



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

QA1 p/n HS701S & HD701S
2010-2015 Camaro Front Struts

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
- Metric Socket Set (24 mm)
- Spanner Wrench Set (QA1 P/N T114W)
- Permatex® Anti-Seize Lubricant
- Spring Compressor (Optional)
- Metric Wrench Set

DISASSEMBLY

1. Measure the vehicle ride height from the ground to the center of the wheel wells and record these measurements.
2. Start the installation by inspecting the chassis. Look for worn/deteriorated bushings, ball joints, etc. If any part is worn, replace before continuing.
3. Raise the car and ensure the frame is set securely on jack stands. Consult the owner's manual for proper jacking techniques. Remove the front wheels.
4. Remove the ABS wire, brake hose and sway bar end link from the factory strut.
5. Position the floor jack under the ball joint. Jack the control arm up just enough to take the load off the strut and spindle without raising the car off the jack stands.
6. Remove the lower strut mounting bolts and support the spindle so that it is not hanging by the brake hose. Damage to the brake hose can occur if the spindle is allowed to hang from it.
7. Remove the upper strut retainer and nut from the top of the strut tower under the hood. See Figure 1.
8. With the factory strut out of the car, remove the strut bearing nut, cup washer, strut bearing assembly and factory bump stop. See Figure 2.

CAUTION: THE SPRING IS UNDER TREMENDOUS PRESSURE AND IT IS CRITICAL TO USE CAUTION WHEN REMOVING.

9. Remove the factory rubber spring isolator from the strut bearing. See Figure 3.

Installation

1. Fully extend the strut and install the coil-over sleeve over the strut body. The taper on the sleeve will fit into the seat on the strut. Screw the aluminum lock nut (shoulder up) and the spring seat adjuster nut (shoulder up) down to the last thread. Now is a good time to lubricate the threads of the threaded sleeve with Permatex® Anti-Seize lubricant.
2. QA1 highly recommends using the QA1 thrust bearing kit (P/N 7888-110) for ease of adjustment. If the thrust bearing kit is used, coat both sides of the washers with Permatex® Anti-Seize lubricant. Install the stainless steel spring seat washer, then the bearing, then the second washer.
3. If the thrust bearing kit is not used, coat one side of the stainless steel spring seat washer with Permatex® Anti-Seize lubricant. Place the lubricated side of the washer down on the spring seat.
4. Install the factory bump stop on the QA1 strut followed by the 2" washer that is included with the strut. See Figure 4.
5. Install the coil spring on the strut. Next, install the QA1 spring isolator on the strut bearing and install on the strut. The step on the spring isolator will seat inside the coil spring. See Figure 5.
6. Loosely install the cup washer and strut bearing nut. This nut will need to be torqued later with the weight of the car on the suspension.
7. Install the assembled strut (See Figure 6) in the car using the strut retainer to hold the strut while installing the lower strut mounting bolts.
8. Attach the sway bar link, brake hose and ABS wire to the new strut.
9. Repeat the entire removal and installation procedures for the other side of the vehicle.
10. Reinstall the front wheels and set the car down.
11. With the car supporting its own weight, remove the upper strut retainer. Torque the strut bearing retainer nut to 52 ft.-lbs. This assures the strut mount is properly re-seated and prevents clunking from the strut mounts. Now re-install the upper strut retainer and nut, torque to 52 ft.-lbs.

Note: There are two separate retainers on each strut, one for the strut bearing and one to retain the struts in the car at full suspension droop.

12. Check the vehicle ride height measurement and adjust as necessary. Raise the car so the suspension is unloaded to make ride height changes.
13. A front end alignment is recommended and should be performed by a qualified alignment shop after any changes to the suspension system.

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



Figure 1



Figure 2

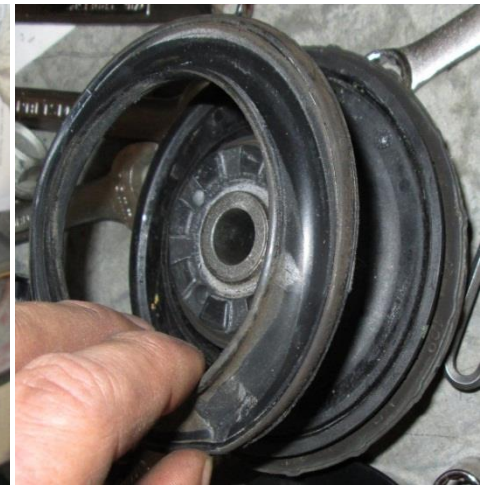


Figure 3



Figure 4



Figure 5



Figure 6



Figure 7

VALVING ADJUSTMENT

QA1 struts either have:

- 18 valving settings on one knob that simultaneously adjusts compression and rebound (Single adjustable).
- 18 valving settings on two knobs that independently adjust compression and rebound (double adjustable).

QA1 shocks have 18 damping settings per knob. There are 6 clicks per revolution of each knob, and each knob has 3 complete revolutions. The knob set fully counter clockwise is the softest setting - start adjustments from that point. Recommended base settings to begin testing with are as follows:

Shocks with one adjuster knob:

Drag Racing:	0-6 clicks
Other Applications:	2-8 clicks for nice ride and handling;
	8-12 clicks for firm ride and improved handling;
	13+ clicks for more aggressive handling

Shocks with two adjuster knobs:

Drag Racing:	12-16 clicks compression and 0-4 clicks rebound
Other Applications:	2-8 clicks compression and rebound for nice ride and handling;
	8-12 clicks for firm ride and improved handling;
	13+ clicks for more aggressive handling

Note: Do not force the adjuster knob. Do not use pliers or any other tools on the piston rod or the adjuster knob. Do not exceed 18 clicks under any circumstances. This could damage the adjuster and cause the strut to not adjust. This will void all warranties. Do not use the strut as a droop limiter. Severe damage to the strut could occur and this will void all warranties.

Dedicated Technical Support Team

QA1 is dedicated to providing quality support and instructions. We employ passionate racers and car enthusiasts that know our products and the industry to better serve you.

Check out our tech videos at www.YouTube.com/QA1Tech for:

- 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.



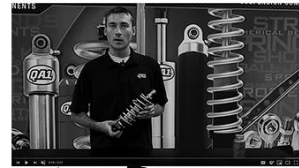
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