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

### INSTALLATION INSTRUCTIONS

QA1 P/N 52096

'82-'92 F-Body Subframe Connectors

### TOOLS AND SUPPLIES REQUIRED

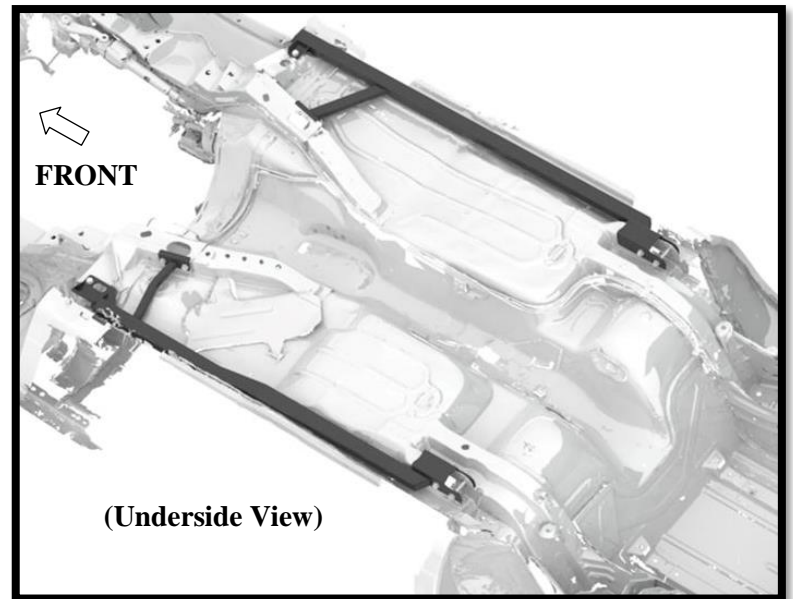
- Floor Jack
- Jack Stands
- Ratchet & Socket Set
- Torque Wrench
- Drill & Drill Bits

### PRE-INSTALLATION NOTES-

These subframe connectors were designed to work with QA1 trailing arms (p/n 5234) and will not work with factory trailing arms.

### INSTALLATION-

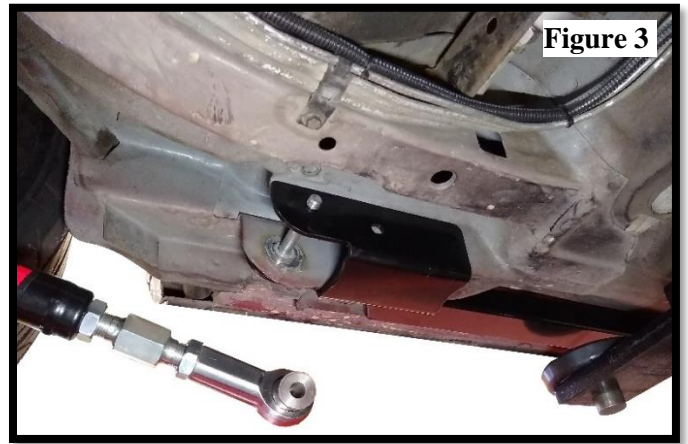
1. Raise the vehicle on a level surface and support both front and rear tires. While more working room is needed for this install, it is best to install these subframe connectors with weight on the suspension. QA1 recommends installing one side at a time.
2. Remove the trailing arm from the chassis on the side of the axle being supported. Do not remove both trailing arms at the same time or the axle will rotate and make this installation more difficult. **(Figure 1)**
3. Remove the rear exhaust section to create more space for the passenger side (right) subframe connector to be installed.



