

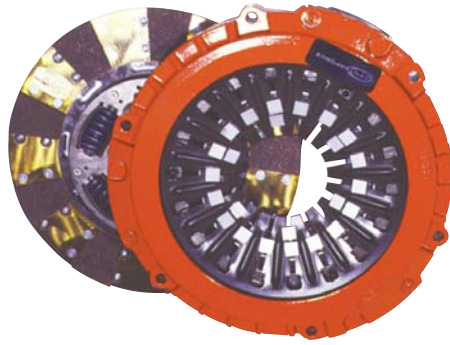
CENTERFORCE Clutches



CENTERFORCE® clutch systems are designed with the diverse needs of the customer, or end user in mind. Because of these diverse needs, Centerforce® offers a multilevel line to meet the requirements of a wide range of vehicles and their intended uses. Centerforce offers three levels of clutch performance, CENTERFORCE I, CENTERFORCE II, and DUAL FRICTION, and all three utilize our patented CENTERFORCE® weight system, this combined with our superior friction materials allow us to engineer clutch products that increase performance without increasing clutch pedal effort.

DUAL FRICTION

Aptly called Dual Friction because Centerforce uses two friction materials to provide a perfect balance of positive clutch engagement and drivability. Generates up to 90% increase in holding capacity over stock systems. This clutch/disc set is designed for street use with engines producing "high horsepower and torque," and any radically altered high performance street vehicles. Ideally suited for use with 4WD vehicles using extremely tall tires.



CENTERFORCE I

Designed as a entry level performance clutch for those who need a superior stock replacement. Most applications use Centerforce's patented centrifugal weights to provide increased clamp load making this clutch capable of holding power increases over OE designs.

APPLICATION

63-79 Chevy/GMC 5.7L 350" w/11" Clutch 11" x 1 1/8"-10
85-95 Chevy/GMC Most Full-size Trucks and SUVs w/4.3L or 5.0L 305, 11" x 1-1/8" x 10"
80-95 Chevy/GMC Most Full-size Trucks and SUVs w/8 Cyl., 5.7L 350" Eng., 12" x 1-1/8" x 10"
73-95 Chevy/GMC 7.4L 454" Eng., 12" x 1-1/8" x 10"
96-98 Chevy/GMC Most Full-size Trucks and SUVs w/8 Cyl., 5.0L 305" Eng., 12" x 1-1/8" x 10"
96-2000 Chevy/GMC Most Full-size Trucks and SUVs w/8 Cyl., 5.7L 350" Eng., 12" x 1-1/8" x 10"
96-2000 Chevy/GMC Trucks and SUVs w/8 Cyl., 6.5L 396" Eng W/DMF, 12" x 1-1/8" x 10"
96-2000 Chevy/GMC Most Full-size Trucks and SUVs w/8 Cyl., 7.4L 454" Eng., 12" x 1-1/8" x 10"
88-00 Dodge Trucks w/Cummins Turbo Diesel, 12" x 1-1/4" x 10"
01-03 Dodge Trucks w/Cummins Turbo Diesel, 6 spd, 13" x 1-3/8" x 10"
00-03 Dodge Dakota, 4.7L, 1-1/8" x 10" x 11"
94-03 Dodge Ram 5.2/5.9L V8, 11" x 1 1/8"-10
99-00 Dodge Ram 1500/2500/3500, 5.9L Turbo Diesel, 1-1/4" x 10" x 12-1/4"
01-03 Dodge Ram 1500/2500/3500, 5.9L Turbo Diesel HO, 1-3/8" x 10" x 13"
98-02 Dodge R1500, R2500, R3500, 10 Cyl., 8.0L 488" Eng., 12-1/4" x 1-1/4" x 10"
03-04 Dodge Ram 2500 5.7L Hemi 5 spd
88-94 Ford Bronco, 8 Cyl. 5.8L 351" Eng., 11" x 1-1/16" x 10"
88-97 Ford Bronco, 8 Cyl. 5.0L 302" Eng., 11" x 1-1/16" x 10"
93-97 Ford Explorer, 6 Cyl., 4.0L 244" Eng., 10" x 1" x 23"
98-00 Ford Explorer, 6 Cyl., 4.0L 244" Eng., 1" x 23"
95-97 Ford F-Series, 6 Cyl., 4.9L 300" Eng., 11" x 1-1/16" x 10"
88-92 Ford F-Series, 8 Cyl., 5.0L 302" Eng. 4 Spd., 11" x 1-1/16" x 10"
88-92 Ford F-Series, 8 Cyl., 5.0L 302" Eng. 5 Spd., 11" x 1-1/16" x 10"
93-97 Ford F-Series, 8 Cyl., 5.0L 302" Eng. 5 Spd., 11" x 1-1/16" x 10"
97-03 Ford F Series 4.2L 6cyl, 11 fi" x 1 1/16"-10
99-03 Ford F Series 4.6L F150/250, 11" x 1 1/16"-10
87.5-94 Ford 7.3L Diesel F250/350, 11" x 1"-10
94-98 Ford 7.3L Diesel F250/350 12"/" x 1"/"-10
99-03 Ford 7.3L Diesel F250/350 Super Duty, 6 spd 13" x 1 3/8"-10
86-03 Jeep CJ Series Cherokee, Wagoneer, Wrangler 6 Cyl., 4.0L 242" & 4.2L 258", 10-1/2" x 1-1/8" x 10" Internal Slave
76-79 Jeep CJ Series, Cherokee, Wagoneer, Wrangler, 8 Cyl., 5.0L 304" Eng., 10-1/2" x 1-1/16" x 10"
80-85 Jeep CJ Series, Cherokee, Wagoneer, Wrangler, 8 Cyl., 5.0L 304" Eng., 10-1/2" x 1-1/8" x 10"
87-96 Toyota V6
93-96 Toyota 4-Runner 2376 cc, 22RE Eng., 9-1/8" x 21" x 1-1/8"
92-95 Toyota Pick Ups 2376 cc, 22RE Eng. 2WD, 8-7/8" x 21" x 1-1/8"
95-00 Toyota Tacoma 2438 cc, 2RZFE 2WD, 9-1/8" x 21" x 1-1/8"
96-02 Toyota 4 Runner, 3.4 L 5VZFE V6 Eng. 2&4 WD, 10"-21"X1 1/8"

