



# CLUTCHTECH



## TSB-269 Pivot Ball and Clutch Fork Wear

When removing the transmission of a vehicle fitted with a clutch fork and pivot ball, it is important to check the condition of the two components. These components commonly suffer from wear and fatigue that can cause issues such as a reduction in pivot ball height, cracking in the fork and wear on the bearing contact points. These issues can cause operational problems when a new clutch is installed.

It is necessary to thoroughly check these components and replace them if there are any signs of wear/damage. If existing components are to be reused, they should be thoroughly cleaned and re-lubricated at all contact points.

Ensure you check **ALL** contact surfaces while the fork is off the transmission.



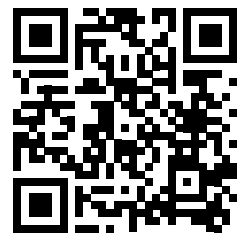
Example of a used OEM plastic pivot ball (left) & a new OEM plastic pivot ball (right) for the same application.



Example of a cracked fork



[youtube.com/watch?v=DY1w-aFf68w](https://youtube.com/watch?v=DY1w-aFf68w)



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