



Technical Support Line: (952) 985-5675 Email: Info@QA1.net

INSTALLATION INSTRUCTIONS

GM Lower Control Arms

P/N 52320, 52420

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, EXPRESSED 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

- Floor Jack
- Jack Stands
- Wrench Set
- Hex Key Set
- Ratchet & Socket Set
- Spring Compressor
- Ball Joint Separator
- *QA1 Ball Joint Tool Kit p/n 1891-106 *(Race Series Arms Only)

Pre-Installation Notes:

1. QA1 Lower Control Arms are designed for use with QA1 parts or O.E. parts. Please find the section that applies to your vehicle. When using a QA1 Pro Coil system go to page 2. When using factory type springs go to page 3.

Note: Spring Seat Kit is required for use with factory type springs. P/N 7720-203 for control arm kits 52320 & 52420

2. QA1 does not recommend driving the vehicle until it has been properly aligned due to major changes in suspension geometry that will affect the handling characteristics of the vehicle. *A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.*
3. When greasing the control arm pivots, only use two to three pumps. Over greasing could push the control arms bushings out.
4. QA1 Race control arms are equipped with QA1 Low Friction Ball Joints; please refer to the ball joint instructions on page 4 for setting the initial preload. Preload is set from the factory, but the ball joint stud should be checked for play before installing the control arms. QA1 street control arms use OE replacement ball joints and only periodic greasing is needed.

Disassembly When Using QA1 Pro Coil Coil-Over System

1. Raise and support the vehicle by the frame with jack stands on a stable surface and remove front wheels.

2. Remove the sway bar end links.
3. Remove the cotter pin from the lower ball joint and loosen the castle nut. Do not remove the nut.
4. Separate the lower ball joint from the spindle using a ball joint separator.
5. With a jack under the lower control arm, remove the ball joint nut and lower the control arm.
6. Remove the control arm pivot bolts noting the direction they are installed.
7. Unbolt lower shock mounting bolts.
8. Remove the snap rings from the T-bar and press the T-bar out of the shock eyelet. See **Figure 1**.

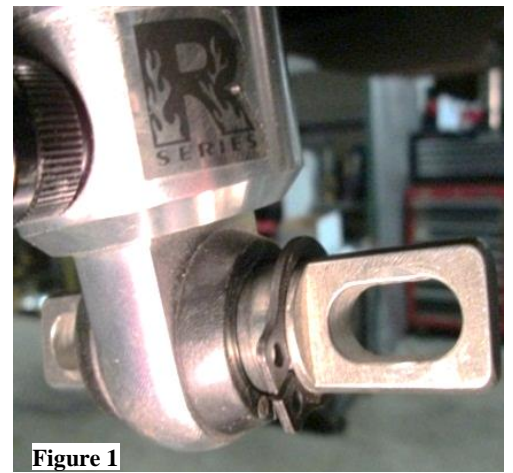


Figure 1

Installation When Using QA1 Pro Coil Coil-Over System

- A. 1978-1996 GM B-body cars will require clearancing of the frame just above the control arm pivots to prevent the control arm from contacting the frame. See **Figure 3**.
 - B. 1970-1972 Camaro/Firebird use 1/2" pivot bolts while '73-'81 cars use 9/16" bolts. Match the sleeve ID with the bolt size for the car.
1. Lubricate and install the 3/4" O.D. sleeve (included with the control arms) into the lower shock eye bushing and install the adaptor plate on the shock using the 2 1/4" x 1/2" bolt and 1/2" locking nut and tighten. Install the adaptor plate with the arrow pointing towards the lower ball joint. See **Figure 2**.
 2. Hold the new QA1 control arm in place and re-insert the pivot bolts the same direction they were removed. Start the nuts, but leave loose at this time.
 3. For GM B-body cars, the area above the front control arm mount will need to be cut approximately 1/2" upwards for proper control arm travel. See **Figure 3**.
 4. With a jack under the lower control arm, bolt the lower shock plate to the control arm with the adjuster knob facing the ball joint. Start all bolts before tightening.
 5. With the shock installed, connect the lower ball joint. Tighten the lower ball joint nut to factory specification and install a new cotter pin (included with the control arms).
 6. Re-install sway bar end links.
 7. Set the vehicle back on the ground or on wheel stands and tighten the lower control arm pivot bolts to the factory specifications.
 8. A front end alignment is required and should be performed by a qualified alignment shop. See page 4 for recommended alignment specifications.

