



NEWSLETTER

Autumn 2014

New suspension upgrade kit launched for Isuzu D-Max and Rodeo pick-ups

SuperPro is pleased to announce the launch of an innovative new rear suspension upgrade kit for Isuzu D-Max and Rodeo pick-ups that improves ride and stability - especially when carrying loads - and helps increase component life.

Always on the look out for areas where its products can provide a significant benefit, SuperPro became aware there was room for improvement in the standard rear suspension set up of Isuzu pick ups. Whilst the D-Max and Rodeo are extremely capable vehicles, like most pick-ups, they have leaf springs fitted at the rear. This configuration copes well with heavy loads and, with no requirement for strut turrets, provides greater load area space.

However, when the suspension moves or when weight is applied, the leaf springs start to 'flatten' and consequently the distance between the front and rear mounting points increases. As the front mount is a straightforward pin and bush fixing, it's the rear point that moves. This is achieved by the use of a shackle that pivots backwards in order to compensate for the extended length of the spring.

The bushes and shackles therefore play a key role in controlling the movement of the spring as it extends and contracts. If the bush is not compliant, or the shackle movement is restricted by - for example - corroded pins, overall performance of the suspension is affected, reducing ride quality and increasing the wear rate of the components, including the spring itself.

If the bush allows too much axial movement, the laden spring will twist, putting excessive strain on the front mounting bolts, the rear shackle pins and spring-retaining U-bolts. Consequently, the impact on the rear suspension components can be significant, especially if the vehicle is regularly used on uneven terrain.

Therefore, to improve stability, increase the life of the leaf springs and mountings - and enhance the ride for the occupants - working together with Isuzu, SuperPro has developed an easy-to-install kit that comprises all of the components required to upgrade the rear suspension system.

This kit includes a set of pins for the front and rear mountings that have a grease nipple at one end, enabling them to be lubricated at service intervals. This reduces the likelihood of any corrosion and subsequent restriction of movement that can occur with the standard items. These parts are also available separately.

As with nearly all SuperPro bushes, they are designed to replace the standard OE rubber components and come with a lifetime guarantee for normal use, whereas the shackles and pins benefit from a three-year, 60,000-mile warranty.



But SuperPro's upgrade package for Isuzu pick-ups doesn't stop there. The company is soon to launch upgrade kits for the vehicles' front suspension, which includes a full set of bushes that replace the OE items.

To further enhance performance, in association with Isuzu, SuperPro has been working together with other top quality suspension brands Bilstein and Eibach to develop a complete suspension upgrade programme. These performance kits feature fully-assembled Bilstein struts fitted with Eibach coil springs, Bilstein rear dampers and a 20mm, heavy duty, three-position, blade adjustable sway bar manufactured by SuperPro.

Due to go on the market at the end of this year, initial tests have revealed a considerable improvement on overall ride, stability, handling and passenger comfort, enhancing the performance of the D-Max and Rodeo pick-up when driven on the road, or off road on rough terrain and when carrying heavy loads.

The development of the suspension has included an involvement with the Jewson Isuzu D-Max Rally Team, the official UK works entry into this year's British Cross Country Championship (see back page story).



News

SuperPro returns to RallyDay

Over the past few years the distinctive yellow and blue branding of SuperPro has become a familiar sight at Castle Combe RallyDay. For 2014, the world's leading manufacturer of polyurethane suspension bushes again has a presence in the main trade area of the paddock and is continuing as the sponsor of the Clubman's Rally Stage.

The company's involvement with RallyDay is no coincidence, as SuperPro bushes are synonymous with rallying - and many other forms of motorsport - all over the world, as General Manager Richard Fearn explains: "SuperPro products are tried, tested and proven in motorsport, which means if our bushes are good enough for racing and rallying, they are exceptional when used on the road. Having a presence at RallyDay not only endorses this connection, but also gives us the opportunity to interact with our existing and potential customers."





