

Nolathane Part No: 45344

45344 - AU - BF Falcon Sedan, Wagon & Ute (incl 1 tonner) NU / DU / BA / BF Fairlane / LTD

THE ORIGINAL AU / BF BUSHES ARE FLUID FILLED! That's right - just like the hydraulic or fluid filled engine mounts in many vehicles, the front lower inner control arm bushes on all AU & BF Falcons are also hydraulic. As cars have become larger with more power, bigger wheels with lower profile tyres and improved brakes & handling, more energy needs to be absorbed by the vehicles suspension.



With a basic BA Falcon XT weighing in at 1672kg, the vehicle engineers are moving to larger suspension bushes to absorb more energy without transmitting Noise, Vibration & Harshness (NVH) into the cabin. This has led to the adoption of original rubber hydraulic bushes which absorb the energy & NVH without compromising ride & handling. These bushes take a great deal of the braking load and do not last long on our roads. The fluid can be pumped out of the bushes by clipping a kerb, repeated application of the ABS or brake vibration & brake pedal pulsation. This then leaves a virtually empty bush, which under braking or cornering loads permits excessive wheel movement and can amplify brake pedal vibration, vague "on centre" steering and reduced tyre life.

Nolathane have the answer with a non-hydraulic replacement bush kit. The unique properties of **Nolathane** mean that when combined with the design of the bush (including a shorter skirt outer shell & bush voids) that NVH is not compromised but steering response is greatly improved. Additionally, the **Nolathane** bush life is between two to four times longer!



Note fluid reservoir
Original hydraulic bush cut in half
Rubber is very soft when empty

**THE PROBLEM IS THAT A
FAILED HYDRAULIC BUSH WILL
LOOK LIKE NEW ON THE
OUTSIDE.**

The fluid which has pumped out will
be washed away during rain etc.



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 up to 10mm, but excessive movement of over 10mm 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 & water soluble fluid being washed / sprayed away.

The replacement **Nolathane** bushes are offset the same as the original bushes, so care must be taken to time the bushes correctly when installing (refer detailed instruction sheet).

Nolathane also recommend that the rear bush on the lower control arm be inspected & replaced if necessary with part number 45343. The front upper control arm mounts can also be replaced with **Nolathane** camber / caster kits refer updates 0305 & 0701.

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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