

QA1
GO DRIVE IT.



QA1 FRONT PRO-COIL KIT 19-26 CHEVROLET SILVERADO/GMC SIERRA 1500
INSTALLATION INSTRUCTIONS: GS/GD701-12800

WELCOME TO QA1!

OUR COMMITMENT

Congratulations on your purchase of this high-quality QA1 19-26 SILVERADO/GMC SIERRA 1500 coilover conversion kit. It is 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 coilovers 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 19-26 SILVERADO/GMC SIERRA 1500 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 19-26 SILVERADO/GMC SIERRA 1500 coilover conversion kit. This coilover conversion kit is designed to work with the factory lower control arms.

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

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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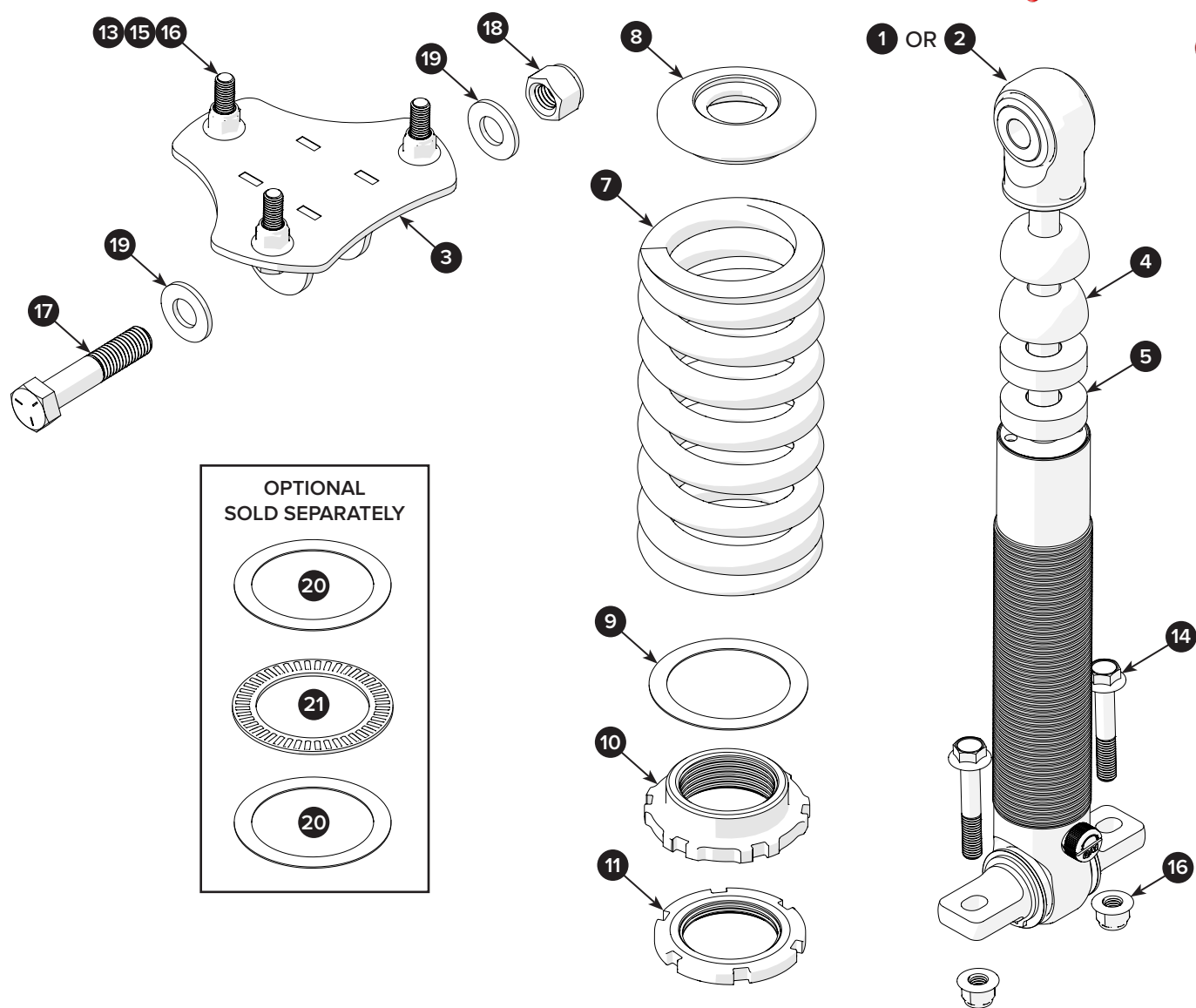
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19-26 SILVERADO SILVERADO/GMC SIERRA COILOVER
CONVERSION KIT GS/GD701 w/7039-1021 MOUNTS,
7039-538 INSTALL KIT, AND 7039-340 HARDWARE KIT



2019-2026 CHEVROLET SILVERADO/GMC SIERRA PRO-COIL SHOCK GS701/GD701

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
1	SHOCK, GM, COILOVER, SINGLE ADJUSTABLE, 13.20"	2	—
2	SHOCK, GM, COILOVER, DOUBLE ADJUSTABLE, 13.20"	2	—

2019-2026 CHEVROLET SILVERADO/GMC SIERRA COILOVER MOUNT 9037-1021

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
3	WELDMENT, COIL-OVER MOUNT, UPPER	2	—

2019-2026 CHEVROLET SILVERADO/GMC SIERRA COILOVER INSTALL KIT 7039-538

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
4	BUMPER COMPRESSION 15mm ID X 1.81" OD	4	—
5	SPACER, BUMP STOP, .5" TALL	6	—
6	TUBE, TEFLON LUBE (NOT SHOWN), POLY BUSHINGS	1	—

2019-2026 CHEVROLET SILVERADO/GMC SIERRA COILOVER SPRING 12HT800B

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
7	SPRING, CR-SI HIGH TRAVEL 2-1/2" ID	2	—

2019-2026 CHEVROLET SILVERADO/GMC SIERRA COILOVER CONVERSION KIT COK114

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
8	SPRING SEAT, COIL-OVER	2	
9	WASHER, SPRING SEAT 2.5" ID		—
10	NUT, SPRING SEAT 2.5", 2.012" X 8 TPI		—
11	NUT, COIL-OVER LOCK, 2.012" X 8 TPI		—

2019-2026 CHEVROLET SILVERADO/GMC SIERRA COILOVER INSTALL KIT 7039-340

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
12	WASHER, FLAT, 3/8", FENDER, OVERSIZED (NOT SHOWN)	2	—
13	BOLT, HEX , M10-1.5 X 40 mm	6	53 lb-ft
14	BOLT, HEX FLANGE, M10-1.5 X 60 mm	4	53 lb-ft
15	WASHER, FLAT M10	6	—
16	NUT, HEX FLANGE, NYLOCK M10-1.5	10	53 lb-ft
17	BOLT, HEX 5/8-11 X 3"	2	75 lb-ft
18	NUT, HEX NYLOCK 5/8-11	2	75 lb-ft
19	WASHER, FLAT 5/8" SAE	4	—

QA1 2.50" COILOVER THRUST BEARING KIT 7888-109 (OPTIONAL)

POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
20	WASHER, SPRING SEAT, 2.5" ID	4	—
21	THRUST BEARING, 63.50 MM ID	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.



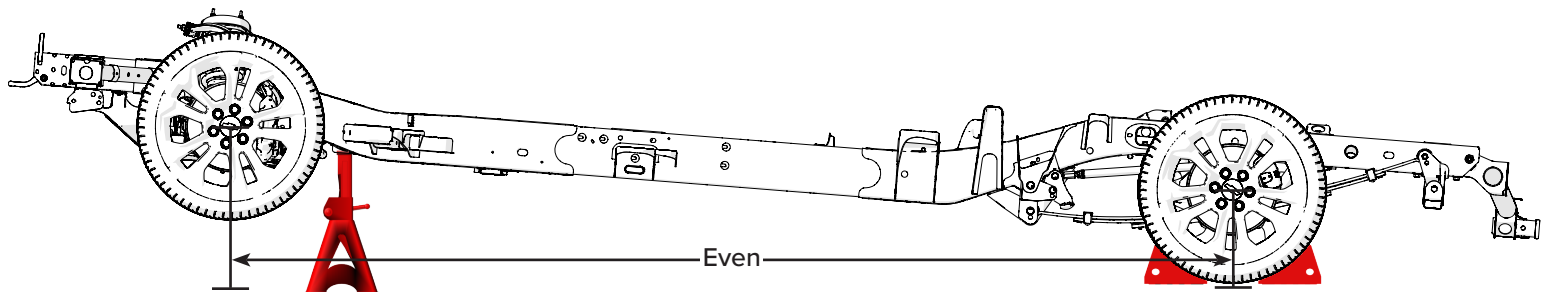
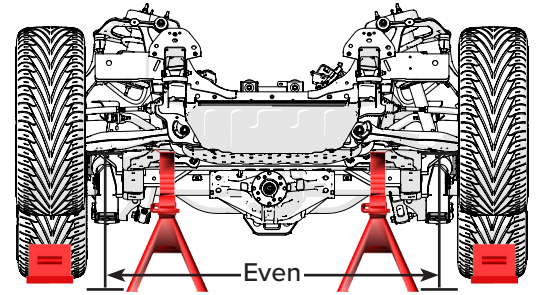
Installer's Note: This instruction set shows only the frame and chassis of the 19-26 pickup truck. The body has been removed for visual clarity.

1

Chock the rear tires, then use a floor jack and lift the front of the vehicle at its designated lift points.

Put a pair of jack stands under the frame to support it, then lower the floor jack.

Make sure the jack stands are level and evenly positioned for a safe vehicle load.

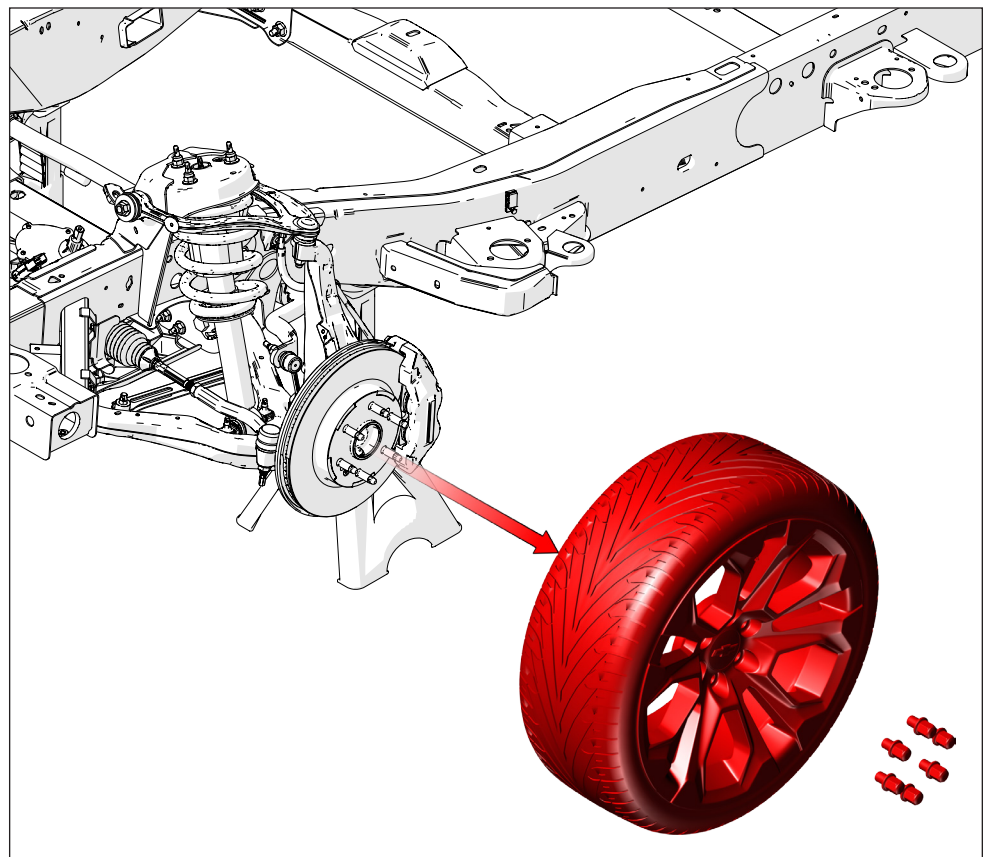


Installer's Note: These instructions begin on the front driver's side of the vehicle.

