TWENTY 16 MOTORSPORTS

QA1®

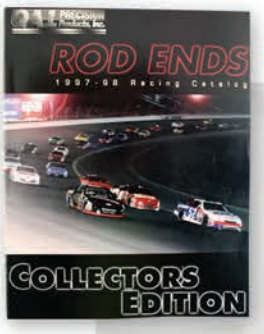
HIGH PERFORMANCE SUSPENSION, DRIVESHAFTS, ROD ENDS & MORE

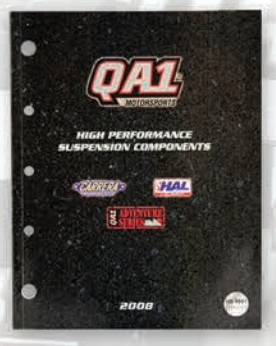
2015 QA1 Open House & Cruise

For a list of QA1 Authorized Rebuilders, see page 156.

TABLE OF CONTENTS

QA1 Through the Years





1964

Carrera Shocks was founded to design, manufacture and distribute quality suspension systems for the racing and high performance industry.

1969

Offered the first "completely manufactured" coil-over shocks with 2 ½" springs.

1980's

Introduced the first 5th Coil and 6th Coil Suspension, invented the popular fade resistant patented HYPERcharged™ shock and then remote adjustable shocks.

1993

Jim Jordan founded QA1 Precision Products, Inc. and introduced rod ends and spherical bearings specifically for the performance racing industry.

1968

The first to offer true racing shocks for the Sprint Car, Midget and Drag Racing markets.

1972

Introduced the first coil-overs for NASCAR.

1990's

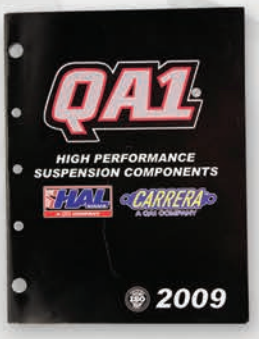
Introduced the 'GP' shock, our original monotube racing shock, which brought unsurpassed reliability and consistency to racing with its larger piston area and unsurpassed piston design.

1998

QA1 acquired Hal Shocks and started manufacturing shock absorbers for the drag racing market.

CARRERA™

HAL SHOCKS
A QA1 COMPANY



QA1®

1999

QA1 introduced racer revalveable and rebuildable shock absorbers for circle track racing.

2004

QA1 acquired Carrera Shocks, making QA1 the #1 manufacturer of performance racing shocks.

2011

QA1 acquired CAP Auto Products, expanding its offering of suspension products to the Mopar community with control arms, K-members, dynamic strut bars and tie rod adjusters.

2012

QA1 continues to enhance and expand its product offering of American-made high performance suspension components.

2014

QA1 introduced its Advanced Materials Division, offering in-house filament winding of carbon fiber and similar materials, to provide driveshafts and other products.

2000's

QA1 fine-tuned and expanded its product offering of performance shock absorbers for street performance, drag racing, street rods and circle track applications.

2006

QA1 receives patent for revolutionary design of adjustable, self-lubricating ball joints.

2011

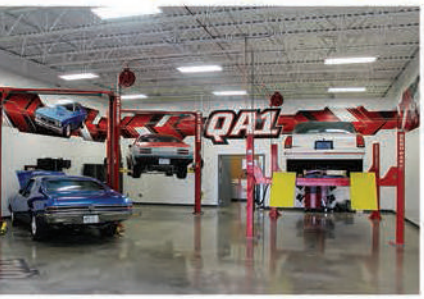
QA1 acquired Edelbrock's Suspension Line, further expanding the line of fabricated suspension components.

2013

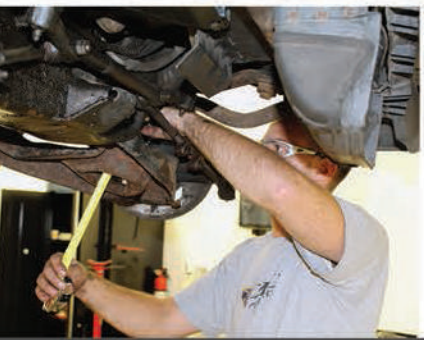
QA1 built 17,200 ft² of additional manufacturing space, resulting in over 83,000 ft² of manufacturing, welding and distribution space in Lakeville, MN.

Edelbrock SUSPENSION

LETTER FROM THE PRESIDENT



> ***"There was a constant stream of cars coming in for measurements, test fitments, new product development and performance testing."***



It's been over a year since we had to say goodbye to our founder, Jim Jordan, and he is missed every day. We are proud to continue on with his vision and know he would be very excited about the direction that QA1 is headed, especially with regards to new product development and innovation.

2015 was the first full year we were able to take advantage of our new R&D facility – and take advantage of it we did! There was a constant stream of cars coming in for measurements, test fitments, new product development and performance testing. We had Firebirds, Mustangs, Chargers, Impalas, Corvettes, Modifieds and more come through our facility!

We also spent more time on the track this year than ever before. We took full advantage of our data acquisition system and did some serious research at various drag strips, autocross and road race courses and on asphalt and dirt oval tracks. Looking at everything related to suspension and driveline, we took our technical expertise to a new level.

Working with several professional racers, we've tested our new REV™ Series driveshafts to the extreme. From drag strips, dirt tracks and autocross courses to a balmy Sunday cruise in -20°F weather, we haven't missed an opportunity to test these driveshafts. Coupled with our exclusive 3M™ Matrix Resin, these driveshafts provide superior strength, minimize water absorption and increase torque capacity and longevity. Designed and manufactured for specific applications, there is simply no comparison to other carbon fiber driveshafts.

We are also very excited to introduce a full line of application-specific suspension kits for performance handling and drag racing. Offered in multiple levels, these full-vehicle suspension kits have been designed to optimize the suspension on your car. With products designed to work together, these kits provide you with everything you need to upgrade your vehicle's performance.

We've been having fun with all the development lately and are excited to introduce over 30 new products in this catalog. It's not stopping there though – we have so many exciting new products in the pipeline that we're taking a new approach and introducing products throughout 2016 and beyond. Stay tuned!

Best regards,

Melissa Scoles
President
QA1 Precision Products, Inc.

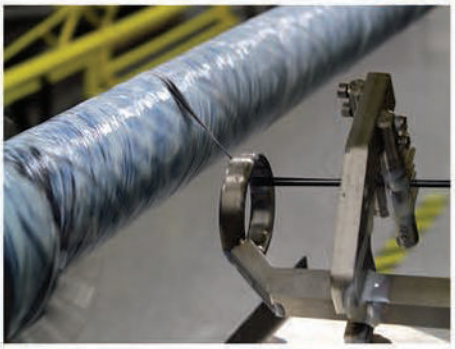
Forever Remembered

JIM JORDAN

QA1 Founder & Chairman

1946-2014

> *"We are proud to continue his vision and know [Jim] would be very excited about the direction that QA1 is headed, especially with regards to new product development and innovation."*



> *"Working with several professional racers, we've tested our new REV™ Series driveshafts to the extreme."*

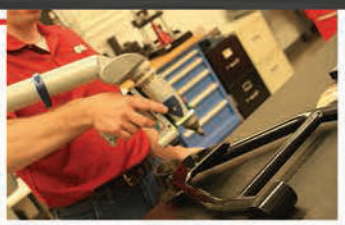
> *"We are also very excited to introduce a full line of application-specific suspension kits for performance handling and drag racing."*

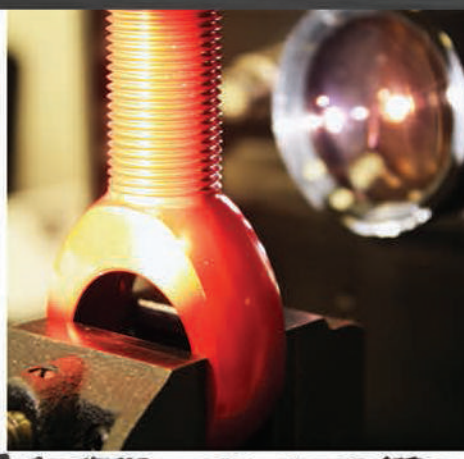
THE QA1 ADVANTAGE

A proper suspension setup is critical to the handling of your vehicle, whether you have a street rod or a muscle car or race on a circle track, drag strip or autocross course. Carbon fiber driveshafts are also important when you're looking to cut weight and need the strength and safety that carbon fiber provides. At QA1, we are proud to provide driveshafts, shock absorbers, struts, fabricated components, springs, ball joints, rod ends and other high performance suspension components that are extremely responsive, reliable, consistent and the best value on the market. Our passion for cutting-edge suspension and driveshafts and our dedication to quality are just some of the reasons racers and drivers put their trust in QA1.

QUALITY AND AFFORDABILITY ARE #1

At QA1, we are determined to be #1 when it comes to quality and affordability. Our products are designed, built and tested to ensure consistent quality, ultimate reliability and unbeatable performance. We believe if you begin with quality engineering, quality equipment, quality materials and strict quality inspections, you are sure to get a high quality product. Our efficient manufacturing processes also help keep our costs down, which in turn, we are able to pass on to our customers.





AMERICAN MADE

To get the best performance from your vehicle, you need to be able to trust your suspension and driveshaft. It's equally important that you can trust where these components are crafted. All QA1 rebuildable shocks, struts, fabricated suspension components and driveshafts are designed, built and tested in Lakeville, Minnesota. All of QA1's employees, from the in-house design and engineering team to the shock builders to the technicians, take pride in each and every QA1 product manufactured.

TEST FITTED AND TRACK TESTED

Many of QA1's employees are racers or serious enthusiasts themselves and understand the needs and goals of our customers from firsthand experience. We know that dyno testing, computer evaluations and endurance tests are only valuable if they can also result in real world performance. QA1 often works with well-known industry icons to get feedback during the prototype and testing phase. We make sure every product is test fitted, track tested and driver or racer approved before it begins production.

QA1® NEW FOR 2016

pages 10-15

REV™ SERIES CARBON FIBER DRIVESHAFTS

GM A-BODY REAR PRO COIL SYSTEM

pages 48 & 54-62

5", 6" & 8" 62 SERIES SHOCKS

pages 24 & 32

CONTROL ARMS

GM A-BODY & S-SERIES
UPPER & LOWER

page 85

METRIC JAM NUTS

page 150

CORVETTE STOCKER STAR SHOCKS

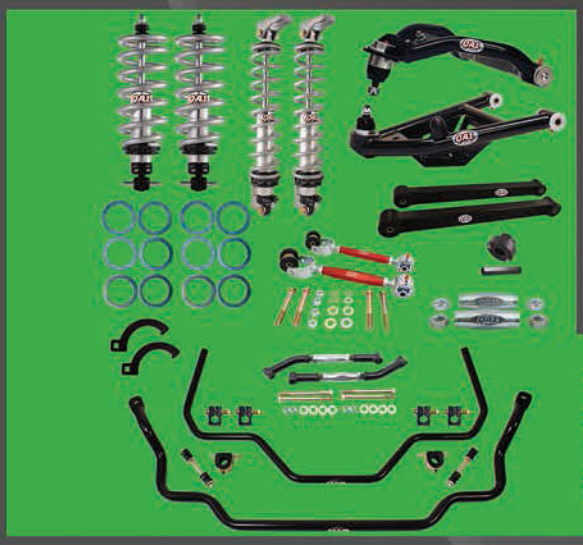
NEW SPORT SERIES VALVING

page 56

MH ROD ENDS

ADDITIONAL THREAD SIZES

page 141



FRONT SWAY BARS

CAMARO, CORVETTE & MOPAR A-BODY, B-BODY & E-BODY APPLICATIONS

page 90

SUSPENSION KITS

DRAG RACE & HANDLING LEVELS

pages 91-123

THREADED BALL JOINT WELD-IN SLEEVES

page 127

FRONT PRO COIL SHOCK SYSTEMS

CHEVY FRONT, GM B-BODY & CORVETTE APPLICATIONS

pages 47 & 56-59

HIGH TRAVEL SPRINGS

pages 76 & 78

ULTIMATE BALL JOINTS

ADDITIONAL OFFERINGS

page 127

GM A-BODY REAR TRAILING ARMS

page 86

CARBON FIBER DRIVESHAFTS

NEW

QA1's continuous innovation and growth has led us to the development of our Advanced Materials Division, which will offer several composite material products for the high performance automotive market, including carbon fiber driveshafts.

Available in all popular lengths with slip yokes and U-joints, these carbon fiber driveshafts are lighter, stiffer and stronger than aluminum, steel and other carbon fiber designs, all while providing dramatic safety benefits. For the highest quality and performance, all of QA1's driveshafts are engineered, filament wound and balanced in-house, in Lakeville, MN.

RAISING THE BAR WITH AMERICAN-MADE DRIVESHAFTS

QA1 is redefining industry standards by performing our filament winding in-house, in our Lakeville, MN facility - a necessary process to design and produce the correct torsional stiffness specifications for world class carbon fiber driveshafts. It is imperative to have control over the entire filament winding process, and by having the specialized equipment in-house, we are able to customize tube length, wall thickness and pattern, allowing us to design and wind carbon fiber driveshafts for specific applications.

CUTTING EDGE CAPABILITIES

Equipped with sophisticated 3D modeling programs and machines such as a torsional dyno, balancer, tensile tester, filament winder, coordinate measuring machines and CNC machines, we're able to take projects from initial design concept to complete assembly, all under one roof.

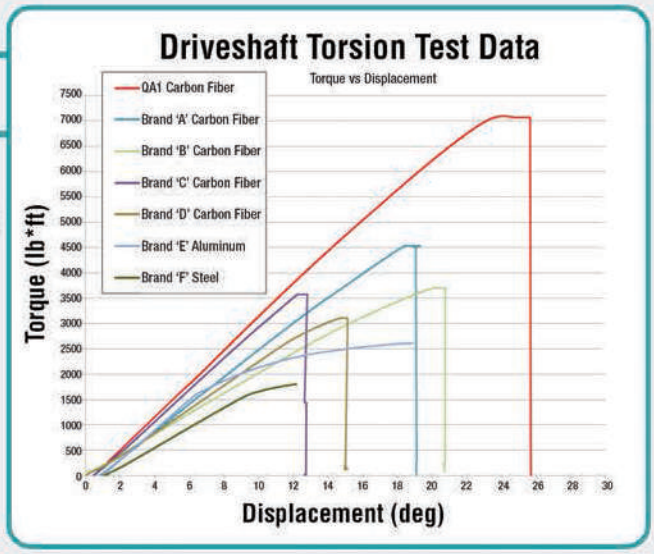
HOW DOES A QA1 DRIVESHAFT EXCEED THE COMPETITION?

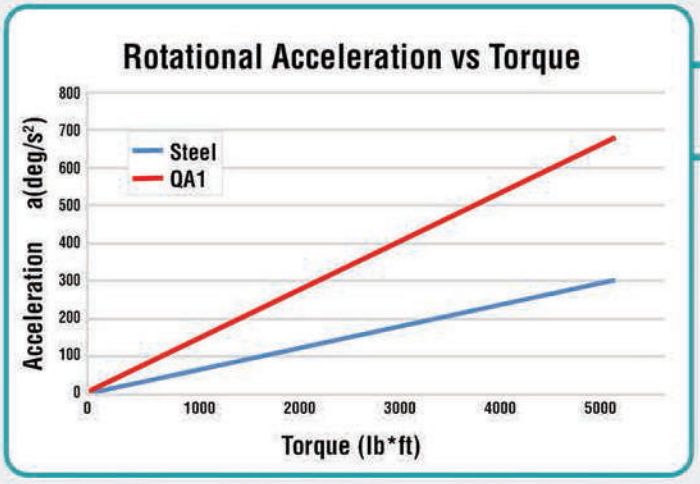
STRONGER

QA1 vs COMPETITORS

This graph shows torsional test data collected for 38" driveshafts. The horizontal axis is displacement or amount of twist in degrees and the vertical axis is amount of torque in lb*ft. Each line represents a different driveshaft and each part was tested to failure. The point where the curve starts is actually where the driveshaft starts to yield or take a permanent 'set' or twist. If the part was removed and checked anywhere in the curved area, the end yokes would be twisted out of phase. This is especially apparent for steel or aluminum. This testing shows that QA1's carbon fiber driveshafts are far stronger than the aluminum, steel and other competitors' carbon fiber driveshafts.

Including U-joints, QA1's driveshaft also weighs almost a pound less (7.4 lbs) than the next strongest carbon fiber driveshaft (8.3 lbs).





FASTER

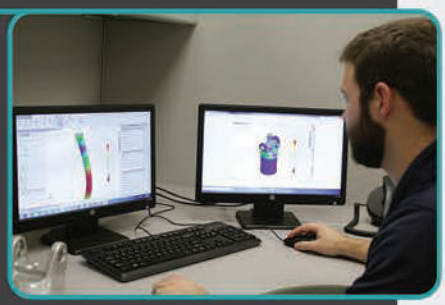
QA1 CARBON FIBER DRIVESHAFTS vs STEEL DRIVESHAFTS

A QA1 carbon fiber driveshaft accelerates faster than a steel driveshaft due to its lighter weight and lower inertia. In this test, the steel driveshaft (blue line) weighed 15 lbs with a wall thickness of 0.083". In contrast, the QA1 driveshaft (red line) weighed less than 6.5 lbs, even with a thicker wall of 0.110". The lighter QA1 driveshaft was capable of handling over twice as much torque as the steel driveshaft even though it is less than half the weight.

DESIGNED & WOUND FOR SPECIFIC APPLICATIONS

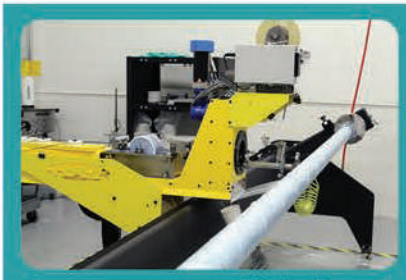
While other carbon fiber driveshafts are often made by cutting a universal pre-made tube to length, QA1's driveshafts are engineered specifically for each vehicle and application.

QA1 designs and models each driveshaft in-house to meet very specific performance goals. Simulations help to ensure the design is optimized before getting to the prototype phase. By having control over the entire filament winding process in-house, QA1 is able to customize tube length, wall thickness and pattern, enabling our driveshafts to be designed and wound for specific applications.



BENEFITS OF A QA1 CARBON FIBER DRIVESHAFT

What sets a QA1 carbon fiber driveshaft apart from the rest? From the very beginning, we set out to engineer and manufacture the best driveshafts on the market. From using high-tech equipment and quality materials to working with 3M™ to develop our exclusive Matrix Resin to testing with nationally known drivers, every single step has been thoroughly researched to provide the highest quality driveshaft.



INCREASED STRENGTH & DURABILITY

All carbon fiber driveshafts can save you a lot of weight, so we focused on increasing the strength and durability compared to other carbon fiber designs to give you the most reliable performance and longevity. With QA1, you get weight savings AND reliability, which both contribute to cost savings.

HIGHEST QUALITY

Not only are the finished driveshafts torsion tested, balanced and serialized, but the materials are tested throughout the process as well. Some tests include tension, compression, shear, three point bend and surface roughness. We also analyze the composites for fiber volume, layer analysis and to avoid potential void content, so you know you're getting the highest quality and strength.

TRACK TESTED, RACER APPROVED

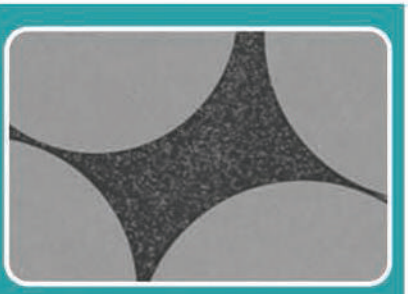
QA1 works closely with several professional dirt and asphalt circle track and drag race teams from across the country for feedback and to ensure the driveshafts perform on the track. This allows for continuous improvement, as well as data gathering for future designs.

INCREASED SAFETY

While there is a performance advantage to be had with a carbon fiber driveshaft, everyone should understand the increased safety associated with them. Most of us have seen the damage that a steel or aluminum driveshaft can do to the cockpit of a racecar. In the unlikely event of a failure, a carbon fiber driveshaft shreds like a broom, so there is no damage to the racer or other parts of the car. We need to remind ourselves that although we take racing seriously and invest a lot of time and money into it, nothing is more important than our safety. If you can choose a product that is both lighter and safer, why would you choose anything else?

QA1-EXCLUSIVE 3M™ MATRIX RESIN

The 3M™ Matrix Resin uses spherical nano scale silica that provides improved abrasion resistance and longevity, higher compressive strength and minimal water absorption for increased torque capacity and longevity. This resin is exclusive to QA1 performance driveshafts and is what gives a QA1 driveshaft its distinctive blue tint.



EXTREME TORQUE CAPACITIES

QA1's in-house winding machines provide a uniform wall thickness that is created by optimum fiber lay up to ensure high RPM stability as well as extreme torque capacities.

WEAR RESISTANT

QA1's thoroughly engineered surface protection withstands extreme racing environments and provides worry-free performance.

MINIMIZED RUN OUT

Specially developed for QA1's bonding technology, these high strength forged aluminum tube yokes are CNC machined to ensure proper axial alignment to prevent high RPM unbalance.

QA1-EXCLUSIVE BONDING PROCEDURE

QA1 has developed a proprietary 11 step bonding procedure that utilizes an aerospace two part epoxy adhesive. This process ensures a better balance and minimal material waste, all while providing increased assembly strength.

HIGH STRENGTH U-JOINTS & SLIP YOKES

QA1's driveshafts feature high strength alloy U-joints and slip yokes. The U-joints provide durability, high torque capacity and are sealed for maximum strength and no maintenance. All of our dirt late model driveshafts feature Spicer Life Series® U-joints.

QA1® CARBON FIBER DRIVESHAFTS

REV™ SERIES PERFORMANCE DRIVESHAFTS

APPLICATION	DRIVESHAFT PART #	LENGTH	DIAMETER	U-JOINT	SLIP YOKE	MAX RATED POWER	WEIGHT
Ford	JJ-21200	45.50"	3.2"	1330 Conversion	Ford 28-Spline	750 HP / 500 Lb*Ft	10.1 lbs.
Ford	JJ-21202	45.50"	3.2"	1330 Conversion	Ford 31-Spline	750 HP / 500 Lb*Ft	10.4 lbs.
Ford	JJ-21201	45.00"	3.2"	1330 Conversion	Ford 31-Spline	750 HP / 500 Lb*Ft	10.4 lbs.
GM	JJ-22201	41.75"	3.2"	1310 Series	GM 27-Spline	750 HP / 500 Lb*Ft	9.7 lbs.


Monza from Street Outlaws

FOR DRIVESHAFTS FOR HIGHER HORSEPOWERED VEHICLES AND ADDITIONAL OPTIONS, PLEASE REFER TO THE CUSTOM ORDER FORM.

DIRT LATE MODEL DRIVESHAFTS

WITH 8" SLIP YOKE PART #	WITHOUT SLIP YOKE PART #	LENGTH	DIAMETER	WEIGHT WITHOUT SLIP YOKE
JJ-11200	JJ-11206	35.50"	3.2"	7.4 lbs.
JJ-11201	JJ-11207	37.00"	3.2"	7.4 lbs.
JJ-11202	JJ-11208	37.50"	3.2"	7.4 lbs.
JJ-11203	JJ-11209	38.00"	3.2"	7.5 lbs.
JJ-11204	JJ-11210	38.50"	3.2"	7.5 lbs.
JJ-11205	JJ-11211	39.00"	3.2"	7.5 lbs.

*Each driveshaft is torsion tested to 2,600 Lb*Ft.*
Dirt Late Model driveshafts feature Spicer 1310 Series U-joints.
Slip yoke adds 2.3 lbs.

Driveshafts for crate late models and dirt modifieds will be available soon. Check our website for the most up-to-date options available!

TRUSTED BY CHAMPIONS

Scott Bloomquist

"There's a lot of driveshafts out there. I've tried them all, and QA1 exceeds all the competition."
*- **Scott Bloomquist**, LOLMDS, 2014 World 100 Champion*

"The QA1 carbon fiber driveshafts are by far the best performing driveshafts in the business. Not only do they make a great piece, the customer service is outstanding."
*- **Rodney Sanders**, USMTS Modified, 2015 World Modified Dirt Track Champion*

Rodney Sanders

"When choosing a driveshaft, I look for quality and durability, but most importantly safety. My driving style is pretty hard on the driveline and now I have the comfort of knowing that not only is my driveshaft going to withstand the abuse, it's also going to keep me safe in the process. The QA1 driveshaft far exceeded my expectations and is by far the nicest driveshaft in the industry."
*- **Justin Allgaier**, UMP Modified/NASCAR Sprint Cup Driver*

"The carbon fiber shaft by QA1 is by far the nicest piece on the market today."
*- **Jon Mitchell**, SUPR Late Model, 2014 SUPR Champion*

HOW TO ORDER A QA1 CUSTOM REV™ SERIES DRIVESHAFT

QA1 offers a variety of stocked GM and Ford carbon fiber driveshafts for the performance market. Because we understand every vehicle is different based on driveline, engine and other upgrades, we are able to custom wind a carbon fiber driveshaft in-house that is specific to your needs. Below is a sample of our order form. Please visit our website to download the order form to complete.

STEP 1: Vehicle data:

Year, Make, Model: _____

Weight: _____ Est. Max MPH: _____

STEP 2: Engine specifications:

Make: _____ Engine Displacement: _____ Horsepower:[1] _____

Torque:[1] _____ Max RPM: _____

[1] *The max rated power for a driveshaft with the 1310, 1310-1330, or 1310-1350 U-joints listed below is 750 HP with max torque of 500 lb*ft.The max rated power for a driveshaft with the 1350 U-joints listed below is 2000 HP with max torque of 1500 lb*ft.*

STEP 3: Driveline information:

Transmission: _____ Make: _____ Model: _____

High Gear Ratio: _____ Low Gear Ratio: _____

Number of Splines on Output Shaft:[2] _____

Rear Differential Gear Ratio: _____ Rear Tire Size: _____ Current Driveshaft O.D.: _____

Max O.D. of Driveshaft: _____ Min. Distance to Exhaust: _____

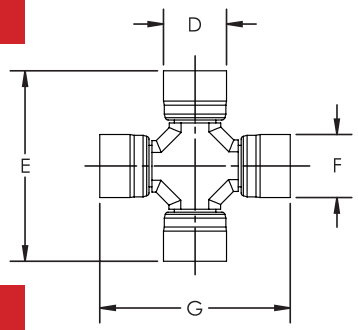
[2] *Some transmission yokes have missing splines. If counting the yoke, add the missing spline(s) to get the correct count. If counting the transmission output shaft, it will always have the correct count and no splines will be missing.*

STEP 4: Select a U-joint series and slip yoke based on anticipated horsepower and torque.

