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# POWER TRAIN

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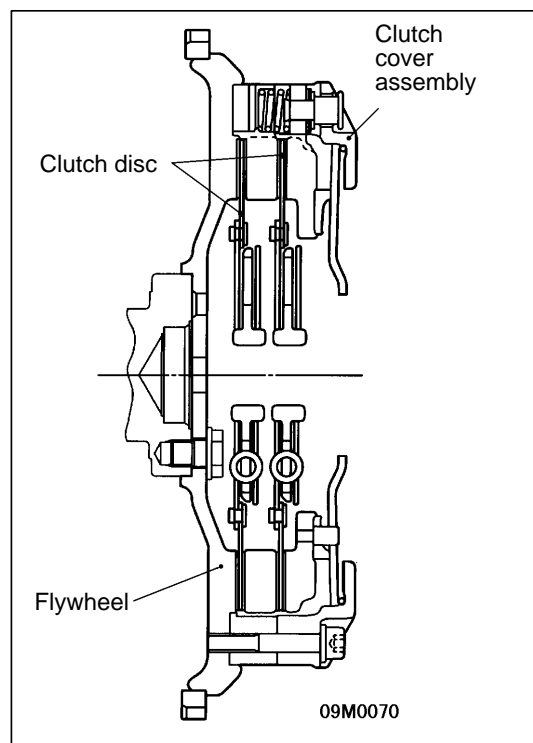
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## CLUTCH

The EVOLUTION-VI RS is optionally equipped with a twin plate clutch.

### Specifications

Item	Twin plate clutch (option)	Standard clutch
Clutch disc size mm	200 × 152	230 × 150
Clutch cover load setting N	6,370	8,826



### TWIN PLATE CLUTCH

The twin plate clutch is characterized by the following:

- Larger torque transmission capacity due to the increased number of clutch discs
- Constant friction coefficient even at high temperatures (severe usage) and less lowered wear-resistant performance due to metal clutch facing

#### Caution

**The twin plate clutch is so designed as to be used on a vehicle for motor sport competitions.**

**In view of noises at starting and during driving and maneuverability, it is not suited to ordinary driving.**

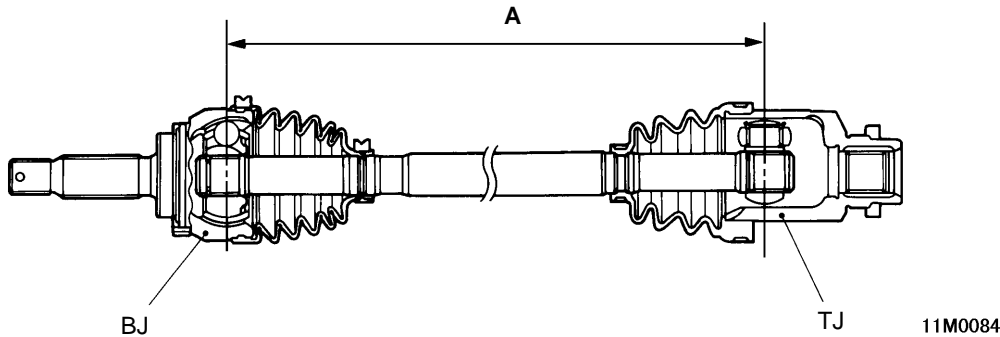
**It should also be noted that the disc must be replaced more frequently than a standard type clutch because of the inherent characteristics of its friction material.**

## FRONT AXLE

### DRIVE SHAFTS

The joint-to-joint distance of the drive shaft (dimension A in the illustration) has been revised.

Item		EVOLUTION-VI		Base vehicle (EVOLUTION-V)
Joint-to-joint distance (dimension A) mm	LH side	352		365
	RH side	429		442



### FRONT HUB

Induction hardened front hubs which were installed optionally on RS to be put in competitions have been replaced by non-induction hardened front hubs (same ones as used in GSR).

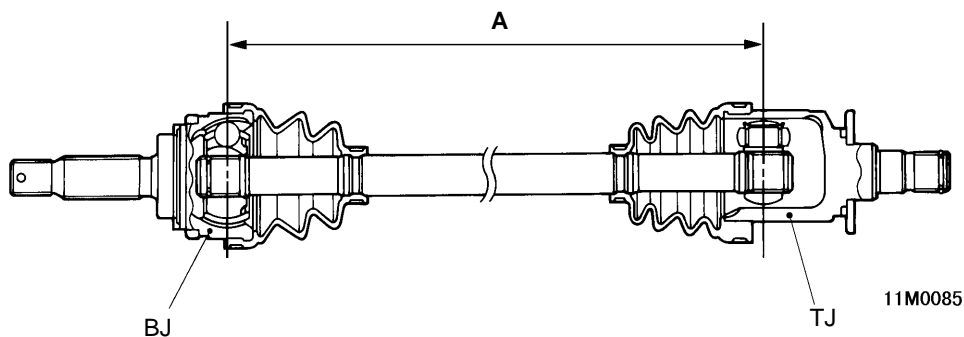
For customers having the will to enter a competition, however, induction hardened front hubs are still available as service parts.

## REAR AXLE

### DRIVE SHAFTS

The joint-to-joint distance of the drive shaft (dimension A in the illustration) has been revised.

Item		EVOLUTION-VI		Base vehicle (EVOLUTION-V)	
		Without AYC system	With AYC system	Without AYC system	With AYC system
Joint-to-joint distance (dimension A) mm	LH side	490	432	498	443
	RH side	570	442	578	453



### REAR HUB

Induction hardened rear hubs which were installed on RS to be put in competitions have been replaced by non-induction hardened rear hubs (same ones as used in GSR). For customers having the will to enter a competition, however, induction hardened rear hubs are still available as service parts.

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**NOTES**