

INSTALL/REMOVAL INSTRUCTIONS: AIR SUSPENSION CONVERSION KIT

ATTENTION: Refer to the appropriate shop manual for your vehicle to obtain specific service procedures for this part. If you do not have a service manual or lack the skill to install this part, it is recommended that you seek the services of a qualified technician. Pay special attention to all cautions and warnings included in the shop manual. Read and follow all instructions carefully.

Air Suspension Conversion Kit

General Installation Instructions

When servicing any vehicle be sure to follow all safety procedures. First, make sure that when lifting the vehicle that you use an appropriate jack with a proper weight rating. Before going underneath any vehicle, make sure that it is properly supported with sturdy jack stands and on level ground so that the vehicle doesn't fall or slide off of the jack and onto you. As with any automotive repair, make sure you have the appropriate tools to do the job so you don't damage any parts on the vehicle. Safety glasses and mechanic's gloves should also be worn for your protection.

Take care not to exceed the Gross Vehicle Weight Rating (GVWR), or the maximum load recommended by the manufacturer. It is important that all the vehicle owner manuals recommendations are followed for your own safety and to prevent damage to the vehicle.

Once you are ready to disable the ride light, you will need to disconnect the negative battery cable (-) to prevent electrical shock/malfunction.

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Installation Instructions

Range Rover 4-Wheel Kit 2003-2012

Parts included in this kit

- (4) Mounts
- (2) #26 Coil Springs
- (2) Coil over struts



Tools needed for installation

- Metric socket set
- Floor jack
- Jack stands
- Metric wrenches
- Screw drivers (Phillips and flat head)
- Wire cutter/stripper/crimping tool
- Level work surface
- Needle nose pliers or vise grips

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Range Rover 2003-2012

Rear Kit Installation Instructions

Read instructions carefully before attempting installation. If there are any problems during the installation, call our technical support line.

Always use extreme caution when lifting the vehicle
(Refer to shop manual for lifting instructions)

Rear Removal Instructions

1. Begin by removing both rear wheels.

2. The rear air suspension valve block is located in the passenger wheel well, removal of the inner fender well is necessary. (See Figure #1)

Fig. 1



3. With the wheel well removed, locate the valve block and drain the air from the air springs by loosening the yellow and black air lines.

4. With all of the air evacuated from the air springs, remove the lower air spring retention screw from the bottom control arm. (See Figure #2)

Fig. 2



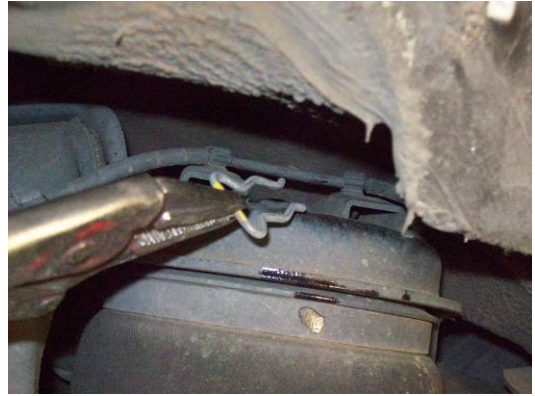
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5. Using a pick or similar tool, remove the clip holding the top of the air spring onto the frame. (See Figure #3)

Fig. 3



6. After both upper and lower retention fasteners are removed pull the air spring airline. (See Figure #4)

Fig. 4



7. The rear air spring removed from the vehicle is shown in Figure #5)

Fig. 5



8. To install the coil springs first remove the lower shock bolt. (See Figure #6)




Fig. 6



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<p>9. Loosen and remove the height sensor pivot point on the lower control arm.</p>	
<p>10. Loosen and remove the sway bar end link using a wrench to keep the ball joint from spinning. (See Figure #7)</p>	<p data-bbox="716 552 797 590">Fig. 7</p> 
<p>11. Loosen and remove the spindle to lower control arm bolt to free the lower control arm. (See Figure #8)</p>	<p data-bbox="716 915 797 953">Fig. 8</p> 
<p>12. Loosen but do not remove the two rear bolts holding the control arm. Loosening them will allow the control arm to move more freely. (See Figure #9)</p>	<p data-bbox="716 1369 797 1407">Fig. 9</p> 
<p>13. The lower control arm should move Freely without binding.</p>	

