



Dobinsons Spring and Suspension  
[admin@dobinsons.com](mailto:admin@dobinsons.com)  
58 Hollingsworth Street  
Kawana QUEENSLAND AUSTRALIA 4701

**FITTING INSTRUCTIONS**  
**PART NUMBER – MRA19-A108**  
**2022 On Ford Ranger**

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

**COMPONENTS**

MRA19-A108 SHOCK ABSORBERS

1 KIT RM19-053 (RES MOUNT KIT)

1. Raise the front end of the vehicle off the ground using a certified jacking system.
2. 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.
3. Remove the front wheels.
4. Support the lower control arm with a jack.
5. Remove the nut and disconnect the upper control arm balljoint.
6. Disconnect the sway bar link from spindle
7. Carefully unclip ABS wire clips to allow some slack
8. Remove strut top cap nuts – (not the centre shock nut)
9. Remove the lower shock mounting stud bolts. Tap the studs out of the shock with a hammer to allow easy fitment
10. Note the orientation of the strut top cap on the shock to allow correct orientation when re-fitting.
11. Use a spring compressor and remove the coil and strut top cap and bump stop from the original.
12. Set the spring seat height on the MRA19-A108 – 190mm from the centre of the lower bush to the top side of the lowest part of the spring seat – this should match the OEM spring seat height where the tip of the spring touches. For 3” lift set this to 203mm.
13. Assemble spring and strut cap and bump stop on the new shock absorber – the hose fitting should be towards the inside of the vehicle. The lower bush is angled – orientate this correctly as the lower control arm angles downwards at the ends.
14. Loosely refit the strut assembly to the vehicle – feed the reservoir under the steering arm and forwards, with the strut cap nuts and supplied lower stud bolts and nuts fitted loosely.
15. Fit the Reservoir mount kit to the vehicle. There is a LEFT and RIGHT hand bracket. Use the 3 x handle nuts supplied for each side and insert into the hole in the chassis in-front of the strut tower and align the bracket and handle nuts with the 3 holes in the chassis. Fix with the bolts and washers supplied. (Fig 1,2)
16. With the suspension in its full droop position, mount the reservoir to the mounting bracket with the D-Clamp and bolts provided – the adjusters should be to the top and with the suspension at full droop the low speed compression adjuster should just clear the bottom of the upper control arm by a few mm. (Fig 3,4)
17. Re-fit all the suspension components (Reversal of removal) and tighten all to factory settings.
18. Set the adjusters – Rebound set to around 15 clicks (or 1.5 turns in from fully out). For heavily laden vehicles increase rebound. Set compression adjusters both to 0 and increase as required to prevent frequent bottom out/body roll.

Fig. 1



Fig. 2



Fig. 3



Fig. 4

