

QA1
GO DRIVE IT.



QA1 COILOVER CONVERSION 99-06 CHEVROLET SILVERADO 1500/GMC SIERRA 1500, 2007
SILVERADO 1500 CLASSIC/SIERRA 1500 CLASSIC—INSTALLATION INSTRUCTIONS: 52628

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 coilover conversion 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 coilover conversion 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 coilover conversion kit. This coilover conversion kit is designed to work with QA1 shocks and lower control arms, sold separately. Shocks and LCA's are available with included installation instructions.

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 Wrench Set
- SAE Socket Set
- Torque Wrench (lb-ft)
- Anti-Seize Lubricant
- Plasma cutter or 4" carbide hole saw

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

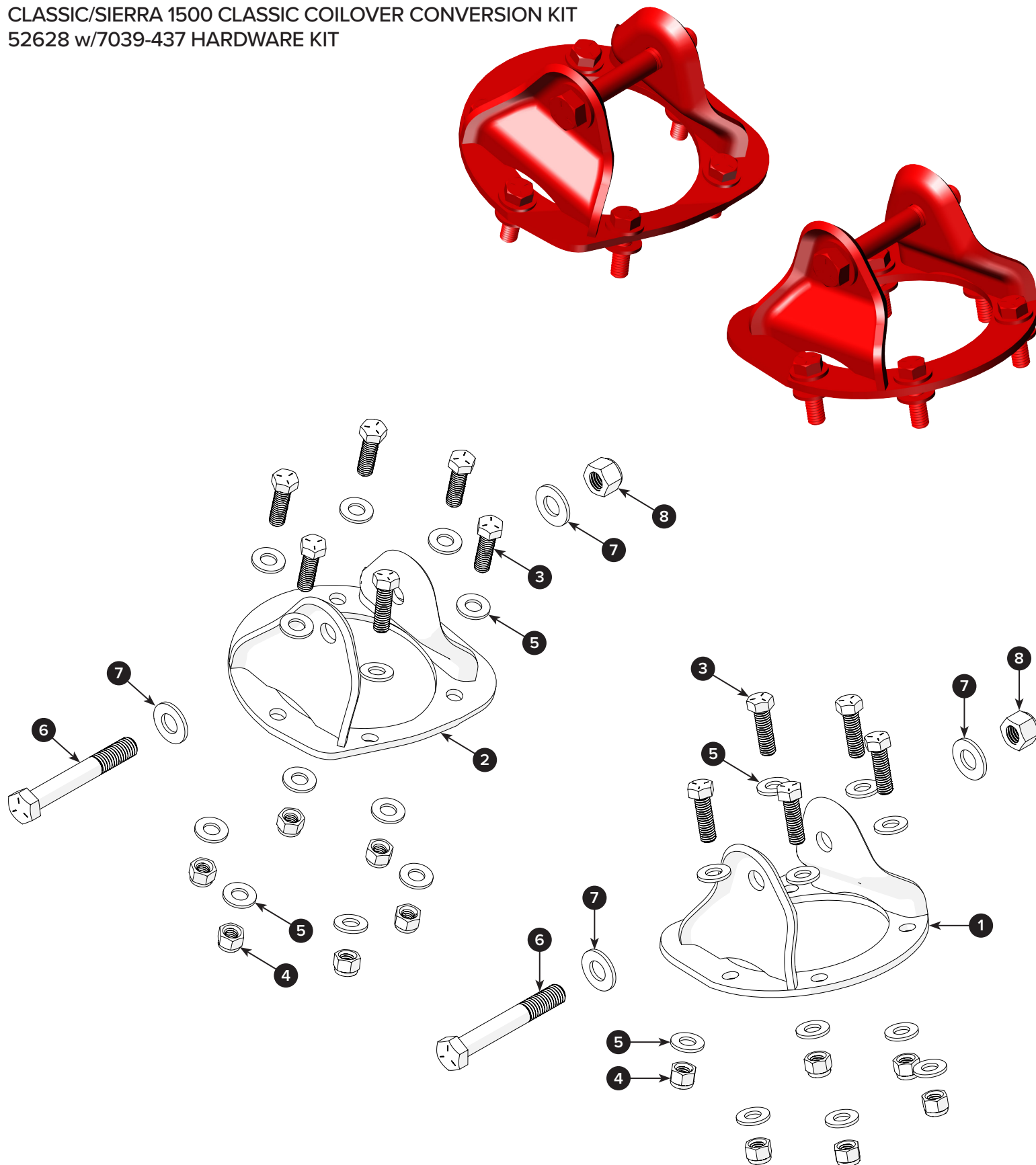
QA1 COILOVER CONVERSION 4-20

PARTS LIST 4

COILOVER CONVERSION INSTALLATION 6

WARRANTY.....12

99-06 SILVERADO 1500/SIERRA 1500, 2007 SILVERADO 1500
CLASSIC/SIERRA 1500 CLASSIC COILOVER CONVERSION KIT
52628 w/7039-437 HARDWARE KIT



