



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 52701 Upper Control Arms
'65-'70 Chevrolet Impala, Caprice, Belair, Biscayne

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Wrench Set
- Ratchet & Socket Set
- Spring Compressor
- Ball Joint Separator

PRE INSTALLATION NOTES:

These QA1 Upper Control Arms feature polyurethane bushings and low maintenance QA1 ball joints. Only periodic greasing will be needed.

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 to the QA1 specs at the end of these instructions should be performed by a qualified alignment shop after installation.*

DISASSEMBLY:

1. Raise and support the vehicle by the frame with jack stands on a stable surface and remove the front wheels.
2. Remove the cotter pin and loosen the ball joint castle nut on the upper ball joint.
Do not remove the nut at this time.
3. With the castle nut still threaded onto the stud, separate the upper ball joint from the spindle using a ball joint separator.
4. Support the lower control arm with a jack to take the pressure off the droop stop and to contain the spring pressure. **(Figure 1)**
5. Remove the upper ball joint nut.
6. Loosen the upper control arm hardware and remove the arm. **(Figure 2)**
7. Ensure the control arm mounting is free of any dirt or debris before moving on to installation.



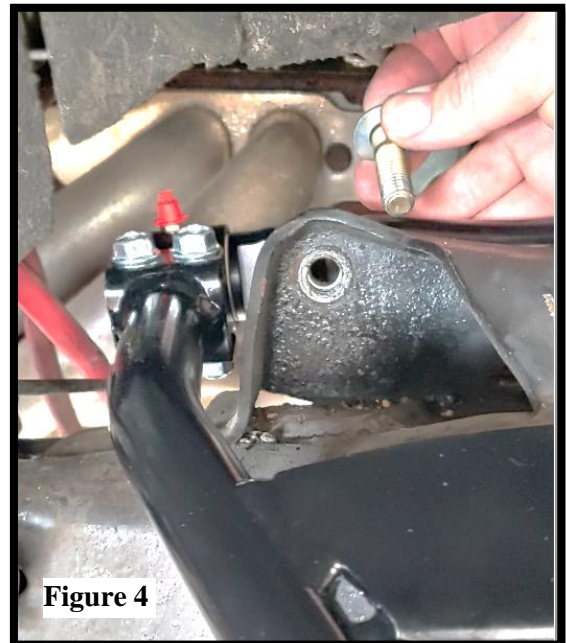
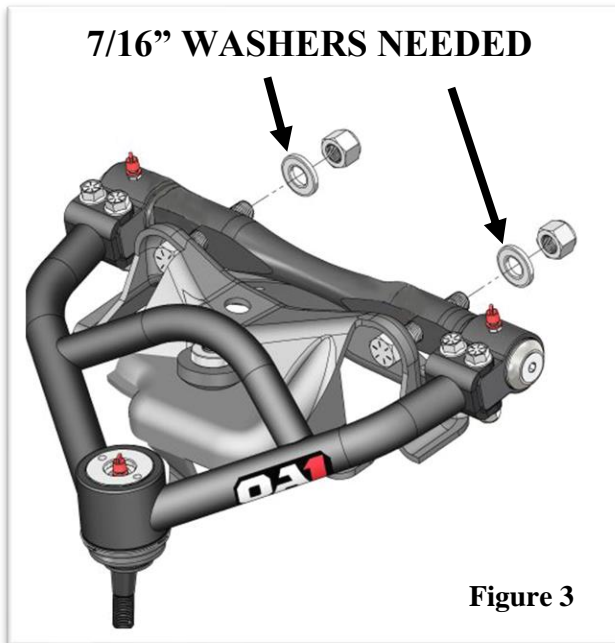
Figure 1



