



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 RCK52622 thru RCK52633, RK115K
'82-'02 Camaro/Firebird Rear Coil-over Kit

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Tire Chocks
- Torque Wrench
- Common Hand Tools
- Drill & 7/16" Drill Bit

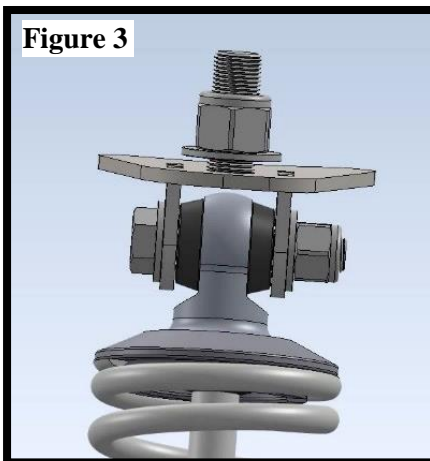
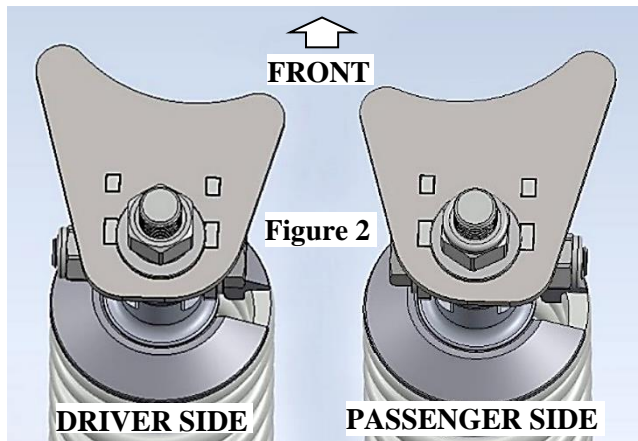
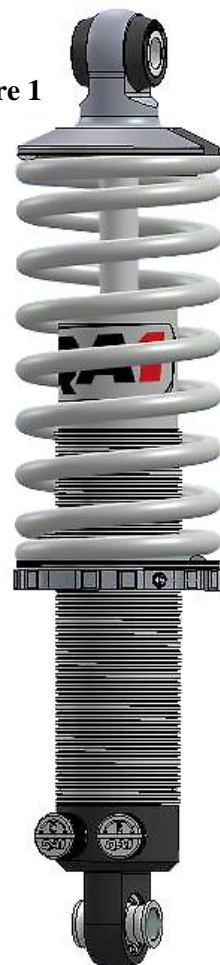
Removal:

- 1) With the vehicle sitting on level ground, measure the vehicle ride height from the ground to the center of the wheel opening and record these measurements. Although a new ride height may be desired, the beginning ride height can be a useful note.
- 2) Jack the car up and ensure that the frame is set securely on jack stands. See the owner's manual for proper jacking techniques.
- 3) Use a jack under the rear axle to remove tension from the rear shocks and remove them from the vehicle. The upper shock mounts are located behind the rear seat. The lower shock mounting bolts also need to be removed from the axle.
- 4) Lower the jack to remove the coil spring pressure before removing the springs.

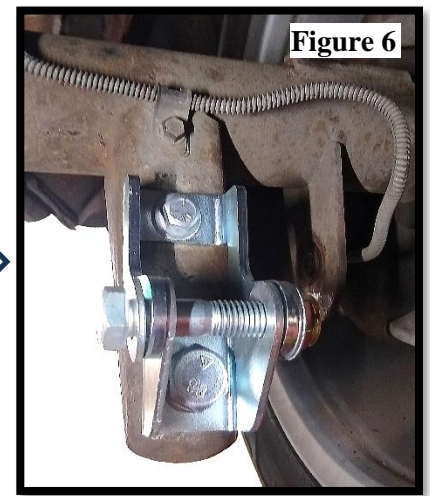
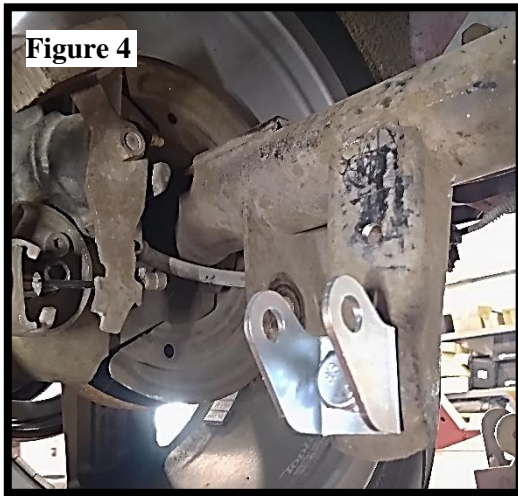
Installation:

