



## MECHANICAL TOOLKIT FOR EXCHANGING THE DOUBLE BEARING VAG without removing the engine mount

**Working range:** Double bearing on the engine mount (steel and aluminium) Ø 90

<b>Suitable for:</b>	Seat Altea	since `04	Audi A3	since `03
	Seat Leon	since `05	Audi Q2	since `16
	Seat Toledo	04-09	Audi Q3	11-18
	Seat Tarraco	since `18	Audi TT	07-14
	Seat Ateca	since `16	Caddy III	since `03
	Alhambra	since `10	Eos	06-15
	Cupra Formentor	since `20	Golf V - VIII	since `03
	Skoda Oktavia	since `04	T-Roc	since `17
	Skoda Superb	since `08	Scirocco	08-17
	Skoda Yeti	09-17	Jetta III	04-13
	Skoda Karoq	since `17	Passat	since `05
	Skoda Kodiaq	since `16	CC	11-16
			Arteon	since `17
			Tiguan	since `07
		Touran	since `03	
		Sharan	since `10	
		Ford Tourneo Connect	since `22	

**Article-no.: 33 239 200**

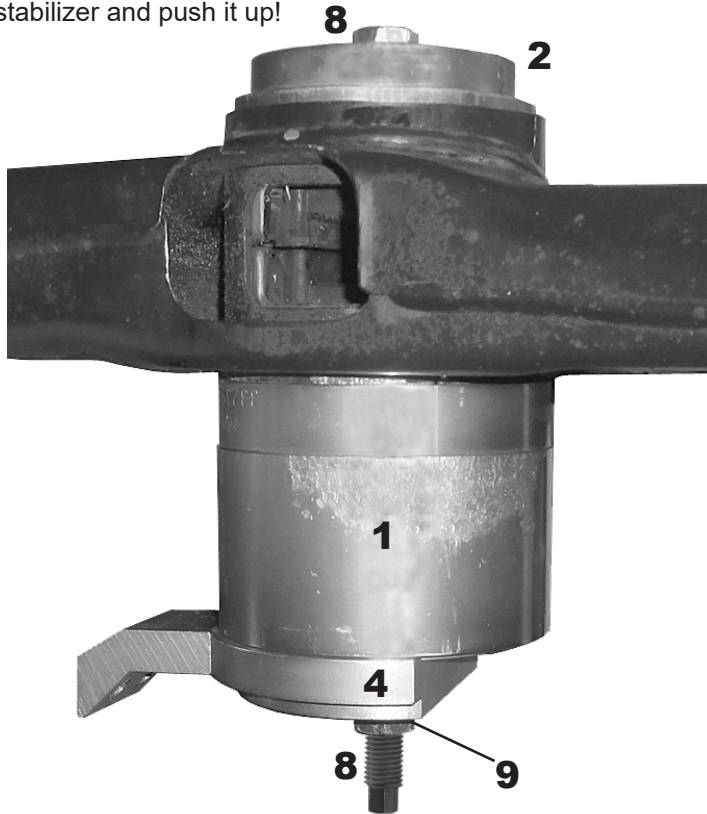


Pos.	Artikel-no.	name
1	33 239 611	Pressure sleeve
2	33 239 622	Thrust pad disassembling / assembling
4	33 239 604	Thrust pad assembling with bolt M8
5	33 239 615	Pressure sleeve, conical
6	33 239 616	Sliding piece (two pieces)
8	33 239 608	Tension bolt M12 with 2 collar nuts M12
9	33 239 609	Needle bearing

Content of delivery are Pos. 1, 2, 4, 5, 6, 8 and 9.

## Disassembling

Loose the stabilizer and push it up!



### Safety indication!

To prevent the tool from dropping, fix it with a tag line or something similar.

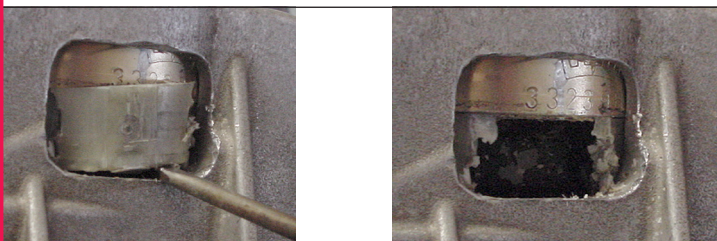
### Disassembling advice!

Watch the bushing in the „window“ while being pulled.



The outer shell of the upper bushing swells out of the „window“ ..

...then destroy the outer shell with a chisel.

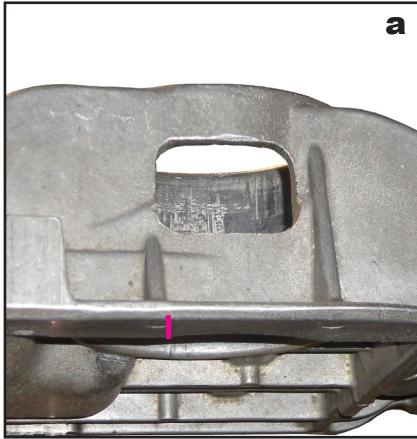


Get the loose piece out and go on with pulling.

