

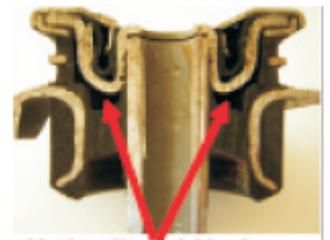
### Nolathane Part No. 48166

#### Commodore Strut / Radius Rod to Chassis Bush Kit This ADJUSTABLE front strut rod to chassis bush kit

Does your Commodore squirm under braking or suffer from a pulsating brake pedal? Then **Nolathane's** 48166 is the answer!

Commodore is now a bigger car with more power, running bigger wheels and low profile tyre packages with better brakes & handling. Therefore the suspension system especially the bushes now absorb more energy and Noise, Vibration & Harshness (NVH).

VT-VZ Commodores can suffer from poor brake pedal feel or squirming under braking. The original strut rod to chassis bush is a relatively soft hydraulic or fluid filled bush. This soft bush takes most of the braking load as the vehicle wants to keep moving and the wheel tries to stop. The result is very little feedback through the brake pedal and in some vehicles, even if the front disc rotors are in good condition, a pulse can still be felt through the pedal. The original bushes are also now beginning to leak and fail, allowing excessive front end movement.



Hydraulic fluid leaks from this circular cavity

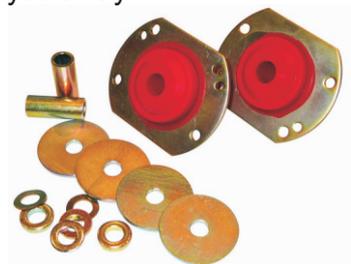
#### ROLL BY TEST

It is common to overlook the suspension bushes when diagnosing brake pulsation or vibration. Remember much of this braking load is transferred to these bushes so even after the pads &/or rotors have been replaced many vehicles continue to suffer from pulsation or vibration. This is because the brake pulsation problems may have caused the bushes to fail in the first place so you have only fixed part of the problem. It is essential that you inspect these bushes by conducting the "roll by" test. Simply have someone drive the vehicle at very low speed (3kph) whilst you safely observe the front LH wheel during brake application to a standstill and then release the brakes (repeat for RHS), whilst checking for excessive movement. It is normal to observe some minor movement of around 10mm, but excessive movement of 30mm is common and can indicate failed bushes. Other items such as ball joints etc should also be inspected but in most cases the cause is these failed bushes. Unlike most hydraulic engine mounts which tend to leave a tell-tale oil stain when leaking, hydraulic bushes tend to appear fine as they are more exposed to the weather & the fluid being washed / sprayed away.



#### THE SOLUTION

**Nolathane's** 48166 strut rod to chassis bushes provide excellent pedal feel without harshness and removes the squirming or wandering under braking. You can actually feel the difference! Whilst there is camber adjustment on these models via a camber pin at the base of the strut leg, there is no caster adjustment available



Another reason to fit **Nolathane's** 48166 - **it's adjustable!** The adjustment is achieved by 2, 4 & 8mm shims / washers being arranged in different sequences each side of the 48166 bush. Care must be taken to use all of the shims in the sequences provided by the detail fitting instructions and to ensure the short end of the bush is towards the front of the vehicle.

Designed to integrate and offer a fully balanced handling solution. **Nolathane** suspension offers replacement bushes and alignment products. So for a catalogue, brochure or technical information on any of the **Nolathane** products contact the Redranger team on **1300 88 2355** or visit **www.nolathane.com.au**

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