



DON'T FORGET

These instructions can be found in color and expandable at QA1.net

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

INSTALLATION INSTRUCTIONS

QA1 1973-1977 GM A -Body Rear Coil-Over Conversion Kit

RCK52370, RCK523371, RCK52372, RCK52373, RCK52374, RCK52375, RCK52376, RCK52377, RK104K

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- SAE Wrench/Socket Set
- Tire Chocks
- Spanner Wrench (QA1 P/N T114W or T115W)
- Jack Stands
- 1/2" & 3/8" Drill Bits & Drill
- Torque Wrench
- Permatex® Anti-Seize Lubricant

KIT CONTAINS

- 2-Proma Star® Shocks
- Two Springs
- Mounting Brackets
- All Necessary Hardware

Coil-Over Shock Assembly:

1. Screw the aluminum locking collar (shoulder up) and the spring seat adjuster nut (shoulder up) down to the last thread - NO FURTHER. **(Figure 1)** Now is a good time to lubricate the threads of the shock body with **Permatex® Anti-Seize Lubricant**.
2. QA1 highly recommends using the QA1 thrust bearing kit (part #7888-109) for ease of adjustment. If the thrust bearing kit is used, coat both washers with **Permatex® Anti-Seize Lubricant**. Install the stainless steel spring seat washer, then the bearing, then the second washer, making a "thrust bearing sandwich". **(Figure 2)** If the thrust bearing kit is not used, coat one side of the stainless-steel spring seat washer that came with the shock with **Permatex® Anti-Seize Lubricant**.
3. Place the lubricated side of the washer down on the spring seat. Slide the spring over the shock body and down onto the spring seat. Slip the spring cap in place, making sure that it is set in the spring squarely.
4. Adjust the spring seat up until the spring is slightly compressed. This ensures that the spring cap, spring and spring seat washer remain in place and aligned.

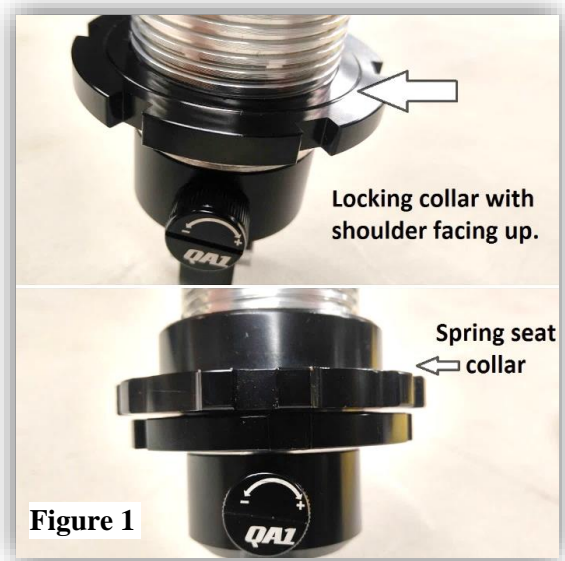


Figure 1

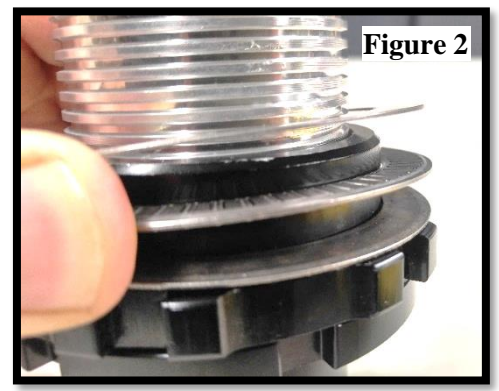


Figure 2

Removal:

