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If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted without referring first to the manufacturer's technical documentation (workshop or instruction manual) or the use of a recognised authority such as Autodata.

It is our policy to continually improve our products and thus we reserve the right to alter specifications and components without prior notice. It is the responsibility of the user to ensure the suitability of the tools and information prior to their use.



**Safety First. Be Protected.**

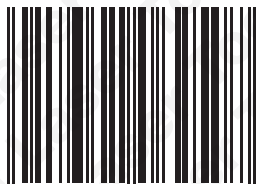
#### Guarantee

If this product fails through faulty materials or workmanship, contact our service department direct on: **+44 (0) 1926 818186**. Normal wear and tear are excluded as are consumable items and abuse.



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# LASER<sup>®</sup>

6250

## Front Engine Subframe Bush Tool Volkswagen Audi Group

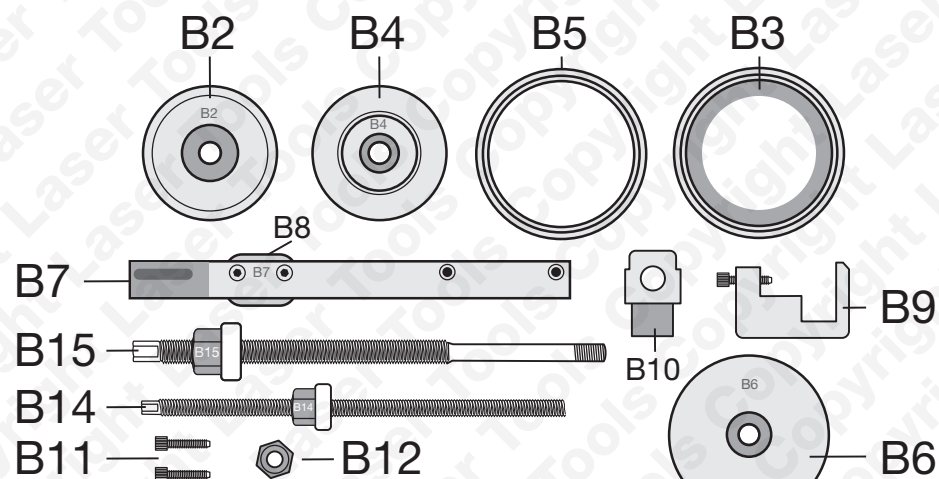
### Instructions



## Front Engine Subframe Bush Tool - VAG

Tool for extracting and refitting the two-part engine support steady bar bush as fitted to the front subframe of VAG models listed. If an ordinary puller were to be used, the two-part bush will jam in the steady bar aperture as it is withdrawn; similarly a new bush will jam against the aperture as it is inserted. This kit includes components to seal off the side of the aperture to enable easy extraction and insertion of the bushes. The tool also allows the job to be carried out without removing the subframe from the vehicle, making this a considerable time saver for the workshop as well as making it a one-man job.

### Components



Component	
<b>B2</b>	Extraction reaction collar
<b>B4</b>	Bush collar extraction / insertion
<b>B5</b>	Tapered insertion guide tube
<b>B3</b>	Extraction bush receiver
<b>B7</b>	Aperture plug mounting bar
<b>B8</b>	Aperture plug
<b>B9</b>	Securing / adjustment bracket for B7
<b>B10</b>	Bush Alignment insert (dummy steady bar)
<b>B15</b>	Force screw (extraction)
<b>B14</b>	Force screw (insertion)
<b>B11</b>	Set screws (for securing B7)
<b>B12</b>	Top nut (force screws)
<b>B6</b>	Insertion reaction collar

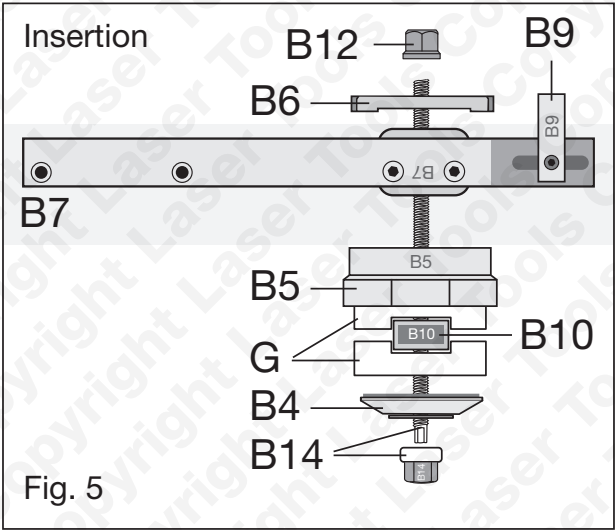
- Before commencing the insertion process, once again check that everything is still in alignment and at 90° to the subframe. There are two vertical lines on the **B5** insertion guide tube to assist with this.
- Steadily turn the bottom nut on the force screw (**B14**) to pull the two-part bush up and into the subframe. **Do not use power tools to turn the nut.**
- Once the new two-part bush is in position, unscrew the top nut from the force screw and remove all the puller components. Then remove the adjustment bracket B9 and the aperture plug mounting bar **B7**.
- Retrieve the bush alignment insert (**B10**) from inside the aperture and then refit the steady bar and the steady support bracket.
- Refit the four (4) anti roll bar (sway bar) mounting bolts and the anti roll bar drop link.

