Forth Generation GM F-Body
Rear Trailing Arm Bushing Replacement.

Equipment and Tooling Required

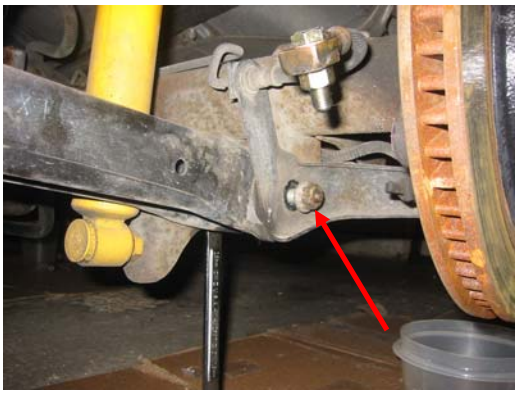
- 18 mm ½ inch drive socket
- 18 mm combination wrench
- Ball Joint Service Tool
- Assortment of Socket Wrenches or metal blocks to support the trailing arm during bushing removal and installation
- Energy Suspension Bushing Kit: 3.36136R
- Energy Suspension Formula 5 Prelube P/N 9.11108

Trailing Arm Removal

1. Raise the vehicle and properly support it via the frame and let the rear axle hang free.
2. Raise the rear axle a minimal amount and support it with two jack stands just outboard of the anti-roll bar mounts. You do not want to raise the axle too far or the coil springs will put too much of a load on the axle which will make removal and installation of the trailing arms more difficult.

Important: Only remove one trailing arm at a time. Removing both simultaneously can cause the axle to shift or roll which will make re-installation much more challenging.

3. Starting with the drivers side, use an M18 socket and a M18 box end wrench loosen and remove the nuts from both the front (body mount) and rear (axle mount) bolts.



4. Usually the bolts will still have some load on them from the axle, therefore they will not just slide out. It is usually easiest to remove the rear bolt by "unscrewing" it from it's location. Once this one is free, the front bolt will just slide out.

Bushing Replacement

Most hobby mechanics do not have the luxury of having their own press, however, a ball joint service tool can be used in place of a press. Most automotive chain stores do provide loaners for free or you can purchase one thru many on-line retailers.

1. Place the ball joint service tool over the trailing arm so that as the tool is tightened it will press the bushing out of the arm. Insure that the proper spacer is utilized so that the bushing has a place to escape to when it is pressed out. Hand tighten the tool so that it stays in place until the next step is completed.
2. It is necessary to properly support the inside of the trailing arm or it will be crushed when the ball joint service tool is tightened. I have found that an assortment of sockets works perfectly for this job. I also place a threaded rod thru one socket and a hole in the trailing arm and secure it with two nuts and two washers to insure that this socket does not move during the bushing extraction and installation operations. I place two more sockets around the bushings casing to prevent this area from being crushed. Metal of the proper size will also work. Wood typically is not a good spacer because it will not stand up to the loads.

3. Tighten the ball joint service tool until the bushing is pressed out of the trailing arm.
4. Place the Energy Suspension bushing into the trailing arm.
5. Hand start the Ball Joint Service tool and insure all your spacers are in place. Tighten the ball joint service tool until it the bushing is fully seated in the trailing arm.
6. Repeat for the other bushing.
7. Prior to installing the trailing arm onto the car coat both faces of the bushing with the supplied Energy Suspension Formula 5 Prelube .

Trailing Arm Installation

1. Place the trailing arm into it's proper location. It may be necessary to use a drift to align the center of the bushing to the mounting holes.
2. Install the front bolt first. It should just slide into position.
3. Install the rear bolt second. This bolt may have to be screwed into position.
4. Install the nuts onto both bolts. Tighten the fasteners to the following specifications:
    a. If the torque wrench is on the nut, tighten the nut to 82 N*m (60 lb*ft)
    b. If the torque wrench is on the bolt, tighten to 108 N*m (74 lb*ft)

Note it is acceptable to tighten the fasteners to spec while the vehicle is in the air when using Energy Suspension Bushings only. These bushings are designed to rotate relative to the body and axle mount therefore they will not be damaged. If rubber bushings are being utilized then the fasteners should not be tightened until the suspension is at ride height position because there is no relative movement of the bushing to the mount, all movement is internal to the bushing.

5. Repeat this procedure for the opposite side.