

Mid-year Corvette trailing-arm pivot bushings



Retainer - Concave Washer

Pivot tube – this sleeve must be flared/staked with a special tool to install the bushings (see parts next pages)

Inner bushing “shell”

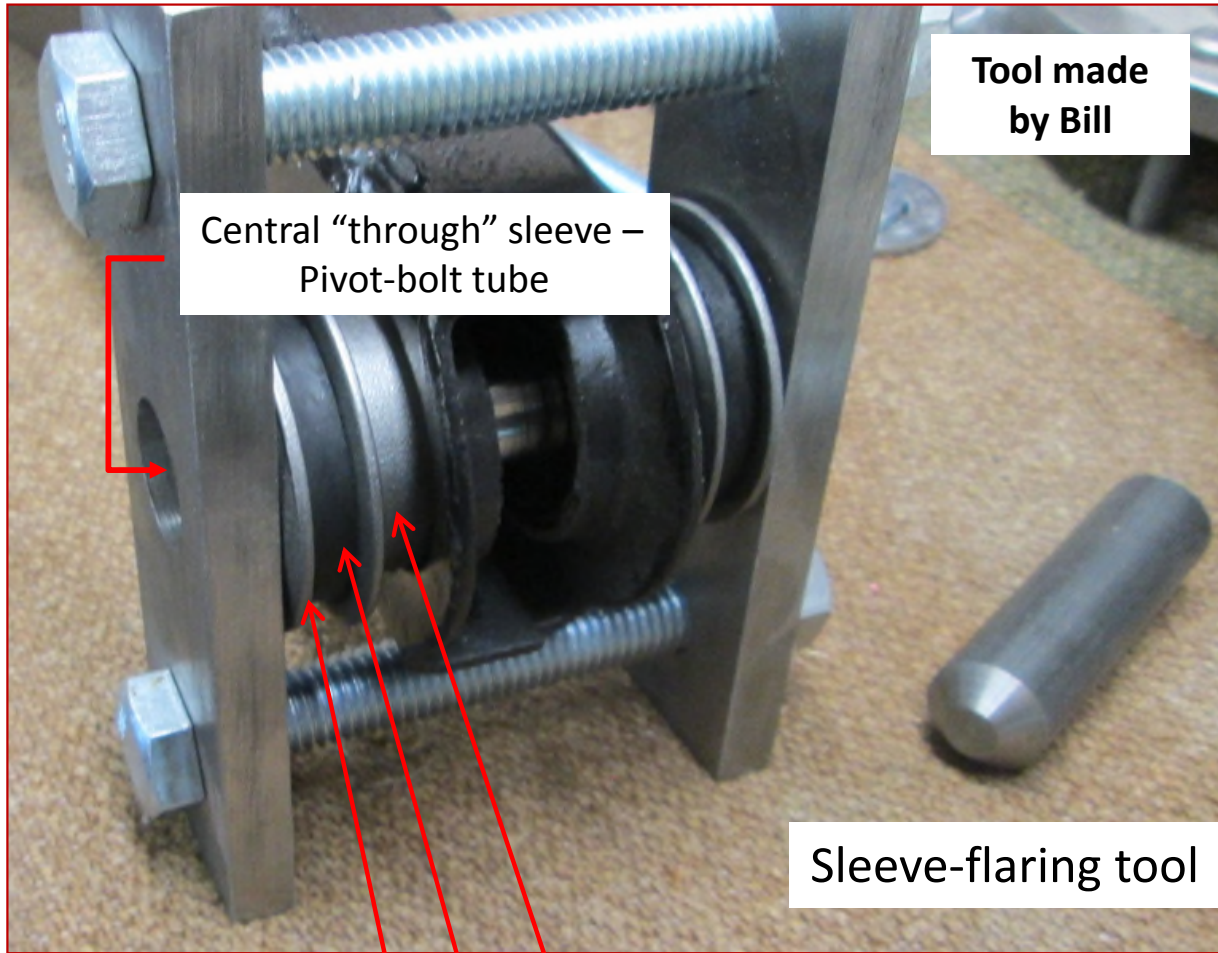
Outer bushing “shell” – pressed into trailing arm



Photo from John Hinckley ↑



Photo by Bill32 – Corvette Forum



Tool made by Bill

Central "through" sleeve – Pivot-bolt tube

Sleeve-flaring tool

Inner bushing "shell" in trailing arm
Rubber Bushing between the "shells"
Outer bushing "shell" in rubber bushing

Trailing-arm bushing "assembly"

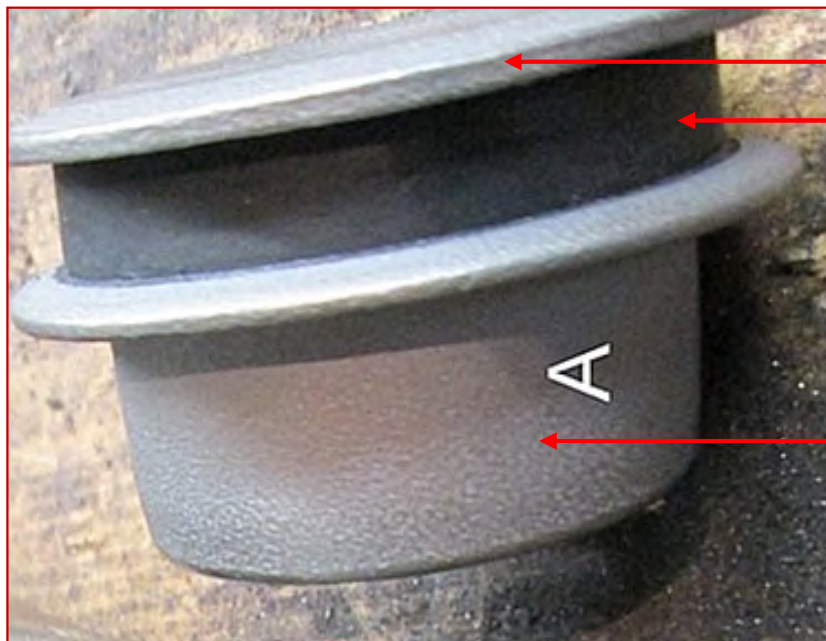


Photo by Revfan (Greg) – Corvette Forum

[Link to Forum Thread](#)

