

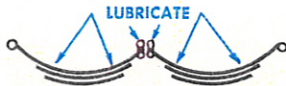
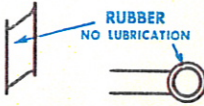
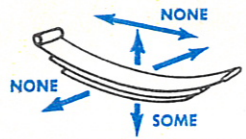
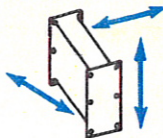
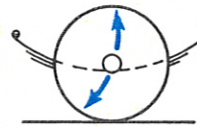
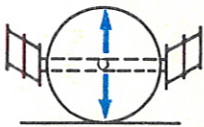
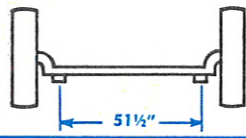
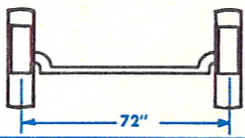
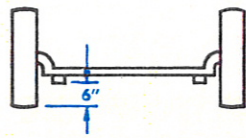
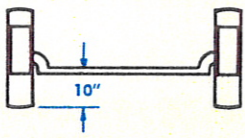


A Rubber Spring...
HEART OF THE MOR/ryde SYSTEM

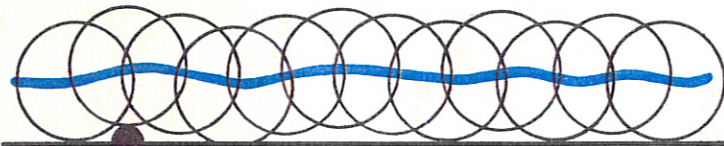
HOW

does **MOR/ryde** compare with conventional systems?

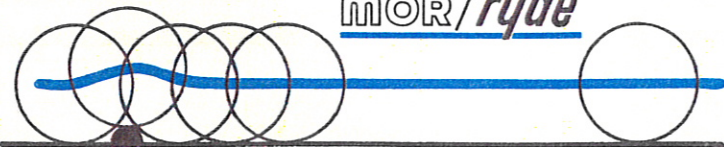
CONVENTIONAL	versus	MOR/ryde
	FRICITION It takes about ten times the force to start conventional springs moving as MOR/ryde. Friction between the leaves must be overcome before any motion results. MOR/ryde is friction free. Even minute vibrations are absorbed in the rubber mountings.	
	MAINTENANCE Leaf springs must be lubricated periodically to prevent squeaks and wear. Shackle bolts must be lubricated to reduce wear. MOR/ryde, being friction free, requires no lubrication for the life of the suspension.	
	RESILIENCY MOR/ryde, unlike leaf springs, is resilient in ALL directions, laterally, longitudinally and vertically. Leaf springs are resilient only in a vertical direction, thus many shocks go directly into body.	
	STEERING OF WHEELS Conventional springs cause steering of axles in high winds and crowned roads. Flexing of the spring move the axle back and forth on alternate sides. Rubber springs are designed to produce a pure vertical motion.	
	STABILITY Side or roll stability is proportional to the square of the spring center distance. Illustrated is a typical example. Conventional centers squared, 2652, MOR/ryde centers squared, 5184. Result: 96% increased stability . . . virtually rollproof.	
	ROAD CLEARANCE MOR/ryde offers greatly increased road clearance over most conventional suspension systems.	

WHEELS RIDE SMOOTHER

CONVENTIONAL



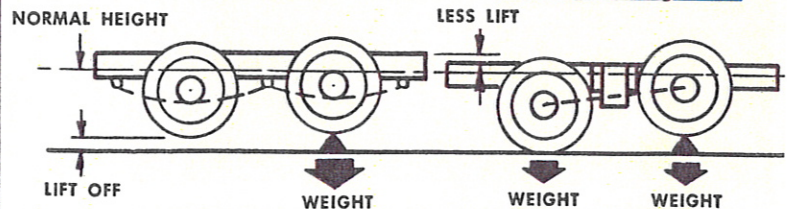
MOR/ryde



When a tire is lifted vertically, energy is stored in the springs. This energy can be "burned up" by succeeding rebounds as is the case with most conventional systems or it can be removed through the use of shock absorbers which gently return the wheel to the road surface in one cycle as in the MOR/ryde System.