1999-2007 SILVERADO/SIERRA UPPER C-O CONVERSION MOUNTS 52628

POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
1	9037-1185	UPPER C-O MOUNT WELDMENT, LH	1	—
2	9037-1186	UPPER C-O MOUNT WELDMENT, RH	1	—

1999-2007 SILVERADO/SIERRA UPPER C-O HARDWARE KIT 7039-437

POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
3	9012-179	BOLT, HEX 3/8-16 X 1.25"	12	30 lb-ft
4	NA	NUT, NYLOCK 3/8-16	12	—
5	9005-256	WASHER, FLAT 3/8" SAE	24	—
6	9012-271	BOLT, HEX 1/2-13 X 3.5"	2	75 lb-ft
7	9005-228	WASHER, FLAT 1/2" SAE	4	—
8	9014-520	NUT, NYLOCK, 1/2-13	2	75 lb-ft

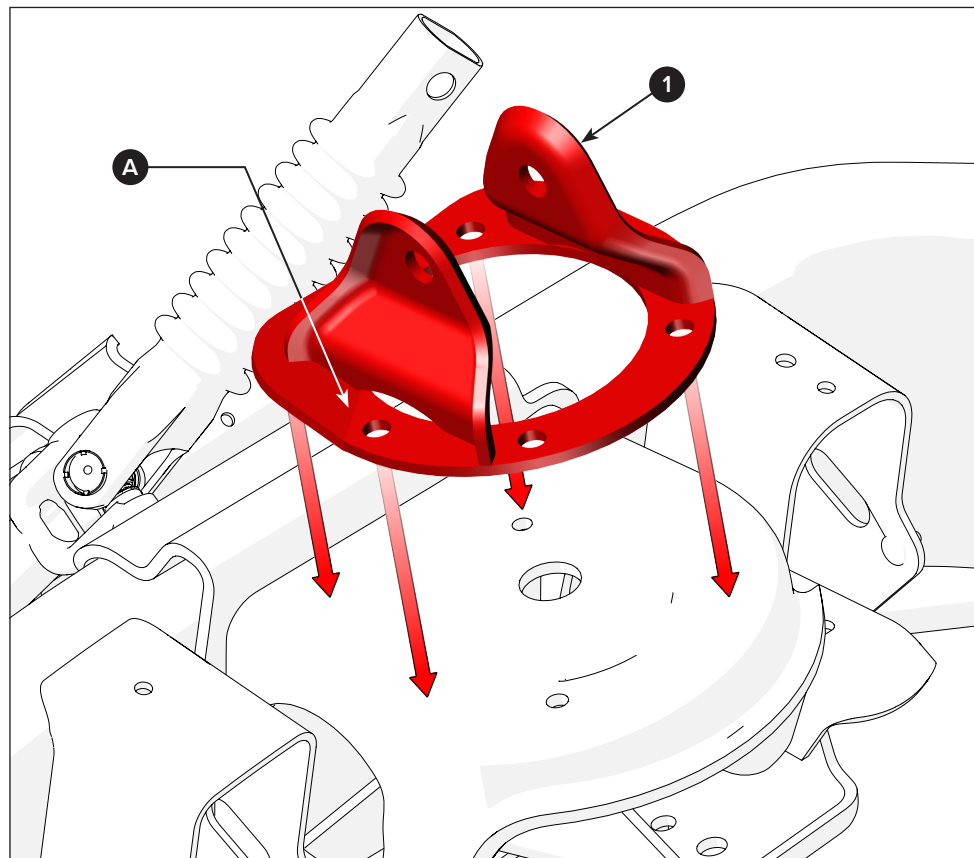


Installer's Note: This coilover conversion kit is specifically designed for use with QA1 lower control arms. Therefore, these instructions begin immediately after step 26 of the 9919-349 QA1 Lower Control Arm installation guide.

This instruction set further assumes the front wheels, spindles, brakes, and sway bar have been disconnected and removed from the vehicle during the lower control arm installation.

The upper control arm has been removed for visual clarity.

If the QA1 upper control arms will be installed, remove the factory upper control arms at this time.