The procedure to replace the shocks and springs on the passenger side is the same as that for the driver's side.

2

First, remove the lug nuts and wheels from both the left and right sides of the rear of the vehicle.



3

First, remove the ABS line bracket (not shown) from the front side of the steering knuckle.

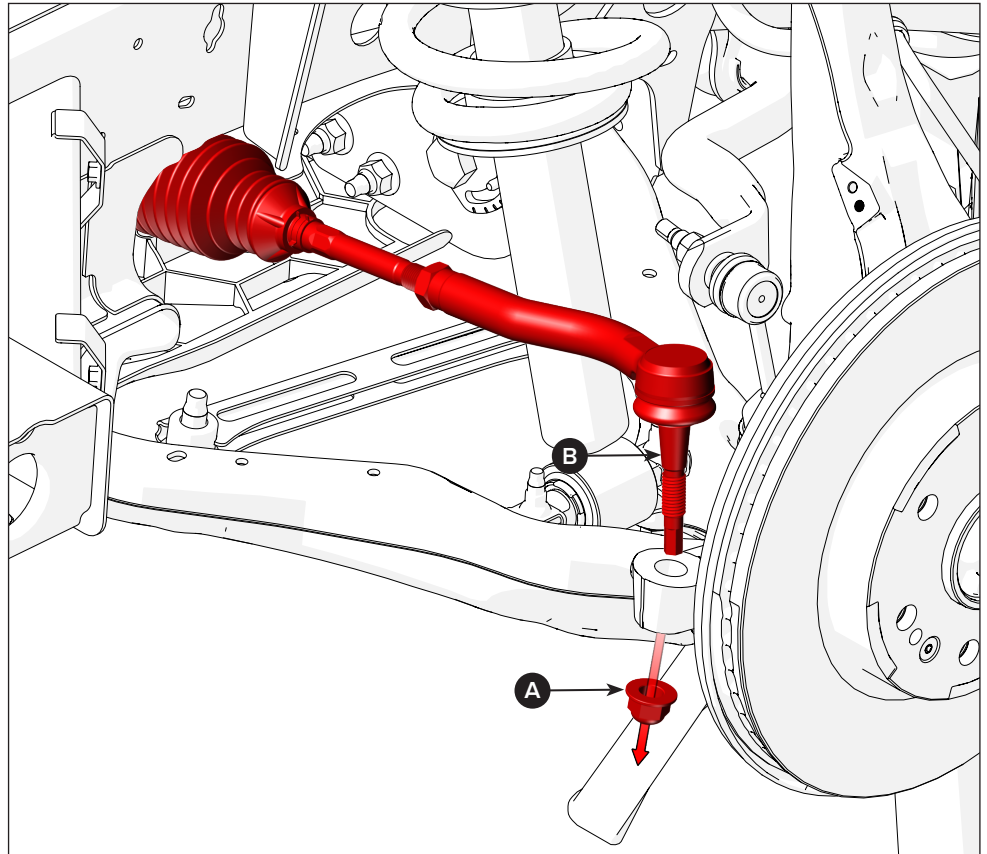
Then, remove the ABS line bracket from the back of the upper control arm (not shown).

Note: To prevent loss, return the ABS bracket bolts to the spindle.

To prevent stretch and damage to the wires, unclip any wiring harnesses attached to the strut assembly.

Now, remove the nut (A) and tie rod end (B) from the spindle. Save the nut, as it will be reused.

Note: To prevent loss of the tie rod end nut, put it back onto the tie rod stud from which it was removed.

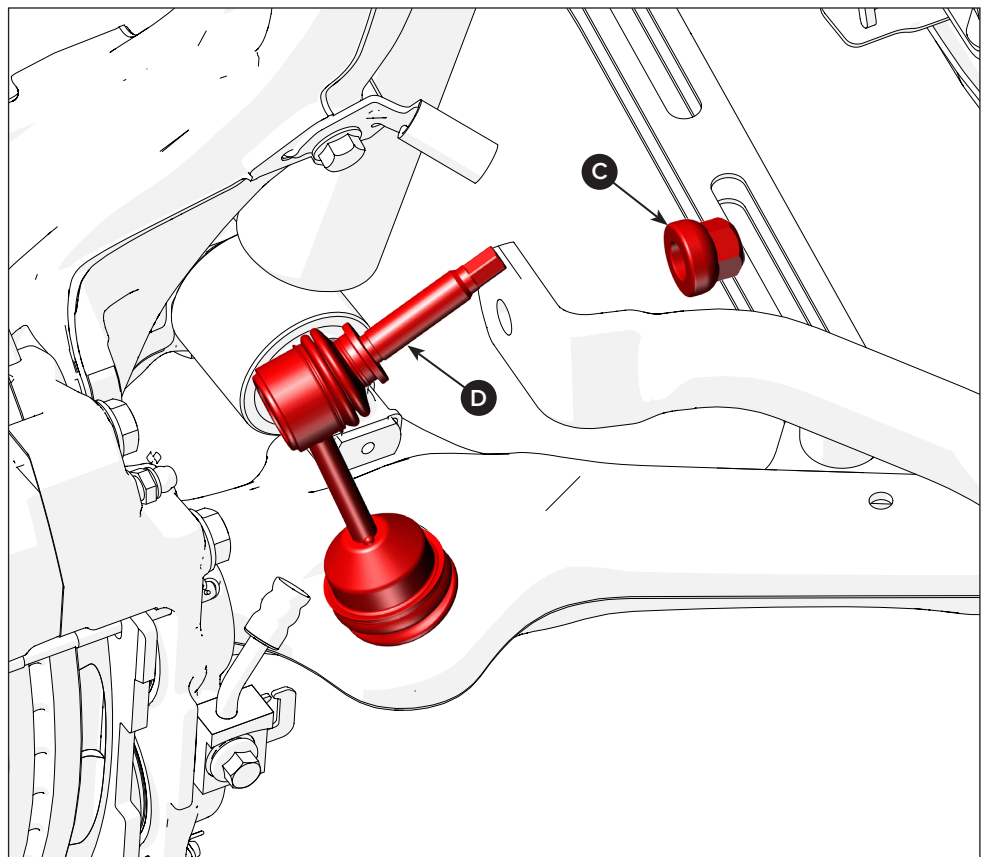


4

Remove the nut (C) from the sway bar end link (D) located behind the sway bar.

To prevent loss of the end link nut, put it back onto the end link stud from which it was removed.

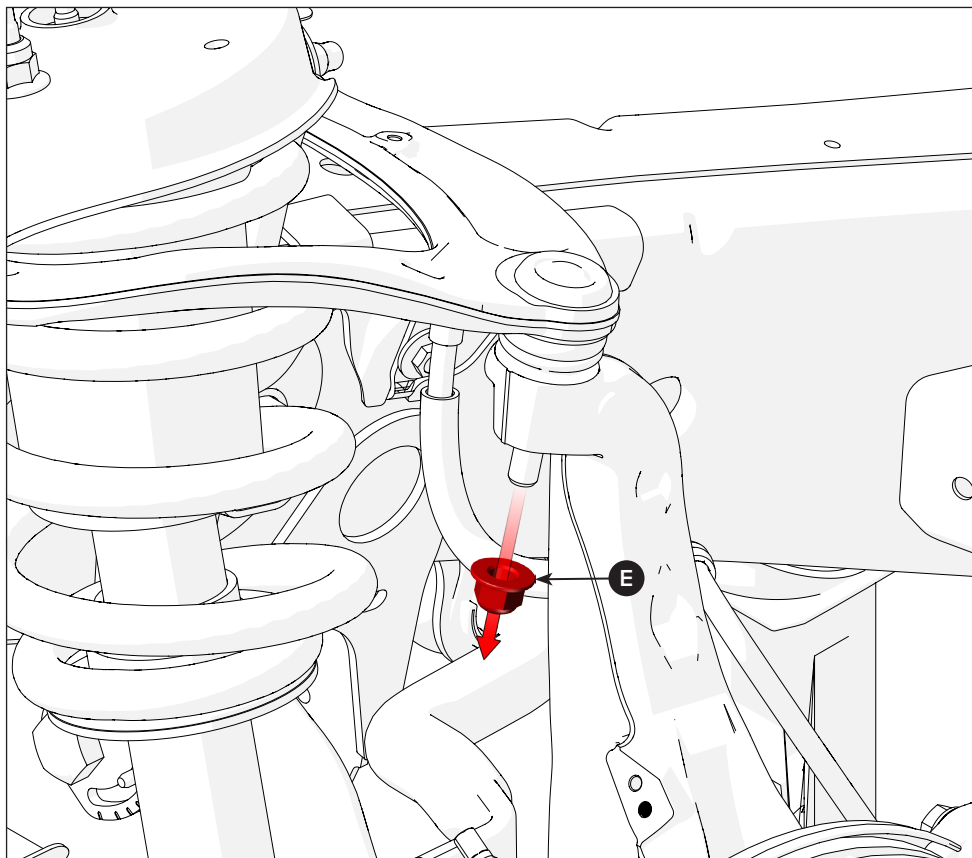
Note: To simplify reassembly, remove the passenger side sway bar end link at this time.



5

Put a floor jack under the lower control arm to hold the spindle and LCA assembly up in place during the shock's removal.

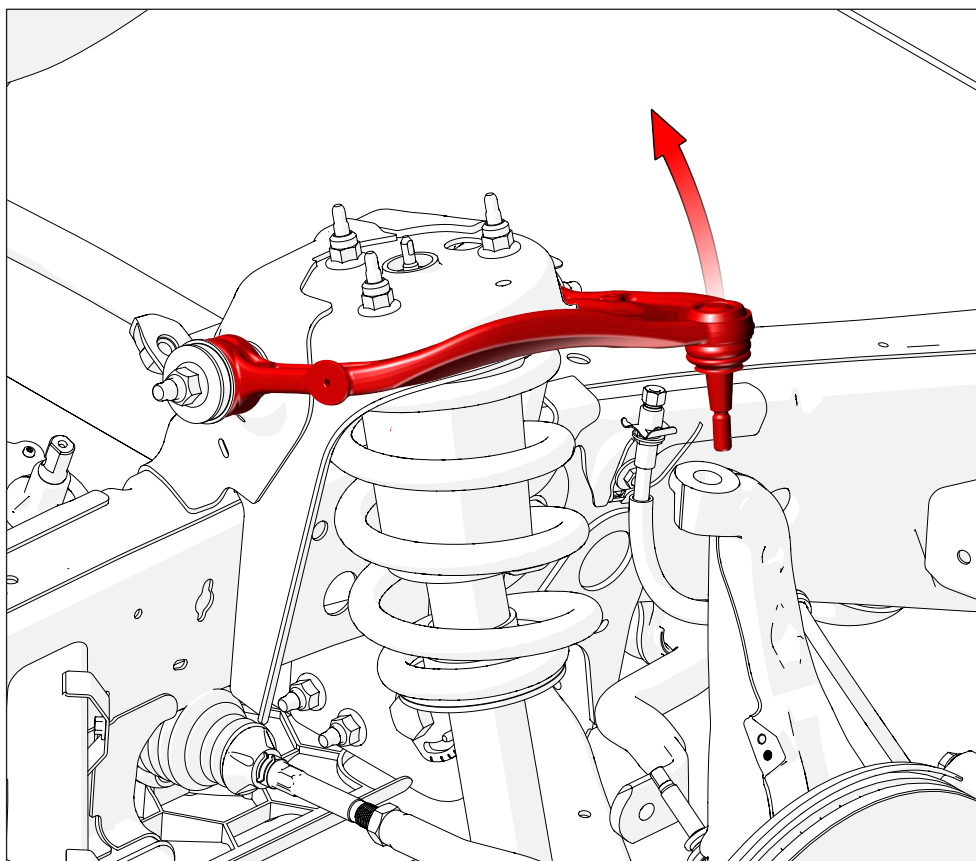
Remove the nut (E) from the upper ball joint.



