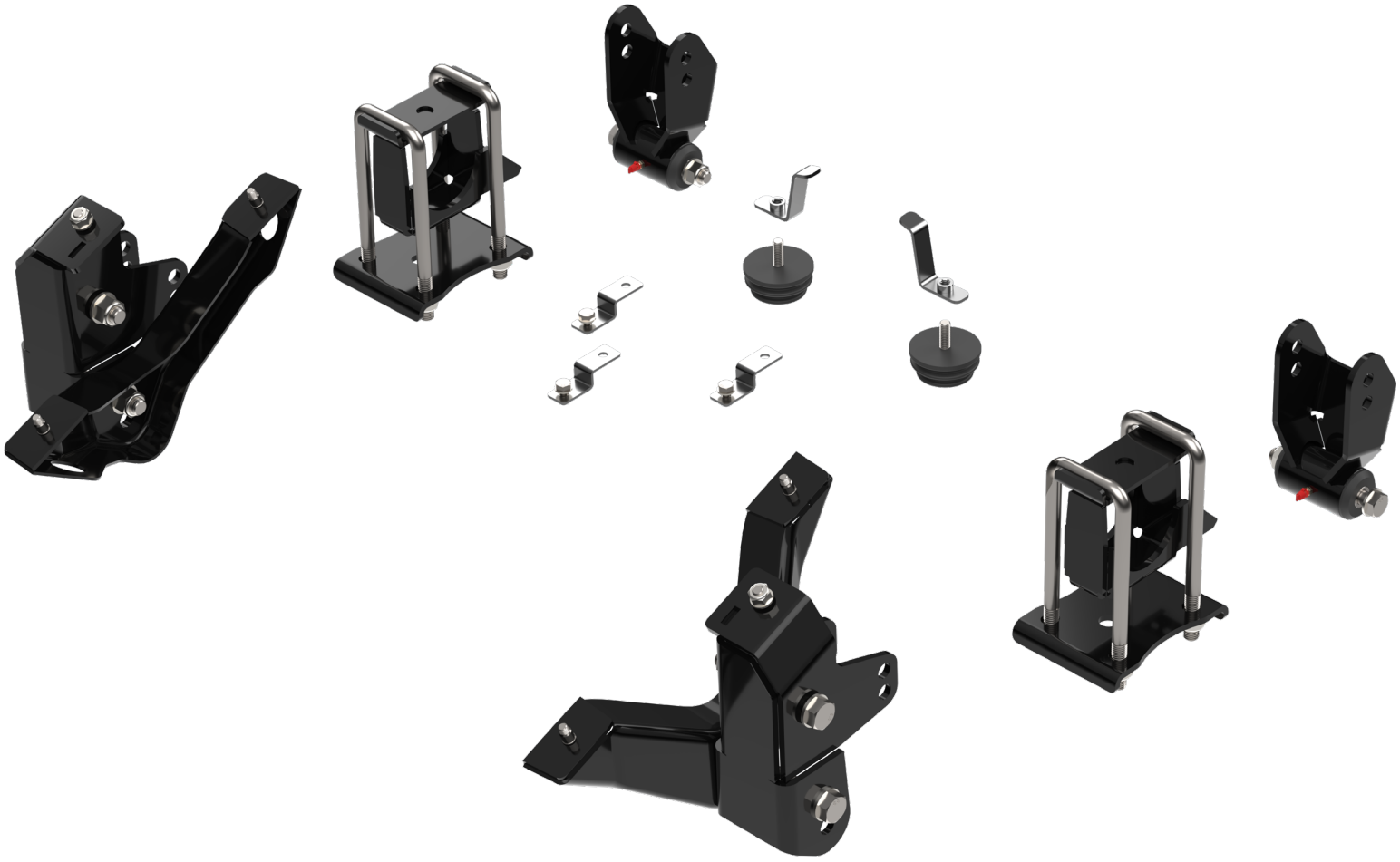
QA1

GO DRIVE IT.



QA1 DROP KIT 19-26 CHEVROLET SILVERADO 1500/19-26 GMC SIERRA 1500
INSTALLATION INSTRUCTIONS: RK119K

WELCOME TO QA1!

OUR COMMITMENT

Congratulations on your purchase of this high-quality QA1 19-26 SILVERADO 1500/19-26 GMC SIERRA 1500 drop kit. 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 drop kit 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 1500/19-26 GMC SIERRA 1500 drop kit 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 drop kit 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 drop kit. This system is designed to work with the factory leaf springs, and fits the 19-26 Chevrolet Silverado 1500/19-26 GMC Sierra 1500 models.

This kit is not compatible with the Chevrolet/GMC composite mono-leaf springs.

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)

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.

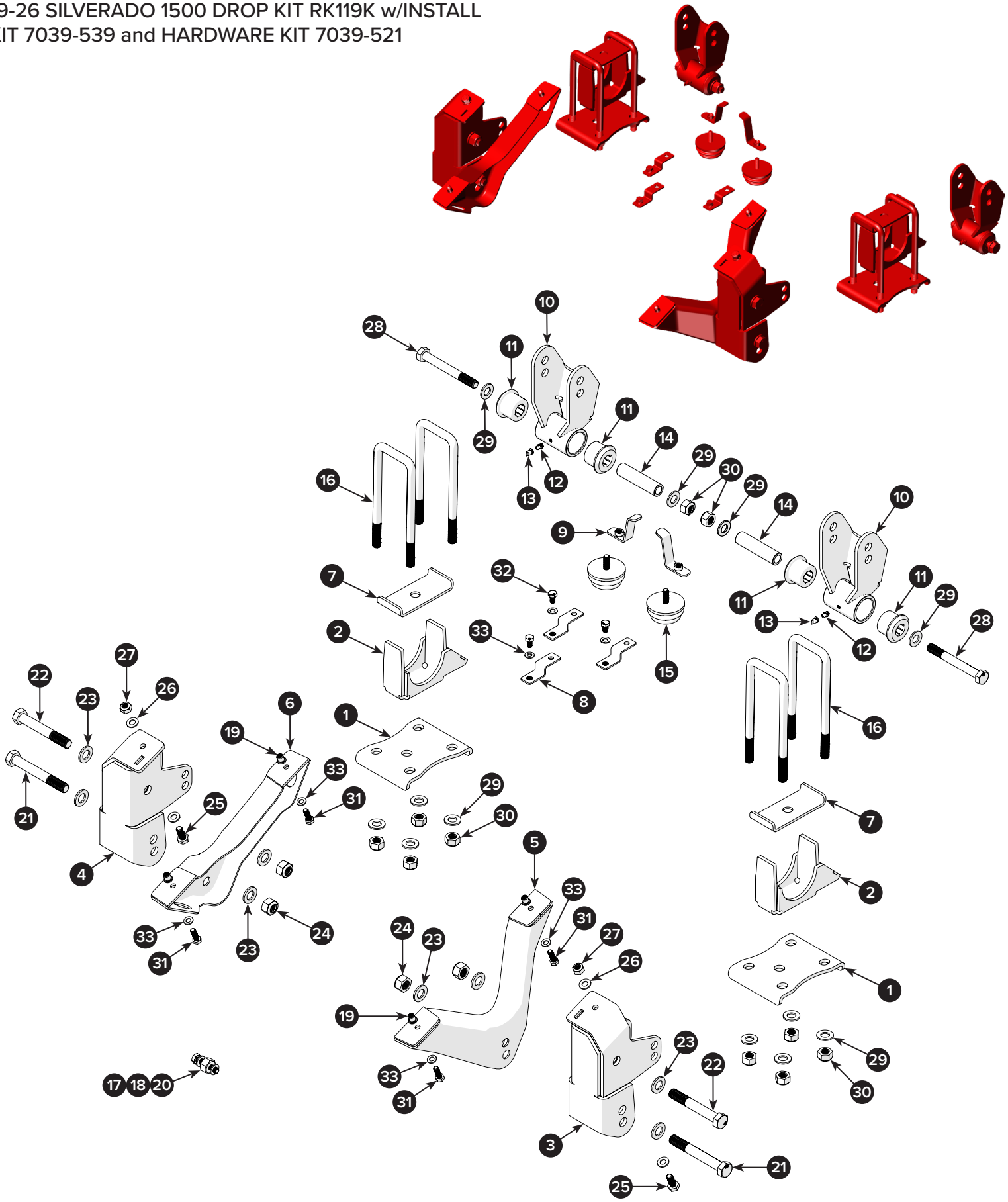
CONTENTS

QA1 DROP KIT **4-31**
PARTS LIST 4
VEHICLE PREPARATION 6
DISASSEMBLY 7-16
- REAR SHOCKS 7
- LEAF SPRINGS 8
- BRAKE LINE BRACKET 10
- REAR LEAF SPRING SHACKLES 11
- FRONT LEAF SPRING SHACKLE 11

ASSEMBLY 15-31
- FRONT LEAF SPRING BRACKET 15
- REAR LEAF SPRING BRACKET 16
- BUMP STOP 17
- BRAKE LINE BRACKET RELOCATION 19
- LEAF SPRING 21
- BRAKE LINE BRACKETS 29
- SHOCKS 30

WARRANTY 31

19-26 SILVERADO 1500 DROP KIT RK119K w/INSTALL KIT 7039-539 and HARDWARE KIT 7039-521



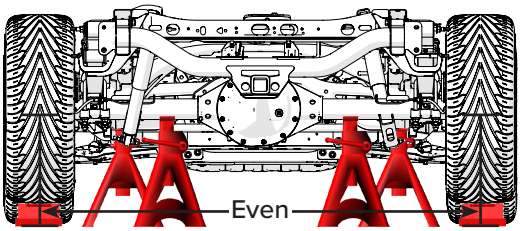
2019-2026 SILVERADO 1500, RK119K			
POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
1	BRACKET, LEAF SPRING PLATE, LOWER	2	—
2	WELDMENT, AXLE SADDLE	2	—
3	WELDMENT, LEAF SPRING MOUNT, FRONT, LH	1	—
4	WELDMENT, LEAF SPRING MOUNT, FRONT, RH	1	—
5	WELDMENT, FRONT LEAF SPRING SUPPORT, LH	1	—
6	WELDMENT, FRONT LEAF SPRING SUPPORT, RH	1	—
7	WELDMENT, UPPER AXLE PLATE	2	—

2019-2026 SILVERADO/SIERRA DROP KIT INSTALL KIT 7039-539			
POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
8	NUT PLATE, BRAKE LINE RELOCATION, M8	3	—
9	NUT PLATE, BUMP STOP, 3/8-16	2	—
10	WELDMENT, LEAF SPRING SHACKLE	2	—
11	BUSHING, POLY 2-PIECE, BLACK	4	—
12	FITTING, ZERK 1/4-28, STRAIGHT	2	—
13	CAP, GREASE ZERK	2	—
14	SLEEVE, .563” ID x .875” OD x 3.50”	2	—
15	BUMP STOP, CONICAL 2.5” OD x 1.26” TALL	2	—
16	U-BOLT, SQUARE, M14-2.0 x 65.5 mm x 200 mm	4	—
17	BOLT, HEX FLANGE, M8 x 1.25 x 40	1	—
18	WASHER, FLAT M8	2	—
19	RIVET NUT, HEX, M8 x 1.25 mm	4	—
20	TOOL, RIVET NUT INSTALL, M8	1	—

2019-2026 SILVERADO/SIERRA DROP KIT HARDWARE KIT 7039-521			
POSITION	DESCRIPTION	QTY	TORQUE SPECIFICATION
21	BOLT, HEX M16-2.0 x 120 mm	2	161 lb-ft.
22	BOLT, HEX M16-2.0 x 110 mm	2	161 lb-ft.
23	WASHER, FLAT 16 mm	8	—
24	NUT, NYLOCK M16-2.0	4	—
25	BOLT, HEX M10-1.5 x 25 mm	2	37 lb-ft.
26	WASHER, FLAT 10 mm	4	—
27	NUT, NYLOCK M10-1.5	2	—
28	BOLT, HEX M14-2.0 x 120 mm	2	104 lb-ft.
29	WASHER, FLAT 14 mm	12	—
30	NUT, NYLOCK M14-2.0	10	—
31	BOLT, HEX M8-1.25 x 25 mm	4	19 lb-ft.
32	BOLT, HEX M8-1.25 x 14 mm	3	—
33	WASHER, FLAT 8 mm	7	—

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.*

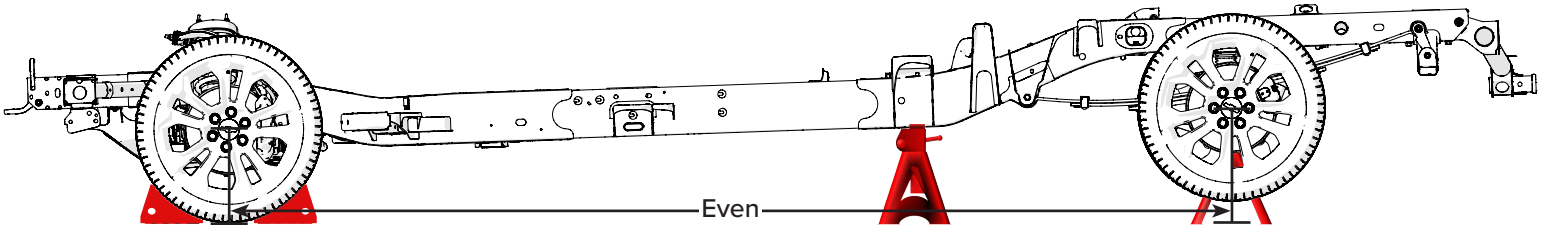


1 Chock the front tires, then use a floor jack and lift the rear of the vehicle at its designated lift points.

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

Raise the rear axle enough to lessen the tension on the front and rear leaf spring eyes, then place a pair of jackstands under it.

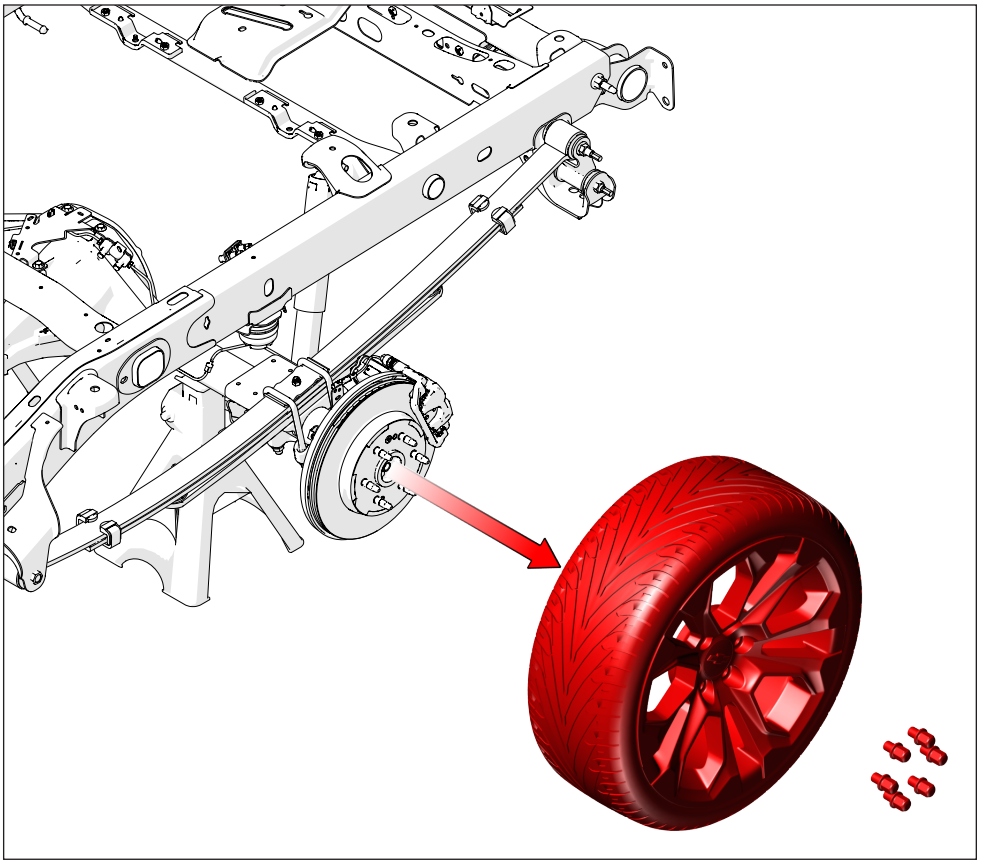
Make sure the jack stands are level and evenly positioned for a safe vehicle load.



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

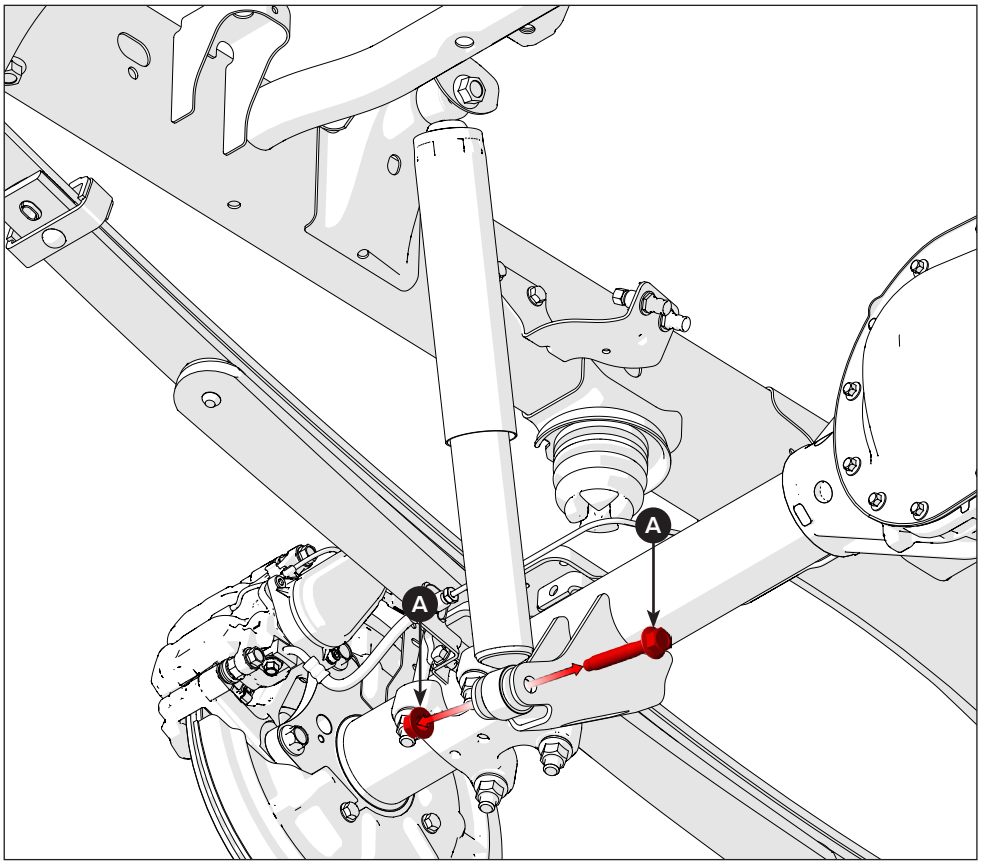
The procedure to replace the leaf spring perches on the passenger side is the same as that for the driver's side.

