

10
STAGE
HIGH SPEED
COMPRESSION
ADJUSTMENT

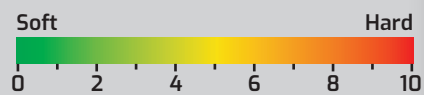
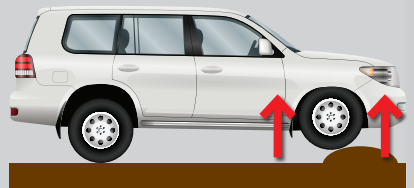
20
STAGE
LOW SPEED
COMPRESSION
ADJUSTMENT

15
STAGE
REBOUND
ADJUSTMENT

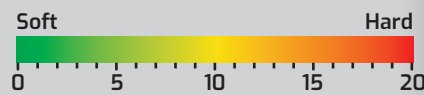


THE 4x4 SUSPENSION EXPERTS

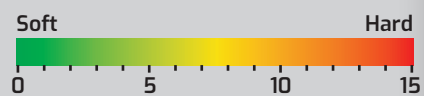
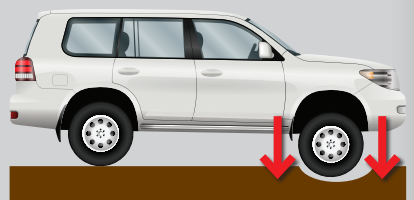
SHOCK ABSORBERS



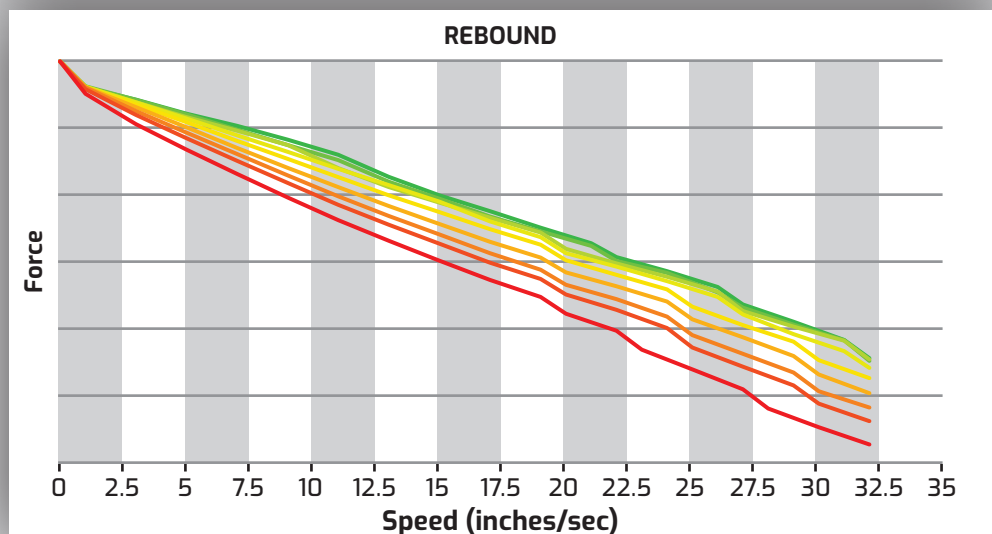
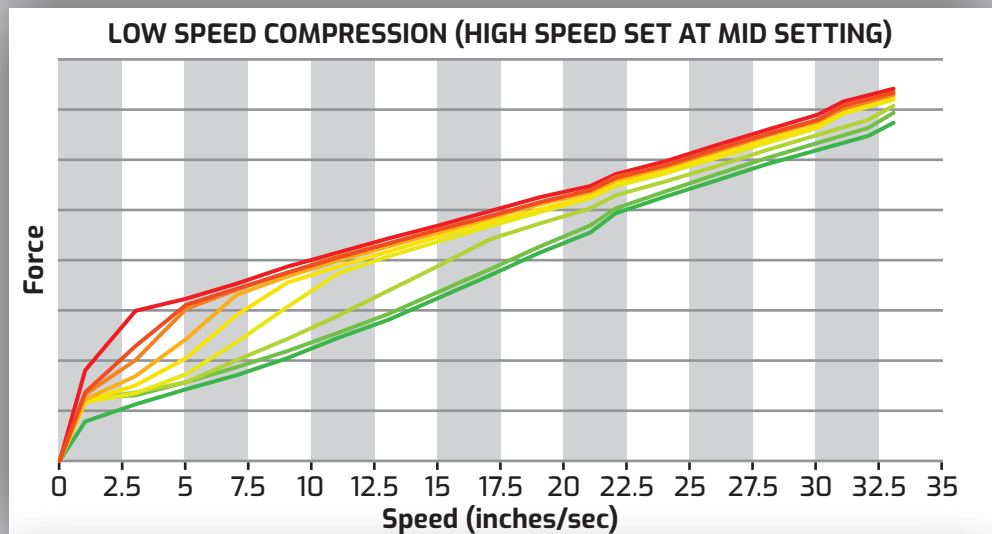
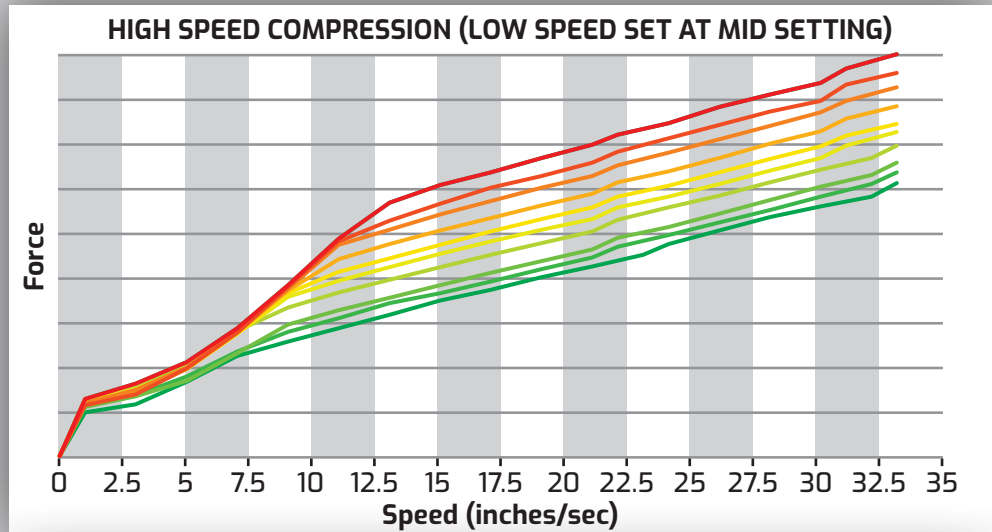
High speed Compression primarily affects the compression damping during high speed shaft movements such as harsh or square edge bumps and harsh vehicle landings.