### Precautions:

- Always refer to manufacturer's documentation before commencing the job.
- The force screws (**B15** and **B14**) must be adequately lubricated with molybdenum disulphide grease before use.
- Do not** use air and/or impact power tools with the force screws. This will void the warranty.
- Before attempting to insert the new two-part bush, the main bush aperture in the subframe **must** be carefully cleaned to remove any dirt and corrosion. (Wear eye protection.)
- The subframe bush aperture and the both halves of the new two-part bush **must** be lubricated (white silicone grease) before fitting.
- After use clean all components thoroughly, particularly ensuring that the force screw (**B15** and **B14**) threads are clean and free from swarf, rust particles and grit.
- Store the tool and components in a dry place.
- Do not use the 6250 bush tool if any parts are damaged or missing; this may cause failure and / or personal injury.
- Do not work on or under a vehicle supported only by a jack. If lifting the vehicle with a jack it must be securely supported on safety axle stands.
- Note: always wear safety goggles, safety hat and safety boots when working under a car.



- Steadily turn the bottom nut on the force screw (**B15**) to pull the two-part bush out of the subframe. **Do not use power tools to turn the nut.** The purpose of the aperture plug mounting bar is to fill the steady bar aperture and offer a flush wall for the bush to slide down. If the aperture is left open, the top half of the bush will try to expand into the aperture as it moves down. It will then catch on the bottom lip of the aperture and jam. The same will happen when fitting the new bush.
- Before attempting to insert the new two-part bush, the main bush aperture in the subframe must be carefully cleaned to remove any dirt and corrosion. It is very likely that there is an amount of alloy oxidation and this must be removed (suggest a wire wheel in a power drill) to ensure that the new two-part bush will slide in cleanly to the correct position.
- Run your hand up inside the bush aperture in the subframe and ensure that the face of the steady bar aperture plug (**B8**) is flush with the wall of the bush aperture. It is not, it can be adjusted in or out by turning the adjustment screw (**E** in Figure 3). It is extremely important that the plug is flush with the bush aperture wall to ensure the new two-part bush slides in cleanly without catching.
- Now lubricate this cleaned subframe aperture with white silicone grease and also use the same lubricant on the new two-part bush.
- Lubricate the insertion force screw (**B14**) with molybdenum disulphide grease, then assemble the components of the puller and the new two-part bush as shown in Figure 5.



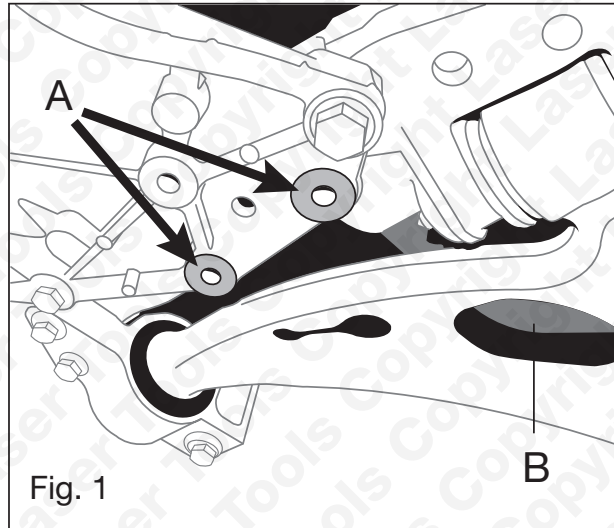
- Note that the bush alignment insert (dummy steady bar) **B10**, is fitted between the two halves of the new two-part bush. This must be positioned at 90° to the subframe; the insert's function is to keep both halves of the new bush in the correct alignment during the insertion operation, which will then allow the insert to be removed through the aperture and the steady bar to be inserted back into the correct position.
- Again, holding the anti roll bar up to gain clearance, place the reaction collar (**B6**) up over the subframe and onto the bush; secure onto the force screw (**B14**) with the top nut (**B12**).

