



CHASSIS COMPONENTS

Lubricants engineered to improve the functionality, reliability, and longevity of automotive steering and suspension systems.



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Stabilizer Bushings

Stabilizer bushings must maintain a tight fit with the stabilizer bar and control arms, while exposed to high underhood temperatures. Such temperatures combined with constant changes in force and stress tend to dry the rubber. Silicone grease is compatible with these bushings and eases the assembly process while offering superior water washout resistance.

Stabilizer Bushings - Fluorocarbon Gel 880

Gas Pedal

For safety and ergonomics, pedal positioning systems are proliferating. A dripless, odorless synthetic hydrocarbon grease fortified with PTFE is recommended for the bearings, gears, and sliding surfaces in this motorized assembly process.

Kick Down Module - Fluorocarbon Gel 875MS

Suspension

Lubricants for suspension components should resist water and salt, reduce noise and vibration, remain viable at low temperatures, and provide lifetime lubrication in closed applications.

Leaf Springs - NyoGel® 774VH-MS

Struts - Nye Synthetic Oil 185D & Nye Synthetic Oil 148G

Jounce Bumper - Fluorocarbon Gel 880 & Rheolube® 393

SUSPENSION

Suspension systems have become highly customizable. Yet at low temperatures, traditional shock absorber fluids may become too viscous to pass through the valves that control the fluid level and adjust the stiffness of the suspension. A very low viscosity synthetic fluid with low temperature range down to -60 °C is recommended for adjustable suspension systems.

The survival of these key suspension components is dependent on the lubricant selection to ensure trouble-free operation even beyond the warranty period. Lubricating the upper isolator and jounce bumper and utilizing the correct internal strut/shock oil will help reduce friction, noise, vibration and harshness (NVH) in the suspension.

The upper isolator acts as a damping component at the top of the strut/shock mounting location to prevent irritating noise and vibration from transmitting through the chassis of the vehicle. The addition of a lubricant will allow elastomeric and metal components to slide against each other preventing 'stick/slip' noise.

A jounce bumper provides the final shock absorption when the suspension experiences extreme compression from the vehicle hitting a large bump or pothole. The addition of a synthetic grease to the jounce bumper will prevent any noise to the driver when the strut contacts the jounce bumper.

A strut or shock uses an internal hydraulic oil to lubricate bearings and seals while providing a damping action to compensate for road disturbances. As a strut or shock is actuated, the exchange of oil through valves slows the action, providing the required damping.

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