

**CLUTCH**



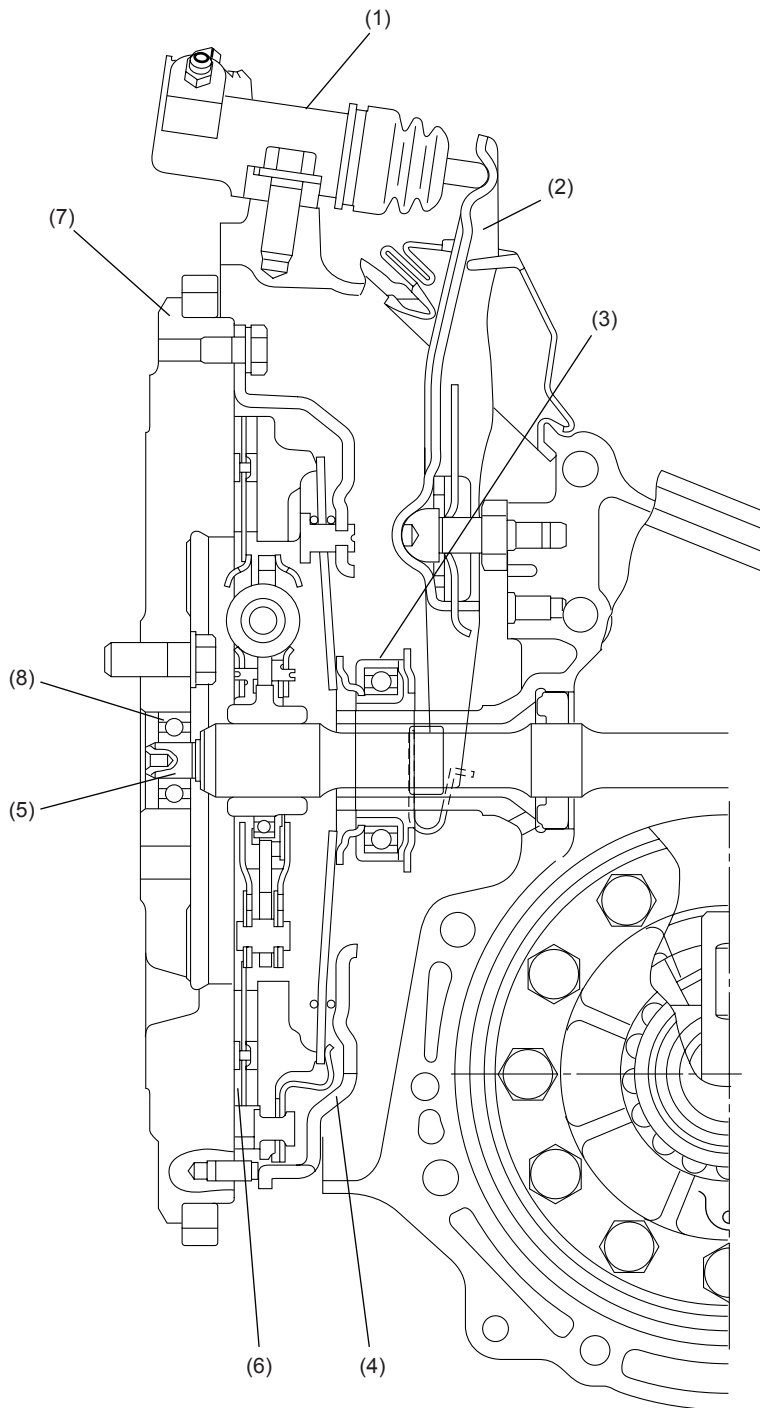


# CLUTCH

CLUTCH

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## A: NON-TURBO MODELS



CL-00347

CL-4

## CLUTCH

CLUTCH

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- |                        |                   |
|------------------------|-------------------|
| (1) Operating cylinder | (5) Main shaft    |
| (2) Release lever      | (6) Clutch disc   |
| (3) Release bearing    | (7) Flywheel      |
| (4) Clutch cover       | (8) Pilot bearing |