DISC	Centerforce 1	Dual Friction	T.O. Bearing
383735	CF165552	DF735552	N1716
383735	CF361877	DF735877	N1716
384024	CF361909	DF024909	N1716
384024	CF361909	DF024909	N1716
381070	CF360310	DF070310	N1777
381097	CF360310	DF097310	N1777
381875	CF361740	DF875740	N1777
381075	CF360055	DF075055	N1777
Included	—	DF989984	N1774
Included	—	DF935023	N1774
Included	CF972972	DF972972	N1764
Included	CF972972	DF972972	N1764
Included	—	DF989984	N1774
Included	—	DF989984	N1774
Included	—	DF989984	N1774
Included	—	DF989984	N1774
Included	CF178440	DF440178	N1764
281226	CF360049	DF226049	N1754
281226	CF360049	DF226049	N1754
—	—	DF116116	N1750
381993	CF361993	DF993993	—
281226	CF360049	DF226049	N1750
281226	CF360049	DF226049	N1714
281226	CF360049	DF226049	N1754
281226	CF360049	DF226049	N1750
Included	CF983982	DF983982	N1750
381942	CF361941	DF942941	—
381064	CF360065	DF064065	N1753
381063	CF360303	DF063303	N1753
—	—	DF935944	—
384193	CF361890	DF193890	—
384180	CF361675	DF180675	N1439
384193	CF361675	DF193675	N1439
CF110501	—	—	—
Included	CF018522	DF522018	590
Included	----	DF517010	590
Included	CF018522	DF522018	444
Included	CF019505	DF505019	—

If you don't see your application listed contact your Parts Pro counterperson. Hundreds of applications available.



PRO-MATIC 2 RATCHET SHIFTER

Ratchet shifter for automatic transmissions is engineered for years of precise trouble-free shifting. Ideal for street or strip use. Pro-Matic's full forward ratchet action permits use with standard or reverse pattern valve bodies. An added feature is the positive reverse lock-out, an NHRA/IHRA requirement. Also available for trucks.



APPLICATION	PART NO.
GM TH 250, 350, 375, 400	383 8510
GM TH 700 R4 and 200 AR	383 8511
Ford C-4 and C-6	383 8510
Mopar Torqueflite A727-A904	383 8510
AMC Torque Command A727-A904	383 8510



COMPETITION/PLUS SHIFTER

The traditional Hurst Competition/Plus Shifter and Billet/Plus series shifters are now available for many later model pick-up trucks equipped with manual transmissions. This shifter is designed to provide a more positive and secure feel when shifting and incorporates a high ratio pivot mechanism for approximately 30% reduced knob travel resulting in shorter, quicker shifts. Patented adjustable bias spring loads allow stick tension to be tailored for driver's preference, and positive gear stops prevent overshifting and internal transmission damage. Supplied with chrome plated bolt-on stick with black knob and easily installed without any vehicle modifications.

