

LASER[®]

Part No. 7040

Rear Hub Bush Tool Kit

BMW 1, 2, 3, 4, X1 Series

Instructions



www.lasertools.co.uk

Introduction

Developed to remove and refit the rear outer suspension joint fitted to the camber control arm found on the BMW 1, 2, 3, 4 and X1 series models and the outer track control bush fitted to selected models.

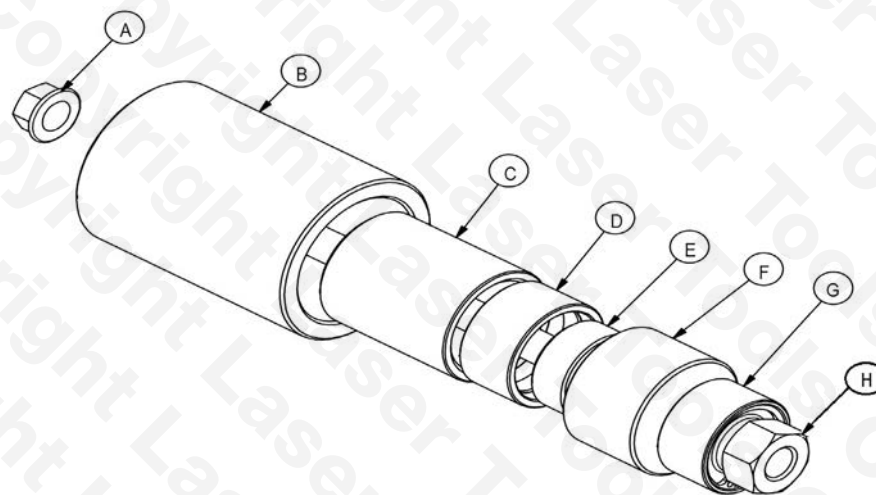
This innovative British design uses a specially angled internal taper to fit the track control arm split bush rather than an expensive separate bush compressor tool as found on the OEM product.

- Applications: outer suspension joint BMW 1 Series (2003 to 2013), (2012 to 2015), 2 Series (2014 to 2017), 3 Series (2004 to 2012), (2011 to 2016), 4 Series (2012 to 2017), X1 (2009 to 2015).
- Outer track control joint BMW 1 Series (2012 to 2015), 2 Series (2014 to 2017), 3 Series (2011 to 2016), 4 Series (2012 to 2017).
- Equivalent to BMW OEM 33 4 450 (split bush compressor), 33 4 460 (camber arm bush extraction/insertion tool), 33 4 480 (trailing arm joint extraction/insertion tool).
- Use with Ratchet Ring Spanner - Flexi Head 24mm (Part No. 5753).

TOP TIP:

Ensure that the hub bush housings are properly cleaned and well lubricated before fitting the new bush and joint.

Components



Ref.	OEM Ref.	Description
A	N/A	M12 Nut
B	33 4 460	Knuckle Joint Extraction/Insertions Cup - Large
C	33 4 480	Split Bush Extraction/Insertion Cup - Large
D	33 4 450	Split Bush Alignment Sleeve
E	33 4 480	Split Bush Extraction/Insertion Cup - Small
F	33 4 460	Knuckle Joint Extraction/Insertions Cup - Small
G	N/A	M12 Bearing Assembly - Replacement Part No.1803
H	N/A	M12 Force Nut - Replacement Part No.1319

NB: Always lubricate the force screw with Molybdenum Disulphide grease.

Applications

Make, Series, Model, Year				Ball Joint Cup B - F	Split Bush Cup C, D, E
BMW	1 Series	E81, E82, E83, E85, E86, E87, E88	2003 - 2013	YES	NO
	1 Series	F20, F21	2012 - 2015	YES	YES
	2 Series	F22, F23, F87	2014 - 2017	YES	YES
	3 Series	E90, E91, E92, E93	2004 - 2013	YES	NO
	3 Series	F30, F31, F34, F35, F80	2011 - 2016	YES	YES
	4 Series	F32, F33, F36, F82, F83	2012 - 2017	YES	YES
	X1	E84	2009 - 2015	YES	NO

Always refer to the website for most up to date applications:
www.lasertools.co.uk/product/7040

Instructions

The following instructions are for guidance only. Please refer to OEM derived data such as the vehicles manufacturers own data or Autodata.