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



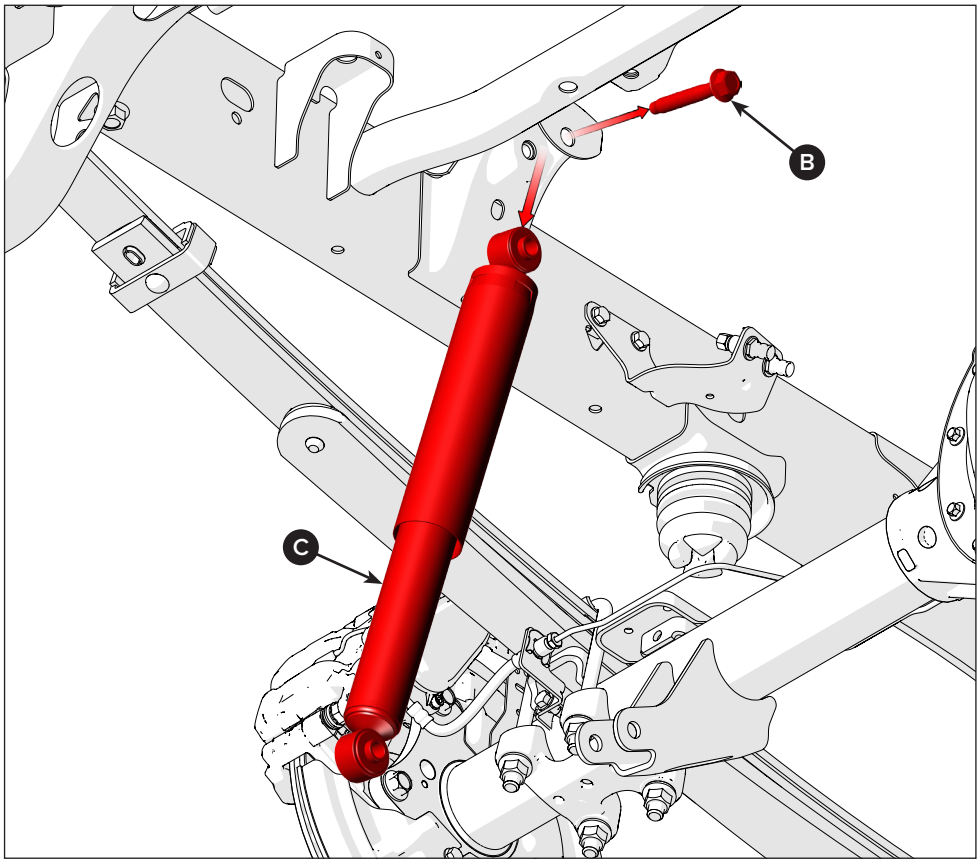
Installer's Note: *The new hardware included in the drop kit replaces the factory hardware, so there is no need to keep the old factory hardware that was removed during the installation of the drop kit.*

3 Remove the lower shock hardware (A) and discard it, as it will not be reused.



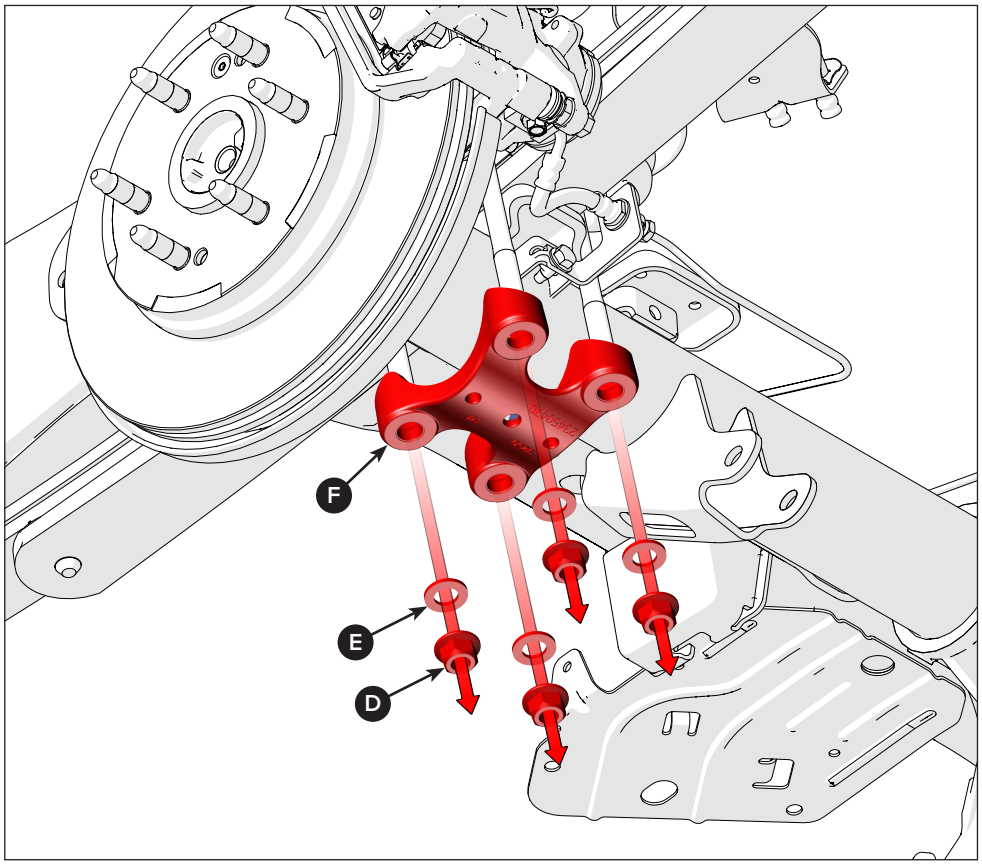
4 Remove the upper shock hardware (B) and shock (C); discard them, as they will not be reused.

Repeat steps 3 and 4 to remove the passenger side shock.



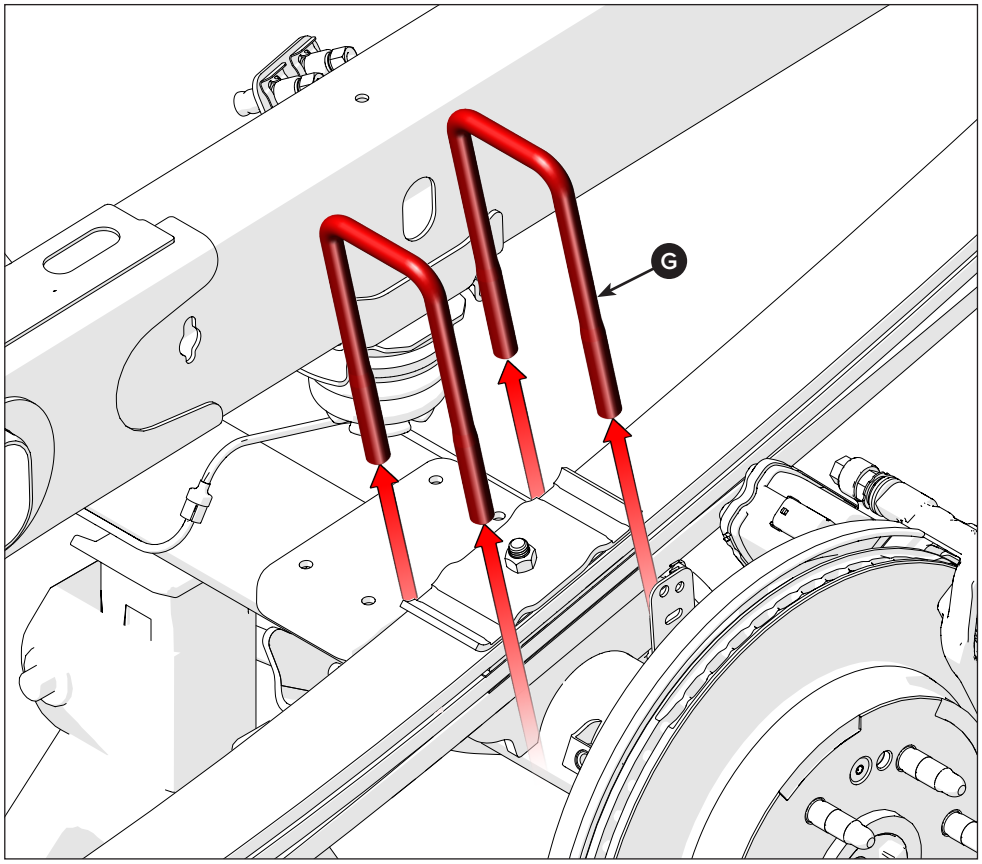
5 First, remove the flanged locknuts (D) and washers (E) and discard them, as they will not be reused.

Next, remove the factory lower axle mount plate (F) and discard it, as it will not be reused.



6 Finally, remove the factory U-bolts (G) and discard them; they will not be reused.

Repeat this procedure for the passenger's side.



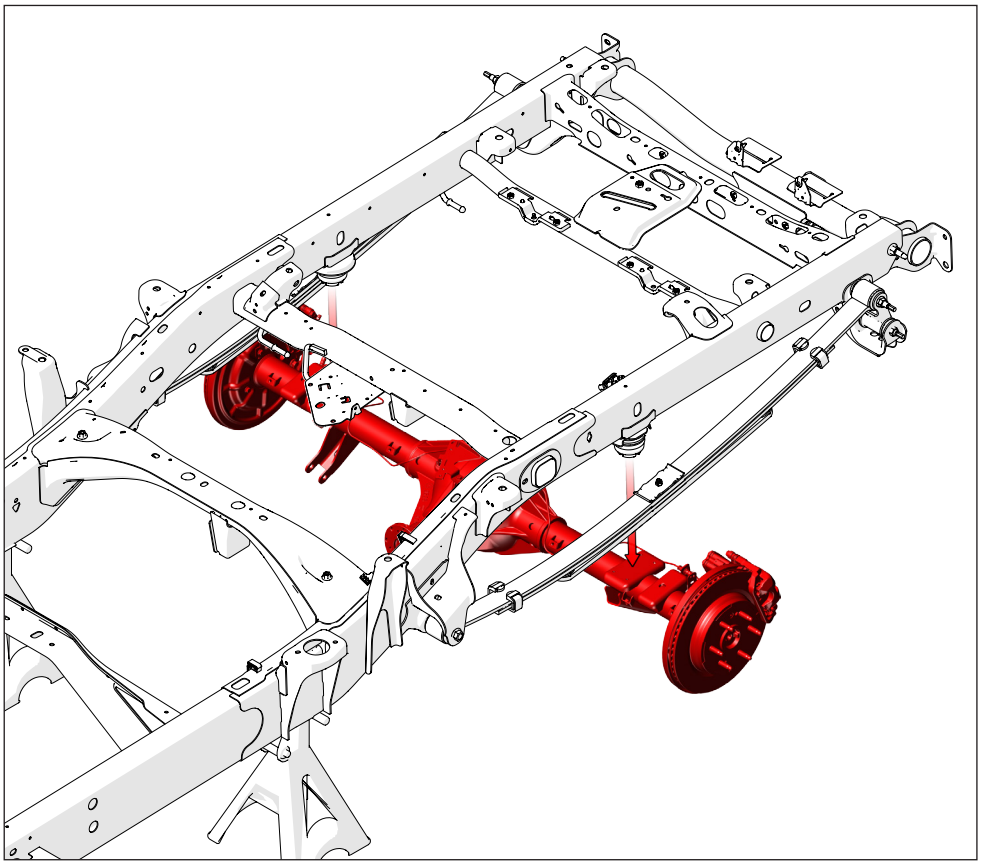
7 Place a floor jack under the center housing of the rear axle.

Remove the jack stands from under the axle.

Lower the axle assembly far enough to gain access to the spring assemblies.

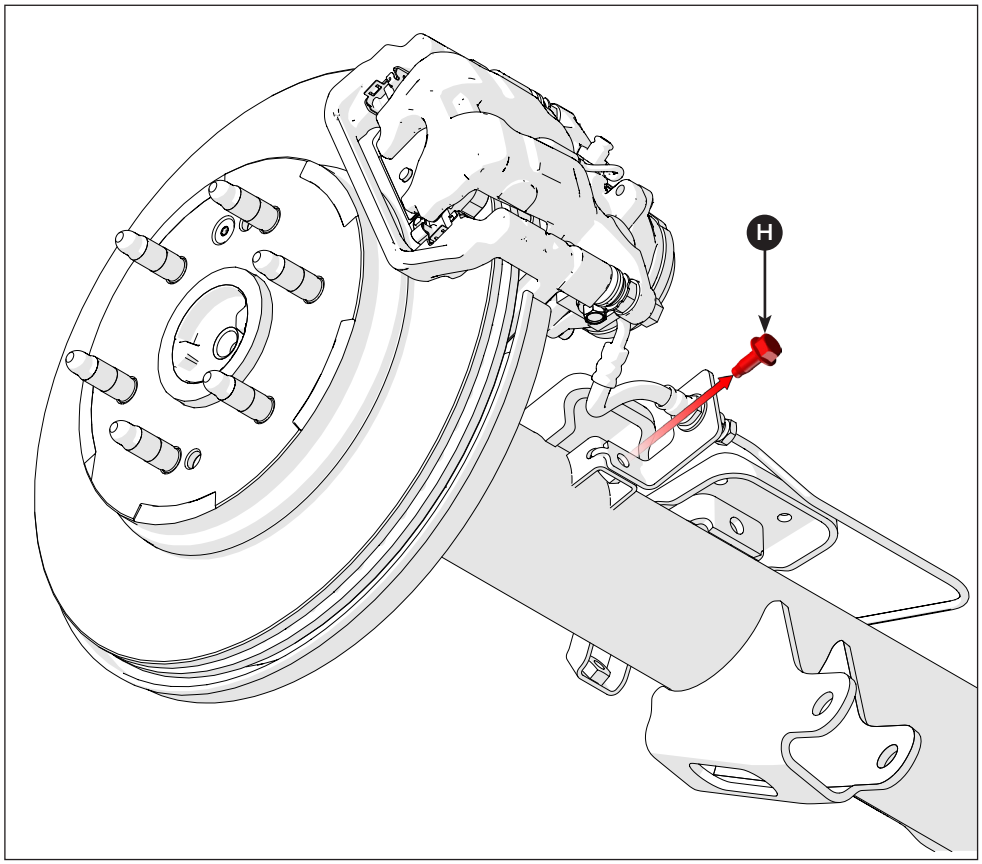
Note: Do not let the axle's weight hang from the brake lines, as this can cause damage.

The driveshaft can remain attached to the axle yoke during this procedure, but be sure to support it to avoid damage to the driveshaft or U-joint.



Installer's Note: *The brake line mounts that are welded on the back of the axle tubes must be removed to clear the new drop kit axle saddle.*

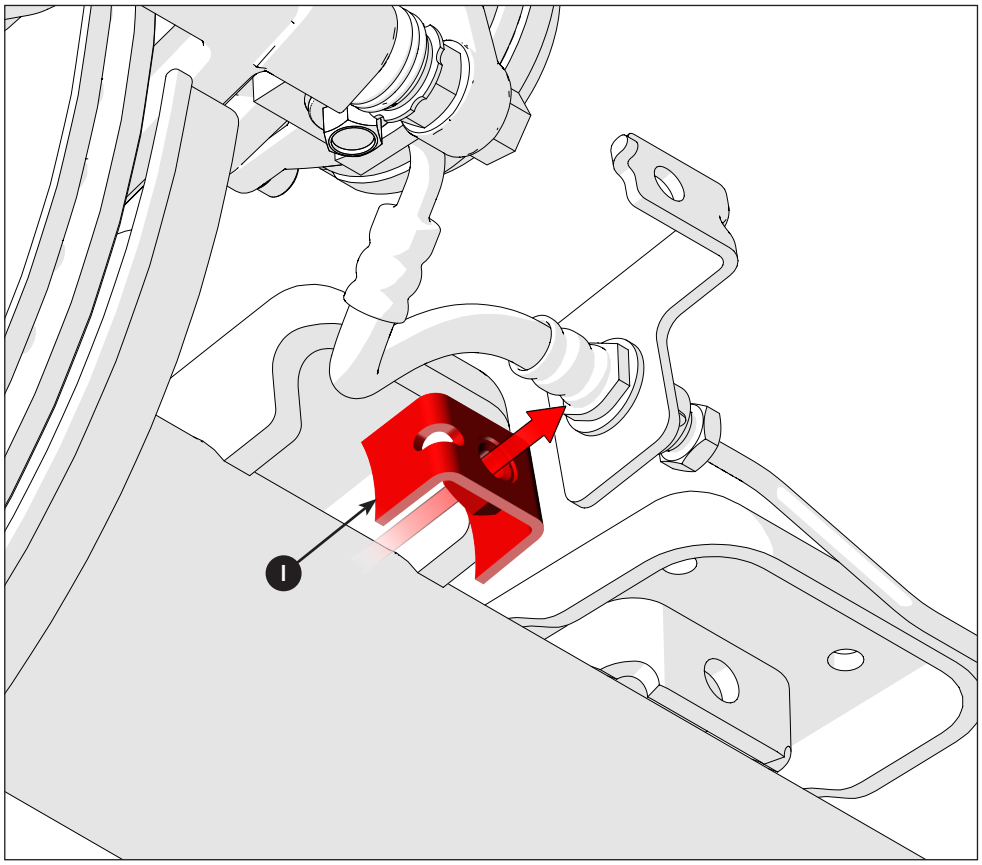
8 First, removed the bolt (H) that holds the brake line bracket to the mount on the axle.



9 Swing the bracket away from the axle tube.

Use a cut-off tool or saw to remove the mount (I) from the axle tube.

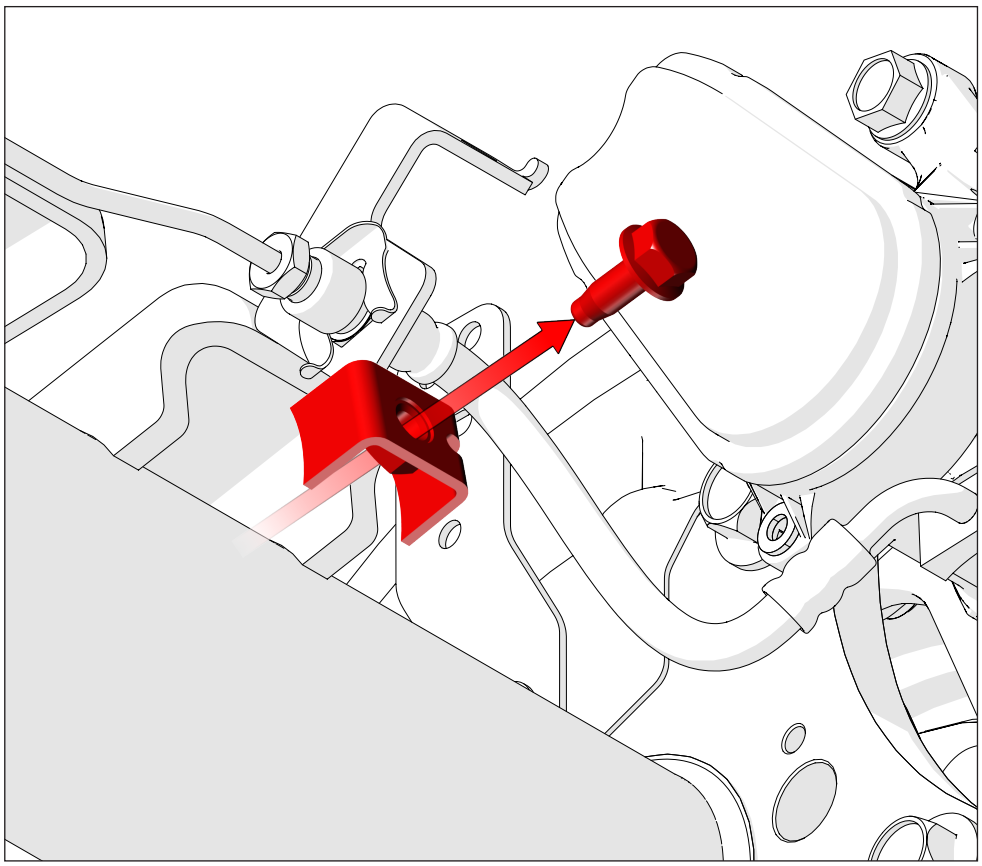
Once the mount is removed, discard it, as it will not be reused.