6

Now, lift the upper control arm's ball joint stud out of the spindle.

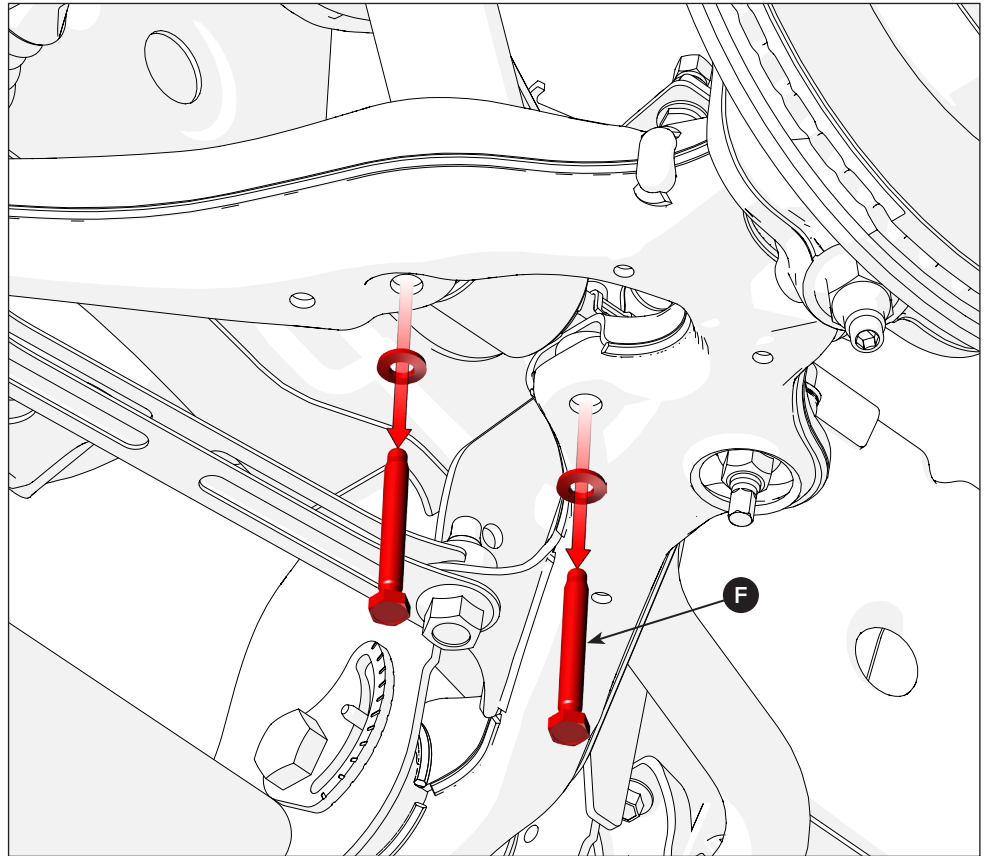
Note: To prevent loss of the upper ball joint nut, put it back onto the ball joint stud from which it was removed.



7

Remove the two shock bolts (F) and washers (G) from the bottom of the lower control arm.

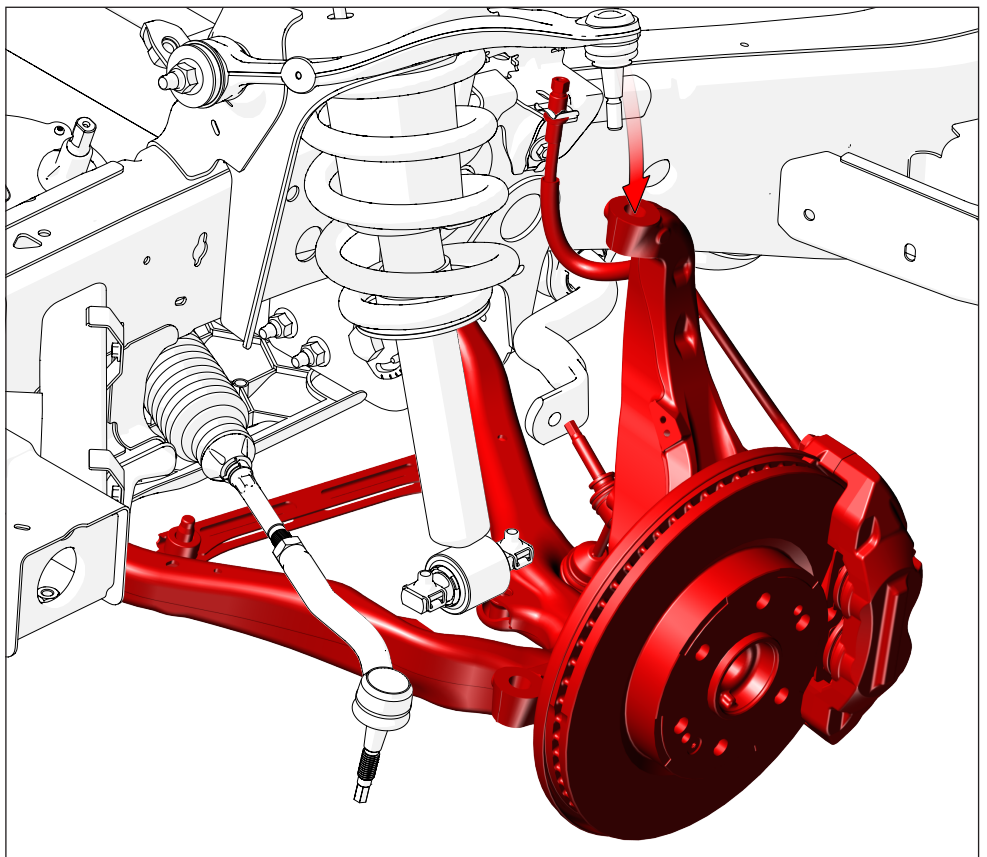
Discard the hardware as it will not be reused.



8

Be careful when you lower the floor jack. Make sure the LCA and spindle assembly do not strain or pull on the brake hose or any wires connected to the spindle.

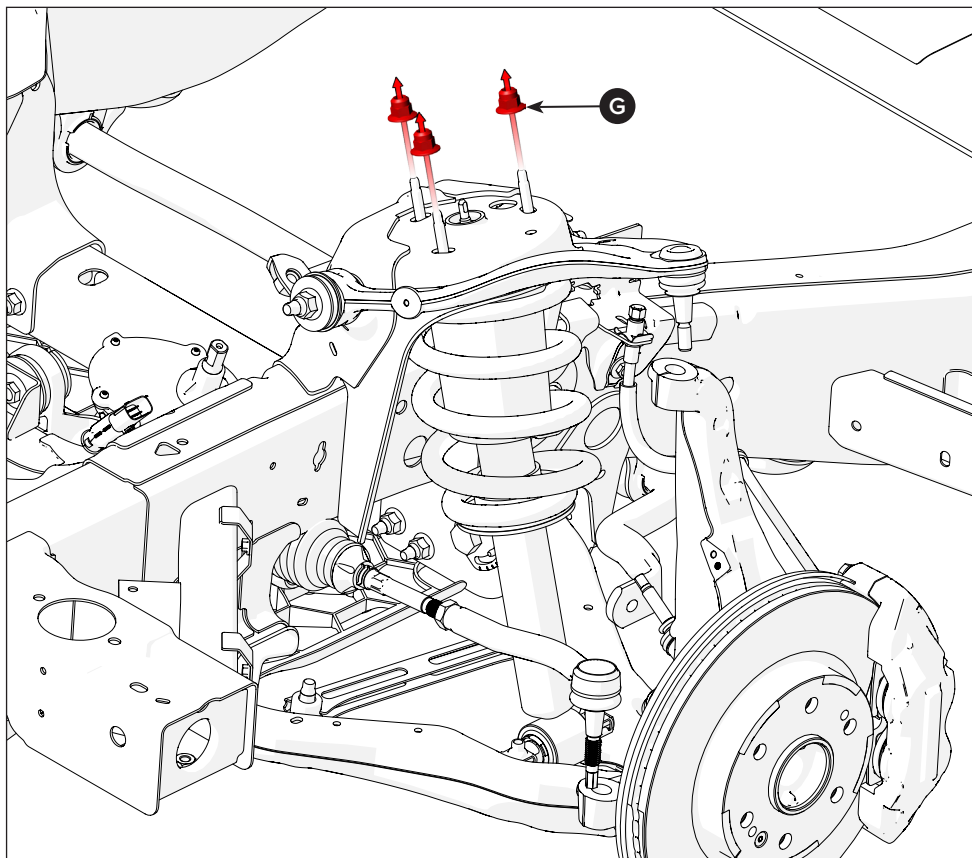
Now, push the spindle and lower control arm assembly downward.



9

Remove the three nuts (G) on the top of the frame's shock tower.

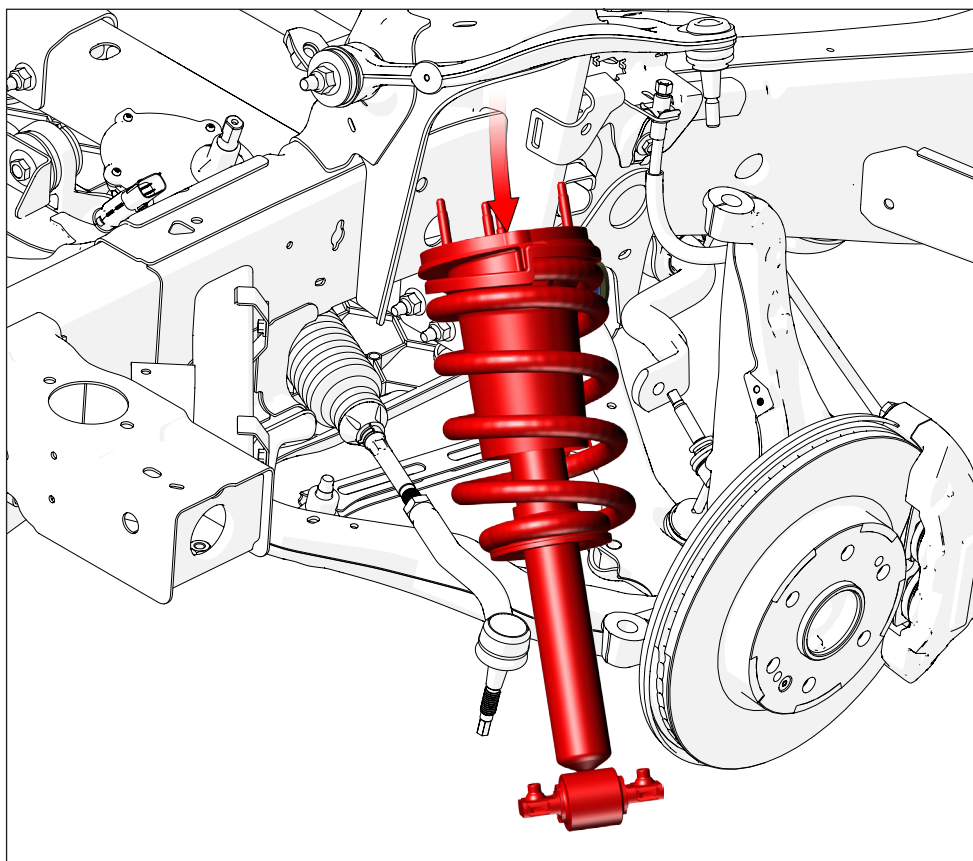
Discard the shock nuts as they will not be reused.