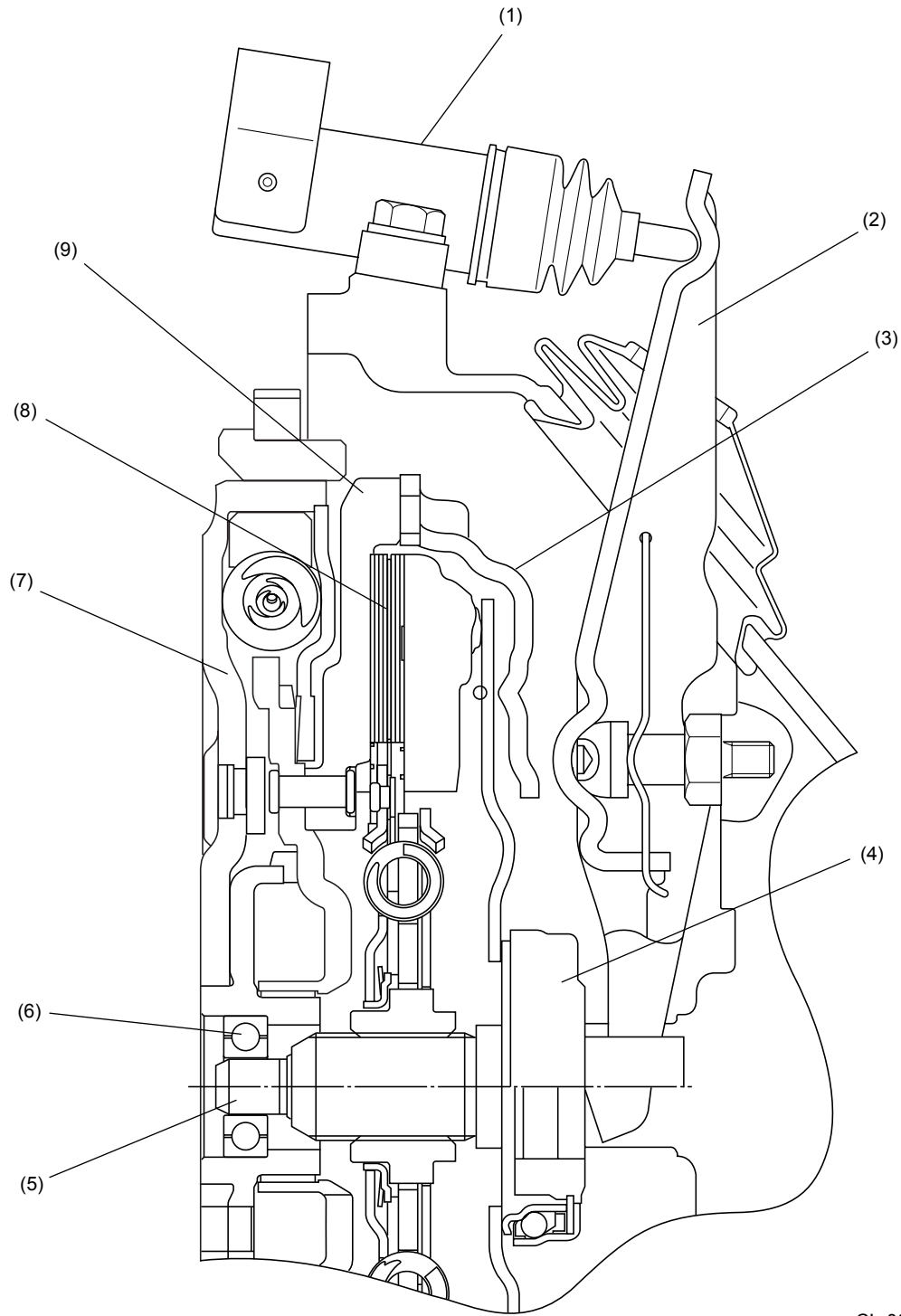
CL-5

# CLUTCH

CLUTCH

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## B: TURBO MODELS



CL-00263

(1) Operating cylinder  
(2) Release lever  
(3) Clutch cover

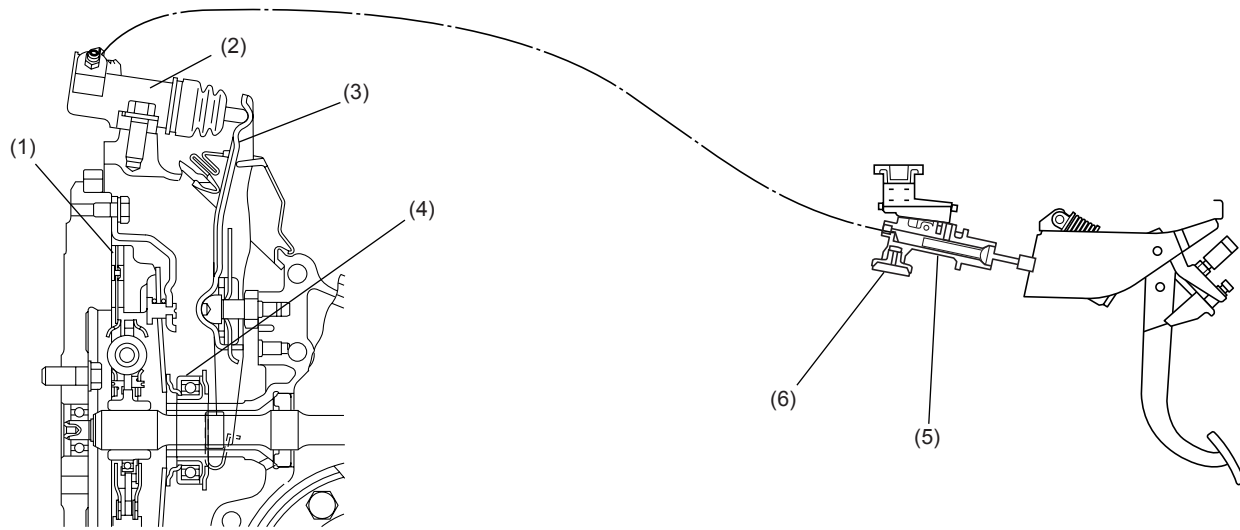
(4) Release bearing  
(5) Main shaft  
(6) Pilot bearing

(7) Primary flywheel  
(8) Clutch disc  
(9) Secondary flywheel

**CL-6**

**C: CLUTCH CONTROL SYSTEM**

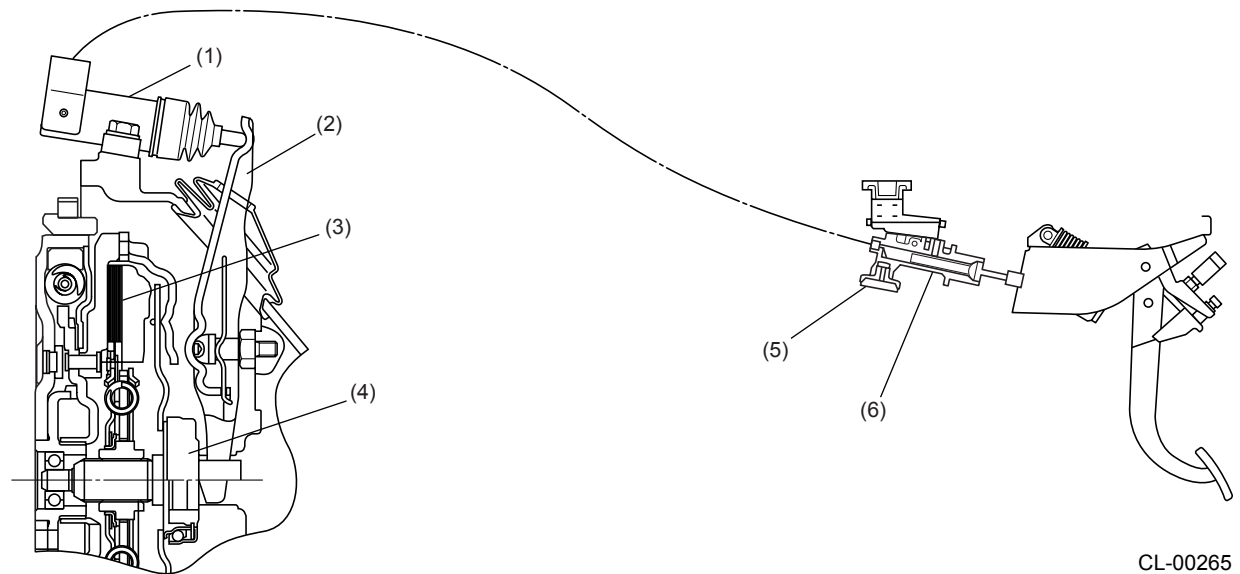
● Non-turbo models



CL-00348

- |                        |                            |
|------------------------|----------------------------|
| (1) Clutch disc        | (4) Release bearing        |
| (2) Operating cylinder | (5) Clutch master cylinder |
| (3) Release lever      | (6) Damper                 |

● Turbo models



CL-00265

- |                        |                            |
|------------------------|----------------------------|
| (1) Operating cylinder | (4) Release bearing        |
| (2) Release lever      | (5) Damper                 |
| (3) Clutch disc        | (6) Clutch master cylinder |

## **1. NON-TURBO MODELS**

The flywheel is directly connected to the crankshaft. The mass of the flywheel absorbs the fluctuations in crankshaft rotation, and the flywheel transmits the engine torque to the clutch disc.

