FIAT MULTIPLA REAR SUBFRAME FRONT BUSH REPLACEMENT

I did this repair on a wheel free ramp but I suppose it could be done just jacked up at the rear if ramp facilities were not available.

Rear wheels removed. Loosen both sub frame mounts at one side only. Front and rear. This allows the sub frame to drop sufficiently to get the new bushes in. I had a tall axle stand placed under the sub frame to restrict the amount that the sub frame would drop. This was because I had not removed any brake pipes, handbrake cables or abs wires.

As the front bush bolt is removed the old bush will probably just drop out as it will be worn. You should now have a 12mm bolt, a lower 'cup' washer and a top flat washer that goes between the body and the bush.

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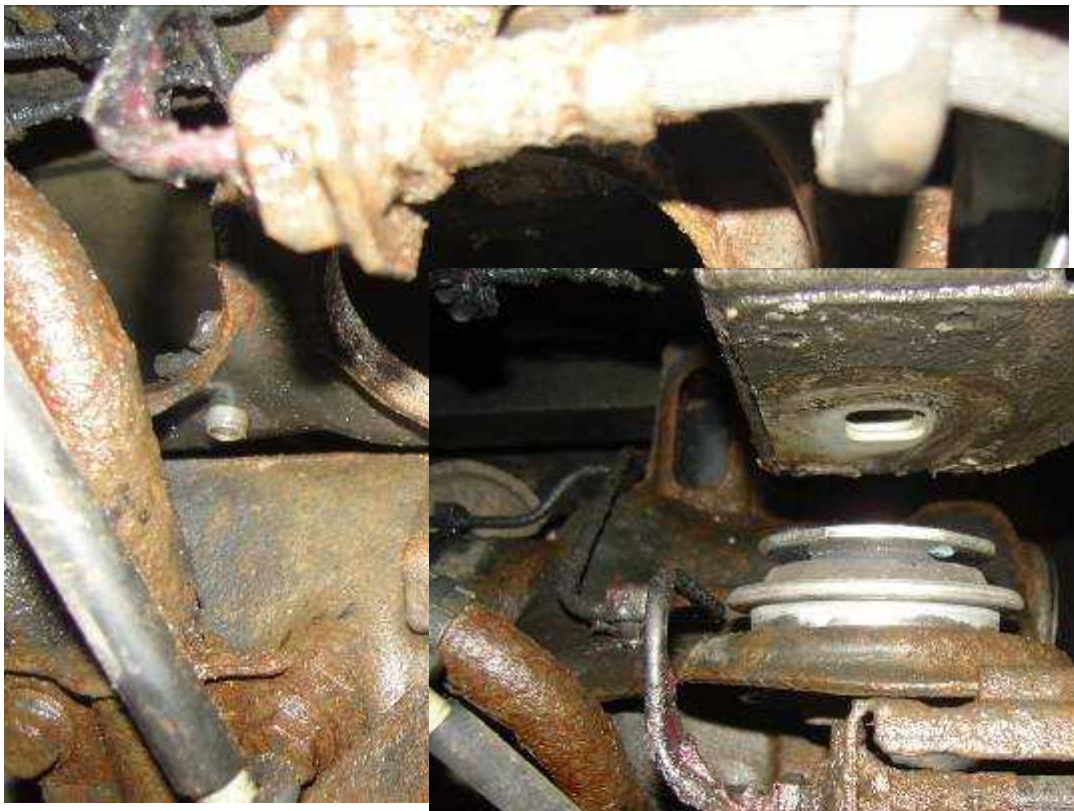
Measurements made with a vernier gauge indicated that the hole in the sub frame measures approx 62mm. The Bravo bush obtained to do the repair measures approx 64mm. Now this bush unlike the old Multipla bush is constructed so that the part of the bush that sits in the sub frame is metal. This means that the bush will be an interference fit which is ideal. But a little on the large side for the hole.

The sub frame hole needs to be 'dressed' with a deburring tool in a drill or a dremel type tool. Basically you need to open the hole in the sub frame by nearly 2mm. what I also did was run the edge of the bush on a bench

grinder which had the effect of reducing it's diameter but also gave a rough finish which would help to make it grip in the hole in the sub frame.



