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Guarantee

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LASER[®]

Rear Suspension Bush Tool

Ford

Instructions

**REGISTERED
DESIGN**



 **MADE IN
SHEFFIELD**

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Rear Trailing Arm Suspension Bush Tool – Ford Mondeo

Designed specifically to remove and fit the rear trailing arm front suspension bush with the arm on the vehicle, removing the necessity to disconnect the brake lines, brake cables, etc. or even the road wheels

This tool kit does not even require the bush positioning bolts or mounting plates to be removed for either removal or fitting.

Using a specially developed force frame and double sided adaptor ring the kit provides an engineered solution that saves significant time and removes the need to use a workshop press.

Applications

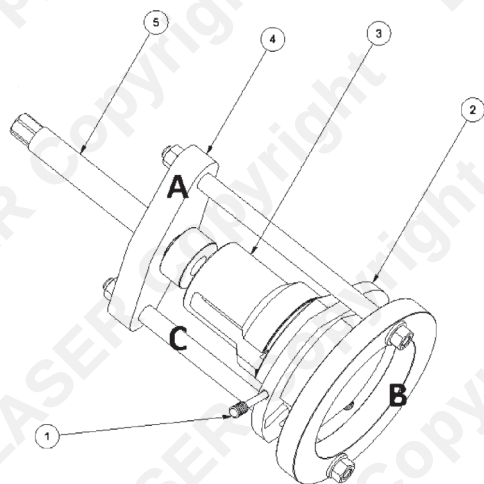
Ford Galaxy 2006 to 2010
Ford Mondeo 2007 to 2013
Ford S-Max 2006 to 2013
Volvo S60 II 2010 to 2013
Volvo V70 III 2007 to 2013

Type of Bush

Near side and off side (left and right) rear lower trailing arm bushes.



Contents



No.	Description
1	Fitting pins (Depth gauge pins) x 3
2	Fitting and extraction ring (double sided)
3	Insertion/extraction slotted cup
4	Press frame - A - Top Plate B - Base Plate (ring) C - Support bars
5	Force screw (M24)

- Grease the force screw ensuring no dirt or rust has contaminated the thread of the force screw. Place the new bush in place and place the slotted cup in place.

Note: The slot in the slotted cup is not central. Ensure it is correctly aligned with the bush centre plate and the leading edge aligns with the bush correctly.

- Wind the force screw in to apply a small amount of load. At this point double check the bush is correctly aligned in its radial plain.
- Apply a small amount of grease to the insertion pins and fit the 3 pins in to the holes provided on the side of the insertion ring. **Fig 7 and 9.**
- Using an appropriate wrench on the force screw push the bush in until it seats against all 3 pins. Check alignment and remove the bush tool.
- After reassembly of the rear suspension the rear wheel alignment must be checked.



Fig 9

Fitting The New Bush

- Clean the suspension arm to accept the new bush, ensure the bush is correctly positioned and the correct bush is to be used.

Note: The bushes are handed side to side.

- The new bush must be positioned correctly in ALL directions, for this reason ensure the new bush is positioned in the same position that the old bush came out from. The depth pins will ensure the correct lateral insertion is obtained. See **Fig 6** for radial alignment of the bush.

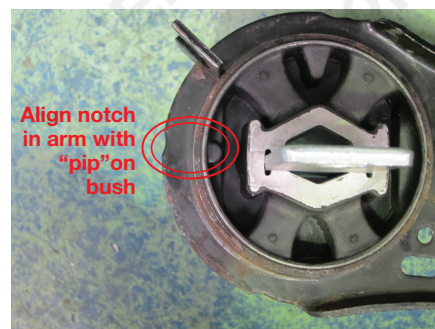


Fig 6

- Take the fitting/extraction ring and position it against the opposite side of the arm to the direction that the old bush came out from. See **Fig 3**. There are 2 machined flats on the ring that allow the ring to sit flat against the arm. **Fig 7**.

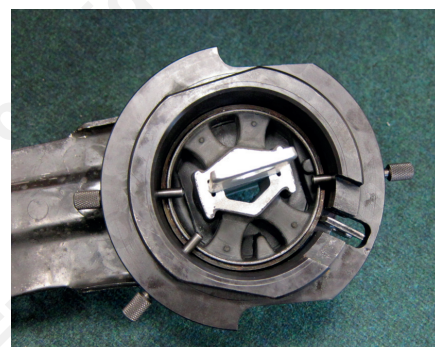


Fig 7

- Fit the press frame as shown, if the press frame can not be fitted turn the fitting ring 180° and align the opposing flat of the ring. Fit press frame. **Fig 8**.



Fig 8

Instructions:

Preparation:

- With the vehicle on a wheel-free ramp support the relevant wheel with a suitable stand (transmission jack for example).
- Remove lower shock absorber mounting bolt.
- Remove lower outer track control arm fixing as shown in **Fig 1**.