10

With the lower control arm assembly pushed downward, pull the factory shock assembly away from the lower control arm and upper frame mount.

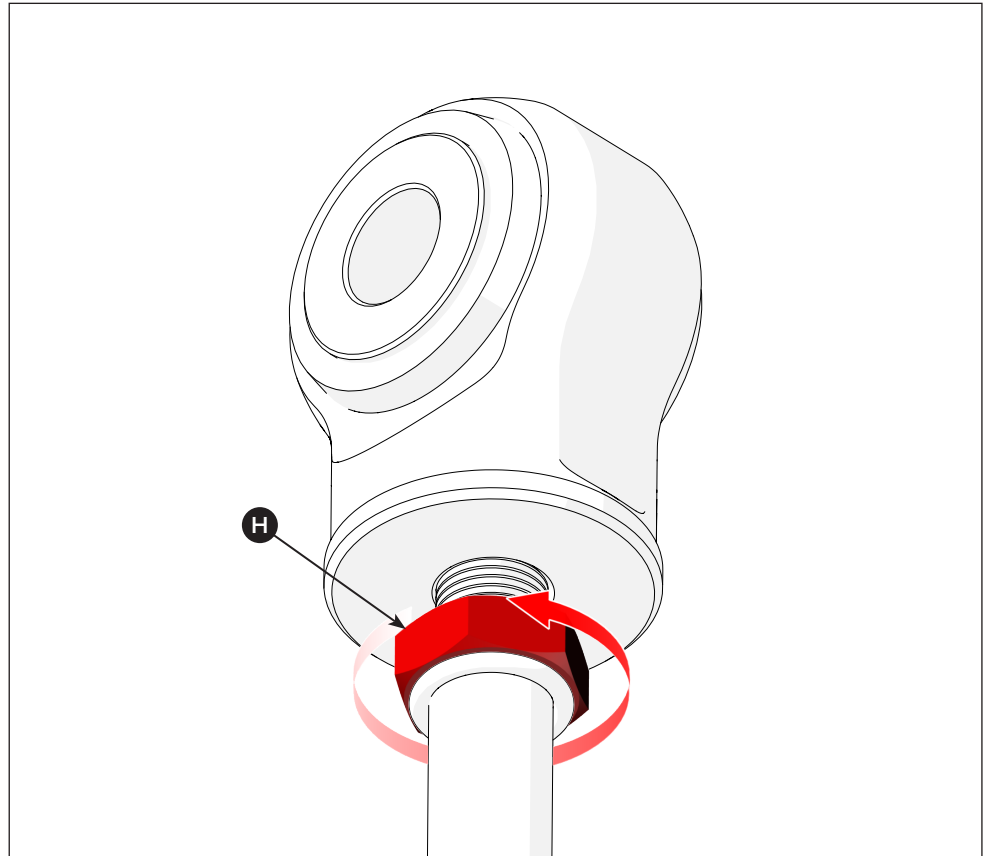
Set aside or discard the shock assembly as it will not be reused.



Installer's Note: The QA1 Pro Coil coilover shocks come partially assembled and will require disassembly to install the springs, seats, spacers, and bump stops.

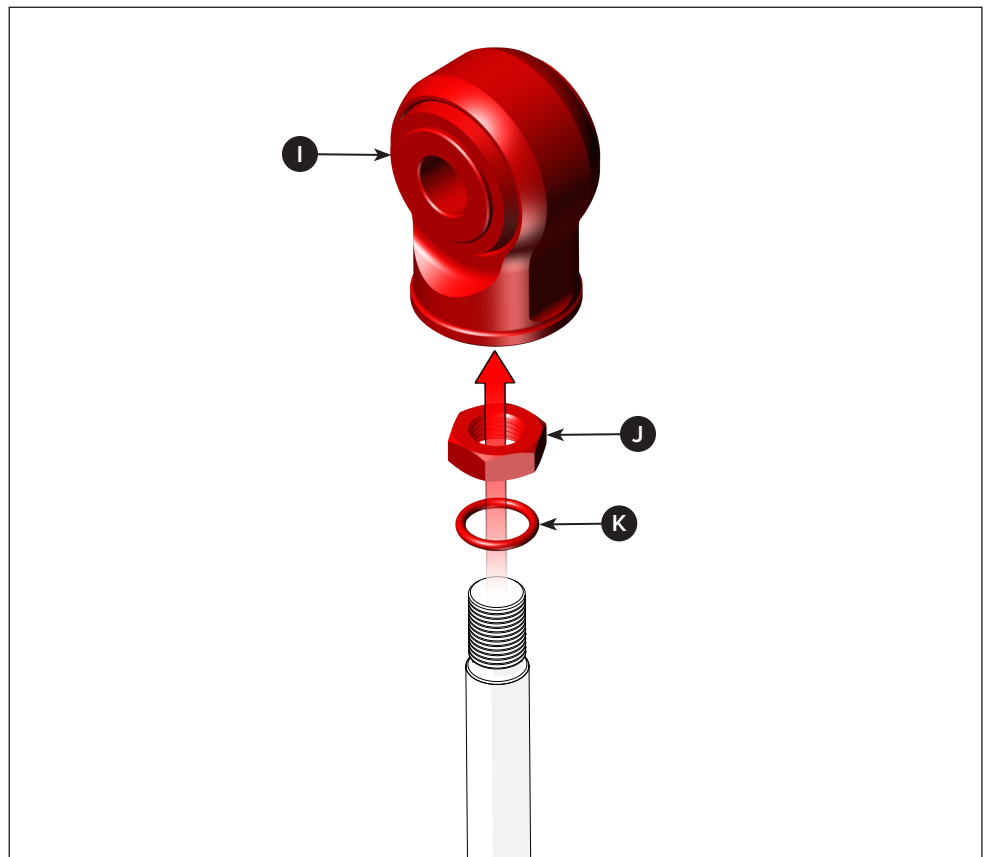
11

The top eyelet loop on the shock must be removed to assemble the coil spring and seats.
First, loosen the top loop jam nut (H).



12

Then, fully extend the shock.
After that, remove the top loop (I), jam nut (J), and O-ring (K).
Put these parts aside, as they will be reinstalled during step 17.



13

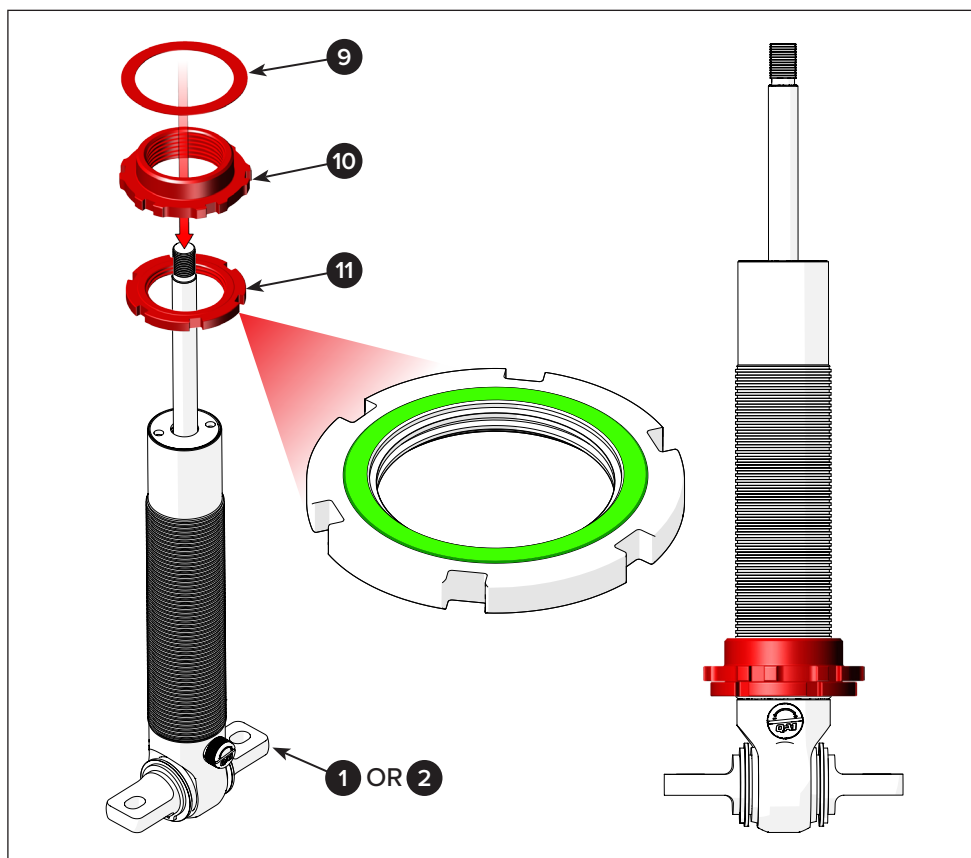
If the thrust bearing kit will not be used, put the lock nut (11) and spring seat (10) onto the coilover body (1 or 2) in the order shown.

Position the lock nut and spring seat on the last thread on the coilover housing.

Make sure that the raised protrusion (marked in green) on the lock nut faces upward toward the spring seat.

Then, lightly apply a thin layer of anti-seize to one side of the spring seat washer (9), and put the washer onto the spring seat so the anti-seize lubricates the spring seat.

Proceed to step 15.



Installer's Note: For ease of adjustment, QA1 highly recommends the QA1 thrust bearing kit P/N 7888-109.

14

If the thrust bearing kit is used, put the lock nut (11) and spring seat (10) onto the coilover body (1 or 2) in the order shown.

Make sure that the raised protrusion (marked in green) on the lock nut faces upward toward the spring seat.

Set the lock nut and spring seat to the last thread on the coilover housing.

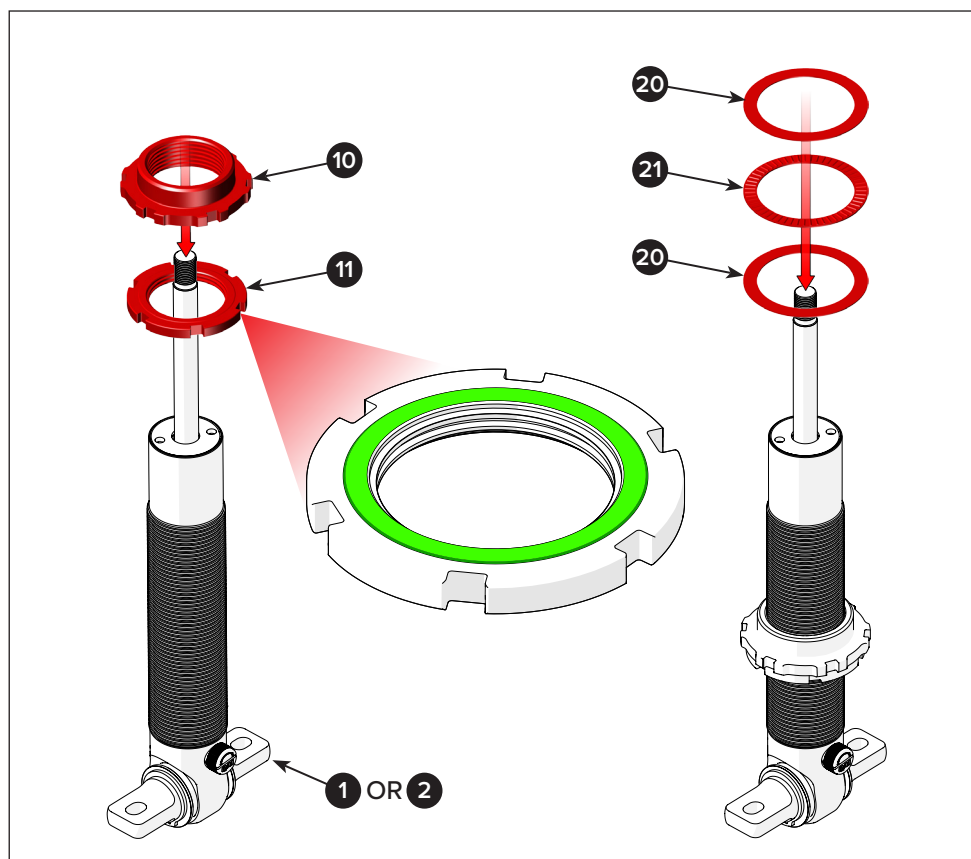
Then, lightly apply some anti-seize lubricant to the top and bottom sides of the spring seat washers (20).

