9.5
CP3845-101	25.4	12.7
CP3845-102	27.0	14.3
CP3845-107	30.2	17.5



E8, 6-LOBE HEAD BOLT KITS (All Bolts ¼" UNF)

Kit Part No.	No. of Bolts in kit.	Bolt Part No.
CP3845-100K08	8	CP3845-100 - .875" long.
CP3845-102K10	10	CP3845-102 - 1.062" long.
CP3845-100K12	12	CP3845-100 - .875" long.
CP3845-101K12	12	CP3845-101 - 1.0" long.
CP3845-102K12	12	CP3845-102 - 1.062" long.

Each of the above kits contain the required number of CP2494-117 Nuts & CP2494-1305 washers.

Note: 3/8" E8, 6-Lobe Socket - CP2494-153 is available

▫ **NOTE:** Bolts, nuts and washers are **not** available separately, but can be purchased in boxes of 100. **The Cap Head bolt will continue to be available as a loose part in kits of 100.**

Individual ¼" Bolts, Nuts and Washer Components in boxes of 100

Component.	E8 - 6-Lobe Head Type Part Nos.	Alternative Cap Head Type Part Nos.
.875" Long Bolt	CP3845-100K100	CP2494-116K100
1.00" Long Bolt	CP3845-101K100	CP2494-718K100
1.062" Long Bolt	CP3845-102K100	CP2494-331K100
Nut	CP2494-117K100	
Washer	CP2494-1305K100	

N.B. BOLTS, NUTS AND WASHERS NOT SOLD INDIVIDUALLY

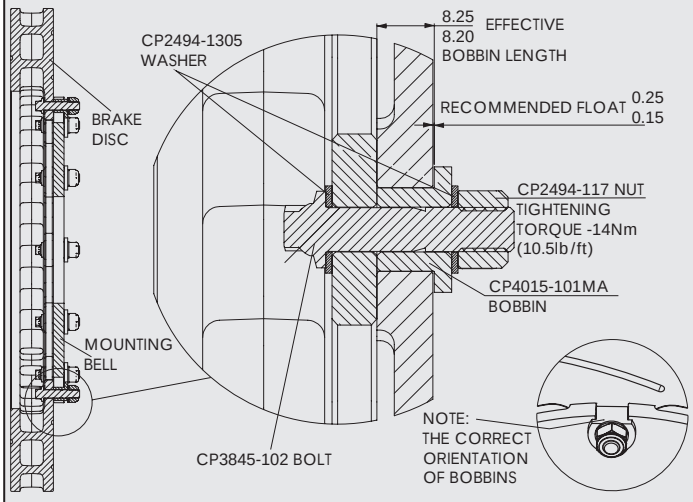
FLOATING

Discs for heavy duty applications, especially larger discs, should be mounted to allow some axial & radial float between disc & bell.
This may be achieved by the following methods currently available from AP Racing:-
- Float in the bell.
- Float in the disc.
- 'I' Drive.
- Strap Drive.
Radial float allows differential expansion of disc and bell thus reducing stresses in the disc and minimising disc cracking and distortion. The idea of axial float is to compensate for a certain amount of stub axle / upright flex by allowing the disc to take up its ideal position within the range of float thus avoiding 'Knockback' of the caliper pistons.
However the float should not be excessive as disc gyroscopic loads can cause the same effect that the float is meant to alleviate.
The amount of axial float will depend somewhat on the application. In a 'perfect' system with minimal disc movement relative to the Caliper the amount of float need only be around 0.15 - 0.25mm.

FLOAT IN THE BELL

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

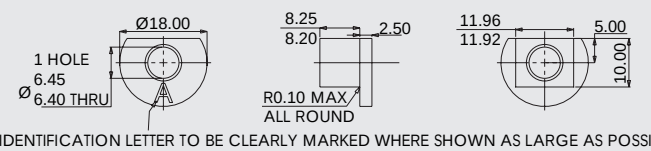
NOTE:- Recommended bell flange thickness for use with this bobbin is 8.00 / 8.05 to give 0.15 / 0.25mm float.



Note: For the most up to date installation drawing and mounting bell dimension details visit -
https://apracing.com/race-car/brake-discs/floating-disc-mounting-cp2494-cp4135-cp7016-cp4015-types

▫ CP4015 Float in the bell Bobbins.

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



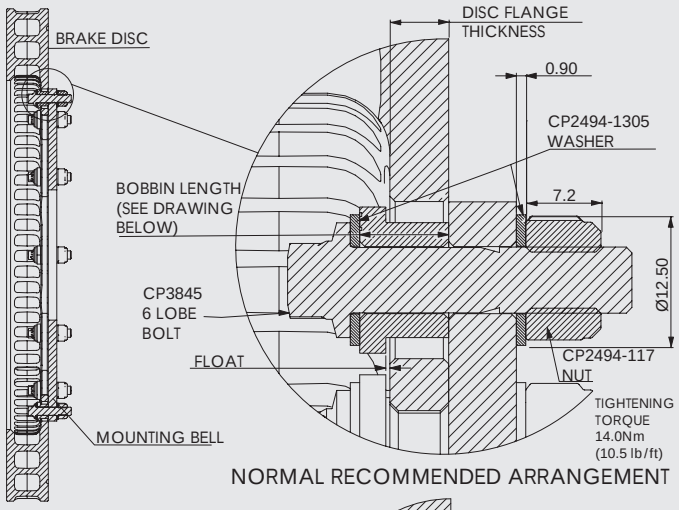
▫ Bobbin kit CP4015-101K12

CP4015-101MA bobbin can be bought separately or in a kit which contains the bobbins, bolts, nuts & washers.

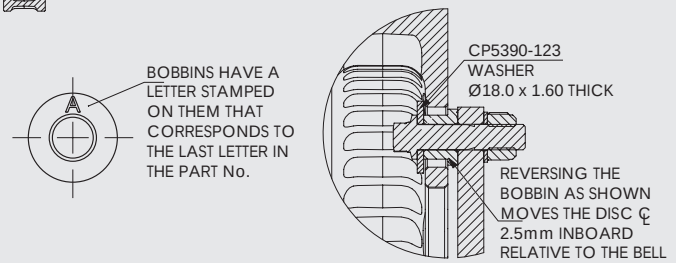
STANDARD 'FLOAT IN THE DISC' BOBBIN

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

N.B. Mounting bell thickness 8.00mm Max but is typically 6.5mm



NORMAL RECOMMENDED ARRANGEMENT

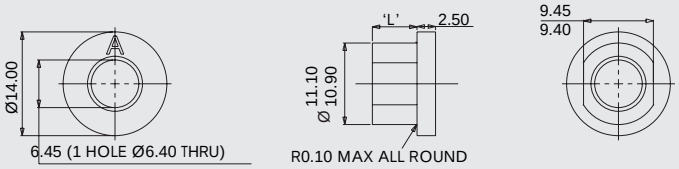


ALTERNATIVE ARRANGEMENT REVERSE BOBBIN

▫ Float in the disc bobbins.

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

- All bobbin kits comprise either, CP3845-100, CP3845-101, ¼"UNF bolts, CP2494-117 nut and CP2494-1305 washer and the specified bobbin.



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

Bobbins & Kit Part Numbers for 'Float in Disc' Mounting. (Dimensions in mm)

Flange Thickness	Bobbin Part No. CP2494	Dim'n 'L'.	Nom Float.	Bobbin Kit Part No. CP2494	Bolt Part No. CP3845
4.35/4.30	**-595MA**	4.70/4.75	0.4	**-595K08(S)**	-100
				-595K12	-101
4.85/4.80	**-593MB**	5.20/5.25	0.4	**-593K10**	-101
				-593K12	
5.05/5.00	**-592MC**	5.40/5.45	0.4	**-592K10**	-101
				-592K12	
5.55/5.50	**-591MH**	5.90/5.95	0.4	**-591K12**	-101
5.65/5.60	**-1341MD**	5.80/5.85	0.2	**-1341K12**	-101
5.65/5.60	**-589MJ**	6.00/6.05	0.4	**-589K08**	-101
				-589K12	-101
				-589K12L	-102
5.65/5.60	**-626ML**	6.30/6.35	0.7	**-626K12**	-101
6.35/6.30	**-1342MM**	6.50/6.55	0.2	**-1342K12**	-101
6.35/6.30	**-504MP**	6.70/6.75	0.4	**-504K10**	-101
				-504K12	-101
				-504K12L	-102

Note: bobbin kit with 'L' suffix denotes longer CP3845-102 bolt in kit.

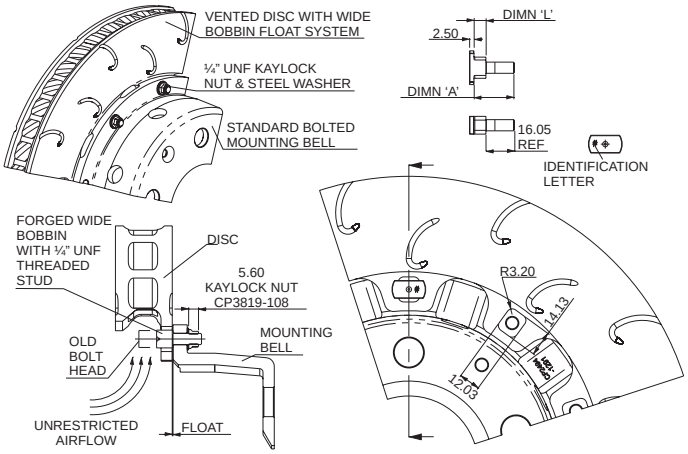
HEAVY DUTY 'WIDE' BOBBINS

AP Racing offer two options of wide bobbins for heavy duty disc arrangements offering improved stability in high torque applications.

- **CP4135** a forged one piece bobbin & stud providing improved and unrestricted airflow. (Replaces CP4015 bobbins).
- **CP7016** a two piece alternative for thicker mounting bell flanges, using separate bolt. The drawings and tables below provide all information required to aid the user.

Note: Special tool available, CP4015-137 to change bobbin orientation whilst assembling both CP4135 and CP7016 bobbins.

CP4135 - Forged One Piece Bobbin & Stud

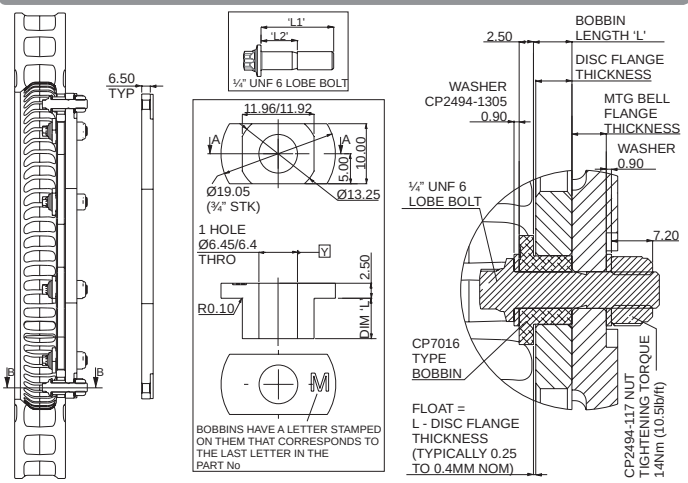


CP4135 Bobbin & Stud Part Numbers (Dim'n in mm)

Dim'n 'A'	Dim'n 'L'	Disc Flange Thickness	Nominal Disc Float	Ident Letter	Bobbin / Stud Part No.
21.8/21.2	5.5/5.4	5.05/5.00	0.4	C	CP4135-102FC
22.0/21.4	5.7/5.6	5.25/5.20	0.4	E	CP4135-103FE
22.2/21.6	5.9/5.8	5.45/5.40	0.4	D	CP4135-104FD
22.9/22.3	6.6/6.5	6.15/6.10	0.4	M	CP4135-105FM
23.1/22.5	6.8/6.7	6.35/6.30	0.4	P	CP4135-106FP
23.6/23.0	7.3/7.2	6.85/6.80	0.4	R	CP4135-107FR
24.3/23.7	8.0/7.9	7.55/7.50	0.4	S	CP4135-108FS
23.45/22.85	7.15/7.05	6.85/6.80	0.3	Q	CP4135-109FQ

Bobbin kits available. For part numbers, either look at CP4135 Installation drawing on www.apracing.com or contact AP Racing sales department for details.

CP7016 - Two Piece Bobbin/Bolt Alternative.



CP7016 Bobbin & Bolt Part Numbers (Dim'n in mm)

Dim'n 'L'	Disc Flange Thickness	Nominal Disc Float	Ident Letter	Bobbin / Stud Part No.
6.525	6.125	0.4	M	CP7016-120MM
6.725	6.325	0.4	P	CP7016-121MP
6.975	6.575	0.4	T	CP7016-125MT
7.075	6.675	0.4	V	CP7016-126MV
7.225	7.825	0.4	R	CP7016-127MR
7.775	7.375	0.4	X	CP7016-132MX
7.925	7.525	0.4	S	CP7016-139MS

Bobbin kits available. For part numbers, either look at CP7016 Installation drawing on www.apracing.com or contact AP Racing sales department for details.

BRAKE DISCS - Operating Advice & Part Numbering

DISC OPERATING ADVICE

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

DISC TEMPERATURES

In order to achieve optimum racing brake performance and prolong disc life it is essential that the brakes operate at the correct temperature. In general discs should run at similar temperatures front and rear and from side to side, dissimilar temperatures will lead to varying brake balance. Temperature balance can be checked as soon as the car stops in the pit lane using a Pyrometer such as AP Racing Pyrometer kit CP2640-24 (see below). However a pyrometer reading is not a good indicator of disc operating temperature which decays rapidly with time when the brakes are not being applied. Under racing conditions disc bulk temperatures should normally be maintained in the range 400°C to 600°C for best performance. Disc face peak temperatures may be higher but should not exceed the maximum recommended for the pad material being used. An effective method of checking maximum disc operating temperature is by using temperature paints applied to the disc. A suitable paint kit can be obtained under AP Racing Part No.CP2649-1, this kit contains three paints, Green (430°C), Orange (560°C) and Red (610°C) plus thinners and brushes. When assessing brake temperatures it is important to complete several successive laps (5 or preferably 10) at race speeds and vehicle weight to allow temperatures to stabilise at a representative level. Typically when running within the correct temperature range the Green paint (430°C) will turn throughout, the Orange paint (560°C) 50% to 100% throughout and the Red paint (610°C) turned up to 5mm from each brake face. If the Red paint (610°C) turns throughout, the discs are running too hot. Circumferential disc face ridges are also an indication of running too hot. Circuits and drivers vary enormously in the amount of work they demand from the brakes and therefore the brake system has to be tuned for each circuit by adjustment of the cooling airflow. The temptation to over cool the disc should be resisted. **The aim is to keep the temperature as stable as possible within the working temperature range**. High maximum to low minimum temperature cycles are the enemy of disc life and cause performance variations.

TEMPERATURE MEASUREMENT

▫ DIGITAL READ-OUT PYROMETER

CP2640-24 Digital pyrometer for brake, disc and tyre temperatures. High accuracy display reads in centigrade. The unit comes complete with probes for both brake discs and tyres in a heavy duty carry case.

▫ THERMAL PAINT KITS

CP2649-1 kit comprises of three paints for monitoring peak Brake Disc temperatures.
The three paints are:-
- Green changes colour to White at 430°C.
- Orange changes colour to Buff at 560°C.
- Red changes colour to White at 610°C.

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

▫ BRAKE CALIPER TEMPERATURE STRIPS

CP2650-11 Temperature indicator strips for monitoring caliper temperatures.
- Temperature range 149°C to 260°C
- Each packet contains 10 strips.

▫ TEMPERATURE RECORDING PAD

CP2640-25 Allows the user to record temperature data for Brake Discs and Brake Calipers.

DISC COOLING

A good source of cooling air should be supplied preferably through the upright to the disc throat. A typical venting cross section of 100cm² (16in²) is usually sufficient. The pick up should preferably be in an area of clean high pressure air flow and the ducting should be arranged to avoid sharp bends or changes in section which may choke the air flow. Careful design of the Mounting Bell is important in achieving effective disc cooling and avoiding problems. Typically 80% of the airflow should be directed up the disc vents and 10% up each face of the disc. This ratio can vary considerably in practice but it is important that both disc faces are cooled equally by adjusting the air gaps. Unequal face temperatures can lead to disc distortion and a long pedal. Lightening holes in the bells should be avoided as available cooling air can be lost without cooling the disc.

DISC BEDDING

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

RACE CAR INSTALLATIONS:

1) If ducts are fitted they should be ¾ blanked off. **2)** Use previously bedded pads. **3)** For a minimum of 15Km use brakes gently at first from initially low speeds - Progressively raise speed to normal racing speed but still using gentle applications. **4)** For the final 2 or 3 applications brakes can be used quite heavily. **5)** If AP Racing thermal paints are used then only the Green paint (430°C) should have fully turned to white and maybe also just the Orange paint (560°C) on the outside edges of the discs during the bedding procedure. **6)** Allow to cool. **7)** AP Racing offer a pre-bedding service at nominal extra charge. This ensures that discs are bedded consistently assuring better performance & life. Contact AP Racing for details.

ROAD CAR INSTALLATIONS:

1) For the first 10 miles, light braking from 50/60 mph down to 30 mph if possible in blocks of 5. Do not attempt any high-speed stops down to zero at this point, as only the faces will heat up with the mass remaining cool along with the mounting area. **2)** For the next 100 miles increase the braking pressures similar to stopping in traffic, again avoiding if possible full stops from above 70mph. By now the area around the mounting bolts should be a light blue temper colour. This is a good indication that the correct heat soak has been achieved. **3)** For the next 100 miles gradually increase the braking effort after this full power stops can be used. The disc should now be an even dark to light blue temper colour, depending on the pad type and the braking effort being used during the process.
This process must be completed before any race circuit use.
Track Day Use: For the latest Track Day Bedding Instructions visit our website.

PART NUMBERING

When ordering discs please use the correct part number wherever possible. An example part number is explained below:- All AP Racing brake discs are individually marked with the following information:

PART NUMBERING EXPLANATION

Basic Disc (casting) Type — Disc Face Suffix (see below)

CP3581 - 1042 CG8 B1

Stroke Number — Bedding (if applicable)

▫ HANDING:
- **Even** Stroke Numbers are Right Hand.
- **Odd** Stroke Numbers are Left Hand.

▫ FACE TYPES:

P - Plain / **D** - Drilled Face / **G** - Straight Grooves G3 = When G appears with a digit, this denotes the number of grooves per face on the disc. e.g. G4/G6/CG8/CR12 etc. / **CG** - Curved Grooves / **GD** - Grooved & Drilled / **CR** - Curved Grooved backward facing running out to O/D. / **PG** - Partial Groove. / **RD** - Radius Drilled / **SD** = Similar to RD but with smaller holes. **J Hook Designs** = **RA** - 2 groove across face, grooves run-out. / **- GA** as RA, but grooves do not run-out. / **- RC** as **RA** but with 3 hooks across face - GC as RC, but grooves do not run-out. / **- B1** = A "B" and a Number added to the end of the part number i.e.CP3581-1042DB? means the disc has been pre-bedded with a particular pad material.

SAFETY AND CARE OF DISCS

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

IF IN DOUBT REPLACE.

INTRODUCTION

Carbon/Carbon brake discs & pads offer very lightweight construction together with excellent braking performance.
Carbon/Carbon is also expensive but if managed correctly, mainly a question of temperature control, then wear rates and hence running costs can be surprisingly low.
AP Racing has more than 30 years of experience with Carbon/Carbon brakes in F1 and Sportscar racing and we recommend and supply a number of Hitco Carbon/Carbon materials which we consider to offer the best performance and braking characteristics together with low wear of any material currently available.
This section on Carbon discs is designed as a users guide for reference only and we recommend you contact AP Racing technical department for more detailed information before finalising installation details.

COOLING REQUIREMENTS

The uprights should be designed to provide a cooling air pathway of at least 140cm^2 area. Hitco Carbon/Carbon requires good face cooling. It is worth monitoring airflow / temperature on both inside and outside disc faces during testing.
It may be found that a larger face-cooling gap is required for the inside face to equalize the face temperatures. This is due to the tendency of the airflow to bypass this outlet when exiting the upright and flowing mainly up the outside face. The resultant temperature differential can lead to uneven wear, especially if temperature / wear is high.

BEDDING DISC AND PADS PRIOR TO RACE

Because AP Racing Carbon/Carbon brake materials have lower operating temperatures compared to other carbon brake materials, it is easy to achieve running temperatures without the problem of glazing the rubbing faces. Blanking the brake ducts is not required in dry conditions.
When bedding the driver should apply hard brake pressure in short applications. Take care not to drag the brakes under lighter loads as this may result in glazing. If this occurs and the driver reports there is inadequate retardation, then the pads should be removed from the calipers and both these and the discs should have the rubbing faces de-glazed with coarse emery paper and dust thoroughly removed.

MONITORING TEMPERATURES

The most reliable way of monitoring the disc temperature is by the application of indicating paints. Use of pit lane thermocouple temperatures is useful for achieving a front / rear balance. The green (430°C) and red (610°C) paints must only be used. It is not advisable to use the orange (560°C) paint, as this will promote local material oxidation The clear coating on H17 and H18 carbon must be completely removed from a section of the disc O.D. before the paints are applied. Failure to do this could result in the indicating paint not changing colour, regardless of the operating temperature. The temperature paint colour change is not instantaneous, but is accelerated by higher temperature and the time at temperature is cumulative. It is therefore advisable that at least 5 consecutive laps at representative speed are completed before reference to the temperature paint. Turning the green paint 75% across disc width is adequate.
Turning the red paint just on the disc edges (2-3mm) is acceptable. Running the material at higher temperatures will only result in increased wear rate. If the red paint has changed across the entire disc width, extra cooling must be applied. Continued running at this level of temperature may result in excessively high wear rates, and can lead to weakening of the disc structure.

DISC CONDITION

Experience has shown that if normal operating guidelines are adhered to, Hitco Carbon/Carbon discs can safely be used down to their minimum thickness.
However if for any reason discs are used at very high temperatures it is possible for oxidation to occur throughout the material, this will severely weaken the Carbon structure. Therefore avoid running the disc with the red paint fully blown.

RECONDITIONING

The Carbon Discs may exhibit uneven surfaces when worn.
AP Racing offer a reconditioning service to re-machine disc faces.

MAINTENANCE

If the discs and pad surfaces are worn unevenly they can be machined flat and parallel again. A fixture should be made to mount the disc on its mounting flange, and both sides should be machined at the same setting. Failure to do this may result in thick / thin which will cause pedal “pulsing” and vibration.

NOTE: Do not attempt to degrease the material with any solvents. If a Carbon disc is contaminated with oil or other please contact AP Racing for advice

WEAR PREDICTION

If high brake wear is anticipated in the race, it is important to complete as many laps as possible in “race trim” (using a measured set of carbon) during practice.
A race wear prediction can then be made using a similar system to that detailed on the AP Racing “Carbon Brake Life Evaluation” sheet which can be obtained from AP Racing or from our website. All laps (including “in” and “out” laps) are included and a 1.5 x safety factor applied.

WEAR GUIDE

AP Racing carbon discs have disc wear indictors in the brake face and vary depending on the new thickness.

- 37mm Thick discs which have angles vents have a 16mm diameter indicator 1mm deep a 12mm diameter indicator 3.5mm deep, and there is a triangle wear indicator that is 6mm deep. This indicator shows the direction of rotation of the disc and is the last wear indicator.
All these indicators are on both sides of the disc. These are there to give the user a guide as to the disc wear and when the triangle indictors are no longer showing the disc is at or below 25mm its minimum thickness.

- 35mm Thick discs that use angles vents have a 12mm indicator 2.5mm deep and there is a triangle wear indicator that is 5mm deep. This indicator shows the direction of rotation of the disc and is the last wear indicator.
All these indicators are on both sides of the disc. These are there to give the user a guide as to the disc wear and when the triangle indictors are no longer showing the disc is at or below 25mm its minimum thickness.

- 35mm Discs which run non-handed vents have a 12mm diameter indicator 2.5mm deep and an 8mm diameter indicator 5mm deep. When the 8mm diameter indicator is no longer visible on both sides this will show the disc is at or below its 25mm minimum thickness.

NOTE:- In some circumstances one disc face may wear more than the other. If the disc shows signs of this you must make sure you keep a minimum disc thickness of 5mm between the outer disc braking face and the inner cooling vent hole in the centre of the discs.

TECHNICAL CONTACTS

AP Racing offer several different Carbon materials for different applications and operating conditions.
The choice of the best material for given application is complex. Please contact AP Racing technical department (racetech@apracing.co.uk) or one of the following engineers directly.

Note: See page 46 for Part Numbering.

- Peter Harris **Key Account / Race Engineer, GT / Touring Car**.
- Office Tel:+44 (0) 24 7688 3305
- Mobile: +44 (0) 7881 782 561
- E-mail: peter.harris@apracing.co.uk

CUSTOMER NOTES

CARBON DISC INSTALLATION DETAILS

AP Racing offer the following advice as a guide only for mounting and installing a Carbon/Carbon Disc.

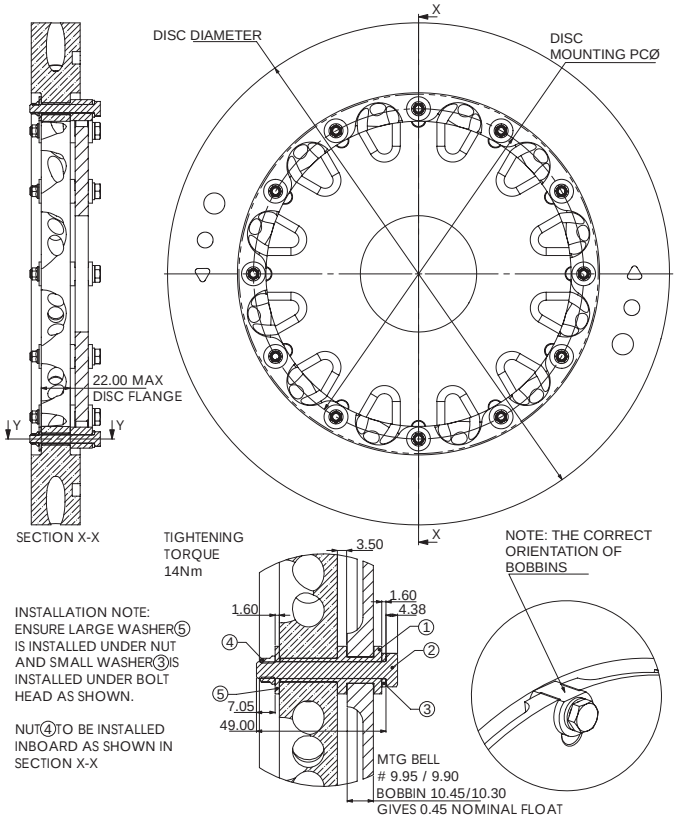
The preferred mounting method for carbon discs is " float in the bell" as this allows for axial and radial float between disc and bell. Radial float allows differential expansion of disc and bell thus reducing stresses in the disc.

The idea of axial float is to compensate for a certain amount of stub axle / upright flex by allowing the disc to take up its ideal position within the range of float thus avoiding 'Knockback' of the caliper pistons.

However the float should not be excessive as disc gyroscopic loads can cause the same effect that the float is meant to alleviate. The amount of axial float will depend somewhat on the application.

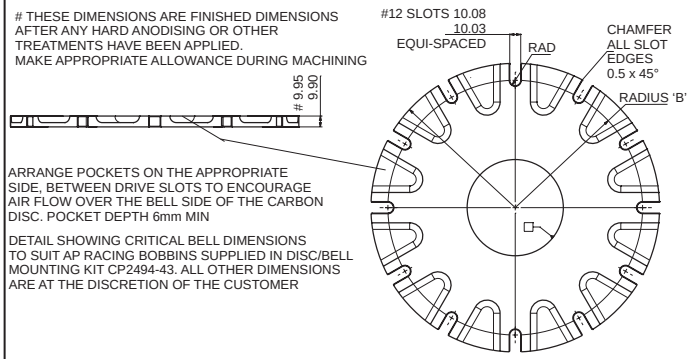
In a 'perfect' system with minimal disc movement relative to the Caliper the amount of float need only be around 0.45mm nominal float.

The drawings opposite provide information on disc and bell mounting, typical mounting bell data and an example of disc and caliper ducting.



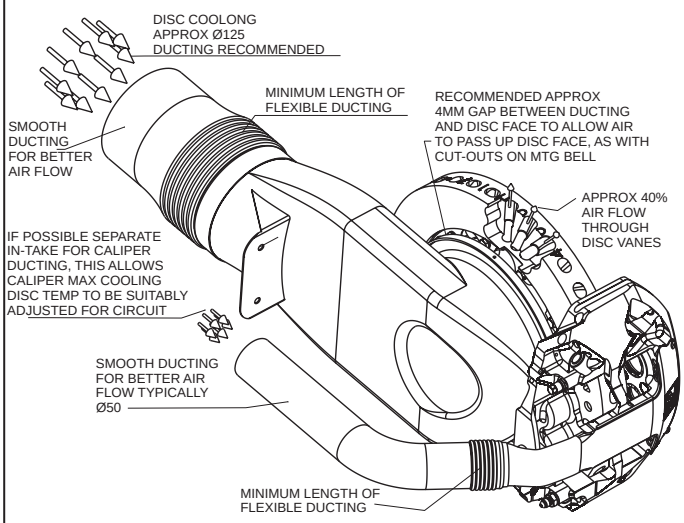
DISC & BELL BOBBIN KIT CP2494-43			
REF No.	**DESCRIPTION**	**PART No.**	**QTY**
1	BOBBIN	CP2494-734	12
2	¼" UNF BOLT	CP2494-746	12
3	Ø12.70 WASHER	CP2494-747	12
4	NUT (HIGH TEMP)	CP2494-748	12
5	Ø18.00 WASHER	CP5390-123CR3	12

MOUNTING BELL DATA



BELL DATA			
DISC Ø	**Disc MOUNTING PCØ**	**RADIUS 'A'**	**RADIUS 'B'**
380	250.0	132.0 ± 0.15	116.5 ± 0.15
355	225.0	119.5 ± 0.15	104.0 ± 0.15
340			

DISC AND CALIPER DUCTING



DISC Ø.	MINIMUM CROSS SECTION THROUGH DISC VANES	MINIMUM CROSS SECTION DISC FACE
Ø380	4673mm²	6230mm²
Ø355	4608mm²	5913mm²
Ø340	4608mm²	5913mm²

PART NUMBERS

Below are part number examples for guidance only. Please confirm correct requirements before placing an order with one of the engineers detailed on page 45 or contact AP Racing's technical department.

- Discs:

▫ AP Racing offer a range of disc from Ø380 or Ø355 x 37mm or 35mm. Listed are some typical GT sized discs.

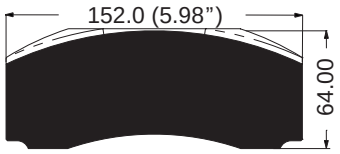
- Ø380mm x 37mm
- RH = CP2872-400H17I /
- LH = CP2872-401H17I.

- Ø355mm x 37mm
- RH = CP2872-402H17I /
- LH = CP2872-403H17I.

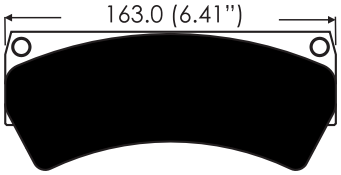
- Ø355mm x 35mm
- RH = CP2872-404H17I. /
- LH = CP2872-405H17I.

- Pads:

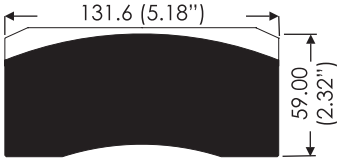
▫ Pads are available in various thicknesses and shapes to suit AP Racing Calipers and most other manufacturers variants.



▫ CP4240-54H18
- Pad Area = 78.12cm²
- Pad Depth = 53mm
- Pad Thickness = 25mm
- For Calipers:- CP6077 & CP6078.



▫ CP4970-28H18
- Pad Area = 81.9cm²
- Pad Depth = 53mm
- Pad Thickness = 27mm
- For Calipers:- CP6080, CP6160, CP6161. & CP6165.



▫ CP6070-108H18
- Pad Area = 69.1cm²
- Pad Depth = 49mm
- Pad Thickness = 25mm
- For Calipers:- CP6470, CP6270, CP6271 & CP6278

BRAKE PADS

- GENERAL INFORMATION
- AP RACING PAD MATERIALS
- BRAKE PAD CHARACTERISTIC.
- BRAKE PAD PROFILES

BRAKE PADS - General Information

INTRODUCTION

As the foremost manufacturer of brake systems for competition and high performance vehicles, AP Racing are continually developing and improving our product ranges. The friction material used in a brake system is a vital factor in the overall performance of that system and it is therefore important to choose the correct pad for the particular application, which is why AP Racing has now developed its own **(APF)** branded range of brake pads to suit AP Racing Calipers for both Road and Competition applications, thus **ensuring full system integrity.**
The range currently comprises 5 Material Grades across 27 Pad Shapes. (See page 49 for more technical details) AP Racing's unparalleled experience in racing brake technology puts us in a unique position to evaluate friction materials and brake pad performance both on our dynamometer test beds and through rigorous vehicle track testing.
NOTE: AP Racing policy is to offer a range of the best friction materials currently available from whatever source.

GENERAL INFORMATION

Pages 51 to 55 provide details on a range of pads and friction materials, including our own new APF range for competition and road use with AP Racing brake calipers. This section also includes information to assist in the selection of the most suitable pad for a given application and other useful information on choosing the correct brake pad. AP Racing Technical department will be pleased to advise on the most suitable equipment for any particular application and can provide more detailed technical information if required.

BRAKE PAD TEMPERATURES

An important factor in consistent brake performance is maintaining the operating temperatures within the effective range of the pad material being used by controlling the flow of cooling air from the brake ducts. There are several different methods of monitoring the brake system temperatures:-
1. THERMAL PAINTS / 2. BRAKE TEMPERATURE PYROMETER / 3. TEMPERATURE STRIPS
For more detailed information of these methods please go to page 44.

'BEDDING IN' PROCEDURES

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

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

FOR OE APPLICATIONS PLEASE REFER TO THE MANUFACTURER'S OWN INSTRUCTIONS.

BRAKE NOISE

Brake noise or squeal is a vehicle system problem since the severity, regularity and tone is a function of the brake and suspension components in combination. This does not represent a problem on competition vehicles where performance is the primary objective but is generally unacceptable for road use. Some vehicles are particularly susceptible to the problem. The contact between the pad and disc during braking creates the raw energy to produce the noise but the actual squeal can be primarily or a combination of the disc, caliper and pad.
Elimination of squeal under all brake operating conditions is difficult to achieve when specifying a brake package whose purpose is to safely absorb very high energy inputs. A number of methods are available to reduce the noise factor of a brake system but assuming the base vehicle suspension system is settled, the reduction or elimination of noise is usually achieved by a process of trial and error. The first and easiest solution to try is the addition of high temperature grease to the back of the pad to provide a damping medium between the piston and pad. Typically Copper Slip is applied although care must be taken to avoid any grease coming into contact with the pad face. The use of high friction brake pads such as Pagid RS4-2 / M1177 creates high energy at the friction interface which can characteristically lead to more brake squeal but some pads are typical for their lower noise rating. These pads are characterised by their lower friction coefficient and reduced initial 'bite'. Examples of such a material is Ferodo 3432F.
There are a number of disc variants available from AP Racing & the type chosen can have an affect on brake noise, depending again on the pad choice. Generally it is found the multi drilled or grooved discs used in conjunction with competition pads will give unacceptable noise levels for road use, Plain face discs can cause higher levels of squeal, as the pad is not cleaned by the actions of holes or grooves.
For the AP Racing Factory Big Brake kit conversions, we have found a reduced drill pattern with a radiused edge and using APF405 pads give little or no pad noise and still have good performance. Where the noise is a function of the brake pad temperature, characterised by the noise reducing, (possibly to zero) as the brakes are used more frequently and severely. The pad may also respond to the addition of pad chamfers which reduce the effective pad area and change the pad shape / centre of pressure. These chamfers (10,0mm x 30 degrees) can be added to the leading edge first and their effect assessed prior to the addition of a chamfer on the trailing edge. Please contact AP Racing technical department for more details.

ANTI-SQUEAL SHIMS

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

MATERIAL AVAILABILITY

In order to get the best performance from your AP Racing brake system, it is important to choose the friction material which best suits the particular application. AP Racing offer a large variety of the best friction materials currently available from various sources to suit every racing condition. The individual pad profiles on pages 51 to 55 give information on all the friction materials available for that pad in the current range. **NOTE:** Should you wish for a pad profile in another material please contact AP Racing Technical department for more information.

PAD ORDERING

1. Refer to caliper listing on page 56 to obtain the correct pad shape for a given caliper and check this against the pad shape illustrations on pages 51 to 55.
2. Consult individual pad profile and select the material from those available referring to the information on pages 47 to 49 if necessary.
3. Example part number below: CP3894D54-APF403. This part number comprises 4 pads (1 axle set).
4. Construct part number as in the example below by adding the material suffix to the basic pad shape family number.
▫ All pads with the following exceptions are sold in sets of 4.- CP4226, CP3086, CP4484, CP3386, CP2372, CP3666, CP4466 are in pairs (2 pads).
▫ NB. For Carbon / Carbon pad material see page 46 for more details
▫ NB. Materials with the blackout segments are on phase out mode and once stocks have been exhausted will be made inactive.

EXAMPLE PAD PART NUMBER

Pad Family Part Number
- Defines Pad Shape & Thickness18.00mm (0.71")

CP3894 D54- APF403

Pad Radial Depth
54.0mm

Pad Material
APF403

This section provides more detailed information on our own APF branded brake pads, developed for both road and competition applications.
The graphs below and adjacent announce the 5 material grades currently available and provide visual details of some pad characteristics.

PAD PROFILES:

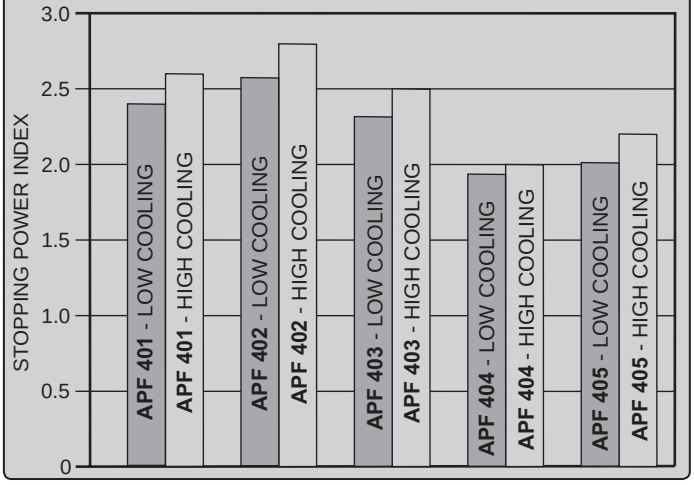
Not all materials are available in all pads shapes. Here is a list of the shapes currently available:
CP2195 / CP2270 / CP2279 / CP2340 / CP2372 / CP2399 / CP3215 / CP3345 / CP3558 / CP3894 / CP5070 / CP5119 / CP5788 / CP6210 / CP6230 / CP6268 / CP6600 / CP6627 / CP6820 / CP7031 / CP7040 / CP7555 / CP7600 / CP7635 / CP8250 / CP8310 / CP9555 (See pages 51 to 55, to check material availability).

NOTE: <u>All the information on this page is offered for guidance only.</u>
AP Racing has gathered this information by incorporating the experiences of our engineers and our special dynamometer evaluations carried out in-house.

STOPPING POWER INDEX

AP Racing have created our own Stopping Power Index. This is related to friction but is also influenced by energy absorption and the change of friction both with temperature and during the braking event. It is based on the total stopping time over a series of constant pressure stops for a range of speed differentials over a complete dynamometer test cycle, this index creates a very good overall measure to compare different friction materials. Higher numbers = more stopping power

N.B. The stopping power is influenced by level of cooling.

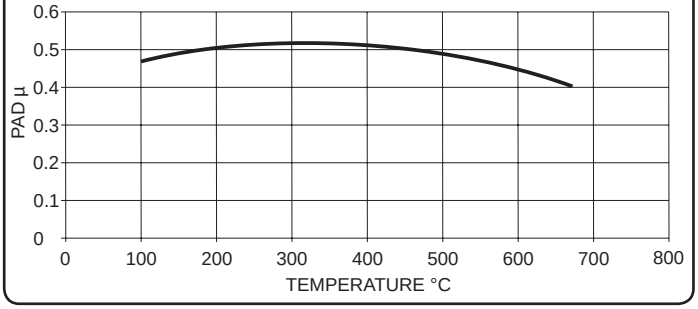


MATERIAL GRAPHS

The traditional friction vs temperature graphs exhibited below are derived from our dynomometer test cycle carried out on our three in house dynamometers which we use for all pad evaluations.
These graphs are for guidance only. Numbers are not absolute - results can vary according to the test cycle used (load, pressure, speed, cooling etc) but we believe the results shown fairly represent the performance that will be experienced by the user under normal conditions.

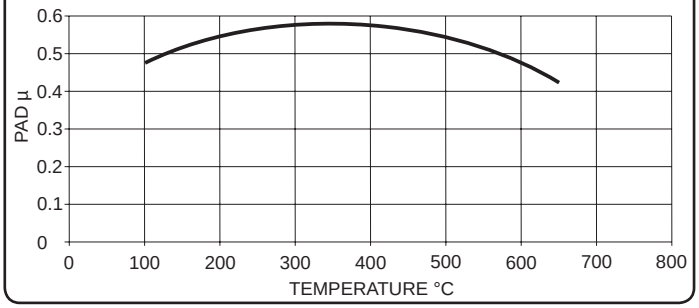
APF 401

Competition Pad suitable for Circuit & Rally use. Good bite and stable friction give excellent modulation & release characteristics.
Should be considered where PFC# 01, Ferodo DS1.11 and Mintex F2R are currently used.



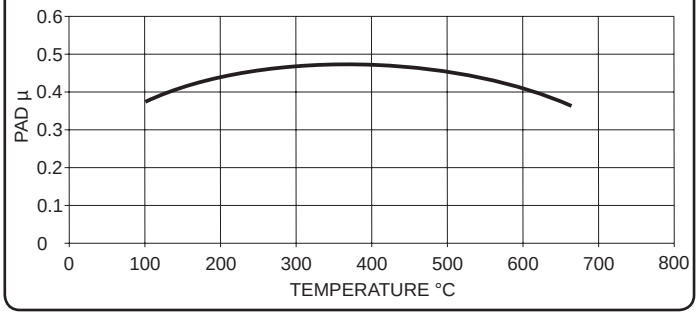
APF 402

Competition Pad for Circuit & Rally use. Not suitable for road use. Higher friction than 401, rising torque, good release , little or no fade.
Should be considered where Project Mu H19, PFC # 05, Raybestos ST43, Ferodo DS2.11, Mintex F6R or F4R are currently used.



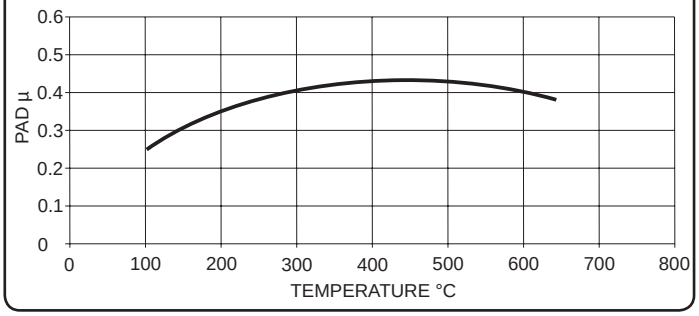
APF 403

General Competition Pad. Not suitable for road use. Easy to bed, predictable and repeatable performance with good bite & friction.
Consider where Raybestos ST41/ST43, Ferodo DS3000 or 4003 are currently used.



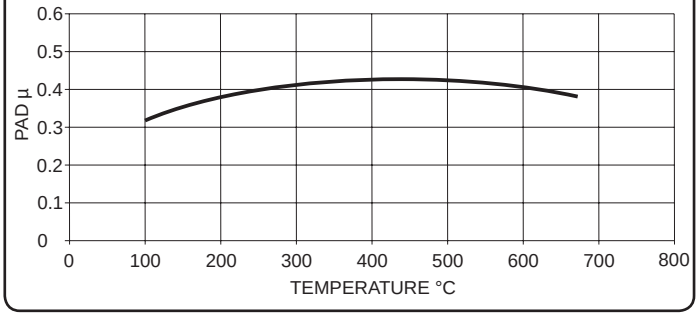
APF 404

Excellent High Performance Road and Track pad.
Consistent performance, low wear, disc friendly, low noise, low dust, low fade, good feel.
Consider where Ferodo DS25HP, Pagid Blue (RS4-2), Pagid RS421 or Carbo-TechXP10 are currently used.



APF 405

Suitable for High Performance Road, Track and Lightweight circuit cars.
Consistent performance, disc friendly, low noise, good feel.
Consider where Pagid (Blue) RS4-2, RS4-4, Ferodo DS2500 are currently used.



PAD CHARACTERISTICS

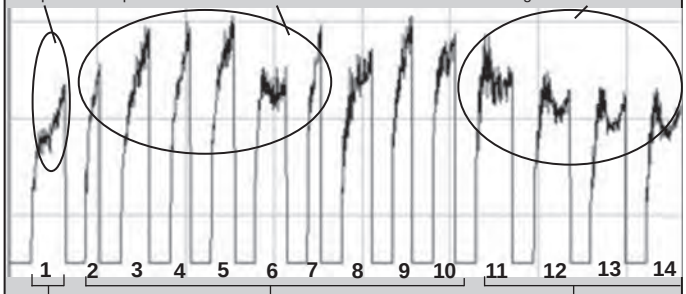
There are numerous characteristics associated with friction materials, few of which are absolute, for example the friction Coefficient (μ) varies depending on temperature, speed, pressure and energy level and no two dynomometer programmes will ever produce quite the same results. Choosing the most suitable pad for your application is a complex problem requiring careful evaluation of all the available information.
To help you with this AP Racing have developed a rating system for the principal pad characteristics incorporating both the experience gathered by our engineers over many years and our special dynomometer evaluation carried out in-house on our state of the art facility.
The AP Racing dynomometer brake pad evaluation is based around a series of stops which represent the full range of conditions likely to be experienced in use. A composite dynomometer plot and an explanation of the AP Racing evaluation and rating systems is given below & opposite.

COMPOSITE DYNAMOMETER PLOT

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

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

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



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

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

Very severe stops from high speed to demonstrate fade capabilities.

Fig 1.

High initial "Bite" with friction gradually reducing & stabilising through the stop. Most "User Friendly" Type 5.

Essentially flat. Type 3.

Steeply rising plot. Least "User friendly" Type 1.

Fig 2.

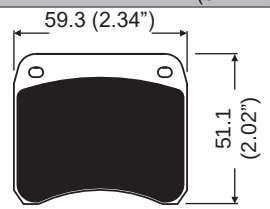
- **AVERAGE FRICTION:** Overall mean friction coefficient calculated over the complete test cycle. (Fig 1.)
- **"BITE":** Initial friction at the start of the stop. **Rating 1 to 5. (5 = Good, 1 = Poor) (Fig 1.)**
- **FADE:** Drop off in friction coefficient from stop to stop when used for very hard braking. Calculated from last 4 stops on test plot on a scale of **1 to 5. (5 = No significant fade). (Fig 1.)**
- **AVERAGE PAD WEAR:** A comparative rating of pad wear across all conditions. **Rated on a scale of 1 to 5 (1 = best).**
- **PLOT SHAPE:** The shape of the friction plot during a brake application. High initial "bite" with friction gradually decreasing through the stop as speed drops off is considered to be the easiest to control (most "user friendly"). A climbing friction level through the stop is considered the most difficult to control (least "user friendly") although some pads with this characteristic are extremely popular due to their overall high friction level and fade resistance. **Assessed types 5 to 1. (Fig 2.)**
- **COMFORT / NOISE:** Does the pad promote judder or brake squeal ? Important on road car applications but not usually a consideration for racing use.
- **DISC LIFE:** Does the pad promote high disc wear or cracking?. Especially important on road car applications. **Rated on a scale of 1 to 5 (5 = best).**
- **EFFECTIVE TEMPERATURE RANGE:** The temperature range within which the pad material can be considered effective should be used as a comparative guide only as temperature measurement techniques vary significantly and the true picture must include the energy level (quantity of heat). Pad temperatures are affected by disc mass and cooling. **Rated 1 to 5 (1 = 200°C / 2 = 350°C / 3 = 500°C / 4 = 650°C and 5 = 800°C).**
- **SUITABLE AREA OF USE:** The areas for which the pad material is considered most suitable. This is a subjective assessment relying on the pooled experience of AP Racing engineers over many years. Contact AP Racing Technical department for guidance.
- **PAD MATERIAL PERFORMANCE:** The table below provides the ratings given for the characteristics described on this page. The table results are AP Racing's own, determined from our dynomometer testing and may differ from manufacturer's own specifications.

