

QA1
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QA1 UPPER CONTROL ARMS 99-06 CHEVROLET SILVERADO 1500/GMC SIERRA 1500, 2007
SILVERADO 1500 CLASSIC/SIERRA 1500 CLASSIC—INSTALLATION INSTRUCTIONS: 52626

WELCOME TO QA1!

OUR COMMITMENT

Congratulations on your purchase of this high-quality QA1 99-06 SILVERADO 1500/SIERRA 1500, 2007 SILVERADO 1500 CLASSIC/SIERRA 1500 CLASSIC upper control arm assemblies. 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 control arms 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 99-06 SILVERADO 1500/SIERRA 1500, 2007 SILVERADO 1500 CLASSIC/SIERRA 1500 CLASSIC upper control arm 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 shock 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.

ABOUT THIS MANUAL

PURPOSE

These instructions outline the installation of the QA1 99-06 SILVERADO 1500/SIERRA 1500, 2007 SILVERADO 1500 CLASSIC/SIERRA 1500 CLASSIC upper control arms. These control arms are designed to work with QA1 coilovers or OE springs. Use the QA1 coilover conversion kit to use QA1 coilovers sold separately.

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
- SAE and Metric Wrench Set
- SAE and Metric Socket Set
- Torque Wrench (lb-ft)
- Anti-Seize Lubricant

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.

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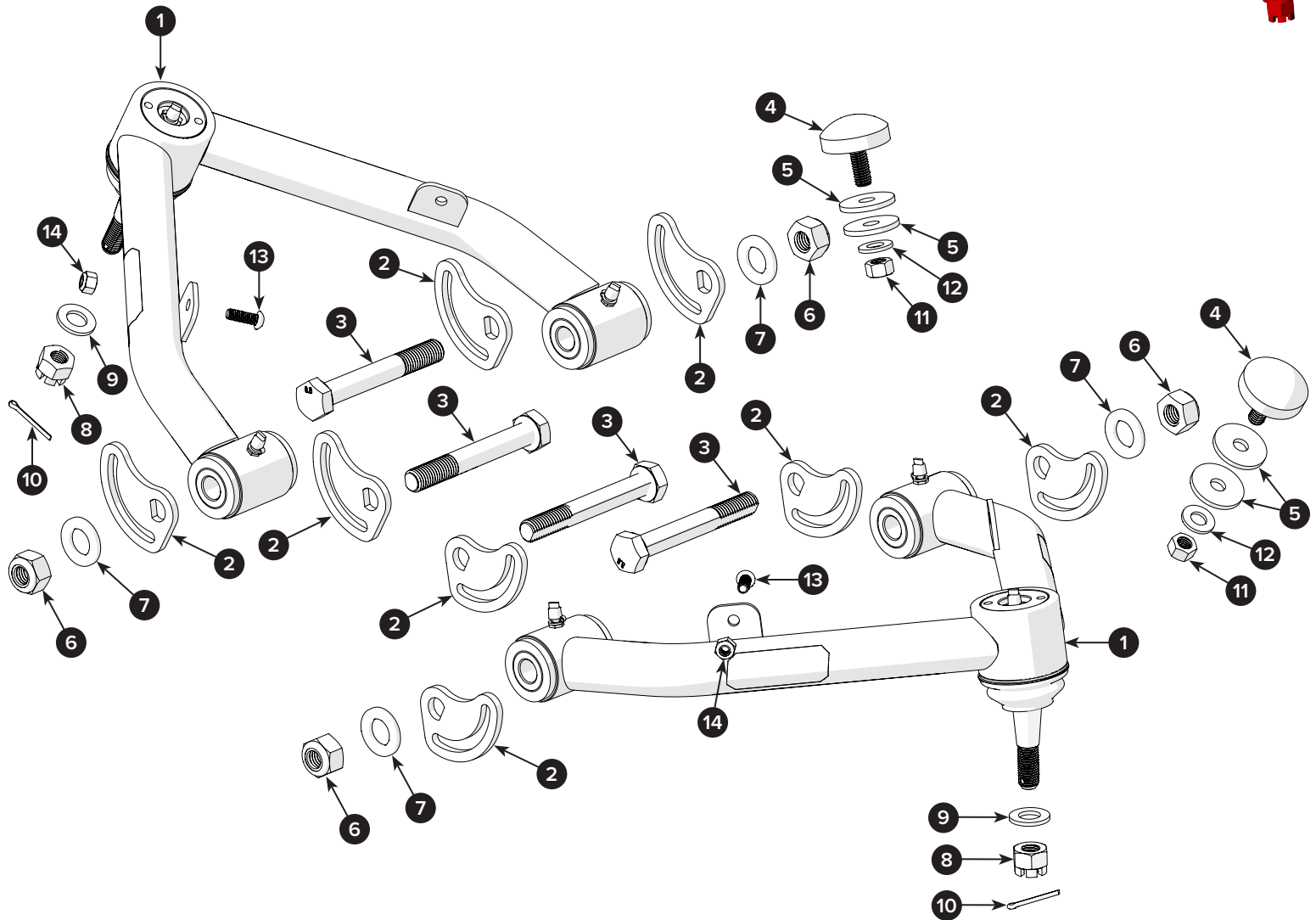
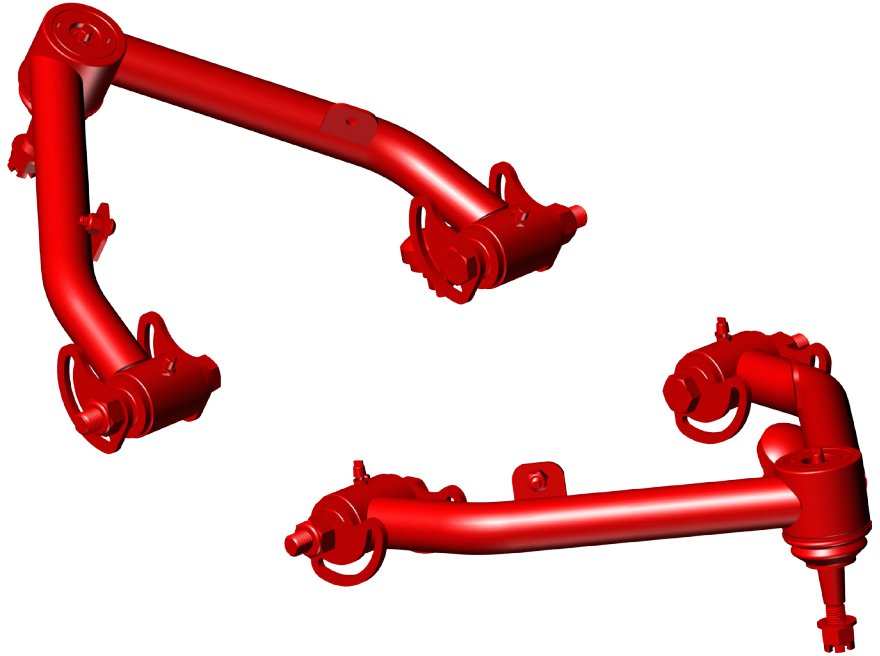
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99-06 SILVERADO 1500/SIERRA 1500, 2007 SILVERADO 1500
CLASSIC/SIERRA 1500 CLASSIC UPPER CONTROL ARMS
52626 w/INSTALL KITS 7039-431 & 7039-435



