



Put the car into gear or park and apply the hand brake, loosen the front wheel nuts on one side, raise the vehicle on a trolley or bottle jack under the axle and then support the vehicle with an axle stand under the chassis. It's easier and safer to do this job one side at a time.

Remove the front wheel.

Undo the nut on the bottom of the shock absorber remove all bushes and washers.

Gently lower the axle on the jack, the axle will lower the spring away from the chassis and the spring will become loose. Once this happens stop lowering the axle. Take care not to stretch the brake lines.

Compress the shock absorber upwards to allow the spring to be removed. Undo the 4 nuts securing the turret and then pull the shock absorber and turret up out of the way.

Remove the spring seat retaining bolts in the axle mount.

Bolt the turrets to the chassis with the flat bit of the turret base pointing inwards. The side plates of the turret are angled, it doesn't matter which side you wish to mount them on however the position dictates which way the reservoir pipe exits the turret, so decided where to mount your reservoir before bolting them down. We suggest that you may wish to use heavy duty spring retaining rings such as TF502. You may need to cut a section out of the inner wing for these to mount correctly.

Place the spring on the spring seat and mount the lower shock mount with the spring retaining tags pointing front to back rather than side to side. This mount holds both the shock and spring in place. Using an M16 nyloc with washer tighten down the mount to the axle.

The turret has five mounting holes at one inch increments this is to allow a wide range of positions depending on which shocks and lift you have on your vehicle. If you are using an 11" Travel shock with a 2" lift then use the top hole, if you are using a 9" travel shock with 2" lift use the middle hole.

Bolt the top of the shock into the turret using the M16x140 bolt with washers and nyloc. You must also put an aluminium spacer either side of the shock top eye. The sides may need to be manipulated to fit the shock as the welding process can close the side up.

At the bottom, use the M16x80 bolt, you can usually get this through the gaps between the spring coils, tighten fully.

You can either mount the reservoir near the turret on the body or the turret sides have two holes down each edge which the reservoir mounting plate can attach to. It is better to mount the reservoirs pointing up for easy access.

Different vehicles weigh differently and handle differently. TerrafirMa Mega Sport shock absorbers come pre gassed to suit the average Land rover however you may wish to fine tune these.

Refit the wheel, lower the car off of the axle stand and torque the wheel nuts correctly.

Repeat the procedure on the other side.

NOTE: Defender 90/110 (some modification of the inner wings is required)!

Discovery 1 /Range Rover Classic (extensive body modifications are required)!

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