Fitting Guide

MRR Adjustable Remote Reservoir Shock Absorbers



Safety

Never heat, cut, weld or drill into shock absorbers as components are under high pressure.
These shock absorbers should only be installed by qualified and components persons.

Always use suitable and relevant safety equipment and always follow safe & relevant workshop practices.

If raising the vehicle off the ground, always ensure the vehicle is jacked safely and vehicle support stands are used before getting under the vehicle.

Never loosen or remove the strut top cap from an assembled coil over strut if the coil is not held in position with a spring compressor. The stored spring energy can be rapidly released and cause serious injury. Take extreme care when assembling coil over strut type struts. This should only be performed by qualified and component persons using.

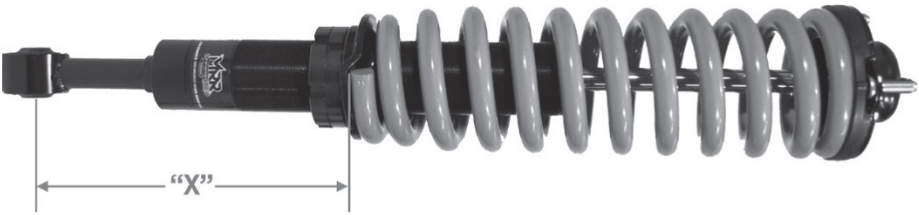
It is the installers responsibility to ensure correct fitment of the shock absorbers.
It is extremely important to take note of the original shock absorbers as they are removed. Some shock absorbers have offset bushings and it is important that the replacement shock absorbers are in the correct orientation. It is also important to take note of the parts as they are removed from the struts so that the new strut is assembled in the same way as the original.
In most cases Dobinsons Springs and Suspension will provide new mounting bushes and brackets for your new MRR shocks. These should be used where supplied. The MRR series shock absorber body will mount in the original vehicle mounts on the vehicle, with exception to the reservoir which is mounted to the vehicle in some cases.
Please ensure all parts received are correct and of acceptable condition before installation. If any product is suspected to be faulty or incorrect for your application, please contact your place of purchase.
Monotube shock absorbers can work in either up or down direction and in most cases will mount with the shock body to the top (excluding coil over strut types).
When assembling struts, the internal grub screw needs to be removed to allow an allen key to hole the shaft while the nut is tighten. Extremely carefully remove this ensuring you do not loose the small spring and ball bearing (there is a spare included in the bag). Re install once finished so the grub screw is flush with the top of the pin. Install the adjusting top nut ensuring the hex key aligns with the grub screw hex sections. Before tightening with a spanner check the operation of the adjustment and ensure the adjuster is screwed down a little so you do not tighten the nut on the top of it. Tighten the nut (it does not need to be super tight) and check the operation of the rebound adjuster.

Pre Installation Checks

Dobinsons MRR shock absorbers are supplied with high-pressure nitrogen gas charged reservoirs. If you come across any worn or broken original components, ensure these are replaced. Do not attempt to re-use or repair as this may cause additional stress on other components. It is also important to check the mounting pins for rust which may cause premature bush wear.

Installation Notes

Ensure When fitting coil over strut type shock absorbers it is important to first set the spring seat height. This measurement is taken from the centre of the lower bush to the lowest part of the top side of the spring seat as per the diagram below.



The measurement listed in the table below is the correct measurement to suit Dobinsons springs and the original springs to provide the correct lift height as per the listing in the Dobinsons Catalogue. This measurement **must not be exceeded** as this may cause the coil spring to bind and will cause serious damage to the shock absorber, the spring and also the vehicle. A minimum of 50mm of downward wheel travel must always be maintained. For Australian NCOP compliance a minimum of 2/3's of the original rebound travel must be maintained. Strut spacers must never be fitted in conjunction with the strut assemblies as this will cause damage and void warranty.

*For Max seat heights C = cold wound coils (part numbers end in "C" or "N") as well as OEM coils and H= Hot wound coils, H+C = Hot and could wound coils.

