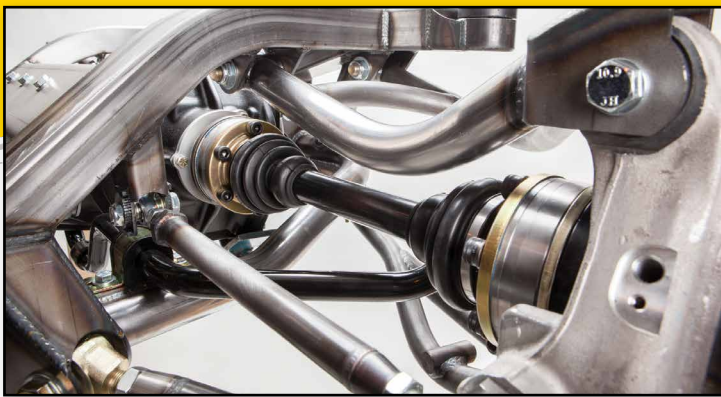


IRS Technical Features & Benefits



Functionally Independent Design

The decoupled links allow changes to one parameter without affecting others. For example, during the design phase we were able to make an adjustment to the camber curve with little or no effect on the roll center. This gives you the freedom to set the car up for optimal handling under varying conditions.

Direct Load Paths

Through use of decoupled lower links a direct load path is created that prevents control arm failure. Moreover, most bushings are loaded in their radial direction for maximum stiffness.

Superior Knuckle Support

Typical wishbone designs attach at three points in single shear. The Morrison Multi-link IRS has four attachment points to control freedom of movement, three of which are double-shear attachments.

Improved Wheel Control

With the AME Multi-link IRS you can establish functionally independent camber, caster and toe curves. Moreover, critical toe link locations can be tuned to allow dynamic steering while maintaining stability in high bump situations. For example, you can have up to 1° toe at max bump travel. The minimized link deflection and high durometer bushings help maintain precise wheel alignment.

Ride Quality Improvements

Unsprung vehicle weight is reduced by approximately 100 lbs., requiring less spring rate to control wheel movement. NVH (noise/vibration/harshness) is reduced because it must travel through three sets of bushings before reaching the driver's compartment.

Unique Cradle Design

Not only does this facilitate installation of the Multi-link IRS in most Morrison GT Sport chassis, but makes it easily adaptable to other vehicles. It can be aligned to the vehicle during installation and provides excellent serviceability. Loads from the coil-overs transfer to the vehicle frame, not the suspension cradle.

