

Instructions for:

REAR TRAILING ARM BUSH TOOL- BMW
Model No: VSE5575

Thank you for purchasing a Sealey product. Manufactured to a high standard this product will, if used according to these instructions and properly maintained, give you years of trouble free performance.



IMPORTANT: PLEASE READ THESE INSTRUCTIONS CAREFULLY. NOTE THE SAFE OPERATIONAL REQUIREMENTS, WARNINGS AND CAUTIONS. USE THE PRODUCT CORRECTLY AND WITH CARE FOR THE PURPOSE FOR WHICH IT IS INTENDED. FAILURE TO DO SO MAY CAUSE DAMAGE AND/OR PERSONAL INJURY AND WILL INVALIDATE THE WARRANTY. PLEASE KEEP INSTRUCTIONS SAFE FOR FUTURE USE.

1. SAFETY INSTRUCTIONS

- WARNING!** *Ensure Health and Safety, local authority and general workshop practice regulations are adhered to when using tools.*
 - X **DO NOT** use tools if damaged.
 - ✓ Ensure puller is in sound condition and good working order before use.
 - ✓ Maintain tools in good and clean condition for best and safest performance.
 - X **DO NOT** use puller for purposes other than for which it is designed.
 - X **DO NOT** use puller when you are tired or under the influence of alcohol, drugs or intoxicating medicine.
 - ✓ Ensure that a vehicle which has been jacked up is adequately supported with axle stands and that the wheels are chocked.
 - ✓ Ensure that work area has adequate lighting.
 - ✓ Keep children and unauthorised persons away from the work area.
 - ✓ Wear approved eye protection.
 - ✓ Wear suitable clothing to avoid snagging. Do not wear loose jewellery and tie back long hair. A full range of personal safety equipment is available from your Sealey dealer.
 - X **DO NOT** use power tools to operate the Puller Nut.
 - ✓ When not in use, store puller in a safe, dry childproof area.
 - WARNING!** *Failure to comply with these instructions may result in damage to the puller or vehicle and/or personal injury.*
- IMPORTANT; The Puller Screw must be kept well lubricated.**
IMPORTANT; These instructions are provided as a guide only. Always refer to the vehicle manufacturer's service instructions or a propriety manual, to establish the current procedure and data.



fig. 1

**ALWAYS KEEP PULLER
SCREW WELL LUBRICATED**



**DO NOT USE
POWER TOOLS**



Force screw maximum load 150Nm. Exceeding this load will shorten the life of the force screw. The force screw is considered to be a consumable item and is NOT covered under warranty.

2. INTRODUCTION & APPLICATIONS

2.1 Introduction:

VSE5575 removes and installs the rear trailing arm bushes on the E36/E46 BMW 3 Series without the need to completely remove the trailing arm from the vehicle. The design of the original bush has been superceded, and this tool will remove both original bushes and the replacement slotted variant of bushes (fig.2). The kit will also install the slotted variant of bushes.

2.2 Applications:

BMW:3 Series - E36 and E46 including E46 Compact.

3. CONTENTS

- A VSE5575-06 Puller Screw
- B VSE5575-05 Puller Nut
- C VSE5575-02 Bridging Section
- D VSE5575-03 Compression Sleeve
- E VSE5575-04 Thrust Plate
- F VSE5575-01 Removal/Installation Plate
- G VSE5575-07 Flange Nut

4. INSTRUCTIONS

4.1 Trailing Arm - Original bush and slotted variant bush (fig.2).

Kit VSE5575 will enable the original bush to be removed from the trailing arm and the new variant bush to be installed, without the need to completely remove the trailing arm from the vehicle. The component parts of kit VSE5575, when assembled in the relevant configuration will remove and install bushes through rotation of the Puller Nut. In order to install the slotted variant of bush into the trailing arm, it must firstly be compressed. The Compression Sleeve is provided with the kit for this reason.

4.2 The kit components required are identified as items;C,D,F and G in (fig.1).

4.3 **IMPORTANT:** To avoid altering the rear wheel alignment, the trailing arm bracket should be replaced in exactly the same position it was in before removal. To achieve this, ensure that the position of the bolts are marked with paint or similar before they are undone (fig.3).

Remove the bracket bolts and pull down the trailing arm until the bush and bracket are exposed. It may be necessary to use some form of packing to keep the trailing arm pulled down to allow access to the bush. Undo the through bolt and remove the bracket from the trailing arm.

4.4 **IMPORTANT:** Mark the trailing arm with paint or similar to highlight the position of the bush to be extracted. This will ensure the correct alignment of the replacement bush when installing (fig.4).

