



MISSLER AUTOMOTIVE  
GmbH & Co. KG®

## Replacement Air Spring Module Fitting Instructions

### RANGE ROVER L322



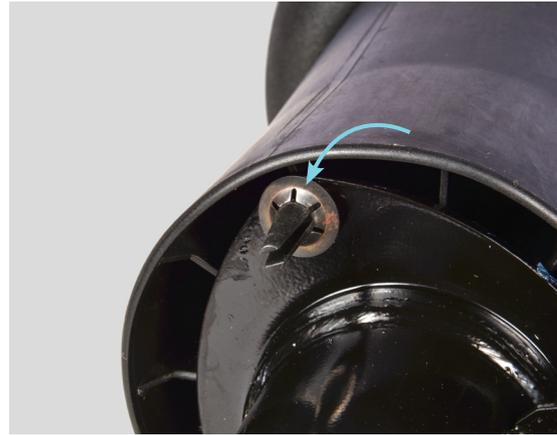
**It is strongly recommended that the described procedures are carried-out by a qualified Vehicle Mechanic working in a car workshop.**

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





**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 M24 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.** Pry-off and discard the star lock fastener that secures the pin at the underside of the air spring module piston.



**3.** Gently tap the piston from below using a soft-face mallet 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 (3x) and O-rings (2x).



**5.** Place the backup rings (3x) and O-rings (62.0x5.0, 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.** Place the bump stop lower seat disc from your kit onto the "shoulder" at the upper end of the shock absorber tube, with "teeth" facing upwards as shown.



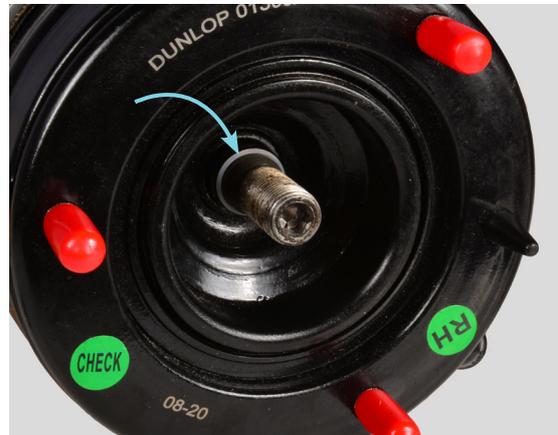
**7.** Place the bump stop from your kit over the neck of the shock absorber and onto the seat.



**8.** Place the reaction washer from your kit onto the "shoulder" at the upper end of the shock absorber.



**9.** Place the new air spring bag from your kit onto the shock absorber assembly so that the pin at the base of the piston is inserted into the hole in the piston seat.



**10.** Apply silicone-based lubricant to the O-rings and insert 2 O-rings and 2 backup rings 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 as indicated.

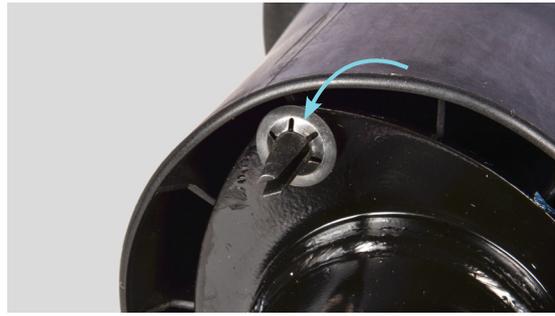


**11.** Insert the rubber rings from your kit in the orientation shown.



**12.** Install the M16 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 24 mm fitting and tighten to torque 75 Nm (55lb.ft), otherwise hand-tighten with a 24 mm spanner.

**13.** Clamp the strut in a vice and attach an air line – note that the module has a “Voss“-type fitting. Wearing safety eyewear, inflate the spring pressure to around 3.5 bar (50.8psi). This should suffice to inflate the spring and to force the piston downwards over its O-ring seals and onto its fully seated position. With air still in the spring, check for signs of leakage. Spray a solution of soapy water around the sealing area at both the top and the bottom of the spring and observe for the appearance of bubbles. Depressurize the air spring when finished.



**14.** Fit the star lock fastener from your kit in order to secure the pin to the piston seat on the underside.