The use of this tool is purely down to the user's discretion and The Tool Connection Ltd. cannot be held responsible for any damage caused what so ever.



Preparation

IMPORTANT: ENSURE THE FORCE SCREW IS WELL LUBRICATED WITH MOLYBDENUM DISULPHIDE GREASE.

- It is advised that any mounting bolts should be sprayed with penetrating oil prior to dismantling.
- Mount the vehicle on a ramp, wheels free, suspension both sides hanging free.
- Remove relevant wheel.
- Measure the relative protrusion of each bush/joint.
- Ensure the bushes and the area around the bushes is clean and sprayed with penetrating oil.

Instructions

Camber Control Arm Bush (Ball Joint) Replacement:

Extraction - Refer to Fig 2.

Assemble components as shown. Lubricate the force screw (H) with molybdenum disulphide grease. As the force nut and bearing are turned with a wrench or socket and ratchet, double-check the alignment of the tools as the load is applied. Do not use an air gun.

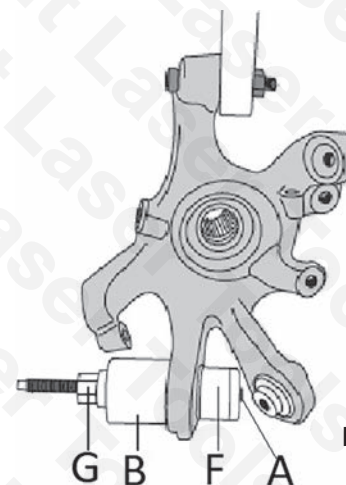


Fig 2.

Insertion - Refer to Fig 3.

Assemble components as shown. Lubricate the force screw (H) with molybdenum disulphide grease. As force nut and bearing are turned with a wrench or socket and ratchet, double-check the alignment of the tools as the load is applied. Do not use an air gun.

STOP WHEN THE BUSH PROTRUDES EQUALLY BOTH SIDES OF THE HUB.

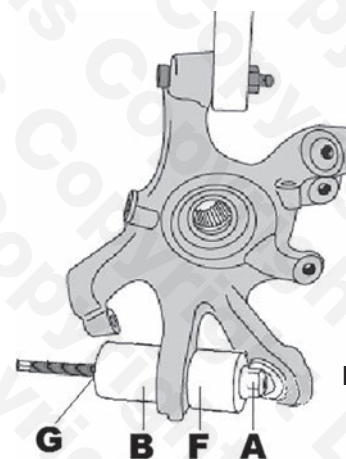


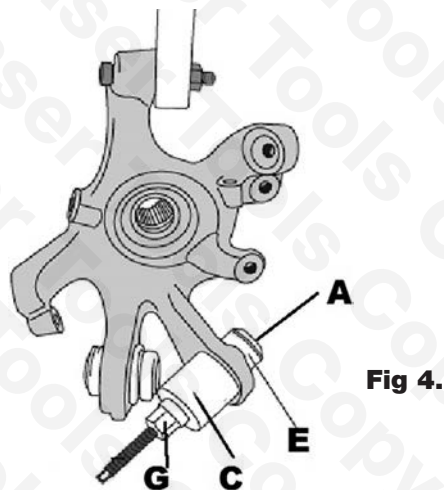
Fig 3.

