



## FOR IMMEDIATE RELEASE

### Old Man Emu Customized Suspension Systems Have Evolved.

***A twin tube-monotube hybrid design supercharges an all new line of NitroCharger Sport shock absorbers with all the valving of a monotube combined with the durability of twin tube.***

SEATTLE, Apr. 15/ARB 4x4 Accessories/ – Australian based four-wheel drive accessories manufacturer, ARB 4x4 Accessories has just announced the arrival of a new line of shock absorbers, the NitroCharger Sport, to add to their already extensive line of Old Man Emu branded suspension.

While most dual-tube shock absorber systems are typically designed with the focus on ride height rather than ride quality, ARB's classic Old Man Emu (OME) NitroCharger line has always been designed with valving for the load carrying capacity as the core objective and the new OME NitroCharger Sport takes that principle one step further. Most dual and monotube shocks typically feature a two-stage valving process, the new OME NitroCharger Sport features a triple-stage valving process rivaled only by a remote canister adjustable shock. We've stacked it into the most durable shock body and adjusted it by load capacity for you. So, rather than offering a single adjustable shock, the OME engineers have done all of the testing and tuning adjustments for you. You get to choose from a selection of shock absorbers for your application based on your load-carrying configuration, guaranteeing an immediate and ideal ride without any costly fine-tuning required post-installation. The monotube style main piston valving improves transition and direction changes while the extra base valving provides more fine-tuning for comfort and control. So, the new OME NitroCharger Sport feels like a monotube without the vulnerability or the high price tag.

"And, it's not all about the shocks," says Senior Design Engineer, Stuart Fooks, "the springs carry the vehicle's weight so, the spring and the shock have to be married together in the right combination to achieve the most desirable results. At OME, rather than having a standard selection of springs based on their ride height, every spring is specifically developed to be paired with a corresponding shock absorber. Extensive testing on every complete OME suspension system ensures a terrific ride and the safest vehicle handling possible."

What's new in the NitroCharger Sport? A high density polyethylene dirt shield, a 10 disc compression stack, a 10 disc rebound stack, the base cup, a triple lip check valve seal, the slip ring, tight fitting rod guide, 35mm high flow piston, 6 disc cylinder end compression stack and a new oil source.

How does it work? The new valving system creates dampening through disc deflection rather than aperture restriction. This allows for a much more open, free flowing piston design, reducing heat generation and aeration that leads to fade. While the classic OME NitroCharger has never suffered from early fade, the new valving in the OME NitroCharger Sport is designed to better prevent this from happening, creating a shock absorber with monotube longevity.



---

**4x4 Accessories**

Tel: 425 264 1391 | Fax: 425 264 1391

[www.arbusa.com](http://www.arbusa.com)

Heat is another factor that frequently comes into question with shock absorbers and the OME engineers have found that the idea that an OME dual wall doesn't cool as quickly as a single is a myth. Our research suggests that as long as the vehicle is moving and air is passing by the shock absorber, the shock will run about 80-100° F above ambient temperature, which is not nearly hot enough to cause any sort of fade in OME NitroCharger brand products. In order to achieve fade due to heat exhaustion in a OME NitroCharger Sport shock absorber, it would have to reach temperatures of over 350° F for a prolonged period of time and even then, its difficult to recognize the negligible loss of performance. Occasional short breaks, like a fuel stop, will bring your shocks back to a reasonable temperature without any ill effects.

Durability was a primary consideration during the development of the OME NitroCharger Sport line. Monotube shocks, built with racing and lighter weights in mind have the benefit of being about 1.5oz lighter than a dual tube, however, they also maintain the vulnerability of a single-walled shock body. If a monotube shock body becomes dented by a rock or some other obstacle, the shock will be rendered inoperable. In contrast, a twin tube can be completely dented and still operate perfectly. ARB has elected to build the new OME NitroCharger Sport with a dual walled shock body for that resilience. The dual walled shock body is particularly beneficial on a vehicle, like a Toyota, where the rear shock absorber sits in front of the axle and is the first part of the under-carriage likely to be hit. ARB wanted to ensure that their shocks would deliver the longevity that their customers have become accustomed to so they selected this feature to create the most rugged design possible.

So, how does it handle? Compared with the OME classic NitroCharger, the NitroCharger Sport is slightly firmer and no longer has the soft wallow, providing better control at low speeds making it more stable in the corners. At high speeds, the shock will still allow you to feel the subtleties in the terrain for reactive handling, while offering better traction and stability. It handles in a Euro-Sport style with excellent cornering and extremely reactive handling. The OME NitroCharger Sport also has a larger loading window than the OME classic so it offers complete control over a larger range of weight capacities. Where An OME classic NitroCharger will control vehicle load increases up to 500lbs, the OME NitroCharger Sport controls loads in the range between 0 and 1000lbs offering greater stability and handling even when the vehicle is fully loaded.

Overall, OME Engineers have created the most finely tuned suspension system for your vehicle by suppressing aeration and heat, while maximizing durability, handling and driver safety.

ARB will continue to distribute their classic OME NitroCharger along with their long travel remote canister (LTR) line to support all of the fans of the current product and will supply the NitroCharger Sport as a parallel line to offer more variety to achieve the perfect ride for everyone's individual application.

Currently available for Land Rover models to year 2004 and for all Toyota LandCruiser models to year 2009. Jeep applications coming soon!



AIR LOCKER, INC.

720 SW 34<sup>th</sup> Street  
Renton, WA 98057

**4x4 Accessories**

Tel: 425 264 1391 | Fax: 425 264 1391  
[www.arbusa.com](http://www.arbusa.com)

### About ARB

ARB Corporation Limited is Australia's largest and industry leading manufacturer and distributor of quality, 4WD vehicle accessories, with distribution in more than 100 countries worldwide. The company manufactures and stocks the world's most respected, sought after brands including ARB Air Locker locking differentials and bumpers; Old Man Emu (OME) customized suspension systems, IPF high performance lighting, and Safari snorkel systems. ARB's Seattle office is the North, South & Central American headquarters and importer of ARB 4x4 Accessories.

### Media Inquiries

For more information about ARB or to obtain production quality images, please contact: Lisa Wood, Marketing Manager, ARB 4x4 Accessories 720 SW 34<sup>th</sup> Street, Renton, WA 98057.  
Tel: (425) 264-1391, [www.arbusa.com](http://www.arbusa.com).

