

THE DO'S AND DON'TS OF NOLATHANE SUSPENSION BUSH INSTALLATION



fig. 1

Please use these hints along with any instructions provided when fitting Nolathane products. Vehicle manufacturers manual should also be used to ensure Nolathane warranty compliance.



fig. 2

The Nolathane lubricant supplied is designed to optimise bush durability and performance. Nolathane grease is a molybdenum disulphide (LM) based grease and has excellent stability & extreme pressure qualities for extended life and high melting point.

1. **CLEAN** all paint, rust and rubber deposits from suspension components (fig. 1). **INSPECT** for damaged, bent, pitted or worn components and replace before installing Nolathane.



fig. 3

2. **USE** Nolathane Lubricant (where supplied). Adequately **GREASE** all bush surfaces designed to pivot (e.g. flange faces and internal bores). Refer fig. 2 - 4.

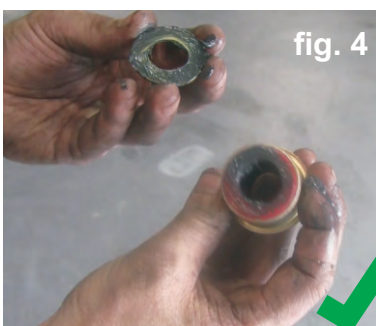


fig. 4

3. **TIGHTEN** all nuts and bolts as per manufacturers specifications whilst vehicle is at normal ride height.

NOTE: The major noise producing factor in polyurethane is incorrect fitment and uncleaned mating surfaces.



DO NOT grease pressed fit surfaces (e.g. outer shell) or outside of shackle bushes.



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



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