10 Next, repeat the removal procedure for the brake line mount on the opposite end of the axle housing.

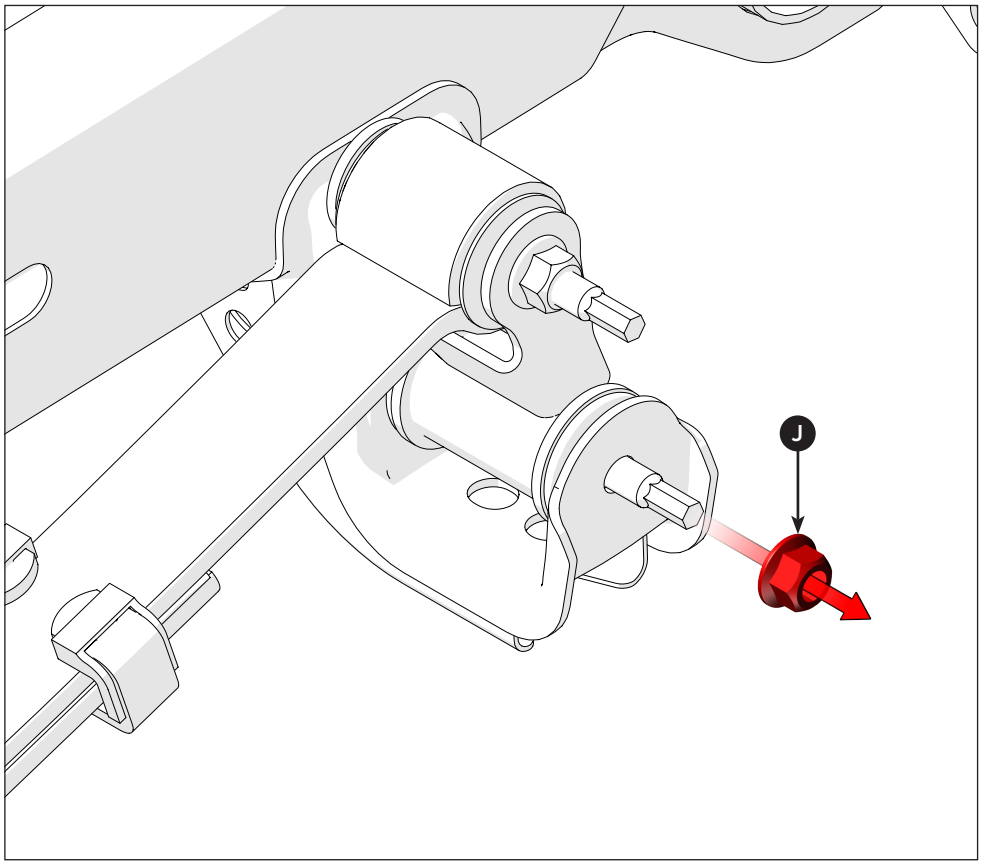
Then, use a grinder to smooth the old welds and prepare the axle tube for paint.

Finally, to prevent rust, QA1 recommends that you prime, then paint, the axle tubes.



11 Loosen and remove the nut (J) from the lower side of the rear spring shackle.

Discard the nut, as it will not be reused.

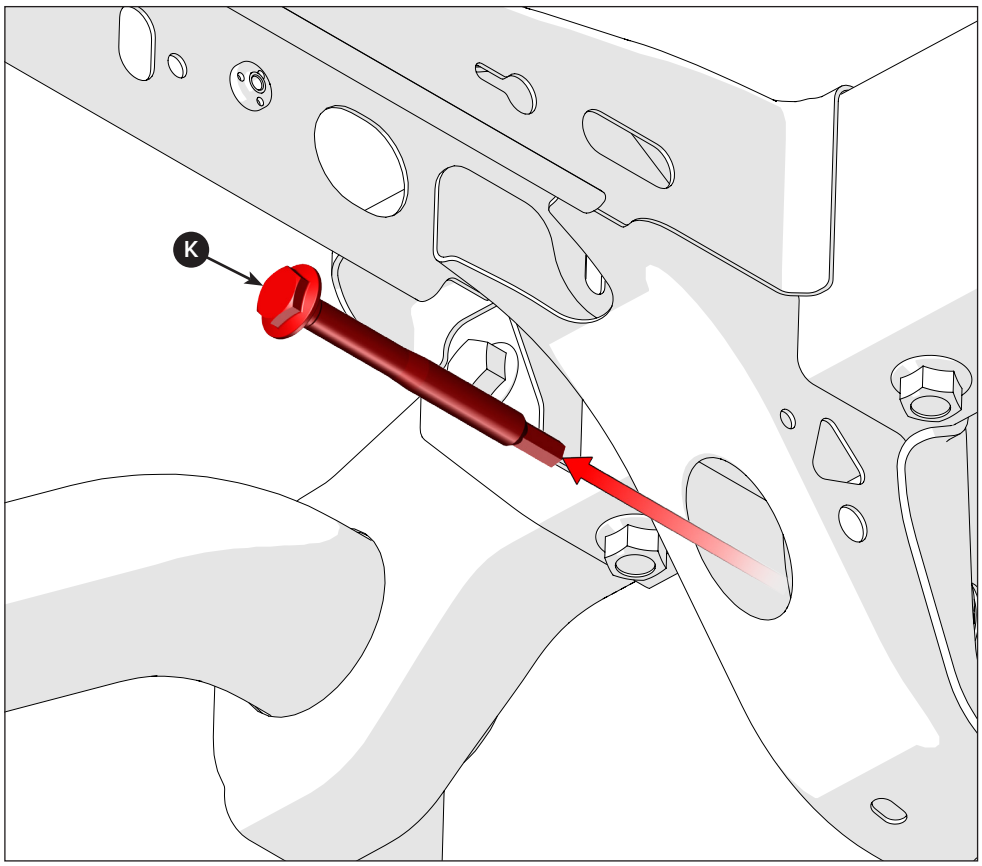


12 Drive out the lower shackle bolt (K) and discard it, as it will not be reused.

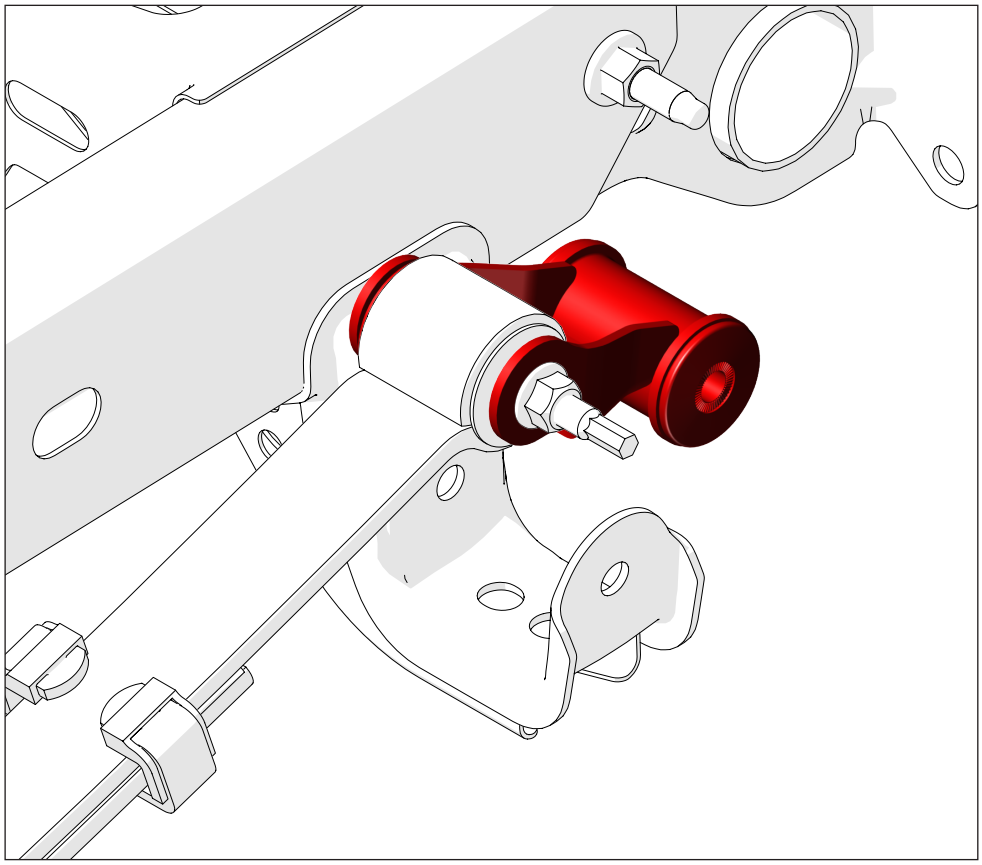
In some instances, the bolt requires concentrated heat to help loosen all rust.

Note: If the bolt is trapped between the back of the spring perch and the frame member, remove the bolt as far as it will go, then cut it.

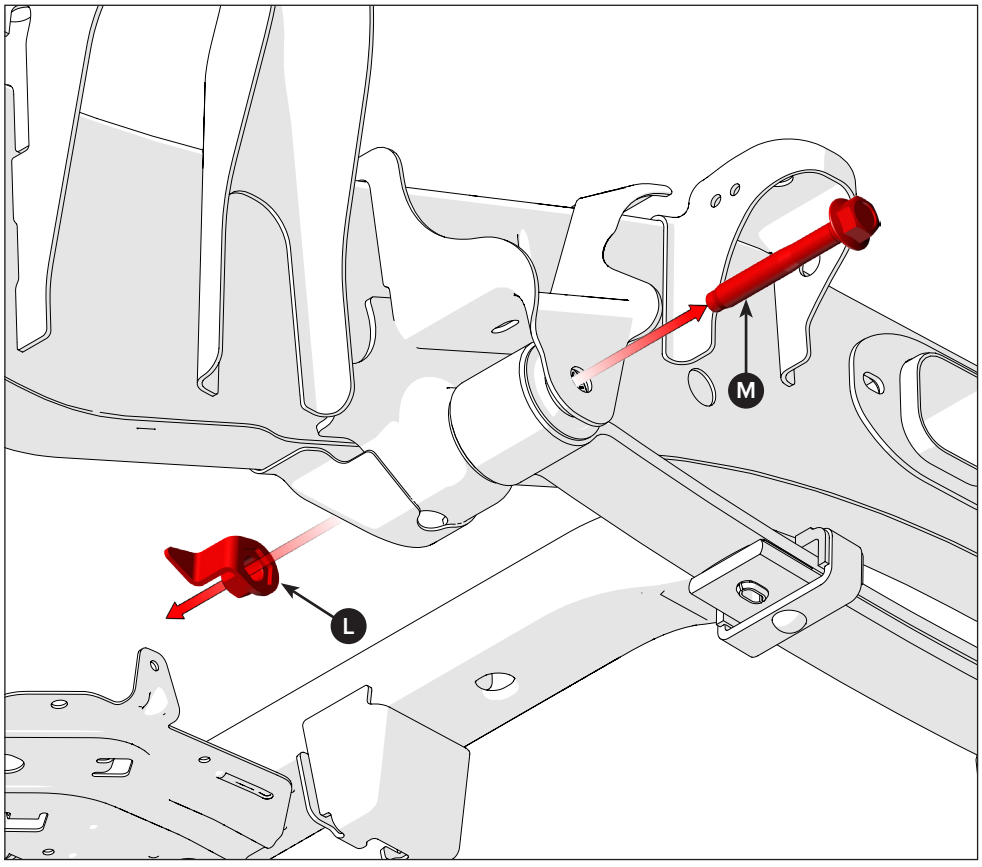
Repeat the bolt removal process and cut again if necessary. Continue until the bolt is fully removed.



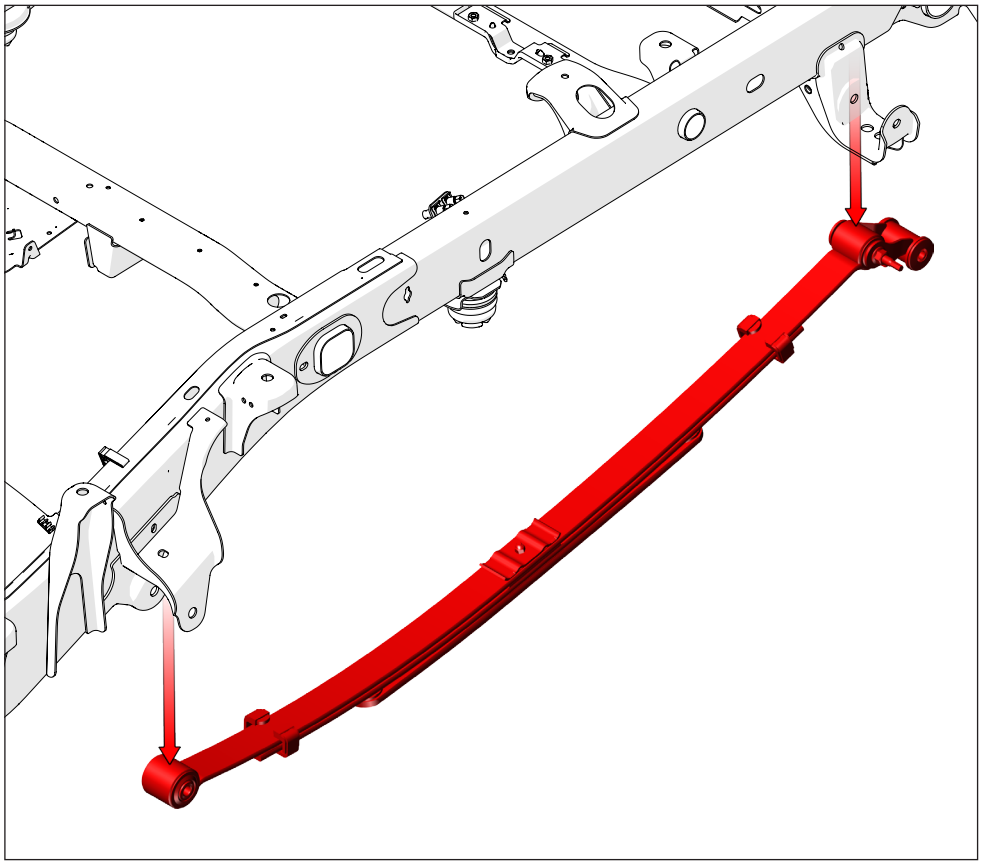
13 With the shackle's bottom bolt removed, push the shackle out and up from the shackle's frame mount.



14 Remove the nut (L) and bolt (M) from the front spring mount. Discard these fasteners, as they will not be reused.



15 Lower the spring from the frame and set it on a firm work surface.

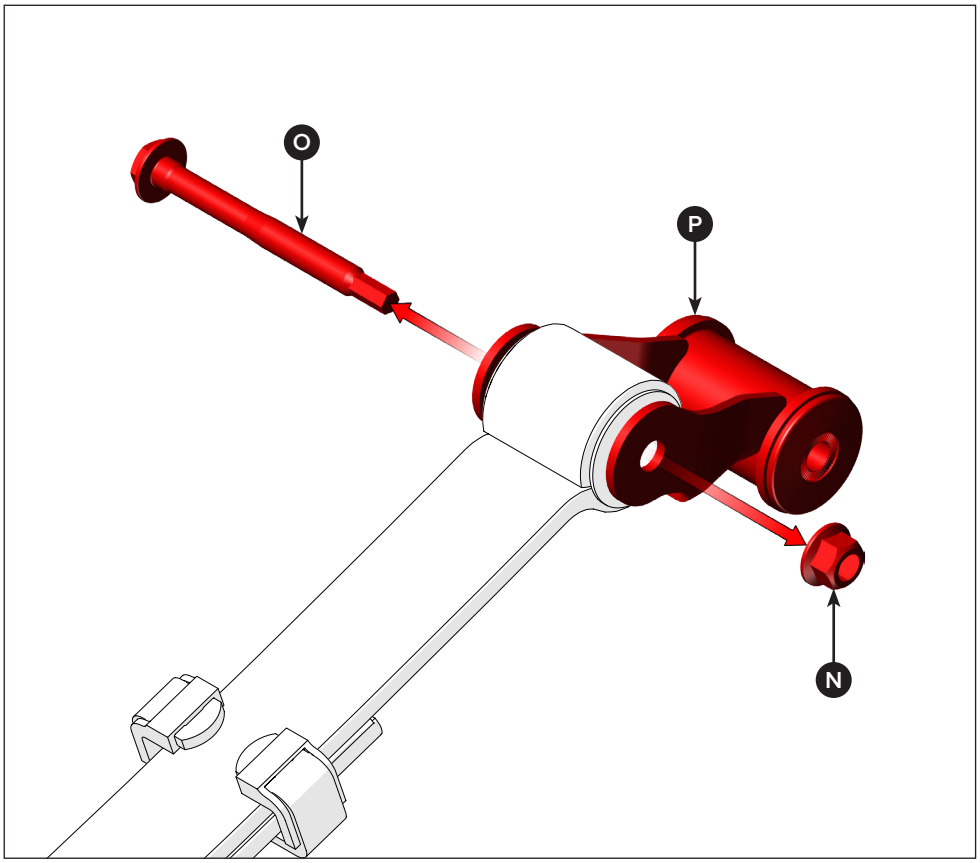


16 Remove the nut (N) and bolt (O) from the rear leaf spring shackle.

Now, pull the shackle (P) away from the leaf spring eye.

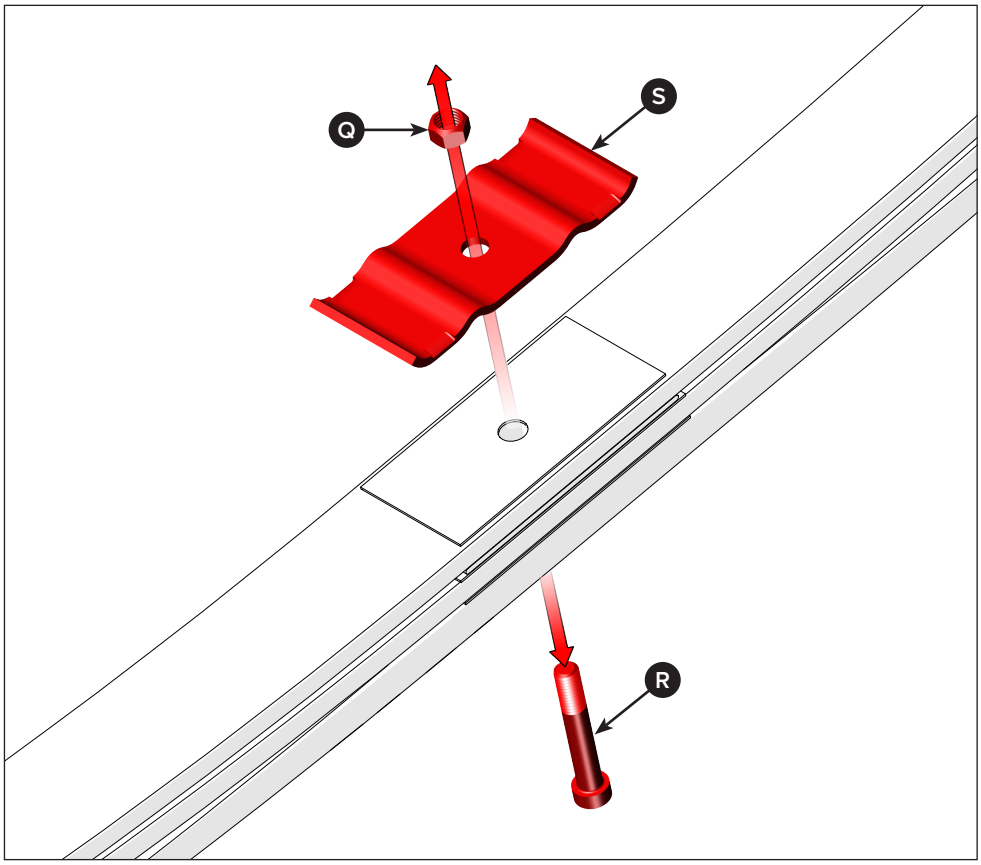
Discard the shackle as it will not be reused.

