

## FLUID CONTROL SYSTEM (DOHC TURBO MODELS)

### CLUTCH

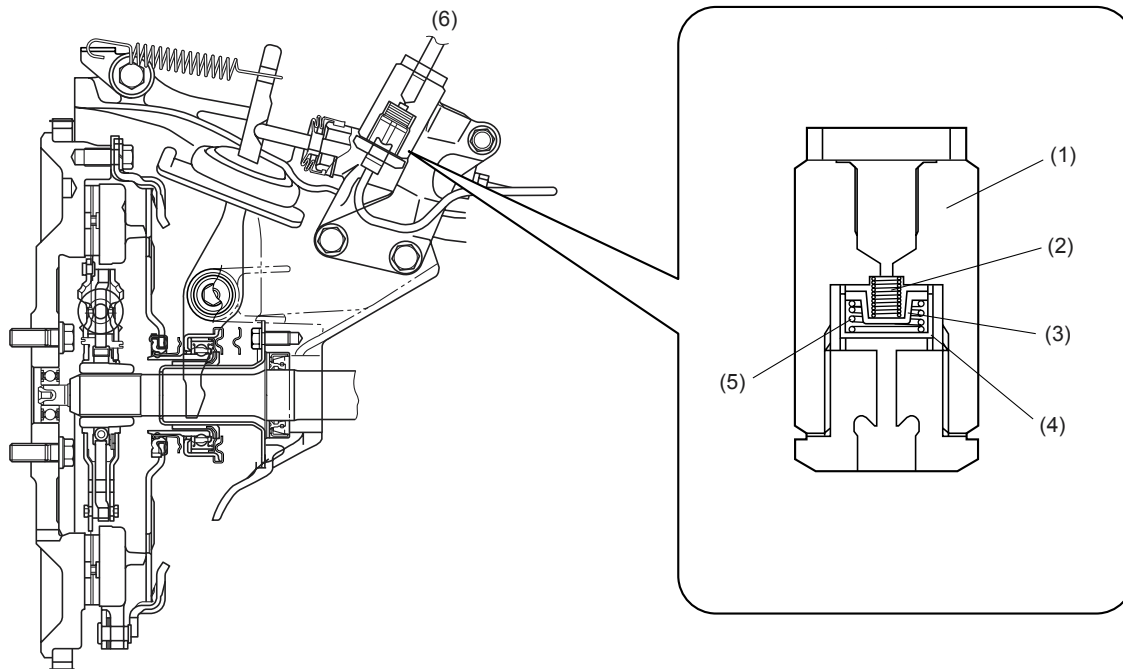
### 5. Fluid Control System (DOHC Turbo Models)

The clutch operating cylinder incorporates a temperature sensitive orifice unit which controls the clutch engaging speed depending on the fluid temperature to ensure smooth standing starts irrespective of atmospheric temperatures.

#### A: CONSTRUCTION

The orifice unit consists of an orifice retainer, an orifice valve, and two springs that support the orifice valve.

One of the springs is made of the shape memory alloy that prevents a delay in clutch response when the weather is cold and the oil viscosity is high.



CL-00242

- (1) Body
- (2) No. 2 spring
- (3) Orifice valve

- (4) Orifice retainer
- (5) No. 1 spring
- (6) To master cylinder

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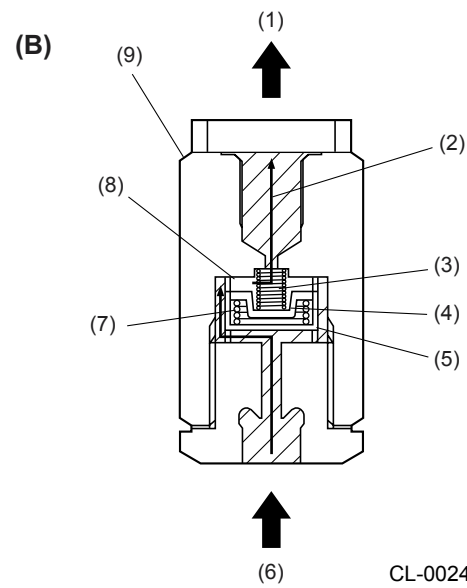
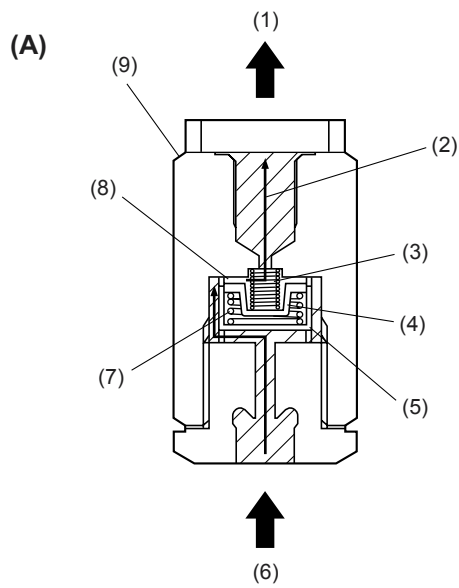
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### B: OPERATION

The No. 1 spring is made of a shape memory alloy that contracts and loses the tension when the temperature is low.

When the temperature is high, the orifice valve is kept in a raised position by the No. 1 spring, so the fluid passage is narrow. When the temperature drops, the No. 1 spring contracts, allowing the orifice valve to be pushed down by the No. 2 spring. Now, the fluid passage in the orifice unit opens wide.



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(A) In high temperatures

(B) In low temperatures

(1) To master cylinder

(2) Flow of fluid with clutch pedal released

(3) No. 2 spring

(4) Orifice valve

(5) Orifice retainer

(6) From operating cylinder

(7) No. 1 spring

(8) Orifice gap

(9) Body

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CLUTCH

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MEMO

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