

# MAXIMUM

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# SHOCK



Raw 4x4 Nitro Max Suspension  
PRODUCT REVIEW

## How do Raw 4x4's top-of-the-line shocks and springs affect a Patrol with half-a-million kays?

**A**fter flogging out a set of 2in lifted springs and shocks in just under two years, the yellow shorty had the ride quality of a 1920s horse-drawn carriage. Anything but extremely slow crawling off-road was unbearable, and even the on-road handling was scary. The shocks had lost the ability to keep the tyres in contact with the road! Not an ideal situation, especially considering my wife had to drive this car as well.

After a bit of research, the suspension offered by Raw 4x4 seemed like it would fit the bill. Not only would the yellow logo and trimmings match the colour scheme of the Patrol to a 'T' but the other features stood out as well. A 41mm bore meant there was more oil to take away more heat more readily. There is reason to believe that the smaller bore of the last shocks just couldn't handle the sort of punishment the shorty was put through.

Other little things like a slightly longer stroke (just under 10in at the back) that lets the wheels drop further into ruts and a history of making shock absorbers for trucks (under the name Powerdown) helped in convincing us these were going to be a good match for the Nissan.

But all of that you could have read off their website. What you want to know is how they perform, how much they are, and do they represent good value for money?

Off-road and loaded up for a camping trip is where the

Dobinson made springs are ideally suited. With the extra weight over the back axle, the ride is as dreamy as you can expect out of a rattly old GQ with over 500,000km on the clock. In fact, on fast rough or corrugated dirt tracks is where the performance of the suspension is most noticeable.

In normal daily driven conditions with nothing in the back (not even back seats), the ride can be a bit harsh, but that is only because the Patrol really needs to perform off-road more than on. Get into the tougher stuff and you can see from the picture how much everything can tuck up or drop down. With only an extra 2in of height and no other suspension mods, the articulation is pretty impressive.

At about \$160 each for the shocks and \$440 for the four springs, the package cost just over \$1000. It was fitted one Friday afternoon in the 4WD Action garage and sent up the road for a wheel alignment. For the \$1100 or so, the whole thing cost it was easily worth the outlay. While first impressions last, we are going to revisit this product in about six months time to see how it is holding up. In that time, the shorty is booked in for a visit to the NSW and VIC High Country, plus all the 4WDing demanded by the job, so it should get a good workout.

For more information of the Raw 4x4 range of products check out [www.raw4x4.com.au](http://www.raw4x4.com.au) or call (02) 4949 0000.



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