

TAP120

MARCH 19

ENCAPSULATED BALL JOINT

This style of ball joint is referred to as an encapsulated ball joint, meaning the ball stud is highly polished and encased in a synthetic insert which is completely sealed for its working life with no servicing required.

This ball joint should have zero internal movement and is the most common type of ball joint found in passenger vehicles.



**NO GREASING
REQUIRED**

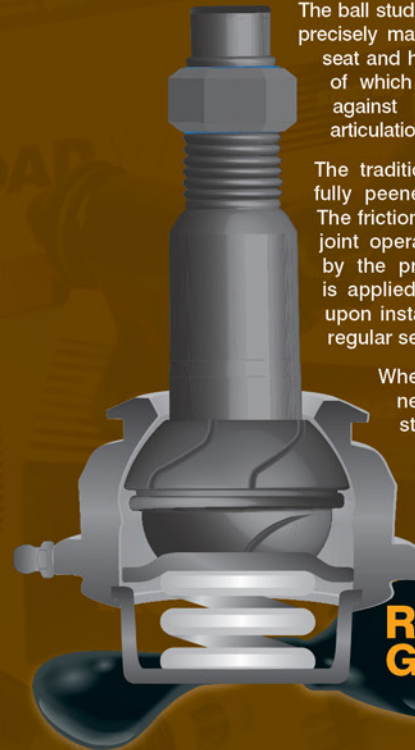
TRADITIONAL HARD TO HARD

This Ball Joint is manufactured in a traditional 'hard to hard' style and is a mechanical style joint, running metal on metal.

The ball stud is hardened steel and is precisely mated to a hardened steel seat and housing, the combination of which are constantly running against each other during articulation and rotation.

The traditional design includes a fully peened and ground spring. The friction created during the ball joint operation is only controlled by the presence of grease that is applied by the fitter/consumer upon installation, and ongoing at regular service intervals.

Where a thick ball stud neck is used, a half ball style design is employed to ensure articulation is achieved equal or better to the OE alternative.



**REQUIRES
GREASING**

MODERN HARD TO HARD

This Ball Joint is also manufactured in a 'hard to hard' style, but with an internal difference now available due to improved technology since the development of traditional mechanical style joints.

This particular style of joint is a Hybrid design in comparison to the traditional version in that it does not use a typical coil spring, but a nylon seat to provide cushioning and constant pressure to the ball stud. This upgraded design results in very minimal movement and improved longevity.

In some instances the modern design might also feature a thick neck combined with half ball style design, for more heavy duty applications.



**REQUIRES
GREASING**