## **2. TURBO MODELS**

- The flywheel is of a dual mass type, which consists of a primary flywheel, damper spring, ring gear, planetary gears, and a secondary flywheel.
- The damper spring is attached to the periphery of the primary flywheel.
- The engine power flows from the primary flywheel through the damper spring, ring gear and planetary gears to the secondary flywheel, and then is transmitted to the transmission via the clutch. Torque fluctuation in this power train is dampened by lowering the rigidity of the power train using a two piece flywheel with a damper spring, ring gear and planetary gears in between, which helps reduce vibration and noise from the power unit.

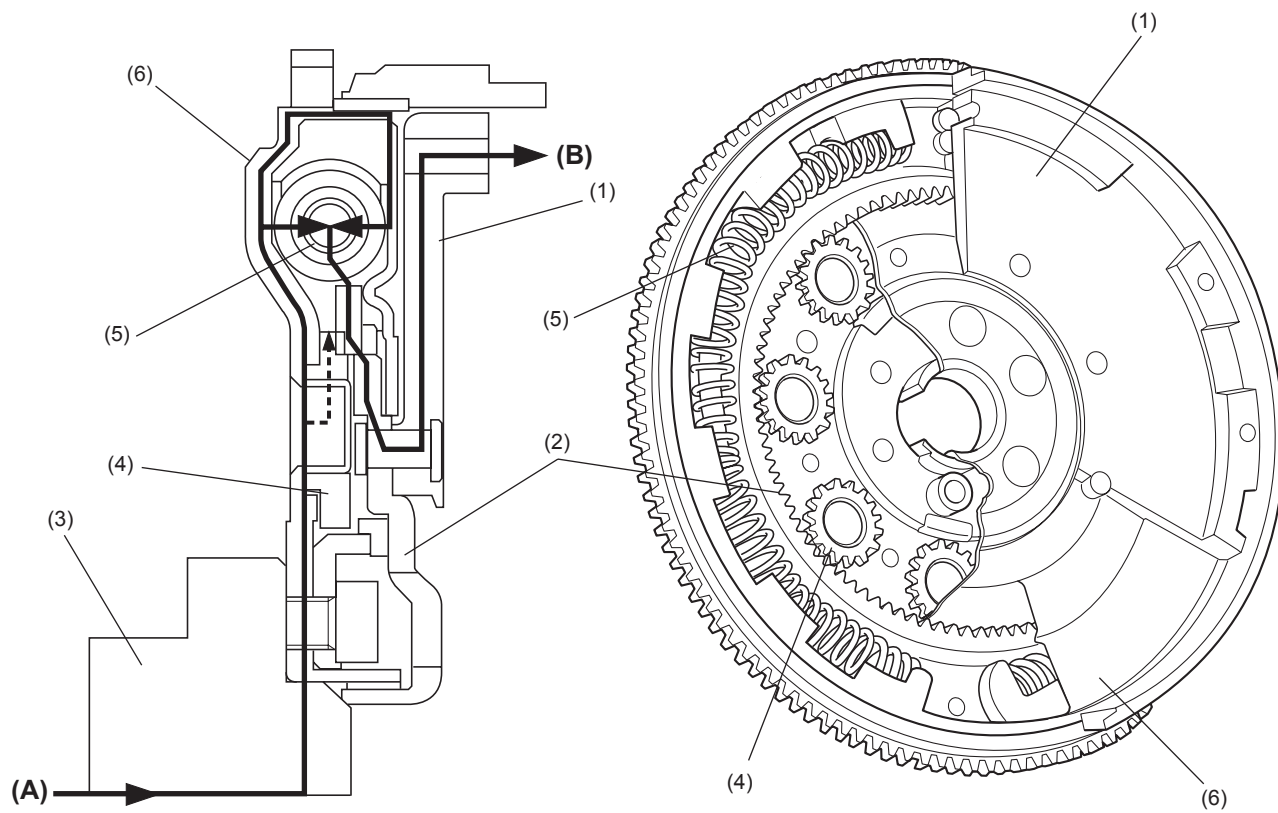


