

Nolathane Part No's. 42790 & 42792 **Universal Ball Type Sway Bar Links**

These universal links are:

42790 - PAIR 10mm thread ball fitting at each end - 320mm long

42792 - PAIR 12mm thread ball fitting at each end - 320mm long

Many newer vehicles now use sway bar links with ball fittings at both ends. Most vary in length and some are left or right handed, with the ball fittings at each end not always parallel. It is now becoming increasingly difficult for our distributors to ensure they have all of the possible sizes and shapes of these links in stock when needed.

The new **Nolathane** universal ball links are extra long at 320mm. This enables them to be fitted to vehicles such as Holden Adventra, Cross6 & Cross8 Crewman or four wheel drives which have very long original links. These links are available in two part numbers. Both are 320mm long with 42790 having 10mm threaded ball fittings at each end to suit most passenger car applications and 42792 with 12mm for 4WD's.

The links use 10mm heavy duty threaded rod which is thicker than most original links and the **Nolathane** units are made from M10 grade, class 4.6 steel which is also stronger.

We have taken the guess work out of what length to cut these links to, with the correct length now catalogued for over 90 applications. Additionally the instruction sheet supplied with the links doubles as a template to facilitate cutting to the correct length.

Whilst we will continue to make "specific fit" heavy duty links available for popular applications, these universal links will provide a competitive "off the shelf" option for immediate supply to your customer. In many instances you will have two options for your customer specific or universal fit. There are now over 25 part numbers of **Nolathane** complete sway bar link kits including 15 ball type units.

Typical Diagnosis of Failed Links

Inspection is best carried out with the vehicle at normal ride height if possible. This will ensure that you are checking the links in their normal operating position. It is important that these links are inspected as part of normal servicing and that the mounting nuts are firm. Simply move by hand or lever the sway bar up & down as close as possible to the sway bar link. If the link has been tightened correctly there should be no movement in the ball & socket area at either end of the link. The original nylon internal bushing may have shattered or be worn and a metallic knock can sometimes be heard. Listening for noise during a road test, with one wheel on a rough surface and the other on smooth may indicate which side has failed. Failure tends to occur on the left hand side first.



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