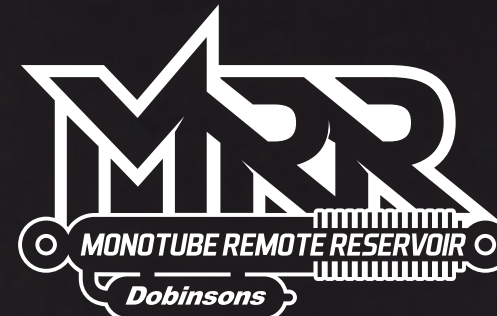
Low speed compression primarily affects the compression damping during low speed shaft movements such as vehicle pitch, dive and roll, wheel traction and vehicle ride (harshness and plushness).



Rebound damping primarily affects vehicle traction, damper top-out and vehicle body movements such as vehicle pitch, dive and roll.



MONOTUBE REMOTE RESERVOIR ADJUSTABLE



3-WAY ADJUSTABLE



10
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ADJUSTMENT

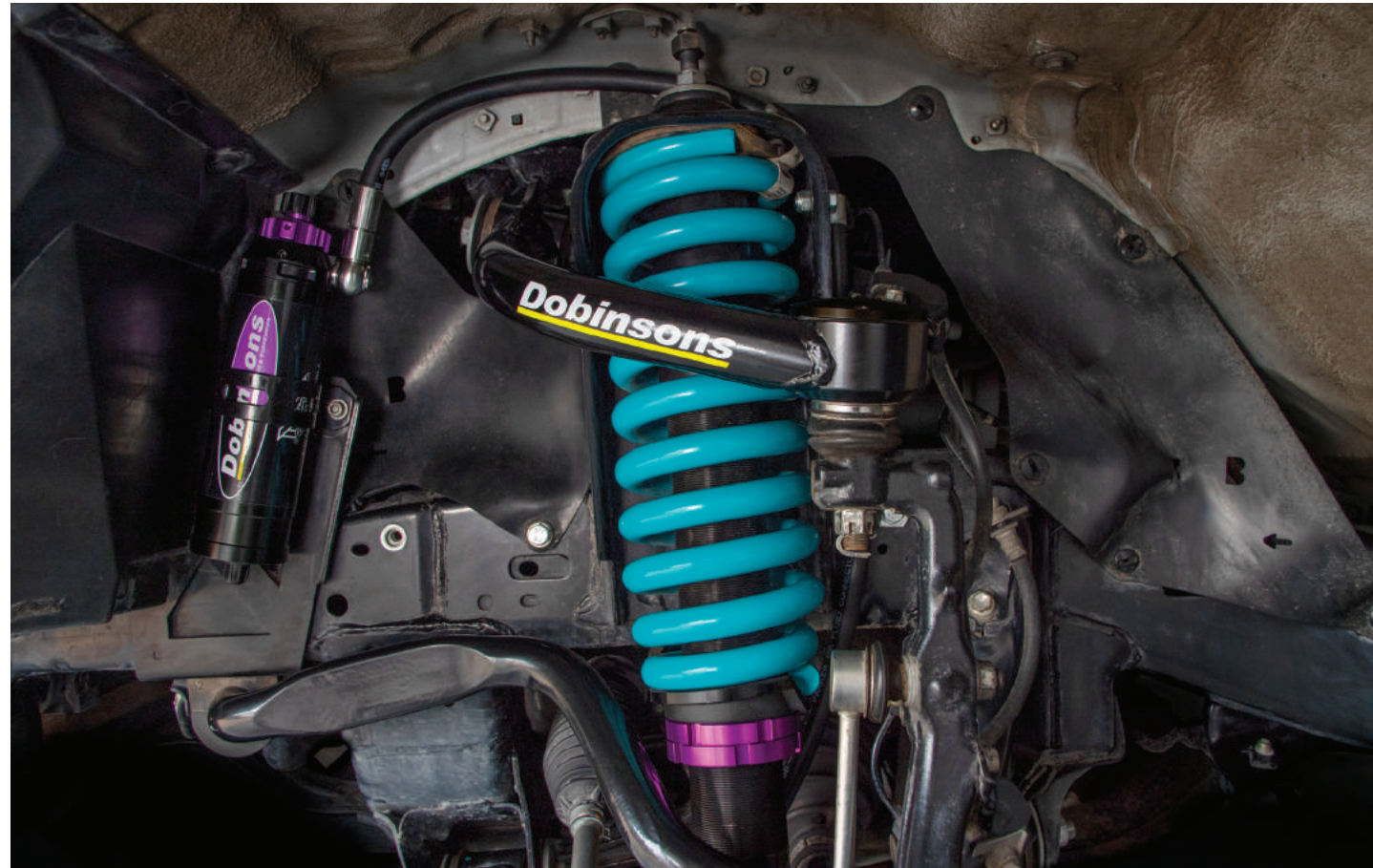


3-WAY ADJUSTABLE

10 STAGE HIGH SPEED COMPRESSION ADJUSTMENT

20 STAGE LOW SPEED COMPRESSION ADJUSTMENT

15 STAGE REBOUND ADJUSTMENT



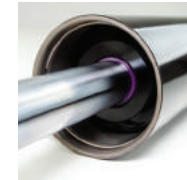
Built on the back of the race winning Monotube Remote Reservoir (MRR) shock absorbers, Dobinsons new range of MRR Adjustable shock absorbers combine the best in high performance race-bred Monotube technology, with an all new 3-way damping adjustment system to turn your 4x4 into the ultimate off-road machine. Each component of the MRR shock absorber has been refined and improved to offer a higher level of ride quality, vehicle control and shock absorber performance.

The new 6063 honed aluminium reservoir, revised light-weight floating piston, Carbon Fibre/PTFE/Disulphide composite wear band, improved 3-stage sealing system and the ability to run lower gas pressure with the addition of the reservoir compression adjuster, have combined to provide massive reductions in shock absorber friction, resulting in an improved vehicle ride and damping performance. The revised sealing design now provides a 3 stage FKM-HNBR shaft seal system that, when combined with the reduced operating frictions, provides a vastly increased service life with reduced wear.

