

Rear tailgate actuator

Fitment of a backup feature to – hopefully – prevent a failure of the lower rear tailgate actuator. The writer accepts no liability for wrongful or incorrect advice, or future failures

Open the upper tailgate and remove the four caps covering the screws on the black trim with a small screwdriver



Remove the four pozidrive screws. The trim needs to be removed; open the tailgate and insert a large flat-blade screwdriver under the trim close to where the four screwholes are. Tap the end of the screwdriver handle and the trim should release and pop off. Work along the trim pushing the screwdriver under the trim in the four locations of the screws



This is what the inside of the trim looks like; ensure that the captive clips remain in place and haven't fallen out. They provide the thread for the four self-tapping screws



The carpet panel from the rear of the tailgate now needs to be removed. This involves disconnecting the supports on each side; because of this the tailgate will have nothing to take its weight. One solution is to place something soft on top of the bumper; an old rolled up bathmat was used here



When the supports are disconnected they will disappear into the car and therefore wrap a cable tie or similar around the actuator pin



Slide the clip holding the end of the cable on the ball joint. Once at about the position shown below the socket should come away from the ball. Do this on both cables. Ensure that the weight of the tailgate is adequately supported to avoid damage – remember now that any downward pressure will have to be supported by what's been placed between the tailgate and the bumper



Remove the ball joints with a deep socket. The female thread is part of a metal bracket and therefore there's no nut etc to lose



Pop the carpet off, there's ten clips around the circumference, the top edge can be prised up with a large screwdriver, the bottom can be pulled up.



There are five clips along the top edge and five along the bottom. When prising or pulling up, try to pull up where there's a clip



And now you should see this. The water shedder may need cutting as it is super stuck down. You'll have to make cuts in a number of areas



Partially loosen these two nuts. They are on keyhole slots so one or two turns is fine, no need to remove



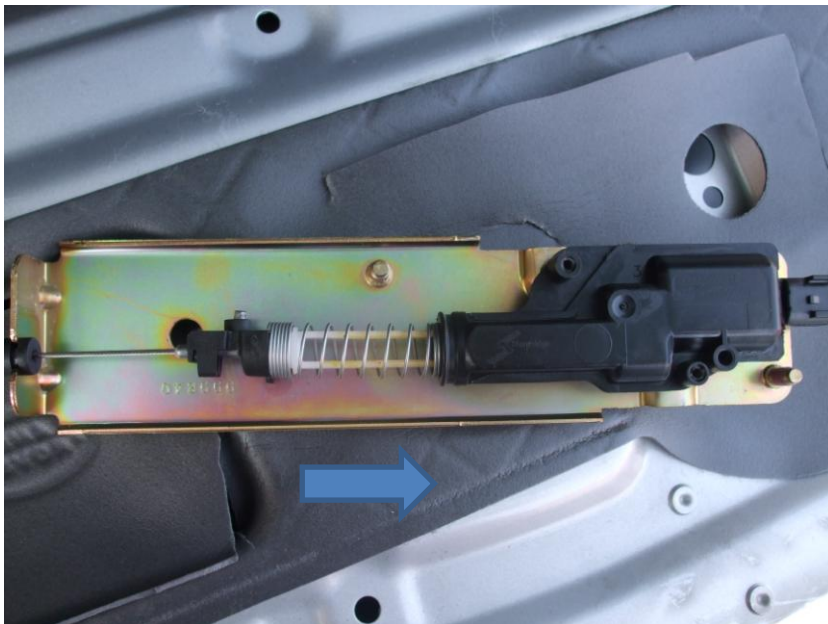
The actuator has to be removed through the large hole on the left (nearside), having first removed the electrical plug via the right-hand hole. The plug and socket are arrowed below



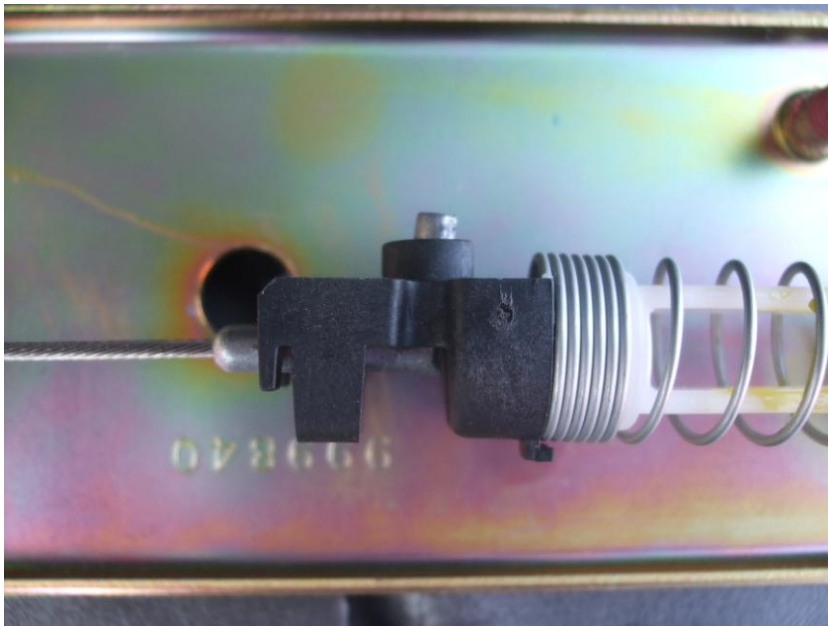
This is how it normally looks if it was inside the tailgate