Figure 2

INSTALLATION

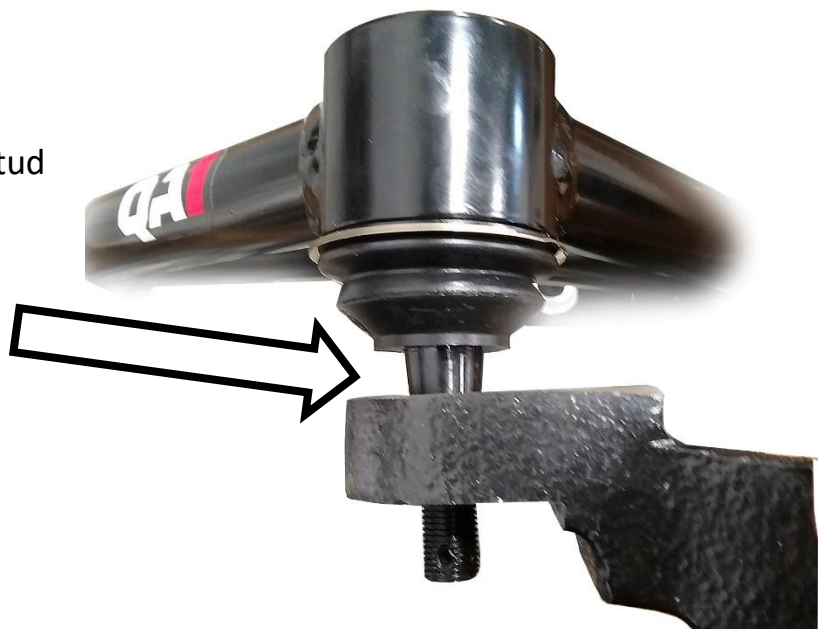
1. Install the provided 7/16" washers between the aluminum cross-shaft and the factory hardware. The smooth side of the washer should face the cross-shaft. Failure to install a washer between the hardware and the cross-shaft will damage the arm. (Figure 3 & 4)



2. Install the ball joint stud into the spindle. Depending on the spindle being used, the included 1/2" washers may be needed to space the castle nut down to the cotter pin hole. Torque to 55 lb. ft. Continue tightening the nut to line up the first available cotter pin hole. Never loosen the nut to locate the cotter pin hole.
3. Install the new cotter pin to secure.
4. Lightly grease all zerk fittings using a quality lithium bearing grease.
5. Remove the jack from the lower control arm and reinstall the wheels.

NOTE:

QA1 uses an extended upper ball joint stud in these control arms for added camber gain during hard cornering. A portion of this extended stud will stick up between the spindle and the ball joint dust boot.



A PROFESSIONAL ALIGNMENT SHOULD BE PERFORMED BEFORE DRIVING THE VEHICLE

Alignment Information

QA1 upper and lower control arms are designed to add more caster and negative camber. It is a good idea to make the alignment shop aware of this, as the alignment shop will only try to align the vehicle to factory specs. These alignment specifications are for vehicles equipped with both QA1 upper and lower control arms. The majority of the alignment adjustments for the 65-70 GM Full size is done at the lower control arms. Shims can also be added to the upper control arms to adjust caster & camber. Vehicles using these upper control arms with factory lower arms may not be able to achieve the QA1 listed alignment specifications.

Stock Alignment Specs:

Camber: .8° to -.3°
Caster: .3° to 1.3°
Cross Caster: ± .5°
Toe: .1° to .6° toe in

QA1 Alignment Specs:

Camber: 0° to -1°
Caster: 3° to 5°
Cross Caster: ± .5°
Toe: .1° to .3° toe in

NOTE ON ALIGNMENT SPECS:

Alignment specifications will vary based on the vehicles use and the above are based on street vehicles. Autocross and track prepped cars will typically use up to 2 degrees of negative camber, max out the available caster, and use 1/8" toe-out alignment spec. Drag racing will typically use similar specs to a street car while maxing out the positive caster with varying toe-in settings to increase straight line stability. Consult with your alignment professional for the specifications that will work best for your application.



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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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