For vehicles with up to 750 HP with a max torque of 500 lb*ft

- 3.2" Diameter
- Starting at $1095 MSRP

Front	Rear	Series	Cap Dia (D)	Width (E)	Cap Dia (F)	Width (G)
❑	❑	1310	1.063"	3.219"	1.063"	3.219"
❑	❑	1310-1330	1.063"	3.219"	1.063"	3.622"
❑	❑	1310-1350	1.063"	3.219"	1.188"	3.622"



Choose a full spline slip yoke option:

❑ GM 27 - 1.500” O.D., 5.5" Long
❑ GM 32 - 1.885” O.D., 5.5" Long
❑ Ford 28 - 1.500” O.D., 6.0" Long
❑ Ford 31 - 1.684” O.D., 7.0" Long

For vehicles with up to 2000 HP with a max torque of 1500 lb*ft

- 3.7" Diameter
- Starting at $1595 MSRP

Front & Rear	Series	Cap Dia (D)	Width (E)	Cap Dia (F)	Width (G)
❑	1350	1.188"	3.622"	1.188"	3.622"

Choose a full spline or counter bored slip yoke option:

Full Spline

❑ GM 27 - 1.499” O.D., 5.5” Long, Hardened[3]
❑ GM 27 - 1.503” O.D., 5.5" Long
❑ GM 32 - 1.886” O.D., 5.5" Long
❑ GM 32 - 1.886” O.D., 6.9" Long
❑ Ford 28 - 1.598” O.D., 6.6" Long
❑ Ford 31 - 1.685” O.D., 6.4" Long

Counter Bored

❑ GM 27 - 1.503” O.D., 6.9" Long
❑ GM 32 - 1.886” O.D., 7.9" Long
❑ GM 32 - 1.888” O.D., 5.5” Long, Hardened[3]
❑ Mopar 30 - 1.680” O.D., 6.1” Long

[3] *For roller bearing transmission. Additional charges apply.*

STEP 5: Current driveshaft measurements: (*Must be to within 1/16" of actual dimension at ride height. Available in lengths up to 65".*)

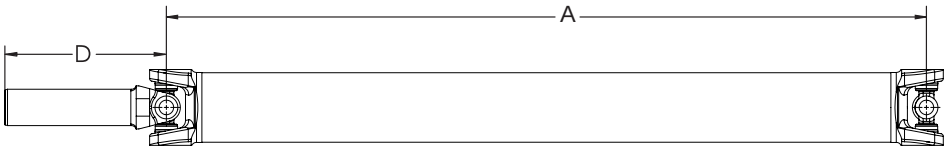
Distance from center of front U-joint to center of rear U-joint (A): _____

Distance from end of transmission tail housing to center of rear U-joint (B): _____

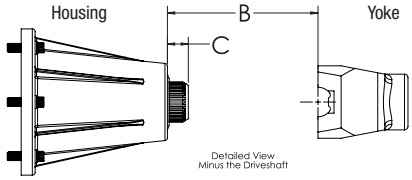
Distance from end of output shaft to end of transmission tail housing (C): _____

Distance from end of slip yoke to center of front U-joint (D): _____

Driveshaft Assembly



Detailed View Minus the Driveshaft



CIRCLE TRACK RACING SHOCKS

With monotubes, twin tubes, stock mount options, custom valvings and more, QA1 offers a wide variety of shock absorbers for any track or situation. Made in Lakeville, Minnesota, QA1's rebuildable shocks utilize many unique processes and components to stay on top of the latest suspension technology. Chances are great that if you want it, we've got it – and at an affordable price.

RACER REBUILDABLE AND REVALVEABLE SHOCKS

QA1 has engineered rebuildable and revalveable shock absorbers in both twin tube and monotube styles. For example, if you bend or damage a piston rod, you don't have to throw the shock away. The average racer can buy the necessary tools and parts to rebuild a QA1 shock without needing a shock dyno. With just a few tools and a few minutes, you can fix or tune a QA1 shock, saving you money and keeping you racing! Of course, you can always send it in to a QA1 Authorized Rebuilder as well.

DEFLECTIVE DISC TECHNOLOGY

All rebuildable QA1 circle track shocks come with deflective disc technology for optimal shock valving on both the compression and rebound strokes. Deflective disc valving is a series of individual discs stacked together to create a valve stack, which creates your valving resistance. Easily change the valving in your shocks by adjusting the number and thickness of the discs, so you can fine-tune your shock absorber to fit your specific driving and handling needs. This technology increases sensitivity in valving response, control and consistency.

HIGH PERFORMANCE PISTONS

All QA1 pistons are CNC machined out of billet aluminum. This allows us to control the precise tolerances that are necessary for shock pistons. They are then hard anodized for the utmost in durability and precision. Each piston features a PTFE piston band to create an accurate piston-to-cylinder wall seal, improving valving consistency and increasing durability.

HARD CHROME PLATED, SOLID PISTON ROD

All piston rods are centerless ground and hard chrome plated which eliminates piston rod flex, decreases seal wear and increases valving consistency. These precise details increase the overall life of your shocks.

HIGH QUALITY BEARINGS

High quality bearings are crucial to the successful operation of a shock absorber. The balls in our spherical bearings are manufactured from 52100 bearing steel and are heat treated, precision ground and hard chrome plated. The housings are hardened stainless steel. This combination, coupled with extremely tight tolerances for a perfect fit, results in consistent smooth operation of the bearings.

SPECIALLY FORMULATED SHOCK OIL

All of our shocks use specially formulated oil that is designed and chosen for its consistency, anti-foaming properties and performance. Oil is the lifeblood of a shock absorber, which means no expense was spared in the testing process to ensure that we are using the absolute best shock oil available.

THREE STEP SEALING SYSTEM

Our three step sealing system features a hard anodized aluminum sealing gland with exclusive double lip seals and low drag wiper seals to eliminate seal drag and dirt intrusion.

100% DYNO TESTED AND SERIALIZED

Every single QA1 racer rebuildable and revalveable shock absorber is dyno tested and serialized. QA1's quality system is ISO 9001:2008 certified, helping to ensure that we produce a high quality, consistent, repeatable product every time. Our nearly non-existent warranty rate is a testament to the care we take with each and every shock absorber.

QA1 AUTHORIZED REBUILDERS

We have built a team of the most talented authorized rebuilders, and all are listed on the inside of the front cover of this catalog. If needed, our rebuilders can get you up and running and back on the track in no time.

MONOTUBE VS TWIN TUBE

Many people wonder what the difference is between monotube and twin tube shocks and what will work best for them. It really comes down to driver preference.

Generally speaking, monotube shocks have the benefit of a larger diameter piston. The larger piston can react to bumps and ruts quicker than a twin tube piston, which can result in increased consistency. Monotube shocks are generally preferred on rough tracks but can and do work well on slick tracks as well.

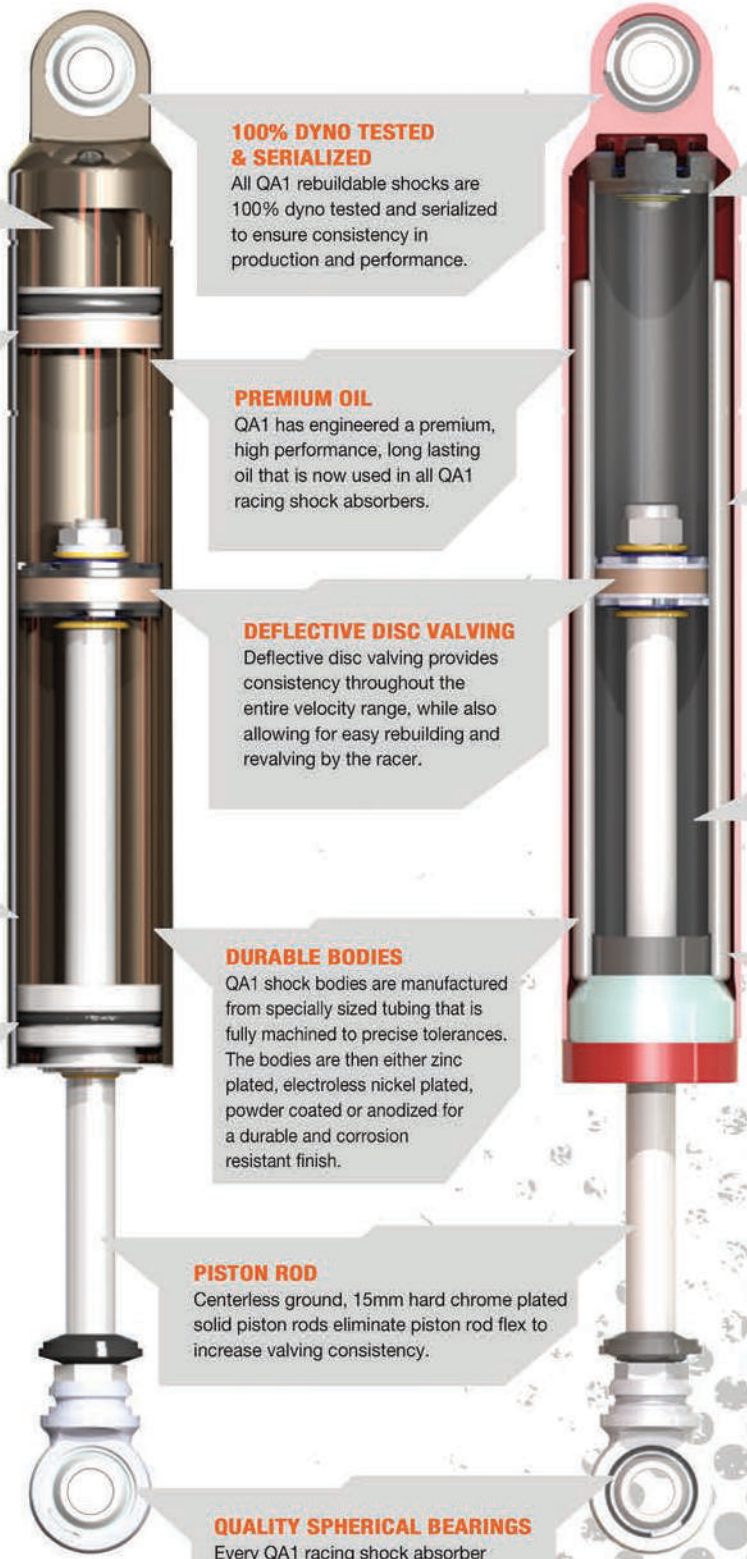
On the other hand, twin tube shocks provide a more direct feel to the driver. Drivers commonly describe being able to feel the bumps of the track better and can easily tell when and how much throttle to apply.

The biggest distinguishing feature between the two styles is that in a monotube, the piston rides directly on the inside wall of the shock body. In a twin tube, the piston rides inside a compression tube which is spaced slightly in from the wall of the shock body.

The monotube vs. twin tube debate will go on forever. We manufacture both styles of shocks in order to support both preferences. Both styles of QA1 shocks are designed to get all drivers to the ultimate destination – Victory Lane!

MONOTUBE VS TWIN TUBE

These cut away images show the difference between a monotube and a twin tube shock construction, and the performance features of a QA1 shock absorber.



NITROGEN CHARGED
Tunable gas pressure area to keep shock under constant pressure.

100% DYNO TESTED & SERIALIZED
All QA1 rebuildable shocks are 100% dyno tested and serialized to ensure consistency in production and performance.

PREMIUM ALUMINUM BASE VALVE
Utilizing deflective disc valving on the base valve allows for perfect matching of the disc stacks to prevent any risk of cavitation.

FLOATING PISTON
Also known as the separator piston, the floating piston separates the oil from the nitrogen gas. QA1 uses a high quality bronze impregnated PTFE band for maximum longevity.

PREMIUM OIL
QA1 has engineered a premium, high performance, long lasting oil that is now used in all QA1 racing shock absorbers.

HIGH QUALITY GAS BAG
QA1 gas bags separate the oil from the internal gas volume to ensure fade free performance.

DEFLECTIVE DISC VALVING
Deflective disc valving provides consistency throughout the entire velocity range, while also allowing for easy rebuilding and revalving by the racer.

COMPRESSION TUBE
Piston creates force inside of a precision internal compression tube.

MONOTUBE BODY
QA1 monotubes are precision machined for optimal piston operation throughout travel.

DURABLE BODIES
QA1 shock bodies are manufactured from specially sized tubing that is fully machined to precise tolerances. The bodies are then either zinc plated, electroless nickel plated, powder coated or anodized for a durable and corrosion resistant finish.

EXTERNAL BODY
Shock can be dented and will still operate, keeping you in the race!

THREE STEP SEALING GLAND
Premium urethane gland seals, the highest quality o-rings and wipers ensure leak-free shock absorbers.

PISTON ROD
Centerless ground, 15mm hard chrome plated solid piston rods eliminate piston rod flex to increase valving consistency.

QUALITY SPHERICAL BEARINGS
Every QA1 racing shock absorber comes with QA1 spherical bearings installed, and most feature replaceable bearings.

QA1 STOCK MOUNT STRUTS/SHOCKS

M SERIES INTERCHANGEABLE CARTRIDGE STRUTS

Available for 1979-2004 Mustangs

Easily Change Valving with Interchangeable Cartridges

QA1's M Series Inverted Monotube Struts are unlike any other on the circle track market. These struts feature easily revalveable and interchangeable cartridges, making it simple to change valve settings without needing to alter caster or camber. The cartridges are available to purchase separately, meaning there's no need to buy a completely new strut just to change valve settings. Simply purchase a new cartridge and insert it into the strut housing or even revalve it yourself.

Inverted Design Provides Unparalleled Strength

With its inverted design, the 2" O.D. cartridge insert acts like the piston rod, which drastically increases its strength over traditional struts. A stronger overall strut provides superior steering control and keeps the tires in correct alignment on all types of track conditions. The inverted design also provides lighter unsprung weight, which speeds the suspension's response allowing for better handling characteristics.

Electroless Nickel Plated Cartridge

The inverted cartridge in a QA1 inverted monotube strut features an electroless nickel plated finish that encapsulates the base metal and provides excellent corrosion resistance, superior hardness and consistency, making this strut a top performer for years to come.

Racer Rebuildable & Sealed Options

QA1 has engineered our inverted monotube strut in both rebuildable and sealed configurations. The rebuildable option gives you the ability to fix or tune the strut without needing to send it to a repair shop, saving time and money. The sealed option is a great choice for racers that need to adhere to certain track rules and need to run a sealed strut.

Custom Valving Available

Choose whatever valvings you want by either ordering it from QA1 or a QA1 dealer, or change the valve settings on your own by following a few steps with the right tools. QA1's inverted monotube struts feature deflective disc technology making it easy to adjust valve settings. Made up of individual discs stacked together, deflective disc valving allows racers to easily change valving by adjusting the number and thickness of the discs, allowing to fine tune the strut to fit specific driving and handling needs.

M Series Features

- 2" O.D. electroless nickel plated steel monotube cartridge
- Powder-coated steel body with strut mounting tabs
- Available with or without gas pressure adjustability
- Deflective disc valving
- Linear or linear/digressive valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 26 for part numbers.

27 SERIES REBUILDABLE MONOTUBE

The 27 Series is a stock mount monotube shock. Featuring a zinc plated body, 46mm hard anodized piston and multiple valving options, the 27 Series works like our tried and true 26 Series, but with stock mount options. The zinc body provides excellent corrosion resistance and is a great choice for anyone looking for a rebuildable stock mount monotube at an affordable price. The 27 Series works great on both dirt and asphalt tracks and excels when tracks are considerably bumpy.

- 2" O.D. zinc plated steel monotube body
- Stock mount
- Available with Hyperscrew or Sealed Hyperscrew (IMCA Southern Sport Mod legal)
- Deflective disc valving
- Linear or linear/digressive valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 27 for part numbers.

23 SERIES SEALED MONOTUBE

The 23 Series is internally and functionally the same as the 27 Series shocks, except it comes sealed for various sanctioning bodies' rules. It is the best shock on the market for any class of cars that require a non-rebuildable stock mount shock. With multiple valving options, the 23 Series shock offers you more valving choices than other shocks allowing you to choose exactly what you need.

- 2" O.D. steel monotube body
- Stock mount
- Sealed design to conform to track and series rules
- Deflective disc valving
- Linear or linear/digressive valving
- Non-fading
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 27 for part numbers.

53 SERIES REBUILDABLE TWIN TUBE

Formerly the FC Series, the 53 Series is a stock mount twin tube shock absorber and is one of the most popular shocks on the market. This shock features hard-anodized internals packaged inside a strong, steel stock mount body that allows for enchanced internal gas bag clearance. An additional option with a smaller compressed length is offered for racers that are required to mount their front shocks in a stock location. The 53 Series is manufactured in-house for superior durability and strength. Its twin tube design provides excellent feel of all four tires and exceptional traction on even the most slippery tracks. Whether you are looking for stiff rebound for asphalt applications or an easy-up for dirt tracks, look to the 53 Series for premium performance.

- 2 1/16" O.D. steel twin tube body
- Stock mount
- Deflective disc valving
- Linear valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 28 for part numbers.

EC SERIES SEALED TWIN TUBE

The EC Series is a heavy duty, economy line of stock mount, stock appearing shocks. These shocks provide a significant upgrade from stock and are very economically priced. They feature a twin tube design and a rugged steel body. They are available in a variety of valvings and fit most common applications. The EC Series is made to fit any track's rules.

- Steel stock mount twin tube body
- Sealed design to conform to track and series rules
- Non-fading
- Not for use with coil-overs

See page 28 for part numbers.

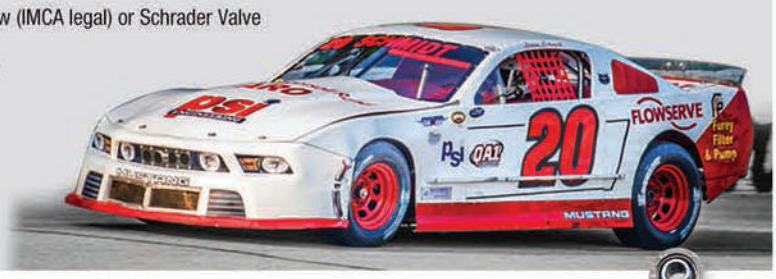
QA1 BEARING MOUNT SHOCKS

26 SERIES REBUILDABLE MONOTUBE

The 26 Series shock is a one-piece monotube shock that is designed to be a rock-solid monotube shock that shines on both dirt and asphalt tracks. Constructed with a zinc plated body, the base metal is completely encapsulated, sealing out the elements. This zinc plating provides excellent corrosion resistance, superior hardness, consistency and lubricity. With a variety of piston and valving options available, the 26 Series can handle extreme rebound forces for asphalt applications and compression forces for dirt tracks.

- 2" O.D. zinc plated steel monotube body
- Available with Hyperscrew, Sealed Hyperscrew (IMCA legal) or Schrader Valve
- Deflective disc valving
- Linear, digressive or linear/digressive valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 29 for part numbers.



28 SERIES REBUILDABLE MONOTUBE

The 28 Series shock is an expanded gas chamber shock that performs well in various track conditions. The expanded gas chamber allows the shock to provide less rod force buildup, giving the driver more feedback compared to a standard monotube shock. The 28 Series is most commonly used on dirt modifieds, but works exceedingly well on asphalt tracks as well. When you're looking for the performance of a 46mm piston but want improved feel compared to the 26 Series, look no further than the 28 Series.

- 2" O.D. electroless nickel plated steel monotube body
- Expanded gas chamber for increased feel, traction and performance
- Available with Hyperscrew, Sealed Hyperscrew (IMCA legal) or Schrader Valve
- Deflective disc valving
- Linear, digressive or linear/digressive valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 30 for part numbers.

Photo Courtesy of Speed Shop North

20 SERIES SEALED MONOTUBE

The 20 Series shock is internally and functionally the same as the 26 Series shocks, except it comes sealed for various sanctioning bodies' rules. It is the best shock on the market for any class of cars that require a non-rebuildable shock. With multiple valving options, the 20 Series shock offers you more valving choices than other shocks, allowing you to choose exactly what you need.

- 2" O.D. steel monotube body
- Sealed design to conform to track and series rules
- Deflective disc valving
- Linear, digressive or linear/digressive valving
- Non-fading
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 31 for part numbers.

Photo Courtesy of Speed Shop North

51 SERIES REBUILDABLE TWIN TUBE

Introduced in 2013, QA1's 51 Series is an improved version of the popular 50 Series. The 51 Series features an in-house machined body with a larger inside diameter for increased oil volume. Crafted with hard anodized internals and a zero gas pressure design, the 51 Series provides the most grip on slick tracks and the best feel of any shock. This shock performs flawlessly on both dirt and asphalt tracks. Excels on average to dry-slick dirt and asphalt tracks where traction is limited and also as an axle wrap up shock. Gives superior feel and grip on smooth asphalt tracks.

- 2 1/16" O.D. steel twin tube body
- Deflective disc valving
- Linear valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 31 for part numbers.

70 SERIES REBUILDABLE TWIN TUBE

QA1's 70 Series shocks are just as durable and perform just as well as our large body twin tubes but in a smaller size. The decreased O.D. allows the 70 Series to fit where large bodies cannot. Designed for lightweight classes and for increased control arm clearance. Works best on smooth to average dirt and asphalt tracks.

- 1 5/8" O.D. steel twin tube body
- Similar in function as the 51 Series
- Deflective disc valving
- Linear valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 31 for part numbers.

Photo Courtesy of Speed Shop North

Photo Courtesy of WRT Speedwerx - Carman

82 SERIES REBUILDABLE TWIN TUBE

The 82 Series shocks work great in various lightweight racing classes. The threaded body makes coil-over adjustments a breeze and its two piece design allows the shock to be repaired inexpensively. Popular choice for dwarf cars, micros, mini sprints, lightweight road race and recreational vehicles. Works best on average to dry-slick dirt or asphalt tracks.

- 1 5/8" O.D. aluminum threaded twin tube body
- Deflective disc valving
- Linear valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 32 for part numbers.

QA1 BEARING MOUNT SHOCKS

16 SERIES REBUILDABLE MONOTUBE

The 16 Series shock is a threaded large body shock that is built to last at an affordable price. Adjust your gas pressure on-the-fly with the Schrader valve to help adapt to changing track conditions. Featuring a hard anodized body that provides excellent corrosion resistance and superior hardness, this shock is designed to be a top performer for years. The 16 Series is a great shock for late models. Works best on rough, heavy and average dirt race tracks as well as any asphalt track.

- 2" O.D. hard anodized aluminum threaded monotube body
- Linear, digressive or linear/digressive valving
- Schrader valve
- Deflective disc valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 32 for part numbers.

60 SERIES REBUILDABLE TWIN TUBE

Photo Courtesy of RC Custom Design

The 60 Series is a smooth body shock commonly used for sprint car applications. As with all of our twin tube shocks, the 60 Series will provide the driver with more grip and feel as track conditions diminish. Designed for sprint cars where zero rod force is desirable to get into the track. Works best on average to dry-slick dirt and asphalt tracks where traction is limited.

- 2" O.D. aluminum smooth twin tube body
- Deflective disc valving
- Linear valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 33 for part numbers.

62 SERIES REBUILDABLE TWIN TUBE

The 62 Series is a threaded body shock made of lightweight aluminum. Commonly used when a coil-over shock is needed in dirt or asphalt applications, these shocks will provide drivers with plenty of grip and feel. The 62 Series is often used on late models and modifieds. Works best on average to dry-slick dirt and asphalt tracks where traction is limited.

- 2" O.D. aluminum threaded twin tube body
- Deflective disc valving
- Linear valving
- Non-fading
- Racer rebuildable & revalveable
- Custom valving available
- 100% dyno tested
- Made in the USA

NEW LENGTHS

See page 32 for part numbers.

55 SERIES SEALED TWIN TUBE

QA1's 55 Series chrome plated twin tube shock is available in a wide variety of valvings, and is an excellent choice for any series or track that requires a sealed shock.

- 2" O.D. chrome plated steel twin tube body
- Sealed design to conform to track and series rules
- Non-fading
- Can be run upside down
- Coil-over kits available

See page 33 for part numbers.

75 SERIES SEALED TWIN TUBE

A scaled down version of the 55 series, QA1's 75 Series shock absorber has a classic look and classic performance in a smaller package. This is an excellent choice when clearance is an issue. Available in many popular valving options, this sealed shock conforms to track and series' sealed shock rules.

- 1 5/8" O.D. chrome plated steel twin tube body
- Sealed design to conform to track and series rules
- Non-fading
- Can be run upside down

See page 33 for part numbers.

59 SERIES SEALED TWIN TUBE

A quality, stock appearing, economical choice that is a significant upgrade over stock. The 59 Series shock is the economy version of the 51 Series. It is sealed and is available in most common valvings, including common split valves.

- 2" O.D. steel twin tube body
- Sealed design to conform to track and series rules
- Non-fading
- Not for use with coil-overs

See page 33 for part numbers.

See pages 26-33 for inventoried part numbers. Many of QA1's shocks are custom valveable, so if there is a valving option that you don't see, just let us know and we can build it. Please allow for 2 business days to build custom valved shocks.

QA1® STOCK MOUNT STRUTS & SHOCKS

M Series

STOCK MOUNT INVERTED MONOTUBE STRUT

PART #	COMPRESSED LENGTH	EXTENDED LENGTH	UPPER MOUNT	LOWER MOUNT
M01x	13.07"	19.31"	Stud	Strut
M03x	14.62"	20.87"	Stud	Strut

Don't see your favorite valving listed? No problem! While it's impossible to list and stock every valving combination available, feel free to order any combination of valving that you want by giving us a call! All custom valving orders are available to ship after 2 business days.

Complete Struts

These M Series Inverted Monotube Struts come with a complete body and cartridge assembly. Change out the cartridge with other QA1 M Series cartridges to get the different valvings you want for any situation.