Remove the plastic cover by (two Torx screws). When the actuator operates the cable is pulled in the direction of the arrow



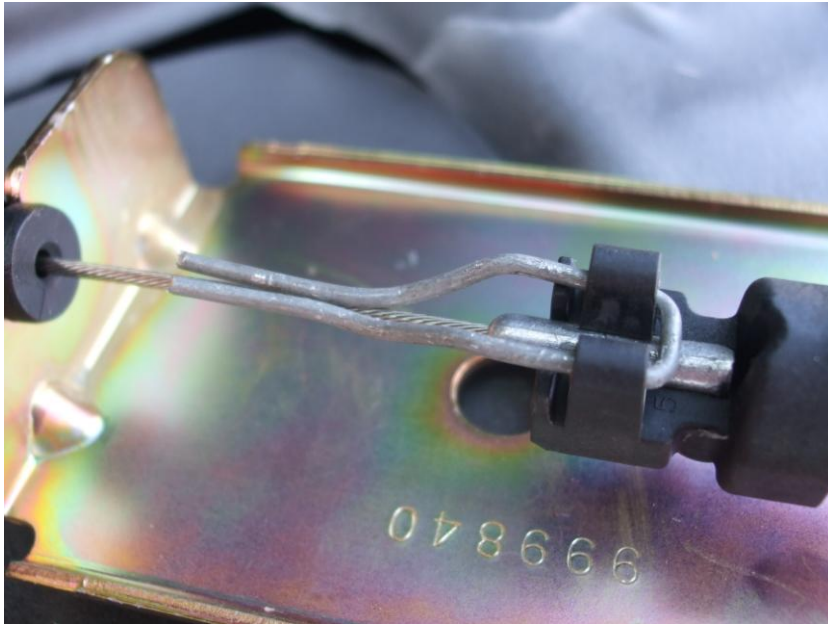
The cable has a right-angled alloy bit on the end, clipped into the plastic plunger



And the cable removed... with a crack in it on the right angle!!! The shock of the actuator pulling must cause fatigue



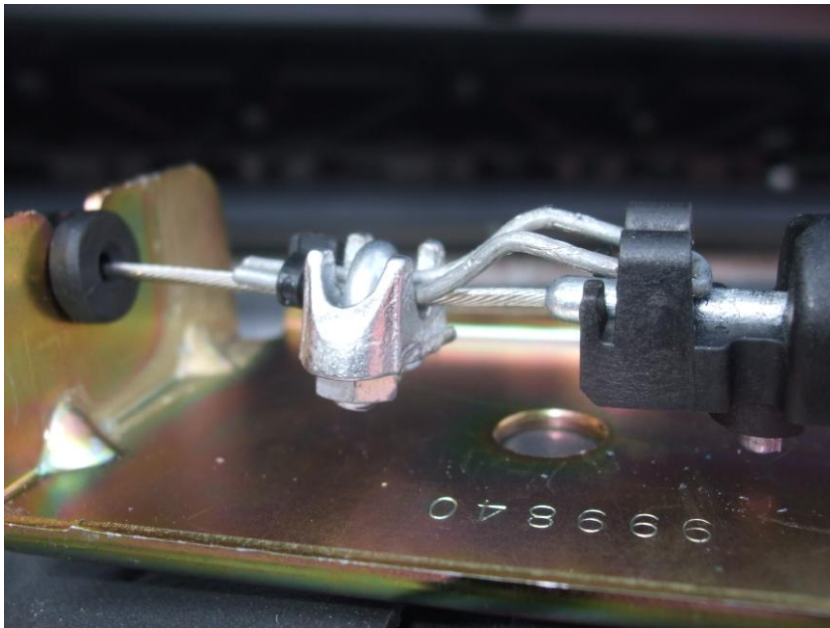
Cable refitted, bend a length of wire through the plastic clip from the wire cable and back around to it



And fasten tightly with a wire rope grip



A cable tie around the wire ends, and bending of the loop to tighten it up a bit



Test a few times before refitting everything in reverse

Full recognition and thanks goes to a previous post on the Disco3 forum made by NoDo\$h who explained the steps to access the actuator, and who inspired me to attempt to see if a failsafe could be fitted.

I hope this is of use to others; it appears that I was lucky to have found the crack before the inevitable happened.

Ver 1

June 29th 2013