

COMMODORE DIFFERENTIAL MOUNT INSERTS

Commodore IRS models - At the rear of the differential is a steel housing containing a soft, heavily voided, rubber and steel mount. Over time this mount becomes excessively soft permitting too much movement also leading to axle tramp. The **Nolathane** diff mount inserts are shaped to simply press in the rubber voids from the front, unlike some competitors which require the weld on the OE steel housing to be separated to allow the insert to be fitted from the rear. The **Nolathane Evolution** insert is simply pushed in from the front and is designed to clip into place and is retained by the nose of the diff. N.B: Also refer rear cross member mount to help rectify axle tramp (below)



49156 49157 Installing into OE mount

| Part # | Models |
|--------|--------|
| 49156 | VS-VX1 |
| 49157 | VX2-VZ |

REAR CROSS MEMBER MOUNTS

Commodore IRS models - The rear suspension on all IRS Commodores have two large outer cross member mounts that bolt up just forward of the rear wheel arch. These take all of the torque and braking load with axle tramp common in higher performance vehicles as the cross member moves on these mounts. In some cases a thumping sound can be heard under hard acceleration as the front of the cross member moves and hits the floor. The **Nolathane** cross member kit includes a cross member bush and a top spacer pad to reduce movement and reduces impact against the floor.

N.B: Also refer Commodore Differential Mount Inserts to help rectify axle tramp (above)



| Part # | Models |
|--------|--------|
| 49008 | VP-VT |
| 49145 | VX-VZ |

Nissan Performance models - On models like Skyline, Silvia, 200SX etc they share a common IRS rear end which under high performance vehicles tends to walk or squirm around on the original rubber cross member mounts, reducing cornering & acceleration control and handling.

Nolathane have developed a trick 3 piece urethane only design that replaces the original OE mounts and also includes a spacer pad to stop the squirm in the rear suspension on normal ride height vehicles. In extreme performance or lowered vehicles they also suffer from severe diff pinion angle change which reduces torque to the rear wheels. The **Nolathane Evolution** cross member mounts on these vehicles can be fitted without this spacer pad to rectify and correct the diff pinion angle to produce more torque to the rear wheel.



| Part # | Models |
|--------|--|
| 49154 | 200SX S14-15/Silvia S13 300ZX Z32 Pulsar N14 GTIR Skyline R33 |
| 49155 | Skyline R32 & R34 |

CAMBER ADJUSTING BOLTS



Falcon - OE style replacement camber bolt kits. 2 bolts per kit. New Improved Design

| Part # | Models | Bolt Dia | Camber Adj |
|--------|--------------------|----------|------------|
| 44200 | Falcon XR-XD(5/81) | 1/2" | +/- 1.5deg |
| 44201 | Falcon XD(5/81)-XF | 9/16" | +/- 1.5deg |

Magna & Hyundai - Replaces OE rear control arm upper brackets with camber adjustable versions

| | | | |
|-------|----------------------------|------|------------|
| 44600 | Magna TE-TW/Sonata EF-EF-B | 10mm | +/- 1.5deg |
|-------|----------------------------|------|------------|

Universal Applications - These premium quality camber bolt kits provide positive & negative camber adjustment by replacing the upper OE strut to hub assembly bolt. **Nolathane** design permits live adjustment on aligning equipment without the need to raise the car during positive adjustment - unlike some alternative designs. 2 bolts per kit.



| Part # | Bolt Dia | Camber Adj |
|--------|----------|-------------|
| 44250 | 12mm | +/- 0.75deg |
| 44260 | 14mm | +/- 0.75deg |
| 44270 | 15mm | +/- 0.75deg |
| 44290 | 17mm | +/- 0.75deg |