VALVING COMP/ REBOUND	79-93 MUSTANG		79-93 MUSTANG W/ SN95 SPINDLES & 94-04 MUSTANG	
	ADJUSTABLE GAS PSI PART #	NON-ADJUSTABLE GAS PSI PART #	ADJUSTABLE GAS PSI PART #	NON-ADJUSTABLE GAS PSI PART #
---------- LINEAR VALVING ----------				
3-5	M013-5M	M01A3-5M	M033-5M	M03A3-5M
5	M015M	M01A5M	M035M	M03A5M
5-8	M015-8M	M01A5-8M	M035-8M	M03A5-8M
8	M018M	M01A8M	M038M	M03A8M
8-12	M018-12M	M01A8-12M	M038-12M	M03A8-12M
9-1	M019-1B	M01A9-1B	M039-1B	M03A9-1B
Specify**	M01xM	M01AxM	M03xM	M03AxM
---------- LINEAR / DIGRESSIVE VALVING ----------				
5-12	M015-12C	M01A5-12C	M035-12C	M03A5-12C
5-13	M015-13C	M01A5-13C	M035-13C	M03A5-13C
Specify**	M01xC	M01AxC	M03xC	M03AxC

Interchangeable Cartridges

Once you have the complete strut assembly, you can order additional cartridges for more valving options. Below are the part numbers for the cartridges only.

VALVING COMP/ REBOUND	79-93 MUSTANG		94-04 MUSTANG & 79-93 MUSTANG W/ SN95 SPINDLES	
	ADJUSTABLE GAS PSI PART #	NON-ADJUSTABLE GAS PSI PART #	ADJUSTABLE GAS PSI PART #	NON-ADJUSTABLE GAS PSI PART #
---------- LINEAR VALVING ----------				
3-5	C013-5M	C01A3-5M	C033-5M	C03A3-5M
5	C015M	C01A5M	C035M	C03A5M
5-8	C015-8M	C01A5-8M	C035-8M	C03A5-8M
8	C018M	C01A8M	C038M	C03A8M
8-12	C018-12M	C01A8-12M	C038-12M	C03A8-12M
9-1	C019-1B	C01A9-1B	C039-1B	C03A9-1B
Specify**	C01xM	C01AxM	C03xM	C03AxM
---------- LINEAR / DIGRESSIVE VALVING ----------				
5-12	C015-12C	C01A5-12C	C035-12C	C03A5-12C
5-13	C015-13C	C01A5-13C	C035-13C	C03A5-13C
Specify**	C01xC	C01AxC	C03xC	C03AxC

Be certain to check compressed and extended lengths carefully for proper fit. QA1 lengths do not necessarily correspond to competitors' lengths.

* Shock with no oil & no valving
** Custom valvings available to ship after 2 business days

27 Series

STOCK MOUNT ZINC PLATED MONOTUBE SHOCK

HYPERSCREW - Threaded round port near the bearing end of the shock body is sealed with a small screw.

SEALED HYPERSCREW - Gas pressure is only adjustable by QA1 and QA1 Authorized Rebuilders per sanctioning body (IMCA) and track rules. The 27A Series shocks are IMCA Southern Sport Mod legal only.

PART #	COMPRESSED LENGTH	EXTENDED LENGTH	UPPER MOUNT	LOWER MOUNT
2794xM	9.40"	14.00"	Stud	T-Bar
2795xM	10.38"	15.67"	Stud	T-Bar
2768xM	14.30"	22.63"	T-Bar	Eyelet
2758xM	13.00"	21.38"	T-Bar	Stud
2788xM	13.00"	21.38"	Stud	Eyelet

These part numbers are for linear valving. For linear/digressive valving, replace the M with a C at the end of the part number. Contact QA1 technical support for more information or to order.

FRONT

VALVING COMP/ REBOUND	HYPERSCREW		SEALED HYPERSCREW (IMCA SOUTHERN SPORT MOD)	
	GM MID-SIZE, 70-81 CAMARO & FIREBIRD PART #	GM FULL-SIZE, FORD FULL / MID-SIZE PART #	GM MID-SIZE, 70-81 CAMARO & FIREBIRD PART #	GM FULL-SIZE, FORD FULL / MID-SIZE PART #
Dry*	2794M-DRY	2795M-DRY**	-	-
3-5	27943-5M	27953-5M**	27A943-5M**	27A953-5M**
3-8	27943-8M	27953-8M**	27A943-8M**	27A953-8M**
5	27945M	27955M**	27A945M	27A955M**
5-3	27945-3M	27955-3M**	27A945-3M	27A955-3M**
7-3	27947-3M**	27957-3M**	27A947-3M	27A957-3M**
Specify**	2794xM	2795xM	27A94xM	27A95xM

REAR

VALVING COMP/ REBOUND	HYPERSCREW			SEALED HYPERSCREW (IMCA SOUTHERN SPORT MOD)		
	GM FULL / MID-SIZE PART #	70-81 CAMARO & FIREBIRD PART #	MOST FORDS & 79-83 MUSTANGS PART #	GM FULL / MID-SIZE PART #	70-81 CAMARO & FIREBIRD PART #	MOST FORDS & 79-83 MUSTANGS PART #
Dry*	2768M-DRY	2758M-DRY**	2788M-DRY**	-	-	-
3-5	27683-5M	27583-5M**	27883-5M**	27A683-5M	27A583-5M**	27A883-5M**
4	27684M	27584M**	27884M**	27A684M	27A584M**	27A884M**
8-2	27688-2M	27588-2M**	27888-2M**	27A688-2M	27A588-2M**	27A888-2M**
12-2	276812-2M	275812-2M**	278812-2M**	27A6812-2M	27A5812-2M**	27A8812-2M**
Specify**	2768xM	2758xM	2788xM	27A68xM	27A58xM	27A88xM

23 Series

SEALED STEEL STOCK MOUNT MONOTUBE SHOCK

PART #	COMPRESSED LENGTH	EXTENDED LENGTH	UPPER MOUNT	LOWER MOUNT
2394xM	9.40"	14.00"	Stud	T-Bar
2395xM	10.38"	15.67"	Stud	T-Bar
2368xM	14.30"	22.63"	T-Bar	Eyelet
2358xM	13.00"	21.38"	T-Bar	Stud
2388xM	13.00"	21.38"	Stud	Eyelet

FRONT

VALVING COMP/ REBOUND	GM MID-SIZE, 70-81 CAMARO PART #	GM FULL-SIZE, FORD FULL / MID-SIZE PART #
5	23945M	23955M**
5-3	23945-3M	23955-3M**
7-3	23947-3M	23957-3M**
8	23948M	23958M**
Specify**	2394xM	2395xM

REAR

VALVING COMP/ REBOUND	GM FULL / MID-SIZE PART #	70-81 CAMARO PART #	MOST FORDS & 79-83 MUSTANGS PART #
3	23683M	23583M**	23883M**
3-5	23683-5M	23583-5M	23883-5M**
4	23684M	23584M	23884M**
5	23685M	23585M	23885M**
12-2	236812-2M	235812-2M**	238812-2M**
Specify**	2368xM	2358xM	2388xM

These part numbers are for linear valving. For linear/digressive valving, replace the M with a C at the end of the part number. Contact QA1 technical support for more information or to order.

QA1® STOCK MOUNT SHOCKS

53 Series

STEEL STOCK MOUNT LARGE BODY TWIN TUBE SHOCK

PART #	COMPRESSED LENGTH	EXTENDED LENGTH	UPPER MOUNT	LOWER MOUNT
5393x	8.63"	12.00"	Stud	T-Bar
5394x	9.38"	13.50"	Stud	T-Bar
5395x	10.13"	15.00"	Stud	T-Bar
5368x	13.63"	21.50"	T-Bar	Eyelet
5358x	13.13"	21.00"	T-Bar	Stud
5388x	13.13"	21.00"	Stud	Eyelet

FRONT

VALVING COMP/ REBOUND	GM MID-SIZE, 70-81 CAMARO & FIREBIRD PART # †	GM MID-SIZE, 70-81 CAMARO & FIREBIRD PART # ††	GM FULL-SIZE, FORD FULL / MID-SIZE PART #
Dry*	5393-DRY	5394-DRY	5395-DRY**
3-5	53933-5**	53943-5	53953-5**
3-6	53933-6**	53943-6	53953-6**
3-8	53933-8	53943-8	53953-8**
4	53934**	53944	53954**
4-6	53934-6**	53944-6	53954-6**
5	53935**	53945	53955**
5-3	53935-3**	53945-3	53955-3**
6-4	53936-4**	5396-4	53956-4**
7	53937**	53947	53957
7-3	53937-3	53947-3	53957-3
8	53938**	53948**	53958
Specify**	5393x	5394x	5395x

REAR

VALVING COMP/ REBOUND	GM FULL / MID-SIZE PART #	70-81 CAMARO PART #	MOST FORDS & 79-83 MUSTANGS PART #
Dry*	5368-DRY	5358-DRY**	5388-DRY**
3	53683	53583**	53883**
3-5	53683-5	53583-5	53883-5**
3-6	53683-6	53583-6**	53883-6**
4	53684	53584	53884**
5	53685	53585	53885**
5-3	53685-3	53585-3**	53885-3**
6-3	53686-3	53586-3**	53886-3**
7-2	53687-2	53587-2**	53887-2**
8-2	53688-2	53588-2**	53888-2**
Specify**	5368x	5358x	5388x

EC Series

SEALED STOCK MOUNT LARGE BODY TWIN TUBE SHOCK

PART #	COMPRESSED LENGTH	EXTENDED LENGTH	UPPER MOUNT	LOWER MOUNT
EC168x	12.53"	20.53"	T-Bar	Eyelet
EC195x	8.92"	13.67"	Stud	T-Bar
EC198x	12.00"	20.00"	Stud	Eyelet
EC258x	12.00"	20.00"	T-Bar	Stud

FRONT

VALVING COMP/ REBOUND	GM FULL-SIZE, FORD FULL / MID-SIZE PART #
6	EC1956P
7-3	EC1957-3P‡
8	EC1958P

REAR

VALVING COMP/ REBOUND	GM FULL / MID-SIZE PART #	67-69 & 82-02 CAMARO, MOST FORDS PART #	70-81 CAMARO PART #
3-5	EC1683-5P‡‡	-	-
5	EC1685P	EC1985P	EC2585P

EC168x EC195x EC198x EC258x

5393x 5394x 5368x 5395x 5358x 5388x

* Shock with no oil & no valving
** Custom valvings available to ship after 2 business days
† Shorter compressed length
†† Standard compressed length
‡ Easy-up for right front to induce quicker weight transfer
‡‡ Tie-down for left rear to help tighten the car on corner entry & exit

Don't see your favorite valving listed? No problem! While it's impossible to list and stock every valving combination available, feel free to order any combination of valving that you want by giving us a call! All custom valving orders are available to ship after 2 business days.

BEARING MOUNT SHOCKS

26 Series

ZINC PLATED MONOTUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7”	13.40”	20.63”
9”	15.40”	24.63”

HYPERSCREW - Threaded round port near the bearing end of the shock body is sealed with a small screw.
SEALED HYPERSCREW - Gas pressure is only adjustable by QA1 and QA1 Authorized Rebuilders per sanctioning body (IMCA) and track rules.
SCHRADER VALVE - Allows you to make on-the-fly gas pressure adjustments between heat races and features to adjust for varying track conditions.

7” STROKE

VALVING COMP/ REBOUND	HYPERSCREW		SEALED HYPERSCREW (IMCA)		SCHRADER VALVE
	LINEAR VALVING PART #	DIGRESSIVE VALVING PART #	LINEAR VALVING PART #	DIGRESSIVE VALVING PART #	LINEAR VALVING PART #
Dry*	267M-DRY	267-DRY	-	-	26V7M-DRY**
3-5	2673-5M**	2673-5**	26A73-5M	26A73-5	26V73-5M**
3-7	2673-7M	2673-7	26A73-7M**	26A73-7	26V73-7M**
3-8	2673-8M**	2673-8**	26A73-8M	26A73-8**	26V73-8M**
4-6	2674-6M	2674-6**	26A74-6M**	26A74-6	26V74-6M**
5	2675M	2675**	26A75M**	26A75	26V75M**
5-3	2675-3M	2675-3**	26A75-3M	26A75-3	26V75-3M**
7-3	2677-3M	2677-3	26A77-3M**	26A77-3	26V77-3M**
9-1	2679-1B	-	26A79-1B**	-	26V79-1B**
Specify**	267xM	267x	26A7xM	26A7x	26V7xM

VALVING COMP/ REBOUND	HYPERSCREW	SEALED HYPERSCREW (IMCA)
	LINEAR / DIGRESSIVE VALVING PART #	LINEAR / DIGRESSIVE VALVING PART #
Dry*	267C-DRY**	-
5-8	2675-8C**	26A75-8C**
5-10	2675-10C**	26A75-10C**
5-12	2675-12C**	26A75-12C**
5-13	2675-13C**	26A75-13C**
Specify**	267xC	26A7xC

9” STROKE

VALVING COMP/ REBOUND	HYPERSCREW		SEALED HYPERSCREW (IMCA)		SCHRADER VALVE
	LINEAR VALVING PART #	DIGRESSIVE VALVING PART #	LINEAR VALVING PART #	DIGRESSIVE VALVING PART #	LINEAR VALVING PART #
Dry*	269M-DRY	269-DRY**	-	-	26V9M-DRY
3	2693M	2693**	26A93M**	26A93**	26V93M**
3-5	2693-5M	2693-5	26A93-5M	26A93-5**	26V93-5M**
4	2694M	2694**	26A94M	26A94**	26V94M**
5	2695M	2695**	26A95M	26A95**	26V95M**
8-2	2698-2M	2698-2**	26A98-2M	26A98-2	26V98-2M**
9-1	2699-1B	-	26A99-1B	-	26V99-1B**
10-2	26910-2M	-	26A910-2M**	-	26V910-2M**
12-2	26912-2M	-	26A912-2M	-	26V912-2M**
Specify**	269xM	269x	26A9xM	26A9x	26V9xM

Be certain to check compressed and extended lengths carefully for proper fit. QA1 lengths do not necessarily correspond to competitors’ lengths.

* Shock with no oil & no valving
** Custom valvings available to ship after 2 business days

Coil-Over Kits and Spanner Wrenches sold separately. Check out our full offering of Coil-Over Kits on page 36!

QA1® BEARING MOUNT SHOCKS

28 Series

EXPANDED GAS CHAMBER MONOTUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	13.50"	20.63"
9"	15.75"	24.88"

HYPERSCREW - Threaded round port near the bearing end of the shock body is sealed with a small screw.
SEALED HYPERSCREW - Gas pressure is only adjustable by QA1 and QA1 Authorized Rebuilders per sanctioning body (IMCA) and track rules.
SCHRADER VALVE - Allows you to make on-the-fly gas pressure adjustments between heat races and features to adjust for varying track conditions.

These part numbers are for linear valving. For linear/digressive valving, replace the M with a C at the end of the part number. Contact QA1 technical support for more information or to order.

7" STROKE

VALVING COMP/ REBOUND	HYPERSCREW	SEALED HYPERSCREW (IMCA)	SCHRADER VALVE
	LINEAR VALVING PART #	LINEAR VALVING PART #	LINEAR VALVING PART #
Dry*	287M-DRY	-	28V7M-DRY
3-5	2873-5M	28A73-5M**	28V73-5M
4	2874M	28A74M**	28V74M**
4-6	2874-6M	28A74-6M**	28V74-6M
5	2875M	28A75M**	28V75M
5-3	2875-3M	28A75-3M**	28V75-3M
9-1	2879-1B**	28A79-1B**	28V79-1B
Specify**	287xM	28A7xM	28V7xM

9" STROKE

VALVING COMP/ REBOUND	HYPERSCREW	SEALED HYPERSCREW (IMCA)	SCHRADER VALVE
	LINEAR VALVING PART #	LINEAR VALVING PART #	LINEAR VALVING PART #
Dry*	289M-DRY	-	28V9M-DRY
3	2893M	28A93M**	28V93M
3-5	2893-5M	28A93-5M**	28V93-5M
4	2894M	28A94M**	28V94M
5	2895M	28A95M**	28V95M**
5-3	2895-3M	28A95-3M**	28V95-3M**
6-2	2896-2M**	28A96-2M**	28V96-2M
7-4	2897-4M	28A97-3M**	28V97-3M**
8-2	2898-2M	28A98-2M**	28V98-2M
9-1	2899-1B**	28A99-1B**	28V99-1B
10-2	28910-2M	28A910-2M**	28V910-2M**
Specify**	289xM	28A9xM	28V9xM

Don't see your favorite valving listed? No problem! While it's impossible to list and stock every valving combination available, feel free to order any combination of valving that you want by giving us a call! All custom valving orders are available to ship after 2 business days.

Coil-Over Kits and Spanner Wrenches sold separately. Check out our full offerings of Coil-Over Kits on page 36!

Be certain to check compressed and extended lengths carefully for proper fit. QA1 lengths do not necessarily correspond to competitors' lengths.

* Shock with no oil & no valving
** Custom valvings available to ship after 2 business days

20 Series

SEALED STEEL MONOTUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7”	13.40”	20.63”
9”	15.40”	24.63”

7” STROKE

VALVING COMP/ REBOUND	LINEAR VALVING PART #	DIGRESSIVE VALVING PART #
3	2073M	2073**
3-7	2073-7M	2073-7**
4	2074M	2074
4-6	2074-6M	2074-6**
5	2075M	2075
5-3	2075-3M	2075-3**
Specify**	207xM	207x

VALVING COMP/ REBOUND	LINEAR / DIGRESSIVE VALVING PART #
5-10	2075-10C
5-12	2075-12C
5-13	2075-13C
Specify**	207xC

9” STROKE

VALVING COMP/ REBOUND	LINEAR VALVING PART #	DIGRESSIVE VALVING PART #
3	2093M	2093
4	2094M	2094
5	2095M	2095**
7-2	2097-2M	2097-2**
7-3	2097-3M	2097-3**
8-2	2098-2M	2098-2**
12-2	20912-2M	20912-2**
Specify**	209xM	209x

51 Series

STEEL LARGE BODY TWIN TUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7”	13.38”	20.30”
9”	15.38”	24.30”

VALVING COMP/ REBOUND	7” STROKE PART #	9” STROKE PART #
Dry*	517-DRY	519-DRY
3	5173	5193
3-5	5173-5	5193-5
3-6	5173-6	5193-6**
3-7	5173-7	5193-7**
3-8	5173-8	5193-8**
4	5174	5194
4-6	5174-6	5194-6
4-7	5174-7	5194-7**
4-8	5174-8	5194-8**
5	5175	5195
5-3	5175-3	5195-3
5-7	5175-7	5195-7**
5-8	5175-8**	5195-8
5-10	5175-10	5195-10**
6	5176	5196
6-1	5176-1	5196-1**
6-2	5176-2	5196-2
6-4	5176-4	5196-4**
7-2	5177-2**	5197-2
7-3	5177-3**	5197-3
7-4	5177-4**	5197-4
8-2	5178-2**	5198-2
9-1	5179-1	5199-1
9-2	5179-2**	5199-2
Specify**	517x	519x

70 Series

STEEL SMALL BODY TWIN TUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
6”	11.63”	17.75”
7”	12.63”	19.75”
9”	14.63”	23.75”

VALVING COMP/ REBOUND	6” STROKE PART #	7” STROKE PART #	9” STROKE PART #
Dry*	706-DRY**	707-DRY**	709-DRY**
1	7061	7071**	7091**
2	7062	7072	7092**
2-4	7062-4	7072-4**	7092-4**
3	7063	7073	7093**
3-1	7063-1	7073-1**	7093-1**
3-5	7063-5	7073-5	7093-5
4	7064	7074	7094
4-2	7064-2	7074-2**	7094-2**
5	7065	7075	7095**
5-3	7065-3	7075-3	7095-3
Specify**	706x	707x	709x

Don’t see your favorite valving listed? No problem! While it’s impossible to list and stock every valving combination available, feel free to order any combination of valving that you want by giving us a call! All custom valving orders are available to ship after 2 business days.

Coil-Over Kits and Spanner Wrenches sold separately. Check out our full offerings of Coil-Over Kits on page 36!

* Shock with no oil & no valving
** Custom valvings available to ship after 2 business days

Be certain to check compressed and extended lengths carefully for proper fit. QA1 lengths do not necessarily correspond to competitors’ lengths.

QA1® BEARING MOUNT SHOCKS

16 Series

ALUMINUM THREADED MONOTUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7”	13.38”	20.13”
9”	15.38”	24.13”

7” STROKE	VALVING COMP/REBOUND	LINEAR VALVING PART #
	Dry*	167M-DRY
	3-5	1673-5M
	4	1674M
	4-7	1674-7M
	4-9	1674-9M
	5	1675M
	5-3	1675-3M
	Specify**	167xM

9” STROKE	VALVING COMP/ REBOUND	LINEAR VALVING PART #
	Dry*	169M-DRY
	4	1694M
	4-6	1694-6M
	5	1695M
	5-3	1695-3M
	Specify**	169xM

The 16 Series part numbers are for linear valving. For linear/digressive valving, replace the M with a C at the end of the part number. Contact QA1 technical support for more information or to order.

62 Series

NEW

ALUMINUM THREADED LARGE BODY TWIN TUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
5”	11.38”	16.30”
6”	12.38”	18.30”
7”	13.38”	20.30”

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
8”	14.38”	22.30”
9”	15.38”	24.30”

VALVING COMP/ REBOUND	5” STROKE PART #	6” STROKE PART #	7” STROKE PART #	8” STROKE PART #	9” STROKE PART #
Dry*	625-DRY	626-DRY	627-DRY	628-DRY	629-DRY
3	6253**	6263**	6273**	6283	6293
3-5	6253-5	6263-5	6273-5	6283-5	6293-5
4	6254	6264	6274	6284	6294
4-6	6254-6	6264-6	6274-6	6284-6	6294-6
4-7	6254-7**	6264-7**	6274-7**	6284-7	6294-7
4-10	6254-10	6264-10**	6274-10**	6284-10**	6294-10**
4-11	6254-11	6264-11**	6274-11**	6284-11**	6294-11**
4-13	6254-13	6264-13	6274-13	6284-13**	6294-13**
5	6255	6265	6275	6285	6295
5-3	6255-3	6265-3	6275-3	6285-3**	6295-3**
5-7	6255-7**	6265-7	6275-7	6285-7**	6295-7**
5-9	6255-9	6265-9**	6275-9**	6285-9**	6295-9**
5-11	6255-11	6265-11	6275-11	6285-11**	6295-11**
6	6256	6266	6276	6286	6296
6-2	6256-2**	6266-2	6276-2	6286-2**	6296-2**
6-4	6256-4	6266-4	6276-4	6286-4**	6296-4**
7	6257**	6267	6277	6287**	6297**
Specify**	625x	626x	627x	628x	629x

82 Series

ALUMINUM THREADED SMALL BODY TWIN TUBE SHOCK

VALVING COMP/ REBOUND	3” STROKE PART #	4” STROKE PART #	5” STROKE PART #	6” STROKE PART #	7” STROKE PART #	8” STROKE PART #	9” STROKE PART #
Dry*	823-DRY**	824-DRY**	825-DRY**	826-DRY**	827-DRY**	828-DRY**	829-DRY**
1	8231**	8241**	8251	8261	8271**	8281**	8291**
2	8232**	8242	8252	8262	8272**	8282**	8292**
2-4	8232-4**	8242-4**	8252-4	8262-4	8272-4**	8282-4**	8292-4**
2-5	8232-5**	8242-5**	8252-5**	8262-5	5272-5**	5282-5**	8292-5**
2-6	8232-6**	8242-6**	8252-6**	8262-6**	8272-6	8282-6**	8292-6**
3	8233**	8243	8253	8263	8273	8283**	8293**
3-1	8233-1**	8243-1**	8253-1**	8263-1**	8273-1	8283-1**	8293-1**
3-4	8233-4**	8243-4**	8253-4**	8263-4**	8273-4	8283-4**	8293-4**
4	8234**	8244	8254**	8264	8274	8284**	8294**
4-1	8234-1**	8244-1**	8254-1**	8264-1**	8274-1	8284-1**	8294-1**
4-2	8234-2**	8244-2**	8254-2**	8264-2**	8274-2	8284-2**	8294-2**
4-6	8234-6**	8244-6**	8254-6	8264-6**	8274-6	8284-6	8294-6**
5	8235**	8245**	8255**	8265	8275	8285	8295**
5-1	8235-1**	8245-1**	8255-1**	8265-1**	8275-1	8285-1**	8295-1**
5-6	8235-6**	8245-6**	8255-6**	8265-6**	8275-6**	8285-6	8295-6**
6	8236**	8246**	8256**	8266**	8276**	8286	8296**
6-5	8236-5**	8246-5**	8256-5**	8266-5**	8276-5	8286-5**	8296-5**
Specify**	823x	824x	825x	826x	827x	828x	829x

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
3”	8.00”	10.75”
4”	9.63”	13.75”
5”	10.63”	15.75”
6”	11.63”	17.75”
7”	12.63”	19.75”
8”	13.63”	21.75”
9”	14.63”	23.75”

Coil-Over Kits and Spanner Wrenches sold separately. Check out our full offerings of Coil-Over Kits on page 36!

*** Shock with no oil & no valving**
**** Custom valvings available to ship after 2 business days**

Be certain to check compressed and extended lengths carefully for proper fit. QA1 lengths do not necessarily correspond to competitors’ lengths.

60 Series

ALUMINUM SMOOTH LARGE BODY TWIN TUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
6”	12.38”	18.25”
7”	13.38”	20.25”
8”	14.38”	22.25”
9”	15.38”	24.25”

VALVING COMP/ REBOUND	6” STROKE PART #	7” STROKE PART #	8” STROKE PART #	9” STROKE PART #
Dry*	606-DRY	607-DRY	608-DRY	609-DRY**
3-5	6063-5**	6073-5**	6083-5	6093-5**
4	6064**	6074**	6084	6094
4-6	6064-6	6074-6**	6084-6	6094-6
5	6065	6075	6085	6095
5-3	6065-3**	6075-3	6085-3**	6095-3**
5-6	6065-6**	6075-6**	6085-6	6095-6**
5-7	6065-7**	6075-7**	6085-7	6095-7**
Specify**	606x	607x	608x	609x

55 Series

STEEL LARGE BODY SEALED TWIN TUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7”	12.53”	19.53”
9”	14.53”	23.53”

VALVING COMP/ REBOUND	7” STROKE PART #	9” STROKE PART #
3	5573	-
5	-	5595
5-3	5575-3	-
5-6	-	5595-6
6	5576	5596
6-2	5576-2	-
6-4	5576-4	-
9-1	5579-1	-

59 Series

STEEL LARGE BODY SEALED TWIN TUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7”	12.13”	19.22”
9”	14.13”	23.22”

VALVING COMP/ REBOUND	7” STROKE PART #	9” STROKE PART #
5-3	5975-3	-
6	5976	5996
6-3	5976-3	-
7	5977	-
8	5978	-

75 Series

STEEL SMALL BODY SEALED TWIN TUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
3”	8.43”	11.53”
4”	9.30”	13.27”
5”	10.30”	15.27”
6”	11.43”	17.53”
7”	12.43”	19.53”

VALVING COMP/ REBOUND	3” STROKE PART #	4” STROKE PART #	5” STROKE PART #	6” STROKE PART #	7” STROKE PART #
1	-	-	7551	7561	-
2	-	-	-	7562	7572
3	-	7543	7553	7563	7573
4	-	-	7554	7564	-
5	7535	-	-	-	-

Don’t see your favorite valving listed? No problem! While it’s impossible to list and stock every valving combination available, feel free to order any combination of valving that you want by giving us a call! All custom valving orders are available to ship after 2 business days.

