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INSTALLATION INSTRUCTIONS

QA1 P/N 5210, 5211 & 5212 Tubular Braces

1978-1988 GM A/G- Body, 1968-1972 GM A-Body, 1964-1967 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 •

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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

- Floor Jack
- Jack Stands
- 18mm, 19mm and 3/4" Sockets and combination Wrenches
- Torque Wrench
- Tire Chocks
- Blue Loctite™

Removal

1. Place the vehicle on a level surface and place tire chocks in front of and behind front tires.
2. Support the rear of the vehicle on jack stands under the frame rails. The floor jack can be left under the rear differential as it will be needed throughout the installation process.
3. Removal of the shock absorber lower mounting hardware and rear springs may allow easier access to the upper trailing arm bolts.
4. Loosen the trailing arm nuts at the frame for the upper and lower trailing arms.
5. With a floor jack under the differential, lift up slightly to remove tension from the trailing arm bolts – Make sure not to lift the car off the jack stands. (**Figure 1**) The trailing arm bolts provided in the kit are longer than the OE bolts and must be used with the frame braces.

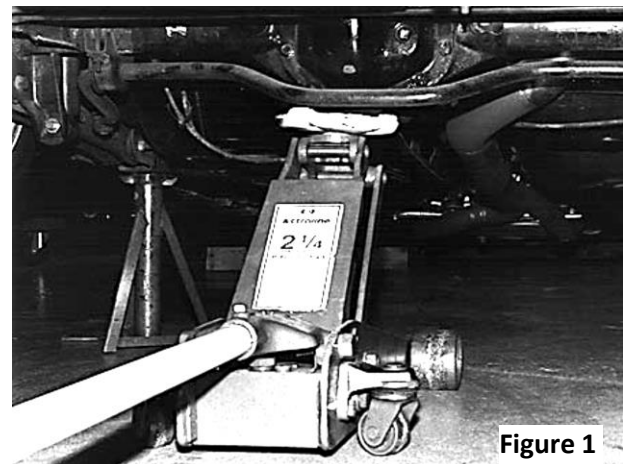
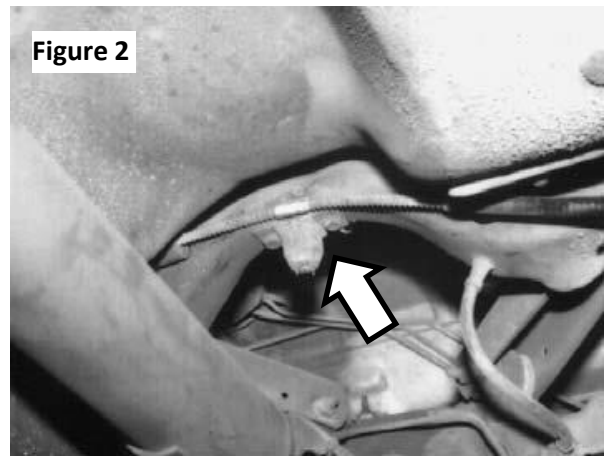


Figure 1

Note: Replace only one bolt at a time to prevent the differential from rotating. The bolts should be easy to push in or out when correct ride height is obtained. The differential may need to be raised or lowered slightly to find the best position.

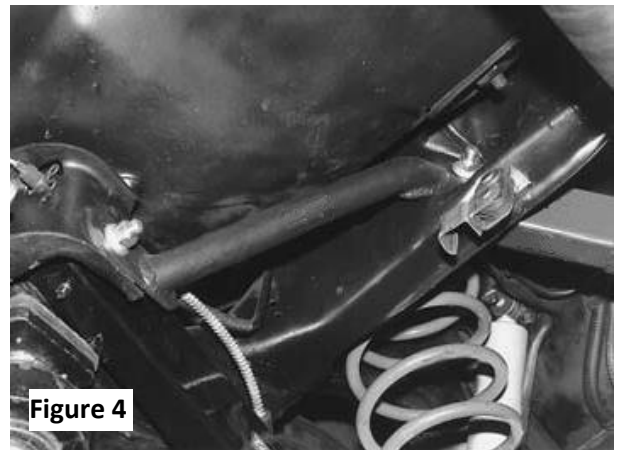
Installation of P/N 5210

1. Remove the bolt holding emergency brake cable bracket and move the brake cable out of the way. See **Figure 2**.
2. Install the new upper trailing arm bolt provided with a flat washer against the bolt head into the left frame rail with the threads facing in towards the center of the vehicle.
3. Place the spacer over the bolt and then install the brace with two bends on left side of car with triangular shaped tab up. Loosely install a flat washer and nut. See **Figure 3**.
4. Install a new bolt in the front mount of the lower trailing arm followed by the brace washer and nut. Adjust the brace so it does not hit the floor of the vehicle and snug the nuts. Do not torque at this time.
5. The right side brace has one bend. Install the right side brace following the same procedure as above.
6. Reinstall the emergency brake cable.
7. Reinstall springs and shocks if they were removed.
8. Raise the rear differential with the floor jack until the vehicle is just off of the jack stands. *Note: Do not remove jack stands.* Torque all nuts to 70 lb. ft. with Loctite™ thread locking compound on the threads.
9. Remove jack stands and lower vehicle.



Installation of P/N 5211 & 5212

1. Install the new upper trailing arm bolt provided with a flat washer against the bolt head into the left frame rail with the threads facing in towards the center of the vehicle.
2. Both Braces have only one bend and will only fit one way. Install the brace with the triangular shaped tab up followed by a flat washer and nut.
3. Install a new bolt and washer in lower trailing arm and brace followed by a washer and nut. Adjust so the brace does not hit the floor of car and snug the nuts. Do not torque at this time.
4. Install the right side brace following steps one through three. See **Figure 4**.
5. Reinstall the springs and shocks if they were removed.
6. Raise the rear differential with the floor jack until the vehicle is just off of the jack stands. *Note: Do not remove jack stands.* Torque all nuts to 70 lb. ft. with Loctite™ thread locking compound on the threads.
7. Remove the jack stands and lower the vehicle.



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

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