

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

## INSTALLATION INSTRUCTIONS

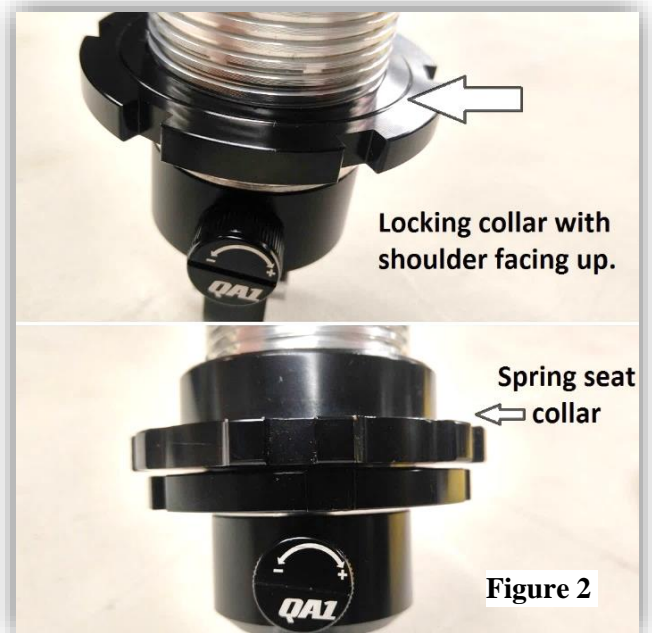
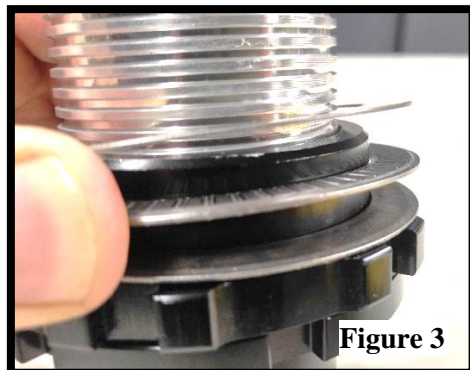
QA1 P/N RCK52360 thru RCK52365, RCK52460 thru RCK52465, RK110K  
QA1 1971-1976 GM B-Body Rear Coil-Over Conversion Kit

### TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Tire Chocks
- Square
- Drill and Drill Bits
- Common Hand Tools
- Torque Wrench
- Anti-Seize
- Snap Ring Pliers

### Coil-Over Shock Assembly:

1. Using snap ring pliers, remove the c-clip holding the lower bearing into the shock and push the bearing out from the opposite side of the eyelet. Install the included 1.25" wide bearings into both lower shock eyelets and re-install the removed c-clip to secure. **(Figure 1)**
2. Screw the aluminum locking collar (shoulder up) and the spring seat adjuster nut (shoulder up) down to the last thread - NO FURTHER. **(Figure 2)** Now is a good time to lubricate the threads of the shock body with **Permatex® Anti-Seize Lubricant**.
3. QA1 highly recommends using the QA1 thrust bearing kit (part #7888-109) for ease of adjustment. If the thrust bearing kit is used, coat both washers with **Permatex® Anti-Seize Lubricant**. Install the stainless steel spring seat washer, then the bearing, then the second washer, making a "thrust bearing sandwich". **(Figure 3)** If the thrust bearing kit is not used, coat one side of the stainless-steel spring seat washer that came with the shock with **Permatex® Anti-Seize Lubricant**.
4. Place the lubricated side of the washer down on the spring seat. Slide the spring over the shock body and down onto the spring seat. Slip the spring cap in place, making sure that it is set in the spring squarely.



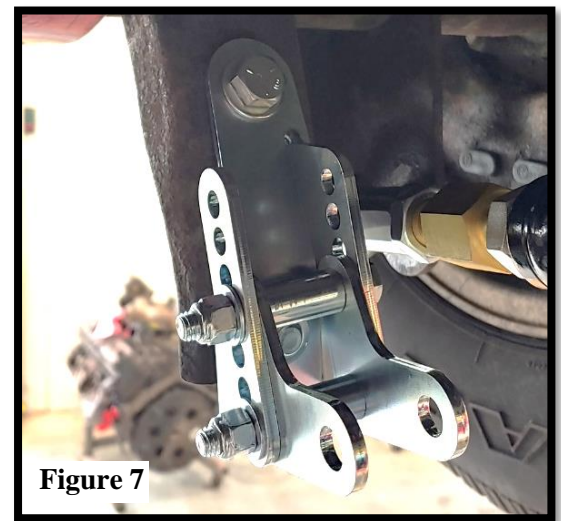
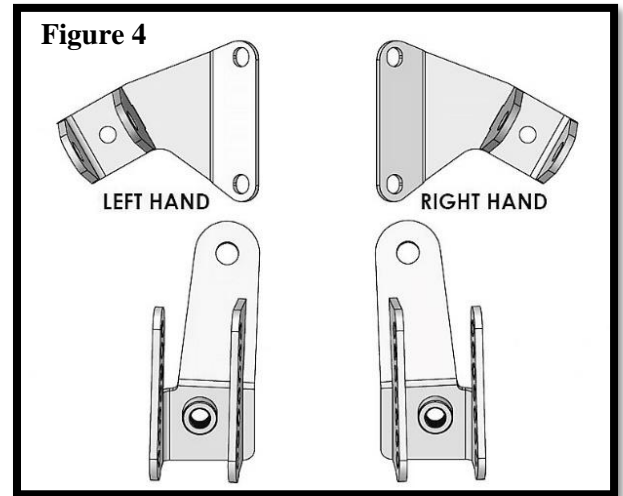
- Adjust the spring seat up until the spring is slightly compressed. This ensures that the spring cap, spring and spring seat washer remain in place and aligned.