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Rear Conversion Installation

1. Install the lower spring seat onto the lower mounting using the supplied bolts.
(See Figure #1)

Fig. 1



2. Install the upper spring seat onto the upper spring perch and secure in place, using the supplied bolts and fender washer, through the hole in the center. (See Figure #2)

Fig. 2



3. While pressing down on the control arm, slide the bottom of the spring over the lower seat. (See Figure #3)

Fig. 3



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- 4. Using a floor jack, raise the lower control arm to realign with the spindle making sure that the spring is securely seated. Reinstall the lower control arm to spindle bolt followed by the remaining suspension fasteners. (See Figures #4 - 5)**

Fig. 4

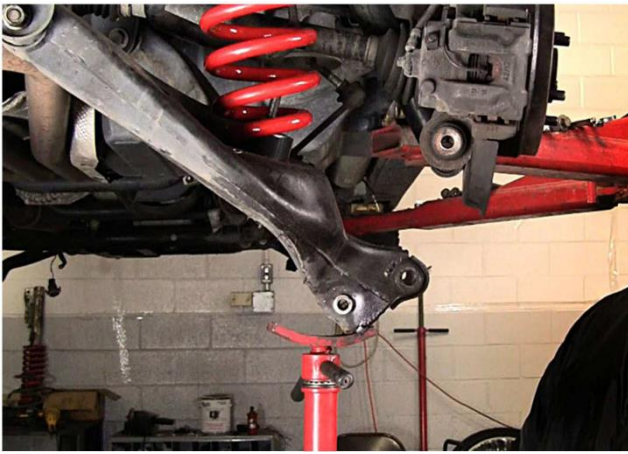


Fig. 5



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Front Removal Instructions

- 1. To release the air pressure from the front strut remove the passenger side front wheel well.
(See Figure #1)**

Fig. 1



- 2. With the wheel well removed, located the front valve block located to the rear of the wheel well.
(See Figure #2)**

Fig. 2



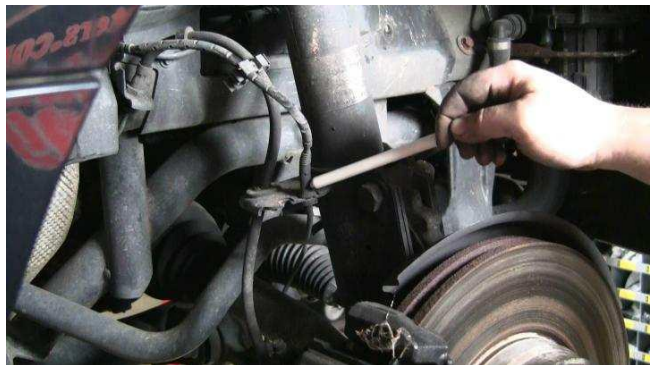
- 3. Slowly release the air pressure from the front struts by loosening the yellow air lines. (See Figure #3)**

Fig. 3



- 4. Remove the brake hose and ABS sensor wire from the retention bracket.
(See Figure #4)**

Fig. 4



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5. Disconnect the sway bar link by removing the nut holding the ball joint to the strut. It may be necessary to hold the ball joint from spinning by placing a wrench on the two flats of the ball joint. (See Figure #5)

Fig. 5



6. Remove the two large bolts that secure the strut to the spindle. Pull the spindle outward while pushing the strut to disengage them. (See Figure #6)

Fig. 6



7. Look under the hood and locate the three nuts on the strut mount that hold the strut into place and remove. (See Figure #7)

