



Dobinsons Spring and Suspension
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FITTING INSTRUCTIONS PART NUMBER – MRA59-A710

FRONT STRUT

TO SUIT TOYOTA TUNDRA 2ND GEN

NOTE – Installation is always recommended by a competent technician. Height not to be adjusted on vehicle.

COMPONENTS

2 X MRA59-A710 SHOCK ABSORBERS
2 X C92-3016650 (STANDARD FITMENT COILS)
1 KIT RM59-048 (RES MOUNT KIT)

RES MOUNT KIT INCLUDES

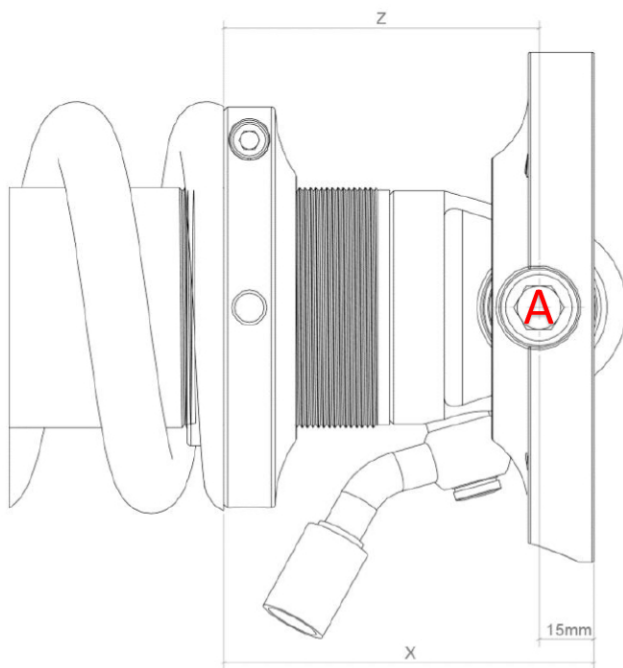
- 2 BRACKETS
- 4 HOSE CLAMPS
- 4 X 250MM M8 CAPTIVE NUT
- 4 X M8 X 25MM BOLT

Fitting to 2nd Generation Toyota Tundra

1. To set an approx. lift height, see table at end for setting preload. This will get you close to the lift you require.
2. Raise the front end of the vehicle off the ground using a certified jacking system.
3. Support the vehicle using properly rated jack stands. The jack stands should be on the chassis rails of the body. Check the jack stands are locked in place and can handle the weight of the vehicle when it is lowered onto them. Check the vehicle will also not move. The wheels may need chocks to stop them moving.
4. Remove the front wheels.
5. Support the lower control arm with a jack.
6. Remove the lower ball joint from the spindle.
7. You may wish to loosen the lower control arm bushes to make it easier to move the arms out of the way. IF you do this, please note the position of the alignment cams.
8. Remove the top 4 nuts on the strut cap. It is important to NOT loosen the middle nut as this is part of the shock absorber.
9. Remove the lower bolt from the shock absorber eye holding it to the lower control arm. Keep note of the direction this bolt is going as it will need to be put back in the same direction.
10. Remove the strut assembly from the vehicle. It is important to not damage any lines or cv boots. Sometimes you may need to use a lever bar to get it out as the lengths of the shocks may only just fit into the whole suspension setup.
11. Tighten the top bolt which holds the top cap onto the shock absorber. This should be done up very tight so the cap does not move on the bush steel face. It should be fixed to it so the rubber needs to torsion. This should be tightened at 90 degrees to the body.
12. Install new Dobinsons struts in the existing location. The hose will need to be facing outwards towards the wheels.
13. Place the 4 bolts and spring washers in the top cap through the tower into the threaded holes and tighten up to 32 ft lbs torque.
14. Install the lower shock fixing bolt into the lower arm through the original mounting holes like original shock absorber. DO NOT TIGHTEN this bolt yet. It should only be tightened at ride height.
15. Attached the spindle to the lower control arm.
16. Install wheels back onto vehicle.
17. Lower the vehicle onto the ground after jacks are removed.
18. IF the bolts in the inner lower control arms were loosened before at the earlier stage the retighten them up into the original alignment position.
19. Move the vehicle forwards and backwards in a short area (like 2m forward and 2m backward) to allow the vehicle to settle.