APPLICATION	PART NO.
Chevy/GMC CK-Series 1/2 & 3/4 Ton 88-93 V6/V8	391 0120
Chevy/GMC CK-Series 1/2 & 3/4 Ton 94-97 V6/V8	391 0121
Chevy/GMC CK-Series 1/2 & 3/4 Ton 98-03 V6/V8	391 0122
Chevy/GMC S10/S15 Series 82-94 4-Cyl	391 0029
Chevy/GMC S10/S15 Series 91-94 V6	391 0110
Chevy/GMC S10/S15 Series 95-03 4-Cyl	391 0112
Chevy/GMC S10/S15 Series 95-97 V6	391 0111
Chevy/GMC S10/S15 Series 98-03 V6	391 0113
Dodge Dakota 94-00 V8	391 0155
Jeep Wrangler 99-04 2.4L/4.0L	391 0140
Dodge Dakota 94-99 V6	391 5050
Dodge Dakota 90-96 I-4	391 5050
Jeep Wrangler 90-98 I-6	391 5040
Jeep Wrangler 87-04 I-4	391 5043
Jeep CJ-Series 82-86 I-6	391 5045
Jeep Cherokee 89-99 I-6	391 5042
Ford Ranger 88-05 4-Cyl/V6 5	391 5020
Ford F-150 88-98 6-Cyl/V8 5	391 5025
Ford F-150 99-03 6-Cyl/V8 5	391 5026



LIGHT TRUCK MEGASHIFTER

Includes a taller base and an adjustable floor mount for proper installation. Comes with neutral safety and back-up light switch, lighted gear indicator, aluminum T-handle and cable. For 3 & 4-speed trans. Reverse lock-out meets NHRA and IHRA requirements.

Part No. 80680



INDY PICKUP TRUCK 3-SPEED SHIFTER

A perfect replacement for old floor shifters, or an ideal conversion from column shifters. Complete with all linkage, mounting hardware, and easy to follow installation guide. Use optional Boot and Plate #114 8429 for finished appearance.

CHEVROLET and GMC: 1969 and later. All 2WD with Saginaw, Muncie and Tremec transmission. FORD: 1963 and later. All 2WD with Ford and Tremec transmissions.

Part No. 501 0016



SUPER BOOT & PLATE

Designed for large hole shifter installations. Complete with chrome ID plate and mounting hardware.

Part No. 114 7494 7-3/4" x 8-3/4"

INDY BOOT & PLATE

A popular economy boot. Complete with chrome trim plate and mounting hardware.

Part No. 114 8429 3-1/2" x 4-1/2"



MASTERSHIFT 3-SPEED SHIFTER

Provides precise gear selection and dependable long life. Both a replacement floor shifter as well as column shift conversion. Installation kits are sold separately.

APPLICATION	PART NO.
55-66 Chevy all 1/2 ton PU (341) Chevy transmission	366 6809
Shifter installation kit	367 3112
67-68 Chevy 8 cyl. 1/2 ton PU (343) Saginaw transmission	366 6809
69 Chevy 6 & 8 cyl. 1/2 ton PU (343) Saginaw transmission	366 6809
Shifter installation kit	367 7143
69-81 Chevy all 1/2 & 3/4 ton 2WD, also Blazer & Suburban (343) Saginaw or (351) Muncie transmission	366 6809
68-81 GMC all 1/2 & 3/4 ton 2WD, (343) Saginaw, 68-77 1/2 & 3/4 ton 2WD (351) Muncie transmission	366 6809
Shifter installation kit	367 0006
66-77 Ford Bronco 8 cyl. (333) Ford T&C transmission	366 6901
Shifter installation kit	367 0013
63-79 Ford 1/2 ton PU 2WD, (333) Ford T&C transmission	366 6809
Shifter installation kit	367 0027



AUTOMATIC 3-4 SPEED FLOOR SHIFTER

Features an 11" chrome plated solid steel stick. Universal GM, Mopar & Ford.

Part No. 7668

PICKUP TRUCK 3 SPEED MANUAL FLOOR SHIFTER

Features an 18" chrome plated solid steel stick. Universal GM, Mopar & Ford.