Product news

New releases



Renault Megane RS 250

Front control arm bush kit and sway bar

The most sporting of the Megane range suffers from soft OE front lower control arm bushes. This results in excessive movement when braking and accelerating. SuperPro's carefully engineered vertical pivot bushes in the front and rear of the control arm - combined with an uprated front sway bar - tightens the front of the car dramatically and consequently, eliminates torque steer.

Rear beam axle bush kit and sway bar

SuperPro's rear end upgrade for the Megane includes a set of beam axle bushes and an uprated sway bar. This combination transforms the car's tendency to understeer into more manageable lift-off oversteer. The end result is a smoother ride and more predictable handling.



Nissan Pathfinder

Rear upper and lower control arm bush kit

In addition to the existing front arm adjustable bushes that are currently available, SuperPro now offers standard and offset rear control arm bushes to help address some of the inherent rear suspension issues. As Pathfinders have raised suspension, frequently tow, or carry heavy loads, rear tyre wear can be excessive due to incorrect camber settings compounded by high levels of corrosion that hampers adjustment. Nissan do not supply a replacement bush to rectify this issue and instead offer a complete arm assembly at around £300.00. SuperPro's solution allows bushes to be replaced or offset bushes fitted that give between 0.5-2.0° of camber adjustment to compensate for misalignment.



Toyota GT86 and Subaru BRZ

Rear lower adjustable control arm

Manufactured from high quality steel and pre-fitted with SuperPro bushes, this strong and durable arm features a cam at the outboard end that can be easily adjusted to provide +/- 2.0° of camber change.

Rear sway bar mount brace

This upgraded rear sway bar mount brace is designed to add strength, eliminate additional movement and reduce the risk of fatigue in the OE mounting points when a larger diameter sway bar is installed. Made from high quality steel, its flat design securely braces the sway bar mount to the lower control arm pivot point on the chassis, without compromising clearance if a large bore exhaust system is fitted.



Mitsubishi Lancer Evolution X - 2008-2014

Rear differential mounting kit

SuperPro has introduced a rear differential mounting kit the Evolution X that controls excessive rear axle movement. This leads to greater stability and contact between the wheels and the road for improved power delivery. This latest addition means that all OE bushes on Mitsubishi's most recent version of the four-wheel-drive Lancer can now be replaced with SuperPro equivalents.



Nissan Juke

Front control arm and sway bar bush kit

The new SuperPro bush upgrade kits provide significant benefits for the Nissan Juke. For the front of the car, SuperPro offers a set of offset vertical bushes and a two-piece sway bar 'D' bush that firms up the suspension, eliminates excessive movement and cures a potential 'left-pull' issue, especially when under load.

Rear beam axle bush kit

SuperPro has engineered two-piece polyurethane bushes that replace the soft rubber OE versions fitted to the beam axle. The SuperPro components have the effect of tightening up the rear end of the car and dial out the excessive passive-steer characteristics. Consequently, if all of the front and rear replacement SuperPro bushes are installed, suspension performance is dramatically increased.



VW Transporter T5 2WD

Front and rear control arm bush and geometry adjustment kits

The front control arms for VW's highly successful T5 Transporter can be fitted with SuperPro bushes, now that a kit for the front and back mountings is available. Plus, to compensate for changes in suspension geometry, SuperPro has produced a double-offset bush kit for the rear of the control arm that overcomes the problems of excessive wear, especially when the ride height is lowered.



Chrysler 300C & Dodge Magnum (Inc. Estate/Touring) 2005-2015

Replacement bush and geometry adjustment kits

SuperPro now offers a comprehensive range of suspension bush kits for the Chrysler 300C and Dodge Magnum models. This includes offset bushes for caster, camber & rear toe adjustment. Due to the considerable proportions of these cars, upgrading to SuperPro bushes has a dramatic effect on suspension performance, improving handling, ride-quality, alignment and wear rates, especially when the rubber OE bushes have passed their best.





2014 has seen the SuperPro brand retain its presence in the British motorsport arena and, whilst the company's motorsport programme has been realigned this year to provide a more focused approach, the level of exposure has increased.

