



**DON'T FORGET**

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

### INSTALLATION INSTRUCTIONS

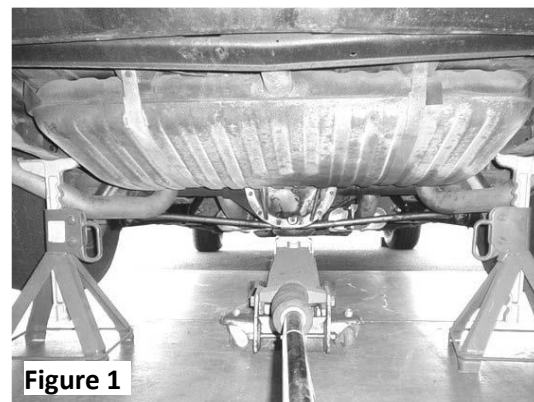
QA1 P/N 5247, 5248, 5249 Adjustable Upper Trailing Arm  
'73-'88 GM A/G-body, '68-'72 GM A-body, '64-'67 GM A-body

### TOOLS AND SUPPLIES REQUIRED

- SAE and/or Metric Wrench Set
- SAE and/or Metric Socket Set
- Floor Jack
- Ball Joint Service Tool
- Jack stands
- Grease Gun
- Tire Chocks
- Blue Loctite™
- Torque wrench

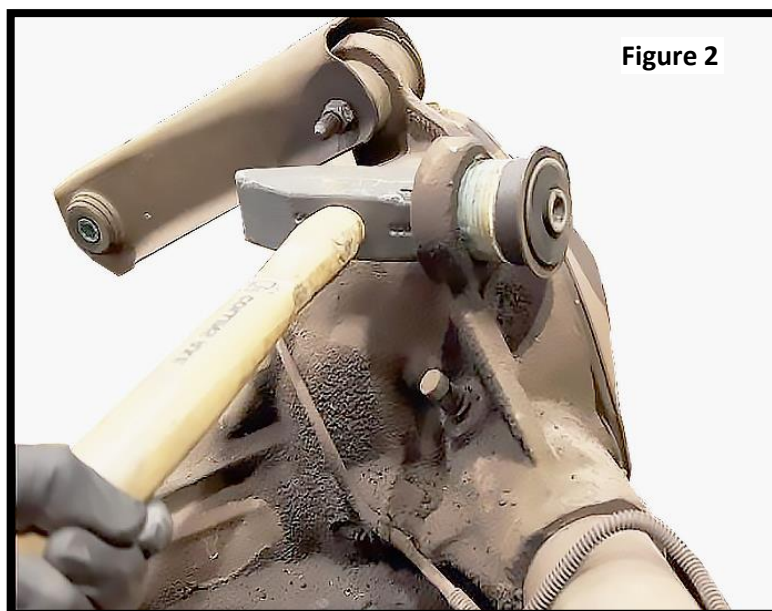
### REMOVAL OF STOCK TRAILING ARMS

1. Place vehicle on a level surface and place tire chocks in front of and behind the front tires.
2. Support the rear frame of the vehicle on jack stands and remove the rear wheels.
3. Place a floor jack under the differential and lift up slightly to remove tension from the trailing arm bolts. Make sure not to lift the vehicle off the jack stands. **(Figure 1)**



*Note: Keep floor jack under vehicle during the complete removal and installation procedure. Remove only one arm at a time. Removing both could cause the axle to rotate making installation difficult.*

4. Start with either trailing arm and remove the rear bolt. Replace the bolts in same direction as original.
5. Remove the front trailing arm bolt.
6. If you are having difficulty removing the trailing arm bolts, remove the lower shock bolts and the rear springs to aid in the removal of the bolt.
7. Clean the frame at the trailing arm pivot area with a wire brush and lubricate the old bushing shell before removal.
8. Remove the pressed-in factory rubber bushing from axle housing using a ball joint service tool. Some bushings can be removed using a sledge hammer to get the bushing shell mostly out and fully removed by striking the lip of the bushing shell. Note the direction of bushing in the axle housing. Be careful not to damage the axle housing during the removal process. **(Figure 2)**



