

Monroe Sensa-Trac Shock Absorber the safe tech system!

For over 10 years, we have been helping the automotive community get the best deals on all of their suspension needs.

Dec. 16, 2009 - [PRLog](#) -- Monroe shock absorbers play an integral role in your car's suspension system. You need to replace the Monroe shock absorbers when evident signs of wear become apparent, otherwise your safety and comfort in your car could become compromised. Monroe shock absorbers work by easing the compression and extension of the car's Monroe suspension springs to prevent ongoing bouncing. Monroe shocks work to absorb road impact, prevent excessive rebound, limit sway and improve overall road handling. When your Monroe shocks are working properly, your car holds on to the road whether you are braking, negotiating a bend in the road, driving on bumpy roads or experiencing strong side winds. If worn out, your Monroe shocks can cause you to lose control of your car and put you, your passengers and riders in other cars in danger.

Strut assemblies wear out gradually. Longevity depends on a number of factors. Local driving on smooth road surfaces will prolong the life of shocks and struts, while traveling consistently on winding, gravel or dirt roads will initiate quicker replacement. The Monroe Air Ride Conversion Kit was designed to replace the air suspension used in 1988 to 1994 Lincoln Continentals. Monroe engineers developed a coil spring replacement for the air spring used in the original OEM suspension system. Combined with brackets built for the Lincoln Continental and application-specific valving, the retrofit kit is a direct replacement option. This retrofit is designed to replace all four air struts and is fully engineered to be a complete conversion of the suspension structure. Since it's a mechanical system, the Monroe retrofit package will not interfere with the vehicle's electrical system.

A shock absorber is a device used to smooth jolts or shocks and to disperse kinetic energy. Shock absorbers are crucial in motorcycle and automobile suspension, in landing gear for aircraft and as part of the support systems for industrial machines. A large version of the shock absorber is sometimes used in structural engineering to add stability and lessen damage from earthquakes and other disasters. The shock absorber is usually a cylinder that contains a sliding piston that is cushioned by hydraulic fluid or air. The Lincoln Town Car's air suspension uses a small, separate air compressor under the driver's side left fenderwell, with air lines running to the air bags. On the top of each air bag is a electrical valve. This is a relief valve that allows air to be exhausted when activated, and which senses the amount of air pressure within the air bag to keep both sides equal.

These valves are operated via a leveling sensor that is attached to the body of the car and to the rear axle by a movable arm. When the rear of the car drops due to increased load, the arm is pushed up. When the arm is pushed up, it turns on the air compressor and fills the air bags to level the car. When the load is removed and the arm moves down, indicating that the back of the car has risen, the sensor opens the valve on the air bags and allows air to escape, lowering the car. If the back of the car is low, indicating that the air suspension is not working, and the air suspension light is on, check the fuse first. If the fuse is all right, check the air suspension switch in the trunk and make sure it is on. This switch is used when the car is in for service. Always turn off the switch before lifting the car, because the sensor will think the car is rising and keep the air bag valves open, ruining the rear air suspension.

Monroe Sensa-Trac Shock Absorber features position sensitive damping and the safe tech system combining precision tapered grooves in the pressure tube with application engineered valving and fluon banded piston. This truck shock absorber adjusts more rapidly to changing road and weight conditions. It contains special modifiers to reduce friction and ensure smooth rod reaction. This truck shock absorber

features full displaced valving that adjusts to road extremes to provide consistency and ride comfort. It includes a 1.1375 inches large bore to provide more efficient and consistent control. This truck shock absorber comes along with a fluon banded piston to enhance responsiveness to changing road conditions.

For more information about Monroe Shocks, please visit our website: <http://www.strutmasters.com/>

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