Pad Material	Performance			Characteristics			Wear	Temp Range	Suitable For							
	Average Friction Mu	Bite	Fade	Plot Shape	Disc Life	Stopping Power	Average Wear	Temperature Rating	Road	Light Comp.	F3 / (T.Car Rear)	Touring Car Front	Sports Car	Rally	Grp 'N'	Hill Climb	Motor Cycle
AP Racing Pad Materials																	
APF401	0.44	4	3	2	3	2.6	4	4				X	X	X	X		
APF402	0.47	4	4	2	3	2.8	4	4				X	X	X	X		
APF403	0.40	3	3	4	3	2.5	3	4		X		X	X	X	X	X	
APF404	0.35	3	3	4	4	2.0	3	3	X								
APF405	0.36	3	3	4	4	2.2	3	3	X	X	X					X	
Ferodo Pad Materials																	
4003F	0.43	3	3	4	2	N/A	3	2		X	X					X	
DS2500	0.34	3	3	4	4	2.1	3	2	X								
DS3000	0.42	2	2	4	3	2.5	3	4				X	X	X	X		
DS3000+	0.41	3	3	3	4	2.5	2	4		X	X			X			
DS1.11	0.43	2	3	1	4	2.5	4	4				X	X	X	X		
DS2-11	0.47	2	4	2	3	2.7	4	4				X	X	X	X		
Mintex Pad Materials																	
F1R	0.46	4	4	3	4	2.7	4	4				X	X	X			
F2R	0.42	4	4	3	4	2.6	4	4				X	X	X			
F4R	0.47	4	4	3	4	2.5	4	3			X		X	X			
F6R	0.44	3	4	3	4	2.5	3	3			X		X	X			
M1166	0.38	3	3	3	3	N/A	3	3		X				X	X		
Pagid Pad Materials																	
RS14	0.39	3	4	3	5	N/A	4	3				X	X	X		X	
RS4-2	0.35	4	2	4	4	N/A	4	3		X	X			X		X	
RS4-4	0.34	4	3	4	4	N/A	4	3			X			X			
Raybestos Pad Materials																	
ST39	0.40	2	2	2	3	N/A	3	2		X	X			X		X	
ST41	0.42	5	3	4	4	2.6	4	4				X	X	X	X		
ST42	0.37	5	4	4	3	2.3	4	4				X	X		X		
ST43	0.39	5	3	5	3	2.5	4	4				X	X	X			
ST45	0.38	5	3	4	3	2.4	4	4				X	X	X			
ST47	No Data Currently Available, Contact AP Racing																
Other Friction Materials																	
H16	No Data Currently Available, Contact AP Racing										X	X	X				
H19	No Data Currently Available, Contact AP Racing											X	X				
H21	No Data Currently Available, Contact AP Racing											X	X				
RQ3	0.41	3	5	3	4	N/A	3	2									X
APH420	0.39	3	5	3	4	N/A	4	2									X
SRR	0.46	5	4	5	4	N/A	1	3									X

BRAKE PADS - Pad Profiles For AP Racing Calipers

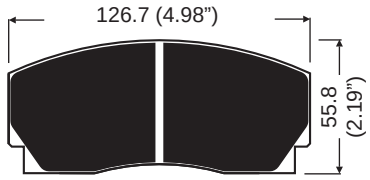
The following details provide basic information for each of the pad shapes in the range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP2195D38
- Pad Thickness = 10.5mm (0.40")
- Pad Depth = 38.4mm (1.51")
- Pad Area = 22.4cm² (3.47in²)



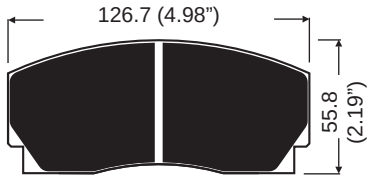
Available Friction Materials:
▫ APF403 ▫ APF405 ▫ 4003F ▫ APH420 ▫ DS2500 ▫ M1144

CP2270D46
- Pad Thickness = 16.6mm (0.65")
- Pad Depth = 46.0mm (1.81")
- Pad Area = 53.4cm² (8.27in²)



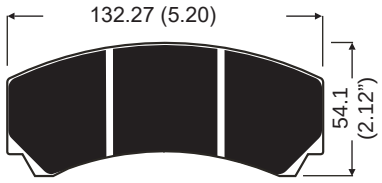
Available Friction Materials:
▫ APF401 ▫ APF403 ▫ APF405 ▫ M1144

CP2270D50
- Pad Thickness = 16.6mm (0.65")
- Pad Depth = 50.3mm (1.98")
- Pad Area = 56.3cm² (8.72in²)



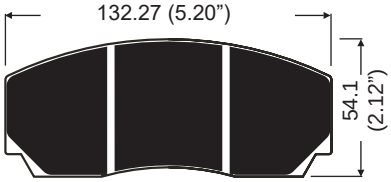
Available Friction Materials:
▫ APF403 ▫ APF405 ▫ DS2500 ▫ DS3000

CP2279D42
- Pad Thickness = 20.4mm (0.80")
- Pad Depth = 42.0mm (1.65")
- Pad Area = 48.3cm² (7.48in²)



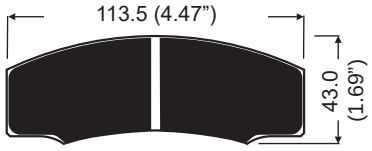
Available Friction Materials:
▫ APF403 ▫ DS3000

CP2279D50
- Pad Thickness = 20.4mm (0.80")
- Pad Depth = 50.3mm (1.98")
- Pad Area = 57.4cm² (8.89in²)



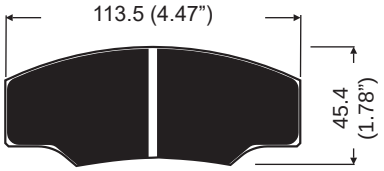
Available Friction Materials:
▫ APF401 ▫ APF402 ▫ DS1.11 ▫ H16

CP2340D38
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 38.0mm (1.50")
- Pad Area = 37.1cm² (5.75in²)



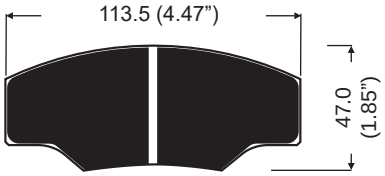
Available Friction Materials:
▫ Please Enquire; racetech@apracing.co.uk

CP2340D40
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 40.0mm (1.57")
- Pad Area = 38.5cm² (5.96in²)



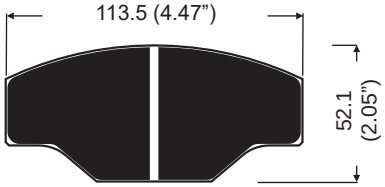
Available Friction Materials:
▫ DS3000

CP2340D43
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 43.1mm (1.70")
- Pad Area = 40.4cm² (6.26in²)



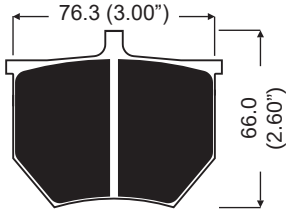
Available Friction Materials:
▫ APF401 ▫ APF403 ▫ APF404 ▫ DS2500 ▫ ST42

CP2340D51
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 50.8mm (2.0")
- Pad Area = 43.4cm² (6.73in²)



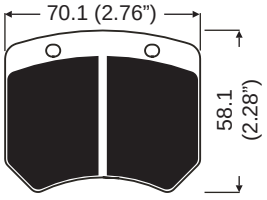
Available Friction Materials:
▫ APF402 ▫ APF403 ▫ APF404 ▫ DS2500 ▫ DS3000

CP2372D52
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 52.3mm (2.06")
- Pad Area = 34.61cm² (5.36in²)



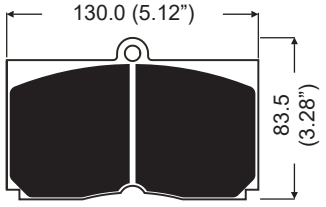
Available Friction Materials:
▫ APF403 ▫ DS3000

CP2399D43
- Pad Thickness = 14.3mm (0.56")
- Pad Depth = 43.0mm (1.69")
- Pad Area = 27.7cm² (4.29in²)



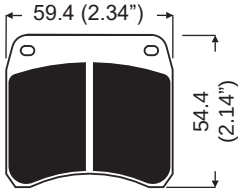
Available Friction Materials:
▫ APF403 ▫ APF405 ▫ DS1.11 ▫ DS2500 ▫ DS3000 ▫ H12 ▫ M1144 ▫ ST41 ▫ ST42 ▫ ST45

CP2749D66
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 65.5mm (2.58")
- Pad Area = 77.84cm² (12.06in²)



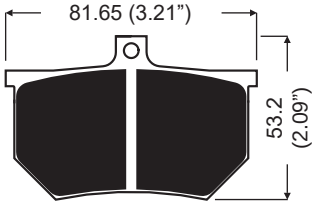
Available Friction Materials:
▫ Please Enquire, racetech@apracing.co.uk

CP2868D38
- Pad Thickness = 6.95mm (0.27")
- Pad Depth = 38.4mm (1.51")
- Pad Area = 22.4cm² (3.47in²)



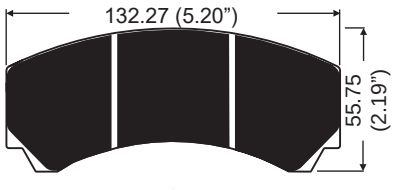
Available Friction Materials:
▫ RQ3 - ▫ N.B. Set of 2

CP3086D37
- Pad Thickness = 8.0mm (0.31")
- Pad Depth = 37.0mm (1.45")
- Pad Area = 26.13cm² (4.05in²)



Available Friction Materials:
▫ RQ3 - N.B. Set of 2

CP3215D42
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 42.4mm (1.67")
- Pad Area = 48.3cm² (7.48in²)



Available Friction Materials:
▫ APF401 ▫ APF403 ▫ DS3000 ▫ ST47

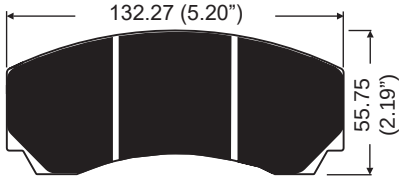
visit www.apracing.com for installation drawings & up to date product range details

BRAKE PADS - Pad Profiles For AP Racing Calipers

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

CP3215D46

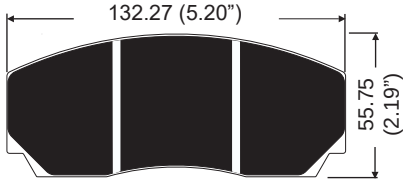
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 45.67mm (1.79")
- Pad Area = 54.6cm² (8.45in²)



Available Friction Materials:
APF403 DS2500 DS3000 ST41 ST43

CP3215D50

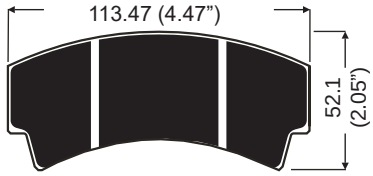
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 50.29mm (1.98")
- Pad Area = 57.36cm² (8.89in²)



Available Friction Materials:
APF402 APF403 APF404 DS2500 DS3000 F4R RS29 ST41 ST43 ST47

CP3345D38

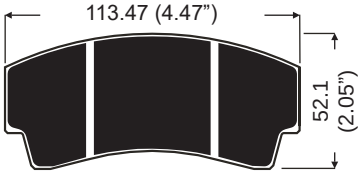
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 38.0mm (1.49")
- Pad Area = 40.28cm² (6.24in²)



Available Friction Materials:
APF403 F6R

CP3345D42

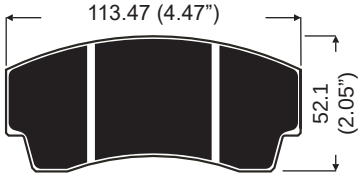
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 42.00mm (1.65")
- Pad Area = 43.90cm² (6.80in²)



Available Friction Materials:
APF401 APF405 DS2500 DS1.11 DS2.11

CP3345D44

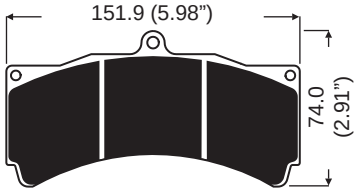
- Pad Thickness = 15.9mm (0.63")
- Pad Depth = 44.14mm (1.74")
- Pad Area = 46.16cm² (7.15in²)



Available Friction Materials:
APF401 APF403 APF404 DS1.11 DS2.11 DS2500 DS3000 RS14 ST41

CP3558D46

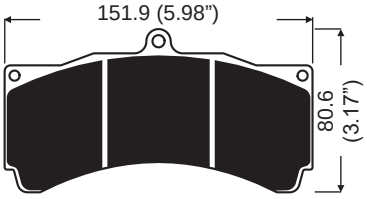
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 45.7mm (1.80")
- Pad Area = 66.6cm² (10.32in²)



Available Friction Materials:
Please Enquire, racetech@apracing.co.uk

CP3558D51

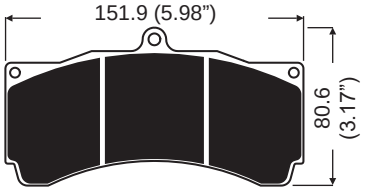
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 50.8mm (2.00")
- Pad Area = 73.7cm² (11.43in²)



Available Friction Materials:
APF402 F2R ST45

CP3558D54

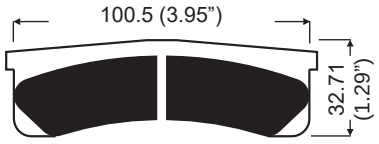
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 77.43cm² (12.00in²)



Available Friction Materials:
APF402 DS2.11 DS3000 H16 RS29 ST41 ST45 ST47

CP3666D22

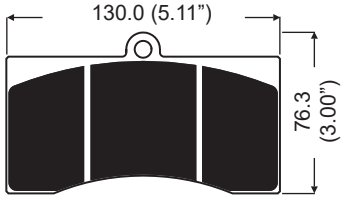
- Pad Thickness = 8.9mm (0.35")
- Pad Depth = 22.0mm (0.86")
- Pad Area = 19.83cm² (3.07in²)



Available Friction Materials:
RCA3 - N.B. Set of 2

CP3714D54

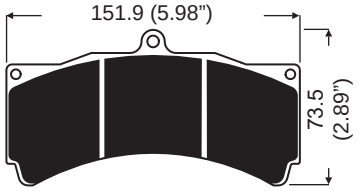
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 66.02cm² (10.23in²)



Available Friction Materials:
DS3000

CP3894D46

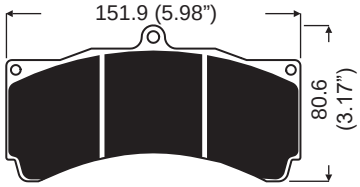
- Pad Thickness = 18.0mm (0.71")
- Pad Depth = 45.7mm (1.80")
- Pad Area = 66.6cm² (10.32in²)



Available Friction Materials:
APF405 DS2500 DS3000

CP3894D51

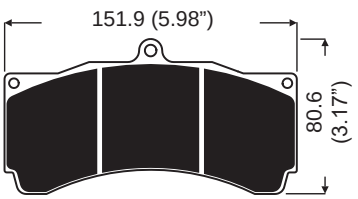
- Pad Thickness = 18.0mm (0.71")
- Pad Depth = 50.8mm (2.00")
- Pad Area = 73.7cm² (11.43in²)



Available Friction Materials:
APF402 APF403 APF404 DS2500 DS3000 RS42 RS421 ST41 ST42 ST45

CP3894D54

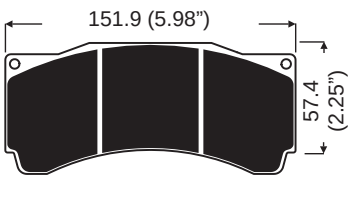
- Pad Thickness = 18.0mm (0.71")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 77.44cm² (12.00in²)



Available Friction Materials:
APF402 APF404 DS2500 DS3000 ST41

CP3905D54

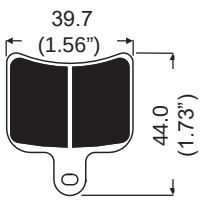
- Pad Thickness = 18.0mm (0.71")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 77.44cm² (12.00in²)



Available Friction Materials:
APF402 APF404 H21 ST45 ST47

CP4226D27

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

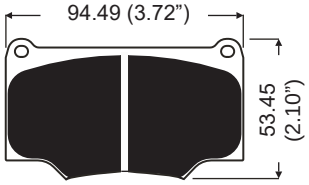


Available Friction Materials:
APH420 RQ3 RX N.B. Set of 2

BRAKE PADS - Pad Profiles For AP Racing Calipers

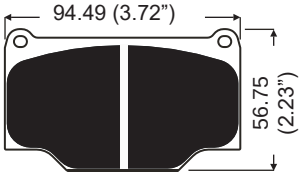
The following details provide basic information for each of the pad shapes in the range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP4296D43
- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 43.3mm (1.70")
- Pad Area = 35.9cm² (5.56in²)



Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP4296D46
- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 45.7mm (1.79")
- Pad Area = 36.9cm² (5.72in²)

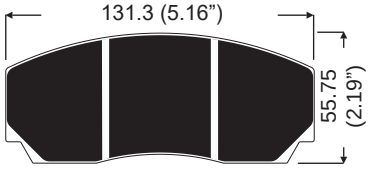


Available Friction Materials:
- Please Enquire racetech@apracing.co.uk

CP4466D22
- Pad Thickness = 9.0mm (0.35")
- Pad Depth = 22.0mm (0.86")
- Pad Area = 19.83cm² (3.07in²)

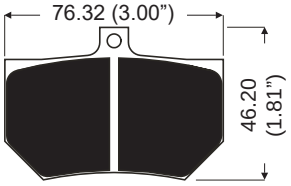
Available Friction Materials:
- RQ3
- SRR
- N.B. Set of 2

CP4479D50
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 50.3mm (1.98")
- Pad Area = 60.44cm² (9.36in²)



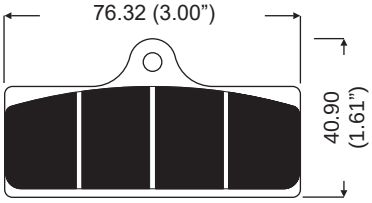
Available Friction Materials:
- Please Enquire racetech@apracing.co.uk

CP4484D34
- Pad Thickness = 8.0mm (0.31")
- Pad Depth = 34.0mm (1.34")
- Pad Area = 24.14cm² (3.74in²)



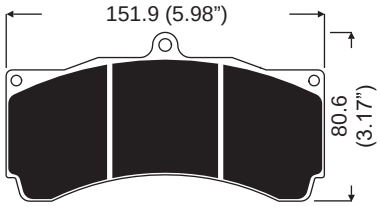
Available Friction Materials:
- RQ3
- N.B. Set of 2

CP4488D27
- Pad Thickness = 9.5mm (0.37")
- Pad Depth = 27.0mm (1.06")
- Pad Area = 18.55cm² (2.87in²)



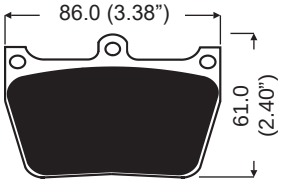
Available Friction Materials:
- CRR
- SRR
- N.B. Set of 2

CP4595D54
- Pad Thickness = 28.5mm (1.12")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 77.44cm² (12.00in²)



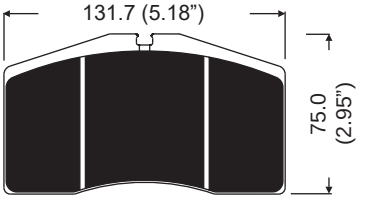
Available Friction Materials:
- Please Enquire racetech@apracing.co.uk

CP4848D46
- Pad Thickness = 18.0mm (0.70")
- Pad Depth = 46.0mm (1.81")
- Pad Area = 35.5cm² (5.50in²)



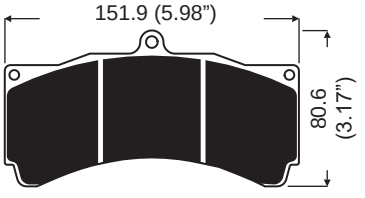
Available Friction Materials:
- DS3000

CP5045D61
- Pad Thickness = 24.0mm (0.94")
- Pad Depth = 60.5mm (2.38")
- Pad Area = 74.0cm² (11.47in²)



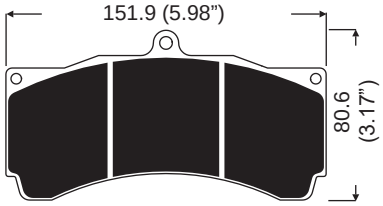
Available Friction Materials:
- DS3000
- F2R

CP5070D51
- Pad Thickness = 17.0mm (0.67")
- Pad Depth = 50.8mm (2.00")
- Pad Area = 73.7cm² (11.43in²)



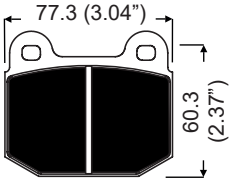
Available Friction Materials:
- APF404
- DS2500
- DS3000
- RS421

CP5070D54
- Pad Thickness = 17.0mm (0.67")
- Pad Depth = 54.0mm
- Pad Area = 77.2cm² (11.96in²)



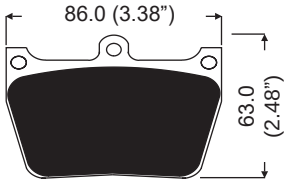
Available Friction Materials:
- APF404
- DS2500

CP5119D50
- Pad Thickness = 14.35mm (0.56")
- Pad Depth = 50.0mm (1.96")
- Pad Area = 33.70m² (5.22in²)



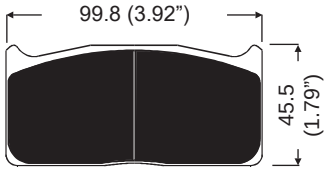
Available Friction Materials:
- APF401
- APF403
- APF405
- 4003F
- DS2500
- DS25HP
- DS3000
- RS14
- RS29

CP5148D46
- Pad Thickness = 15.0mm (0.59")
- Pad Depth = 46.0mm (1.81")
- Pad Area = 35.5cm² (5.50in²)



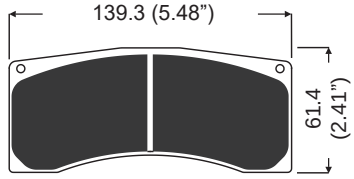
Available Friction Materials:
- DS3000
- ST39

CP5510D43
- Pad Thickness = 20.0mm (0.78")
- Pad Depth = 43.0mm (1.69")
- Pad Area = 39.39cm² (6.10in²)



Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP5788D48
- Pad Thickness = 20.0mm (0.78")
- Pad Depth = 48.0mm (1.88")
- Pad Area = 63.2cm² (9.79in²)



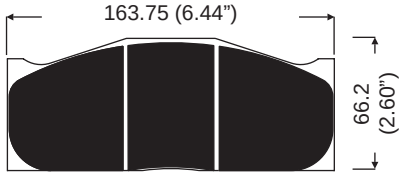
Available Friction Materials:
- APF402
- APF403
- DS2.11
- H16
- H19
- ST41
- ST43
- ST45
- ST47

visit www.apracing.com for installation drawings & up to date product range details

BRAKE PADS - Pad Profiles For AP Racing Calipers

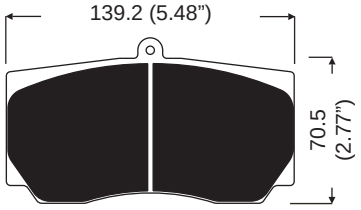
The following details provide basic information for each of the pad shapes in the range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP5820D62
- Pad Thickness = 29.8mm (1.17")
- Pad Depth = 62.0mm (2.44")
- Pad Area = 89.84cm² (13.78in²)



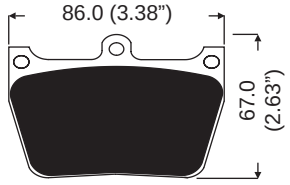
Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP5850D62
- Pad Thickness = 27.7mm (1.09")
- Pad Depth = 62.0mm (2.44")
- Pad Area = 78.88cm² (12.22in²)



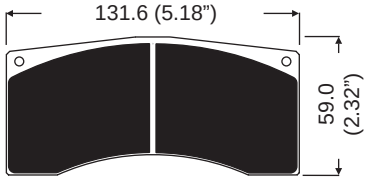
Available Friction Materials:
- ST41
- ST42
- ST45
- ST47

CP6050D50
- Pad Thickness = 20.0mm (0.78")
- Pad Depth = 50.0mm (1.96")
- Pad Area = 38.8cm² (6.01in²)



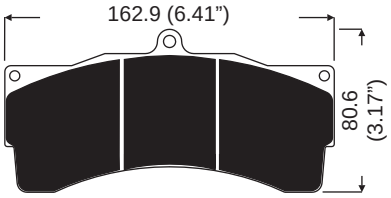
Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP6070D49
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 49.0mm (1.92")
- Pad Area = 61.6cm² (9.54in²)



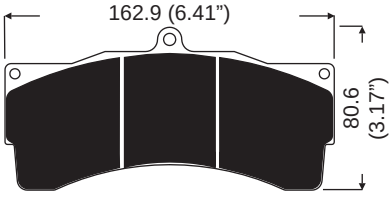
Available Friction Materials:
- DS3000
- H16
- H21

CP6210D54
- Pad Thickness = 30.0mm (1.18")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 83.07cm² (12.97in²)



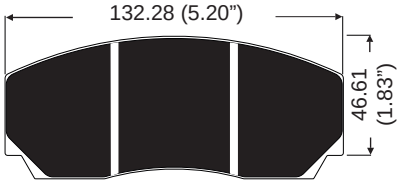
Available Friction Materials:
- DS2.11
- H16
- H21
- ST41
- APF402

CP6230D54
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 81.62cm² (12.65in²)



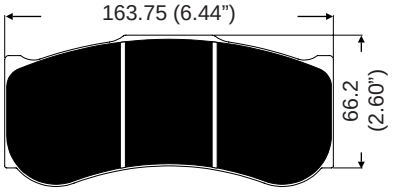
Available Friction Materials:
- APF404
- DS3000
- H16
- ST43

CP6267D50
- Pad Thickness = 25.0mm (0.98")
- Pad Depth = 50.0mm (1.96")
- Pad Area = 60.4cm² (9.36in²)



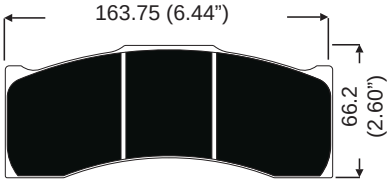
Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP6268D62
- Pad Thickness = 28.0mm (0.98")
- Pad Depth = 62.0mm (2.44")
- Pad Area = 97.9cm² (15.17in²)



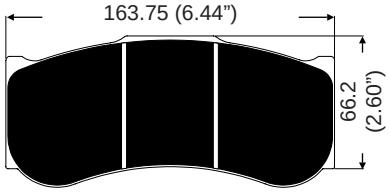
Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP6276D54
- Pad Thickness = 30.0mm (1.18")
- Pad Depth = 54mm (2.12")
- Pad Area = 82.33cm² (12.76in²)



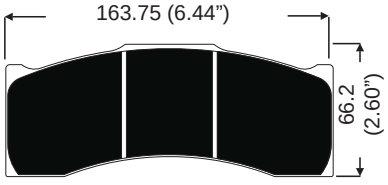
Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP6276D62
- Pad Thickness = 30.0mm (1.18")
- Pad Depth = 62.0mm (2.44")
- Pad Area = 94.72cm² (9.36in²)



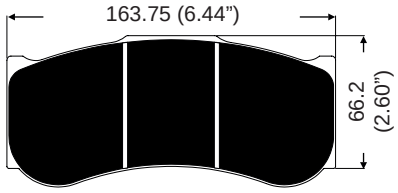
Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP6277D54
- Pad Thickness = 32.0mm (1.25")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 82.33cm² (12.76in²)



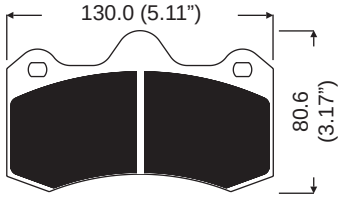
Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP6277D62
- Pad Thickness = 32.0mm (1.25")
- Pad Depth = 62.0mm (2.44")
- Pad Area = 97.9cm² (15.17in²)



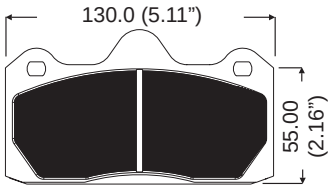
Available Friction Materials:
- Please Enquire, racetech@apracing.co.uk

CP6600D55
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 55.0mm (2.16")
- Pad Area = 64.6cm² (10.01in²)



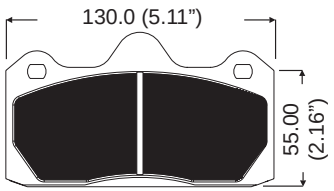
Available Friction Materials:
- APF404
- DS2500
- DS3000
- RS14B

CP6606D51
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 51.0mm (2.00")
- Pad Area = 55.60cm² (8.61.in²)



Available Friction Materials:
- APF404

CP6627D51
- Pad Thickness = 14.75mm (0.58")
- Pad Depth = 51.0mm (2.00")
- Pad Area = 55.60cm² (8.61.in²)

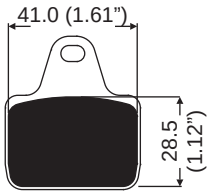


Available Friction Materials:
- APF404

BRAKE PADS - Pad Profiles For AP Racing Calipers

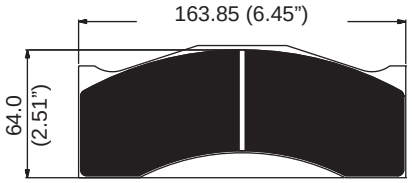
The following details provide basic information for each of the pad shapes in the range of brake pads currently available from AP Racing. Please note that drawings are not to scale.

CP6688D29
- Pad Thickness = 10.0mm (0.39")
- Pad Depth = 28.5mm (1.12")
- Pad Area = 11.09cm² (1.71.in²)



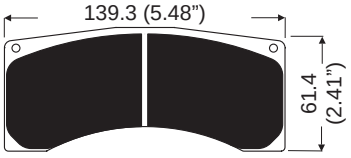
Available Friction Materials:
▫ CRR ▫ N.B. Set of 2

CP6766D50
- Pad Thickness = 18mm (0.70")
- Pad Depth = 50.5mm (1.98")
- Pad Area = 81.9cm² (12.69in²)



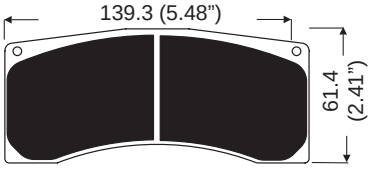
Available Friction Materials:
▫ ST41

CP6820D46
- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 46.0mm (1.81")
- Pad Area = 61.7cm² (9.56in²)



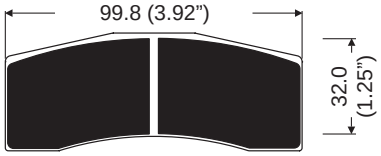
Available Friction Materials:
▫ APF403 ▫ ST41 ▫ ST45 ▫ ST47

CP6820D48
- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 48.0mm (1.89")
- Pad Area = 64.6cm² (10.01in²)



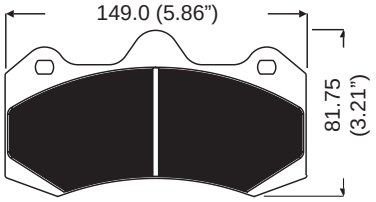
Available Friction Materials:
▫ APF403 ▫ DS3000 ▫ ST45 ▫ ST47

CP7031D32
- Pad Thickness = 15.75mm (0.62")
- Pad Depth = 32.0mm (1.26")
- Pad Area = 30.35cm² (6.74in²)



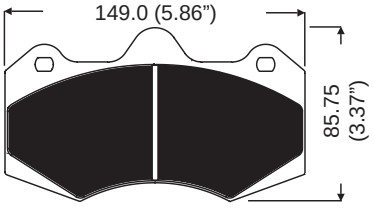
Available Friction Materials: ▫ APF402
▫ DS1.11 ▫ DS2.11 ▫ F4R ▫ F6R

CP7040D54
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 54.0mm (2.12")
- Pad Area = 68.35cm² (10.59in²)



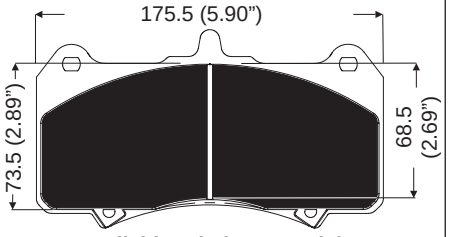
Available Friction Materials: ▫ APF404
▫ APF405 ▫ DS2500 ▫ DS25HP ▫ DS3000

CP7040D61
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 61.0mm (2.40")
- Pad Area = 72.5cm² (11.23in²)



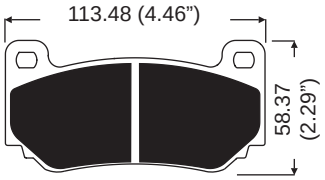
Available Friction Materials:
▫ APF405 ▫ DS2500 ▫ DS25HP ▫ DS3000
▫ RS29 ▫ ST45 ▫ ST47

CP7555D70
- Pad Thickness = 16.75mm (0.66")
- Pad Depth = 70.0mm (2.75")
- Pad Area = 108.9cm² (16.87in²)



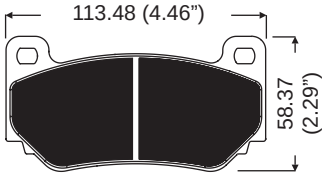
Available Friction Materials:
▫ APF404 ▫ DS25HP ▫ DS3000

CP7600D43
- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 43.0mm (1.69")
- Pad Area = 30.35cm² (4.70in²)



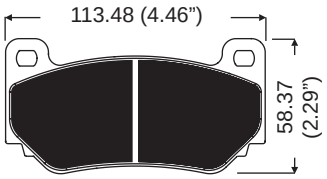
Available Friction Materials:
▫ DS2500 ▫ DS3000

CP7600D46
- Pad Thickness = 16.0mm (0.63")
- Pad Depth = 46.2mm (1.81")
- Pad Area = 43.5cm² (6.74in²)



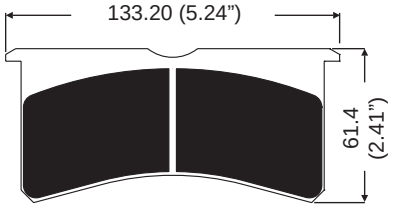
Available Friction Materials:
▫ APF403 ▫ APF404 ▫ DS2500 ▫ DS25HP
▫ DS3000 ▫ F4R

CP7635D46
- Pad Thickness = 14.25mm (0.56")
- Pad Depth = 46.2mm (1.81")
- Pad Area = 43.5cm² (6.74in²)



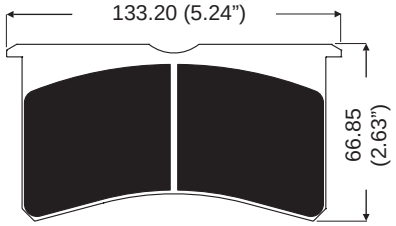
Available Friction Materials:
▫ APF404 ▫ DS25HP ▫ RS14B

CP8250D41
- Pad Thickness = 20.1mm (0.79")
- Pad Depth = 41.0mm (1.61")
- Pad Area = 50.2cm² (7.78in²)



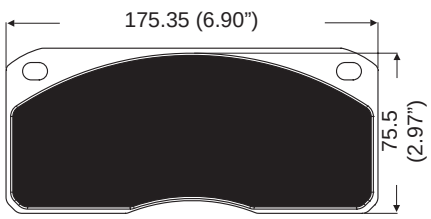
Available Friction Materials:
▫ APF403 ▫ APF405 ▫ DS3000

CP8250D50
- Pad Thickness = 20.1mm (0.79")
- Pad Depth = 49.7mm (1.95")
- Pad Area = 58.3cm² (9.03in²)



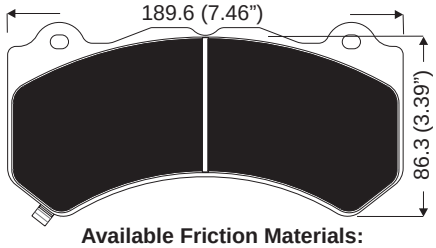
Available Friction Materials:
▫ APF403 ▫ APF405

CP8310D70
- Pad Thickness = 17.8mm (0.70")
- Pad Depth = 70.5mm (2.77")
- Pad Area = 109.1cm² (16.9in²)



Available Friction Materials:
▫ APF405 ▫ DS2500 ▫ DS25HP

CP9555D65
- Pad Thickness = 16.65mm (0.65")
- Pad Depth = 65.0mm (2.56")
- Pad Area = 113.9cm² (4.47in²)



Available Friction Materials:
▫ APF404 ▫ APF405

BRAKE PADS TO SUIT AP RACING BRAKE CALIPERS

The tables below provide details of the complete range of AP Racing brake calipers and the correct pad shape to suit each caliper in the range. As well as providing information on current calipers, the table also includes all the obsolete AP Racing calipers (calipers no longer in production or no longer available from AP Racing), and gives the correct pad family number where still available. Please refer to the individual pad profiles on pages 51 to 55 to ensure that the pad shape is still available. When using the chart the following points should be noted:-

1. Some installations require the use of a 'Scalloped' version of the given pad family. In these cases the full area pad cannot be used.

2. In most cases a thinner version of the original pad can be used as an alternative.

3. A 'Scalloped' pad (smaller radial depth) can usually be used in place of the full area pad but may affect ultimate performance.

NB Inclusion of a caliper in this list does not indicate availability.

Caliper No.	Pad No.
CP2195	CP2195
CP2270	CP2270
CP2271	CP2270
CP2279	CP2279
CP2290	CP2279
CP2340	CP2340
CP2361	CP2340
CP2372	CP2372
CP2373	CP2372
CP2382	CP2372
CP2383	CP2372
CP2384	CP2372
CP2385	CP2340
CP2399	CP2399
CP2409	CP2279
CP2425	CP2270
CP2485	CP2399
CP2505	CP2195
CP2561	CP2554
CP2562	CP2554
CP2564	CP3714
CP2570	CP2372
CP2575	CP2270
CP2576	CP2399
CP2577	CP2399
CP2578	CP2372
CP2586	CP2399
CP2587	CP2399
CP2600	CP2195
CP2601	CP2195
CP2632	CP2887
CP2636	CP2279
CP2639	CP2279
CP2645	CP2645
CP2661	CP2340
CP2667	CP2399
CP2696	CP2195
CP2698	CP2372
CP2699	CP2372
CP2702	CP2702
CP2712	CP2712
CP2735	CP2195
CP2736	CP2702
CP2749	CP2749
CP2750	CP2749
CP2751	CP2749
CP2752	CP2749
CP2755	CP2749
CP2756	CP2749
CP2757	CP2749
CP2758	CP2749
CP2770	CP2195
CP2824	CP2340
CP2830	CP2830
CP2831	CP2270
CP2832	CP2749
CP2833	CP2749
CP2843	CP2749
CP2852	CP2399
CP2854	CP2554
CP2862	CP2399
CP2868	CP2868
CP2870	CP2870
CP2876	CP2270
CP2877	CP2279
CP2879	CP2554
CP2887	CP2340
CP2888	CP2340
CP2889	CP2279
CP2890	CP2279
CP2895	CP2399
CP2910	CP2279
CP2917	CP2279
CP2918	CP2279
CP2919	CP2399
CP2935	CP2279
CP2936	CP2279
CP2937	CP2279
CP2966	CP2195
CP2986	CP2270
CP2988	CP2340
CP2998	CP2998
CP2999	CP2998
CP3000	CP2998
CP3008	CP2270
CP3009	CP2279
CP3025	CP2279
CP3026	CP2279
CP3044	CP2399
CP3045	CP2372
CP3048	CP2279
CP3086	CP3085
CP3088	CP3086
CP3089	CP2279
CP3090	CP2279
CP3093	CP2279
CP3094	CP2279
CP3107	CP3107
CP3118	CP2279
CP3129	CP2340
CP3138	CP2279
CP3139	CP2279
CP3140	CP2279
CP3148	CP2340
CP3160	CP2749
CP3161	CP2749
CP3162	CP2749
CP3163	CP2749
CP3166	CP2749
CP3167	CP2749
CP3170	CP2279
CP3172	CP2279
CP3176	CP2399
CP3177	CP2399
CP3178	CP2399
CP3185	CP3086
CP3186	CP3086
CP3207	CP3207
CP3208	CP3086
CP3209	CP2279
CP3216	CP3215
CP3228	CP2340
CP3239	CP2279
CP3240	CP2279
CP3245	CP2749
CP3248	CP3248
CP3249	CP2279
CP3257	CP3215
CP3259	CP2749
CP3286	CP3215
CP3288	CP3215
CP3307	CP3215
CP3312	CP3215
CP3315	CP2279
CP3317	CP2279
CP3326	CP3215
CP3338	CP2340
CP3343	CP2279
CP3344	CP2340
CP3345	CP2340
CP3348	CP2340
CP3349	CP2340
CP3355	CP2340
CP3358	CP2340
CP3359	CP2340
CP3360	CP2749
CP3364	CP2340
CP3365	CP3215
CP3368	CP2279
CP3369	CP3086
CP3375	CP2279
CP3378	CP2340
CP3379	CP2340
CP3385	CP3086
CP3386	CP3086
CP3387	CP3714
CP3390	CP2279
CP3394	CP2279
CP3395	CP2279
CP3416	CP2279
CP3417	CP2279
CP3426	CP2279
CP3428	CP2340
CP3434	CP3215
CP3435	CP3215
CP3436	CP2340
CP3438	CP2279
CP3439	CP2279
CP3440	CP3215
CP3341	CP2279
CP3446	CP2279
CP3447	CP2279
CP3449	CP2340
CP3455	CP2279
CP3456	CP2340
CP3459	CP2340
CP3463	CP2279
CP3465	CP2279
CP3470	CP3215
CP3471	CP2279
CP3475	CP3215
CP3477	CP2340
CP3479	CP2340
CP3480	CP2279
CP3481	CP2340
CP3482	CP2340
CP3483	CP2279
CP3484	CP2279
CP3485	CP3086
CP3488	CP2279
CP3489	CP2279
CP3490	CP2279
CP3495	CP2279
CP3496	CP2270
CP3498	CP2279
CP3525	CP2279
CP3536	CP2340
CP3545	CP2340
CP3546	CP2279
CP3548	CP3548
CP3549	CP3549
CP3552	CP2749
CP3553	CP2279
CP3554	CP3555
CP3555	CP3558
CP3556	CP2340
CP3557	CP2279
CP3564	CP2340
CP3565	CP2340
CP3566	CP2279
CP3567	CP2340
CP3569	CP3086
CP3570	CP2340
CP3577	CP2340
CP3578	CP2279
CP3579	CP2279
CP3584	CP2279
CP3585	CP2340
CP3586	CP3086
CP3587	CP2340
CP3595	CP2279
CP3596	CP3596
CP3599	CP2340
CP3601	CP6301
CP3604	CP3714
CP3605	CP3714
CP3608	CP2279
CP3609	CP2279
CP3614	CP3714
CP3615	CP3714
CP3617	CP2399
CP3618	CP2340
CP3619	CP2340
CP3620	CP3215
CP3629	CP2195
CP3634	CP2279
CP3635	CP2279
CP3636	CP2279
CP3637	CP2340
CP3638	CP2279
CP3639	CP2279
CP3645	CP2340
CP3646	CP2279
CP3647	CP2340
CP3650	CP2279
CP3666	CP3666
CP3667	CP3666
CP3668	CP3666
CP3676	CP2399
CP3677	CP2399
CP3679	CP3679
CP3685	CP2340
CP3687	CP2372
CP3688	CP3215
CP3689	CP2279
CP3694	CP2279
CP3695	CP2279
CP3696	CP2195
CP3697	CP3195
CP3704	CP3714
CP3705	CP3714
CP3708	CP2279
CP3714	CP3714
CP3715	CP3714
CP3720	CP3215
CP3721	CP2279
CP3725	CP2279
CP3727	CP3215
CP3733	CP3215
CP3735	CP2340
CP3736	CP2279
CP3737	CP2340
CP3738	CP2279
CP3746	CP2702
CP3750	CP3215
CP3755	CP3554
CP3760	CP2279
CP3769	CP3086
CP3779	CP2561
CP3788	CP2279
CP3789	CP2279
CP3790	CP2279
CP3796	CP3796
CP3799	CP2279
CP3800	CP3800
CP3801	CP2279
CP3804	CP3714
CP3805	CP3714
CP3809	CP2279
CP3814	CP3714
CP3815	CP3714
CP3820	CP2279
CP3825	CP3800
CP3827	CP3800
CP3830	CP3800
CP3846	CP2340
CP3855	CP3554
CP3876	CP2399
CP3879	CP2561
CP3894	CP3894
CP3895	CP3894
CP3896	CP3894
CP3897	CP3894
CP3939	CP2279
CP3969	CP3086
CP3970	CP4970
CP3974	CP4970
CP3977	CP4970
CP3980	CP6210
CP3996	CP3596
CP4020	CP3215
CP4066	CP2340
CP4068	CP2340
CP4069	CP4070
CP4090	CP3894
CP4096	CP3894
CP4097	CP3894
CP4098	CP3894
CP4100	CP2399
CP4120	CP2399
CP4130	CP4296
CP4131	CP4296
CP4132	CP4296
CP4140	CP4140
CP4144	CP3345
CP4145	CP2340
CP4152	CP2340
CP4155	CP4154
CP4156	CP4154
CP4158	CP4154
CP4166	CP4466
CP4169	CP4466
CP4176	CP4466
CP4177	CP4466
CP4190	CP3558
CP4218	CP3558
CP4219	CP3215
CP4220	CP2554
CP4226	CP4226
CP4227	CP4226
CP4230	CP4595
CP4240	CP4240
CP4259	CP4240
CP4260	CP4240
CP4270	CP2270
CP4279	CP2279
CP4280	CP4240
CP4288	CP4288
CP4289	CP4288
CP4296	CP4296
CP4409	CP2279
CP4466	CP4466
CP4469	CP4466
CP4477	CP4466
CP4484	CP4484
CP4485	CP4484
CP4488	CP4488
CP4554	CP3558
CP4556	CP2340
CP4558	CP2340
CP4567	CP3345
CP4575	CP3558
CP4576	CP3558
CP4577	CP3558
CP4586	CP2399
CP4595	CP4595
CP4596	CP2399
CP4597	CP2749
CP4598	CP4595
CP4599	CP4595
CP4604	CP3714
CP4605	CP3714
CP4608	CP3558
CP4611	CP3894
CP4612	CP3894
CP4614	CP3714
CP4615	CP3714
CP4620	CP3215
CP4621	CP3558
CP4624	CP3714
CP4638	CP3696
CP4648	CP2195
CP4649	CP2195
CP4666	CP3666
CP4680	CP4860
CP4689	CP3679
CP4690	CP3215
CP4695	CP3558
CP4698	CP4595
CP4699	CP4595
CP4704	CP3714
CP4705	CP3714
CP4714	CP3714
CP4715	CP3714
CP4720	CP3797
CP4725	CP3215
CP4728	CP3558
CP4751	PFC751
CP4760	CP3797
CP4761	#7751
CP4771	#7751
CP4781	#7751
CP4790	CP3714
CP4795	CP3558
CP4844	CP4844
CP4848	CP4848
CP4849	CP4848
CP4879	CP2399
CP4890	CP3215
CP4894	CP3894
CP4896	CP3215
CP4909	CP3894
CP4910	CP3894
CP4915	CP3894
CP4920	CP3894
CP4921	CP3894
CP4922	CP3894
CP4930	CP3894
CP4960	CP4240
CP4970	CP4970
CP4974	CP4970
CP4979	CP4990
CP4995	CP4990
CP4996	CP3215
CP5000 RANGE	
-10 / -13	CP3714
-20 / -23	CP3215
-30 / -33	CP3345
-40 / -43	CP3215
-50 / -53	CP3215
-56 / -59	CP3215
-74 / -77	CP3215
CP5006	CP3215
CP5015	CP3714
CP5016	CP3714
CP5017	CP3714
CP5018	CP3714
CP5020	CP2399
CP5030	CP4296
CP5040 RANGE	
-2 / -5	CP3215
-10 / -13	CP3345
-20 / -23	CP3714
-30 / -33	CP2279
CP5045	CP5045
CP5060	CP3894
CP5070	CP5070
CP5090	CP2279
CP5095	CP3558
CP5100	CP3345
CP5104	CP2340
CP5108	CP3345
CP5111	CP5111
CP5116	CP5234
CP5120	CP3345
CP5130	CP2340
CP5144	CP2340
CP5145	CP2279
CP5146	CP5070
CP5147	CP2340
CP5148	CP5148
CP5200	CP3215
CP5205	CP3215
CP5209	CP3215
CP5210	CP3894
CP5211	CP2399
CP5218	CP2399
CP5219	CP3215
CP5230	CP5230
CP5234	CP5234
CP5235	CP5119
CP5260	CP3558
CP5266	CP5166
CP5270	CP3558
CP5300	CP2564
CP5308	CP2564
CP5310	CP2399
CP5311	CP2399
CP5320	CP6600
CP5410	CP5510
CP5420	CP5510
CP5510	CP5510
CP5515	CP5510
CP5535	CP7031
CP5555	CP3894
CP5560	CP3894
CP5566	CP4466
CP5567	CP3345
CP5570	CP3894
CP5575	CP5070
CP5577	CP4466
CP5580	CP3894
CP5588	CP4466
CP5589	CP3215
CP6610	CP5510
CP5611	CP3894
CP5620	CP3215
CP5630	CP3894
CP5666	CP3666
CP5689	CP3215
CP5710	CP5510
CP5751	#7751
CP5752	#7751
CP5760	CP5860
CP5761	#7751
CP5771	#7751
CP5779	CP5788
CP5780	CP5788
CP5785	CP5788
CP5788	CP5788
CP5789	CP5788
CP5800	CP4595
CP5805	CP5805
CP5806	CP5805
CP5810	CP4595
CP5820	CP5820
CP5828	CP6230
CP5830	CP2279
CP5835	CP2279
CP5836	CP5788
CP5840	CP5840
CP5842	CP5820
CP5845	CP5820
CP5846	CP6070
CP5847	CP6070
CP5850	CP5850
CP5860	CP4970
CP5865	CP4970
CP5866	CP4970
CP5870	CP4970
CP5880	CP2279
CP5890	CP4595
CP5895	CP4595
CP5900	CP4595
CP5928	CP2399
CP5960	CP4970
CP5970	CP4970
CP5971	CP4970
CP5990	CP5788
CP6030	CP2340
CP6040	CP4970
CP6041	CP4970
CP6042	CP4970
CP6044	CP4970
CP6050	CP6050
CP6051	CP6050
CP6055	CP4240
CP6056	CP3558
CP6060	CP6210
CP6065	CP6210
CP6070	CP6070
CP6071	CP6070
CP6075	CP6230
CP6077	CP3558
CP6078	CP3558
CP6080	CP4970
CP6083	CP6210
CP6086	CP6210 CP4970
CP6087	CP3558 CP4240
CP6088	CP3558 CP4240
CP6096	CP4970
CP6114	CP5119
CP6119	CP5119
CP6120	CP5119
CP6121	CP5119
CP6126	CP5119
CP6148	CP5148
CP6160	CP6210
CP6161	CP6210
CP6165	CP6210
CP6169	CP6169
CP6220	CP6220
CP6230	CP6230
CP6234	CP5234
CP6235	CP6235
CP6240	CP6230
CP6270	CP6070
CP6271	CP6070
CP6267	CP6267
CP6268	CP6268
CP6269	CP6210
CP6315	CP3894
CP6277	CP6276 CP6277
CP6278	CP6070
CP6320	CP3215
CP6340	CP3215
CP6350	CP6230
CP6360	CP6210
CP6361	CP6210
CP6382	#7940
CP6420	CP3215
CP6470	CP3215
CP6480	CP6070
CP6508	CP6508
CP6520	CP3215
CP6560	CP3215
CP6561	CP3345
CP6562	CP3215
CP6564	CP3215
CP6600	CP6600
CP6602	CP6600
CP6602 -4 & -5	CP6606
CP6605	CP6600
CP6608	CP6600
CP6609	CP6600
CP6611	CP6600
CP6665	CP6230
CP6688	CP6688
CP6720	CP3215
CP6730	CP3215
CP6740	CP3215
CP6751	#7751
CP6760	CP3345
CP6761	#7751
CP6766	CP6766
CP6768	CP6766
CP6820	CP6820
CP6821	CP6820
CP6830	CP6820
CP6831	CP6820
CP6840	CP6820
CP7031	CP7031
CP7040	CP7040
CP7041	CP7040
CP7045	CP7040
CP7060	CP7040
CP7269	CP6210
CP7480	CP6070
CP7600	CP7600
CP7601	CP7600
CP7602	CP7600
CP7603	CP7600
CP7605	CP7600
CP7606	CP7600
CP7607	CP7600
CP7609	CP7600
CP7611	CP7600
CP7635	CP7635
CP7751	CPF751
CP7853	CP4488
CP8240	#7751
CP8241	#7751
CP8250	#7751
CP8310	CP8310
CP8315	CP8310
CP8316	CP8310
CP8317	CP8310
CP8350	CP8250
CP8351	CP8250
CP8352	CP8250
CP8520	CP7555
CP8521	CP7555
CP8522	CP7555
CP8530	CP6600
CP8540	CP6600
CP8560	CP6600
CP9040	CP7040
CP9200	CP3215
CP9202	CP3215
CP9440	CP3215
CP9441	CP3215
CP9444	CP3215
CP9445	CP3215
CP9446	CP6820
CP9447	CP6820
CP9449	CP3215
CP9450	CP3215
CP9451	CP3215
CP9540	CP6600
CP9541	CP6600
CP9542	CP6600
CP9560	CP7555
CP9561	CP7555
CP9562	CP7555
CP9660	CP3905
CP9665	CP6230
CP9668	CP3558
CP9570	CP9555
CP9571	CP9555
CP9572	CP9555
CP9580	CP7040
CP9581	CP7040
CP9582	CP7040

FACTORY BRAKE KITS

- FACTORY BIG BRAKE KITS
  - INTRODUCTION
  - APPLICATION LISTING

- FACTORY COMPETITION BRAKE KITS

FACTORY BIG BRAKE KITS - Introduction

FACTORY BIG BRAKE KIT

AP Racing, the world's premier brake specialists continue to put their unrivalled experience into producing up-rated brake kits for a range of models. The Factory Big Brake Kits are compatible with standard suspension on all applications, but in the majority of cases will require an aftermarket wheel.
AP Racing continually improve their brake kits by carrying out extensive testing programs to replicate the conditions encountered by performance brake systems in everyday use.
Information on the equipment used in Factory Big Brake Kits, together with performance data obtained from an independent test on a typical high performance vehicle and a current application list is given on page 59.

FACTORY BIG BRAKE KITS HAVE

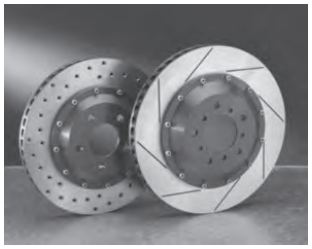
- **INCREASED STOPPING POWER** - Bigger discs and multi piston calipers mean more power.
- **REDUCED FADE** - Greater tolerance to heat build up means consistent stops.
- **RACING PEDIGREE** - Built with the same care and by the same technicians as our racing brakes.
- **FULLY ADAPTED FOR ROAD USE** - Adapted specifically for the road with dust seals and a durable anti corrosion finish.

FACTORY BIG BRAKE KITS ARE

4 OR 6 PISTON DIFFERENTIAL BORE CALIPERS.

Calipers are made to AP Racing's exacting standards and use two or three pairs of opposing pistons, depending on the application, in each caliper. Trailing edge pistons often have a slightly larger diameter than the leading ones, to compensate for mechanical end load and protect the pads from tapered wear.
On road cars with thin spoke alloy wheels the visual effect of the brakes is important. The calipers are hard anodised and then finished with a tough Black, Red or Silver protective paint finish with the AP Racing logo embossed in the casting or screen printed in a contrasting colour.
AP Racing has a number of aftermarket Radi-CAL™ calipers to use within the Factory Brake Kit range. Please contact AP Racing technical department for details.

LARGE DIAMETER DISCS.



Ventilated discs have 24, 30, 36, 48 or 72 cooling vanes, depending on the application, to draw air through the centres of the discs.
They are handed left and right, and are cross drilled or grooved, again, depending on the application, to allow gasses that build up on the pad surface to escape.
Where cross drilling is used it is more restrained than on our full face race discs, as pad longevity is more important on a road car than weight saving. The discs are wider and of a larger diameter than standard. The extra material controls heat build-up and the larger diameter means that the calipers can be mounted further away from the centre increasing the leverage effect, which increases braking torque while decreasing effort required on the pedal.

HEAVY DUTY DISC APPLICATIONS

Some heavy duty applications will use AP Racing's latest disc mounting technology.
Either Bobbin Float or Strap Drive Systems are used. The strap drive option uses a series of stainless steel straps to locate the disc to the mounting bell, producing a flexible coupling between the hub and the disc faces. This allows the disc to run true in the caliper under all conditions and also permits the disc to expand and contract without being restricted.

PERFORMANCE BRAKE PADS

Almost all AP Racing Factory Big Brake Kits come complete with AP Racing APF404 pads. These are ideally suited for all round performance road use. We can advise on, or specify and supply alternative pads specifically for track days.

FACTORY R DOT 5.1 BRAKE FLUID

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

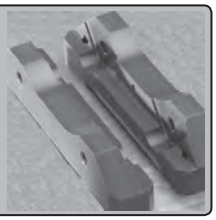
STAINLESS STEEL BRAIDED HOSES & GUARDS

Not only do braided hoses offer extra protection against damage, they also resist expansion when fluid within them is under pressure. Standard hoses can 'give' under pressure resulting in a spongy feel.

ALUMINIUM BELLS

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

CALIPER MOUNTING BRACKETS



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

BOLTS, WASHERS AND FIXINGS

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

VENTILATED DISC AND BELL KITS

AP Racing now produce disc and bell kits as aftermarket direct replacements for OE discs. These kits are designed to replace the standard single piece disc retaining the vehicle's production caliper. The kits includes either bobbin float, strap drive or rigid (Bolted) disc and bell assemblies, and for the kits with pads, a set of AP Racing APF404 or Ferodo DS2500 materials. For applications and part number details see page 39.