1999-2007 SILVERADO/SIERRA UPPER CONTROL ARM ASSEMBLIES

POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
1	7720-546	UPPER CONTROL ARMS, LH/RH (IDENTICAL ARMS)	1	—

1999-2007 SILVERADO/SIERRA UPPER CONTROL ARM INSTALL KIT 7039-431

POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
2	9009-106	PLATE, ECCENTRIC ADJUSTER	8	—
3	9012-371	BOLT, CAM ADJUST M14-2.0 x 100 mm	4	100 lb-ft
4	9047-114	DROOP STOP, FLAT, 1.625" OD x .688"	2	—
5	9005-112	WASHER, FLAT, .38" ID x 1.315" OD x .12"	4	—

1999-2007 SILVERADO/SIERRA UPPER CONTROL ARM HARDWARE KIT 7039-435

POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
6	9014-485	NUT, NYLOCK M14-2.0	4	100 lb-ft
7	9005-229	WASHER, FLAT M14	4	—
8	9014-579	NUT, SLOTTED (CASTLE) M12 x 1.50* (SEE NOTE)	2	50 lb-ft + next slot
9	9005-280	WASHER, FLAT M12	2	—
10	9035-172	PIN, COTTER 7/16" x 1-1/4"	2	—
11	9014-333	NUT, HEX, 3/8-16	2	31 lb-ft
12	9005-256	WASHER, FLAT 3/8" SAE	2	—
13	N/A	BOLT, BUTTON SHCS, 1/4-20 x .75"	2	—
14	9014-423	NUT, NYLOCK, 1/4-20	2	8 lb-ft

*Part Position 8: Torque to specification, then turn the castellated nut to the next available slot.

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 99-06 Silverado/Sierra pickup truck. The body has been removed for visual clarity.