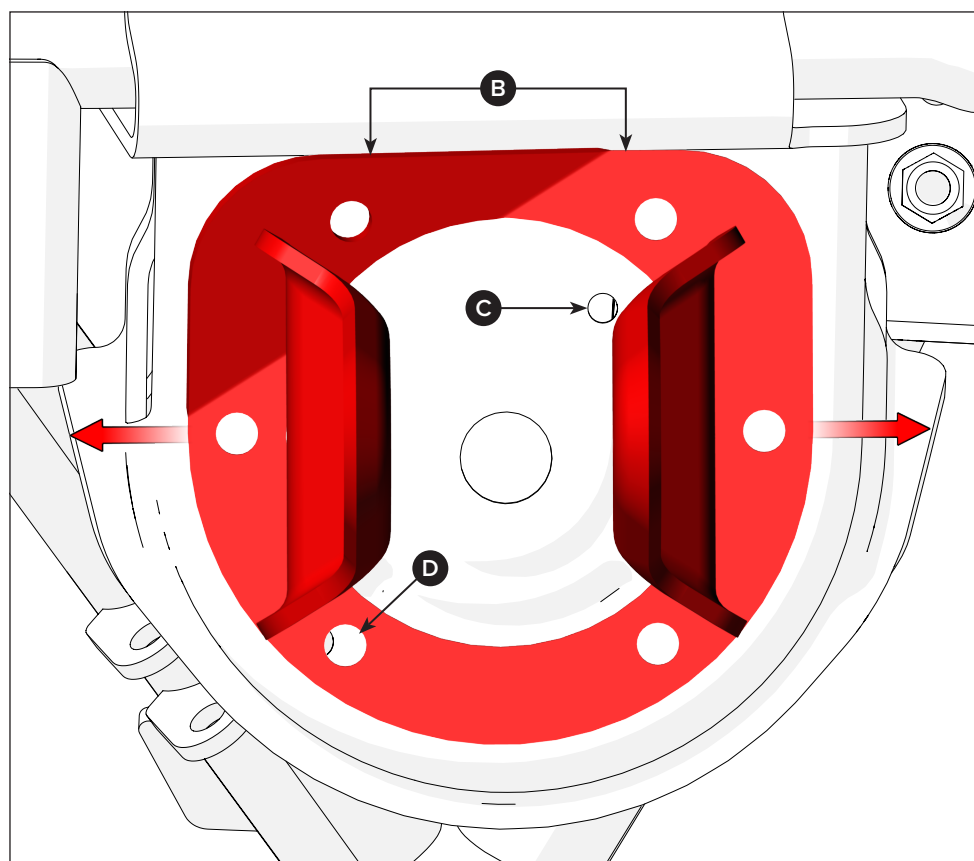


- 1** Put the LH upper coilover mount (1) onto the frame's LH upper shock mount.

Note: Make sure the bent corner (marked as A) on the LH and RH conversion mounts' bottom plate faces toward the vehicle's front.

- 2** Carefully position the upper mount as shown below. The back edge of the mount (marked as B) contacts the frame, as shown. Now, center the mount evenly from front to back on the OE shock mount.

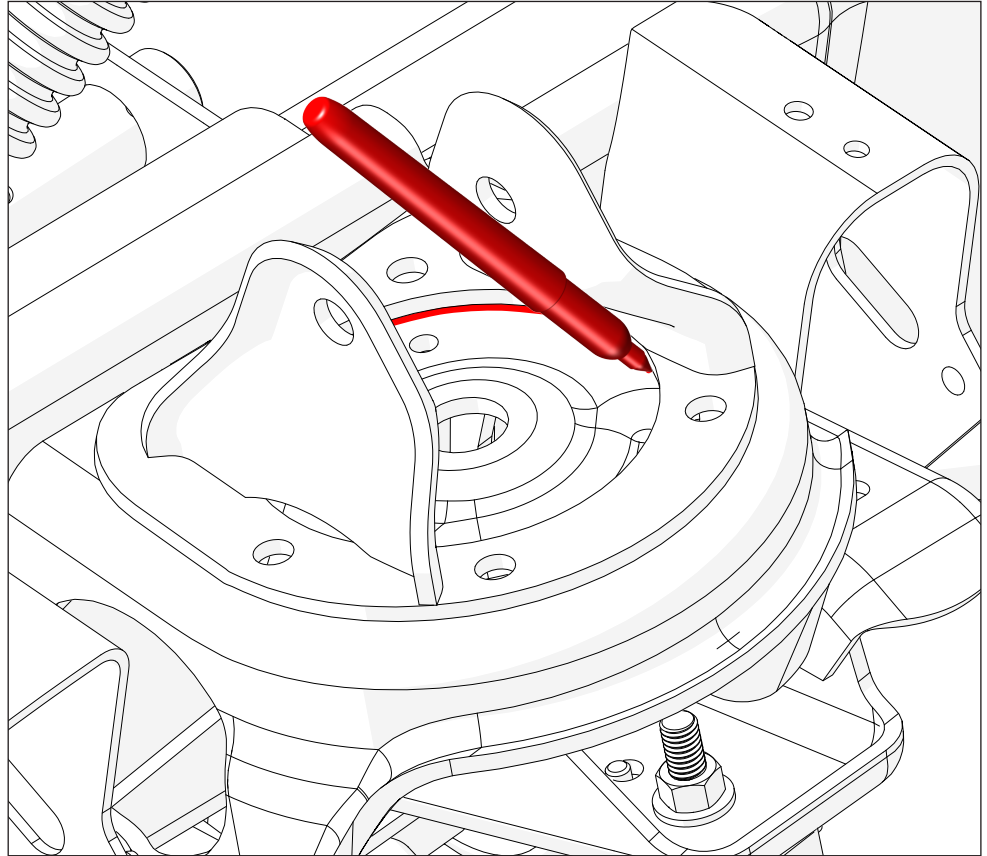
Note: The frame's shock mount may have several unused factory-drilled holes. One of these holes is inside the conversion mount (marked as C), while another is directly adjacent to a conversion mount hole (marked as D).



