Part No. 9028

LASER®

Engine Subframe Double Silent Block Tool - for VW Group

Instructions

MADE IN SHEFFIELD

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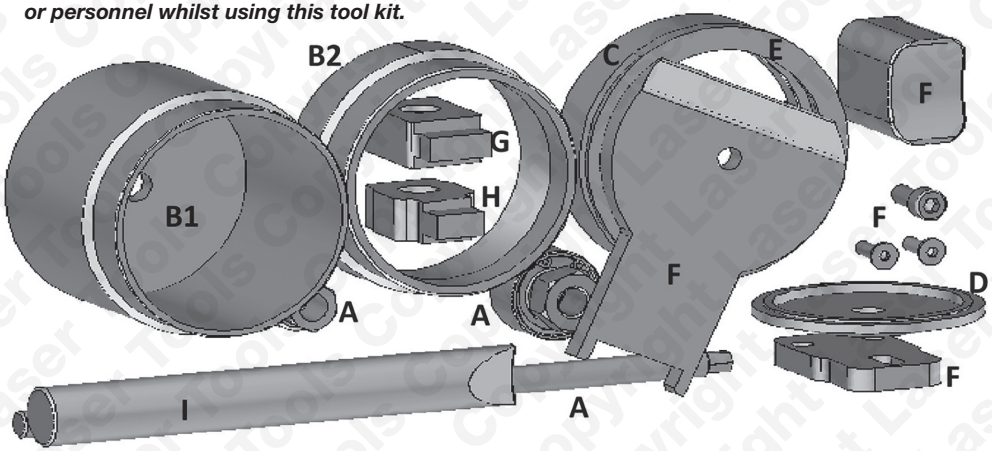
Introduction

The Laser 9028 has been developed to remove and replace the sub frame lower engine mount split bush of the vehicles listed below with the minimal of dismantling of the vehicle required.

- Applications Include: AUDI A3/S3 II/III/IV (from 2003), RS3 II/III/IV (from 2011), TT/TTS/TTRS II/III (2006 to 2023), Q2 (from 2017), Q3/RSQ3 I/II (from 2011), SEAT Alhambra II (from 2010), Altea (2004 to 2015), Ateca (from 2016), Leon II/III/IV (from 2005), Tarraco (from 2018), Toledo III (2004 to 2009).
- SKODA Karoq (from 2017), Kodiaq I/II (from 2017), Octavia II/III/IV (from 2004), Superb II/III/IV (from 2008), Yeti (2009 to 2017), VW Arteon (from 2017), Caddy III/IV (from 2004), EOS (2006 to 2015), Golf V/VI/VII/VIII (from 2003), Golf Plus (2004 to 2014), Golf SV (2014 to 2020), Jetta V/VI (2005 to 2018), Passat VI/VII/VIII (from 2005), Scirocco (2008 to 2017), T-Roc (from 2017), Tiguan I/II (from 2007), Touran I/II (from 2003).
- Designed to remove and fit both halves of the 2 piece bush without damaging the bushes or sub frame.
- Works with alloy and pressed steel sub frames. Equivalent to OEM VAS6779A.
- Uses a mechanical force screw. Lubricate with molybdenum disulphide grease. Use with hand tools only.

The information given below is for reference only. Laser Tools recommends the use of Manufacturer data or Autodata. Laser Tools cannot be held responsible for damage to engine or personnel whilst using this tool kit.

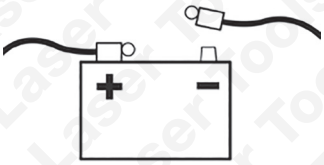


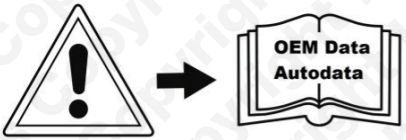
Ref.	Description
A	Force Screw, Top Holding Nut, Bearing Nut Assembly
B1	Bush Receiver Cup
B2	Bush Installation Tapered Sleeve
C	Adaptor Ring
D	Extraction/Insertion Plate

Ref.	Description
E	Insertion Top Plate Adaptor
F	Insertion Top Plate Assembly
G	Bush Installation Support Block (Pressed Steel Steady Bar)
H	Bush installation Support Block 2 (Cast Alloy Steady Bar)
I	Bush Chisel (Removal)

Instructions for use:

- Always refer to manufacturer specific data and instructions.





- Depending on make and model it may be necessary to loosen some subframe or anti-rollbar fixings to gain adequate access.
- Remove the engine steady bar from the subframe bush and engine.

NOTE: Images show the subframe removed for clarity only.