MOR/ryde. WALKING BEAM

CONVENTIONAL

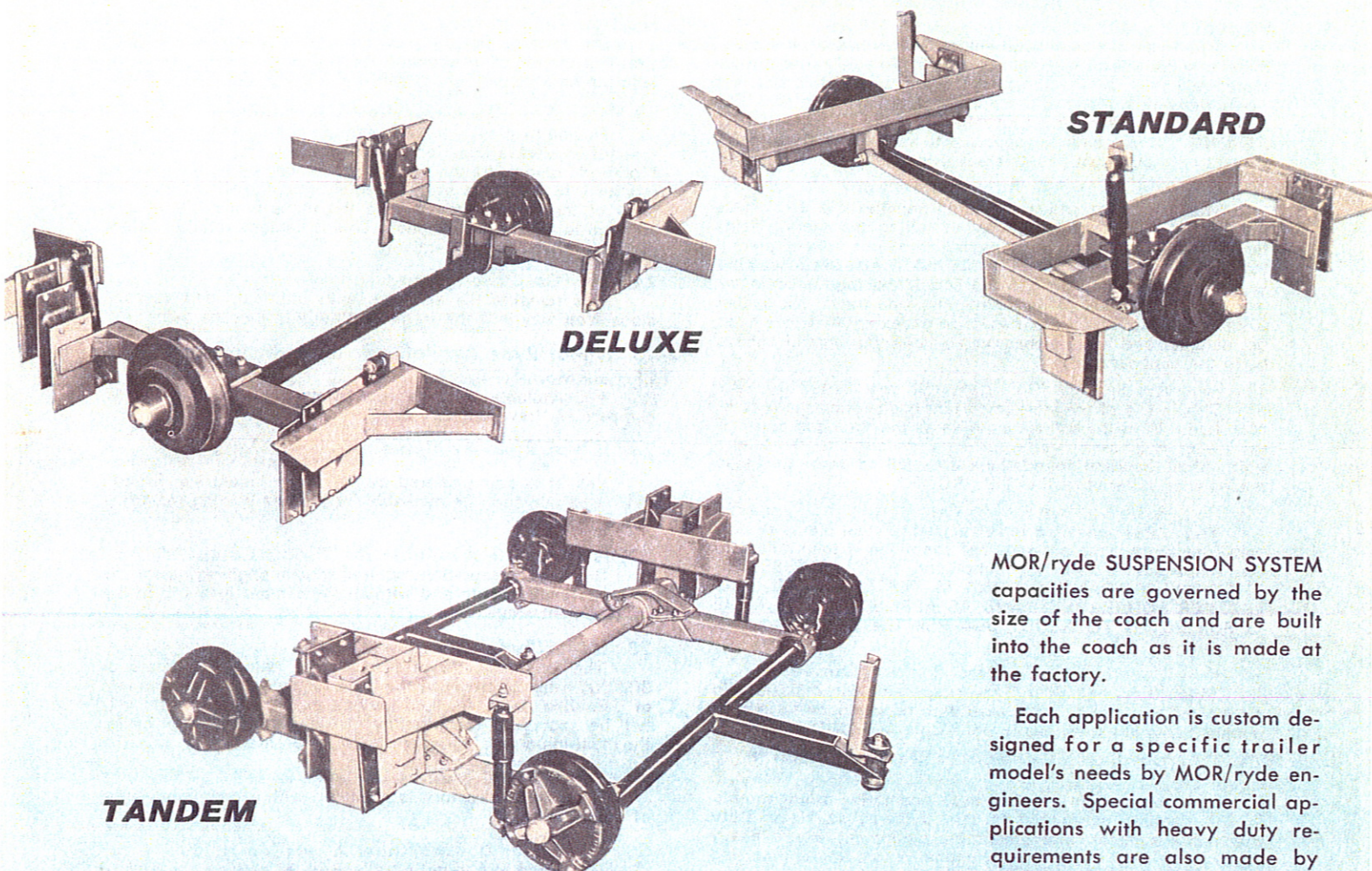


MOR/ryde

MOR/ryde Tandem suspension features the "walking beam" principle, insuring:

- **CONSTANT HITCH LOAD** regardless of the height of the hitch ball
- **EQUAL LOADING OF TIRES**, spindles, wheels, axles, regardless of terrain or hitch height
- **COMPLETE ALIGNMENT** of all four wheels, even on the most severe roads . . . the body and axles are self aligned in rubber at all times.

