

Part 3 - Gaining Access to fit the heater unit

Process Steps:

1. Jack the car up, place an axle stand under the axle and remove the road wheel.
2. Remove the driver's side (UK) flexible wheel arch by removing the fourteen plastic clips. Simply push the centre pin through the clip to remove the clip. It's worthwhile buying some spares from your Land Rover dealer beforehand as you'll inevitably lose some of the pins. See the parts list at Appendix A for the part nos.
3. Remove the air intake grille (carefully – it's easy to break the plastic pins!) and undo the five self-tappers
4. Remove the wing-top cover by undoing the seven self tappers. Also at this stage remove the seven square plastic inserts and put them to one side. You'll be doing lots of reaching inside and if you don't remove them now they tend to pop off and get lost. Again, part nos in Appendix A.
5. Remove the indicator and sidelights, the headlamp surround and the headlight unit. Despite being replaced under warranty the metal rim on my headlamp was again rusty so I repainted it and put it to one side ready for re-fitting.
6. Remove the horn
7. Unclip the wire connector to the side indicator repeater lamp
8. Removing the outer wing:
 - a. The wing is held on by four forward facing bolts on the bulkhead (the top one is captive and the lower three go into slotted grooves on the outer wing) and ten bolts which are held by captive spire nuts on the outer wing and one (nearest the bulkhead) held on by a non-captive spire nut. There is also a wing stay (arrowed in the pic at c) below) at the bottom of the outer wing near the bulkhead.
 - b. Start by removing the wing stay nut and bolt and gently move the wing stay out of the way so you have clearance when removing the outer wing.
 - c. Using enough socket extension bars to reach into the bulkhead bolts, start at the bottom and undo the bolts. (You need a 13mm socket for these). The bottom three don't need to be undone completely as they are on slots but it's probably as easy at this stage. When you've undone the first two jiggle the airbox (pictured right) towards the driver's door to release it then manoeuvre it down so you can get at the top two bolts.
 - d. Now remove the eleven bolts (but see below) that attach the outer wing. The white tape marks on the picture show where the bolts are located.





Some of these

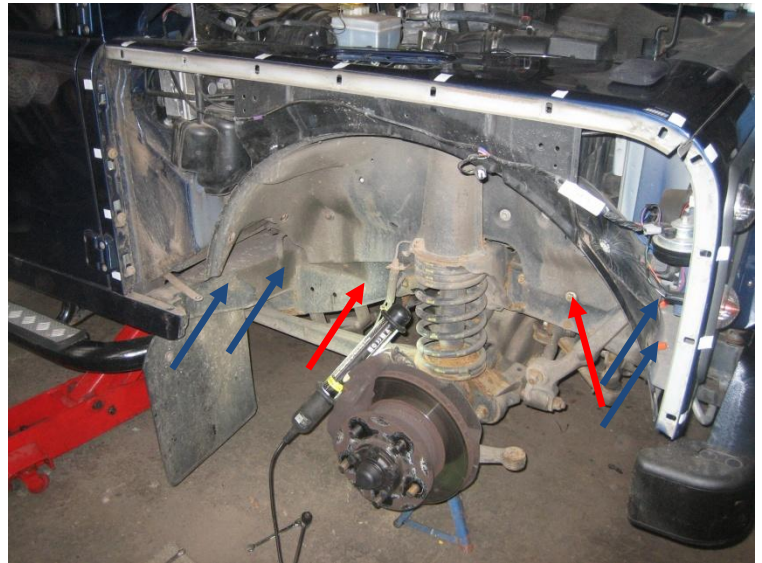
are easy to get at through the hole in the wing top and some require some fiddling. I found an 11mm ratchet ring spanner easiest to use. If you haven't got one then now's a good time to treat yourself. If you think it's fun getting these off wait until you have to put them back!

- e. Take care when removing the outer wing as it's very easy to damage it. Preferably have someone to help you and prepare somewhere to safe to put it first. When undoing the eleven bolts loosen the final two so they are finger loose but don't undo them completely until you're ready to actually remove the wing – that way you have more control.
9. Now you've got the outer wing off you need to remove the plastic inner wing and the first step is to remove the shock absorber and turret.
10. Remove the electrical connector for the mass air flow meter on the rubber air pipe that's connected to the air intake box by first pulling the red metal clip upwards.
11. Undo the large jubilee clip and separate the air pipe from the box.
12. On the plastic inner wing remove the three bolts which hold the air box mounting bracket (see pic to the right)
13. Don't try to remove the airbox at this stage (you won't succeed!) but move it to one side so you can get to one of the self taper screws which hold the shock absorber cover on. This is unbelievably awkward but at least the other one is easily accessible. Remove the cover.
14. Remove the air intake pipe
15. Unclip/lay to one side the wiring loom that goes to the headlights/side lights/indicator, side repeater/horn
16. Remove the shock absorber and turret in situ. I found it easiest to undo the bottom nut on the shock absorber and the four nuts which hold the turret in place – then lift the whole thing out in one piece. The top shock absorber nut is designed by a man with no brains and a severe humour deficit disorder, so unless you have to, or like a challenge, don't even bother trying to undo it.



17. Almost there – at least on the dismantling. Now undo the four large self tappers (arrowed blue) that are located at the front and rear of the plastic wing

18. Undo the nut (arrowed red) at the back and the bolt (arrowed red) at the front. The nut for this is awkward to get to and the bolt seems to be held on by some form of captive washer so you may find it difficult to remove completely. I ended up cutting the plastic wing to make the hole into a slot. This also makes it easier for the numerous times you'll end up doing a trial re-fitting.



19. Separate the air box (complete with metal mounting bracket) from the plastic wing. It's held by two plastic spigots which locate in two rubber bushes on the inner wing.

20. Remove the inner plastic wing



21. Remove air box

22. Go for a pint – or two!