Instructions

Trailing Arm Bush Replacement

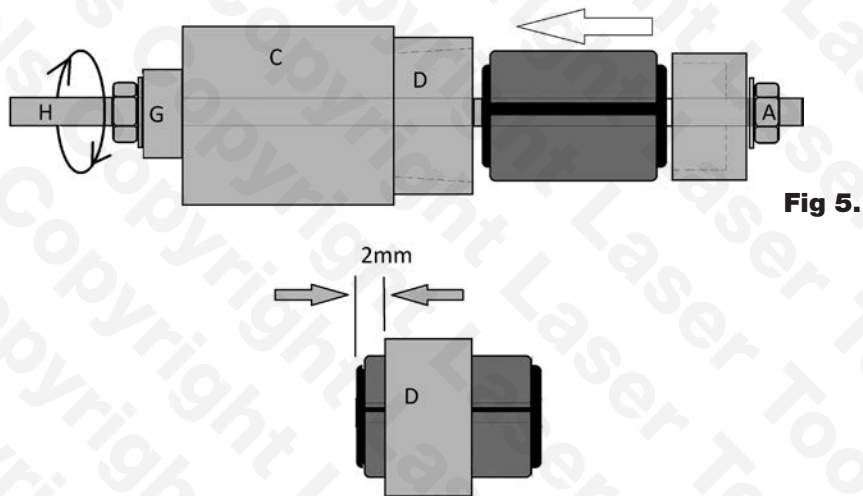
Extraction - Refer to Fig 4.

Assemble components as shown. Lubricate the force screw (**H**) with molybdenum disulphide grease. As the force nut and bearing are turned with a wrench or socket and ratchet, double-check the alignment of the tools as the load is applied. Do not use an air gun.



Insertion Split Bush:

Assemble the new bush off the vehicle as shown in Fig 5 and insert the bush into the split bush alignment sleeve (**D**). Ensure the taper is well lubricated and the bush is pushed in from the widest end of the taper. Continue until 2mm of bush protrudes from the smaller end of **D**.



Instructions

Assemble the split bush and alignment sleeve on the hub as shown in Fig 6.

Lubricate the force screw (**H**) with molybdenum disulphide grease. As force nut and bearing are turned with a wrench or socket and ratchet, double-check the alignment of the tools as the load is applied. Do not use an air gun.

STOP WHEN THE BUSH PROTRUDES EQUALLY BOTH SIDES OF THE HUB.

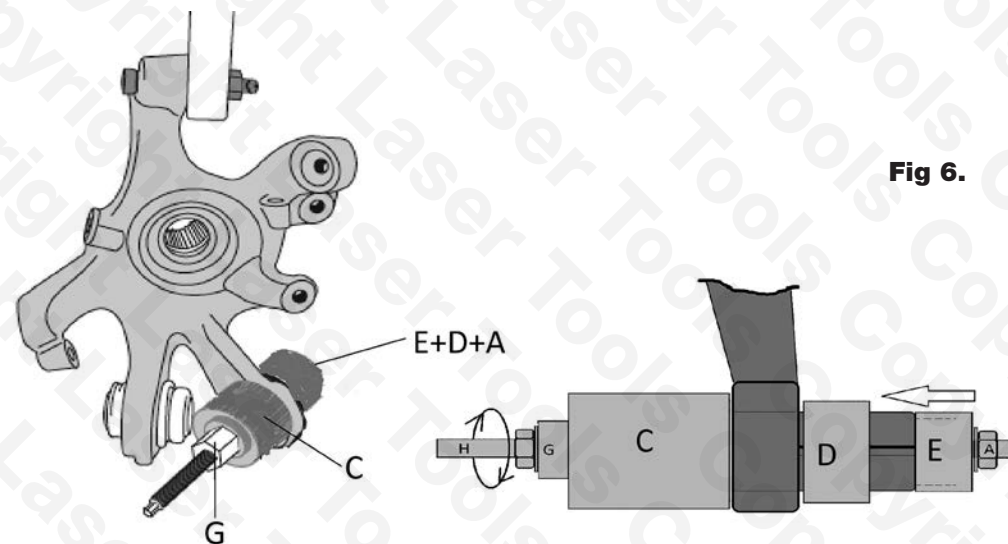


Fig 6.

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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.



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