Fig. 7

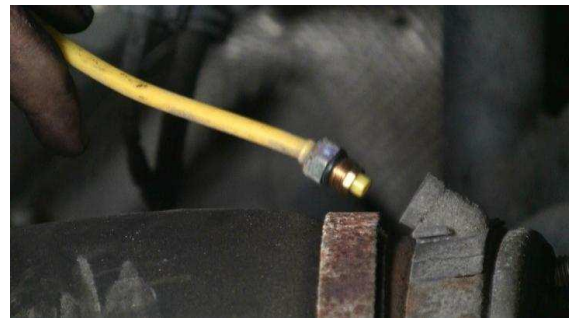


8. With the strut removed you can now gain access to the hose connection. Remove the fitting to release the hose. (See Figures #8 & 9)

Fig. 8



Fig. 9



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Front Conversion Installation

1. Position the coil over strut into the mounting location while aligning the three studs with the strut tower and fasten loosely with the three nuts. (See Figures #1 - 2)

Fig. 1

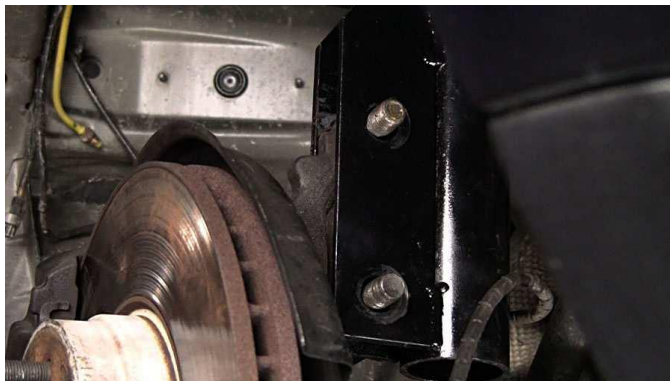


Fig. 2



2. Connect the lower strut mounting bracket to the spindle, then replace the bolts and tighten. (See Figure #3)

Fig. 3



3. Connect the sway bar link to the strut bracket and tighten bolt. (See Figures #4 - 5)

Fig. 4



Fig. 5



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4. Reattach the brake hose and sensor wire to the bracket onto the strut. (See Figure #6)

Fig. 6



5. Reinstall the inner wheel well liner, then, replace wheel and tighten.

6. After completing installation of both side lower vehicle to the ground and tighten upper strut mount nuts under hood. (See Figure #7)

