

2000 kg Coram Bottle Jack Repair

Richard Brook, last modified: 14/10/2023

The Coram Bottle jack is supplied with the Land Rover Discover 2. It fits nicely in a storage compartment in the battery box under the bonnet. The jack is manufactured by the Coram Group.

This jack was leaking where the ram emerges from the working cylinder at the top. "You've got an oil leak at the off-side front somewhere" said the MoT tester. Here's why...



I contact Coram to request repair details and dimensions of the seals but never heard back. I looked for an alternative to replace this jack but had no luck in identifying something that would fit in the allocated storage location. This jack goes up, stays up and goes down as it should, so I thought I'd repair it. Here's some information that might help you.

Dismantle and Repair

1. Seals were carefully removed, measured with a Digital Vernier Caliper and replacements ordered as shown here.

The numbers are in <internal diameter> x <diameter of seal cross section>.

Replacements were ordered from Seal 'R' Us on eBay and arrived in a couple of days.



Here are those sizes in a list. You need one of each:

- 35 mm x 2.5 mm
- 35 mm x 2.0 mm
- 28 mm x 2.5 mm
- 27 mm x 2.5 mm
- 19 mm x 2.00 mm

2. Remove the rubber bung and drain the hydraulic fluid into a container.
3. The saddle is just pressed on so tap it off using pullers or two bricks and a punch.

Here's a link to a YouTube video – not that you need one! https://youtu.be/iL55fdU_hQU

4. Using a Stilson wrench or a punch, chisel or old screwdriver, tap round the bottle locking ring and remove it.
5. Remove the bottle. It might be stuck with paint around the bottom of the bottle where it enters the rubber seal. Take care to catch the seal at the top that sits between the working cylinder and the bottle.



6. Secure the base of the jack in a vice or by some other means. I did think of parking my Landy on it between two pieces of wood but managed without in the end.
7. If you have some rubber inner tube, wrap it tightly around the working cylinder and secure it in place with electrical tape.

8. Using a Stilson wrench, unscrew it the working cyclinder. It's tight! Not ideal but it does not matter if you scratch it when you remove it, provided this occurs away from the top where the seal sits.
9. Tap apart the remaining parts.
10. Clean everything.
11. Replace the seals.
12. Reassemble.
13. Re-add/replace the hydraulic fluid and top-up to the level of the rubber bung.
14. Check the ram is fully retracted and the valve is open, then gently tap the saddle back on.
15. Test the jack and lay it on its side for a few days to check for leaks.
16. Should be okay for another 20 years.