Part No. 7667



ENERGY SUSPENSION

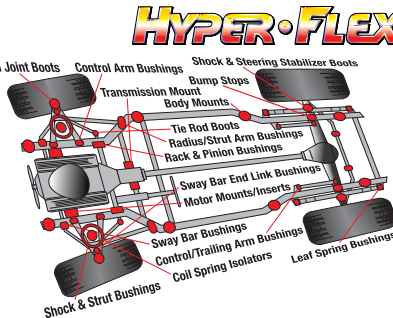
Performance POLYURETHANE Components

Suspension Products

Three Most Valuable Reasons for using Energy Suspension® HYPER-FLEX™ performance polyurethane components instead of rubber components on cars, trucks and SUVs are improved PERFORMANCE, greater DURABILITY and custom APPEARANCE.

HYPER-FLEX™ GET IMPROVED HANDLING, BETTER LAUNCHING and GREATER STOPPING CONTROL!

Take control with Energy Suspension's HYPER-FLEX™ performance polyurethane suspension components! Get them when adding more horsepower and torque to your vehicle and modifying the suspension. HYPER-FLEX™ components are performance durometer. Use them when adding grippier tires to diminish wheel hop on hard launches and to add greater cornering control. HYPER-FLEX™ lasts much longer than original rubber components and they don't permanently compress or rot like OEM rubber often does. For product color: place G= black or R= red after each part number.



COMPLETE HYPER-FLEX SYSTEM™ MASTER BUSHING SETS

Get the Complete Master Set for the maximum performance! Many more sets are available than listed—please see Energy's catalog or web site. PLEASE NOTE: When ordering Master Sets, many do not include sway bar bushings due to the multiple sizes available for that vehicle and must be ordered separately.

APPLICATION	PART NO.	APPLICATION	PART NO.
General Motors			
99-04 C1500 2WD Pickup.....	3.18129	Ford Motor Corp. (cont.)	
88-98 1/2 ton, 3/4 ton & 1 Ton Std. & Extra Cab Pickup 2WD.....	3.18107	97-03 F-150 2WD- All.....	4.18122
88-98 1/2 ton, 3/4 ton, 1 ton Std. & Extra Cab Pickup 4WD.....	3.18101	97-03 F-150 4WD- All.....	4.18123
95-02 Tahoe & Yukon PU 2WD..	3.18124	80-96 F-150 4WD Std. & Extra Cab Pickup	4.18101
92-02 Suburban 1/2 & 3/4 ton 2WD	3.18126	73-79 F-150 Pickup w/2 degree C-bushings 4WD.....	4.18106
82-04 S-10 & S-15 2WD.....	3.18106	Chrysler Group	
01-04 2500HD 2 & 4WD PU....	3.18128	94-01 Ram 1500, 2500, 3500 Pickup 2WD.....	5.18109
95-97 Tahoe & Yukon Pickup 4WD	3.18125	72-93 Ramcharger 4WD.....	5.18101
92-97 Suburban 1/2 & 3/4 ton 4WD	3.18127	97-04 Jeep CJ Series & Wrangler YJ & TJ.....	2.18107
Ford Motor Corp.			
04-05 F150 2WD & 4WD.....	4.18125	97-04 Jeep CJ Series & Wrangler YJ & TJ w/integrated 1" body lift... 2.18106	
99-04 F-250 Super Duty 4WD....	4.18124	87-95 Jeep CJ Series & Wrangler YJ & TJ.....	2.18101
		84-98 Cherokee & XJ.....	2.18105

PERFORMANCE POLYURETHANE FRONT SWAY BAR BUSHING & END LINK SETS

Makes a vehicle's sway bar system much more effective. Improves high speed cornering! Many sets are complete with zerk fittings for the frame bushings utilizing a unique channel design that allows grease to flow to all inner bushing surfaces—thus eliminating any possible squeaking. (See Energy's catalog or web site for more vehicle specific applications.)



General Motors		Ford (cont.)	
82-04 S-10, S-15 Pickup & Blazer 2WD, 1"	3.5126	99-04 F250 SD, F350 4WD, 1 1/4"	4.5186
92-02 1/2 Ton Yukon & Suburban 2WD, 1 1/4"	3.5178	97-03 F-150, 250 2WD, 29mm..	4.5147
99-04 C1500 2WD, 1 7/16"	3.5209	99-04 Lightning 2WD, 31mm....	4.5188
95-04 S-10 Blazer & S-15 Jimmy 4WD, 28mm.....	3.5206	98-01 Explorer 4WD, 34mm.....	4.5155
Ford		97-03 F-150 4WD, 25mm.....	4.5172
04-05 F-150 2WD, 34mm.....	4.5185	Dodge	
		02-05 1500 2WD, 34mm.....	5.5129
		94-01 1500, 2500 2WD, 30mm..	5.5125

PERFORMANCE POLYURETHANE COIL SPRING "LIFT" ISOLATORS

For trucks and Jeeps. Made of HYPER-FLEX™ performance polyurethane. They give your vehicle a simple and inexpensive chassis lift—from .75" to 1.75", depending on the application.