Applications			
Make	Model	From Year	To Year
Audi	A3	-	2003
Audi	TT	2006	2010
Seat	Altea	-	2004
Seat	Leon	-	2005
Seat	Toledo	2004	2009
Skoda	Octavia	2004	2010
Volkswagen	Caddy III	2004	2010
Volkswagen	Eos	-	2006
Volkswagen	Golf Plus	2005	2009
Volkswagen	Golf V	2003	2009
Volkswagen	Golf VI	2008	2010
Volkswagen	Jetta III	2005	2010
Volkswagen	Touran	-	2003
Volkswagen	Passat	-	2005
Volkswagen	Scirocco	-	2008
Volkswagen	Tiguan	-	2007

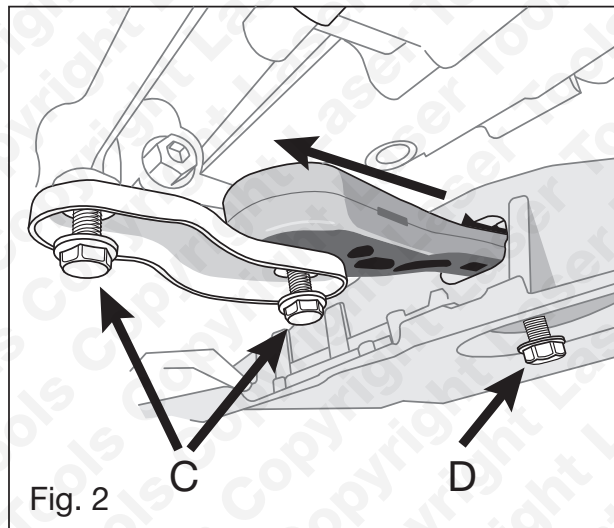
- Note:** The following component descriptions and instructions are provided for guidance only. Please refer to the vehicle manufacturer's documentation and instructions (or from another reputable information provider). The Tool Connection Ltd recommends the use of AutoData.

## Instructions

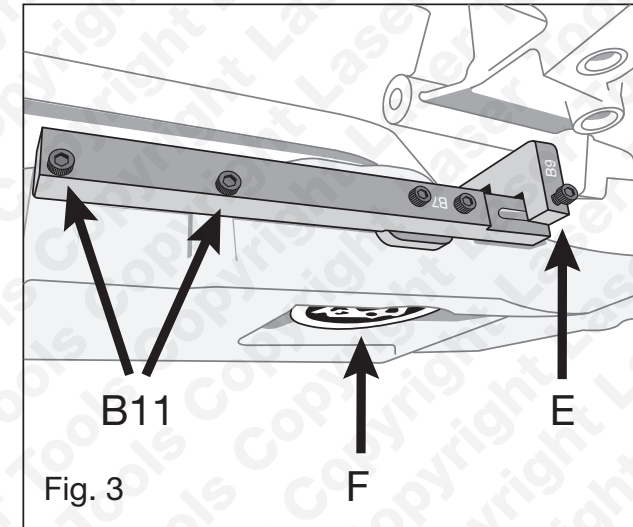
1. Always refer to the manufacturer's documentation before commencing the job.
2. Refer to Figure 1: Remove four (4) anti roll bar (sway bar) mounting bolts (**A**) and one anti roll bar drop link (can be from strut end). Figure 1 shows LH side. Anti roll bar (**B**) can now be pushed up to gain clearance above the subframe.



3. Refer to Figure 2: Remove the steady support bracket mounting bolts (**C**) and the steady bar (dog bone) mounting bolt (**D**), then withdraw and remove the steady bar.



4. Refer to Figure 3: Place the aperture plug mounting bar (**B7**) into position with the plug (**B8**) fitting into the aperture in the subframe. Secure with the provided set screws (**B11**). If there is difficulty in lining up the holes in the subframe to insert the set screws, loosen the plug (**B8**) securing screws to allow movement of the **B7** assembly, then retighten.
5. Fit the Adjustment Bracket (**B9**), hooking over the back of the subframe. Ensure the end of the adjusting screw (**E**) is located in the shallow slot on the bar (**B7**). Tighten the adjusting screw (**E**) just enough to hold the assembly in tension.



6. The bush (**F** in Figure 3) can now be extracted. Lubricate the force screw (**B15**) with molybdenum disulphide grease, then assemble the puller as shown in Figure 4. Holding the anti roll bar up 0to gain clearance, place the bush collar (**B4**) up over the subframe and onto the bush; secure onto the force screw (**B15**) with the top nut (**B12**).

