



WELCOME TO QA1!

OUR COMMITMENT

Congratulations on your purchase of this high-quality QA1 2015-2026 Ford F150 Rear Drop Kit. They are engineered to the highest standards, utilizes the finest materials, and is built with exceptional craftsmanship and attention to detail.

While we understand your eagerness to start your build, please remember that your safety is our utmost priority. Always use an approved and appropriately rated jack, jack stand, or automotive lift, and take all necessary safety precautions to ensure the job is completed safely and correctly.

Before you start, read and understand all instructions thoroughly. With hand tools and essential equipment, you can do the main assembly and setup of your new drop kit in your home garage, but if you feel unsure of your abilities during the assembly or installation and need some help or have any uncertainties, please seek the assistance of a qualified mechanic or automotive repair shop.

If you have any product questions or need guidance, please don't hesitate to call and speak with QA1 technical support at 952-985-5675. Remember, we're here to support you every step of the way and are committed to ensuring your assembly and installation process is successful and enjoyable. We wish you all the best!

BEFORE INSTALLATION

Before you begin the QA1 2015-2026 Ford F150 rear drop kit installation, read and understand these instructions carefully. If instructions are not correctly followed, personal injury, equipment, or product damage can result. Products that have been installed are not eligible for returns. To prevent mistakes, thoroughly read these instructions before you start the drop kit assembly procedure.

Check your order as soon as possible upon delivery. QA1 has provided parts list tables and images, as shown on pages 4 and 5. Compare your order's contents against the tables. Call your authorized dealer immediately if you discover anything missing from your order. This kit requires no welding to assemble and install.

It is important to wear the appropriate personal protective equipment (PPE). However, the responsibility does not end there. Follow the manufacturer's instructions for safe use when working with power tools, and be cautious and responsible in your work. Make sure to ventilate combustible vapors and remove any nearby flammable materials.

Important Notice Regarding ADAS: This product may affect how your vehicle's Advanced Driver Assistance Systems (ADAS) work. These systems include lane departure warning, automatic emergency braking, and adaptive cruise control. After installation, it is the installer's responsibility to recalibrate these ADAS systems properly. If the systems are not recalibrated, they may not function correctly, leading to accidents or other safety problems. By buying and installing this product, you understand and accept the risks of modifying your vehicle's suspension, including how it may affect ADAS systems.

ABOUT THIS MANUAL

PURPOSE

These instructions outline the installation of the QA1 Rear Drop Kit. This system is designed to work with the factory leaf springs and fits the following vehicles:

- 2015-2020 Ford F150
- 2021-2026 Ford F150

ITS CONTENTS

The information that follows is described in this instruction set:

- Required tools and supplies.
- Safety, hazard, and warning rules.
- Product overview and included parts.
- Installation and the setup procedures required for use.

Pages with images will have paragraphs and sentences with callout numbers that refer to their respective images, steps, and parts.

Procedures, once described in the text, are generally not repeated. When it is necessary to refer to another procedure, the page and step reference will be given.

REQUIRED TOOLS AND SUPPLIES

- Floor Jack
- Jack Stands
- Drill
- 1/4" and 7/16" bits
- Grinder or Air Chisel
- Anti-seize
- SAE and Metric Wrench Set
- SAE and Metric Socket Set
- Torque Wrench (lb-ft)

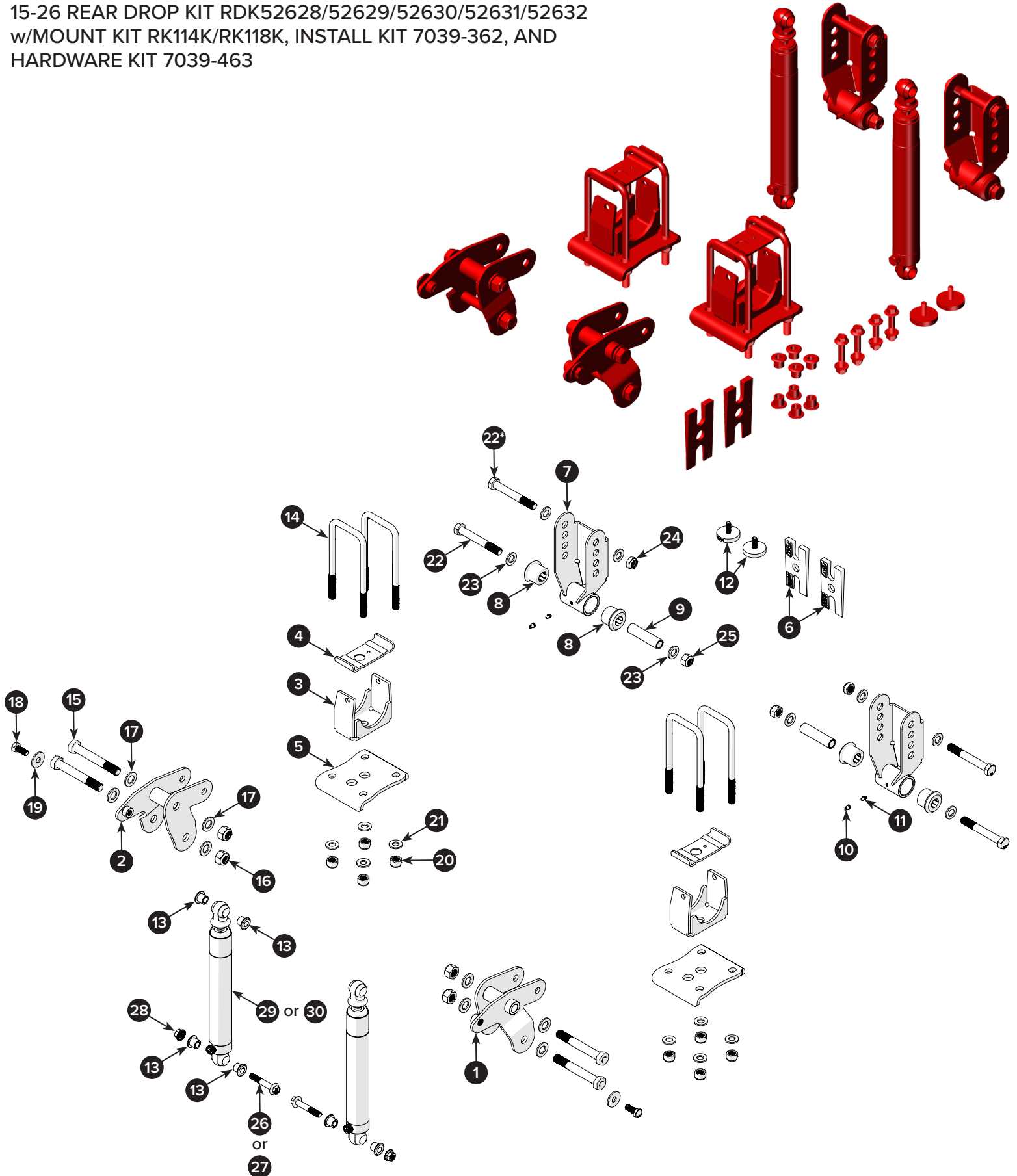
SAFETY FIRST

- Work on your vehicle in an appropriate location.
- Park your car on a level surface.
- Use wheel chocks to prevent vehicle roll.
- Check your owner's manual for the correct jack lift points.
- Always support your vehicle with jack stands.
- Wear personal protection like safety glasses, gloves, and a fine particle respirator mask.
- Never use compressed air to clean brake or metal grinding dust from the brake, suspension components, frame, or rear axle housing.
- Grind metal only in a well-ventilated area, and wear a respirator until the dust has settled and the work area air has been cleared.
- Dispose of damaged or old parts in accordance with local laws. Do not throw any hazardous waste in the trash.
- Follow the manufacturer's instructions for safe use when working with power tools, and be cautious and responsible in your work.

CONTENTS

QA1 REAR DROP KIT	4-20
PARTS LIST	4
VEHICLE PREPARATION	6
DISASSEMBLY	7-11
REAR SHOCK REMOVAL	7
LEAF SPRING REMOVAL	9
REAR LEAF SPRING SHACKLE	11
LEAF SPRING MODIFICATION	12
BUMP STOP REMOVAL.....	13
ASSEMBLY	13-23
BUMP STOP.....	13
RK114K/RK118K FRONT LEAF SPRING MOUNT	14
LEAF SPRING, FRONT	16
LEAF SPRING AXLE MOUNT	17
COMPOSITE LEAF SPRING AXLE SHIM.....	19
REAR LEAF SPRING SHACKLE	20
REAR SHOCKS	22
ADJUSTMENT, PINION ANGLE.....	23
TORQUE SPECIFICATIONS AND SHOCK TUNING.....	24
WARRANTY.....	25

15-26 REAR DROP KIT RDK52628/52629/52630/52631/52632
w/MOUNT KIT RK114K/RK118K, INSTALL KIT 7039-362, AND
HARDWARE KIT 7039-463



2015-2026 FORD F150 REAR DROP KIT, 3.5"-5.5", RK114K or RK118K

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
1	WELDMENT, FRONT RELOCATION MOUNT, LH	1	—
2	WELDMENT, FRONT RELOCATION MOUNT, RH	1	—
3	WELDMENT, AXLE SADDLE	2	—
4	BRACKET, UPPER AXLE PLATE	2	—
5	BRACKET, LOWER LEAF SPRING PLATE	2	—
6	PINION SHIM, 4 DEG, 2.5" LEAF SPRING	2	RK118K ONLY

2015-2026 FORD F150 REAR DROP KIT, 3.5"-5.5", INSTALL KIT 7039-362

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
7	WELDMENT, SPRING SHACKLE	2	—
8	BUSHING, POLY 2-PIECE, BLACK	4	—
9	SLEEVE, .875" OD x .630" ID x 3.495" L	2	—
10	CAP, GREASE ZERK	2	—
11	FITTING, ZERK 1/4-28, STRAIGHT	2	84 lb-in
12	BUMP STOP, FLAT 2.00" OD x .75" TALL	2	—
13	KIT, SHOCK MOUNT SPACERS, 8-PK	1	—
14	U-BOLT, SQUARE, 9/16"-18 x 3.25" x 8.0"	4	—

2015-2026 FORD F150 REAR DROP KIT, 3.5"-5.5", HARDWARE KIT 7039-463

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
15	BOLT, HEX M18 x 2.5 x 130 mm	4	230 lb-ft
16	NUT, NYLON INSERT, M18 x 2.5, 18.5 mm HEIGHT	4	—
17	WASHER, FLAT M18	8	—
18	BOLT, HEX M12 x 1.75 x 30 mm	2	93 lb-ft
19	WASHER, FLAT M12, OVERSIZED OD	2	—
20	NUT, NYLON INSERT, 9/16-18	8	98 lb-ft (in four stages)
21	WASHER, FLAT 9/16, SAE	8	—
22/22*	BOLT, HEX M16 x 2.0 x 120 mm	4	161 lb-ft (lower) 62 lb-ft (upper)
23	WASHER, FLAT M16	8	—
24	NUT, NYLON INSERT, M16 x 2.0, 12.5 mm HEIGHT	2	—
25	NUT, NYLON INSERT, M16 x 2.0, 16 mm HEIGHT	2	—
26	BOLT, HEX, M12 x 1.75 x 65 mm, (2021-2026)	2	—
27	BOLT, HEX, M12 x 1.75 x 60 mm, (2015-2020)	2	—
28	NUT, HEX, FLANGED, SERRATED, M12 x 1.75	2	65 lb-ft

STOCKER STAR SHOCK, REAR, SINGLE or DOUBLE ADJUSTABLE

POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
29	TS901	SHOCK STOCKER S-ADJ 14.88	2	—
30	TD901	SHOCK STOCKER D-ADJ 14.88	2	—

Note: The part positions listed above will be called out in this installation manual as a visual reference to their respective positions during the installation procedure. Refer to these pages during the installation. Count and compare all parts and fasteners to the list above. If parts are missing, contact QA1 at sales@qa1.net.

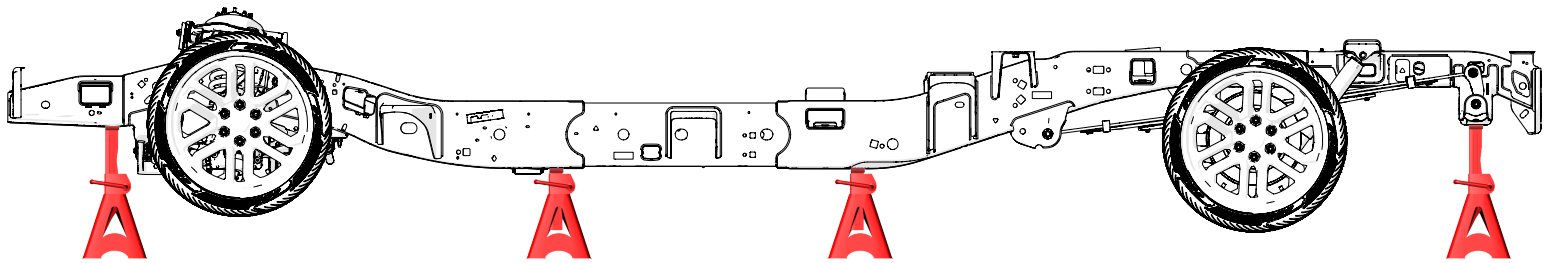
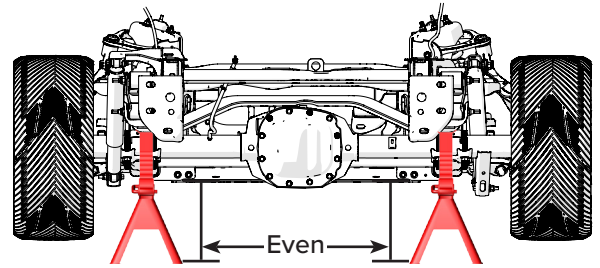


Installer's Note: This instruction set shows only the frame and chassis of the 2015-2026 Ford F150 pickup truck. The body has been removed for visual clarity.

1 Use a floor jack and lift the vehicle at its designated lift points. It is not required to lift the vehicle's front end, but if you install a QA1 front drop spindle, it will be easier to raise the truck as shown at this time.

To access the front and rear suspension, set the vehicle on jack stands (shown) or on a hydraulic lift under the frame.

Note: Jack stands must be level and evenly positioned for a safe vehicle load. Adjust the jack stands as necessary.