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First, use a permanent marker to mark the inside of the conversion mount.

Then, mark all six conversion mount holes.



Installer's Note: The use of a plasma cutter or a 4-inch carbide hole saw can cut the large center hole.

To use the hole saw effectively, use a guide sleeve to prevent the hole saw from wandering or drifting during drilling.

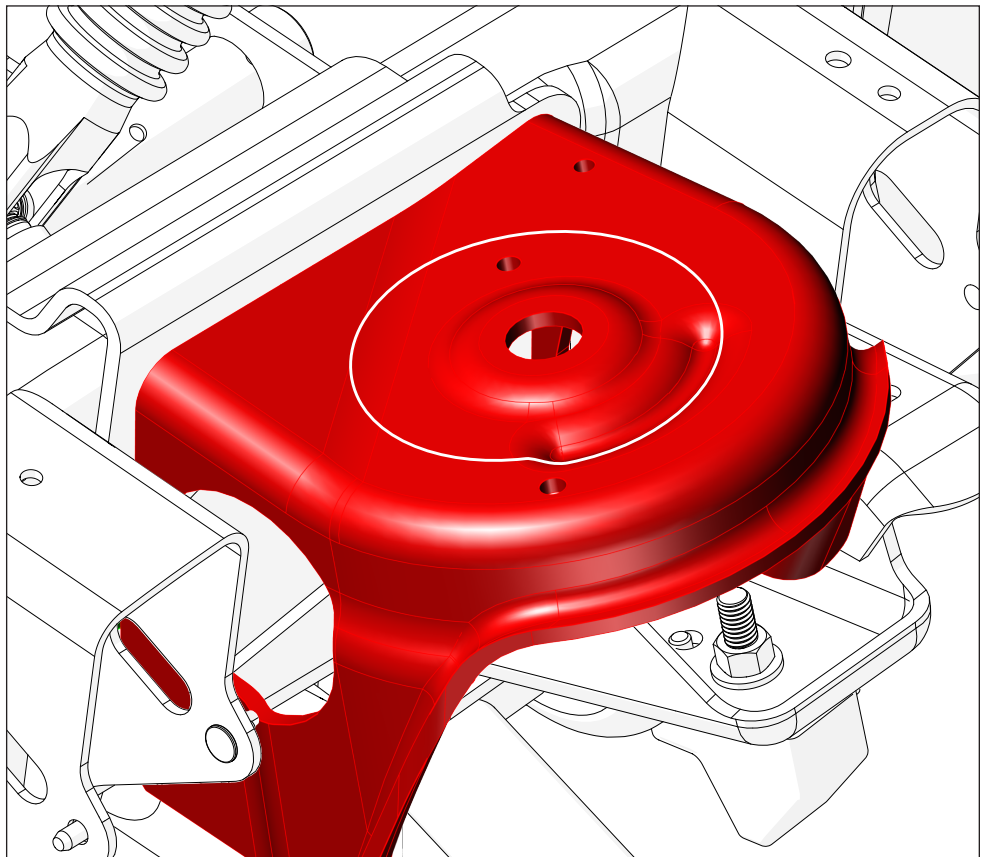
4

Remove the conversion mount and make sure the center hole opening is completely marked.

Neatly cut the large hole with a 4-inch hole saw or a plasma cutter.

After plasma-cutting, remove any dross on the bottom of the OE shock mount and deburr all rough edges.

Note: Use the bracket as a guide to make sure the large hole is the correct size. Trim as necessary until the hole meets the marker guideline.