Compressed and extended lengths will vary slightly with addition of bump stop and position of screw on eye ring. Be certain to check compressed and extended lengths carefully for proper fit. QA1 lengths do not necessarily correspond to competitors’ lengths.

**** Custom valvings available to ship after 2 business days**

QA1® COMMON VALVINGS & TIPS

Below are some common valvings for various types of cars and track conditions. Valving trends and theories change on a regular basis. As such, we recommend contacting your chassis builder or giving us a call for the latest recommendations.

APPLICATION	LF	RF	LR	RR	NOTES
M SERIES STRUT					
Strut car - Average Asphalt	5-8M	5-8M	3-5*	4*	* See 23/27/53 Series for stock mount rear valving suggestions
Strut car - Aggressive asphalt	5-13C	5-12C	3-8*	4*	
Strut car - Dry/dirt track	5M	3-5M	3-5*	4*	
Strut car - Tacky dirt track	5M	5M	4-6*	5*	
23/27/53 SERIES					
Street Stock - Dry dirt track	7	7-3**	3-5	4	* 23/27 Series recommended
Street Stock - Tacky dirt track	7	8**	4	5	** 5393x features shorter compressed length for more travel
Street Stock - Weight Transfer	6-4	4-8**	12-2*	4	
Street Stock - Conventional Asphalt	7	7-3**	3-5	4	
Street Stock - Tie-down Asphalt	5-13	6-12**	3-7	5	
Southern Sport Mod - Average	5-3	3-6**	6-3	4	
Southern Sport Mod - Heavy	5	5**	6-4	5	
26/28/50/51 SERIES					
Modified - Dry dirt track	5-3	3-8	9-1	3-5	* 5-10 valving for smooth/fast tracks. If the track is rough, don't go stiffer than a 9 valve on rebound.
Modified - Tacky dirt track	5	5-10*	7-4	4	
3 Link Modified - Dry dirt track	6-4	4-6	12-2	3-5	
3 Link Modified - Tacky dirt track	5	6	7-4	5	
Modified - Conventional Asphalt	5	6	3-5	5	
Modified - Tie-down Asphalt	5-13	5-11	3-6	5	
60 SERIES					
Dirt Sprint Car - Dry dirt track*	4-6	5-3	4-8	5	* Call for latest recommendation as sprint car valvings change regularly
Dirt Sprint Car - Tacky dirt track*	5	5	4-6	5	
Asphalt Sprint*	4-8	4-7	3-13	5	
Asphalt Sprint - High Bank*	4-7	5-6	4-10	5	
16/62 SERIES					
Dirt Late Model - Dry	7	4-13	9-1*	3-5	* 1699-1B recommended for dirt late model LR shocks
Dirt Late Model - Heavy/Rough	7	5-7	6-4	4	** 16 Series with linear/digressive valving recommended
Asphalt Late Model	4-13**	5-12**	4-6	6-4	
82 SERIES					
Mini Sprint Dirt - Heavy	2	3	3	4	
Mini Sprint Dirt - Dry	2	2	2-5	4	
Midget Dirt - Heavy	3-5	4-2	4-2	4	
Midget Dirt - Dry	3	4-1	3	3	
Asphalt Mini Sprint	4	4	4	4	
Asphalt Midget	4-6	4	4-6	4	

NOTE: Other valvings not listed on this page are available for the same price. If you are not sure which shock you need for your car, please call us for help at 800.721.7761. Shock valving trends change often and these numbers should only be used as a reference guide.

QA1 SHOCK TIPS:

- For dirt racecars, twin tube shocks will generally provide more grip and better feel on dry slick racetracks.
- A monotube shock on the LR corner will help to control chassis hike-down on dirt racecars.
- Asphalt cars generally need 1 to 2 valve numbers softer rebound on the RF shocks verses the LF shocks.
- Twin tube shocks increase low-speed rebound dramatically when changing from a 9 valve on rebound to anything stiffer. This is due to the piston design requiring no-bleed on the rebound circuit which forces the shock oil through the shimstack even at low shock speeds.
- Digressive valving can be used on the right side of an oval track dirt car on a rough track to help the tire stay on the track and absorb the bumps.
- Use a 26 Series instead of 28 Series on the left side of a 4-link dirt car to slow and cushion the hike-down.
- Using a 26, 23 or 20 Series LR shock with 51, 53 or FC Series on the RR, LF and RF can provide great driver feel, with increased drive and chassis hike.
- Tie Down Shock - A shock that will tie down the car has an increased rebound and can help the car rotate through the corner and slow weight transfer to the RR. Too much rebound can hurt forward traction, but just the right amount can dramatically increase drivability and forward bite.
- On some of our monotube shocks, gas pressure can be adjusted for changing track conditions. Minimal gas is desired when the track is smooth because this will give the driver increased feeling. Increasing gas pressure is desired when the track is rough, but often delivers an "above the track" feeling or lack of feedback for the driver. Find the right amount of pressure based on track conditions and your own driving preference.
- Traction Shock - A shock that will hike up the car has an increased amount of compression with minimal rebound. Too much compression can cause the tire to bounce on the track and too little compression will cause the car to drop rapidly on corner entry.

SHOCK ACCESSORIES

PISTONS

MONOTUBE PISTONS

Linear Piston
16, 26, 27 & 28 Series
Creates a force curve that features an increase in force directly related to an increase in speed - the quicker the shock moves, the stiffer it becomes.
PART #9057-239

Digressive Piston
16, 26, 27 & 28 Series
Creates a force that does not increase proportionally to an increase in speed. 0.125" Bleed
PART #9057-243 3.5° Compression, 4.5° Rebound

Linear/Digressive Piston
16, 20, 23, 26, 27 & 28 Series
Linear compression and linear/digressive rebound
PART #9057-279 0° Compression, 5.5° Rebound

Hi-Lo Pistons
16, 26, 27 & 28 Series
Features kidney shaped ports on one face and round ports on the other, allowing the piston to be flipped to create a softer curve on one side coupled with a stiffer curve on the other.

PART #9057-274 0° Compression, 0° Rebound
PART #9057-275 0° Compression, 1.5° Rebound
PART #9057-276 0° Compression, 3° Rebound

TWIN TUBE PISTONS

Large Body Linear Piston
FC, 50, 51, 53, 60 & 62 Series
PART #9057-221 1.5° Compression, 1.5° Rebound

Small Body Linear Piston
70 & 82 Series
0.02" Bleed
PART #9057-252 1° Compression, 2° Rebound

Two-Port Pistons
FC, 50, 51, 53, 60 & 62 Series
Allows the valve discs to open consistently which results in a smoother force curve and accommodates independent compression and rebound circuits for precision low-speed force control.

PART #9057-273 1.5° Compression, 1.5° Rebound
PART #9057-272 1° Compression, 2° Rebound
PART #9057-271 0.5° Compression, 3° Rebound

REBUILD KITS

Rebuild kits contain components for one shock and include:

- PTFE / carbon fiber band
- piston rod seal
- o-rings
- travel indicator ring

PART #RK01 51, 53, 60, & 62 Series
PART #RK02 FC & 50 Series
PART #RK04 70 & 82 Series
PART #RK10 16, 26, 28 & M Series

PISTON RODS

FOR LARGE BODY SHOCKS

PART #9028-122 606x Shocks
PART #9028-118 267x, 287x, 167x, 507x, 517x, 607x & 627x Shocks
PART #9028-138 608x Shocks
PART #9028-114 269x, 289x, 169x, 509x, 519x, 609x & 629x Shocks
PART #9028-141 FC194x & 5394x Shocks
PART #9028-115 FC195x & 5395x Shocks
PART #9028-116 FC788x & 5388x Shocks
PART #9028-117 FC168x, FC258x, 5368x & 5358x Shocks

FOR SMALL BODY SHOCKS

PART #9028-131 823x Shocks
PART #9028-132 824x Shocks
PART #9028-133 825x Shocks
PART #9028-134 826x & 706x Shocks
PART #9028-135 827x & 707x Shocks
PART #9028-136 828x Shocks
PART #9028-137 829x & 709x Shocks

GAS BAGS

FOR LARGE BODY SHOCKS

PART #9052-110 606x Shocks
PART #9052-111 507x, 517x, 607x & 627x Shocks
PART #9052-121 608x, 609x, 509x, 519x , 629x, FC168x, FC258x, FC788x, 5368x, 5358x & 5388x Shocks
PART #9052-106 FC194x & 5394x Shocks
PART #9052-109 FC195x & 5395x Shocks

FOR SMALL BODY SHOCKS

PART #9052-104 823x Shocks
PART #9052-106 824x & 825x Shocks
PART #9052-107 826x, 827x, 706x & 707x Shocks
PART #9052-108 828x, 829x & 709x Shocks

REPLACEMENT BEARING KITS

Kits include bearings and snap rings for one shock. For use with all QA1 circle track replaceable bearing shocks.

PART #SIB8-101PK Steel Race 1/2" I.D. x 1.06" O.D. x 5/8" W
PART #EMB8-101PK PTFE/Nylon Race 1/2" I.D. x 1.06" O.D. x 5/8" W
PART #EMB10-101PK PTFE/Nylon Race 5/8" I.D. x 1.06" O.D. x 5/8" W

QA1® SHOCK ACCESSORIES

ALUMINUM SHOCK EXTENSIONS

PART #9029-163 1" Length, 9/16"-18 Thread
All shocks except 70, 75 & 82 Series

PART #9029-164 2" Length, 9/16"-18 Thread
All shocks except 70, 75 & 82 Series

PART #9029-165 1" Length, 1/2"-20 Thread
75 Series

PART #9029-166 2" Length, 1/2"-20 Thread
75 Series


9029-164

BEARING MOUNTS

Bearing mount with bearing and snap rings. Kits contain components for one shock end.

STEEL MOUNTS

PART #9036-103 9/16"-18 Thread
16, 20, 26, 28, 50, 51, 60 & 62 Series

PART #9036-107 1/2"-20 Thread
75 Series

PART #9036-109 9/16"-18 Thread
55 Series

PART #9036-148 7/16"-20 Thread
70 & 82 Series


9036-104

ALUMINUM MOUNTS

PART #9036-104 9/16"-18 Thread
16, 20, 26, 28, 50, 51, 60 & 62 Series

PART #9036-105 7/16"-20 Thread
70 & 82 Series

EXTENDED LENGTH EYELETS

These extended length eyelets come with a premium QA1 spherical bearing pre-installed and are available in 4 configurations. All feature 9/16"-18 threads.

PART #9036-198 1" Extended Zinc Plated Steel

PART #9036-199 2" Extended Zinc Plated Steel

PART #9036-200 1" Extended Anodized Aluminum

PART #9036-201 2" Extended Anodized Aluminum

SPRING SPACERS

All spring spacers may be stacked for greater spacing.

PART #9004-107 3/4" length for use with 1 7/8" I.D. spring

PART #9004-110 1" length for use with 2 1/2" I.D. spring


9004-110

COIL-OVER KITS

Kits include components for one shock and contain some or all of the following, depending on application:

- Aluminum Sleeve
- Spring Cap
- Spring Seat Adjuster Nut
- Wire Ties
- Spring Cap Retainer Pin
- Jam Nut
- Snap Rings

FOR USE WITH 1 7/8" I.D. SPRINGS

PART #CK8201 82 Series

PART #CK1955C 75 Series, Cone Cap with Jam Nut

PART #CK7001 70 Series, Cone Cap

FOR USE WITH 2 1/2" I.D. SPRINGS

PART #CK6201 16 & 62 Series

PART #CK5005 20, 26, 28, & 50 Series - 7"

PART #CK5007 20, 26, 28, & 50 Series - 9"

PART #CK5105 51 Series - 7"

PART #CK5107 51 Series - 9"

PART #CK7002 70 Series

PART #CK1951C 75 Series, Cone Cap with Jam Nut

PART #CK1971C 55 Series with Jam Nut


CK5105

FOR USE WITH 5" O.D. SPRINGS

PART #CK5009 26, 28 & 50 Series - 7" & 9"

PART #CK5109 51 Series - 7" & 9"


CK5109

ANTI-SEIZE LUBRICANT

QA1 offers Permatex® Anti-Seize Lubricant for use during assembly to prevent galling, corrosion and seizing due to weathering or chemicals.

PART #9072-105 1 packet contains 5 grams

BUMP STOPS

Designed for soft front spring set-ups with a progressive rate. Can be shortened to desired length.

PART #BC01 1 1/2" O.D. x 3" L

PART #BC02 1 9/10" O.D. x 7/8" L


BC01

STUD TOP BUSHING KIT

These kits include the following:

- (2) Washers
- (2) Bushings
- (1) Hex Nut
- (1) Lock Nut

PART #MK03 Shock mounting hardware for 5/8" and 7/8" openings. Fits QA1 stud top shocks.

ONE-PIECE BUSHINGS

These bushings need to be pressed into the shock loop.

PART #9032-150 .750" I.D. x 1.06" O.D.

PART #9032-348 .625" I.D. x 1.06" O.D.

SPANNER WRENCHES

PART #T114W Includes (2) Spanner Wrenches
16, 26, 28, 50, 51, 60 & 62 Series

PART #T115W Use with a 3/8" drive ratchet that fits the spring seat adjuster nut or lock nut.
Includes (2) Spanner Wrenches
16, 26, 28, 50, 51, 60 & 62 Series

PART #T120W Includes (1) Spanner Wrench
55, 70 & 75 Series

TUNING KITS

LARGE BODY TWIN TUBE TUNING KIT

FC, 50, 51, 53, 60 & 62 Series
Tuning kit contains:

- Pistons
- Assortment of Deflective Discs
- Easy-to-Follow Instructions
- Base Valves
- Drill Bits
- Seal Kit

PART #TK01

SMALL BODY TWIN TUBE TUNING KIT

70 & 82 Series
Tuning kit contains:

- O-Rings
- Assortment of Deflective Discs
- Easy-to-Follow Instructions
- Seals
- Wipers

PART #TK02

TK01

MONOTUBE TUNING KIT

16, 26, 27, 28 & M Series
Tuning kit contains:

- Assortment of Deflective Discs
- Easy-to-Follow Instructions
- O-Rings
- Seals

PART #TK08

MONOTUBE BODY CLAMP TOOL

26, 27 & 28 Series
PART #7791-143

MONOTUBE FILL TOOLS

HYPERSCREW FILL TOOL

26, 27, 28 Series
PART #7791-140

7791-140

SCHRADER VALVE FILL TOOL

16, 26V & 28V Series
PART #7791-147

7791-147

M SERIES FILL TOOL

M Series
PART #7791-154

PISTON ROD BULLETS

These piston rod bullets allow rebuilders to easily install the gland onto the piston rod without damaging the seals.

PART #7791-157 26, 27, 28, FC, 50, 51, 53, 60, 62 & M Series

PART #7791-158 70 & 82 Series

CLOSURE NUT WRENCH

FC, 16, 50, 51, 53, 60, 62, 70 & 82 Series
PART #7791-104

TOOL KIT

FC, 50, 51, 53, 60 & 62 Series
Tool kit contains:

- Base Valve Removal Tool
- Gland Removal Tool
- Closure Nut Wrench

PART #7891-106

SHOCK OIL

QA1 5wt shock oil is specially formulated for use with QA1 shocks.
PART #SF04

QA1 ADVANTAGE

STREET PERFORMANCE AND RACING
SHOCKS AND STRUTS

QA1 utilizes many unique processes and components in our shock absorbers and struts and offers a tremendous selection of products for a variety of applications. Custom mount, stock mount, single adjustable, double adjustable, 4-way adjustable, aluminum, steel, deflective disc valving, gas charged…the list goes on and on. Chances are great that if you want it, we've got it – and at an affordable price.

MULTIPLE VALVING OPTIONS
No matter if you drag race, autocross, road race or just go for the casual cruise, QA1's shocks and struts are available in several different valving configurations to give you the perfect ride and performance based on your situation. Each click on QA1's adjustable shocks and struts has been carefully and precisely defined from extensive research, testing and real-world experience to provide the perfect setting for each adjustment. QA1's shocks and struts are optimized to enhance performance by providing a soft, comfortable ride at the low end of operation, or a firm, high performance ride at the high end of operation. Changing the valving on adjustable shocks and struts is as simple as turning the knob on the base of the shock, giving you the versatility to go from the strip to the street without ever removing the shock or strut from the vehicle.

EASY BOLT-IN INSTALLATION FOR STOCK MOUNT SHOCKS AND STRUTS
All QA1 stock mount shocks and struts are designed for easy bolt-in installation, making it quick and easy to get the performance you want.

RIDE HEIGHT ADJUSTABLE SHOCKS AND STRUTS
QA1 coil-over shocks and struts allow for custom ride height adjustment, giving you exactly the stance you want. Most vehicles can be lowered up to 2" in ride height with QA1 coil-over shocks and struts, all without changing the spindles or purchasing additional components. Also, QA1 coil-over shocks include the coil-over hardware so there's not an add-on cost for these products.

HIGH QUALITY BEARING AND POLYURETHANE MOUNTING HARDWARE
QA1 shocks come with polyurethane bushings or our exclusive PTFE/Nylon race bearings, which provide smooth, bind-free operation. Our mounting hardware is zinc or chrome plated for durability and professional appearance.

100% DYNO TESTED AND SERIALIZED
At QA1, we are focused on crafting the most reliable, consistent and highest performing shocks and struts. To achieve this, every QA1 rebuildable shock absorber and strut is dyno tested and serialized so you know they're built to exact specifications. QA1 is one of the few companies in the performance market with a quality system certified to the ISO 9001:2008 standard. This unsurpassed commitment to quality ensures production of a dependable, unwavering, repeatable product every time. The fact that our warranty rate is almost non-existent is a testament to the care we take with each and every product we manufacture.

SERVICEABLE AND REBUILDABLE

All QA1 adjustable shocks and struts are manufactured to be serviceable and rebuildable, should the need arise. With trained and talented QA1 Authorized Rebuilders throughout the nation, you can get up and running again in no time, saving you more money down the road.

LIGHTWEIGHT ALUMINUM AND HIGH PERFORMANCE DOM STEEL BODIES

Our billet aluminum shock absorber bodies are bright anodized for unmatched durability, easy maintenance and a polished show-stopping appearance. To withstand hardcore racing or street use, our strut bodies are manufactured with high performance DOM steel for superior strength and unparalleled performance and are silver powder coated for great looks.

PRECISION MACHINED ALUMINUM PISTON WITH PTFE PISTON BAND

It's imperative that the internal components of your shocks and struts perform flawlessly every time you touch the gas. At QA1, we take time to focus on the intricate details and workings of even the smallest parts. We precision machine our aluminum pistons and use a PTFE piston band to create an accurate piston-to-cylinder wall seal, improving valving consistency and increasing durability.

CENTERLESS GROUND, HARD CHROME PLATED, SOLID PISTON ROD

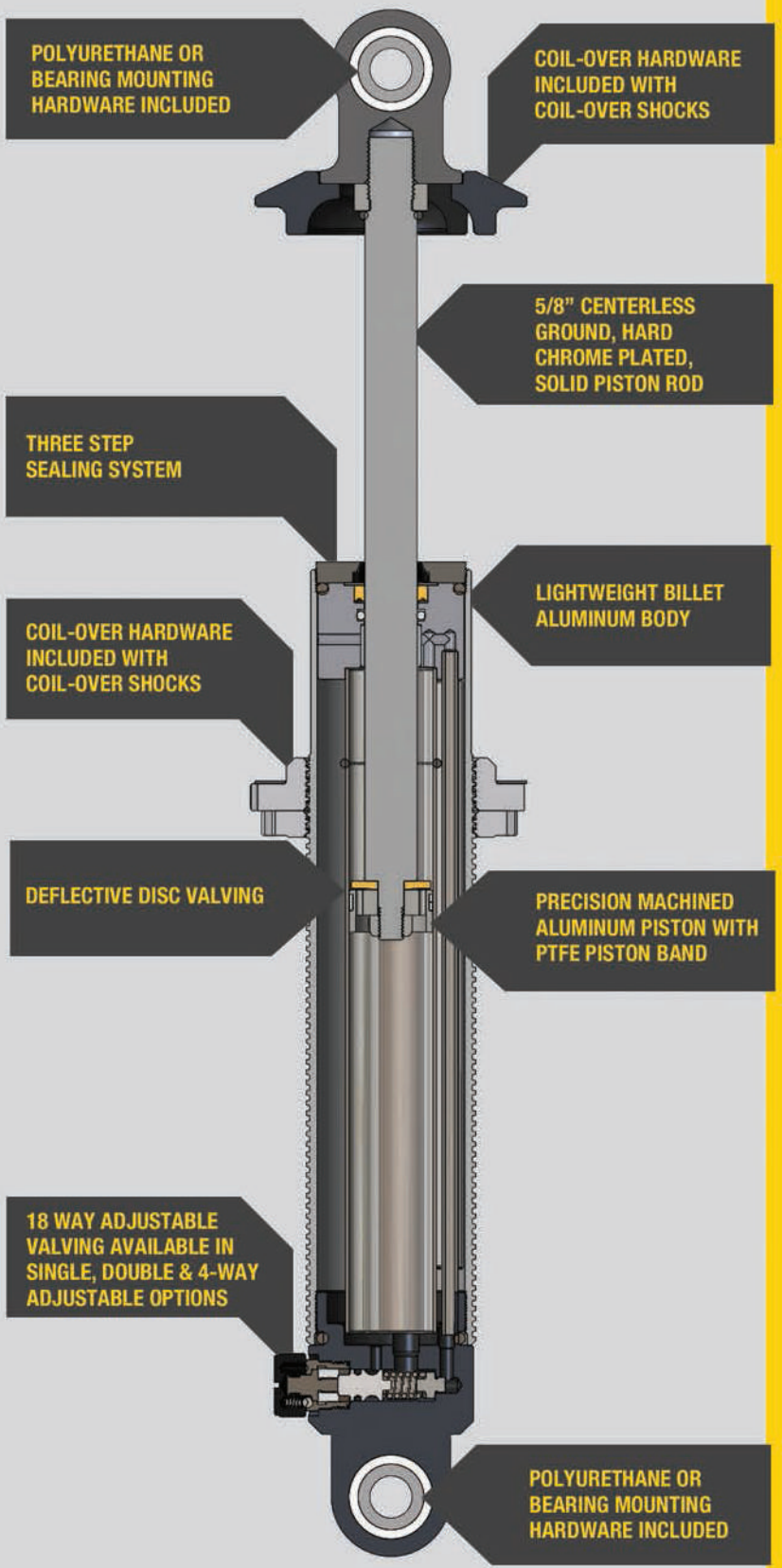
All piston rods in QA1's shocks and struts are centerless ground and hard chrome plated which eliminates piston rod flex, decreases seal wear and increases valving consistency. These precise details increase the overall life of your shocks or struts.

DEFLECTIVE DISC VALVING

QA1's shocks utilize our deflective disc valving technology, which is a series of individual discs stacked together to create a valve stack. This technology increases sensitivity in valving response, control and consistency, giving you a better performing shock.

THREE STEP SEALING SYSTEM

All QA1 shocks and struts are built with our three step sealing system, which utilizes advanced aerospace material in the exclusive double lip seal design and wiper seal. This system eliminates seal drag and dirt intrusion and keeps the oil inside. By keeping your shocks and struts operating at this optimal level, it saves you money and keeps you driving.



QA1 CHOOSING SHOCKS & STRUTS

Selecting the right shocks or struts for your street rod, muscle car, autocrossing or drag racing application can be daunting, but we're here to help. Several factors should be considered to ensure the shocks or struts you're installing will fit correctly and give you exactly the ride you want.

CUSTOM MOUNT VS. STOCK MOUNT

If you have altered or built the vehicle, then custom mount shocks are likely what you'll need. Whether you are looking for a show-stopping appearance or a high performing ride, QA1 has a variety of custom mount and application specific stock mount shocks for you to choose from.

If you have a stock vehicle that has not had any alterations to the original suspension, stock mount shocks are the right choice for you. Stock mount shocks bolt directly to the factory location so there's no need for cutting or welding.

COIL-OVER VS. NON-COIL-OVER

Coil-overs are designed as a shock and spring assembly. This is usually a more compact and lightweight unit in comparison to the factory shock and spring assembly. A coil-over allows for ride height adjustment and the option to interchange springs easily for street and race applications. Coil-overs are recommended if you're looking to change your ride height.

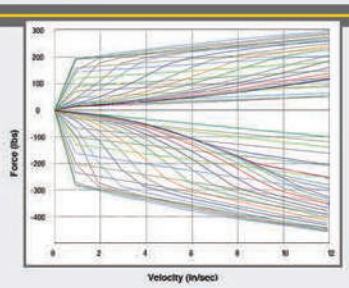
Non-coil-over shocks and struts have a smooth body and are designed to work in conjunction with a factory located spring. They utilize the factory mounts on the vehicle eliminating the need for custom mounts or vehicle modifications. Non-coil-overs are a good choice if you're happy with your ride height and aren't looking to change it.

QA1 has a variety of coil-over and non-coil-over options for many types of vehicles, so you can get the look and ride height you want.

