



DON'T FORGET
These instructions can be found in
color and expandable at QA1.net

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

INSTALLATION INSTRUCTIONS

C1500 LOWER CONTROL ARMS

P/N 52606

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Spring Compressor
- Wrench Set
- Socket Set

PRE-INSTALLATION NOTES:

These control arms require the use of coil-overs with spherical bearing style lower shock mounts. Factory style springs will not work. Use part number COM8T-102PK to convert bushing style lower shock mounts to spherical bearing.

To use the factory sway bar with these arms use sway bar end link kit 1681-117.

15" factory wheels will not work with this suspension system IF using drop spindles.

These QA1 control arms are equipped with QA1 Low Friction Ball Joints; please refer to the ball joint instructions on page two 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 and every 3k miles.

Disassembly-

1. Raise and support the vehicle by the frame with jack stands on a stable surface and remove the front wheels.
2. Remove factory style shock. If using coil-overs do not remove shock/spring until step 7.
3. Remove sway bar end links.
4. Remove the cotter pin from the lower ball joint and loosen the castle nut. **Do not remove the nut at this time.**
5. Separate the lower ball joint from the spindle using a ball joint separator.
6. Support the lower control arm using a floor jack (or use a spring compressor) to contain the remaining spring energy. **(Figure 1)**
7. For coil-over removal, lower the spring seat all the way down until there is no pressure on the spring.



8. Unbolt the lower shock mounting bolts.
9. Remove the ball joint nut and slowly lower the control arm to release all spring pressure. Do not move onto step 9 if the spring still has any load on it.
10. Remove the spring/coil-over
11. Remove the control arm pivot bolts from the existing arms.

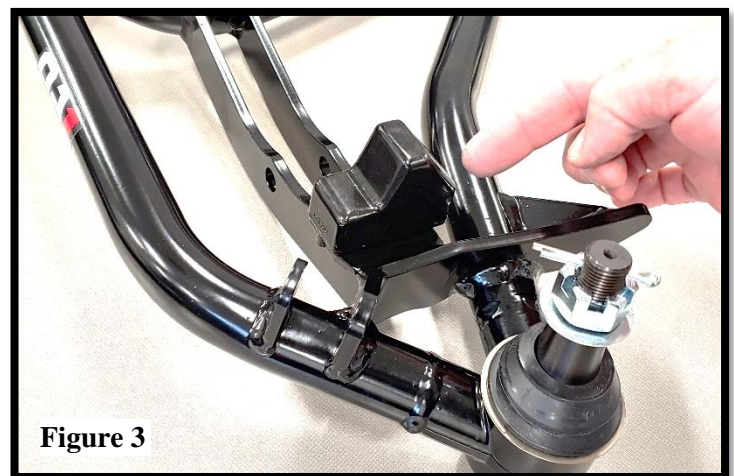
Installation-

1. Install the included pivot sleeves into the control arm pivot points. The longer sleeve will be installed into the longer front pivot point of the control arm. The shorter sleeve will be installed into the short pivot point.
2. Install the new QA1 control arm in the frame and insert the included pivot bolts with the threads facing each other. **(Figure 2)** Torque to 90 lb. ft.

NOTE: The lower coil-over mount will need to have a spherical bearing style mount to install onto the control arm. If your coil-over has a poly bushing lower mount you will need to remove the bushing and install the COM8T-102PK spherical bearing into the shock eyelet.



3. Install the coil-over shocks. Torque the shock mounting bolt to 70 lb. ft.
4. Connect the lower ball joint to the spindle. Torque the castle nut to 75 lb. ft. and continue tightening until the cotter pin can be installed.
5. Install the included bump stop onto the control arm. The bump stop mounting bolt will go through the bottom of the bump stop and the bump stop will be located on the arm with the locating nub and slot in the arm. **(Figure 3)** Torque to 31 lb. ft.



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 supported 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.

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



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.

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