

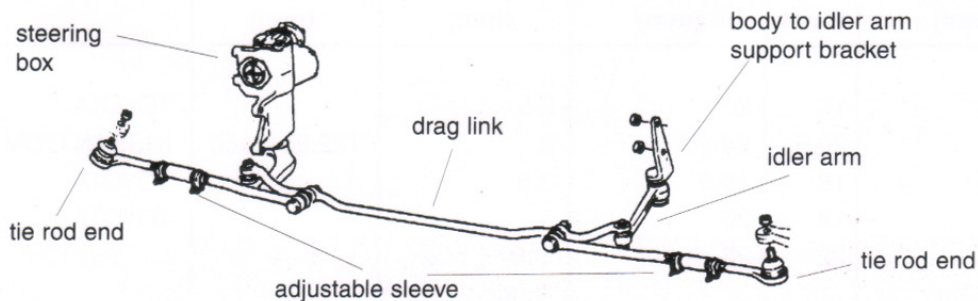
Nolathane®

95-10NO1

Steering idler bushes & bell crank

The majority of Japanese designed and built vehicles using a steering box or bellcrank, suffer from a common problem of premature wear and sometimes failure of the pivot bushes.

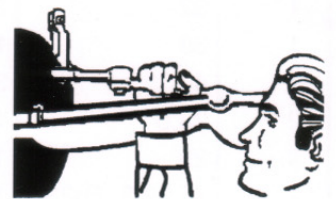
Steering, suspension & shock force loads are transmitted along the tie rods and drag link & meet at one common point - the idler arm. On full or partial steering lock the idler arm & the pivot bush are forced into severe load angles, inducing premature wear of the idler arm pivot bush.



The O.E. and normal aftermarket replacement bushes are made from nylon or very hard nylatron, and are commonly green, brown and sometimes white. These materials offer reasonable wear and service life but have very low impact absorption properties. It is common for these nylon type bushes to shatter and come out in pieces when being replaced.

In many instances, the O.E. idler bushes are not readily available as an aftermarket product or the repairer is forced to source a complete arm assembly when the bushes are not supplied as service items. This leads to an expensive and time consuming fix for a relatively inexpensive component.

Nolathane's solution to this problem is a broad range of replacement idler arm and bell crank bush kits which cover 95% of Japanese vehicle applications. The chemical and physical properties of Nolathane's high quality cast polyurethane bushes result in a product that performs well and is very durable and long lasting. These bush arm kits will make for easy and inexpensive bush servicing in all workshops and wheel alignment centres.



For dimensional specifications in the full range of Nolathane idler & bell crank bushes refer to the current Nolathane catalogue.

For more information contact us at:

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