**Removal:**

- With the vehicle sitting on level ground, measure the vehicle ride height from the ground to the center of the wheel wells and record these measurements.
- Jack the car up and ensure that the frame is set securely on jack stands. See the owner's manual for proper jacking techniques.
- Use a jack under the rear axle to remove tension from the rear shocks and remove them from the vehicle. The lower shock mounting bolts also need to be removed from the axle.
- Remove the rear springs.

**INSTALLATION-**

- Identify the right (passenger side) and left (driver side) upper and lower coil-over brackets. **(Figure 4)**
- Mount the lower bracket to the factory shock mounting hole using one 1/2" x 1" bolt in the lower connection from the back side of the car. **(Figure 5)**
- Center the upper hole on the axle mount and drill the upper hole to 1/2". The mount does not need to be vertical on the axle. **(Figure 5)**
- Secure the upper hole of the lower mount to the axle using 1/2" x 1-1/4" bolt with one 1/2" washer and nyloc nut. Torque both connections to 50 lb. ft. **(Figure 6)**



**NOTE:**

The lower bracket has multiple mounting heights for the lower shock mount. This allows for a ride height range of stock ride height down to -5" below stock, or anywhere in between. For stock height the "L" brackets will be mounted at the top hole and for -5" lower than stock the "L" brackets would be mounted in the lowest hole of the axle bracket.



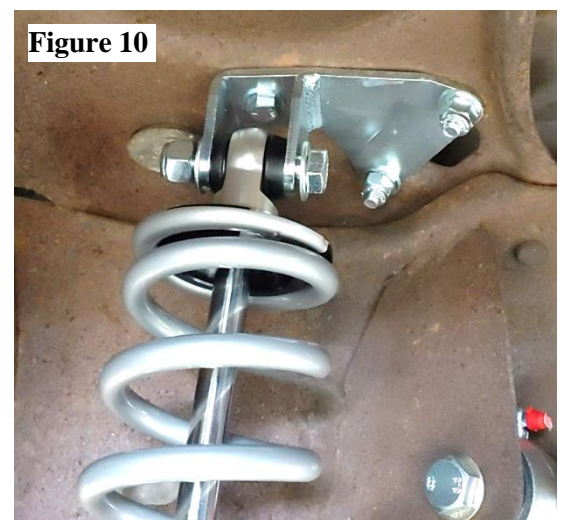
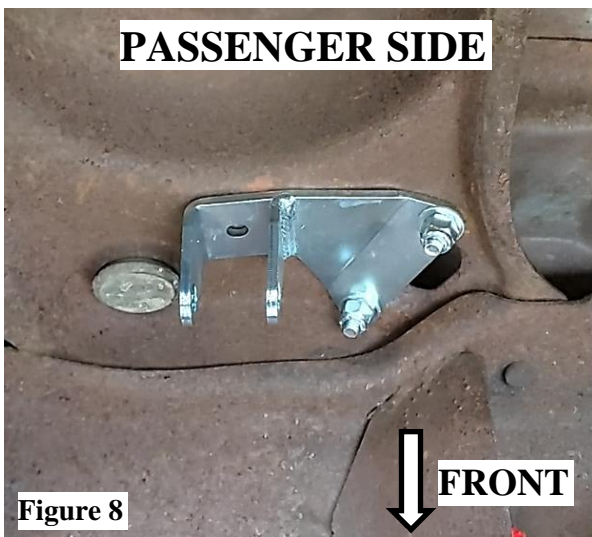
# LOWEST POSITION



# HIGHEST POSITION



5. Install the “L” brackets **inside of the drilled tabs** of the lower shock mount with one 1-1/4” long sleeve inside of the axle bracket. Secure using 3/8” x 2-3/4” bolts with two washers per connection and one nyloc nut. Torque to 31 lb. ft. **(Figure 7)**
6. Secure the upper shock mount to the two existing shock holes using 3/8” x 1” hardware with two washers and one nylock nut per connection. Torque to 31 lb. ft. **(Figure 8)**
7. Drill the hole between the shock mounting tabs to 3/8” and secure with 3/8” x 1” hardware with the bolt head on the bracket side, with two washers and one nyloc nut. Torque to 31 lb. ft. **(Figure 9)**
8. Install the shock to the upper and lower mounts with the adjustment knobs towards the front of the vehicle. Use the included 1/2” x 2.5” hardware with two washers and one nyloc nut per connection to secure. **(Figure 10)** You may need to raise the axle to line up the mounting holes. Torque to 50 lb. ft.
9. Adjust the spring seat to your desired ride height. When measuring ride height it is recommended to roll the car back and forth or #GoDrivelt before measuring. This will allow the suspension to settle and show a more accurate ride height.





**NOTE:**

Depending on the desired ride height, a combination of ride height adjustment at the shock and the lower bracket should be used. **The recommended length of this shock at ride height is 14"-15", measured center/center on the mounting bolts with the suspension loaded.**



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