Volkswagen Racing Cup

Having been title sponsor for the VAG Trophy for three seasons from 2011 to 2013, SuperPro was eager to retain its association with the Volkswagen Audi Group brand and, for 2014, became a sponsor of the Milltek Volkswagen Racing Cup. The association with this premier, manufacturer-backed, one-make series is not only a logical step forward, but represents a significant progression as far as brand positioning is concerned.

Its connection with this championship has seen SuperPro accepted as a technical partner to Volkswagen Racing and is now part of the organisers' and teams' association.

First run in 2000, the Volkswagen Racing Cup is open to any model of racing VW. This year the series follows a calendar of seven events that feature double-header races at six rounds of the British Formula 3 and British GT Championships - plus a trip to Spa.

British Drift Championship

With the sport of Drifting requiring great precision and control, there is a clear synergy with SuperPro products - and, with the category for the top-level drivers called the 'Super Pro Class', there's another synergy too!

2014 sees a third year of support for this extremely popular championship that's now in its seventh season. The calendar features six rounds for the Super Pro Class and five for the others, each held at racing circuits around the UK.

Civic Cup

Having begun as recently as 2011, SuperPro is delighted that its support from the outset has helped the Civic Cup grow year-on-year into a well supported and highly competitive race championship. Starting off with just a handful of entries and having to share its grids with other championships, there's now over 20 drivers signed up for the 2014 season.

The popularity for the series is largely due to its low-budget entry and running costs, plus its carefully controlled regulations that requires cars to be built to exactly the same specification. This includes the compulsory fitting of SuperPro bushes. There are just two classes: one for cars fitted with K-series engines and another with B-series engines, all fighting it out together over seven double-header events at well-known UK circuits.



Time Attack

2014 sees SuperPro continue its association with this unique, high profile championship for the sixth season in succession, its support requiring all of the competing cars to display the company logo. Consequently, due to the number of spectators that attend each round and the online interest that the championship creates, the SuperPro brand is seen by 1000s of car enthusiasts and tuners that follow this hugely popular form of motorsport that is all about setting lap times, rather than racing wheel-to-wheel.

So far, five of the six rounds have been held, with the last event of the season taking place at Brands Hatch where, as well as hosting round six, championship organisers have extended the track time to create the world's first ever Night Time Attack event.



MLR Sprint Series

For the third year running, SuperPro continues to support this well established sprint series - that exists primarily for Mitsubishi Evolutions - by sponsoring class A, the category for cars that are close to standard specification. Managed and promoted by the Mitsubishi Lancer Register, SuperPro's presence puts its brand in front of Evo owners, not just in the series, but on the busy MLR forum.

This season features seven rounds at seven different venues all over the UK, with the final event scheduled to take place at Snetterton on 4th October.



Toyota Sprint Series

Open to any type of Toyota, the 2014 Toyota Sprint Series features six rounds at a combination of race circuits and airfield-derived motorsport venues across the UK. With many of the cars taking part used for everyday road use during the week and then as competition cars at the weekend, the SuperPro philosophy to provide a product that will provide benefits for both types of activity ties in perfectly with the series' ethos.

And, with Norfolk-based stockist Fensport a driving force behind the TSS, SuperPro is now a well-known brand with everyone involved.



SuperPro supports Isuzu towards cross country success

It was announced at the Autosport show earlier this year – and reported in the previous newsletter – that SuperPro would become a strategic partner in Isuzu's official 2014 MSA British Cross Country Championship campaign. Since then, five of the championship's six rounds have taken place and we are pleased to report that the team has achieved great success since the season began in April.

The works D-Max pickup was entered into the championship's Class 1B category, which is open to production specification vehicles that have a maximum engine capacity of 2,500cc. With only basic motorsport safety modifications allowed, the rest of the vehicle's specification has to remain close to standard.

This means that, whilst parts can be updated, the suspension has to follow the manufacturer's design and bushes have to be retained. Therefore, the OE rubber units were exchanged for their SuperPro equivalents.

Experienced rally and off-road competitor Jason Sharpe was recruited to drive the specially prepared D-Max pick-up, with his nephew Russell Sharpe as co-driver. As the season unfolded, their collective skills combined with the Isuzu's reliability has seen them regularly win their class and finish inside the top-ten overall, against a host of far more powerful and specially-built off-road competition vehicles.