FACTORY BIG BRAKE KITS

APPLICATION		YEAR	BRAKE KIT PART No.	CALIPER TYPE	DISC SIZE / No VANES	BRAKE DISC PART NUMBERS	BRAKE PADS	WHEEL & NOTES
AUDI	TT	98 - 06	CP5570-1009	6 Pot	Ø330x28 / 48V	CP3580-2898CG8 (RH) / -2899CG8 (LH)	CP5070D51-APF404	7.5Jx17" ET32 Standard Ronal.
	S3	99 - 03	CP5570-1009	6 Pot	Ø330x28 / 48V	CP3580-2898CG8 (RH) / -2899CG8 (LH)	CP5070D51-APF404	7.5Jx17" ET32 Standard Ronal.
		03 - 12	CP5575M1011BK.CG12	6 Pot	Ø355x32 / 48V	CP6895-03M.CG12 (RH) & (LH) Disc Kit	CP5070D54-APF404	18" OE Requires 3mm Spacer.
BMW	335i E92 Front	2006 on	CP5575-1009.G8	6 Pot	Ø355x32 / 48V	CP3581-536G8 (RH) / -537G8 (LH)	CP5070D54-APF404	18" Standard Wheel.
	335i E92 Rear		CP6625-1000BK	4 Pot	Standard BMW Disc. Not Included in kit.		CP6600D50-APF404	
	M3, E36 Front.	93 - 2001	CP5555-1009	6 Pot	Ø343x32 / 48V	CP3581-542G8 (RH) / -543G8 (LH)	CP3894D54-APF404	18" Aftermarket.
	M3, E36 Rear.		CP5144-1002	4 Pot	Standard BMW Disc. Not Included in kit.		CP2340D43-APF404	8Jx17", M Sport
	M3, E46 Front.	01 - 06	CP5555-1037	6 Pot	Ø356x32 / 48V	CP7177-110G8 (RH) / -111G8 (LH)	CP3894D54-APF404	18", Aftermarket.
			CP5575-1004	6 Pot	Ø356x32 / 48V	CP7177-110G8 (RH) / -111G8 (LH)	CP5070D54-APF404	18" / 19" BMW Standard.
	M3, E46, Rear.	01 - 06	CP5144-1003	4 Pot	Standard BMW Disc. Not Included in kit.		CP2340D51-APF404	18" / 19" BMW Standard.
			CP5144-1004.G8	4 Pot	Ø328x20 / 48V	CP4475-122G8 (RH) / -123G8 (LH)	CP2340D51-APF404	
	M3, E92 Front, 18" wheel	2007 on	CP5555M1050BG.G8	6 Pot	Ø368x36 / 72V	CP6895-02M.G8 kit	CP3894D54-APF404	18" OE.
	M3, E92 Front, 19" wheel	2007 on	CP5555M1049BG.G8	6 Pot	Ø378x36 / 72V	CP6895-01M.G8 Kit	CP3894D54-APF404	19" OE.
	M3, E92 Rear		CP6602-1001BG.G8	4 Pot	Ø352x26 / 48V	CP6565-172G8 (RH) / -173G8 (LH)	CP6606D51-DS2500	
	M5, E60	05 - 10	CP5555M1051.T2	6 Pot	Ø378x36 / 48V	CP6895-01M.T2	CP3894D54-APF404	Standard Wheel.
	M5, E60 Rear	05 - 10	CP6635-1000.T2	4 Pot	Ø366x26 / 48V	CP6565-122T2 (RH) / -123T2 (LH)	CP6600D55-APF404	
	M6, E63/64	05 - 10	CP5555M1051.T2	6 Pot	Ø378x36 / 48V	CP6895-01M.T2	CP3894D54-APF404	
	M6, E63/64 Rear	05 - 10	CP6635-1000.T2	4 Pot	Ø366x26 / 48V	CP6565-122T2 (RH) / -123T2 (LH)	CP6600D55-APF404	
	Mini One, Cooper & S	2000 on	CP7611-1000	4 Pot	Ø304x24	CP7080-104SD x 2	CP7600D46-APF404	16"/17" Aftermarket Rim.
		2000 on	CP6638-1000.CG8	4 Pot	Ø330x26 / 40V	CP5175-144.CG8 (RH) / -145.CG8 (LH)	CP6627D51-DS2500	17" Aftermarket
	Mini R53 & R56	2000 on	CP7645-1001BG.G4	4 Pot	Ø315x22 / 48V	CP4348-942G4 (RH) / -943.G4 (LH)	CP7635D46-APF404	17" JCW Wheels
	Z3M Coupe Front	98-02	CP5555-1009	6 Pot	Ø343x32 / 48V	CP3581-542G8 (RH) / -543G8 (LH)	CP3894D54-APF404	8Jx17", M Sport
	Z3M Coupe Rear	98-02	CP5144-1002	4 Pot	Standard BMW Disc. Not Included in kit.		CP2340D43-APF404	8Jx17", M Sport
	Z4M Coupe (Only) Front.	06 - 08	CP5575-1010BK.G8	6 Pot	Ø355x32 / 48V	CP7177-110G8 (RH) / -111G8 (LH)	CP5070D54-APF404	18" Standard Wheel. Z4M (only) Kits do not fit Alpina models.
	Z4M Coupe (Only) Rear.		CP5144-1004.G8	4 Pot	Ø328x20 / 48V	CP4475-122G8 (RH) / -123G8 (LH)	CP2340D51-APF404	
FORD	Fiesta ST MK7	2013	CP6637-1004CG12	4 Pot	Ø315x24 / 48V	CP4348-940.CG12 (RH) / -941.CG12 (LH)	CP6627D51-APF404	17" Aftermarket Wheel
	Focus RS	02 - 03	CP7040-1006	6 Pot	Ø355x32 / 48V	CP4542-106CG12 (RH) / -107CG12 (LH)	CP7040D54-APF404	Standard 02/18".
	Focus RS Mk2	09 / 10	CP5575-1012BG.PG10	6 Pot	Ø355x32 / 48V	CP4542-106.PG10 (RH) / -107.PG10 (LH)	CP5070D54-APF404	19" OE
	Focus ST MK3	2012 -	CP6628-1006BG.CG8	4 Pot	Ø343x28 / 48V	CP6565-160CG8 (RH) / -161CG8 (LH)	CP6627D51-DS2500	18" or 19" Aftermarket Wheel.
HONDA Civic Type R - FN2		2007 on	CP6637-1002.CG8	4 Pot	Ø330x26 / 48V	CP3580-1180CG8 (RH) / -1181CG8 (LH)	CP6627D51-DS2500	
MITSUBISHI	Evo 5 and 6 Rear	96 - 01	CP5108-1002	4 Pot	Standard Evo Disc. Not included in kit.		CP2340D43-APF404	7.5Jx17", OZ Super Turismo.
	Evo 7, 8 & 9 Front	01 - 08	CP5555-1035	6 Pot	Ø362x32 / 48V	CP3718-1068RD (RH) / -1069RD (LH)	CP3894D54-APF404	8Jx18", Compomotive.
			CP7040-1008R2.CG12		Ø362x32 / 48V	CP4542-112CG12 (RH) / -113CG12 (LH)	CP7040D54-APF404	19", Aftermarket.
			CP7040-1009R2.CG12		Ø355x32 / 48V	CP4542-106CG12 (RH) / -107CG12 (LH)	CP7040D54-APF404	18", Aftermarket.
	Evo 7, 8 & 9 Rear	01 - 08	CP5108-1003	4 Pot	Standard Evo Disc. Not included in kit.		CP2340D43-APF404	8Jx17", ET38 Standard.
	Evo 10 Front	2008 on	CP7040M1014BK.CG12	6 Pot	Ø355x32 / 48V	CP6895-03M.CG12 (RH) & (LH) Disc Kit.	CP7040D54-APF404	18" OE.
NISSAN	Skyline GTR33 Front	95 - 98	CP5555-1000BG.CG12	6 Pot	Ø343x32 / 48V	CP3581-542CG12 (RH) / -543CG12 (LH)	CP3894D54-APF404	8Jx17", Standard Wheel.
	Skyline GTR34 Front	99 - 02	CP5555Y1026BG.CG12	6 Pot	Ø356x32 / 48V	CP8080Y40CG12(RH) / 41CG12 (LH)	CP3894D54-APF404	18", Aftermarket Wheel - CP8080Y40 & Y41 disc kits include CP2494-2261 disc & bell mtg kit.
	Skyline GTR35 - Front	2008 on	CP8521Z1000BG.CG12	6 Pot	Ø410x36 / 73V	CP8080Z28CG12 (RH) /Z29CG12 (LH)	CP7555D70BX-DS25HP	20" GTR Wheel. Note CG & GA Disc face types available.
	Skyline GTR35 - Rear	2008 on	CP8540Z1000BG.CG12	4 Pot	Ø400x32 / 73V	CP8080Z30CG12 (RH) / Z31CG12 (LH)	CP6600X55BX-DS25HP	
	300 ZX	89 - 96	CP5555-1000BG.CG12	6 Pot	Ø343x32 / 48V	CP3581-542CG12 (RH) / -543CG12 (LH)	CP3894D54-APF404	8Jx17", Wheel.
	350Z Front	03 - 09	CP7040-1011.CG12	6 Pot	Ø362x32 / 48V	CP4542-142CG12 (RH) / -143CG12 (LH)	CP7040D61-DS2500	Standard Wheel.
PEUGEOT 106.		91 - 04	CP5100-1004	4 Pot	Ø285x25 / 30V	CP4448-916RD (RH) / -917RD (LH)	CP2340D43-APF404	6.5Jx15", Speedline (212/P1655S1)
SUBARU	Impreza - Fr - Classic shape	93 - 01	CP5570-1000.G8	6 Pot	Ø330x28 / 48V	CP3580-2898CG8 (RH) / -2899CG8 (LH)	CP5070D51-APF404	8Jx17".
	Impreza - Rr - Classic shape	93 - 01	CP7615-1002.G8	4 Pot	Ø310x24 / 36V	CP4450-448P (RH) / -449P (LH)	CP7600D43-DS2500	Replace Subaru, 2 Pot Caliper.
	Impreza - New age shape & N14 Front	2001 / 2014	CP9040Y1003R2.CG12	6 Pot	Ø355x32 / 48V	CP8080Y38.CG12 (RH) / Y39.CG12 (LH)	CP7040D54-APF404	18", Speedline.
			CP5570-1017.G8	6 Pot	Ø330x28 / 48V	CP3580-2898CG8 (RH) / -2899CG8 (LH)	CP5070D51-APF404	17" Wheel.
	Impreza Rear "New age shape"	01 - 07	CP7625-1000R2. CG12	4 Pot	Ø335x24 / 36V	CP6950-110CG12 (RH) / CP6950-111CG12 (LH)	CP7600D46-APF404	17", Standard. Replaces 2 Pot Brembo/Subaru Calipers.
	N14 Rear	08 on	CP7615-1004BG. CG12	4 Pot	Ø335x24 / 36V	CP6950-110CG12 (RH) / CP6950-111CG12 (LH)	CP7600D46-APF404	18" Standard, replaces Brembo 2 Pot Calipers.
	BRZ - Front 4 Piston Kit	2012	CP6628-1005BG. CG12	4 Pot	Ø332x26 / 48V	CP6565-188CG12 (RH) / CP6565-189CG12 (LH)	CP6627D51-APF404	Standard 17" Wheel. GA (J Hook) Disc option available.
	BRZ - Rear		CP7615-1005BG.CG12	4 Pot	Ø335x24 / 36V	CP6950-114CG12 (RH) / -115CG12 (LH)	CP7600D46-APF404	GA (J Hook) Disc option available.
TOYOTA Supra Mk4 Turbo		93 - 02	CP5555-1008	6 Pot	Ø356x36 / 48V	CP3581-1096G8 (RH) / -1097G8 (LH)	CP3894D54-APF404	9Jx18", ET45 Gewalt Mackin.
TOYOTA Celica		93 - 99	CP5570-1018.G8	6 Pot	Ø330x32 / 48V	CP3581-222G8 (RH) / -223G8 (LH)	CP5070D51-APF404	17" Aftermarket
TOYOTA GT86 - Front 4 Piston Kit		2012	CP6628-1005BG. CG12	4 Pot	Ø332x26 / 48V	CP6565-188CG12 (RH) / CP6565-189CG12 (LH)	CP6627D51-APF404	Standard 17" Wheel. GA (J Hook) Disc option available.
TOYOTA GT86 - Rear			CP7615-1005BG.CG12	4 Pot	Ø335x24 / 36V	CP6950-114CG12 (RH) / -115CG12 (LH)	CP7600D46-APF404	GA (J Hook) Disc option available.
VW	Golf Mk5, R32	05 - 08	CP5575M1011BK.CG12	6 Pot	Ø355x32 / 48V	CP6895-03M.CG12 Disc Kit	CP5070D54-APF404	18" Aftermarket Wheel
	Golf Mk6, GTi & TDi	2009 on	CP7068-1000BG. CG12	6 Pot	Ø355x32 / 48V	CP4542-106CG12 (RH) / -107CG12 (LH)	CP7040D54-APF404	18" Aftermarket Wheel.
	Scirocco Mk3, GTi/TDi	2008 on						

FACTORY BIG BRAKE & COMPETITION BRAKE KITS

IMPORTANT NOTE: BRAKE PROFILE DRAWINGS.
To help with the correct wheel choice to suit our Factory Big Brake Kits please log on to: www.apracing.com to check the wheel profile drawing which can be downloaded for your given model. If the information is not available for your model please contact AP Racing directly.

FACTORY COMPETITION BRAKE KIT

AP Racing, the world's premier racing Brake specialists, are able to apply their unrivalled experience into producing upgraded Brake Kits for a range of models for competition use. The Brake Kits listed below are compatible with standard suspension on all applications. But in the majority of cases will require an aftermarket wheel. AP Racing carry out extensive testing programs which replicate the conditions of use and operate a policy of continuous product development.

COMPETITION BRAKE KITS HAVE:-

▫ INCREASED STOPPING POWER
- Larger ventilated discs and multi piston calipers mean more power and superior cooling.

▫ SUPERIOR FADE RESISTANCE
- Greater tolerance to heat build-up means consistent stops.

▫ RACE WINNING PEDIGREE
- AP Racing products have won thousands of races including over 800 GP Victories, stopping many World Champions in Championships across the globe.

COMPETITION BRAKE KITS ARE:-

▫ 4 OR 6 PISTON CALIPERS
- Calipers are made to AP Racing's exacting standards and use two or three pairs of opposed pistons in each caliper, the most efficient design. Trailing edge pistons have a slightly larger diameter than the leading ones, to protect the pads from tapered wear.

▫ LARGE DIAMETER DISCS
- Ventilated discs have 24, 30, 36, 48 or 72 cooling vanes depending on the application, to draw air through the centres of the discs. They are handed left and right, and are cross drilled or grooved, again, depending on the application, to allow gasses that build up on the pad surface to escape.

▫ COMPETITION BRAKE PADS
- AP Racing brake kits come complete with appropriate pads for all round performance for the individual application. We can specify and supply more specialised pads.
N.B. Kits with an NP suffix in the Part Number do not contain pads.

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

▫ ALUMINIUM MOUNTING BRACKETS
- Machined from Aluminium billet for maximum strength and weight saving. The brackets ensure accurate relocation of the calipers making installation simpler.
N.B. Some competition brake kits use lug type calipers and therefore do not contain brackets.

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

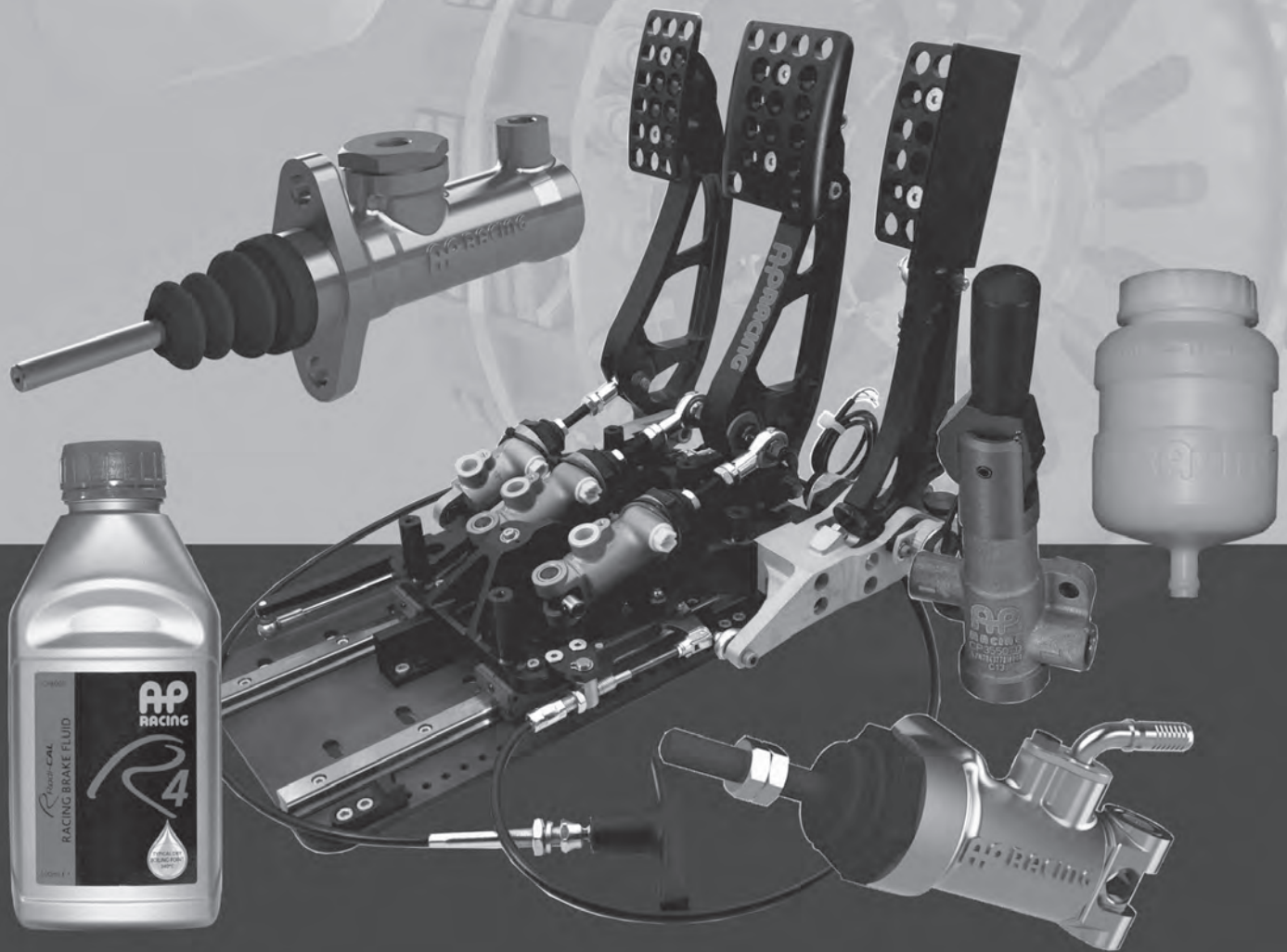
Application	Year	Brake Kit Part Number	Caliper	Disc Size. (in mm)	Brake Disc Part Number	Brake Pads Part Number	Wheels & Notes
BMW							
335i E93	2006 on	CP5040-1002NP	CP5040-30/31, 4 Pot	Ø330x32 / 48V	CP3581-40CG8 (RH) / -41CG8 (LH)	CP2279D50	18"
M3 E46 - Front	00 - 06	CP5260-1003NP	CP5260-8/9, 6 Pot	Ø368x36 / 72V	CP5772-164G8 (RH) / -165G8 (LH)	CP3558D54	18"
M3 E46 - Rear		CP5144-1005NP	CP5144-18/19, 4 Pot	Ø328x20 / Int	CP4475-22G8 (RH) / -23G8 (LH)	CP3345D44	18"
M3 E92 - Front	2006 on	CP5260-1001NP	CP5260-8/9, 6 Pot	Ø368x36 / 72V	CP5772-164G8 (RH) / -165G8 (LH)	CP3558D54	18"
M3 E92 - Rear		CP6602-1003NP	CP6602-20/-21, 4 Pot	Ø352x26 / 48V	CP6565-48G8 (RH) / -49G8 (LH)	CP6606D51	18"
Mitsubishi							
Lancer Evo 7/8/9 Front	01 to 07	CP5060-1002NP	CP5060-12/13, 6 POT	Ø355x32 / 48V	CP3581-1150CG12 (RH) / -1151CG12 (LH)	CP3894D54	18" motorsport Wheel
Lancer Evo 7/8/9 Rear		CP4556-1001	CP4556, 4 Pot	Ø304x25 / 36V	CP3837-230GA (RH) / -231GA (LH)	CP2340D51-APF402	17" Aftermarket.
Subaru							
Impreza Front	1993 on	CP5060-1006NP	CP5060-10/11, 6 Pot	Ø356x32 / 48V	CP3581-536G8 (RH) / -537G8 (LH)	CP3894D54	18" Aftermarket.
Impreza Rear	1993 on	CP7625-1001NP	CP7625-10/11, 4 Pot	Ø335x24 / 48V	CP6565-200G8 (RH) / -201G8 (LH)	CP7600D46	18" Aftermarket.
VW							
Golf MK5, GTi & TDi	05 to 08	CP5060-1001NP	CP5060-12/13, 6 Pot	Ø362x32 / 48V	CP4542-112CG12 (RH) / -113CG12 (LH)	CP3894D54	18" Motorsport Wheel Brake Pads not included in kits
Scirocco	2008 on	CP5060-1001NP	CP5060-12/13, 6 Pot	Ø362x32 / 48V	CP4542-112CG12 (RH) / -113CG12 (LH)	CP3894D54	

CUSTOMER NOTES

ACTUATION

It is widely understood that the actuation system is a major factor in the overall performance of the brake system. AP Racing R&D is focused on this area and a number of new and/or improved products have been added to the range which now includes not only Master Cylinders, Brake Fluid, Reservoirs, Proportioning Valves, but also Sliding Floor Mounted Pedal Boxes, Balance Bars, and accessories. This Section provides technical information regarding each product, if you require further details please contact AP Racing Technical Section.

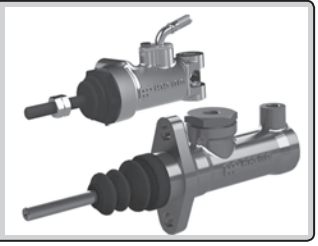
- MASTER CYLINDERS
- MOTORCYCLE CYLINDERS
- FLUID RESERVOIRS
- PEDAL BOXES
- HAND BRAKES
- BALANCE BARS
- BRAKE FLUID
- HYDRAULIC FITTINGS
- DRY BLEED SYSTEM (DRY BREAKS)
- PROPORTIONING VALVES



MASTER CYLINDERS - General Information

MASTER CYLINDERS

AP Racing Master Cylinders have been developed with the benefit of our unparalleled experience in racing brake technology to respond to the severe demands encountered under competition conditions and are used in all forms of motorsport.
The current range of lightweight aluminium alloy master cylinders comprises 14 designs suitable for all forms of competition use. Each master cylinder is individually shimmed during manufacture to give a shorter cut off and less lost travel than equivalent production cylinders. Most designs are available in 10 bore sizes from 14.0mm to 25.4mm (1.00") diameter. Below offers a brief description of each master cylinder within the range.



MASTER CYLINDER RANGE

▫ **CP2623 -** A compact forged bodied flange mounted master cylinder suitable for all brake and clutch applications especially where space is restricted. Short travel to cut off is standard. 10 available bore sizes from 14.0mm to 25.4mm. Hydraulic threads are Imperial.

▫ **CP4400** - A compact Master Cylinder which has been specially designed with a 'centre lock' bulkhead fixing (10mm Min / 22mm Max thick) to meet the installation requirements of composite structure racing cars. The inlet and the outlet ports are positioned at the end of the master cylinder, away from the bulkhead, to provide clearance for steering racks etc., where required. Extra short travel to cut off, reducing the amount of lost pedal travel, is standard on this cylinder with short cut-off available to order where rapid fluid return is required. 8 bore sizes available from 14.0mm to 15/16". Hydraulic threads are imperial.

▫ **CP4623** - A compact forged bodied master cylinder similar to CP2623 but with a 60° mounting flange offset to give improved access to mounting bolts. Short travel to cut-off is standard. 9 available bore sizes from 14.0mm to 15/16". All threads on this master cylinder are <u>metric.</u>

▫ **CP5540** - This lightweight double ended (tandem) master cylinder with two separate hydraulic chambers which, when compressed by pedal effort, creates two output pressures, one each for front & rear brake circuits only. Version also available for hand brake applications.

▫ **CP5623** - A compact master cylinder based on CP2623 but with metric hydraulic ports. 9 available bore sizes from 14.0mm to 25.4mm.

▫ **CP6461** - A pull type design, as CP6465 but with a more durable 3/8"UNF Pushrod. Suitable for applications where vibrations and resonance maybe present.

▫ **CP6465** - This cylinder operates on the Pull rather than Push principle of other cylinders. It has a built in trunnion, mounted in needle roller bearings for direct mounting to the balance bar. The ultimate in master cylinder efficiency. Metric threads.

▫ **CP6467** - This pull type cylinder (Similar to CP6465 family) features centre valve configuration which helps to improve cylinder performance and seal durability.

▫ **CP6468** - A new cylinder based on CP6465 type but mounted through a spherical bearing.

▫ **CP7198** - A compact flange mounted 'Push type' master cylinder with centre valve. CP7198 is similar to CP9093 type but with **<u>METRIC</u>** hydraulic ports. The centre valve configuration helps to improve cylinder performance and seal durability.

▫ **CP7398** - Is a new compact 60° offset flange mounted 'Push type' master cylinder. CP7398 is similar to CP7198 type but with **<u>IMPERIAL</u>** hydraulic ports. The centre valve configuration helps to improve cylinder performance and seal durability. 5 Bore sizes available initially.

▫ **CP7854** - A high efficiency single circuit, short push type master cylinder. Fixed through a trunnion system running in needle roller bearings and with a one piece piston / push rod it offers a significant improvement in efficiency over traditional master cylinder designs. Full range of 10 bore sizes available. Imperial threads.

▫ **CP7855 -** A high efficiency single circuit, short push type master cylinder. Fixed through a spherical bearing and with a one piece piston / push rod it offers a significant improvement in efficiency over traditional master cylinder designs. Full range of 10 bore sizes. Imperial threads.

▫ **CP9093 -** A compact flange mounted 'Push type' master cylinder with centre valve to replace CP6093 family which is no longer available. CP9093 is similar to CP7198 type but with **<u>IMPERIAL</u>** hydraulic ports. The centre valve configuration helps to improve cylinder performance and seal durability.

ABS ADVISORY NOTICE WHEN USING AP RACING MASTER CYLINDERS

Most AP Racing master cylinders use small cut-off ports to ensure that pressure is relieved from the brake system when no travel is applied to the brake pedal. As the brakes are applied the seal travels over this cut-off port. In normal operation the seal has travelled past this port before high pressure has built up in the system. However, when used in conjunction with ABS, depending on how the ABS operates, pressure can be built up earlier in the travel or during the return stroke. This can then result in heel nibble, where the seal is partially extruded up the cut-off port. The pulsing nature of ABS can also make this effect worse.

It is possible to run AP Racing cylinders with ABS by allowing sufficient travel before pressure is built up and limiting the pressure during return, but as AP Racing do not control the ABS, we cannot guarantee successful operation. Typically, 6mm of travel will allow all seal sizes to be past the port and the maximum pressure up to this travel should be approximately 10bar. If this is exceeded the life of the seal will be compromised and re-sealing should be carried out more frequently.

For ABS systems we recommend the use of one the following centre valve master cylinders CP6467, CP7198, CP7398 or CP9093.

CENTRE VALVE MASTER CYLINDERS

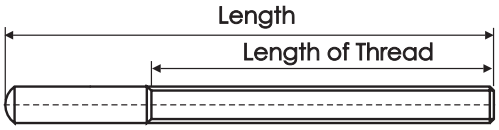
Some years ago AP Racing introduced a new range of centre valve high efficiency master cylinders. Those cylinders, CP6467, CP7198, CP9093 & now CP7398 types, feature a center valve configuration which helps to improve cylinder performance and seal durability with ABS.

The centre valve replaces conventional 'cut off' ports that can cause 'seal heel nibble' when used with some ABS systems. CP6467 also features an optional system, (for which there is a patent pending) to greatly reduce 'Knock Back' events. This feature can be removed by substituting a sleeve for the AKB Plug. For further information please contact AP Racing technical department.

NON CAPTIVE PUSH RODS

Special versions of some master cylinders are available with 'non captive' push rods for use where rapid master cylinder changes may be required during an event (e.g. rally stages). Push rods to suit these master cylinders must be ordered separately under the following part numbers.

Push Rod Part No.	Length.	Thread Form.	Thread Length.
CP2142-45	112.0mm	5/16" UNF	60.0mm
CP2142-47	157.0mm	5/16" UNF	105.0mm
CP2142-48	157.0mm	M8x1.25	105.0mm



IMPORTANT NOTE:-

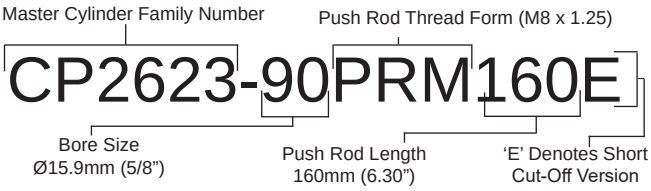
AP Racing push type master cylinders are individually shimmed during assembly to minimise lost travel, therefore push rods, pistons and other internal components must never be switched between individual master cylinders.

Note: This is to differentiate between push and pull type cylinders, pull type cylinders are not shimmed.

ORDERING

When ordering please quote the full part number whenever possible.
Part numbers are given in the individual master cylinder pages.
An explanation of the part numbers is given below.

NB. For non captive push rod version add 'NC' after bore size e.g. CP2623-90NCE



IDENTIFICATION OF BORE SIZES

All AP Racing master cylinders have their part number nominal bore size laser marked on the body, together with batch codes and serial numbers, to allow full manufacturing traceability.

All master cylinders also have a coloured tie wrapped around the body for quick visual identification of bore size.

Push Type Master Cylinders		Pull Type Master Cylinders	
14.0mm (0.551")	Black & Orange.	14.9mm (0.587")	Black & Red.
15.0mm (0.590")	Black & Red.	16.2mm (0.638")	Black.
15.9mm (0.625") 5/8"	Black.	17.3mm (0.681")	Blue.
16.8mm (0.661")	Black & Yellow.	18.8mm (0.740")	Green.
17.8mm (0.70")	Blue.	20.2mm (0.795")	Orange.
19.1mm (0.75") 3/4"	Green.	21.2mm (0.834")	Orange & Red.
20.6mm (0.812") 13/16"	Orange.	21.8mm (0.858")	Red.
22.2mm (0.875") 7/8"	Red.	22.4mm (0.882")	Red & White.
23.8mm (0.937") 15/16"	White.	23.7mm (0.933")	White.
25.4mm (1.00")	Yellow.	25.4mm (1.00")	Yellow.

MASTER CYLINDERS - CP2623, CP4623 & CP5623 Types

CP2623 Flange Mounted

TECHNICAL DETAILS	
Weight	0.26kg (0.7lbs)
Full Stroke	25.4mm (1.00")
Travel To Cut-Off	
0.68 to 1.09mm (.027" to .043")	
Hydraulic Thread	
- Outlet	3/8" x 24UNF
- Inlet	7/16" x 20UNF
Push Rod Threads	
- PRM	M8 x 1.25
- PRT	5/16" UNF
Push Rod Length From Mounting Flange	
PRM/PRT115	115mm (4.53")
PRM/PRT160	160mm (6.30")

GENERAL INFORMATION

- A compact master cylinder suitable for all brake and clutch applications especially where space is restricted.
- Short travel to cut-off.
- Forged Aluminium alloy body.
- Flange mounting.
- Non captive cylinders available.
- **Download latest issue installation drawing from www.apracing.com**

Available Bore Sizes	Part Numbers		Non Captive Cylinders
14.0mm	CP2623-88PRM115 CP2623-88PRM160	CP2623-88PRT115 CP2623-88PRT160	CP2623-88NC
15.0mm	CP2623-89PRM115 CP2623-89PRM160	CP2623-89PRT115 CP2623-89PRT160	CP2623-89NC
15.9mm (.625") 5/8"	CP2623-90PRM115 CP2623-90PRM160	CP2623-90PRT115 CP2623-90PRT160	CP2623-90NC
16.8mm	CP2623-905PRM115 CP2623-905PRM160	CP2623-905PRT115 CP2623-905PRT160	CP2623-905NC
17.8mm (.70")	CP2623-91PRM115 CP2623-91PRM160	CP2623-91PRT115 CP2623-91PRT160	CP2623-91NC
19.1mm (.75") 3/4"	CP2623-92PRM115 CP2623-92PRM160	CP2623-92PRT115 CP2623-92PRT160	CP2623-92NC
20.6mm (.812") 13/16"	CP2623-93PRM115 CP2623-93PRM160	CP2623-93PRT115 CP2623-93PRT160	CP2623-93NC
22.2mm (.875") 7/8"	CP2623-94PRM115 CP2623-94PRM160	CP2623-94PRT115 CP2623-94PRT160	CP2623-94NC
23.8mm (.937") 15/16"	CP2623-95PRM115 CP2623-95PRM160	CP2623-95PRT115 CP2623-95PRT160	CP2623-95NC
25.4mm (1.00")	CP2623-96PRM115 CP2623-96PRM160	CP2623-96PRT115 CP2623-96PRT160	CP2623-96NC

- Ordering - Select the required cylinder from the part numbers above.
E.G. CP2623-94PRM115.

CP4623 Flange Mounted

TECHNICAL DETAILS	
Weight	0.31kg (0.7lbs)
Full Stroke	25.4mm (1.00")
Travel To Cut-Off	
0.68 to 1.09mm (.027" to .043")	
Hydraulic Thread	
- Outlet	M10 x 1.0
- Inlet	M12 x 1.0
Push Rod Threads	
- PRM	M8 x 1.25
- PRT	5/16" UNF
Push Rod Length From Mounting Flange	
PRM/PRT115	115mm (4.53")
PRM/PRT160	160mm (6.30")

GENERAL INFORMATION

- A compact Master Cylinder similar to CP2623 but with a 60° mounting flange offset to give improved access to mounting bolts.
- Short travel to cut off.
- Forged Aluminium alloy body.
- 60° Flange mounting.
- Non captive cylinders available.
- All threads on this master cylinder are metric.
- **Download latest issue installation drawing from www.apracing.com**

Available Bore Sizes	Part Numbers		Non Captive Cylinders
14.0mm	CP4623-88PRM115 CP4623-88PRM160	CP4623-88PRT115 CP4623-88PRT160	CP4623-88NC
15.0mm	CP4623-89PRM115 CP4623-89PRM160	CP4623-89PRT115 CP4623-89PRT160	CP4623-89NC
15.9mm (.625") 5/8"	CP4623-90PRM115 CP4623-90PRM160	CP4623-90PRT115 CP4623-90PRT160	CP4623-90NC
16.8mm	CP4623-905PRM115 CP4623-905PRM160	CP4623-905PRT115 CP4623-905PRT160	CP4623-905NC
17.8mm (.70")	CP4623-91PRM115 CP4623-91PRM160	CP4623-91PRT115 CP4623-91PRT160	CP4623-91NC
19.1mm (.75") 3/4"	CP4623-92PRM115 CP4623-92PRM160	CP4623-92PRT115 CP4623-92PRT160	CP4623-92NC
20.6mm (.812") 13/16"	CP4623-93PRM115 CP4623-93PRM160	CP4623-93PRT115 CP4623-93PRT160	CP4623-93NC
22.2mm (.875") 7/8"	CP4623-94PRM115 CP4623-94PRM160	CP4623-94PRT115 CP4623-94PRT160	CP4623-94NC
23.8mm (.937") 15/16"	CP4623-95PRM115 CP4623-95PRM160	CP4623-95PRT115 CP4623-95PRT160	CP4623-95NC

- Ordering - Select the required cylinder from the part numbers above.
E.G. CP4623-94PRM115.

Note: (1.00") Bore size is not available in CP4623 Cylinder family

CP5623 Flange Mounted

TECHNICAL DETAILS	
Weight	0.30kg (0.66lbs)
Full Stroke	25.4mm (1.00")
Travel To Cut-Off	
0.68 to 1.09mm (.027" to .043")	
Hydraulic Thread	
- Outlet	M10 x 1.0
- Inlet	M12 x 1.0
Push Rod Threads	
- PRM	M8 x 1.25
Push Rod Length From Mounting Flange	
PRM115	115mm (4.53")

GENERAL INFORMATION

- A compact Master Cylinder identical to CP2623 but has metric hydraulic threads.
- Suitable for all brake and clutch applications especially where space is restricted.
- Short travel to cut off.
- Aluminium Alloy body.
- Flange mounting.
- Non captive cylinders available.
- **Download latest issue installation drawing from www.apracing.com**

Available Bore Sizes	Part Numbers PRM Pushrod	Non Captive Cylinders
14.0mm	CP5623-88PRM115	CP5623-88NC
15.0mm	CP5623-89PRM115	CP5623-89NC
15.9mm (.625") 5/8"	CP5623-90PRM115	CP5623-90NC
16.8mm	CP5623-905PRM115	CP5623-905NC
17.8mm (.70")	CP5623-91PRM115	CP5623-91NC
19.1mm (.75") 3/4"	CP5623-92PRM115	CP5623-92NC
20.6mm (.812") 13/16"	CP5623-93PRM115	CP5623-93NC
22.2mm (.875") 7/8"	CP5623-94PRM115	CP5623-94NC
23.8mm (.937") 15/16"	CP5623-95PRM115	CP5623-95NC
25.4mm (1.00")	CP5623-96PRM115	CP5623-96NC

- Ordering - Select the required cylinder from the part numbers above.
E.G. CP5623-94PRM115.

CP4400 Bulkhead Mounted

TECHNICAL DETAILS	
Weight	0.29kg (0.64lbs)
Full Stroke	25.4mm (1.00")
Travel To Cut-Off	
0.48 to 0.63mm (.019" to .025")	
Hydraulic Thread	
- Outlet.	3/8" x 24UNF
- Inlet.	7/16" x 20UNF
Push Rod Threads	
- PRT	5/16" UNF
Push Rod Length From Mounting Flange	
PRT135	135mm (5.31")
PRT180	180mm (7.08")

GENERAL INFORMATION

- Bulkhead mount push type.
- Cast Aluminium Alloy body.
- Extra short travel to cut-off.
- A compact Master Cylinder which has been designed with a 'centre lock' bulkhead fixing (10mm to 22mm Max) to meet the installation requirements of composite structure racing cars. The inlet and the outlet ports are positioned at the end of the master cylinder, away from the bulkhead, to provide clearance for steering racks etc, where required.
- **Download latest issue installation drawing from www.apracing.com**

Available Bore Sizes	Part Numbers
14.0mm	CP4400-88PRT135E or CP4400-88PRT180E
15.0mm	CP4400-89PRT135E or CP4400-89PRT180E
15.9mm (.625") 5/8"	CP4400-90PRT135E or CP4400-90PRT180E
16.8mm	CP4400-905PRT135E or CP4400-905PRT180E
17.8mm (.70")	CP4400-91PRT135E or CP4400-91PRT180E
19.1mm (.75") 3/4"	CP4400-92PRT135E or CP4400-92PRT180E
20.6mm (.812") 13/16"	CP4400-93PRT135E or CP4400-93PRT180E
22.2mm (.875") 7/8"	CP4400-94PRT135E or CP4400-94PRT180E
23.8mm (.937") 15/16"	CP4400-95PRT135E or CP4400-95PRT180E

- Ordering - Select the required cylinder from the part numbers above. E.G. CP4400-94PRT135E.

Note: (1.00") Bore size is not available in CP4400 Cylinder family.

CP7854 Trunnion Mounted

TECHNICAL DETAILS	
Weight	0.19 to 0.22kg (0.42 to 0.49lbs)
Full Stroke	
14mm to 7/8" Bores	30.0mm (1.18")
15/16" to 1.00" Bores	28.0mm (1.10")
Travel To Cut-Off	
0.48 to 0.63mm (.019" to .025")	
Hydraulic Thread.	
- Outlet	3/8" x 24UNF
- Inlet	7/16" x 20UNF
Push Rod Threads	
- PRTE	5/16" x 24 UNF

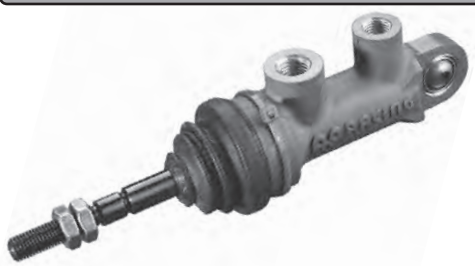
GENERAL INFORMATION

- Aluminium alloy body.
- High efficiency push type design.
- Extra short travel to cut-off.
- One piece piston and push rod.
- Has a built in trunnion mounted in needle roller bearing for direct mounting to the balance bar.
- Use with CP5520-3,-4 or -25LC trunnion type balance bar or purpose designed pedal box.
- Full range of 10 bore sizes.
- Replaces CP5854 Family.
- **Download latest issue installation drawing from www.apracing.com**

Available Bore Sizes	Part Numbers	Repair Kit Part Number
14.0mm.	CP7854-88PRTE	CP7855-88RK
15.0mm	CP7854-89PRTE	CP7855-89RK
15.9mm (.625") 5/8"	CP7854-90PRTE	CP7855-90RK
16.8mm	CP7854-905PRTE	CP7855-905RK
17.8mm (.70")	CP7854-91PRTE	CP7855-91RK
19.1mm (.75") 3/4"	CP7854-92PRTE	CP7855-92RK
20.6mm (.812") 13/16"	CP7854-93PRTE	CP7855-93RK
22.2mm (.875") 7/8"	CP7854-94PRTE	CP7855-94RK
23.8mm (.937") 15/16"	CP7854-95PRTE	CP7855-95RK
25.4mm (1.00")	CP7854-96PRTE	CP7855-96RK

- Ordering: Select the required bore size from the table above. E.G. CP7854-94PRTE.

CP7855 Bearing Mounted



TECHNICAL DETAILS	
Weight	0.169 to 0.198kg (0.37 to 0.44lbs)
Full Stroke	
14mm to 7/8" Bores	30.0mm (1.18")
15/16" to 1.00" Bores	28.0mm (1.10")
Travel To Cut-Off	
0.48 to 0.63mm (.019" to .025")	
Hydraulic Thread	
- Outlet	3/8" x 24UNF
- Inlet	7/16" x 20UNF
Push Rod Threads	
- PRTE	5/16" x 24 UNF

GENERAL INFORMATION

- Aluminium alloy body.
- High efficiency push type design.
- Mounted through a spherical bearing.
- One piece piston and push rod.
- Full range of 10 bore sizes.
- Extra short travel to cut-off.
- Replaces CP5855, CP5511 and CP4411 families.
- **Download latest issue installation drawing from www.apracing.com**

Available Bore Sizes	Part Numbers	Repair Kit Part Number
14.0mm	CP7855-88PRTE	CP7855-88RK
15.0mm	CP7855-89PRTE	CP7855-89RK
15.9mm (.625") 5/8"	CP7855-90PRTE	CP7855-90RK
16.8mm	CP7855-905PRTE	CP7855-905RK
17.8mm (.70")	CP7855-91PRTE	CP7855-91RK
19.1mm (.75") 3/4"	CP7855-92PRTE	CP7855-92RK
20.6mm (.812") 13/16"	CP7855-93PRTE	CP7855-93RK
22.2mm (.875") 7/8"	CP7855-94PRTE	CP7855-94RK
23.8mm (.937") 15/16"	CP7855-95PRTE	CP7855-95RK
25.4mm (1.00")	CP7855-96PRTE	CP7855-96RK

- Ordering: Select the required bore size from the table above. E.G. CP7855-94PRTE.

CP7198 Flange Mounted

GENERAL INFORMATION

- Push type design.
- Centre valve configuration, helps to improve cylinder performance & seal durability.
- For use in ABS and high pressure applications.
- Short travel to cut-off.
- Forged Aluminium alloy body.
- Metric hydraulic threads.
- Suitable for most brake and particularly clutch applications.
- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL DETAILS	
Weight	0.37kg (0.81lbs)
Full Stroke	30.0mm (1.18")
Travel To Cut-Off	
0.68 to 1.09mm (.027" to .043")	
Hydraulic Thread	
- Outlet	M10x1.0
- Inlet	M12x1.0
Push Rod Threads	
- PRM	M8 x 1.25
- PRT	5/16" UNF
Push Rod Length From Mounting Flange	
PRM/PRT163	163mm (6.41")

Available Bore Sizes.	Part Numbers.	
	PRT163 Pushrod.	**PRM163 Pushrod.**
15.9mm (.625") 5/8"	CP7198-90PRT163	CP7198-90PRM163
16.8mm.	CP7198-905PRT163	CP7198-905PRM163
17.8mm (.70")	CP7198-91PRT163	CP7198-91PRM163
19.1mm (.75") 3/4"	CP7198-92PRT163	CP7198-92PRM163
20.6mm (.812") 13/16"	CP7198-93PRT163	CP7198-93PRM163
22.2mm (.875") 7/8"	CP7198-94PRT163	CP7198-94PRM163
23.8mm (.937") 15/16"	CP7198-95PRT163	CP7198-95PRM163
25.4mm (1.00")	CP7198-96PRT163	CP7198-96PRM163

- Ordering - Select the required bore size from the table above.E.G. CP7198-94PRT163.

CP7398 Flange Mounted

GENERAL INFORMATION

- Push type design, similar to CP7198 type but with a 60° mounting flange offset.
- Centre valve configuration, helps to improve cylinder performance & seal durability.
- For use in ABS and high pressure applications.
- Short travel to cut-off.
- Forged Aluminium alloy body.
- Suitable for most brake and particularly clutch applications.
- Imperial hydraulic threads.
- 6 Bore sizes available initially.
- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL DETAILS	
Weight	0.37kg (0.81lbs)
Full Stroke	30.0mm (1.18")
Travel To Cut-Off	
0.68 to 1.09mm (.027" to .043")	
Hydraulic Thread	
- Outlet	3/8" x 24UNF
- Inlet	7/16" x 20UNF
Push Rod Threads	
- PRT	5/16" UNF
Push Rod Length From Mounting Flange	
PRT128	128mm (5.03")

Available Bore Sizes	Part Numbers	Repair Kit Part Numbers
15.9mm (.625") 5/8"	CP7398-90PRT128	CP7198-90RK
16.8mm (0.66")	CP7398-905PRT128	CP7198-905RK
17.8mm (.70")	CP7398-91PRT128	CP7198-91RK
19.1mm (.75") 3/4"	CP7398-92PRT128	CP7198-92RK
20.6mm (.812") 13/16"	CP7398-93PRT128	CP7198-93RK
22.2mm (.875") 7/8"	CP7398-94PRT128	CP7198-94RK

- Ordering - Select the required bore size from the table above. E.G. CP7398-93PRT128.

NOTES

CP9093 Flange Mounted

GENERAL INFORMATION

- Push type design.
- Centre valve configuration, helps to improve cylinder performance & seal durability.
- For use in ABS and high pressure applications.
- Suitable for most brake and particularly clutch applications.
- Short travel to cut-off.
- Forged Aluminium alloy body.
- Imperial hydraulic threads.
- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL DETAILS	
Weight	0.37kg (0.81lbs)
Full Stroke	30.0mm (1.18")
Travel To Cut-Off	
0.68 to 1.09mm (.027" to .043")	
Hydraulic Thread	
- Outlet	3/8" x 24UNF
- Inlet	7/16" x 20UNF
Push Rod Threads	
- PRM	M8 x 1.25
- PRT	5/16" UNF
Push Rod Length From Mounting Flange	
PRM/PRT163	163mm (6.41")

Available Bore Sizes	Part Numbers	
	PRT163 Pushrod	**PRM163 Pushrod**
15.9mm (.625") 5/8"	CP9093-90PRT163	CP9093-90PRM163
17.8mm (.70")	CP9093-91PRT163	CP9093-91PRM163
19.1mm (.75") 3/4"	CP9093-92PRT163	CP9093-92PRM163
20.6mm (.812") 13/16"	CP9093-93PRT163	CP9093-93PRM163
22.2mm (.875") 7/8"	CP9093-94PRT163	CP9093-94PRM163
23.8mm (.937") 15/16"	CP9093-95PRT163	CP9093-95PRM163
25.4mm (1.00")	CP9093-96PRT163	CP9093-96PRM163

- Ordering - Select the required bore size from the table above. E.G. CP9093-94PRT163.

CP6461 Pull Type Trunnion Mounted

NEW PRODUCT

GENERAL INFORMATION

- **A pull type design, with a more durable 3/8"UNF pushrod. Suitable for applications where vibrations and resonance may be present.**
- Aluminium Alloy Body.
- Short travel to cut-off - Contact AP Racing for detail.
- Low profile inlet and outlet.
- Has a built in trunnion mounted in needle roller bearing for direct mounting to the balance bar.
- Special "plug in" inlet connection can be swaged directly to dash 4 hose.
- Use with CP5520-3, -4 or -25L trunnion type balance bars.
- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL DETAILS	
Weight	0.23 to 0.27kg (0.51 to 0.59lbs)
Full Stroke	25.4mm (1.00")
Hydraulic Thread	
- Outlet	M10 x 1.0
Inlet, Special Fittings	
75° type	CP6465-10
Straight type	CP6465-11
90° type	CP6465-12
All inlet fittings are sold separately	
Push Rod Threads	
- PRTE	3/8" UNF

Available Bore Sizes	Part Numbers	Repair Kit Part Numbers
14.9mm (.587")	CP6461-149PRME	CP6465-149RK
16.2mm (.638")	CP6461-162PRME	CP6465-162RK
17.3mm (.681")	CP6461-173PRME	CP6465-173RK
18.8mm (.740")	CP6461-188PRME	CP6465-188RK
20.2mm (.795")	CP6461-202PRME	CP6465-202RK
21.2mm (.834")	CP6461-212PRME	CP6465-212RK
21.8mm (.858")	CP6461-218PRME	CP6465-218RK
22.4mm (.882")	CP6461-224PRME	CP6465-224RK
23.7mm (.933")	CP6461-237PRME	CP6465-237RK

- Ordering - Select the required bore size from the table above. E.G. CP6461-237PRME.

Note: (1.00") Bore size is not available in CP6461 family

NOTES

CP6465 Pull Type Trunnion Mounted

GENERAL INFORMATION

- **A pull type design, with a standard M8 Pushrod.**
- Aluminium Alloy Body.
- Short travel to cut-off - Contact AP Racing for detail..
- Low profile inlet and outlet.
- Has a built in trunnion mounted in needle roller bearing for direct mounting to the balance bar.
- Special "plug in" inlet connection can be swaged directly to dash 4 hose.
- Use with CP5520-3, -4 or -25L trunnion type balance bars.
- Choice of 10 bore sizes.
- **Download latest issue installation drawing from www.apracing.com**

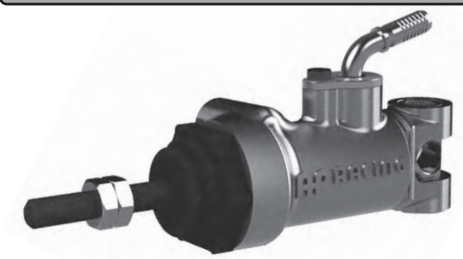
TECHNICAL DETAILS	
Weight	0.23 to 0.27kg (0.51 to 0.59lbs)
Full Stroke	25.4mm (1.00")
Hydraulic Thread	
- Outlet	M10 x 1.0
Inlet, Special Fittings.	
75° type	CP6465-10
Straight type	CP6465-11
90° type	CP6465-12
All inlet fittings are sold separately	
Push Rod Threads	
- PRME	M8 x 1.25

Available Bore Sizes	Part Numbers	Repair Kit Part Numbers
14.9mm (.587")	CP6465-149PRME	CP6465-149RK
16.2mm (.638")	CP6465-162PRME	CP6465-162RK
17.3mm (.681")	CP6465-173PRME	CP6465-173RK
18.8mm (.740")	CP6465-188PRME	CP6465-188RK
20.2mm (.795")	CP6465-202PRME	CP6465-202RK
21.2mm (.834")	CP6465-212PRME	CP6465-212RK
21.8mm (.858")	CP6465-218PRME	CP6465-218RK
22.4mm (.882")	CP6465-224PRME	CP6465-224RK
23.7mm (.933")	CP6465-237PRME	CP6465-237RK
25.4mm (1.00")	CP6465-254PRME	CP6465-254RK

- Ordering - Select the required bore size from the table above. E.G. CP6465-237PRME.

NOTES

CP6467 Pull Type Trunnion Mounted



GENERAL INFORMATION

- **A pull type design, virtually identical to CP6465 family with a centre valve configuration, helps to improve cylinder performance & seal durability.**
- For use in ABS and high pressure applications.
- Forged Aluminium Alloy Body.
- Choice of 10 bore sizes.
- Short travel to cut-off - Contact AP Racing for detail.
- Special "plug in" inlet connection can be swaged directly to dash 4 hose.
- Use with CP5520-3, -4 or -25L trunnion type balance bars.
- CP6467 has been designed to incorporate an optional anti-knockback plug to reduce pad knockback. Can be replaced with a sleeve to revert the cylinder to a standard centre valve ABS type. Master cylinders with Anti-knockback plugs have 'K' suffix and cylinders with sleeve have 'S' suffix.
- **Download latest issue installation drawing from www.apracing.com**

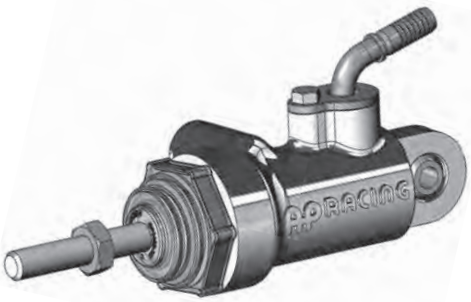
TECHNICAL DETAILS	
Weight	0.24 to 0.28kg (0.53 to 0.61lbs)
Full Stroke	25.4mm (1.00")
Hydraulic Thread	
- Outlet	M10 x 1.0
Inlet, Special Fittings.	
75° type	CP6465-10
Straight type	CP6465-11
90° type	CP6465-12
All inlet fittings are sold separately	
Push Rod Threads	
- PRME	M8 x 1.25

Available Bore Sizes	Part Numbers	Repair Kits Part Numbers
14.9mm (.587")	CP6467-149PRME:K or S	CP6467-149RK
16.2mm (.638")	CP6467-162PRME:K or S	CP6467-162RK
17.3mm (.681")	CP6467-173PRME:K or S	CP6467-173RK
18.8mm (.740")	CP6467-188PRME:K or S	CP6467-188RK
20.2mm (.795")	CP6467-202PRME:K or S	CP6467-202RK
21.2mm (.834")	CP6467-212PRME:K or S	CP6467-212RK
21.8mm (.858")	CP6467-218PRME:K or S	CP6467-218RK
22.4mm (0.88")	CP6467-224PRMEK or S	CP6467-224RK
23.7mm (.933")	CP6467-237PRME:K or S	CP6467-237RK
25.4mm (1.00")	CP6467-254PRME:K or S	CP6467-254RK

- Ordering - Select the required bore size from the table above. E.G. CP6467-237PRME.

NOTES

CP6468 Pull Type Bearing Mounted



TECHNICAL DETAILS	
Weight.	0.23 to 0.27kg (0.51 to 0.59lbs)
Full Stroke	25.4mm (1.00")
Hydraulic Thread	
- Outlet	M10 x 1.0
Inlet, Special Fittings	
75° type	CP6465-10
Straight type	CP6465-11
90° type	CP6465-12
All inlet fittings are sold separately.	
Push Rod Threads	
- PRME	M8 x 1.25

GENERAL INFORMATION

- A pull type design, more efficient than conventional type master cylinders.
- Mounted through a spherical bearing.
- Aluminium Alloy Body.
- Short travel to cut-off - Contact AP Racing for detail.
- Low profile inlet and outlet.
- Special "plug in" inlet connection can be swaged directly to dash 4 hose.
- Choice of 5 bore sizes.
- **Download latest issue installation drawing from www.apracing.com**

Available Bore Sizes	Part Numbers	Repair Kits Part Numbers
14.9mm (.587")	CP6468-149PRME	CP6465-149RK
16.2mm (.638")	CP6468-162PRME	CP6465-162RK
17.3mm (.681")	CP6468-173PRME	CP6465-173RK
18.8mm (.740")	CP6468-188PRME	CP6465-188RK
20.2mm (.795")	CP6468-202PRME	CP6465-202RK

- Ordering - Select the required bore size from the table above. E.G. CP6468-202PRME.