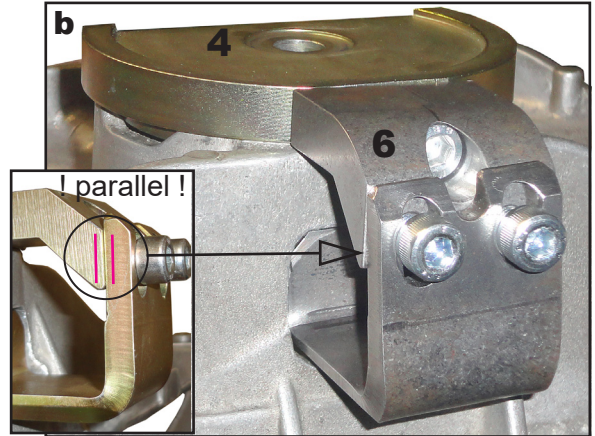
If the shell of the bushing is not destroyed, the tension bolt might bend because the outer shell of the upper bushing sits on the edge.

## Assembling bushing 1 (Step 1)

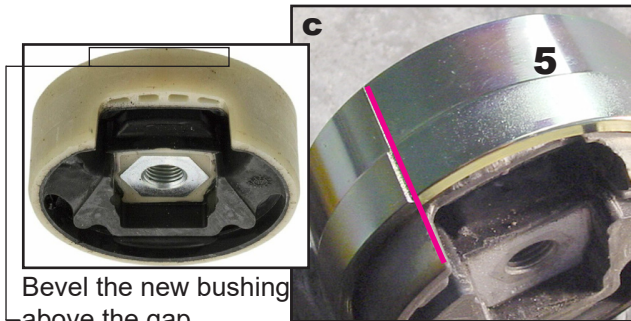
### Preparation (a - d)



For positioning the new bushing, draw a line like the one on the picture.

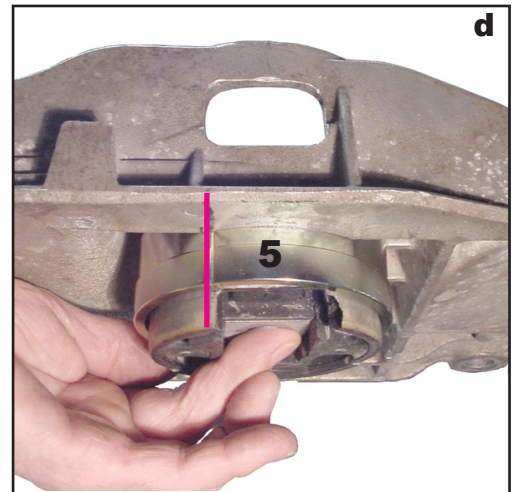


Put thrust pad (4) with the routed side upwards on top of the eye. Screw in the sliding piece (6) and close the „window“. Fill the „window“ up to the upper edge. You can easily adjust the position because of the longholes.

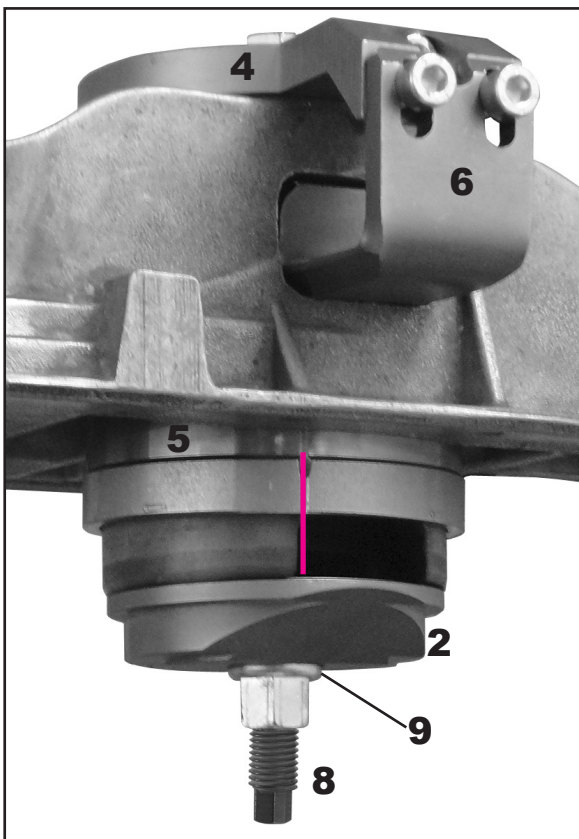


Bevel the new bushing above the gap.

Lubricate the new bushing and the eye in the engine mount. Then push the new bushing into the pressure sleeve (5). The mark on the sleeve must be in line with the gap of the bushing.