## INSTALLATION INSTRUCTIONS

### Notes:

**1964 axle housings use smaller bushings than newer cars and require QA1 P/N 9032-383 Bushing Kit. This kit reuses the factory outer bushing shells.**

**Adjust the new trailing arm to the same length as the removed factory arm, center to center on the mounting bolt holes before installing.**

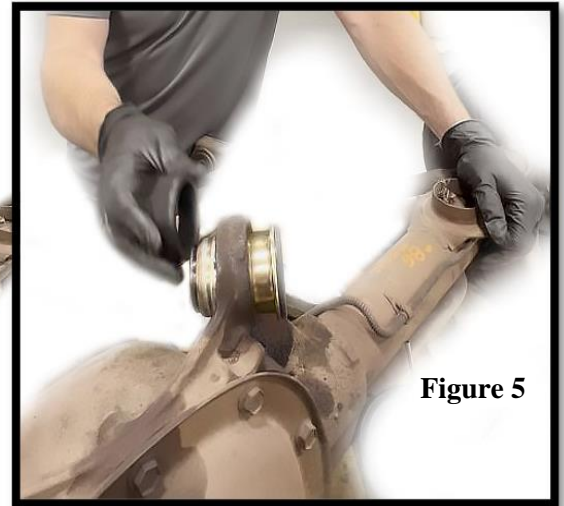
1. Install the polyurethane bushing into axle housing, facing the same direction as stock. The bushing should only be installed to the lip on the bushing shell. **(Figure 3-5)**



**Figure 3**



**Figure 4**



**Figure 5**

2. Install the polyurethane thrust washer on inboard side of bushing.

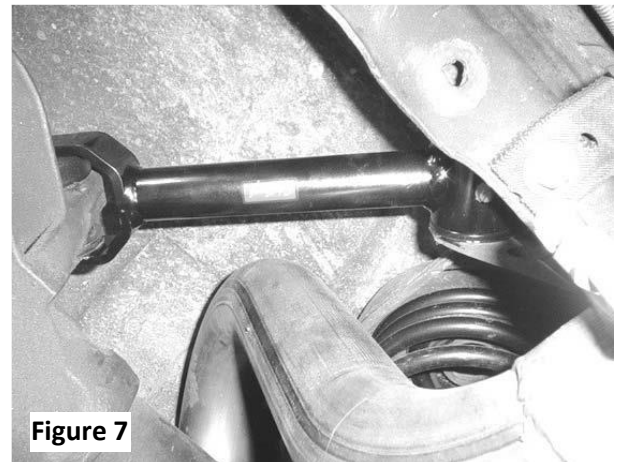
### **Note:**

*Left side only, some thrust washers will require trimming for clearance of the axle housing. If you install the thrust washer at the same time as you install the bushing, it requires less trimming for clearance. On 1978-1988 model year G-body vehicles, using metric stock arm pivot bolts, drill or file front locating hole to  $\frac{1}{2}$ " diameter to enable use of supplied  $\frac{1}{2}$ " diameter bolts.*

3. Using the supplied grease, lube the trailing arm bushings and the axle bushings on the surface that contacts the arms.
4. Install the new trailing arms with the grease fittings facing down.
5. Install the front bolt first using the thicker  $\frac{1}{2}$ " washers supplied on the outside of the frame. **(Figure 6)**
6. Place one drop of Blue Loctite™ on clean threads and torque the nut to 70 ft.-lbs. The trailing arm should then pivot smoothly on the chassis.
7. Position the trailing arm over the polyurethane bushing and thrust washer. Install rear bolt in the same direction as original and torque to 79 ft.-lbs. **(Figure 7)** shows the arm installed.
8. Repeat for the other side.