Extraction:

Important: Only steel sub frames require the use of component (C) positioned on top of component (B1).

Lubricate the force screw (A) with molybdenum disulphide grease.

FIG-1 Assembly for extraction = Alloy

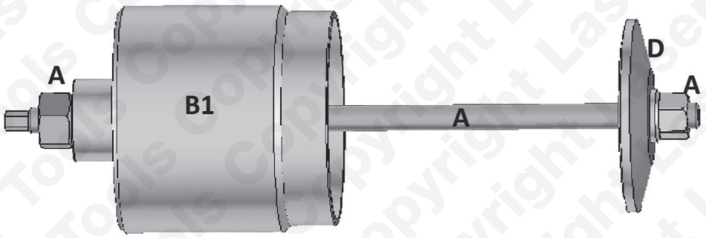
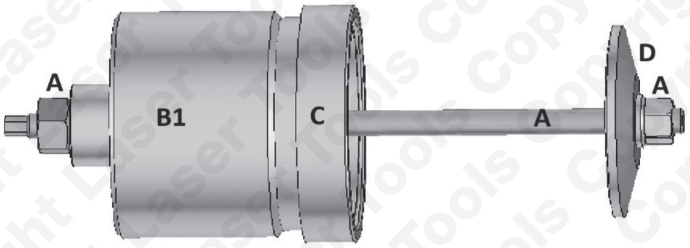


FIG-2 Assembly for extraction = Steel



Precautions:

- Always refer to manufacturer's documentation before commencing the job.
- **The force screw (A) must be adequately lubricated with molybdenum disulphide grease before each 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 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 (A) threads are clean and free from swarf, rust particles and grit.
- Store the tool and components in a dry place.
- Do not use the 9028 bush tool if any parts are damaged or missing; this may cause failure and / or personal injury.

Extraction Procedure:

- Remember, (C) is only required for steel subframes.
- Assemble and grease the kit components as shown in figure 3.

FIG-3

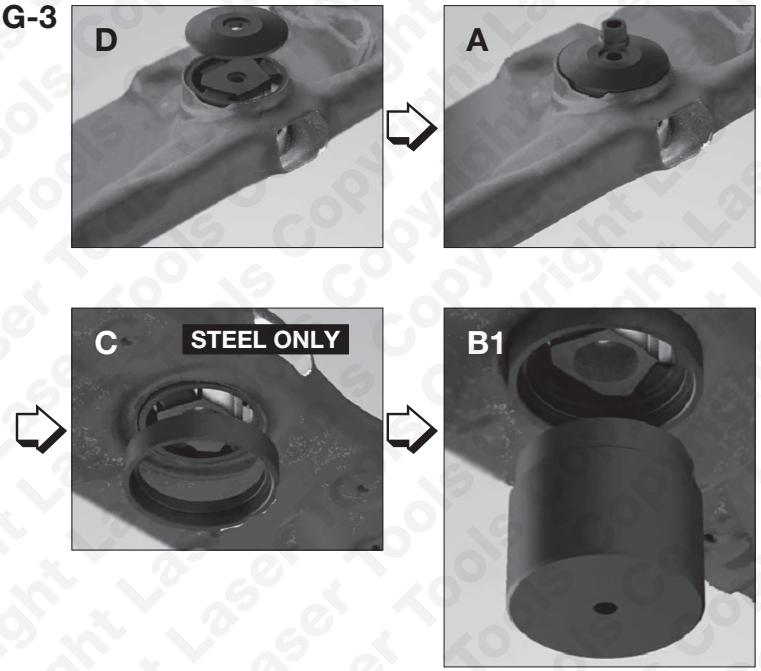
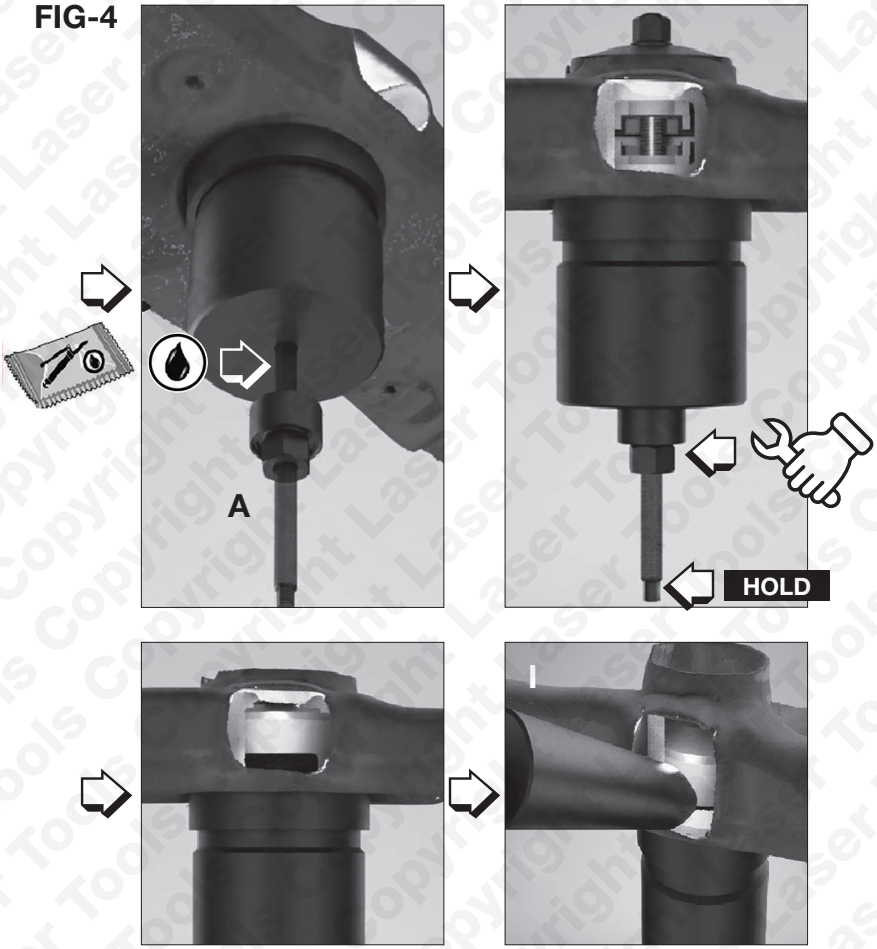


