



- **SHOCKS • STRUTS • SPRINGS • ROD ENDS •**
- **RELATED COMPONENTS •**

Technical Support Line: (952) 985-5675

Fax Line: (952) 985-5679

ASSEMBLY INSTRUCTIONS

GENERATION "F" SERIES

***DOE7855P, OED7855P, RC7855P, DTC2502P, TC2502P, EC1985P SHOCKS
RGK, DGK & GK KITS***

- **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, express 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.

PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. SEE YOUR CAR'S OWNER'S MANUAL FOR PROPER JACKING LOCATIONS AND SHOCK/SPRING REMOVAL TECHNIQUES. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. NEVER USE SHOCK ABSORBERS AS A BUMP OR DROOP LIMITER.

READ INSTALLATION INSTRUCTIONS COMPLETELY BEFORE STARTING

- Before starting the installation of your QA1 products, read the instructions carefully and thoroughly. A good chassis manual, available at your local parts store, may also aid in your installation. Check to make sure you have all of the parts and hand tools needed to complete the installation.
- Start by inspecting your chassis. Look for worn out bushings, ball joints, etc. If anything looks suspicious, replace it before continuing.
- Take a ride height (RH) measurement on both sides of the car. This ride height measurement should be taken from the top of the wheel well opening down to the ground. It is recommended to mark the wheel well opening as a reference point for later measurements.
- Jack the vehicle up so that the vehicle sets securely on the stand. **SEE YOUR CAR'S OWNER'S MANUAL FOR PROPER JACKING LOCATIONS AND SHOCK/SPRING REMOVAL TECHNIQUES. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED.**
- Using the jack to support the A-arm assembly, slowly and **CAREFULLY** let the assembly down until the shock and spring combination is fully extended. Loosen the upper retaining plate bolts. Do not remove them at this time.
- Loosen and remove the (2) lower T-bar mounting bolts. Lower the jack so that the A-arm assembly can be lowered out of the way.
- Remove the upper retaining bolts and remove the shock and spring assembly.
- Before removing the spring from the shock, measure the spring height. Spring height for this application is measured from the center of the T-bar to the bottom of the spring. Write it down for future reference. See detail drawing on the next page.
- Disassemble the shock and spring assembly, paying careful attention to the upper spring retainer. The spring may be under some compression. Slowly and **CAREFULLY** remove the spring. You may need to take the assembly to a shop that has a spring compressor for strut assemblies. Reference your F-body manual.
- QA1 recommends using one of QA1's specially designed F Body front springs (part #15FB275, 15FB300 or 15FB325). If you are planning to use the QA1 F Body front springs or QA1 2 ½" ID springs, then do NOT remove the original spring bucket.
- If you intend to use the stock springs or a replacement stock spring (NOT the QA1 springs listed above), then remove the spring bucket from the stock shock. The ID of the spring bucket must be opened up to 2 ½" ID to allow the spring bucket to set on the QA1 spring seat. Modification of the spring bucket can be accomplished with a lathe, plasma cutter (most body shops have one), die grinder or a 2 ½" hole saw. You can also drill a small hole on the outside of the inner lip and use a saber saw with the lip as a guide to make a hole very close to the required 2 ½" ID, and then file fit the remainder.
- In order to use the factory bump stop, it will be necessary to bore out the ID in the bump stop to 5/8". This will allow it to slide over the QA1 shock piston rod.
- Slide the spring (and factory spring seat, if used) over the shock. Assemble the upper mount as it came apart earlier. Adjust the spring seat up until there is no slack left between the spring and

spring mounts at both ends. Take the spring height measurement from the center of the T-bar to the bottom of the spring. Adjust the spring seat until your spring height matches the measurement you took from the original set up. See the detail drawing below.

- The assembly is now ready to reinstall. To reinstall in the car, reverse the removal procedure. Torque all bolts to the factory recommended specifications. Repeat procedures for the other side.
- Now that both sides are fully installed, the final ride height (RH) has to be set. Bounce or settle the front end before checking the ride height.
- Measure the ride height (RH) as you did before disassembly. To achieve the ride height you desire, adjust the spring seats accordingly. **When making any ride height adjustments, ALWAYS make them with the car jacked up and set on jack stands with the A-arms fully extended.** To raise your ride height, turn your adjuster nut so that you compress the spring. To lower your ride height, turn your adjuster nut so that you are loosening the pre-load on the spring. **Be sure to tighten the jam nut against the spring seat after the final ride height is achieved.**
- After the installation is complete, the front end must be realigned.

Valving Adjustment:

- QA1 shocks have 12 damping settings (24 settings for double adjustables). There are 4 clicks per revolution of the knob (8 for double adjustables). The knob has 3 complete revolutions. The knob set fully counter clockwise is the softest setting - start your adjusting from that point.

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 12 CLICKS UNDER ANY CIRCUMSTANCES (24 CLICKS FOR DOUBLE ADJUSTABLES). THIS COULD DAMAGE THE IDLER PIN AND CAUSE THE SHOCK NOT TO ADJUST. THIS WILL VOID ALL WARRANTIES.

Order the QA1 spanner wrench and thrust bearing kit part #7888-110 to make ride height adjustments a snap!