



TF483 SHOCK ABSORBER FRONT FITMENT.

1. Put the car into gear and apply the hand brake, loosen the front wheel nuts, raise the vehicle on a jack and then support the front axle on axle stands.
2. Remove the front wheels.
3. Remove the plastic cover on the inner wheel arch and expose the top of the turret.
4. Undo the nut on the bottom of the shock absorber remove all bushes and washers.
5. Undo the 4 nuts securing the shock absorber turret to the chassis bracket then Pull the turret and shock absorber out through the hole in the inner wing.
6. Undo the nut on the top of the shock absorber and then pull out of the turret removing all bushes and washers.
7. Fit the new shock absorber in through the turret, with the new washers and bushes in the correct order, then tighten the top nut.
8. Drop the turret and shock absorber back through the hole in the inner wing, fit the washers and nuts and tighten down the turret onto the chassis bracket.
9. Fit the upper bottom washers and bush, before pulling the lower part of the shock down through the spring seat. Then fit the lower bottom washers and bush and the securing nut, Tighten the bottom securing nut.
10. Replace the inner wing cover.
11. When both sides are done refit wheels lower the car off of the axle stands and torque the wheel nuts correctly.

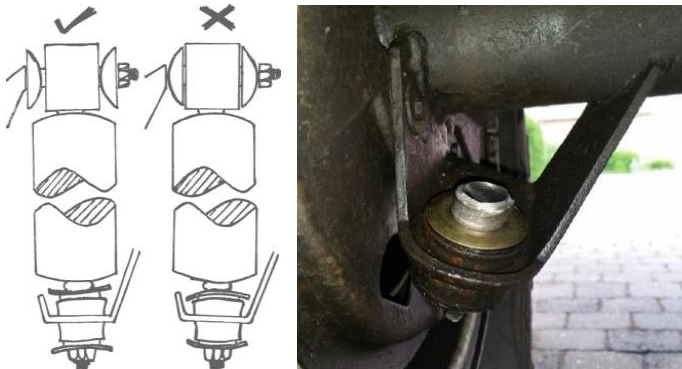


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TF483 REAR SHOCK FITMENT.

12. Put the car into gear and apply the hand brake, loosen the rear wheel nuts, raise the vehicle on a jack and then support the rear axle on axle stands.
 13. Remove the rear wheels.
 14. Undo the nut on the bottom of the shock absorber remove all bushes and washers.
 15. Undo the nut on the top shock absorber chassis mount and then pull the shock absorber off of the mounting removing all bushes and washers.
 16. Fit the top of the new shock through the special Terrafirma extreme long travel rear top shock mounts TF519** with the washers and bushes in the correct order, fit and tighten the securing nut.
 17. Fit the upper bottom washers and bush, before pulling the lower part of the shock absorber down through the axle mounting bracket *. Then fit the lower bottom washers and bush and the securing nut, Tighten the bottom securing nut.
 18. When both sides are done refit wheels lower the car off of the axle stands and torque the wheel nuts correctly.
- *NOTE – For long travel (+2” and longer) shocks it is an advantage to remove the metal bush cups found on post 1994 Defenders and Discovery rear axles, this will allow unrestricted movement of the lower shock mount.
 - Allowing the shock bush washers to contact the metal bush cup can cause premature shock failure.



- **NOTE – Terrafirma TF483 +5” shocks have pin top mounts instead of the conventional ring, this is to allow unrestricted articulation and movement of the mounting point. To allow these shocks to be fitted it is necessary to also fit TF519 extreme long travel rear top shock mounts that are simply bolted to the original mounting points. These are sold separately and not included with the shock absorbers.

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- * Terrafirma Remote Reservoir Shocks must be fitted with the shaft / gaiter at the bottom, and the main shock body at the top.
- * Ensure that the remote reservoir is mounted securely and will not foul with any steering or suspension movement.
- * If the original front shock turrets are to be re-used a key hole shaped cut out will be required to allow the hose to pass through. Alternatively use skeleton or tubular turrets allowing the remote reservoir and hose to pass through the legs of the turret do not separate the reservoir from the shock as oil and Nitrogen will be lost. Depending on the type of turret used it may be necessary to cut a section from the turret mounting plate to allow the hose to pass through.
- * When fitting the rear shocks, it is necessary to find a suitable location for mounting the reservoir. It is possible fit the reservoir anywhere so long as it is mounted securely and the hose or reservoir will not foul on any moving parts.
- * Ensure that after off-road use the shock and reservoir are both cleaned of mud and debris, check that the gaiter is secure and undamaged and cleaned inside.
- * Ensure all bushes and mountings are in good order and free from damage.
- * The 8-stage adjuster has 8 different settings, No. 1 is the softest comfort setting moving up to No. 8 which is the firmest sport setting.

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