# FLYWHEEL

CLUTCH

## B: CROSS SECTIONAL VIEW AND TORQUE FLOW

- Turbo models

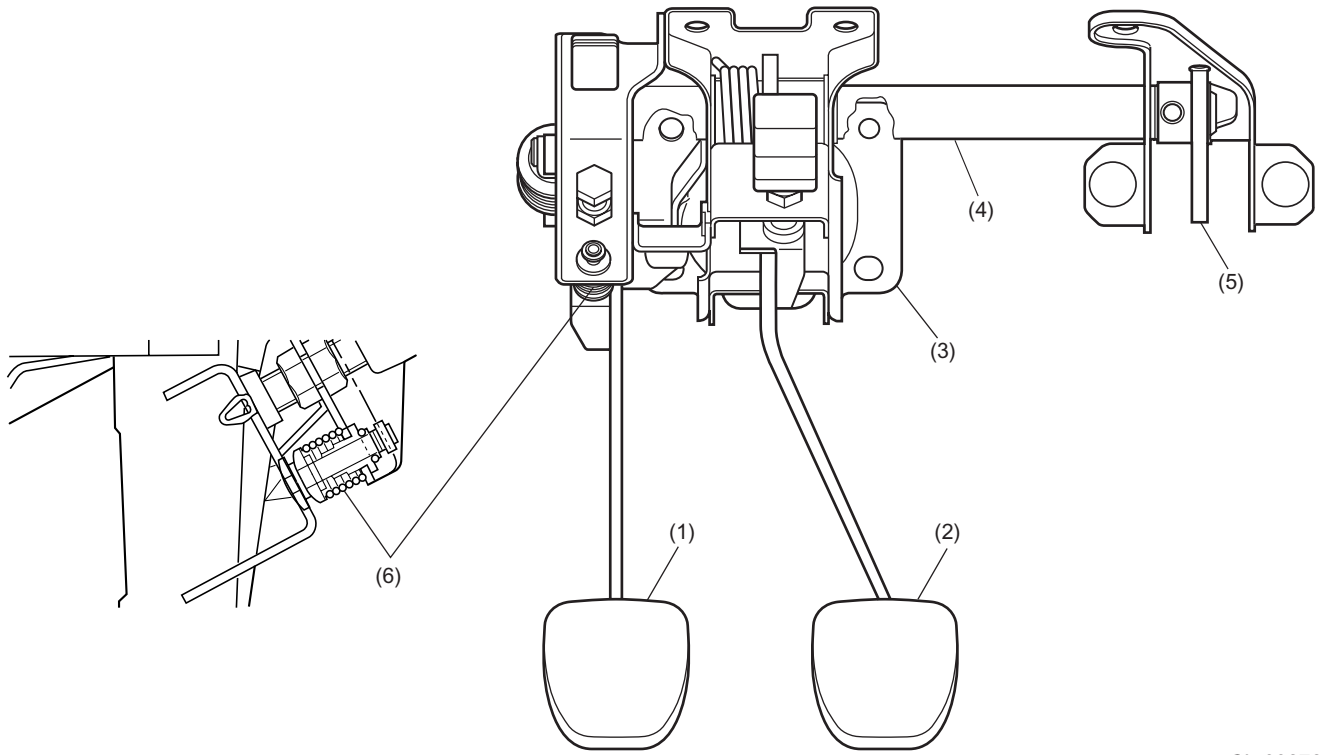


CL-00266

- (1) Secondary flywheel
- (2) Ring gear
- (3) Crankshaft
- (4) Planetary gear

- (5) Damper spring
- (6) Primary flywheel
- (A) Input
- (B) Output

- The hydraulic clutch pedal is connected to the master cylinder via a rod.
- The clutch pedal and brake pedal are mounted on the same bracket.
- The clutch pedal has a mechanism that reduces (assists) the force required to depress the clutch pedal and reduce the initial pedal depressing force.
- A starter interlock mechanism is provided to prevent the engine from starting unless the clutch pedal is pressed.



