



## **CK5005/CK5007/CK5009 INSTALLATION INSTRUCTIONS**

### **COIL-OVER KIT FOR 26, 28, AND 50 SERIES SHOCKS**

#### **WARRANTY / DISCLAIMER**

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.

Consequential or incidental damages are not recoverable under this warranty. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

In order to be eligible for service under this warranty, you must return the defective part to QA1 together with a R.M.A. number issued from QA1. Tag each item with the part number and the specific explanation of defect. We will inspect the part and determine: a) if it is eligible for repair or replacement; and, b) if so, whether to repair or replace it. All returns must be shipped prepaid to:

QA1 Precision Products, Inc.

RMA # \_\_\_\_\_

21730 Hanover Avenue

Lakeville, MN 55044

THE BUYER 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 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.

## READ INSTALLATION TIPS COMPLETELY BEFORE STARTING

### PRODUCT CANNOT BE RETURNED ONCE INSTALLED

1. Slide the threaded sleeve over the shock. One end of the sleeve is tapered, this end must face the snap ring groove.
2. Use snap-ring pliers to install the snap-ring into the groove of the shock. Round edge snap ring is used for 50 series, square edge snap ring is used for 26/28 series shocks.
3. Slide the threaded sleeve over the snap-ring and seat it firmly; the snap ring must go completely into and be covered by the sleeve. When properly set, the sleeve will lock tight on the snap-ring and cannot be rotated by hand. **Note:** If the snap-ring is spread too far when installing, it may be difficult to get it to enter the tapered end. You will have to squeeze the snap-ring down into the groove at the same time you slide the sleeve over the snap-ring.
4. If used, thread the jam nut onto the threaded sleeve, then thread the spring seat adjuster nut onto the sleeve.
5. Slide one of the spring adapters onto the threaded sleeve (CK5009). Both spring adapters are the same.
6. Slide the spring over the shock so that it sits on the spring adapter.
7. Tie-strap the spring to the spring adapter using the supplied tie-straps.
8. Slide the other spring adapter onto the shock. Tie strap the spring adapter to the spring.
9. Slide the cone-shaped spring cap over the piston rod of the shock.
10. Tie-strap the spring cap to the spring adapter.
11. Install supplied metal pin through the small holes on the spring cap.
12. Install the unit on the vehicle and adjust the ride height by turning the spring seat adjuster nut up or down as required. **ALWAYS jack up the car's chassis to completely unload the spring BEFORE adjusting.** When unloaded, the nut can usually be turned by hand. If it is preloaded, you will need a spanner wrench. To order, call QA1 or your dealer for a specially designed spanner wrench (part number T114W). **In either case, DO NOT make ride height adjustments with the car's weight on the coil-over unit.**