

Tech Line: (952) 985-5675 Fax (952) 985-5679



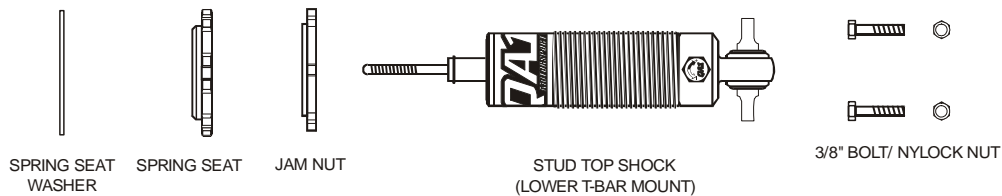
21730 Hanover Ave. Lakeville, MN 55044  
www.QA1.net

## ASSEMBLY INSTRUCTIONS

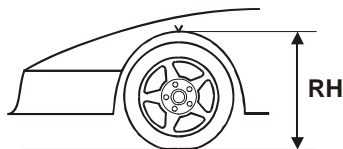
### GM COIL OVER CONVERSIONS

**READ INSTRUCTIONS COMPLETELY BEFORE STARTING THIS PROJECT**

**\*\*SEE WARRANTY AND DISCLAIMER ON LAST PAGE\*\***



**If there have been any alterations from the factory equipment, weight or ride height, call the QA1 tech line before assembling and/or installing any part of this kit. Failure to do so will void all warranties and refunds.**

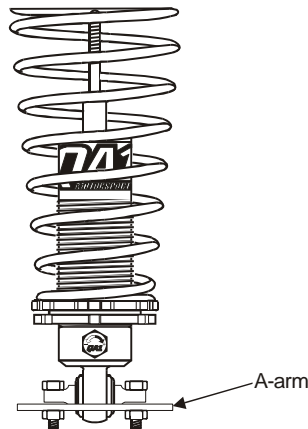


**Figure 1**

- Start your QA1 GM coil over conversion by inspecting your chassis. Look for wore out bushings, ball joints, ect. If anything looks suspect, replace it before continuing.
- Get started by taking a ride height (RH) measurement on both sides of the car (see figure 1). 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.
- Place the floor jack under one of the A-arms. Jack the car up so that a jack stand can be placed under the frame. Let the jack down so that the frame sets securely on the stand.
- Remove the wheel and then the stock shock absorber. Remove the sway bar mount.
- Using the jack to support the A-arm assembly, loosen and remove one of the ball joint nuts. Use a Ball Joint/Tie Rod separator to release the ball joint stud from the spindle. Slowly, CAREFULLY, let the A-arm assembly down until the spring is free and can be moved.
- Remove the nut clips in the A-Arm that retain the stock shock.
- Next clean out the holes that the mounting bolts will go through. In some cases they may have to be opened up slightly by drilling with a 3/8 bit or using a rat-tail file.

## INSTALLATION

- Screw the aluminum spring seat jam nut (shoulder up) and the spring seat (shoulder up) down to the last thread, and NO further. Now is a good time to lubricate the threads of the shock body with anti-seize lubricant.
- Place the shock T-bar down on to the A-arm and insert the 3/8" bolts. Install the 3/8" Nylock nuts, do not tighten. Center the shock assembly in the A-arm hole and tighten the nylock nuts to hold the assembly in place. If applicable, the valving adjuster should be facing out toward the spindle.
- Install half of the shock stud bushing pack (one stud washer and one bushing)
- Coat one side of the stainless steel spring seat washer with anti-seize lubricant. Place the lubricated side of the washer down on the spring seat. Slide the small diameter end of the spring over the shock seat and down on to the spring seat.
- Rotate the assembly vertically as you jack the A-arm and shock assembly into position. Once the spring is in the frame rail rotate it until it lines up in the recesses from the factory so that it is properly located. Continue jacking the A-arm up until the shock stud extends through the factory mount. Install the upper stud bushing, washer, and nut.
- Reassemble the spindle and lower A-arm. Torque the spindle nut to the factory specifications. Insert cotter pin.
- Adjust the spring seat up approximately 1/2" above the bottom most thread.
- Repeat both the removal and installation procedures for the other side.
- Now that both sides are fully installed, the final ride height (RH) has to be set.
- Measure the ride height (RH) as you did, before disassembly. If the new height does not match the original, adjust the spring seats accordingly. **When making any ride heights adjustments, make them with the car jacked up and set on jack stands with the A-arms fully extended.**
- It is recommended that, after the installation is complete, you have the front end realigned.



Shown as assembled

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### •GM COIL OVER CONVERSION VALVING ADJUSTMENT •

- These QA1 shocks have 24 damping settings. There are 8 clicks per revolution of the knob. The knob has 3 complete revolutions. The knob set fully counter clockwise is the softest setting - start your adjusting from that point. Recommended base settings to begin testing with are as follows:
  - For RGMP series Drag race shocks, 0-6 clicks.
  - For GMP shocks, 4-10 clicks for a Nice Ride characteristic.
  - For Double Adjustable Drag Race setting, 18-24 clicks compression and 0-4 clicks rebound.
  - For Double Adjustable Nice Ride characteristics 4-10 clicks compression and rebound.

**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 24 CLICKS UNDER ANY CIRCUMSTANCES. THIS COULD DAMAGE THE IDLER PIN AND CAUSE THE SHOCK NOT TO ADJUST. THIS WILL VOID ALL WARRANTIES. DO NOT USE THE SHOCK ABSORBER AS A DROOP LIMITER. SEVERE DAMAGE TO THE SHOCK COULD OCCUR AND VOID ALL WARRANTIES.**

## **WARRANTY / DISCLAIMER**

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.

Consequential or incidental damages are not recoverable under this warranty. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

In order to be eligible for service under this warranty, you must return the defective part to QA1 together with a R.G.A. number issued from QA1. Tag each item with the part number and the specific explanation of defect. We will inspect the part and determine: a) if it is eligible for repair or replacement; and, b) if so, whether to repair or replace it. All returns must be shipped prepaid to:

QA1 Precision Products, Inc.  
RGA # \_\_\_\_\_  
21730 Hanover Avenue  
Lakeville, MN 55044

THE BUYER UNDERSTANDS AND EXPRESSLY RECOGNIZES that racing parts, specialized street rod equipment, rod end bearings, 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. BUYER ACKNOWLEDGES that QA1 does not have full knowledge of the intended use of the goods, and BUYER WILL DEFEND AND INDEMNIFY QA1 upon demand against all claims, actions, liability, loss and expense (including investigating expense and attorney fees incurred in litigation or because of threatened litigation) for any loss, damage or injury, either to a person or to property, resulting from the 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.**



**Order Desk: 800-721-7761 Tech Support: 952-985-5675 Fax: 952-985-5679**