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INSTALLATION INSTRUCTIONS

*QA1 P/N 5247, 5248, 5249 Adjustable Upper Trailing Arm
'73-'88 GM A/G-body, '68-'72 GM A-body, '64-'67 GM A-body*

READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

• DISCLAIMER / WARRANTY •

QA1 WARRANTS THAT THE PRODUCTS WILL BE FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP FOR ONE YEAR FROM DATE OF SALE TO THE ORIGINAL PURCHASER. QA1 MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESS OR IMPLIED. QA1 SHALL HAVE NO OBLIGATION UNDER THE FOREGOING WARRANTY WHERE THE DEFECT IS THE RESULT OF IMPROPER OR ABNORMAL USE, YOUR NEGLIGENCE, VEHICLE ACCIDENT, IMPROPER OR INCORRECT INSTALLATION OR MAINTENANCE, NOR WHEN THE PRODUCT HAS BEEN REPAIRED OR ALTERED IN ANY WAY. QA1'S LIABILITY IN THE CASE OF DEFECTIVE PRODUCTS SUBJECT TO THE FOREGOING WARRANTY SHALL BE LIMITED TO THE REPAIR OR REPLACEMENT, AT QA1'S OPTION, OF THE DEFECTIVE PRODUCTS.

THE USER UNDERSTANDS AND RECOGNIZES THAT RACING PARTS, SPECIALIZED STREET ROD EQUIPMENT, AND ALL PARTS AND SERVICES SOLD BY QA1 ARE EXPOSED TO MANY AND VARIED CONDITIONS DUE TO THE MANNER IN WHICH THEY ARE INSTALLED AND USED. QA1 SHALL BEAR NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY, EITHER TO A PERSON OR TO PROPERTY, RESULTING FROM THE INSTALLATION, DIRECT OR INDIRECT USE OF ANY QA1 PRODUCTS OR INABILITY BY THE BUYER TO DETERMINE PROPER USE OR APPLICATION OF QA1 PRODUCTS. WITH THE EXCEPTION OF THE LIMITED LIABILITY WARRANTY SET FORTH ABOVE, QA1 SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK!

TOOLS AND SUPPLIES REQUIRED

- | | | | | |
|--------------------------------|--------------|---------------|-----------------|-----------------|
| • SAE and/or Metric Wrench Set | • Floor Jack | • Jack stands | • Tire Chocks | • Blue Loctite™ |
| • SAE and/or Metric Socket Set | • Lug wrench | • Grease Gun | • Torque wrench | |

REMOVAL OF STOCK TRAILING ARMS

1. Place vehicle on a level surface and place tire chocks in front of and behind the front tires.
2. Support the rear frame of the vehicle on jack stands and remove the rear wheels.
3. Place a floor jack under the differential and lift up slightly to remove tension from the trailing arm bolts. Make sure not to lift the vehicle off the jack stands. Figure 1



Figure 1

Note: Keep floor jack under vehicle during the complete removal and installation procedure. Remove only one arm at a time. Removing both could cause the axle to rotate making installation difficult.

4. Start with either trailing arm and remove the rear bolt. Replace the bolts in same direction as original.
5. Remove the front trailing arm bolt.
6. If you are having difficulty removing the trailing arm bolts, remove the lower shock bolts and the rear springs to aid bolt removal.

7. Clean the frame at trailing arm pivot area with a wire brush.
8. Remove the pressed-in factory rubber bushing from axle housing. Note the direction of bushing in the axle housing. Be careful not to damage the axle housing.

INSTALLATION INSTRUCTIONS

1. Install the polyurethane bushing into axle housing, facing the same direction as stock. Figure 2
2. Install the polyurethane thrust washer on inboard side of bushing.

Note: *Left side only, some thrust washers will require trimming for clearance of the axle housing. If you install thrust washer at the same time as you install bushing, it requires less*

trimming for clearance. On 1978-1988 model year vehicles, using metric stock arm pivot bolts, drill or file front locating hole to ½" diameter to enable use of supplied ½" diameter bolts.

3. Using the supplied grease, lube the trailing arm bushings and the axle bushings on the surface that contacts the arms. Install the new trailing arms with the grease fittings facing down.
4. Install the front bolt first using the thicker ½" washers supplied on the outside of the frame. See figure 3.
5. Place one drop of Blue Loctite™ on clean threads and torque the nut to 70 ft.-lbs. The trailing arm should then pivot smoothly on the chassis.
6. Position the trailing arm over the polyurethane bushing and thrust washer. Install rear bolt in the same direction as original and torque to 79 ft.-lbs. Figure 4 shows the arm installed.
7. Repeat for the other side.

Note: *Although QA1 trailing arms are pre-lubed, you may want to finish your installation by lubing the front bushing with a grease gun. Be sure to install zerk caps to prevent dirt and corrosion from damaging the fitting. Check all nut and bolt tightness after first 10 miles.*



Figure 2



Figure 3

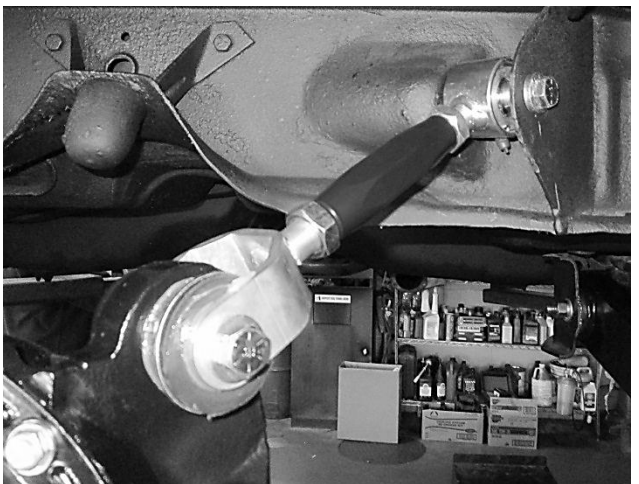


Figure 4

To further upgrade your suspension, use other QA1 suspension products such as carbon fiber driveshafts, coil overs, shocks, struts, springs, torque arms, panhard rods, sub-frame connectors, strut tower braces, rod ends, spherical bearings, etc. For more information, please visit www.QA1.net