Coil Spring Conversion Range Rover Classic 1993-1995

WARNING! Air suspension is pressurized at 145 psi
WARNING! Wear safety goggles; ear and hand protection!

Vehicle must be on level ground or lift.
Air suspension must be deactivated and depressurized.

How to Deactivate the System.

On 1993 and 1994 models:

1) Turn off disable switch prior to jacking or putting on lift.

2) Remove 30amp compressor fuse.

3) Locate the air suspension delay relay under the right front seat. Find the white/green wire at terminal 86 and trace this wire until it splits off. Cut the wire after the splice and tape off both ends. This will deactivate the control buttons light.

4) The system is now deactivated.

On 1995 models:

1) Turn off disable switch prior to jacking or putting on lift.

2) disconnect the Electronic Air Suspension (EAS) ECU located under the right front passenger seat .by unplugging the large black 35 pin connector.

3) The system is now deactivated.

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1) Jack or lift the vehicle so the wheels are off the ground. If working on the ground use jack stands under the chassis for support. Remove all the wheels.

2) Locate the air tank (under LH side of vehicle) open the drain plug approximately two turns and let the system drain. Once the system has drained, tighten the drain plug.

3) Locate the compressor and valve block assembly (located on the RH side of the vehicle mounted on the chassis), remove the plastic cover using a 5/16" socket or wrench to gain access to the valve block.

4) On valve block slowly remove the line from port #2 this will depressurize the right rear side, once the air bladder is deflated reinstall the line into the valve block port #2.

5) Support the axle housing (right rear) with a jack or T-stand remove the shock from the top mount. Remove the clips from the top and bottom of the air bladder. Jet the pressure off of the jack or T-stand, as you remove the bladder disconnect the air line from the top of the bladder, Plug the air line to a ¼"rubber plug and tack the line out of the way with a 6"plastic tie.

6) Place the spring seat (part #RNH058) on the rear axle, place the rear spring (part #RNS041 – yellow\red\pink paint.) onto mount area. Make sure the mount holes of the spring seat and axle mount are aligned place *two each* 10mm washers over the hose. Place spring retainer plate (part #RNH06I) through the spring install two each 10mm bolts and nuts. *Do Not Tighten At This Time.*

7) Turn the spring clockwise until the spring retainer is touching both sides of the spring; tighten the bolts. Raise the axle making sure to watch the top of the spring seat into the frame. Reinstall the top of the shock to the mount.

8) Follow the same procedures for the left rear, except remove air line from port #1 at the valve block.

9) Now for the left front. Remove the air line from port #3 on the valve block. When line is depressurized reconnect

10) Remove the plastic cover (LF). Remove the air line from the top of the air bladder. Plug line with a ¼" rubber plug and Lay the line out of
the way with *a* 6" plastic tie.

11) Support the front axle with jack stand or T-stand.

12) Remove the clips from the top and bottom of the air bladder and remove the air bladder. Remove the heat shield from the top of the spring mount and the plastic fastener or the spring will not seat properly.

13) Remove the two 10mm nuts that hold the brake line bracket to the wheel well.

1 4) disconnect the top of the shock from the shock mount then let the front axle down. Install the spring seat (part #RNH058), on the axle
install the left front spring (part #RNS050 – yellow\white paint). Follow the same directions mentioned above in #11 and #12.

15) Reinstall the brake line bracket and tighten nuts; reinstall the plastic cover.

I 6) The right front is to he done the same as the left front, except remove the air line from port #4 on the valve block. The right front spring part number is RNS051 (yellow/yellow paint).

17) Once all the air bladders have been replaced with the coil springs take a look and make sure the springs are seated properly and everything is tight.

18) Reinstall the plastic cover on the valve block.

19) Reinstall the four wheels and torque to 85 ft/lbs.

20) The vehicle will sit approx 1” higher than standard height.

IMPORTANT! The vehicle must be road tested, check for any suspension noises.
Re-torque the wheels once the vehicle has been driven between 15-25 miles.