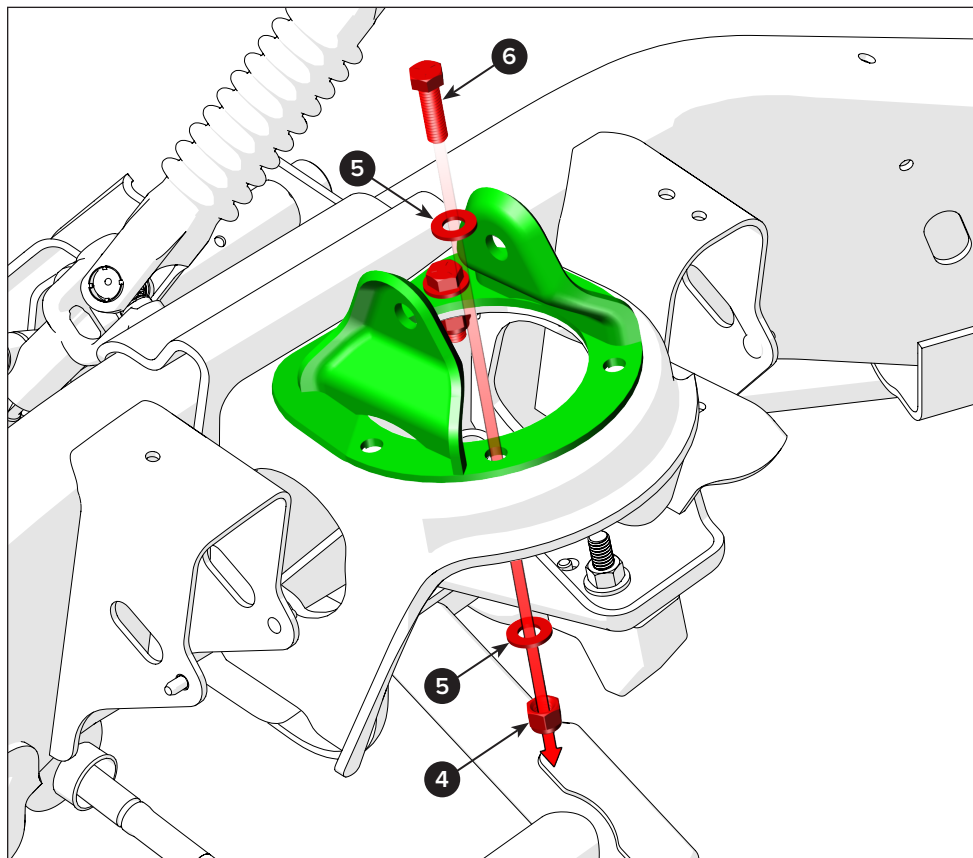
5

Put the conversion mount (marked in green) onto the OE shock mount, and make sure the large cut hole is centered on the conversion mount.

Then, drill one mount fastener hole with a drill and appropriately sized metal bit.

Use one bolt (6), two washers (5), and a Nylock nut (4) to fasten the conversion mount to the OE mount.

Now, drill another hole and fasten the mount with the bolt, washers, and nuts.



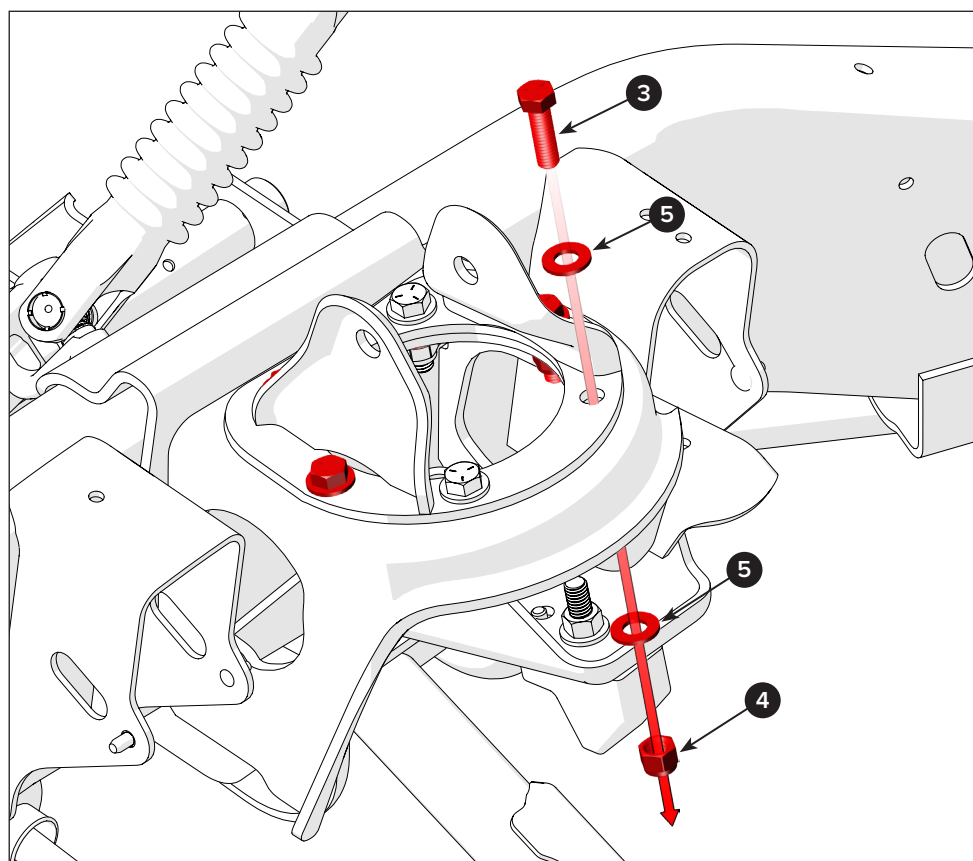
6

Use an appropriately sized transfer punch and mark the remaining bolt holes through the conversion mount.

Use the four remaining bolts (3), eight washers (5), and four Nylock nuts (4) to complete the conversion mount attachment.

Torque the hardware to 30 lb-ft.

