



Front air spring strip down/removal

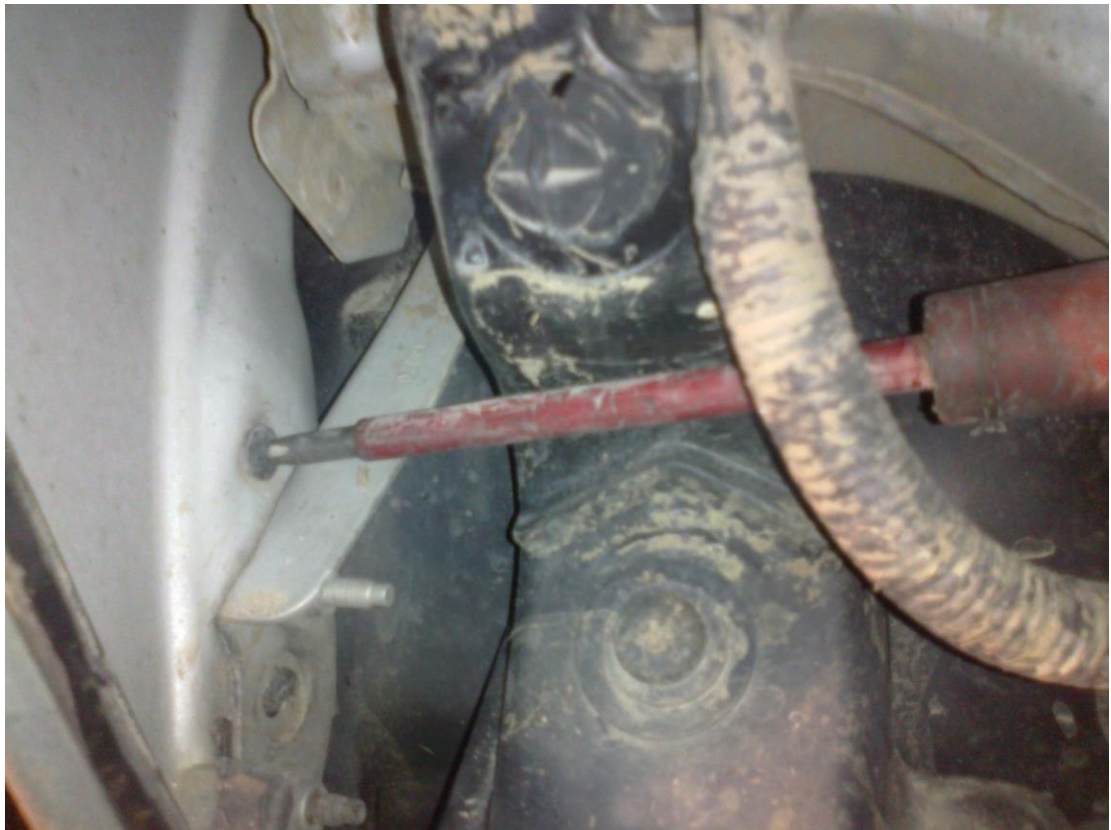
Tools:

- Jack
- stands & chocks
- 24mm deep socket/spanner
- 22mm socket/spanner
- 10 mm spanner
- 12mm spanner
- 15mm RATCHET spanner (you will cry if you try with an ordinary spanner or a crow foot imho)
- Torque wrench
- flat blade screw driver
- posi driver
- long nose/snipe nose pliers
- bull nose pliers
- soft face hammer and a soft drift
- Air compressor if you are replacing the seals not required for replacing the spring complete
- Jack and support the D3 removing the wheel

Deplete the air if you have an IIDTool or similar.

I didn't really have to worry about this and if you don't have a tool I would suggest when time comes just steadily slack the Voss connector.

Remove the grill and the head light to give access to the wheel trim screw.



You then work round all the plastic expansion rivets I found the best way was to start them with a flat blade and then pull them out with a pair of long nose pliers.



Take out the inner wing cover to aid access there are loads of screws and rivets now I knew mine wasn't going straight back together so I put the screws back where they came from.

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Then I cracked the shock absorber bolt so it was loose but still in place 24mm and 22mm



then remove the bolt from the heat shield 10 mm .



then work round the retaining nuts for the spring with the 15 mm spanner



Now with some inevitability the back nut was a complete bu66er to get off you can only get an 1/8 th of a turn on it and if I hadn't had a 15 mm ratchet spanner.

I suspect the will to live would have been lost .

I got all the nuts free then put the one that doesn't clamp the bracket round the Voss connector back to hold the spring on.



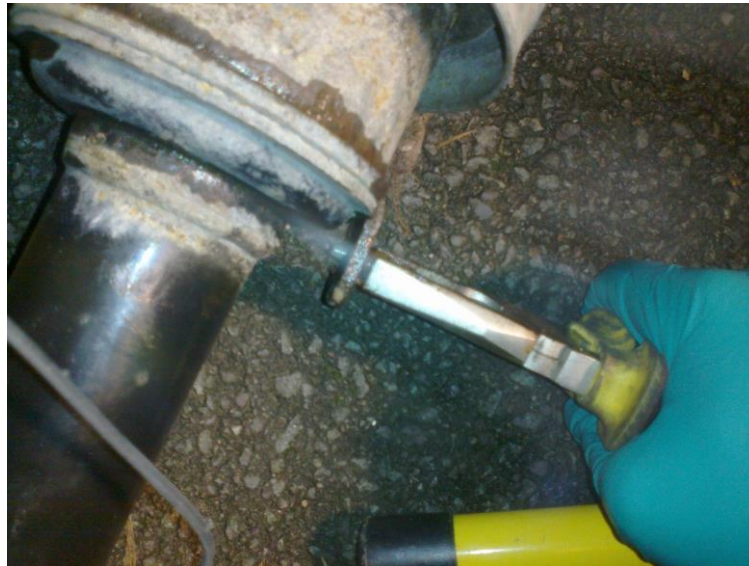
then undo the Voss connector 12mm spanner be aware of stored air pressure
remove the air line



I would recommend covering the air line to prevent ingress of dirt ... I used summat
rubbery



Remove the shocker bolt and undo the last spring bolt and remove the spring. If you are replacing the spring and shocker complete do it now pull out the plastic stop rivet



I measured the top nut before I undid it and noted it down .



hold the spindle and undo the nut



you are then faced with this



I found they came out when tipped the spring upside down and gave it a knock with a hammer





separate the spring with a good tap with the soft face hammer



separate the seal



and you can pull apart the spring



remove the bump stop to change the large O rings clean every thing and re assemble I used a bit of thin oil on the O rings to help with the re assembly, get the seal started as best as you can replace the top seals and nut then pump it up with an air line



then listen to the air leak out or not as the case may be