

CHASSIS

CLUTCH

■ DESCRIPTION

The new Land Cruiser/ Land Cruiser Prado has a clutch system with the following features.

- A dry, single-plate clutch operated by hydraulic pressure is used, which is matched to the performance of each engine.
- The clutch master cylinder on the LHD models is provided in the cabin to increase serviceability.
- A clutch pedal made of plastic is used to reduce weight.
- A clutch accumulator is used to reduce the noise and vibration that is transmitted to the clutch pedal.
- A turnover mechanism is used to reduce clutch pedal effort.

The following chart describes the changes from the previous models to the new models:

Item	Model	Change
Clutch Cover	1KZ/ 1KD	Change of the installed load. (7350 → 7850 N)
Clutch Disc	5L	Change of the disc size from the previous 3L engine. (3L/ 224 → 5L/ 236 mm)
	1KZ/ 1KD	Change of the disc size. (260 → 275 mm)
Master Cylinder	LHD	<ul style="list-style-type: none"> • Change of the location (engine room → cabin) • Separation of the reservoir tank. (To share the reservoir tank with the brake master cylinder. However, a separate reservoir tank is provided on the hydraulic brake booster model.) • Change of the cylinder diameter. (15.87 → 19.05 mm)
	RHD	Change of the cylinder diameter. (15.87 → 19.05 mm)
Release Cylinder	5L/ 3RZ	Change of the cylinder diameter. (20.64 → 23.81 mm)
	1KZ/ 1KD	Change of the cylinder diameter. (19.05 → 23.81 mm)
Clutch Accumulator	3RZ – RHD	Added of the clutch accumulator.
Clutch Pedal	All	Change of the pedal material (steel → plastic)
	5L/ 3RZ	Added of the turnover mechanism.
Other		Basic construction and operation are the same as the previous model.