Round one took place in Myherin Forest - known as the Welsh Pikes Peak - on 12 April. Although the stages were shrouded in mist, the team recorded a string of impressive times despite suffering an early impact. Weather conditions improved for day-two and, now getting to grips with the D-Max, Jason and Russell increased their pace to finish second in the production class. It was a promising start and the team were confident there was more to come.

Ebbw Vale in South Wales was the location for the second round, where smoother and faster stages saw the team start well, helped by a number of technical upgrades following the opening round. Despite a difficult first day, the team continued to push the D-Max to its limits on day two and took the lead over production-class rivals, eventually recording their maiden Production Class victory and finishing ninth in the overall standings.

Round three saw the team travel to Scotland and the Forest Estate in Dumfries, where the rugged terrain and unpredictable weather presented fresh challenges. However, this didn't stop them from taking a commanding lead on day one. They extended their lead during day two to take a dominant class victory and finish just 26 seconds behind the overall leader!

It was back to Wales and Radnor Forest for round four and another two days of competition on what was regarded by all competitors to be an extremely tough event. Another impressive performance from Jason and Russell rewarded them with a deserved class win and an overall position of sixth, once again beating many of the bespoke off-road competition machines.

The fifth round was a complete change of character as far as terrain was concerned, with the BCCC heading south to Bovington in Dorset. The sandy, undulating tracks - used for military training and tank testing - proved to be no issue to the Isuzu and, even having to encounter some of the runs in two-wheel-drive, the SuperPro-equipped pick-up was once again the top of its class and regularly featuring in the top ten overall times.

With just one round left this season, the Production Class title is now in the Isuzu's team's sights, the campaign proving that a well-prepared standard vehicle fitted with the right components and driven expertly, can be a match for any vehicle, whatever its specification.

For SuperPro, the success of this campaign corresponds perfectly with the launch of its performance upgrade kits for Isuzu D-Max and Rodeo pick-ups (see front page story).

Miller Argent project update

In the last newsletter we reported that mining company Miller Argent were having problems with the standard rubber bushes fitted to its fleet of Land Rover Defenders based at the 106-hectare Flos-y-fran development, east of Merthyr Tydfil in South Wales. A former mining area that became derelict and potentially hazardous, this huge restoration project is a joint venture between Miller Group and Argent (Property Development) Services LLP and the Welsh Development Agency; its purpose to reclaim and restore the land for housing, light industrial and recreational use, as well as retain part of the site as an operational opencast coal mine.

The Land Rovers are used for 16-hours per day, six days a week, by the extraction team who manage the mining activity and keep in contact with the huge Caterpillar trucks that are used to transport hundreds of tonnes of material across the site. Added to this, the terrain they encounter is extremely demanding on suspension components, so much so, the OE rubber bushes were lasting less than four months!

Having tried other brands of polyurethane bushes, the Miller Argent technicians found they lasted no longer - and that's when SuperPro was called in.

Initially, in March 2013, all of the bushes contained in SuperPro kit part no. KIT0043DK were fitted to one of the ten Defenders. Although inspected every six weeks and, with no change in suspension performance, the Land Rover fitted with the SuperPro kit went on to cover 8207km in six months and, when the bushes were checked it was found there were no significant signs of wear. Consequently, nine more sets were ordered for the other vehicles in the fleet.

After a further six months and another 15917kms travelled, the original Land Rover's suspension was carefully inspected. Whilst both front springs were broken and one of the anti-roll bar mounting brackets had been ripped away, it was found that all of the SuperPro bushes were in good order, other than a small amount of noticeable wear in the driver's side Panhard rod joint. Although not necessary, the technicians decided to fit a replacement bush in this location anyway.

SuperPro Europe Territory Manager Robert Hayward was present when the most recent inspection took place and said: "Having SuperPro suspension bushes fitted to this vehicle has been a fantastic test and given us a good indication of the life expectancy from our products - even more so given the fact that these Defenders are given a lifetime's pounding in such a short space of time."



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