1. Assemble the shocks by threading the spring seat collar down the shock body with the shoulder up, followed by the spring, then the upper spring seat. **(Figure 1)**
2. Identify the driver side (**left, #1**) and passenger side (**right, #2**) upper mounting brackets. **(Figure 2)**
3. Attach the upper shock eyelet to each upper bracket using 1/2" x 2.5" bolts, with two washers per connection and one tall nyloc nut. Torque to 75 lb. ft. **(Figure 3)**

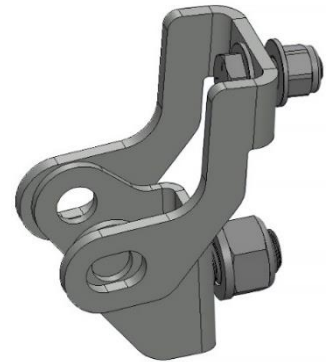
Figure 1



- Install the lower bracket base to the original shock mounting hole using M14 x 30mm bolts with two washers and one nyloc nut. **(Figure 4)** Do not torque at this time.
- Attach the upper bracket of the lower mount to the bracket installed in step 4 using the 1/2" x 2.5" bolt that will hold the shock to the mount. The shock should not be installed at this time. The shock bolt will hold the two brackets together to show the location of the hole that will need to be drilled. **(Figure 5)**



- With the lower mount assembled vertically on the original shock mount, drill the top hole to 7/16". Secure using the included 3/8" x 1" bolts, with two washers and one nyloc nut per connection. **(Figure 6)**
- Torque the lower 14mm hardware to 104 lb. ft. and the upper 3/8" hardware to 31 lb. ft.
- Clean the upper shock mount location on the vehicle of debris where the bracket will locate. This area must be free of any undercoating, dirt or other debris to ensure the bracket will sit flat against the body.
- With the upper mount bolted to the shock, install the stud of the upper mount through the factory hole and secure using one 5/8" washer and nyloc nut. These upper mounts are designed to contour around the factory spring locator.
- Install the lower shock eyelet to the lower mount with the shock adjustment knob(s) towards the front of the vehicle and secure using a 1/2" x 2.5" bolt, with two washers and one thin nyloc nut. Torque to 30 lb. ft.



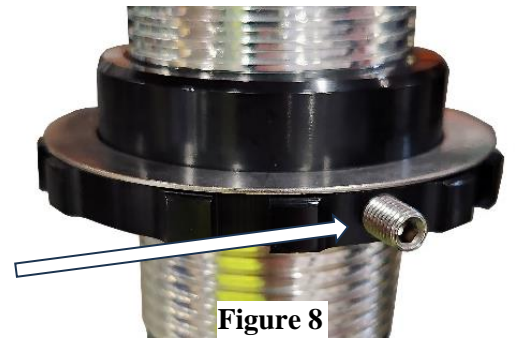
NOTE:

Some aftermarket axles will move the shocks forward and will need the factory sway bar end link mount to be trimmed. **(Figure 7)** Check all clearances at ride height before driving the vehicle.