Set aside the hardware as it will be reused during step 22.



17 Now, remove the spring pin nut (Q) from the spring pin (R).

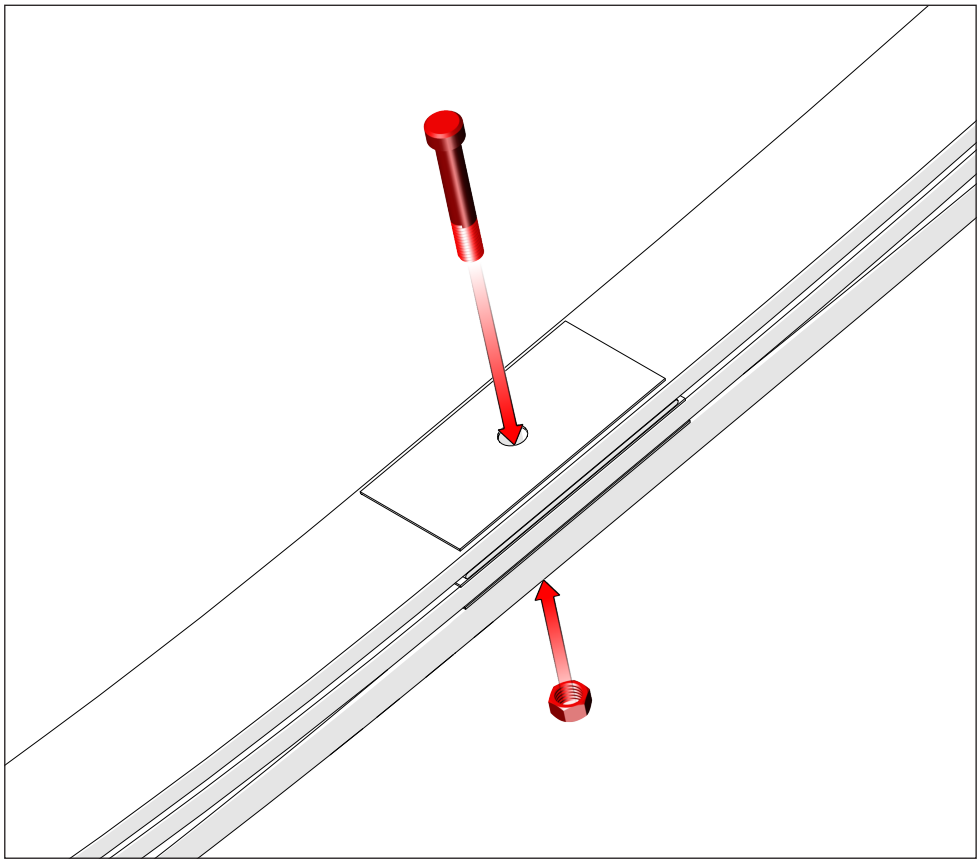
Then, remove the factory top plate (S) from the spring and discard it, as it will not be reused.



18 Rotate the spring pin then insert it through the top of the spring stack.

Now, reinstall the pin nut onto the spring pin.

Torque the nut to 42 lb-ft.



19 To assemble the LH rear leaf spring, first lightly apply assembly grease to the leaf spring's rubber bushings.

Then, push the front LH leaf spring mount (3) onto the leaf spring eye. Make sure the mount ears face toward the vehicle's rear.

Use a rubber mallet if the mount is too tight on the spring eye.

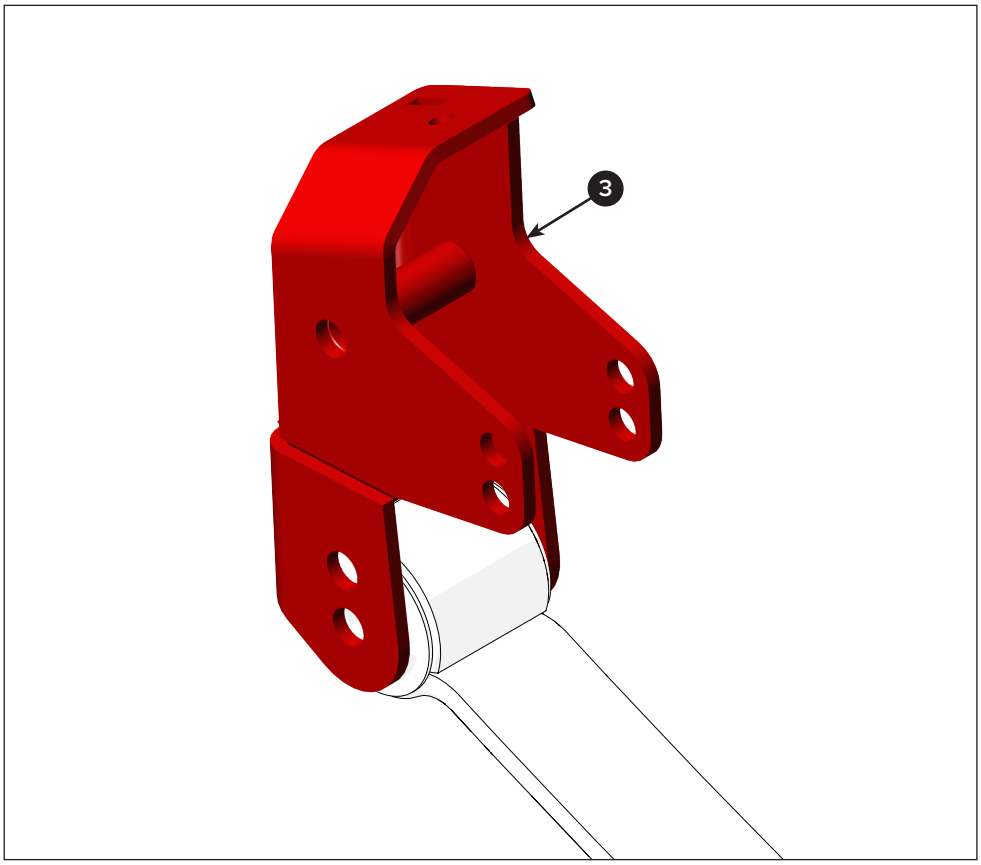
Adjust the spring eyelet until the it aligns with the preferred bottom or top hole in the front spring mount.

Drop distance per hole:

3.00" Drop: Use bottom holes on front spring mount and rear spring shackle.

4.00" Drop: Use bottom holes on front spring mount and top holes on rear spring shackle.

5.00" Drop (shown): Use top holes on front spring mount and rear spring shackle.



20 Attach the spring mount to the spring with one M16 x 120 mm bolt (21) and one M16 flat washer (23).

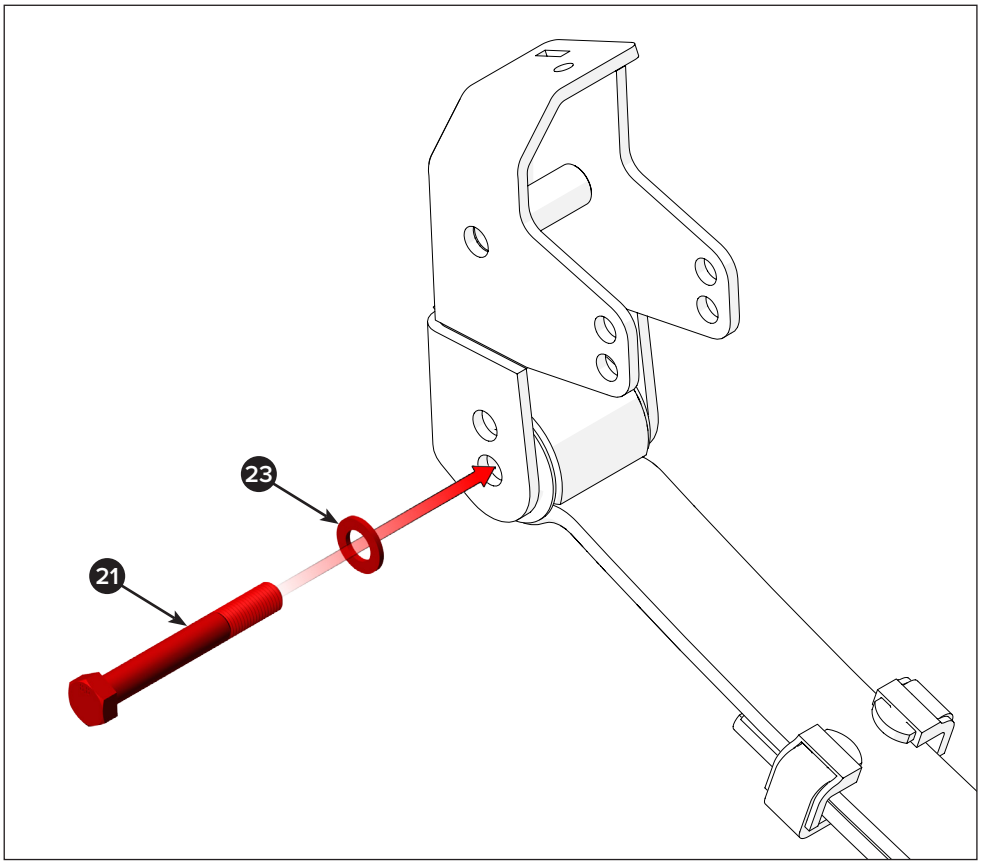
Push the bolt all the way through the spring and mount.

Use a rubber mallet if the bolt is hard to push through the spring eye.

There will not be a nut used to retain the bolt at this time.

Note: The distance between the top and bottom mount holes is 1.00" and allows for a user-defined spring drop. Set to the desired ride height.

The setup shown is for the minimum 3.00" drop.



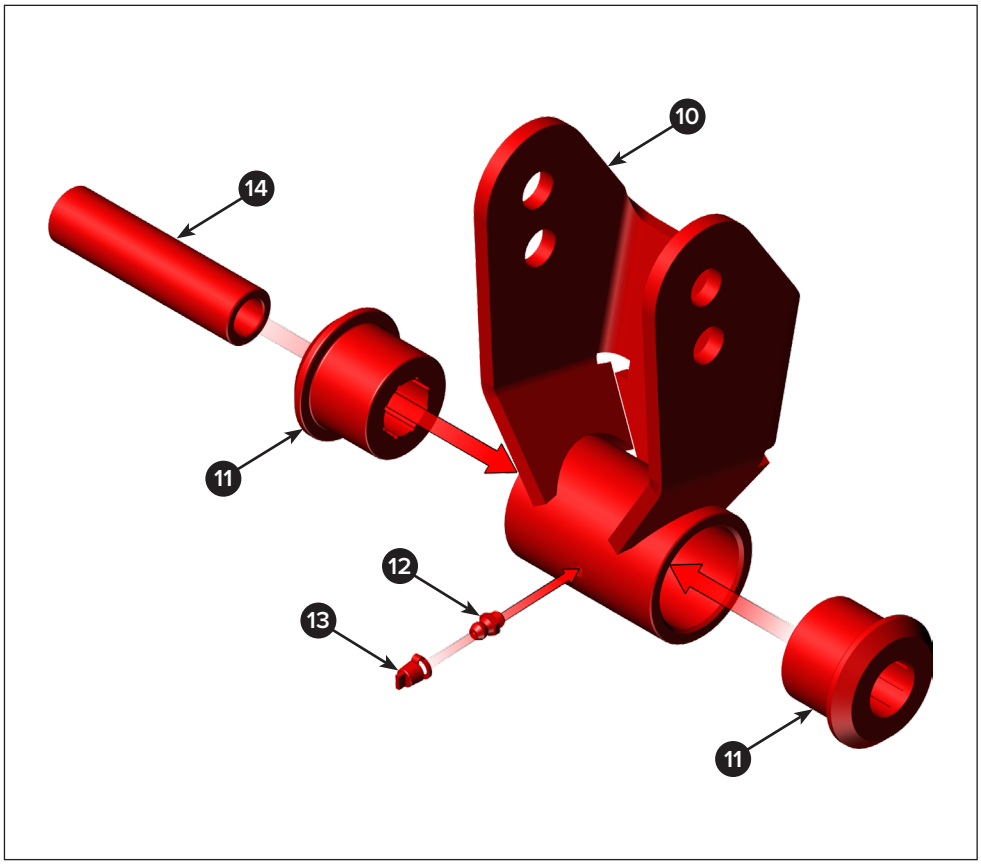
21 To assemble the rear leaf spring, first push the black poly bushings (11) into the bottom eye of the leaf spring shackle (10).

Press the steel sleeve (14) into the bushings until it is centered in the spring shackle.

Turn the Zerk fitting (12) into the tapped hole in the shackle. Push a grease cap (13) onto the Zerk fitting.

PRO BUILD TIP

For ease of installation, apply a small amount of soapy water to the sleeve and bushings.



22 Put the rear leaf spring shackle assembly onto the rear leaf spring eyelet.

Make sure the shackle bushings are at the bottom and the Zerk fitting points toward the front of the vehicle.

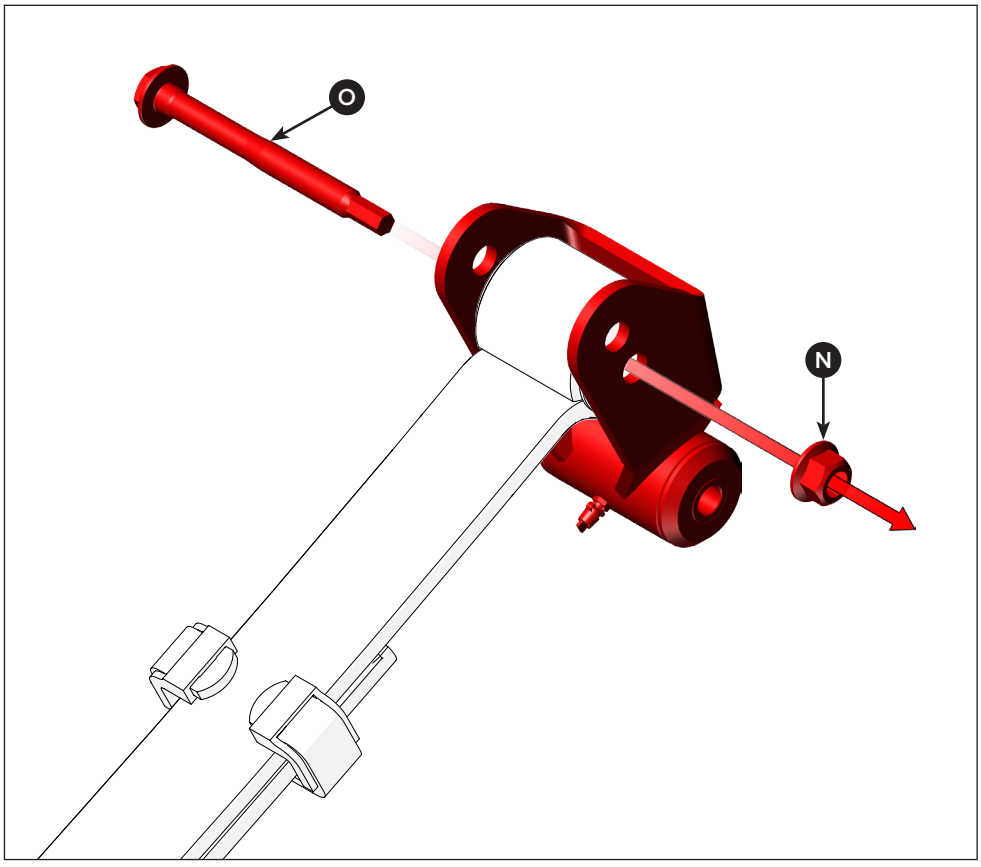
Note: The setup shown is for the minimum 3.00” drop.

Put the bolt (G) removed during step 16 through the shackle and spring eyelet.

Then, install the nut (N) (also removed during step 16) onto the bolt and leave loose. This bolt will be torqued during step 41.

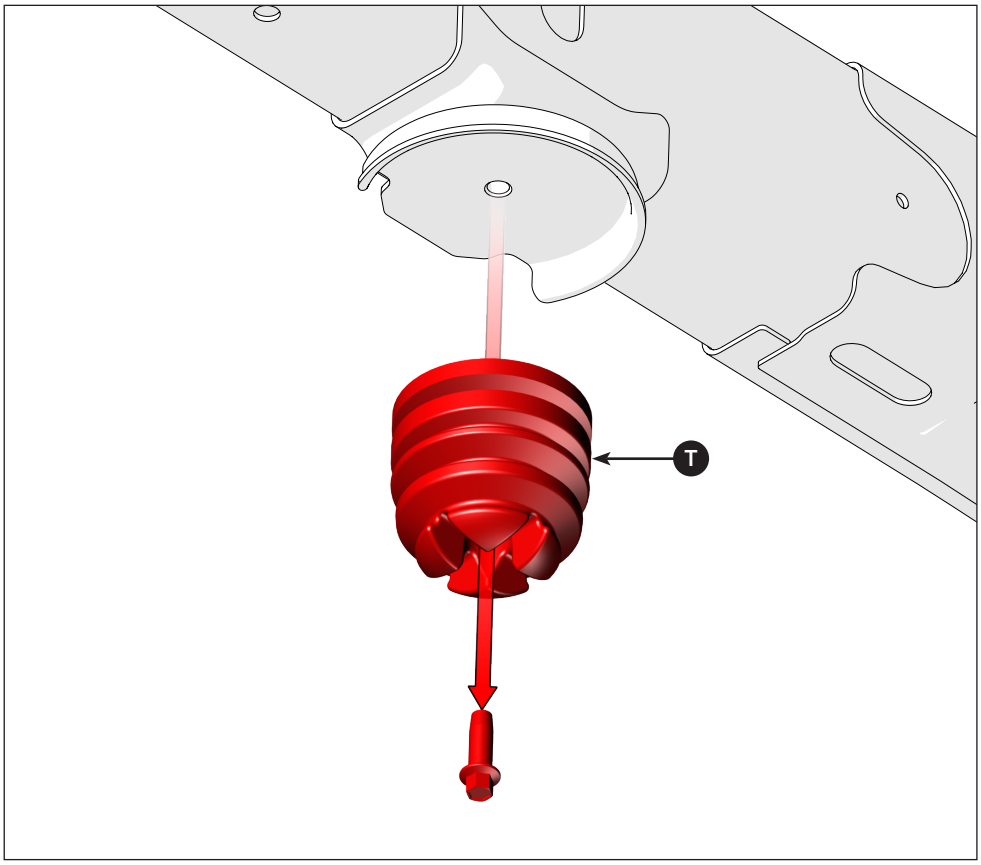
Note: The distance between the top and bottom mount holes is 1.00” and allows for an additional spring drop.

Repeat steps 11 through 22 to remove and prepare the right side leaf spring.



