



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 5295, 5296 Tubular Upper Trailing Arm
'65-'70 Chevrolet Impala, Caprice, Belair, Biscayne

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- SAE Wrench/Socket Set
- Tire Chocks
- Jack Stands
- Torque Wrench

PRE INSTALLATION NOTES:

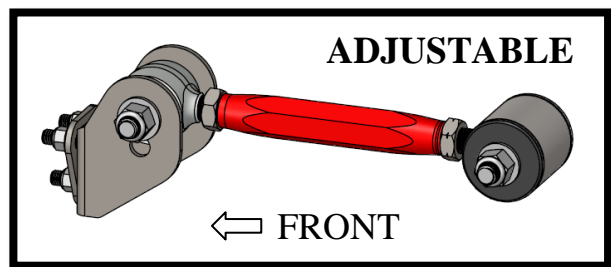
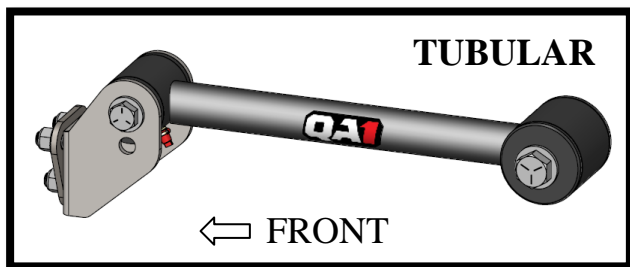
These arms are sold individually due to some '65-'70 cars being a three-link, single upper trailing arm while other '65-'70 cars use a four-link rear suspension using two upper trailing arms.

Owners of 1968 cars should check the upper control arm length before beginning this installation. 1965-1968 cars use 12-13/16" long upper control arms while 1969 & 1970 cars use a shorter 10" upper control arm. Some 1968 cars will use the shorter '69-'70 arms.

Front trailing arm mounting bolt hole patterns slightly differed on the '65-'68 from the '69-70. All images show '65-'68. The '69-'70 bolt holes will be flipped vertically but the arm installation remains the same.

QA1 offers both long and short upper trailing arms in a tubular (fixed) design as well as an adjustable version.

PART NUMBER	YEAR	DESCRIPTION	LENGTH
5295	1965-1968	Tubular Upper Control Arm, (fixed)	12.81"
5296	1969-1970	Tubular Upper Control Arm, (fixed)	10.00"
5297	1965-1968	Adjustable Upper Control Arm	12.25"-13.81"
5298	1969-1970	Adjustable Upper Control Arm	9.75"-11.50"