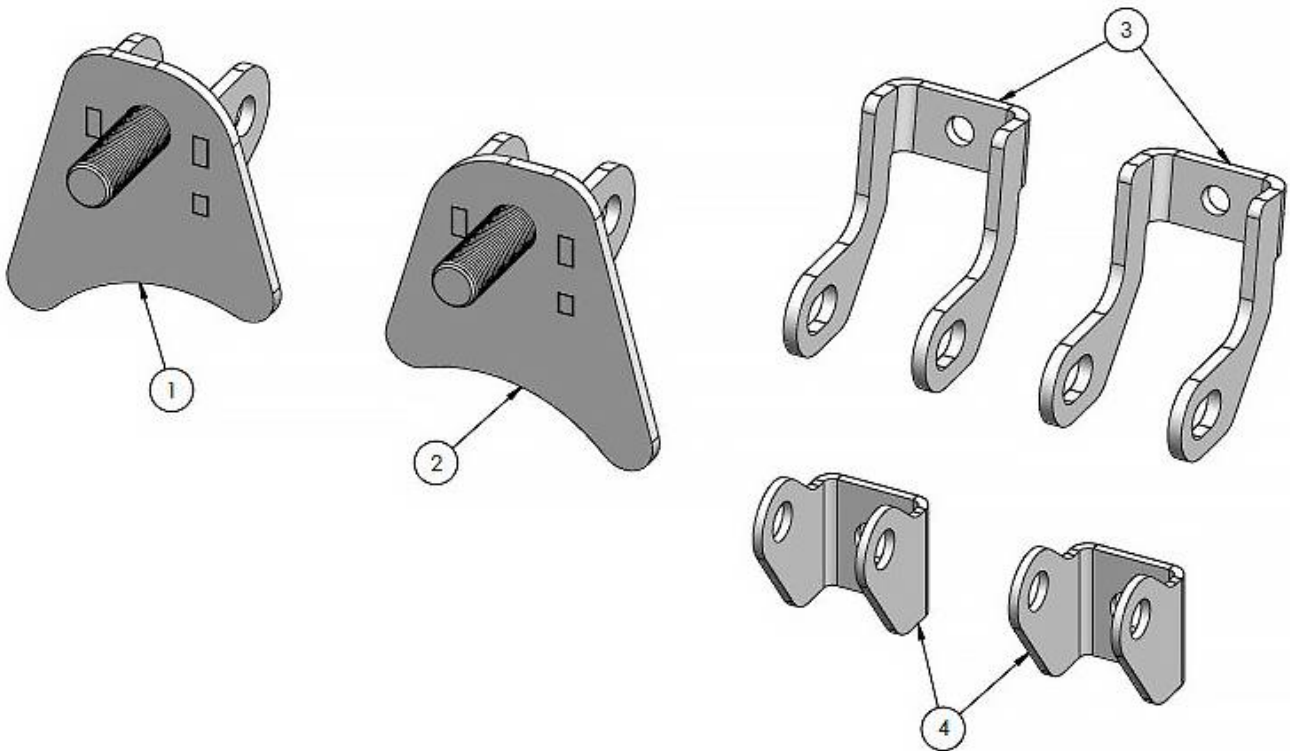
11. Ensure the upper mount is sitting flat against the chassis, torque the nut of the upper mount to 72 lb. ft.
12. Double check all work. It's a basic and overlooked practice that distinguishes the most effective builders from the rest.

Ride height adjustment

1. Ride height adjustments should be made with the dampening adjustment(s) set on the softest setting to ensure the shock is not holding the car up.
2. Lower the car to the ground and check the vehicle ride height. Raise the car off the ground and adjust the ride height as necessary with the suspension unloaded using the T114W or T115W for single and double adjustable shocks. The MOD Series shocks will use spanner wrench T121W. The shock length included in this kit is recommended to be 14" to 15" long from center to center on the mounting bolts at ride height. Once you have the ride height set, check all clearances with the trailing arms, sway bar, and sway bar end links (at ride height) before tightening the set screw (snug) in the spring seat collar. (Do not over-tighten) **(Figure 8)** Refer to the shock instructions for the recommended base setting(s).



<u>BALLOON #</u>	<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY:</u>
<u>1</u>	<u>9037-1145</u>	<u>Weldment, upper shock mount, LH</u>	<u>1</u>
<u>2</u>	<u>9037-1146</u>	<u>Weldment, upper shock mount, RH</u>	<u>1</u>
<u>3</u>	<u>9037-1144</u>	<u>Bracket, lower shock mount support</u>	<u>2</u>
<u>4</u>	<u>9037-1143</u>	<u>Bracket, lower shock mount</u>	<u>2</u>



HARDWARE LISTING

QTY/KIT	DESCRIPTION	2ND DESCRIPTION	WHERE USED ON VEHICLE
2	BOLT, HEX, M14-2.0 X 30MM	CLASS 8.8, CLEAR ZINC	LOWER SHOCK MOUNT TO REAR END
2	NUT, NYLOCK, M14-2.0	CLASS 8.8, CLEAR ZINC, DIN 985	
4	WASHER, FLAT, M14, STEEL	15MM ID X 24MM OD X 2.5MM, CLEAR ZINC, DIN 433	
2	BOLT, HEX, 3/8-16 X 1.0"	GRADE 5, CLEAR ZINC	
2	NUT, NYLOCK, 3/8-16	GRADE 5, CLEAR ZINC	
4	WASHER, FLAT, 3/8" SAE	.406" ID X .812" OD X .065", GRADE 8, CLEAR ZINC	
4	BOLT, HEX, 1/2-13 X 2.500"	GRADE 5, CLEAR ZINC, PARTIAL THREAD	
2	NUT, NYLOCK, 1/2-13	GRADE 5, CLEAR ZINC	SHOCK NUT UPPER
2	NUT, NYLOCK JAM, 1/2-13	GRADE 8, YELLOW ZINC	SHOCK NUT LOWER
8	WASHER, FLAT, 1/2" SAE	.531" ID X 1.062" OD X .098", GRADE 8, CLEAR ZINC	SHOCK WASHER
2	NUT, NYLOCK, 5/8-18	GRADE 5, CLEAR ZINC	UPPER SHOCK MOUNT
2	WASHER, FLAT, 5/8" SAE	.656" ID X 1.312" OD X .098", GRADE 8, CLEAR ZINC	



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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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