Where coil spring part numbers are used that are not listed in Dobinsons 4x4 catalogue please contact Dobinsons

Vehicle	Lift Height	Part Number	"X" mm	"X" Inches	Max seat height mm*
BYD Shark	2" / 50mm	MRA08-A580	180	7.06	H+C = 187
GWM Cannon Alpha (non hybrid)	2" / 50mm	MRA20-A702	232	9.11	H+C = 237
GWM Cannon Alpha (hybrid models)	2" / 50mm	MRA20-A702	218 Rh 221 Lh	8.56 Rh 8.68 Lh	H+C = 237
GWM Tank 300	2" / 50mm	MRA20-A702	227 Rh 237 Lh	8.91 Rh 9.30 Lh	H+C = 250
GWM Tank 500	2" / 50mm	MRA20-A702	225 Rh 235 Lh	8.83 Rh 9.23 Lh	H+C = 250
Ford Ranger/Everest PX / Mazda BT50 10/11 to 06/18 **Dobinsons use taller coils for 3" lift*	2" / 50mm 3" / 75mm	MRA19-A092 MRA19-A092	190 190	7.48 7.48	H=190 C=220
Ford Ranger PX3/Everest 07/18 - 22 with Bump stop on shock **Dobinsons use taller coils for 3" lift*	2" / 50mm 3" / 75mm	MRA19-A094 MRA19-A094	167 167	6.55 6.55	H=175 C=180
Ford Ranger PX3/Everest 07/18 - 22 with Bump stop on shock - ***USA MODELS ONLY*** **Dobinsons use taller coils for 3" lift*	2" / 50mm 3" / 75mm	MRA19-A096 MRA19-A096	186 186	7.30 7.30	H=193 C=196
Ford Ranger Next Gen RA/PU 2022 On	2" / 50mm 3" / 75mm	MRA19-A108 MRA19-A108	186 199	7.30 7.81	H+C = 240
Isuzu D-max / MUX / Holden/Chev Colorado RG /	2" / 50mm	MRA21-A470	190/195*	7.48/7.65*	H+C = 197

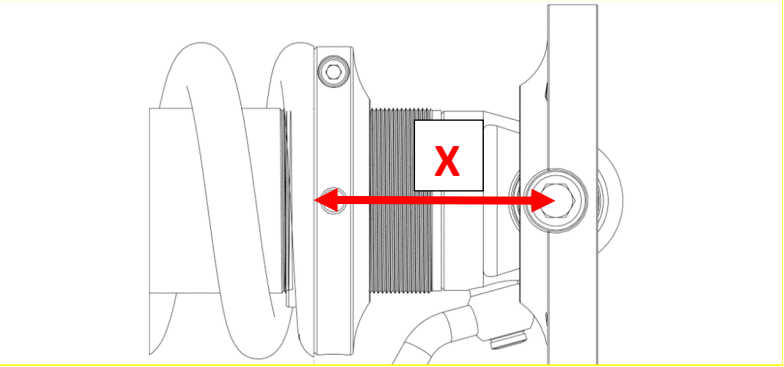
Colorado 7 2012 on - ***Check original seat height and match original as some 2018 on models have changed*** **Dobinsons use taller coils for 3" lift*	3" / 75mm	MRA21-A472	195	7.65	H+C = 197
Isuzu D-max / MUX & Mazda BT-A mid 2020 On **Dobinsons use taller coils for 3" lift*	2" / 50mm 3" / 75mm	MRA21-A470 MRA21-A472	195 195	7.65 7.65	H+C = 197
Mitsubishi Pajero 2000 on NM, NP, NS, NT, NW	2" / 50mm	MRA43-A783	244	9.61	H=244 C=260
Mitsubishi Triton ML/MN/MQ/MR 10/2006 on	2" / 50mm	MRA43-A800	215	8.44	H=215 C=246
Mitsubishi Triton MV **Install additional spacer to top of dust cover for 3"**	2" / 50mm 3" / 75mm	MRA43-A806 MRA43-A806	200 213	7.85 8.36	H+C = 230
Nissan Navara (Frontier USA) D40 & D41 & D23 & NP300 / X-Terra N50 **Install additional spacer to top of dust cover for 3" when using with Dobinsons or other long travel UCA's – do not use with Blackhawk UCA's** **Dobinsons use taller coils for 3" lift*	2" / 50mm 3" / 75mm	MRA45-A642 MRA45-A648	106 106	4.17 4.17	H+C = 123
Nissan Navara D40 **STX550 V6 models only** **Install additional spacer to top of dust cover for 3" when using with Dobinsons or other long travel UCA's – do not use with Blackhawk UCA's**	2" / 50mm 3" / 75mm	MRA45-A642 MRA45-A648	93 106	3.65 4.17	H+C = 135
Toyota 4 Runner 3rd Gen	2" / 50mm	MRA59-A222	164	6.45	H+C = 177
Toyota 4 Runner 4th Gen **Install additional spacer to top of dust cover for 3"**	2" / 50mm 3" / 75mm	MRA59-A221 MRA59-A220	213 226	8.38 8.89	H+C = 226
Toyota 4 Runner 5th Gen **Install additional spacer to top of dust cover for 3"**	2" / 50mm 3" / 75mm	MRA59-A700 MRA59-A700	213 226	8.38 8.89	H=233 C=240
Toyota 4 Runner 6th Gen **Install additional spacer to top under strut cap**	2" / 50mm 3" / 75mm	MRA59-A660 MRA59-A662	237 250	9.30 9.82	H+C = 267

