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How to install rear Toyota Tacoma Dobinsons MRA 3-way Adjustable shocks with external resi. This is a lot simpler than people think, but we are breaking it down to try and go over every detail, and answering the common questions that people call about when doing this job.

- Before starting the installation, be sure that you have received all of the parts with the shock that should be in the box. The pair of shocks themselves, the bags of washers and bushings for the top of the shocks, the sleeves for the bottom of the shocks (may vary depending on production date and if future changes to the shocks are made) and the 2 resi brackets with related universal hardware

Mounting the Shocks

- There are variations between the lower mounting stud where the shock attaches to the vehicle. Dobinsons supply different size sleeves for the lower bushing, so you would match up the right size sleeve with the lower stud and shock so that there is no movement between the eye of the bushing and stud that it mounts to
- The rebound adjuster for these rear shocks (and most Dobinsons rear shocks) is mounted at the base of the shock, in the lower mount (**see photo below**). You need to mount the shock so that the rebound adjuster faces inwards towards the middle of the truck so that you can access it later when the wheels are back on. Just rotate the lower mount of the shock to get it to face the correct way.
- The upper shock bushing orientation (**photo below**) is pretty much the same as the OE bushings. From the bare shock stud, going upwards, the order is as follows: Washer facing upwards, bushing with raised lip facing upwards, shock mount of vehicle, upper bushing (no raised lip), upper washer facing downwards, nut. The nut should be tightened so that the bushings are expanded to almost the same OD size as the large washer, to ensure that the stud of the shock doesn't have side-to-side movement
- These shocks are high pressure monotube shocks, so the leaf springs should be at full droop to make the shock install go easier, since the shocks will be fully extended once the strap is taken off them (the strap is for shipping purposes). **DON'T** use a jack or anything under the shock to get it to compress. It's easier to mount the lower shock mount onto the vehicle first so that it goes straight on, then install the upper shock mount 2nd, as compressing the shock from the top down is easier than from the bottom upwards.

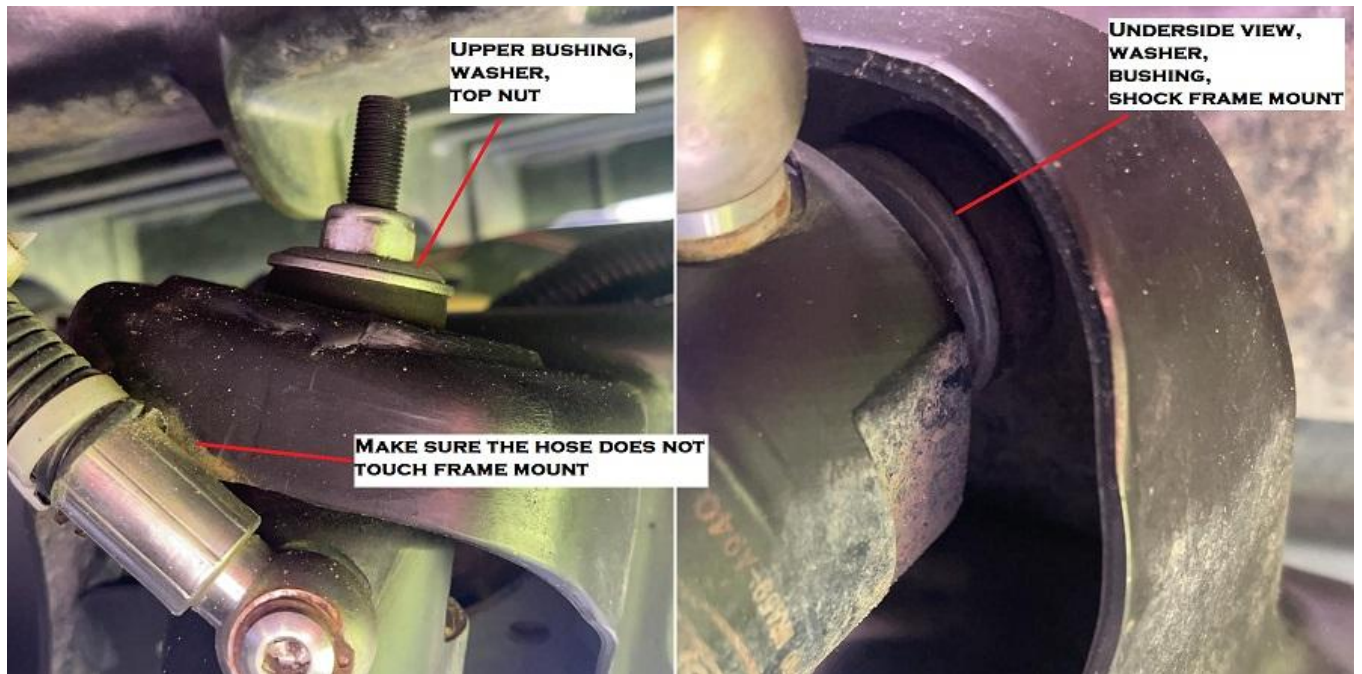
- Check again to make sure the lower rebound adjusters, on **BOTH** shocks, are facing inwards (towards the driveshaft), otherwise you won't be able to get to them
- Be sure when installing the top shock mount through the frame mount that the bushing is centered in the hole. Once the upper and lower mounts are installed, the upper part of the shock should be rotated so that the hose banjo fitting is squarely facing outwards (towards the wheel), and not rotated too far back or forwards (for hose clearance). Then the top nut can be tightened down. The lower shock mount should be tightened to OE torque specs when the truck is on the ground. This ensures that the lower bushing doesn't get preloaded unnecessarily.

Mounting the Reservoirs

- The reservoirs need to be mounted clear of any moving object (aka the tires) and so that you can access the adjusters on the end quite easily
- The Tacoma has a C-channel frame, and installation of the resi is quite simple. Drilling a hole through the C-channel frame and mounting the reservoir to that hole is the easiest and most effective way to get the reservoir mounted properly
- The driver's side (left hand side) reservoir gets mounted towards the front of the vehicle. Ensure that the hose attached to the shock end is NOT rubbing or touching the frame mount right next to the shock. The hose fitting on the shock should still be squarely facing outwards to the tires.
- Using the photos attached, the resi is mounted with a single bolt, washer and nut through the C-channel frame after drilling an appropriate hole through it. Only one bolt is necessary for this, some choose to use 2, but it's not required.
- The resi clamp bracket comes with its own hardware to clamp onto the resi and keep it nice and tight.



Rebound Adjuster is shown here



Rear passenger (right) side, resi mounts towards the back of the truck



Rear driver's (left) side, resi mounts towards the front of the truck