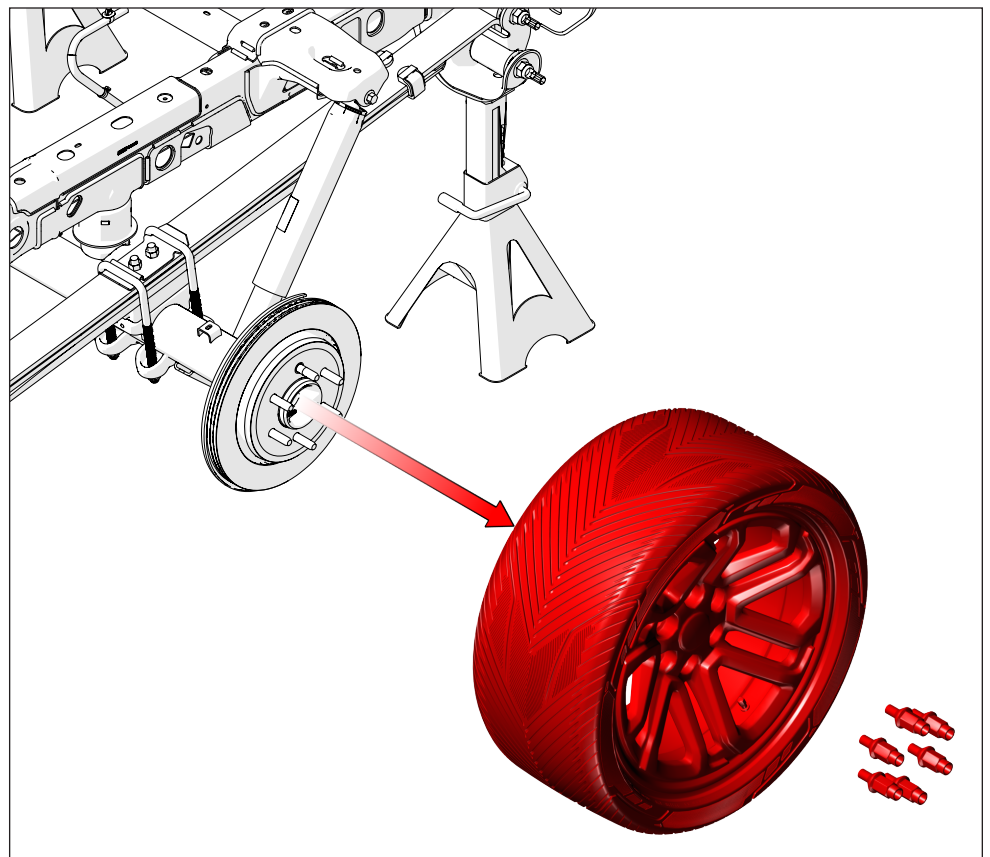


Installer's Note: These instructions begin on the rear driver's side of the vehicle.

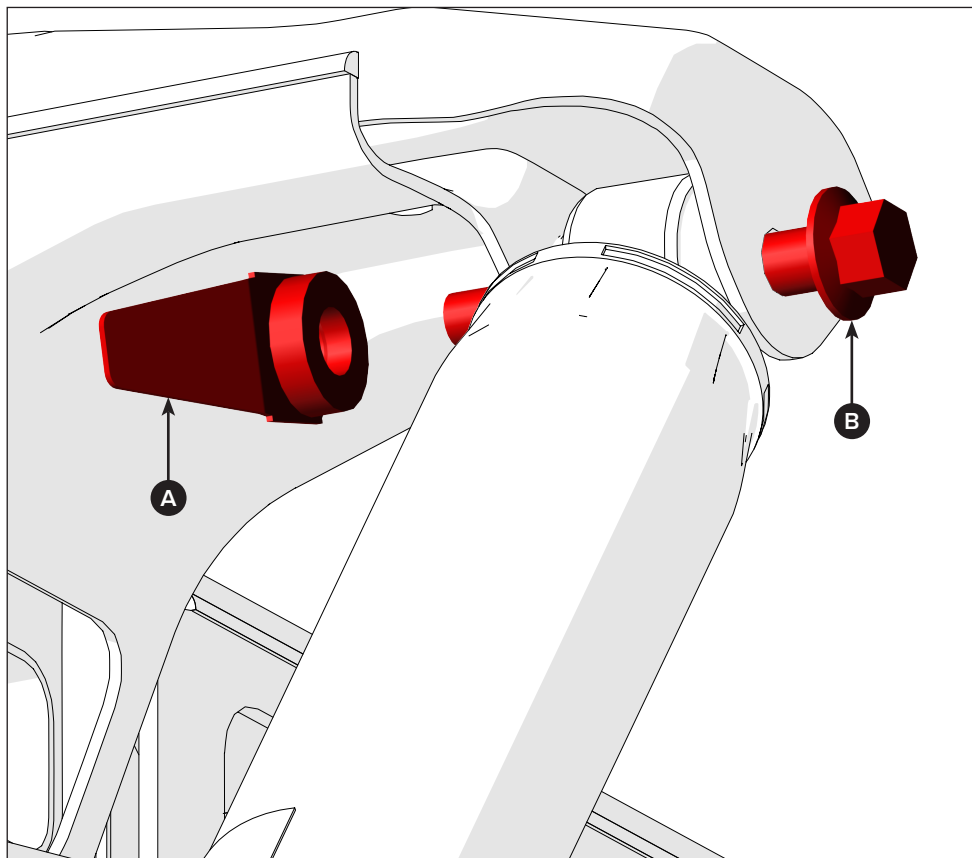
The procedure to replace the leaf spring perch's on the passenger side is the same as that for the driver's side.

The brake caliper assembly will not be shown for visual clarity.

2 First, remove the lug nuts and wheels from both the left and right sides of the rear of the vehicle. Then, remove both rear shocks (not shown) from the shock mounts on the axle. Discard the shocks, as they will not be reused.



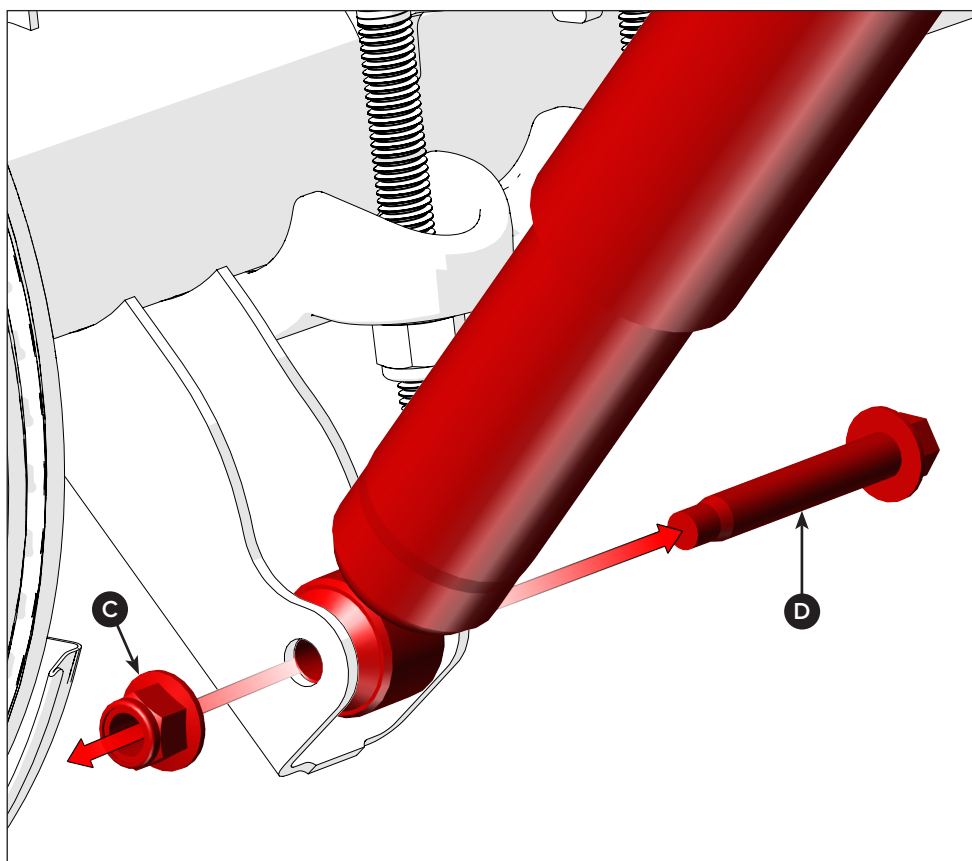
- 3** Remove the factory shock nut (A) from the top of the shock. Leave the shock bolt (B) in place for now.
- Do not discard the shock nut as it will be reused.



- 4** Now, remove the shock's lower nut (C) and bolt (D).
- Then, remove the bolt from the top of the shock.
- Finally, remove and discard the shock as it will not be reused.
- Repeat steps 2 through 4 to remove the RH shock assembly.

Note: Ford recommends new shock bolts whenever they are removed.

This QA1 kit includes new, lower shock bolts. You must either buy new upper shock bolts or reuse the old ones.



Installer's Note: The driveshaft must be dropped at the pinion. Mark the driveshaft phasing, then remove it from the truck.

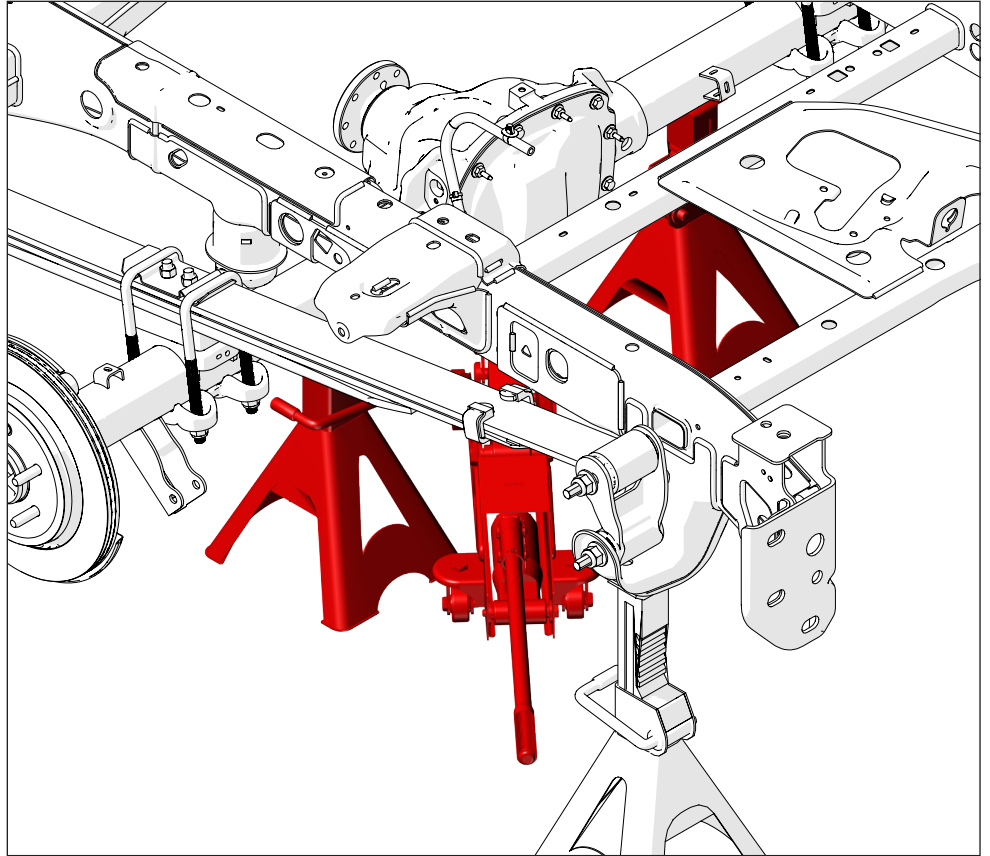
5 To begin, place a floor jack under the axle differential housing and lift it fully to support the axle assembly.

Next, position jack stands under the axle tubes for additional support.

After that, remove the fuel tank from the driver's side.

Finally, disconnect the exhaust system to access the front connections on the leaf spring.

Note: For visual clarity, the jack stands shown under the axle will not be included in subsequent steps.

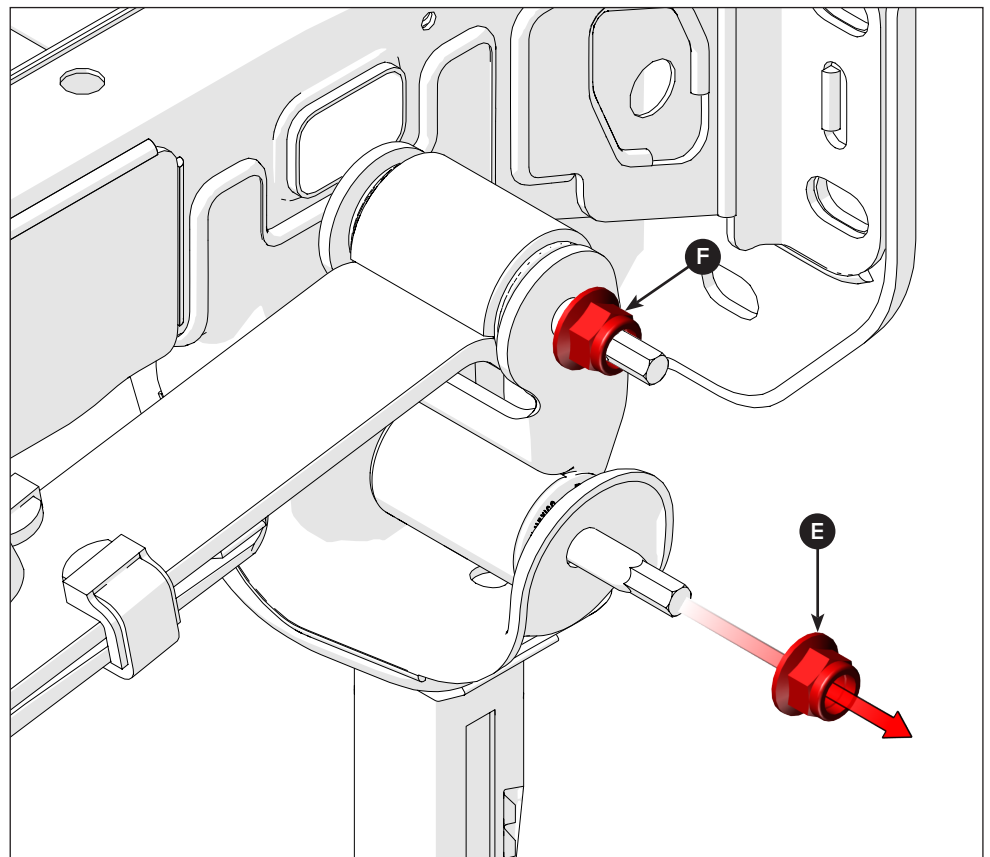


Installer's Note: There is new hardware included in the drop kit to replace the factory hardware.

6 First, loosen and remove the nut (E) from the lower side of the rear spring shackle.

Discard the nut as they will not be reused.

Next, loosen, but do not remove, the nut (F) from the upper side of the spring shackle.



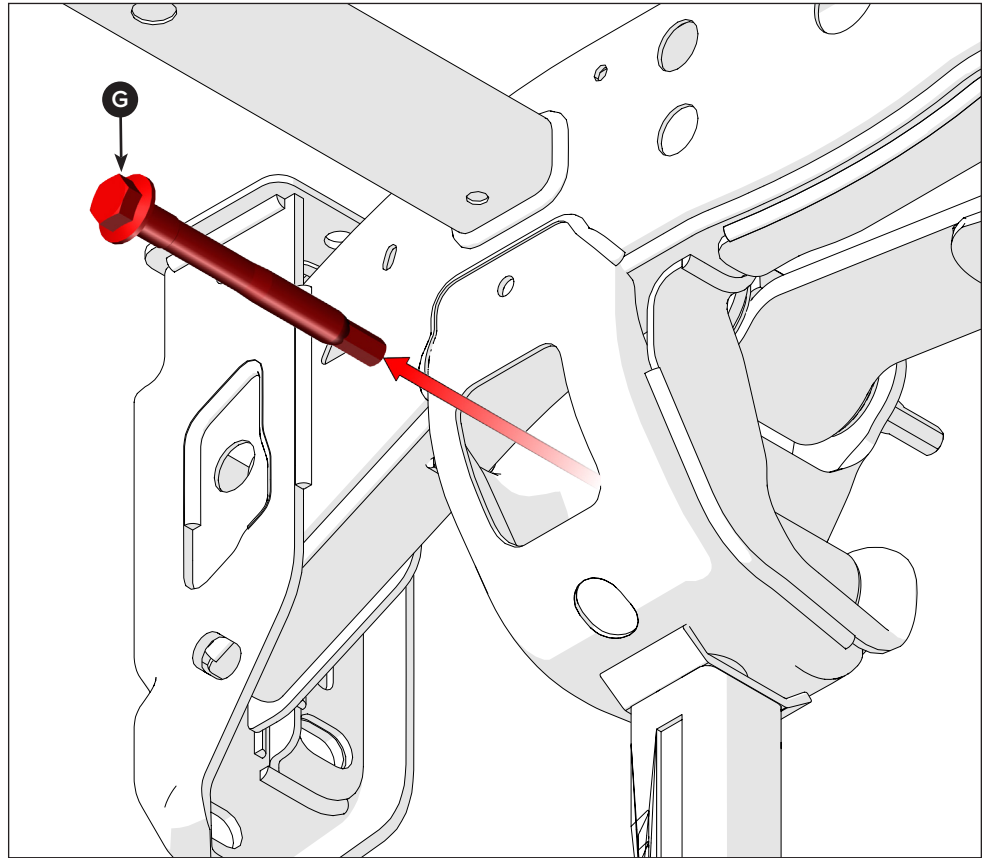
7

Drive out the lower shackle bolt (G) and discard it, as it will not be reused.

