



INSTALLATION INSTRUCTIONS

QA1 P/N 5280 *Non-adjustable Torque Arm*
1984-2002 Camaro/Firebird

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 •

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TOOLS AND SUPPLIES REQUIRED

- Drive on lift (recommended) or floor jack and jack stands (4 required)
- SAE and Metric sockets and ratchets.
- Magnetic angle finder
- Blue Loctite™
- 1-1/8" crows foot wrench
- Torque wrench
- Grinder

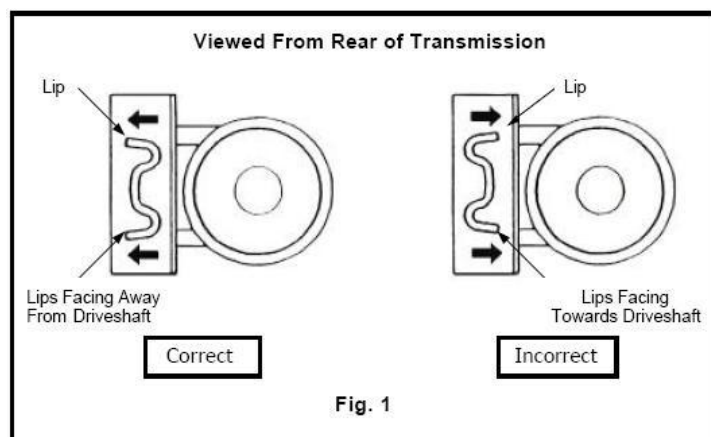
Note: This torque arm is designed to fit 1984-2002 Camaro and Firebird with 1) US built GM corporate 10 bolt rear ends that have 7 1/2" or 7 5/8" ring gear and, 2) with front torque arm locator lips facing away from driveshaft (See **Figure 1**).

BEFORE YOU GET STARTED

Before you begin the installation of your new torque arm, it is very important that you inspect several components on your vehicle for safety reasons, to eliminate potential problems and to ensure your new torque arm will work properly for a long time to come:

1. Inspect the motor mounts and the transmission mount.

Worn, weak or broken mounts will cause the torque arm to not function properly and can cause damage to your vehicle. If you have a broken or weak transmission mount, it will cause the torque arm to actually lift the tail end of the transmission up. This could cause severe wheel hop, driveline misalignment and possible damage to the transmission, drive shaft, u-joints, rear axle, torque arm, and/or floor pan of vehicle. We highly recommend using a good polyurethane transmission mount. This will ensure your transmission will stay solid and the torque arm will work to its full potential.



INSTALLATION

1. If a drive on lift is unavailable, raise and support the vehicle under the frame rails so the rear end can be raised and lowered, as needed.
2. Remove the two large bolts that attach the stock torque arm to the differential and remove the stock torque arm. Inspect the bolts and replace, if necessary. (Use only OE bolts and OE style lock nuts)
3. Unbolt and remove the front bushing bracket assembly from the transmission.
4. Drill or grind off the rivet heads (See **Figure 2**) and disassemble the mounting bracket assembly. Discard the factory rubber bushings.
5. Reinstall the inner bracket onto the transmission with only the lower bolt and stud at this time using thread locking compound.
6. Install the QA1 torque arm onto the rear axle with the OE bolts using thread locking compound. Do not torque the bolts at this time. Due to tolerances, it may be necessary to file or grind the lower rear corner of the differential casting to allow the differential bracket to sit flush against the housing.
7. Apply the supplied grease to the inside of the new polyurethane front bushing and slip the bushing onto the torque arm with the part number on the bushing facing the rear of the vehicle.
8. Position the polyurethane bushing in the inner bracket and install the outer bracket, then (using thread locking compound) install the upper bolt and tighten both bolts and stud to the factory torque specifications.
9. At this time, torque the rear differential attaching bolts to 97 lb. ft.
10. After driving the vehicle 10-20 miles, it is very important to re-torque all hardware.