NOTES

CP5540 Double Ended

TECHNICAL DETAILS	
Weight (without spring)	
With Rod Ends	0.40Kg (0.88lbs)
Without Rod Ends	0.30Kg (0.66lbs)
Full Stroke	2 x 22.5 (0.88")
Travel To Cut-Off	
0.48 to 0.63mm (.019" to .025")	
Hydraulic Thread	
- Outlet	M10 x 1.0
- Inlet	M10 x 1.0

GENERAL INFORMATION

- Lightweight double ended (Tandem) cylinder with two separate hydraulic chambers, to create two output pressures, for either front & rear brake circuits or a hand brake and differential release assembly.
- High efficiency push type design.
- Mounted through a spherical bearing.
- Aluminium alloy body.
- Extra short travel to cut-off.
- Hand brake version available with additional spring fitted to delay the increase of pressure to that bore. This is required to ensure the differential is unlocked prior to the rear brakes coming on.
- **Download latest issue installation drawing from www.apracing.com**

Part Numbers use with CP5540 Pedal box			
Available Bore Sizes		Master Cylinder Part Numbers	Repair Kit Part Number
Small Bore	Large Bore		
5/8" (.625")	**0.70"**	CP5540-9091PRME	CP5540-9091RK
5/8" (.625")	**3/4" (0.75")**	CP5540-9092PRME	CP5540-9092RK
0.70"	**0.70"**	CP5540-9191PRME	CP5540-9191RK
0.70"	**3/4" (0.75")**	CP5540-9192PRME	CP5540-9192RK

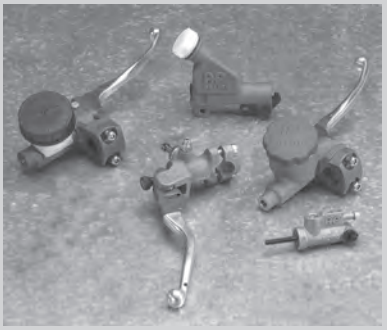
- Ordering: Select the required bore size from the table above. E.G. CP5540-9091PRME.

Part Numbers to suit CP4780-4 Hand Brakes & Differential release assy		
Available Bore Sizes		Master Cylinder Part Numbers
Small Bore	Large Bore	
5/8" (.625")	**0.70"**	CP5540-9091EHB(#)
5/8" (.625")	**3/4" (0.75")**	CP5540-9092EHB (#)
0.70"	**0.70"**	CP5540-9191EHB
0.70"	**3/4" (0.75")**	CP5540-9192EHB(#)

Note: - The(#) is an option as to which end the you want the spring to be fitted. If you require the spring to be fitted to the small bore end, replace the (#) with an 'S'. If fitted to the large bore replace (#) with an 'L'. e.g. CP5540-9192EHBS - A hand brake cylinder with a 0.7" & 0.75" bores with the spring fitted to the 0.7" end.

NOTES

INTRODUCTION



The range of AP Racing master cylinders are patented worldwide, state of the art products, offering the ability to precisely set the braking performance of any motorcycle under all conditions. CP4125 Cylinder has a unique radial pull type design, with variable lever ratio and span adjustment, which can cater for all hand spans. All AP Racing master cylinders are meticulously manufactured and rigorously tested for the peace of mind of the rider.

MASTER CYLINDER RANGE

CP4125

This unique design of pull type handlebar master cylinder provides the user with the ability to adjust the ratio and the lever position as required. The single chamber configuration allows the compact design to weigh only 320grams, and is now non-handed to allow it to be used as a clutch master cylinder. This master cylinder is typically used on Superbike as well as Road Applications. Use with remote fluid reservoir (not supplied).

CP3125

The original adjustable ratio master cylinder used by GP and Superbike teams in the 80's. Can be used to upgrade any brake system. Available with integral reservoir only.

CP3756

This uniquely developed, single chamber, pull type rear master cylinder, has been designed for use on all solo motorcycle applications. The pull type configuration allows an exceptionally compact design for ease of installation. Weight 100grams.

CP2215

Due to demand, CP2215-90 "Classic" master cylinder has been added to the range. The assembly is based on the original CP2215-20 cylinder, but using the latest seal technology.

CP2232

Due to demand, CP2232-90 "Classic" rear master cylinder has been added to the range. The assembly is based on the original CP2232-12 cylinder, but using thelatest seal technology.

RECONDITIONING NOTES

CP4325, CP4225. - User reconditioning is limited to replacing lever assemblies. However, AP Racing offer a reconditioning service for seal and piston replacement, where the use of specialist test equipment is necessary to set up the master cylinder.

CP6125, CP4125, CP3125, CP2215 & CP2232 - User servicing of these master cylinders is possible and seal repair kits are available. Obsolete master cylinder seal repair kits are available for those cylinders which are no longer detailed in this catalogue, please contact AP Racing technical department for help.

IMPORTANT NOTE: IF ANY IMPACT IS SUSTAINED ON THE LEVER OR CYLINDER BODY, THE COMPLETE MASTER CYLINDER ASSEMBLY MUST BE SENT BACK TO AP RACING FOR EXAMINATION OR BE REPLACED.

CP4125-26

Adjustable Ratio Master Cylinder

FEATURES

- Single chamber configuration.
- This unique design of pull type handlebar master cylinder provides the user with the ability to adjust the lever ratio and the lever position in increments as required.
- Reverse for use as clutch master cylinder.
- Use with remote fluid reservoir. (Not supplied)
- Incremental ratio adjustments. Ratio is 6.88-14.45:1

TYPICAL APPLICATIONS

- Superbikes
- Road.

ASSEMBLY PART NUMBER

CP4125-26 (17mm to 20mm effective bore)

TECHNICAL SPECIFICATIONS

- Weight - 304g
- Range Effective bore size - 16mm -20mm.
- Actual bore size - 22.0mm (0.86")
- Hydraulic Connections - Outlet thread - M10 x 1.0
- Bleed Screw Tightening Torque - 5.5Nm (4lbsft)
- Repair Kit - CP4125-26RK
- **Download latest issue installation drawing from www.apracing.com**

RATIO ADJUSTMENT GUIDE

This variable ratio master cylinder has a knurled wheel to adjust the ratio. This adjuster is rotated to increase or decrease the lever ratio.

TECHNICAL SPECIFICATIONS & NOTES

- Master Cylinder will be supplied with the wheel adjuster set at position 0 (i.e. with the fulcrum point at end of guide slot in lever, nearest to end of the handlebars, as drawn) at this setting piston travel is at its maximum, which will give best conditions for bleeding the brake system. Typical working stroke is shown as a guide only, working stroke should be set to rider's preference. After initial setting, only small adjustments, typically ±1 turn, should be necessary to suit differing conditions. The ratio adjuster wheel has a detent mechanism, allowing it to be moved ¼ turn per click. No locking of the mechanism is required. Lever travel will usually increase slightly in dynamic applications over static settings due to disc run-out etc. It's therefore advisable to set lever feel on the hard side for initial test.
- Master Cylinder will be supplied with the lever reach set at the nominal position as drawn. To obtain a longer reach the adjuster should be turned anti-clockwise using the reach adjuster wheel to suit rider's preference. Conversely, the adjuster can be turned clockwise to give a shorter reach. Adjustments should be made in ¼ turn increments, but should not be set between detent positions. The correct lever reach should be established prior to any adjustment to the lever ratio, using the wheel adjuster.
- Outlet fitting is not supplied with assembly as standard, but Tecalamit or Aeroquip are available on request.
- To remove lever sub-assembly, take the Master Cylinder off the handlebar, then set wheel adjuster in position 0. Knock out spring and remove the lever reach adjuster wheel. Turn the exposed pull rod clockwise using the 1mm slot, in its end, until the lever assembly is disconnected from the pull rod. The lever, sub-assembly will then slide out from the retaining flanges. To replace lever sub-assembly reverse the above procedure.
- **Important: If any impact is sustained on lever, causing a high pressure input to brake system, whole system should be replaced.**

CP3125-2

Original Adjustable Ratio Master Cylinder

FEATURES
The original adjustable ratio brake master cylinder can be used to upgrade any brake system.
- Supplied with integral fluid reservoir.
- Incremental ratio adjustments - 6.4 / 9.34:1

TYPICAL APPLICATIONS
- Historic Grand Prix & Superbike machines and Road.

ASSEMBLY PART NUMBER
- CP3125-2 R/H (16mm to 19mm effective bore)

TECHNICAL SPECIFICATIONS
- Weight - 475g
- Effective bore size - 16mm -19mm.
- Actual bore size - 19.0mm (0.74")
- Hydraulic Connections - Outlet thread - M10 x 1.0
- Bleed Screw Tightening Torque - 5.5Nm (4lbsft)
- Repair Kits:
- CP3125-2 = CP3125-2RK / CP3125-4 & -5 = CP3125-4RK

▫ Download latest issue installation drawing from www.apracing.com

RATIO ADJUSTMENT GUIDE
This variable ratio master cylinders has a screw to adjust the ratio. This adjuster is moved to and away from the handlebar with the effects detailed in the table below.

GUIDE TO ADJUSTMENT			
Screw Adjuster	Braking	Lever Travel	Lever Feel
In - Clockwise	Decreased	Decreased	Harder
Out - Anti-Clockwise	Increased	Increased	Softer

TECHNICAL SPECIFICATIONS & NOTES
▫ Master cylinder will be supplied with the screw adjuster set at position 0 (i.e. with the adjuster flush with locknut as drawn) at this setting, piston travel is at its maximum, which will give best conditions for bleeding the brake system.
Typical working stroke is shown as a guide (see table above) only working stroke should be set to the rider's preference. After initial setting only small adjustments, typically ±½ turn, should be necessary to suit differing conditions.
▫ Lever travel will usually increase slightly in dynamic applications, over static settings, due to disc runout etc. It is therefore advisable to set lever feel on the hard side for initial test.
▫ Important: If any impact is sustained on lever causing a high pressure input to brake system, the whole system should be either replaced or sent back to AP Racing for examination.

CP3756-4

Pull Type Rear Master Cylinder

TYPICAL APPLICATIONS
▫ All Solo Machines.

FEATURES
▫ Pull type configuration, allowing for a compact installation.
▫ Single chamber, single seal.
▫ Aluminium alloy body.
▫ Manufactured from high quality castings.
▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL DETAILS	
Weight	100g
Effective Bore Size	14.0mm
Actual Bore Size	15.87mm (0.625")
Stroke	16.2mm (0.638")
- Outlet	M10 x 1.0
Hydraulic Connections	
Push-on inlet	7.9mm (5/16") inside hose Ø
Outlet thread	M10x1.0
RECONDITIONING / SERVICING CP3756 has to be returned to AP Racing for this service. No repair kit available.	

CP2215-90

"Classic" Master Cylinder

TYPICAL APPLICATIONS.
▫ Classic racing and road motorcycle

FEATURES.
▫ The original "Classic" master cylinder.
▫ Aluminium alloy body and cap.
▫ Suitable for single and twin disc applications.
▫ Integral fluid reservoir.
▫ Manufactured from high quality castings.
▫ Replaces CP2215-20.

TECHNICAL DETAILS	
Weight	520g
Actual Bore Size	15.87mm (0.625")
Stroke	16.0mm (0.638")
Hydraulic Connections	
Outlet Thread	3/8"x24UNF
Reservoir Capacity = 50cc. **Note:** When filling reservoir, reform internal bellows as flat as possible, prior to re-fitting.	
SPARE PARTS	
Repair kit	CP5678-1RK
Lever Part No.	CP2233-18

CP2232-90

"Classic" Rear Master Cylinder

TYPICAL APPLICATIONS
▫ Classic racing and road motorcycle

FEATURES
▫ The original "Classic" rear master cylinder.
▫ Aluminium alloy body.
▫ Manufactured from high quality castings.
▫ Integral fluid reservoir.
▫ Replaces CP2232-12.

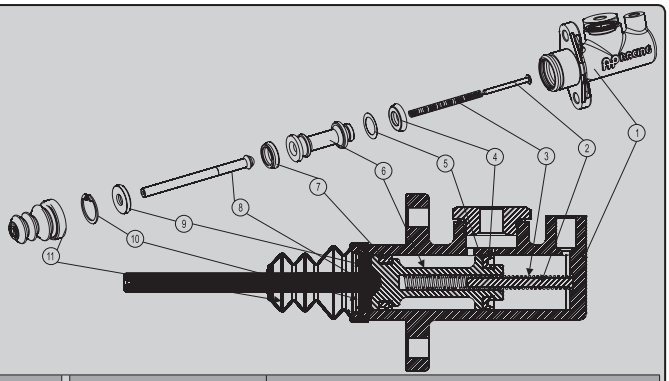
TECHNICAL DETAILS	
Weight	300g
Actual Bore Size	15.87mm (0.625")
Stroke	11.8mm (0.46")
Hydraulic Connections	
Outlet Thread	3/8"x24UNF
Reservoir Capacity	35cc
Spare part kit for CP2232-90 only	
Repair kit - CP5678-1RK	
Seal kit for original CP2232	
CP2232-12RK	

MASTER CYLINDER REPAIR KITS

Repair kits are available for AP Racing Master Cylinders detailed in this catalogue. Repair kit Part Nos can be found below and on page 72.
IMPORTANT NOTE: The changing of internal components of the master cylinder, in rare cases, may alter the distance to cut-off.
If you are unable to bleed the cylinder after a seal change, please consult AP Racing. Also ensure that any parts that have been dis-assembled are kept with the original cylinder and are not mixed.

CP2623, CP4400, CP4623, CP5623 & CP6093

Repair kit information for CP2623, CP4400, CP4623, CP5623 & CP6093 master cylinders is tabled below. Please follow the instructions below.



INSTRUCTIONS

1) Remove rubber boot **(11)** and circlip **(10)**.

2) Carefully remove internal components.

3) Replace the following. (Making sure all seals have been lubricated with Brake Fluid). Primary seal **(4)**, Piston Washer **(5)** and the Secondary seal **(7)**. **(Care must be taken when assembling seals, as damage may be caused)**

4) Check bore is free from debris.

5) Lubricate bore with Brake Fluid.

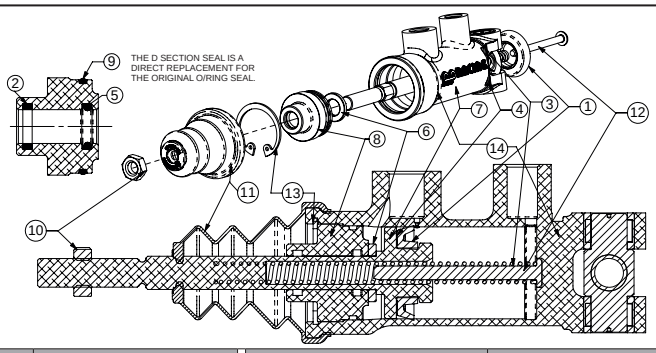
6) Reassemble internal components into body.

7) Use new circlip **(10)** to secure internal components and new boot to protect from debris **(11).**

Ref.	Description	Included in Repair Kit	Bore Size	Repair Kit Part No.
1.	Body		14.00mm	CP2623-88RK
2.	Spring Guide Pin		15.00mm	CP2623-89RK
3.	MCyl Return spring		15.9mm (0.625") 5/8"	CP2623-90RK
4.	Primary Seal	Yes	16.8mm	CP2623-905RK
5.	Piston Washer	Yes	17.8mm (0.70")	CP2623-91RK
6.	Piston		19.1mm (0.75") 3/4"	CP2623-92RK
7.	Secondary Seal	Yes	20.6mm (0.812") 13/16"	*CP2623-930RK* * new piston may be required. see www.apracing.com
8.	Push Rod		22.2mm (0.875") 7/8"	CP2623-94RK
9.	Piston Stop Washer		23.8mm (0.937") 15/16"	CP2623-95RK
10.	Circlip	Yes	25.4mm (1.00")	CP2623-96RK
11.	Boot	Yes		

CP7854 and CP7855 REPAIR KITS

Repair kit information for CP7854 and CP7855 is tabled below for all Master Cylinders bore sizes. Please follow the instructions given.



INSTRUCTIONS

1) Remove rubber boot **(11)** and circlip **(13)**.

2) Carefully remove internal components.

3) Replace the following. (Making sure all seals have been lubricated with Brake Fluid). Primary seal **(1)**, Slydring Bearing **(2)**, Piston Washer **(4)**, D-Ring Piston Seal **(5)** & O-Ring End Cap Seal **(9)**. **(Care must be taken when assembling seals, as damage may be caused).**

4) Check bore is free from debris.

5) Lubricate bore with Brake Fluid.

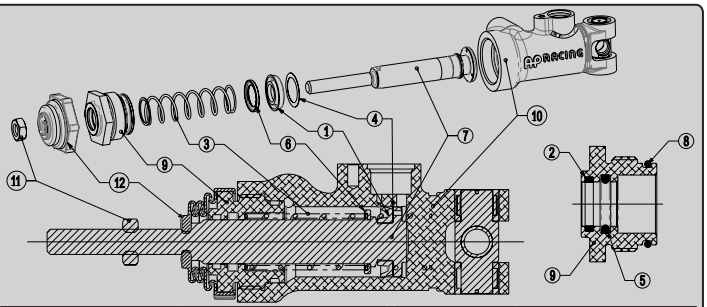
6) Reassemble internal components into body.

7) Use new circlip **(13)** to secure internal components and new boot to protect from debris **(11).**

Ref.	Description	Included in Repair Kit	Bore Size	Repair Kit Part No.
1.	Primary Seal	Yes	14.00mm	CP7855-88RK
2.	Slydring Bearing	Yes	15.00mm	CP7855-89RK
3.	MCyl Return Spring		15.9mm (0.625") 5/8"	CP7855-90RK
4.	Piston Washer	Yes	16.8mm	CP7855-905RK
5.	D-Ring Piston Seal	Yes	17.8mm (0.70")	CP7855-91RK
6.	Cut-off Shim		19.1mm (0.75") 3/4"	CP7855-92RK
7.	Piston			
8.	End Cap		20.6mm (0.812") 13/16"	CP7855-93RK
9.	O-Ring Cap Seal	Yes	22.2mm (0.875") 7/8"	CP7855-94RK
10.	Lock Nut 5/16" UNF			
11.	Boot	Yes	23.8mm (0.937") 15/16"	CP7855-95RK
12.	Spring Guide Pin		25.4mm (1.00")	CP7855-96RK
13.	Circlip	Yes		
14.	Body			

CP6461, CP6465 & CP6468 REPAIR KITS

Repair kit information for CP6465 Master cylinders is tabled below for all bore sizes. Please follow the instructions given.



INSTRUCTIONS

1) Remove rubber boot **(12)** and unscrew end cap **(9)**.

2) Carefully remove internal components.

3) Replace the following. (Making sure all seals have been lubricated with Brake Fluid). Primary seal **(1)**, Slydring Bearing **(2)**, Piston Washer **(4)**, D-Section Piston Seal **(5)** & O-Ring End Cap Seal **(8)**. **(Care must be taken when assembling seals, as damage may be caused)**

4) Check bore is free from debris.

5) Lubricate bore with Brake Fluid.

6) Reassemble internal components into body.

7) Use original end cap **(9)** to secure internal components. Tighten to 24Nm (18lbsft) and use loctite threadlocker 242 or 243).

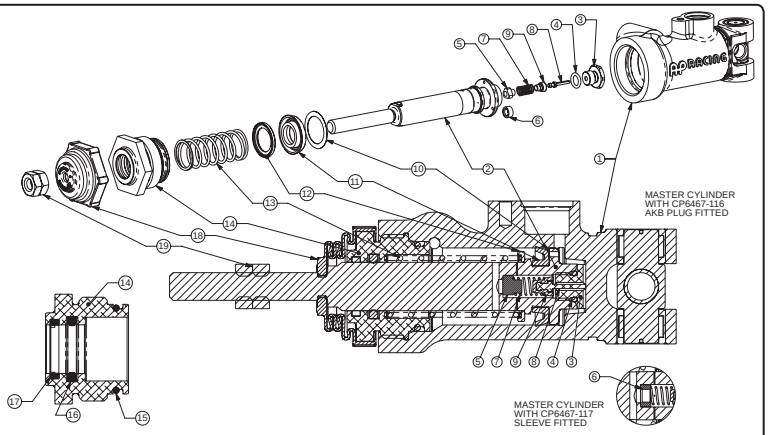
8) Fit new boot **(12)** to protect from debris**.**

Ref.	Description	Included in Repair Kit	Bore Size	Repair Kit Part No.
1.	Primary Cup Seal	Yes	14.9mm	CP6465-149RK
2.	Slydring Bearing	Yes	16.2mm	CP6465-162RK
3.	MCyl Return spring		17.3mm	CP6465-173RK
4.	Piston Washer	Yes	18.8mm	CP6465-188RK
5.	D-Section Piston Seal	Yes	20.2mm	CP6465-202RK
6.	Piston Stop		21.2mm	CP6465-212RK
7.	Piston		21.8mm	CP6465-218RK
8.	O-Ring Cap Seal	Yes	22.4mm	CP6465-224RK
9.	End Cap		23.7mm	CP6465-237RK
10.	Body		25.4mm	CP6465-254RK
11.	Locknut M8x1.25			
12.	Boot	Yes		

MASTER CYLINDER - Repair Kits

CP6467 REPAIR KITS

Repair kit information for CP6467 Master cylinders is tabled below for all bore sizes. Please follow the instructions given.



INSTRUCTIONS

1) Remove rubber boot **(18)** and un-screw end cap **(14)**.

2) Carefully remove internal components and un-screw valve cap **(3)**.

3) Carefully remove centre valve components.

4) Replace the following. (Making sure all seals have been lubricated with Brake Fluid). O-Ring Valve Cap Seal **(4)**, Centre Valve Seal **(9)**, Piston Washer **(10)**, Primary Seal **(11)**, O-Ring End Cap Seal **(15)**, D-Section Piston Seal **(16)** and Slydring Bearing **(17)**. (Care must be taken when assembling seals, as damage may be caused).

5) Check bore is free from debris.

6) Lubricate bore with Brake Fluid.

7) Reassemble valve seal components into piston **(2)**.

8) Use original valve cap **(3)** to secure centre valve components. Tighten to 5Nm (3.7lbsft) and use Loctite threadlocker 242 or 243.

9) Reassemble internal components into body.

10) Use original end cap **(14)** to secure internal components. Tighten to 24Nm (18lbsft) and use Loctite threadlocker 242 or 243.

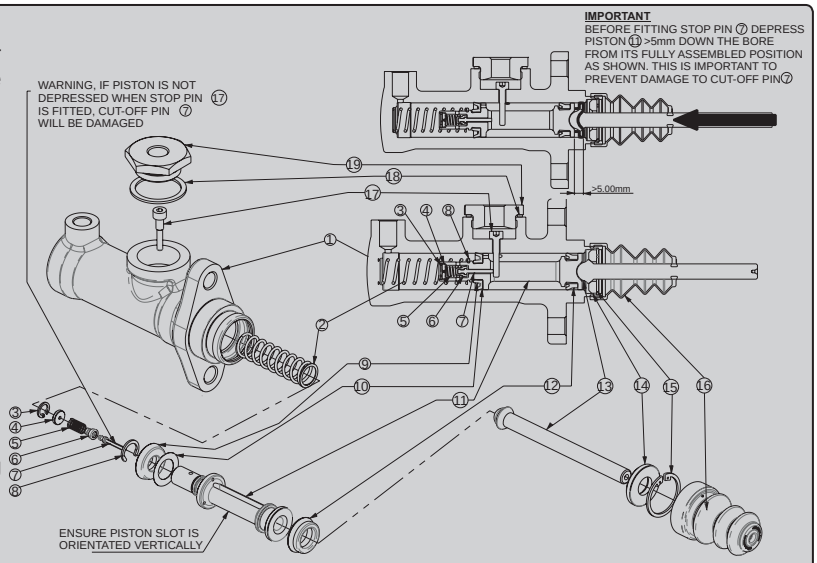
11) Fit new boot **(18)** to protect from debris.

Ref.	Description	Included in Repair Kit
1.	Body	
2.	Piston	
3.	Valve Cap	
4.	O-Ring, Valve Cap Seal	Yes
5.	AKB Plug	
6.	Sleeve	
7.	Spring	
8.	Valve Piston	
9.	Centre Valve Seal	Yes
10.	Piston Washer	Yes
11.	Primary Seal	Yes
12.	Piston Stop	
13.	Return Spring	
14.	End Cap	
15.	O-Ring, End Cap Seal	Yes
16.	D-Section Piston Seal	Yes
17.	Slydring Bearing	Yes
18.	Boot	Yes
19.	Lock Nut M8x1.25	

Bore Size	Repair Kit Part Number
14.9mm	CP6467-149RK
16.2mm	CP6467-162RK
17.3mm	CP6467-173RK
18.8mm	CP6467-188RK
20.2mm	CP6467-202RK
21.2mm	CP6467-212RK
21.8mm	CP6467-218RK
23.7mm	CP6467-237RK
25.4mm	CP6467-254RK

CP7198, CP7398 & CP9093 REPAIR KITS

Repair kit information for CP7198, CP7398 and CP9093 Master cylinders is tabled below for all bore sizes. Please follow the instructions given.



INSTRUCTIONS

A) Remove inlet **(19)**, gasket **(18)**, boot **(16)** and depress push-rod >5mm **(13)** into body.

B) Remove stop pin **(17)** and circlip **(15)**.

C) Carefully remove internal components from body.

D) Remove internal circlip **(3)** and cut-off components from end of piston **(11)**.

E) Replace the following (Making sure all seals have been lubricated with Brake Fluid). Primary seal **(9)**, Piston Washer **(10),** Cut-off Pin Seal **(6)**, Internal circlip **(3)**, Secondary seal **(12)** and Inlet Gasket **(18)**. **(Care must be taken when fitting seals as damage may occur from fitting tools or over-stretching).**

F) Reassemble cut off components into end of piston **(11)** and secure with new internal circlip **(3)**.

G) Check bore is free from debris.

H) Lubricate bore with Brake Fluid.

I) Reassemble internal components into body **(1)** ensuring piston slot is orientated vertically and depress piston **(11)** >5mm into body beyond its assembled position as shown on the drawings. **(Depressing the piston is important to avoid damage to the internal cut-off pin (7).**

J) Screw in stop pin **(17),** with piston still depressed, with a tightening torque of 3.5Nm (2.6lbsft), and assemble pushrod **(13)** and stop washer **(14)**.

K) Use new circlip **(15)** to secure internal components and new boot **(16)** to protect from debris.

L) Reassemble new inlet gasket **(18)** and inlet **(19)** and tighten with a tightening torque of 67Nm (50lbsft), ensuring inlet is clean of any debris.

Ref.	Description	Included in Repair Kit
1.	Body	
2.	Piston Return Spring	
3.	Internal Circlip	YES
4.	Flow Restrictor	
5.	Cut-off Pin Spring	
6.	Cut-off Pin Seal	YES
7.	Cut-off Pin	
8.	Spring Retainer	
9.	Primary Seal	YES
10.	Piston Washer	YES
11.	Piston	
12.	Secondary Seal	YES
13.	Pushrod	
14.	Stop Washer	
15.	Circlip	YES
16.	Boot	YES
17.	Stop Pin	
18.	Inlet Gasket	YES
19.	Inlet	

Bore Size	Repair Kit Part Number
14.0mm	CP7198-88RK
15.0mm	CP7198-89RK
15.9mm (0.625") 5/8"	CP7198-90RK
16.8mm	CP7198-905RK
17.8mm (0.70")	CP7198-91RK
19.1mm (0.75") 3/4"	CP7198-92RK
20.6mm (0.812") 13/16"	CP7198-93RK
22.2mm (0.875") 7/8"	CP7198-94RK
23.8mm (0.937") 15/16"	CP7198-95RK
25.4mm (1.00")	CP7198-96RK

INTRODUCTION

AP Racing offer a comprehensive range of plastic reservoirs.
The reservoirs detailed on pages 73 & 74 complement not only our own Master Cylinders, but other manufacturers also.
Full installation drawings can be downloaded from:
www.apracing.com

CP4709 TYPE

A small diameter plastic reservoir with central outlet, which can be screwed directly into a master cylinder.

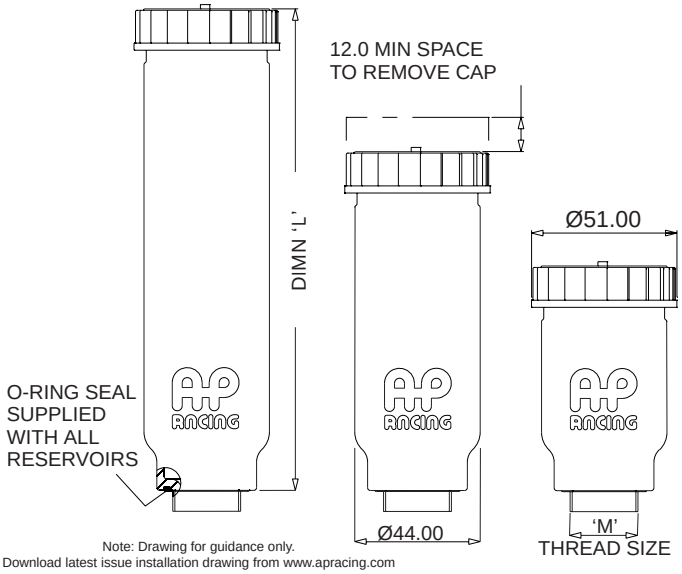
- Features

- Available in a choice of 3 volumes.
- 'O' Ring seal supplied.
- CP2709-156 Bellows available separately , not included with reservoir.
- Push on & threaded connector for remote cylinders available. Part No is CP4709-107.

- Part Numbers

- **CP4709-10,-11 & -12** Will screw directly onto CP2623, CP4623, CP5623 and CP6093 cylinders by removing inlet adaptor.
- **Note:** For fitting instructions refer to leaflet **P14.073 or see website.**
- **CP4709-13,-14 & -15** are for remote use, but will fit directly to CP4400 master cylinders.
- **CP4709- 16 & -17** are for remote use only.
- **CP4709- 19,-20 & -21** reservoir with push on outlet, for remote use only.

IMPORTANT NOTE: CP4709-12 /-13 /-16 & -19 small reservoirs have no bellows to suit, please use CP4709-25 Catch Tank Kit.

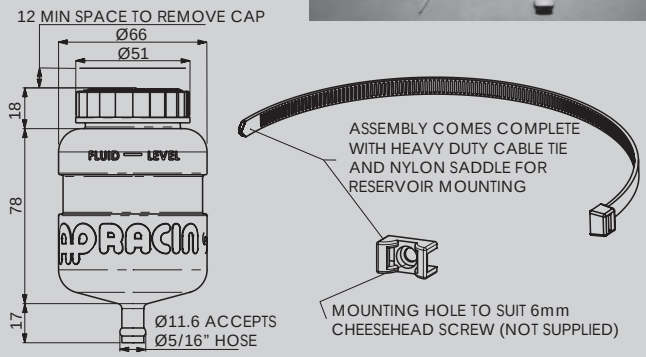


Note: Drawing for guidance only.
Download latest issue installation drawing from www.apracing.com

Type	Reservoir Part No.	Volume CC's		Dim'n 'L' (mm)	Thread Size
		Basic	+ Bellows		
Tall	CP4709-10	170	155	169	15/16" x 20 UNS - Direct Fit -
Medium	CP4709-11	110	95	119	
Short	CP4709-12	65	N/A	79	
Short	CP4709-13	65	N/A	96	7/16" x 20 UNF - Remote -
Medium	CP4709-14	110	95	136	
Tall	CP4709-15	170	155	186	
Short	CP4709-16	65	N/A	96	M12 x 1.0 - Remote -
Medium	CP4709-17	110	95	136	
Short	CP4709-19	65	N/A	94	PUSH ON ADAPTOR - Remote -
Medium	CP4709-20	110	95	134	
Tall	CP4709-21	170	155	184	

CP5709-10

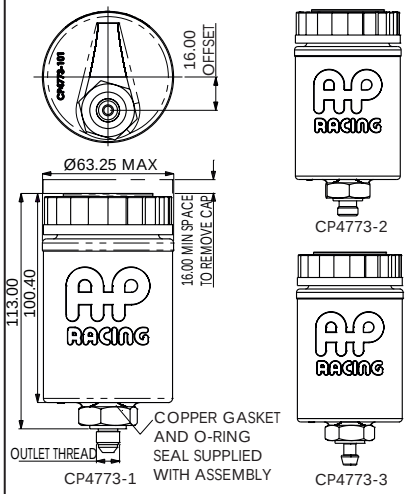
- A remote plastic reservoir, accepts Ø5/16" hose.
- Complete with heavy duty cable tie & nylon saddle.
- Volume = 185cm³ (11.3in³)
- No Diaphragm available.
- Replaces 112009 Reservoir.



Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com

CP4773 TYPE

- CP4773 reservoir capacity is midway between CP4709 and CP2293-141/3 types. Both assemblies have an offset outlet and are fitted with bellows (CP4773-102).
- **Volume = 195cm³.**
- **Part Numbers:**
  - **CP4773-1 (7/16"UNF outlet).**
  - **CP4773-2 (M12 outlet).**
  - **CP4773-3 (Push on Fitting).**



Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com

CP4709-25 - CATCH TANK KIT

CP4709-25 catch tank is an alternative fluid surge system to traditional bellows, without compromising reservoir capacity.
CP4709-25 is suitable for all AP Racing reservoirs and can be used in all competition formulae.

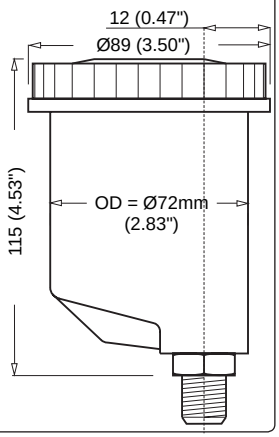
The kit comprises of:

- 1 x catch tank.
- 75cm of silicone tube.
- 3 x nipples with washers & nuts.
- 1 x T-Connector.
- 2 x Cable ties.
- 4 x Mounting blocks.

NOTE:
For installation & fitting details refer to,
http://www.apracing.com/drawings/cp4709-25cd-iss1.pdf

CP2293-141 / CP2293-143 & CP4623-7 / CP4623-8 TYPES

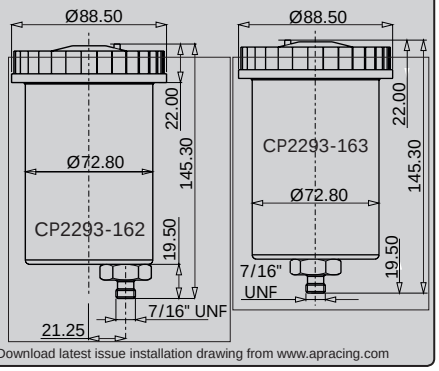
- A large capacity plastic reservoir with offset outlet, which screws directly into the master cylinders detailed below.
- Can be supplied with or without rubber diaphragm (bellows), CP2293-174.
- Supplied complete with cap 4325-148, or alternative cap 3847-246 if bellows are fitted, and adaptor.
- **CP2293-141 & -143** suitable for: CP2623, CP4400 & CP6093.
- **CP4623-7 & -8** suitable for: CP4623 & CP5623.
- To rotate reservoir, unlock nut included and reposition, then re-tighten.



Part No.	Diaphragm	Fitting
CP2293-141	No	7/16" UNF
CP2293-143	Yes	
CP4623-7	Yes	M12x1.0
CP4623-8	No	
Volume 275cm³ (13.4in³).		

CP2293-162, CP2293-163 & CP2293-176 - 340cc CAPACITY TYPES

- Three 340cc capacity plastic reservoirs, with either offset or central outlets, which screw directly into all master cylinders with 7/16" UNF inlet thread, or can be used remotely.
- Volume = 340cm³ (20.7in³)
- Supplied with CP2293-173 rubber diaphragm (Bellows) to minimise entry of moisture and dirt, and help prevent spillage.
- Supplied complete with cap 3847-246 & adaptor.
- "Push on" inlet version available. Part No **CP2293-176**.



Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com

DIAPHRAGMS (BELLOWS)

Rubber Diaphragms (bellows) minimise the entry of moisture and dirt to help prevent spillage. The diaphragms listed below are suitable for use with appropriate AP Racing reservoirs in this catalogue. **NOTE: The use of Diaphragms (bellows) may restrict effective volume of reservoirs.**

CP2709-156 (SMALL)

- For use with reservoir cap LBNM9057AXBR, on the following reservoir assemblies. All CP4709 Series except -12, -13, -16 & -19.

CP2293-174 (MEDIUM)

- For use with reservoir cap 3847-246, on the following reservoir assemblies.

CP2293-141, -143 & -69 / CP2293-85 / 4342-355 / CP4623-7/-8 /-9 & -10. **Replaces CP2293-48.**

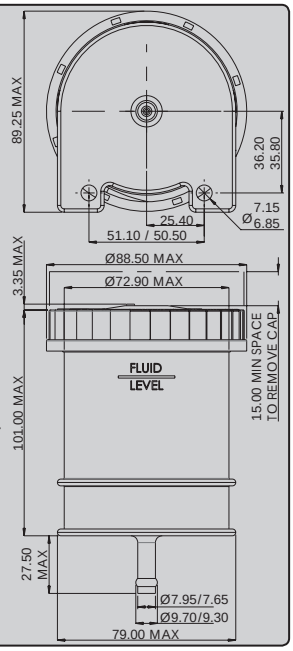
CP2293-173 (LARGE)

- For use with reservoir cap 3847-246, on the following reservoir assemblies - CP2293-162 /-163 /-176 & -185. **Replaces CP2293-166.**

IMPORTANT NOTE: When fitting new bellows CP2293-173 (supercedes CP2293-166) & CP2293-174 (supercedes CP2293-48), to old 4325-148 cap assembly, the plastic insert and rubber seal must be removed from the cap.New cap 3847-246.

CP2293-69 & 4342-372 TYPES

- A large capacity remote plastic reservoir with 1 outlet.
- **CP2293-69** supplied with diaphragm (bellows) CP2293-174 & cap 3847-246.
- **4342-372** supplied without diaphragm (bellows) & cap 4325-148.
- Accepts Ø5/16" diameter hose.
- Volume = 280cm³ (17.1in³).

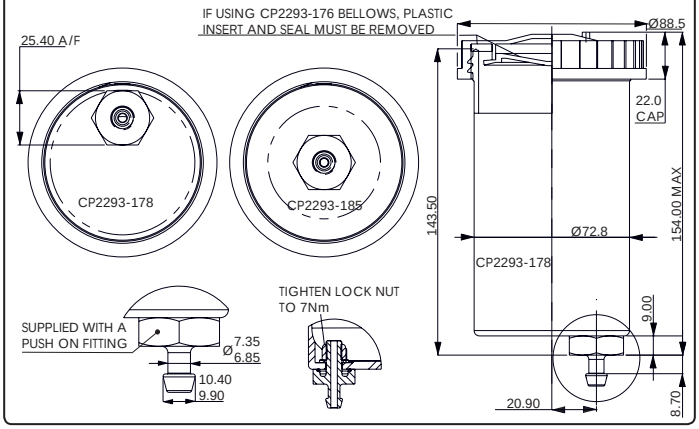


CP2293-178 & CP2293-185, 400cc CAPACITY TYPES

- Two 400cc capacity plastic reservoirs, with either a central or offset outlet, supplied with 3/8"UNF push on adaptor fitting.
- Volume = 400cm³ (24.4in³)
- Supplied without bellows, but optional bellows fitment available:

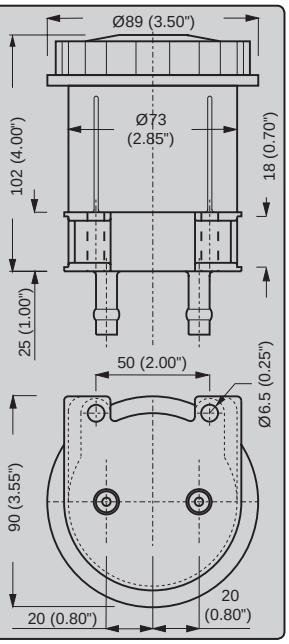
IMPORTANT NOTE: CP2293-178 & -185 can be fitted with CP2293-173 bellows if required. However, the plastic insert and rubber seal must be removed, otherwise the bellow, will not fit correctly.

- Supplied complete with cap 4325-148 and CP2623-250 adaptor.



CP2293-85 & 4342-355 TYPES

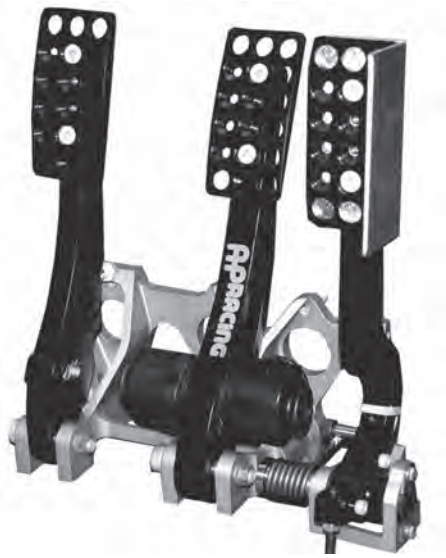
- A large capacity remote plastic reservoir with 2 outlets.
- **CP2293-85** supplied with diaphragm (bellows) CP2293-174 & Cap 3847-246.
- **4342-355** supplied without diaphragm (bellows) & cap 4325-148.
- Accepts Ø5/16" diameter hose.
- Volume = 280cm³ (17.1in³)



INTRODUCTION

AP Racing's range of pedal boxes are proving to be masterpieces of functional design. Our pedal boxes represent a major step forward in chassis control, giving driver better feel, greater dexterity, quicker laps.
All pedal boxes are lightweight, flexible and ergonomically efficient, these multi-ratio pedal boxes are designed to harmonise with the complete range of master cylinders available from AP Racing.

CP5500 Floor Mounted Push Types



CP5500 family is a generic racing pedal box, designed for comfort and control. The 3 pedal assembly CP5500-605 has been updated to include a new contactless rotary throttle sensor with dual input/output for redundancy. This family of pedal boxes benefits from optimised, machined billet base plate and pedals, with adjustable footpads to alter pedal ratios. The throttle pedal includes travel stops and additional features to aid connection to bell cranks and cables.
All pedal pivots feature ball bearings. The base plate and pedals, together with low friction treatments and a high quality spherical balance bar bearing, set high standards in pedal box efficiency. The CP5500 range is also available in 3, 2 and 1 pedal configurations.

PART NUMBERS

- **Brake, Clutch & Throttle Assembly:**
- **With** throttle sensor **-** CP5500- 605MTS or CP5500-605UTS.
- **Without** throttle sensor - CP5500- 605M or CP5500-605U.
- **Brake & Throttle Assembly:**
- **With** throttle sensor **-** CP5500- 625MTS or CP5500-625UTS.
- **Without** throttle sensor - CP5500- 625M or CP5500-625U.
- **Brake & Clutch Assembly** - CP5500- 515MET or CP5500-515UNF.
- **Brake Pedal Assembly** - CP5500- 535MET or CP5500-535UNF.
- **Note: UNF & UTS Assemblies -** The only threads that are imperial are the three clevis's that attach to the master cylinder pushrods.

- **Download latest issue installation drawing from www.apracing.com**

FEATURES

- Optimised, lightweight Aluminium alloy base plate, machined from Billet.
- Optimised, lightweight billet clutch and brake pedal, with improved twist resistance.
- Forged throttle pedal with additional features.
  - Adjustable forward & rear stops.
  - Return spring.
  - 9 Different footpad positions.
  - Side Plate.
- Optional throttle linkage kit - CP5500-43.
- Brake and clutch pedal ratio 4.85:1.
- All pedals pivot on ball bearings.
- Suitable master cylinder ranges - CP2623, see page 64.
- Recommended push rod length
  - brake 88.0mm. / - clutch 65.0mm.
- Adjuster cable CP2905-18 included.
- 10mm balance bar, fitted with rubber boots to prevent dirt ingress.
- **Supercedes CP5500-505**

CP5509 - Two Pedal Floor Mounted Push Type

This is a general purpose, floor mounted pedal box, which utilises the latest high efficiency CP7854 push type master cylinders.
Minimum hysteresis and balance variation are assured by the use of needle roller bearings in the centre trunnion and ball bearing pedal pivots.

PART NUMBERS

- Brake and clutch assembly - CP5509-1

- **Download latest issue installation drawing from www.apracing.com**

FEATURES

- Lightweight billet base, machined from Aluminium.
- Includes billet aluminium alloy Pedals and Balance Bar.
- Adjustable foot pads for optimum driver comfort.
- Adjustable clutch stop.
- Brake and clutch pedal ratio 4.8:1.
- Brake and clutch pedal are pivoted on ball bearings, for increased efficiency and smoothness.
- Designed for use with master cylinder CP7854 see page 65.
- Travel sensor kit CP5854-10 available for the master cylinders used with this pedal box.
- Weight - without cylinders 1.75kg
- Adjuster cable CP2905-18 included with assembly.

CP5548 - Sliding, Floor Mounted Reverse Pull Type

This unique, optimised, pull type sliding pedal box is AP Racing's solution to comply with the safety regulation of a fixed driver's seat in GT Racing, allowing for the accommodation of different height drivers in the same car. The pull type design allows the load through the cylinders to remain straight during operation, which eliminates side loads that you see in a push type cylinder, making it the most efficient sliding pedal box on the market.
CP5548 is mounted in two, low friction linear bearing rails, which provide 187mm of adjustment, with 18 fixed positions at 11mm increments.
The cylinders are mounted under the driver's feet for optimum space utilisation and access. Minimum hysteresis and balance variation are assured by the use of needle roller bearings in the centre trunnion.

PART NUMBERS

- Brake, Clutch & throttle assembly - CP5548-CBT.
- Brake, Clutch & throttle **with outboard throttle sensor - CP5548-CBT-TS**
- Brake and Clutch - CP5548-CB.
- Brake & Clutch **with outboard throttle sensor - CP5548-CB-TS.**
- Brake & Throttle - CP5548-BT.
- Brake & Throttle **with outboard throttle sensor - CP5548-BT-TS**
- Brake pedal assembly only - CP5548-B

- **Download latest issue installation drawing from www.apracing.com**

FEATURES

- **Manufacture and construction** - Modular BCT design with central Brake chassis, and bolt on Clutch and Throttle, to suit any configuration.
- **Mounting** - Central base plate under Brake chassis.
- **Sliding Mechanism** - Inboard, concentrated under Brake pedal for optimum stiffness.
- **Locking Mechanism -** Rigid rail & double tapered pin, with 11mm increments.
- **Position Stops** - Rigid front-stop, & back-stop with incremental marking.
- **Slide Release** - Lighter springs to engage locking pins, bell-crank to reduce release load.
- **Pedal Construction** - Forged Pedals.
- **Throttle Pedal Control** - Compression spring and separate adjustable compression damper
- **Brake pedal ratio** - Adjustable bobbin ratio on pull rod, secured with locking nut.
- **Other improvements -** Positive, robust, Clutch & Throttle stops. Improved balance bar trunnion mounting. Adjustable brake pedal pad.
- **Master Cylinders** - Designed for use with CP6461, CP6465 or CP6467 (ABS Brake applications) - see page 67.
- **Throttle Sensor** - Provision for two throttle sensors & secure lock between throttle pedal and throttle shaft, to eliminate backlash, available in separate kit - CP5548-TS.
- **Weight** - 6.7kg, approx, without cylinders.
- **Brake pedal ratio adjustable** - 4.10:1 to 5.00:1
- **Clutch pedal ratio** - 4.55:1
- **Adjuster cable** - CP2905-18 included with assembly.

CP5596 - Floor Mounted Reverse Pull Type

This unique pull type design allows the load through the cylinders to remain straight during operation, which eliminates side loads that you see in a push type cylinder, thus making **CP5596** the most efficient fixed floor mounted pedal box on the market.
The cylinders are mounted under the driver's feet for optimum space utilisation and access.
Minimum hysteresis and balance variation are assured by the use of needle roller bearings in the centre trunnion.

CP5596 supercedes but does not replace CP5516 assemblies, but offers improved strength, and installation qualities.

PART NUMBERS

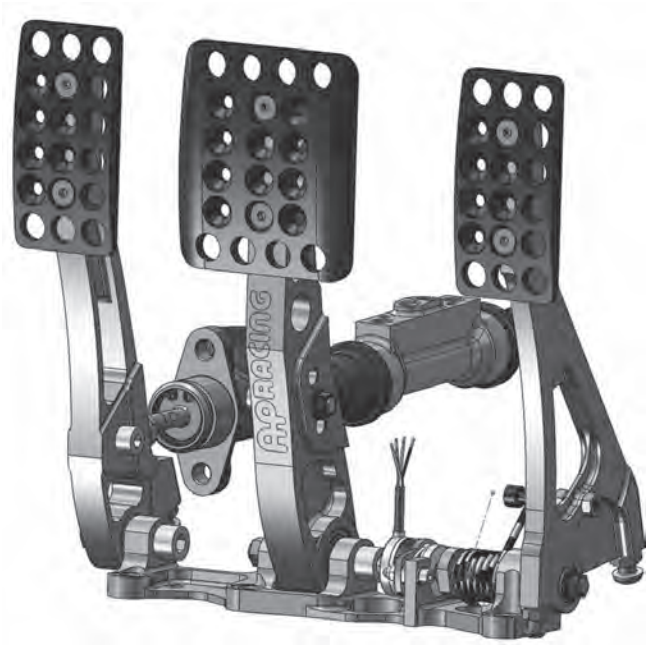
- Brake, Clutch & throttle assembly - CP5596-CBT.
- Brake, Clutch & throttle **with outboard throttle sensor - CP5596-CBT-TS**
- Brake and Clutch - CP5596-CB.
- Brake & Clutch **with outboard throttle sensor - CP5596-CB-TS.**
- Brake & Throttle - CP5596-BT.
- Brake & Throttle **with outboard throttle sensor - CP5596-BT-TS**
- Brake pedal only assembly - CP5596-B

- **Download latest issue installation drawing from www.apracing.com**

FEATURES

- Lightweight aluminium base, machined from solid billet.
- Weight = 3.9kg, approx, without cylinders.
- All pedals are machined from aluminium forgings.
- Pedals are pivoted by ball bearings to increase smoothness.
- Designed for use with master cylinders:
  - CP6461 see page 67.
  - CP6465 see page 67.
  - CP6467 - ABS brake application cylinder - see page 67.
  - CP6468 see page 68.
- Adjustable foot pads for extra driver comfort.
- Adjustable clutch & throttle pedal stops.
- Brake pedal ratio 4.10:1 to 5.00:1
- Clutch pedal ratio 4.55:1.
- Dual mountings for throttle potentiometers. Inboard mounting and sensor available in separate kit - CP5596-TS.
- All threads are metric.
- Adjuster cable CP2905-18 included with assembly.

CP5540 - Floor Mounted Tandem Push Type



CP5540-50 is a floor mounted push type racing pedal box, incorporating a tandem master cylinder CP5540 family for brake application only, and a standard cylinder is required for clutch actuation.
The tandem master cylinder removes the ability to adjust the brake balance during an event, therefore brake balance should be set by selecting an appropriate bore within the master cylinder range.

PART NUMBERS

- Brake, clutch and throttle assembly - CP5540-50

- **Download latest issue installation drawing from www.apracing.com**

FEATURES

- A double ended master cylinder with two separate hydraulic chambers which, when compressed by pedal effort, creates two output pressures, one each for front & rear brake circuits.
- Brake pedal has multi ratio mounting bracket, allowing three different ratio to be used. Therefore, overall braking effort (to achieve a certain retardation) can be varied by switching to an alternative pedal ratio.
- The system eliminates several components that are used in a typical pedal box, because there is no need for a balance bar. For example the number of bearings is reduced from 6 to 3.
- Brake ratios: 2.1:1 / 2.5:1 & 2.9:1
- Clutch ratio: 4:1
- Optimised, lightweight Aluminium alloy base plate.
- Throttle pedal has a return spring fitted.
- Both pedals are pivoted on ball bearings to increase smoothness of feel for the driver.
- Adjustable stop on clutch pedal.
- Designed for use with master cylinder types:
- Brake - CP5540 see page 68.
- Clutch - CP2623 or CP4623 see page 64.
- Designed to suit a contactless rotary throttle potentiometer. This sensor in not included with the pedal box, and must order seperately.
Part number - CP5540-220.
- Weight - Without cylinders 1.64kg

CP5508 - Two Pedal Floor Mounted Push Type

This multi ratio push type pedal box allows the pushrod to remain straight, eliminating all side loads, therefore making it very efficient.
The master cylinders connect directly to a high efficiency balance bar.
A lightweight aluminium base, and ergonomic steel and alloy pedals, offer the user the ultimate control in this critical area. Uses CP7854 Master Cylinders.

PART NUMBERS

- Brake and clutch assembly - CP5508-1

- **Download latest issue installation drawing from www.apracing.com**

FEATURES

- Lightweight aluminium base, machined from solid.
- Clutch pedal is machined from aluminium billet.
- Brake pedal is machined from steel.
- Brake pedal has multi ratios mounting bracket, allowing three different ratio to be used.
- Brake pedal has a return spring fitted.
- Both pedals are pivoted on ball bearings to increase smoothness of feel for the driver.
- Adjustable stop on clutch pedal.
- Designed for use with CP7854 master cylinder, see page 65.
- Travel sensor kit CP5854-10 available for the master cylinders used with this pedal box.
- Weight.
- without cylinders 2.12kg
- with cylinders 2.72kg

CP5517 - Underslung Bulkhead Pull Type

This unique pull type bulkhead mount design, with master cylinders being located in the engine or front compartments, allows the pushrod to remain in line, eliminating all side loads, making it one of the most efficient pedal box on the market. It's lightweight aluminium base, and ergonomic steel and alloy pedals, offer the user the ultimate control in this critical area.

PART NUMBERS

- Brake and clutch assembly - CP5517-1

- **Download latest issue installation drawing from www.apracing.com**

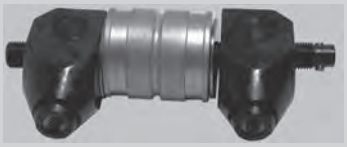
FEATURES

- Lightweight aluminium base, machined from high quality casting.
- Fabricated steel brake pedal.
- Machined aluminium alloy clutch and throttle pedals.
- Designed for use with master cylinder - CP6465 see page 67.
- Bellows to seal the firewall, made from fire retardant material.
- Adjustable foot pads for extra driver comfort.
- Adjustable pedal stops.
- Brake and clutch pedal ratio 4.8:1
- Adjuster cable CP2905-18 included with assembly.