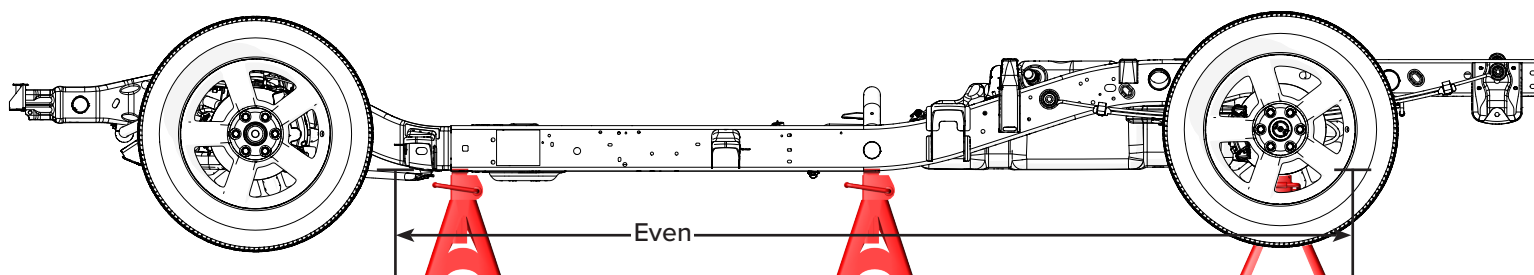
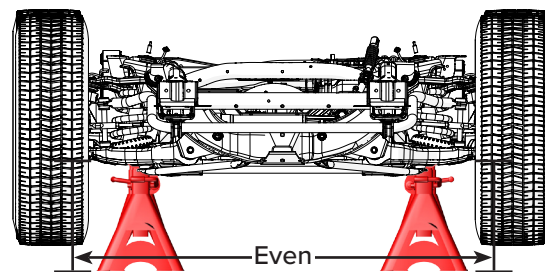
1

Use a floor jack and lift the vehicle at its designated lift points.

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

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

In this image, a jack stand is also shown under the rear differential.

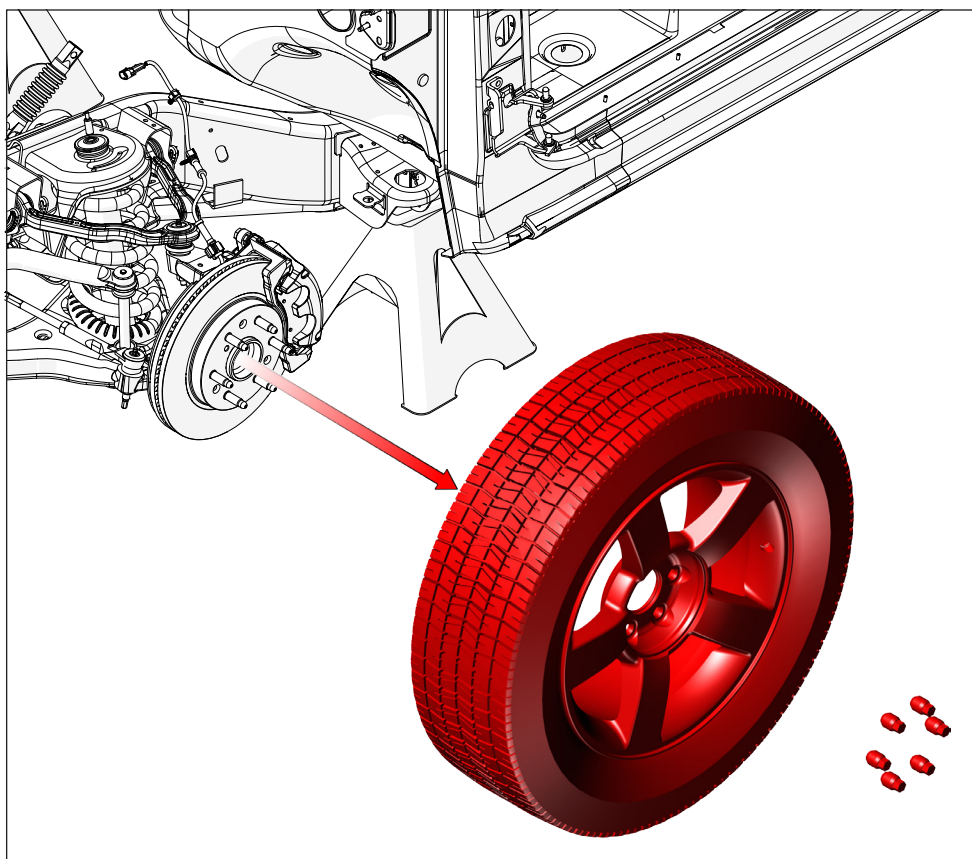


Installer's Note: These instructions will show the procedure to remove the factory upper control arm and replace it with the QA1 version.

The procedure to replace the upper control arm on the passenger side is the same as that for the driver's side.

2

Remove the lug nuts and wheels from both the left and right sides of the front of the vehicle.