Next, install one spring seat washer onto the spring seat with the anti-seize face up.

After that, place the thrust bearing (21) onto the first washer.

Finally, add the spring seat washer onto the thrust bearing with the anti-seize face down.

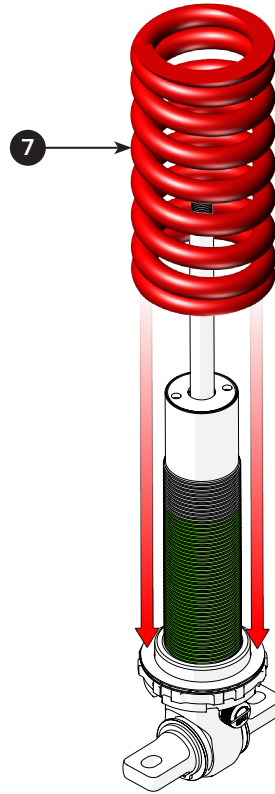
Proceed to step 15.



15

For ease of height adjustment, apply a thin layer of anti-seize lubricant to the threads of the shock body.

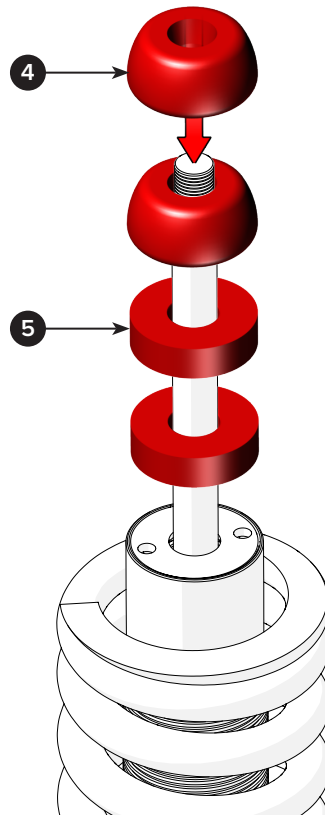
Next, place the coil spring (7) onto the shock's spring seat.



16

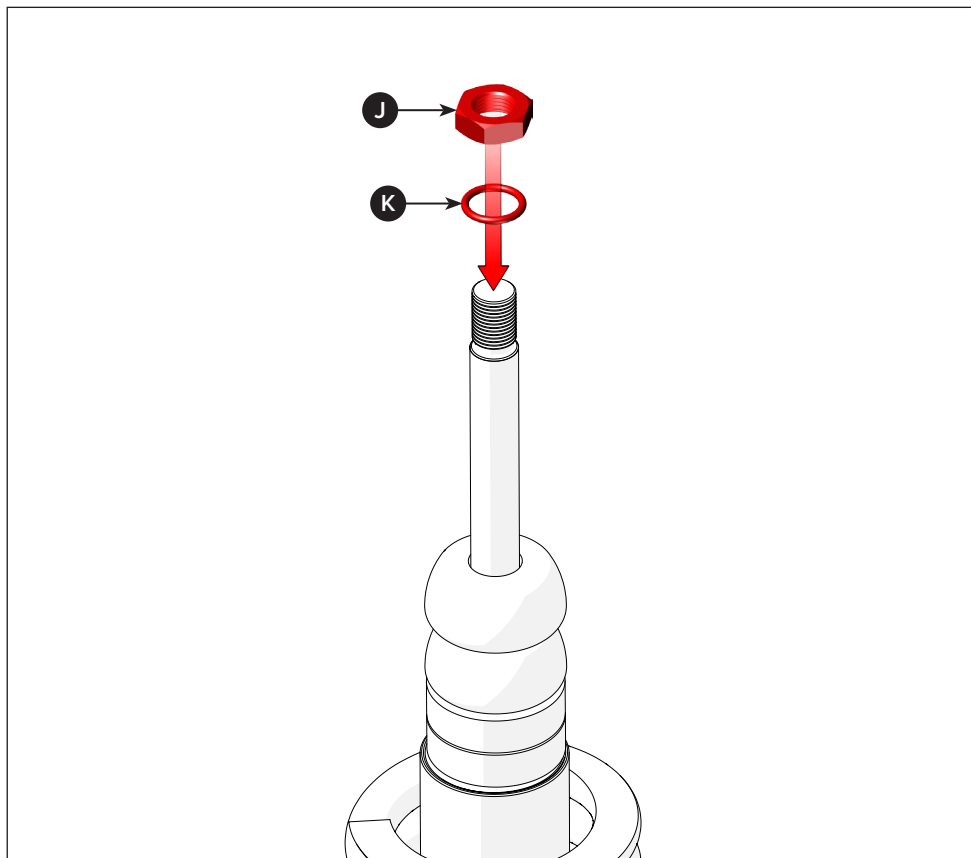
Put two bump stop spacers (5) onto the piston rod.

Then, put two bump stops (4) onto the piston rod.



- 17** Put the O-ring (K) onto the piston rod until it is fully seated on the top bump stop.

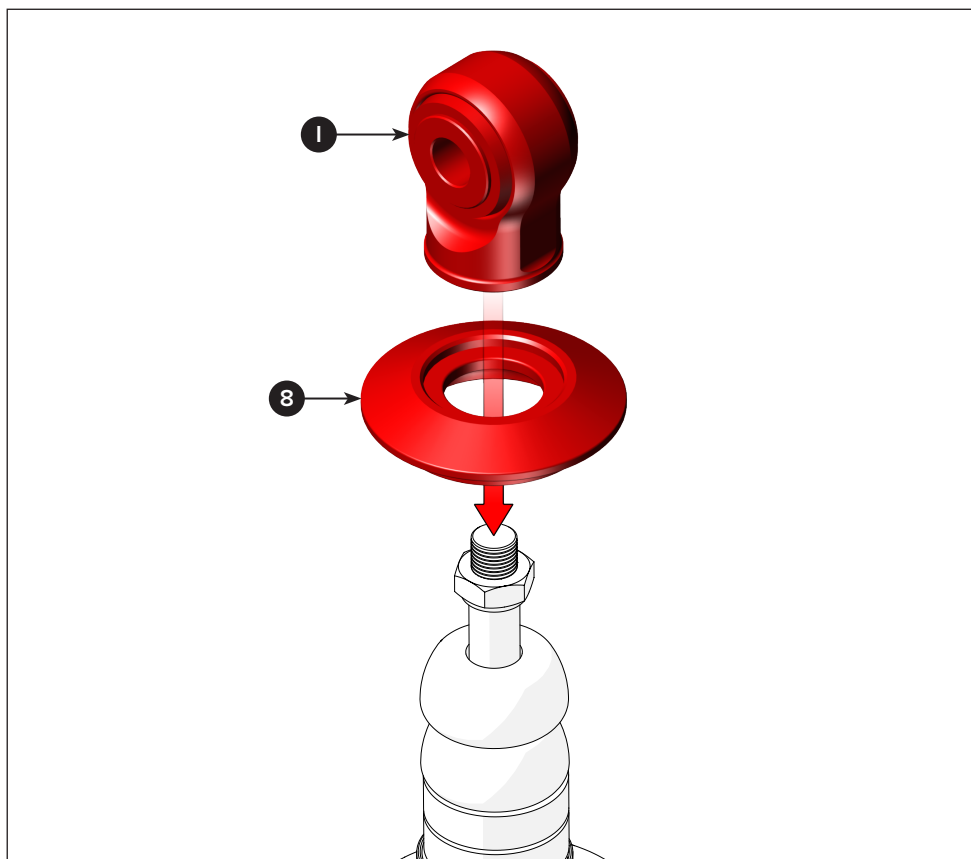
Now, turn the jam nut (J) onto the rod threads to the last thread.



- 18** First, put the spring cap (8) onto the piston rod and bump stop.

Next, attach the top loop (I), removed during step 12, to the piston rod.

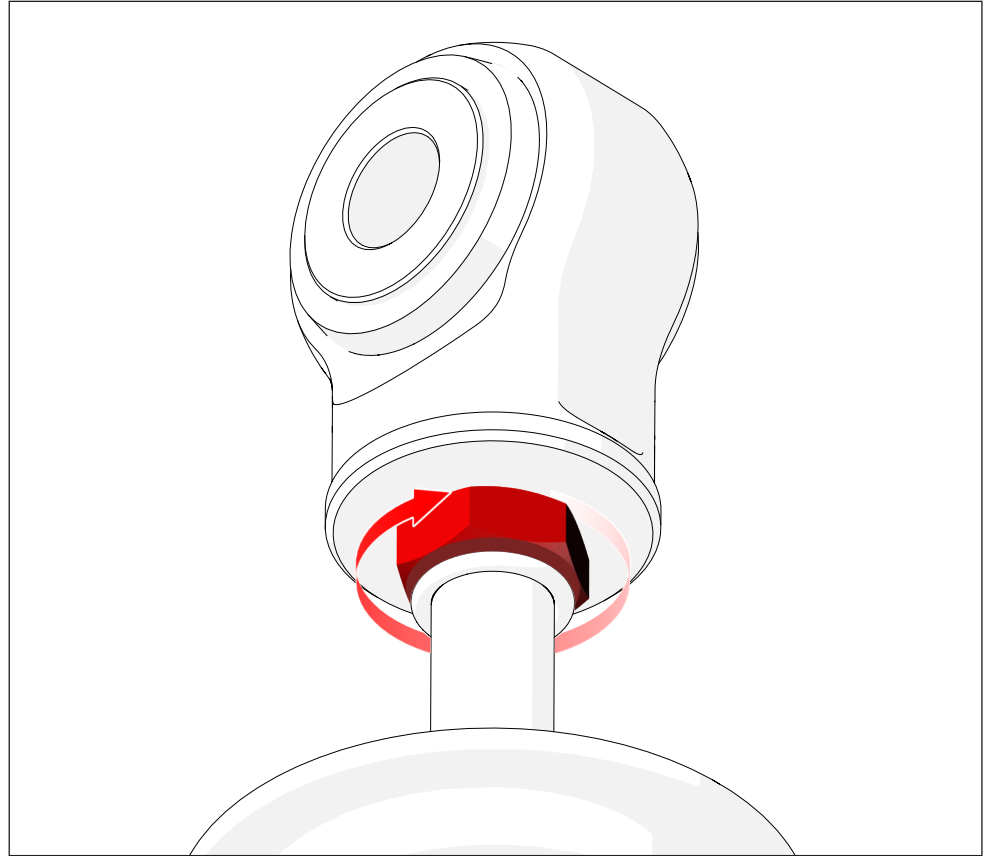
Once aligned, tighten it thoroughly until fully seated onto the piston rod.



