

AME Multi-Link



Independent Rear Suspension

When asked to evaluate the handling of Matt Jones' Multi-link IRS-equipped 1969 Camaro, which was entered in the Super Chevy magazine Suspension Challenge, test driver Mary Pozzi—an 11-time SCCA Autocross Champion—summed it all up by saying “This is THE BEST suspension I’ve ever felt underneath a car on a track.” That’s a strong testimonial from a highly credentialed professional.

It’s important to understand that not all Independent Rear Suspensions are the same. Early IRS setups, typified by Jaguar,

Cobra and C2/C3 designs (which have been mimicked by several aftermarket manufacturers) have a number of disadvantages. These include poor toe and camber control, little anti-squat and spindle support, limited wheel offsets and requiring a relatively large “package.” They also have horsepower limitations.

The Morrison Multi-link IRS can trace its design lineage to a number of the world’s most renown “exotics” that include late model Ferrari, BMW, Porsche, and Nissan GT-R automobiles.

There are a number of important advantages to the new Morrison Multi-link IRS; all of which add up to optimum handling and long-term dependability.

INSTALLATION INFORMATION

- Available in four track widths: 55.5", 57.5", 59.5" and 61.5" (wheel mounting surface to surface width)
- Wide variety of gear ratios: A half-dozen ratios between 3.54 and 4.56
- Brake options: 12.4" rotor with floating caliper, Wilwood 14.3" with W6A caliper.
- Minimum wheel size: 17"* with 12.4" brake rotors, 18" with Wilwood brakes.

** Only certain wheels will work. Please call for details.*