Original Bush

fig.2



Slotted Variant Bush



fig.3

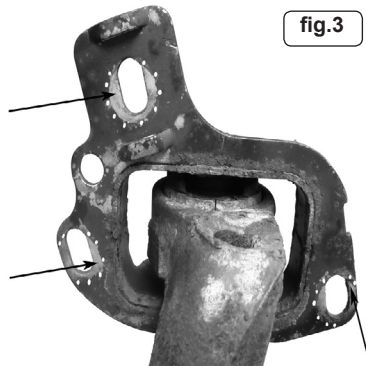
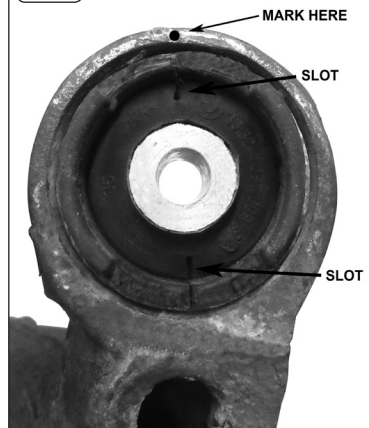


fig.4



4.5 Removal of a worn bush

To extract the worn bush correctly from the trailing arm, it should be drawn towards the outside of the vehicle.

The original type and the slotted variant of bush will require differing assembly configurations of the VSE5575 kit to remove them from the trailing arm, as illustrated in the diagrams fig.5 and fig.6.

IMPORTANT: Hand tighten the Puller Nut to relieve any slack and engage the assembly firmly over the bush. The assembly should be aligned straight and square on the trailing arm. Ensure the worn bush will not foul on the feet of the Bridging Section during extraction, and the feet are located on the trailing arm. Using suitable hand tools, hold the Flange Nut whilst rotating the Puller Nut to extract the worn bush.

Removal Original Bush

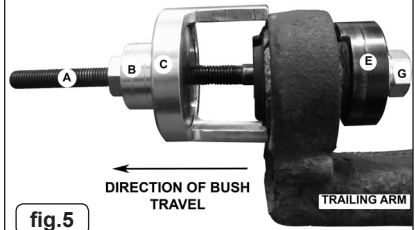


fig.5

Removal Slotted Variant Bush

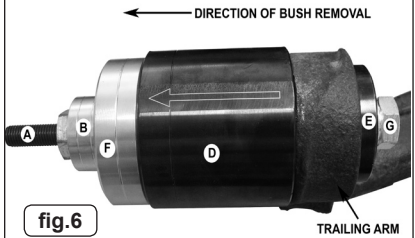


fig.6

4.6 Installation of a new bush

The slotted variant bush has superseded BMW's original design of bush. Before installing the slotted variant bush into the trailing arm it must first be pre-compressed. To fit the bush correctly to the trailing arm, it must be fitted from the outside and drawn towards the inside of the vehicle (fig.7).

IMPORTANT: To ensure that the replacement bush does not over compress when being installed to the trailing arm it is essential that the Compression Sleeve is centred over the bush aperture and aligned square and flush to the trailing arm face.

Slide the Compression Sleeve over the bush with the arrow facing uppermost and the arrow pointing away from Thrust Plate.

IMPORTANT: It is essential the slot on the replacement bush is aligned exactly beneath the arrow on the Compression Sleeve (fig.8). The arrow acts as an indicator for the correct positioning of the replacement bush. Assemble the kit to the bush installation configuration (fig.7) and ensure that the arrow on the compression sleeve is aligned with the positioning mark previously made on the trailing arm.

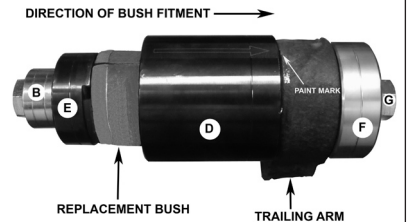
Using suitable hand tools, hold the Flange Nut whilst rotating the Puller Nut to push the new bush through the Compression Sleeve and into the trailing arm bush housing.

IMPORTANT: Check the slot in the replacement bush is correctly aligned with the paint mark made previously on the trailing arm (fig.4).

Continue tightening the puller nut until the bush is correctly installed and protruding equally from either side of the arm.

Installation

fig.7



REPLACEMENT BUSH

TRAILING ARM



fig.8

NOTE: It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice.

IMPORTANT: No liability is accepted for incorrect use of this product.

WARRANTY: Guarantee is 12 months from purchase date, proof of which is required for any claim.

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