In some instances, the bolt requires concentrated heat to help loosen all rust.

Note: If the bolt is trapped between the back of the spring perch and a frame member, remove the bolt as far as it will go, then cut it.

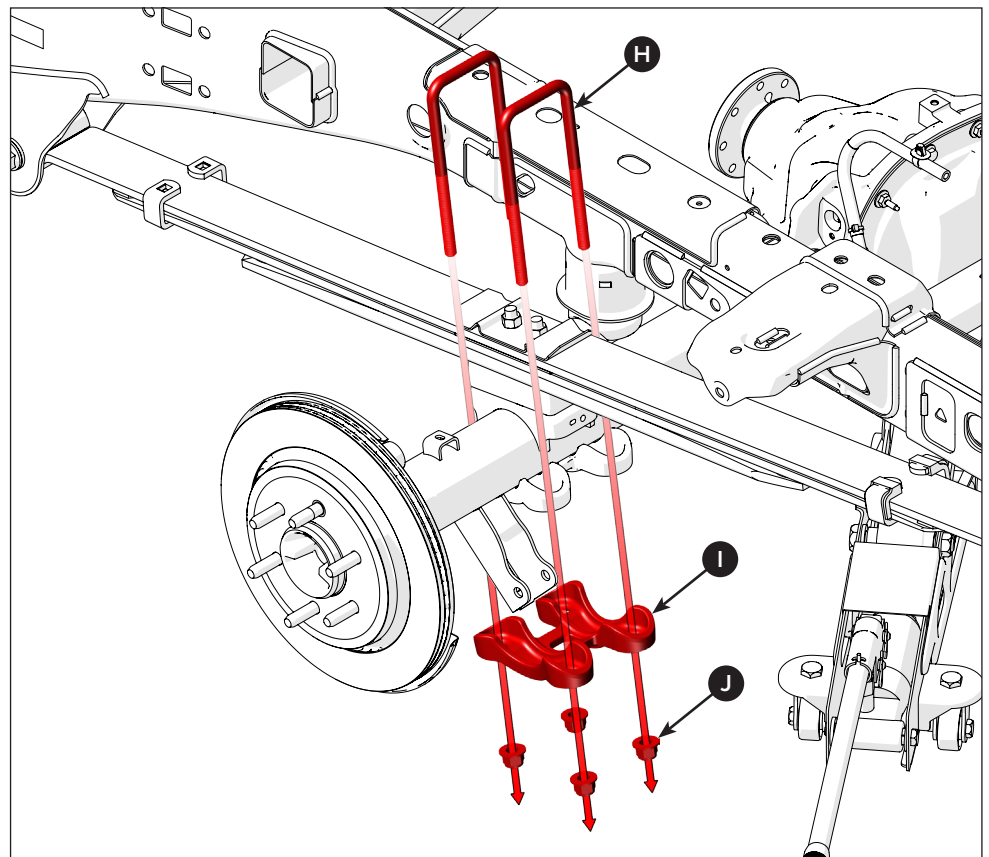
Repeat the bolt removal process and cut again if necessary. Continue until the bolt is fully removed.



8

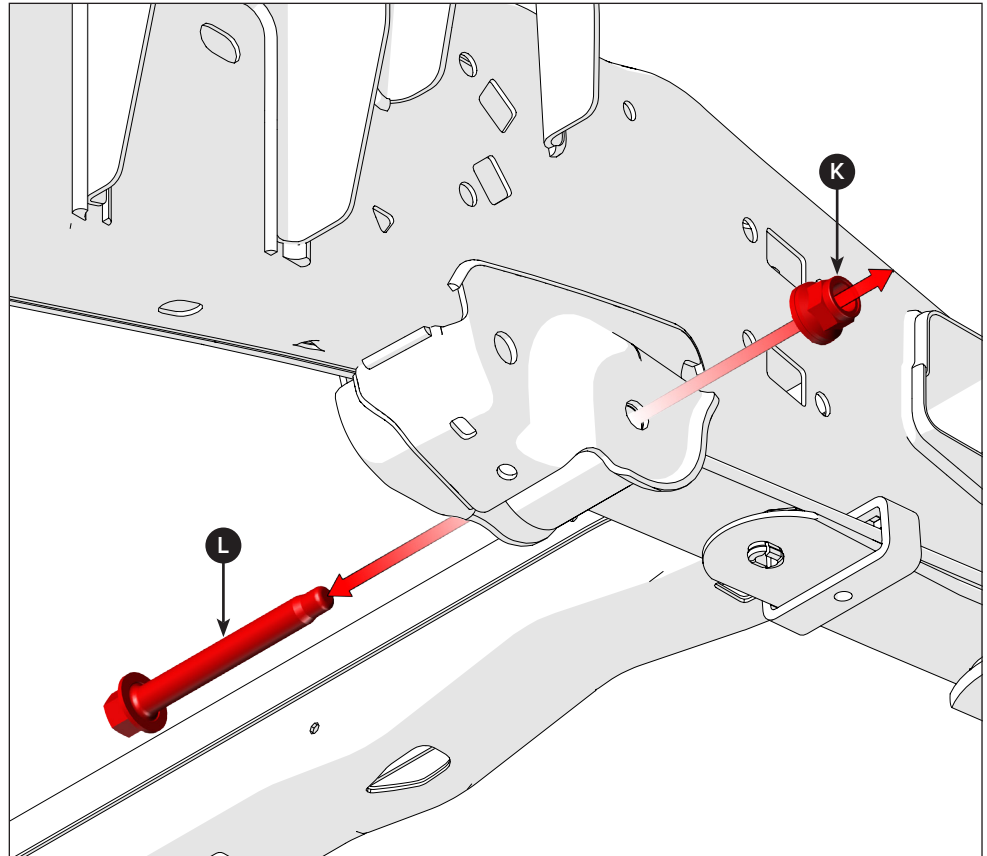
Remove the spring shackle U-Bolts (H), bottom U-Bolt plate (I), and nuts (J) from the axle.

Discard the U-Bolts, U-Bolt plates, and nuts as they will not be reused.



9

Remove the nut (K) and bolt (L) from the front spring mount. Discard these fasteners, as they will not be reused.



10

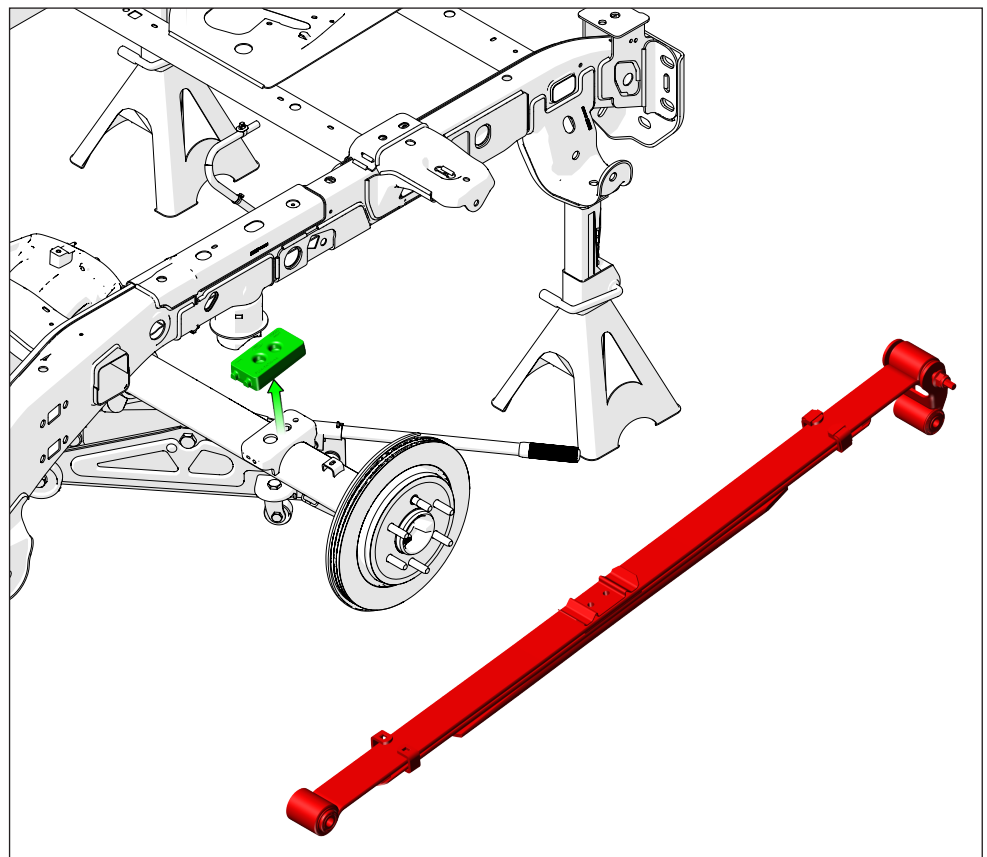
First, temporarily lower the axle assembly for added leaf spring access.

Now, with the shackle and front leaf spring mount fasteners removed, lift and move the leaf spring assembly out of the vehicle.

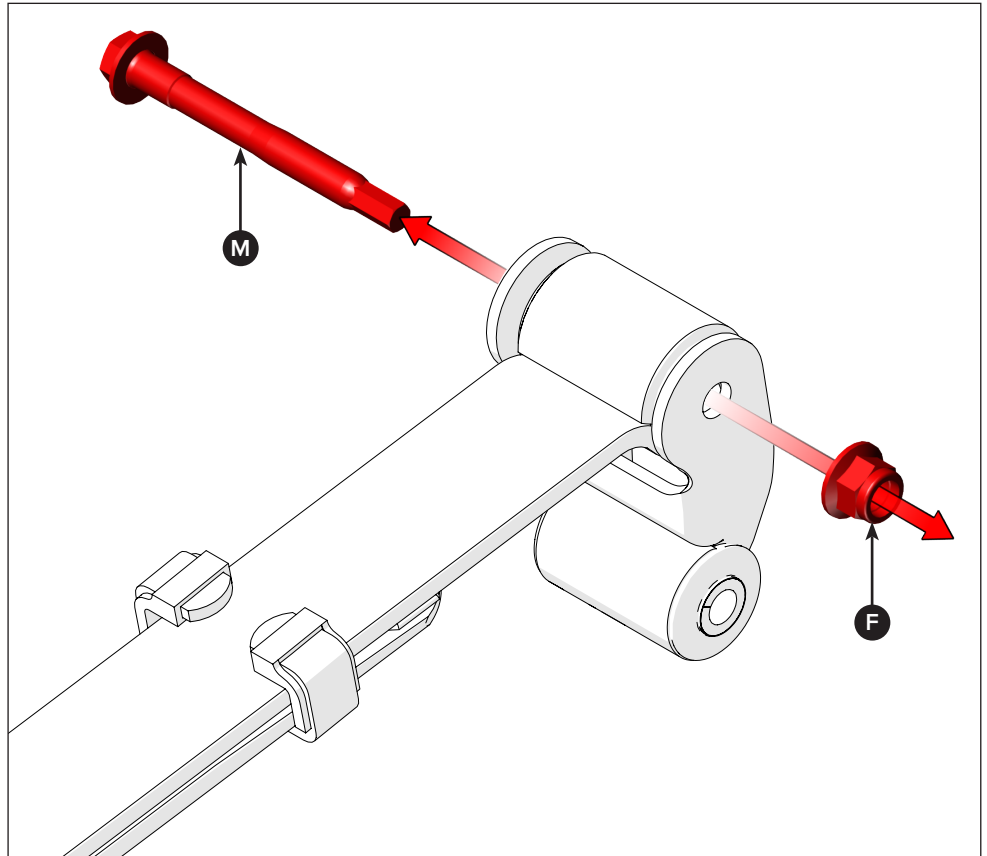
Then, set the leaf spring on a work surface to modify it for steps 11 through 14.

Remove and discard the leaf spring insulator (shown in green).

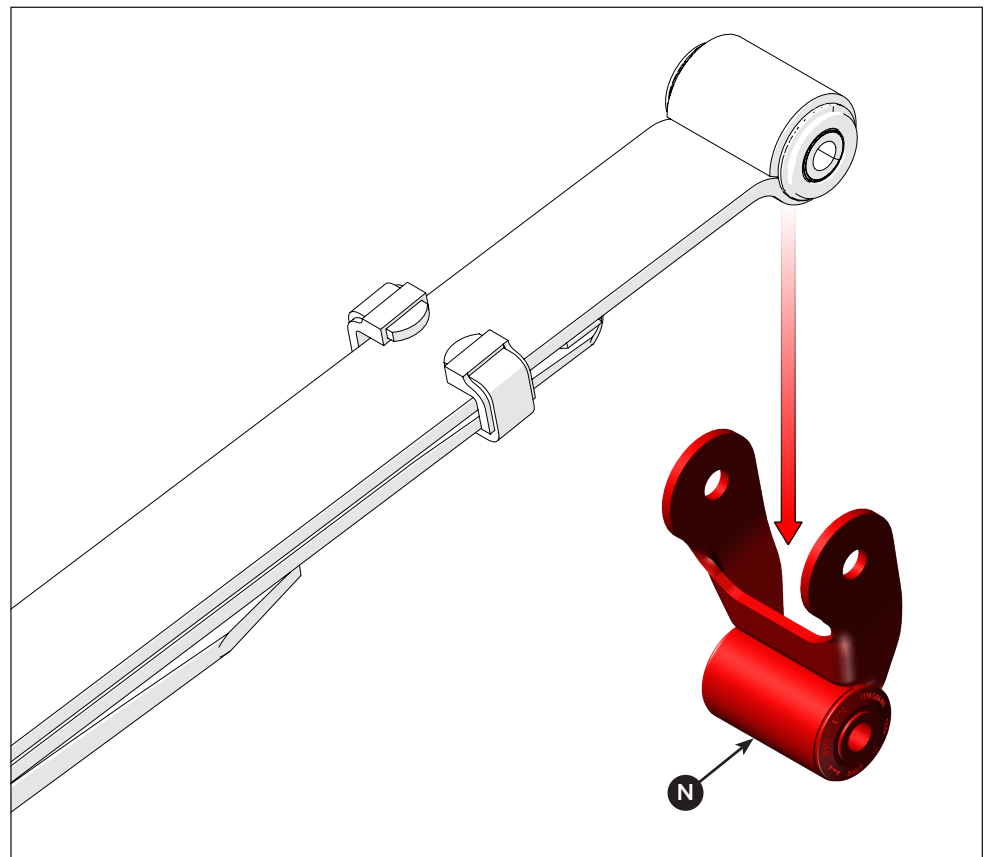
Repeat steps 6 through 10 to remove the RH leaf spring assembly.