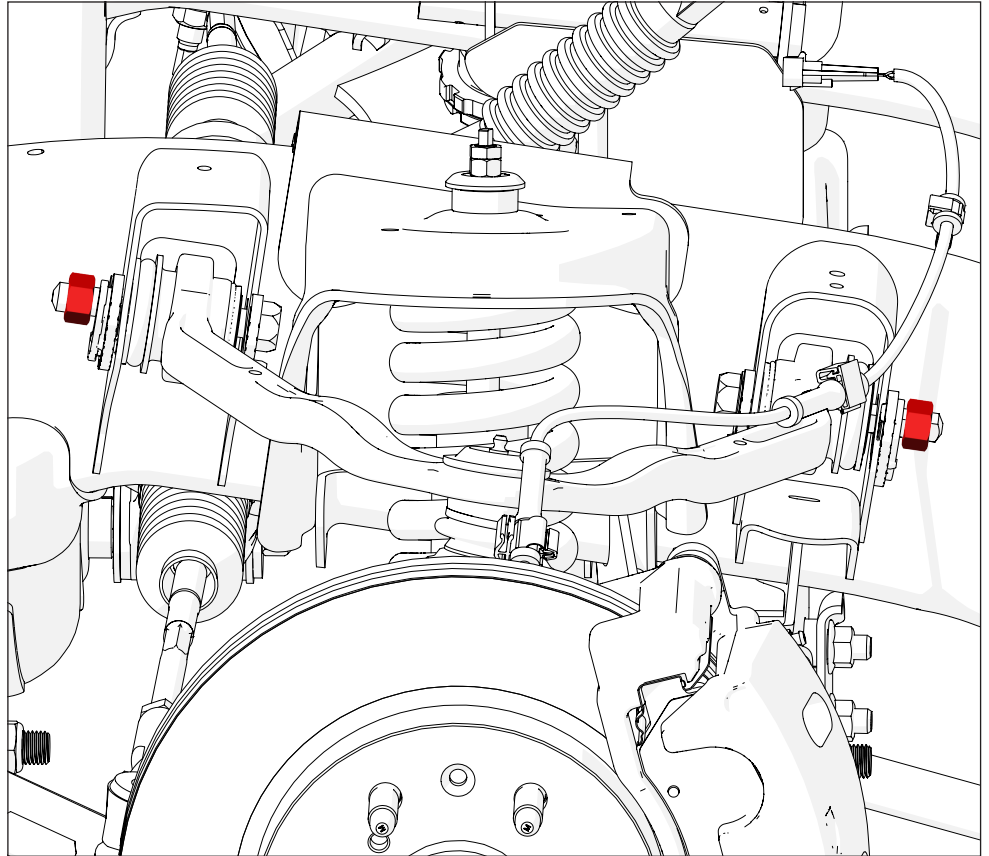


3

First, remove the ABS wire and brake hose from the frame's upper control arm mount.

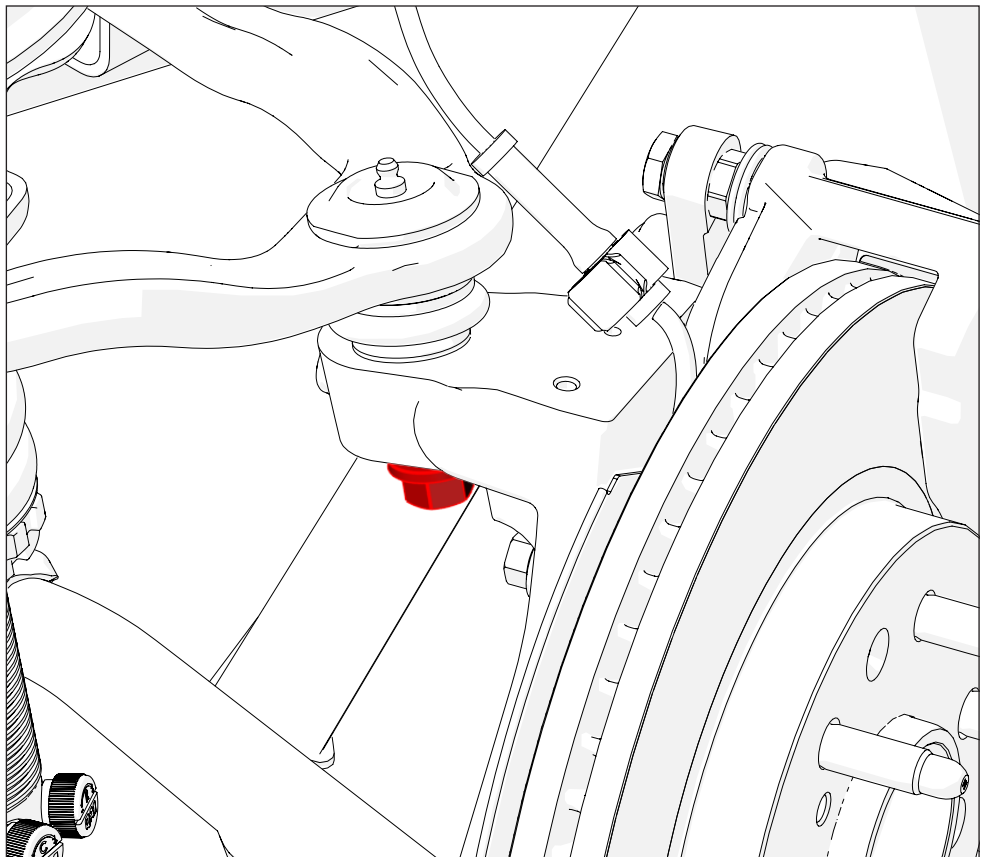
Then, use a floor jack to support the lower control arm and load the suspension.

Now, raise the upper control arm off the droop stop, and then loosen the control arm's mount bolts.



4

Loosen, but do not remove the nut from the upper control arm's ball joints.