Toyota Tacoma 1st Gen / Tundra 1st Gen / Sequoia 2001 – 2007 / Prado 90 & 95 Series	2" / 50mm	MRA59-A222	164	6.45	H+C = 177
Toyota Tacoma 2nd Gen / FJ Cruiser/ Lexus GX470	2" / 50mm	MRA59-A220	213	8.38	H+C = 227
Toyota Tacoma 3rd Gen / Prado 120 Series / Lexus GX 470/ FJ Cruiser 2006-11/2010 **Install additional spacer to top of dust cover for 3"**	2" / 50mm 3" / 75mm	MRA59-A220 MRA59-A220	213 226	8.38 8.89	H+C = 227
Toyota Tacoma 4th Gen **Install additional spacer to top of dust cover for 3"**	2" / 50mm 3" / 75mm	MRA59-A490 MRA59-A490	238 251	9.31 9.83	H=251 C=258
Toyota Tundra 3rd gen 12/2021on / Sequoia 2023 on **Dobinsons use taller coils for 3" lift*	2" / 50mm 3" / 75mm	MRA59-A446 MRA59-A446	175 175	6.89 6.89	H+C = 189
Toyota Prado 150 series /FJ Cruiser 2010on **Dobinsons use taller coils for 3" lift*	2" / 50mm 3" / 75mm	MRA59-A700 MRA59-A574	213 213	8.38 8.38	H+C = 226
Toyota Prado 250 Series **Install additional spacer to top under strut cap**	2" / 50mm 3" / 75mm	MRA59-A660 MRA59-A662	237 250	9.30 9.82	H+C = 267
Toyota Hilux Vigo / Fortuner 2005 – 2015 **Install additional spacer to top of dust cover for 3"**	2" / 50mm 3" / 75mm	MRA59-A220 MRA59-A220	226 226	8.89 8.89	H=227 C=240
Toyota Hilux Revo N80/Fortuner 2015 -2025	2" / 50mm 3" / 75mm	MRA59-A700 MRA59-A700	226 226	8.89 8.89	H=233 C=240
Toyota Hilux Revo N90 2025 ON ***Measured to aluminum seat**	2" / 50mm 3" / 75mm	MRA59-A250 MRA59-A252	226 226	8.89 8.89	H=233 C=240
Toyota Landcruiser 200 series **Dobinsons use taller coils for 3" lift*	2" / 50mm 3" / 75mm	MRA59-A688 MRA59-A688	222 229	8.74 9.00	H+C = 229
Toyota Landcruiser 300 series **Dobinsons use taller coils for 3" lift*	2" / 50mm 3" / 75mm	MRA59-A440 MRA59-A440	237 237	9.30 9.30	H=244 C=267
Volkswagon Amarok 2020on	2" / 50mm 3" / 75mm	MRA19-A108 MRA19-A108	186 199	7.30 7.81	H+C = 240

If the customer requires the spring seat to exceed the maximum measurements above, the bump stops must be spaced accordingly. Adjusting the spring seat 1 complete turn will adjust the spring height 1.5mm (approx 1/16"), however as most of the vehicles above use independent style suspension the amount adjusted on the spring will infact double at the wheel due to the suspension motion ratio i.e. one rotation on the spring seat will provide approximately 3mm (1/8") difference at the wheel.