19

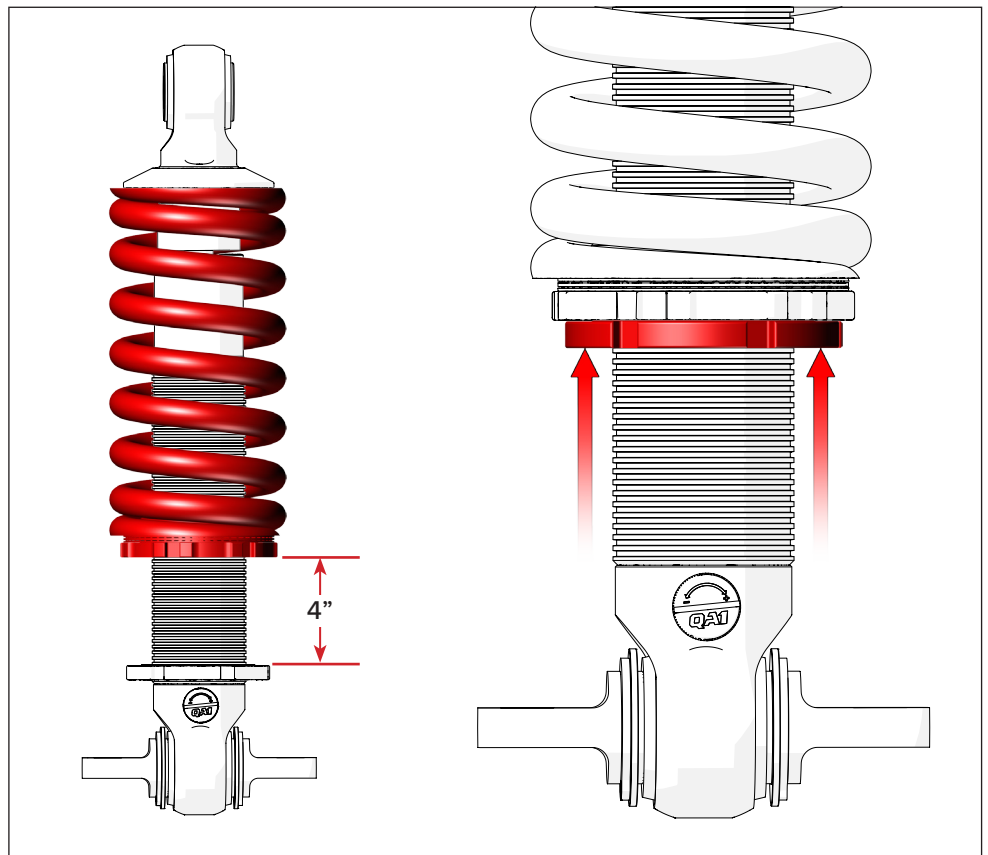
Finally, turn the jam nut until it contacts the bottom of the shock loop.

Hold the loop in position, then torque the jam nut to 25 lb-ft.

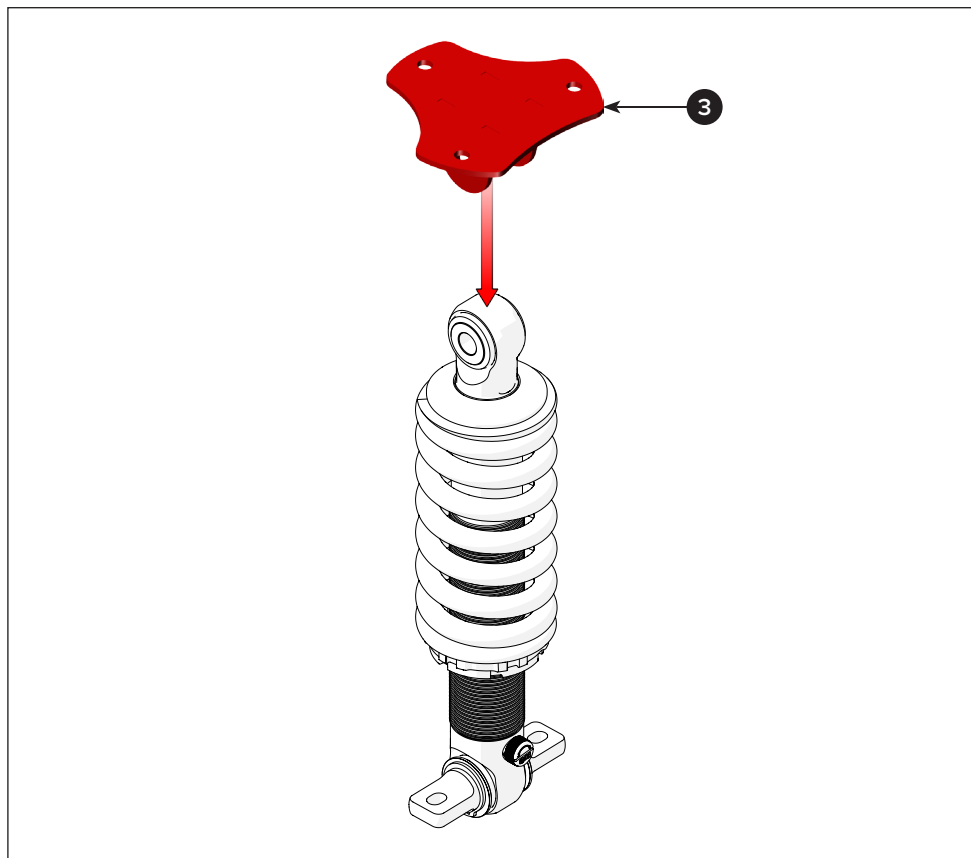

20

Raise the spring seat and jam nut approximately 4" on the shock body.

Note: This is not a final spring seat position but is an adequate start position.



- 21** Carefully position the upper coilover mount (3) as shown.



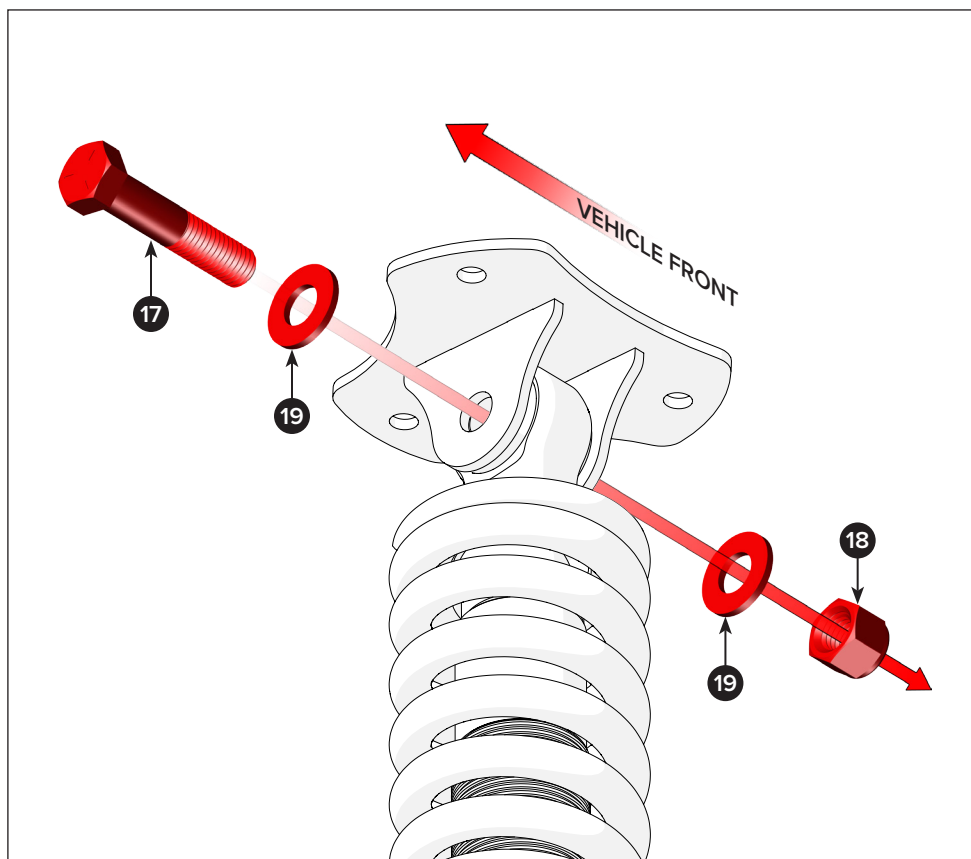
- 22** Put one 5/8" x 3.00" bolt (17) and a 3/8" washer (19) through the upper coilover mount and coilover loop.

Put another washer (19) onto the bolt, then fasten together with a 5/8" Nylock nut.

Torque the bolt to 75 lb-ft.

With the coilover assembled, repeat steps 11 through 22 to assemble the right-hand coilover.

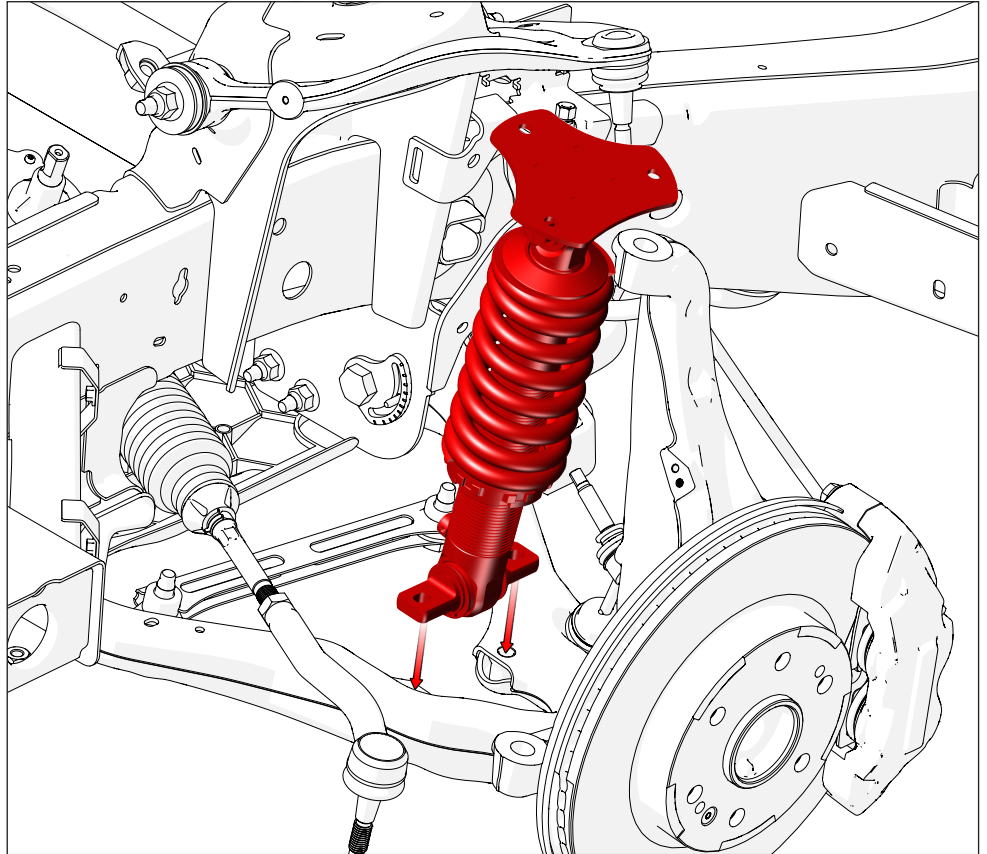
Note: The head of the 5/8" bolt used on the RH coilover's upper mount must face toward the vehicle's front.