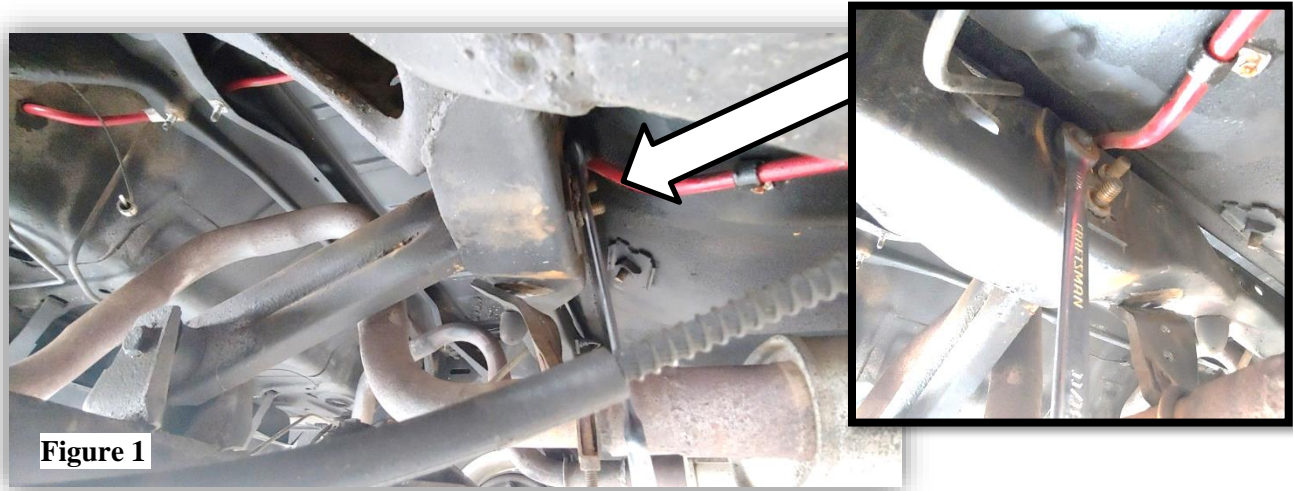


DISASSEMBLY:

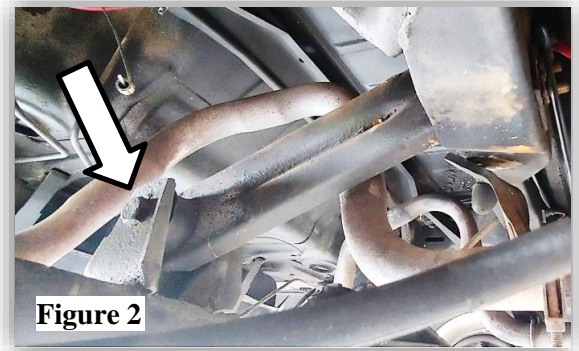
1. Chock the front tires and jack the rear of the car up.
2. Securely set the rear of the car on jack stands.
3. Support the rear pinion using a jack stands or a floor jack.
4. Remove the three front trailing arm bracket nuts from the backside of the crossmember using an 11/16" socket or wrench. **(Figure 1)** If the car has two upper trailing arms it is suggested to remove/install one at a time.

NOTE:

The factory control arms use shims on the front mount for adjusting the pinion angle. Note the amount of shims and re-install with the new QA1 control arms. Further pinion angle adjustment can be achieved by adding or removing more shims.

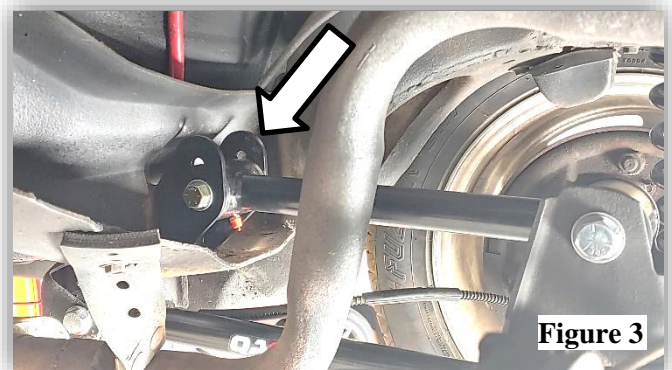
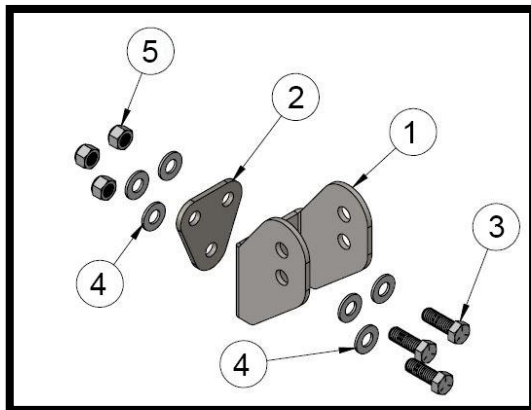