It is extremely important to also orientate the step in the spring seat so that when it is re-fitted to the vehicle it is the same position as the original or what is specified here or in the 4x4 catalogue. This is especially important on Toyota vehicles due to swaybar clearance.

For Coilover MRA shocks see below – Measurement is taken Centre of strut cap bolt to spring seat mounting surface



"X" Centre of strut cap mounting bolt to spring seat spring mounting surface

Vehicle	Lift Height	Part Number	"X" mm	"X" Inches	Max Preload mm*
Dodge Ram 1500 DS. No load **Fits with C92-3013600**	2" / 50mm 3" / 75mm	MRA16-A302 MRA16-A302	84 94	3.33 3.70	108
Dodge Ram 1500 DS. 50 – 100kgs **Fits with C92-3013600**	2" / 50mm 3" / 75mm	MRA16-A302 MRA16-A302	96 106	3.78 4.17	108
Dodge Ram 1500 DT. No Load **Fits with C92-3014650**	2.3" / 60mm 3" / 75mm	MRA16-A304 MRA16-A304	87 100	3.42 3.93	107
Dodge Ram 1500 DT. 50 – 100kgs **Fits with C92-3014650**	2.3" / 60mm 3" / 75mm	MRA16-A304 MRA16-A304	94 107	3.70 4.20	107

GM GMC Silverado 1500 2019 on. No Load **Fits with C92-3014600**	2" / 50mm 3" / 75mm	MRA09-A178	77 91	3.00 3.58	104
GM GMC Silverado 1500 2019 on. 50 – 100kgs **Fits with C92-3014600**	2" / 50mm 3" / 75mm	MRA09-A178	89 103	3.50 4.05	104
Ford Bronco 2021 On Front. No Load **Fits with C19-568 (2DR) and C19-570 (4DR)**	2" / 50mm 3" / 75mm	MRA19-A104 MRA19-A104	78 93	3.33 3.70	99
Ford Bronco 2021 On Front. 50 – 100kgs **Fits with C19-568 (2DR) and C19-570 (4DR)**	2" / 50mm 3" / 75mm	MRA19-A104 MRA19-A104	84 99	3.33 3.89	99
Ford Bronco 2021 On Front. 0 – 100kgs **Fits with C19-571v (2DR) and C19-573v (4DR)**	2" / 50mm 3" / 75mm	MRA19-A105 MRA19-A105	105 130	4.13 5.11	140
Ford Bronco 2021 On Front. 100 – 150kgs **Fits with C19-571v (2DR) and C19-573v (4DR)**	2" / 50mm 3" / 75mm	MRA19-A105 MRA19-A105	115 140	4.56 5.51	140
FORD F-150 2014 ON **RH Drive Short Bed. No Load** **Fits with C92-3714550**	2.5" / 65mm 3" / 75mm	MRA19-A240 MRA19-A240	RH= 81 LH= 74 RH= 87 LH= 80	RH= 3.18 LH= 2.91 RH= 3.42 LH= 3.14	110
FORD F-150 2014 ON **RH Drive Short Bed. 50-100kgs** **Fits with C92-3714550**	2.5" / 65mm 3" / 75mm	MRA19-A240 MRA19-A240	RH= 91 LH= 84 RH= 95 LH= 88	RH= 3.58 LH= 3.33 RH= 3.74 LH= 3.46	110
FORD F-150 2014 ON **LH Drive Short Bed. No Load** **Fits with C92-3714550**	2.5" / 65mm 3" / 75mm	MRA19-A240 MRA19-A240	76 84	3.00 3.33	110
FORD F-150 2014 ON **LH Drive Short Bed. 50-100kgs** **Fits with C92-3714550**	2.5" / 65mm 3" / 75mm	MRA19-A240 MRA19-A240	86 95	3.38 3.74	110

