

Redranger/Nolathane

ADDRESS: 2/4 Warringah Close
Somersby NSW 2250

PHONE: **1300 882 355**

FAX: 02 4340 2466
EMAIL: sales@redranger.com.au
WEB SITE: www.nolathane.com.au
SALES CONTACT: Steve Broad
BRAND: Nolathane
DISTRIBUTION: Australia, New Zealand

What's New In All Wheel Drive (AWD) and 4X4 Bushes?

There is a swag of new Nolathane products now available for 4x4 and AWD vehicles with focus on delivering solutions to problem applications.

The Holden Adventra, Cross6 and Cross8 utes are the first Commodore derived models to move away from the traditional radius rod type front suspension. The front lower control arm on these AWD models uses a one piece "A" arm that has a rubber bush directly inboard of the wheel and a very large hydraulic (fluid filled) bush at the front of the arm, located in the crossmember below the radiator.



This front bush is huge and contains a great deal of hydraulic fluid. When new, this design provides a good compromise between ride and handling, however, loss of the fluid as a result of our road conditions or clipping a kerb is common even at very low mileage. The Crewman Cross8 weighs almost two tonnes unladen and if these hydraulic bushes are not in optimum condition the steering response and handling suffers greatly, causing the vehicle to seem unresponsive and heavy.

Diagnosis is the same as we have described in previous issues of *Undercar Review* for all Commodores from VT to VZ. Simply, roll the vehicle at low speed (3kph) and apply the brakes firmly. Have an observer safely watch the front wheel movement rearward during braking and (more easy to observe) forward during release of the brakes. Sudden wheel movement

of 10mm or more is indicative of failure.

The solution is to replace both lower inner control arm bushes with Nolathane, especially the front bushes. The new Nolathane kits contain no fluid, they are made from the softest Nolathane formulation ensuring no compromise in ride with significant improvement in handling and steering response. They transform the handling and steering character of these AWD models. The Nolathane Kit is a simple two piece urethane design with washers cast into the flange faces to handle the load and a large front washer to give a progressive loading onto the tapered nose of the bush.

All other bushes and links are also now available for these AWD Holdens including the extra long ball style sway bar links.

In addition the following is a summary of new Nolathane parts that are available to solve typical 4x4 problems:

- New HiLux AUV rear leaf spring bushes.
- Prado 95 Series steering rack mount kit.
- Prado 95 and 120 Series sway bar mounts.
- Ball style, heavy duty sway bar link assemblies for Patrol front and rear.
- Extended range of coil spring pads available from 5mm up to 30mm for LandCruiser, Prado and Patrol.
- Further enhancement of the 45425 offset caster bushes for LandCruiser and Patrol with additional voiding ensures that the bushes do not cause the suspension to "bind up" as a result of insufficient movement in the bush in off road situations. This is a problem with many competitive products.

Also of interest is the front upper inner control arm bushes for Ssangyong Musso and Korando. The original bushes tend to fail prematurely on Aussie roads and tyre wear becomes a problem, with the original bushes available only as part of the complete upper arm. Nolathane part number 45460 provides the components to easily rework the original arms.

The upper and lower rear trailing arm bushes for Ssangyong Musso, Rexton and Korando are also now available due to demand.

For more information check out www.nolathane.com.au or call 1300 88 2355.