FIG-4



- Holding the bottom end of the force screw (A) with a suitable spanner wind the bearing nut (A) in a clockwise direction to start pulling the old bushes out. **See figure 4**.
- When the second (top) bush aligns with the bottom of the access window stop winding and using the bush chisel knock the lip of the bush in so it will clear the subframe and continue winding (A).
- **WARNING:** risk of bush and assembly dropping out.

NOTE: Do not use impact tools.

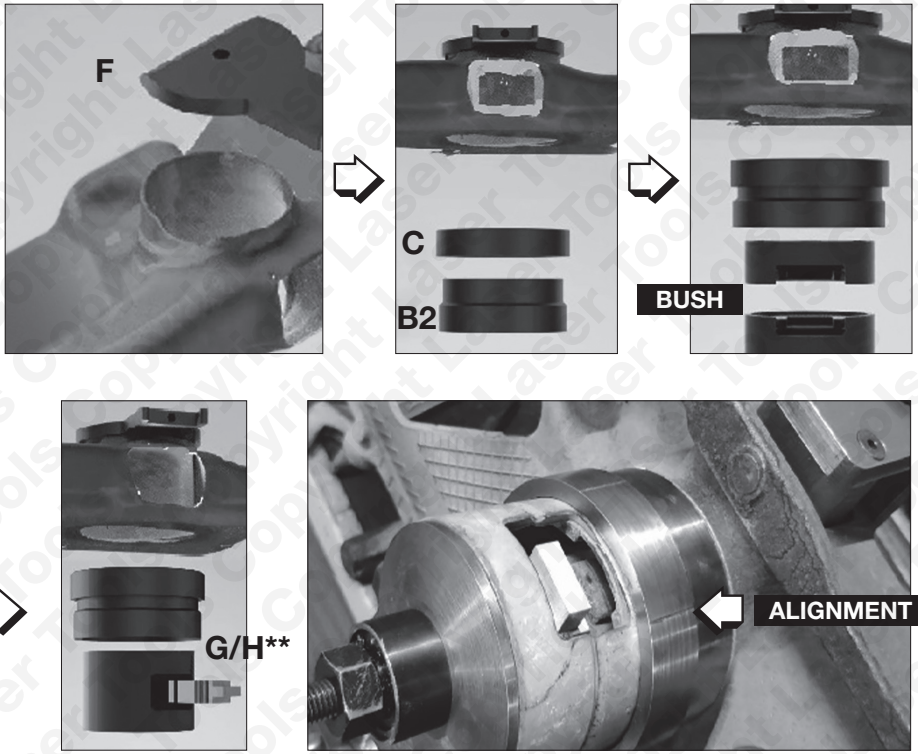
Insertion (Steel) See Figure 5:

NOTE: **Thoroughly clean the subframe bush hole and lubricate with white silicone grease.