- 11** With the leaf spring on a work surface, remove the nut (F) loosened in step 6 from the upper shackle mount. Now, drive out the upper shackle bolt (M) and discard it, as it will not be reused.



- 12** Once the shackle bolt is removed, pull the factory spring shackle (N) away from the spring eyelet. Discard the shackle, as it will not be reused.



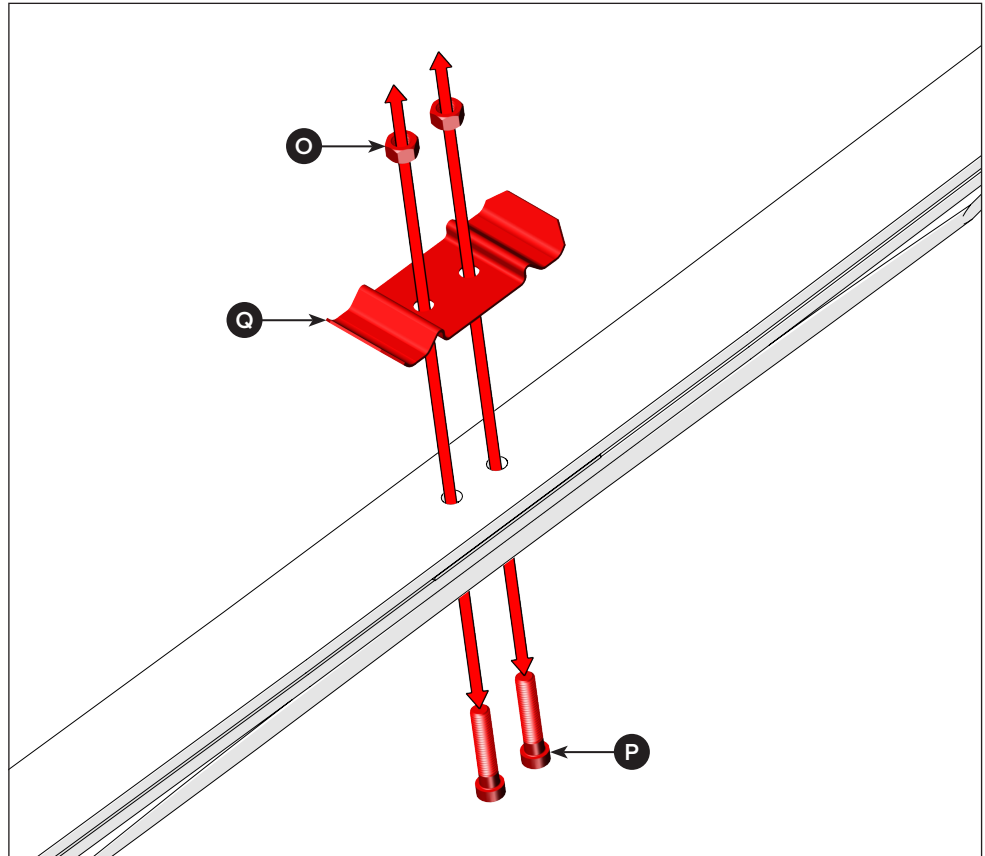
13 First, use a clamp on each side of the leaf spring fasteners to keep the leaf spring bundle together and compressed.

Next, remove the nuts (O) and center pins (P) from the leaf spring. Do not discard these parts, as they will be reused.

Then, remove and discard the factory U-bolt plate (Q) from the leaf springs, as it will not be reused.

All other shims above, below, and inside the spring bundle will remain in place.

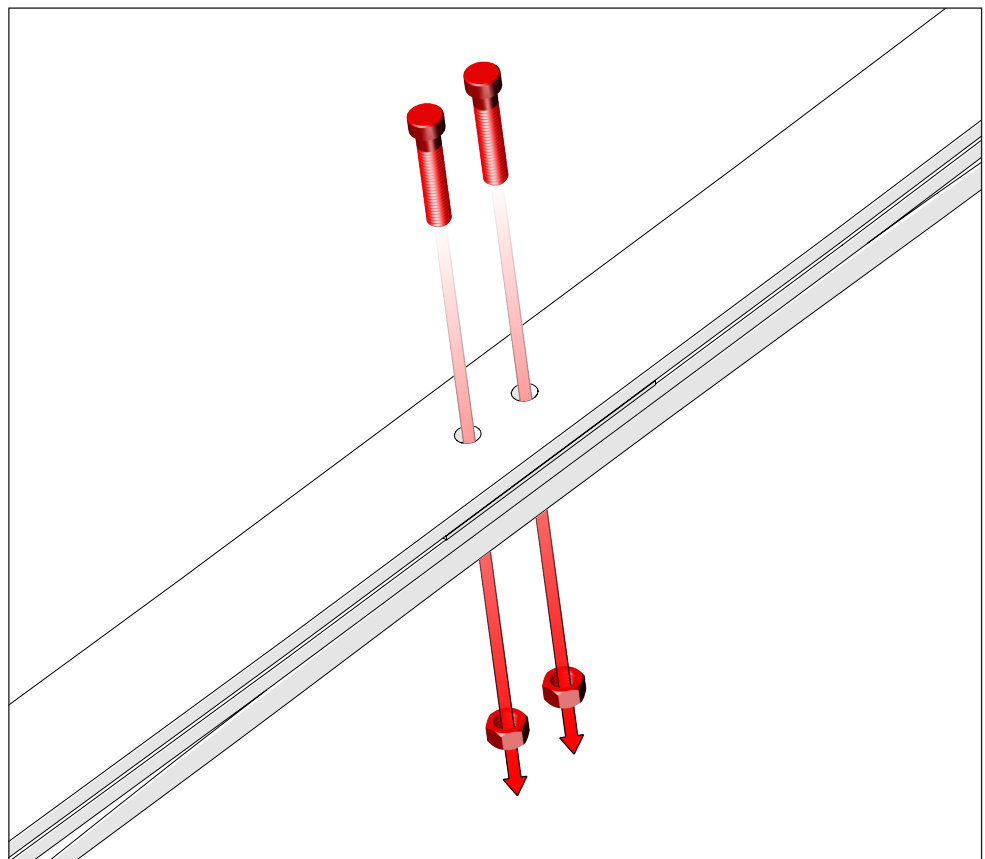
Note: If the factory leaf spring hardware is rusted and unusable, discard it, then purchase and install new hardware.



14 Reinstall only the leaf spring pins and nuts onto the leaf springs in the reverse factory orientation (nuts on the bottom of the leaf spring).

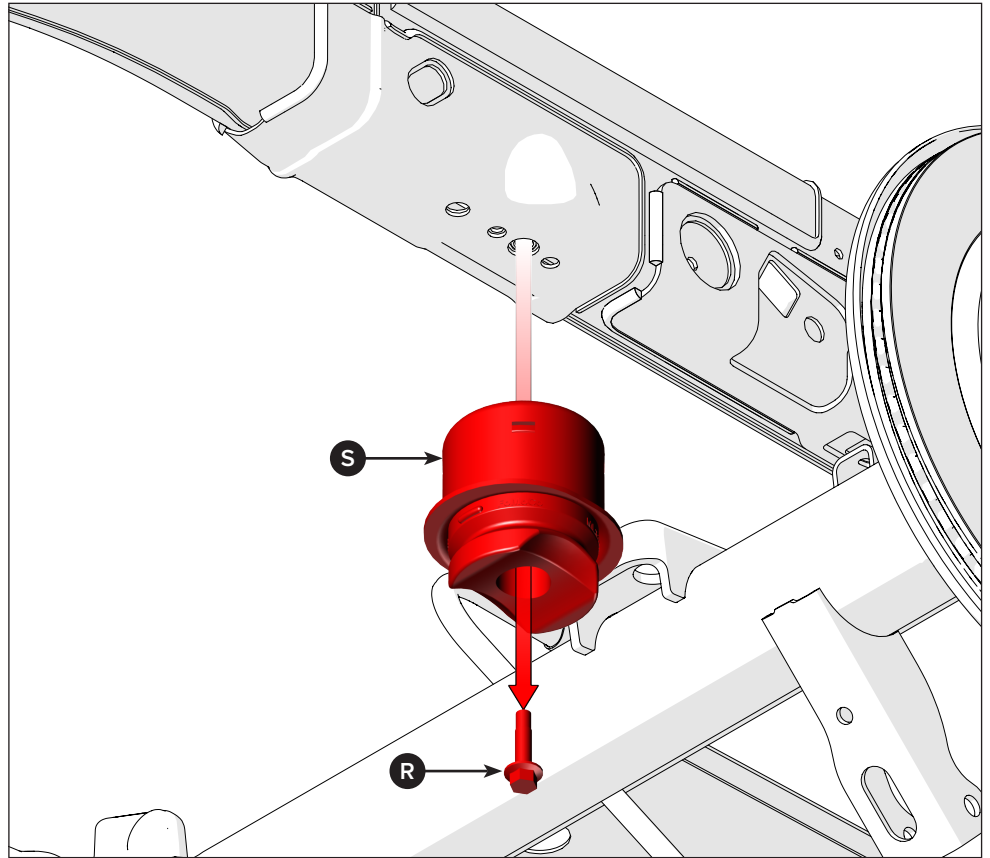
Torque the nuts to 35 lb-ft.

Repeat steps 11 through 14 to prepare the RH leaf spring.



- 15** Remove the bump stop bolt (R) from the bolt pocket of the factory bump stop (S).

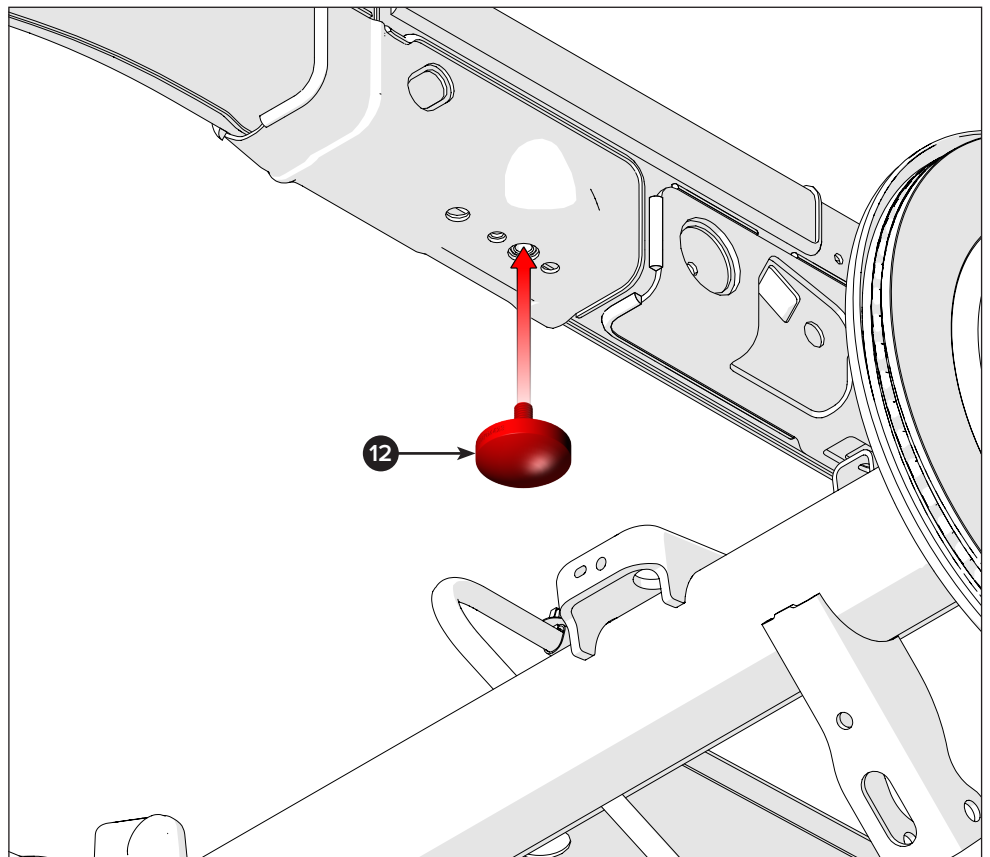
Discard the bump stop and bolt, as they will not be reused.



- 16** Install the new bump stop (12) to the bottom of the frame rail.

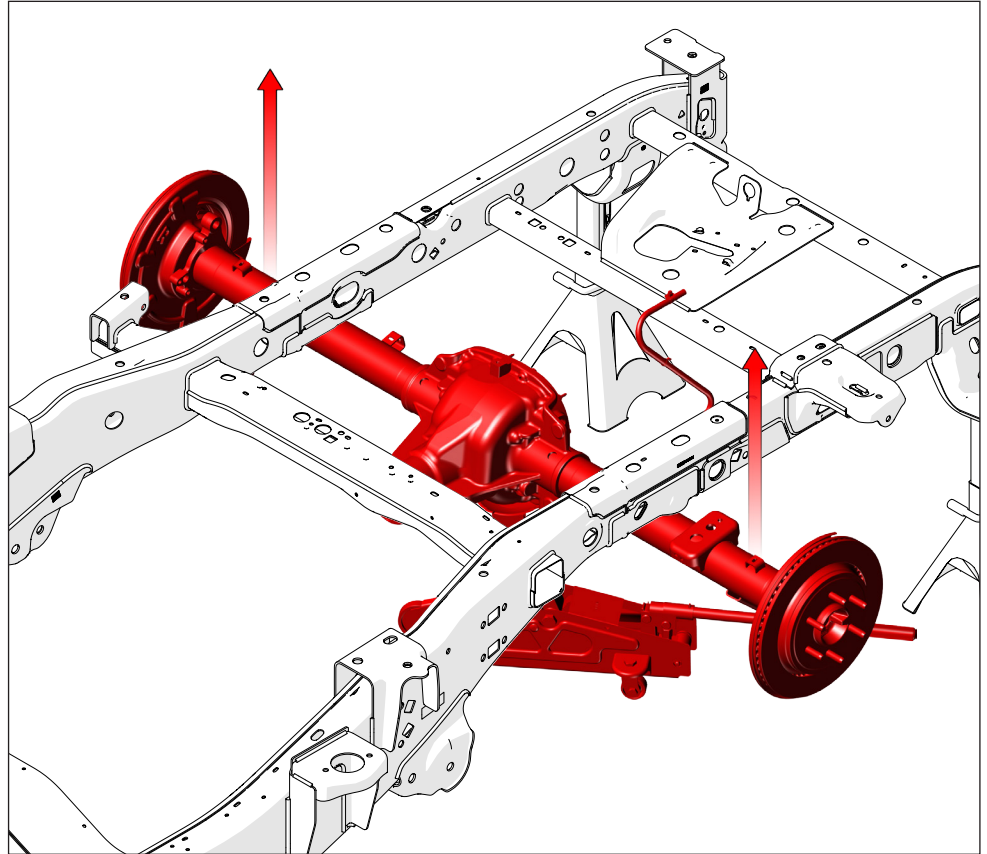
Repeat this step to install the right-side bump stop.

Note: If the bump stop binds or requires too much force to turn it into the frame, use an M10-1.5 thread chaser to clean up the frame's weld nut threads.



