

You may be able to accomplish the same thing using a 4" long 3/8" bolt, 2- 7/16" lug nuts (Chevy nuts), a 3/8 nut of the same thread as the bolt and a few washers to spread the load/reduce rotational friction.

Place the forward end of the a-arm in a vice. Place one of the lug nuts with the cone facing opposite the head of the bolt. Then, put the bolt through the bushing retainer (sleeve). Next, place the other lug nut with the cone facing the retainer and place a couple of well greased thick washers on the bolt. Then, install the nut which matches the bolt threads.

Lastly, run the nut in so that the lug nut cone flares the bushing retainer end. You may have to put some arm to it to fully flare the retainer (it's pretty thick metal), but it can be done.

It is best to compress the bushings first, but it can be done without that using the method that I described. Here's the deal: the center bushing retainer (tube) is of a fixed length and is pre-flared on one end. If you use the set-up that I described it will compress the bushings as the end of the retainer is flared. When you have achieved a flare which is more-or-less identical to the pre-flared side, you're there; the bushings have to be fully compressed and seated or you wouldn't be able to achieve that flare. The only way that you could end up with a "loose" bushing condition would be if the retainer was over-length (which they're manufactured not to be). The "effective length" of the retainer, once fully flared, is exactly the same whether the bushings are first compressed or not and the bushings end up in the same state of compression either way.

Now, the difficult part is that when you do it this way you are BOTH compressing the bushings AND flaring the retainer end. That's why I mentioned that it will "take some arm" to do it. By compressing the bushings first, you eliminate part of the effort required when doing it "single stage". In other words, you make a "2 stage" process out of it. That makes both stages easier.

It will take a LOT of torque to do it and the 3/8" bolt used had better be a Grade 8 (or better). Even then, one might even break a bolt or two doing this.