INTRODUCTION

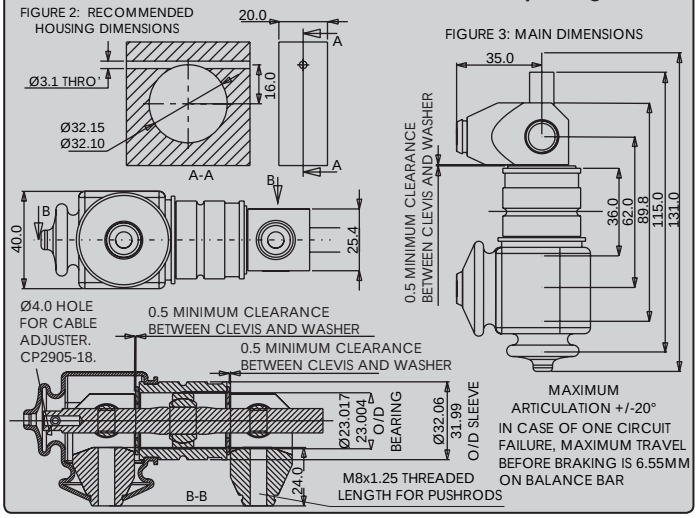
AP Racing Balance Bar Assemblies are designed to offer the user improved levels of efficiency and control. The range consists of three families CP5500, CP5507 & CP5520. AP Racing also offers a choice of cable adjusters, information can be found on page 79.

CP5500-9 & CP5500-9UNF / STANDARD DUTY



A lightweight and durable conventional Balance Bar manufactured from a high grade alloy steel, treated with a low friction coating for extra smoothness of adjustment.
It incorporates a spherical bearing for improved efficiency, an outer tube to ease installation and rubber boots to prevent ingress of dirt & grit. Not suitable for heavy duty applications or high pedal ratios. A similar assembly is also available without the rubber boot CP5500-4. NB. Select CP5500-9 for use with M8 Master Cylinder pushrods & CP5500-9UNF for use with 5/16"UNF Master Cylinder pushrods.

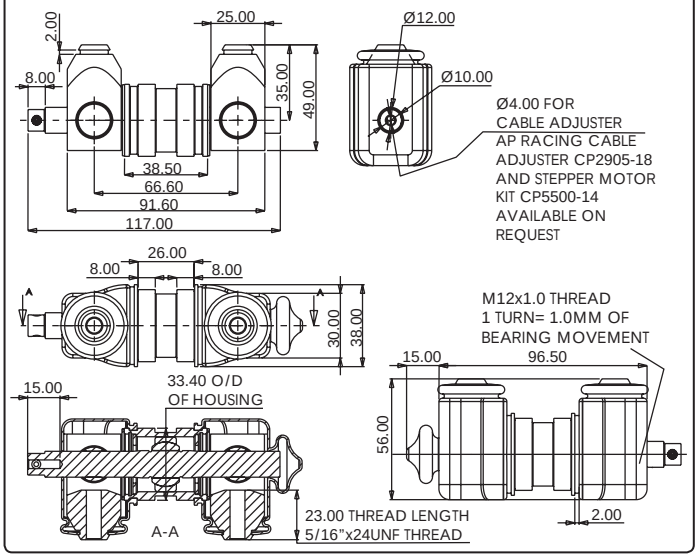
NOTE: For the latest Installation drawing and advice for installation of sleeve and balance bar visit our website: www.apracing.com



CP5507-2 / HEAVY DUTY

Similar in concept to CP5500-9, but with a heavy duty 12mm balance bar for applications where a high pedal ratio and / or heavy pedal loads are used. Features include low friction coatings, spherical bearing and rubber boots to prevent dirt ingress. NB. Suitable for use with 5/16"UNF Master Cylinder pushrods **Note: CP5500-9 & CP5507-2.** If used with conventional master cylinders with articulated push rods e.g. CP2623, CP4623 etc, the push rod angularity must be limited to 4° from straight to avoid unacceptable side loads on the pistons.

NOTE: For the latest Installation drawing and advice for installation of sleeve and balance bar visit our website: www.apracing.com

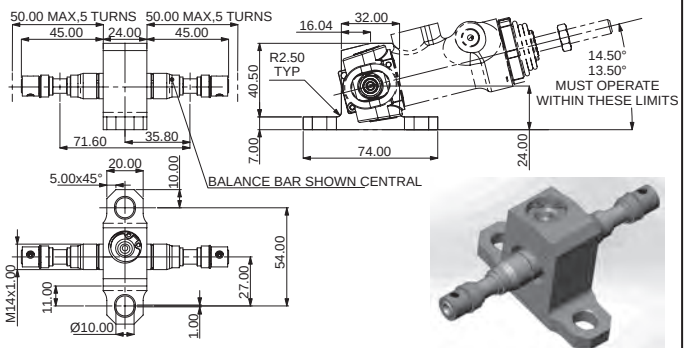


HIGH EFFICIENCY TRUNNION TYPES

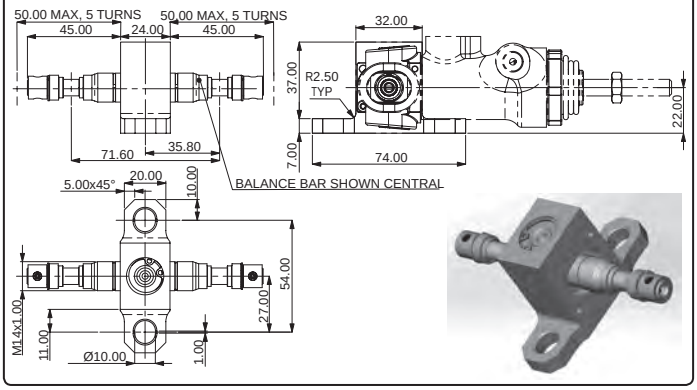
These small and compact balance bars use needle roller bearings, to provide low hysteresis and high efficiency. These versions are designed to fit at the fixed end of master cylinders fitted with integral trunnions, such as CP6461, CP6465 & CP6467 (Pull Type) and CP7854.

NOTE: For the latest Installation drawing and advice for installation of sleeve and balance bar visit our website: www.apracing.com

CP5520-3 ANGLED TRUNNION



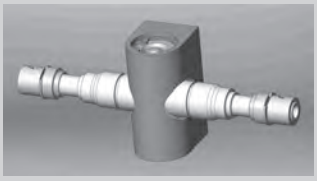
CP5520-4 STRAIGHT TRUNNION



CP5520-25 TRUNNION STYLE

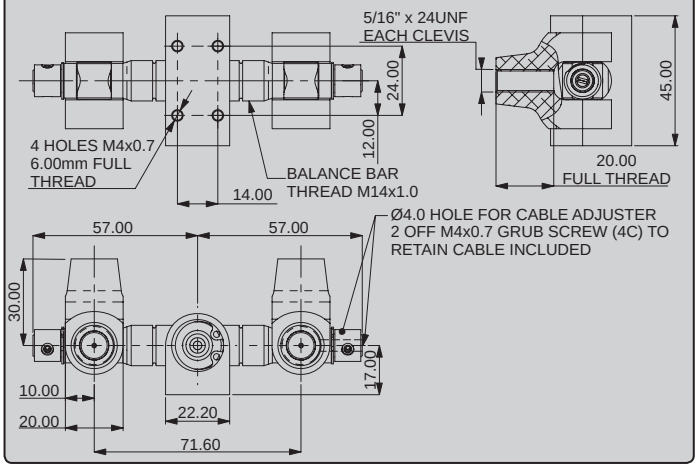
A new concept in balance bars where the central pivot is a trunnion rather than a spherical bearing. This has the advantage of preventing balance bar movement in the vertical plane, thus removing the largest cause of unwanted balance variation. The centre trunnion and clevises employ needle roller bearings to reduce friction and hysteresis to a minimum, improving modulation. CP5520-25 can be attached to the pedal or to the fixed end of the pedal box. This specific version is designed to fit CP7855 type cylinder.

This balance bar is available with or without clevis's, Part Numbers:
- CP5520-25L without Clevis.
- CP5520-25LC with Clevis.



Supercession: CP5520-25L replaces CP5520-2 and CP5520-25LC replaces CP5520-13.

NOTE: For the latest Installation drawing and advice for installation of sleeve and balance bar visit our website: www.apracing.com

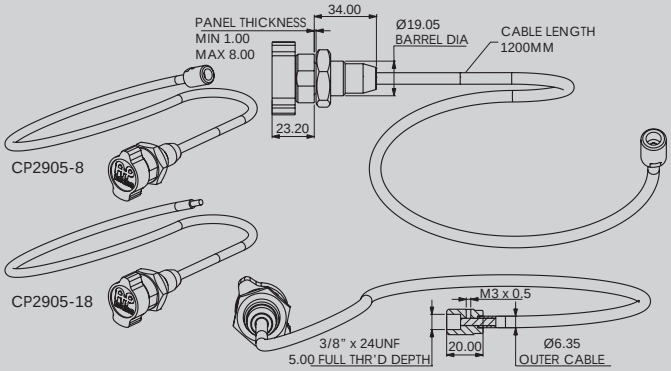


CABLE ADJUSTERS
CP2905-8 (WITH END CONNECTOR).
CP2905-18 (NO END CONNECTOR).

Are high quality balance bar cable adjusters ideal for any competition vehicle. Anodised aluminium alloy body with ¼ turn click stops for positive vibration proof positioning. The Ø3.8mm inner steel cable has a polyethylene 'FR' self extinguishing outer tube and is generally stiffer than most adjuster cables on the market to resist 'windup'. The adjuster body can easily be fitted through a Ø20mm hole in the dashboard. CP2905-8 or -18 are available in 1200mm or 900mm lengths, with an adjustable end fitting, allowing the cable to be cut to the required length, the kit includes cable clips and two directional stickers.

Note: Adjusters available with the following cable lengths, without end connector:

- **CP2905-29** - 900mm of cable / **- CP2905-33** - 1800mm of cable.



Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com

INSTALLATION OF ADJUSTER CABLES

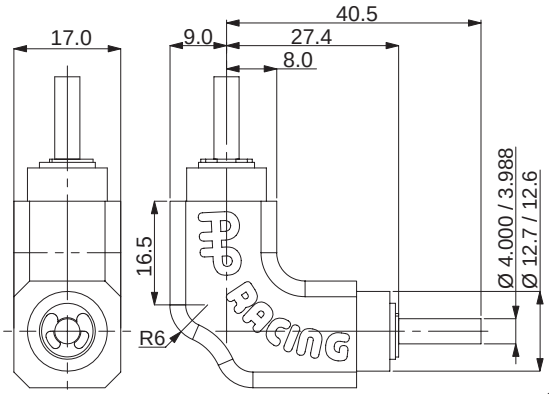
Ensure that the balance bar is correctly installed and turns freely (see above). The cable should not be installed with any bends of less than 50mm (2") radius, otherwise wind-up may occur. For maximum stiffness, the outer cable should be securely fastened in place along its complete length, using the clips provided. Cut the cable to the required length, preferably using an elastic grinding wheel, secure end fitting to balance bar, insert cable and lock in place with grub screw.

RIGHT ANGLED DRIVE ASSEMBLY

CP5500-66 is a device that connects the balance bar cable adjuster CP2905-8 directly to all AP Racing Balance bars, as well as others on the market. CP5500-66 improves the installation and keeps the cable out of the way of the clutch / throttle pedals.

Specifications

- **Type** 90° Bevel Gearbox.
- **Ratio** 1:1 .
- **Max Torque** 0.68Nm
- **Weight** 33g.
- **Backlah** 2°
- **Max Temp** 80°C.



CP4780, Hand Brakes

GENERAL INFORMATION

- Lightweight fabricated base and lever assembly
- Ratchet locking & fly off mechanism incorporated.
- Lever ratio 7:1
- Mounted using spherical bearing.
- Three options available, single circuit, dual circuit, and single circuit with differential release

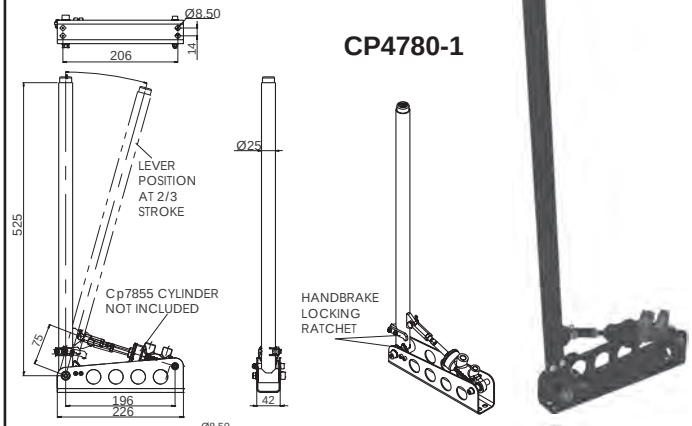
APPLICATION

- General Rally use.

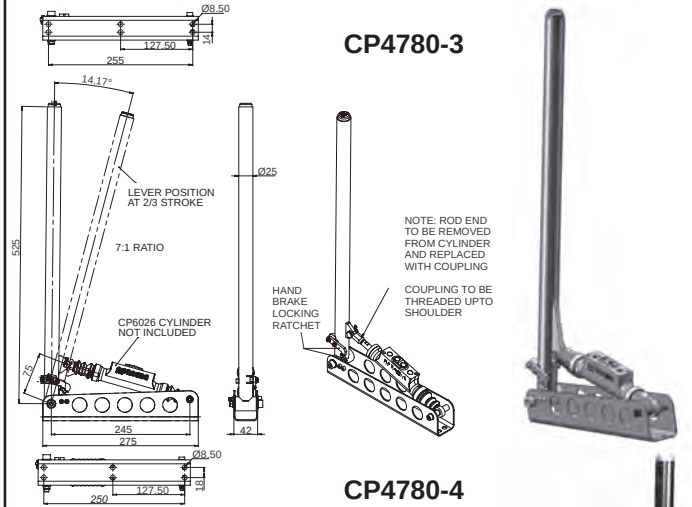
PART NUMBERS AND USAGE GUIDANCE.				
Hand Brake Assy Part Numbers	Hand Brake Single Circuit	Hand Brake Dual Circuit	Hand Brake Single circuit & Differential Release	Master Cylinder Families to be used:
CP4780-1	●			CP7855 Family (See Page 65)
CP4780-3		●		CP6026-91
CP4780-4			●	CP5540 Family (See Page 68)

INSTALLATION DRAWINGS

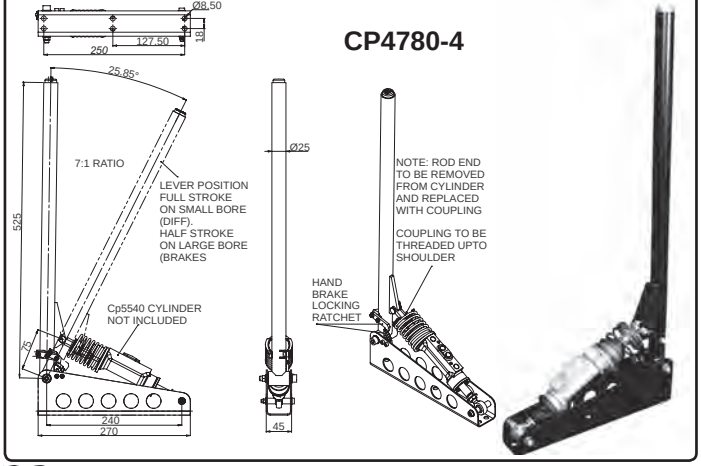
CP4780-1



CP4780-3



CP4780-4



CP6026-91, Hand Brake Cylinder

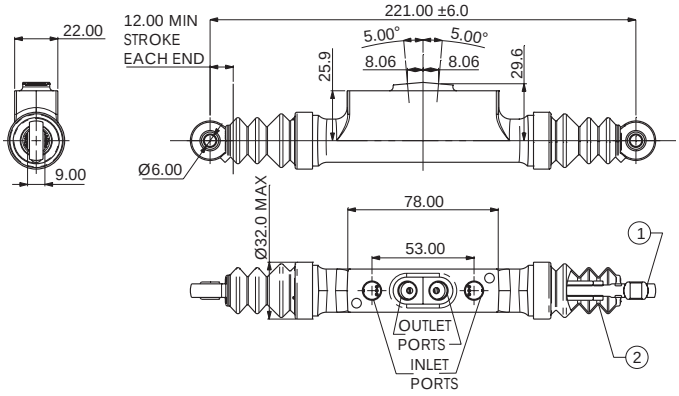
GENERAL INFORMATION

- Double ended hand brake Master Cylinder.
- For use with dual circuits where diagonal brake split is mandatory.
- Forged Aluminium alloy body.
- Lightweight compact design.
- Hard anodised.
- High efficiency push type design.
- Mounted using rod end spherical bearings.
- One piece piston & push rod.
- Rubber boots fitted as standard.
- Alternative bore sizes available, please contact AP Racing Technical Department for more information.

TECHNICAL DETAILS	
Weight	0.25kg (0.55lbs)
Full Stroke	2 x 12mm
Bore Dia.	0.70" (17.8mm)
Travel To Cut-Off	
- Short	0.69 to 1.09mm (.027" to .043")
Hydraulic Thread	
- Outlet	M10 x 1.0
- Inlet	M10 x 1.0
Typical Application	Dual Circuit hand brake systems.

CP6026-91 SPARES LIST			
REF:	**DESCRIPTION**	**PART No.**	**QTY /CYL**
1	Rod End	CP6026-101	2
2	M6 Nut	ME21001	2
ADDITIONAL SPARE PARTS			
Seal Repair Kit (2 off each part) bolts, seals, piston washers & circlips.		CP6025-91RK	

INSTALLATION DRAWING

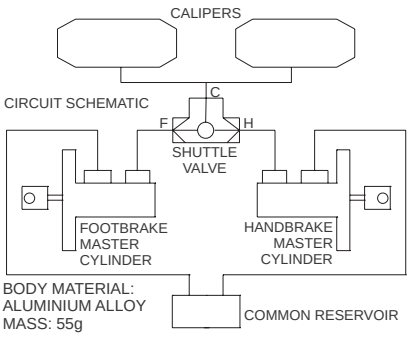


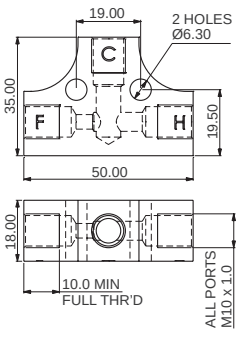
Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com

CP5088-1 SHUTTLE VALVE

The AP Racing shuttle valve is a means of feeding two input hydraulic systems into one output. The output pressure will be as the largest input. A typical usage to separate a hydraulic hand brake from the foot brake system is illustrated below.

IMPORTANT: Foot brake and hand brake master cylinders must be fed from a common reservoir as indicated. When brake is operated from one source, this valve will decay at a rate of about 6bars over 10 minutes. As such, it should not be used to park the car for long periods, unattended.





Radi-CAL™ BRAKE FLUIDS

AP Racing's established and re-branded, range of brake & clutch fluids embrace our Radi-CAL™ philosophy. Following the successful launch of Radi-CAL™ R4 racing fluid, AP Racing chose to re-align its full range of fluids by re-naming PRF660, 600, 551 and Formula Dot 5.1 and changing the bottles and caps (see details below).
NO alterations have been made to the actual brake and clutch fluids themselves.
All AP Racing brake fluids have been developed for use under arduous conditions encountered at all levels of motorsport and performance road environments and are compatible with all AP Racing products, plus conventional hydraulic brake systems designed to conform to S.A.E J1703 & J1704 requirements. Each brake and clutch fluid is supplied in heat sealed 500ml bottles.

Radi-CAL™ R4 BRAKE FLUID

▫ **Part Number**
- CP6005-20 (Case of 20x500ml bottles)

▫ **'Typical' Boiling Points**
- New Dry 340°C
- 'Wet' E.R. 195°C

Radi-CAL™ **R4** has been designed to perform better than any other product at the extremes of heavy duty braking performance, in the top levels of racing. **With the highest dry boiling point of any racing brake fluid currently available, at 340°C (644°F)**, R4 stands alone. With outstanding resistance to vapour lock / pedal fade under the most exacting conditions. A higher vapour lock point means a firmer brake pedal at the extremes of brake temperature. Enhanced lubricity, means this fluid is an even better lubricant than R3, itself a market leader. This helps the life of the metal moving parts of the brake system and increases system efficiency.
Note: R4 can be mixed with DOT3 and DOT4 racing brake fluids, but for maximum product performance the brake system should be thoroughly purged with R4 fluid.

Radi-CAL™ R3 BRAKE FLUID

▫ **PRF660**, Re-branded as - Radi-CAL™ R3
- Silver Bottle with Yellow Cap.

▫ **Part Number**
- CP4660-20 (Case of 20x500ml bottles)

▫ **'Typical' Boiling Points**
- New Dry 325°C
- 'Wet' E.R. 195°C

AP Racing's R3 has a dry boiling point of 320°C (608°F) and has been developed for racing use only. R3 has advanced moisture resistance properties, low levels of viscosity (for ease of bleeding), low levels of compressibility and meets DOT4 specifications. R3 is suitable for all top levels of motorsport where abnormal temperatures are experienced and with the introduction of an inhibitor, can now be used with magnesium components
Note: R3 can be mixed with other DOT4 racing brake fluids, but for maximum product performance the brake system should be thoroughly purged with R3 fluid.

Radi-CAL™ R2 BRAKE FLUID

▫ **600**, Re-branded as - Radi-CAL™ R2
- Silver Bottle with Blue Cap.

▫ **Part Number**
- CP3600-20 (Case of 20x500ml bottles)

▫ **'Typical' Boiling Points**
- New Dry 312°C
- 'Wet' E.R. 195°C

AP Racing's R2 fluid has a dry boiling point of 312°C and has been specially developed to provide outstanding performance for racing applications where braking systems operate at high temperatures. R2 fluid also conforms to and exceeds DOT4 specifications, but **should not be** used with components made from magnesium.
Note: R2 can be mixed with DOT4 racing brake fluids, but for maximum product performance the brake system should be thoroughly purged with R2 fluid.

Radi-CAL™ R1 BRAKE FLUID

▫ **551**, Re-branded as - Radi-CAL™ R1
- Silver Bottle with Black Cap.

▫ **Part Number**
- CP7551-20 (Case of 20x500ml bottles)

▫ **'Typical' Boiling Points**
- New Dry 269°C
- 'Wet' E.R. 140°C

R1 is a brake and clutch fluid suitable for all forms of motorsport and conforms to FMVSS 116 DOT3 specification. R1 is magnesium compatible and has a higher boiling point than normal brake fluids intended for road use.

FACTORY R DOT 5.1 BRAKE FLUID

▫ **Formula Dot 5.1**, Re-branded as - Factory R Dot 5.1 - Yellow Bottle with Yellow Cap.

▫ **Part Number**
- CP4510-20 (Case of 20x500ml bottles)

▫ **'Typical' Boiling Points**
- New Dry 269°C
- 'Wet' E.R. 180°C

Factory R DOT 5.1 is AP Racing's high performance, non silicone based, brake and clutch fluid. Factory R DOT 5.1 is recommended for use in the hydraulic brake and clutch systems of all cars, for which a non- petroleum based fluid is specified. Suitable for high performance applications including vehicles fitted with ABS and ESP is suitable for road and track day use.

ANSWERS TO FREQUENT QUESTIONS

▫ All AP Racing Brake Fluids are Polyalkalene Glycol Ether based, not a silicone based fluid. AP Racing do not sell and do not recommend using a silicone based brake fluid with any of its products.
▫ R1, R2, R3 and R4 brake fluids are intended for competition use only.
▫ AP Racing recommend Factory R Dot 5.1 for road use.
▫ Colour variations may occur in brake fluid due to its manufacturing process. This has no effect on the quality and performance of the product.
▫ The recommended shelf life of an unopened fluid bottle is 18 months. AP Racing recommend any fluid manufactured after that time to be disposed of, and not used.

WARNINGS

▫ **Whilst AP Racing race brake fluids are compatible with DOT3 and DOT4 Polyalkalene Glycol Ether based racing fluids, it is recommended that only one type of fluid is used in a system. When changing over from one of these fluids types to another, a thorough flush through with new fluid is sufficient.**

▫ **DO NOT USE R4 and R2 fluid in contact with any type of magnesium components (e.g. Gearbox / Clutch components) as a chemical reaction is caused, resulting in gases being generated. This will prevent the clutch hydraulics from working efficiently and may damage the magnesium components.**

▫ **Note: For high temperature brake applications using magnesium, AP Racing recommends R3**

▫ To obtain the best performance from racing brake systems, bleed the system thoroughly, immediately prior to each event, using AP Racing brake fluid from a new sealed bottle. This is particularly important in wet or humid conditions or when the brakes are excessively hot. Always use fresh fluid and replace bottle cap when not in use. Never re-use brake fluid. The use of a high temperature fluid should not be used as a substitute for proper brake cooling. Brake temperatures can be determined using AP Racing temperature stickers (CP2650-11) and thermal paints (Kit number, CP2649-1 or -5).
▫ AP Racing brake fluid contains Polyalkalene Glycol Ethers. Keep out of reach of children.
▫ Never transfer to unmarked jars or bottles.
▫ Harmful if swallowed.
▫ Avoid excessive skin contact. Flush affected eyes with water and seek medical aid.
▫ Brake fluids will damage vehicle paint work if spilled.

HYDRAULIC FITTINGS

'O' RING (SEALED) BLEED SCREWS

'O' Ring bleed screws are designed to prevent fluid leakage during bleeding, in conjunction with a specially designed bleed screw port. Now standard fitment on all recent AP Racing caliper designs. AP Racing offer two bleed screws and two o-rings in a kit see details opposite.

CP3880-1
M10 x 1.0
Sealed bleed screw-kit. Kit is 2 x CP4970-125 & 2 x CP4970-124.

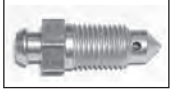
CP3880-2
3/8" x 24UNF
Sealed bleed screw-kit. Kit is 2 x CP5820-123 & 2 x CP6297-111.

BLEEDSCREWS

CP3720-107
M10 x 1.0
With lockwire hole.

CP3720-173
M10 x 1.0

CP3720-182
3/8" x 24UNF

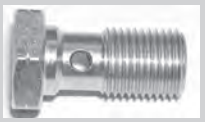


CP4469-101
M7 x 1.0

BANJO'S

Single

- **CP2703** - 3/8"x24UNF
- **CP2677 -** M10 x 1.0



Double

- **CP2673 -** 3/8"x24UNF
- **CP2674 -** M10 x 1.0

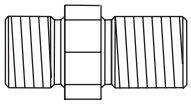
Steel Braided

CP2672 - For -3 Steel braided hose

ADAPTORS & ADAPTOR KITS

CP2270-16
3/8" x 24UNF flat seat & convex seat adaptor.

CP2451
3/8" x 24UNF flat seat & 1/8" BSP concave seat adaptor.



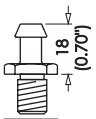
CP2554-108
M10 x 1.0 flat seat & 3/8" x 24UNF convex seat adaptor.

CP6160-107
M10 x 1.0 flat seat & 3/8" x 24UNF convex seat adaptor. For replacing an 'O' Ring type bleed screw.

Push-on Adaptor Kit

- **CP2623-30 -** 7/16" UNF
- **CP4623-2 -** M12 x 1.0

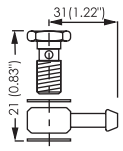
accepts 7.9mm (5/16") inside Ø hose



Push-on Banjo Adaptor Kit

- **CP2623-41 -** 7/16" UNF
- **CP4623-6 -** M12 x 1.0

accepts 7.9mm (5/16") inside Ø hose



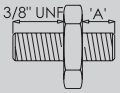
RESERVOIR ADAPTORS

- **CP2623-526**

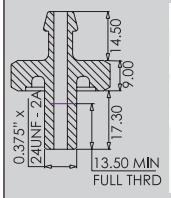
'A' = 7/16" UNF, For CP2709-10/ -15/ -16 & CP2293-141/ -143 Reservoirs.

- **CP4623-107**

'A' = M12 x 1.0 ,For CP4623-4/ -5/ -7/ -8 Reservoirs. Use with 'O' Ring CP6116-109



Push-on Adaptor CP2623-250



Use with 'O' Ring CP6116-109

RESERVOIR OUTLETS

Outlets for CP4709 type fluid reservoirs.

CP4709-105
7/16"UNF
Use with 'O' Ring
CP4709-104

CP4709-106
M12 x 1.0
Use with 'O' Ring
CP4709-104.

CP4709-107
Push-on
Use with 'O' Ring
CP4709-104.

INLET FITTINGS

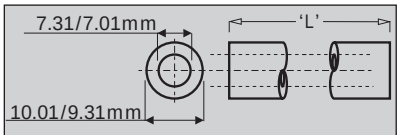
Special inlet fittings for CP6465 Master Cylinder.
Note: These fittings are sold in kits complete with keeper plate, retaining screw & 'O' Ring.

CP6465-10
75° Angle Fitting Kit

CP6465-11
Straight Fitting Kit

CP6465-12
90° Angle Fitting Kit

REMOTE HOSE AND CLIP



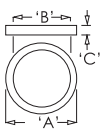
- **CP6614-106** / 'L' = 609mm (24")
- **CP6614-102** / 'L' = 1828mm (72")
- **CP6614-103** / 'L' = 305mm (12")

CP2020-1
To suit outside Ø9.5mm to 13mm.

COPPER GASKETS

KL44517	KL44518	KL44519
'A' 14.2 (0.56")	'A' 17.5 (0.69")	'A' 20.3 (0.80")
'B' 10.2 (0.40")	'B' 11.1 (0.44")	'B' 12.9 (0.51")
'C' 2.0 (0.08")	'C' 1.6 (0.06")	'C' 1.6 (0.06")

KL44520	KL44539
'A' 17.0 (0.67")	'A' 29.5 (1.16")
'B' 12.9 (0.51")	'B' 24.1 (0.95")
'C' 1.22 (.048")	'C' 1.22 (.048")



DRY BLEED SYSTEM (DRY BREAKS)

An affordable Dry Bleed System has been designed for use with any AP Racing caliper using sealed 'O' Ring or Non 'O' Ring bleedscrews. The male dry bleed valve is fitted in place of the bleed screw, and once fitted there should be no need to loosen or remove the coupling unless it is being replaced. The male dry bleeder is basically a valve that is opened when the female bleed valve coupling (CP6300-31 or CP6300-32) is connected to it.

The female coupling is connected to a bleed pipe and container, allowing brake fluid to be pushed through the system to bleed it. The CP6300-32 bleed coupling is designed for use with standard plastic bleed tubes and incorporates a non-return valve for one man bleeding.

Another advantage of the dry bleed system is that it removes the possibility of introducing air into the system via bleed screws, when vacuum bleeding. The dry bleed caliper fittings are available with M10 x 1.0mm (CP6300-21) or 3/8" UNF (CP6300-27 or -30) threads. When fitting the dry bleed valve in to the caliper, a small amount of Loctite 270 should be applied to the thread and the coupling tightened to a torque of 13Nm. Seal kits are available for the male dry bleed valves. See table below for part numbers.

Important Note:
Fitting the dry bleed system may affect the radial profile of the caliper. It is therefore essential that the clearance between the caliper assembly and wheel is checked carefully prior to running the car.

PART NUMBERS

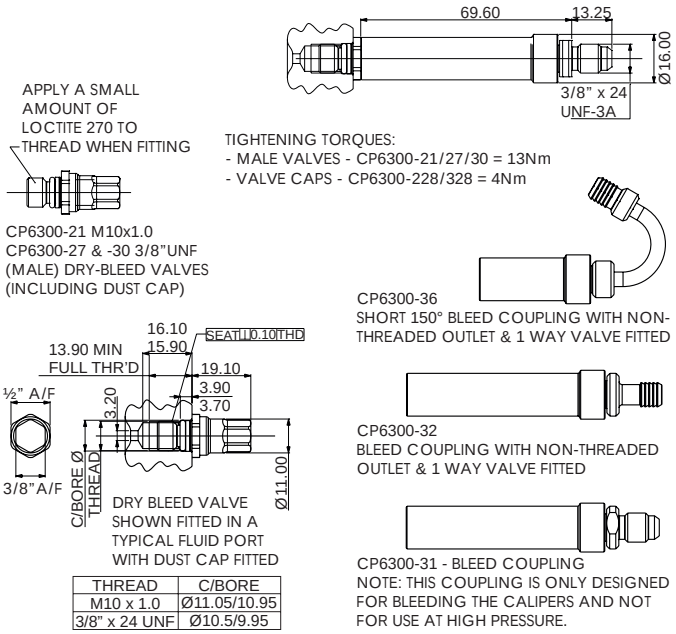
Dry Bleed Valves	Thread	Material	Weight	Repair Kit	Replaced Bleedscrews
CP6300-21	M10x1.0	S/Steel.	16g	CP6300-21RK	CP4970-125 CP4970-140 CP4970-136
CP6300-27	3/8" UNF	S/Steel.	16g	CP6300-30RK	CP5820-115 CP6297-112
CP6300-30		Titanium	8g		
CP6300-39		Aluminium	8g		
CP6300-28 (Non 'O' Ring version)	M10x1.0	S/Steel	17g	CP6300-28RK	3846-268 CP3720-173 CP3720-183 CP3720-107 CP3894-138
CP6300-37 (Non 'O' Ring version)	3/8" UNF	S/Steel	17g		3846-227 CP3720-182

Bleed Coupling	
NB: These couplings are only designed for bleeding the calipers and not for use at high pressure.	
CP6300-31	Threaded for connection to braided brake hose.
CP6300-32	For connection to plastic bleed pipe. Incorporates non-return valve.
CP6300-36	Short 150° Bleed coupling with non threaded outlet and one way valve fitted.
SEAL REPAIR KIT **CP6300-32RK** AVAILABLE FOR CP6300-31 / -32 & -36.	

INSTALLATION DRAWINGS

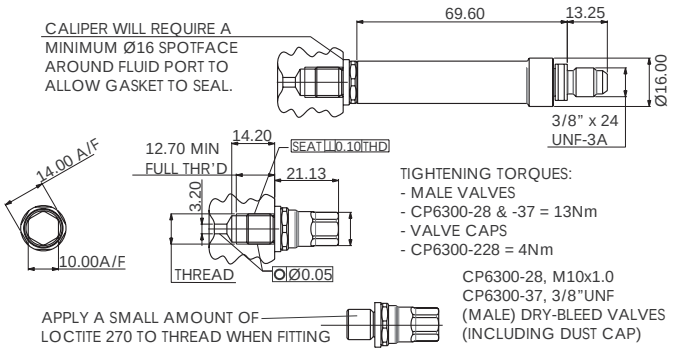
- **For latest installation drawing please visit www.apracing.com**

Drawing For CP6300-21 / CP6300-27 & CP6300-30



THREAD	C/BORE
M10 x 1.0	Ø11.05/10.95
3/8" x 24 UNF	Ø10.5/9.95

Drawing For CP6300-28 & CP6300-37



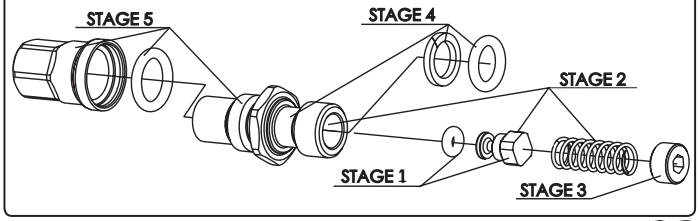
INSTRUCTIONS FOR ASSEMBLY OF CP6300-21, -27, -28, 30 & -37 DRY BLEED VALVES

- For latest installation drawing please visit www.apracing.com.

Note - Lubricate 'O' Ring Seals with clean new brake fluid.

- **Stage 1** - Fit 'O' Ring seal to plunger.
- **Stage 2** - Slide plunger and spring into bore.
- **Stage 3** - Apply a small amount of loctite 270 to the spring retainer threads & screw until flush with end of bore. Should screw up flush to the end of body. When tightening spring it should push plunger near to flush at the other end of the body.
- **Stage 4** - Fit anti-extrusion ring & 'O' Ring seal to outside of body.
- **Stage 5** - Fit 'O' Ring seal and cap to outside of body.

NOTE:
- For CP6300-21 The 'O' Rings in stage 4 & stage 5 are the same.
- For CP6300-27 & -30. The 'O' Ring for stage 4 is different to stage 5.



PROPORTIONING VALVES

GENERAL DESCRIPTION

These valves have been specially designed for use in competition vehicles where it is desired to reduce the hydraulic line pressure, and therefore braking effort, of the rear brakes to compensate for varying road / track conditions or vehicle handling characteristics.

GENERAL INFORMATION

◘ INSTALLATION

To obtain the best performance using these valves, the brake balance should be biased towards the rear, so that with the valve piped into the rear line and set in position 7, or the cap screwed right in (clockwise), where virtually no reduction occurs, the balance is as much to the rear as will ever be needed. Placing the control lever in positions either 6 to 1 (or screwing the cap outwards) will progressively reduce the rear line pressure, giving more bias to the front.

◘ WARNING

Due to internal adjustments set by AP Racing, do not strip these assemblies.

- DO NOT attempt any modification of these valves.
- Strictly for competition use only.

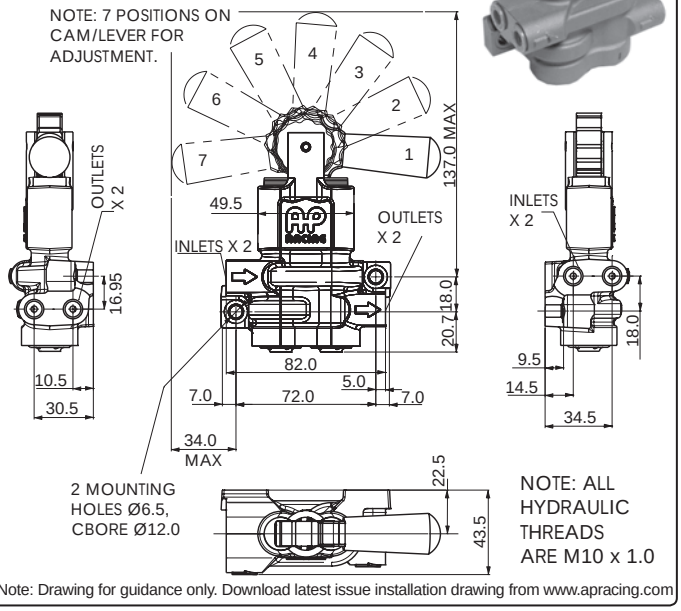
◘ NOTE

These proportioning valves are suitable for use with any brake fluid that conforms to DOT 3, DOT 4 or DOT 5.1 standards, but best all-round performance will be achieved with either AP Racing R4,R3 or R2 brake fluids.

CP4550-1 - TWIN BORE LEVER TYPE

This twin bore lever type, is a 2 in and 2 out valve. This valve enables the user to utilise original fluid pipe runs on Grp 'N' or similar applications, where a tandem master cylinder (diagonal split system) is specified. This provides the driver, with seven distinct settings from which to select the most suitable braking ratio.

Basic Installations



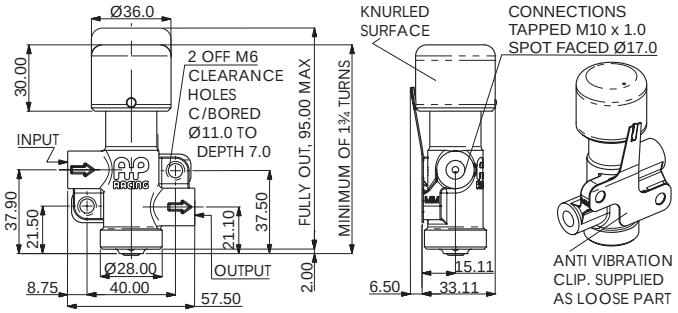
Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com

CP3550-14 SCREW TYPE

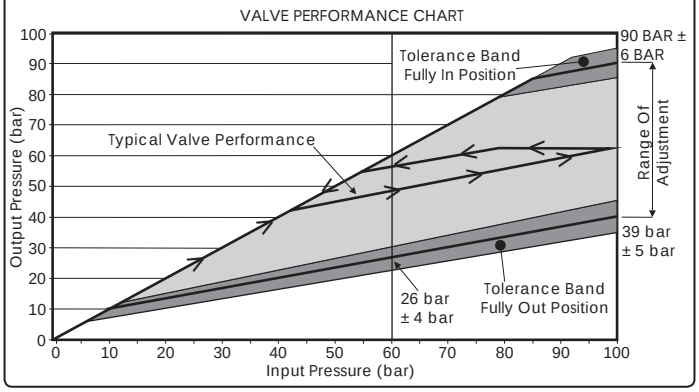
This screw type offers infinite adjustment within the limits of normal brake operation.
With the cap screwed fully in no reduction in output pressure occurs, with the cap screwed fully out output pressure is reduced to approximately 1/3rd of input pressure.

Basic Installations

Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com



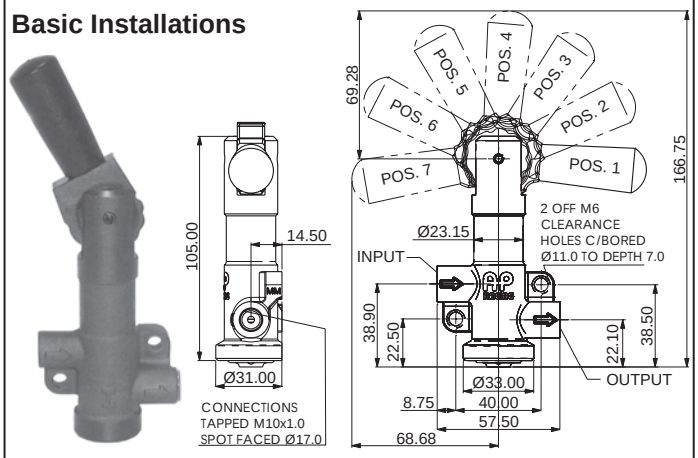
Performance Details



CP3550-13 - 7 POSITION LEVER TYPE

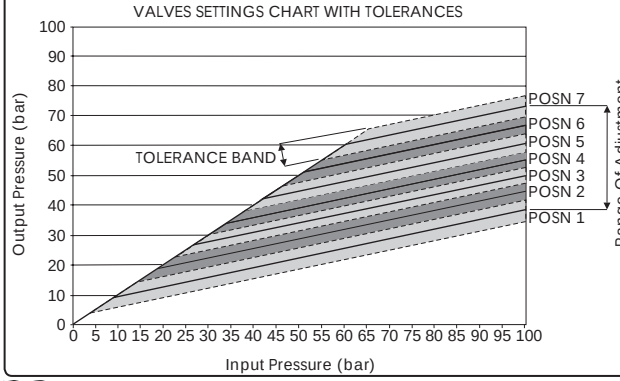
This lever type valve provides the driver, or the co-driver with seven distinct settings from which to select the most suitable braking ratio.

Basic Installations

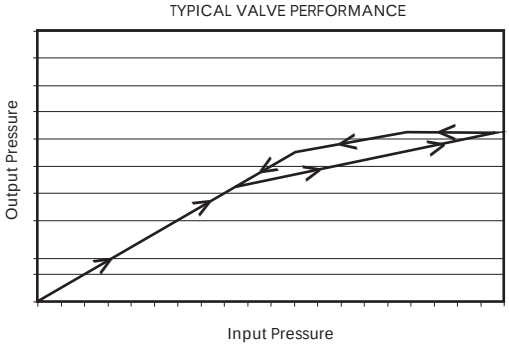


Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com

Performance Details For CP4550-1 & CP3550-13 Lever Type



Output Pressure With 100 bar Input Pressure			
Posn	**Nom**	**Min**	**Max**
1	38.0	34.5	41.5
2	44.5	41.5	47.5
3	50.0	47.5	52.5
4	55.0	52.5	57.5
5	60.5	57.5	63.5
6	66.5	63.5	69.5
7	73.0	69.5	76.5

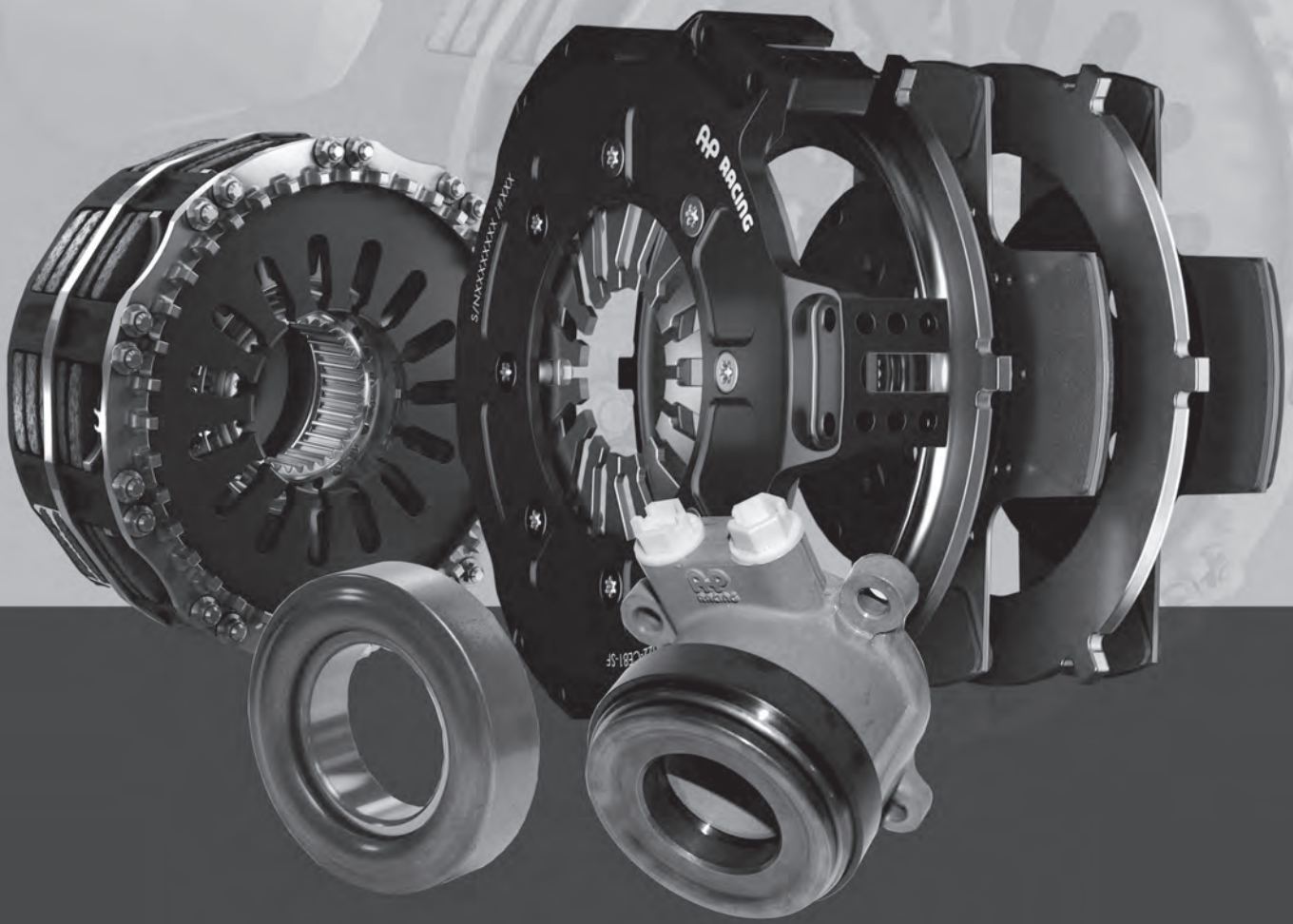


CLUTCHES

For many years, AP Racing has been the world leader in the design and manufacture of race and performance road clutch systems, extending the boundaries of clutch technology further each year and winning many championships worldwide.
The AP Racing clutch ranges consist of Carbon/Carbon and Metallic (Sintered and Cerametallic), race types.
Accessories such as slave cylinders, release bearings and mounting studs, are also available.

Each section provides relevant technical information, regarding each product range, as well as individual components, if you require further details please contact AP Racing technical department.

- CARBON / CARBON CLUTCHES
- METALLIC (SINTERED & CERAMETALLIC) RACE CLUTCHES
- HYDRAULIC SLAVE CYLINDERS
- RELEASE BEARINGS
- CLUTCH MOUNTING STUDS



CARBON / CARBON CLUTCH - General Information

INTRODUCTION & RANGE DETAILS

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.
In Formula 1, AP Racing has supplied every championship winning team / constructor with their individual clutch requirements since 1967 Dutch Grand Prix, an achievement everyone at AP Racing is proud of.

THE RANGE

The AP Racing range of carbon/carbon clutches has been developed over the last 35 years, from experience gained supplying over 800 Grand Prix victories, making AP Racing the world leading carbon/carbon clutch manufacturer.
During these years AP Racing has pushed the boundaries of clutch design and brought many new technologyies, to the carbon clutch market, enabling every form of motorsport to benefit from the advantages of a carbon/carbon clutch.

AP Racing's carbon/carbon clutch range encompasses 'push' and 'pull' type designs with twin, triple and four plate units, from Ø115mm to Ø200mm diameters, all benefiting from the latest Formula One technology.
The carbon/carbon clutches detailed in this catalogue, are selected from the extensive range produced by AP Racing, **however not all are included. Visit www.apracing.com** to find out those other options, and for up to date information or contact AP Racing technical department for advice.
Included on pages 92 to 95 is information on operating instructions for carbon clutches, an explanation of a typical clutch plot, whilst below is an explanation of our part numbering system.

STANDARD CARBON CLUTCH FEATURES

- **One piece cover and lug design** - Machined from solid billet - for rigidity and strength.
- **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.**

CARBON / CARBON CLUTCH RANGE - Note: For smaller diameter clutches please contact AP Racing.

Clutch Dia	Clutch Actuation	Carbon/Carbon Clutch Part No	No. of Carbon Driven Plates	Flywheel Details	Main Pressure Plate Ratio	Typical Application	Comments
115mm	Push	CP8153-SE02-SN	3	10 Bolt fixing. Stepped Flywheel	EHR	- Single Seater.	- Standard Ø115mm Push Type. - Interchangeable with CP6074 Sintered Race Clutch.
	Pull	CP8273-DE03-SP	3		EHR	- Single Seater	- Pull type lug drive clutches. Offer increased efficiency over conventional push type designs. Optional Slave Cylinder assembly.
138mm	Push	CP8662-NH01-SP	2	8 Bolt fixing. Stepped Flywheel.	HiR	- F3. - Single Seater.	- High temperature diaphragm spring version of CP7142. Cushion pressure plate fitted.
140mm	Push.	CP7142-CM01-SN	2	8 Bolt fixing. Stepped Flywheel.	MHR	- General Use.	- Standard Ø140mm lug drive clutches. - Standard height. - CP7142 & CP7143 are not suitable for GT applications due to restricted wear in.
		CP7143-CM01-SN	3		MHR		
	Pull.	CP7223-OH02-FC	3	10 Bolt fixing. Flat Flywheel.	HiR	- Endurance Racing. - GT.	- Pull type lug drive clutches. - Offer increased efficiency over conventional push type designs. - Optional Slave Cylinder assembly.
	Push.	CP6913-OH02-FN	3	10 Bolt fixing. Flat Flywheel.	HiR	- Endurance. - GT.	- Push type versions of CP7223.
		CP6914-OH02-FN	4		HiR		
184mm	Push	CP8792-OV22-SP	2	6 Bolt fixing. Stepped Flywheel.	VHR	- WTC	- Cushion pressure plate system fitted.
		CP8039-OV02-SP	2	12 Bolt fixing. Stepped Flywheel.	VHR	- Touring Car - WRC	- CP8039 replaced CP8032. - Cushion pressure plate system fitted.
200mm	Push.	CP7213-CL01-FN	3	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.
		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 — CP8153-SE02-SN

Diaphragm Spring Type	Ratio	Material Code	Flywheel Type
C = CRV (Double Grey)	**E** = EHR (Extra High Ratio)	**01** = Aluminium Cover / Steel Pressure Plate / Carbon Type = S1	FN = Standard Flat
D = GLD (Gold)	**H** = HiR (High Ratio)	**02** = Aluminium Cover / Steel Pressure Plate / Carbon Type = S3	SN = Standard Stepped
G - GRY (Grey)	**L** = LoR (Low Ratio)	**03** = Steel Cover / Steel Pressure Plate / Carbon Type = S3	FC = Flat with CFS
N = GRN (Green)	**M** = MHR (Mega High Ratio)	**06** = Titanium Cover / Titanium Pressure Plate / Carbon Type = S3	SC = Stepped with CFS
O = ORA (Orange)	**S** = SHR (Super High Ratio)	**22** = Aluminium Cover / Steel Pressure Plate / Carbon Type = S6	FP = Flat with Cushion P/Plate
S = SLV (Silver)	**U** = UHR (Ultra High Ratio)	**28** = Aluminium Cover / Steel Pressure Plate / Carbon Type = S9	SP = Stepped with Cushion P/Plate
T = TGY (Triple Grey)	**V** = VHR (Very High Ratio)		

CP8153
Ø115mm, Heavy Duty, Push Type

Aluminium cover shown

TYPICAL APPLICATION
- **Single Seater.**

FEATURES
- **10 Bolt, One piece cover and lugs.**
- **Heavy duty carbon.**
- **Clutch ratio** - EHR (Extra High)
- **Push type.**
- **Interchangeable with CP6074 Sintered race clutch.**
- **Heavy duty option available CP8253 Family**

AVAILABLE OPTIONS
- **Two diaphragm spring variants** - **S** (SLV) / **D** (GLD).
- **Two cover & pressure plate material variants.**

(02) Aluminium & Steel & (03) Steel & Steel.
- **Flywheel options. - FN**, Standard flat / **SN**, Standard stepped.
- **Two Carbon/Carbon duty materials.** - Standard & Heavy.

SAMPLE PART NUMBER
- **3 Plate, Stepped flywheel** - CP8153-SE02-SN
- **3 Plate, Flat flywheel** - CP8153-DE02-FN

- Other part numbers available, please refer to customer installation drawing or contact AP Racing technical department.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS FOR CP8153-SE02-SN ONLY		
Torque Capacity	758Nm (559lbft)	
"Wear In" between P/Plate changes		0.50mm
Total allowable carbon stack wear		4.0mm
Release Loads	Max peak new	4950N
	Max peak worn	4050N
Set-up Height (New)		39.74mm
Set-up Height (Worn)		42.09mm
Weight		1.59Kg
Complete Assy Inertia		0.00365Kgm²
Driven Plate & Hub Inertia		0.000691Kgm²
MAIN PRESSURE PLATES		
Ratio	EHR	
Material	Stainless Steel	
Pressure Plate Kits	.5mm to 3.5mm (0.5mm Steps) = **CP8153-9SS** .25mm to 3.25mm (0.5mm Steps) = **CP8153-10SS**	
HUB OPTIONS		
Material	Steel	
1.16" x 26T	CP5323-110S	
More hubs are available with other spline sizes, contact AP Racing.		
RELEASE BEARING OPTIONS		
Outer Race Rotates		CP3457-1 or CP3457-24
Inner Race Rotates		CP3457-11

CP8273
Ø115mm, 3 Plate, Pull Type

Steel cover shown

TYPICAL APPLICATION
- **Single Seater.**

FEATURES
- **10 Bolt, One piece cover & lugs.**
- **Clutch ratio** - EHR (Extra High)
- **Pull type configuration** - increased efficiency in terms of clamp and release loads.
- **Heavy duty carbon.**
- **Pull type version of CP8153.**

AVAILABLE OPTIONS
- **Two diaphragm spring variants:- C** (CRV) and **D** (Gold).
- **Two Cover & Pressure plate material variants.**

(02) Aluminium & Steel & **(03)** Steel & Steel.
- **Flywheel options - FN**, Standard flat - **FP**, Flat with CPS, (Cushion Pressure Plate System) / **SN**, Standard stepped / **SP**, Stepped with CPS, (Cushion Pressure Plate System).

