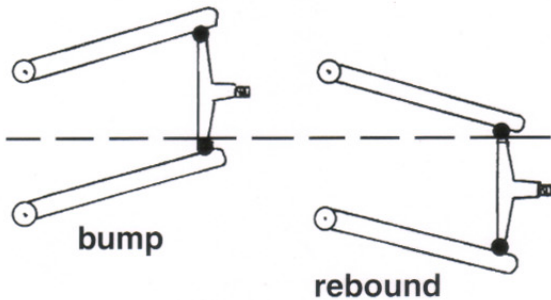


Shock Absorber Bushings

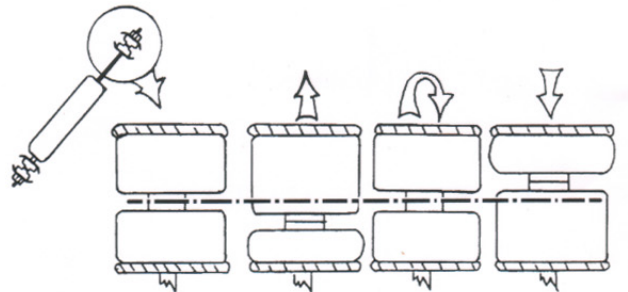
As the demands for better handling and roadholding increases in both new and used vehicles it has become quite common the fit heavier duty shock absorbers. By converting to a heavy duty hydraulic or gas charged shock absorber, we immediately place higher demands on the bushes mounting the shock absorbers to the vehicles chassis/subframe and suspension.



The suspension responds to changes in road surface or cornering forces as the vehicle changes direction by going through bump and rebound travel.

As the suspension moves from rest and starts to travel upwards under bump, a compression load is placed in the shock absorber. With the shock absorber properly primed, the valving in the shock resists any initial shock compression and loading of the shock mount pin or eye bushes results. The standard rubber bushes offer low compression resistance and the bushes compress before the shock starts to close creating a low speed valving lag in the shock.

When the suspension reaches maximum upward travel and commences to move downwards under rebound, we see two changes of loading on the shock absorber bushings. Firstly the two inner bushes undergo compression when the shock is drawn apart as the suspension rebounds. As the suspension changes direction from bump to rebound or visa versa, the low speed valving rate loss created by the rubber bushes is doubled.



Fitment of heavy duty hydraulic or gas shock absorbers further increases the loadings on rubber bushings and part of the gain created by shock replacement is lost by the use of rubber bushings. Replacement of the pin and eye bushes with Nolathane components will upgrade the performance of new and old shock absorbers. The urethane's density and lubricity overcoming the rubber's inability to cope with bump and rebound load changes. Nolathane's chemical resistance to oil, grease, ozone and weathering will result in increased bush life, as an addition to increased bush and shock absorber performance.

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