



## **INSTALLATION INSTRUCTIONS**

QA1 p/n 5213, 5214 *Anti-Hop Bars*

1965-1972 GM A Body and 1978-1988 GM A/G Body

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.

### **• DISCLAIMER / WARRANTY •**

QA1 WARRANTS THAT THE PRODUCTS WILL BE FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP FOR ONE YEAR FROM DATE OF SALE TO THE ORIGINAL PURCHASER. QA1 MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESS OR IMPLIED. QA1 SHALL HAVE NO OBLIGATION UNDER THE FOREGOING WARRANTY WHERE THE DEFECT IS THE RESULT OF IMPROPER OR ABNORMAL USE, YOUR NEGLIGENCE, VEHICLE ACCIDENT, IMPROPER 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 FOREGOING WARRANTY SHALL BE LIMITED TO THE REPAIR OR REPLACEMENT, AT QA1'S OPTION, OF THE DEFECTIVE PRODUCTS.

THE USER UNDERSTANDS AND RECOGNIZES THAT RACING PARTS, SPECIALIZED STREET ROD EQUIPMENT, AND ALL PARTS AND SERVICES SOLD BY QA1 ARE EXPOSED TO MANY AND VARIED CONDITIONS DUE TO THE MANNER IN WHICH THEY ARE INSTALLED AND USED. 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 WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK!

## **TOOLS AND SUPPLIES REQUIRED**

- Floor Jack
- Jack Stands
- Tire Chocks
- 1/4" Drill Bit
- Grease Gun
- SAE/Metric Socket Set
- Wrench Set
- Bushing Removal Tool
- Torque Wrench
- Thread Lock Compound

### **Pre-Installation Notes**

1. Due to variations in the axle housing castings, minor grinding of the webbing and/or the anti-hop bars may be necessary for installation.
2. The differential fill plug will not be accessible after installation. Check/Change differential fluid before installation. The right Anti-Hop Bar will need to be removed to check the differential fluid. After installation, a fill plug style rear cover could be added.
3. QA1 Adjustable Upper Trailing Arms are recommended, but not required, for use with the QA1 Anti-Hop Bars to allow adjustment of the pinion angle.

### **Driver Side Installation Instructions**

1. Place the car on a level surface and place tire chocks in front of and behind front tires.
2. Raise and support the rear of the vehicle keeping the rear suspension loaded with the weight of the vehicle. Removing rear tires is not required but can be helpful.



3. During installation it is critical to maintain the pinion angle. To do this, use floor jack to support the pinion area of rear end housing. Note: An angle finder can be used to measure pinion angle.
4. Remove the left upper trailing arm bolt from the rear end bushing and loosen the front trailing arm bolt. Rotate trailing arm up and out of the way. On 1978-1988 A/G cars, remove the brake line distribution block bolt.
5. Press out the O.E.M. rubber bushing with caution so as to not damage rear end housing. Ball joint presses or specialized pullers are available from a variety of sources.
6. Install the left Anti-Hop Bar with the grease fitting facing the rear of the vehicle. Slide the Anti-Hop Bar on with the fingers engaged in the webbing before installing the steel bushing and bolt. Minor relocation of the brake line may be required on some years and models. On #5214 use the 5/16" bolt, nut and bracket to relocate the line.
7. Locate the Anti-Hop Bar on the axle with the steel bushing and 1/2" bolt. Snug at this time.
8. Drill 1/4" hole through axle housing web using anti-hop bar as guide. *NOTE: Make sure to have at minimum 1/4" of material between bolt hole and web edge.*
9. Install 1/4" bolt, washer and nyloc nut. Tighten bolt to 20 ft. lbs.
10. Install upper trailing arm on anti-hop bar urethane bushing.
11. Use thread lock compound on upper trailing arm and steel bushing bolts and torque to 70 ft. lbs.

### **Passenger Side Installation Instructions**

1. Remove right upper trailing arm bolt from rear end bushing and loosen front trailing arm bolt. Rotate trailing arm up and out of way.
2. Remove pressed in O.E.M. rubber bushing with caution so as to not damage rear end housing.
3. Install right anti-hop bar with grease fitting facing rear of vehicle.
4. Install right anti-hop bar with grease fitting facing rear of vehicle. Slide the anti- Hop Bar on with the fingers engaged in the webbing before installing the steel bushing and bolt. Minor moving of brake line may be required on some years and models. On #5214 use 5/16" bolt, nut and bracket to relocate line.
5. Locate anti-hop bar on steel bushing and 1/2" bolt. Snug at this time.
6. Drill 1/4" hole through axle housing web using anti-hop bar as guide. *NOTE: Make sure to have at minimum 1/4" of material between bolt hole and web edge.*
7. Install 1/4" bolt, washer and nyloc nut. Tighten bolt to 20 ft. lbs.
8. Install upper trailing arm on anti-hop bar urethane bushing.
9. Use thread lock compound on upper trailing arm and steel bushing bolts and torque to 70 ft. lbs.

*Although QA1 anti-hop bar bushings are pre-lubed, you may want to lube the bushings. Install zerk fitting covers to prevent dirt and corrosion of the zerk fittings. Check hardware tightness after 10 miles and on a regular basis.*

**To further upgrade your suspension, use other QA1 suspension products such as coil overs, shocks, struts, springs, K-members, torque arms, panhard bars, sub-frame connectors, strut tower braces, rod ends, sway bars, tubular control arms, spherical bearings, carbon fiber driveshafts.**