

OUTLINE

CONSTRUCTION

The improvements described below are included on the 1988 626 in order to satisfy the concepts of high performance, high quality, and reliability.

1. A hydraulic clutch is used for both the Non-Turbo and Turbo engine models to eliminate the need for periodic clutch adjustment.

The basic construction and operation are the same as the previous 626 Turbo models.

2. In conjunction with the higher power of the engine, a larger clutch disc and clutch cover are employed.

3. For reduction of overall vehicle weight, and to prevent uneven pressure on the clutch cover, the shift fork is changed from a shaft-type to a fork and pivot type.

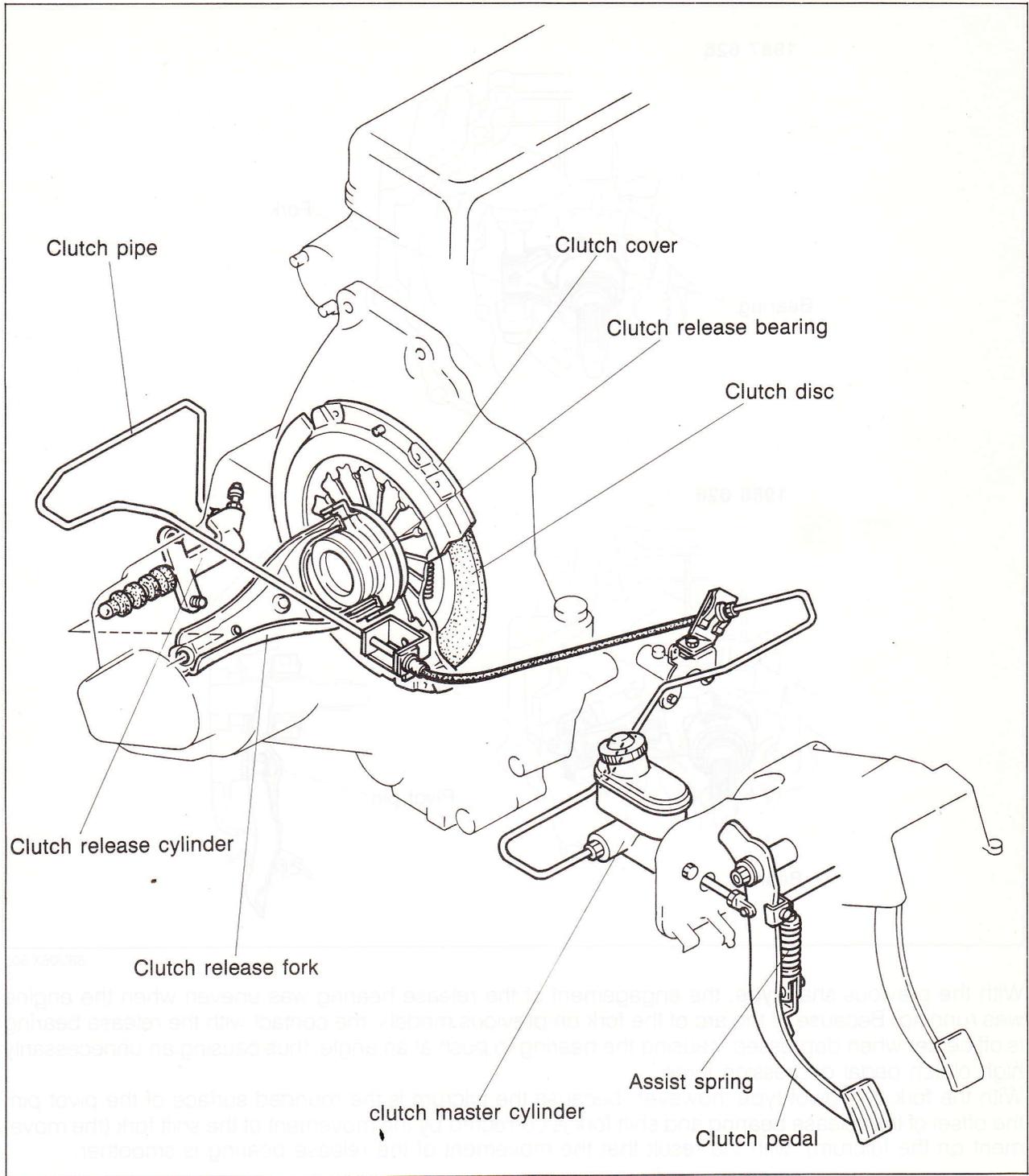
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SPECIFICATIONS

| Item | Model | 1988 626 | | 1987 626 | |
|---------------------------------|----------------|---|-----------------------|-----------------|------------------------|
| | | Turbo | Non-Turbo | Turbo | |
| Clutch control type | | Hydraulic | | | |
| Clutch cover type | | Diaphragm spring | | | |
| Clutch disc | Set load | N (kg, lb) | 5499 (560, 1235) | 4317 (440, 970) | 4807 (490, 1078) |
| | Outer diameter | mm (in) | 240 (9.449) | 225 (8.858) | |
| | Inner diameter | mm (in) | 160 (6.299) | 150 (5.906) | |
| | Thickness | Pressure plate side mm (in) | 3.5 (0.14) | 4.1 (0.16) | |
| | | Flywheel side mm (in) | 3.5 (0.14) | | |
| Clutch pedal | Type | | Suspended | | |
| | Pedal ratio | | 6.00 : 1 | | 5.68 : 1 |
| | Full stroke | mm (in) | 135 (5.31) | | 145 (5.71) |
| | Height | mm (in) | 216.5—217 (8.52—8.54) | | 214—217 (8.43—8.63 in) |
| Master cylinder inner diameter | | mm (in) | 15.87 (0.63) | | |
| Release cylinder inner diameter | | mm (in) | 19.05 (0.73) | | |
| Clutch fluid type | | SAEJ1703, or FMVSS116 DOT-3 or DOT-4 | | | |