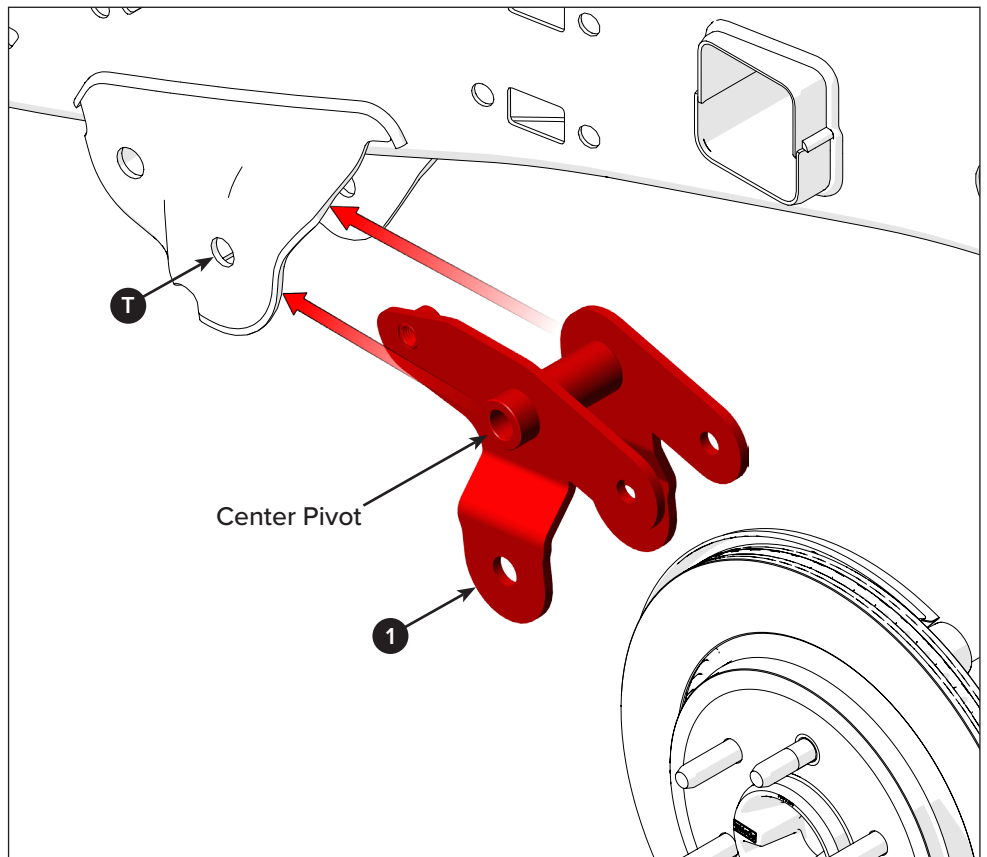
17 Raise the rear axle assembly until it contacts the new bump stops.

Note: Jack stands can be positioned under the axle tubes for additional axle support during installation.



18 Put the LH front relocation mount (1) into the frame's front leaf spring mount.

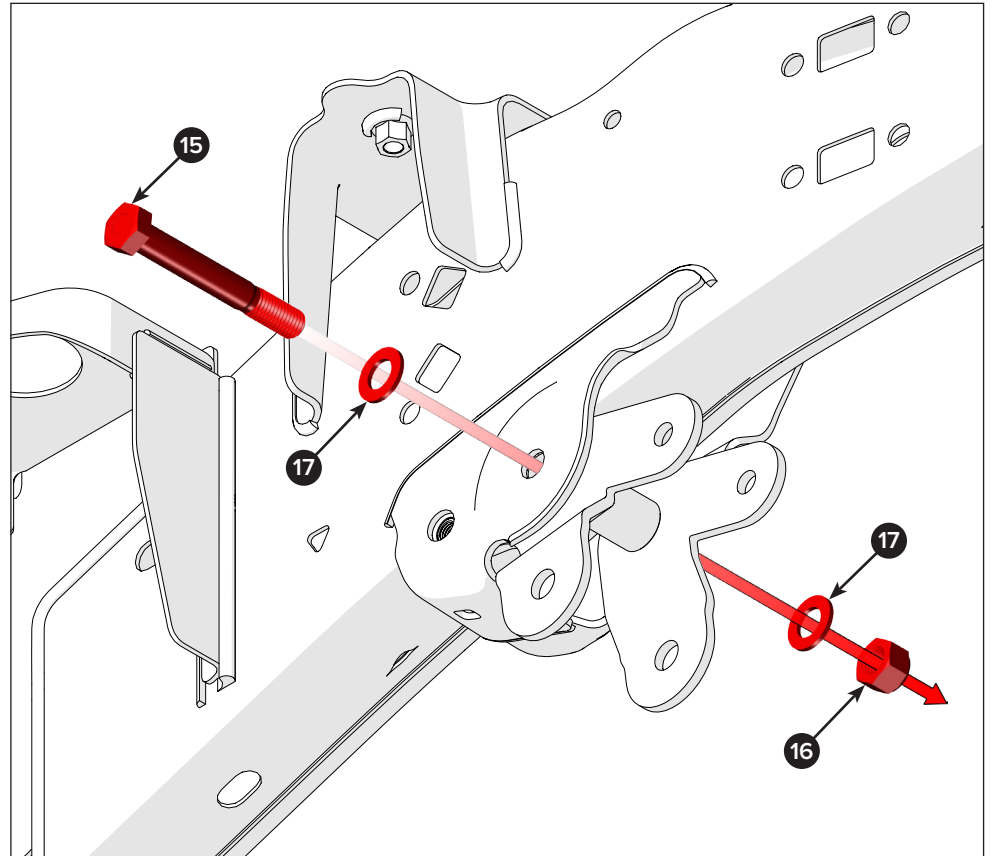
Align the center pivot to the hole marked T.



19 Loosely insert one M18 x 130 mm bolt (15) and one M18 flat washer (17) through the pivot bolt hole in the frame.

Fasten the bolt with an M18 flat washer (17) and M18 Nylock nut (16).

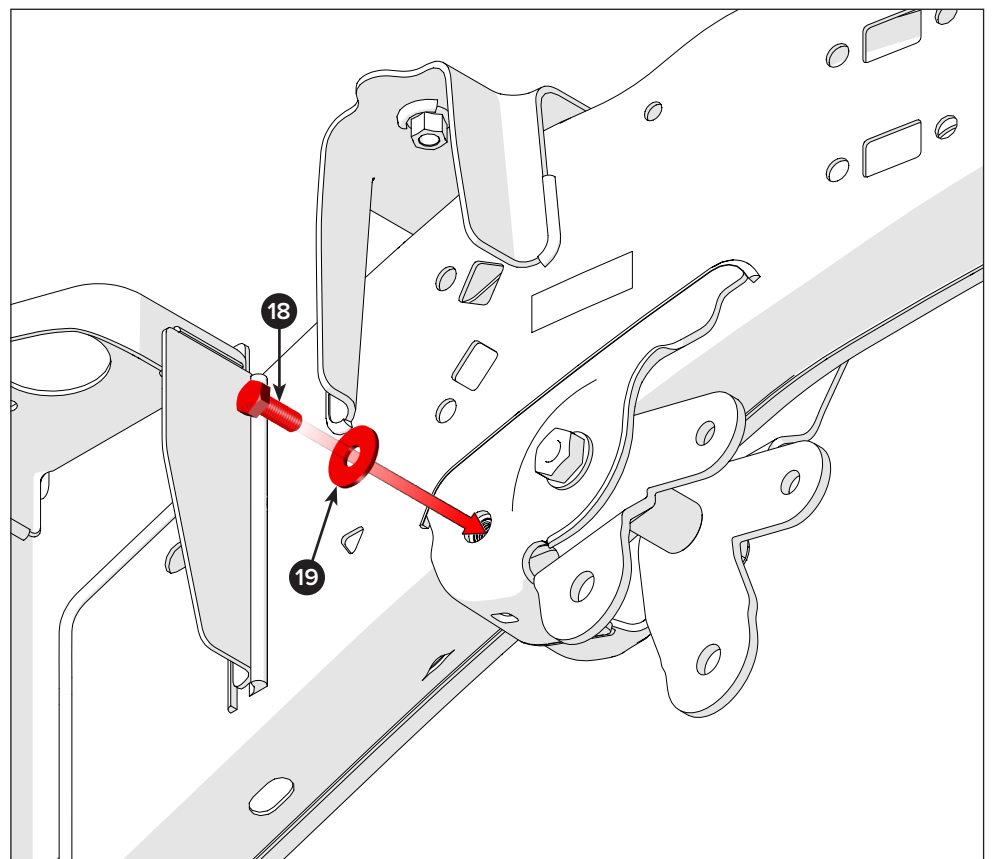
Do not torque the bolt at this time.



20 Make sure the front bolt hole in the relocation mount aligns with the hole in the frame.

Put one M12 x 30 mm bolt (18) and an oversized M12 flat washer (19) into the front of the relocation mount.

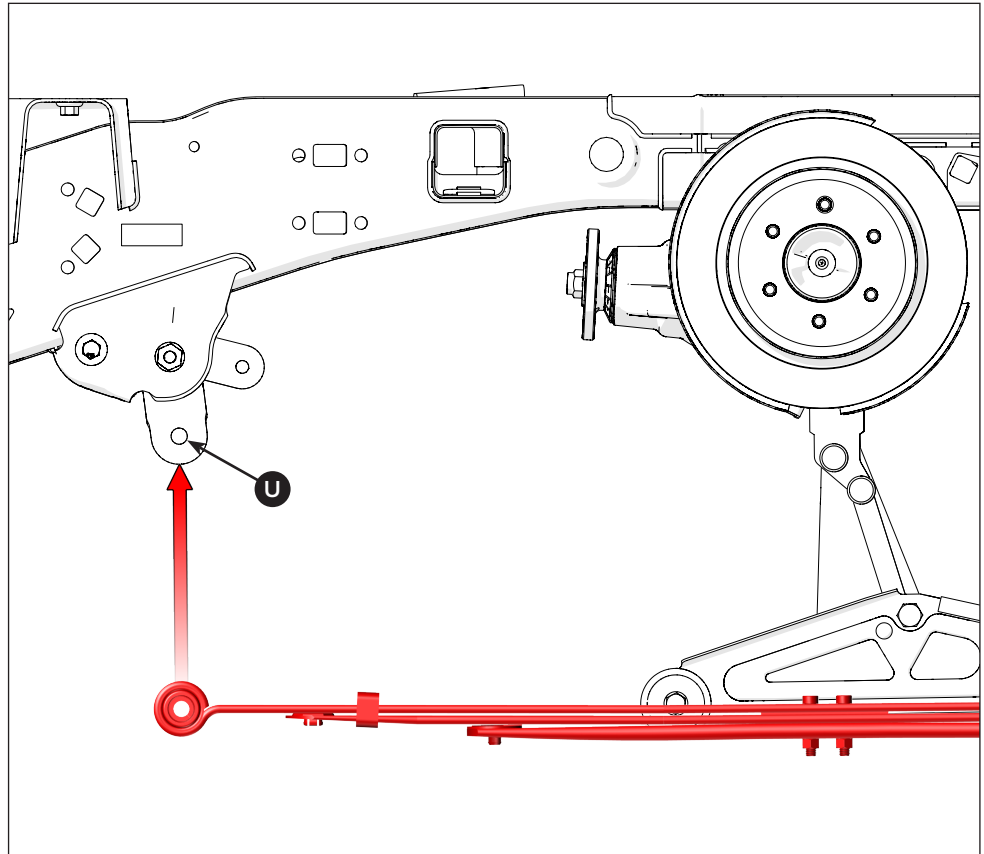
Do not torque the bolt at this time.



21 First, position the rear eyelet of the left-hand (LH) leaf spring above the frame's rear shackle mount.

Next, put the spring assembly into the bottom set of holes in the relocation bracket marked with a "U."

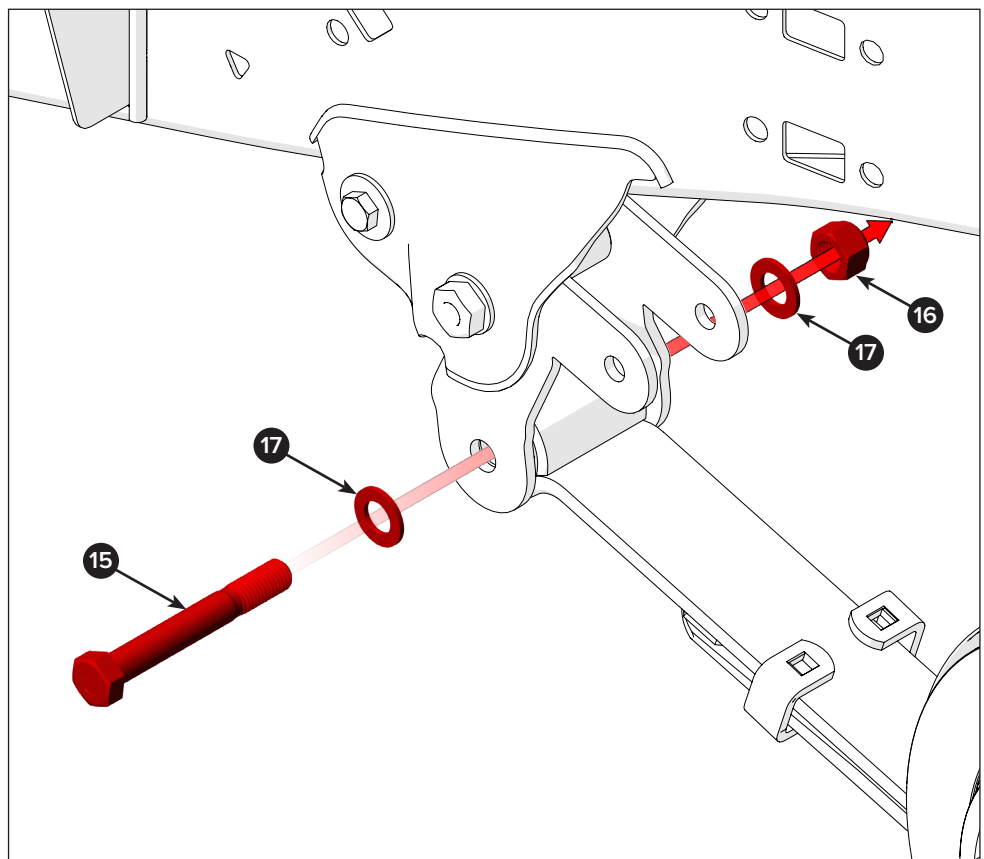
Note: The leaf spring's rear eyelet must be positioned correctly before the spring is attached to the front relocation bracket. It will be impossible to lift and connect the leaf spring to the rear shackle once it is attached to the axle.



22 Loosely insert one M18 x 130 mm bolt (15) and one M18 flat washer (17) through the lower hole in the relocation mount and the spring eyelet.

Fasten the bolt with an M18 flat washer (17) and M18 Nylock nut (16).

Do not torque the bolt at this time.





Stop here if your vehicle will not be equipped with the QA1 F150 Traction Bar Kit #52098, and proceed with step 23.

