

# Velva Ride™ Vibration Control Systems

Harley® riders love the loping, pulsing idle that the Big Twin power plant produces. But these same uneven power pulses also produce excessive vibration that can contribute to significant rider fatigue during long rides. That is the precise reason to install our total Velva Ride™ Vibration Control System which dramatically reduces transmitted engine vibration to the rider by up to 50%. Now you can have the sound and torque you want without experiencing that numbing feeling at the end of a long day's ride.

## Velva Ride™ Evolution® Motor Mount

The best cure for the Big Twin's transmitted vibration problem was rubber isolating the engine from the frame. We took this idea to the next logical step by using a specially designed urethane motor mount with matching compression and rebound sides to quell vibration using modern plastics technology. Urethane has a much better "memory" than does ordinary rubber, and will out-last and out-dampen the stock rubber mount by a substantial margin.

The end result? Now you can enjoy that famous Milwaukee rumble with up to a 20% reduction in transmitted vibration. The Velva Ride™ Motor Mount is now available in a highly polished billet aluminum, or the original black powder coat.

V-THUNDER#	DESCRIPTION	YEAR	MODEL	ENGINE
9200-KIT	Front Motor Mount (Black)	1980-present	FXR/FLT	Shovel/Evo
9200P-KIT	Front Motor Mount (Polished)	1980-present	FXR/FLT	Shovel/Evo

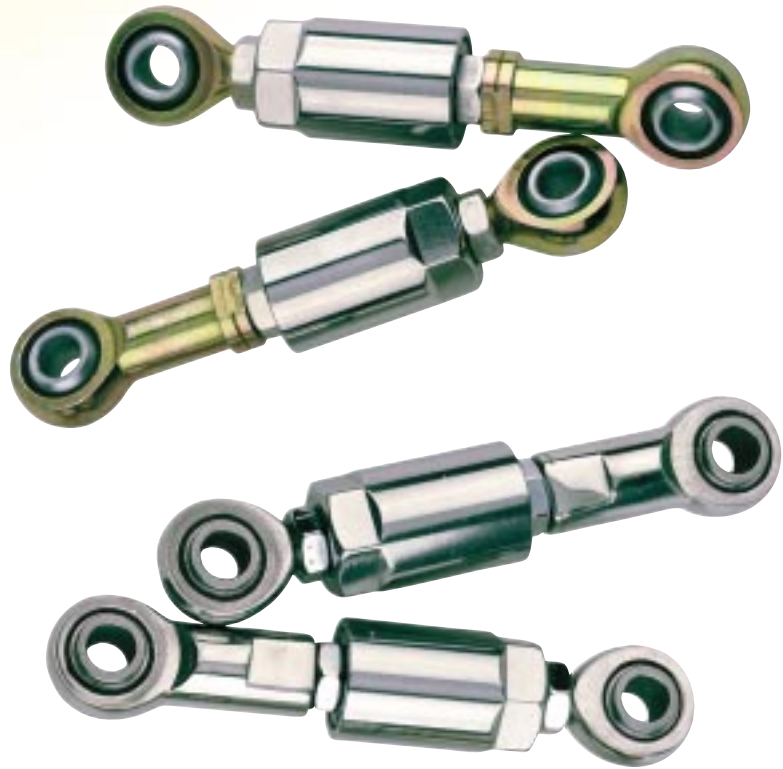


# Velva Ride™ Engine Stabilizers

Transmitted engine vibration is the enemy of every long weekend ride. With this in mind, our engineers attacked the problem by developing a patented stabilizer that emulates a miniature shock absorber to successfully fight the transmission of vibration.

The stainless steel body contains a plunger encased in specially formulated urethane that significantly outperforms the stock stabilizers.

When properly installed on rubber mount models, the urethane plunger and rod ends isolate the engine from the frame by cancellation of metal to metal contact. Each pair comes complete with rod ends and are ready to install on most rubber mount frames from 1980 to present. They are available single or in pairs, and with standard finish or fully polished stainless body and rod ends.



V-THUNDER#	DESCRIPTION	YEAR	MODEL	ENGINE
9600P-KIT	Velva Ride™ Polished Engine Stabilizer (pair)	1980-2000	FXR/FLT Dyna	Shovel/Evo Twin Cam
9600P-1	Velva Ride™ Polished Engine Stabilizer (single)	1980-2000	FXR/FLT Dyna	Shovel/Evo Twin Cam
9600-KIT	Velva Ride™ Polished Engine Stabilizer (pair)	1980-2000	FXR/FLT Dyna	Shovel/Evo Twin Cam
9600-1	Velva Ride™ Polished Engine Stabilizer (single)	1980-2000	FXR/FLT Dyna	Shovel/Evo Twin Cam

## Tech tips

- When installing the Velva Ride™ engine stabilizers, always set the Velva Ride™ stabilizers to the same length as the stock stabilizers. If you think your engine is out of alignment, check your Harley® manual for the proper way to align your engine.

## ***Torsional Vibration Absorber***

Due to their mechanical design, all internal combustion engines emit torsional crankshaft vibrations. Harley Davidsons® are no exception. These twisting vibrations are caused by slight increases and decreases in engine speed during the power and compression strokes. This twisting can be controlled either by dissipating the energy, or by absorbing the energy that causes the crankshaft to twist.

The VTVA5 provides torsional control in the form of internal rollers designed to automatically offset the twisting forces, thereby eliminating the vibration. The VTVA5 is a CNC machined, high-quality mechanism that simply bolts in place of the OEM compensator and crankshaft torsional vibration absorber. Made in the United States.



V-THUNDER#	DESCRIPTION
VTVA5	Fits all 1983 - up Harley Davidson® Big Twin Rigid Mount Engines (Including all Softail® models). It can also be used on 1970-82 if a late primary sprocket (OE#40275-83A) is used. Fits all 1991 - up Dyna models. The VTVA5 will not fit Sportster or FXR models.