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kept checking the fit of the bush in the sub frame to make sure that I did not take off too much metal.

When I felt happy that the sizes were good I assembled the bush into a homemade ‘press tool’ the bush was a tight fit and again it had to come out to open up the hole in the subframe. Second time around it fitted much better. A small dab of loctite was applied to the mating surfaces to help it bond and it was drawn in as far as it would go.

With the tool removed it was apparent that the tool I had made did not get the bush fully into the sub frame. At this point I felt that taking any more from the hole in the sub frame would make the bush too slack in the hole.

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I placed a tool over the bush (a large socket would also do the job) and ‘jacked up the sub frame with the tall stand that I had placed under the sub frame earlier. This sandwiched the bush and tool up to the body. I then knocked the sub frame from underneath with a drift to seat the bush, after each strike I took up the weight of the sub frame with the tall stand. After a few blows the bush was seated flush all the way round.

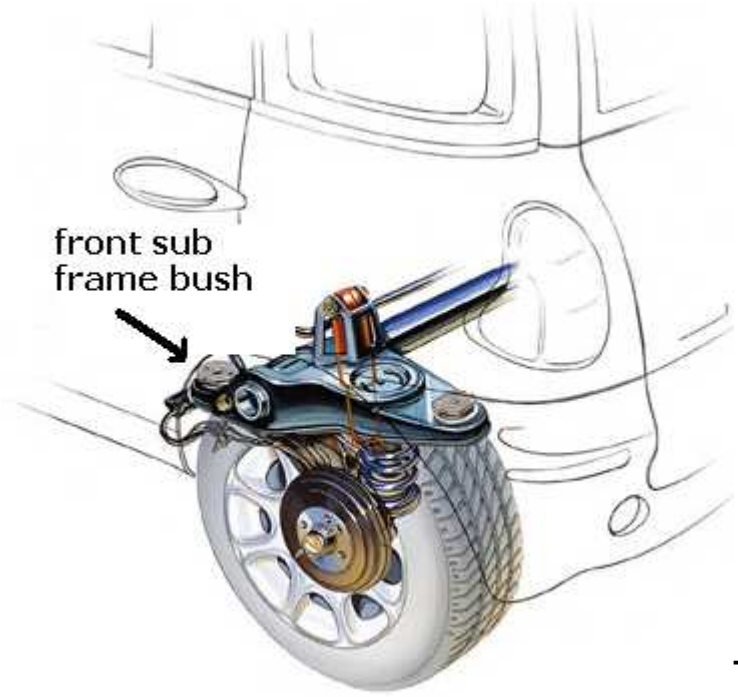
I lowered the stand recovered the tool from the top of the bush and the jacked up the sub frame, copper slipped both sub frame bolts and tightened. I found that the front bolt was now too long as the new bush had the same height from sub frame to body but was a little shorter underneath. As the subframe bolts are metric fine and not that easy to get hold of I packed the bolt with a few washers to take up the extra length. Both bolts tightened, wheels refitted and a

road test confirmed that the repair was a success. I intend To tackle the rear bushes at a later date as these although past their best

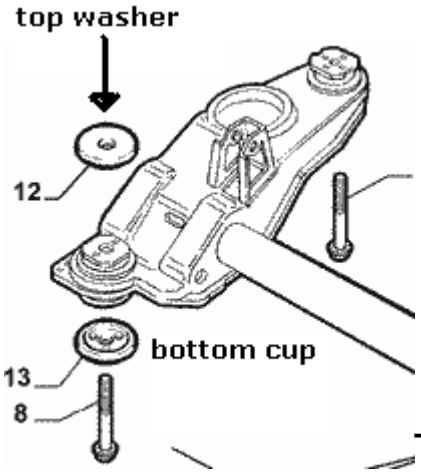
were still serviceable.

First Line part number FSM2026

Although an aftermarket bush, the Fiat Alfa logo is clearly visible!



This is the bush that was replaced in this document.



This picture shows the r/h side of the subframe. The top washer is no longer required if you are using the frist line bush 2026