



These instructions can be found in color and expandable at QA1.net

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INSTALLATION INSTRUCTIONS

QA1 P/N 52307 & 52308

Mopar Lower Control Arms

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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TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- SAE Wrench Set
- Ratchet & SAE Socket Set
- Ball Joint Separator

PRE-INSTALLATION NOTES

1. A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.
2. Count the number of revolutions it takes to remove the tension from the torsion bar adjusters in the lower control arms. Take note of this and use it during the assembly process to duplicate the ride height.
3. Check and replace any excessively worn engine mounts, steering components and suspension components.
4. QA1 also offers: K-Members for A-Body (P/N 52313) and B/E Body (52314), Torsion Bar Adjusters (P/N 52360), Eccentric Camber Bolt Adjusters (P/N 52361) for the Mopar A/B/E Body cars, Dynamic Strut Bars for A-Body (P/N 52311) and B/E-Body (P/N 52312) and Heavy Duty Tie Rod Sleeves (P/N 52324 for 11/16" thread and P/N 52325 for 9/16" thread).

DISASSEMBLY INSTRUCTIONS

1. Measure and record the vehicle ride height at the center of the wheel opening. This will help in setting the ride height after installation of the QA1 tubular control arms.
2. Lift and support the vehicle on a solid surface. Support the vehicle by the frame rails allowing the suspension to droop. A vehicle lift is best, but careful use of jack stands work as well.
3. Remove the front wheels and tires.
4. Remove the lower shock bolts and sway bar end links from the lower control arms.
5. Remove the nut and cup washer from the front of the strut rod. Note the direction of the cup washer.

6. Remove the tension on the torsion bars by loosening the adjuster bolt in the lower control arms counting the number of turns required to remove the preload. It will be necessary to completely remove the torsion bar adjuster bolt and block for use in the new control arm. **Count and record the number of turns required to remove the adjuster bolt. This will be helpful later when re-setting ride height. Note the position of the torsion bar key.**
7. Remove the snap ring at the rear of the torsion bar (**Figure 1**) and slide the torsion bar back. It is not necessary to completely remove the torsion bar from the car (**Figure 2**). Loosening the lower control arm pivot shaft and gently prying back on the control arm will help to remove the torsion bar.



Figure 1



Figure 2

8. Remove the cotter pin from the lower ball joint. Loosen the castle nut, but do not remove. Separate the lower control arm from the ball joint and then remove the nut. Leave the upper control arms and spindle hanging with all the steering attached. The steering system does not need to be dismantled.
9. Remove the lower control arm from the car.

INSTALLATION INSTRUCTIONS

1. Transfer the torsion bar adjuster block and strut rod to the QA1 lower control arm. *Note: QA1 recommends the use of Permatex® Anti-Seize Lubricant on the torsion bar adjuster threads.*
2. Install the control arm in the K-member. Do not tighten the pivot shaft nut at this time.



3. The lower control arm can be attached to the ball joint. Tighten the ball joint nut to factory specification and install a new cotter pin in the ball joint.
4. Clock the torsion bar keys and re-install the torsion bars and snap rings.
5. Tighten the torsion bar adjusters the same number of turns required to remove.

6. Attach the shocks and sway bar end links to the lower control arms.
7. Reinstall the wheels and tires.
8. Set the car on the ground and check the ride height measurement. Raise and support the vehicle if adjustments are necessary and repeat.
9. Tighten the control arm pivot nuts and strut rods to the factory specification with the car sitting at ride height.

Note: The lower control arm pivot nuts should be tightened with the car sitting at ride height to prevent binding in the suspension.

10. Re-check all fasteners to ensure they are tight and new cotter pins have been placed into the lower ball joints.

Caution: A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.

Torque Specifications

Lower control arm pivot nut:	145 ft.-lbs.
Factory strut rod nuts:	70 ft.-lbs.
QA1 Dynamic Strut front bolt:	42 ft.-lbs.
QA1 Dynamic Strut rear nut:	75 ft.-lbs.

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

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