Ford	
97-03 F150 all, 1" lift, front only.....	4.6106
GM	
88-98 C1500 2WD, 1.25" lift, front only..	3.6115
Jeep	
97-04 Wrangler TJ all, .75" lift, front or rear	2.6103
84-01 Cherokee XJ all, .75" lift, front....	2.6103
93-98 Grand Cherokee ZJ all, .75" lift, front or rear.....	2.6103
97-04 Wrangler TJ all, 1.75" lift, front or rear	2.6102
84-01 Cherokee XJ all, 1.75" lift, front only	2.6102
93-98 Grand Cherokee ZJ all, 1.75" lift, front or rear.....	2.6102

PERFORMANCE POLYURETHANE CONTROL ARM BUSHING SETS



Maintains alignment while cornering, stopping and hard launching—better than those too-soft OEM rubber bushings! A must for both raised and lowered vehicles where weight transfer causes distortion. Full floating and non-binding. Restores your vehicle better than new. (See Energy's catalog or web site for applications.)

PERFORMANCE POLYURETHANE LEAF SPRING BUSHING SETS

Allows the leaf springs to function more effectively. Be in control when maneuvering through turns, launching, braking and over bumps. More durable than OEM rubber. (See Energy's catalog or web site for applications.)



PERFORMANCE POLYURETHANE BODY & CAB MOUNT SETS



For cars and trucks. Stronger than stock mounts and a much softer ride than those harsh outdated aluminum mounts. Lasts much longer than rubber, too! Replace worn OEM mounts to restore ride height and to align a truck cab to its bed. (See Energy's catalog or web site for applications.)

PERFORMANCE POLYURETHANE MOTOR & TRANSMISSION MOUNT SETS

For 2WD & 4WD trucks and Jeeps. Replace your vehicle's weak OEM rubber mounts with Energy's polyurethane mounts for greater performance and durability. Re-engineered to handle higher horsepower, torque and the demands of both racing and the off-road. Vastly outlasts OEM rubber. Impervious to vehicle fluids. Most models have safety interlocking devices. See Energy's catalog or web site for more applications.



GM Motor Mounts (two required)	
Clam Shell Style Motor Mount Insert, 4 Bolt Clam Assy. (zinc finish).....	3.1116
Clam Shell Style Motor Mount Insert, 3 Bolt Clam Assy. (zinc finish).....	3.1121
2WD & 4WD Transmission Mount (zinc finish) check applications.....	3.1108
2 & 4WD Transmission Mount (zinc finish) check applications.....	3.1129
2 & 4WD Transmission Mount (chrome finish) check applications.....	3.1132
88-95 4.3L Motor Mount for S-10 2 & 4WD.....	3.1141
Jeep	
97-05 Jeep Wrangler w/6 cyl. Transmission Mount.....	2.1103



PERFORMANCE POLYURETHANE BUMP STOP SETS



Prevents damaging & costly suspension component contact. HYPER-FLEX™ polyurethane is more durable than OEM rubber bump stops that can crack and even fall off. Many styles are available for custom uses. (See Energy's catalog or web site for specific vehicle applications.)

EDELBROCK Shocks

A Complete Line of Shocks for the Ultimate in Suspension Performance.
 Edelbrock IAS shocks deliver incredibly responsive handling around tight turns and dramatically reduce body roll with a comfortable ride for outstanding vehicle control.



IAS® SHOCK ABSORBERS

Edelbrock's Performer IAS® shocks feature the patented Inertia Active System (IAS). This exclusive design switches instantly between a soft and a firm circuit for superior handling and a smooth ride. No other shock has our patented Inertia Valve. Under smooth driving conditions, the Edelbrock shock utilizes the firm or high force circuit. Handling is crisp with excellent vehicle control because this circuit is tuned to control chassis movement and deliver optimum performance. Under rough driving conditions, Edelbrock shocks utilize the patented Inertia Valve and special ports to activate the soft or low force circuit. This allows the wheel to stay in contact with the road for greater stability and safety. Because the patented system has the ability to switch between the soft and firm circuits almost instantaneously, total control over rapid road surface irregularities is unparalleled with absolutely no compromise in handling as in conventional shock designs.