3 MOR/ryde SERIES WITH LOAD CAPACITY FROM 1,000 TO 8,500 POUNDS IN SINGLE AND TANDEM AXLE DESIGN



MOR/ryde SUSPENSION SYSTEM capacities are governed by the size of the coach and are built into the coach as it is made at the factory.

Each application is custom designed for a specific trailer model's needs by MOR/ryde engineers. Special commercial applications with heavy duty requirements are also made by MOR/ryde.

MOR-ANSWERS TO QUESTIONS RAISED BY THIS REVOLUTIONARY NEW SUSPENSION SYSTEM

1. How Are Rubber Springs Replaced in the Field?

To date there has been no need to replace springs in the field, but it is simply accomplished with two wrenches.

2. What is Normal Maintenance Requirement of Mor/Ryde?

NONE — All moving parts are of rubber or rubber insulated. There are no wearing or bearing surfaces. Nothing to rust, no breakage of springs and no lubrication requirements.

3. Life of Rubber Springs?

There are comparable applications where such rubber has given 10 years and more of trouble free service.

4. Tire Life with Mor/Ryde?

Users claim up to 2 times the tire wear that they had with conventional springs.

5. Hot and Cold Weather Effect on Rubber Springs?

There is no effective change in the characteristics of the rubber springs in predictable temperatures where the Mor/Ryde would ever be used.

6. Housekeeping Benefits?

These seem really too numerous to be able to list at this time. Dishes and cupboard contents receive nearly no shattering vibrations even at high speed towing. On and on the list goes of the items that used to shake out of place.

7. Maintenance of the Body of Trailer?

Since the shattering road vibrations of old fashioned spring systems have been eliminated your whole "home away from home" is protected. Plumbing, wiring, windows, furniture, appliances, floors, sidewalls, insulation and fine cabinetry are just a few of the items which will enjoy longer, trouble free life.

8. Availability on the West Coast?

At present the Mor/Ryde suspensions are manufactured only in Elkhart, Indiana, but are available to all manufacturers of travel trailers. The price on West Coast units may be slightly higher due to freight.

MOR-ANSWERS TO QUESTIONS

9. How New is Mor/Ryde? When Will It Be Field Proven?

Mor/Ryde has been used since 1964 in heavy duty commercial service. You will note that most Travel Trailer Manufacturers use it on the Lowboy Trailers which they use for dealer deliveries. Many of these early units have over 400,000 miles of "FAILURE FREE SERVICE" and are "STILL GOING STRONG". If you have an opportunity ask one of these drivers, they are our most effective advertisers.

10. What Do Users Say About Mor/Ryde?

The ride in car and trailer is so unbelievable that a test ride is the only convincing way of telling the story. Maintenance is completely unnecessary, the unit is completely trouble free, there is "NO SERVICE MANUAL" because there is no service needed. In all road conditions the trailer is far more stable because of the extremely wide track. The ladies say it makes housekeeping a snap, to the extent that they even get careless and leave dishes on the table that should always be in the cupboard.

11. Why Are Springs "In Line" with the Tires?

This is one of the most important engineering features of Mor/Ryde. With the springs as wide as the tires and sides of the trailer it gives a nearly perfect foundation to the whole unit. Most building foundations are wall to wall, this also makes your trailer virtually "TIP PROOF".

12. How is the Rubber Spring Fastened to the Trailer?

The rubber sandwich is vulcanized to steel plates (a process long since, time proven). The sandwich is then bolted to the suspension system for simplicity. IT IS INTERESTING THAT THE VULCANIZED BOND IS TESTED UNDER 1400 LBS. PER SQUARE INCH AND AS APPLIED IN MOR/RYDE IS SUBJECTED TO ABOUT 35# PSI. The Safety Factor is tremendous.