- 5** Use a hammer to strike the upper part of the spindle near the ball joint (marked in yellow) to release the ball joint from the spindle.

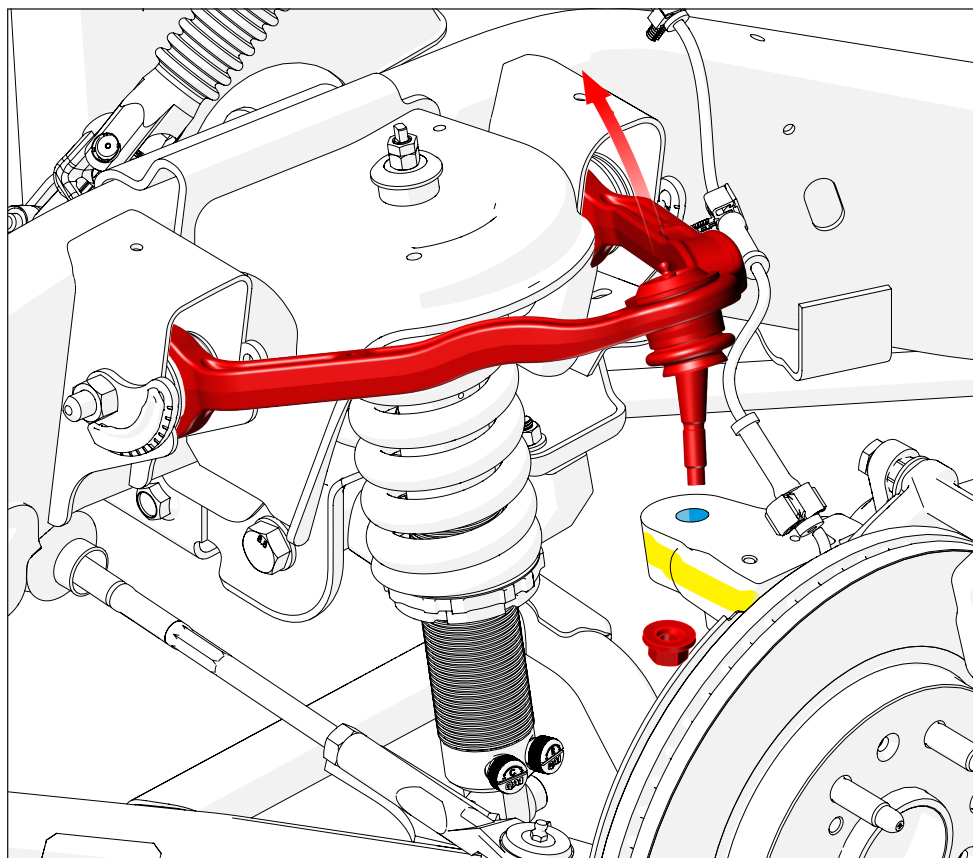
A ball joint separator may be used if needed.

Once the stud is loose from the taper, remove and discard the nut.

Now, clean dirt, grease, or rust around the ball joint hole (marked in blue) to get a clear view of the spindle's surfaces.

Examine the spindle for cracks, deformities, or excessive wear on the inner edges of the ball joint hole.

Examine the ball joint hole taper and make sure the tapered surfaces are smooth and uniform, with no signs of uneven wear or damage.



- 6** Remove the control arm hardware and control arm.

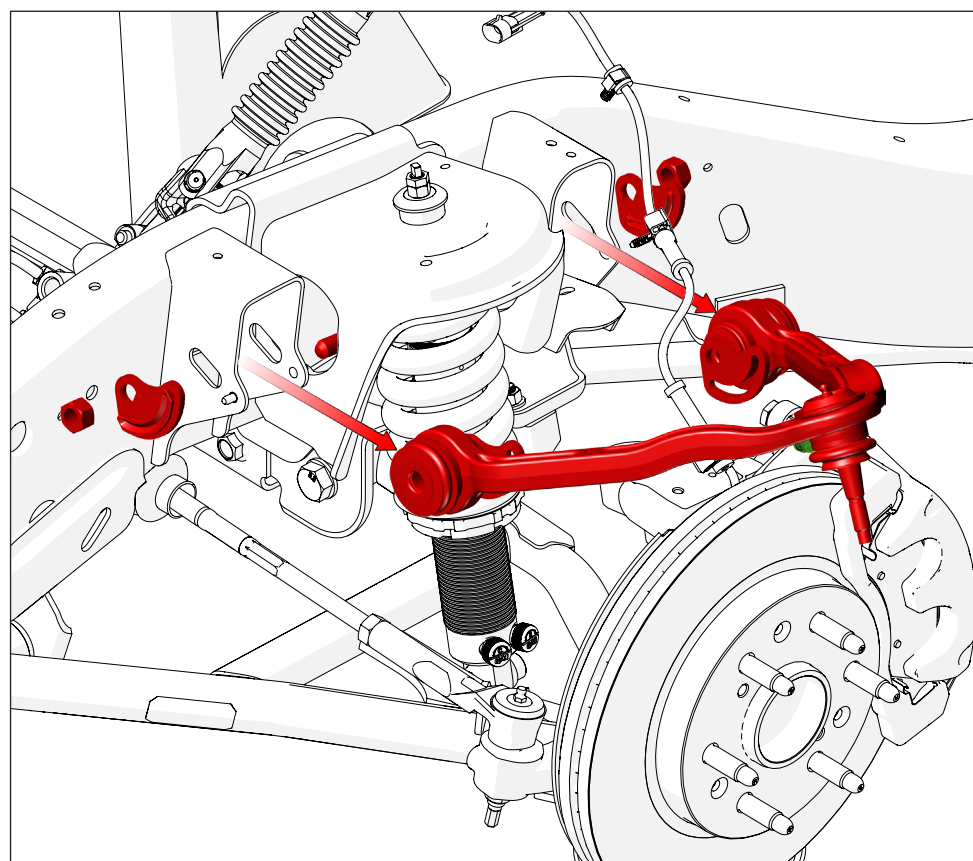
Note: Discard the control arm, cam adjusters, cam bolts, and nuts, as they will not be reused.