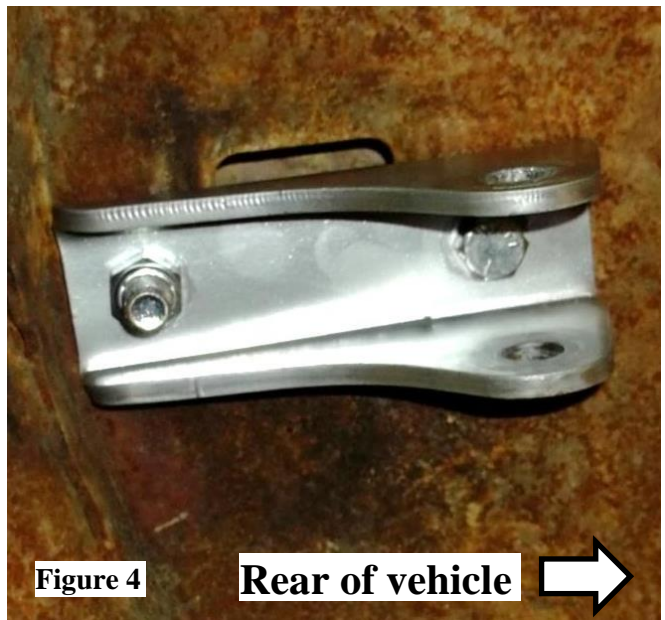
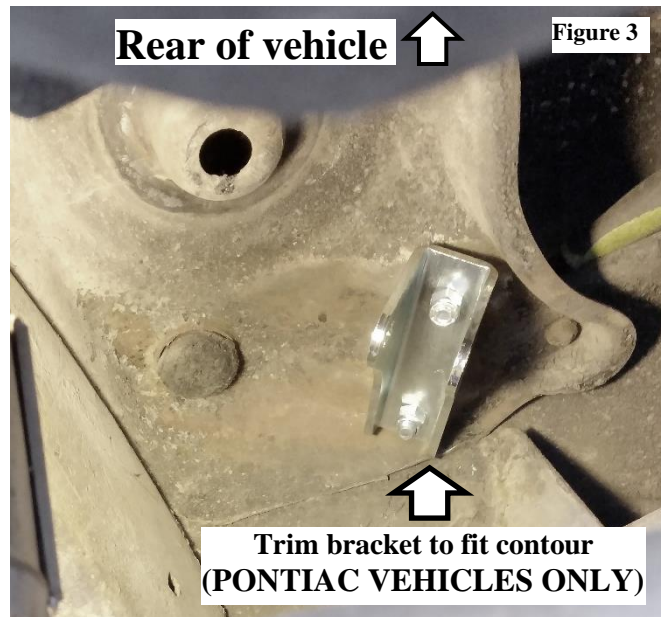
1. With the vehicle sitting on level ground, measure the vehicle ride height from the ground to the center of the wheel wells and record these measurements.
2. Jack the car up and ensure that the frame is set securely on jack stands. See the owner's manual for proper jacking techniques.
3. Use a jack under the rear axle to remove tension from the rear shocks and remove them from the vehicle. The lower shock mounting bolts also need to be removed from the axle.
4. Remove the rear springs.

Note:

Pontiac vehicles have a slightly different upper shock mounting area and will need the forward edge of the upper shock bracket to be slightly trimmed to fit the contour of the chassis. **(Figure 3)**

Installation:

1. Check the upper shock mount location on the vehicle for debris where the bracket will sit. This area must be free of any undercoating, dirt or other debris to ensure the bracket will sit flat against the frame.
2. With a 3/8" drill bit, enlarge the factory upper shock mounting holes from 5/16" to 3/8".
3. The upper mounting bracket bolts to the frame using the factory upper shock mounting holes with the 3/8" x 1 1/4" bolts and nuts provided. See **(Figure 4)**.
4. The lower coil-over shock mounting brackets attach using the factory shock mounting bolt hole. See **(Figure 5)**.
5. With the QA1 lower bracket bolted on, use the bracket to locate the upper bolt hole. Drill a 1/2" hole.
6. Install the upper mounting bolt with the supplied washers and nut.
7. Install the upper eyelet of the shock to the upper mount using the 1/2" x 3" bolt. Torque to 50 lb. ft.
8. Insert the lower shock eyelet into the lower mounting bracket with the knob(s) facing towards the front of the vehicle and install the 1/2" x 2 1/2" bolt. Torque to 50 lb. ft.
9. Repeat steps one through six on the other side of the car.
10. Lower the car to the ground and check the vehicle ride height referring to your notes from step 1 of disassembly. Raise the car off the ground and adjust the ride height as necessary with the suspension unloaded using the T114W or T115W spanner wrench. Once you have the ride height set, tighten the lock nut against the spring seat adjuster.



Rear Valving Adjustments

QA1 shocks have 18 damping settings per knob. There are 6 clicks per revolution of each knob, and each knob has 3 complete revolutions. The knob set fully counter clockwise is the softest setting - start adjustments from that point. Recommended base settings to begin testing with are as follows:

Shocks with one adjuster knob:

Drag Racing:	0-6 clicks
Nice ride and handling:	0-6 clicks
Firm ride & improved handling:	6-12 clicks
Aggressive handling:	13-18 clicks

Shocks with two adjuster knobs:

Drag Racing:	0-6 clicks compression	4-10 clicks rebound
Nice ride and handling:	0-6 clicks compression	2-8 clicks rebound
Firm ride & improved handling:	6-12 clicks compression	8-14 clicks rebound
Aggressive handling:	13-18 clicks compression	14-18 clicks rebound



READ ALL INSTRUCTIONS CAREFULLY AND THOROUGHLY PRIOR TO STARTING INSTALLATION. PRODUCTS THAT HAVE BEEN INSTALLED ARE NOT ELIGIBLE FOR RETURN. USE THE PROPER JACKING LOCATIONS. DEATH OR SERIOUS INJURY CAN RESULT IF INSTRUCTIONS ARE NOT CORRECTLY FOLLOWED. A GOOD CHASSIS MANUAL, AVAILABLE AT YOUR LOCAL PARTS STORE, MAY ALSO AID IN YOUR INSTALLATION.

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