*__Note:__ Standard options utilise Pressure plates not fulcrum rings, please contact AP Racing for Part Number details.

SAMPLE PART NUMBERS
- **3 Plate, Flat flywheel with CPS** - CP8273-DE03-FP.
- **3 Plate, Stepped flywheel with CPS** - CP8273-DE03-SP.

- Other part numbers available, please refer to customer installation drawing or contact AP Racing technical department.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS FOR CP8273-DE03-SP ONLY		
Torque Capacity	1092Nm (805lbft)	
"Wear In" between P/Plate changes		1.1mm
Total allowable carbon stack wear		6.0mm
Release Loads	Max peak worn	6700N
	Max peak new.	4100N
Set-up Height (New)		38.14 / 36.71mm
Set-up Height (Worn)		30.63mm
Weight		1.89Kg
Complete Steel Assy Inertia		0.005084Kgm²
Driven Plate & Hub Inertia		0.0007842Kgm²
FULCRUM RING SHIMS		
Ratio	EHR	
Material	Stainless Steel	
Fulcrum Shim Kits	0.10mm to 2.30mm (0.20mm Steps) = **CP8273-17** 2.50mm to 4.90mm (0.20mm Steps) = **CP8273-18**	
HUB OPTIONS		
Material	Steel	
1.00" x 23T	CP8273-122S	
1.16" x 26T	CP8273-121S	
More hubs are available with other spline sizes, contact AP Racing.		
SLAVE CYLINDER		
Recommended Slave Cylinders		CP8275-2, CP6245-7 or CP6245-8

CP8662

Ø138mm, Push Type, Formula 3

TYPICAL APPLICATIONS

▫ **Formula 3 /** ▫ **Single Seater**

FEATURES

▫ **8 Bolt, One piece cover and lugs.**
▫ **High temperature diaphragm spring** - Increased durability / Improved resistance to temperature abuse.
▫ **Normal duty carbon.**
▫ **Clutch ratio -** HiR (Extra High)
▫ **Push type.**
▫ **Stepped flywheel fixing** - inner diameter location.

AVAILABLE OPTIONS

▫ **Two diaphragm spring variants** - **B** (BUF) / **N** (Green).
▫ **Cover / Pressure Plate & Carbon material variants - (01)** Aluminium/ Steel & Normal Duty / **(22)** Aluminium/Steel & Medium Duty.

SAMPLE PART NUMBER

▫ **2 Plate, Stepped flywheel with cushion pressure plate.**
- CP8662-NH01-SP
- Other part numbers available, please refer to customer installation drawing or contact AP Racing technical department.

▫ **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS FOR CP8662-NH01-SP ONLY		
Torque Capacity	487Nm (359lbft)	
"Wear In" between P/Plate changes		0.50mm
Total allowable carbon stack wear		4.0mm
RELEASE LOADS		
Max peak worn	Ø38mm Fulcrum	450daN
	Ø50mm Fulcrum	550daN
At travel	Ø38mm Fulcrum	340daN
	Ø50mm Fulcrum	405daN
Set-up Height (New)	Ø38mm Fulcrum	32.78 / 31.10mm
	Ø50mm Fulcrum	32.57 / 31.05mm
Set-up Height (Worn)	Ø38mm Fulcrum	34.27mm
	Ø50mm Fulcrum	33.79mm
Weight		1.81Kg
Complete Assy Inertia		0.006145Kgm²
Driven Plate & Hub Inertia		0.008171Kgm²
FULCRUM RING SHIMS		
Ratio	HiR	
Material	Stainless Steel	
Fulcrum Plate Kits	.5mm to 3.5mm (0.5mm Steps) = **CP8662-6** .25mm to 3.25mm (0.5mm Steps) = **CP8662-7**	
HUB OPTIONS		
Material	Steel	
1.00 x 23T	CP5142-102S	
More hubs are available with other spline sizes, contact AP Racing.		
Ø50MM FULCRUM RELEASE BEARING OPTIONS		
Outer Race Rotates		CP3457-1 or CP3457-9
Inner Race Rotates		CP3457-11

CP7142 / CP7143

Ø140mm, Standard, Push Type.

TYPICAL APPLICATIONS

▫ **Single Seater /** ▫ **Touring Car**

FEATURES

▫ **8 Bolt, One piece Aluminium cover and lugs.**
▫ **Push type.**
▫ **Stepped flywheel fixing** - inner diameter location.
▫ **Heavy duty option available with low height and inertia, CP7322.**

AVAILABLE OPTIONS

▫ **Two diaphragm spring variants C** (CRV) or **G** (GRY)
▫ **Three ratio variants - E** = (EHR) Extra High / **H** = (HiR) High **M** = (MHR) Mega
▫ **Cover & Pressure plate material variants** - **(01)** Aluminium & Steel / **(08)** Aluminium & Titanium.
▫ **Two Carbon/Carbon duty materials -** Standard or Heavy.
▫ **Flywheel Options - FN**, Standard flat / **SN**, Standard stepped / **FC**, Flat with CFS (Cushion flywheel system) / **SC,** Stepped with CFS (Cushion flywheel system).

SAMPLE PART NUMBERS

▫ **2 Plate, Stepped flywheel** - CP7142-CM01-SN
▫ **3 Plate, Stepped flywheel** - CP7143-CM01-SN
▫ **3 Plate, Flat flywheel** - CP7143-CM01-FN
- Other part numbers available, please refer to customer installation drawing or contact AP Racing technical department.

▫ **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS FOR CP7142-CM01-SN & CP7143-CM01-SN ONLY		
Clutch Part No.	**CP7142-CM01-SN**	**CP7143-CM01-SN**
Torque Capacity	741Nm (547lbft)	1112Nm (851lbft)
"Wear In" between P/Plate changes	0.5mm	0.5mm
Total allowable carbon stack wear	4.0mm	6.0mm
RELEASE LOADS		
Max peak worn	450daN	450daN
Max peak new	340daN	340daN
Set-up Height (New)	31.54mm	40.54mm
Set-up Height (Worn)	34.58mm	43.58mm
Weight	1.4Kg	2.2Kg
Complete Assy Inertia	0.0064Kgm²	0.0076Kgm²
D/Plate & Hub Inertia	0.00089Kgm²	0.00095Kgm²
MAIN PRESSURE PLATE SHIMS		
Ratio	MHR	
Material	Steel	
Pressure Plate Kits	.5mm to 3.5mm (0.5mm steps) = CP4502-13 .25mm to 3.25mm (0.5mm steps) = CP4502-14	.5mm to 5.5mm (0.5mm steps) = CP4502-9 .25mm to 5.25mm (0.5mm steps) = CP4502-10
HUB OPTIONS		
Material	Steel	Steel
Spline	1.16" x 26	1.16" x 26
Part No	CP5142-102S	CP5143-102S
More hubs available with other spline sizes, contact AP Racing.		
RELEASE BEARINGS OPTIONS		
Outer Race Rotates	CP3457-1 or CP3457-9	
Inner Race Rotates	CP3457-11	

CP6913 / CP6914

Ø140mm, Standard, Push Type

TYPICAL APPLICATIONS

▫ **GT** / ▫ **Endurance racing**

FEATURES

- ▫ **10 Bolt, One piece cover and lugs.**
- ▫ **3 or 4 Plate.**
- ▫ **Push type.**
- ▫ **Standard flat flywheel fixing.**
- ▫ **Heavy duty carbon.**
- ▫ **High (HiR) only.**
- ▫ **Push type version of CP7223 Family.**

AVAILABLE OPTIONS

- ▫ **Two diaphragm spring variants** - **G** (GRY) and **O** (ORA).
- ▫ **Cover material variants - CP6913** - Aluminium, Steel or Titanium. / **CP6914** is only available in Aluminium.
- ▫ **CP6913 has Cushion Pressure Plate System (CPS) option.**

SAMPLE PART NUMBERS

- ▫ **3 Plate, Flat flywheel & Aluminium cover** - CP6913-OH02-FN
- ▫ **3 Plate, Flat flywheel & Steel cover** - CP6913-OH03-FN
- ▫ **4 Plate, Flat flywheel & Aluminium cover** - CP6914-OH02-FN

- Other part numbers available, please refer to customer installation drawing or contact AP Racing technical department.

▫ **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS FOR CP6913-OH02-FN & CP6914-OH02-FN ONLY		
Clutch Part No.	**CP6913-OH02-FN**	**CP6914-OH02-FN**
Torque Capacity	1142Nm (842lbft)	1523Nm (1123lbft)
"Wear In" between P/Plate changes	1.25mm	1.25mm
Total allowable carbon stack wear	6.0mm	6.0mm
RELEASE LOADS.		
Max peak worn	780daN	850daN
Max peak new	580daN	685daN
Set-up Height (New)	40.75 / 39.80mm	46.34 / 44.54mm
Set-up Height (Worn)	44.45mm	50.06mm
Weight	2.25Kg	2.4Kg
Complete Assy Inertia	0.00756Kgm²	0.007753Kgm²
D/Plate & Hub Inertia	0.001214Kgm²	0.001486Kgm²
MAIN PRESSURE PLATES		
Ratio	HiR	
Material	Stainless Steel	
Pressure Plate Kits	.5mm to 4.5mm (0.5mm Steps) = CP6514-4SS .25mm to 4.25mm (0.5mm Steps) = CP6514-5SS	
HUB OPTIONS		
Material	Steel	Steel
Spline	1.16" x 26	1.16" x 26
Part No.	CP5143-104S	CP6904-112S
More hubs available with other spline sizes, contact AP Racing.		
RELEASE BEARINGS OPTIONS		
Inner Race Rotates	CP3457-16	CP3457-16

CP7223

Ø140mm, Pull Type

TYPICAL APPLICATIONS

▫ **GT** / ▫ **Endurance racing.**

FEATURES

- ▫ **10 Bolt, One piece cover and lugs.**
- ▫ **Pull type configuration** - increased efficiency in terms of clamp and release loads.
- ▫ **Flat flywheel fixing.**
- ▫ **Heavy duty carbon material.**
- ▫ **Heavy duty option available, CP7923. See website for details.**
- ▫ **Note: 4 Plate version available for high torque GT Cars, CP7224-OH03-FC**

AVAILABLE OPTIONS

- ▫ **Three diaphragm spring variants** - **B** (BUF), **G** (GRY) & **O** (ORA).
- ▫ **Two ratio variants** - **E** = (EHR) Extra High / **H** = (HiR) High.
- ▫ **Four Cover & Pressure plate material variants** - **(02)** Aluminium & Steel / **(03)** Steel & Steel / **(05)** Titanium & Steel / **(08)** Aluminium & Titanium.
- ▫ Flywheel options - **FN**, Standard flat / **- FC**, Flat with CFS, (Cushion Flywheel System).

SAMPLE PART NUMBERS

- ▫ **3 Plate, Flat flywheel** - CP7223-OH02-FN.
- ▫ **3 Plate, Flat flywheel with CFS** - CP7223-OH02-FC.

- Other part numbers available, please refer to customer installation drawing or contact AP Racing technical department.

▫ **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS FOR CP7223-OH02-FN ONLY		
Torque Capacity	1142Nm (842lbft)	
"Wear In" between P/Plate changes		1.50mm
Total allowable carbon stack wear		6.0mm
Release Loads	Max peak worn	570daN
	At travel	400daN
Set-up Height (New)		37.57 / 36.33mm
Set-up Height (Worn)		29.72mm
Weight		1.89Kg
Complete Assy Inertia		0.006438Kgm²
Driven Plate & Hub Inertia		0.001219Kgm²
MAIN PRESSURE PLATES		
Ratio	HiR	
Material	Stainless Steel	
Pressure Plate Kits	.5mm to 4.5mm (0.5mm Steps) = **CP6504-7SS** .25mm to 4.25mm (0.5mm Steps) = **CP6504-8SS**	
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 Cylinders		CP6245-7 or CP6245-8

CP8039

Ø184mm, 12 Bolt, Push Type

TYPICAL APPLICATIONS

- **Designed for front wheel drive Touring car applications.**
- **NOTE:** For high torque launch applications, i.e. Rear wheel drive cars, use 12 Station cushion pressure plated clutch **CP8032**, which has a higher cushion rate for the same torque capacity as CP8039. See website for details.

FEATURES

- **12 Bolt, One piece Aluminium cover and lugs.**
- **6 Station cushion pressure plated fitted.**
- **Steel pressure plate.**
- **Heavy & Normal duty carbon stack options.**
- **Very high ratio (VHR) option only.**
- **Stepped flywheel fixing** - inner diameter location.
- **Supercedes CP8032 Assemblies.**

AVAILABLE OPTIONS

- **Two diaphragm spring variants** - **C** (CRV) or **O** (ORA).
- **Three Cover / Pressure plate material & carbon type variants** - **(01)** Aluminium / Steel & normal duty / **(02)** Aluminium / Steel & heavy duty / **(22)** Aluminium / Steel & medium duty.
- **Flywheel Options - SN**, Standard stepped / **SP**, Stepped with CPS, (Cushion Pressure Plate System).

SAMPLE PART NUMBERS

- **2 Plate, Stepped flywheel with cushion pressure plate** - CP8039-OV02-SP
- **'P'** suffix denotes cushion pressure plate using fulcrum ring type pressure plate. Other part numbers available, please refer to customer installation drawing or contact AP Racing technical department.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS FOR CP8039-OV02-SP ONLY		
Torque Capacity	629Nm (463lbft)	
"Wear In" between P/Plate changes		1.20mm
Total allowable carbon stack wear		4.0mm
Release Loads	Max peak worn.	415daN
	At travel.	295daN
Set-up Height (New)		33.24 / 31.81mm
Set-up Height (Worn)		37.91mm
Weight		2.97Kg
Complete Assy Inertia		0.017689Kgm²
Driven Plate & Hub Inertia		0.00253Kgm²
FULCRUM RING SHIMS		
Ratio	VHR	
Material	Stainless Steel	
Fulcrum Plate Kits	.5mm to 2.5mm (0.5mm Steps) = **CP8032-8** .25mm to 2.75mm (0.5mm Steps) = **CP8032-9**	
HUB OPTIONS		
Material	Steel	
1.00" x 23	CP7832-120S	
25.5" x 25	CP7832-121S	
More hubs are available with other spline sizes, contact AP Racing.		
RELEASE BEARING OPTIONS		
Outer Race Rotates		CP3457-19

CP8792

Ø184mm, 6 Bolt, Push Type

TYPICAL APPLICATIONS

- **Touring Car.**

FEATURES

- **6 Bolt, one piece Aluminium cover and lugs.**
- **Steel pressure plate.**
- **Push type.**
- **Very High Ratio (VHR) option only.**
- **Stepped flywheel fixing** - inner diameter location.
- **Cushion pressure plate fitted.**

AVAILABLE OPTIONS

- **Two diaphragm spring variants** - **O** (ORA) / **C** (CRV).
- **Two Cover / Pressure plate material & carbon type variants** - **(01)** Aluminium/Steel & Normal Duty / **(22)** Aluminium / Steel & Medium Duty.
- **Flywheel options - SN**, Standard stepped / **SP**, Stepped with CFS, (Cushion Flywheel System).

SAMPLE PART NUMBER

- **Single Plate, Stepped flywheel with cushion pressure plate.**
- CP8792-OV22-SP.
- **'P'** Suffix denotes cushion pressure plate using fulcrum ring type pressure plate.
- Other part numbers available, please refer to customer installation drawing or contact AP Racing technical department.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS FOR CP8792-OV22-SP ONLY		
Torque Capacity	741Nm (546lbft)	
"Wear In" between P/Plate changes		1.25mm
Total allowable carbon stack wear		4.0mm
Release Loads	Max peak worn	445daN
	Max peak new	375daN
Set-up Height (New)		31.57 / 30.04mm
Set-up Height (Worn)		36.24mm
Weight - (inc hub & Steel Main P/Plate)		2.4Kg
Complete Assy Inertia		0.01384Kgm²
Driven Plate & Hub Inertia		0.002215Kgm²
FULCRUM RING SHIMS		
Ratio	VHR	
Material	Stainless Steel	
Fulcrum Plate Kits	.5mm to 2.5mm (0.5mm Steps) = **CP8032-8** .25mm to 2.75mm (0.5mm Steps) = **CP8032-9**	
HUB OPTIONS		
Material	Steel	
1.00" x 23	CP8972-105S	
25.5mm x 24	CP8972-106S	
More hubs are available with other spline sizes, contact AP Racing.		
RELEASE BEARING OPTIONS		
Outer Race Rotates		CP3457-19

CP7212 / CP7213

Ø200mm, 2 & 3 Plate, Push Types

TYPICAL APPLICATIONS

¤ WRC / ¤ Rallycross version available CP7313 family, see website for details.

FEATURES

- **¤ 12 Bolt, One piece Aluminium cover and lugs.**
- **¤ Steel pressure plate.**
- **¤ Push type.**
- **¤ Normal duty carbon material.**
- **¤ (FN) Flat flywheel fixing.**

AVAILABLE OPTIONS

¤ Diaphragm spring variants - CP7212 - C (CRV) or **O** (ORA) / **CP7213 C** (CRV), **O** (ORA) or **T** (Triple GRY).
¤ Ratio variants - CP7212 - E = (EHR) Extra High / **H** = (HiR) High / **CP7213** - **H** = (HiR) High / **L** = (LoR) Low.

SAMPLE PART NUMBERS

¤ 2 Plate, Flat flywheel - CP7212-CH01-FN
¤ 3 Plate, Flat flywheel - CP7213-CH01-FN
¤ Alternative heavy duty version of CP7213 family, CP7313 is a cushion plate version suitable for Rallycross applications, see website for details - Other part numbers available, please refer to customer installation drawing or contact AP Racing technical department.

¤ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS FOR CP7212-CH01-FN & CP7213-CH01-FN ONLY		
Clutch Part No.	**CP7212-CH01-FN**	**CP7213-CH01-FN**
Torque Capacity	700Nm (522lbft)	1050Nm (783lbft)
"Wear In" between P/Plate changes	1.00mm	1.00mm
Total allowable carbon stack wear	6.0mm	6.0mm
Release Loads		
Max Peak worn	375daN	375daN
At Travel	250daN	250daN
Set-up Height (New)	30.70 / 28.97mm	39.92 / 38.00mm
Set-up Height (Worn)	34.15mm	43.39mm
Weight	2.86Kg	3.48Kg
Complete Assy Inertia	0.01860Kgm²	0.02255Kgm²
D/Plate & Hub Inertia	0.003126Kgm²	0.00472Kgm²
MAIN PRESSURE PLATES		
Ratio	HiR	HiR
Material	Steel	
Pressure Plate Kits	1.0mm to 5.0mm (1.0mm Steps) = **CP4212-4S** .5mm to 4.5mm (1.0mm Steps) = **CP4212-5S**	1.0mm to 5.0mm (1.0mm Steps) = **CP4212-4S** .5mm to 4.5mm (1.0mm Steps) = **CP4212-5S**
HUB OPTIONS		
Material	Steel	Steel
Spline	1.00" x 23	1.00" x 23
Part No.	CP4202-122S	CP4203-102S
More hubs available with other spline sizes, contact AP Racing.		
RELEASE BEARINGS OPTIONS		
Outer Race Rotates	CP3457-2 or CP3457-10	
Inner Race Rotates	CP3457-6	

CUSTOMER NOTES

CARBON / CARBON CLUTCH - Operating Instructions

CLUTCH FUNCTIONALITY / TERMINOLOGY

- PUSH:- The most popular type of diaphragm spring clutch, where the release bearing is pushed against the diaphragm spring fingers (i.e. towards the flywheel), to release the clutch.

- PULL:- This type of clutch has the release bearing fulcrum inside the clutch, and requires the diaphragm spring fingers to be pulled (i.e. away from the flywheel), in order to release the clutch. Although generally more complex, in terms of release mechanism, pull types are more efficient in terms of clamp and release loads.

OVERHEATING AND ABUSE

Carbon / Carbon clutches are very durable, but not indestructible. The Carbon / Carbon material itself will not be harmed by the heat, which can be generated by excessive slipping of the clutch, but aluminium alloy components, which are completely satisfactory under normal conditions, can soften and fail if overheated. For particularly arduous applications, special versions can be supplied using alternative materials for covers, baskets, hubs and main pressure plates, but this will result in an increase in the weight and the cost of the unit. Please contact AP Racing for more details.

RELEASE MECHANISM

As the spring rate and clamp load of the clutch increases, so does the release bearing load required to release the clutch. The release bearing used should be a high quality, steel caged, radius contact, ball bearing, either 50mm (for Ø140mm and lower) or 54mm (for Ø184mm & Ø200mm). The release mechanism should be arranged so that the bearing is free of the spring fingers when the clutch is fully engaged. The release travel should be limited by means of an external stop to avoid damage to the diaphragm spring. Suitable release bearings are available from AP Racing, See page 119.

CLUTCH MOUNTING

The recommended method of mounting the clutch to the flywheel is with a mounting stud and K-Lock nut. Recommended tightening torque are 10Nm (7.5lb/ft) for M6 and 22Nm (16lbft) for M8 & 5/16" UNF. AP Racing offer a range of studs for mounting clutches to flywheels, See page 120.

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.

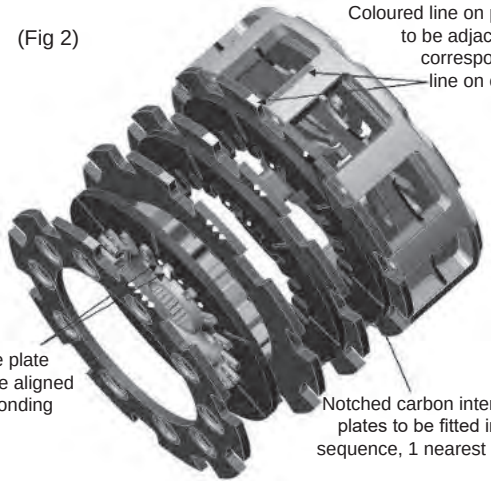
To achieve the clutches full life potential, several interventions to compensate for wear are required. The "Wear In" of a clutch denotes the amount of incremental wear on the carbon faces that can occur before the clamp load, and hence torque capacity of the clutch, drops below its minimum specified value. Wear compensation then becomes necessary to restore the original characteristics.

ASSEMBLING AND INSTALLING A PUSH TYPE CARBON / CARBON CLUTCH

This is the traditional type of diaphragm spring clutch where the release bearing is pushed against the diaphragm spring fingers (towards the flywheel) to release the clutch (Fig 1.). Before installing the clutch onto the flywheel, ensure that the plates are correctly assembled into the clutch in their original positions. First install the main pressure plate into the clutch housing, (see pressure plate service sheet), with the raised fulcrum against the diaphragm spring and the identification mark adjacent to the similar mark on one of the clutch housing lugs.

Fig 1.

(Fig 2)

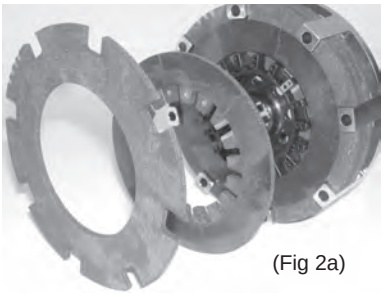


NEXT, INSTALL THE CARBON PLATES IN THEIR ORIGINAL POSITIONS AS FOLLOWS:

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.

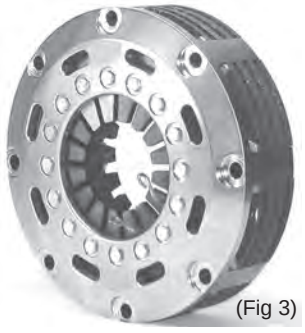
The Driven Plates are similarly numbered with dots or notches on the drive lug surfaces (Fig. 2). These must be fitted in sequence, in the same way as the Intermediates, with the number 1 Driven Plate next to the number 1 Intermediate Plate, with the marking towards the flywheel. Continue fitting the remaining Carbon Intermediate and Driven Plates in sequence.



(Fig 2a)

The Hub must be fitted prior to fitting the last Driven plate and Intermediate, with the flywheel bolt relief and the flange / web towards the flywheel (see Fig 2a). Ensure the marked Hub drive tooth is engaged with the outlined drive slots 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).



(Fig 3)

This clip maintains the clutch in a partially released condition to assist the installation and removal of the clutch from the flywheel. It should be used whenever the clutch is installed or removed, failure to use the clip can result in the carbon plate nearest to the flywheel being trapped under the clutch cover lugs, resulting in damage to the carbon plate and other clutch components.

Ensure that the bottom carbon intermediate plate is located correctly and install the clutch onto the flywheel, tighten the retaining nuts down progressively, in a diagonally opposite pattern, to the recommended torque. When the clutch is tightened down the installation clip will become loose, remove the clip before use.

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

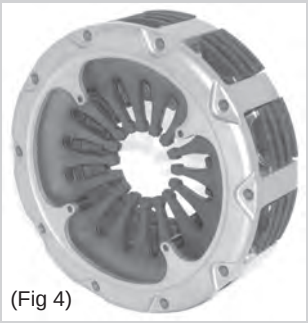
Refit the clutch installation clip. Progressively release clutch cover retaining nuts and remove clutch from flywheel.

- HUBS

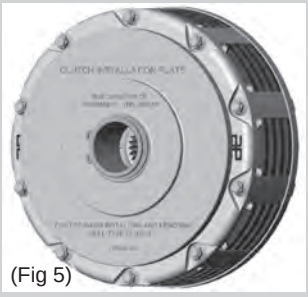
Do not grease the splines in the hub: the grease can be dispersed by centrifugal force, outwards towards the Carbon friction faces, causing contamination and clutch slip.

ASSEMBLING AND INSTALLING
- A 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)

The plate should be used whenever the clutch is installed or removed, failure to use the plate can result in the bottom carbon plate being trapped under the clutch cover lugs, resulting in damage to the carbon plate and other clutch components.


(Fig 5)

Before installing the clutch onto the flywheel, ensure that the plates are correctly assembled into the clutch in their original positions.
First install the diaphragm spring into the clutch cover / housing with the convex side towards the flywheel , and fit the release fulcrum through the centre of the diaphragm, so that the "Mushroom" head sits on the core formed by the tips of the diaphragm spring fingers. N.B. If an installation plate is fitted, this will retain the diaphragm and release fulcrum, and this step is omitted. Then install the main pressure plate into the clutch housing, (see pressure plate service sheet), with the raised fulcrum against the diaphragm spring, and the identification mark adjacent to the similar mark on one of the clutch lugs.

Next, install the carbon plates in their original positions as follows:
The carbon Intermediate plates are identified with notches on the outside edge (Fig. 2). The plates are not all identical and must be installed in the correct sequence and the correct way up. Install number 1 Intermediate plate (1 notch), next to the Main Pressure Plate, with the marking facing away from the Main Pressure Plate and the highest numbered plate (this depends whether it is a 2, 3, or 4 plate), last, against the flywheel. The intermediate plates also have a paint line marked on the external edge and this should be adjacent to the corresponding line marked on one of the lugs on the Clutch Cover (sometimes called the Basket). The Driven Plates are similarly numbered with dots or notches on the drive lug surfaces (Fig. 2). These must be fitted in sequence, in the same way as the Intermediate mates with the number 1 Driven Plate, next to the number 1 Intermediate Plate, with the marking towards the flywheel. Continue fitting the remaining carbon Intermediate and Driven Plates in sequence. The Hub must be fitted prior to fitting the last Driven plate and Intermediate, with the flywheel bolt relief and the flange towards the flywheel (see Fig 2a). Ensure the marked Hub drive tooth is engaged with the outlined drive slots 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 / re-shimmed", 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.

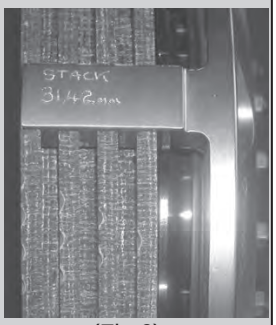
CUSTOMER NOTES

WEAR COMPENSATION & 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.

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.



(Fig 6)

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), Each carbon plate is identified with notches to identify the intermediate plate number (Fig 2), and dots or notches to identify the drive plate number (Fig 2).

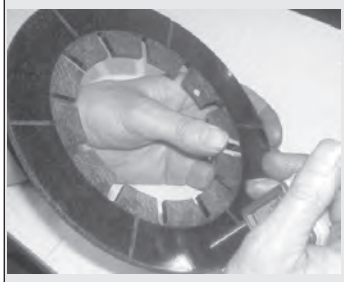
- CARBON MEASUREMENTS

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 7 & 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 6.). 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 7.)



INTERMEDIATE PLATES (FIG 8.)

CARBON DRIVE FACES

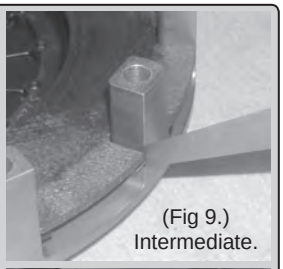
The wear on drive faces (backlash) between the Intermediate Plates and Clutch Cover / Basket, and between Driven Plates and Hub, should also be monitored.

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 9).

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. 10).

Maximum tolerances as follows:

- Clutches up to Ø115mm = 0.75mm
- Clutches Above Ø115mm = 1.00mm


(Fig 9.)
Intermediate.


(Fig 10.)
Driven Plate.

RELEASE LOADS / DIAPHRAGM SPRING

All clutches have a set maximum release travel, (see clamp/release graph on page 95). **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 over stroked 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.

CUSHIONING SYSTEMS (CFS & CPS)

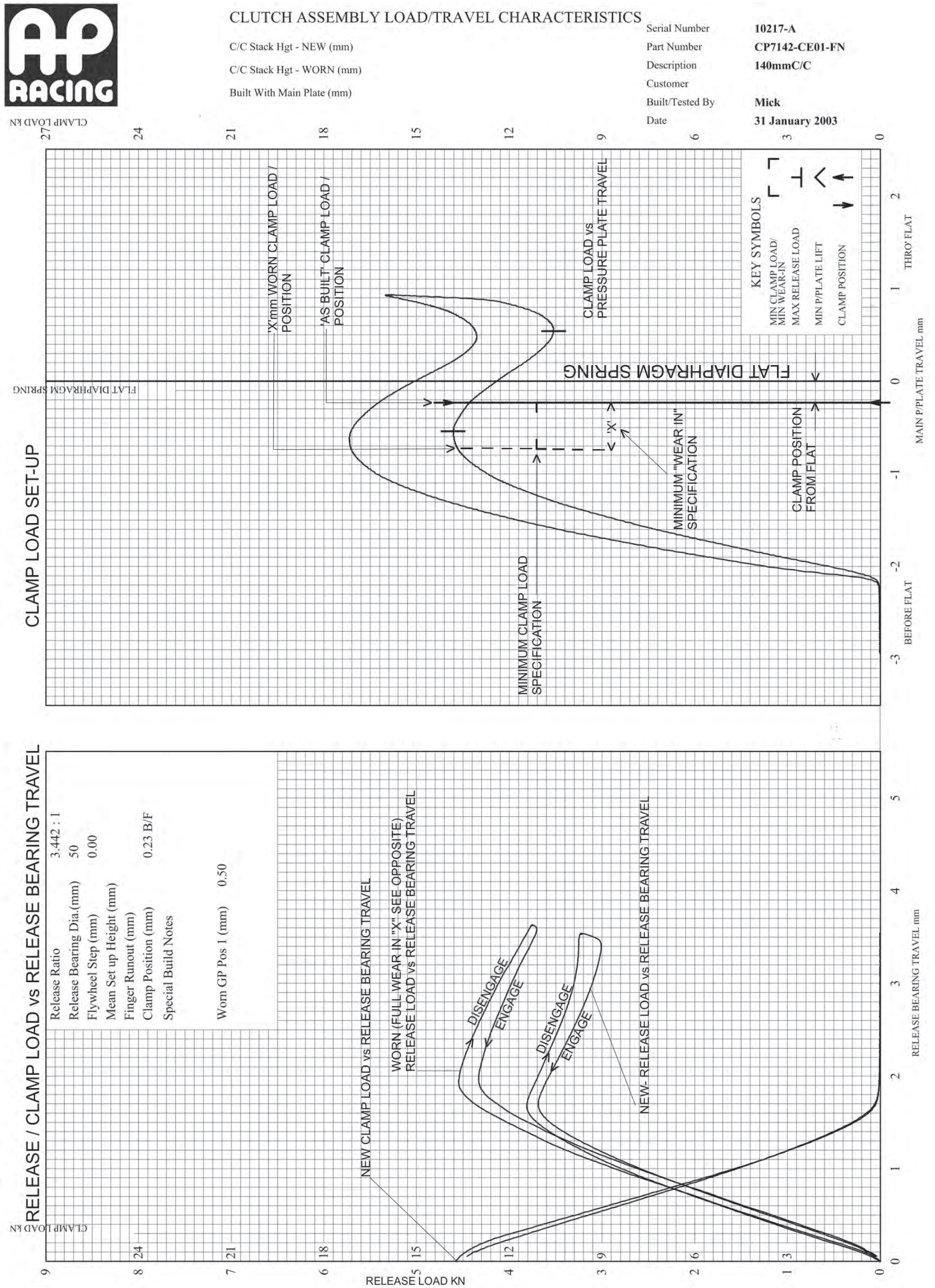
The cushioning systems available in AP Racing’s carbon clutch range, either “Cushion Flywheel” CFS or “Cushion Pressure Plate” CPS, are designed to give more clutch controllability during engagement, and is achieved by a secondary lower spring rate from precise belleville springs inserted into the flywheel or main pressure plate faces.

Although the bellvilles fitted have a high temperature capability, excessive clutch temperature can result in loss of cushion, when the bellevilles collapse.

If belleville height above flywheel or pressure plate falls below 75% of its original figure, it is recommended that the clutch be returned to AP Racing for reconditioning and replacement of bellevilles.

The split rings in intermediate p/plate #1, or main pressure plates, are designed as bearings for the belleville 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.

EXPLANATION OF TYPICAL CARBON/CARBON CLUTCH PLOT



METALLIC RACE CLUTCH - General Information

INTRODUCTION

For many years AP Racing has been the world leader in the design and manufacture of metallic,competition clutch systems.

This section combines all sizes of Sintered and Cerametallic race clutches.

The clutches are designated Sintered or Cerametallic, sometimes called “Paddle” clutches, this refers to the type of driven plate that is used in the clutch.

Both types of driven plate are available with a comprehensive range of spline sizes to suit a wide range of popular applications. A list of standard spline sizes can be found on page 116. Other splines can also be accommodated, please contact 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.

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 department, 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.	Press/ Plate Ratio.
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
CP6013	140	3	Push	Sintered	Lug	8	HiR
CP6014	140	4	Push	Sintered	Lug	8	HiR
CP8773	140 (I Drive)	3	Push	Sintered	Lug	12	EHR or HiR
CP8804	140 (I Drive)	4	Pull	Sintered	Lug	12	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
CP7392	184	2	Push	Cerametallic	Lug	6	HiR
CP7972	184	2	Push	Cerametallic	Lug	6	HiR
CP2817	184	3	Push	Sintered	A Ring	12	HiR
CP7373	184	3	Push	Sintered	Lug	6	EHR
CP7383	184	3	Push	Sintered / Organic	Lug	6	HiR
CP8022	184 (I Drive)	2	Push	Sintered	Lug	6	EHR
CP8742		2	Push	Cerametallic	Lug	12	HiR
CP8842	184	2	Push	Cerametallic	Lug	6	EHR
CP8732	184 Dual Banded	2	Push	Cerametallic	Lug	12	EHR or HiR
CP3745	200	1	Push	Cerametallic	Lug	6	HiR
CP3871	200	1	Push	Cerametallic	Lug	6	HiR
CP3921	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

STANDARD RACE CLUTCH FEATURES

- **Individually tested** - Match machined, balanced, clutch load and function.
- **For lug types only - One piece cover and lugs** - Machined from ,billet. Provides rigidity, strength, and cooler running. Allows dust and debris to escape.
- **Lightweight and durable.**
- **Low wear rate.**
- **Black hard anodised surface treatment on covers.**

NEW TECHNOLOGIES

‘DB’ Dual Banded

A new direction in clutch design.

‘DB’ Dual Banded cover design, offers patented concentric dual banded stiffening features within the cover, providing significant reduction in weight, and increased stiffness, compared to conventional clutches.

‘DB’ clutches benefit from the same optimised software used in Radi-CAL™ brake technology. AP Racing plan to roll this feature out to many existing clutch families, enabling other race series to benefit from this optimised technology.

‘I’ Drive Clutch System

AP Racing has continued to develop its **‘I’ Drive** clutch range with the System offering the following benefits. Whilst conventional clutch designs typically feature external ‘jaws’ around the outer edges of the steel intermediate and main pressure plates, which can distort trapping the legs of the aluminium cover and cause the clutch to drag.

The **‘I’ Drive** design features drive tenons, which locate into internal jaws in the lightweight aluminium clutch cover, eradicating the onset of clutch drag.

The ‘**I’ Drive** design has been proven via a program of extensive dyno tests which assessed durability in challenging conditions. During the test the **‘I’ Drive** clutch maintained optimum performance under arduous operating conditions for significantly longer than the conventional clutch design. Our research shows the new clutch design to be five times more durable when subjected to the same test parameters. With up to 10% less mass than conventional clutches, and with 15% less rotational momentum. The **‘I’ Drive** design also features an innovative ‘wear plate’, to combat wear, on the drive legs of the lightweight aluminium clutch cover, where they interact with the steel plates. This problem, common to all sintered clutches with aluminium covers, is reduced by the use of thick wear ‘pads’ held captive on the drive faces of each of the aluminium cover drive-legs, which provide robust wear surfaces. **‘I’ Drive** is already in competitive use, with Ø184mm (7¼”) units running in WRC and Ø140mm (5½”) units running in endurance and touring car applications.

SINTERED OR CERAMETALLIC ?

This information will aid the selection process in deciding whether a sintered or cerametallic clutch assembly should be used.

- **SINTERED:-** Primarily 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 / 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, cerametallic’s 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 (109lbsft) to 1272Nm (938lbsft) and for breakaway torque up to 1610Nm (1187lbsft).

- 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. Standard Ø184mm clutch covers, are machined from high quality aluminium alloy castings, whereas, ‘I’ Drive & ‘DB’ clutch covers, are made from one piece forgings.

SINTERED OR CERAMETALLIC CONT'D?.

- '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 116. If the spline required is not in this table please contact AP Racing technical department.

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 (lbft)						
			D = GLD (Gold)	**S =** SLV (Silver)	**T =** TGY (Triple Grey)	**C =** CRV (Double Grey)	**O =** ORA (Orange)	**N =** GRN (Green)	**G** GRY (Grey)
CONVENTIONAL PUSH	SINTERED	Ø115mm 3 Plate	878 (647)	664 (490)		499 (368)			
		Ø115mm 4 Plate	1014 (747)	882 (651)		676 (498)	588 (434)		
		Ø140mm Single Plate				210 (155)	157 (116)		
		Ø140mm 2 Plate				420 (310)	314 (232)		
		Ø140mm 3 Plate				630 (465)	471 (348)		
		Ø140mm 3 Plate 'I' Drive		870 (641)					
		Ø140mm 4 Plate				840 (620)	628 (464)		
		Ø184mm Single Plate A-Ring				424 (313)	266 (196)	164 (121)	
		Ø184mm Single Plate				424 (313)	266 (196)	164 (121)	
		Ø184mm 2 Plate A-Ring				848 (625)	532 (392)	327 (241)	
		Ø184mm 2 Plate				848 (625)	532 (392)	327 (241)	
		Ø140mm 2 Plate 'I' Drive				636 (469)			
		Ø184mm 3 Plate A-Ring				978 (721)	631 (465)	394 (291)	
		Ø184mm 3 Plate				1272 (938)	798 (588)	491 (362)	
	CERAMETALLIC	Ø140mm 2 Plate				398 (294	298 (220)		
		Ø184mm Single Plate				413 (305)	259 (191)	160 (118)	
		Ø184mm 2 Plate A-Ring				636 (469)	421 (310)	263 (194)	
		Ø184mm 2 Plate				636 (469)	421 (310)	263 (194)	
		Ø184mm 2 Plate 'I' Drive			636 (469)	636 (469)			
		Ø184mm 2 Plate 'I' Drive, Cushion Cover			1016 (748)	785 (579)	711 (524)		
		Ø184mm - 2 Plate Lug Drive, Cushion Cover				782 (576)	708 (522)		
		Ø184mm 3 Plate				1257 (926)	789 (581)	485 (358)	
		Ø200mm Single Plate				343 (253)			301 (222)
		Ø215mm Single Plate				580 (427)			425 (314)
		Ø215mm 2 Plate				842 (621)			564 (416)
Pull		Ø140mm 4 Plate 'I' Drive		1410 (1039)			1392 (1026)		

CLUTCH FUNCTIONALITY / TERMINOLOGY

- 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.
- 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.

MAINTENANCE

Regular inspection and maintenance is essential, to maintain optimum clutch performance. Excessive heat generation (often witnessed by discolouration 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.

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 part numbers.

Clutch series No.

CP7372 - O E 90 - 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)			
T = TGY (Triple Grey)			
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 98 to 113.
However, not all popular spline variations are listed in these sections, please refer to page 116, where a more comprehensive list of driven plate spline sizes can be found. If the spline size you require does not appear in this list, please contact AP Racing for information.

Examples & Explanation of Part Numbers:-

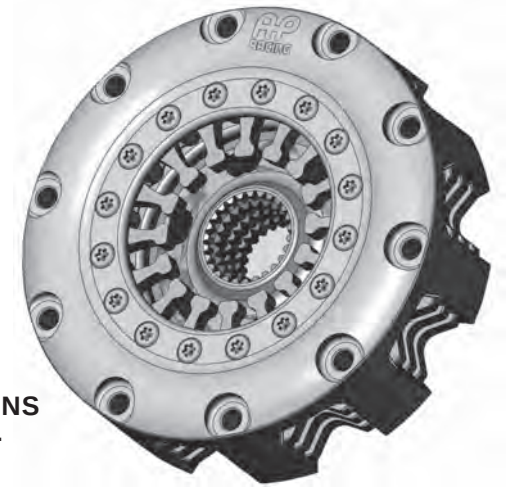
The Clutch Family Part No. — Diaphragm Spring Rating

CP2125 A CRV

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

METALLIC RACE CLUTCH - Ø115mm - CP6073 & CP6074

CP6073
Ø115mm, 3 Plate, Sintered



APPLICATIONS
- **Indycar Series.**

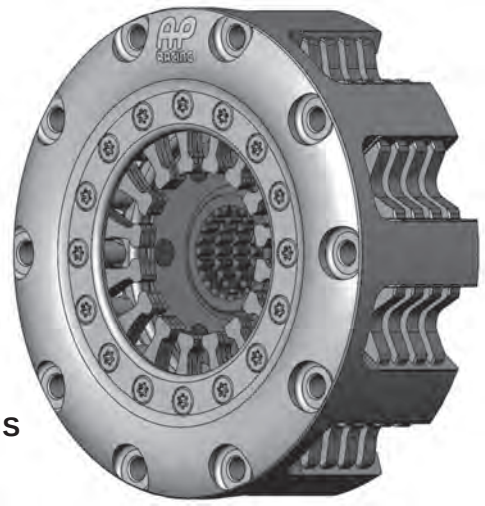
FEATURES
- **3 Plate.**
- **Push type.**
- **Stepped flywheel fixing** - inner diameter location, with optional external spigot location.
- **Heavy duty** - suitable for very high rpm engines.
- **CP4703 mounting studs available.**
- **Interchangeable with CP8153 Carbon/Carbon Clutch**

PART NUMBERS
CP6073-CE90-SF / CP6073-DS90-SF / CP6073-SE90-SF.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP6073-DS90-SF	878Nm (647lbft)
	CP6073-SE90-SF	664Nm (490lbft)
	CP6073-CE90-SF	499Nm (368lbft)
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"		0.50mm
Weight (including driven plates)		2.62Kg
Complete Assy Inertia		0.0055Kgm²
Driven Plate & Hub Inertia		0.0001Kgm²
Recommended 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
	CP6074-19 FM4 x 1 (Flywheel side hub)	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP5303-102
Main Pressure Plate		CP6074-125
Intermediate Pressure Plates		CP6074-124

CP6074
Ø115mm, 4 Plate, Sintered



APPLICATIONS
- **Indycar Series.**

FEATURES
- **4 Plate.**
- **Push Type.**
- **Stepped flywheel fixing** - inner diameter location, with optional external spigot location.
- **Heavy Duty** - suitable for very high rpm engines.
- **CP4703 mounting studs available.**

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

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP6074-DE90-SF	1014Nm (747lbft)
	CP6074-SE90-SF	882Nm (651lbft)
	CP6074-CE90-SF	676Nm (498lbft)
Release Loads	**Max peak worn**	**At travel**
CP6074-DE90-SF	550daN	400daN
CP6074-SE90-SF	470daN	340daN
CP6074-CE90-SF	367daN	268daN
Set-up Height (New)		
CP6074-DE90-SF	40.94mm / 39.56mm	
CP6074-SE90-SF	40.64mm / 39.25mm	
CP6074-CE90-SF	39.13mm / 37.78mm	
Set-up Height (Worn)		
CP6074-DE90-SF	43.54mm	
CP6074-SE90-SF	43.25mm	
CP6074-CE90-SF	41.72mm	
Clutch "Wear In"		0.50mm
Weight (including driven plates)		2.75Kg
Complete Assy Inertia		0.0065Kgm²
Driven Plate & Hub Inertia		0.00013Kgm²
Recommended 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
	CP6074-19 FM4 x 1 (Flywheel side hub)	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP5304-104
Main Pressure Plate		CP6074-125
Intermediate Pressure Plates		CP6074-124

CP8773.

Ø140mm, 'I' Drive, 12 Bolt, Push Type.

APPLICATIONS

- **Endurance.**

FEATURES

- **Asymmetric designed cover** - Offers 10% reduction in weight, and increased stiffness, compared to the more conventional cover designs.
- **Benefits from a drive system, featuring drive tenons, which locate into internal jaws of the lugs** - Five times more durable than conventional clutch design, when subjected to the same test parameters. - Eradicates distorting of pressure plates trapping on lugs.
- **Push type.**
- **Stepped flywheel fixing** - Inner diameter location.
- **12 bolt, one piece forged cover and lugs.**
- **Innovative wear plate design fitted** - combats wear on the drive lugs.
- **CP4703 Mounting studs available.**

Note: Alternative 'I' Drive Clutch.

Non preferred 6 bolt 'I' Drive clutch available CP8333 family. Interchangeable with CP6013 standard lug type clutch.

PART NUMBERS

CP8773-BS90-SF.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity		870Nm (641lbft)
Release Loads		
Max peak worn		450daN
At travel		360daN
Set-up Height (New)		35.93 / 32.37mm
Set-up Height (Worn)		39.50mm
Clutch "Wear In"		0.75mm
Release Ratio		4.58
Estimated Weight (including driven plates)		3.05Kg
Estimated Assembly Inertia		0.009877Kgm²
Estimated Driven Plate & Hub Inertia		0.0020Kgm²
Recommended High Speed Release Bearings	Inner race rotates	CP3457-16
DRIVEN PLATES		
Thickness	New = 2.63mm	Worn = 2.21mm
D/Plate Types	**Part Number**	**Spline Details**
Sintered - Back to Back	CP3683-3FM3 x 3	1.00" x 23
	CP3683-4FM3 x 3	7/8" x 20
	CP3683-12FM3 x 3	1.16" x 26
	CP3683-13FM3 x 3	29.0mm x 10
	CP3683-5FM3 x 3	1.125" x 10
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Plates x 12		CP8493-109
Main Pressure Plate		CP8773-102
Intermediate Pressure Plates		CP8773-103

CP8804.

Ø140mm, 'I' Drive, 12 Bolt, Pull Type.

APPLICATIONS

- **Endurance.**

FEATURES

- **4 Plate.**
- **Asymmetric designed cover** - offers 10% reduction in weight and increased stiffness compared to the more conventional cover designs.
- **Benefits from a drive system, featuring drive tenons, which locate into internal jaws of the lugs** - Five times more durable than conventional clutch design, when subjected to the same test parameters. / - eradicates distorting of pressure plates trapping on lugs.
- **Pull type configuration** - Increased efficiency in terms of clamp and release loads.
- **Flat flywheel fixing** - outer diameter location.
- **12 bolt, one piece cover and lugs.**
- **Innovative wear plate design fitted** - combats wear on the drive lugs. / - Mounting studs available, CP4703.

PART NUMBERS

CP8804-OH90-FF.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity		1410Nm (1039lbft)
Release Loads		
Max peak worn		570daN
At travel		400daN
Set-up Height (New)		39.19 / 35.95mm
Set-up Height (Worn)		29.33mm
Clutch "Wear In"		1.50mm
Release Ratio		4.41
Estimated Weight (including driven plates)		4.00Kg
Estimated Assembly Inertia		0.0013353Kgm²
Estimated Driven Plate & Hub Inertia		0.0024175Kgm²
Optional Slave Cylinder		CP6245-7
DRIVEN PLATES		
Thickness.	New = 2.63mm	Worn = 2.26mm
D/Plate Types	**Part Number**	**Spline Details**
Sintered Back to Back.	CP3683-3FM3 x 4	1.00" x 23
	CP3683-4FM3 x 4	7/8" x 20
	CP3683-12FM3 x 4	1.16" x 26
	CP3683-13FM3 x 4	29.0mm x 10
	CP3683-5FM3 x 4	1.125" x 10
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Main Pressure Plate		CP8803-102
Intermediate Pressure Plates		CP8773-103

METALLIC RACE CLUTCH - Ø140mm - CP6001 & CP6002

CP6001
Ø140mm, Single Plate, Sintered

APPLICATIONS
- **General Use.**

FEATURES
- **Single plate.**
- **Stepped or flat flywheel fixing** - Stepped is inner diameter location, with optional external spigot location.
- **Stainless steel wear clips.**
- **CP4702 mounting studs available.**

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

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS			
Torque Capacity	CP6001-CH90-SF	210Nm (155lbft)	
	CP6001-OH90-SF	157Nm (116lbft)	
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 Inertia		0.00065Kgm²	
Recommended Release Bearings	Outer race rotates	CP3457-1 or -9	
	Inner race rotates	CP3457-11	
DRIVEN PLATES			
Thickness	New = 2.63mm	Worn = 1.84mm	
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 116			
Note: Clutch supplied less driven plates, order separately			
SPARE PARTS			
Wear Clips		CP6001-102	
Main Pressure Plate		CP4124-103	

CP6002
Ø140mm, 2 Plate, Sintered

APPLICATIONS
- **General Use.**

FEATURES
- **2 Plate.**
- **Push type.**
- **Stepped or flat flywheel fixing** - Stepped is inner diameter location, with optional external spigot location.
- **Stainless steel wear clips.**
- **CP4702 mounting studs available.**

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

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP6002-CH90-SF	420Nm (310lbft)
	CP6002-OH90-SF	314Nm (232lbft)
	CP6002-BH90-SF	218Nm (161lbft)
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 Inertia		0.00013Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-1 or -9
	Inner race rotates	CP3457-11
DRIVEN PLATES		
Thickness	New = 2.63mm	Worn = 2.21mm
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 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP6002-102
Main Pressure Plate		CP4124-103
Intermediate Pressure Plates		CP4124-102

CP6003
Ø140mm, 3 Plate, Sintered

APPLICATIONS
- **General Use.**

FEATURES
- **3 Plate.**
- **Push type.**
- **Stepped or flat flywheel fixing** - Stepped is inner diameter location, with optional external spigot location.
- **Stainless steel wear clips.**
- **CP4702 mounting studs available.**

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

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP6003-CH90-SF	630Nm (465lbft)
	CP6003-OH90-SF	471Nm (348lbft)
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 Inertia		0.00196Kgm²
Recommended Release Bearings	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	CP3414-10FM3 x 3	1.00" x 23
	CP3414-18FM3 x 3	7/8" x 20
	CP3414-19FM3 x 3	1.16" x 26
	CP3414-37FM3 x 3	1.25" x 10
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP4073-123
Main Pressure Plate		CP4124-103
Intermediate Pressure Plates		CP4124-102

CP6013
Ø140mm, 3 Plate, Sintered

APPLICATIONS
- **Endurance.**

FEATURES
- **3 Plate.**
- **Push type.**
- **Stepped flywheel fixing** - Inner diameter location, with optional external spigot location.
- **Heavy duty** - Large area driven plate facings.
- **Stainless steel wear clips.**
- **CP4702 mounting studs available.**
- **Supercedes CP4123 & CP4073 clutch families.**

Note - 'I' Drive option available as a direct replacement for CP6013, under CP8333 part number family.