20. Tighten the lower shock absorber bolt now the vehicle has settled.
21. The vehicle should now be aligned as soon as possible to minimise any tyre wear.
22. It is good practice to come back after 500 km and check all bolts are tight.

SETTING PRELOAD



1 - BOLT "A" SHOULD BE TIGHTENED TO 60 FT LBS TORQUE. THIS SHOULD BRING MAKE THE TOP CAP PULL TIGHT ONTO THE BUSH SLEEVE ON THE EYE. IF IT IS NOT TIGHT, YOU CAN APPLY MORE TORQUE. DO NOT GO BEYOND 80 FT LBS OF TORQUE.

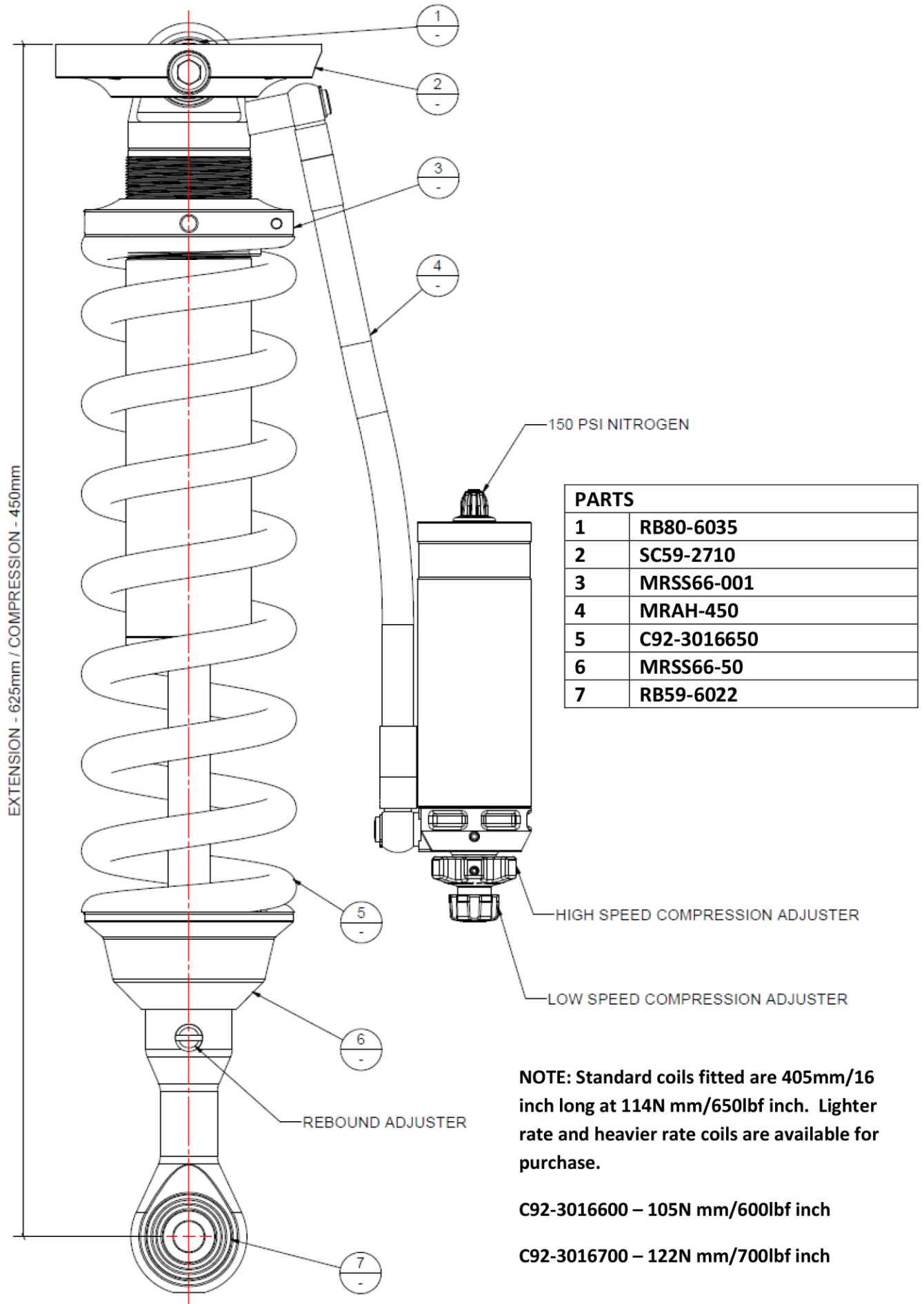
2 - PLEASE NOTE LIFT HEIGHTS BELOW ARE APPROX AND VARY DEPENDING ON WEIGHT AND WHERE IT IS PLACED ON THE VEHICLES FRONT AND REAR. FOR EXAMPLE IF LOADING WEIGHT BEYOND THE REAR AXLE, IT CAN LIFT THE FRONT UP.