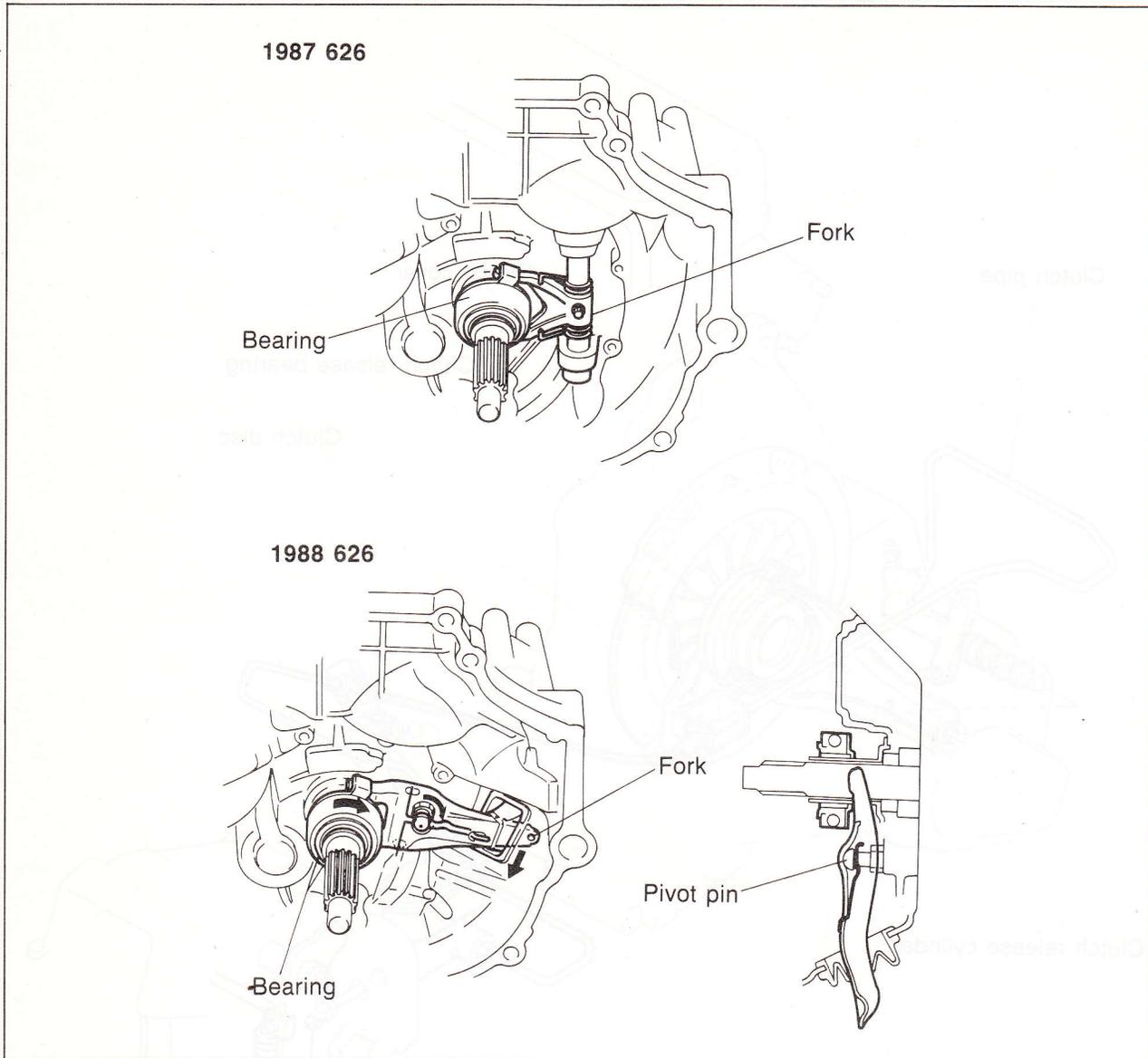
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STRUCTURAL VIEW



86U06X-504

CLUTCH RELEASE FORK



86U06X-505

With the previous shaft type, the engagement of the release bearing was uneven when the engine was running. Because of the arc of the fork on previous models, the contact with the release bearing is off center when depressed, causing the bearing to push at an angle, thus causing an unnecessarily high clutch pedal depression force.

With the fork and pivot type, however, because the fulcrum is the rounded surface of the pivot pin, the offset of the release bearing and shift fork is corrected by the movement of the shift fork (the movement on the fulcrum), with the result that the movement of the release bearing is smoother.