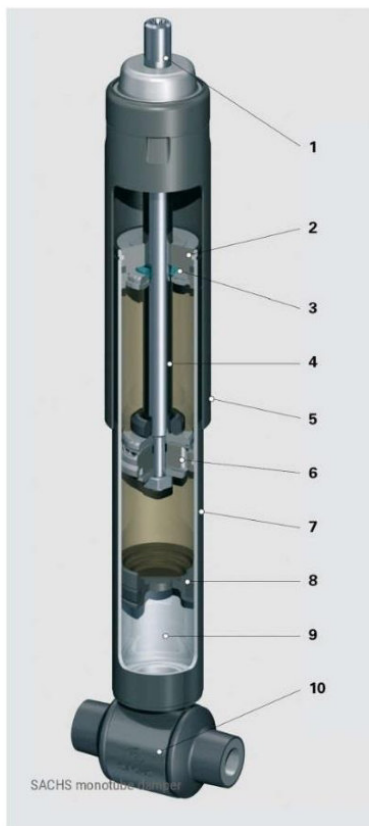


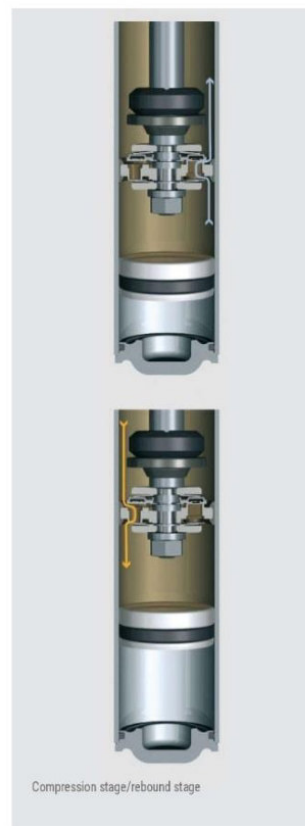
# MONOTUBE DAMPERS

In gas-filled monotube dampers, the working cylinder is filled with oil and gas at a high pressure of around 25 to 30 bar. The floating separating piston provides absolutely leak-proof separation between the oil and the gas.

The SACHS monotube damper can be installed in any position. It operates at higher pressure than the twin-tube damper. The advantages of this are that it makes the lamellar valves in the piston highly responsive and also prevents foaming or bubble formation in the hydraulic oil.



1. Mounting joint
2. Piston rod guide
3. Piston rod seal
4. Piston rod
5. Protective tube
6. Piston valve
7. Working cylinder
8. Separating piston
9. Gas cavity
10. Mounting joint



## Compression stage

Vehicle vibrations push the shock absorber together.

The piston valve provides resistance against the oil that flows up from the cavity below the piston. This slows down the downstroke.

The gas cushion compresses by the volume of the retracting piston rod.

## Rebound stage

Vehicle vibrations pull the shock absorber apart.

The piston valve provides resistance against the oil that flows down from the cavity above the piston. This slows down the upstroke.



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