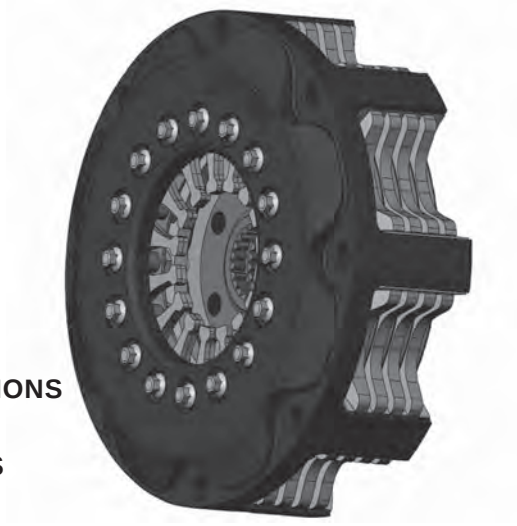
PART NUMBERS.
- **3 Plate Clutch Stepped flywheel** - CP6013-CH90-SF / CP6013-OH90-SF.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP6013-CH90-SF	603Nm (444bft)
	CP6013-OH90-SF	450Nm (322lbft)
Release Loads	**Max peak worn**	**At travel**
CP6013-CH90-SF	540daN	300daN
CP6013-OH90-SF	400daN	250daN
Set-up Height (New)	CP6013-CH90-SF	39.37 / 37.70mm
	CP6013-OH90-SF	39.11 / 37.44mm
Set-up Height (Worn)	CP6013-CH90-SF	42.01mm
	CP6013-OH90-SF	41.75mm
Clutch "Wear In" - CP6013-CH		1.00mm
Clutch "Wear In" - CP6013-OH		0.75mm
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 Inertia	Back to Back	0.0020Kgm²
	Gear Driven	0.0022Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-1
	Inner race rotates	CP3457-11
DRIVEN PLATES		
Thickness - For 1mm 'Wear In'	New = 2.63mm	Worn = 2.29mm
D/Plate Types	**Part Number**	**Spline Details**
Back to Back (Large area)	CP3683-3FM3 x 3	1.00" x 23
	CP3683-4FM3 x 3	7/8" x 20
Back to Back (Longer spline length)	CP6014-9 FM3 x 2 (offset hub)	1.16" x 26
	CP6014-10 FM3 x 1 (Flywheel side hub)	
Gear Driven	CP4073-4FM3 x 1 (hub)	1.00" x 23
	CP4074-6FM3 x 2 Slider plates.	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP4073-123
Main Pressure Plate		CP4074-104
Intermediate Pressure Plates		CP4074-103

CP6014

Ø140mm, 4 Plate, Sintered



APPLICATIONS

- **Endurance.**

FEATURES

- **4 Plate.**
- **Push type.**
- **Stepped flywheel fixing** - Inner diameter location, with optional external spigot location.
- **Heavy duty** - Large area driven plate facings.
- **One piece cover and lugs.**
- **Stainless steel wear clips.**
- **CP4702 mounting studs available.**

PART NUMBERS

- **4 Plate Clutch Stepped flywheel** - CP6014-CH90-SF / CP6014-OH90-SF.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP6014-CH90-SF	804Nm (592lbft)
	CP6014-OH90-SF	600Nm (442lbft)
Release Loads	**Max peak worn**	**At travel**
CP6014-CH90-SF	540daN	300daN
CP6014-OH90-SF	400daN	250daN
Set-up Height (New)	CP6014-CH90-SF	46.64 / 44.84mm
	CP6014-OH90-SF	46.38 / 44.58mm
Set-up Height (Worn)	CP6014-CH90-SF	49.28mm
	CP6014-OH90-SF	49.02mm
Clutch "Wear In" - CP6014-CH		1.00mm
Clutch "Wear In" - CP6014-OH		0.75mm
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 Inertia	Back to Back	0.002615Kgm²
	Gear Driven	0.002930Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-1 or -9
	Inner race rotates	CP3457-11
DRIVEN PLATES		
Thickness - For 1mm 'Wear In'	New = 2.63mm	Worn = 2.38mm
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 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP4074-129
Main Pressure Plate		CP4074-104
Intermediate Pressure Plates		CP4074-103

CUSTOMER NOTES

CP2116

Ø184mm, Single Plate, A-Ring Sintered

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.**
- **Suitable for engine speeds of 14000 rpm.**
- **CP4702 mounting studs available.**

PART NUMBERS

- **Aluminium alloy cover.**

CP2116ACRV / CP2116AORA / CP2116AGRN.

- **Steel cover.**

CP2116CRV / CP2116ORA / CP2116GRN.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP2116ACRV	424Nm (313lbft)
	CP2116AORA	266Nm (196lbft)
	CP2116AGRN	164Nm (121lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP2116ACRV	350daN	440daN
CP2116AORA	240daN	330daN
CP2116AGRN	160daN	220daN
Set-up Height (New)	CP2116ACRV	23.21 / 20.82mm
	CP2116AORA	23.46 / 21.06mm
	CP2116AGRN	22.63 / 20.25mm
Set-up Height (Worn)	CP2116ACRV	25.72mm
	CP2116AORA	25.97mm
	CP2116AGRN	25.15mm
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 Inertia		0.0018Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
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 116		
Note: Clutch supplied less driven plates, order separately.		
SPARE PARTS		
A-Ring Assembly		CP2011-62
Main Pressure Plate		CP2616-103

CP7371

Ø184mm, Single Plate, Sintered

APPLICATIONS

- **Race.**

FEATURES

- **Single Plate.**
- **Push type.**
- **Stepped flywheel fixing**- Inner diameter location.
- **For high torque applications use CP4429 sintered plate / for other applications use CP2012 sintered plate.**
- **Stainless steel wear clips.**
- **Suitable for engine speeds of 10000 rpm.**
- **CP4702 mounting studs available.**

PART NUMBERS

CP7371-CE90-SF / CP7371-OE90-SF / CP7371-NE90-SF.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP7371-CE90-SF	424Nm (313lbft)
	CP7371-OE90-SF	266Nm (196lbft)
	CP7371-NE90-SF	164Nm (121lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP7371-CE90-SF	350daN	440daN
CP7371-OE90-SF	240daN	330daN
CP7371-NE90-SF	160daN	220daN
Set-up Height (New)		
CP7371-CE90-SF	21.30mm / 19.05mm	
CP7371-OE90-SF	22.10mm / 19.81mm	
CP7371-NE90-SF	21.28mm / 19.01mm	
Set-up Height (Worn)		
CP7371-CE90-SF	24.52mm	
CP7371-OE90-SF	25.31mm	
CP7371-NE90-SF	24.50mm	
Clutch "Wear In"		0.75mm
Weight (excluding driven plates)		2.16Kg
Assembly Inertia (excluding driven plates)		0.0135Kgm²
CP2012 Type - Driven Plate & Hub Inertia		0.0018Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
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 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP3911-102
Main Pressure Plate		CP3021-101

METALLIC RACE CLUTCH - Ø184mm - CP7381 & CP2125

CP7381

Ø184mm, Single Plate, Cerametallic Paddle or Organic

APPLICATIONS

▫ Race / ▫ Hillclimb

FEATURES

- **▫ Single Plate.**
- **▫ Push type.**
- **▫ Stepped flywheel fixing** - Inner diameter location.
- **▫ Stainless steel wear clips.**
- **▫ Suitable for engine speeds of 10000 rpm.**
- **▫ CP4702 mounting studs available.**
- **▫ Organic Driven Plate option available CP5386 Family.**

PART NUMBERS

CP7381-CE80-SF / CP7381-OE80-SF / CP7381-NE80-SF

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP7381-CE80-SF	413Nm (305lbft)
	CP7381-OE80-SF	259Nm (191lbft)
	CP7381-NE80-SF	160Nm (118lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP7381-CE80-SF	350daN	440daN
CP7381-OE80-SF	240daN	330daN
CP7381-NE80-SF	160daN	220daN
Set-up Height (New)	CP7381-CE80-SF	26.92 / 24.64mm
	CP7381-OE80-SF	27.71 / 25.40mm
	CP7381-NE80-SF	26.89 / 24.60mm
Set-up Height (Worn)	CP7381-CE80-SF	30.65mm
	CP7381-OE80-SF	30.92mm
	CP7381-NE80-SF	30.11mm
Clutch "Wear In"		0.75mm
Weight (Excluding driven plates)		2.24Kg
Assembly Inertia (Excluding driven plates)		0.014Kgm²
CP8300 Type - Driven Plate & Hub Inertia		0.0016Kgm²
Recommended Release Bearing	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 7.08mm	Worn = 6.29mm
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	CP8600A036 x 1	1.00" x 23
Organic Faced	CP5386-10 x 1	1.00" x 23
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Main Pressure Plate		CP3108-103
Wear Clips		CP4111-102

CP2125

Ø184mm, 2 Plate, A-Ring Sintered

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.**
- **▫ Suitable for engine speeds of 14000 rpm.**
- **▫ CP4702 mounting studs available.**

PART NUMBERS

- **▫ Aluminium alloy cover** - CP2125ACRV / CP2125AORA / CP2125AGRN.
- **▫ Steel cover** - CP2125CRV / CP2125GRN / CP2125ORA

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP2125ACRV	848Nm (625lbft)
	CP2125AORA	532Nm (392lbft)
	CP2125AGRN	327Nm (241lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP2125ACRV	350daN	440daN
CP2125AORA	240daN	330daN
CP2125AGRN	160daN	220daN
Set-up Height	**(New)**	**(Worn)**
CP2125ACRV	30.59 / 27.97mm	33.10mm
CP2125AORA	30.92 / 28.01mm	33.44mm
CP2125AGRN	29.97 / 27.07mm	32.48mm
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 Inertia	Back to Back	0.0037Kgm²
	Nested	0.0038Kgm²
	Gear driven	0.0040Kgm²
Recommended Release Bearings	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. (Offset)	CP2567-7FM3 x 1	7/8" x 20
Nested. (Flywheel)	CP2567-8FM3 x 1	
Gear Driven	CP3822-10FM3 x 1	1.00" x 23
	CP2822-31FM3 x 1 slider plate	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately.		
SPARE PARTS		
A-Ring Assembly		CP2012-162
Main Pressure Plate		CP2616-103
Intermediate Pressure Plate		CP2613-103

CP2606

Ø184mm, 2 Plate, A-Ring Cerametallic Paddle or Organic

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.**
- **Suitable for engine speeds of 14000 rpm.**
- **CP4702 mounting studs available.**
- **Organic Driven Plate option available CP5386 Family.**

PART NUMBERS

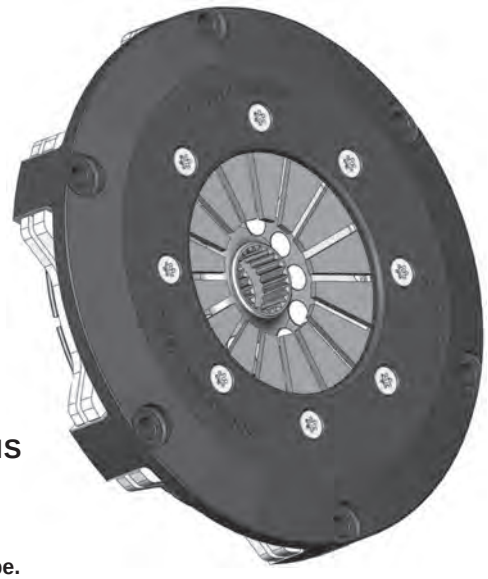
- **Aluminium alloy cover** - CP2606ACRV / CP2606AORA / CP2606AGRN.
- **Steel cover** - CP2606CRV / CP2606GRN / CP2606ORA.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP2606ACRV	636Nm (469lbft)
	CP2606AORA	421Nm (310lbft)
	CP2606AGRN	263Nm (194lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP2606ACRV	350daN	440daN
CP2606AORA	240daN	330daN
CP2606AGRN	160daN	220daN
Set-up Height	**(New)**	**(Worn)**
CP2606ACRV	39.57 / 36.81mm	42.09mm
CP2606AORA	39.80 / 37.02mm	42.32mm
CP2606AGRN	39.00 / 36.23mm	41.52mm
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 Inertia	3 Paddle	0.00364Kgm²
	4 Paddle	0.00474Kgm²
	6 Paddle	0.00694Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 7.08mm	Worn = 6.68mm
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	CP8600-A036 x 2	1.00" x 23
Organic Faced	CP5386-10 x 2	1.00" x 23
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
A-Ring Assembly		CP2606-125
Main Pressure Plate		CP2616-103
Intermediate Pressure Plate		CP2613-103

CP7372

Ø184mm, 2 Plate, Sintered



APPLICATIONS

- **Race.**

FEATURES

- **2 Plate, push type.**
- **Stepped flywheel fixing** - Inner diameter location.
- **Stainless steel wear clips.**
- **Suitable for engine speeds of 10000 rpm.**
- **CP4702 mounting studs available.**

PART NUMBERS

CP7372-CE90-SF / CP7372-OE90-SF / CP7372-NE90-SF.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP7372-CE90-SF	848Nm (625lbft)
	CP7372-OE90-SF	532Nm (392lbft)
	CP7372-NE90-SF	327Nm (241lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP7372-CE90-SF	350daN	440daN
CP7372-OE90-SF	240daN	330daN
CP7372-NE90-SF	160daN	220daN
Set-up Height	**(New)**	**(Worn)**
CP7372-CE90-SF	28.76 / 26.00mm	31.97mm
CP7372-OE90-SF	29.55 / 26.77mm	32.76mm
CP7372-NE90-SF	28.73 / 25.97mm	31.95mm
Clutch "Wear In"		0.75mm
Weight (Excluding driven plates)		2.75Kg
Assembly Inertia (Excluding driven plates)		0.0177Kgm²
CP2012 Type - Driven Plate & Hub Inertia		0.0024Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness.	New = 2.63mm	Worn = 2.22mm
D/Plate Types	**Part Number**	**Spline Details**
Back to Back	CP2012-165FM3 x 2	1.00" x 23
Nested. (Offset)	CP2567-7FM3 x 1	7/8" x 20
Nested. (Flywheel)	CP2567-8FM3 x 1	
Gear Driven	CP3822-10FM3 x 1	1.00" x 23
	CP2822-31FM3 x 1 slider plate	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP3912-102
Main Pressure Plate		CP3021-101
Intermediate Pressure Plate		CP3592-106

METALLIC RACE CLUTCH - Ø184mm - CP7382 & CP7392

CP7382

Ø184mm, 2 Plate, Cerametallic Paddle or Organic

APPLICATIONS

▫ Race / ▫ Hillclimb /

FEATURES

- **▫ 2 Plate, push type.**
- **▫ Stepped flywheel fixing** - Inner diameter location.
- **▫ Stainless steel wear clips.**
- **▫ Suitable for engine speeds of 10000 rpm.**
- **▫ CP4702 mounting studs available.**
- **▫ Organic Driven Plate option available CP5386 Family.**

Note: Alternative Heavy Duty 'I' Drive Clutch CP8642.

Non preferred Heavy duty 6 bolt 'I' Drive clutch available, CP8642 family. Suitable for Ford BDA engine applications.

PART NUMBERS

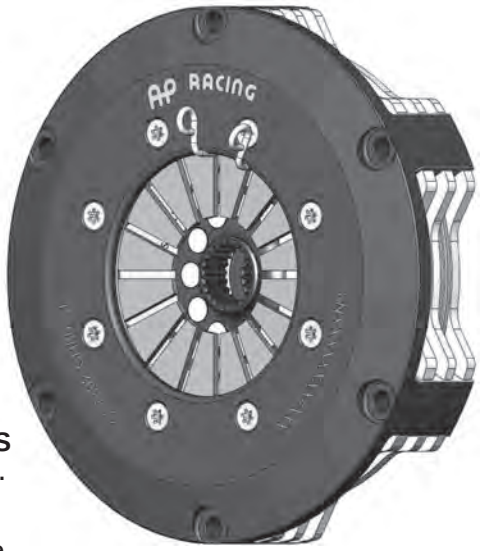
CP7382-CH80-SF / CP7382-OH80-SF / CP7382-NH80-SF.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP7382-CH80-SF	636Nm (469lbft)
	CP7382-OH80-SF	421Nm (310lbft)
	CP7382-NH80-SF	263Nm (194lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP7382-CH80-SF	350daN	440daN
CP7382-OH80-SF	240daN	330daN
CP7382-NH80-SF	160daN	220daN
Set-up Height (New)	CP7382-CH80-SF	37.01 / 34.64mm
	CP7382-OH80-SF	37.66 / 35.29mm
	CP7382-NH80-SF	36.92 / 34.55mm
Set-up Height (Worn)	CP7382-CH80-SF	39.68mm
	CP7382-OH80-SF	40.34mm
	CP7382-NH80-SF	39.59mm
Clutch "Wear In"		0.75mm
Weight (Excluding driven plates)		2.80Kg
Assembly Inertia (Excluding driven plates).		0.0182Kgm²
CP8300 Type - Driven Plate & Hub Inertia		0.0032Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 7.08mm	Worn = 6.67mm
D/Plate Types	**Part Number**	**Spline Details**
3 Paddle	CP8300-A036H x 2	1.00" x 23
4 Paddle	CP8400-A026H x 2	7/8" x 20
6 Paddle	CP8600-A036 x 2	1.00" x 23
Organic Faced	CP5386-10 x 2	1.00" x 23
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP4112-102
Main Pressure Plate		CP3021-102
Intermediate Pressure Plate		CP3592-106

CP7392

Ø184mm, 2 Plate, Cerametallic Paddle for Large Bore Flywheels



APPLICATIONS

▫ Race / ▫ Hillclimb.

FEATURES

- **▫ 2 Plate, push type.**
- **▫ Extra pressure plate** - For small internal diameter flywheels.
- **▫ Stepped flywheel fixing** - Inner diameter location.
- **▫ Stainless steel wear clips.**
- **▫ Low maintenance.**
- **▫ Suitable for engine speeds of 10000 rpm.**
- **▫ CP4702 mounting studs available.**

PART NUMBERS

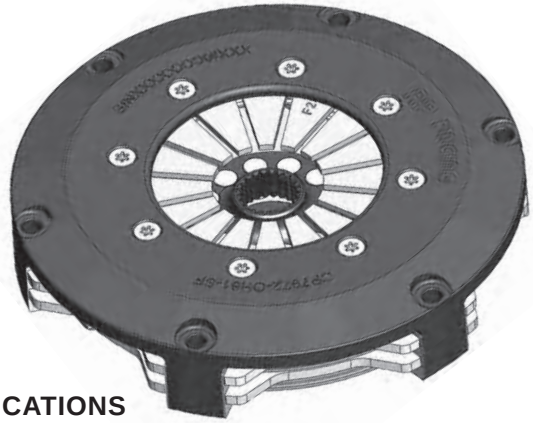
CP7392-CH80-SF / CP7392-OH80-SF / CP7392-NH80-SF.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP7392-CH80-SF	644Nm (475lbft)
	CP7392-OH80-SF	426Nm (314lbft)
	CP7392-NH80-SF	266Nm (196lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP7392-CH80-SF	350daN	440daN
CP7392-OH80-SF	240daN	330daN
CP7392-NH80-SF	160daN	220daN
Set-up Height (New)	CP7392-CH80-SF	41.65 / 39.11mm
	CP7392-OH80-SF	42.30 / 39.76mm
	CP7392-NH80-SF	41.56 / 39.02mm
Set-up Height (Worn)	CP7392-CH80-SF	44.32mm
	CP7392-OH80-SF	44.98mm
	CP7392-NH80-SF	44.23mm
Clutch "Wear In"		0.75mm
Weight (Excluding driven plates)		3.37Kg
Assembly Inertia (Excluding driven plates)		0.0222Kgm²
CP8300 Type - Driven Plate & Hub Inertia		0.0032Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 7.08mm	Worn = 6.67mm
D/Plate Types	**Part Number.**	**Spline Details.**
3 Paddle	CP8300-A036H x 2	1.00" x 23
4 Paddle	CP8400-A026H x 2	7/8" x 20
6 Paddle	CP8600-A036 x 2	1.00" x 23
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP4242-102
Main Pressure Plate		CP3021-102
Intermediate Pressure Plate		CP3592-106

CP7972

Ø184mm, 2 Plate, Cerametallic Paddle, Low Height



APPLICATIONS

▫ All Rally - ▫ R5 / ▫ R3 / ▫ R2 / ▫ S2000

FEATURES

- **▫ 2 Plate, push type.**
- **▫ Low height** - Uses 6mm driven plates.
- **▫ Flat flywheel fixing** - Outer diameter location.
- **▫ Stainless steel wear clips.**
- **▫ Low maintenance.**
- **▫ 12 Bolt version available for S2000+ for Turbo charged engine. Part Number CP8372 family.**
- **▫ CP4702 mounting studs available.**

PART NUMBERS

▫ Flat Flywheels - CP7972-CH81-FF / CP7972-OH81-FF / CP7972-NH81-FF.

▫ Stepped Flywheel option also available.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP7972-CH81-FF	636Nm (469lbft)
	CP7972-OH81-FF	421Nm (310lbft)
	CP7972-NH81-FF	263Nm (194lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP7972-CH81-FF	350daN	440daN
CP7972-OH81-FF	240daN	330daN
CP7972-NH81-FF	160daN	220daN
Set-up Height (New)	CP7972-CH81-FF	33.49 / 30.95mm
	CP7972-OH81-FF	34.12 / 31.57mm
	CP7972-NH81-FF	33.29 / 30.93mm
Set-up Height (Worn)	CP7972-CH81-FF	36.05mm
	CP7972-OH81-FF	36.72mm
	CP7972-NH81-FF	35.84mm
Clutch "Wear In"		0.75mm
Weight (including driven plates)	4 Paddle	3.55Kg
Complete Assy Inertia	4 Paddle	0.02009Kgm²
Driven Plate & Hub Inertia	4 Paddle	0.003567Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 6.00mm	Worn = 5.63mm
D/Plate Types	**Part Number**	**Spline Details**
4 Paddle - Back to back	CP8401-A036H x 2	1.00" x 23
	CP8401-A029H x 2	7/8" x 20
4 Paddle Nested	CP7972-A036H x 2	1.00" x 23
6 Paddle - Back to back	CP8601-A036H x 2	1.00" x 23
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP7972-104
Main Pressure Plate		CP7972-105
Intermediate Pressure Plate		CP3592-106

CP8022 - Ø184mm, Standard 'I' Drive, 2 Plate, Paddle

APPLICATIONS

▫ Rally R5 / ▫ Touring Car

FEATURES

- **▫ Asymmetric designed cover** - Offers 10% reduction in weight and increased stiffness compared to the more conventional cover designs.
- **▫ Benefits from a new drive system, featuring drive tenons, which locate into internal jaws of the lugs** - Five times more durable than conventional clutch design when subjected to the same test parameters.
  - Eradicates distorting of pressure plates trapping on lugs.
- **▫ Push Type.**
- **▫ Stepped flywheel fixing** - Inner diameter location.
- **▫ 12 bolt, one piece forged cover and lugs.**
- **▫ Innovative wear plate design fitted** - combats wear on the drive lugs.
- **▫ Very low wear rate.**
- **▫ CP4703 mounting studs available.**

Note: Alternative Heavy Duty 'I' Drive Clutch

Non preferred Heavy duty 6 bolt 'I' Drive clutch available, CP8642 family, suitable for Ford BDA engine applications. Interchangeable with CP7382 standard lug type clutch.

PART NUMBERS

CP8022-CH81-SF / CP8022-TH81-SF.

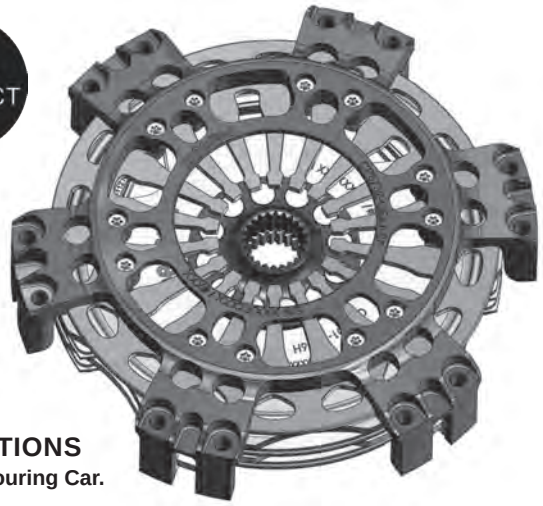
▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP8022-CH81-SF	636Nm (469lbft)
	CP8022-TH81-SF	636Nm (469lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP8022-CH81-SF	350daN	440daN
CP8022-TH81-SF	400daN	510daN
Set-up Height (New)	CP8022-CH81-SF	33.22 / 30.55mm
	CP8022-TH81-SF	32.38 / 29.74mm
Set-up Height (Worn)	CP8022-CH81-SF	35.81mm
	CP8022-TH81-SF	36.65mm
Clutch "Wear In"	**CH = 0.75mm**	**TH = 1.25mm**
Weight (including driven plates)	4 Paddle	3.31Kg
Complete Assy Inertia	4 Paddle	0.01802Kgm²
Driven Plate & Hub Inertia	4 Paddle	0.003567Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 6.00mm	Worn = 5.63mm
D/Plate Types	**Part Number**	**Spline Details**
Bonded 3 Paddle, Back to back	CP8301-A036H x 2	1.00" x 23
	CP8301-A029H x 2	7/8" x 20
Bonded 4 Paddle, Back to back	CP8401-A036H x 2	1.00" x 23
Bonded 6 Paddle, Back to back	CP8601-A036H x 2	1.00" x 23
4 Paddle Nested	CP8405-A036H x 2	1.00" x 23
Alternative Nested, 4 Paddle	CP8172-10FM4 Flywheel side	1.00" x 23
	CP8172-11FM4 Cover side	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Main Pressure Plate		CP8022-105
Intermediate Pressure Plate		CP8022-102

CP8732.

Ø184mm, 'DB' Dual Banded, 'I' Drive, 2 Plate, Paddle

NEW PRODUCT



APPLICATIONS

¤ WRC / ¤ Touring Car.

FEATURES

¤ New patented 'DB' Dual Banded cover design geometry - offers significant reduction in weight, and increased stiffness, compared to conventional clutches.
¤ Benefits from a new drive system, featuring drive tenons, which locate into internal jaws of the lugs - five times more durable than conventional clutch design, when subjected to the same test parameters, and eradicates distorting of pressure plates trapping on lugs.
¤ 2 Plate, push type.
¤ Stepped flywheel fixing - Inner diameter location.
¤ 12 bolt, one piece forged cover and lugs.
¤ Driven plate thickness - new = 6.00mm.
¤ Innovative wear plate design fitted - combats wear on the drive lugs.
¤ CP4703 mounting studs available.

PART NUMBERS

¤ Standard assembly - CP8732-OH81-SF.
¤ Clutch assembly available with optional cushioning in cover - CP8732-OH81-SR.

¤ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS - CP8732-OH81-SF		
Torque Capacity		475Nm (350lbft)
Release Loads		
Max peak worn		415daN
At travel		295daN
Set-up Height (New)		31.90 / 30.10mm
Set-up Height (Worn)		37.45mm
Clutch "Wear In"		1.75mm
Release Ratio		3.08
Estimated Weight (no driven plates)		
Standard clutch assembly		1.86Kg
Cushion clutch assembly		1.94Kg
Estimated Assembly Inertia		
Standard clutch assembly		0.01180Kgm²
Cushion clutch assembly		0.01211Kgm ²
Estimated Driven Plate & Hub Inertia		0.003567Kgm²
Recommended Release Bearings.	Outer race rotates	CP3457-2
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 6.00mm	Worn = 5.10mm
D/Plate Types	**Part Number**	**Spline Details**
Bonded 4 Paddle, Back to back	CP8401-A036H x 1	1.00" x 23
	CP8401-G036H x 1	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Plates x 12		CP8493-109
Main Pressure Plate		CP8752-101
Intermediate Pressure Plates		CP8042-102

CP8742 - Ø184mm, Heavy Duty, 12 Bolt 'I' Drive - 2 Plate, Paddle

APPLICATIONS

¤ WRC / ¤ R5 / ¤ Touring Car.
NOTE: Alternative cushion cover assembly available, CP8812 Family, suitable for high torque launches, i.e rear wheel driven cars.

FEATURES

¤ Heavy Duty version of CP8022 family - Special high temperature diaphragm spring.
¤ Assymetric designed cover - offers 10% reduction in weight, and increased stiffness.
¤ Benefits from a new drive system, featuring drive tenons, which locate into internal jaws of the lugs - five times more durable than conventional clutch design, when subjected to the same test parameters, and eradicates distorting of pressure plates trapping on lugs.
¤ 2 Plate, push type.
¤ Stepped flywheel fixing standard - Inner diameter location / **Flat flywheel also available** - Outer diameter location.
¤ 12 bolt, one piece forged cover and lugs.
¤ Innovative wear plate design fitted - combats wear on the drive lugs.
¤ CP4703 mounting studs available.

PART NUMBERS

CP8742-CH81-SF / CP8742-TH81-SF.

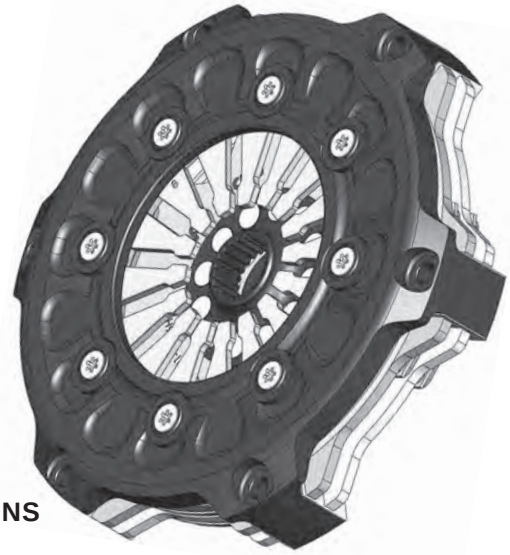
¤ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP8742-CH81-SF	559Nm (411lbft)
	CP8742-TH81-SF	735Nm (542lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP8742-CH81-SF	445daN	375daN
CP8742-TH81-SF	550daN	435daN
Set-up Height (New)	CP8742-CH81-SF	31.92 / 29.97mm
	CP8742-TH81-SF	31.71 / 29.98mm
Set-up Height (Worn)	CP8742-CH81-SF	36.68mm
	CP8742-TH81-SF	37.50mm
Release Ratio	3.30	
Clutch "Wear In"	1.50mm	
Weight (No driven plates)		2.29Kg
Complete Assy Inertia		0.0480Kgm²
Driven Plate & Hub Inertia		0.003567Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-1
	Inner race rotates	CP3457-11
DRIVEN PLATES		
Thickness	New = 6.00mm	Worn = 5.23mm
D/Plate Types	**Part Number**	**Spline Details**
Bonded 3 Paddle, Back to back	CP8301-A036H x 2	1.00" x 23
	CP8301-A029H x 2	7/8" x 20
Bonded 4 Paddle, Back to back	CP8401-A036H x 2	1.00" x 23
Bonded 6 Paddle, Back to back	CP8601-A036H x 2	1.00" x 23
4 Paddle Nested	CP8405-A036H x 2	1.00" x 23
Alternative Nested, 4 Paddle	CP8172-10FM4 x 1 Flywheel side	1.00" x 23
	CP8172-11FM4 x 1 Cover side	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Main Pressure Plate		CP8742-105
Intermediate Pressure Plate		CP8022-102

METALLIC RACE CLUTCH - Ø184mm - Lug Drive Cushion Cover CP8842 & A-Ring CP2817

CP8842

Ø184mm, 6 Bolt - Cushion Cover, 2 Plate



APPLICATIONS

▫ R2 / ▫ R3

FEATURES

- **▫ Cushioning in Cover** - offers a smoother, and controllable characteristic through the inclusion of novel cushioning technology
- **▫ Asymmetric designed cover** - offers 10% reduction in weight, and increased stiffness.
- **▫ Push type.**
- **▫ 6 bolt, one piece forged cover and lugs.**
- **▫ Stepped Flywheel Fixing** - Inner diameter location.
- **▫ Driven plate thickness** - New = 6.00mm.
- **▫ Mounting studs available, CP4702.**

PART NUMBERS - CP8842-CE81-SR.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS - CP8842-CE81-SR		
Torque Capacity		475Nm (350lbft)
Release Loads		
Max peak worn		415daN
At travel		295daN
Set-up Height (New)		31.90 / 30.10mm
Set-up Height (Worn)		37.45mm
Clutch "Wear In"		1.25mm
Release Ratio		4.13
Estimated Weight (no driven plates)		2.68Kg
Estimated Assembly Inertia		**0.01713Kgm²**
Estimated Driven Plate & Hub Inertia		0.003567Kgm²
Recommended Release Bearings.	Outer race rotates	CP3457-1
	Inner race rotates	CP3457-11
DRIVEN PLATES		
Thickness	New = 6.00mm	Worn = 5.37mm
D/Plate Types	**Part Number**	**Spline Details**
Bonded 4 Paddle, Back to back	CP8401-A036H x 1 CP8401-G036H x 1	1.00" x 23
Bonded 4 Paddle, Back to back	CP8401-A036H x 2	1.00" x 23
Bonded 6 Paddle, Back to back	CP8601-A036H x 2	1.00" x 23
4 Paddle Nested	CP8405-A036H x 2	1.00" x 23
Alternative Nested, 4 Paddle	CP8172-10FM4 x 1 Flywheel side CP8172-11FM4 x 1 Cover side	1.00" x 23
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Plates x 6		CP7972-103
Main Pressure Plate		CP8842-105
Intermediate Pressure Plates		CP8842-104

CP2817

Ø184mm, 3 Plate, A-Ring Sintered

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.**
- **▫ Suitable for engine speeds of 14000 rpm.**
- **▫ CP4702 mounting studs available.**
- **▫ 6 Bolt cover version also available - Part number CP2572 Family.**

PART NUMBERS

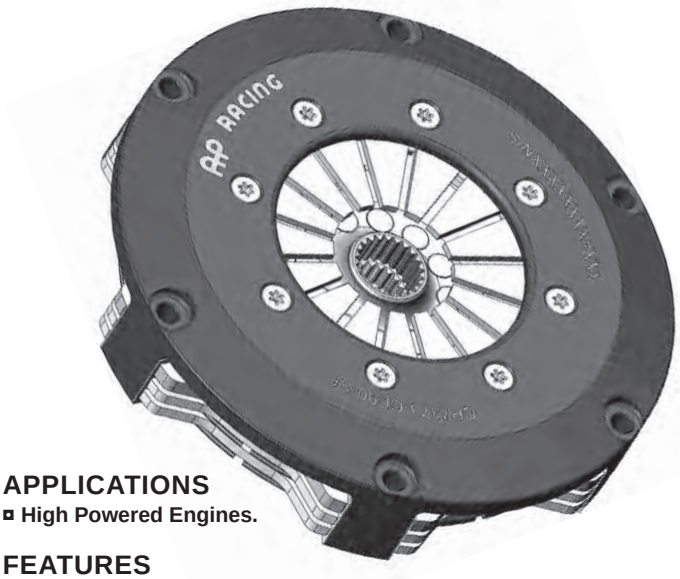
CP2817ACRV / CP2817AORA / CP2817AGRN.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP2817ACRV	978Nm (721lbft)
	CP2817AORA	631Nm (465lbft)
	CP2817AGRN	394Nm (291lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP2817ACRV	350daN	440daN
CP2817AORA	240daN	330daN
CP2817AGRN	160daN	220daN
Set-up Height	**(New)**	**(Worn)**
CP2817ACRV	39.52 / 36.45mm	42.04mm
CP2817AORA	39.78 / 36.68mm	42.30mm
CP2817AGRN	38.95 / 35.87mm	41.46mm
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 Inertia		0.0060Kgm²
Recommended Release Bearings	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) CP2012-179FM3 x 1 (centre plate)	7/8" x 20
Gear Driven	CP2822-23FM3 x 1	1.00" x 23
	CP2822-31FM3 x 2 slider plate	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
A-Ring Assembly		CP2616-8
Main Pressure Plate		CP2613-106
Intermediate Pressure Plate		CP2613-103

METALLIC RACE CLUTCH - Ø184mm - CP7373 & CP7383

CP7373
Ø184mm, 3 Plate, Sintered



APPLICATIONS
- **High Powered Engines.**

FEATURES
- **3 Plate, push type.**
- **Stepped flywheel fixing** - Inner diameter location.
- **Stainless steel wear clips.**
- **Low wear rate.**
- **Suitable for engine speeds of 10000 rpm.**
- **CP4702 mounting studs available.**

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

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP7373-CE90-SF	1272Nm (938lbft)
	CP7373-OE90-SF	798Nm (588lbft)
	CP7373-NE90-SF	491Nm (362lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP7373-CE90-SF	350daN	440daN
CP7373-OE90-SF	240daN	330daN
CP7373-NE90-SF	160daN	220daN
Set-up Height	**(New)**	**(Worn)**
CP7373-CE90-SF	36.18 / 32.94mm	39.39mm
CP7373-OE90-SF	36.97 / 33.70mm	40.19mm
CP7373-NE90-SF	36.16 / 32.90mm	39.37mm
Clutch "Wear In"		0.75mm
Weight (Excluding driven plates)		3.34Kg
Assembly Inertia. (Excluding driven plates)		0.0218Kgm²
CP2012 Type - Driven Plate & Hub Inertia		0.0054Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 2.63mm	Worn = 2.22mm
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	CP2822-23FM3 x 1	1.00" x 23
	CP2822-31FM3 x 2 slider plate	
Other splines available see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP3913-103
Main Pressure Plate		CP3021-101
Intermediate Pressure Plate		CP3592-106

CP7383
Ø184mm, 3 Plate, Cerametallic Paddle or Organic

APPLICATIONS
- **Race / Hillclimb / Historic's**

FEATURES
- **3 Plate paddle, push type.**
- **Stepped flywheel fixing** - Inner diameter location.
- **6 bolt, one piece cover and lugs.**
- **Stainless steel wear clips.**
- **Organic driven plates option available CP5386 family - Note if used DO NOT EXCEED 7000RPM)**
- **CP4702 mounting studs available.**

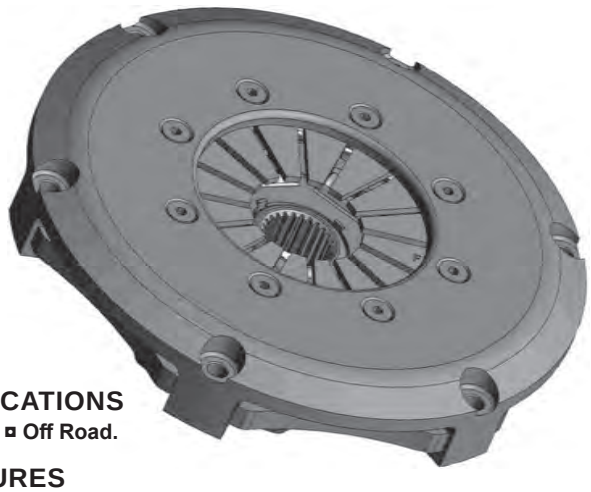
PART NUMBERS
CP7383-CE80-SF / CP7383-OE80-SF / CP7383-NE80-SF / CP7382-TE80-SF.

- **Download latest issue installation drawing from www.apracing.com**

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP7383-TE80-SF	1508Nm (1111lbft)
	CP7383-CE80-SF	1257Nm (926lbft)
	CP7383-OE80-SF	789Nm (581lbft)
	CP7383-NE80-SF	485Nm (358lbft)
Release Loads	**Max peak new**	**Max peak worn**
CP7383-TE80-SF	400daN	510daN
CP7383-CE80-SF	350daN	440daN
CP7383-OE80-SF	240daN	330daN
CP7383-NE80-SF	160daN	220daN
Set-up Height	**(New)**	**(Worn)**
CP7383-TE80-SF	48.06 / 44.71mm	51.27mm
CP7383-CE80-SF	47.81 / 44.46mm	51.02mm
CP7383-OE80-SF	48.60 / 45.22mm	51.81mm
CP7383-NE80-SF	47.78 / 44.42mm	51.00mm
Clutch "Wear In"		0.75mm
Weight (Excluding driven plates)		3.2Kg
Assembly Inertia. (Excluding driven plates)		0.0211Kgm²
CP8400 Type - Driven Plate & Hub Inertia		0.0059Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 7.11mm	Worn = 6.86mm
D/Plate Types	**Part Number**	**Spline Details**
4 Paddle - Outer	CP8400-A026H x 2	7/8" x 20
4 Paddle - Middle	CP8400-K026H x 1	
6 Paddle - Outer	CP8600-A036 x 2	1.00" x 23
6 Paddle - Middle	CP8600-KL036 x 1	
Organic Faced - outer	CP5386-10 x 2	1.00" x 23
Organic Faced - Mid	CP5836-K036H x 1	
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP7383-101
Main Pressure Plate		CP7972-113
Intermediate Pressure Plate		CP3592-106

CP3745

Ø200mm, Single Plate, Cerametallic



APPLICATIONS

▫ Rally / ▫ Off Road.

FEATURES

- **▫ Single Plate, push type.**
- **▫ Flat flywheel fixing** - Outer diameter location.
- **▫ Flat fingers to suit Ø54mm release fulcrum,.**
- **▫ For medium duty applications.**
- **▫ One piece cover and lugs.**
- **▫ CP4702 mounting studs available.**
- **▫ Interchangeable with CP7212 Carbon Clutch.**

PART NUMBERS

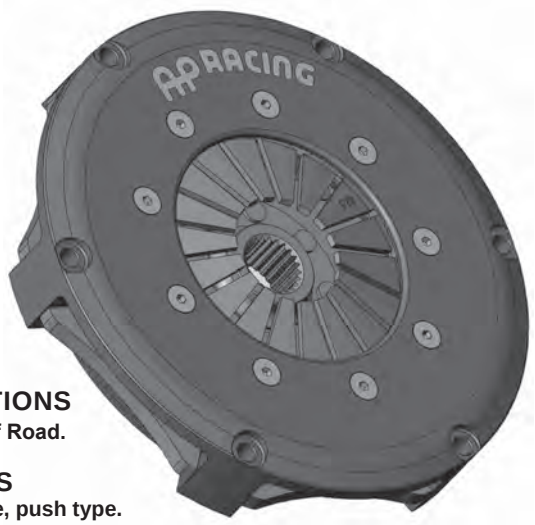
CP3745ACRV / CP3745AGRY.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP3745ACRV	343Nm (253lbft)
	CP3745AGRY	301Nm (222lbft)
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 6 Paddle	3.90Kg 4.28Kg
Sprung Centre	4 Paddle 6 Paddle	4.04Kg 4.53Kg
Complete Assy Inertia		
Rigid Centre	4 Paddle 6 Paddle	0.0253Kgm² 0.0262Kgm²
Sprung Centre	4 Paddle 6 Paddle	0.0264Kgm² 0.0320Kgm²
Driven Plate & Hub Inertia		
Rigid Centre	4 Paddle 6 Paddle	0.00330Kgm² 0.00421Kgm²
Sprung Centre	4 Paddle 6 Paddle	0.00441Kgm² 0.00995Kgm²
Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 7.08mm	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 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Main Pressure Plate		CP4560-101
Push-off Springs x 3		CP3871-103

CP3871

Ø200mm, Single Plate, Cerametallic



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.**
- **▫ Low wear rate.**
- **▫ CP4702 mounting studs available.**

PART NUMBERS

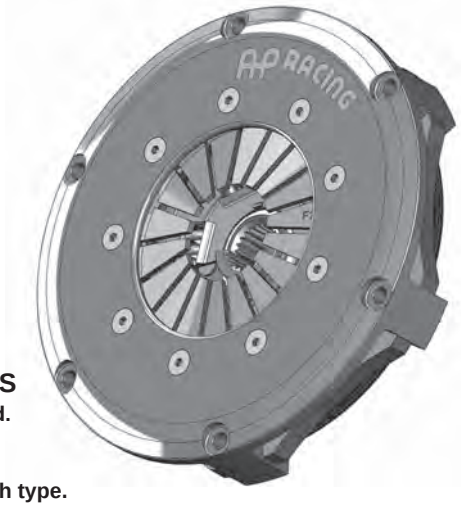
CP3871ACRV / CP3871AGRY.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP3871ACRV	525Nm (387lbft)
	CP3871AGRY	420Nm (310lbft)
Release Loads	**Max peak worn**	
CP3871ACRV	420daN	
CP3871AGRY	350daN	
Set-up Height (New)	CP3871ACRV	38.63 / 36.22mm
	CP3871AGRY	38.41 / 36.00mm
Set-up Height (Worn)	CP3871ACRV	42.32mm
	CP3871AGRY	42.10mm
Clutch "Wear In"		0.75mm
Weight (including driven plates)		
Rigid Centre	4 Paddle 6 Paddle	3.86Kg 4.28Kg
Sprung Centre	4 Paddle 6 Paddle	4.00Kg 4.49Kg
Complete Assy Inertia		
Rigid Centre	4 Paddle 6 Paddle	0.0248Kgm² 0.0259Kgm²
Sprung Centre	4 Paddle 6 Paddle	0.0257Kgm² 0.0315Kgm²
Driven Plate & Hub Inertia		
Rigid Centre	4 Paddle 6 Paddle	0.00330Kgm² 0.00421Kgm²
Sprung Centre	4 Paddle 6 Paddle	0.00441Kgm² 0.00995Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 7.08mm	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 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS.		
Main Pressure Plate		CP3871-111
Push-off Springs x 3		CP3871-103

METALLIC RACE CLUTCH - Ø200mm - CP3921 & CP4560

CP3921
Ø200mm, Single Plate, Cerametallic



APPLICATIONS
▫ Rally / ▫ Off Road.

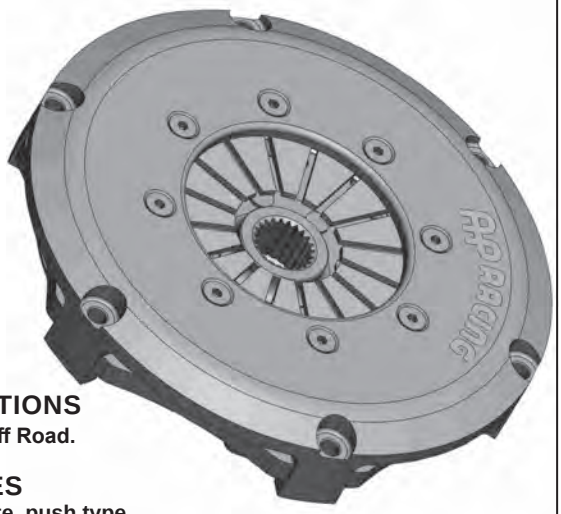
FEATURES
- **▫ Single Plate, push type.**
- **▫ Flat flywheel fixing** - Outer diameter location.
- **▫ Cranked fingers to suit Ø54mm release fulcrum and larger set up height.**
- **▫ For High torque or heavy duty applications.**
- **▫ Only suitable for reverse build driven plates of 8.89mm thickness.**
- **▫ Forged main pressure plate**
- **▫ CP4702 mounting studs available.**

PART NUMBERS
CP3921CRV / CP3921AGRY.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP3921ACRV	525Nm (387lbft)
	CP3921AGRY	420Nm (310lbft)
Release Loads	**Max peak worn**	
CP3921ACRV	420daN	
CP3921AGRY	330daN	
Set-up Height (New)	CP3921ACRV	42.61 / 38.07mm
	CP3921AGRY	42.39 / 37.85mm
Set-up Height (Worn)	CP3921ACRV	46.29mm
	CP3921AGRY	46.07mm
Clutch "Wear In"		0.75mm
Weight (including driven plates)		
Rigid Centre	4 Paddle	3.95Kg
	6 Paddle	4.11Kg
Sprung Centre	4 Paddle	4.08Kg
	6 Paddle	4.55Kg
Complete Assy Inertia		
Rigid Centre	4 Paddle	0.0266Kgm²
	6 Paddle	0.0279Kgm²
Sprung Centre	4 Paddle	0.0257Kgm²
	6 Paddle	0.0315Kgm²
Driven Plate & Hub Inertia		
Rigid Centre	4 Paddle	0.0035Kgm²
	6 Paddle	0.0047Kgm²
Sprung Centre	4 Paddle	0.0041Kgm²
	6 Paddle	0.0058Kgm²
Recommended Release Bearing	Outer race rotates	CP3457-2
	Inner race rotates	CP3457-6
REVERSE BUILD DRIVEN PLATES		
Thickness	New = 8.89mm	Worn = 7.80mm
D/Plate Types	**Part Number**	**Spline Details**
4 Paddle Rigid	CP5214-25 x 1	7/8" x 20
4 Paddle Sprung	CP4814-31 x 1	24.0 x 24
6 Paddle Rigid	CP5216-19 x 1	1.00" x 23
6 Paddle Sprung	CP4816-20 x 1	1.00" x 23
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS.		
Cover Assemblies	CP3921ACRV	CP3921-3CRV
	CP3921AGRY	CP3921-3GRY
Main Pressure Plate		CP3921-101
Push-off Springs x 3		CP3871-103

CP4560
Ø200mm, Single Plate, Cerametallic



APPLICATIONS
▫ Rally / ▫ Off Road.

FEATURES
- **▫ Single Plate, push type.**
- **▫ Stepped flywheel fixing** - Inner diameter location.
- **▫ One piece cover and lugs.**
- **▫ Steel main pressure plate** - For applications where clutch speeds exceeds 8000rpm.
- **▫ CP4702 mounting studs available.**

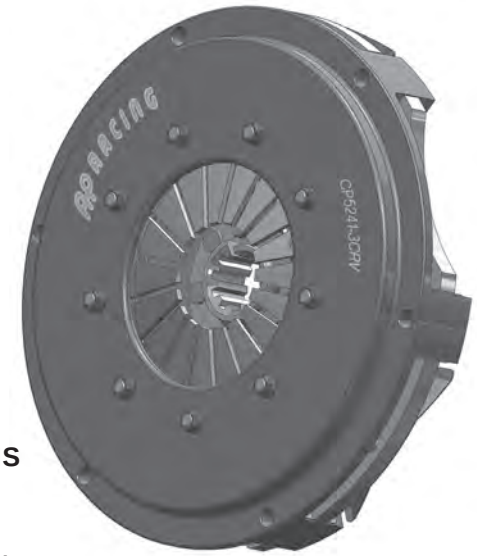
PART NUMBERS
CP4560ACRV / CP4560AGRY.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP4560ACRV	343Nm (253lbft)
	CP4560AGRY	301Nm (222lbft)
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 Inertia		
Rigid Centre	4 Paddle	0.00330Kgm²
	6 Paddle	0.00421Kgm²
Sprung Centre	4 Paddle	0.00441Kgm²
	6 Paddle	0.00995Kgm²
Recommended Release Bearing	Outer race rotates	CP3457-2 or -10
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 7.08mm	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 116		
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

CP5241

Ø215mm, Single Plate, Cerametallic Paddle



APPLICATIONS
▫ Race / ▫ Rally.

FEATURES
- **▫ Single Plate, push type.**
- **▫ Stepped flywheel fixing** - Inner diameter location.
- **▫ One piece cover and lugs.**
- **▫ Low maintenance.**
- **▫ CP4702 mounting studs available.**
- **▫ Supercedes CP2861 Clutch series.**

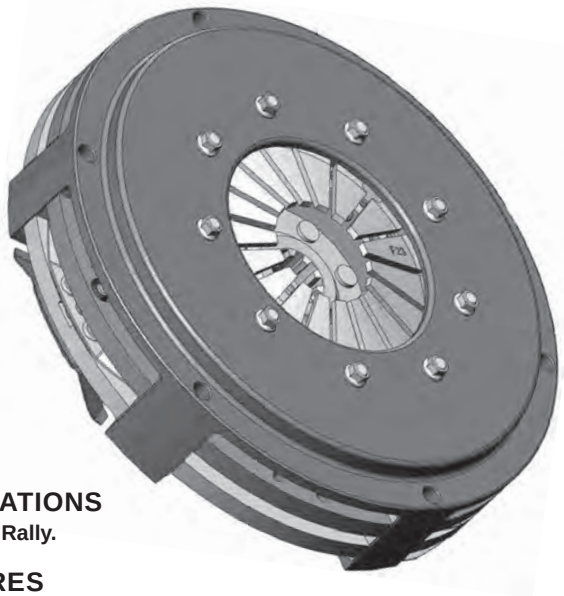
PART NUMBERS
CP5241-3CRV / CP5241-3GRY.

▫ Download latest issue installation drawing from www.apracing.com

TECHNICAL SPECIFICATIONS		
Torque Capacity	CP5241-3CRV	580Nm (427lbft)
	CP5241-3GRY	425Nm (314lbft)
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 Bearings	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	29mm x 10
	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
	CP5346-2 x 1	29mm x 21
Other splines available, see page 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS		
Wear Clips		CP5241-104
Main Pressure Plate		CP5241-5
Push-off Springs x 3		CP2603-126

CP5242

Ø215mm, 2 Plate, Cerametallic Paddle



APPLICATIONS
▫ Race / ▫ Rally.

FEATURES
- **▫ 2 Plate, push type.**
- **▫ Stepped flywheel fixing** - Inner diameter location.
- **▫ One piece cover and lugs.**
- **▫ Low maintenance**
- **▫ CP4702 mounting studs available.**

PART NUMBERS
CP5242-2CRV.

▫ Download latest issue installation drawing from www.apracing.com

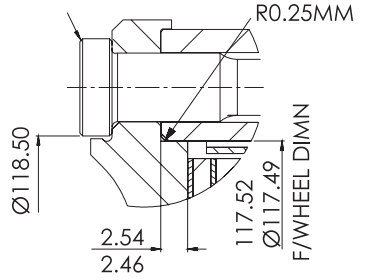
TECHNICAL SPECIFICATIONS		
Torque Capacity	842Nm (621lbsft)	
Release Loads	**Max peak worn.**	
	380daN	
Set-up Height (New)	53.84 / 51.91mm	
Set-up Height (Worn)	57.65mm	
Clutch "Wear In"		1.00mm
Weight (including driven plates)		7.74Kg
Complete Assembly Inertia	4 Paddle	0.063358Kgm²
Driven Plate & Hub Inertia	4 Paddle	0.005833Kgm²
Recommended Release Bearings	Outer race rotates	CP3457-2
	Inner race rotates	CP3457-6
DRIVEN PLATES		
Thickness	New = 7.08mm	Worn = 6.58mm
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 116		
Note: Clutch supplied less driven plates, order separately		
SPARE PARTS.		
Wear Clips.		CP4462-104
Main Pressure Plate.		CP5242-10
Intermediate Pressure Plate.		CP5242-11

METALLIC RACE CLUTCH - Mounting Information

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.

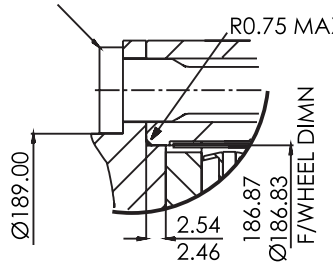
MOUNTING HOLES.
10 HOLES Ø6.50/6.40 EQUI-SPACED
ON A Ø127.50 P.C. / Ø0.05



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

Ø115mm Stepped Flywheel

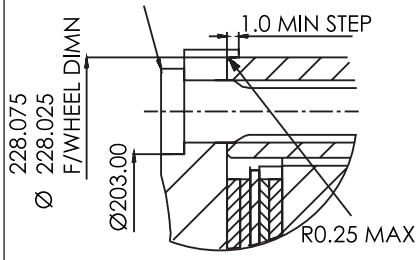
MOUNTING HOLES. 6 / 12 HOLES
Ø8.020/8.005 EQUI-SPACED
ON A Ø200.025 P.C.



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

Ø184mm Stepped Flywheel

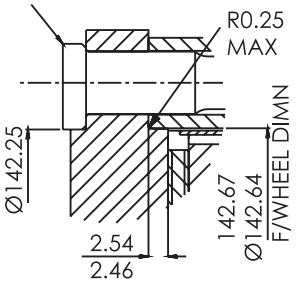
MOUNTING HOLES. 6 HOLES
Ø8.020/8.005 EQUI-SPACED
ON A Ø214.00 P.C.



