

## Technical innovation provides added performance

### “Bullet Proof” Commodore Sway-Bar Link Kit

If you are after the ultimate sway-bar links then, suspension specialist manufacturer Nolathane has the answer. It has recently released two “bullet proof” twin vertical sway-bar ball-links for the popular VN-VY Commodore, with part number 42997AX suiting VN-VX1 and 42708X fitting the later VX2-VY models. The original sway-bar links connect from the end of the sway-bar up to a mounting tab on the side of the strut-leg below the coil-spring.



*Nolathane's 42997AX twin ball link for Commodores*

When turning a corner, the upper part of the link twists around as the assembly rotates on the ball-joint and upper strut-mount. This rotation places extreme load on the sway-bar link, washers and bushes. The original sway-bar links, washers and bushes are prone to failure, and Nolathane's product manager, Jason Oltmanns, explains that the diagnosis is a metallic knock when turning or driving over an obstacle such as a speed hump, driveway or base-plate of a two-post hoist. Even though the late VX2-VY model has a horizontal ball-link the top mount is still a bush setup and prone to the same failure.

“Our R&D team has engineered these replacement ball-links to withstand up to 3.5 tonnes of vertical load. That's the equivalent of lifting two VT Commodores up just by the links themselves. This kit is for the serious street machine to even the daily driver,” says Jason.



*Nolathane 42997AX in new attractive retail packaging*

This sway-bar link conversion kit simply bolts into the vehicle as per OE or the standard Nolathane replacement 42997A links. The new ball-links still incorporate the same “S” shape link as the 42997A so as to not preload the ball joints.

### Adjust the Rear End

Are you experiencing live-axle Commodores that produce serious horsepower but they are not delivering this power to the wheels?

Nolathane has a cure for this problem, commonly caused by the changed differential pinion-angle as a result of lowering live-axle Commodores. This is made worse during acceleration/deceleration and braking. The upper and lower rear trailing-arms with standard rubber suspension bushes can tend to amplify these changes in diff pinion-angle. Pinion-angle is the angle at which the tail-shaft meets the differential. With pinion-angle changes of 15 to 25 degrees the tail-shaft becomes misaligned thus causing the rear universal joint to lose its torque transfer capacity.

Excessive axle movement permitted by worn rubber bushes can also cause the tail-shaft's centre-bearing to oscillate in its housing, causing driveline shudder and premature bearing failure.

Nolathane bushes and complete arms, some of which are adjustable, help maintain the optimum pinion angle and thereby retain tail-shaft alignment, thus reducing axle-tramp and centre-bearing oscillation.

#### **Nolathane offers three options for these applications:**

Part # 46902 – Pair of standard replacement arms that are manufactured from robust box section steel fitted with specially designed Nolathane two-piece bushes. These replace the original blade-type arms and save time pressing out the original steel-cased bushes and pressing in new bushes. It is common for the bush-housing in the original arms to have become oval and therefore permit unwanted movement, even from new bushes. 46902 arms are finished in durable black powder coat. Check out the competitive price!

Part # 46902X – Pair of high-performance arms constructed from solid hex-bar. They are on-car adjustable with a total of 40mm adjustment to align diff pinion-angle. By lengthening the arms you can roll the nose of the differential up and by shortening them you can roll the differential nose down. 46902X arms are finished in durable black powder-coat.

Part # 46902XC – Pair of 46902X arms with bright chrome finish. They look tough on Street Machines!

All of the above part numbers feature specially designed Nolathane two-piece bushes. The unique undercut bush shaft and domed head permit axle articulation without unwanted movement and provide longer bush life.

All arms are brand-new (not remanufactured) and are covered by Nolathane's 2 year/ 40,000 km warranty.

For a product update sheet or more information contact the Redranger Team on 1300 88 2355 or go to the [www.nolathane.com.au](http://www.nolathane.com.au) web site.

### COMPANY AT A GLANCE

## Redranger Pty. Ltd.

*The Home of Nolathane, Noltec & Whiteline*

**PHONE:** AUST: 1300 882 355  
NZ: 0800 880 189

**ADDRESS:** 4 Warringah Close, Somersby NSW 2250  
**FAX:** 02 4340 2466  
**EMAIL:** [sales@redranger.com.au](mailto:sales@redranger.com.au)  
**WEB SITES:** [www.nolathane.com.au](http://www.nolathane.com.au)  
[www.noltecsuspension.com](http://www.noltecsuspension.com)  
[www.whiteline.com.au](http://www.whiteline.com.au)

**SALES CONTACT:** Steve Broad  
**BRANDS:** Nolathane, Noltec & Whiteline  
**DISTRIBUTION:** Australia, New Zealand, USA & Europe