ADJUSTABLE VS. NON-ADJUSTABLE

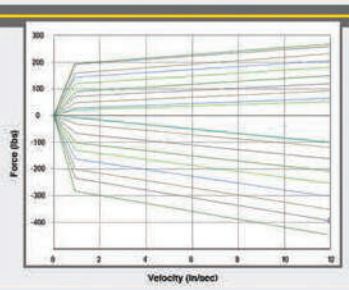
QA1 offers a variety of adjustability options to fit everyone's needs. If you want the ability to change your suspension for different situations such as drag racing, road courses or street performance, then adjustable shocks or struts are the best option. Adjustable shocks and struts also work well if you occasionally carry heavy loads or just wish to change your handling characteristics for increased performance. If you don't need all the adjustment settings but want a performance upgrade over factory shocks, then non-adjustable shocks are perfect for you. You'll get the quality, comfortable and consistent ride you're looking for without the need to make any adjustments.

QA1® ADJUSTABILITY OPTIONS



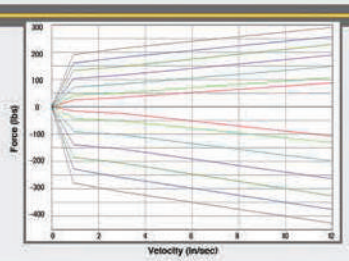
4-WAY ADJUSTABLE

- Truly independent compression and rebound adjustments at both low and high shock speeds
- Two compression knobs for high and low speed with 18 positions each on the shock body and two rebound knobs for high and low speed with 18 positions each on the canister
- Designed for anyone who wants more adjustability to keep a soft feel over bumps and ruts, but still needs stiff control while cornering



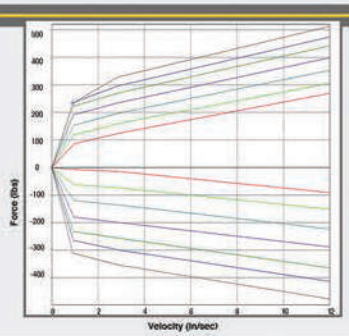
DOUBLE ADJUSTABLE

- Truly independent compression and rebound adjustment
- 18 positions of rebound on one knob and 18 positions of compression on the other knob, providing 324 valving options
- One shock allows for the ultimate in fine-tuning for any application
- Perfect for hard core competition



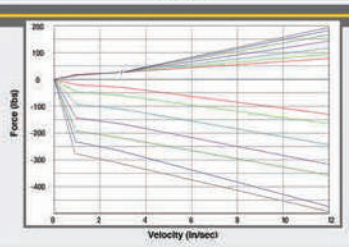
SINGLE ADJUSTABLE

- Simultaneous compression and rebound adjustment on one knob
- 18 valving options
- Perfect for performance street driving, autocrossing, or for the rear in drag racing



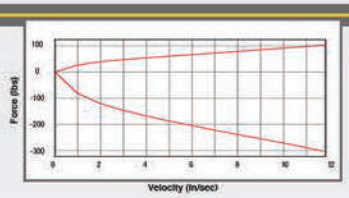
DRAG "R" SERIES

- Rebound and compression adjusted together on one knob with 18 clicks, with stiffer compression valving
- A looser rebound in the front allows weight to transfer to the rear when launching and a firmer compression keeps the front end from slamming back to the ground
- Designed for the front of drag cars



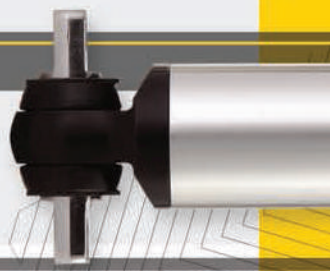
REBOUND ADJUSTABLE

- Comfortable compression setting with a wide range of rebound adjustment
- 18 valving options
- 36 valving options for Hollywood Hot Rods® Series Shocks
- Great for smooth riding street rods and hot rods



NON-ADJUSTABLE

- Fixed compression and rebound valving without external adjustability
- Provides the best self-adjusting ride possible
- Perfect for the driver who wants to upgrade to performance shocks without the adjustability



QA1 CUSTOM MOUNT SHOCKS

Whether you're looking for a show-stopping appearance or a high performing ride, QA1 has the quality, custom mount shocks you need. Available in coil-over and smooth body options, these shocks are built for lasting good looks, unmatched style and great performance. Select from a variety of valving options, including 4-way, double, single, rebound adjustable, ride sensitive and non-adjustable to suit your specific driving needs.

QUAD ADJUST SHOCKS

D4 Series

- Threaded aluminum body shock with smooth body reservoir
- 4-way adjustable with independent low speed compression, high speed compression, low speed rebound & high speed rebound adjustment knobs
- Schrader valve for quick gas pressure adjustments
- Lightweight billet aluminum shock body & reservoir
- 1/2" I.D. steel race spherical bearings
- Ride height adjustable
- Serviceable & rebuildable by QA1 authorized service centers
- 100% dyno tested & serialized
- Coil-over hardware included
- Accepts 2 1/2" I.D. springs
- Multiple reservoir mounting options
- Made in the USA
- Used in drag racing, street performance, autocross, & road racing applications

See page 50 for part numbers.

HOLLYWOOD HOT RODS® SERIES SHOCKS

Working with the legendary Troy Ladd of Hollywood Hot Rods®, QA1 designed an exclusive line of shocks for the hot rod market. Following their "Respect Tradition" motto, QA1 worked with Troy and his team to create these traditional-looking hot rod shocks with modern day performance adjustability.

HH Series

- Front smooth body & rear threaded body coil-over shocks
- Rebound adjustable with a comfortable compression setting
- Chrome plated aluminum for show quality appearance
- Front smooth body shocks have a chrome plated dust cover for a nostalgic look
- Low profile knob with slot style adjuster
- Ride height adjustable with the threaded body coil-over shocks
- Serviceable & rebuildable by QA1 authorized service centers
- 100% dyno tested & serialized
- Made in the USA
- Commonly used in street rod applications

See page 50 for part numbers.

CUSTOM MOUNT SHOCKS QA1®

PROMA STAR®

DD & DS Series

- Threaded body shock
- Available in simultaneous compression & rebound single adjustable (DS) or independent compression & rebound double adjustable (DD)
- Lightweight billet aluminum body for show quality appearance
- Available with spherical bearings or polyurethane bushing mounting options
- Ride height adjustable
- Serviceable & rebuildable by QA1 authorized service centers
- 100% dyno tested & serialized
- Coil-over hardware included
- Accepts 2 1/2" I.D. springs
- Made in the USA
- Used in drag racing, street performance, autocross, road race, street rod applications

See page 51 for part numbers.

ULTRA RIDE®

US Series

- Threaded body shock
- Rebound adjustable with a comfortable compression setting
- Lightweight billet aluminum for show quality appearance
- Available with spherical bearings or polyurethane bushing mounting options
- Ride height adjustable
- Serviceable & rebuildable by QA1 authorized service centers
- 100% dyno tested & serialized
- Coil-over hardware included
- Accepts 2 1/2" I.D. springs
- Made in the USA
- Mostly used in street rod applications

See page 51 for part numbers.

ALUMA MATIC®

ALN Series

- Threaded body shock
- Non-adjustable
- Performance valved
- Lightweight billet aluminum for show quality appearance
- Available with spherical bearings or polyurethane bushing mounting options
- Ride height adjustable
- Serviceable & rebuildable by QA1 authorized service centers
- 100% dyno tested & serialized
- Coil-over hardware included
- Accepts 2 1/2" I.D. springs
- Made in the USA
- Mostly used in street performance & street rod applications

See page 52 for part numbers.

QA1® CUSTOM MOUNT SHOCKS

STREET STAR®

RS Series

- Smooth body shock
- Rebound adjustable with a comfortable compression setting
- Lightweight billet aluminum body for show quality appearance
- Available with spherical bearings or polyurethane bushing mounting options
- Now with more length options
- Serviceable & rebuildable by QA1 authorized service centers
- 100% dyno tested & serialized
- Made in the USA
- Mostly used in street rod applications

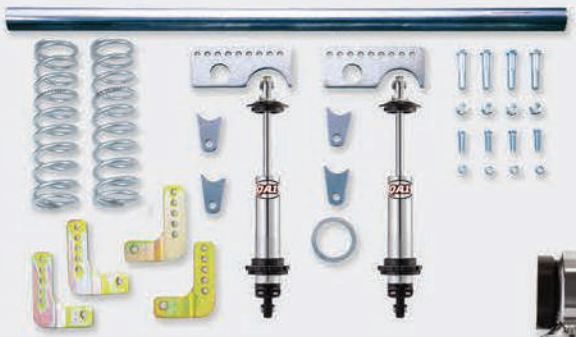
See page 52 for part numbers.

PRO-REAR SYSTEMS

DS, DD & ALN Series Kits

- Rear coil-over conversion kit
- Available in simultaneous compression & rebound single adjustable (DS), independent compression & rebound double adjustable (DD) or non-adjustable (ALN)
- Includes (2) Proma Star or Aluma Matic shocks, (2) linear or variable rate springs & all mounting hardware
- Lightweight billet aluminum shocks for show quality appearance
- 100% dyno tested & serialized
- Made in the USA
- Used in drag racing, street performance & street rod applications

See page 52 for part numbers.



STREETERS®

SS & SR Series

- Smooth body shock
- Non-adjustable
- 3 click adjustable option in economy streeter (SR2254P only)
- 1 5/8" O.D. chrome plated steel body
- Available with spherical bearings or polyurethane bushing mounting options
- Gas cell design
- Coil-over kits available separately
- Mostly used in street rod applications

See page 53 for part numbers.

INTERCHANGEABLE CARTRIDGE STRUTS

M Series

- Available for 79-04 Mustangs
- Front coil-over kit or non-coil-over options
- Available in street performance, road racing or drag racing valving options
- Electroless nickel plated steel monotube cartridge
- Powder-coated steel body with strut mounting tabs
- Easy, bolt-in installation
- Ride height adjustable
- 100% dyno tested & serialized
- Rebuildable & revalveable
- Custom valving available
- Made in the USA
- Used in drag racing, road racing and autocross applications

EASILY CHANGE VALVING WITH INTERCHANGEABLE CARTRIDGES

QA1's M Series Inverted Monotube Struts are unlike any other on the market. These struts feature easily revalveable and interchangeable cartridges, making it simple to change valve settings without needing to alter caster or camber. The cartridges are available to purchase separately, meaning there's no need to buy a completely new strut just to change valve settings. Simply purchase a new cartridge and insert it into the strut housing.

INVERTED DESIGN PROVIDES UNPARALLELED STRENGTH

With its inverted design, the 2" O.D. cartridge insert acts like the piston rod, which drastically increases its strength over traditional struts. A stronger overall strut provides superior steering control and keeps the tires in correct alignment on all types of road or track conditions. The inverted design also provides lighter unsprung weight, which speeds the suspension's response allowing for better handling characteristics.

ELECTROLESS NICKEL PLATED CARTRIDGE

The inverted cartridge features an electroless nickel plated finish that encapsulates the base metal and provides excellent corrosion resistance, superior hardness and consistency, making this strut a top performer for years to come.

CUSTOM VALVING AVAILABLE

Depending on your driving and handling needs, the M Series Struts are offered in three valving options - Street Performance, Road Racing and Drag Racing. These valving settings are designed specifically for those types of driving. Other valving options are also available on page 67.

RACER REBUILDABLE & REVALVEABLE

QA1 has engineered the M Series Strut to be rebuildable and revalveable. You can fix or tune the strut without needing to send it to a repair shop, saving time and money. These struts feature deflective disc technology, making it easy to adjust valve settings. Made up of individual discs stacked together, deflective disc valving allows racers to easily change valving by adjusting the number and thickness of the discs, allowing to fine tune the strut to fit specific driving and handling needs.

See pages 64-67 for part numbers.

QA1® STOCK MOUNT SHOCKS

STOCKER STAR®

General Mayhem Photo Courtesy of Roadkill Magazine

TD, TS, TR & TN Series

- For a variety of GM, Ford & Mopar vehicles
- Front & rear non-coil-over shocks
- Independent compression & rebound double adjustable (TD), simultaneous compression & rebound adjustable (TS), drag race "R" Series adjustable (TR) or non-adjustable (TN)
- Lightweight billet aluminum bodies
- 100% dyno tested & serialized
- Serviceable & rebuildable by QA1 authorized service centers
- Made in the USA
- Used in drag racing, street performance, autocross, road racing & street rod applications

See pages 54-66 for applications & part numbers.

STEEL STOCKER STAR®

EC Series

- For a variety of GM vehicles
- Front & rear non-coil-over shocks
- Non-adjustable
- Steel, stock appearing
- Easy, bolt-In installation
- Used in drag racing, street performance, autocross, road racing & street rod applications

See pages 54-62 for applications & part numbers.

FRONT PRO COIL® SHOCK SYSTEMS

GD, GS & GR Series

NEW APPLICATIONS

- For a variety of GM vehicles
- Front coil-over kit
- Available in independent compression & rebound double adjustable (GD), simultaneous compression & rebound adjustable (GS) or drag "R" Series adjustable (GR)
- Includes (2) shocks, (2) springs & all mounting hardware
- Lightweight billet aluminum shocks with silver powder coated springs
- Easy, bolt-in installation
- Ride height adjustable
- 100% dyno tested & serialized
- Shocks & springs also available individually
- Serviceable & rebuildable by QA1 authorized service centers
- Made in the USA
- Used in drag racing, street performance, autocross, road racing & street rod applications

See pages 54-63 for applications & part numbers.

STEEL FRONT PRO COIL® SYSTEMS

GE Series

- For a variety of GM vehicles
- Front coil-over kit
- Non-adjustable
- Includes (2) shocks, (2) springs & all mounting hardware
- Steel, stock appearing shocks with silver powder coated springs
- Easy, bolt-in installation
- Ride height adjustable
- Shocks & springs also available individually
- Used in drag racing, street performance, autocross, road racing & street rod applications

See pages 54-63 for applications & part numbers.

QA1® STOCK MOUNT SHOCKS

FRONT PRO COIL® STRUT SYSTEMS

HD, HS & HR Series

- For Mustangs, Camaros & Firebirds
- Available in independent compression & rebound double adjustable (HD), simultaneous compression & rebound adjustable (HS) or drag "R" Series adjustable (HR)
- Includes (2) struts, (2) springs, (2) coil-over kits & all mounting hardware
- High performance DOM steel
- Easy, bolt-in installation
- Ride height adjustable
- 100% dyno tested & serialized
- Struts & springs also available individually
- Serviceable & rebuildable by QA1 authorized service centers
- Made in the USA
- Used in drag racing, street performance, autocross & road racing applications

See pages 54-65 for applications & part numbers.

REAR PRO COIL® SHOCK SYSTEMS

NEW APPLICATIONS

RCK Series

- For 79-04 Mustang, 82-02 GM F-Bodies, 64-77 GM A-Bodies, 78-88 GM G-Bodies & C5 Corvettes
- Rear coil-over kit
- Available in simultaneous compression & rebound single adjustable or independent compression & rebound double adjustable
- Includes (2) proma star shocks, (2) springs, specially designed mounting brackets & all necessary hardware
- Lightweight billet aluminum shocks with silver powder coated springs
- Easy, bolt-in installation
- Ride height adjustable - stock to 1.5" lower
- 100% dyno tested & serialized
- Serviceable & rebuildable by QA1 authorized service centers
- Made in the USA
- Used in drag racing, street performance, autocross & road race applications

See pages 54-63 for applications & part numbers.

MUSTANG II PRO COIL® SHOCK SYSTEMS

MD, MS & MR Series

- Front coil-over kit
- Available in independent compression & rebound double adjustable (MD), simultaneous compression & rebound adjustable (MS) or drag "R" Series adjustable (MR)
- Includes (2) shocks, (2) springs & all mounting hardware
- Lightweight billet aluminum shocks with polished & chrome plated springs
- Available with 7/16" I.D. bushings or 1/2" I.D. bushings or bearings
- Easy, bolt-in installation
- Ride height adjustable
- 100% dyno tested & serialized
- Shocks & springs also available individually
- Serviceable & rebuildable by QA1 authorized service centers
- Made in the USA
- Used in drag racing, street performance, autocross, road racing & street rod applications

See pages 53, 64-65 for part numbers.

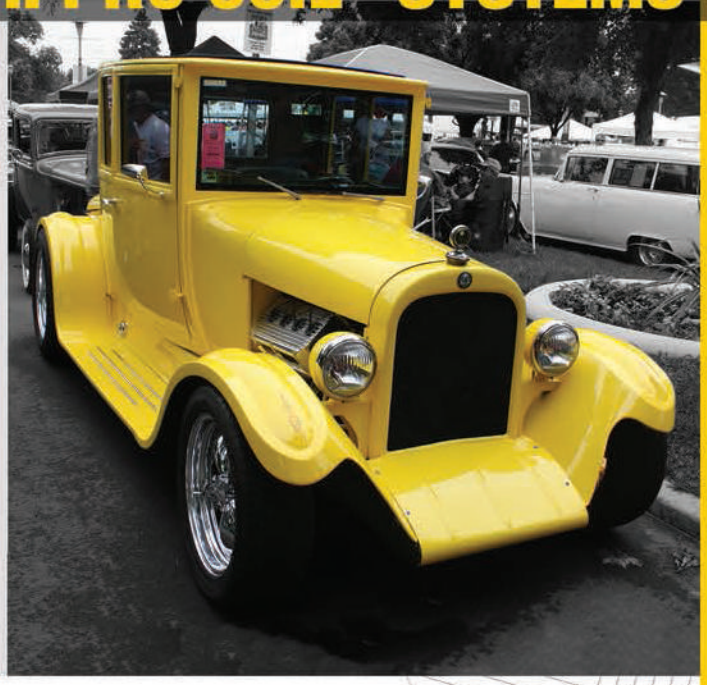
Photo Courtesy of Checkered Racing

STEEL MUSTANG II PRO COIL® SYSTEMS

ME Series

- Front coil-over kit
- Non-adjustable
- Includes (2) shocks, (2) springs & all mounting hardware
- Polished & chrome plated steel shocks & springs
- Easy, bolt-in installation
- Ride height adjustable
- Shocks & springs also available individually
- Used in street performance & street rod applications

See pages 53, 64-65 for part numbers.



QA1® CUSTOM MOUNT SHOCKS

HOLLYWOOD HOT RODS® SERIES

CUSTOM MOUNT NOSTALGIC REBOUND ADJUSTABLE

PART NO.	MOUNTING	COMPRESSED HEIGHT	EXTENDED HEIGHT	RECOMMENDED RIDE HEIGHT	SPRING LENGTH
FRONT SMOOTH BODY SHOCKS					
HH312	Poly	8 5/8	11 1/8	9 1/2 - 10	NA
HH412	Poly	10 1/2	14 3/8	11 3/4 - 12 1/4	NA
REAR THREADED BODY COIL-OVER SHOCKS					
HH304	Poly	9 3/8	12 5/8	10 3/4 - 11 1/4	7 / 8 / 9
HH402	Poly	10	13 7/8	11 1/2 - 12 1/2	9
HH502	Poly	11 1/2	16 3/4	13 1/4 - 14 1/2	12

Spring Mounting Hardware Included for Threaded Body Shocks
Bell Cover Max O.D. is 2.46”
Poly mountings are polyurethane bushings that come with 5/8” and 1/2” mounting sleeves.

DIMENSIONS IN INCHES

QUAD ADJUST

CUSTOM MOUNT 4-WAY ADJUSTABLE COIL-OVER SHOCKS

PART NO.	MOUNTING	COMPRESSED HEIGHT	EXTENDED HEIGHT	RECOMMENDED RIDE HEIGHT	SPRING LENGTH
D4301	Bearing	8 3/4	11 1/8	9 1/2 - 10	7
D4401	Bearing	10 1/8	14	11 1/2 - 12 1/2	9
D4501	Bearing	11 5/8	16 7/8	13 1/4 - 14 1/2	12
D4601	Bearing	12 5/8	18 3/4	15 1/4 - 15 3/4	14
D4701	Bearing	13	19 1/2	16 - 16 3/4	14
D4901	Bearing	15	23 5/8	18 1/2 - 19 1/2	14

Spring mounting hardware included for 2 1/2” I.D. springs.
Bearing mountings are 1/2” I.D. spherical bearings.

DIMENSIONS IN INCHES

QA1 offers a variety of options for mounting the resevoir to your vehicle:

FLAT PANEL MOUNT
#9037-487

1.75” TUBE MOUNT
#9037-486

1.50” TUBE MOUNT
#9037-488

PROMA STAR

CUSTOM MOUNT DOUBLE & SINGLE ADJUSTABLE COIL-OVER SHOCKS

DOUBLE ADJ. PART NO.	SINGLE ADJ. PART NO.	MOUNTING	COMPRESSED HEIGHT	EXTENDED HEIGHT	RECOMMENDED RIDE HEIGHT	SPRING LENGTH
DD301	DS301	Bearing	8 3/4	11 1/8	9 1/2 - 10	7
DD302	DS302	Poly	8 3/4	11 1/8	9 1/2 - 10	7
DD303	DS303	Bearing	9 1/2	12 3/4	10 3/4 - 11 1/4	7 / 8 / 9
DD304	DS304	Poly	9 1/2	12 3/4	10 3/4 - 11 1/4	7 / 8 / 9
DD401	DS401	Bearing	10 1/8	14	11 1/2 - 12 1/2	9
DD402	DS402	Poly	10 1/8	14	11 1/2 - 12 1/2	9
DD403	DS403	Bearing	11 1/8	15	12 1/2 - 13 1/4	10
DD404	DS404	Poly	11 1/8	15	12 1/2 - 13 1/4	10
DD501	DS501	Bearing	11 5/8	16 7/8	13 1/4 - 14 1/2	12
DD502	DS502	Poly	11 5/8	16 7/8	13 1/4 - 14 1/2	12
DD601	DS601	Bearing	12 5/8	18 3/4	15 1/4 - 15 3/4	14
DD602	DS602	Poly	12 5/8	18 3/4	15 1/4 - 15 3/4	14
DD701	DS701	Bearing	13	19 1/2	16 - 16 3/4	14
DD702	DS702	Poly	13	19 1/2	16 - 16 3/4	14
DD703	DS703	Poly / Bearing	13	19.5	16 - 16 3/4	14
DD901	DS901	Bearing	15	23 5/8	18 1/2 - 19 1/2	14
DD902	DS902	Poly	15	23 5/8	18 1/2 - 19 1/2	14

Spring mounting hardware included for 2 1/2" I.D. springs.
Bearing mountings are 1/2" I.D. spherical bearings.
Poly mountings are polyurethane bushings that come with 5/8" and 1/2" mounting sleeves.

DIMENSIONS IN INCHES

ULTRA RIDE

CUSTOM MOUNT REBOUND ADJUSTABLE COIL-OVER SHOCKS

PART NO.	MOUNTING	COMPRESSED HEIGHT	EXTENDED HEIGHT	RECOMMENDED RIDE HEIGHT	SPRING LENGTH
US301	Bearing	8 3/4	11 1/8	9 1/2 - 10	7
US302	Poly	8 3/4	11 1/8	9 1/2 - 10	7
US303	Bearing	9 1/2	12 3/4	10 3/4 - 11 1/4	7 / 8 / 9
US304	Poly	9 1/2	12 3/4	10 3/4 - 11 1/4	7 / 8 / 9
US401	Bearing	10 1/8	14	11 1/2 - 12 1/2	9
US402	Poly	10 1/8	14	11 1/2 - 12 1/2	9
US403	Bearing	11 1/8	15	12 1/2 - 13 1/4	10
US404	Poly	11 1/8	15	12 1/2 - 13 1/4	10
US501	Bearing	11 5/8	16 7/8	13 1/4 - 14 1/2	12
US502	Poly	11 5/8	16 7/8	13 1/4 - 14 1/2	12
US601	Bearing	12 5/8	18 3/4	15 1/4 - 15 3/4	14
US602	Poly	12 5/8	18 3/4	15 1/4 - 15 3/4	14

Spring mounting hardware included for 2 1/2" I.D. springs.
Bearing mountings are 1/2" I.D. spherical bearings.
Poly mountings are polyurethane bushings that come with 5/8" and 1/2" mounting sleeves.

DIMENSIONS IN INCHES

QA1® CUSTOM MOUNT SHOCKS

ALUMA MATIC

CUSTOM MOUNT RIDE SENSITIVE COIL-OVER SHOCKS

PART NO.	MOUNTING	COMPRESSED HEIGHT	EXTENDED HEIGHT	RECOMMENDED RIDE HEIGHT	SPRING LENGTH
ALN3855B	Bearing	8 5/8	11 3/8	9 3/4 - 10 1/4	7
ALN3855P	Poly	8 5/8	11 3/8	9 3/4 - 10 1/4	7
ALN4855B	Bearing	10	14 3/8	12 - 12 1/2	9 / 10
ALN4855P	Poly	10 1/8	14 3/8	12 - 12 1/2	9 / 10
ALN5855B	Bearing	11 1/8	16 3/8	13 1/2 - 14	12
ALN5855P	Poly	11 1/8	16 3/8	13 1/2 - 14	12

Spring mounting hardware included for 2 1/2" I.D. springs.
Bearing mountings are 1/2" I.D. spherical bearings.
Poly mountings are polyurethane bushings that come with 5/8" and 1/2" mounting sleeves.

DIMENSIONS IN INCHES

STREET STAR

CUSTOM MOUNT REBOUND ADJUSTABLE SMOOTH BODY SHOCKS

PART NO.	MOUNTING	MOUNTING TOP/BOTTOM	COMPRESSED HEIGHT	EXTENDED HEIGHT	RECOMMENDED RIDE HEIGHT
RS301	Bearing	Eyelet / Eyelet	8 3/4	11 1/8	9 1/2 - 10
RS302	Poly	Eyelet / Eyelet	8 3/4	11 1/8	9 1/2 - 10
RS303	Bearing	Eyelet / Eyelet	9 1/2	12 3/4	10 3/4 - 11 1/4
RS304	Poly	Eyelet / Eyelet	9 1/2	12 3/4	10 3/4 - 11 1/4
RS401	Bearing	Eyelet / Eyelet	10 1/8	14	11 3/4 - 12 1/4
RS402	Poly	Eyelet / Eyelet	10 1/8	14	11 3/4 - 12 1/4
RS501	Bearing	Eyelet / Eyelet	11 1/8	16 3/8	13 1/4 - 13 3/4
RS502	Poly	Eyelet / Eyelet	11 1/8	16 3/8	13 1/4 - 13 3/4
RS503	Bearing	Eyelet / Eyelet	11 5/8	17 7/8	14 - 14 1/2
RS504	Poly	Eyelet / Eyelet	11 5/8	17 7/8	14 - 14 1/2
RS703	Bearing	Eyelet / Eyelet	13	19 1/2	16 - 16 3/4
RS704	Poly	Eyelet / Eyelet	13	19 1/2	16 - 16 3/4
RS805	Bearing	Eyelet / Eyelet	13 5/8	21 1/8	16 3/4 - 17 1/4
RS806	Poly	Eyelet / Eyelet	13 5/8	21 1/8	16 3/4 - 17 1/4
RS903	Bearing	Eyelet / Eyelet	15	23 5/8	18 1/2 - 19 1/2
RS904	Poly	Eyelet / Eyelet	15	23 5/8	18 1/2 - 19 1/2

Bearing mountings are 1/2" I.D. spherical bearings.
Poly mountings are polyurethane bushings that come with 5/8", 1/2" and 7/16" mounting sleeves.