Fig. 7



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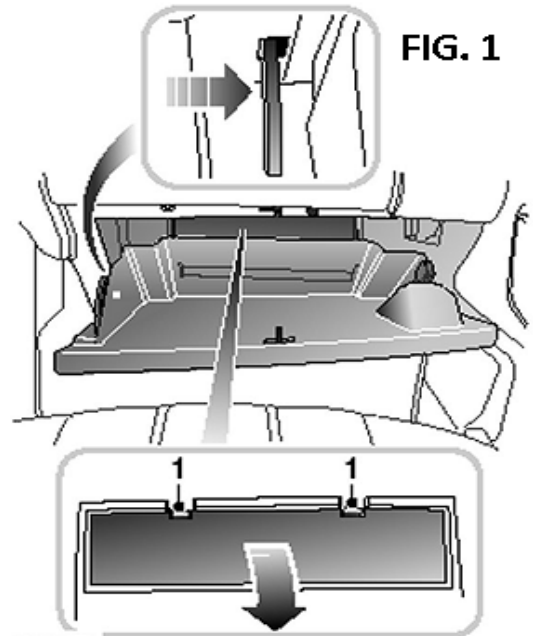
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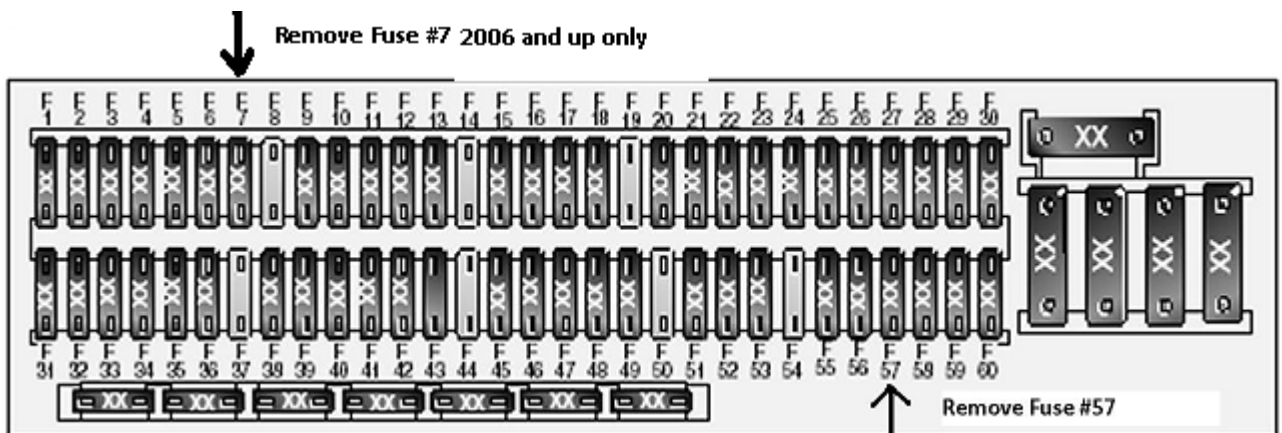
Light Disarm Instructions – 2006 -2008

2003 to 2005 may require a electronic module to disarm

- The passenger compartment fuse box is fitted behind the lower glove box; to access the fuses, open the glove box, then release the left-hand support stay as shown. This allows the glove box to open to the service position.
- Remove the fuse box cover by pressing down on the catches (1) while pulling the cover rearwards. The solid arrow in the illustration indicates the location of the fuse removal tool. See Fig. 1



Fig#2



- Locate and remove Fuse #7(2006-2008) and Fuse # 57 (all years) as shown in Fig. 2
- Then reinstall fuse cover and glove box assembly.
- At initial ignition - 1 chime and the "Suspension Fault" displays...after that and during the driving period there should be no other audible or visible alarms.

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Introduction

EASC WMR stands for Electronic Air Suspension Controller Warning Message Remover. It's been designed to remove the "Suspension Inactive" message on Range Rover (MKIII, L322) 2002 to 2005 that have been converted to coil springs.

Tools required:

- Plastic beverage straw.

Installation instructions

The kit is provided with a wire harness that connects from the unit into the clock.

Warning: Installation must be completed with the parking brakes on and the engine not running.

Note: For vehicles equipped with self-leveling headlamps, the front right and rear right suspension height sensors are also used by the headlamp control module. They should not be removed when a coil conversion is performed. These sensors are different from the left ones, they have 6 wires connected to them. If there are only 3 wires, the vehicle is not equipped with self-leveling headlamps.

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Step 1

- Remove the bottom half of the center console containing the clock using the straw. The top may also be removed. You can move the transmission selector to give you some space.



- Gently pull on the console on both sides.



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Step 2

- The clock wiring harness is now exposed.



- Disconnect the clock's connector by pulling on it. There is no tab to be pushed, the lock will disengage itself.

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Step 3

- Using the vehicle's wire harness previously connected to the clock, connect the EASC WMR to the vehicle.



- Connect the EASC WMR to the clock using the supplied wire harness.