Parts illustration from Paragon's web site

Trailing-arm
pivot bolts,
castle nuts,
washers
and cotter
pins



Retainers - Concave
Washers



Center Sleeves(Pivot bushing tubes)



Parts photos of
retainers, bushing
and sleeve cut from
Bill32's photo



Bushings

Parts Illustration source:

https://www.paragoncorvette.com/popup.aspx?src=images/product/large/1470k_1_.jpg

Sleeve-flaring-tool use photo from Mid-America Motor Works

<http://www.mamotorworks.com/Corvette/Product/rear-trailing-arm-bushing-staking-tool-602666-1>



JohnZ

When installing/assembling the trailing arm pivot bushings, the two new bushings must be compressed in the arm so the steel shells touch each other (red arrow), and are held that way, while the pivot tube and retainers is inserted and the end is flared flush with another special tool. Otherwise the bushing will be loose in the arm and will deteriorate rapidly. This process is thoroughly described and illustrated in the Chassis Service Manual. 🤖

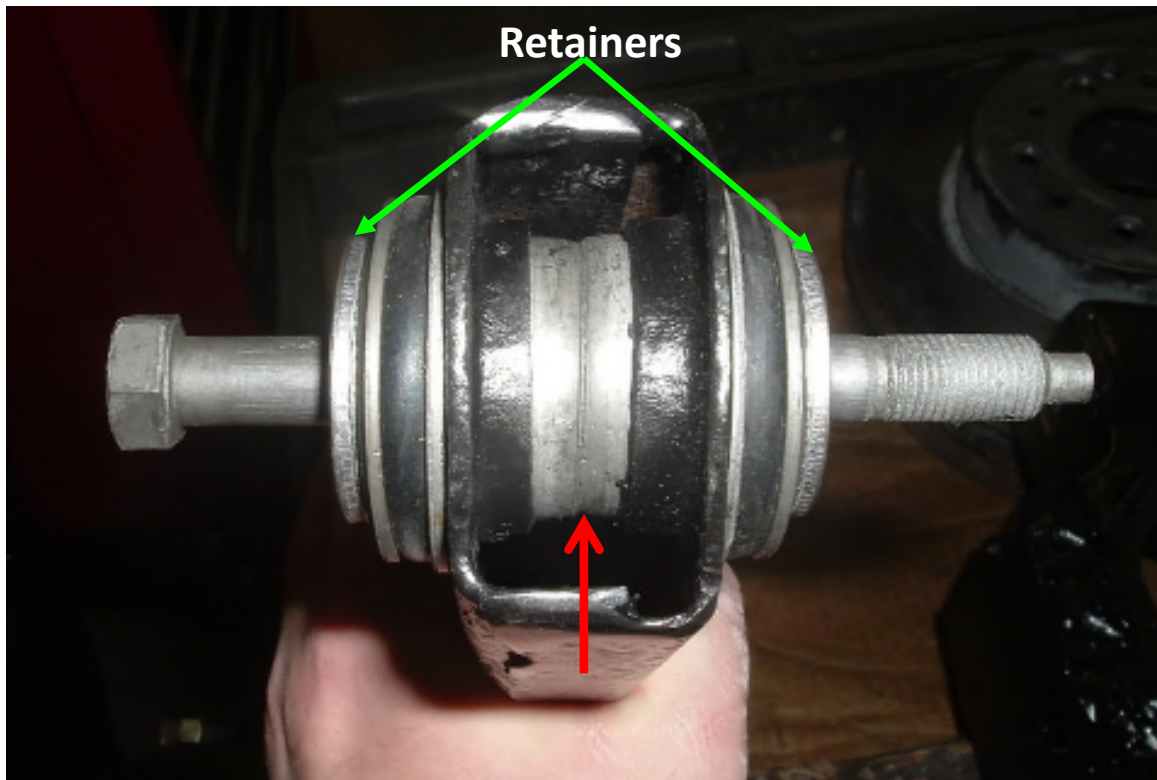


Photo from John Hinckley

DUB

One thing that I have run into MANY times is an issue with the steel inner sleeve (pivot tube), the part that you are flaring with the pointed tool, may have some interference with the pivot bolt. You might want to verify that your trailing arm pivot bolts will go through them. I always check these and, if the sleeves are not allowing the bolt to pass through (or have excessive slop in it), I ream them out and get the bolt to slide through perfectly.

ALSO...not reading what has been written on the internet but from my experience of doing these trailing arm bushings a lot every year, make sure that you file smooth the outer washer...where you staked the inner sleeve FLAT so that when you place one of your thick trailing arm shims against it, the shim lays FLAT against the washer and is not held away from it due to some of the flared metal from the inner sleeve keeping it from seating flush against it.

DUB