

PRETTY POLY

Polyurethane bushes are the first suspension upgrade you should consider.

Workgauge



TIME (Hours)

0002

COST (Pounds)

0010

TOOLBOX

- Spanners
- G clamp
- Vice (optional)

What do they do?

Polyurethane bushes have evolved fast over the past decade. Once the preserve of serious racers, their appeal for regular road cars should be taken seriously. Many enthusiasts believe that stiffer, lower springs, uprated dampers, and wheel changes are the way to handling nirvana. Instead, you should first opt for polyurethane bushes.

Their superiority over rubber bushes is significant enough to noticeably improve the handling characteristics of most suspension systems. They allow the suspension to retain its geometry better than rubber versions. Also, contaminants such as engine oil and petrol will destroy rubber – not so polyurethane.

DRAPER ESSENTIAL TOOL

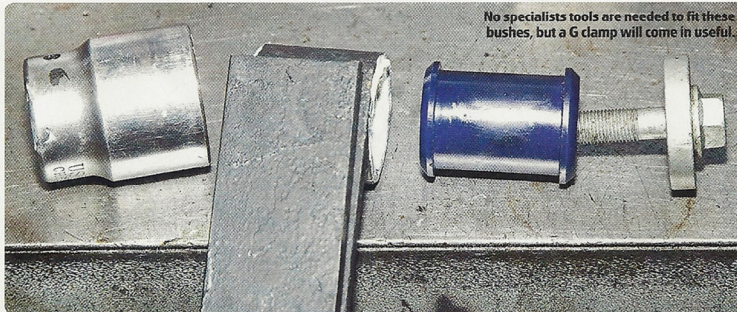


G Clamp

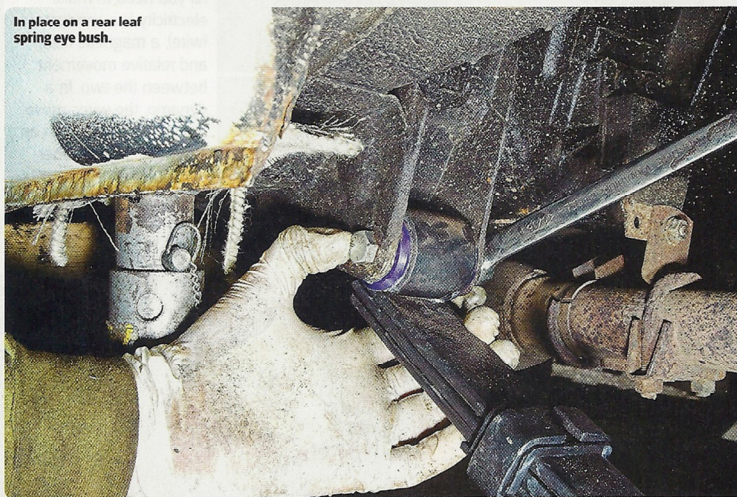
Item number 51952

Price £8.18

For details of your nearest Draper stockist, telephone 023 8049 4333, or visit www.draper.co.uk and click on 'Find a Stockist'.



No specialists tools are needed to fit these bushes, but a G clamp will come in useful.



In place on a rear leaf spring eye bush.



When used with U-bolts, polyurethane bushes help accurately locate leaf springs.

Who makes them?

There are three main tried-and-tested brands for classic car owners – Polybush, SuperFlex and SuperPro. All three offer better products than standard rubber bushes. Over the past decade, I've fitted all three to a variety of classic suspension and steering setups.

About four years ago, I fitted SuperPro bushes for a feature in the magazine. Uniquely, they use a special grease lubricant, effectively turning the bush into a bearing that pivots as

part of the suspension. I still maintain their effectiveness has transformed the handling of my Spitfire 6 – an engine conversion noted for its front-heavy handling characteristics. The ride remains taut and cornering abilities are far superior than with the rubber bushes fitted when the car was restored.

www.superflex.co.uk
www.polybush.co.uk
www.superpro.eu.com

Fitting 1-2-3

Unlike Polybush and SuperFlex versions, SuperPro bushes are split in two for many applications to allow the pivoting action on their non-bonded spacer tube. You can fit them without the need for specialist tools.



1 Clean up

With the old rubber bush removed, clean the leaf spring eye of all debris, especially loose or flaky rust.



2 Grease is the word

Apply the special grease to the first bush half and fit it to the leaf spring eye. Repeat for the second bush half. The grease grooves can be seen clearly.



3 Push into position

Apply grease to the spacer tube and push that into position within both bush halves. Bolt the leaf spring back to its upright, but only fully tighten once the suspension's settled to its normal position.

GARY SAYS...

It's easy to be seduced by uprated components that are highly visible. By contrast, unnoticed polyurethane bushes will transform sloppy or old rubber-bushed suspension, quite possibly with dramatic improvements. At the risk of sounding like a parrot, fit your pretty polys before other suspension upgrades.