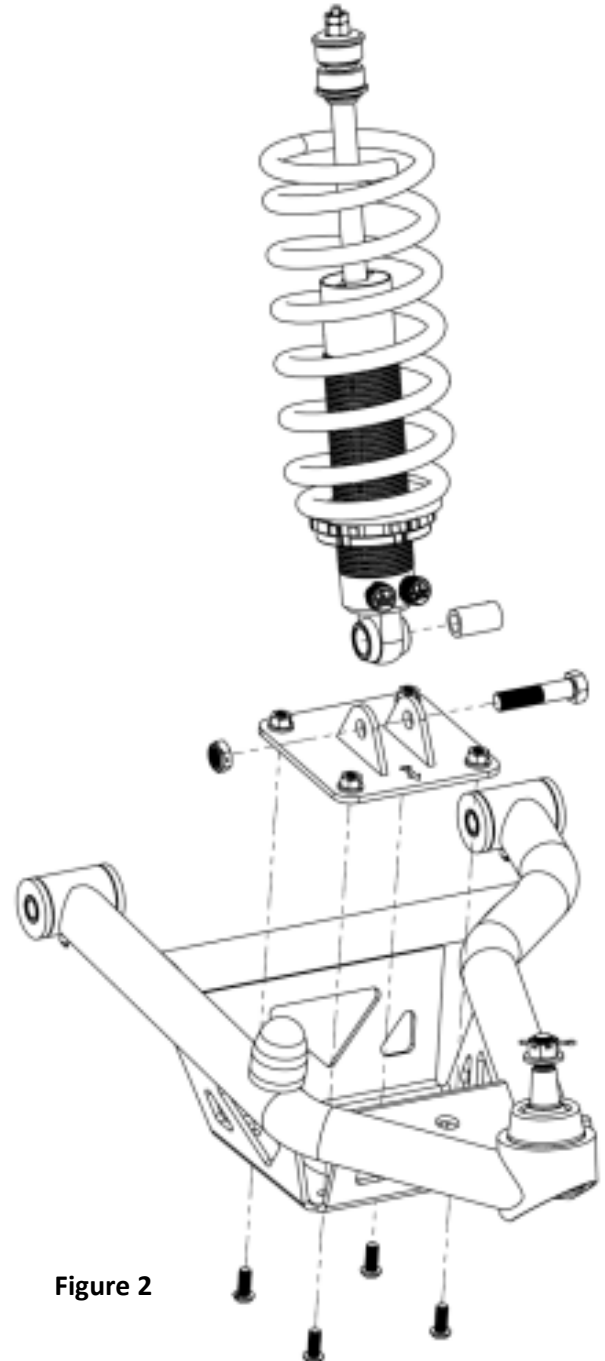


Figure 2

Caution: QA1 does not recommend driving the vehicle until it has been properly aligned due to major changes in suspension geometry that will affect the handling characteristics of the vehicle. A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.

Disassembly When Using Factory Type Springs

1. Unbolt front upper shock mounts from inside the engine bay.
2. Raise and support the vehicle by the frame with jack stands on a stable surface and remove front wheels.
3. Remove the sway bar end links.
4. Unbolt lower shock mount bolts and remove shocks from the car.
5. Remove the cotter pin from the lower ball joint and loosen the castle nut. Do not remove the nut.
6. Separate the lower ball joint from the spindle using a ball joint separator.
7. With a spring compressor, compress the coil spring to remove pressure from the lower control arm.
8. With the spring pressure off of the control arm remove the ball joint nut and spring from the car.
9. Remove the control arm pivot bolts noting the direction they are installed.