23 Remove the bolt from the factory rear bump stop (T), then remove the bump stop.

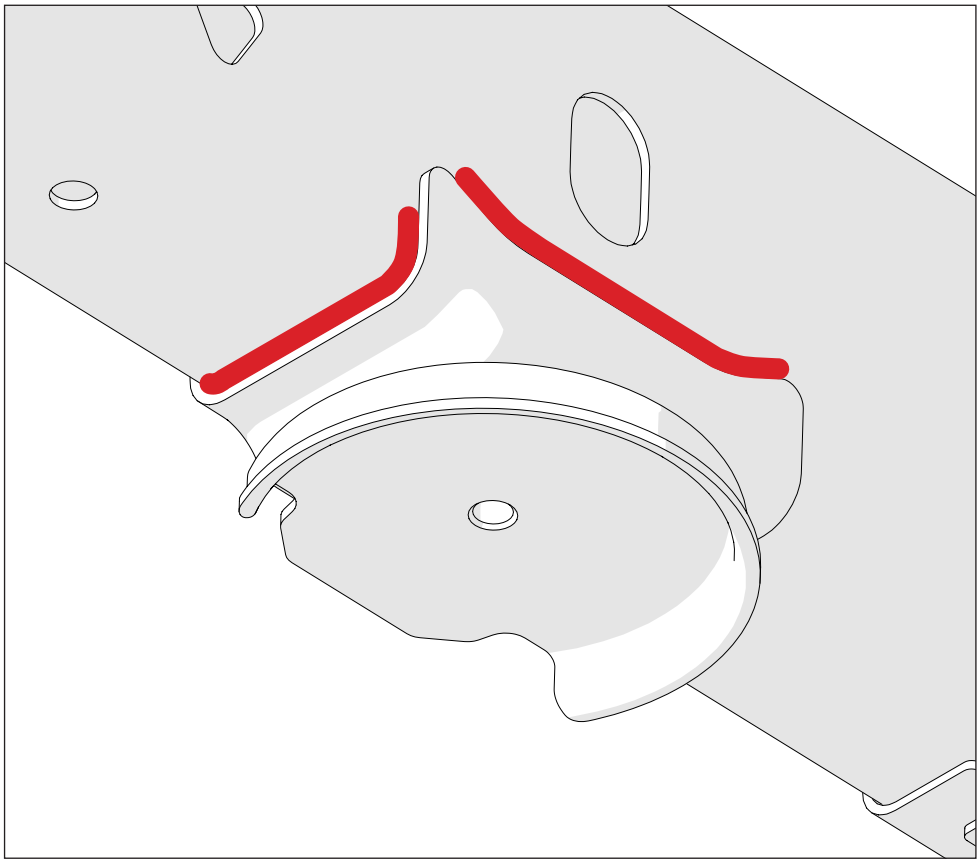
Discard the bump stop and bolt. They will not be reused.



24 Use a cutoff wheel to remove the bump stop mounting bracket from the frame rail.

Cut just inside the weld bead through the first layer of metal.

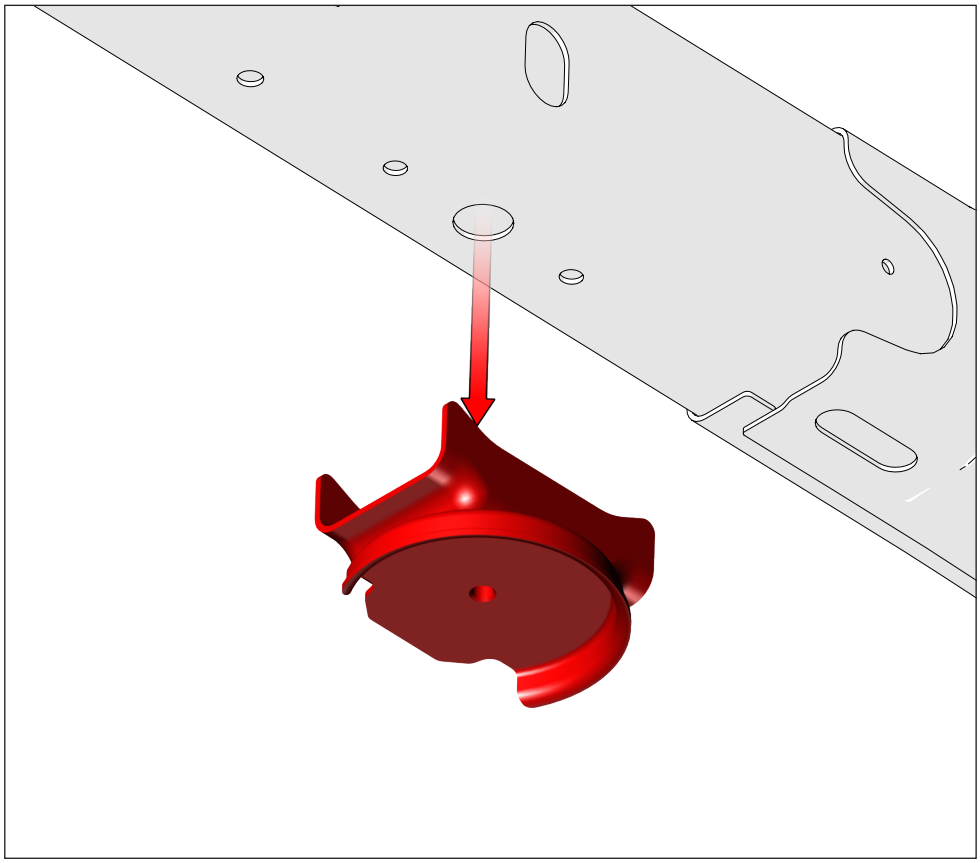
Note: Be careful not to cut too deep into the frame rail.



25 After the bracket is removed, thoroughly clean and paint the exposed area to prevent corrosion.

PRO BUILD TIP

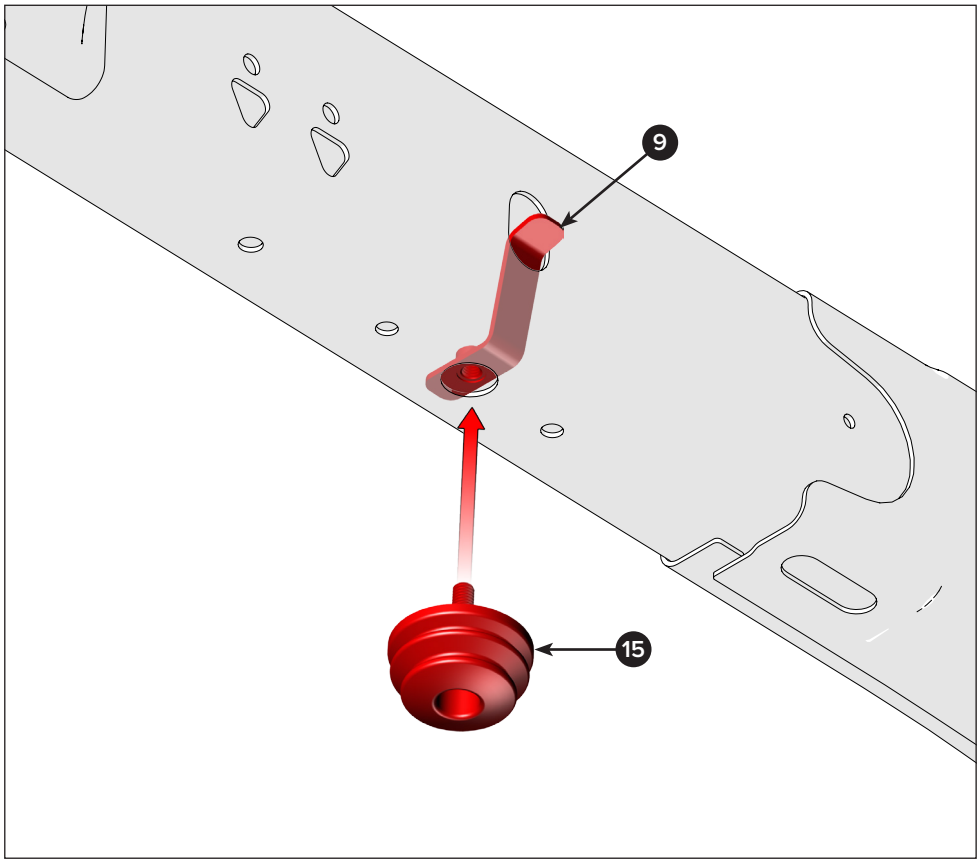
Although optional, a grinder will remove old weld material to create a smooth, even surface that makes priming and painting easier and more effective.



26 Slide one bump stop nut plate (9) into the slot on the inside area of the frame as shown.

Now, hold the nut plate while you turn a new bump stop (15) into it.

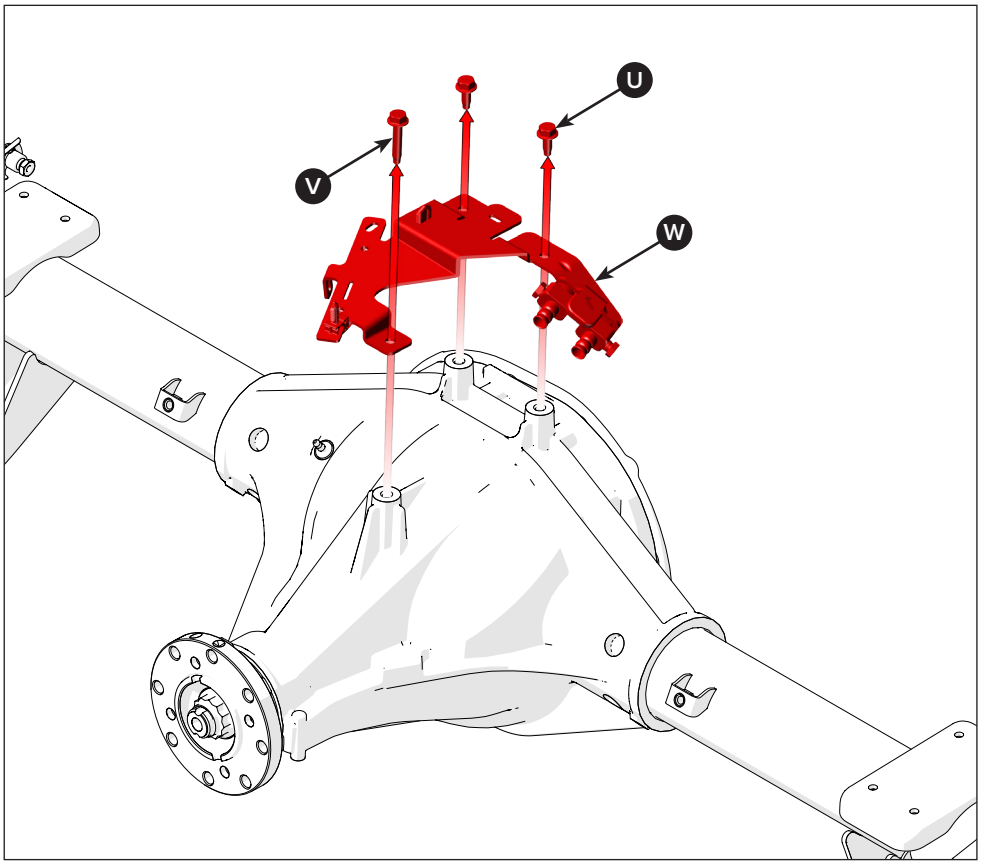
Repeat the bump stop replacement on the passenger side.



Installer's Note: *To create clearance with the truck bed, the brake line bracket mounted on top of the axle must be lowered. This procedure can be done with the brake hoses attached.*

27 First, remove the two rear bolts (U) and the long front bolt (V) from the factory brake hose bracket. Set the bolts aside as they will be reused.

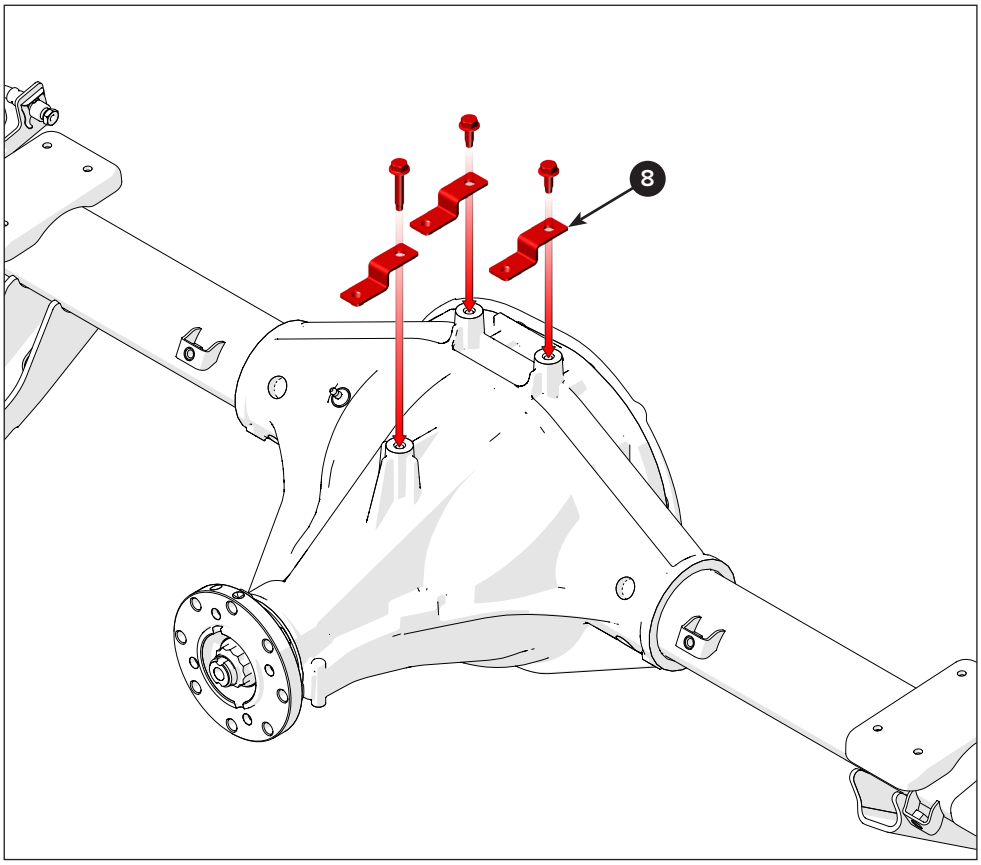
Carefully lift the brake hose bracket (W) off the axle.



28 Next, put the relocation nut plates (8) into position on the axle as shown.

Attach the nut plates with the bolts removed in the previous step. Make sure the long bolt is at the front.

Leave the bolts loose enough for small adjustments.

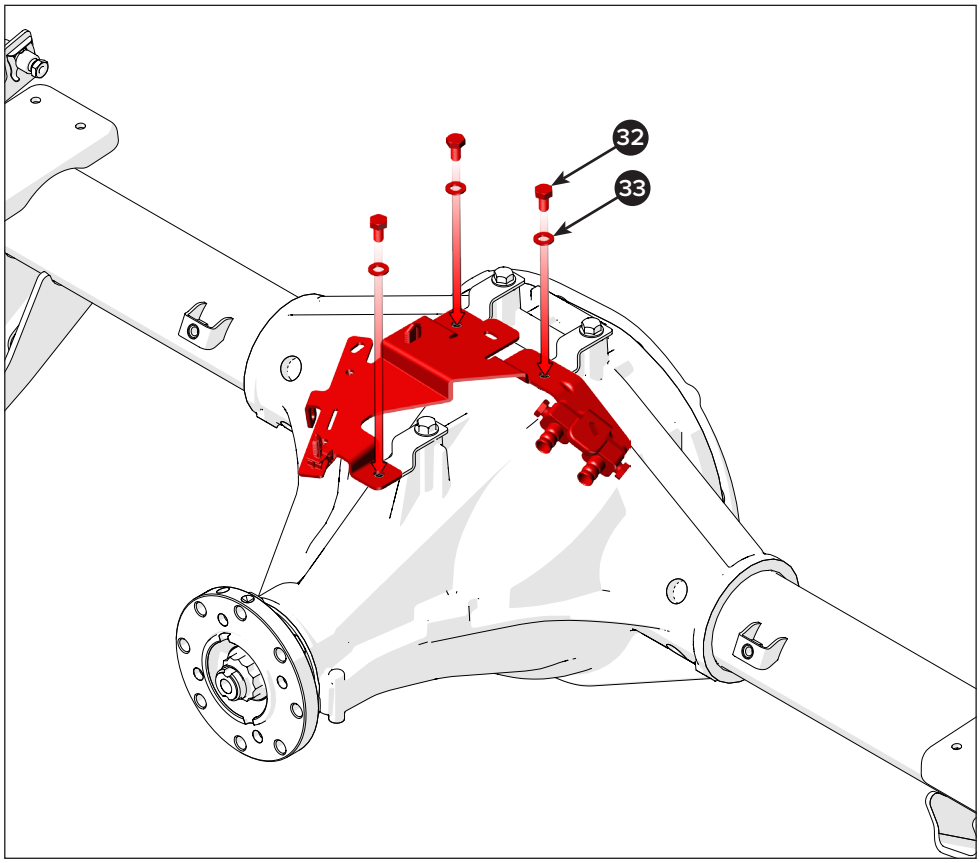


29 Position the brake hose bracket onto the nut plates.

Attach the bracket to the nut plates with three M8 x 14 bolts (32) and three flat washers (33).

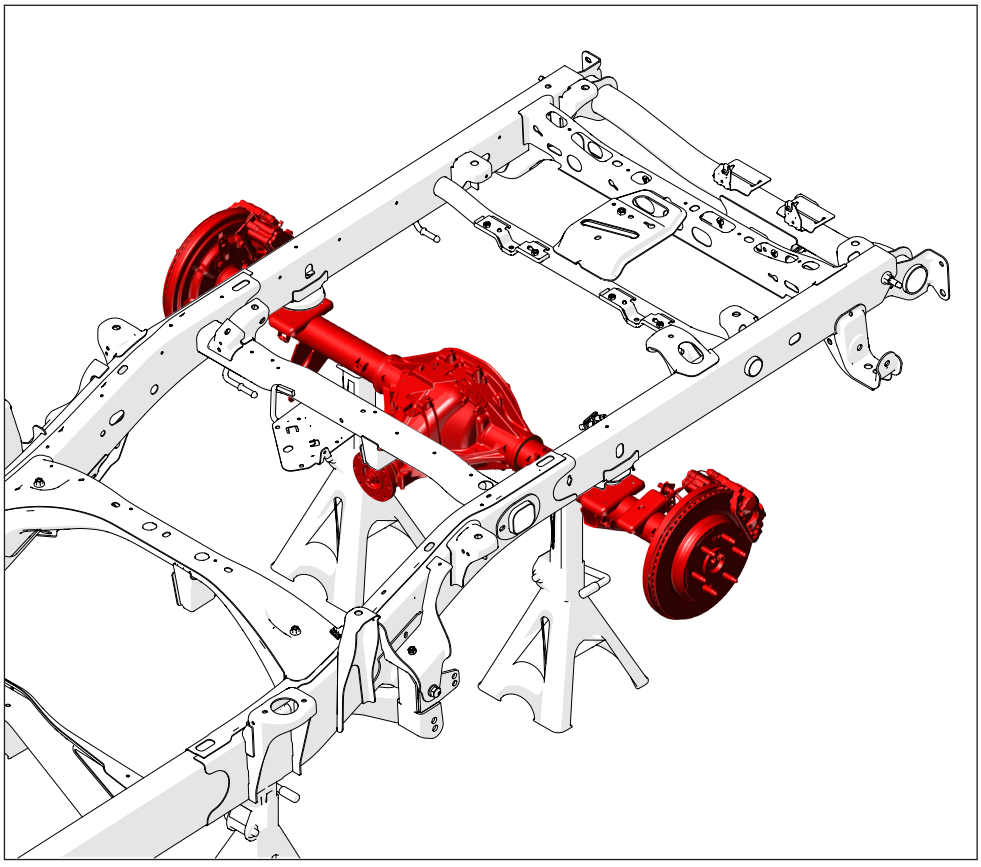
Torque these bolts to 80 lb-in.

Now, torque the factory bolts reinstalled during step 27 to 80 lb-ft.

