



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

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INSTALLATION INSTRUCTIONS

QA1 P/N 5256 Tie Rod Conversion Sleeves
'63-'70 Chevrolet C10/ GMC C15, C1500/ '67-'70 C20

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- SAE Wrench Set
- Ratchet & SAE Socket Set

Installation Note

QA1 conversion tie rod sleeve kit, P/N 5256 is designed to adapt the tie rod ends on '63-'70 C10 trucks to the '73 through '87 C10 spindles. Moog P/N ES409RT and ES350L or equivalent tie rod ends are to be used with these sleeves.

ES350L is the outer tie rod end for the '65-'70 C10 and will be used as the new inner tie rod end. ES409RT is the outer tie rod end for the '73-'87 C10.

C20 Trucks-

5256 works for '67-'70 C20 disc brake conversions but does use different inner tie rod ends for the C20 than the C10. ES358L ('67-'70 outer) will be used as the inner Tie rod end and ES409RT ('71-'91 outer) will be the new outer tie rod end.

REMOVAL

1. Place a floor jack under the frame of the vehicle. Jack the vehicle 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. SEE YOUR OWNER'S MANUAL FOR PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED.
2. It is recommended to begin by measuring the length of the factory tie rod assembly to refer to after installation of the QA1 Heavy-Duty Tie Rod Sleeves. Measure the center to center distance between the ball stud of the outer tie rod in the steering knuckle to the drag link ball stud on the inner tie rod. **(Figure 1)**
3. Remove the cotter pins and castle nuts from both the inner and outer tie rod ends.
4. Use an appropriate tool such as a puller or a pickle fork to properly disconnect the inner and outer tie rods.
5. Unthread factory adjuster sleeve from tie rod ends.



Figure 1

INSTALLATION

1. Begin by threading the supplied jam nuts on both the inner and outer tie rod ends.
2. Thread both the inner and outer tie rod end onto the QA1 Heavy Duty Tie Rod Sleeves.
3. Refer to the measurement taken before the removal of the factory assembly and adjust the sleeve to match the length. This provides a baseline starting point for your alignment shop. **(Figure 1)**

Note: QA1 recommends having the front end aligned by a professional after the disassembly of any front end suspension component.

4. Once the length has been adjusted, re-install the assembly back in the vehicle.
5. Tighten the jam nuts to secure the tie rod sleeve.
6. Repeat the same process for the opposite side of the vehicle.

Note: QA1 heavy Duty Adjuster Sleeves may vary in length from the factory style adjuster sleeves.

Caution: QA1 does not recommend driving the vehicle until it has been properly aligned due to major changes in suspension geometry that will affect the handling characteristics of the vehicle. 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.

• DISCLAIMER / WARRANTY •

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