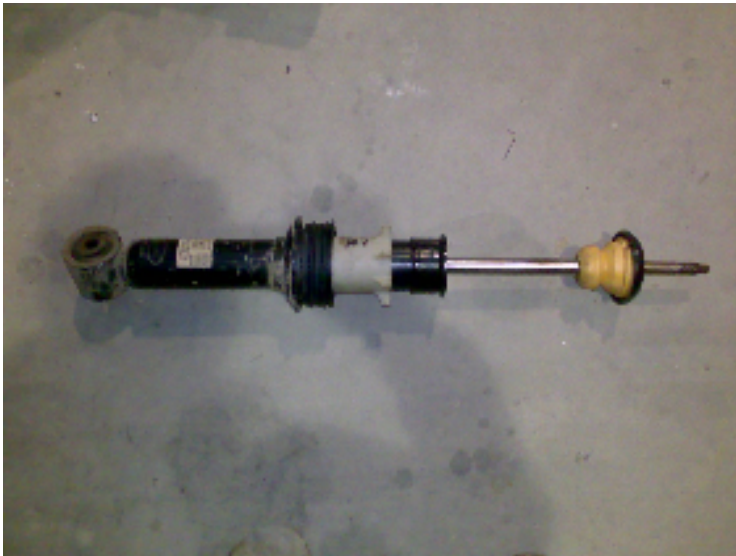


Remove airbag from Shock: Once the retaining nut is released , remove the metal washer , note that the T5 is stamped on the upper face , remember this when you go to reassemble. Grab the top wider end of the airbag and push it down on the shock.You should then be able to see the plastic washers and rubber washers at the top of the spindle.If you don't don't worry as the will be more than likely just sitting below the top of the airbag.They can be gently pryed out with a small screwdriver.Before you do this grab the top end of the airbag again and pull upwards.and you should be left with what's in the pic below.Remember to root out the washers taking note of the order that they are in before discarding them.You should have working from the bottom up , rubber O ring , narrow green washer, rubber O ring , narrow green washer and on top of all that a thicker plastic washer.**If you are using secondhand shocksYou will need a new set LR part number **RAE 500010** which contains all the bits you need for one shock.



Shock: Once the airbag has been released from the shock ,you then should be left with this



You might be missing the orange rubber & metal cap as below , once or twice they remained in the airbag , just shake them free and make sure they're repositioned on the spindle as I've pictured above and on the next page.You're new shock may have them already.Mine didn't as they were secondhand.



If you are using a new shock ,all you need to do now is to put everything back in reverse order.**BUT note the following:** If you are using a secondhand shock you will also need to replace the two large O rings on the plastic sleeve on the spindle which are part of the replacement parts in the bag on the previous page.In both cases , New & Secondhand it's wise to dress the two large O rings in a little light oil to allow the plastic housing to during the reseating process below which I'll describe later



Slide the airbag down over the new spindle aligning the tab with the little metal checkout that you should have marked or made note of its position earlier.It wont go fully back down into position I'll describe how to do this later , just make sure they're aligned for now.

Next place the new small O rings and green plastic washers on the spindle in order from the bottom:

Rubber O ring – small green washer-rubber O ring – small green washer – larger green washer

Next place the metal washer on top of these with the T5 stamping facing upwards.

Next retighten new Nyloc Nut (also in kit) to 98 nm or 72 lb.ft

Unfortunately I didn't bother replacing the rubber gaiter on the suspension as GTR calls for a LR strap & fitting tool which I didn't have .In any case they had all except one been ripped off from offroad use.

Next you will have noticed that the plastic sleeve still hasn't reseated itself over the large O rings thus not allowing you to put the nylon rivet back in. LR inflate the bag on a bench .If you want to do that then feel free , all I did was :

- Replace the airspring back onto the car.
- Reconnect airhose
- Refit the three turret nuts to 70 Nm or 52 ft.lb
- Refit the lower pin and nut to 300 Nm or 221 ft.lb
- Refit wheel and wheel nuts
- Remove the support from the suspension arm
- Lower the car down off the jack very slowly remembering to remove the stand ! It will be down onto its bumpstops
- Then start the car
- Put it into access height as it will be in extended mode on the other corners
- Then put it into offroad height
- As the cars suspension raises it will push down on its suspension , you will hear a loudish pop as it does so.
- Jack the car back up and place a support jack underneath , crawl under and visually check that the airbag has seated itself properly over the shock
- Replace the white nylon rivet
- Listen for any leaks !!!!!!!

Job Done !

Please note that the author , Martin Lewis or DISCO3.CO.UK are not liable for any damage caused as a result of using the above .This document is for information purposes only.