DIMENSIONS IN INCHES

PRO-REAR SYSTEMS

CUSTOM MOUNT WELD-IN REAR COIL-OVER CONVERSION SYSTEMS

Each kit includes the following:
- (2) Coil-Over Shocks
- (2) Springs - Linear or Variable Rate
- All Mounting Hardware

	LINEAR RATE SPRINGS			VARIABLE RATE SPRINGS		
	REAR END WEIGHT OF VEHICLE			REAR END WEIGHT OF VEHICLE		
ADJUSTABILITY	1050-1300 lbs.	1301-1500 lbs.	1501-1700 lbs.	1050-1300 lbs.	1301-1550 lbs.	1551-1850 lbs.
Double Adjustable	DD501-12110	DD501-12130	DD501-12150	DD501-12100V	DD501-12130V	DD501-12175V
Single Adjustable	DS501-12110	DS501-12130	DS501-12150	DS501-12100V	DS501-12130V	DS501-12175V
Ride Sensitive	-	-	-	ALN1500K	ALN2000K	ALN4000K
Springs	12-110	12-130	12-150	12-100/200	12-130/250	12-175/350

Fits a 3" diameter axle tube.

STREETERS

CUSTOM MOUNT NON-ADJUSTABLE SMOOTH BODY SHOCKS

PART NO.	MOUNTING	COMPRESSED HEIGHT	EXTENDED HEIGHT	RECOMMENDED RIDE HEIGHT	SPRING LENGTH	VALVING
SS7535B	Bearing	8 3/4	11 1/2	10 - 10 1/2	8	Firmer
SS7535P	Poly	8 3/4	11 1/2	10 - 10 1/2	8	Firmer
SS7543B	Bearing	9 1/4	13 1/4	11 1/4 - 11 3/4	8	Softer
SS7543P	Poly	9 1/4	13 1/4	11 1/4 - 11 3/4	8	Softer
SS7546B	Bearing	9 1/4	13 1/4	11 1/4 - 11 3/4	8	Firmer
SS7546P	Poly	9 1/4	13 1/4	11 1/4 - 11 3/4	8	Firmer
SS7553B	Bearing	10 1/4	15 1/4	12 3/4 - 13 1/4	10	Softer
SS7553P	Poly	10 1/4	15 1/4	12 3/4 - 13 1/4	10	Softer
SS7555B	Bearing	10 1/4	15 1/4	12 3/4 - 13 1/4	10	Firmer
SS7555P	Poly	10 1/4	15 1/4	12 3/4 - 13 1/4	10	Firmer
SS7563B	Bearing	11 3/8	17 1/2	14 3/4 - 15 1/4	12	Softer
SS7563P	Poly	11 3/8	17 1/2	14 3/4 - 15 1/4	12	Softer
SS7573B	Bearing	12 3/8	19 1/2	16 1/4 - 16 3/4	14	Softer
SS7573P	Poly	12 3/8	19 1/2	16 1/4 - 16 3/4	14	Softer
SR2254P	Poly	9 1/2	14 1/2	12 1/8 - 12 5/8	10	3-Click Adjustable

DIMENSIONS IN INCHES

NOTE: 1/2" bearing mounts are standard. For 5/8" bearing mounts, add a "-10" to the end of the standard part number (e.g. SS7546B-10)

Coil-Over Kits Available on Page 72

MUSTANG II

STOCK MOUNT FRONT PRO COIL COIL-OVER SYSTEMS FOR CUSTOM VEHICLES

	<1350 LBS.	1350 - 1525 LBS.	1526 - 1700 LBS.	1701+ LBS.	SHOCK ONLY
Double Adjustable					
Stock 7/16" I.D. Bolt Hole, Bushing	MD303-08375	MD303-08500	MD303-08600	MD303-08700	MD303
1/2" I.D. Bolt Hole, Bushing	MD302-08375	MD302-08500	MD302-08600	MD302-08700	MD302
1/2" I.D. Bolt Hole, Bearing	MD301-08375	MD301-08500	MD301-08600	MD301-08700	MD301
Single Adjustable					
Stock 7/16" I.D. Bolt Hole, Bushing	MS303-08375	MS303-08500	MS303-08600	MS303-08700	MS303
1/2" I.D. Bolt Hole, Bushing	MS302-08375	MS302-08500	MS302-08600	MS302-08700	MS302
1/2" I.D. Bolt Hole, Bearing	MS301-08375	MS301-08500	MS301-08600	MS301-08700	MS301
Drag "R" Series					
Stock 7/16" I.D. Bolt Hole, Bushing	MR303-08375	MR303-08500	MR303-08600	MR303-08700	MR303
1/2" I.D. Bolt Hole, Bushing	MR302-08375	MR302-08500	MR302-08600	MR302-08700	MR302
1/2" I.D. Bolt Hole, Bearing	MR301-08375	MR301-08500	MR301-08600	MR301-08700	MR301
Steel Non-Adjustable					
Stock 7/16" I.D. Bolt Hole, Bushing	ME303-08375	ME303-08500	ME303-08600	ME303-08700	ME303
1/2" I.D. Bolt Hole, Bushing	ME302-08375	ME302-08500	ME302-08600	ME302-08700	ME302
1/2" I.D. Bolt Hole, Bearing	ME301-08375	ME301-08500	ME301-08600	ME301-08700	ME301

Each Mustang II Pro Coil System includes:

- (2) Coil-Over Shocks
- (2) Springs
- All Mounting Hardware

Steel Non-Adjustable Mustang II shocks and Pro Coil Systems have a 7.50" compressed height and an 11" extended height. All other Mustang II shocks and Pro Coil Systems have a 7.88" compressed height and an 11" extended height.

These recommendations are general guidelines only. The weight of the vehicle, personal ride preference, etc. need to be taken into account when selecting spring rates.

QA1® STOCK MOUNT Shocks, Struts & Coil-Over Systems

MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER SHOCKS		COIL-OVER SHOCKS		REAR PRO COIL COIL-OVER SYSTEMS		
			FRONT	REAR	FRONT	REAR	SOFT	MEDIUM	FIRM
CHEVROLET									
C-10 Pickup (Coil)	67-72	Double Single Drag "R" Series Non-Adj.	TD405 TS405 TR405 TN405	TD513 TS513 - TN513					
C-10 Pickup (Leaf)	63-72	Double Single Drag "R" Series Non-Adj.	TD405 TS405 TR405 TN405	TD709 TS709 - TN709					
C-10 Pickup	73-87	Double Single Drag "R" Series Non-Adj.	TD405 TS405 TR405 TN405	TD803 TS803 - TN803					
C-1500	88-99	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507[g] TS507[g] TR507[g] TN507 EC1956P[g]	TD904[b] TS904[b] - TN904[b] -					
Camaro (Multi-Leaf)	67-69	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505[g] TS505[g] TR505[g] TN505 EC1956P[g]	TD802[f] TS802[f] - TN802[f] EC1985P[f]	GD401 GS401 GR401 - GE401				
Camaro (Single-Leaf)	67-69	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505[g] TS505[g] TR505[g] TN505 EC1956P[g]	TD703[f] TS703[f] - TN703[f] EC1985P[f]	GD401 GS401 GR401 - GE401				
Camaro	70-81	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD702 TS702 - TN702 EC1985P	GD501 GS501 GR501 - -				
Camaro	82-92	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	HD607SK[c] HS607SK[c] HR607SK[c] - -	TD704 TS704 - TN704 EC1985P	HD606SK[c][d] HS606SK[c][d] HR606SK[c][d] - -	RCK52330[c] RCK52326[c] - - -	RCK52331 RCK52327 - - -	RCK52332 RCK52328 - - -	RCK52333 RCK52329 - - -
Camaro	93-02	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.		TD704 TS704 - TN704 EC1985P	GD502 GS502 GR502 - -	RCK52330[c] RCK52326[c] - - -	RCK52331 RCK52327 - - -	RCK52332 RCK52328 - - -	RCK52333 RCK52329 - - -
Camaro	10-Present	Double Single			HD701S[h] HS701S[h]	GD601[f] GS601[f]			
Chevelle / Malibu	64-67	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD801[f] TS801[f] - TN801[f] EC1685P[f]	GD501 GS501 GR501 - -	RCK52334[c] RCK52338[c] - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
Chevelle / Malibu	68-72	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801[f] TS801[f] - TN801[f] EC1685P[f]	GD401 GS401 GR401 - GE401	RCK52334[c] RCK52338[c] - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
NEW Chevelle / Malibu	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801[f] TS801[f] - TN801[f] EC1685P[f]	GD401 GS401 GR401 - GE401	RCK52370[c] RCK52374[c] - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -

NOTES

(b) Shock has a 3" shorter extended length than stock. Best used on lowered ride height applications.

(c) Sold in pairs.

(d) Requires Strut Coil-Over Conversion Kit #COK103 and QA1 Caster Camber Plate #CPK106.

(e) Requires the use of QA1 Caster Camber Plate part #CPK106.

(f) To be used with stock-type springs only.

(g) May require modification of factory lower control arm.

(h) Requires Strut Coil-Over Conversion Kit #COK107. Does not work with factory springs.

(l) May require a Lower Shock Bolt Kit part #7888-108.

See pages 66 & 68 for additional notes and dimensions.

See page 75 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS

LIGHTER — VEHICLE WEIGHT — HEAVIER

Pro Coil Systems Include:
- (2) Shocks or Struts
- (2) Springs
- All Mounting Hardware
- Mounting Brackets (for part #s RCKxxxx)

QA1 Pro Coil System recommendations are general guidelines only. The weight of the vehicle, personal ride preference, etc. need to be taken into account when selecting spring rates.

GD401-11250A GS401-11250A GR401-11250A - GE401-11250A	GD401-11300A GS401-11300A GR401-11300A - GE401-11300A	GD401-10350A GS401-10350A GR401-10350A - GE401-10350A	GD401-10400A GS401-10400A GR401-10400A - GE401-10400A	GD401-10450A GS401-10450A GR401-10450A - GE401-10450A	GD401-10500A GS401-10500A GR401-10500A - GE401-10500A	GD401-10550A GS401-10550A GR401-10550A - GE401-10550A	GD401-10600A GS401-10600A GR401-10600A - GE401-10600A	GD401-10650A GS401-10650A GR401-10650A - GE401-10650A
GD401-11250A GS401-11250A GR401-11250A - GE401-11250A	GD401-11300A GS401-11300A GR401-11300A - GE401-11300A	GD401-10350A GS401-10350A GR401-10350A - GE401-10350A	GD401-10400A GS401-10400A GR401-10400A - GE401-10400A	GD401-10450A GS401-10450A GR401-10450A - GE401-10450A	GD401-10500A GS401-10500A GR401-10500A - GE401-10500A	GD401-10550A GS401-10550A GR401-10550A - GE401-10550A	GD401-10600A GS401-10600A GR401-10600A - GE401-10600A	GD401-10650A GS401-10650A GR401-10650A - GE401-10650A
GD501-11250C GS501-11250C GR501-11250C - -	GD501-11300C GS501-11300C GR501-11300C - -	GD501-10350C GS501-10350C GR501-10350C - -	GD501-10400C GS501-10400C GR501-10400C - -	GD501-10450C GS501-10450C GR501-10450C - -	GD501-10500C GS501-10500C GR501-10500C - -	GD501-10550C GS501-10550C GR501-10550C - -	GD501-10600C GS501-10600C GR501-10600C - -	GD501-10650C GS501-10650C GR501-10650C - -
	HD606S-12170[e] HS606S-12170[e] HR606S-12170[e] - -	HD606S-12200[e] HS606S-12200[e] HR606S-12200[e] - -	HD606S-12220[e] HS606S-12220[e] HR606S-12220[e] - -	HD606S-12250[e] HS606S-12250[e] HR606S-12250[e] - -	HD606S-12275[e] HS606S-12275[e] HR606S-12275[e] - -	HD606S-12300[e] HS606S-12300[e] HR606S-12300[e] - -	HD606S-12325[e] HS606S-12325[e] HR606S-12325[e] - -	
	GD502-15275 GS502-15275 GR502-15275 - -			GD502-15300 GS502-15300 GR502-15300 - -			GD502-15325 GS502-15325 GR502-15325 - -	
				HD701S-09250 HS701S-09250				
GD501-11250A GS501-11250A GR501-11250A - -	GD501-11300A GS501-11300A GR501-11300A - -	GD501-10350A GS501-10350A GR501-10350A - -	GD501-10400A GS501-10400A GR501-10400A - -	GD501-10450A GS501-10450A GR501-10450A - -	GD501-10500A GS501-10500A GR501-10500A - -	GD501-10550A GS501-10550A GR501-10550A - -	GD501-10600A GS501-10600A GR501-10600A - -	GD501-10650A GS501-10650A GR501-10650A - -
GD401-11250B GS401-11250B GR401-11250B - GE401-11250B	GD401-11300B GS401-11300B GR401-11300B - GE401-11300B	GD401-10350B GS401-10350B GR401-10350B - GE401-10350B	GD401-10400B GS401-10400B GR401-10400B - GE401-10400B	GD401-10450B GS401-10450B GR401-10450B - GE401-10450B	GD401-10500B GS401-10500B GR401-10500B - GE401-10500B	GD401-10550B GS401-10550B GR401-10550B - GE401-10550B	GD401-10600B GS401-10600B GR401-10600B - GE401-10600B	GD401-10650B GS401-10650B GR401-10650B - GE401-10650B
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C

QA1® STOCK MOUNT Shocks, Struts & Coil-Over Systems

MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER SHOCKS		COIL-OVER SHOCKS		REAR PRO COIL COIL-OVER SYSTEMS		
			FRONT	REAR	FRONT	REAR	SOFT	MEDIUM	FIRM
CHEVROLET									
Malibu	78-83	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(i) TS801(i) - TN801(i) EC1685P(i)	GD401 GS401 GR401 - GE401	RCK52354(c) RCK52350(c) - - -	RCK52355 RCK52351 - - -	RCK52356 RCK52352 - - -	RCK52357 RCK52353 - - -
Chevy II / Nova	62-67	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	- TS506 TR506 TN506 EC1956P	TD703 TS703 - TN703 -					
Chevy II / Nova	68-74	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505(g) TS505(g) TR505(g) TN505 EC1956P(g)	TD801(i) TS801(i) - TN801(i) EC1685P(i)	GD401 GS401 GR401 - GE401				
Nova	75-79	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(i) TS801(i) - TN801(i) EC1685P(i)	GD401 GS401 GR401 - GE401				
NEW Corvette	63-82	Double Single Drag "R" Series Non-Adj. Sport	TD507 TS507 TR507 TN507 TN507S	TD403 TS403 - TN403 TN403S	GD507 GS507 GR507 - -				
Corvette	84-87	Double Single Drag "R" Series Non-Adj.	TD511 TS511 TR511 TN511	TD404 TS404 - TN404					
Corvette	88-96	Double Single Drag "R" Series Non-Adj.	TD511 TS511 TR511 TN511	TD512 TS512 - TN512					
Corvette (Excludes Z06)	97-04	Double Single Drag "R" Series Non-Adj.	TD510 TS510 TR510 TN510	TD705K(c) TS705 - TN705	GD402 GS402 GR402 -	GD403K(c) - - -	GD403-07450(i) - - -	GD403-07550(i) - - -	GD403-07650(i) - - -
El Camino	59-60	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD801(i) TS801(i) - TN801(i) EC1685P(i)					
El Camino	64-67	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD801(i) TS801(i) - TN801(i) EC1685P(i)	GD501 GS501 GR501 - -	RCK52334(c) RCK52338(c) - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
El Camino	68-72	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(i) TS801(i) - TN801(i) EC1685P(i)	GD401 GS401 GR401 - GE401	RCK52334(c) RCK52338(c) - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
NEW El Camino	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(i) TS801(i) - TN801(i) EC1685P(i)	GD401 GS401 GR401 - GE401	RCK52370(c) RCK52374(c) - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -
El Camino	78-87	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(i) TS801(i) - TN801(i) EC1685P(i)	GD401 GS401 GR401 - GE401	RCK52354(c) RCK52350(c) - - -	RCK52355 RCK52351 - - -	RCK52356 RCK52352 - - -	RCK52357 RCK52353 - - -

NOTES

(c) Sold in pairs.

(g) May require modification of factory lower control arm.

(i) Kit will provide stock ride height and up to 1" lower than stock. Excludes Z06.

(l) May require a Lower Shock Bolt Kit part #7888-108.

See pages 66 & 68 for additional notes and dimensions.

See page 75 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS

LIGHTER				VEHICLE WEIGHT				HEAVIER
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250A GS401-11250A GR401-11250A - GE401-11250A	GD401-11300A GS401-11300A GR401-11300A - GE401-11300A	GD401-10350A GS401-10350A GR401-10350A - GE401-10350A	GD401-10400A GS401-10400A GR401-10400A - GE401-10400A	GD401-10450A GS401-10450A GR401-10450A - GE401-10450A	GD401-10500A GS401-10500A GR401-10500A - GE401-10500A	GD401-10550A GS401-10550A GR401-10550A - GE401-10550A	GD401-10600A GS401-10600A GR401-10600A - GE401-10600A	GD401-10650A GS401-10650A GR401-10650A - GE401-10650A
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
				GD507-09450D GS507-09450D GR507-09450D - -		GD507-09550D GS507-09550D GR507-09550D - -		GD507-09650D GS507-09650D GR507-09650D - -
				GD402-09450[1] GS402-09450[1] GR402-09450[1] -		GD402-09550[1] GS402-09550[1] GR402-09550[1] -		GD402-09650[1] GS402-09650[1] GR402-09650[1] -
GD501-11250A GS501-11250A GR501-11250A - -	GD501-11300A GS501-11300A GR501-11300A - -	GD501-10350A GS501-10350A GR501-10350A - -	GD501-10400A GS501-10400A GR501-10400A - -	GD501-10450A GS501-10450A GR501-10450A - -	GD501-10500A GS501-10500A GR501-10500A - -	GD501-10550A GS501-10550A GR501-10550A - -	GD501-10600A GS501-10600A GR501-10600A - -	GD501-10650A GS501-10650A GR501-10650A - -
GD401-11250B GS401-11250B GR401-11250B - GE401-11250B	GD401-11300B GS401-11300B GR401-11300B - GE401-11300B	GD401-10350B GS401-10350B GR401-10350B - GE401-10350B	GD401-10400B GS401-10400B GR401-10400B - GE401-10400B	GD401-10450B GS401-10450B GR401-10450B - GE401-10450B	GD401-10500B GS401-10500B GR401-10500B - GE401-10500B	GD401-10550B GS401-10550B GR401-10550B - GE401-10550B	GD401-10600B GS401-10600B GR401-10600B - GE401-10600B	GD401-10650B GS401-10650B GR401-10650B - GE401-10650B
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C

Pro Coil Systems Include:
- (2) Shocks or Struts
- (2) Springs
- All Mounting Hardware
- Mounting Brackets (for part #s RCKxxxx)

QA1 Pro Coil System recommendations are general guidelines only. The weight of the vehicle, personal ride preference, etc. need to be taken into account when selecting spring rates.

QA1® STOCK MOUNT Shocks, Struts & Coil-Over Systems

MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER SHOCKS		COIL-OVER SHOCKS		REAR PRO COIL COIL-OVER SYSTEMS		
			FRONT	REAR	FRONT	REAR	SOFT	MEDIUM	FIRM
CHEVROLET									
Full Size	55-57	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD902(k) TS902(k) - TN902(k) -	GD501 GS501 GR501 - -				
NEW Full Size	58-64	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD507 GS507 GR507 - -				
NEW Impala/ Full Size	65-70	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD507 GS507 GR507 - -				
NEW Impala/ Full Size	71-96	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD507 GS507 GR507 - -				
Monte Carlo	70-72	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401				
NEW Monte Carlo	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401	RCK52370(c) RCK52374(c) - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -
Monte Carlo	78-88	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401	RCK52354(c) RCK52350(c) - - -	RCK52355 RCK52351 - - -	RCK52356 RCK52352 - - -	RCK52357 RCK52353 - - -
S-10 2WD GMC S-15 GMC Sonoma (incl. ZQ8)	82-04 82-90 91-04	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD804 TS804 - TN804 -	GD401 GS401 GR401 - GE401				
Silverado 1500 2WD	99-06	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD905 TS905 - TN905					
BUICK									
NEW Regal / Century	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401	RCK52370(c) RCK52374(c) - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -
Regal (incl. GN) / Century	78-88	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401	RCK52354(c) RCK52350(c) - - -	RCK52355 RCK52351 - - -	RCK52356 RCK52352 - - -	RCK52357 RCK52353 - - -
Skylark (incl. GS)	64-67	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD501 GS501 GR501 - -	RCK52334(c) RCK52338(c) - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -

NOTES

(c) Sold in pairs.

(k) Will only work in factory shock mounting locations.

(l) May require a Lower Shock Bolt Kit part #7888-108.

See pages 66 & 68 for additional notes and dimensions.

Pro Coil Systems Include:
- (2) Shocks or Struts
- (2) Springs
- All Mounting Hardware
- Mounting Brackets (for part #s RCKxxxx)

See page 75 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS								
LIGHTER				VEHICLE WEIGHT				HEAVIER
GD501-11250A GS501-11250A GR501-11250A - -	GD501-11300A GS501-11300A GR501-11300A - -	GD501-10350A GS501-10350A GR501-10350A - -	GD501-10400A GS501-10400A GR501-10400A - -	GD501-10450A GS501-10450A GR501-10450A - -	GD501-10500A GS501-10500A GR501-10500A - -	GD501-10550A GS501-10550A GR501-10550A - -	GD501-10600A GS501-10600A GR501-10600A - -	GD501-10650A GS501-10650A GR501-10650A - -
				GD507-09450D GS507-09450D GR507-09450D - -		GD507-09550D GS507-09550D GR507-09550D - -		GD507-09650D GS507-09650D GR507-09650D - -
				GD507-09450D GS507-09450D GR507-09450D - -		GD507-09550D GS507-09550D GR507-09550D - -		GD507-09650D GS507-09650D GR507-09650D - -
GD507-11250C GS507-11250C GR507-11250C - -	GD507-11300C GS507-11300C GR507-11300C - -	GD507-11350C GS507-11350C GR507-11350C - -	GD507-10400C GS507-10400C GR507-10400C - -	GD507-10450C GS507-10450C GR507-10450C - -	GD507-10500C GS507-10500C GR507-10500C - -	GD507-10550C GS507-10550C GR507-10550C - -	GD507-10600C GS507-10600C GR507-10600C - -	GD507-10650C GS507-10650C GR507-10650C - -
GD401-11250B GS401-11250B GR401-11250B - GE401-11250B	GD401-11300B GS401-11300B GR401-11300B - GE401-11300B	GD401-10350B GS401-10350B GR401-10350B - GE401-10350B	GD401-10400B GS401-10400B GR401-10400B - GE401-10400B	GD401-10450B GS401-10450B GR401-10450B - GE401-10450B	GD401-10500B GS401-10500B GR401-10500B - GE401-10500B	GD401-10550B GS401-10550B GR401-10550B - GE401-10550B	GD401-10600B GS401-10600B GR401-10600B - GE401-10600B	GD401-10650B GS401-10650B GR401-10650B - GE401-10650B
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD501-11250A GS501-11250A GR501-11250A - -	GD501-11300A GS501-11300A GR501-11300A - -	GD501-10350A GS501-10350A GR501-10350A - -	GD501-10400A GS501-10400A GR501-10400A - -	GD501-10450A GS501-10450A GR501-10450A - -	GD501-10500A GS501-10500A GR501-10500A - -	GD501-10550A GS501-10550A GR501-10550A - -	GD501-10600A GS501-10600A GR501-10600A - -	GD501-10650A GS501-10650A GR501-10650A - -

QA1 Pro Coil System recommendations are general guidelines only. The weight of the vehicle, personal ride preference, etc. need to be taken into account when selecting spring rates.

QA1® STOCK MOUNT Shocks, Struts & Coil-Over Systems

MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER SHOCKS		COIL-OVER SHOCKS		REAR PRO COIL COIL-OVER SYSTEMS		
			FRONT	REAR	FRONT	REAR	SOFT	MEDIUM	FIRM
BUICK									
Skylark (incl GS)	68-72	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401	RCK52334(c) RCK52338(c) - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
Skylark / Apollo	73-74	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505(g) TS505(g) TR505(g) TN505 EC1956P(g)	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401				
Skylark	75-79	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401				
OLDSMOBILE									
Cutlass / 442 / F-85	64-67	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD501 GS501 GR501 - -	RCK52334(c) RCK52338(c) - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
Cutlass / 442 / F-85	68-72	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401	RCK52334(c) RCK52338(c) - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
NEW Cutlass / 442	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401	RCK52370(c) RCK52374(c) - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -
Cutlass	78-87	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401	RCK52354(c) RCK52350(c) - - -	RCK52355 RCK52351 - - -	RCK52356 RCK52352 - - -	RCK52357 RCK52353 - - -
Omega	73-74	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505(g) TS505(g) TR505(g) TN505 EC1956P(g)	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401				
Omega	75-79	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801(l) TS801(l) - TN801(l) EC1685P(l)	GD401 GS401 GR401 - GE401				
PONTIAC									
Firebird (Multi-Leaf)	67-69	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505(g) TS505(g) TR505(g) TN505 EC1956P(g)	TD802(l) TS802(l) - TN802(l) EC1985P(l)	GD401 GS401 GR401 - GE401				
Firebird (Single-Leaf)	67-69	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505(g) TS505(g) TR505(g) TN505 EC1956P(g)	TD703(l) TS703(l) - TN703(l) EC1985P(l)	GD401 GS401 GR401 - GE401				
Firebird	70-81	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD702 TS702 - TN702 EC1985P	GD501 GS501 GR501 - -				

Pro Coil Systems Include:
- (2) Shocks or Struts
- (2) Springs
- All Mounting Hardware
- Mounting Brackets (for part #s RCKxxxx)

NOTES

(c) Sold in pairs.

