

# **Patrol & Cruiser Rear Trailing Arms**

**“gives new meaning to ‘hitting the trails!’”**

Roadsafe, with Australia’s largest front end range, are pleased to announce the expansion of its Patrol & Cruiser Rear Trailing Arm program.

Brought about by popular demand the expanded range of Trailing Arms consists of rods upgraded in size from standard, and now includes the ‘Bent Upper’ for the Patrol to suit for long range tank and 2” lift.

The current range of Rear Trailing Arms includes:

NPTAB	GQ & GU Rear Lower – Standard length
NPTA11B	GQ & GU Rear Lower – 11mm extended for 2” lift
NPTA16B	GQ & GU Rear Lower – 16mm extended for greater than 2” lift
NPTA43AB	GQ & GU Rear Upper – Adjustable up to 5” lift
NPTA47B	GQ & GU Rear Upper – bent to suit long range tank & 2” lift
LCRTAB	80 & 100 Rear Lower – Standard length
LCRTA11B	80 & 100 Rear Lower – 11mm extended for 2” lift

The standard genuine Rear Lower Trailing Arms are prone to bending, as they are subjected to 4WD orientated activities. Once genuine arms are ‘dented or damaged’ a weak spot is created, which eventually results in significant bending or breakage. This bending or breakage leads to pinion damage or breakage. Roadsafe Patrol Rear Lower Trailing Arms are all manufactured with thicker walls, so when you bump them up against rocks and tough terrain, they won’t bend as significantly, if at all, as the thinner wall, standard arm items.

Roadsafe Lower Arms have been manufactured with 5mm wall thickness, compared to the genuine 2mm, designed to offer the full range of 4wders a thicker walled alternative. Upper Arms have been manufactured with 6.5mm wall thickness, mainly due to the turnbuckle strength designed into the Adjustable item .

The Lower Arms are supplied electrocoated, for corrosion and rust resistance, with a satin black finish to follow through the tuff truck look. All arms are supplied with high quality, high flex, Rubber Bushings.

Not only has the rod been upgraded in size from standard, the Trailing Arms have also been designed in various lengths to aid in reducing drive line vibrations by allowing for rear diff re-alignment on lifted vehicles.

The new ‘bent’ upper has been brought about due to the increase in fitment of long range tanks. With many long range tanks, the RH Upper arm can foul on the tank, resulting in less than adequate articulation and loss of wheel traction during 4wd’ing, plus damage to the tank. The ‘bent’ upper arm allows the arm to clear the tank on full droop, resulting in better articulation.

Designed specifically for comp vehicles to take punishment time and time again, the Trailing Arms are a must for those interested in improved strength and handling over Australia’s tough terrain.

For additional information please contact Roadsafe on 1300 651 551 or check out the website [www.roadsafe.com.au](http://www.roadsafe.com.au) for the stockist nearest you!