



Fitment	Part Number
Toyota 80/105 Series Landcruiser	SS59A824
Toyota 78/79 Series Pre 04/2007	

SS59A824 Install Instructions

NOTE – Installation is always recommended by a competent technician. Failure to properly install may result in reservoir fouling on components and voiding warranty.

WARNING:

- Do not let gas out of damper unless you have the ability to re-charge the damper
- Care must be taken to ensure the external oil/gas reservoir does not foul on any components over the full travel.



CHEERS!

Firstly, Dobinsons would like to say cheers for purchasing this damper! We would like to think you are part of the family now (or maybe you already are?!?) and we look forward to many years of enjoying your offroad truck.

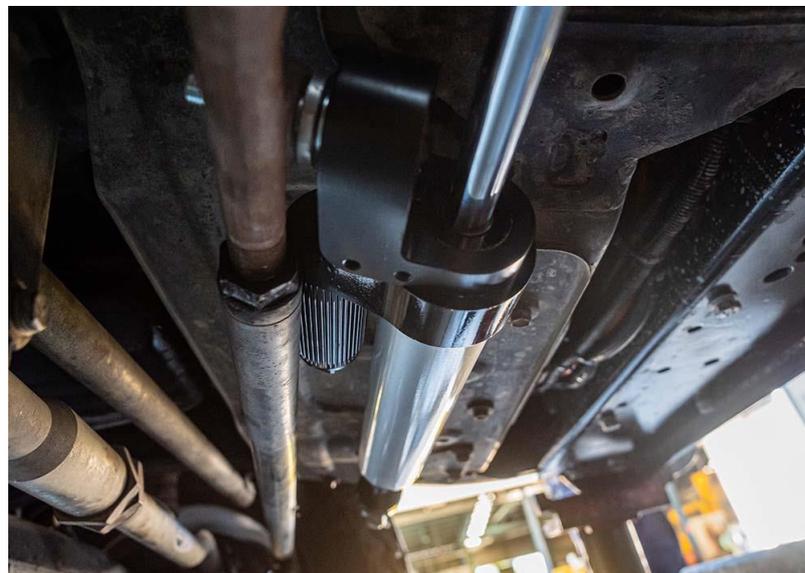
This steering damper is designed to fit in the original position of the factory steering damper. It is a through rod damper which means there is no force on the damper in any particular direction, compared to a foam cell steering damper, IFP steering damper, or coil centered steering damper. It is adjustable in valving, so you can dial it in, to how you like it. This has an aluminium body which will resist corrosion longer than normal steel dampers. Honestly, it's a pretty special damper, so it likes to be cleaned. Please wash any mud that may be caked onto the rod to ensure longevity. Don't spray a pressure washer into the seal ends as you may damage the seals or inject water into oil. Make sure you can keep the reservoir as high as possible. Residual oil and assembly lube may be present near the seal paths from the factory and its okay. Make sure you do not remove the gas from the reservoir. Most importantly, enjoy yourself out there and stay safe. Enjoy the ride.

Instructions

1. Firstly park the vehicle on level ground with the wheels facing forward. Make sure the vehicle cannot move, by using the handbrake or wheel chocks as you will be under the vehicle.
2. Remove the factory damper from the vehicle.
3. Once the original steering damper is removed, it is time to fit the new damper. Before installing, you will notice there is 2 cap head bolts which can be removed to allow the reservoir to rotate. When installing the damper, it is best to have the reservoir above the steering damper body, so it does not hit or foul on anything as you drive along. However, it must be checked that the reservoir does not foul or hit on any underbody components at full compression etc. This may mean removing the coils and lowering it down onto bump stops to check it has clearance at full compression. It may need to be removed, rotated and checked.



- Once you think you know where the res should sit, fit the bracket to the damper and tighten it up, and then bolt the damper onto the car. Do not fully tighten yet. The below photos are of a 1995 80 Series Landcruiser. See the angle of the reservoir compared to the mounting. Note the Reservoir is slightly above the drag link/steering arm, and on full compression it still had clearance. This also could have been angled more toward the body plate. Just make sure there is clearance at bump stop height.



- Remove the coils and allow the suspension to compress and bottom out, and check the damper is not hitting on anything.
- If it hits, remove and adjust the reservoir around to a better angle, and repeat step 5.

7. Check the adjuster is accessible so it can be adjusted when you need to. You may need to rotate the eye end so you can adjust it.
8. Once you have made sure it does not hit on anything, tighten up both ends.
9. The damper is now ready to use.
10. The adjustments can be made by a screw driver or a tool with a flat end. If you want to tighten up the steering, the damper can be adjusted stronger, or firmer. This can in some cases remove shimmies from the steering. This is not a fix to the issue, but it can help until the problem is fixed.

