

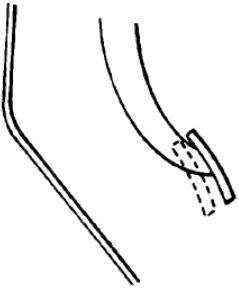
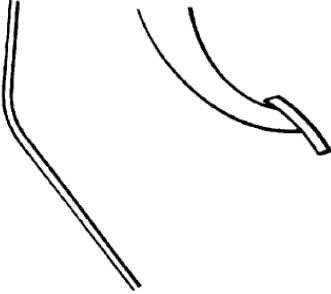
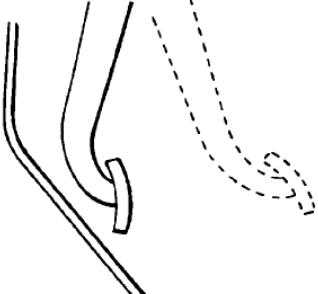
PIVOT BALL & CLUTCH FORK WEAR

The clutch fork in these models are cast iron and are prone to wear. Due to the fine adjustment required to disengage the clutch, wear present in the fork and ball will become more prevalent with a new clutch. The worn clutch will always have a higher working height and thus this wear would not be noticed before the newly installed clutch.

Always ensure that the bearing guide sleeve is not worn. If it found to be worn, then this item will need to be replaced or re sleeved to avoid experiencing a notchy pedal.



Make sure not to over stroke the release mechanism travel required to disengage the clutch as this may cause disengagement issues as the diaphragm spring or bearing comes into contact with the clutch disc hub.

		
<p>Pedal Play: 6-13mm</p>	<p>Clutch Engaged: 173-178mm</p>	<p>Clutch Disengaged: 55mm+</p>