

Nolathane Standard Replacement Bushes, For All Makes & Models.



Original rubber suspension bushes are compressed or chemically bonded to the suspension components in which they are installed. In the case of a metallastic (steel cased) bush, the rubber is compressed at the time of manufacture and chemically bonded to the metal centre sleeve and outer steel shell. The rubber bush is normally press-fitted into the suspension component such as a control arm, then bolted to the chassis. In this way, the capacity for suspension movement or rotation is restricted. The rubber suspension bush design requires delicate compromise, as it must be soft enough to permit sufficient rotational movement whilst maintaining alignment settings. Unlike rubber, **Nolathane** polyurethane suspension bushes are not bonded by compression. **Nolathane** bushes are mechanically fitted with minimal crush of the urethane material, and the centre pin is lubricated so the component freely pivots without restriction. Combined with **Nolathane's** ability to maintain the bush shape, this free pivoting provides sharper handling response and greatly increased suspension control. Technical developments in suspension design have provided many of today's vehicles much improved on-road handling. Using **Nolathane** suspension bushes ensures there is no weakness in the suspension and therefore maintains steering control.

Nolathane bushes bring the following improvements to your suspension:

- Outstanding abrasion resistance
- High load bearing capability (4WD's, utes and towing)
- Flexibility
- Increased tensile strength
- Chemical resistance to oil, grease, ozone and weathering
- Alignment correction via adjustable bushes

THE RESULT:

- Enhanced road holding, steering and performance
- Less change in suspension geometry under load, braking and through corners
- Longer suspension life and less repair time
- Longer tyre life

Nolathane was originally designed to replace brass bushings in vehicles competing in hill climb events. Therefore the early formulation was very hard, as it was designed to replace brass, not rubber. Whilst it was great for competition use it was too harsh for normal street use. Over the years, just like vehicle and suspension system designs, things have changed. Today **Nolathane** is manufactured in various durometers (grades of softness / hardness), with the correct durometer selected for each application. Today's **Nolathane** formulations have higher resistance to tear, abrasion and compression whilst being softer than the original formulations!



Part of a total handling system

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



WANT IT TO HANDLE? NOLATHANE IT!

Nolathane®

TECHNICAL HOTLINE
AUST 1300 882 355
NZ 0800 880 189
Email: tech@redranger.com.au

www.nolathane.com.au

4 Warringham Close
Somersby, NSW 2250
Ph: +61 2 4340 2355
Fax: +61 2 4340 2466
ABN 99 124 177 297