

# Installation Guide



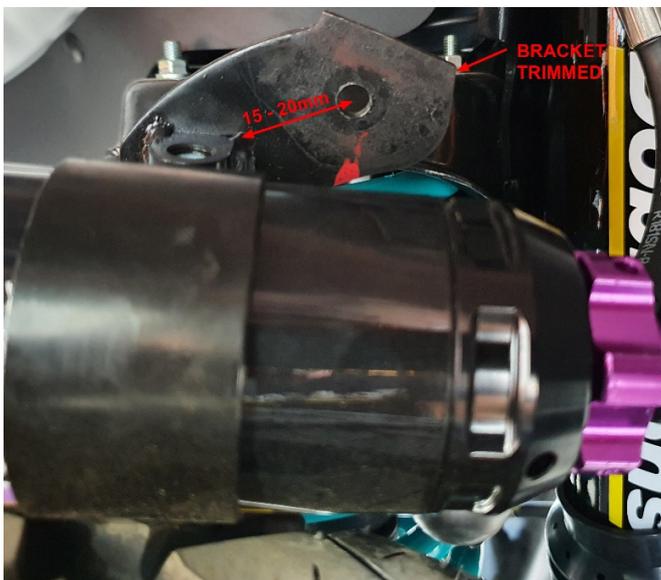
MRA45-A114, MRA45-A914, MRA51-A116, MRA45-A912, MRA59-A683,  
MRA59-A684

Toyota Landcruiser 70/80/105 Series Front and Nissan Patrol GQ/GU/Y60/Y61

As the shock absorbers are high pressure Monotube shocks, this may require raising the vehicle with jacks to allow the shock absorber to be installed. Ensure all of the adjusters are set to zero in their softest setting (fully out, anticlockwise) to assist in compressing the shock.

For Nissan patrols this will require removing the shock tower – Remove the 3 nuts and bolts and slide out the tower (for the inner forward bolt this may require a lever bar under the vehicle panel to help clear the bolt). Slide the reservoir through the shock mount and out the side of the mount and then re-install the shock tower. The reservoir hose should come out of the outer gap in the shock tower and run forward. The reservoir can be mounted onto the coil tower using the universal bracket supplied or the separate available vehicle specific bracket RM45-007.

For Toyota Landcruiser's the shocks can be installed directly into the shock tower with the Reservoir mounted on top of the coil tower using the universal bracket supplied. It requires another hole drilled around 15- 20mm from the corner of the welded sleeve and central, and the bracket trimmed to allow the res to fit close to the vehicle body, position as seen below. It can then be fitted to the top of the tower in the threaded hole in the centre of the tower and positioned as shown – **do not overload the shock hose fittings and ensure the hose fitting is to the top for tire clearance.** Alternatively the separate available vehicle specific bracket RM59-030 can be used.



*The reservoir ring clamping block does not need to be overly tight as this may make the shock absorber to firm. It just needs to be tightened until its clamped down then lightly tightened.*

The shocks can be installed using the diagrams below with the body to the top– NOTE: on the bottom shaft side there is no initial washer for the bushing as the washer is built into the rebound adjuster housing. Nissan patrols also do not require the chassis and axle locating washers as they are already built in to the shock tower and axle housing. For Landcruisers there are 2 different size locating washers supplied – use the correct fitting washer for the vehicle and discard the remaining.

Tighten the shocks ensuring the rebound adjuster is to the rear of the vehicle at the bottom.

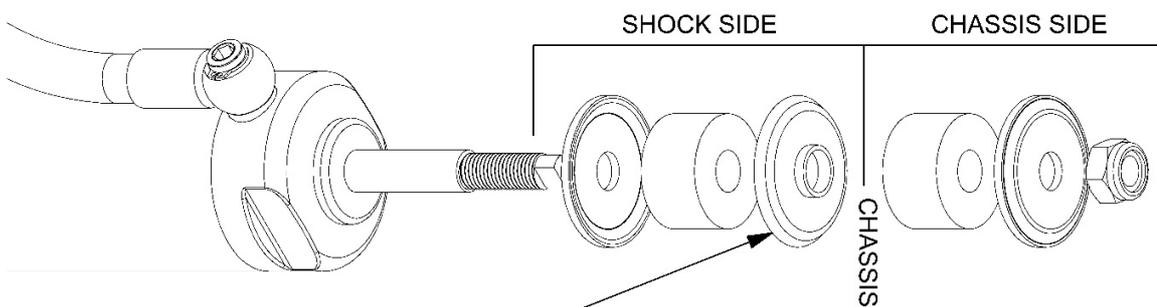
Tighten the zip ties on the dust cover. NOTE: on the lower end of the dust cover tighten the zip tie just snug so that it holds the dust cover but is not tight, so that it can be peeled up slightly to allow adjustment of the rebound.

**Set the initial adjuster settings.** This is taken with the adjusters in their softest position (fully out, anticlockwise)

Light vehicles with little or no accessories – Rebound - 4, Low Speed Compression - 1, High speed Compression – 4

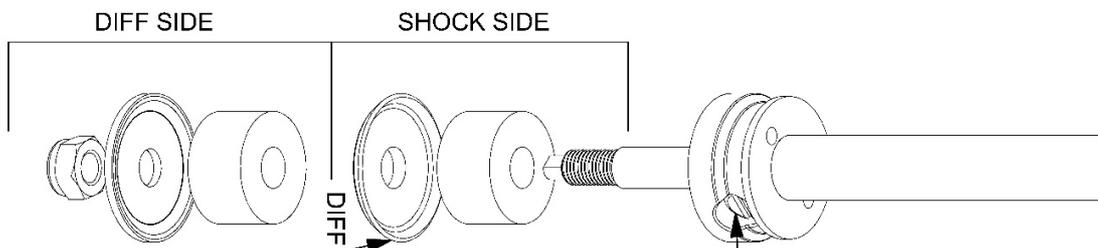
Heavy vehicles with accessories – Rebound - 8, Low Speed Compression - 4, High speed Compression -7

### Top side – Body side



- DO NOT USE WASHER WHEN FITTING TO NISSAN PATROL, WASHER IS BUILT INTO SHOCK TOWER.
- 2 SIZE WASHER ARE SUPPLIED FOR FITTING TO TOYOTA LANDCRUISER, USE APPROPRIATE FITTING WASHER

### Bottom Side – Shaft Side



- DO NOT USE WASHER WHEN FITTING TO NISSAN PATROL, WASHER IS BUILT INTO SHOCK TOWER.
- 2 SIZE WASHER ARE SUPPLIED FOR FITTING TO TOYOTA LANDCRUISER, USE APPROPRIATE FITTING WASHER

ENSURE REBOUND ADJUSTER IS FACING TO THE REAR OF THE VEHICLE. USE PROVIDED ADJUSTMENT TOOL TO ROTATE.