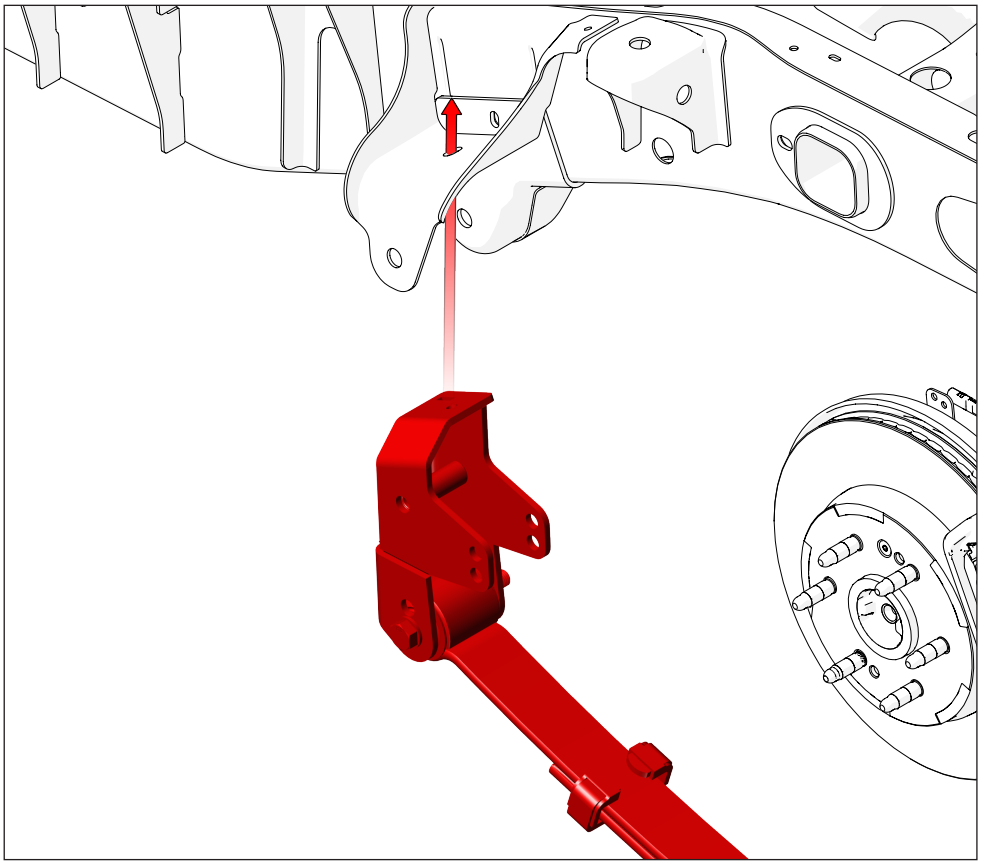


30 Use a floor jack to raise the rear axle assembly upward until the axle tubes touch the bump stop installed during step 26.

Put jack stands under the axle to keep it in position.

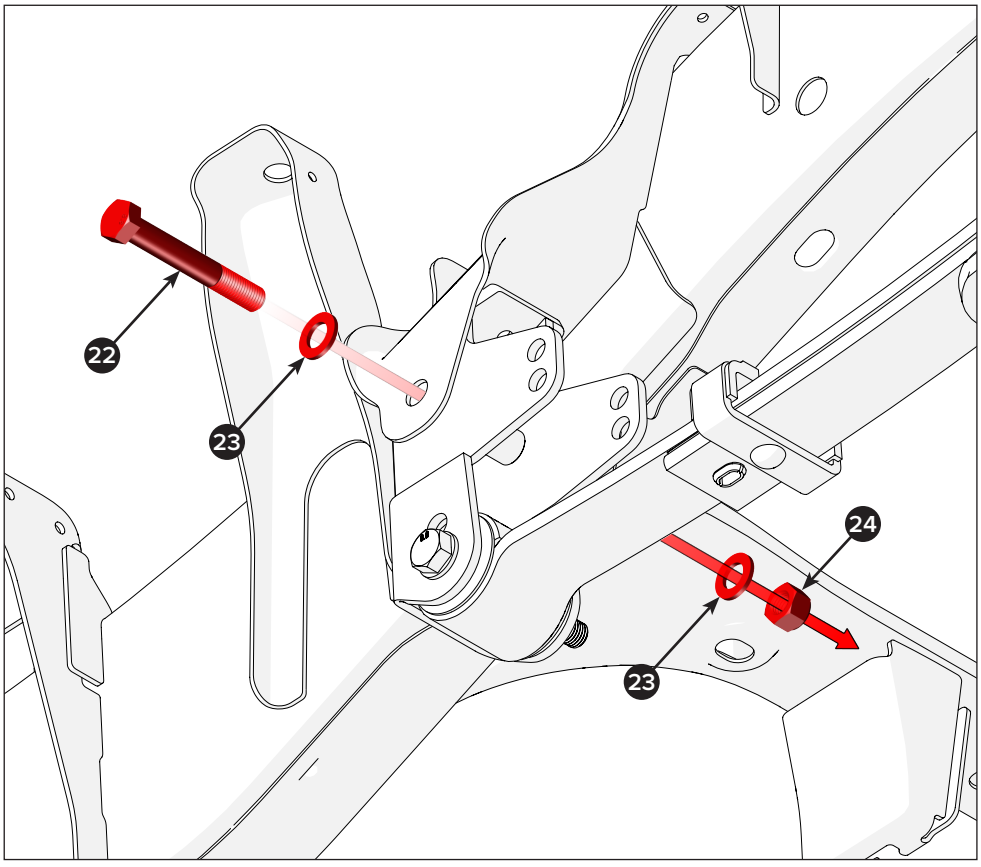


31 Lift the front of the spring assembly and put the front LH leaf spring mount into the factory spring mount.



32 Fasten the spring mount to the frame rail with one M16 x 110 mm bolt (22), two M16 flat washers (23), and one M16 Nylock nut (24).

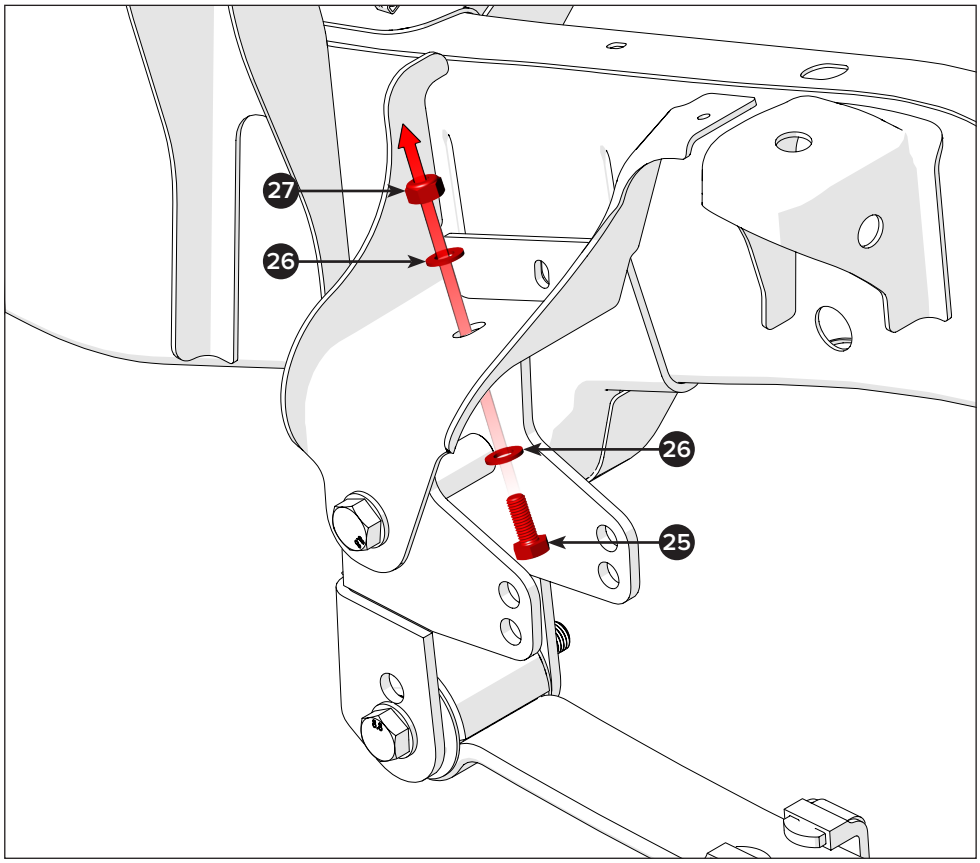
The fasteners must remain loose for now; do not tighten them as they will be torqued to specification during step 33.



33 Attach the spring mount to the frame with one M10 x 25 mm bolt (25), two M10 flat washers (26), and one M10 Nylock nut (27).

Then, torque the M10 bolt to 37 lb-ft.

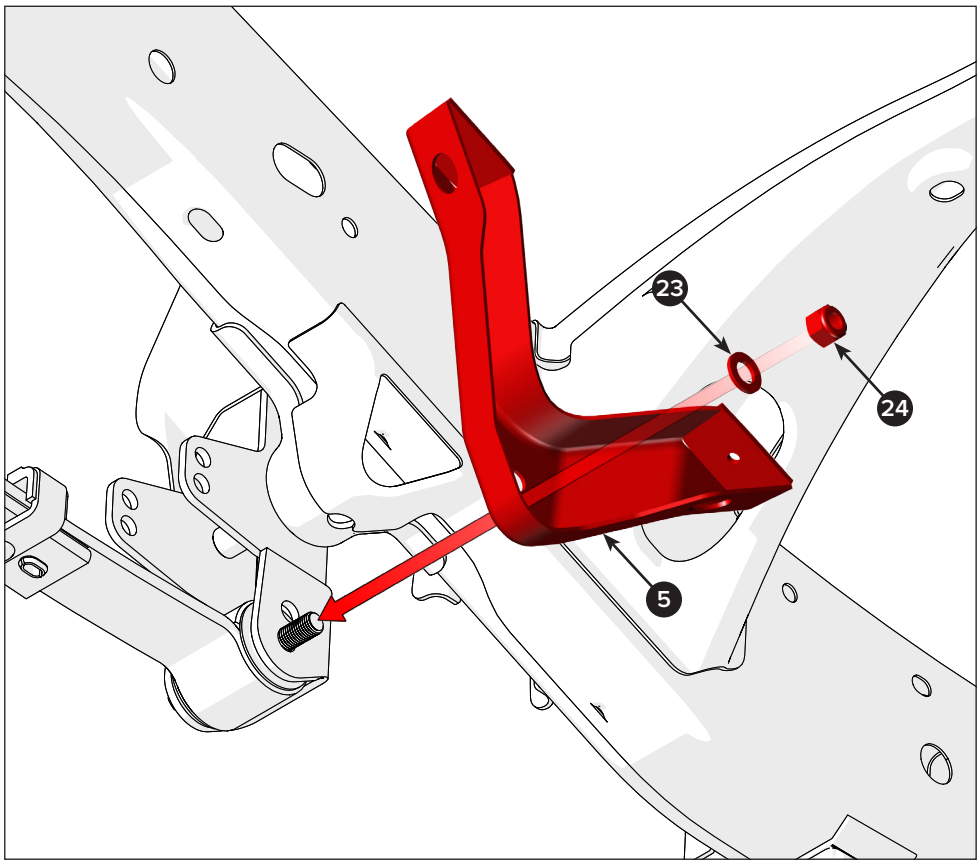
Finally, torque the M16 bolt from step 32 to 161 lb-ft.



34 First, press the left-hand front leaf spring support (5) against the bottom of the frame rail.

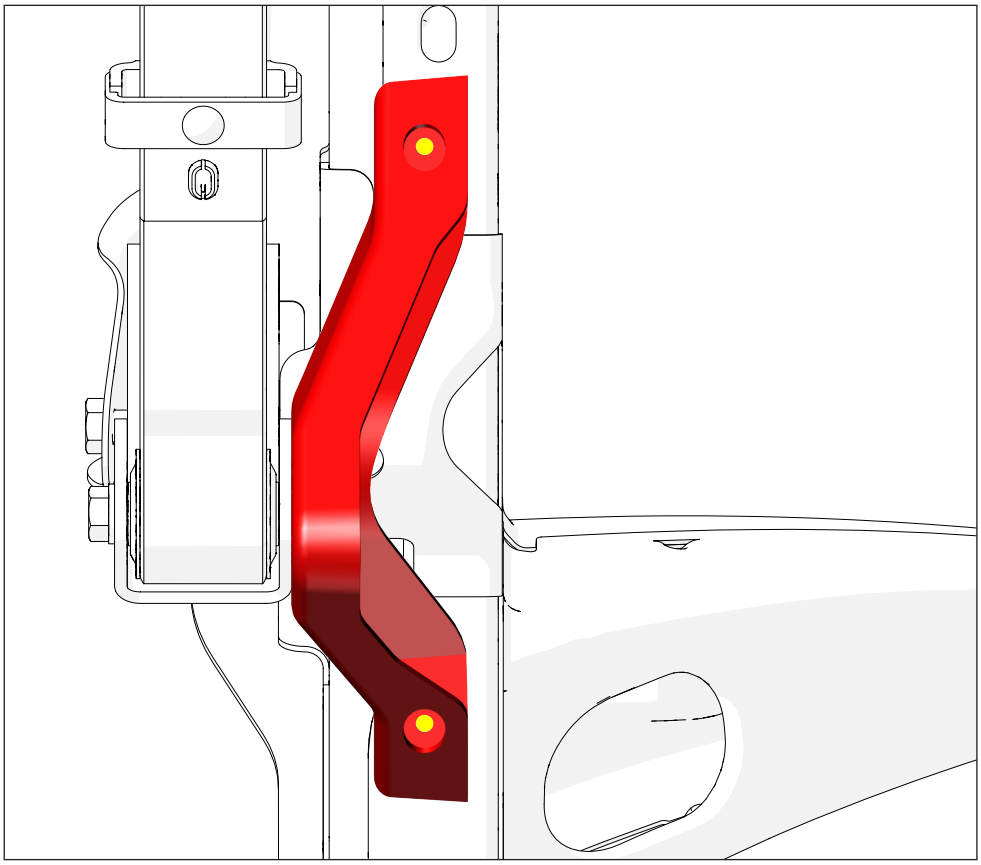
Next, fasten the spring support to the bolt with one M16 washer (23) and M16 Nylock nut (24).

Note: Do not torque these fasteners yet. They are only used at this stage to maintain alignment between the frame and spring mount for step 35.

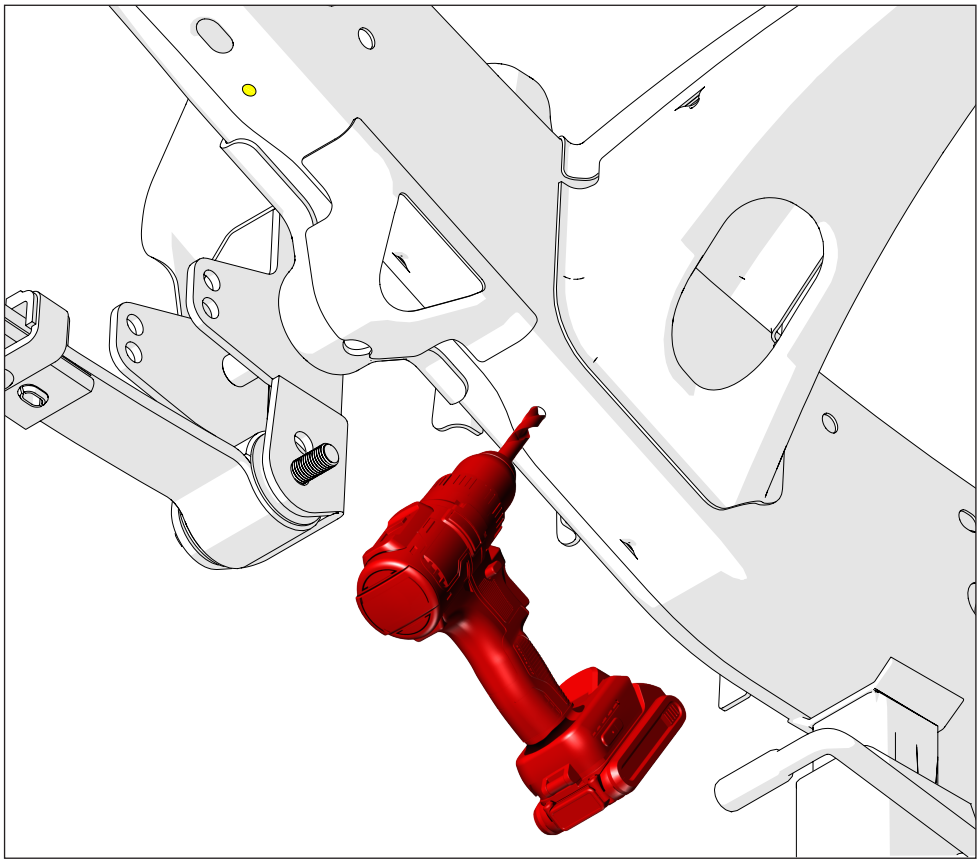


35 Use a center punch, marker, or scribe and mark the areas in the spring support shown in yellow.

Now, remove the washer, locknut, and spring support installed during the previous step.



36 Then, use a 7/16” or 11 mm bit and drill the frame rail where it is marked. Deburr the holes if needed.



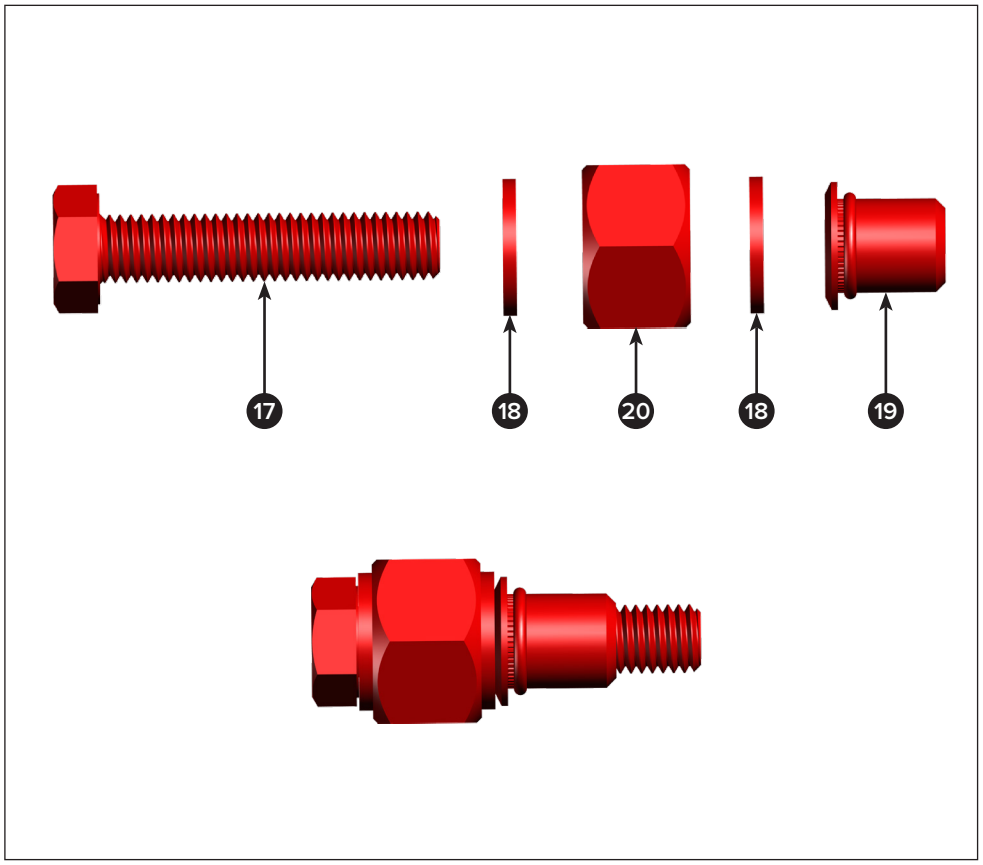
37 Assemble the included rivet nut tool in the order shown.