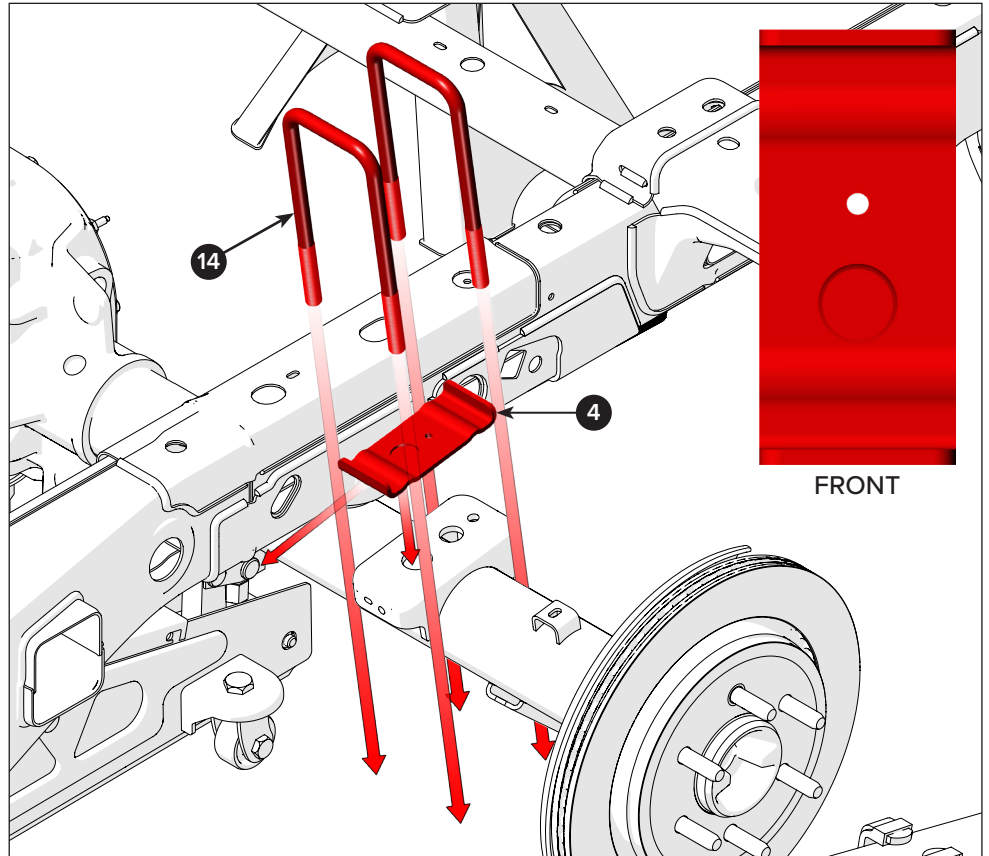
23

Position the axle's upper plate bracket (4) onto the factory spring mount on the axle.

Then, put one square axle U-Bolt (14) on each side of the upper plate bracket and axle tube.

Go to step 25.

Note: The circular stamped relief on the upper plate must face forward and rest in the hole on the axle's spring mount.



Stop here if the QA1 F150 Traction Bar Kit #52098 will be installed. The traction bar mount must be used, so refer to instructions 9919-373.

24

Open the box containing your traction bar kit and locate the LH traction bar mount (PN 9637-1114).

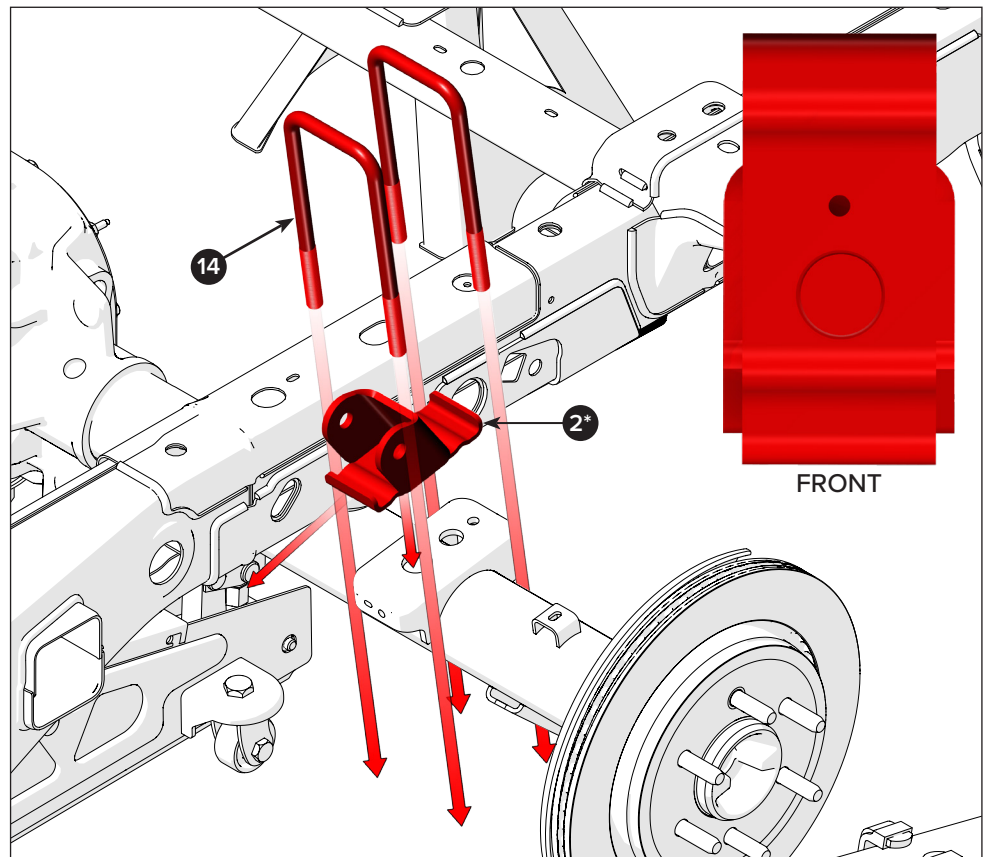
Position the LH rear traction bar mount (*2 from instructions 9919-373) onto the factory spring mount on the axle. Make sure that the bracket's angled top faces forward.

Next, place one square axle U-bolt on each side of the upper plate bracket and the axle tube.

Proceed to step 25.

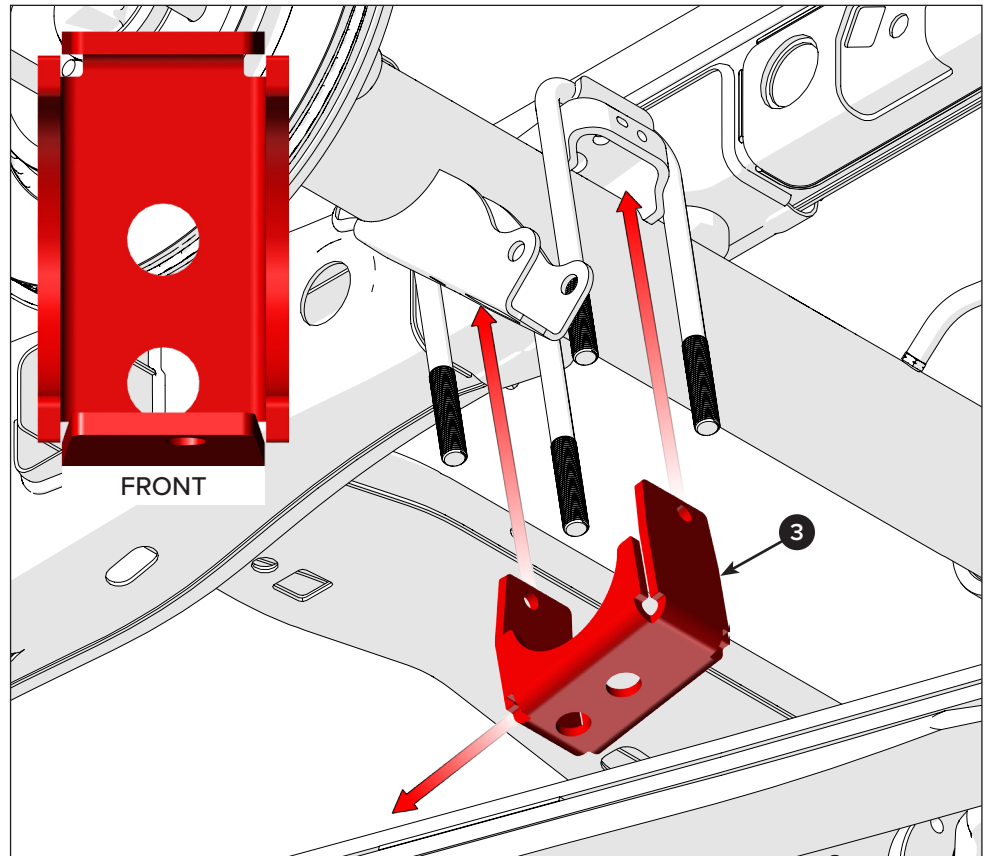
Note: The circular stamped relief on the upper plate should face forward and rest in the hole on the axle's spring mount.

Note: After the drop kit is fully installed, refer to instructions 9919-373 to complete the traction bar installation.



25 Position the axle saddle mount (3) on the bottom of the axle.

Note: Make sure the holes on the saddle mount face forward to align with the leaf spring pins properly.



Installer's Note: Some 2021+ F150s come factory-equipped with a composite leaf spring that requires the use of pinion shims.

26 Put the lower plate (5) onto the bottom of the leaf spring.

Fit the U-Bolts through the bolt holes in the plate.

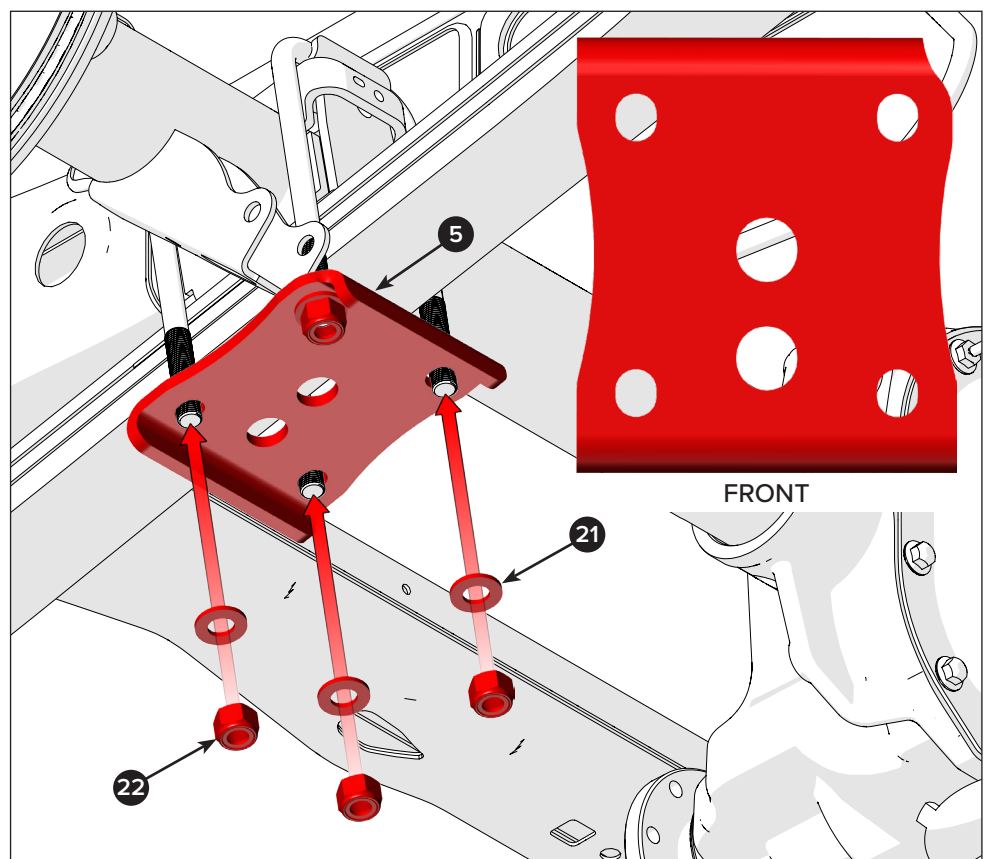
Note: Make sure that the holes on the lower plate face forward to align with the leaf spring pins.

2015-2020 F150: Fasten the U-Bolts to the lower plates with four 9/16" flat washers (21) and 9/16" Nylock nuts (22).

Do not torque the nuts at this time.

2021+ F150: Loosely assemble the U-Bolts to the lower plates with four 9/16" flat washers (21) and 9/16" Nylock nuts (22).

Go to step 27 to install the pinion shims on the composite leaf springs.



27

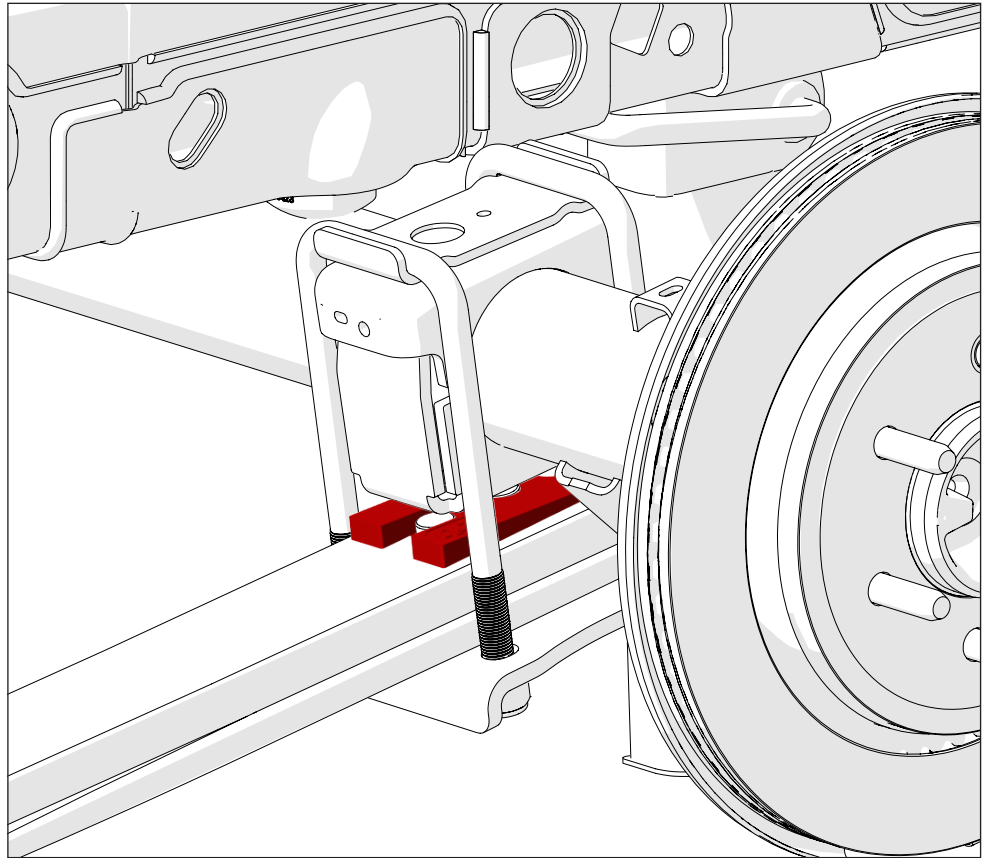
If needed, use a floor jack to lift the axle up high enough to create a space between the lower axle saddle and leaf spring.

Slide a shim into place onto the leaf spring center pins.

Make sure the spring's center pins fit into the shim's hole and slot.

Point the thick end of the shim to the front to tilt the pinion.