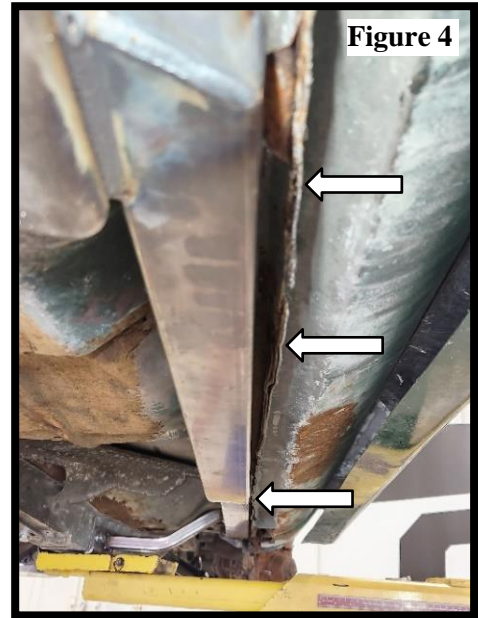
4. Identify the right/left subframe connectors. **(Figure 2)**



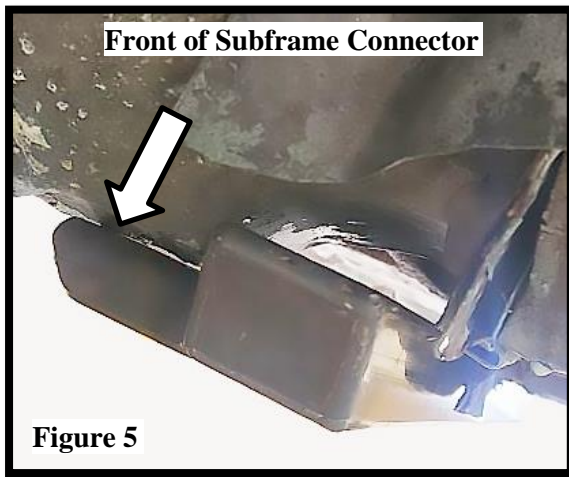
5. Using the correct subframe connector for the side being worked on, install the M12 x 100mm bolt in the rear connection to the factory trailing arm mounting hole without the trailing arm installed. **(Figure 3)** The absence of the trailing arm will allow enough room to drill/install the forward hole later in the install.
6. Slide the front of the subframe connector into place. Check the clearance of the factory pinch weld to ensure adequate clearance. **(Figure 4)** Use a block of wood and a hammer to adjust the pinch weld if touching the subframe connector.
7. Double check the flatness of the front subframe connector mount to ensure it sits flat against the chassis. Massage the chassis as needed. **(Figure 5)**



**Figure 3**



**Figure 4**



**Front of Subframe Connector**

**Figure 5**

8. Drill the front connection hole to 17/32" before securing the front of the subframe connector to the chassis using the single connection nut plate. **(#3)** The nut plate should be inserted into the large slot in the frame. Secure with one M12 x 35mm bolt with one washer under the bolt head. **(Figure 6)**
9. With the inboard support mount tight to the frame rail corner **(Figure 7)**, drill the mounting holes using a 17/32" drill bit. Secure using the double nut plate **(#1)** inserted from inside the frame rail. **(Figure 8)** Torque hardware to 65 lb. ft.

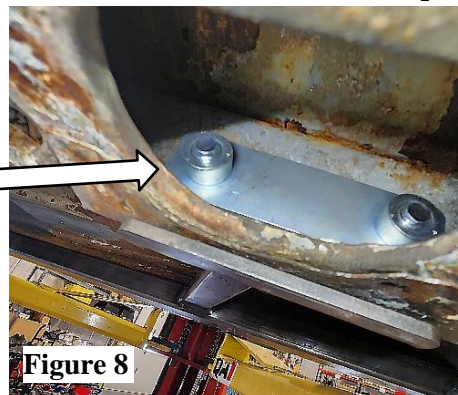


**Figure 6**



**Figure 7**

**View inside frame rail- double nut plate**



**Figure 8**



10. Drill the remaining forward hole in the rear connection to 17/32" (Figure 9). The pinch weld may need to be trimmed on some vehicles to access. Secure this front mounting hole using one internal sleeve (#2) with M12 x 100mm hardware, two washers and one nyloc nut. (Figure 10) Torque to 65 lb. ft.