Stop here if you plan to install QA1 coilover shocks and refer to the installation instructions included with your coilover kit.



For OE and other shocks, proceed to step 7 to install the QA1 upper control arm.

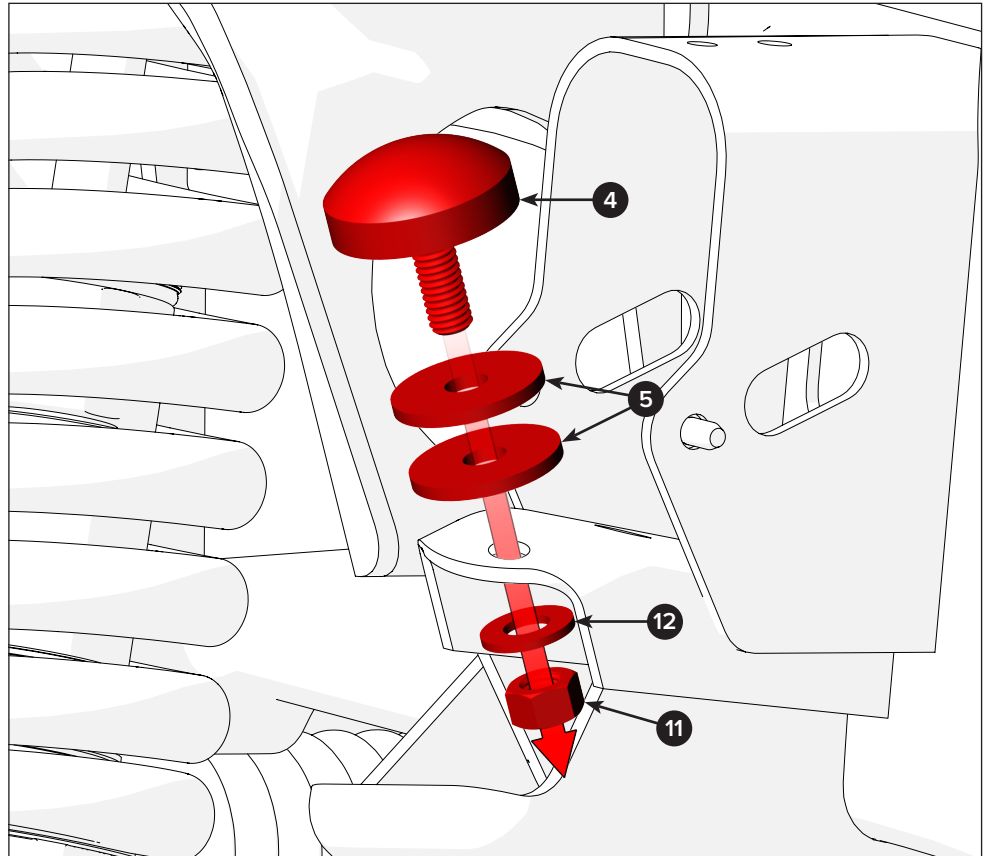


Installer's Note: If your vehicle has drop spindles, make sure that the droop stop makes contact with the upper control arm (UCA) just before the shock reaches full extension.

Since different manufacturers of drop spindles can use different geometries, the droop stop can be raised with more 3/8" fender washers (not included) if necessary.

Make this adjustment after the upper control arm installation is complete.