- Important: Steel subframes do not require the use of component (E).
- Steel subframes will require the use of component (C).
- Assemble and grease the kit components as shown in figure 5 and 6.

Ensure the 2 alignment lines on component (B2) align with the hole in the front of the subframe and the hole in the bush assembly. **See figure 5.**

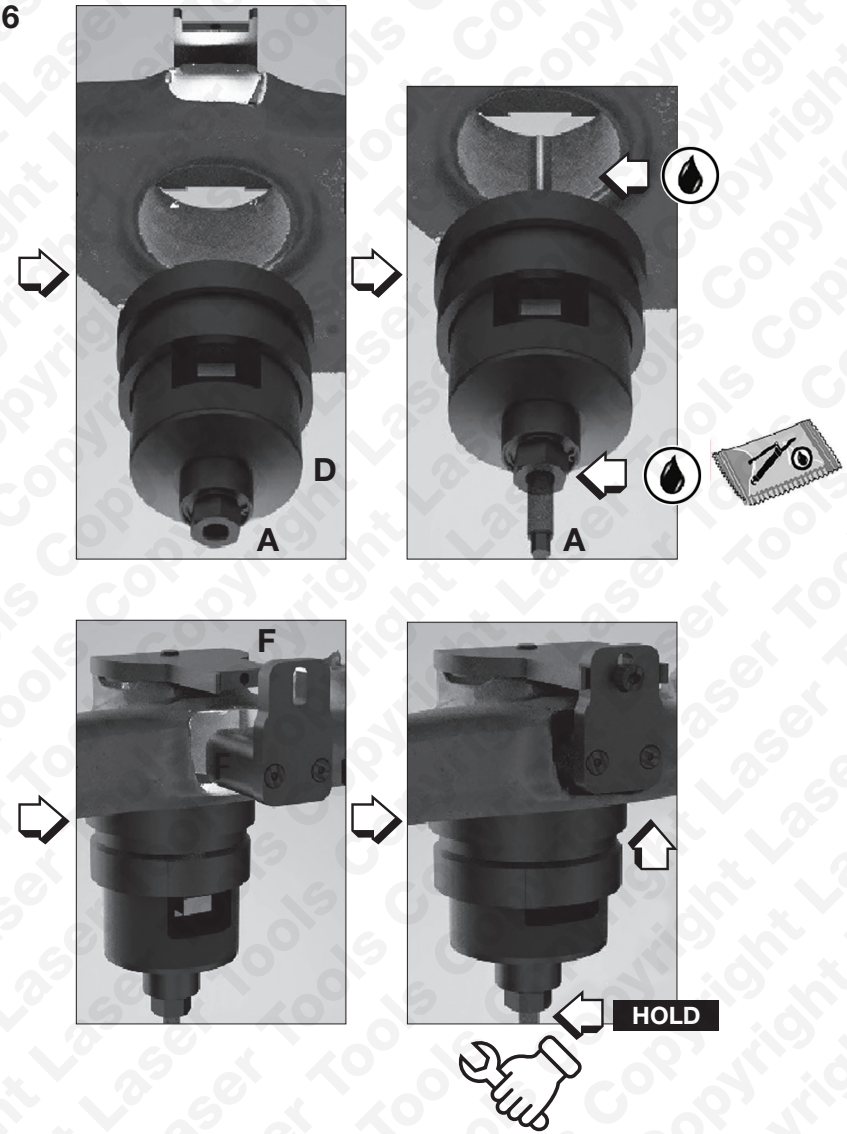
FIG-5



- The use of components G & H depend on which steady bar is used on the car.
  Component (G) = pressed steel steady bar (dog bone).
  Component (H) = cast alloy steady bar (dog bone).

- CHECK ALIGNMENT - Holding the bottom end of the force screw (A) with a suitable spanner wind the bearing nut (A) in a clockwise direction to start pushing the new bushes in as shown in figure 6.

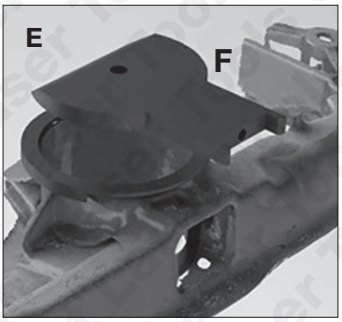
FIG-6



Insertion for Alloy subframes:

- For alloy subframe proceed as for steel subframes but use component (E) under component (F) and REMOVE component (C) as shown in figure 7.

FIG-7



NOTE: On re-assembly of the steady bar observe manufacturers torque setting for all fixings. On completion use the alloy foot process to finish.

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