3 - IF UPGRADING COILS, OR CHANGING COILS, MAKE SURE THE COIL DOES NOT BOTTOM OUT WHEN FULLY COMPRESSED

PRELOAD SETTINGS

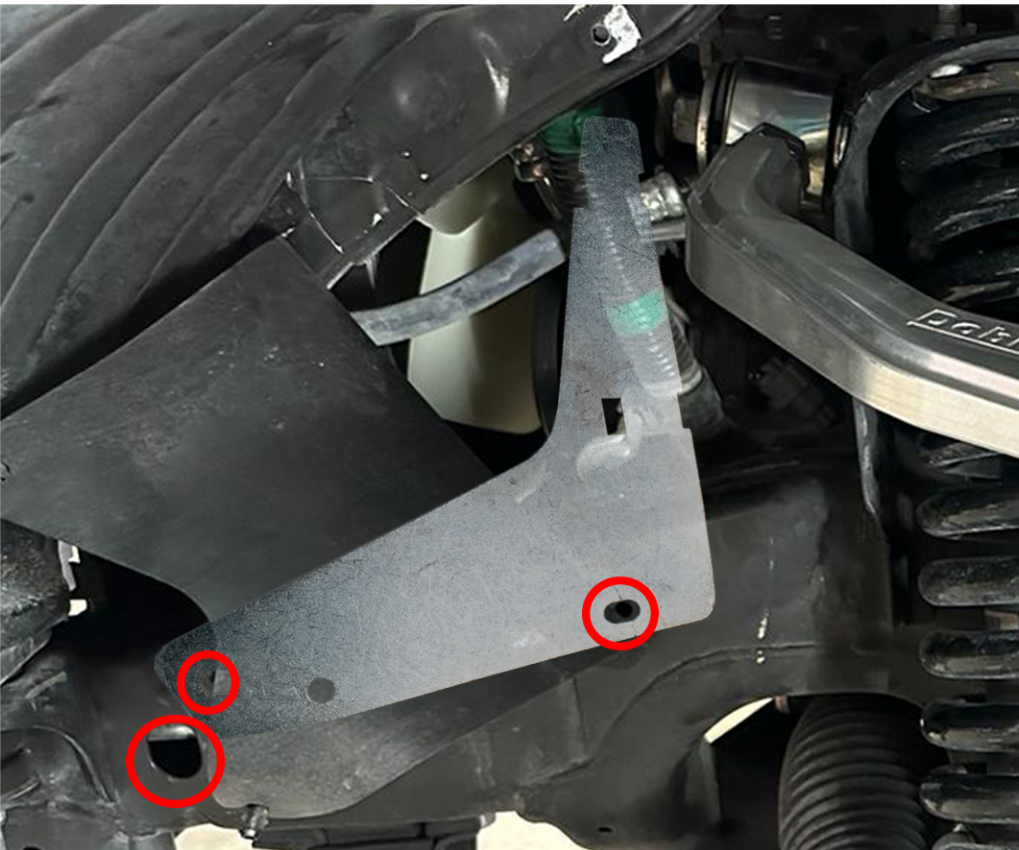
Lift Height	Accessories	Seat Height (X)	or Seat Height (Z)
50mm	0-40kgs	105mm	90mm
50mm	100-120kgs	115mm	100mm
75mm	0-40kgs	118mm	103mm
75mm	50-80kgs	125mm	110mm
70mm	100-120kgs	125mm	110mm

PARTS LIST





NOTE: For proper fitment, the inside of the lower control arm shock mount will need to be trimmed



Remove the plastic chassis cover behind the body mount, remove the two lower clips holding the splash guard. Use both captive nuts and insert them through the oval hole. Install the bolts through the holes that were used to hold the splash guard.