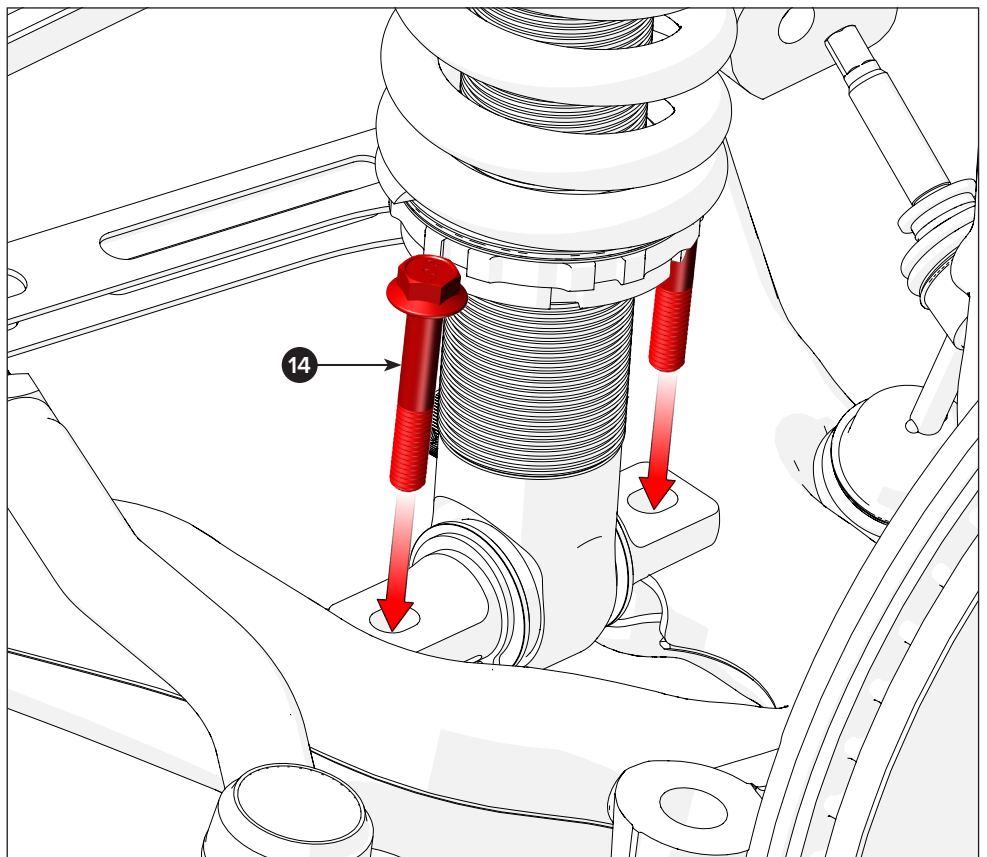
23 Push the spindle and lower control arm assembly downward.

Then, put the coilover assembly onto the lower control arm.

The coilover adjustment knob(s) will face inward from the vehicle's center when correctly positioned.



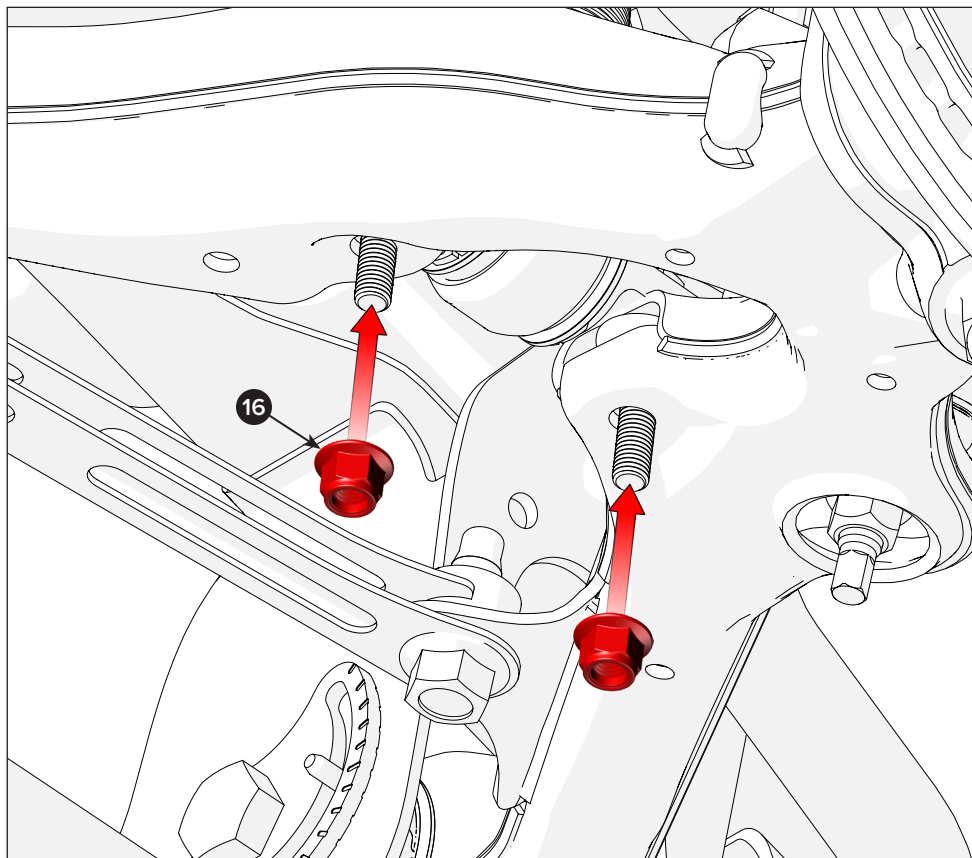
24 Put two M10 x 60 mm hex flange bolts (14) through the top of the T-bar and lower control arm.



25

Use the two M10 Nylock nuts (16) to attach the bottom of the coilover to the lower control arm.

Torque the nuts to 53 lb-ft.



26

Tilt the top of the shock toward the vehicle's center, then lift up the spindle assembly.

Note: Use a floor jack to hold the spindle and LCA assembly up in place during the installation.

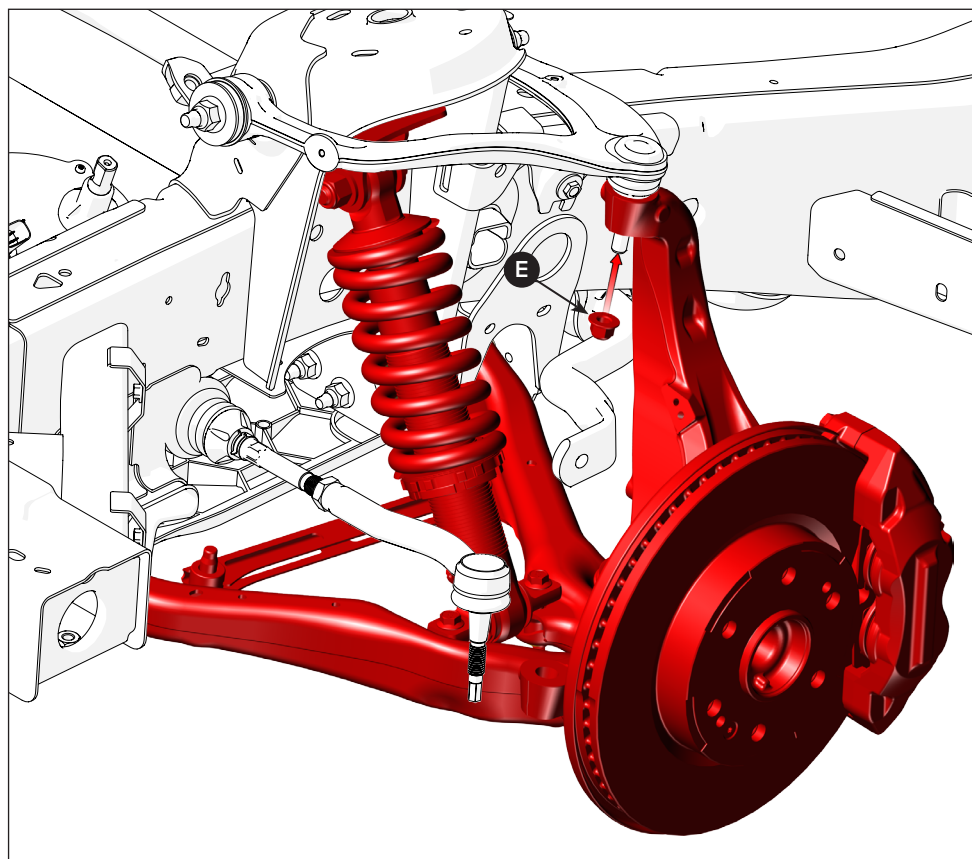
Put the upper control arm's ball joint stud into the spindle's stud bore.

Use the ball joint nut (E) removed during step 5 to attach the ball joint to the spindle.

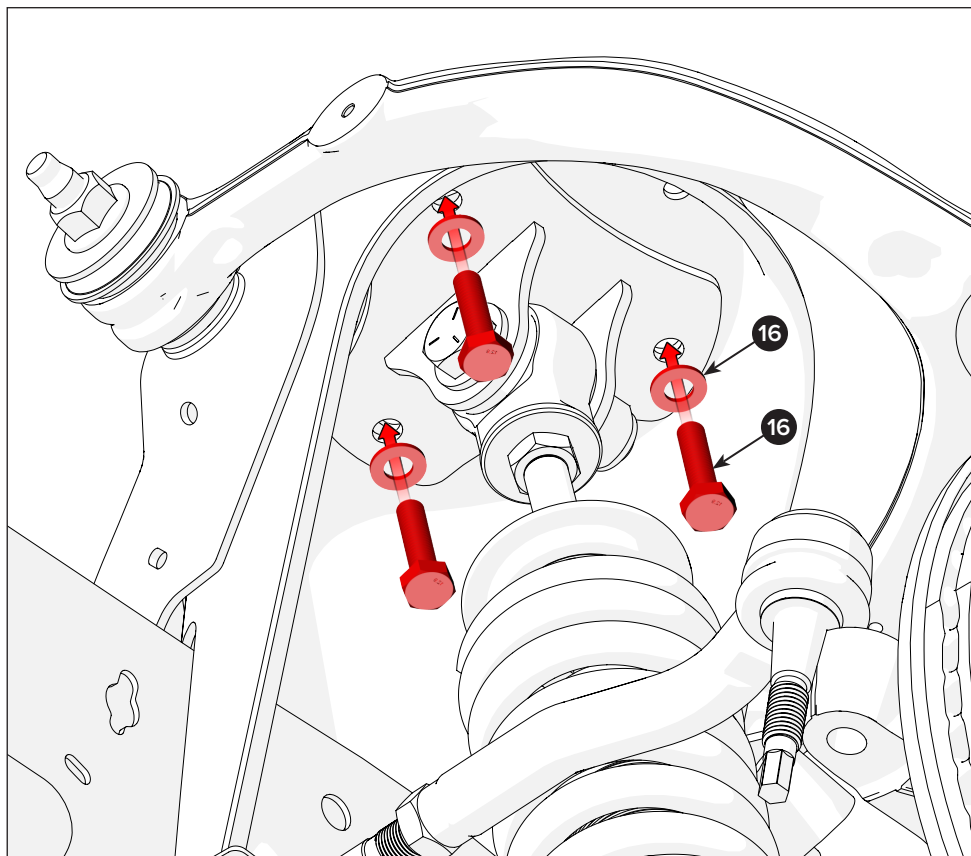
Torque the upper ball joint nut to 37 lb-ft, then turn it an additional 90°.