(g) May require modification of factory lower control arm.

(l) May require a Lower Shock Bolt Kit part #7888-108.

See pages 66 & 68 for additional notes and dimensions.

See page 75 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS

LIGHTER				VEHICLE WEIGHT				HEAVIER
GD401-11250B GS401-11250B GR401-11250B - GE401-11250B	GD401-11300B GS401-11300B GR401-11300B - GE401-11300B	GD401-10350B GS401-10350B GR401-10350B - GE401-10350B	GD401-10400B GS401-10400B GR401-10400B - GE401-10400B	GD401-10450B GS401-10450B GR401-10450B - GE401-10450B	GD401-10500B GS401-10500B GR401-10500B - GE401-10500B	GD401-10550B GS401-10550B GR401-10550B - GE401-10550B	GD401-10600B GS401-10600B GR401-10600B - GE401-10600B	GD401-10650B GS401-10650B GR401-10650B - GE401-10650B
GD401-11250A GS401-11250A GR401-11250A - GE401-11250A	GD401-11300A GS401-11300A GR401-11300A - GE401-11300A	GD401-10350A GS401-10350A GR401-10350A - GE401-10350A	GD401-10400A GS401-10400A GR401-10400A - GE401-10400A	GD401-10450A GS401-10450A GR401-10450A - GE401-10450A	GD401-10500A GS401-10500A GR401-10500A - GE401-10500A	GD401-10550A GS401-10550A GR401-10550A - GE401-10550A	GD401-10600A GS401-10600A GR401-10600A - GE401-10600A	GD401-10650A GS401-10650A GR401-10650A - GE401-10650A
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD501-11250A GS501-11250A GR501-11250A - -	GD501-11300A GS501-11300A GR501-11300A - -	GD501-10350A GS501-10350A GR501-10350A - -	GD501-10400A GS501-10400A GR501-10400A - -	GD501-10450A GS501-10450A GR501-10450A - -	GD501-10500A GS501-10500A GR501-10500A - -	GD501-10550A GS501-10550A GR501-10550A - -	GD501-10600A GS501-10600A GR501-10600A - -	GD501-10650A GS501-10650A GR501-10650A - -
GD401-11250B GS401-11250B GR401-11250B - GE401-11250B	GD401-11300B GS401-11300B GR401-11300B - GE401-11300B	GD401-10350B GS401-10350B GR401-10350B - GE401-10350B	GD401-10400B GS401-10400B GR401-10400B - GE401-10400B	GD401-10450B GS401-10450B GR401-10450B - GE401-10450B	GD401-10500B GS401-10500B GR401-10500B - GE401-10500B	GD401-10550B GS401-10550B GR401-10550B - GE401-10550B	GD401-10600B GS401-10600B GR401-10600B - GE401-10600B	GD401-10650B GS401-10650B GR401-10650B - GE401-10650B
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250A GS401-11250A GR401-11250A - GE401-11250A	GD401-11300A GS401-11300A GR401-11300A - GE401-11300A	GD401-10350A GS401-10350A GR401-10350A - GE401-10350A	GD401-10400A GS401-10400A GR401-10400A - GE401-10400A	GD401-10450A GS401-10450A GR401-10450A - GE401-10450A	GD401-10500A GS401-10500A GR401-10500A - GE401-10500A	GD401-10550A GS401-10550A GR401-10550A - GE401-10550A	GD401-10600A GS401-10600A GR401-10600A - GE401-10600A	GD401-10650A GS401-10650A GR401-10650A - GE401-10650A
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250A GS401-11250A GR401-11250A - GE401-11250A	GD401-11300A GS401-11300A GR401-11300A - GE401-11300A	GD401-10350A GS401-10350A GR401-10350A - GE401-10350A	GD401-10400A GS401-10400A GR401-10400A - GE401-10400A	GD401-10450A GS401-10450A GR401-10450A - GE401-10450A	GD401-10500A GS401-10500A GR401-10500A - GE401-10500A	GD401-10550A GS401-10550A GR401-10550A - GE401-10550A	GD401-10600A GS401-10600A GR401-10600A - GE401-10600A	GD401-10650A GS401-10650A GR401-10650A - GE401-10650A
GD401-11250A GS401-11250A GR401-11250A - GE401-11250A	GD401-11300A GS401-11300A GR401-11300A - GE401-11300A	GD401-10350A GS401-10350A GR401-10350A - GE401-10350A	GD401-10400A GS401-10400A GR401-10400A - GE401-10400A	GD401-10450A GS401-10450A GR401-10450A - GE401-10450A	GD401-10500A GS401-10500A GR401-10500A - GE401-10500A	GD401-10550A GS401-10550A GR401-10550A - GE401-10550A	GD401-10600A GS401-10600A GR401-10600A - GE401-10600A	GD401-10650A GS401-10650A GR401-10650A - GE401-10650A
GD501-11250C GS501-11250C GR501-11250C	GD501-11300C GS501-11300C GR501-11300C	GD501-10350C GS501-10350C GR501-10350C	GD501-10400C GS501-10400C GR501-10400C	GD501-10450C GS501-10450C GR501-10450C	GD501-10500C GS501-10500C GR501-10500C	GD501-10550C GS501-10550C GR501-10550C	GD501-10600C GS501-10600C GR501-10600C	GD501-10650C GS501-10650C GR501-10650C

QA1 Pro Coil System recommendations are general guidelines only. The weight of the vehicle, personal ride preference, etc. need to be taken into account when selecting spring rates.

QA1® STOCK MOUNT Shocks, Struts & Coil-Over Systems

MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER SHOCKS		COIL-OVER SHOCKS		REAR PRO COIL COIL-OVER SYSTEMS		
			FRONT	REAR	FRONT	REAR	SOFT	MEDIUM	FIRM
PONTIAC									
Firebird	82-92	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	HD607SK[c] HS607SK[c] HR607SK[c] - -	TD704 TS704 - TN704 EC1985P	HD606SK[c][d] HS606SK[c][d] HR606SK[c][d] - -	RCK52330[c] RCK52326[c] - - -	RCK52331 RCK52327 - - -	RCK52332 RCK52328 - - -	RCK52333 RCK52329 - - -
Firebird	93-02	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.		TD704 TS704 - TN704 EC1985P	GD502 GS502 GR502 - -	RCK52330[c] RCK52326[c] - - -	RCK52331 RCK52327 - - -	RCK52332 RCK52328 - - -	RCK52333 RCK52329 - - -
Grand Prix	69-72	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801[l] TS801[l] - TN801[l] EC1685P[l]	GD401 GS401 GR401 - GE401				
NEW Grand Prix	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801[l] TS801[l] - TN801[l] EC1685P[l]	GD401 GS401 GR401 - GE401	RCK52370[c] RCK52374[c] - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -
Grand Prix	78-87	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801[l] TS801[l] - TN801[l] EC1685P[l]	GD401 GS401 GR401 - GE401	RCK52354[c] RCK52350[c] - - -	RCK52355 RCK52351 - - -	RCK52356 RCK52352 - - -	RCK52357 RCK52353 - - -
GTO / Tempest / LeMans	64-67	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD507 TS507 TR507 TN507 EC1956P	TD801[l] TS801[l] - TN801[l] EC1685P[l]	GD501 GS501 GR501 - -	RCK52334[c] RCK52338[c] - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
GTO / Tempest / LeMans	68-72	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801[l] TS801[l] - TN801[l] EC1685P[l]	GD401 GS401 GR401 - GE401	RCK52334[c] RCK52338[c] - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
NEW Grand Am / LeMans	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801[l] TS801[l] - TN801[l] EC1685P[l]	GD401 GS401 GR401 - GE401	RCK52370[c] RCK52374[c] - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -
GTO	04-06	Double Single Non-Adj.		TD903 TS903 TN903					
Ventura	71-74	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505[g] TS505[g] TR505[g] TN505 EC1956P[g]	TD801[l] TS801[l] - TN801[l] EC1685P[l]	GD401 GS401 GR401 - GE401				
Ventura / Phoenix	75-79	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 EC1956P	TD801[l] TS801[l] - TN801[l] EC1685P[l]	GD401 GS401 GR401 - GE401				
FORD									
F-150 Pickup 2wd (incl. Lightning)	80-96	Double Single Drag "R" Series Non-Adj.	TD516 TS516 TR516 TN516	TD807 TS807 - TN807					
F-150 Pickup 2wd (incl. Lightning)	97-04	Double Single Drag "R" Series Non-Adj.	TD517 TS517 TR517 TN517	TD906 TS906 - TN906					

NOTES

(c) Sold in pairs.

(d) Requires Strut Coil-Over Conversion Kit #COK103 and QA1 Caster Camber Plate #CPK106.

(e) Requires the use of QA1 Caster Camber Plate part #CPK106.

(g) May require modification of factory lower control arm.

(l) May require a Lower Shock Bolt Kit part #7888-108.

See pages 66 & 68 for additional notes and dimensions.

See page 75 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS

LIGHTER ← VEHICLE WEIGHT → HEAVIER

	HD606S-12170[e] HS606S-12170[e] HR606S-12170[e] - -	HD606S-12200[e] HS606S-12200[e] HR606S-12200[e] - -	HD606S-12220[e] HS606S-12220[e] HR606S-12220[e] - -	HD606S-12250[e] HS606S-12250[e] HR606S-12250[e] - -	HD606S-12275[e] HS606S-12275[e] HR606S-12275[e] - -	HD606S-12300[e] HS606S-12300[e] HR606S-12300[e] - -	HD606S-12325[e] HS606S-12325[e] HR606S-12325[e] - -	
	GD502-15275 GS502-15275 GR502-15275 - -			GD502-15300 GS502-15300 GR502-15300 - -			GD502-15325 GS502-15325 GR502-15325 - -	
GD401-11250B GS401-11250B GR401-11250B - GE401-11250B	GD401-11300B GS401-11300B GR401-11300B - GE401-11300B	GD401-10350B GS401-10350B GR401-10350B - GE401-10350B	GD401-10400B GS401-10400B GR401-10400B - GE401-10400B	GD401-10450B GS401-10450B GR401-10450B - GE401-10450B	GD401-10500B GS401-10500B GR401-10500B - GE401-10500B	GD401-10550B GS401-10550B GR401-10550B - GE401-10550B	GD401-10600B GS401-10600B GR401-10600B - GE401-10600B	GD401-10650B GS401-10650B GR401-10650B - GE401-10650B
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD501-11250A GS501-11250A GR501-11250A - -	GD501-11300A GS501-11300A GR501-11300A - -	GD501-10350A GS501-10350A GR501-10350A - -	GD501-10400A GS501-10400A GR501-10400A - -	GD501-10450A GS501-10450A GR501-10450A - -	GD501-10500A GS501-10500A GR501-10500A - -	GD501-10550A GS501-10550A GR501-10550A - -	GD501-10600A GS501-10600A GR501-10600A - -	GD501-10650A GS501-10650A GR501-10650A - -
GD401-11250B GS401-11250B GR401-11250B - GE401-11250B	GD401-11300B GS401-11300B GR401-11300B - GE401-11300B	GD401-10350B GS401-10350B GR401-10350B - GE401-10350B	GD401-10400B GS401-10400B GR401-10400B - GE401-10400B	GD401-10450B GS401-10450B GR401-10450B - GE401-10450B	GD401-10500B GS401-10500B GR401-10500B - GE401-10500B	GD401-10550B GS401-10550B GR401-10550B - GE401-10550B	GD401-10600B GS401-10600B GR401-10600B - GE401-10600B	GD401-10650B GS401-10650B GR401-10650B - GE401-10650B
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C
GD401-11250A GS401-11250A GR401-11250A - GE401-11250A	GD401-11300A GS401-11300A GR401-11300A - GE401-11300A	GD401-10350A GS401-10350A GR401-10350A - GE401-10350A	GD401-10400A GS401-10400A GR401-10400A - GE401-10400A	GD401-10450A GS401-10450A GR401-10450A - GE401-10450A	GD401-10500A GS401-10500A GR401-10500A - GE401-10500A	GD401-10550A GS401-10550A GR401-10550A - GE401-10550A	GD401-10600A GS401-10600A GR401-10600A - GE401-10600A	GD401-10650A GS401-10650A GR401-10650A - GE401-10650A
GD401-11250C GS401-11250C GR401-11250C - GE401-11250C	GD401-11300C GS401-11300C GR401-11300C - GE401-11300C	GD401-10350C GS401-10350C GR401-10350C - GE401-10350C	GD401-10400C GS401-10400C GR401-10400C - GE401-10400C	GD401-10450C GS401-10450C GR401-10450C - GE401-10450C	GD401-10500C GS401-10500C GR401-10500C - GE401-10500C	GD401-10550C GS401-10550C GR401-10550C - GE401-10550C	GD401-10600C GS401-10600C GR401-10600C - GE401-10600C	GD401-10650C GS401-10650C GR401-10650C - GE401-10650C

Pro Coil Systems Include:
- (2) Shocks or Struts
- (2) Springs
- All Mounting Hardware
- Mounting Brackets (for part #s RCKxxxx)

QA1 Pro Coil System recommendations are general guidelines only. The weight of the vehicle, personal ride preference, etc. need to be taken into account when selecting spring rates.

QA1® STOCK MOUNT Shocks, Struts & Coil-Over Systems

MAKE/MODEL	YEAR	ADJUSTABILITY/ VALVING	NON-COIL-OVER SHOCKS		COIL-OVER SHOCKS/STRUTS		REAR PRO COIL COIL-OVER SYSTEMS		
			FRONT	REAR	FRONT	REAR	SOFT	MEDIUM	FIRM
FORD									
Fairlane Falcon	66-70 60-70	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503	TD601 TS601 - TN601					
Maverick	69-77	Single Drag "R" Series Non-Adj.	TS401 TR401 TN401						
Mustang	64-70	Double Single Drag "R" Series Non-Adj.	- TS401 TR401 TN401	TD601 TS601 - TN601					
Mustang	71-73	Double Single Drag "R" Series Non-Adj.	- TS402 TR402 TN402	TD601 TS601 - TN601					
Mustang II	74-78	Double	TD303		MD303(n) MD302(o) MD301(p)				
		Single	TS303		MS303(n) MS302(o) MS301(p)				
		Drag "R" Series	TR303		MR303(n) MR302(o) MR301(p)				
		Steel Non-Adj.	TN303 (Aluminum)		ME303(n) ME302(o) ME301(p)				
Mustang	79-93	Double Single Drag "R" Series Non-Adj.	HD601S HS601S HR601S -	TD706 TS706 - TN706	HD601S(q) HS601S(q) HR601S(q) -	RCK52342(c) RCK52346(c) - -	RCK52343 RCK52347 - -	RCK52344 RCK52348 - -	RCK52345 RCK52349 - -
		M SERIES VALVING Street Performance Road Racing Drag Racing	M014-8M M018-10M M019-1B		M014-8M(q) M018-10M(q) M019-1B(q)				
Mustang w/ SN95 Spindles	79-04	Double Single Drag "R" Series Non-Adj.	HD603S HS603S HR603S -	TD706 TS706 - TN706	HD603S(q) HS603S(q) HR603S(q) -	RCK52342(c) RCK52346(c) - -	RCK52343 RCK52347 - -	RCK52344 RCK52348 - -	RCK52345 RCK52349 - -
		M SERIES VALVING Street Performance Road Racing Drag Racing	M034-8M M038-10M M039-1B		M034-8M(q) M038-10M(q) M039-1B(q)				
IRS Cobra	99-04	Double Single Drag "R" Series Non-Adj.	HD603S HS603S HR603S -	TD707 TS707 - TN707	HD603S(q) HS603S(q) HR603S(q) -				
		M SERIES VALVING Street Performance Road Racing Drag Racing	M034-8M M038-10M M039-1B		M034-8M(q) M038-10M(q) M039-1B(q)				
Mustang w/o Sway Bar Bracket	05-14	Double Single Drag "R" Series Non-Adj.	HD604S(r) HS604S(r) HR604S(r) -	TD708 TS708 - TN708	HD604S(q)(r) HS604S(q)(r) HR604S(q)(r) -				
Mustang w/ Sway Bar Bracket	05-14	Double Single Drag "R" Series Non-Adj.	HD605S(r) HS605S(r) HR605S(r) -	TD708 TS708 - TN708	HD605S(r)(s) HS605S(r)(s) HR605S(r)(s) -				

NOTES

(c) Sold in pairs.

(n) Designed for stock configuration with 7/16" lower eyelet bushing.

(o) Designed with ½" lower eyelet bushing.

(p) Designed with ½" lower eyelet bearing.

(q) Requires Strut Coil-Over Conversion Hardware Kit part #COK103 for coil-over applications and includes the hardware for one QA1 Mustang strut.

(r) 2005-Present Mustangs require QA1 Caster Camber Plate part #CC105MU.

(s) Requires Strut Coil-Over Conversion Hardware Kit part #COK106 for coil-over applications and includes the hardware for one Mustang strut.

See pages 66 & 68 for additional notes and dimensions.

WHAT DO THE M SERIES VALVING OPTIONS MEAN?

Street Performance:
This strut is a performance gain over most factory struts, provides more aggressive handling and performance for street vehicles.

Road Racing:
This strut is designed for those looking for ultimate performance handling. Street use not advised.

Drag Racing:
This strut helps promote weight transfer. It's a high-tech rebuildable 90/10 style strut. Street use not advised.

See page 75 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS

LIGHTER — VEHICLE WEIGHT — HEAVIER

Pro Coil Systems Include:
- (2) Shocks or Struts
- (2) Springs
- All Mounting Hardware
- Mounting Brackets (for part #s RCKxxxx)

QA1 Pro Coil System recommendations are general guidelines only. The weight of the vehicle, personal ride preference, etc. need to be taken into account when selecting spring rates.

MD303-08375[n] MD302-08375[o] MD301-08375[p]	MD303-08500[n] MD302-08500[o] MD301-08500[p]	MD303-08600[n] MD302-08600[o] MD301-08600[p]	MD303-08700[n] MD302-08700[o] MD301-08700[p]	
MS303-08375[n] MS302-08375[o] MS301-08375[p]	MS303-08500[n] MS302-08500[o] MS301-08500[p]	MS303-08600[n] MS302-08600[o] MS301-08600[p]	MS303-08700[n] MS302-08700[o] MS301-08700[p]	
MR303-08375[n] MR302-08375[o] MR301-08375[p]	MR303-08500[n] MR302-08500[o] MR301-08500[p]	MR303-08600[n] MR302-08600[o] MR301-08600[p]	MR303-08700[n] MR302-08700[o] MR301-08700[p]	
ME303-08375[n] ME302-08375[o] ME301-08375[p]	ME303-08500[n] ME302-08500[o] ME301-08500[p]	ME303-08600[n] ME302-08600[o] ME301-08600[p]	ME303-08700[n] ME302-08700[o] ME301-08700[p]	
HD601S-14150 HS601S-14150 HR601S-14150 -	HD601S-14175 HS601S-14175 HR601S-14175 -	HD601S-14200 HS601S-14200 HR601S-14200 -	HD601S-14225 HS601S-14225 HR601S-14225 -	HD601S-14250 HS601S-14250 HR601S-14250 -
M01SP-14150 M01RR-14150 M01DR-14150	M01SP-14175 M01RR-14175 M01DR-14175	M01SP-14200 M01RR-14200 M01DR-14200	M01SP-14225 M01RR-14225 M01DR-14225	M01SP-14250 M01RR-14250 M01DR-14250
HD603S-14150 HS603S-14150 HR603S-14150 -	HD603S-14175 HS603S-14175 HR603S-14175 -	HD603S-14200 HS603S-14200 HR603S-14200 -	HD603S-14225 HS603S-14225 HR603S-14225 -	HD603S-14250 HS603S-14250 HR603S-14250 -
M03SP-14150 M03RR-14150 M03DR-14150	M03SP-14175 M03RR-14175 M03DR-14175	M03SP-14200 M03RR-14200 M03DR-14200	M03SP-14225 M03RR-14225 M03DR-14225	M03SP-14250 M03RR-14250 M03DR-14250
HD603S-14150 HS603S-14150 HR603S-14150 -	HD603S-14175 HS603S-14175 HR603S-14175 -	HD603S-14200 HS603S-14200 HR603S-14200 -	HD603S-14225 HS603S-14225 HR603S-14225 -	HD603S-14250 HS603S-14250 HR603S-14250 -
M03SP-14150 M03RR-14150 M03DR-14150	M03SP-14175 M03RR-14175 M03DR-14175	M03SP-14200 M03RR-14200 M03DR-14200	M03SP-14225 M03RR-14225 M03DR-14225	M03SP-14250 M03RR-14250 M03DR-14250
HD604S-14150[r] HS604S-14150[r] HR604S-14150[r] -	HD604S-14175[r] HS604S-14175[r] HR604S-14175[r] -	HD604S-14200[r] HS604S-14200[r] HR604S-14200[r] -	HD604S-14225[r] HS604S-14225[r] HR604S-14225[r] -	HD604S-14250[r] HS604S-14250[r] HR604S-14250[r] -
HD605S-12150[r] HS605S-12150[r] HR605S-12150[r] -	HD605S-12170[r] HS605S-12170[r] HR605S-12170[r] -	HD605S-12200[r] HS605S-12200[r] HR605S-12200[r] -	HD605S-12220[r] HS605S-12220[r] HR605S-12220[r] -	HD605S-12250[r] HS605S-12250[r] HR605S-12250[r] -

QA1® STOCK MOUNT Shocks

MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER	
			FRONT	REAR
FORD				
Torino	68-71	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503	TD601 TS601 - TN601
Torino	72-76	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD703 TS703 - TN703
MERCURY				
Comet	60-70	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503	TD601 TS601 - TN601
Comet	71-77	Double Single Drag "R" Series Non-Adj.	- TS401 TR401 TN401	
Cougar	67-70	Double Single Drag "R" Series Non-Adj.	- TS401 TR401 TN401	TD601 TS601 - TN601
Cougar	71-73	Double Single Drag "R" Series Non-Adj.	- TS402 TR402 TN402	TD601 TS601 - TN601
Cyclone	68-71	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503	TD601 TS601 - TN601
PLYMOUTH				
Barracuda	64-74	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
Belvedere / Satellite	62-72	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
Duster / Scamp / Valiant	60-76	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
Fury / Full Size	62-64	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
Fury / Full Size	65-78	Double Single Drag "R" Series Non-Adj.		TD901(l) TS901(l) - TN901(l)
GTX	67-72	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)

MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER	
			FRONT	REAR
PLYMOUTH				
Savoy	62-65	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
Road Runner	68-72	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
DODGE				
330 / 440	63-64	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
Challenger	70-74	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
Charger / Coronet	65-72	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
Charger / Coronet	73-76	Double Single Drag "R" Series Non-Adj.		TD901(l) TS901(l) - TN901(l)
Dakota Pickup 2WD	87-96	Double Single Drag "R" Series Non-Adj.	TD505 TS505 TR505 TN505	TD805 TS805 - TN805
Dakota Pickup 2WD	97-04	Double Single Drag "R" Series Non-Adj.	TD505 TS505 TR505 TN505	TD806 TS806 - TN806
Dart / Demon / Swinger	62-76	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)
Ram 1500 2WD	94-01	Double Single Drag "R" Series Non-Adj.	TD515 TS515 TR515 TN515	TD905(a) TS905(a) - TN905(a)
Ram 1500 2WD	02-08	Double Single Drag "R" Series Non-Adj.	TD514 TS514 TR514 TN514	TD905(a) TS905(a) - TN905(a)
Super Bee	68-72	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901(l) TS901(l) - TN901(l)

NOTES

(a) Shock has a 2" shorter extended length than stock. Best used on lowered ride height applications.
(l) May require a Lower Shock Bolt Kit part #7888-108.
See page 68 for dimensions.

Additional Shock Information

- Some front applications may require the lower a-arm to be dropped for installation. The body diameter may be too large to allow mounting from the bottom. Some control arms' shock openings may need to be enlarged to accept a QA1 shock.
- Due to deviations from the factory ride heights, it may be necessary to check the actual shock ride height of your particular application.
- Many Stocker Star shocks can be converted to different mounting applications. See the Conversion Kit section on page 69 for different mounting options.
- If you do not see your application listed, please call the QA1 tech line at 952-985-5675 for suspension information about your application.

M Series Stock Mount Inverted Monotube Strut

These M Series Inverted Monotube Struts come with a complete body and cartridge assembly. Easily change the valving with other QA1 M Series cartridges to get the different valvings you want for any situation. Custom valvings are available to ship after 2 business days.