First, put one flat washer (18) onto the M8 x 40 mm bolt (17), the rivet nut tool (20), then another flat washer (18).

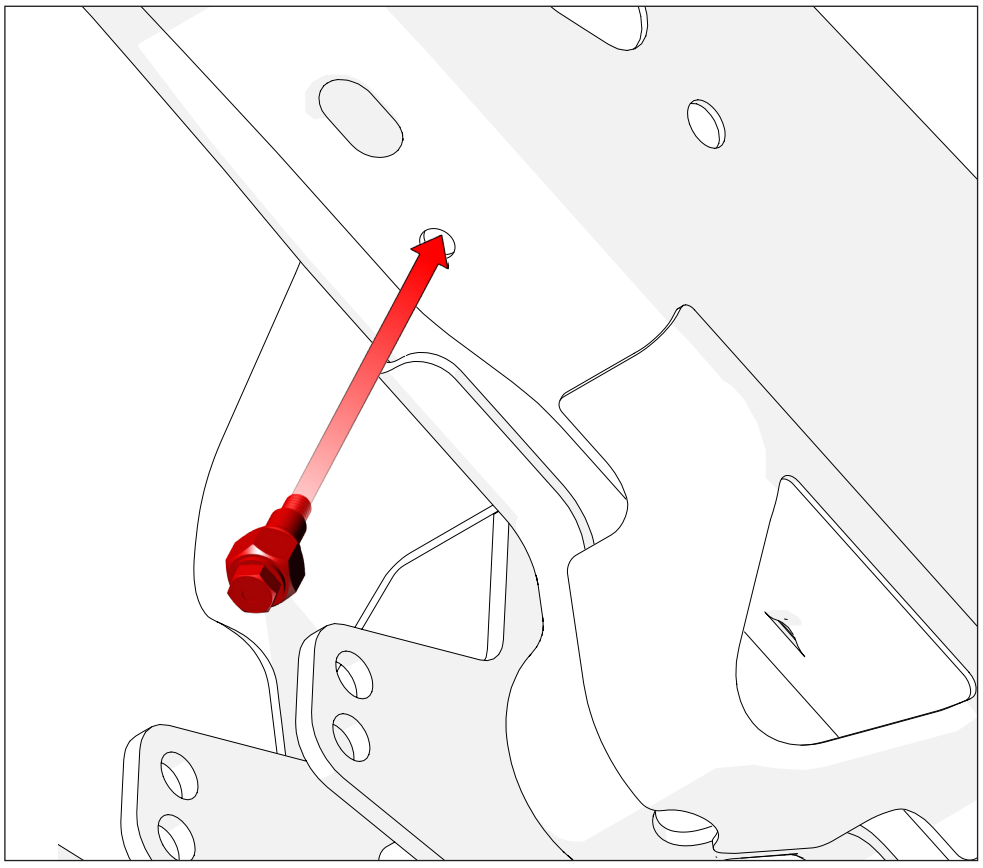
Now, turn a rivet nut (19) onto the bolt and thread it all the way on the bolt until it touches the washer.

PRO BUILD TIP

The preferred method is to use a manual, pneumatic, or electric rivet nut installation tool, if available.



38 Push the rivet nut assembly into one of the holes drilled into the frame during step 36.

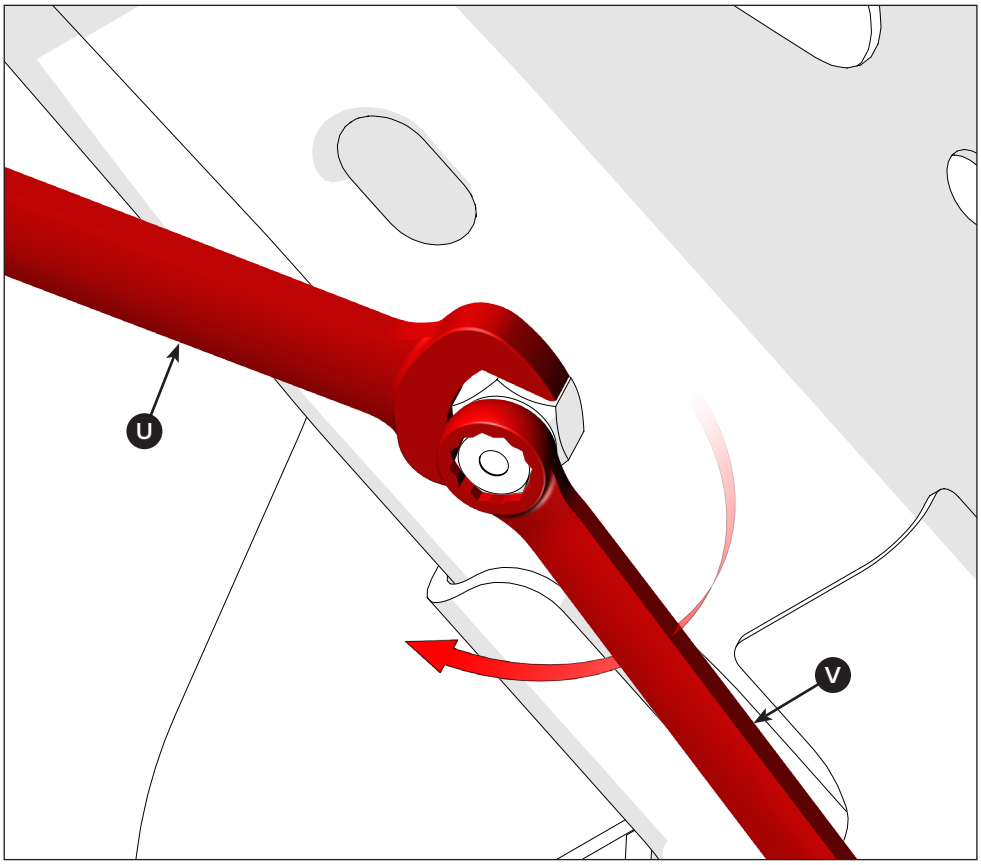


39 Use a 19 mm open-end wrench (U) to hold the rivet nut tool in place.

Use the box end of a 13 mm wrench (V) and turn the bolt clockwise.

To compress the rivet nut, continue to turn the bolt until it becomes hard to turn. The rivet nut is now compressed and fully fastened to the frame.

Turn the bolt counterclockwise to remove the rive nut tool.



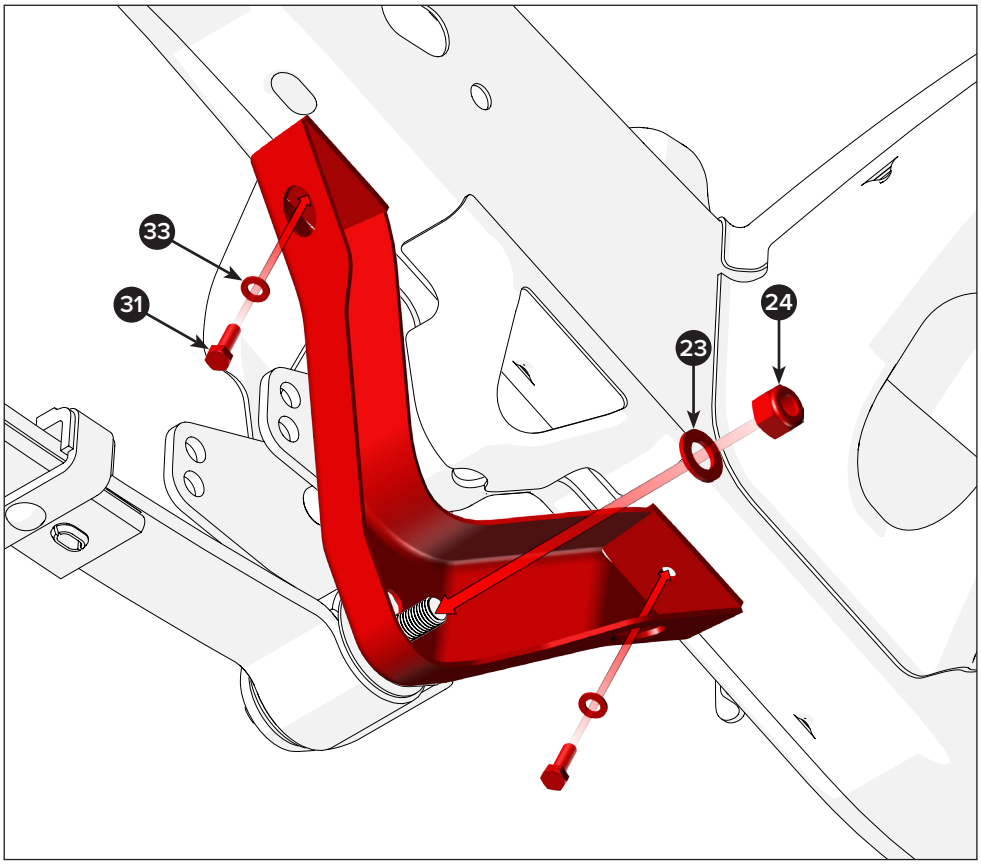
40 Now, reinstall the front leaf spring support (5) against the bottom of the frame rail.

Then, fasten the spring support to the rivet nuts in the frame with two M8 x 25 mm bolts (31) and two M8 flat washers (33).

Then, fasten the M16 spring bolt to the support with an M16 flat washer (23) and an M16 Nylock nut (24).

Torque the M8 bolts to 19 lb-ft.

Torque the M16 nut to 161 lb-ft.



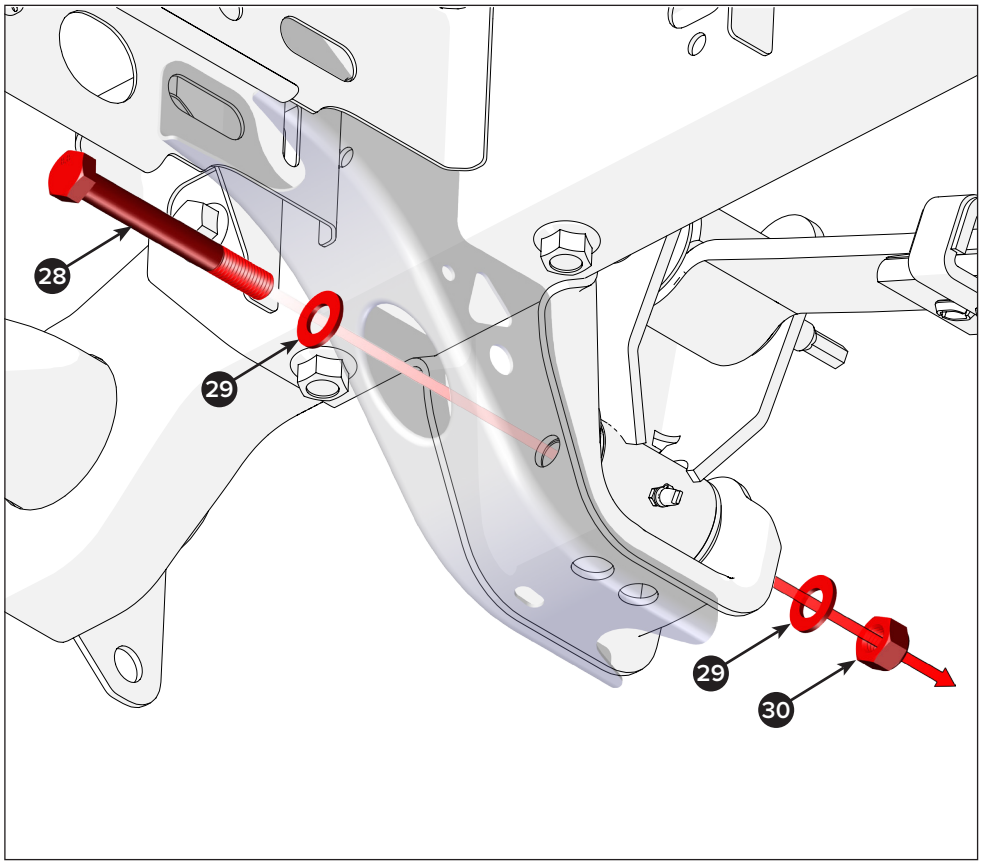
41 Position and align the rear leaf spring shackle bushing to the bolt hole in the rear spring frame mount.

Then, from inside and behind the frame, put one M14 x 120 mm bolt (28) and one M14 flat washer (29) through the frame and shackle.

After that, use one M14 flat washer (29) and M14 Nylock nut (30) to retain the 120 mm bolt.

Torque the lower and upper shackle fasteners to 104 lb-ft.

Repeat steps 31 through 41 to assemble the leaf spring on the passenger side.



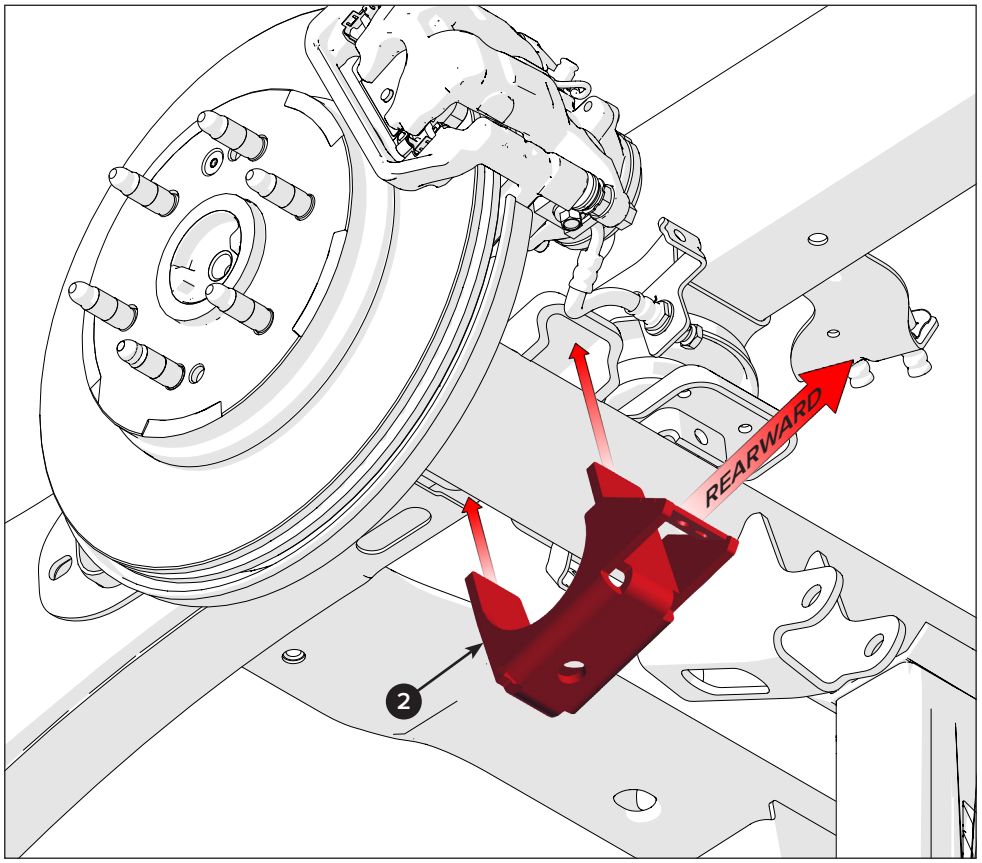
42 Position one axle saddle (2) under the axle tube on the left and right sides.

The tangs must fit into the bottom of the factory spring seat.

Make sure the angled mounting face points toward the rear of the vehicle.

Then, lower the axle until it sits on top of the springs. The spring pins from step 18 must fit into the hole on the bottom of the saddle.

Note: The spring is not shown for visual clarity.

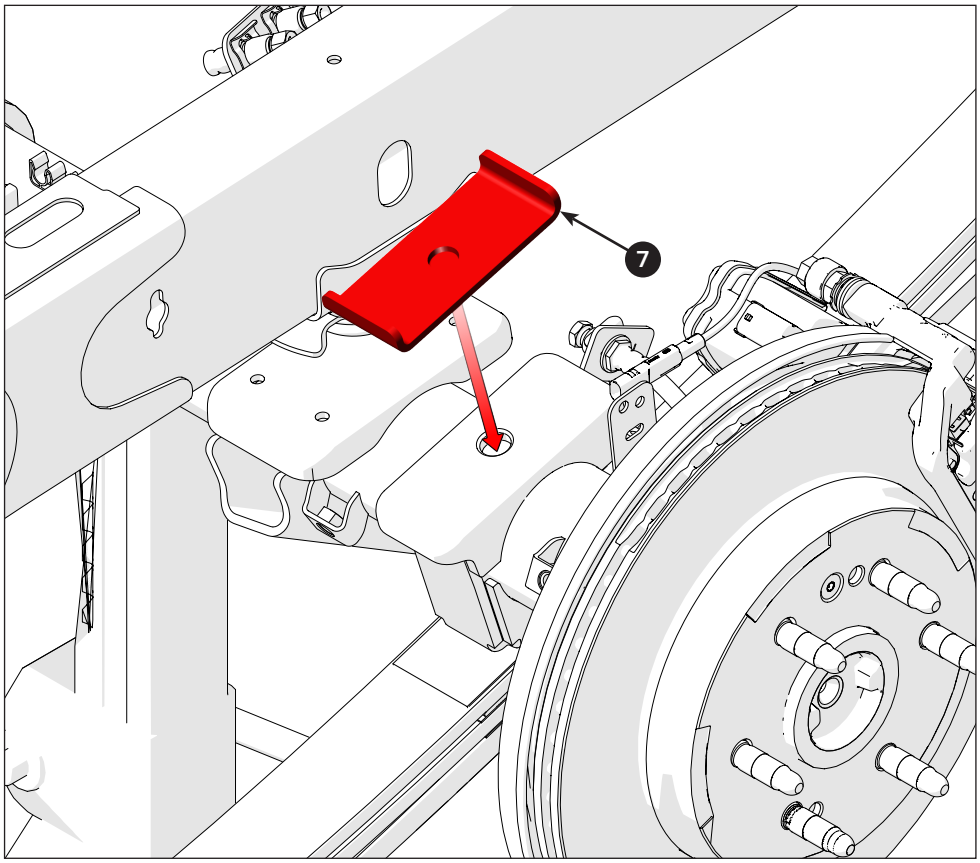


Stop here if your vehicle will not be equipped with the QA1 Silverado Traction Bar Kit #52099, and proceed with step 43.

43 Put one upper axle plate (7) onto the axle's spring seat.

Go to step 45.

Note: The circular stamped relief on the upper plate must rest in the hole on the axle's spring mount.



Stop here if the QA1 Silverado Traction Bar Kit #52099 will be installed. The traction bar mount must be used, so refer to instructions 9919-494.