FORD F-150 2014 ON **RH Drive Long Bed. No Load** **Fits with C92-3715550**	2.5" / 65mm 3" / 75mm	MRA19-A240 MRA19-A240	RH= 81 LH= 74 RH= 87 LH= 80	RH= 3.18 LH= 2.91 RH= 3.42 LH= 3.14	110
FORD F-150 2014 ON **RH Drive Long Bed. 50-100kgs** **Fits with C92-3715550**	2.5" / 65mm 3" / 75mm	MRA19-A240 MRA19-A240	RH= 91 LH= 84 RH= 95 LH= 88	RH= 3.58 LH= 3.33 RH= 3.74 LH= 3.46	110
FORD F-150 2014 ON **LH Drive Long Bed. No Load** **Fits with C92-3715550**	2.5" / 65mm 3" / 75mm	MRA19-A240 MRA19-A240	76 84	3.00 3.33	110
FORD F-150 2014 ON **LH Drive Long Bed. 50-100kgs** **Fits with C92-3715550**	2.5" / 65mm 3" / 75mm	MRA19-A240 MRA19-A240	86 95	3.38 3.74	110
Nissan Patrol Y62. No Load **Fits with C92-3014650**	2" / 50mm 3" / 75mm	MRA45-A110 MRA45-A110	86 98	3.38 3.85	107
Nissan Patrol Y62. 50 – 100kgs **Fits with C92-3014650**	2" / 50mm 3" / 75mm	MRA45-A110 MRA45-A110	91 104	3.58 4.10	107
Toyota Tundra 2nd gen 2007 – 2021. No Load **Fits with C92-3016650**	2" / 50mm 3" / 75mm	MRA59-A710 MRA59-A710	90 103	3.54 4.05	105
Toyota Tundra 2nd gen 2007 – 2021. 50-100kgs **Fits with C92-3016650** *****Requires bump stop spacer / extension**	2" / 50mm 3" / 75mm	MRA59-A710 MRA59-A710	100 **110*****	3.93 4.33	105
Toyota Hilux **ROGUE WIDE BODY 2022-2025. No Load** **Fits with C92-3013550**	2" / 50mm 3" / 75mm	MRA59-A460 MRA59-A460	75 88	2.95 3.46	100
Toyota Hilux **ROGUE WIDE BODY 2022-2025. No Load** **Fits with C92-3013600**	2" / 50mm 3" / 75mm	MRA59-A460 MRA59-A460	75 88	2.95 3.46	100

Ensure that when mounting the shock absorber and the external reservoir that there is sufficient clearance to all parts of the shock absorber, spring seat, the reservoir and the hose and fittings. There must be clearance through the complete range of suspension travel and through the complete range of tyre movement left to right at full lock. This may require fitting the shock absorber and reservoir to the vehicle without the springs, temporarily re-fitting the tyre and cycling the suspension and tyre through there full range of movement. Ensure the hose fittings are not vulnerable to damage where possible and cannot be pinched. Also ensure that there is sufficient hose length through full suspension travel where required. See over page for reservoir mounting guidelines

All bushes must be tightened at ride height (excluding upper strut bushes/nuts) as Dobinsons shock absorbers utilize a natural rubber bushing which operates as a torsional bush and therefore must be tightened at ride height to prevent immediate failure.

Never grease rubber bushes. Fitting raised suspension to the vehicle can apply increased stress on some drive-line components such as CV joints and may cause accelerated wear.

