EDITORIAL

Monroe uncovers technology behind GT Sport

Boasting a great lowered look and a driving experience to match, Monroe's latest range of lowered shocks – the GT Sport – has raised the bar in the performance suspension arena.

Now Monroe is proud to reveal some of the exclusive technology behind the product that's already making its name as the shock absorber of choice for performance enthusiasts.

A winning partnership

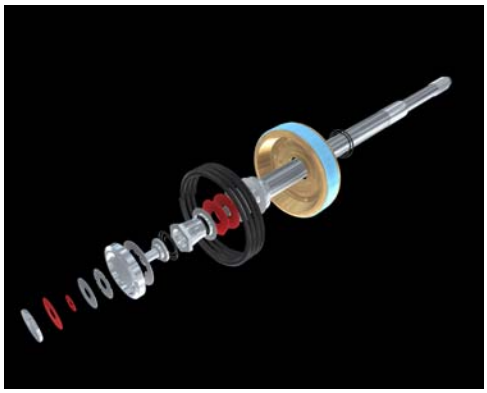
Monroe Engineer Mitch Trenorden said the collaboration of Monroe and King Springs to create the GT Sport range has ensured enhanced technology and a superior product.

"Springs and shocks both play important roles when lowering a vehicle so it makes sense to ensure they're designed to compliment one another," Mitch said.

"We've specifically tuned GT Sport to suit King Springs to deliver the ultimate lowered look without sacrificing the ride."

Multi-staged valving

Monroe has utilised its award-winning Reflex technology and its highest grade oil to ensure the GT Sport delivers optimum levels of performance, control and handling.



"The GT Sport is specifically tuned to a firmer, heavier spring designed by King Springs, so we've altered the valving accordingly," Mitch said.

"In technical terms, the valving of the shock has been modified to provide a softer compression stroke to minimise suspension harshness. On rebound, oil flow has been restricted to enable the shock absorber to better control the spring.

"We've also used the same, specifically formulated low-fade oil which is used in our GT Gas product and is utilised by Monroe world-wide."

For the first time, Monroe has included bump stop rubbers as part of the package – which have also been specifically engineered for the lowered product.

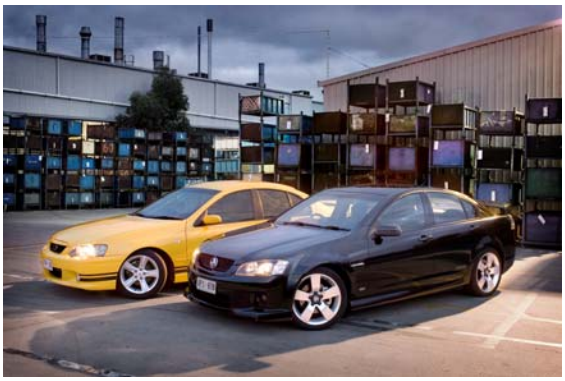
"While most OE bump stop rubbers are hard, we've shortened and softened them to allow more travel and increase ride smoothness," Mitch said.

Low ride, great performance

When compared with OE springs and shocks, the Monroe GT Sport can drop a vehicle an average of 25-30mm when fitted with a 'low' spring, and 40-50mm when fitted with a 'super low' spring.

"The length of the shock absorber plays no part in the lowering of the car – it all comes down to the size of the spring," Mitch said.

"But when it comes to a smooth and comfortable ride, the spring and the shock go hand in hand – that's why the partnership between Monroe and King Springs has been so important."



So what's been shortened to ensure the ultimate lowered ride? In most cases both the body and the rod have been shortened. In the case of front shocks, the shortened body gives extra bump travel while the shorter rod ensures the shorter coil spring does not come loose when it is fully extended.

For rear shocks, the main reason for the shorter rod and hence the shorter overall shock length, is to ensure the coil spring is retained at all times and does not become loose when fully extended.

GT Sport is available from all leading distributors and resellers. For more information on the exciting new product visit www.monroe.com.au