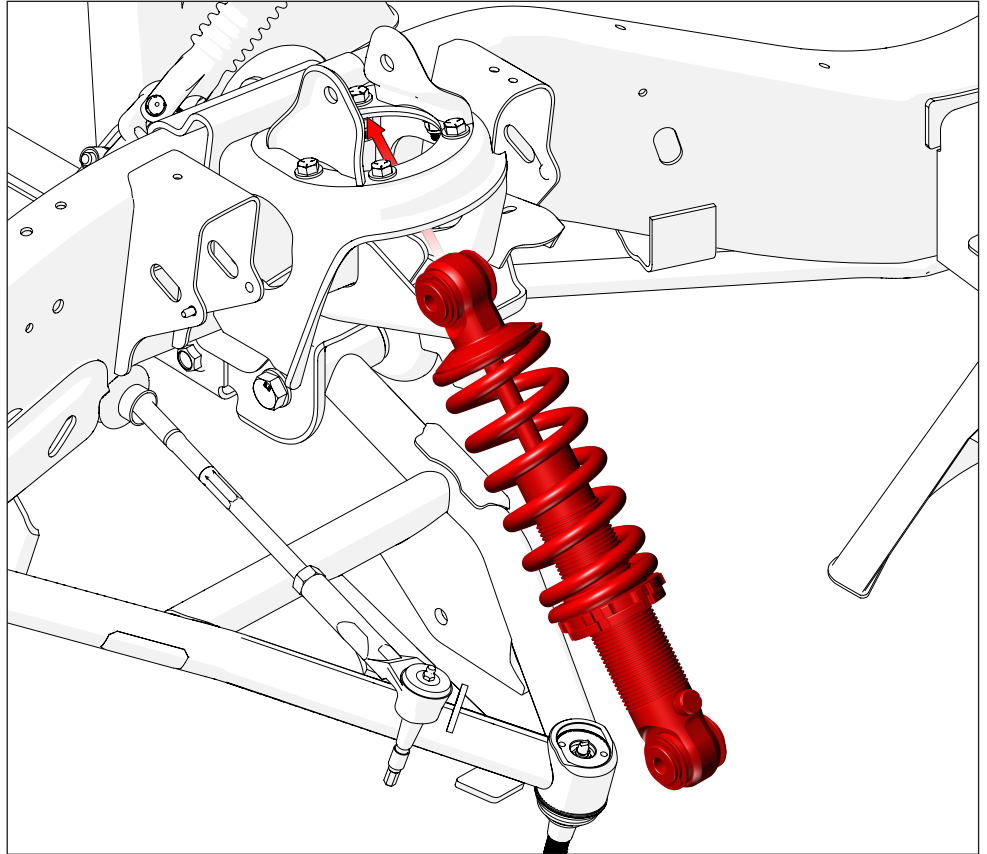
Note: If desired, remove the conversion mount, then clean and deburr the holes, and prime & paint them to prevent future rust.



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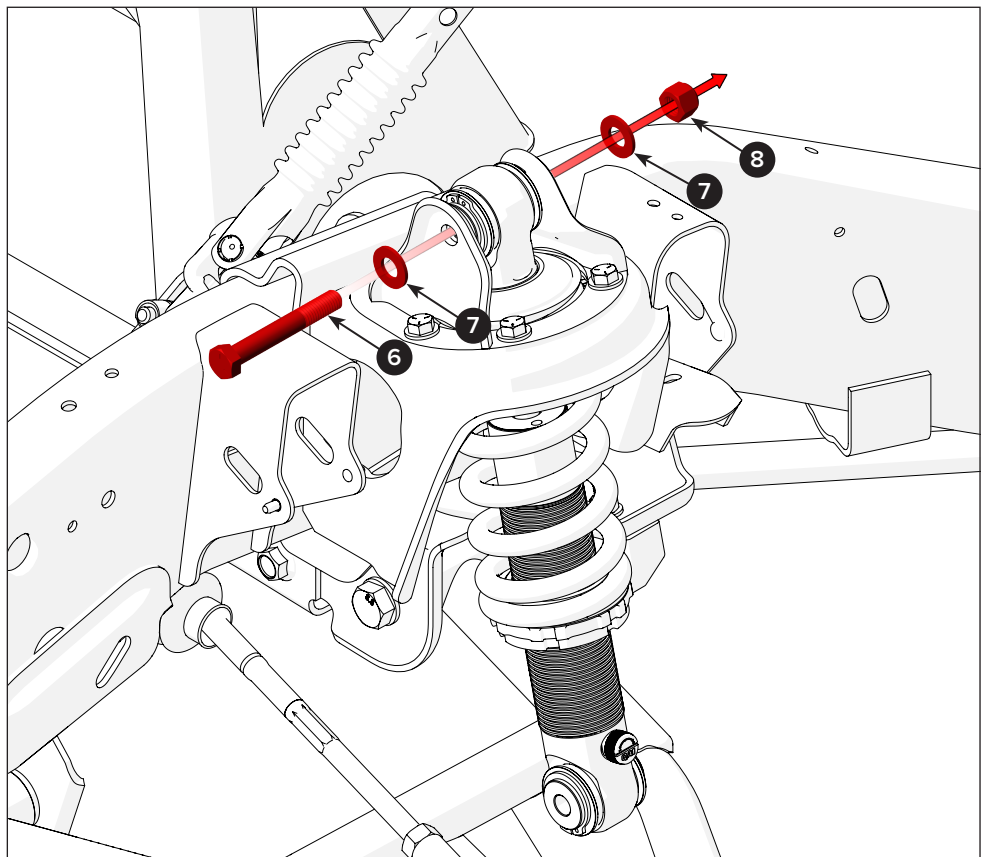
Put your chosen QA1 coilover shock assembly through the hole in the frame's upper shock mount.