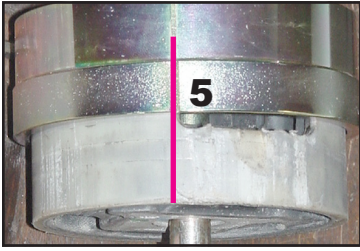
Hold the sleeve with the new bushing underneath the eye of the engine mount. The side of the gap, the mark on the sleeve and the drawn line on the engine mount have to be in line, then ....



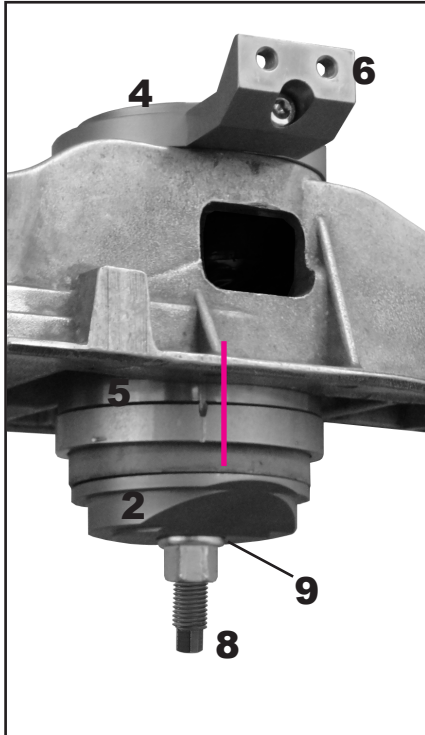
..... assemble the tension bolt, the thrust pads the same way as on the picture. Press in as far as possible.

**Caution!** The pressure sleeve (5) will fall down as soon as the bushing is through.

## Assembling bushing 2 (Step 2)

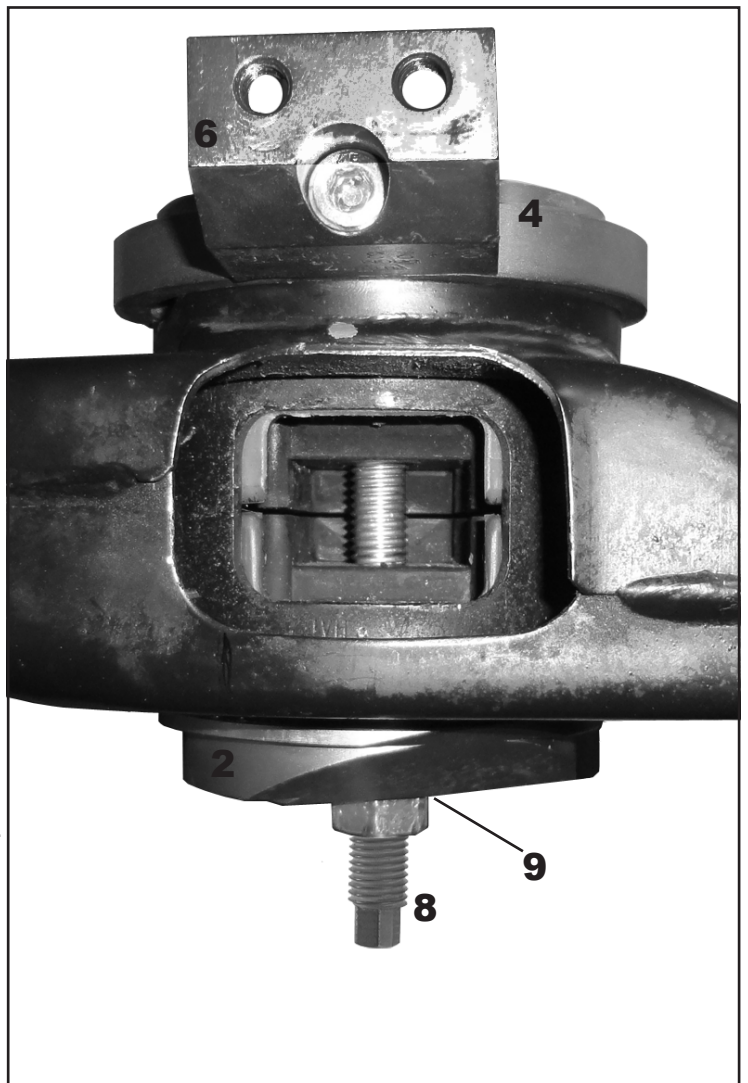


Lubricate the new bushing and the eye in the engine mount. Then push the new bushing into the pressure sleeve (5). The mark on the sleeve must be in line with the gap of the bushing.



Unscrew the sliding piece (6). Turn over the thrustpad (4). Then assemble the tension bolt, the thrust pads the same way as on the picture.

## Assembling (Step 3)



Pull in the bushing. Watch through the „window“ for the proper installation height. **Caution!** The pressure sleeve (5) will fall down as soon as the bushing is through.