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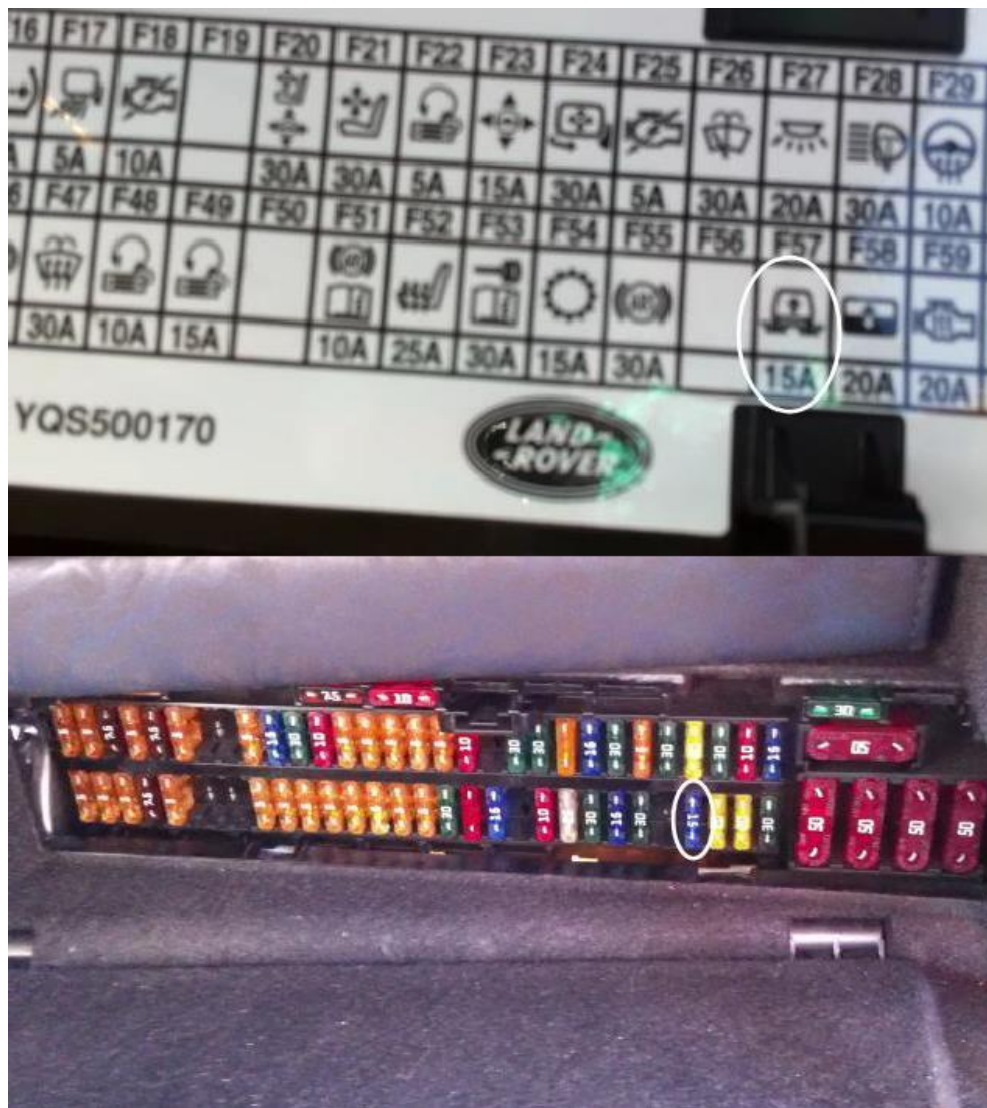
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Step 4

- If desired, affix the unit using electrical tape or 2-way tape. If not, simply place it behind the center consol.

Step 5: Finalizing and testing

- If the air suspension control module is still present in the vehicle, remove fuse 57 in passenger fuse box located in glove box.



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Step 6

- Start the engine, the suspension inactive message should not appear on the information center.
- Put the center console back together.

Note: If the display showed the following (or similar) message prior to installing the unit, “Speed limit to 35 m/h (50 km/h)” and the message is still present after the EASC WMR has been installed, disconnect the battery for a few minutes and it should resolve the issue.