

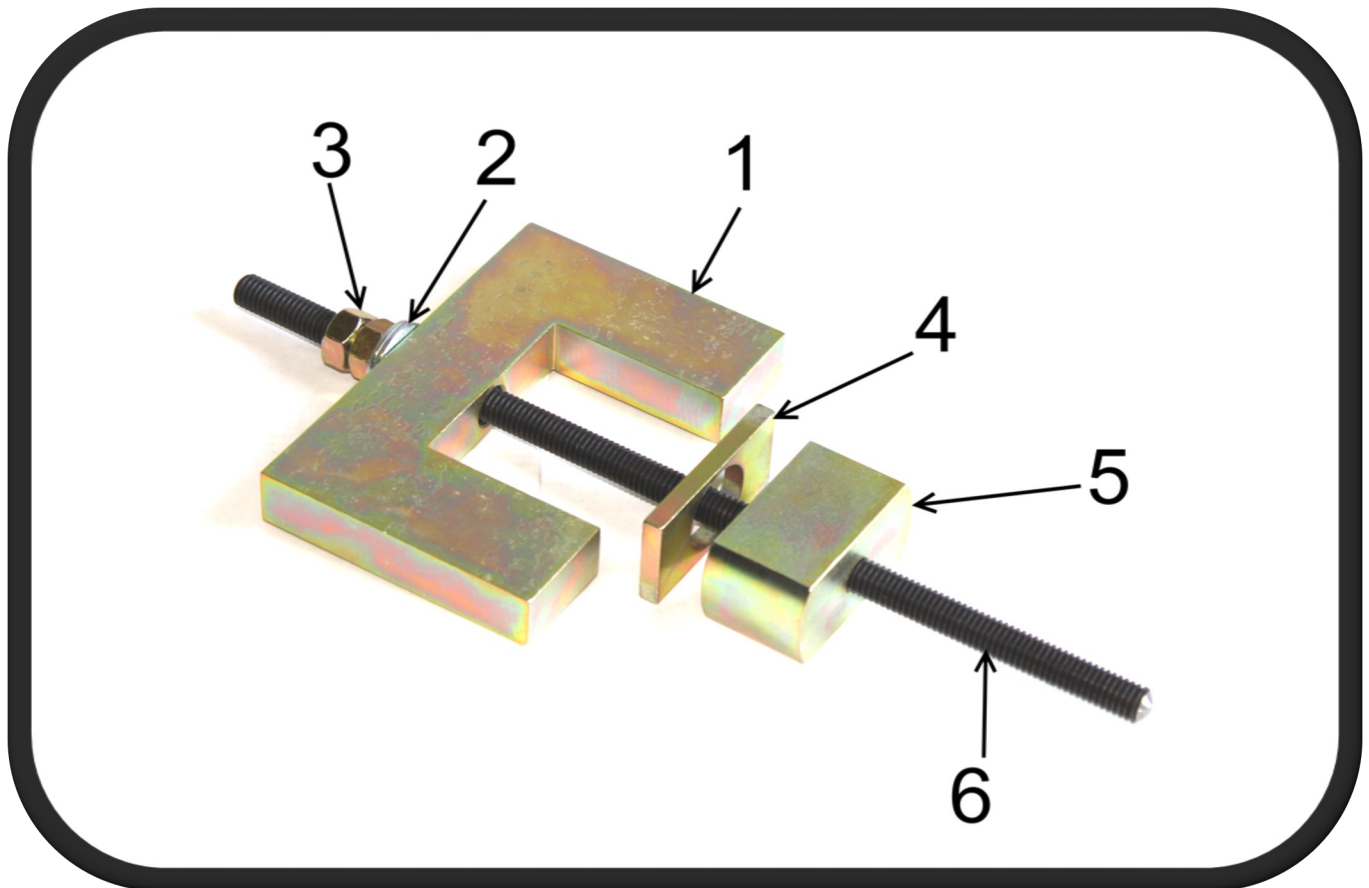
Part No.	Part Name	Quantity
1	U-Shaped Block	2
2	Washers	2
3	Nuts	2
4	Rectangular Washer	1
5	Threaded Block	1
6	Threaded Rod	1

BimmerWorld recommends you use Bentley Publisher's service manual for your specific model whenever attempting a complex service or part replacement project—Bentley Service Manuals are available from BimmerWorld!

Note: This tool can also be used to remove E36 rear subframe bushings.

Tool Maintenance: Periodically clean and lubricate threaded rod with a light-weight oil.

Photo of parts with components labeled according to part number in table above



1



Safely raise vehicle and support using jack stands. Remove rear wheels.

Use a floor jack to support rear trailing arm at the spindle, raising a few inches above full droop. Unbolt shock absorber at trailing arm. Remove 2 bolts holding S-Shaped brake line to trailing arm. (see photo) Consult your Bentley Manual for guidance.

2



Use paint pen to mark orientation of forward trailing arm carrier bracket for later re-installation.

Unbolt forward trailing arm carrier bracket from chassis and lower front of trailing arm to gain access to bushing.

3



Unbolt bracket from bushing and remove from trailing arm. Use a utility knife to cut excess bushing material from the inside of the bushing. Older bushings have metal ring surrounding entire bushing... bend metal edges around outer rim of outer face of bushing so that the tool will be able to seat against the trailing arm (see photo) - Newer bushings have two slots cut out of metal ring so that bending is not required.

Use a paint pen to put a reference mark on the trailing arm in line with an easily recognizable feature on the bushing (such as the gap in the rubber) so that the new bushing can be inserted in the same orientation as the old.

4



Install bushing tool on trailing arm. Set aside rectangular washer—this part will only be used when installing new bushing. Thread the threaded block over the threaded rod bored-out portion first (to fit over metal portion of bushing).

5



Insert rod through bore of bushing and slip U-shaped part over rod in orientation shown in the photo. Slip round washers then thread on one nut and snug assembly in place on trailing arm. Thread second nut and jam against first, tightening the two together using a pair of wrenches. Be sure U-shaped block seats neatly against trailing arm and threaded block seats against the bushing ONLY.

6



Note bent metal ring of bushing discussed in step 3. Be sure the U-Shaped tool does not touch the bushing. Be sure threaded rod is perpendicular to bushing face.

Begin tightening nut. If excessive force is required, be sure tool components are properly seated against their respective parts. Try a penetrating fluid to loosen corroded bushings and housings.

Continue tightening nuts to slowly pull bushing out of trailing arm. Once bushing is removed, clean surface of trailing arm's bushing housing.

4



Install bushing tool on subframe with U-Shaped block seated against inner face of trailing arm. Slip new bushing over threaded rod. Slip rectangular washer over threaded rod and seat against new bushing. Thread threaded block down the rod until snug against rectangular washer (see photo).

5



Align new bushing with reference mark made in step 3. Turn the bushing about an 1/8" away from the reference mark in the clockwise direction (looking at the outer side of the trailing arm). The action of tightening the nut will often rotate the bushing in the clockwise direction, bringing bushing into proper alignment.

6



Lubricate bushing with soapy water and begin tightening nut to draw bushing into housing. Be sure bushing is being drawn in evenly. Stop drawing bushing through once exposed portion of bushing is even on both sides of the housing. Bushing installation is now complete

Remove tool and re-install bushing carrier bracket (using mark made earlier to re-align in proper orientation), brake line, and shock absorber—See Bentley Manual.

Check vehicle's suspension alignment.