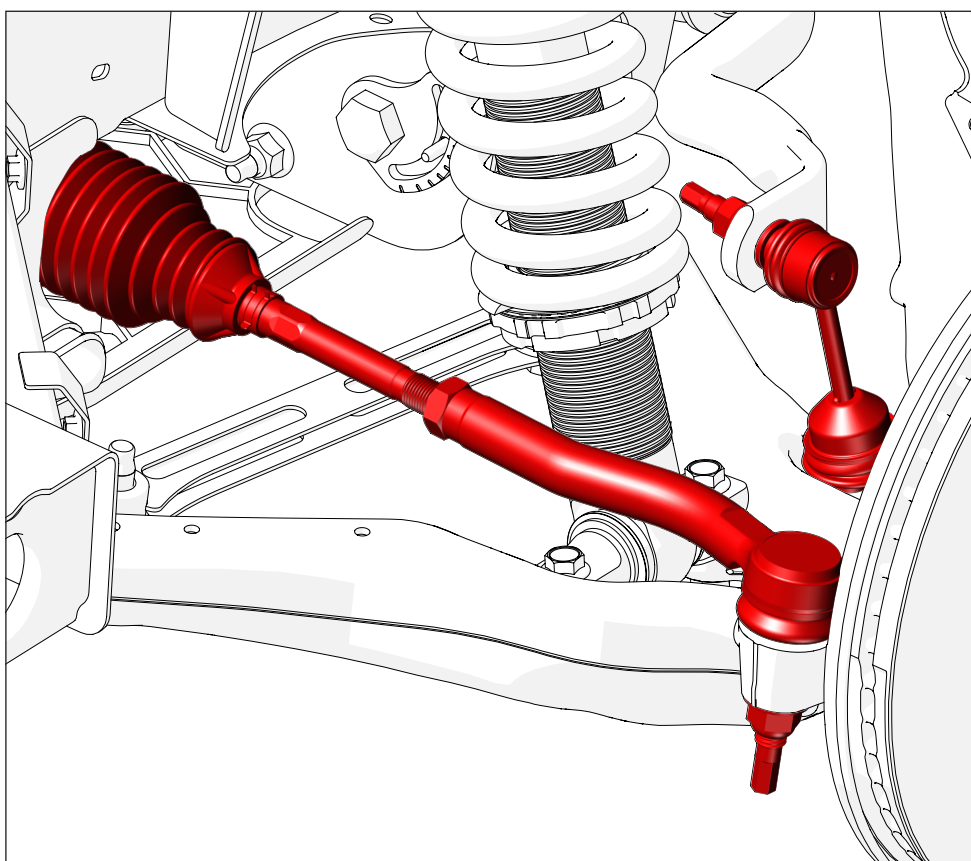
To keep the ball joint stud in position during assembly, use a hex key to hold the stud, and turn the nut with a closed-end wrench or pass-through socket.



- 27** Put three M10 x 40 mm hex bolt (13) and flat washers (15) through the holes in the bottom of the coilover's top mount and the frame mount. Attach the bolts to the frame with three M10 Nylock flange nuts (16). Torque the nuts to 53 lb-ft.



- 28** Reattach the tie rod end and sway bar end links. Torque the nut on the tie rod nut end to 26 lb-ft + 90°. Torque nut on the sway bar end link to 17 lb-ft.



29

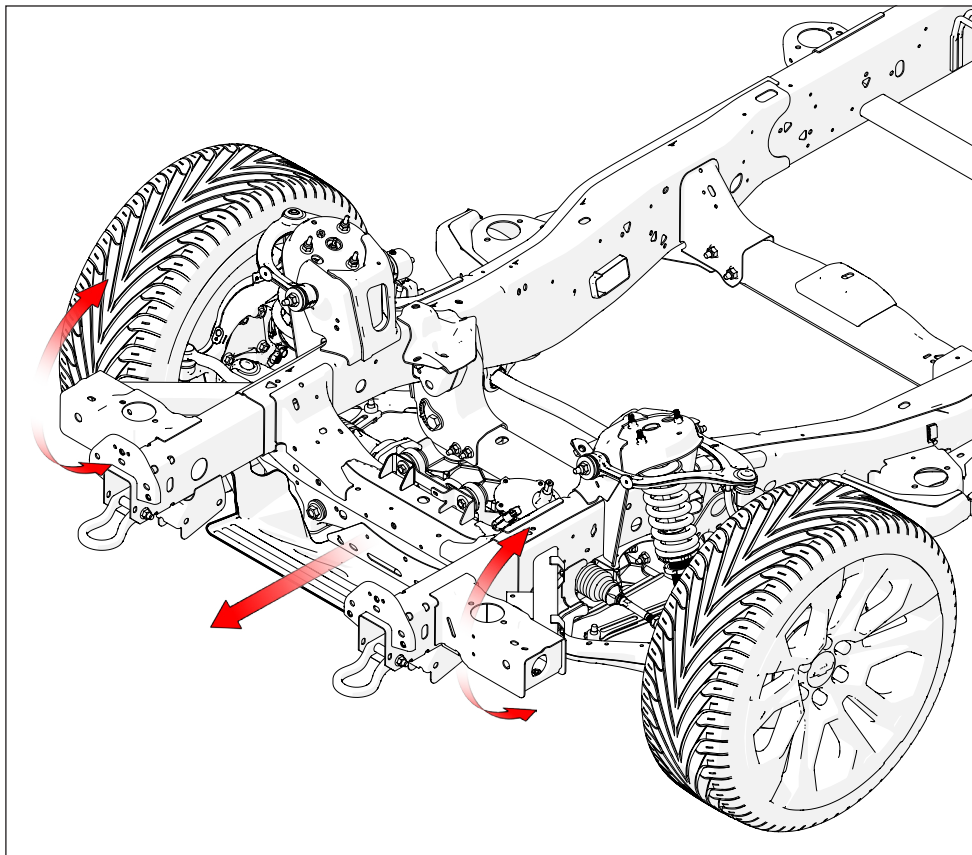
To adjust the ride height of your new QA1 coilovers, follow these steps:

First, put the wheels back onto the hubs and torque the lugnuts to specification.

Next, remove the jack stands and lower the car to the ground.

Now, roll the vehicle back approximately 10 feet, then forward again. This action will settle the wheels and suspension.

After that, bounce the left and right front corners of the vehicle to seat the new coil springs.



30

Raise the vehicle by the frame until the tires are off the ground and the suspension is unloaded.

To prevent galling between the aluminum, make sure there is anti-seize applied to the shock threads before you adjust the vehicle's ride height.

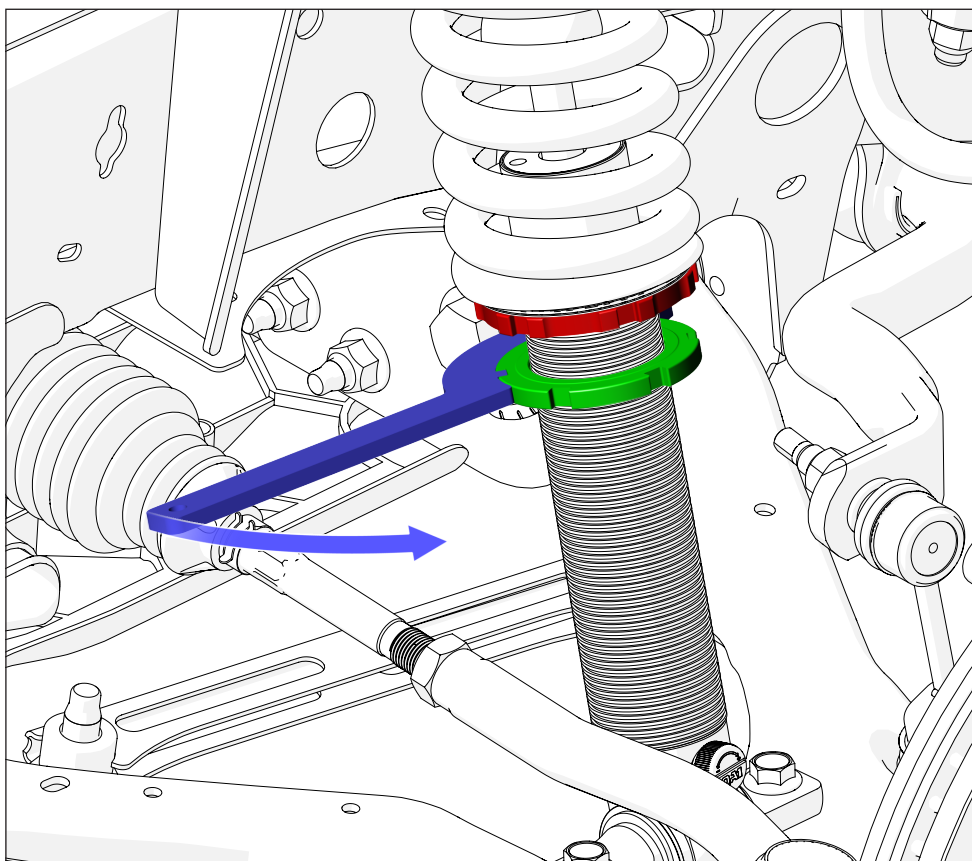
Use the QA1 spanner wrench T114W or T115W and turn the spring seat up to raise the vehicle's ride height, or down to lower it.

To achieve a 1" change in ride height, adjust the spring seat nut approximately 1/2"

Once you set the car at its final ride height, turn the seat lock nut (shown in green) to tighten it against the spring seat adjuster.

4WD models: Check the clearance between the CV shaft and the spring seat and jam nuts. Make sure these nuts sit above the CV shaft.

Note: Align the front end to factory specs before driving.



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QA1 Single Adjustable (SA) or Double Adjustable (DA) coilovers either have:

18 valving settings on one knob that simultaneously adjust compression and rebound (SA).

18 valving settings on two knobs that independently adjust compression and rebound (DA).

There are 18 damping settings per knob, with six clicks per revolution. Each knob completes three revolutions.

The knob set fully counter-clockwise (–) is the softest setting. Start adjustments from that setting and advance the knob clockwise (+) to add firmness.

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

COILOVERS 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+

COILOVERS 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

DRAG RACE TUNING

CONDITION	SOLUTION
EXCESSIVE FRONT-END RISE	STIFFEN FRONT REBOUND
INADEQUATE FRONT-END RISE	SOFTEN FRONT REBOUND
FRONT-END BOUNCE AFTER LAUNCH	SOFTEN FRONT COMPRESSION, STIFFEN FRONT REBOUND
REAR OF VEHICLE SQUATS	STIFFEN REAR COMPRESSION
REAR TIRES UNLOAD AT APPROX. 60 FT MARK	STIFFEN FRONT COMPRESSION
EXCESSIVE SEPARATION IN REAR	STIFFEN REAR REBOUND
TIRES HOOK AND UNLOAD AT STARTING LINE	STIFFEN REAR COMPRESSION
TIRES SHAKE	STIFFEN REAR REBOUND
IMMEDIATE TRACTION LOSS	STIFFEN FRONT REBOUND, SOFTEN REAR COMPRESSION AND REBOUND

STREET TUNING

CONDITION	SOLUTION
EXCESSIVE BODY ROLL	STIFFEN FRONT AND REAR REBOUND
EXCESSIVE FRONT-END DIVE	STIFFEN FRONT COMPRESSION
EXCESSIVE REAR-END SQUAT	STIFFEN REAR COMPRESSION
TOO FIRM FRONT	SOFTEN FRONT COMPRESSION AND REBOUND EQUALLY
TOO FIRM REAR	SOFTEN REAR COMPRESSION AND REBOUND EQUALLY
NO WEIGHT TRANSFER DURING ACCELERATION	SOFTEN FRONT REBOUND AND REAR COMPRESSION
NO WEIGHT TRANSFER DURING BRAKING	SOFTEN REAR REBOUND AND FRONT COMPRESSION



HANDLING TUNING	
CONDITION	SOLUTION
CORNER ENTRY	
OVERSTEER	STIFFEN FRONT SUSPENSION
	STIFFEN FRONT COMPRESSION
UNDERSTEER	SOFTEN FRONT COMPRESSION
	SOFTEN REAR REBOUND
MID-CORNER	
OVERSTEER	STIFFEN REAR REBOUND IF REAR SUSPENSION IS UNSTABLE OR HAS EXCESSIVE BODY ROLL.
	SOFTEN REAR REBOUND IF REAR TIRES CHATTER AND LACK SUFFICIENT LATERAL GRIP.
UNDERSTEER	STIFFEN FRONT REBOUND IF FRONT SUSPENSION IS UNSTABLE OR HAS EXCESSIVE BODY ROLL.
CORNER EXIT	
OVERSTEER	SOFTEN REAR COMPRESSION, STIFFEN REAR REBOUND, AND SOFTEN FRONT REBOUND.
UNDERSTEER	STIFFEN FRONT REBOUND AND REAR COMPRESSION

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.