- Maximum Handling & Maximum Comfort For The Best Of Both Worlds.
- Sport Utility Owners... Dramatically Reduces Chassis Roll For A Major Improvement In Stability
- 4 X 4 Owners... Keeps Tires On The Trail With A Smoother Ride On The Road
- Passenger Car Owners... Greatly Improve Handling Without Sacrificing The Ride

APPLICATION	2WD		4WD	
	FRONT	REAR	FRONT	REAR
GM				
02-05 1500 Avalanche w/o Autoride	33024	34024	33024	34024
00-05 1500 Suburban/Tahoe/Denali/Yukon	33024	34024	33024	34024
00-05 2500 Suburban/Denali/Yukon Coil Over	---	34027	---	---
00-05 2500 Suburban/Denali/Yukon torsion bar	---	---	33025	34025
01-05 1500 HD Truck (Heavy Duty)	33017	34017	33017	34017
99-05 2500 Truck (Light Duty)	---	---	33017	34017
99-05 2500 HD Truck (Heavy Duty)	33034	34034	33037	34037
01-05 3500 HD Dually Truck	33033	34033	33033	34033
99-05 1500 Truck	33010	34010	33012	34012
88-98 1500 Truck	3311	3411	3300	3400
82-05 S-10, Jimmy	3329	3429	3320	3420
92-99 Suburban, Yukon, Blazer	3315	3415	3303	3403
92-99 2500 Suburban	---	---	3305	---
03-05 Hummer H2, H2 SUT	---	---	33051	34051
DODGE				
02-05 Ram 1500 Truck	---	---	3341	3441
03-05 Ram 2500 HD	---	---	33414	34414
94-01 Ram 1500	3316	3496	3319	3419
94-02 Ram 2500 w/V8	3316	---	---	3444
94-02 Ram 3500 Diesel	---	---	3344	3487
97-03 Dakota	3384	3484	3323	3423
98-03 Durango	---	---	3341	3441

APPLICATION	2WD		4WD	
	FRONT	REAR	FRONT	REAR
JEEP				
97-05 Wrangler (TJ)	---	---	3318	3418
99-04 Grand Cherokee (All models)	3321	34404	3321	34404
93-98 Grand Cherokee (All models)	3321	3421	3321	3421
84-99 Cherokee (all models)	---	---	3328	3428
FORD				
00-03 Excursion (All Engines)	33225	34225	33224	34224
04 F-150 Heritage	3350	3450	3351	3451
00-03 F-150, 7700 GVW (7-lug wheels)	3350	3450	---	3456
99-03 F-250, Super Duty (All Engines)	33211	34211	33216	34216
97-04 F-250, Light Duty	3350	3450	---	---
87-98 F-250 (Gas or Diesel)	---	---	---	3454
99-04 F-350, Super Duty (All Engines)	33211	34211	33216	34216
86-97 F-350 (diesel engine)	---	---	33990	34990
98-05 Ranger	33213	34213	33212	34212
95-01 Explorer/Mercury Mountaineer	3309	3409	3309	3409
97-03 Expedition (without air ride suspension)	---	---	3360	3460
97-03 F-150 Truck (includes Super Crew)	3350	3450	3351	3451

Note: Many applications available in extended length for lifted applications. Please check with store counterperson.



POWER POINT

Edelbrock IAS shocks switch instantly between a firm and a soft circuit for superior handling and a smooth ride. There is no other shock that can deliver this kind of performance. Why? Because no other shock has the patented Ricor Inertia Active System or IAS. Until now, if you wanted to reduce chassis roll around turns and under hard braking, yet have a comfortable ride, you couldn't do it. Now, the revolutionary Edelbrock shocks deliver excellent handling and a comfortable ride. The patented Ricor® Inertia Active System eliminates the compromise inherent in other designs for a shock that is soft on rough roads and firm on smooth roads. This keeps the tires on the ground and the chassis stable. With Edelbrock, you get "The Best of Both Worlds" ... superior handling and maximum comfort!

The Inertia Active Valve is The Key to the Superior Ride

VALVE OPEN
 During cornering or hard braking on smooth surfaces, the Inertia Valve stays closed. This keeps the chassis stable and level for excellent handling and reduced body roll.

VALVE CLOSED
 When the wheel encounters dips or potholes, the Inertia Valve opens (soft circuit). The wheel follows the terrain without transmitting jolts to the chassis for smoother ride over any surface.