The Micro-polished, hard chromed and heat treated shock shaft, revised CNC aluminium high flow race piston, and DOM Seamless tubing body provides the ultimate in performance and off-road durability. The 3-way adjustment design reduces the main piston working load, distributing heat more evenly between the main piston and the reservoir piston for reduced operating temperatures, and allows quick and easy damping changes for the ultimate in shock tunability in varying terrain and vehicle loads, to keep you controlled and comfortable. Enjoy the ride...



▶ 50 / 60mm CNC Machined High Flow Billet Aluminium Race Piston



▶ 3mm Thick Heavy Duty DOM Seamless 56mm / 66mm O.D. shock Body Precision Honed to +/- 0.04mm



▶ Upgraded 3 Stage FKM-HNBR Sealing System



▶ TSUGAMI™ CNC machined components for precise tolerances



▶ Parker™ Braided High Pressure Hoses



▶ 5140 HV900 Hard Chrome Plated, Heat treated 18 / 22mm Micro-Polished high strength Shock Shaft with a minimum tensile strength exceeding 700MPa



▶ T6 6061 Height Adjustable Spring Seat*



▶ Carbon-Fibre/PTFE/Disulphide composite wear band for the ultimate in low-friction, low-wear performance



▶ 60mm 6063 Aluminium Remote Reservoir



▶ Lightweight CNC Machined Low Friction floating piston



▶ High Quality O.E.M. Grade Natural Rubber Bushings



▶ Fully Rebuild-able Design



▶ Single Piece Lower Leg*



▶ EDP Surface Protection



▶ Direct Bolt-On Design



▶ CNC TIG Precision Welded Body End Mounts

*Where applicable