

Dear John,

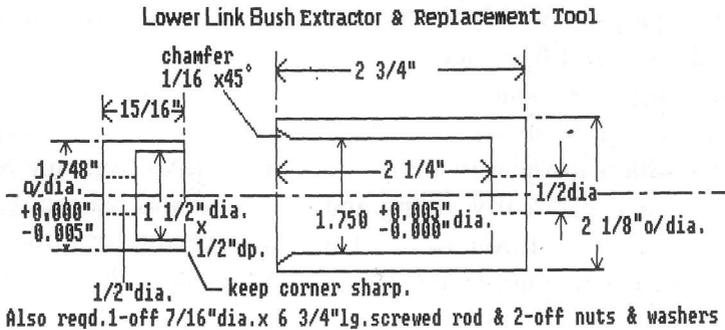
Here is a small contribution which I hope that you will be able to use. I have made up these tools myself and have used them successfully but should add that I am an engineer :

There are a number of jobs on the P6 which can be tackled by the home mechanic, and some of these can be made a lot easier if the proper tools are to hand. Often people are in a position where they can manufacture the necessary

tools if they have the dimensions, or have it made by a friend. Other sources are small local engineering workshops or Technical colleges.

The tool described here is fairly straightforward and only requires a small turning lathe. Material is mild steel and no heat treatments are required. The thread for the screwed rod is not too important as long as two nuts of a similar thread are available.

A fine thread like U.N.F. has a better mechanical advantage but is more prone to stripping. If the link is off the car it may be easier to cut out the old rubber and then hacksaw through the outer shell to collapse it, taking care not to cut into the link, and just use the tool to replace the new bush. If the link is still on the car some heat may be required to assist the old bush out with pressure applied with the extractor. (Be careful with the plastic petrol pipes if working on the off-side). Whichever way you remove the old bush, the tool



is really necessary to replace the new bush if this is to be done without damaging it. Clean out the hole in the link to remove any dust and use a smear of anti-scuffing paste such as Rocol ASP before fitting the new bush.

**Tom Wilson
Glasgow**