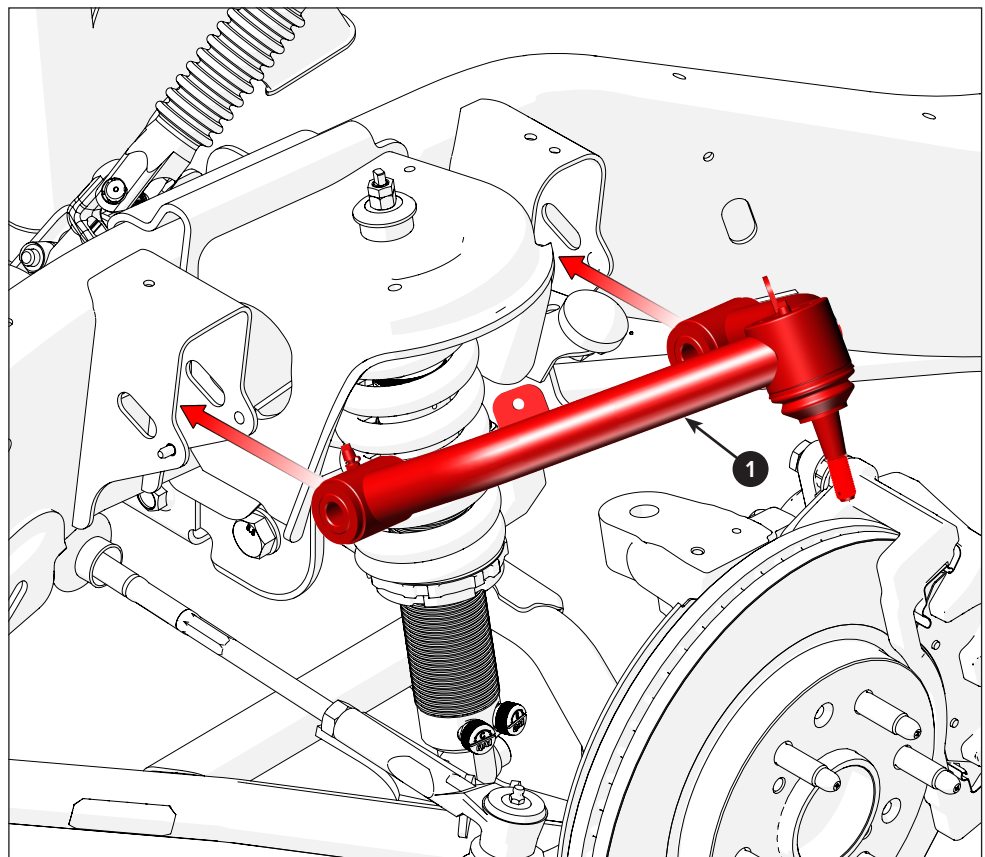
- 7** Position the droop stop (4) through the two washers (5) and the top of the mount.
- Fasten the droop stop with a flat washer (12) and Nylock nut (11).
- Torque the droop stop nut to 31 lb-ft.



- 8** Put a new QA1 upper control arm (1) into the frame pockets as shown.

Make sure the holes in the frame align with the UCA bushings.

Note: The upper control arms are identical and can be installed on either side of the vehicle.



9

Align one cam adjuster (2) on the faces of each control arm mount bracket. Make sure the alignment pin fits inside the adjuster.

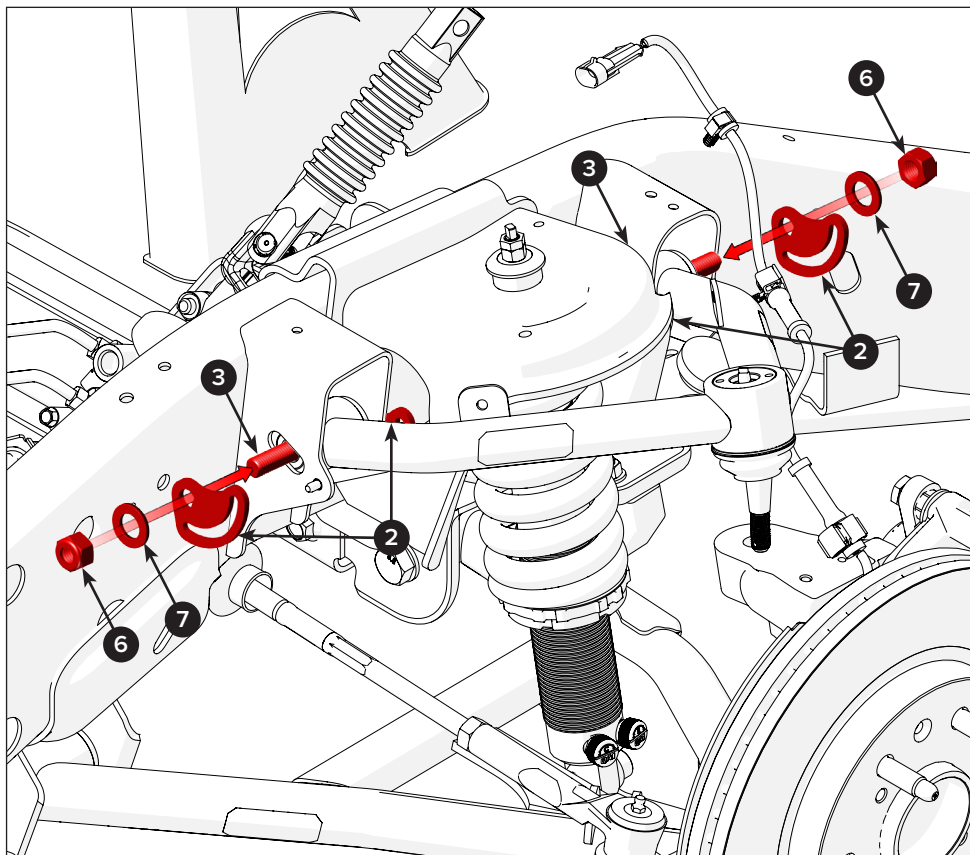
Next, insert a cam adjust bolt (3) through each adjuster and the control arm bushings from inside and behind the shock.

