

# CLUTCH

## Clutch

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### 1. Clutch

#### A: OUTLINE

- All the models use a hydraulic clutch control system which is appropriate for increased load to the clutch.
- The hydraulic control system includes a master cylinder which generates a hydraulic pressure as the clutch pedal is depressed and a slave cylinder which receives the hydraulic pressure and activates the clutch release fork to disengage the clutch.
- The clutch mechanism is of a diaphragm spring design which is advantageous in that wear of the clutch disc facing causes only small variation in the push load of the pressure plate.

#### B: OPERATION

Applying foot pressure to the clutch pedal moves the release lever. This causes the release bearing to slide on the guide, pressing the center of the diaphragm spring. The spring is warped and the force having pressed the pressure plate is lost. As a result, the flywheel, clutch disc and pressure plate are disengaged, disconnecting the driving power.

The push type clutch has the point of action at the tips of the diaphragm spring fingers, through which the pressure plate is pressed to the clutch disc. When the power transmission is to be interrupted, the diaphragm spring is forced to warp using the pivots established on the inward side of the spring finger tips (on the principle of the lever and fulcrum) to disengage the pressure plate from the clutch disc.

## CL-2

# CLUTCH

Clutch

## MEMO

CL-3