

**\*PLEASE READ TO ENSURE OPTIMUM PERFORMANCE FROM AFCO LOW FRICTION BALL JOINTS\***

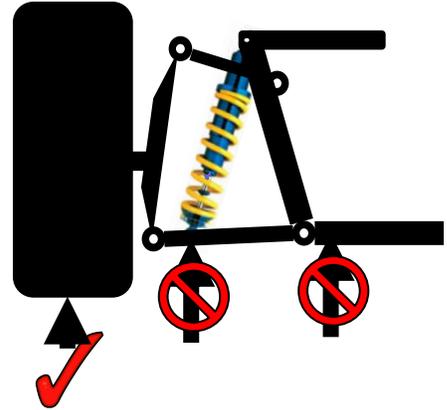
Thank you for purchasing a genuine AFCO low friction ball joint. This ball joint has been engineered to provide the lowest friction possible. The low friction ball joint will provide more repeatable and consistent set ups, better handling and improved traction because of superior suspension response.

When under load the low friction ball joint has little to no deflection or play and little friction. The tolerances between the ball and the housing that make the AFCO Low Friction ball joint superior in this respect are very tight and provide precise suspension motion. When jacking the racecar, however, you should be aware of the Following:

\* When lifting the car by the lower control arms or frame, some play may be evident in the ball joints. This is considered normal and should be expected. The tires and suspension are heavy and can cause the unloaded ball joint to come slightly out of its socket when the car is jacked as described above. Again, this is considered normal.

The proper way to check any ball joint for wear is described below.

- 1) Set the tire on a slide plate to allow the wheel to slide freely. Old body panels or plastic sheets stacked together and greased make great slide plates.
- 2) Using a light hammer, tap on the side of the spindle where the stud from the ball joint is bolted. There should be little to no movement of the ball relative to the housing. When the play becomes excessive you may have a worn out ball joint.



American Fabricating Co.  
977 Hyrock Blvd, Boonville, IN  
800-632-2320 [www.AFCOracing.com](http://www.AFCOracing.com)

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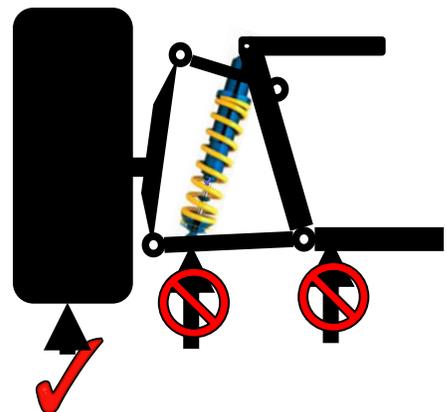
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