Note: If preferred, you can install the cam adjuster bolts from the outside.

After that, place one cam adjuster (2), one flat washer (7), and one Nylock nut (6) onto the end of each cam adjust bolt.

Turn the bolt so the adjuster pin aligns with the middle position of the cam adjuster.

Finally, torque the cam adjuster bolts and Nylock nuts to 100 lb-ft.



10

Route the brake line to its original position. Modify the hose bracket to fit, and attach it to the control arm with a button-head bolt (13) and Nylock nut (14). Torque the nut to 8 lb-ft.

Next, run the ABS wire and attach it to the control arm with a zip tie.

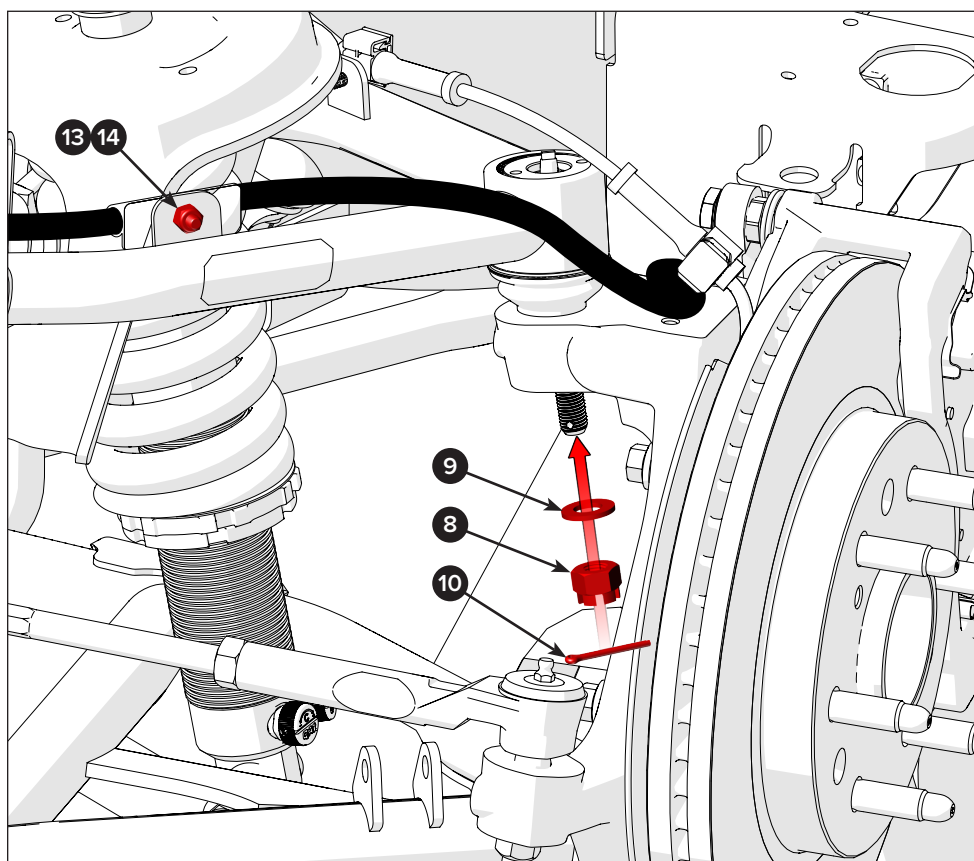
Place the ball joint into the spindle, then add a flat washer (9) and a castle nut (8). Torque the nut to 50 lb-ft, then tighten the nut until the next available slot aligns with the stud hole.

Insert a cotter pin (10) and bend it into position.

Note: If the notches on the castle nut do not line up with the cotter pin hole, tighten the nut to the next available position. *Do not loosen the nut to align the cotter pin hole!*

Now, adjust the droop stop's height if needed.

Once everything is installed, reattach the wheels and torque them to specification.



Installer's Note: The QA1 upper and lower control arms are designed to increase both caster and negative camber.

It is essential to inform the alignment shop of this modification since they typically align vehicles to factory specifications.

1999-2007 SILVERADO/SIERRA ALIGNMENT SPECIFICATIONS

CASTER		CAMBER	TOE	
5° MIN	7° MAX	0.00° to -1.0°	0.10° MIN	.20° MAX

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Finally, align the vehicle according to QA1's specifications.

These alignment specifications apply specifically to Silverados and Sierras equipped with QA1 upper and lower control arms.

Note: Vehicles with different control arm configurations may not be able to meet these alignment standards.

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.

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