Make sure the valve adjusting knob is faced outward from the frame.


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Use one bolt (6), two washers (7), and one Nylock nut (8) to attach the conversion mount to the frame mount.

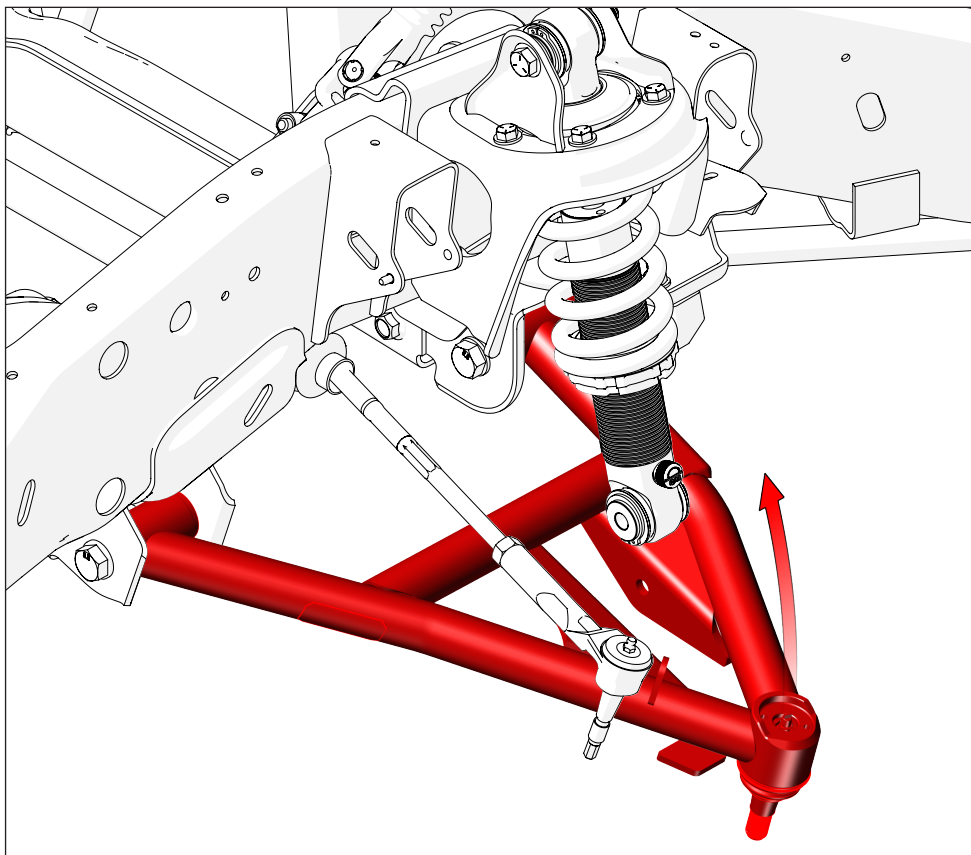
Torque the hardware to 75 lb-ft.



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Refer to installation instructions 9919-349 for steps 9 and 10.

First, push the lower control arm upward until the shock's lower mount sleeve aligns with the shock mount holes in the LCA.



