

Air Spring Retaining Bolts: With a 15 mm hinged ratchet spanner release the three bolts from the top of the shock turret. The third nut at the rear of the turret is a bugger to get at hence the 15mm ratchet spanner. These might need a spray of WD40 also. Make sure to hold the airspring and lower it gently.



As you lower the spring the airline will pass down through a hole in the top of the turret. You can now remove it completely. Make sure and cover the hole & the end of the green pipe with some tape



Airspring Removed : With spring removed , in order to move further you have to remove the protective rubber gaiter from the airspring. I just cut it immediately under the retaining band with the metal casing underneath lessening the risk of slicing through the airbag below. Then pull the gaiter down to reveal the inner workings.



Nylon Rivet: Next step is to remove the nylon pin as below. Before you do this mark the position of the metal tab in which it sits in relation to its notch positioned on the airspring. Simply wedge a small flathead screwdriver under its head and slowly prise it out**This pin when you reinstall the airspring should always face outwards from the vehicle**.



The next step is to release the collar of the airspring from the body of the shock itself. Unfortunately I don't have a picture but its very simple to do. With the lower part of the shock held in a vice, using a piece of timber and a hammer gently tap the rounded end of tab arrowed below



Remove Shock Spindle Retaining Nut : This is a Bitch !!!

Turn the airbag upside down ,place &lock the top of the spindle in a vice.Using a spanner gently unscrew the nyloc nut.There is a a proper LR tool for this.Out of the four shocks that I replaced one nut refused to budge and I had to resort to hacksawing it off.Its part of the shock and wont be reused in any case.

