



MIESSLER AUTOMOTIVE
GmbH & Co. KG®

Air Spring Bag Replacement Instructions

Discovery III (L319) 2004-2009, Discovery IV (L319) 2009-2017, Range Rover SPORT (L320) 2005-2014



It is strongly recommended that the described procedures are carried-out by a qualified Vehicle Mechanic working in a car workshop.

The use of gloves is recommended. Safety eyewear should also be worn when charging the air spring module with compressed air.



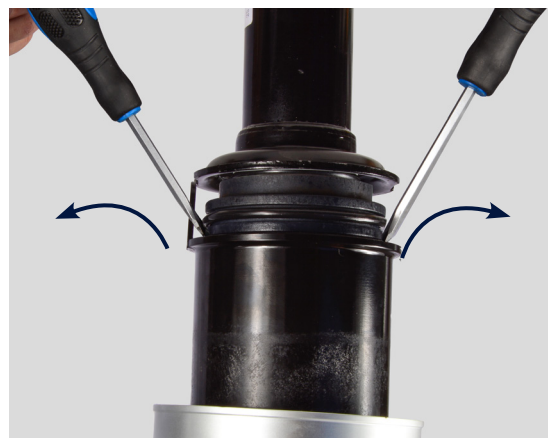
Please consider – all sealing rings must be moistened with grease or silicone spray before installation!



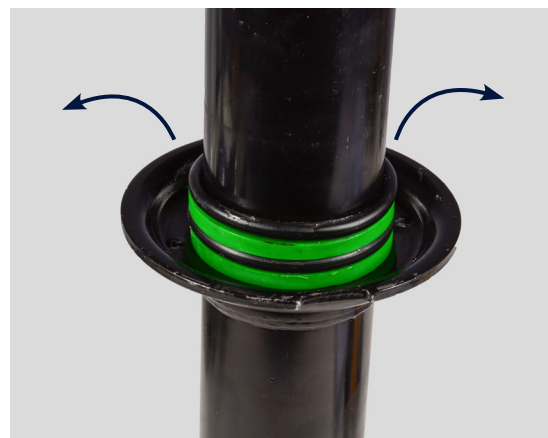
1. Remove the nut at the top of the strut: Insert a M8 Allen key into the pin and hold whilst unscrewing the nut using a M21 spanner. Lift-off the washer freed by removal of the nut. Then clamp the strut in a vice at the lower end. Use protective jaws in order to avoid damaging the component.



2. Remove the plastic locking pin at the underside of the air spring module piston.



3. Gently pry out the piston from below as shown in the picture in order to lift the piston from its internal seals. Lift-off the air spring bag from the shock absorber.



4. Remove and discard the existing backup rings (2x) and O-rings (2x).



5. Place the new backup rings (2x) and O-rings (2x) from your kit over the shaft at the top and down onto the piston seat in the silicone-based lubricant to the O-rings



6. Replace the large O-rings on the plastic guide piston before placing it on the shock absorber.



7. Now place the plastic piston at the end of the shock absorber tube with the contraction facing upwards as shown. Then place the rubber washer over the plastic piston.



8. Slide your old top end sleeve onto the top end of the shock absorber and tap it with a hammer to prevent it from slipping.



9. Over the top end sleeve place the new rubber buffer of the kit and your old metal disk to hold the rubber buffer.



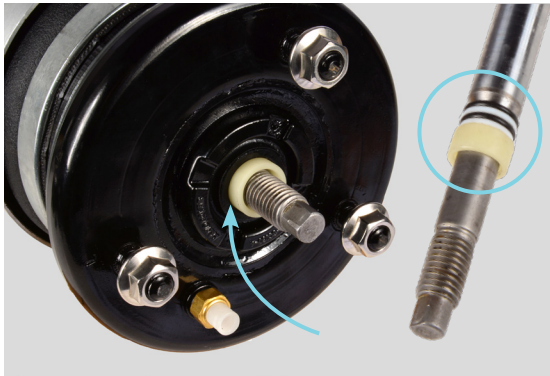
10. That's how your shock absorber should look now.



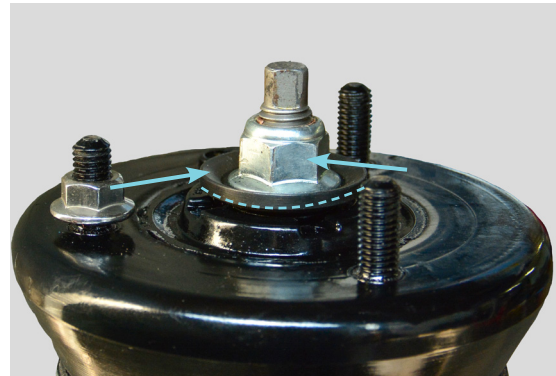
11. Before placing the air spring on the shock absorber, pull out the lower piston.



12. Make sure that the metal holder of the plastic locking pin is aligned with the corresponding recess even during the subsequent filling process.



12. Apply silicone-based lubricant to the O-rings and insert 2 O-rings, 2 backup rings and the plastic guide ring from your kit into the annular cavity between the shock absorber and the top mount of the air spring bag. Insert parts in the order (from bottom) O-ring > backup ring > O-ring > backup ring > plastic guide ring as indicated.



13. Insert the upper washer from your kit in the orientation shown. Then install the M12 nyloc nut from your kit: Insert a M8 Allen key into the pin and hold whilst tightening the nut. Ideally use an open-ended torque wrench with a 21 mm fitting and tighten to torque 75 Nm (55lb.ft), otherwise hand-tighten with a 21 mm spanner.



14. Clamp the strut in a vice and attach an air line. While inflating the air spring with pressure to around 3.5 bar (50.8psi) at the same time pull the lower piston over the sealing ring. As soon as the air spring closes, it moves to the end position (see picture on the right).



15. At the end attach the white plastic locking pin again to secure.