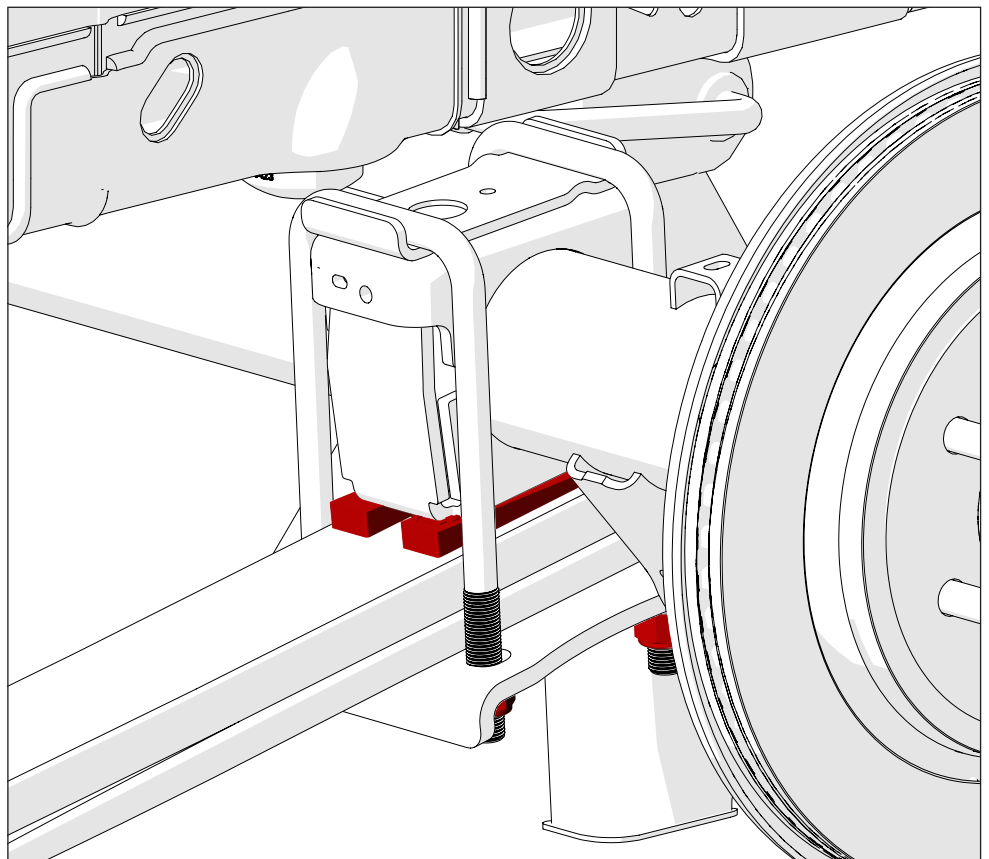
Install the shim on the right side of the axle and point it in the same direction as the left side.



28

Now, lower the axle with the floor jack until the lower axle saddle contacts the shims on both sides of the vehicle.

Snug the U-Bolt nuts under the lower leaf spring plates.



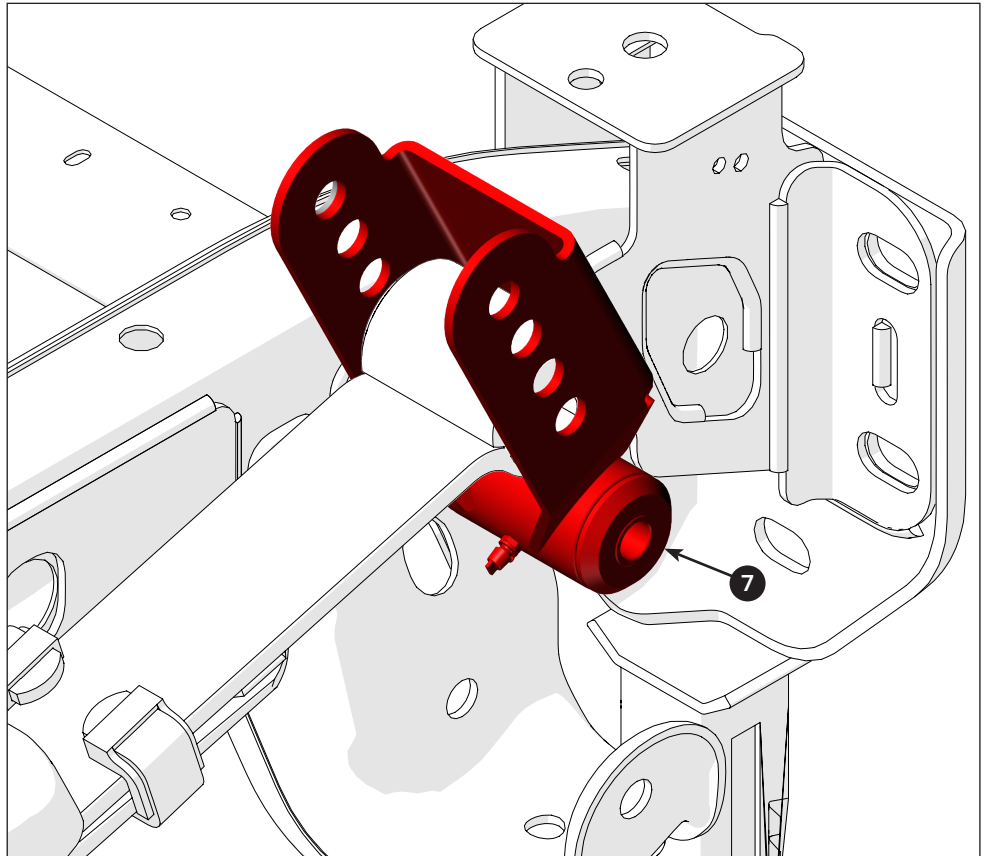
29 Put the rear leaf spring shackle (7) onto the rear leaf spring eyelet.

Make sure the shackle bushings are on the bottom and the Zerk fitting faces forward.

Determine the desired drop, and align the shackle height until the rear spring eyelet aligns with the hole in the rear spring shackle.

The top-most hole is for the 5.50" drop, while the bottom-most hole is for the 3.50" drop.

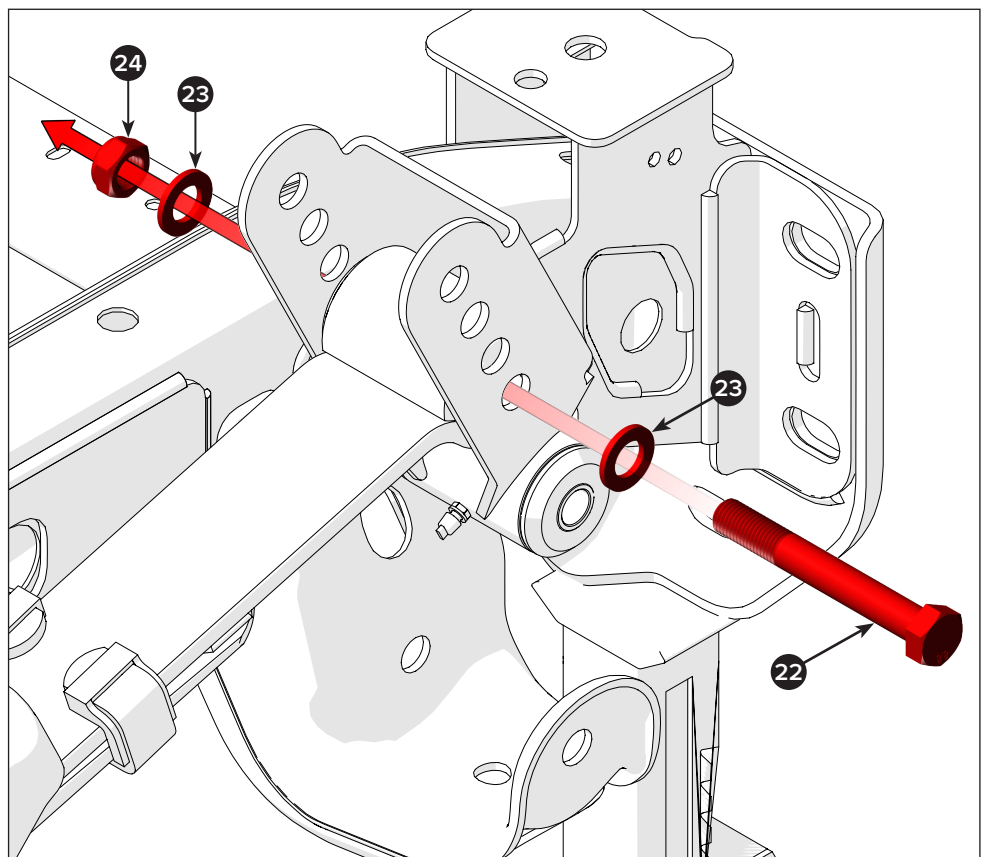
Note: The mount holes are each spaced at .50" to allow for a wide range of the spring drop.



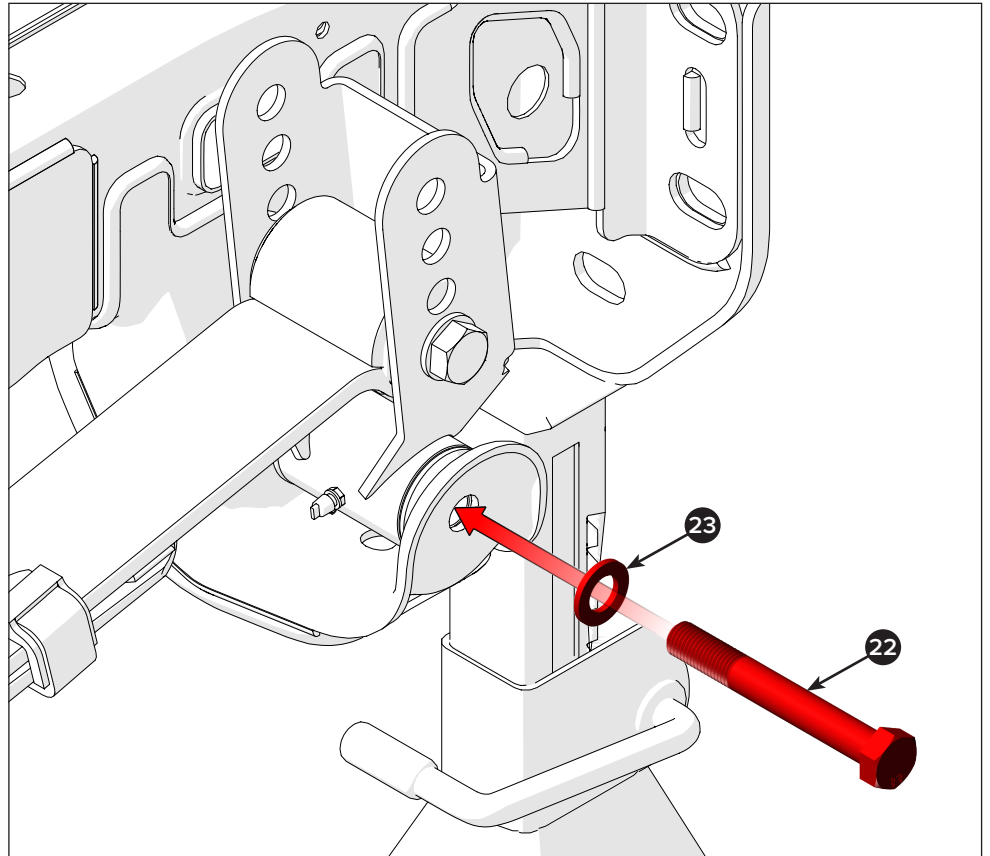
30 Then, put one M16 x 120 mm bolt (22) and one M16 flat washer (23) through the shackle and spring eyelet.

Attach the bolt with another M16 flat washer (23) and a thin-profile M16 Nylock nut (24).

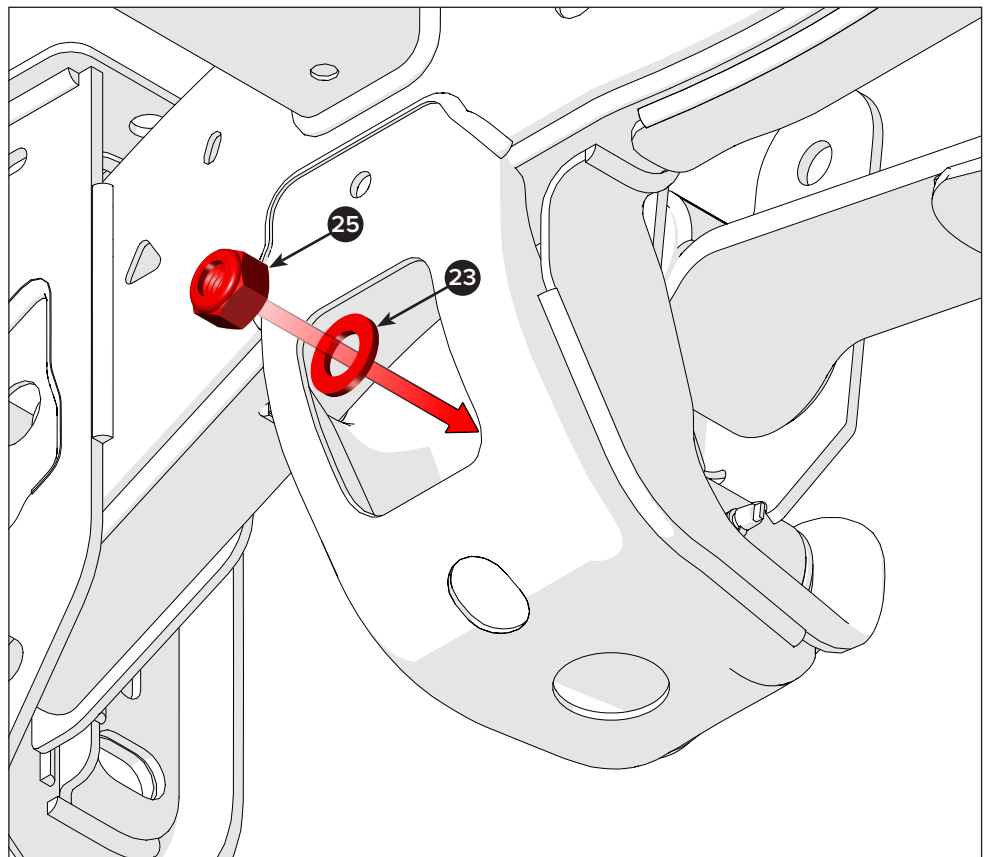
Do not torque the bolt at this time.



- 31** Then, put one M16 x 120 mm bolt (22) and an M16 flat washer (23) through the lower spring mount and the spring shackle.