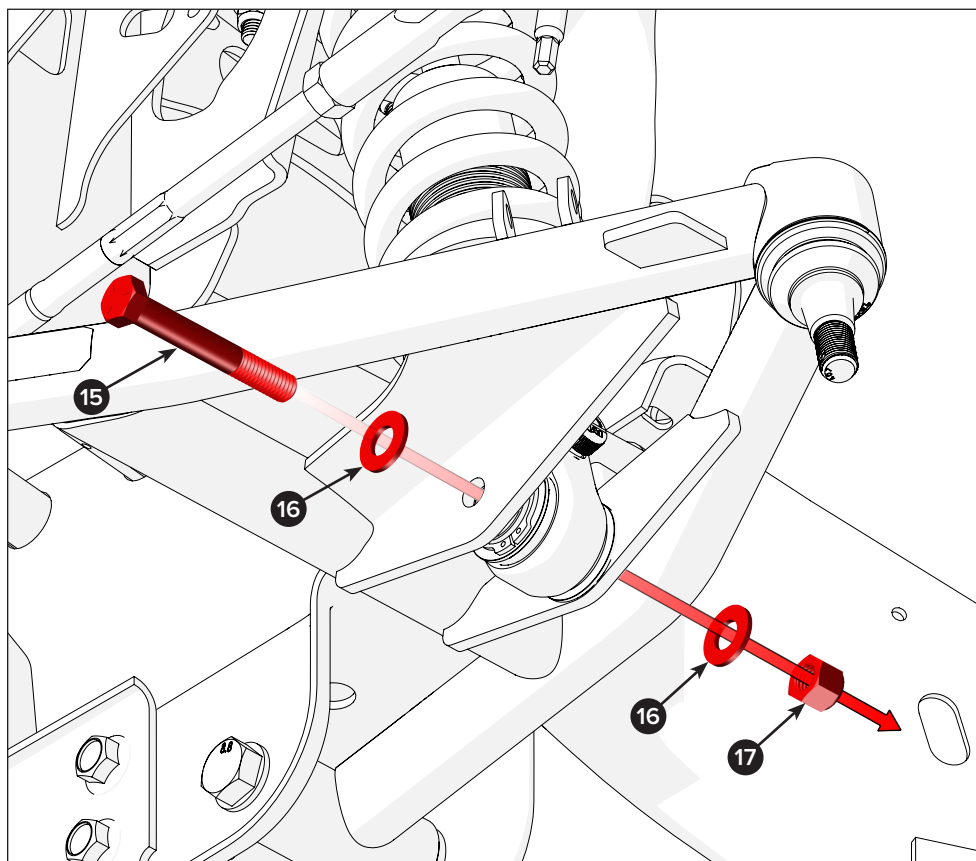
10

Attach the shock to the LCA with one bolt (15), two flat washers (16), and one Nylock nut (17) as seen in installation instructions 9919-349.

Torque the nut to 75 lb-ft.

This step completes the installation of the LH QA1 coilover conversion.

Repeat steps 1 through 10 to install the RH coilover conversion kit.



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If you plan to replace the factory upper control arm with a QA1 version, refer to installation instructions 9919-348.

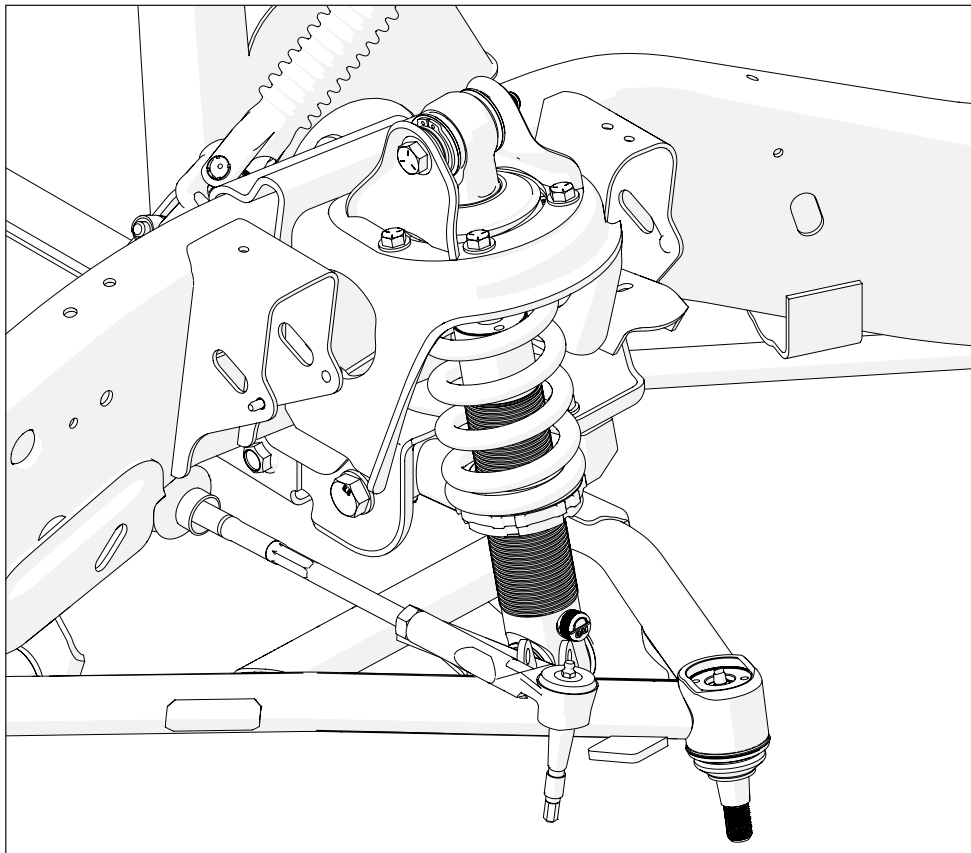
If you prefer to keep the factory upper control arm assembly, reassemble all parts removed during the installation of the lower control arm. Follow the installation instructions 9919-349 for this process.

Make sure to torque all parts to the specified values.

After reassembly, reinstall the front wheel and torque it to specification.

Next, refer to your specific coilover instructions to adjust to your desired ride height.

Note: Make sure to turn the coilover lock nut tightly against the spring seat nut when completed.



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.

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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.

1999-2007 SILVERADO/SIERRA ALIGNMENT SPECIFICATIONS

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



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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