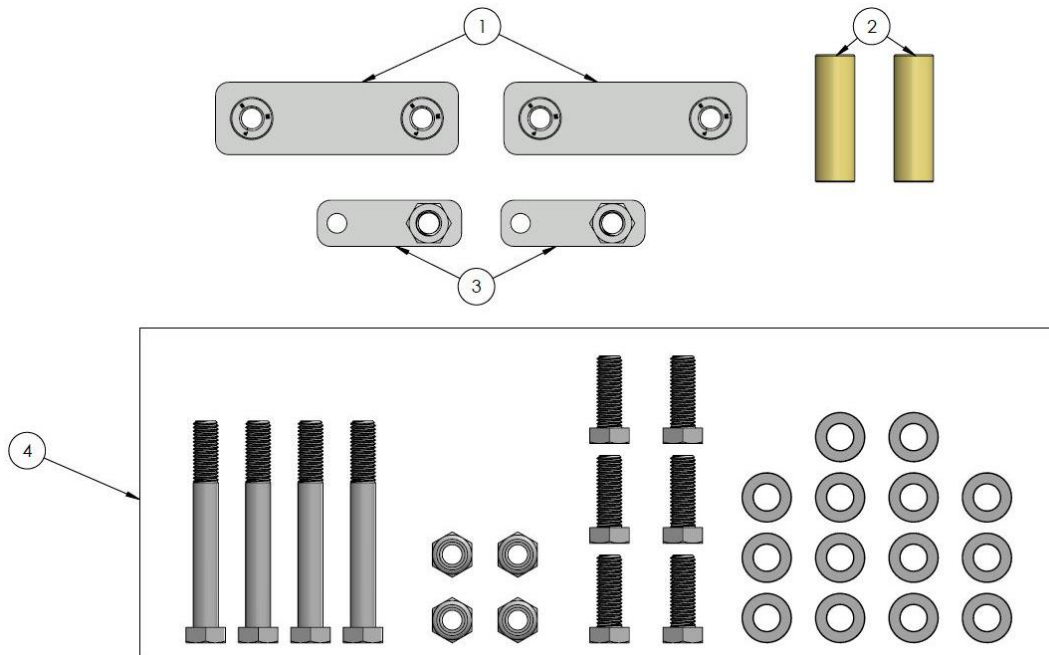
Figure 9



Figure 10

11. Reinstall the trailing arm using M12 x 100mm hardware with two washers and one nyloc nut.
12. With the inboard support fully installed and torqued, torque the front and rear installed hardware to 65 lb. ft.
13. Double check all work. It's a basic and overlooked practice that distinguishes the most effective builders from the rest.

BALLOON #	ITEM #	DESCRIPTION	QTY.
1	9039-435	PLATE, BRACE MOUNT ASM, SUBFRAME	2
2	9032-156	SLEEVE, .48" ID X .75" OD X 2.425"	2
3	9039-436	WELDMENT, NUT PLATE, SUBFRAME	2
4	7039-389	HARDWARE KIT, SUBFRAME CONNECTORS	1



## Subframe Connector Hardware Kit

QTY/KIT	DESCRIPTION	2ND DESCRIPTION	WHERE USED ON VEHICLE
4	BOLT, HEX, M12-1.75 X 100MM	CLASS 8.8, CLEAR ZINC, PARTIAL THREAD	SUBFRAME TO REAR MOUNT
4	NUT, NYLOCK, M12-1.75	CLASS 8, CLEAR ZINC, DIN 985	
6	BOLT, HEX, M12-1.75 X 35MM	CLASS 8.8, CLEAR ZINC	SUBFRAME TO FRONT MOUNT
14	WASHER, FLAT, M12, STEEL	13MM ID X 24MM OD X 2.5MM, CLEAR ZINC, DIN 125	SUBFRAME MOUNT



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