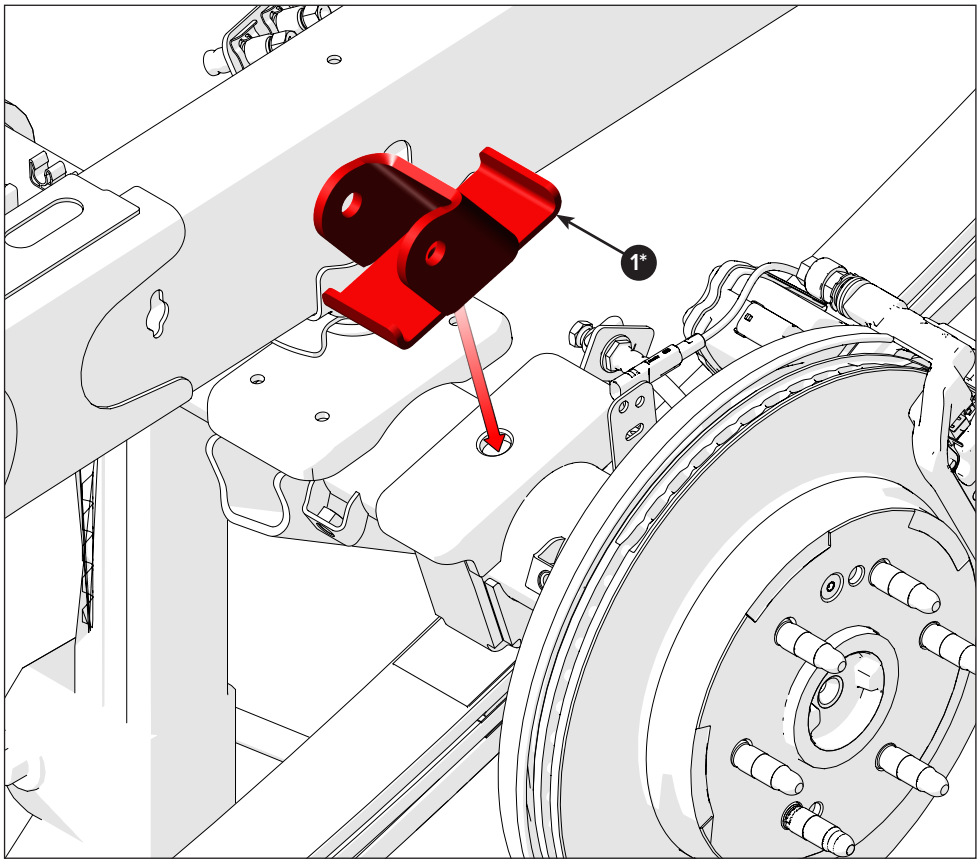
44 Open the box containing your traction bar kit and locate the traction bar mounts (PN 9637-1157).

Position one rear traction bar mount (*1 from instructions 9919-494) onto the factory spring mount on the axle. Make sure that the bracket's angled top faces forward.

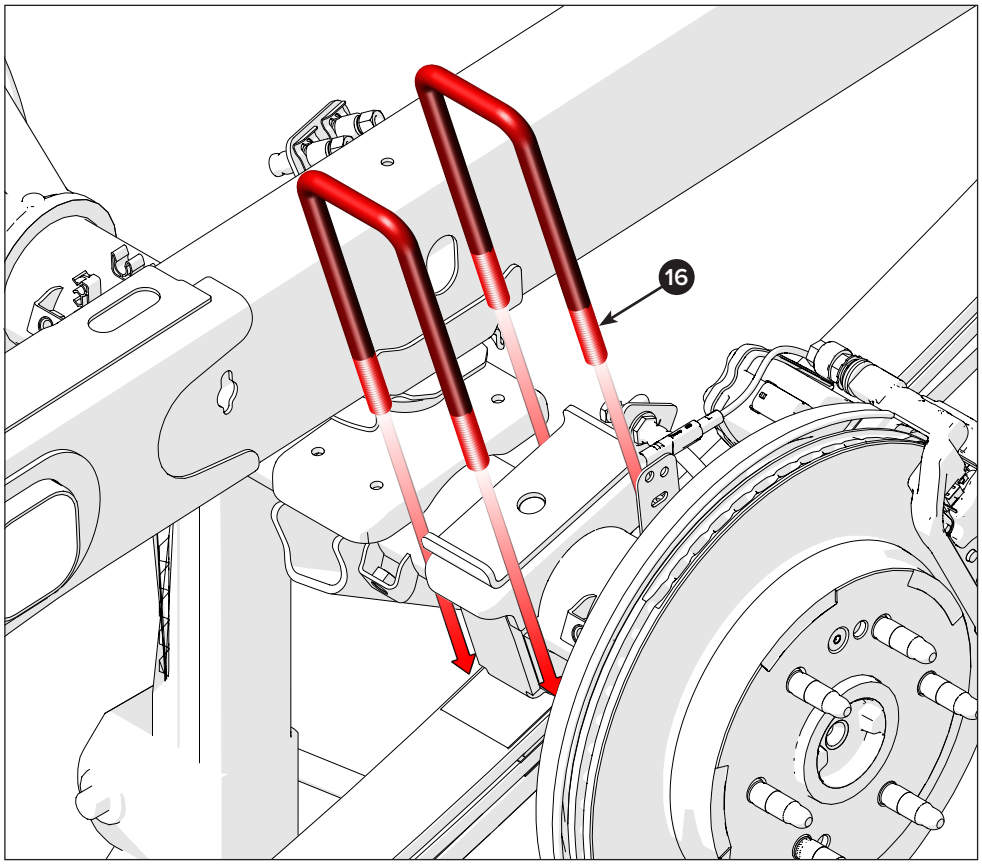
Proceed to step 45.

Note: The circular stamped relief on the upper plate should face forward and rest in the hole on the axle's spring mount.

Note: After the drop kit is fully installed, refer to instructions 9919-494 to complete the traction bar installation.



45 Put the new QA1 U-Bolts (16) over each side of the upper axle plate (standard plate shown) and axle tube.



46 Position the lower axle mount plate (1) against the spring. Insert the U-Bolts through the plate.

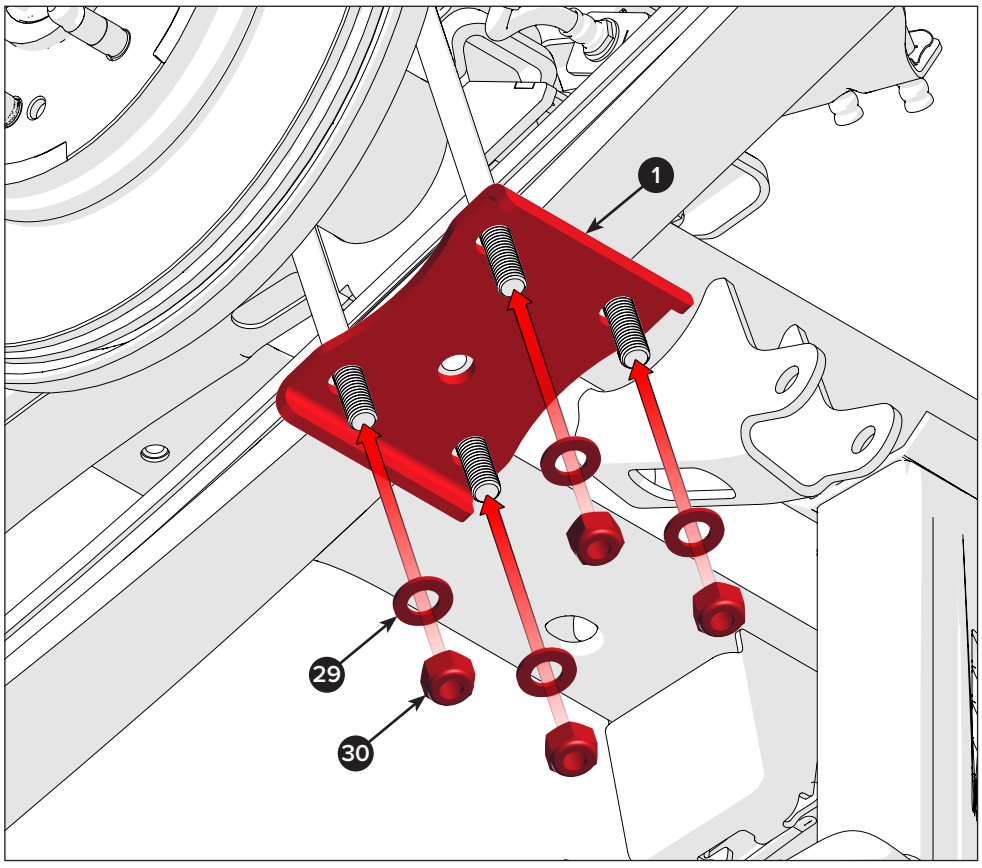
Attach the U-Bolts and mount plate to the axle with four M14 flat washers (29) and M14 Nylock nuts (30).

Do not tighten the nuts yet.

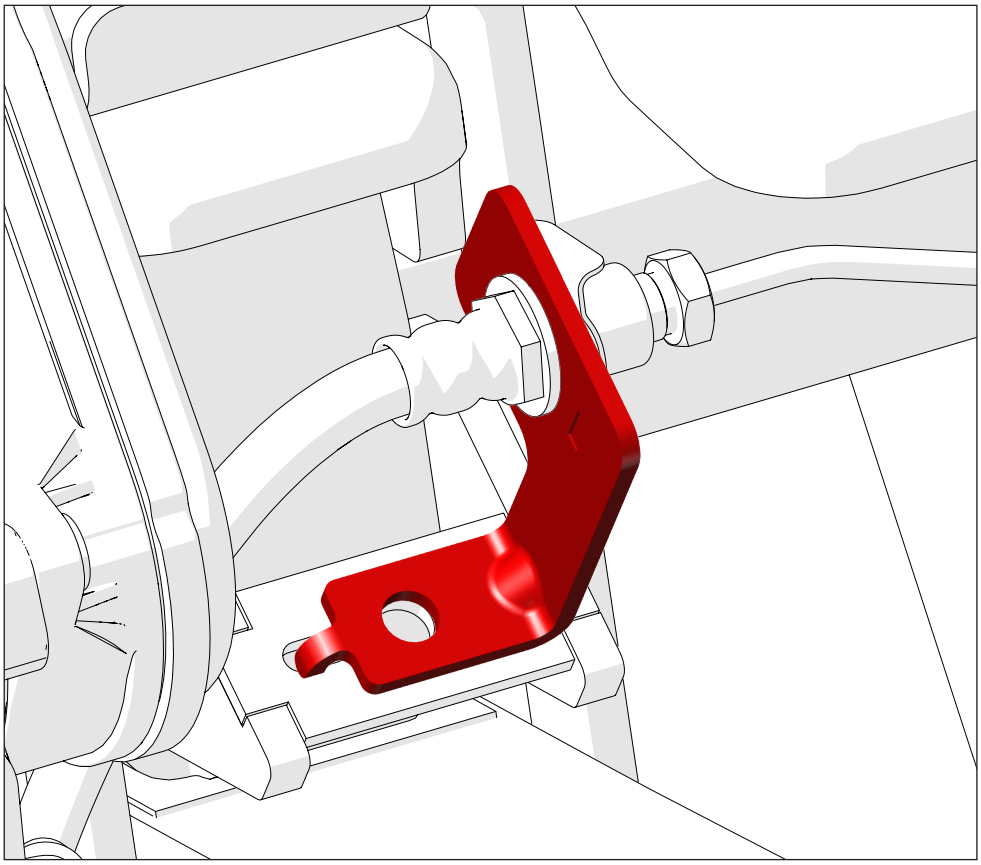
Repeat steps 43 through 46 to assemble the leaf spring on the passenger side.

When both sides are assembled, torque the nuts as follows:

Step 1: 25 lb-ft
Step 2: 50 lb-ft
Step 3: 75 lb-ft
Step 4: 104 lb-ft



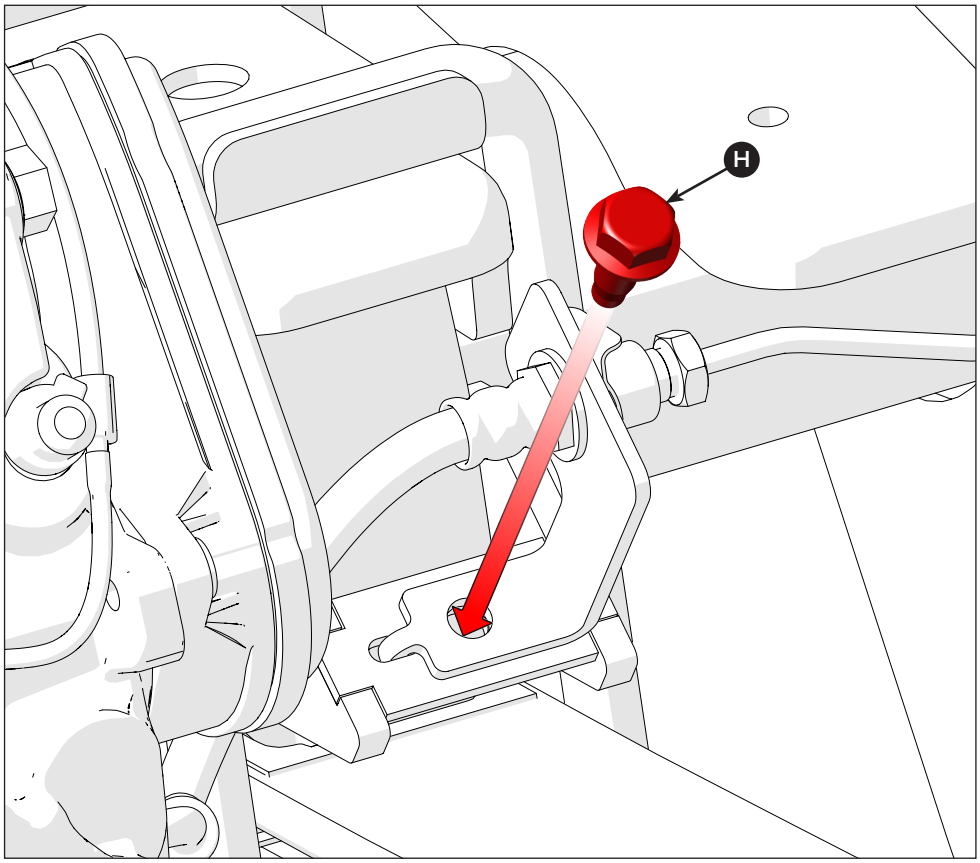
47 Align the brake line bracket until the alignment tab fits into the slot on the axle saddle's angled flange.



48 Use the bolt (H) removed during step 8 to attach the brake line bracket to the flange.

Torque the bolt to 18 lb-ft.

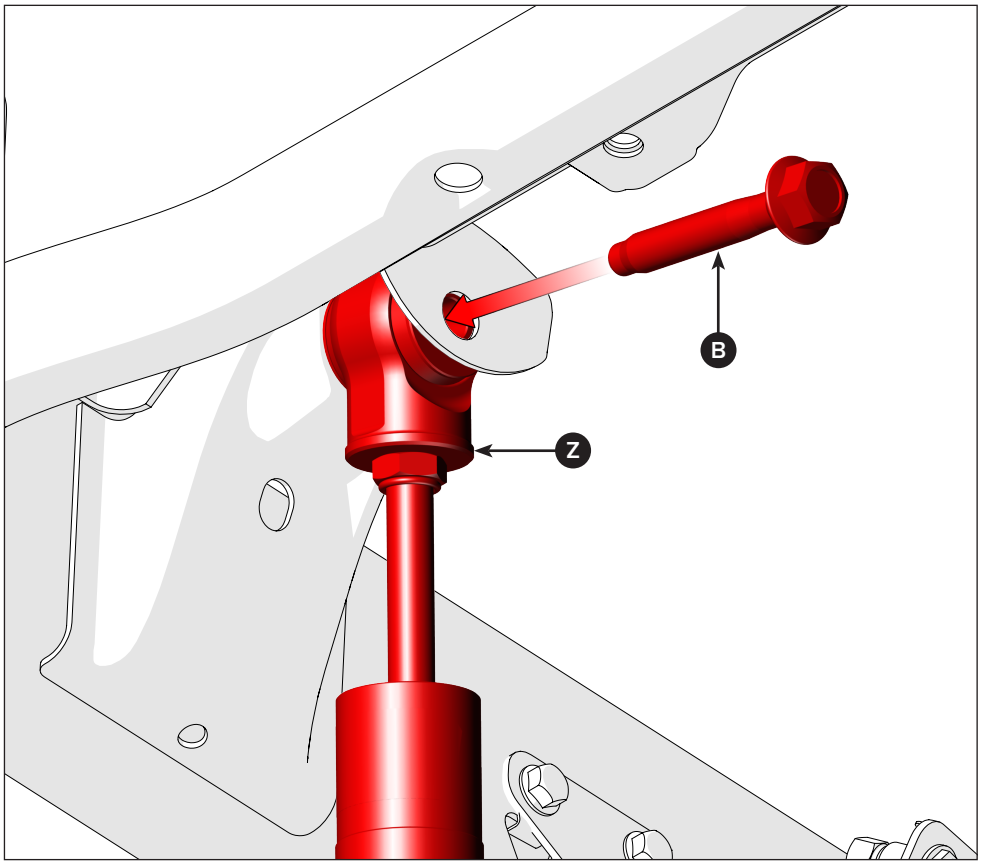
Repeat steps 47 and 48 to attach the passenger's side brake line bracket.



49 Fit the top eyelet of your chosen shock, either TS809 or TD809 (Z), into the frame pocket as shown.

Then, attach the shock to the frame with the bolt (B) removed during step 4.

Do not tighten the bolt, as it will be torqued to specification during the next step.

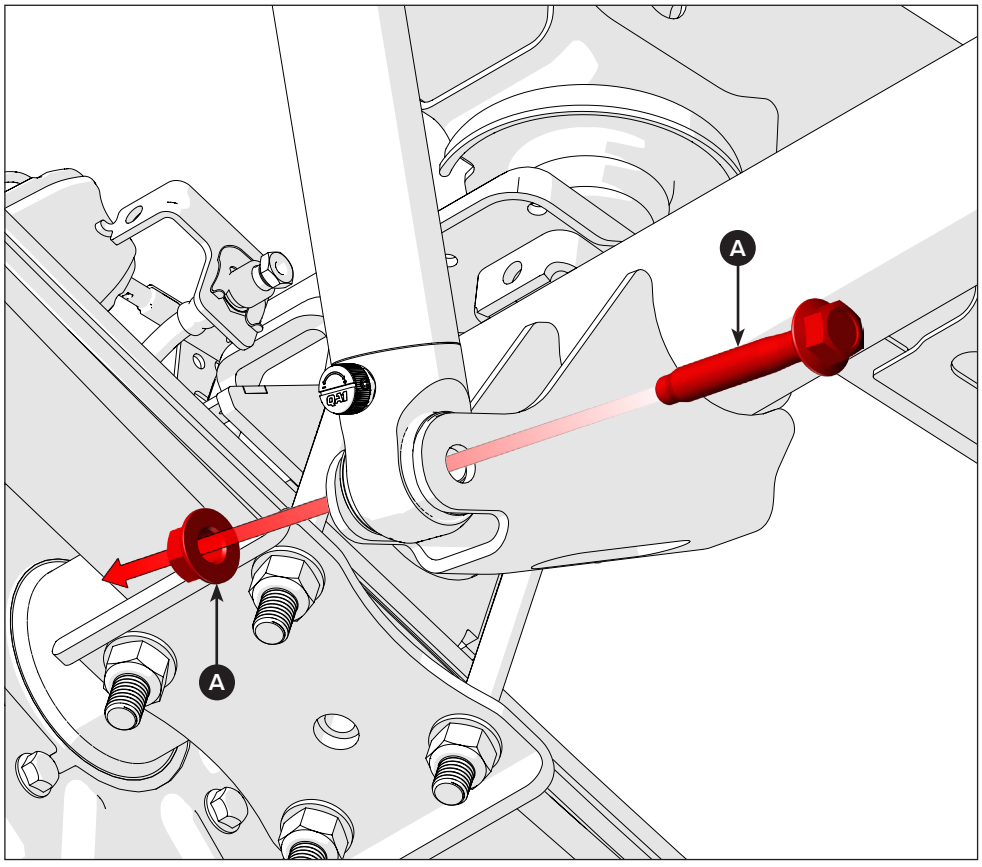


50 Put the lower shock eyelet into the lower shock mount, as shown.

Fasten the shock with the hardware (A) removed during step 3.

Torque the upper and lower shock hardware to 104 lb-ft.

Repeat steps 49 and 50 to install the passenger's side shock assembly.



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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.

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