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

Ø200mm Flat Flywheel

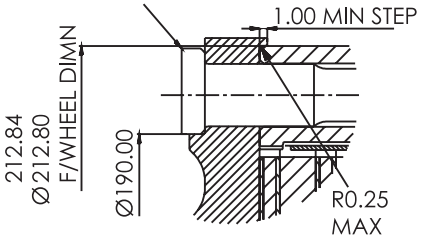
MOUNTING HOLES. 8 HOLES
Ø8.020/8.005 EQUI-SPACED
ON A Ø154.45 P.C.



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

Ø140mm Stepped Flywheel

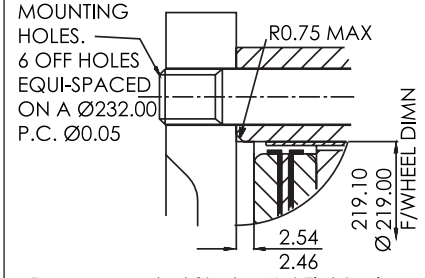
MOUNTING HOLES. 6 HOLES
Ø8.020/8.005 EQUI-SPACED
ON A Ø200.025 P.C.



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

Ø184mm Flat Flywheel

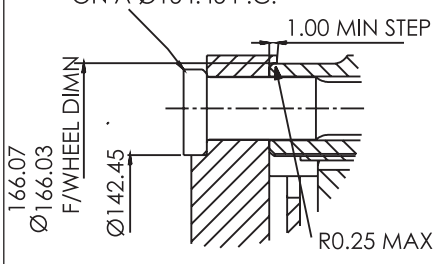
MOUNTING
HOLES.
6 OFF HOLES
EQUI-SPACED
ON A Ø232.00
P.C. Ø0.05



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

Ø215mm Stepped Flywheel with Stud Fixing

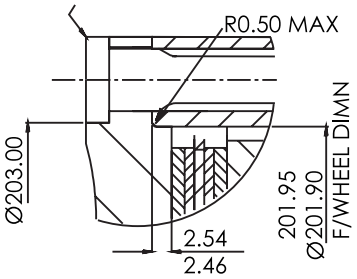
MOUNTING HOLES. 8 HOLES
Ø8.020/8.005 EQUI-SPACED
ON A Ø154.45 P.C.



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

Ø140mm Flat Flywheel

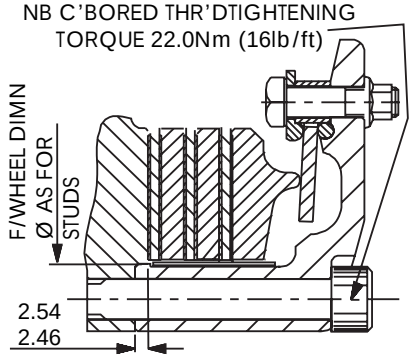
MOUNTING HOLES. 6 HOLES
Ø8.020/8.005 EQUI-SPACED
ON A Ø214.00 P.C.



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

Ø200mm Stepped Flywheel

6 / 8 MOUNTING HOLES. EQUI-SPACED
ON A P.C.D AS FOR STUDS THREAD
M8 OR 5/16UNF
NB C'BORED THR'DTIGHTENING
TORQUE 22.0Nm (16lb/ft)



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

FIXING / MOUNTING STUDS.

The recommended method of mounting the clutch to the flywheel is with a mounting stud and K-Lock nut.
The recommended tightening torque is 22Nm (16lb/ft) for M8 & 5/16" UNF.
AP Racing offer a range, of studs for mounting clutches to flywheels, (see page 120). 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 above for flywheel mounting details.

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 above.
N.B. Cast Iron flywheels should not be used above 10000rpm.

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					Organic
	Back To Back	Back to Back Extended hub nose	Nested Types	Gear Driven	3 Paddle Rigid	4 Paddle Rigid	4 Paddle Sprung	6 Paddle Rigid	6 Paddle Sprung	
CP2116	CP4429 CP2012									
CP2125	CP4429 CP2012		CP2567	CP3822						
CP2606					CP8300	CP8400		CP8600		CP5386
CP2817				CP2822						
CP3745						CP5214	CP5216	CP4814	CP4816	
CP3871						CP5214	CP5216	CP4814	CP4816	
CP3921	Reverse built driven plates					CP5214				
CP4560						CP5214	CP5216	CP4814	CP4816	
CP5241						CP5344	CP5354	CP5346		
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						
CP7371	CP4429 CP2012									
CP7372	CP4429 CP2012		CP2567	CP3822						
CP7373	CP2012			CP2822						
CP7383					CP8300	CP8400		CP8600		CP5386
CP7381					CP8300	CP8400		CP8600		CP5386
CP7382					CP8300	CP8400		CP8600		CP5386
CP7392					CP8300	CP8400		CP8600		
CP7972			CP8405		CP8301	CP8401		CP8601		
CP8022			CP8405 / CP8172		CP8301	CP8401		CP8601		
CP8732					CP8301	CP8401		CP8601		
CP8742			CP8405 / CP8172		CP8301	CP8401		CP8601		
CP8842			CP8405 / CP8172		CP8301	CP8401		CP8601		
CP8773	CP3683									
CP8804	CP3683									

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

CP3414

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

CP3407

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

CP4074

▫ **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 & Ø184mm clutches only.

CP2567 P/ Plate Side

CP2567 F/ wheel Side

▫ RIGID SINTERED PADDLE

- 4 Paddle Sintered CP4429 available for CP2116 and CP7371 single plate clutches.

▫ RIGID PADDLE OR BONDED / CERAMETALLIC PLATES:-

- CP8330,
Ø140mm. 3 paddle.
4.50mm Thick.

- CP8300,
Ø184mm. 3 Paddle.
7.08mm Thick.

- CP8400, CP8401
Ø184mm. 4 Paddle.
7.08mm/6.00mm Thick.

- CP8600, or **CP8601**
Ø184mm. 6 Paddle.
7.08mm/6.0mm Thick.

- CP5214,
Ø200mm. 4 paddle.
7.08mm Thick.

- CP5216,
Ø200mm.6 paddle.
7.08mm Thick.

- CP5344 / CP6180,
Ø215mm. 4 paddle.
8.89mm Thick.

- CP5346,
Ø215mm. 6 paddle.
8.89mm Thick.

▫ 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.

CP4814 / CP5354
7.08mm Thick.

CP4816
7.08mm Thick.

BONDED CERAMETALLIC DRIVEN PLATE PART NUMBERING EXPLANATION

The table below explains the part numbering system for the bonded cerametallic driven plates. See page 116 for driven plates part numbers.

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.	**G =** Shorted Nose.	**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	
CP8600 6 Paddle, 7.11mm Thick.		**004** 1.125" x 10	
CP8601 6 Paddle, 6.0mm Thick.		**036** 1.00" x 23	
CP8405 - Nested Type 4 Paddle, 6.0mm Thick.		**036** 1.00" x 23	

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. 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 offers 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 department for assistance.

		No. of Teeth.	10	10	10	10	10	10	17	18	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	.875"	18.3	.92"	24	29	1"	1"	.8"	1"	22	1.16"	
SINTERED DRIVEN PLATES	115	**CP5004 -** Back to back									-6 FM4						-5 FM4		-16 FM4		-8 FM4	
		CP6074 - Nested															-22/-23 FM4				-18/-19 FM4	
	140	**CP3407** - Ext hub	-37 FM3	-57 FM3		-4 FM3		-8 FM3		-53 FM3	-26 FM3			-63 FM3	-61 FM3		-36 FM3	-51 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	-16 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	-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 - Nested F/Wheel side type		-35 FM3		-15 FM3		-29 FM3			-7FM3 -L			-33 FM3		-41 FM3	-23 FM3				-11 FM3	
		CP2567 - Nested P/Plate side type		-36 FM3		-16 FM3		-30 FM3			-8FM3 -L			-34 FM3		-42 FM3	-24 FM3				-12 FM3	
		CP2822 - 3 Plate, gear driven			-39 FM3	-3 FM3	-27 FM3	-29 FM3			-20 FM3			-36 FM3			-23 FM3		-32 FM3		-6 FM3	CP2822 -31 FM3
		CP3822 - 2 Plate, gear driven				-17 FM3		-15 FM3			-11 FM3						-10 FM3	-13 FM3			-14 FM3	
BONDED D/PLATES	184	**CP4429 - 4** Paddle, 2.6mm thick				-6 FM4		-5 FM4		-11 FM4	-3 FM4		-12 FM4			-10 FM4	-4 FM4		-8 FM4	-9 FM4	-14 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	
		CP8400 - 4 Paddle, 7.1mm thick	-A 001	-A 002		-A 004		-A 008	-A 017	-A 019	-A 026			-A 030		-A 034	-A0 36H	-A 037	-A0 38H		-A 040	
		CP8401 - 4 Paddle - 6.0mm thick									-A0 26H						-A0 36H				-A0 40H	
		CP8600 - 6 Paddle - **7.1mm** thick				-A 004		-A 008		-A 019	-A 026						-A0 36H		-A0 38H	-A 043	-A 040	
		CP8601 - 6 Paddle - **6.0mm** thick															-A0 36H					
		CP8405 - Nested 6 Paddle - **6.0mm** thick															-A0 36H					
		CP8172 - Alt, Nested 6 Paddle, **6.0mm** thick **F** = Flywheel / **C** = Cover															F-10 C-11 FM4					
CERAMETALLIC DRIVEN PLATES	184	**CP4946 - 6** Paddle rigid - **7.1mm**					-17	-12		-2	-6						-7				-9	
	200	**CP5214** - **4** Paddle rigid - **7.1mm**								-18	-14			-35	-16		-12	-15	-13			
		CP5214 - 4 Paddle rigid - **7.6mm**									-21			-20			-27					
		CP5214 - 4 Paddle rigid - **8.9mm**											-25									
		CP5216 - 6 Paddle rigid - **7.1mm**				-22					-14					-11	-15		-13	-26	-23	
		CP5216 - 6 Paddle rigid - **7.6mm**															-25					
		CP5216 - 6 Paddle rigid - **8.9mm**									-20						-19				-21	
		CP4814 - 4 Paddle sprung - **7.1mm**							-11	-14	-15			-38			-21		-13	-12		
		CP4814 - 4 Paddle sprung - **7.6mm**								-24					-26		-23			-25		
		CP4814 - 4 Paddle sprung - **8.9mm**																	-31			
		CP4816 - 6 Paddle sprung - **7.1mm**						-11			-13		-16				-12		-23	-26	-17	
		CP4816 - 6 Paddle sprung - **8.9mm**														-21	-20					
	215	**CP6180 - 4** Paddle rigid			-1	-5									-7		-2		-3		-4	
		CP5344 - 4 Paddle rigid - **7.1mm**			-33	-14			-26		-2			-37		-4	-5		-8	-32		
		CP5344 - 4 Paddle rigid - **8.9mm**						-10								-30						
		CP5354 - 4 Paddle, sprung - **7.1mm**		-3			-52	-14	-15		-2					-10	-38		-40	-45		
		CP5354 - 4 Paddle, sprung - **8.9mm**				-25		-18			-34						-17		-44			
		CP5346 - 6 Paddle rigid - **8.9mm**				-19			-11	-21	-6			-4	-2	-8	-12		-14		-15	
Organic 184mm		**CP5386 - 7.11mm**	-14	-13		-11					-12						-10				-A040	
220mm - 4 Paddle Rigid Centre			**FIA - R1 Category - Driven Plate**														CP6445-1 - 1" X 23					

CLUTCH SLAVE CYLINDERS - Push Types

INTRODUCTION & GENERAL INFORMATION.

AP Racing offer a range concentric slave cylinders suitable for use with most push & pull 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 Aluminium alloy bodies are lightweight and compact, the units feature an integral piston support tube, high temperature seals, and scraper ring plus a special high tech, low friction coating. CP6859 & CP3959 are interchangeable with Saab derived slave cylinders that are in widespread use, but are hydraulically self contained, and independent of the gearbox and therefore do not require an oil seal over the input shaft. The slave cylinders are supplied complete with a release bearing in a choice of three, or four fulcrum diameters.

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 are Aluminium Alloy. / - Effective Area = 920mm² (1.426in²). - Max Pressure = 8.6N/mm² (1250psi). / - Fluid = Radi-CAL™ R4, R3, R2 or other high quality fluids.

CP3959 SLAVE CYLINDER

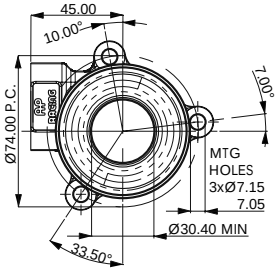
The CP3959 series of concentric slave cylinders offer a lightweight die cast Aluminium body, and are hydraulically self contained with high temperature seals. Interchangeable with SAAB cylinder part no, 4776308 (8729840).

TECHNICAL SPECIFICATION

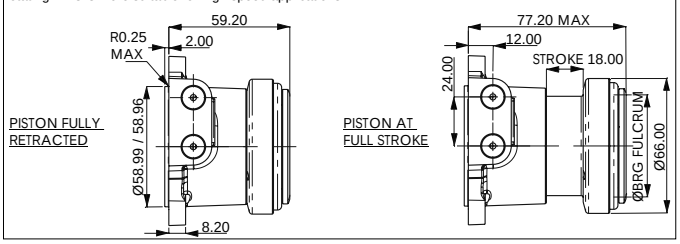
- Weight. - 425g
- Hydraulic threads.- M12x1.0
- Replacement seal kit. CP3759-3
- Hydraulic fitting kits available for -3 or -4 aeroquip:
  - 7/16” (Aluminium adaptor) for - 4 aeroquip - CP3859-15
  - 3/8” (Steel adaptor) for -3 aeroquip - CP3859-16

PART NUMBERS

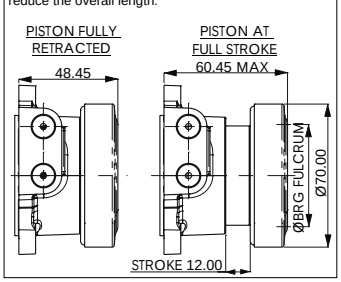
Slave Part Number	Fulcrum Ø.	Max Stroke	Bearing	Bearing Config.
CP3959-38	38.0mm	18.0mm	CP3457-16	1
CP3959-50	50.0mm	18.0mm	CP3457-11	1
CP3959-54	54.0mm	18.0mm	CP3457-6	1
CP3959-1238-IN	38.0mm	12.0mm	CP3457-16	3
CP3959-1250	50.0mm	12.0mm	CP3457-9	2
CP3959-1254	54.0mm	12.0mm	CP3457-10	2



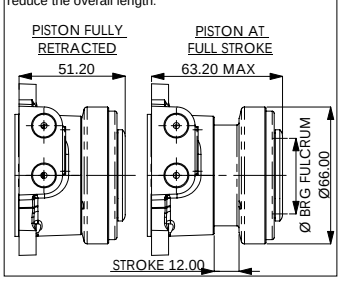
BEARING CONFIGURATION 1: The bearing is housed in the piston via the outer race with the inner race rotating. This is more suitable for high speed applications.



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.



BEARING CONFIGURATION 3: The bearing is housed in the piston via the outer race with the inner race rotating. The stroke has been shortened so as to reduce the overall length.



CP6859 SLAVE CYLINDER

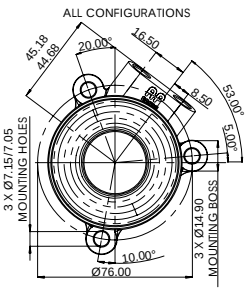
The CP6859 series of concentric slave cylinders offer a lightweight forged Aluminium body and are hydraulically self contained with high temperature seals.

TECHNICAL SPECIFICATION

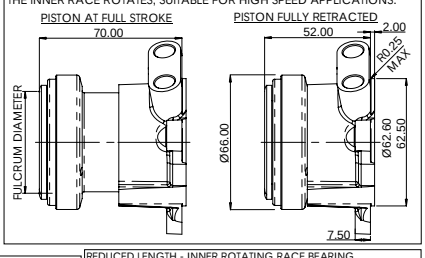
- Weights - CP6859-XX - 361g / -12XX - 257g / -12XX-IN - 346g
- Hydraulic threads.- M10x1.0
- Replacement seal kit. CP3759-3
- Hydraulic fitting kits available for -3 or -4 aeroquip:
  - Hydraulic fitting kit (Steel adaptor 7/16” ‘-4’) CP3759-6.
  - Hydraulic fitting kit (Steel adaptor 3/8” ‘-3’) CP3759-5.

PART NUMBERS

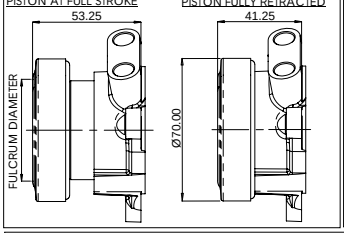
Slave Part Numbers	Fulcrum Ø.	Max Stroke	Bearing	Bearing Config.
CP6859-14	Flat	18.0mm	CP3457-22	4
CP6859-38	38.0mm	18.0mm	CP3457-16	1
CP6859-45	45.0mm	18.0mm	CP3457-19	5
CP6859-50	50.0mm	18.0mm	CP3457-11	1
CP6859-54	54.0mm	18.0mm	CP3457-6	1
CP6859-54-OUT	54.0mm	18.0mm	CP3457-10	5
CP6859-1245	45.0mm	12.0mm	CP3457-19	2
CP6859-1250	50.0mm	12.0mm	CP3457-9	2
CP6859-1254	54.0mm	12.0mm	CP3457-10	2
CP6859-1238-IN	38.0mm	12.0mm	CP3457-16	3
CP6859-1245-IN	45.0mm	12.0mm	CP3457-26	3
CP6859-1250-IN	50.0mm	12.0mm	CP3457-11	3
CP6859-1254-IN	54.0mm	12.0mm	CP3457-6	3



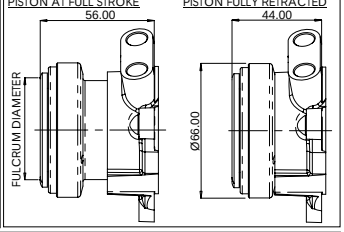
BEARING CONFIGURATION 1: (18MM STROKE) THIS SLAVE CYLINDER FEATURES:THE BEARING IS HOUSED IN THE PISTON VIA THE OUTER RACE THE INNER RACE ROTATES, SUITABLE FOR HIGH SPEED APPLICATIONS.

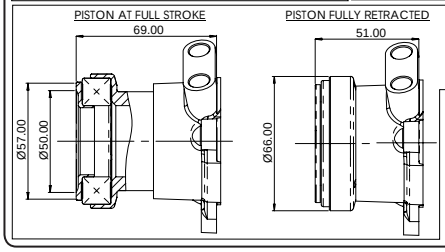


REDUCED LENGTH-OUTER RACE ROTATING.BEARING CONFIGURATION 2 (12MM STROKE) - THIS SLAVE CYLINDER FEATURES: A SHORTENED STROKE SO AS TO REDUCE THE OVERALL LENGTH. THE BEARING HOUSED ON THE PISTON VIA THE INNER RACE WITH THE OUTER RACE ROTATING.



REDUCED LENGTH - INNER ROTATING RACE BEARING CONFIGURATION 3 (12MM STROKE) - THIS SLAVE CYLINDER FEATURES: A SHORTENED STROKE SO AS TO REDUCE THE OVERALL LENGTH. THE BEARING HOUSED IN THE PISTON VIA THE OUTER RACE. THE INNER RACE ROTATES, SUITABLE FOR HIGH SPEED APPLICATIONS.





REDUCED LENGTH - FLAT FULCRUM BEARING CONFIGURATION 4 (18MM STROKE) THE BEARING HOUSED IN THE PISTON VIA THE OUTER RACE WITH THE INNER RACE ROTATES, SUITABLE FOR HIGH SPEED APPLICATIONS.

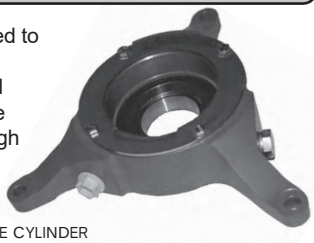
CONFIGURATION 5

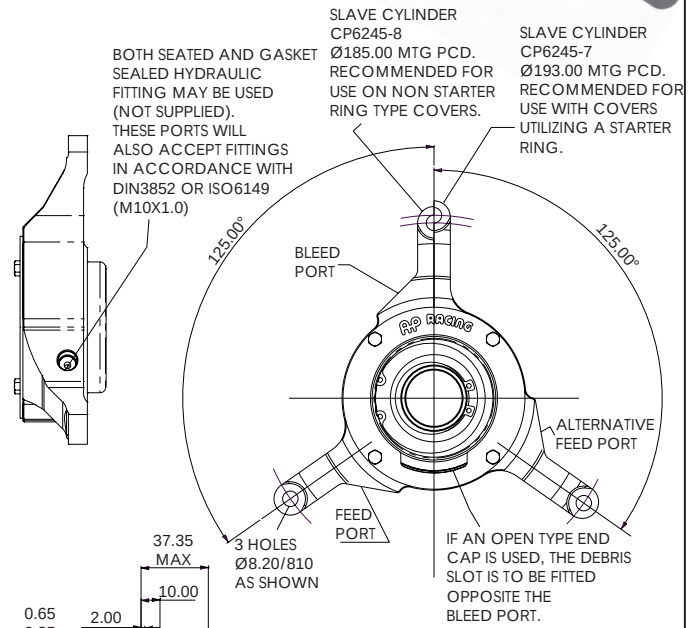
18MM STROKE - OUTER ROTATING RACE PART NUMBER - CP6859-45 & CP6859-54-OUT THE BEARING HOUSED ON THE PISTON VIA THE INNER RACE WITH THE OUTER RACE ROTATING.

CLUTCH SLAVE CYLINDERS - Pull Type & Power Actuator

CP6245 CONCENTRIC SLAVE CYLINDER

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.

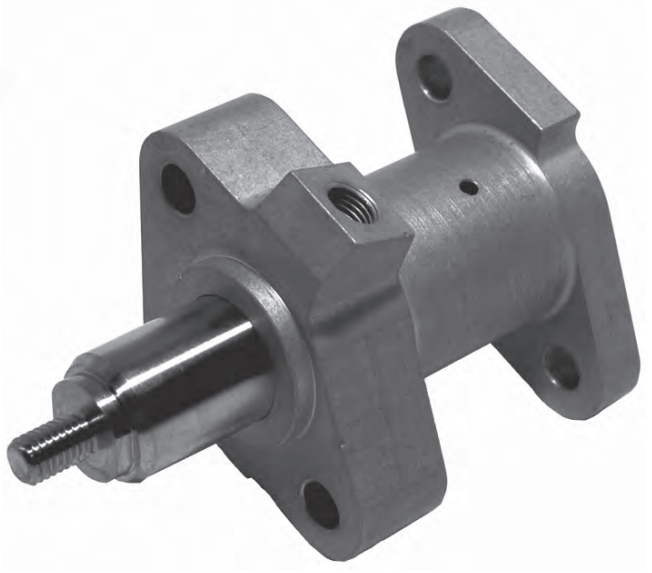




Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com

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 HYDRAULIC POWER ACTUATOR



This power actuator is designed to be used in conjunction with an 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, allowing manual operation using the clutch pedal if required.
Note; CP7950 uses mineral oil seals.

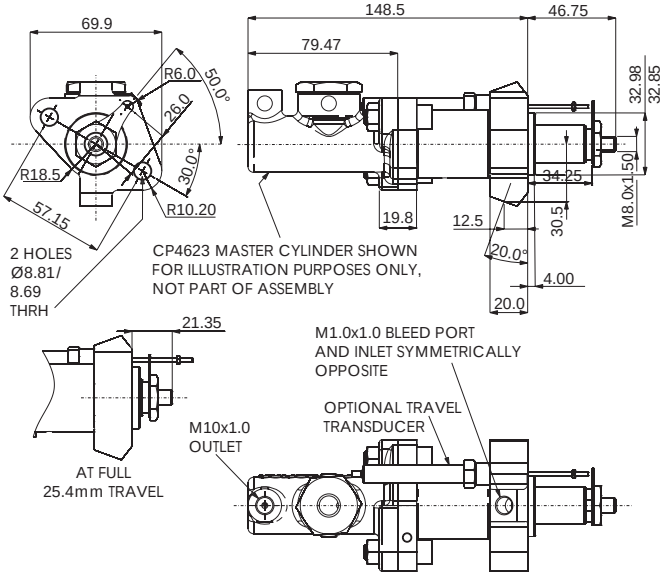
PART NUMBERS

- 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.
Repair kit	CP7950-6RK

INSTALLATION DRAWING



Note: Drawing for guidance only. Download latest issue installation drawing from www.apracing.com

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. Of the six bearings within the range, Three have a radiused release fulcrum and are suitable for all straight fingered diaphragm spring clutches, and are available, with either a 38mm, 45mm 50mm or 54mm diameter release fulcrum, suitable for all AP Racing Sintered or Cerametallic racing clutches. Two have flat faces which are suitable for production type curly fingered diaphragm clutches.

RELEASE MECHANISM.)

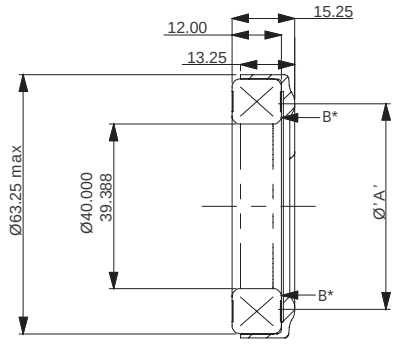
As the spring rate and clamp load of the clutch increases, so does the release bearing load required to release the clutch. The release bearing used, should be a high quality steel caged radius contact ball bearing either 38mm, 45mm or 50mm, (for Ø115mm, Ø127mm, Ø138mm and Ø140mm carbon / race clutches), 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 below and 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. The following bearing assemblies are filled with Kluber Asonic HQ72-102 grease, CP3457-1, -2, -6, -11, -16.

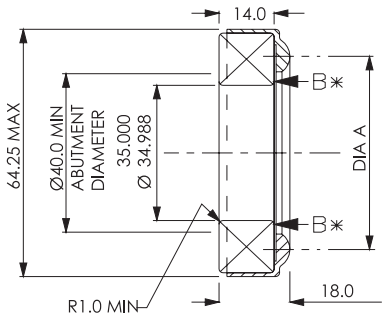
REDUCEDTHICKNESSBEARING. - OUTER RACE ROTATES.



- CP3457-24

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

STANDARD RELEASE BEARING - 35MM INNER DIAMETER - OUTER RACE ROTATES.



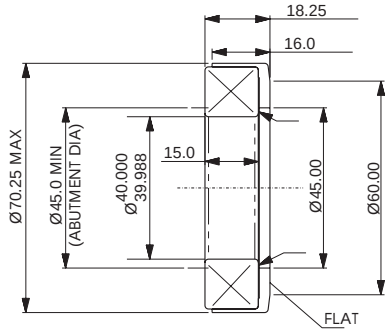
- CP3457-1

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

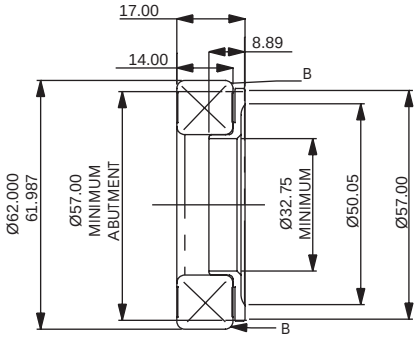
FLAT FACED RELEASE BEARING. 40MM INNER DIAMETER - OUTER RACE ROTATES.



- CP3457-23

Operates on round nose diaphragm spring fingers with a fulcrum diamter between Ø49mm to Ø56mm.

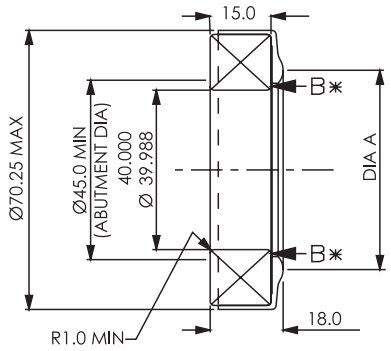
FLAT FACED, HIGH SPEED RELEASE BEARING. - INNER RACE ROTATES.



- CP3457-22

Operates on round nose diaphragm spring fingers with a fulcrum diamter between.
- CP3457-22 for Ø50mm to Ø56mm.

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.

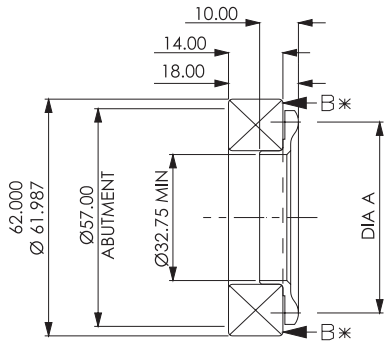
- CP3457-10

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

- CP3457-19

Release Fulcrum Dia 'A' = 45mm.
This bearing is suitable for use with most Ø115, Ø127 & Ø140mm racing clutches.

HIGH SPEED RELEASE BEARING - 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.

- CP3457-26

Release Fulcrum Dia 'A' = 45mm.
This bearing is suitable for use with most Ø115, Ø127 & Ø140mm racing clutches.

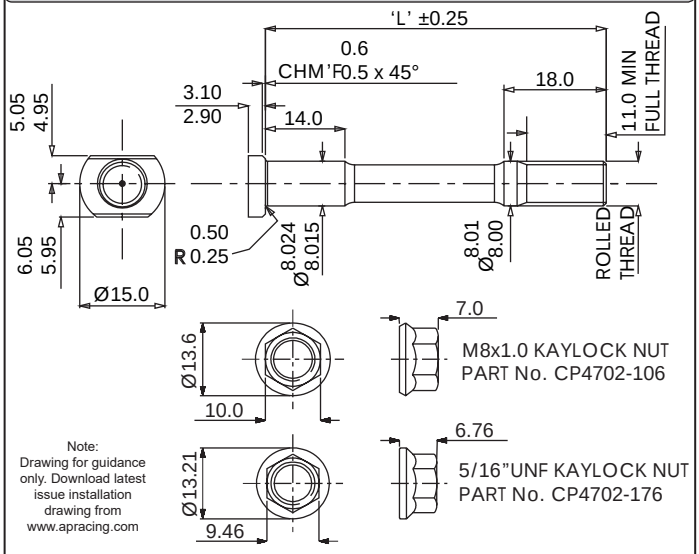
Note:
Drawings for guidance only. Download latest issue installation drawings from www.apracing.com

CLUTCH MOUNTING STUDS - CP4702 & CP4703

CLUTCH MOUNTING STUD.

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

CP4702
M8 and 5/16"UNF STUD SERIES.

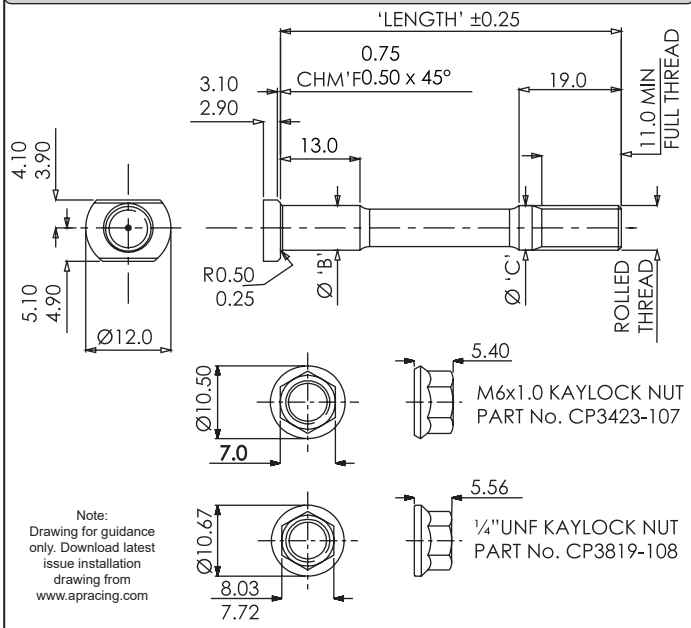


CP4702 - PART NUMBERS

Stud Length (Dim'n 'L')	M8 x 1.0 - (M Suffix)	5/16" UNF (U Suffix)
40.0mm	CP4702-400M	CP4702-400U
42.5mm	CP4702-425M	CP4702-425U
45.0mm	CP4702-450M	CP4702-450U
47.5mm	CP4702-475M	CP4702-475U
50.0mm	CP4702-500M	CP4702-500U
52.5mm	CP4702-525M	CP4702-525U
55.0mm	CP4702-550M	CP4702-550U
57.5mm	CP4702-575M	CP4702-575U
60.0mm	CP4702-600M	CP4702-600U
62.5mm	CP4702-625M	CP4702-625U
65.0mm	CP4702-650M	CP4702-650U
67.5mm	CP4702-675M	CP4702-675U
70.0mm	CP4702-700M	CP4702-700U
72.5mm	CP4702-725M	CP4702-725U
75.0mm	CP4702-750M	CP4702-750U
77.5mm	CP4702-775M	CP4702-775U

The studs listed above are available as kits containing either 6,8 or 12 studs, and bolts, add the number required to the end of the part number. e.g. CP4702-400MK(12)

CP4703
M6 and 1/4"UNF STUD SERIES.



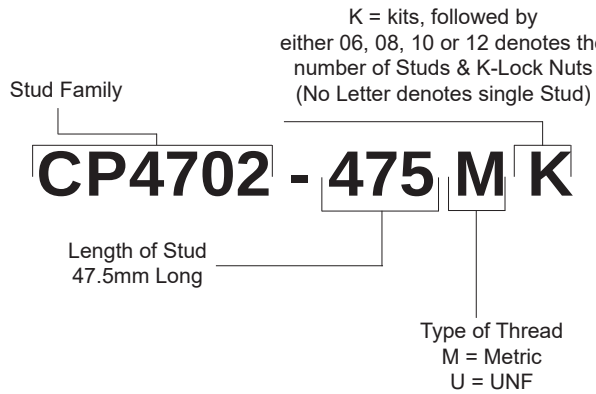
CP4703 - PART NUMBERS.

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	CP4703-400M	CP4703-400U
42.5mm	CP4703-425M	CP4703-425U
45.0mm	CP4703-450M	CP4703-450U
47.5mm	CP4703-475M	CP4703-475U
50.0mm	CP4703-500M	CP4703-500U
52.5mm	CP4703-525M	CP4703-525U
55.0mm	CP4703-550M	CP4703-550U
57.5mm	CP4703-575M	CP4703-575U
60.0mm	CP4703-600M	CP4703-600U
62.5mm	CP4703-625M	CP4703-625U
65.0mm	CP4703-650M	CP4703-650U
67.5mm	CP4703-675M	CP4703-675U
70.0mm	CP4703-700M	CP4703-700U
72.5mm	CP4703-725M	CP4703-725U
75.0mm	CP4703-750M	CP4703-750U
80.0mm		CP4703-800U

The studs listed above are available as kits containing either 10 or 12 studs, and bolts, add the number 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 in the tables, find that length & quote the part number in either M6, M8, 1/4" UNF or 5/16"UNF.
Example part number breakdown below.



AIR JACKS

- INTRODUCTION AND GENERAL INFORMATION
- CP3985 ‘STANDARD DUTY’ AIR JACKS
- CP3945 ‘HEAVY DUTY’ AIR JACKS
- AIR JACK LANCE AND CONNECTOR
- AIR JACK SERVICING KITS
- SAFETY PROPS

AIR JACK - General Information, CP3985 & CP3945 Air Jacks

INTRODUCTION

AP Racing Air Jacks are designed to be both lightweight and reliable, they are used by many teams and manufacturers in Sport Cars / Touring Cars plus many other series around the world.

The two available options are:-
- CP3985 is the 'standard duty' version with an aluminium foot.
- **CP3945** is the 'heavy duty' version, dimensional identical to CP3985 but with a larger ram section making all variants approximately 30-40g heavier and a stainless steel foot.

- Available, with or without a built in exhaust valve which can be throttled to adjust speed of descent. A range of accessories including safety props, lances & connectors are also available.

IMPORTANT NOTE: Do not exceed the recommended operating pressure of 30 Bar.

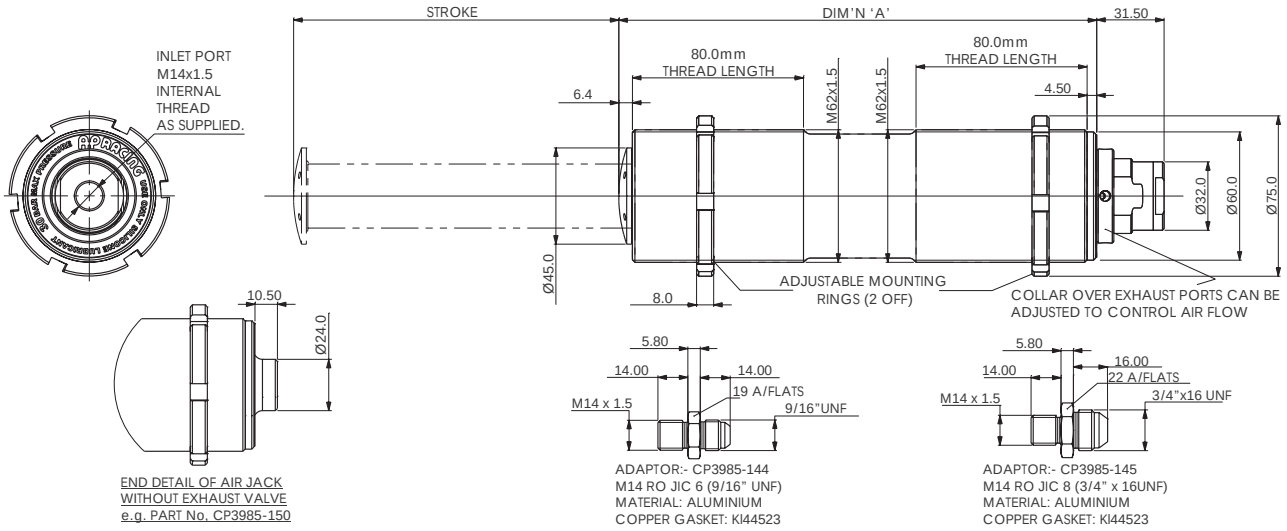
WARNING.

Explosive release of the energy stored in compressed air can be dangerous. Please read the notes below. Jacks & air connections should be examined regularly for signs of damage.

Note: CP3985/CP3945 families replace CP2985, which is no longer available. Information on CP2985 & CP2995 will remain on our website as a guide only.

CP3985 & CP3945 SERIES - AIR JACKS

AP Racing range of Aluminium Air Jacks have a compression spring rather than the conventional tension return spring system. This makes the Air Jack faster, and more efficient in operation with a lift capacity of 675kg, per air jack at 30 Bar operating pressure.



Part Numbers	Part Number Description	Weight	Dim'n 'A'	Bore Size	Lift Capacity	Operating Pressure Maximum	Safety Prop
CP3985 STANDARD DUTY AIR JACKS							
CP3985-150	**150mm stroke** - with Aluminium foot	0.83Kg	224mm	54.0mm	675Kg	30 Bar.	CP3985-15
CP3985-150EV	**150mm stroke** - with exhaust valve & Aluminium foot	0.88Kg					
CP3985-230	**230mm stroke** - with Aluminium foot	1.07Kg	325mm				CP3985-23
CP3985-230EV	**230mm stroke** - with exhaust valve & Aluminium foot	1.12Kg					
CP3985-310	**310mm stroke** - with Aluminium foot	1.34Kg	425mm				CP3985-31
CP3985-310EV	**310mm stroke** - with exhaust valve & Aluminium foot	1.39Kg					
CP3945 HEAVY DUTY AIR JACKS							
CP3945-230	**230mm stroke** - with Stainless steel foot	1.28Kg	325mm	54.0	675kg	30 Bar.	CP3985-23
CP3945-230EV	**230mm stroke** - with exhaust valve & Stainless steel foot	1.33Kg					
CP3945-310	**310mm stroke** - with Stainless steel foot	1.60kg	425mm				CP3985-31
CP3945-310EV	**310mm stroke** - with exhaust valve & Stainless steel foot	1.65Kg					
Repair Kits	**CP3985-1RK** - for all air jacks with exhaust valve (EV).		**CP3985-11RK** - for all non-exhaust valved air jacks.				
Spares	**Note: The mounting ring CP2820-110 are also available to order separately.**						

SAFETY, INSTALLATION & USE

- Never work under a vehicle supported only by Air Jacks unless safety props are fitted.
- Do not use 'U' bolt type clamps as distortion of the body will cause the Air Jack to stick.
- Do not loosen or remove adaptor. Jacks must be vertical during operation, Mounting brackets or clamps to be fitted to threaded section of body only.
- Do not use petrol or paraffin for cleaning the Air Jacks as this will damage the rubber seals.
- Use an alcohol based cleaning fluid e.g. Methylated spirit.
- Use only silicone spray or silicone grease when internal lubrication is necessary.

NOTE: CP3985 Air Jack have an M14 female inlet and connections

RECONDITIONING

AP Racing have introduced two tool kits to enable a user to recondition their Air Jacks.

- **CP4985-20** kit contains all tools necessary to recondition all CP3985 & CP3945 Air Jacks. See page 124 for information.
- **CP4985-10** kit contains all tools necessary to recondition all CP2985 style Jacks. Visit our website for further information.

CP6116 AIR JACK LANCE AND CONNECTORS

To complement the range of Air Jacks, AP Racing offer a new lighter lance design (CP6116-15) used with Connector & Valve (CP6116-3) or Connector (CP6116-4). Designed to have high flow and positive operation. The Connector Valve CP6116-3 has a two position valve to release system pressure.

- Maximum operating pressure 40BAR . N.B. Lance & Connectors are NOT interchangeable with previous CP6006 Series part.

Installation:
1. Attach the connector valve assembly to vehicle and link to Air Jacks.
2. Attach air line to the lance assembly.

Connecting:
3. With the valve in its open position, offer the lance assembly squarely on to the snap on connector of the valve assembly.
4. Push the lance into place until it latches onto the valve. The valve will close automatically.

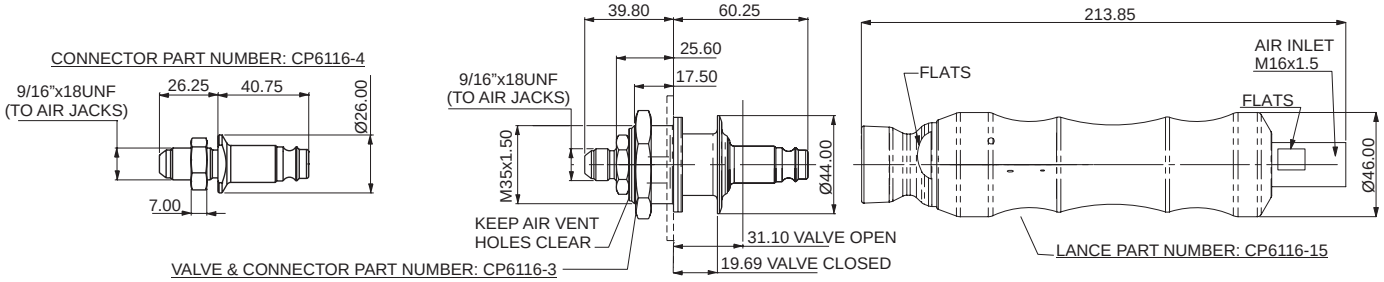
Disconnection:
5. Pull the whole lance assembly off the valve. The valve will remain closed and the Air Jacks extended.

Venting The Air Jacks, with CP6116-3 Connector Valve:
6. Open the valve by pulling the operating sleeve fully out.

Venting The Air Jacks, with CP6116-4 Connector:
6. As there is no valve, the air will be released as soon as the lance is removed.

Weights - CP6116-15 = 650g / CP6116-3 = 180g / CP6116-4 = 70g.

Maintenance:
To maintain the lance it is recommended to spray silicone separator. Spray down the nose of the lance and then engage the lance onto the connector for 3 or 4 times to work spray in.



CP3985 TYPE SAFETY PROPS

These one piece machined from billet aluminium safety devices have been designed to be clipped around the ram of the air jack when fully extended to prevent accidental withdrawal of the ram.
The air jack safety prop has an integral billet handle (where specified) and an anodised surface finish for durability.
Handle fitted to all props except CP3985-15.
(Safety Props must be ordered separately)

- **CP3985-31**
For use with CP3985-310, CP3985-310EV, CP3945-310 & CP3945-310EV

- **CP3985-23**
For use with CP3985-230, CP3985-230EV, CP3945-230 & CP3945-230EV

- **CP3985-15**
For use with CP3985-150 & CP3945-150EV

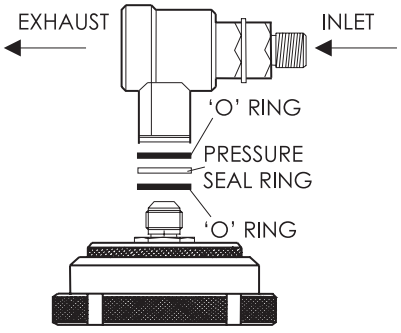
CP2985-7 EXHAUST VALVE

This exhaust valve was designed for CP2985 and CP2995 Air Jacks types which are no longer available.

CP2985-7 Exhaust Valve is supplied in kit form which can be fitted by the customer and to other makes of Air jacks if required.

IMPORTANT:
Maximum operating limit = 20Bar

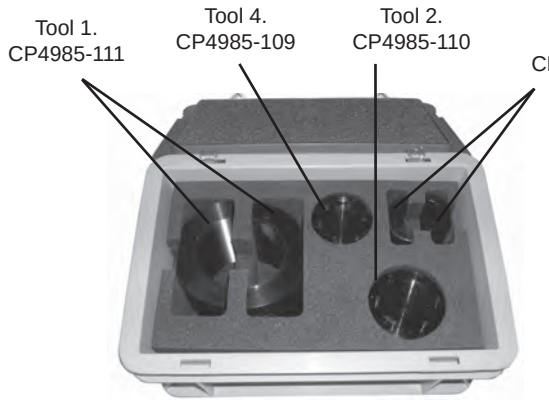
The kit is supplied as a single exhaust valve with two rubber seals and a pressure sealing ring for fitting to CP2985 & CP2995 Air Jack types only.
CP3985 and CP3945 Air Jack types have built in exhaust valve available as an option.
Care should be taken so that the rubber seals are located correctly in the pressure sealing ring when the exhaust valve is screwed down on the male adaptor on top of the Air Jack. The Exhaust Valve should be positioned so that the outlet face is not obstructed and also that the pressure flow of air does not damage anything within the car.



CUSTOMER NOTES

visit www.apracing.com for installation drawings & up to date product range details

CP3985 & CP3945 AIR JACK SERVICING INSTRUCTIONS
CP4985-20 TOOL KIT FOR USE WITH CP3985-1RK & -11RK REPAIR KITS



DIS-ASSEMBLY INSTRUCTIONS

1. Hold the Air Jack in a vice using the pair of threaded Body Clamps (Tool 1). Do not over tighten. **(See Fig 1.)**

2. Locate Pin Tool (Tool 2) into the Bearing Housing holes and unscrew anti-clockwise out of the Air Jack Body using either a Torque spanner and a 21mm socket or using a Tommy bar (not supplied) through the hole in the Pin Tool. **(See Fig 1.)**

Fig 1.

Fig 2.

3. Once the Bearing housing is unscrewed completely from the Body, the Air Jack Piston Assembly can be withdrawn from the Body in one piece. **(See Fig 2.)**

4. If only cleaning and lubrication is to be carried out, then there is no need to dis-assemble the Air Jack further, but if the assembly is to be stripped down for replacement of all Bearings and Seals, then the following instructions apply.

5. Manually slide the Bearing Housing along the Air Jack Ram, compressing the Spring and slip the pair of Ram Clamps (Tool 3) around the Ram and between the Bearing Housing and the foot. Carefully release the Spring load to grip the Clamps.
See Fig 3.)

SAFETY NOTICE:- THE PENT UP SPRING FORCE IS POTENTIALLY HAZARDOUS, SO THIS OPERATION SHOULD BE CARRIED OUT WITH GREAT CARE, TO AVOID ACCIDENTS.

6. Hold the assembly in a vice using the Ram Clamps. Do not over tighten.

Fig 3.

Fig 4.

Fig 5.

7. Using Pin Tool (Tool 4) engaged in the holes in the foot, rotate anti-clockwise to unscrew the foot from the Ram. **(See Fig 4.)**

8. Carefully slacken the vice grip to release the assembly, **(bearing in mind the safety note above in instruction 5)**. The Bearing Housing, small Bearing, Spring and Spacer (If fitted) can now be removed from the Piston Assembly.

9. The End Cap can be removed from the Body if necessary, using the Body Clamps (Tool 1) and a spanner applied to the 30mm flats on the Cap. **(See Fig 5.)**

10. Likewise the Inlet Adaptor can be unscrewed from the Cap using standard spanners to access the Valve Seal.

11. The Air Jack is now sufficiently dis-assembled to clean, lubricate and fit replacement parts.

SERVICING AND RE-ASSEMBLY

These notes assume that all metal components are in a re-usable condition. If any component is damaged beyond use, then the Air Jack should either be returned to AP Racing for full reconditioning, including replacement of the damaged components, or additional replacement parts will need to be ordered.

1. Remove all 3 O-Rings and the Valve Cup Seal from the Cap, Inlet Adaptor and Piston and remove both plastic Bearings and discard. Make note of the orientation of the Valve Cup Seal, in order to re-assemble correctly later. Thoroughly clean all other metal components. Use an alcohol based cleaning fluid i.e. Methylated Spirit or warm soapy water. **DO NOT USE ANY PETROLEUM BASED CLEANERS AS THESE WILL DAMAGE THE RUBBER SEALS.**

2. Use the 3 O-rings, the Valve Seal and the two Bearings contained in Repair Kit CP3985-1RK to replace those parts discarded. In order to install the larger Bearing, it will be necessary to split it as shown in the instructions included in the repair kit. The smaller Bearing need not be split to install.

3. There is an O-Ring bonded into a groove in the foot to act as return stop, if this is missing or damaged, then it can be replaced with one from the repair kit. Use a small amount of Loctite 406 to fix the new O-Ring to the foot.

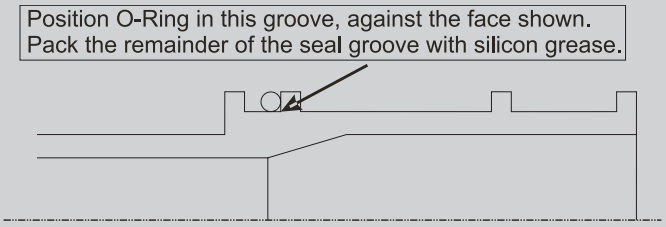


Fig 6.

4. Apply Silicon Spray lubricant to the main Bore of the Body and pack the Main O-Ring groove of the piston with Silicon Grease as shown in **(fig 6.)**. Take care not to allow lubricant onto any of the threads that are to be bonded with Loctite.

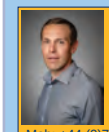
5. Re-assembly is the exact reverse of the operations listed above.

6. The Foot is to be bonded to the Ram, and the Cap is to be bonded into the Body using Loctite 270.
Ensure threads are clean, apply Loctite Activator 7649, and then apply one complete circumferential ring of Loctite to the first turn only of the Male thread. Do not apply excess Loctite.
With the Activator applied, the Loctite will set quickly, so apply the Loctite activator only just prior to threading any pair of parts together. Quickly screw parts together until fully seated, ensuring that any O-Rings are correctly positioned and are not cut. Using the same tools used for dis-assembly, tighten all parts securely.Use a compressed air supply of 5 Bar maximum to check for leaks.

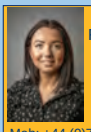
MEET THE TEAM

AP Racing have a dedicated Technical and Sales team covering both its Race, Road and Special Vehicle areas, here is a chance to put some faces to the conversations you will have.

SALES

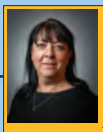


Richard Gregory
Head of Sales
+44 (0)24 7688 3320
Mob: +44 (0)7725 207787



Lois Freemantle
Team Leader
+44 (0)24 7688 3320
Mob: +44 (0)7725 207787

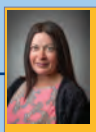
Alan Carson
Customer Service
+44 (0)24 7688 3315



Jill Higham
Customer Service
+44 (0)24 7688 2725

Sean Walsh
Sales Manager
+44 (0)24 7688 3324
Mob: +44 (0)7788 753857

Matthew Faulkner
Team Leader
+44 (0)24 7688 3323
Mob: +44 (0)7850 209099



Heather Fisher
Senior Customer Service
+44 (0)24 7688 3327

Mark Goldswain
Customer Service
+44 (0)24 7688 2701

TECHNICAL SALES & KEY ACCOUNT ENGINEERS

Ian Nash
Technical Sales / New Business Manager
+44 (0)24 7688 3311
Mob: +44 (0)7768 301611

Steve Hood
Technical Sales Manager USA
Mob: 001 704 674 4199

Harry Pick
New Business Project Leader.
+44 (0)24 7688 3326
Mob: +44 (0)7919 014508

Peter Harris
GT & Touring Car
+44 (0)24 7688 3305
Mob: +44 (0)7881 782561

Oliver Moore
Formula 1 & Single Seater
+44 (0)24 7688 2712
Mob: +44 (0)7834 738717

Jason Carpenter
Formula 1 & Single Seater
+44 (0)24 7688 3317
Mob: +44 (0)7785 222764

Matthew Dodd
Roadcar / Special Vehicle
+44 (0)24 7688 3339
Mob: +44 (0)7976 278832

Phil Jackson
Roadcar
+44 (0)24 7688 3335
Mob: +44 (0)7342 037708

Jeremy Govan
Rally
+44 (0)24 7688 3307
Mob: +44 (0)7917 394143

Paul Hayden
Technical Support
+44 (0)24 7688 2719
Mob: +44 (0)7768 856185

Thomas Butterworth
Internal Technical Support
+44 (0)24 7688 2708
Mob: +44 (0)7468 860680

Adam Chan
China / Asia Liaison.
+44 (0)24 7688 2706
Mob: +44 (0)7850 774584

Joe Bennett
Marketing & Product Group
+44 (0)24 7688 3348
Mob: +44 (0)7876 657364

CONTACT DETAILS

Address:
AP Racing, Wheler Road, Coventry, CV3 4LB, United Kingdom.

Telephone:
+44 (0)24 7663 9595

Website:
www.apracing.com

Sales E-mail:
sales@apracing.co.uk

Technical Sales E-mails:
Race: racetech@apracing.co.uk
Road: roadtech@apracing.co.uk
Motorcycle: biketech@apracing.co.uk

HOURS OF BUSINESS:
Monday to Thursday
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- 1.30pm to 5.15pm

Friday
- 8.00am to 3.00pm

AP Racing

Wheler Road, Coventry, CV3 4LB, United Kingdom

Tel: +44 (0)24 7663 9595

Fax: +44 (0)24 7663 9559

E-Mail: sales@apracing.co.uk

Website: www.apracing.com

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All dimensions in millimetres unless stated otherwise.

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