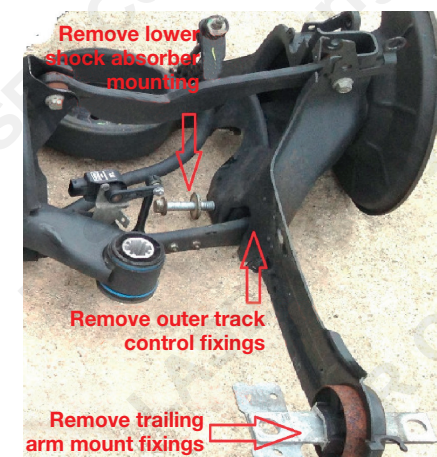


Fig 1

- Remove the trailing arm bush mounting as shown in **Fig 2**.
- Unclip the brake pipes/cables from the arm.
- Lower the arm just enough to be able to fit the tool.

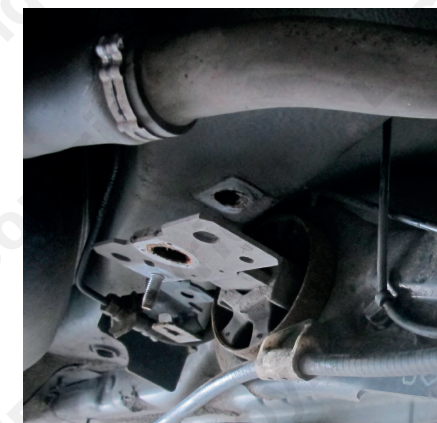


Fig 2

NB: Due to the shape of the bush it can only be removed and inserted in the directions indicated in **Fig 3**.

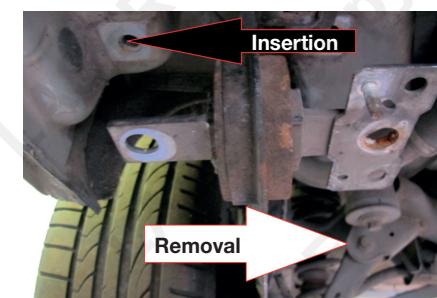


Fig 3

Bush Extraction

NB: The new bush must be positioned correctly in ALL directions therefore note and mark the orientation of the old bush.

- Ensure the suspension arm is free from heavy corrosion or dirt. Remove any hard rust and dirt that will not allow the tool to fit squarely on the arm.
- Mount the extraction ring (without pins) as shown in **Fig 4.** and **Fig 4.1.**
- A slot is provided to allow the ring to be fitted over the "T" shaped plate of the bush.
- Ensure correct orientation of both flats on the extraction ring.

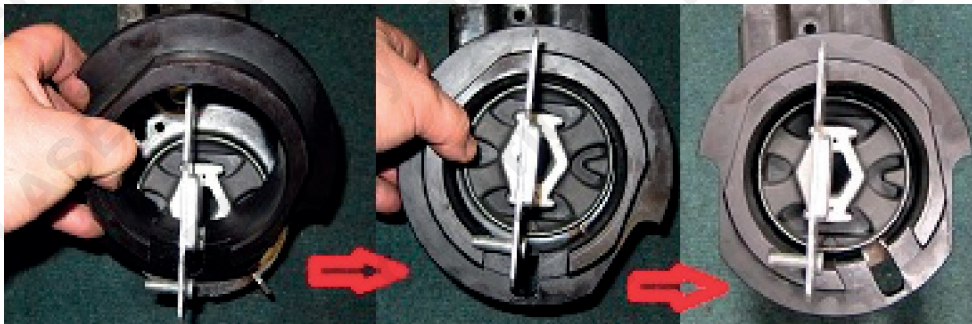


Fig 4

Extraction Ring

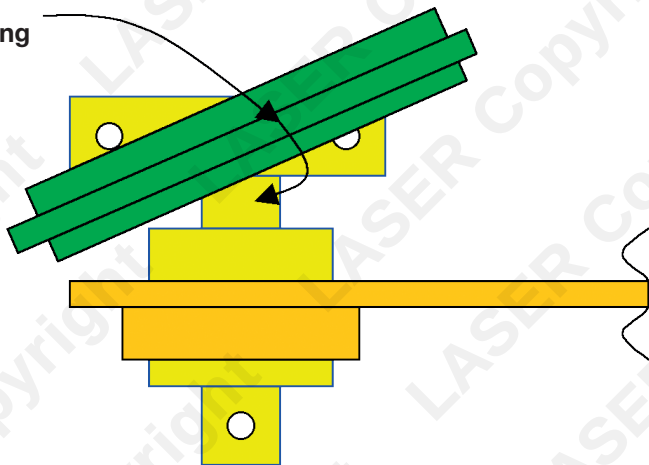


Fig 4.1

- Lubricate the press frame force screw with Molybdenum disulphide grease and wind the force screw out fully.
- Fit the press frame over the "T" section of the bush and engage it as shown in **Fig 5** and **Fig 5.1** with the extraction ring.
- The combination of ring, press frame and bush housing will only fit together one way for extraction.
- Fit the Slotted extraction cup.

NB: The slot in the slotted cup is not central and will only fit on the bush one way round. Ensure the cup seats correctly in the bush as shown.

- Wind in the force screw until the cup sits into the bush and all components are correctly aligned.
- Check alignment.
- Using a suitable wrench (not a power, impact or air gun) continue increasing the load until the bush is pushed out. Be ready to catch it

Note: Always wear safety goggles, safety hat and safety boots when working under a car.



Fig 5



Fig 5.1