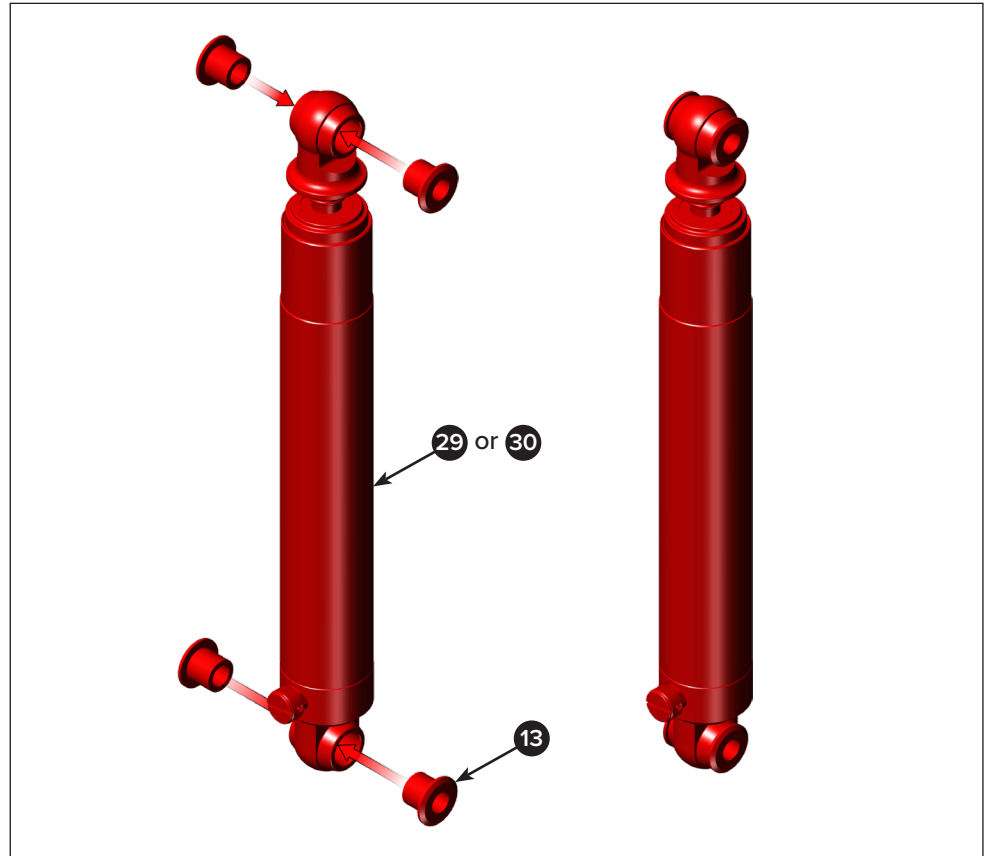
- 32** Now, put another flat washer (23) and Nylock nut (25) onto the bolt through the spring mount's window. Do not torque the bolt at this time.



33

You can now install the QA1 shocks that came with your drop kit.

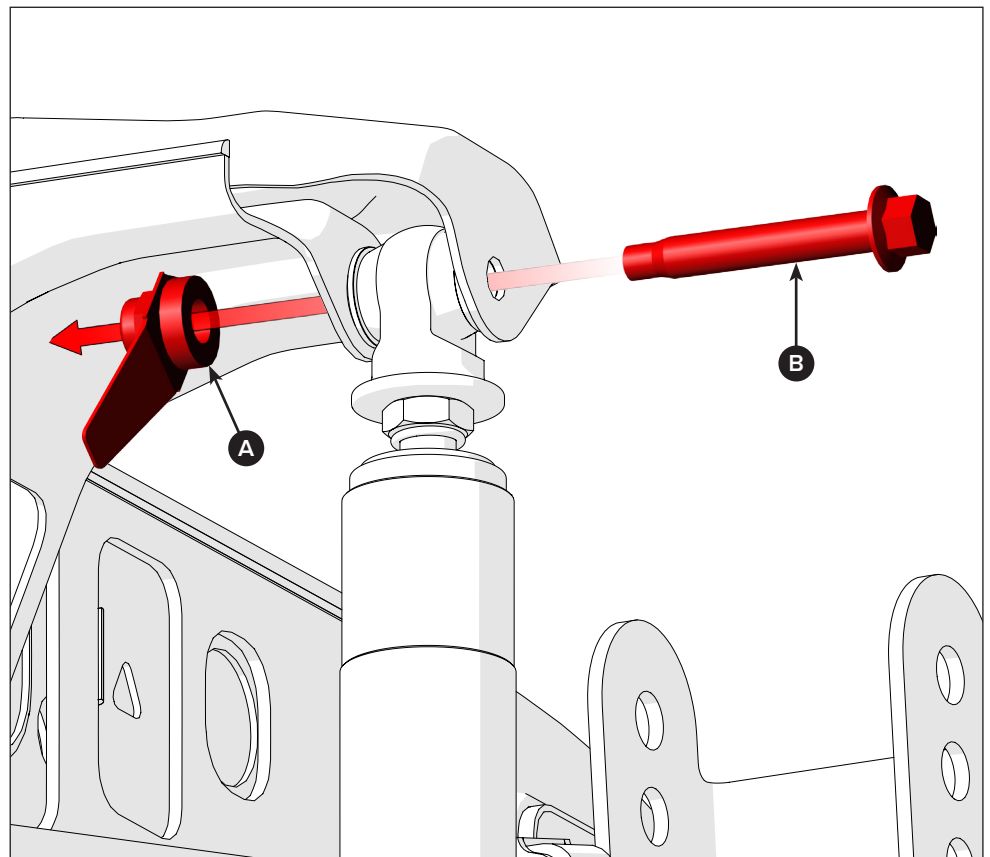
First, press the shock mount spacers (13) into the bushings located at the top and bottom eyelets of your single adjustable (29) or double adjustable shocks (30).



34

Loosely install the shocks at the top with the factory upper shock bolt (B) and shock nut (A) removed during step 3.

Do not torque the bolt at this time.



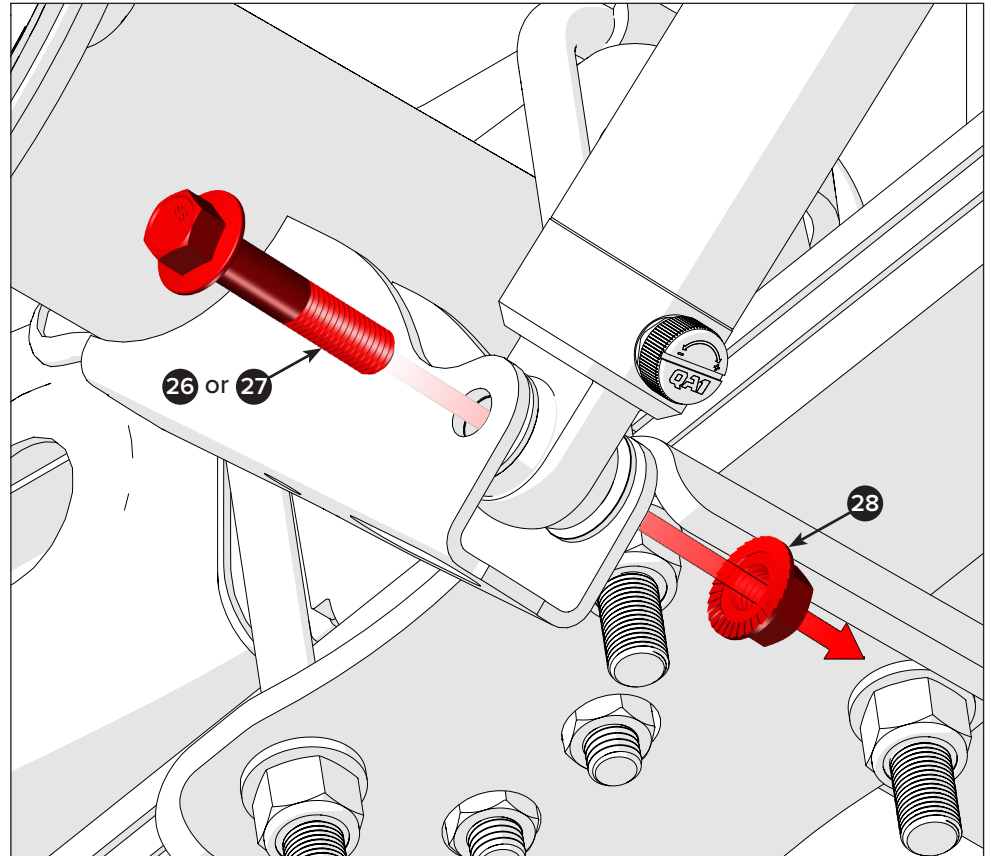
35

Install the shocks at the bottom with the included replacement hardware.

For 2015-2020 model year trucks, use the M12 x 60 mm bolts (27) and flanged serrated nuts (28) to attach the lower shock eyelet to the frame's shock mount.

For 2021-2025 model year trucks, use the M12 x 65 mm bolts (26) and flanged serrated nuts (28) to attach the lower shock eyelet to the frame's shock mount.

Do not torque the bolt at this time.
Reinstall the fuel tank and exhaust.



36

First, attach the driveshaft dropped during step 5.

Next, put jack stands under the axle, then lower the floor jack. Cycle the suspension up and down to settle the leaf springs.

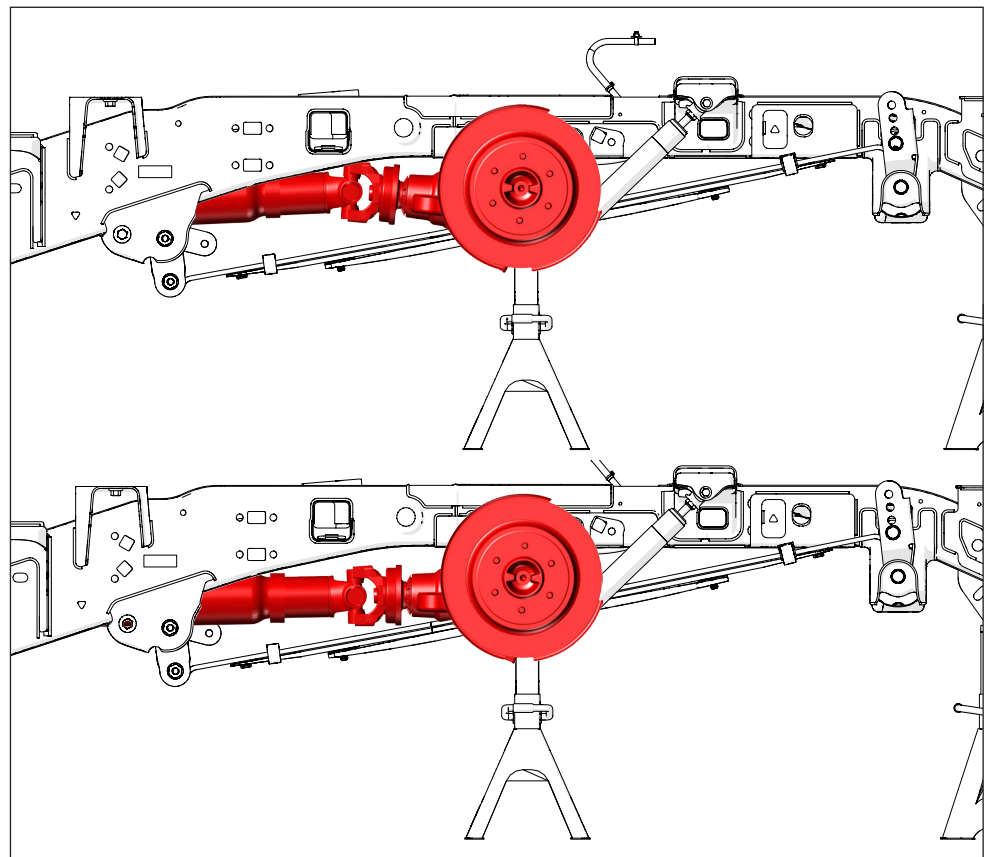
With the vehicle resting full-weight at the desired ride height, use an angle finder to measure the pinion and driveshaft angles to the transmission.

Make sure the pinion is angled to the factory specification.

If it is not correct, it will be necessary to purchase axle shims at the required angle. Refer to steps 27 and 28 to adjust the pinion angle.

Note: Do not stack shims! Multiple shims can slip out of position, cause loose U-bolts, and lead to dangerous driving conditions.

More information on pinion angles can be found at: <https://qa1.net/resources/driveline-and-pinion-angle-explained/>



37 Once the fuel tank and exhaust is reinstalled, all rear suspension fasteners must be torqued to specification. First, reattach the wheels and torque the lug nuts to the specified value, then remove the rear jack stands and lower the vehicle.

With the vehicle lowered to the ground, bounce the left and right rear corners to settle the leaf springs.

Finally, torque the fasteners for the front leaf spring mounts, as well as the rear leaf spring shackle and U-bolts, to the specifications provided in the table below.

TORQUE SPECIFICATIONS				
PAGE	STEP	WHERE USED	TORQUE SPECIFICATION	DESCRIPTION
15, 16	19, 22	FRONT SHACKLE	230 lb-ft	BOLT, HEX M18 x 2.5 x 130 mm
15	20		93 lb-ft	BOLT, HEX M12 x 1.75 x 30 mm
18, 23*	26, 36*	U-BOLT NUTS (SEQUENTIAL TORQUE) <i>CHECK THE TORQUE AFTER THE FIRST 100 MILES</i>	STEP 1: 26 lb-ft	NUT, NYLON INSERT, 9/16-18
			STEP 2: 52 lb-ft	
			STEP 3: 74 lb-ft	
			STEP 4: 98 lb-ft	
19	28	REAR SHACKLE UPPER	62 lb-ft	BOLT, HEX M16 x 2.0 x 120 mm
20	30	REAR SHACKLE LOWER	161 lb-ft	
21	32	UPPER SHOCK MOUNT	SET TO FACTORY	BOLT, HEX, M12 x 1.25 x 70 mm
22	33	LOWER SHOCK MOUNT (15-20)	65 lb-ft	BOLT, HEX, M12 x 1.75 x 60 mm
22	33	LOWER SHOCK MOUNT (21-26)		BOLT, HEX, M12 x 1.75 x 65 mm
12	14	LEAF SPRING PIN NUTS	SET TO FACTORY	NUT, HEX, 1/2"-20

*The U-Bolt nuts are loosened to add the shim to adjust the pinion angle for the 2021-2026 F150, then must be torqued to specification afterward. Before the vehicle is driven, it is required to have a professional alignment.

38 QA1 shocks either have:
 18 valving settings on one knob that simultaneously adjust compression and rebound on the TS901 single adjustable shocks.
 18 valving settings on two knobs that independently adjust compression and rebound on the GD901 Double adjustable shocks.

QA1 shocks have 18 damping settings per knob. There are six clicks per revolution of each knob, and each knob completes three revolutions.

The knob set fully counter-clockwise is the softest setting, so start adjustments from that point.

The recommended base settings to begin ride testing are shown in the table below.

TS901 SHOCKS w/ONE ADJUSTER KNOB	
APPLICATION	NUMBER OF CLICKS: COMPRESSION & REBOUND
DRAG RACING	0-6
NICE RIDE & HANDLING	3-6
IMPROVED HANDLING	6-12
AGGRESSIVE HANDLING	13+

TD901 SHOCKS w/DOUBLE ADJUSTER KNOBS		
APPLICATION	NUMBER OF CLICKS: COMPRESSION	NUMBER OF CLICKS: REBOUND
DRAG RACING	12-18	0-6
NICE RIDE & HANDLING	0-6	2-8
IMPROVED HANDLING	6-12	8-14
AGGRESSIVE HANDLING	13-18	14-18



DISCLAIMER / WARRANTY

QA1 warrants the products to be free from defects in material and workmanship for one year from the date of sale to the original purchaser. QA1 makes no other warranty of any kind, expressed or implied.

QA1 shall have no obligation under the preceding warranty where the defect results from improper or abnormal use, your negligence, vehicle accident, inappropriate or incorrect installation or maintenance, nor when the product has been repaired or altered in any way. QA1's liability in the case of defective products subject to the preceding warranty shall be limited to the repair or replacement of the defective products at QA1's option.

The user understands and recognizes that racing parts, specialized street rod equipment, and all parts and services sold by QA1 are exposed to many varied conditions due to the manner in which they are installed and used. It is the user's responsibility to determine the proper use or application of QA1 products.

QA1 shall bear no liability for any loss, damage, or injury, either to a person or to property, resulting from the installation, direct or indirect use of any QA1 products, or inability by the buyer to determine proper use or application of QA1 products. With the exception of the limited liability warranty set forth above, QA1 shall not be liable for any claims, demands, injuries, damages, actions, or causes of action to the buyer arising out of or connected with using any QA1 products.

Motorsports are inherently risky; therefore, no representation or warranty is made as to the product's ability to protect the user from injury or death. The user is fully aware and assumes that risk.