Bump Stops

All Dobinsons Monotube Remote Reservoir shock absorbers that are suited for standard up to 50mm (2") lift will not require extension of the bump stop. All Dobinsons Monotube Remote Reservoir shock absorbers that have been designed to suit a lift of 3" and above will require the installer to check if bump stop extensions are required as in most cases they will need to be extended. The compressed length of the shock absorber should be checked and then the suspension with the springs removed lowered into its bottomed positioned with the bump stops touching. The measurement between mounting points must be checked, and a further 20mm (3/4") taken from this measurement to allow for bump stop crush. This measurement must then be checked against the closed shock absorber length and the bump stops extended the suitable amount if required to ensure the shock absorber will not bottom which will immediately damage the shock absorber and void warranty.

Special Note: It is very common for the lower section of the bump stop to be broken off and missing from the front of Nissan Patrols/Safaris Y60/GQ and Y61/GU models.

Suspension & Driveline Alignment

In addition to extending bump stops, for all lifts that exceed 50mm (2") the relevant suspension alignment parts must be used to ensure correct operation. This includes but is not limited to adjustable control arms, adjustable panhard rods, adjustable leading and trailing arms, adjustable sway bar links, drop boxes, castor and camber alignment bushes and products.

Damper Settings

Turn the adjusters to the softest position – completely out in the anti-clockwise direction and count the clicks in. These shock absorbers are a high-performance shock absorber designed and engineered to run warm and therefore you may experience a slightly firmer ride when cold. Gas pressures can be adjusted also if required – Minimum gas pressure 130psi. Maximum pressure for all shocks 200psi.

Set the base settings on the shock absorber based on the following chart. From there the vehicle owner can adjust the settings to their requirements.

Start With Adjusters in softest position (fully out/anti clockwise) and count clicks in

Vehicle/Shock ***Struts have 6 clicks per rotation, so one full rotation equals 6 clicks	**Comfort option or No accessories / light accessories /light constant load**	**Accessories fitted / constant load**
BYD Shark **Front**	LSC – 1 HSC- 1 Reb- 8	LSC – 3 HSC- 5 Reb- 10
BYD Shark **Rear**	LSC – 1 HSC- 1 Reb- 8	LSC – 4 HSC- 7 Reb- 12
Ford Ranger & Everest, F150, Mazda BT50,Isuzu Dmax & MU-X, Holden Colorado & Trailblazer & Col 7, Toyota Hilux & Fortuner & Tacoma, Mitsubishi Triton & Challenger, GWM TANK, LDV T60, VW Amarok **Front**	LSC – 1 HSC- 3 Reb- 8 (1.5 turns)	LSC – 6 HSC- 6 Reb- Max (2 turns)
Ford Ranger, F150, Mazda BT50, Isuzu Dmax, Holden Colorado, Toyota Hilux & Tacoma, Mitsubishi Triton, LDV T60, VW Amarok **Rear**	LSC – 1 HSC- 1 Reb- 5	LSC –1 HSC- 5 Reb- 8
Ford Everest, Isuzu MU-X, Holden Col. 7 & Trailblazer, Mitsubishi Challenger **Rear**	LSC – 1 HSC- 3 Reb- 7	LSC –3 HSC- 6 Reb- 10
Jeep Wrangler **Front**	LSC – 1 HSC- 3 Reb- 8	LSC – 3 HSC- 5 Reb- 10
Jeep Wrangler **Rear**	LSC – 1 HSC- 3 Reb- 10	LSC – 4 HSC- 7 Reb- 12