5. Remove the upper trailing arm mount from the axle. (Figure 2)
6. Remove the trailing arm from the car.



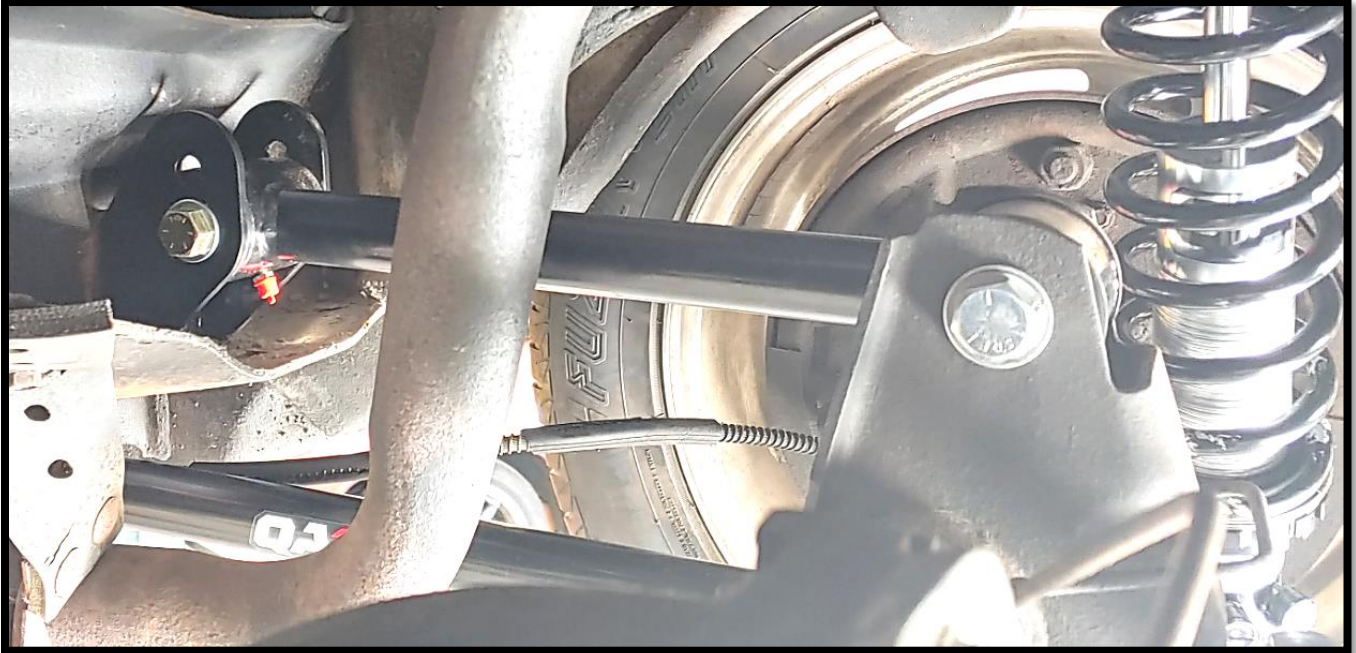
INSTALLATION:

1. Ensure the front and rear trailing arm mounting surfaces are clean and free of debris.
2. Using the included frame mount and backing plate, install the front mount using the 7/16" x 1.25" hardware with two washers and nylock nut. Torque to 42 lb. ft. (Figure 3)



BALLOON	DESCRIPTION
1	PLATE, UPPER TRAILING ARM MOUNT
2	BACKING PLATE, UPPER TRAILING ARM MOUNT
3	BOLT, 7/16"-14 x 1.25"
4	WASHER, SAE 7/16"
5	NUT, NYLOCK 7/16"-14

3. Install the narrow end of the trailing arm into the lower hole (factory position) of the frame bracket using 1/2" x 3.75" bolt with two washers and nylock nut. The bracket has an additional hole 1" higher to correct the suspension geometry with lowered ride heights.
4. Install the wider end of the trailing arm to the axle using the longer 5/8" x 4" bolt with two washers and nylock nut.
5. Set the vehicle at ride height and torque the front connection to 50 lb. ft. and the axle connection to 90 lb. ft.
6. Lightly grease all zerck fittings using a quality lithium bearing grease.



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