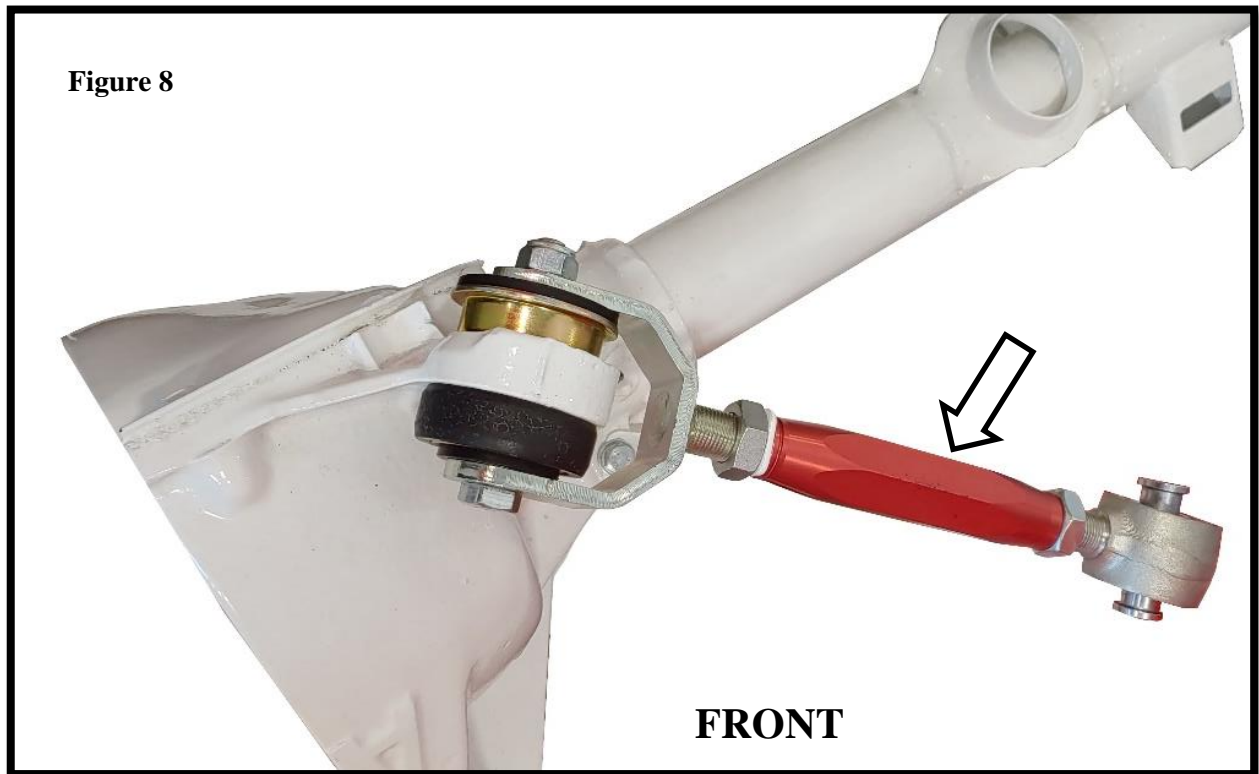
**Figure 6**



**Figure 7**

**ARM ADJUSTMENT:**

With the vehicle at ride height, measure and adjust (if necessary) the pinion angle by loosening the jam nuts and turning the hex of the adjustment sleeve. **(Figure 8)** Rotating the adjustment sleeve one way will lengthen the arm and the opposite way will shorten the arm. Tighten both jam nuts against the adjustment tube when complete.



**Note:**

*Although QA1 trailing arms are pre-lubed, you may want to finish your installation by lubing the front bushing with a grease gun. Be sure to install zerk caps to prevent dirt and corrosion from damaging the fitting. Check all nut and bolt tightness after first 10 miles.*

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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