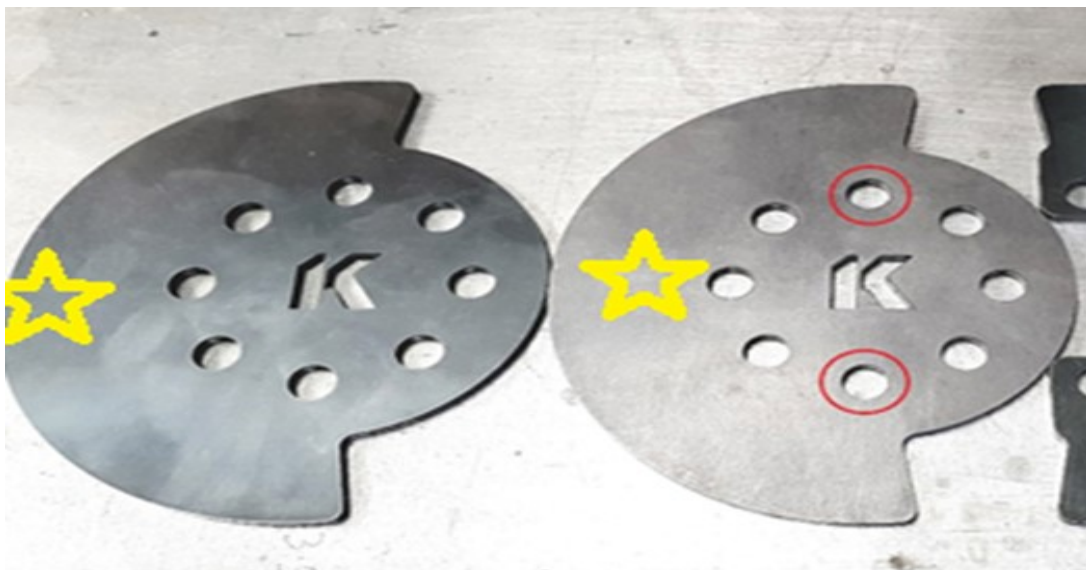

REAR RETAINER KIT FITTING:

- Start with the bottom first. (AIRBAG KITS PLEASE START WITH TOP FIRST)
- Support the chassis and allow the axle to drop, allowing the spring to ever so slightly dislocate, OR sit with very little pressure on the coil. Either is fine. Our own preference when fitting is to dislocate, then go back to the coil is JUST trapped.
- Go ahead and remove your lower spring seat nuts & bolts that secure the spring seat to the axle bracket completely. Two notes to be noted at this step...
 - 1) You may also have factory retainer 'straps' here – these useless things belong in the bin
 - 2) If your nuts here are welded to the bracket, you have a few options: –remove your spring completely and drill the threads of the nuts out with a 10mm drill bit and use the regular M10 nuts and bolts provided in the fitting kit, OR if you have been provided with another pack of imperial bolts inside your Spring retainer fitting kit – you will use these, OR you can take to the welded bolts with an air-chisel.
- Slide in the lower spring retainer and if possible, use the two holes as indicated. Whilst you can use the other 4 holes if need be, we find these 2 are best when fitting the retainer kit in this sequence, when also employing the use of the upper retaining system as well rather than a top dislocating system. **THE STARS INDICATE**



- Loosely install the nuts and bolts
- Now rotate the spring until you have approx 7mm gap as seen here at the red dot below



- Now...go ahead and secure everything together here at the bottom. Go ahead and give them a good tighten
- **Now to the top...**
- Sit the Large top plate onto of the spring bucket (be sure to remove any plate that may be there from factory in some instances)
- Next, slip in the middle plate and wind it up into the coil until it doesn't go any further
- Grab the small plate and hold it underneath the middle plate you just wound up. The next steps will depend on which vehicle you have and whether you are installing the kit for use with helper airbags or not.

Here are some notes that may help the above step: (Top plates fitting)

- 1) All Airbag compatible kits will use the outer 2 of the three holes in the 3 plates used for the top system. These are the longer of the M10 bolts in your fastener kit.
- 2) When installing for use with **AIRAG COMPATIBLE KIT'S**...bolts **ALWAYS** need to go in from the bottom and the nut will be on the top of the top plate – so the airbag is only in contact with **BOLT HEADS** (not nuts and bolt end threads which can be sharp). **With Discovery 1 – you will need to test-fit the bolts and potentially trim them down in size so as they don't want to screw into the bottom of the tub.**
- 3) Regular kits use a single M12 bolt to fix and 'clamp together' the 3 plates that consist of the top system.
- 4) Defenders not using airbags, will fit the M12 bolt in from the top and the nut will be on the bottom.
- 5) Discovery is unfortunately abit of a pain to fit, and in most cases even with body lifts, you will need to run the bolt up from the bottom and have the nut on the top of the top plate. Often with sagged body mounts its even a battle to squeeze the M12 nut in here. As well as the fact due to everyone having different spring wire dia. , we have also had to supply the same length bolts to fit with even people running super thick coils. This means you **MAY** have to trim the bolt down to stop it from wanting to go into the underneath of the tub of your vehicle. There really isn't a lot of room under there...we feel your pain...but it can be done, and has been done many many times over by many people. They also will appreciate your frustrations haha.

- Now set the middle plates position keeping to that same 5-7ish mm gap principle used on the axle end retainer plate, as indicated by the red dot below.



- Now do the top system fasteners up fairly tight...but there is no need to go overboard!
- Pop the wheel back on and let the jack down gently—your job is done here
- Take some deep breaths....
- Next side :P

Although a painful exercise - it is always a good idea to re-check nut and bolt torque on any suspension component install after 1000km

SPECIAL NOTES & REMINDERS AIRBAG COMPATIBLE KITS

- Airbag compatible kits only have 2 upper spring bucket plates and one lower axle end spring plate
- If fitting airbags with the airbag compatible kit, the upper spring bucket retainer securing bolts run UP FROM THE BOTTOM, with the nut going on top of the top plate sitting onto of the spring bucket.
- If fitting airbags with the airbag compatible kit, it is easier to do the bottom first, then the top.
- Use zip ties to squash down the bag to make it easier to move up and down in the coil as you work on installing the retainer kit!