CL-00272

- (1) Clutch pedal
- (2) Brake pedal
- (3) Brake and clutch pedal bracket

- (4) Rod
- (5) Lever
- (6) Initial pedal effort reducing mechanism

**CL-10**

## HYDRAULIC CLUTCH PEDAL SYSTEM

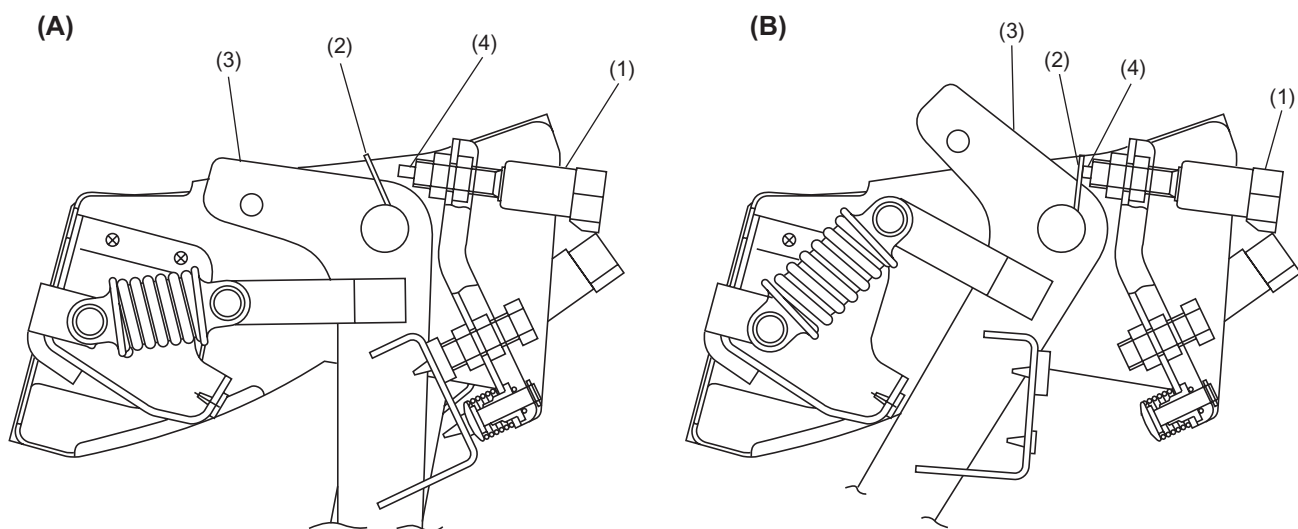
CLUTCH

### B: OPERATION

#### 1. STARTER INTERLOCK MECHANISM

When the clutch pedal is fully depressed, the stopper on the pedal pushes the clutch switch pushrod inwards.

When the pushrod is pressed in, the switch turns ON and connects the ignition switch to the starter circuit enabling engine start.



CL-00138

**(A)** When clutch switch is OFF

- (1) Clutch switch
- (2) Stopper

**(B)** When clutch switch is ON

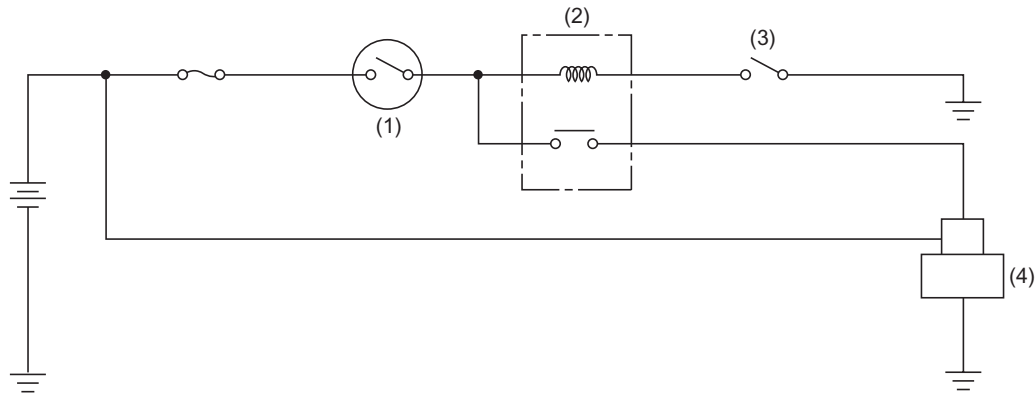
- (3) Clutch pedal
- (4) Pushrod

## HYDRAULIC CLUTCH PEDAL SYSTEM

CLUTCH

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- Schematic drawings



CL-00137

- (1) Ignition switch
- (2) Starter relay

- (3) Clutch switch
- (4) Starter motor