13. How Does Mor/Ryde Effect Braking Qualities?

Since the whole Mor/Ryde suspension is so flexible in all planes, the tires grip the road with no tendency to skip or bounce. This is exceptionally noticeable in PANIC STOPS.

14. Where is the "Shear Rubber" Principle Used in Other Applications?

Just to mention a few; Diesel locomotive motor mountings, automobile motor mounts, Missile launchers, Heavy Duty machinery such as Stone handling equipment where heavy loads and violent vibrations are applied in grading and sorting stone and gravel.

15. What Does This Mean To Car Maintenance and Riding Quality?

The elimination of bounce, skipping of wheels and general improvement of roadability of the trailer will necessarily contribute a great deal to a high quality ride and far less shaking of the car.

16. Can I Put Mor/Ryde On My Present Trailer?

To date all development has been for new trailers and it IS NOT PRACTICAL to change an existing system of steel springs.

17. Are Rubber Springs "New" for Vehicles?

NO, another time proven rubber type suspension has been used commercially for some time, it uses air filled bags of rubber. This system has proven to be the "ANSWER" to many unusual spring problems on buses and trucks. The "SANDWICHES" used in Mor/Ryde are by comparison not reliant on air for partial support of load so there can be no punctures or loss of capacity for load support.

18. Do You Use Special Shock Absorbers?

YES. The Mor/Ryde shock absorbers were developed especially for use with Mor/Ryde by specialists in this field. Replacements are available from your dealer or directly from MOR/RYDE, Inc., Box 579, Elkhart, Indiana 46514.

19. Which is Better Single or Tandem Axles?

Each trailer manufacturer makes this decision based on the size trailer and their experience and engineering.

20. Can I Use Safety Skids with Mor/Ryde?

This adaptation is expected to be ready in 1968.

21. Can I Run A Tandem Unit On One Wheel On A Side In An Emergency?

YES, it is a matter of providing a means of chaining up the hub that is disabled.

22. What Happens If the Wheels Drop Off a Sharp Edge on the Highway?

The extreme flexibility of the whole Mor/Ryde suspension has the effect of allowing the trailer to "creep" back up onto the road instead of "JUMPING" as with old type springs.

23. Is the Ride Good on "Washboard Roads"?

Towing to Alaska and other tough applications show that the ride is always superior to steel springs and in the typical Mor/Ryde demonstration ride the trailer can be pulled even at relatively high speeds over extremely rough surfaces and the body of the trailer remains in a flat plane while the wheels respond to all of the deflection. This is demonstrated in "slow motion" movies very effectively.

24. How Do I Change Tire with Mor/Ryde?

This remains the same as with old fashioned suspensions. You may jack the frame and body or just the axle.

25. Is Mor/Ryde Available on Motorhomes and Chassis Mounts?

It is available on these truck mounts and gives the same comparable "revolutionary ride".

26. Is Mor/Ryde Available for Horse Trailers?

Yes, it is being offered by "Merhow Industries, Bristol, Ind." and will soon be available from other leading manufacturers.

27. Is Mor/Ryde Available for "Pickup Campers"?

Since this adaptation requires special engineering for the variable loading, with and without the camper it is still in the development stage.

28. Is Mor/Ryde Guaranteed?

The minimum life of field proven units of 3 years or 300,000 miles is presently the base for guarantee replacement of defective parts. As field service proves effective life this will be upgraded. The integrity of the manufacturer is by far the most important ingredient in any guarantee.

29. What Travel Trailers Use Mor/Ryde?

A separate directory is available with a complete listing of manufacturers.

30. My Dealer Doesn't Know About Mor/Ryde?

Challenge him to get a trailer with Mor/Ryde and both of you take a "TEST RIDE". You will sell him and thus serve your fellow trailerites by educating another dealer to the newest "QUALITY AND SAFETY FEATURE" for travel trailers.

31. Could I See Mor/Ryde Being Manufactured?

You are always "WELCOME AT MOR/RYDE", at 1966 Moyer Street, Elkhart, Indiana. We are just off "Truck Route 20" East of South Main Street.



P. O. Box 579 • 1966 Moyer St.

Elkhart, Indiana 46514 • (219) 293-1581



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