Figure 3

Installation When Using Factory Style Springs

Notes: Spring Seat Kit 7720-203 is required for use with factory type springs for control arm kits 52320 & 52420

- A. 1978-1996 GM B-body cars will require clearancing of the frame just above the control arm pivots to prevent the control arm from contacting the frame.
 - B. 1970-1972 Camaro/Firebird use 1/2" pivot bolts while '73-'81 cars use 9/16" bolts. Match the sleeve ID with the bolt size for the car.
1. Install the lower spring plate (P/N 7720-203) with the arrow pointing towards the lower ball joint.
 2. Hold the new QA1 control arm in place and re-insert the pivot bolts the same direction they were removed. Start the nuts, but leave loose at this time. **Figure 4.**
 3. For GM B-body cars, the area above the front control arm mount will need to be cut approximately 1/2" upwards for proper control arm travel. See **Figure 3.**
 4. With the coil spring compressed, re-install in the car and connect the lower ball joint. Tighten the lower ball joint nut to the factory specification and install a new cotter pin (included with the control arms).
 5. Align the coil spring in the upper spring pocket and with the lower spring seat isolator. Carefully release the spring compressor.
 6. Re-install sway bar end links and shocks. See **Figure 5.**
 7. Set the vehicle back on the ground or on wheel stands and tighten the lower control arm pivot bolts to the factory specifications.
 9. A front end alignment is required and should be performed by a qualified alignment shop. See page 4 for recommended alignment specifications.



Figure 4

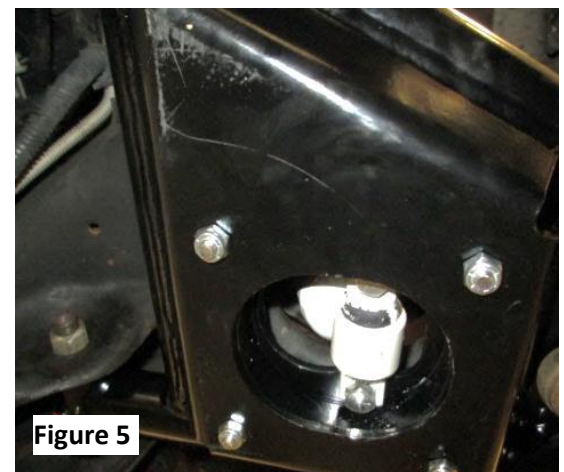


Figure 5

Caution: QA1 does not recommend driving the vehicle until it has been properly aligned due to major changes in suspension geometry that will affect the handling characteristics of the vehicle. A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.

Maintenance of QA1 Ultimate Ball Joints

Grease using high quality NLGI #2 GC-LB Lithium based grease and check preload on a regular basis. Check and set ball joint preload at least annually or every 3,000 miles, whichever comes first. NOTE: Preload on the ball stud can be set with the ball joint attached to the control arm if the spring is unloaded and the ball joint taper is free from the spindle.

1. Using the QA1 spanner socket from Ball Joint Tool Kit (p/n 1891-106) loosen the lock nut by turning counter clockwise.
2. Using the QA1 hex key, torque the torque nut to 25-30 in. lbs. and then back off 90°.
3. Using the QA1 hex key, a ½" open-ended wrench or socket, and the QA1 spanner wrench, tighten the lock nut while holding the torque nut, locking them together to 25 ft. lbs.
4. Re-check the lash on the ball stud and adjust as needed. The ball stud should not have any axial lash.

Alignment Information

These components are designed to add more caster and negative camber. It is a good idea to make the alignment shop aware of this, as the alignment shop will only try to align the vehicle to factory specs. These alignment specifications are for vehicles equipped with both QA1 upper and lower control arms. Vehicles with other configurations may not be able to achieve these alignment specifications.

Recommended Alignment Specifications for Street Driving

1970-1981 Camaro and Firebird	Camber:	0 to -1 degree
1973-1977 A-Body	Caster:	3 to 5 degrees
1978-1996 B-body	Toe:	1/16" to 1/8" toe in
1975-1979 Nova, X-Body		

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- Frequently Asked Questions
- Quick Tips
- Install Information
- Tuning and Repair Guides
- Other technical information

Or call to speak with one of our experts: 1.800.721.7761

*Our technical support and order lines are open Monday - Friday, 8 am to 5 pm CST.



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