

# Installation Guide

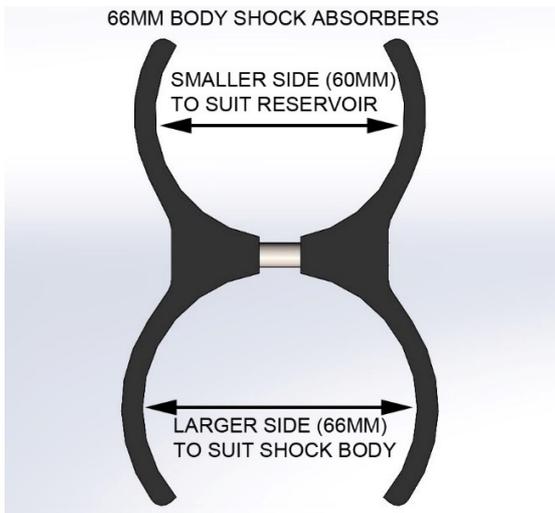


MRA45-A115T, MRA45-A913T, MRA45-A915T

Toyota Landcruiser 70 Series Rear

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.

The shock absorbers are supplied with a Piggy-Back Style Bracket. It is important to ensure that the piggy back bracket is orientated correctly. The reservoir diameter is 60mm. For 66mm body shock absorbers the larger side is for the shock body as per the diagrams below.



It is critical to ensure the reservoirs and clamps are positioned in a way that ensures the reservoirs will not contact the rear diff under full compression. Due to different fuel tanks, chassis's and bodies this can require them to be fitted differently between models and differently side to side. For some single cab vehicles and 76 series, depending on the genuine style fuel tank the reservoirs can go directly backwards ensuring the clamp is high enough to clear the handbrake cable at full compression. For 79 series dual cab some fuel tanks will not allow this, See the pictures over page.

Measure the bump stop gap and then add 20mm to this. Cut a piece of cardboard or zip tie at this length (bump stop + 20mm) and hold this under the reservoir and piggy back clamp as a gauge to ensure there is that amount of clearance to the diff, handbrake cable, brake brackets, diff pumpkin and also ensure the hose is clear of exhausts and similar at the top and the reservoirs are clear of the vehicle tray or body.

*Tighten the piggy back bracket clamping bolt once in position. Give the reservoir a wriggle and retention clamping bolt, wriggle once more and retention once more.*

Tighten the shock mounting **bolts at ride height** 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 - 8, Low Speed Compression - 1, High speed Compression – 1

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

79 Series Dual Cab shown below

**CONFIRM SUFFICIENT CLEARANCE AT FULL  
COMPRESSION BUMP STOP GAP PLUS 20MM**

