



# TClinic

## HOW TO REMOVE A BUSHING (FROM A BLIND HOLE) WITHOUT REALLY SWEATING

1. Pack the bushing center about  $\frac{1}{2}$  to  $\frac{2}{3}$  full of any heavy, goopy grease you can find – the heavier the better. Actually, anything will do (butter, surgical jelly, etc.).
2. Buy, build or steal a drift rod or dowel whose O.D. is a snug fit in the bushing I.D. (or even a loose fit - but things will get messier as we proceed). I used a piece of steel made up as a clutch disc alignment tool. (I think even a wooden dowel would be OK).
3. Insert the rod or dowel into the grease filled bushing, as far as possible by hand.
4. Using a stout hammer (or the “copper bopper”), bash fiercely on the end of the rod. If you tend to be fastidious, or are working in the kitchen, wrap some rags around the base of the shaft first, before bashing.

That's it - the rod will bounce a bit as you whack on it (trapped air) but before you can say “offside dumb-iron” (or, in tough cases: “Swell the gearbox sludge in paraffin till you've found all the little balls.”) the bushing will pop right out on the rod.

You may have to withdraw the rod and repack the cavity with grease once or twice. Bushing came out after the second application of grease.

Tech Info - Courtesy New England MG T Register  
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**2002 Update**

This information is still as correct as it was in 1972