Jeep Gladiator **Front**	LSC – 1 HSC- 3 Reb- 8	LSC – 3 HSC- 5 Reb- 10
Jeep Gladiator **Rear**	LSC – 4 HSC- 2 Reb- 10	LSC – 7 HSC- 4 Reb- 12
Isuzu NPS75/Mitsubishi Canter Truck **Front**	LSC – 1 HSC- 3 Reb- 8	LSC – 3 HSC- 5 Reb- 12
Isuzu NPS75/ Mitsubishi Canter Truck **Rear**	LSC – 1 HSC- 3 Reb- 10	LSC – 7 HSC- 4 Reb- 12
Nissan Navara NP300 D23 **Front**	LSC – 1 HSC- 3 Reb- 10 (1.5 turns)	LSC – 5 HSC- 8 Reb- 18 (3 turns)
Nissan Navara NP300 D23 **Rear**	LSC – 1 HSC- 1 Reb- 7	LSC – 5 HSC- 8 Reb- 10
Nissan Patrol GQ/GU/Y60/Y61, Toyota Landcruiser 80 and 105 series F**ront**	LSC – 1 HSC- 3 Reb- 6	LSC – 4 HSC- 7 Reb- 8
Nissan Patrol GQ/GU/Y60/Y61, Toyota Landcruiser 80 and 105 series **Rear**	LSC – 1 HSC- 1 Reb- 7	LSC – 3 HSC- 7 Reb- 8
Nissan Patrol Y62 F**ront**	LSC – 3 HSC- 5 Reb- 4	LSC – 4 HSC- 7 Reb- 8
Nissan Patrol Y62 **Rear**	LSC – 1 HSC- 3 Reb- 5	LSC – 3 HSC- 7 Reb- 8
Toyota Landcruiser 70 series **Front**	LSC – 1 HSC- 4 Reb- 8	LSC – 3 HSC- 5 Reb- 10
Toyota Landcruiser 70 series **Rear**	LSC – 1 HSC- 1 Reb- 8	LSC – 3 HSC- 5 Reb- 10

Toyota Landcruiser 200/300 series/Tundra **Front**	LSC – 1 HSC- 3 Reb- 10 (1.5 turns)	LSC – 8 HSC- 7 Reb- 15 (2.5 turns)
Toyota Landcruiser 200/300 series **Rear**	LSC – 1 HSC- 1 Reb- 7	LSC – 6 HSC- 8 Reb- 10
Toyota Prado 150/250 & FJ Cruiser & 4 Runner **Front**	LSC – 1 HSC- 4 Reb- 10 (1.5 turns)	LSC – 8 HSC- 7 Reb- 18 (3 turns)
Toyota Prado 150/250 & FJ Cruiser Rear & 4 Runner Nissan Navara NP300 D23 **Rear**	LSC – 1 HSC- 1 Reb- 7	LSC – 5 HSC- 5 Reb- 9

Reservoir Fitment

Your MRR shock absorbers are supplied with either a piggy-back style reservoir mount that mounts the reservoir directly to the shock body, a vehicle specific chassis bracket or a chassis style clamp bracket where piggy-back mounts are not possible.

IMPORTANT- For Piggy Back style brackets take care to ensure it is aligned correctly – For 56mm body shocks one side of the piggy back bracket is just slightly smaller to suit the 56mm body, and the larger side suits the 60mm res – Double check both halves of the bracket are aligned correctly. Tighten the bracket, wriggle the reservoir to seat the bracket and retighten the clamping bolt, repeat once more.

For Vehicle specific fitting brackets follow the additional instructions supplied in the box.

The universal chassis clamp bracket has been designed to allow different methods of fitment using the hardware supplied. Some of these include through chassis fitment by using the large washers and long 8mm bolts to bolt the bracket completely though the chassis through both sides, coil tower fitment (e.g nissan patrol front) by using existing threaded mounting holes on the tops of coil towers or cover plates, chassis fitment using existing threaded chassis holes, body fitment by drilling through body and using hardware supplied and many other methods. Left and right side brackets are supplied. Ensure the reservoir and hose are positioned to clear tires and suspension components through full travel and full steering angle. If using universal MRA reservoir mount the clamping bolt that clamps the reservoir itself should not be overly tight as it can clamp the floating piston and result in a rough ride. Once the bolt is done up to the point where the clamp is tightening around the reservoir and the bolt is starting to just get firm you only need to go a little more. doing up to a "medium" pressure with a very short spanner is sufficient.

NOTE: The hose banjo fitting at the reservoir end is a 2-way swivel to allow the house to rotate and also twist. For piggyback type shock absorbers the reservoir adjustment knobs usually go to the bottom. ALWAYS align the shock absorber rod end so the rebound adjustment screw is accessible.

See user manual and website for warranty terms and conditions.

58 Hollingsworth Street North Rockhampton, Queensland, 4701 Australia

PH: +61 7 4927 7444 admin@dobinsonsprings.com www.dobinsonsprings.com