MAKE/MODEL	YEAR	LINEAR VALVING COMPRESSION/REBOUND							LINEAR / DIGRESSIVE VALVING COMPRESSION/REBOUND		
		3-5	5	5-8	8	8-12	9-1	CUSTOM	5-12	5-13	CUSTOM
FORD	**COMPLETE STRUTS - BODY & CARTRIDGE ASSEMBLY**										
Mustang	79-93	M013-5M	M015M	M015-8M	M018M	M018-12M	M019-1B	M01xM	M015-12C	M015-13C	M01xC*
Mustang w/ SN95 Spindles	79-04	M033-5M	M035M	M035-8M	M038M	M038-12M	M039-1B	M03xM	M035-12C	M035-13C	M03xC*
INTERCHANGEABLE CARTRIDGES ONLY											
Mustang	79-93	C013-5M	C015M	C015-8M	C018M	C018-12M	C019-1B	C01xM	C015-12C	C015-13C	C01xC*
Mustang w/ SN95 Spindles	79-04	C033-5M	C035M	C035-8M	C038M	C038-12M	C019-1B	C03xM	C035-12C	C035-13C	C03xC*

*** Custom valvings available to ship after 2 business days**

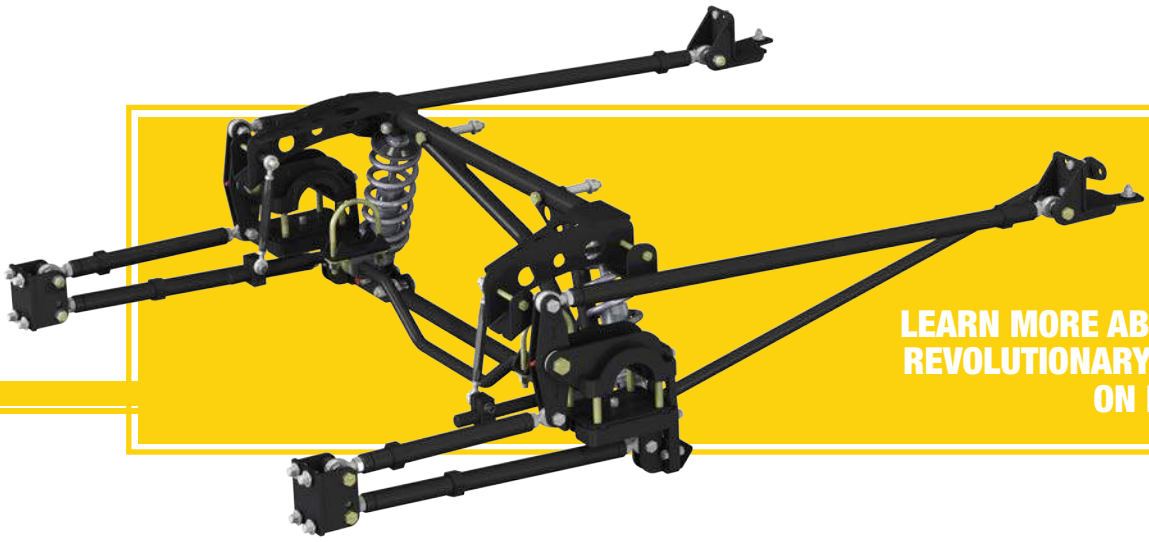
MOPAR Rear Suspension Conversion System

» **Ditch your leaf springs the easy way!**

» **Improve handling, ride quality & performance!**

» **Bolt in! No cutting, fabrication or welding!**

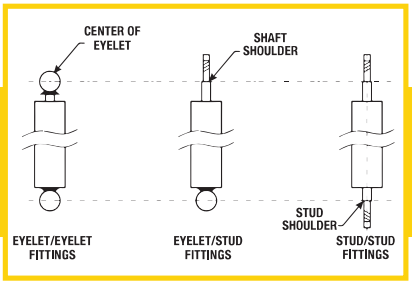
MAKE/MODEL	YEAR	ADJUSTABILITY	REAR SUSPENSION SYSTEM		
			SOFT	MEDIUM	FIRM
MOPAR					
A-Body	67-79	4-Way Double Single	R401-170 R201-170 R101-170	R401-200 R201-200 R101-200	R401-220 R201-220 R101-220



LEARN MORE ABOUT THIS REVOLUTIONARY SYSTEM ON PAGE 84!

QA1® DIMENSIONS

Shock absorbers are measured from the center of the eyelet or T-bar. Stud mount shocks are measured from the shoulder of the stud. If the measurements are taken from mounting surface to mounting surface on the vehicle, subtract 5/8" for each stud end. The preferred measurement in most cases is the shock ride height, taken from mount to mount with the vehicle sitting at normal ride height.



GM COIL-OVER SHOCKS & PRO COIL SYSTEMS DIMENSIONS

NUMERICAL PORTION OF PART #	COMPRESSED HEIGHT	EXTENDED HEIGHT	UPPER MOUNT	LOWER MOUNT
Gx401	8.63"	12.88"	Stud	T-Bar
Gx402	11.00"	15.00"	Stud	T-Bar
Gx403	11.63"	17.13"	Bracket	Bracket
Gx501	10.13"	15.00"	Stud	T-Bar
Gx502	14.50"	19.63"	Stud	T-Bar
Gx507	9.63"	14.50"	Stud	T-Bar
Gx601	10.88"	16.38"	Stud	Eyelet

STRUT & PRO COIL SYSTEMS DIMENSIONS

NUMERICAL PORTION OF PART #	COMPRESSED HEIGHT	EXTENDED HEIGHT	UPPER MOUNT	LOWER MOUNT
Hx601S	13.06"	19.13"	Stud	Strut
Hx603S	14.63"	20.75"	Stud	Strut
Hx604S	15.06"	19.25"	Stud	Strut
Hx605S	15.06"	19.25"	Stud	Strut
Hx606S	11.63"	19.38"	Stud	Strut
Hx607S	12.38"	20.50"	Stud	Strut
Hx701S	12.50"	19.90"	Stud	Strut
M01x	14.25"	19.13"	Stud	Strut
M03x	15.13"	20.00"	Stud	Strut

REAR PRO COIL SYSTEMS DIMENSIONS

NUMERICAL PORTION OF PART #	COMPRESSED HEIGHT	EXTENDED HEIGHT	UPPER MOUNT	LOWER MOUNT
RCK52326 thru RCK52333	12.63"	18.75"	Bracket	Bracket
RCK52334 thru RCK52341	13.00"	19.50"	Bracket	Bracket
RCK52342 thru RCK52349	11.63"	16.88"	Bracket	Bracket
RCK52350 thru RCK52357	12.63"	18.75"	Bracket	Bracket
RCK52370 thru RCK52377	11.63"	16.88"	Bracket	Bracket

MUSTANG II SHOCKS & PRO COIL SYSTEMS DIMENSIONS

NUMERICAL PORTION OF PART #	COMPRESSED HEIGHT	EXTENDED HEIGHT	UPPER MOUNT	LOWER MOUNT
ME301	7.50"	11.00"	Stud	Eyelet
ME302	7.50"	11.00"	Stud	Eyelet
ME303	7.50"	11.00"	Stud	Eyelet
MD/MS/MR301	7.88"	11.00"	Stud	Eyelet
MD/MS/MR302	7.88"	11.00"	Stud	Eyelet
MD/MS/MR303	7.88"	11.00"	Stud	Eyelet

STOCKER STAR NON-COIL-OVER SHOCK DIMENSIONS

NUMERICAL PORTION OF PART #	COMPRESSED HEIGHT	EXTENDED HEIGHT	UPPER MOUNT	LOWER MOUNT
TD/TS/TR303	7.75"	11.13"	Stud	Eyelet
TN303	8.00"	11.25"	Stud	Eyelet
TS/TR401	10.25"	14.50"	T-Bar	Special
TN401	10.00"	14.38"	T-Bar	Special
TS/TR402	8.63"	12.88"	Stud	Special
TN402	8.50"	12.81"	Stud	Special
TD/TS/TR403	10.50"	14.38"	Eyelet	Eyelet
TN403	10.63"	14.50"	Eyelet	Eyelet
TD/TS/TR404	10.50"	14.38"	Eyelet	Eyelet
TN404	10.63"	14.50"	Eyelet	Eyelet
TD/TS/TR405	10.50"	14.38"	Eyelet	Eyelet
TN405	10.63"	14.50"	Eyelet	Eyelet
TD/TS/TR501	10.38"	15.38"	Stud	Eyelet
TN501	10.38"	15.38"	Stud	Eyelet
TD/TS/TR502	10.63"	15.50"	Stud	T-Bar
TN502	10.38"	15.38"	Stud	T-Bar
TD/TS/TR503	9.25"	14.13"	Stud	Bracket
TN503	9.50"	14.44"	Stud	Bracket
TD/TS/TR504	11.13"	16.38"	Eyelet	Eyelet
TN504	11.63"	16.88"	Eyelet	Eyelet
TD/TS/TR505	9.25"	13.50"	Stud	T-Bar
TN505	9.00"	13.38"	Stud	T-Bar
TS/TR506	10.38"	15.38"	Stud	Special
TN506	9.88"	14.88"	Stud	Special
TD/TS/TR507	9.63"	14.50"	Stud	T-Bar
TN507	9.00"	14.00"	Stud	T-Bar
TD/TS/TR508	9.25"	13.50"	Stud	T-Bar
TN508	9.00"	13.38"	Stud	T-Bar
TD/TS/TR510	11.50"	16.50"	Stud	T-Bar
TN510	11.13"	16.00"	Stud	T-Bar
TD/TS/TR511	10.63"	15.63"	Stud	T-Bar
TN511	10.38"	15.38"	Stud	T-Bar
TD/TS/TR512	9.63"	14.50"	Stud	Eyelet
TN512	9.00"	14.00"	Stud	Eyelet
TD/TS/TR513	11.63"	16.88"	Eyelet	Eyelet
TN513	11.63"	17.75"	Eyelet	Eyelet
TD/TS/TR514	9.63"	13.38"	Stud	T-Bar
TN514	9.00"	13.38"	Stud	T-Bar
TD/TS/TR515	9.63"	13.38"	Stud	Eyelet
TN515	9.00"	13.38"	Stud	Eyelet
TD/TS/TR516	9.63"	14.50"	Stud	Eyelet
TN516	9.00"	14.00"	Stud	Eyelet
TD/TS/TR517	10.25"	14.50"	Stud	T-Bar

STOCKER STAR NON-COIL-OVER DIMENSIONS CONT.

NUMERICAL PORTION OF PART #	COMPRESSED HEIGHT	EXTENDED HEIGHT	UPPER MOUNT	LOWER MOUNT
TN517	10.00”	14.38”	Stud	T-Bar
TD/TS/TR601	11.00”	15.88”	Stud	Stud
TN601	11.25”	16.50”	Stud	Stud
TD/TS/TR702	13.13”	19.63”	T-Bar	Stud
TN702	12.75”	19.50”	T-Bar	Stud
TD/TS/TR703	12.38”	19.00”	Stud	Eyelet
TN703	12.13”	18.75”	Stud	Eyelet
TD/TS/TR704	12.38”	19.00”	Stud	Eyelet
TN704	12.13”	18.75”	Stud	Eyelet
TD705K	9.50”	15.88”	Bracket	Bracket
TS/TR705	9.50”	15.88”	Stud	Bracket
TN705	10.88”	15.75”	Stud	Bracket
TD/TS/TR706	13.25”	20.50”	Stud	Eyelet
TN706	13.13”	20.50”	Stud	Eyelet
TD/TS/TR707	13.25”	20.50”	Stud	Eyelet
TN707	13.13”	20.50”	Stud	Eyelet
TD/TS/TR708	13.13”	20.50”	Stud	Eyelet
TN708	13.13”	20.50”	Stud	Eyelet
TD/TS/TR709	12.88”	19.50”	Eyelet	Eyelet
TN709	12.63”	20.13”	Eyelet	Eyelet
TD/TS/TR801	13.75”	21.25”	T-Bar	Eyelet
TN801	13.63”	21.13”	T-Bar	Eyelet
TD/TS/TR802	13.25”	20.50”	Stud	Eyelet
TN802	13.13”	20.50”	Stud	Eyelet
TD/TS/TR803	13.63”	21.13”	Eyelet	Eyelet
TN803	13.63”	21.13”	Eyelet	Eyelet
TD/TS/TR804	13.63”	21.13”	T-Bar	Eyelet
TN804	13.63”	21.13”	T-Bar	Eyelet
TD/TS/TR805	13.63”	21.13”	T-Bar	Eyelet
TN805	13.63”	21.13”	T-Bar	Eyelet
TD/TS/TR806	13.63”	21.13”	Eyelet	Eyelet
TN806	13.63”	21.13”	Eyelet	Eyelet
TD/TS/TR807	13.63”	21.13”	Eyelet	Eyelet
TN807	13.63”	21.13”	Eyelet	Eyelet
TD/TS/TR901	14.88”	23.63”	Eyelet	Eyelet
TN901	14.63”	23.38”	Eyelet	Eyelet
TD/TS/TR902	14.38”	23.13”	Stud	Eyelet
TN902	14.13”	22.88”	Stud	Eyelet
TD/TS/TR903	15.50”	24.13”	Stud	Eyelet
TN903	15.13”	23.88”	Stud	Eyelet
TD/TS/TR904	14.88”	23.63”	T-Bar	Eyelet
TN904	14.63”	23.38”	T-Bar	Eyelet
TD/TS/TR905	15.00”	23.63”	Eyelet	Eyelet
TN905	14.63”	23.38”	Eyelet	Eyelet
TD/TS/TR906	14.38”	23.13”	Stud	Eyelet
TN906	14.13”	22.88”	Stud	Eyelet
EC1685	12.75”	20.75”	T-Bar	Eyelet
EC1956	9.00”	13.75”	Stud	T-Bar
EC1985	12.13”	20.13”	Stud	5/8 Poly
EC2585	12.13”	20.13”	T-Bar	Stud

CONVERSION KITS

STUD MOUNT KITS

STUD TOP CONVERSION KIT

QA1 offers a stud top conversion kit for coil-overs that converts Proma Star, Ultra Ride and Aluma Matic shocks from eyelet top to stud top. Includes (1) stud, (2) bushings, (3) washers and (2) nuts. This kit may also convert other manufacturers’ shocks.
PART #SS110SDM

COIL-OVER SHOCK TOP KIT

This kit is a stud top conversion kit for 1993-2002 Camaro/Firebird/ Trans Am front shocks (GD502, GS502 and GR502) that utilize at 2 1/2” I.D. coil spring. Includes (1) stud, (2) bushings, (2) washers and (2) nuts.
PART #SS112SDM*
**Requires upper spring cap part #9018-101 or #9018-113*

NON-COIL-OVER STUD TOP CONVERSION KITS

This kit is used to convert (1) Stocker Star shock (TD, TS, TR, TN) or Street Star shock from eyelet top mount to stud top mount. Includes (1) stud, (2) bushings, (2) washers and (2) nuts.
PART #SS100SD

This kit is used to convert (1) Streeters shock to stud top mount. Includes (1) stud, bushing, washer and nut.
PART #MK13

STUD CONVERSION FOR EYELET BOTTOM SHOCKS

This stud kit is used to convert shocks from eyelet bottom mount to stud mount. Includes (1) bracket, (2) bolts, (2) washers and (2) nuts.
PART #SS200SD

EYELET MOUNT KITS

UPPER EYELET CONVERSION KIT

The upper eyelet kit is used to convert QA1 shocks with 9/16”-18 piston rod thread from stud mount to eyelet mount utilizing 5/8” and/or 1/2” bolts. Includes (1) loop, (1) bushing, (1) 1/2” sleeve and (1) 5/8” sleeve.
PART #SS300LT

EXTENDED UPPER EYELET CONVERSION KIT

The extended upper eyelet kit is used to convert QA1 shocks with 9/16”-18 piston rod thread from stud mount to eyelet mount. Includes 5/8” and 1/2” sleeves with QA1 polyurethane bushing pre-installed.
PART #9036-202 1” Extended, Clear Anodized Aluminum
PART #9036-203 2” Extended, Clear Anodized Aluminum

T-BAR MOUNT KITS

Designed to convert eyelet type QA1 adjustable shocks to T-bar mounts.

3/4” O.D. T-BAR KIT


#BAR350K

Eyelet must be utilizing QA1 3/4” I.D. bushing. Includes (1) chrome plated 3/4” O.D. T-bar, (2) retaining c-clips, (2) 3/8” bolts and (2) 3/8” lock nuts.
PART #BAR300K 3” T-Bar Kit
PART #BAR350K 3.5” T-Bar Kit
PART #BAR500K 5” T-Bar Kit

5/8” O.D. T-BAR KIT


#BAR305K

For Proma Star, Ultra Ride, Aluma Matic and Stocker Star shocks with eyelets. Includes (1) zinc plated 5/8” O.D. T-bar, (2) retaining c-clips, (2) 3/8” bolts, (2) 3/8” lock nuts and (1) 5/8” I.D. bearing.
PART #BAR305K 3” T-Bar Kit
PART #BAR355K 3.5” T-Bar Kit

QA1® SHOCK ACCESSORIES

CASTER CAMBER PLATES

QA1 once again leads the industry by developing a specifically engineered asymmetric bearing for caster camber plate applications. With this innovative asymmetric bearing design, the ball is supported as forces are introduced during operation of the vehicle. QA1's bearing allows for improved load distribution that significantly reduces wear and increases durability, eliminating "sloppy bearings" which result in road noise and poor handling characteristics.

QA1's high quality caster camber plates for race applications offer many features not found in other brands. For example, the bearing housing is tig-welded for the utmost in strength and durability. This kit provides caster and camber changes for the ultimate in adjustability. Made in the USA.

PART #CC100MU 79-89 Mustang 5.0
PART #CC102MU 90-93 Mustang 5.0
PART #CC104MU 94-04 Mustang 5.0/4.6
PART #CC105MU* 05-Present Mustang
PART #CPK106* 82-92 GM F-Body
**Not compatible with factory struts.*


#CC100MU

BUSHING KITS

FOR USE WITH PROMA STAR, ULTRA RIDE, ALUMA MATIC AND PRO COIL SYSTEM SHOCKS
This kit includes the following:
- (2) two-piece 3/4" I.D. urethane bushings
- (2) 1/2" sleeves
- (2) 5/8" sleeves

Order (1) per shock.
PART #B6031K

FOR USE WITH STREETERS SHOCKS
This kit includes the following:
- (2) two-piece 3/4" I.D. bushings
- (2) 5/8" sleeves

Order (1) per shock.
PART #B6250K

BEARING KITS

These bearing kits include the following:
- (2) spherical bearings
- (4) snap rings
- (1) tube of Loctite® (with certain applications only).

Order (1) kit per shock.


#EMB8-102PK

PART #COM8PK
Steel Race, 1/2" I.D. x 1" O.D. x 1/2" W

PART #COM8T-102PK
Steel Race, PTFE Lined 1/2" I.D. x 1" O.D. x 1" W

PART #COM8-106PK
Steel Race, 1/2" I.D. x 1" O.D. x 1 1/2" W

PART #EMB8-102PK
PTFE/Nylon Race, 1/2" I.D. x 1" O.D. x 1" W

PART #EMB10-101PK *(For Streeter Shocks Only)*
PTFE/Nylon Race, 5/8" I.D. x 1.06" O.D. x 5/8" W

PART #SIB10T-102PK
Steel Race, PTFE Lined, 5/8" I.D. x 1" O.D. x 1" W

STUD TOP BUSHING KIT

Shock mounting hardware for 5/8" and 7/8" openings. Fits QA1 stud top shocks.

This kit includes the following:
- (2) washers
- (2) bushings
- (1) hex nut
- (1) lock nut

PART #MK03

SLEEVE KITS

PART #SLV750
This kit allows for variations in mounting stud sizes when utilizing QA1 3/4" I.D. x 1 1/4" wide poly bushings.

Kit includes the following sleeves:
- (1) **PART #9033-103** 3/4" O.D. x 11/16" I.D.
- (1) **PART #9033-108** 3/4" O.D. x 9/16" I.D.
- (1) **PART #9033-104** 3/4" O.D. x 5/8" I.D.
- (1) **PART #9033-101** 3/4" O.D. x 1/2" I.D.

PART #SLV625
This kit allows for variations in mounting stud sizes when utilizing QA1 5/8" I.D. x 1 1/4" wide poly bushings.

Kit includes the following sleeves:
- (1) **PART #9033-102** 5/8" O.D. x 1/2" I.D.
- (1) **PART #9033-105** 5/8" O.D. x 7/16" I.D.

PART #SLV105
This kit converts QA1 shocks with a 3/4" I.D. bushing from 1 1/4" width to 1 3/8" width for mounting.

Kit includes the following sleeves:
- (2) **PART #9033-206** 3/4" O.D. x 5/8" I.D. x 1 3/8" L
- (2) **PART #9033-205** 3/4" O.D. x 1/2" I.D. x 1 3/8" L
- (8) **PART #9005-107** Spacers

LOWER SHOCK BOLT KIT

Designed to use with 5/8" I.D. bushing. Use with the following part numbers to eliminate or minimize vehicle modifications:
TD403, TS403, TR403, TN403, TD504, TS504, TN504, TD703, TS703, TN703, TD801, TS801, TN801, TD802, TS802, TN802, TD901, TS901, TN901, TD902, TS902, TN902
PART #7888-108

ONE-PIECE BUSHINGS

Bushings will need to be pressed into shock loop.

PART #9032-102 3/4" I.D.
PART #9032-106 5/8" I.D.


#9032-102

BUMP STOPS

PART #BC01* 1 1/2" O.D. x 3" L
PART #BC02 1 9/10" O.D. x 7/8" L
PART #9032-117 1 2/5" O.D. x 1 1/4" L
PART #9047-115 1 1/2" O.D. x 1.56" L
PART #9047-116 1 5/8" O.D. x 0.688" L

**Can be shortened to desired length.*


#BC01


#BC02


#9032-117


#9047-115


#9047-116

ALUMINUM SHOCK EXTENSIONS

Designed to be used on QA1 non-coil-over shocks with 1/2" or 9/16" threads. Gives you either 1" or 2" of extra length needed for some custom applications. Sold individually.

PART #9029-163 1" Length, 9/16"-18 Thread
PART #9029-164 2" Length, 9/16"-18 Thread
PART #9029-165 1" Length, 1/2"-20 Thread
PART #9029-166 2" Length, 1/2"-20 Thread


#9029-164

SPRING SEAT WASHER

QA1 offers stainless steel spring seat washers for protecting aluminum spring seats.

PART #9005-109

SPANNER WRENCHES

RATCHET SPANNER WRENCH
Great for tight working conditions and can be used on all QA1 shocks except Streeters. Kit includes two wrenches for use with a 3/8" drive ratchet that fit either the spring seat adjuster nut or lock nut.

PART #T115W

STANDARD SPANNER WRENCH
For all QA1 shocks except Streeters. Kit includes one wrench for the spring seat adjuster nut, and one wrench for the lock nut.

PART #T114W

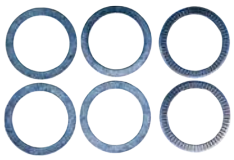
STREETER SPANNER WRENCH
For all QA1 Streeter shocks.

PART #T120W

THRUST BEARING KIT

Use with all coil-over shocks. Kit includes (2) thrust bearings and (4) washers to simplify adjustments. Kit includes parts for (2) shocks.

PART #7888-109



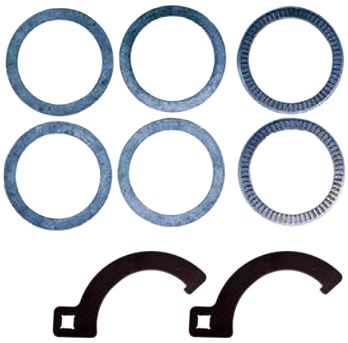
SPANNER WRENCHES & THRUST BEARING KITS

Standard Spanner Wrench and Thrust Bearing Kit. For all QA1 shocks except Streeters.

PART #7888-110

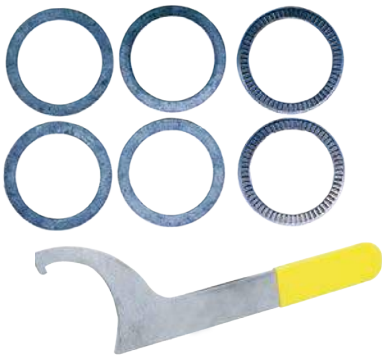
Ratchet Spanner Wrench and Thrust Bearing Kit. For all QA1 shocks except Streeters.

PART #7888-112



For QA1 Streeter shocks.

PART #7888-111



QA1® SHOCK ACCESSORIES

COMPLETE ADJUSTABLE SHOCK MOUNT KIT

QA1 has a complete adjustable shock mount kit that makes converting from one shock length to another a snap! For all QA1 adjustable shocks. Fits a 3" axle tube.

Complete adjustable mount with hardware for (2) shocks. Includes (2) housing brackets, (2) left side bolt-on brackets, (2) right side bolt-on brackets and (4) large offset brackets with 1/2" mounting hole for round tubing.
PART #MT100K

QUAD ADJUST MOUNTS

FLAT PANEL MOUNT
PART #9037-487

1.75" TUBE MOUNT
PART #9037-486

1.50" TUBE MOUNT
PART #9037-488

MOUNTING TABS

QA1 offers a quality line of tabs for mounting shocks and other miscellaneous accessories. Mounting brackets are sold in kit form, including (4) tabs, (2) bolts and (2) nuts.

SMALL TAB
1/2" mounting hole, boxed tubing; bottom of tab to center of bolt is 1 1/4"
PART #TB101GBK

LARGE TAB
1/2" mounting hole, boxed tubing; bottom of tab to center of bolt is 1 3/4"
PART #TB102GBK

LARGE TAB
1/2" mounting hole, 1 5/8" round tubing, offset bracket; bottom of tab to center of bolt is 1 3/4"
PART #TB103GBK

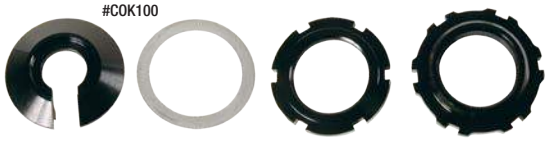
SPRING CAPS

STEEP ANGLED SPRING CAP
For use with Proma Star, Ultra Ride and Aluma Matic shocks that require additional clearance. Moves spring mount down 1".
PART #9018-113

STANDARD SPRING CAP
For use with Proma Star, Ultra Ride and Aluma Matic shocks.
PART #9018-101

COIL-OVER KITS

#COK100



PART #COK100 For Proma Star and Ultra Ride Shocks
PART #COK101 For Aluma Matic Shocks
PART #CK1950 For Streeters Shock Part #SS7535B
PART #CK1951C For Streeters Shocks, Except Part #SS7535B

#COK103

PART #COK103 For HD, HS, HR and M Series Struts, Except Hx605 and Hx701 Struts
PART #COK106 For Hx605 Series Struts Only
PART #COK107 For Hx701 Series Struts Only

#COK104

PART #COK104* For Mustang Stock Struts with 2" O.D.
PART #COK105* For Mustang Stock Struts with 2.2" O.D.
**Not compatible with Bilstein shocks*

ANTI-SEIZE LUBRICANT

QA1 offers Permatex® Anti-Seize Lubricant for use during assembly to prevent galling, corrosion and seizing due to weathering or chemicals.

PART #9072-105 1 packet contains 5 grams

PRO-REAR CROSSBAR

Crossbar from QA1's Pro-Rear System.
PART #9053-117 1.625" O.D. x 40" L x 0.095" Wall Thickness

SPRINGS

STANDARD AND HIGH TRAVEL SPRINGS

No matter your vehicle, springs can make or break your ride and performance. With QA1, you can be sure our springs will give you immediate response, increased stability and enhanced cornering abilities.

With a large selection of springs, QA1 offers a wide range of spring rates and lengths in either high quality chrome plating or durable powder coating, including:

- 1 7/8" I.D. Silver Powder Coated Coil Springs
- 1 7/8" I.D. Polished & Chrome Plated Coil Springs
- 2 1/2" I.D. Silver Powder Coated High Travel Coil Springs
- 2 1/2" I.D. Variable Rate High Travel Springs
- 2 1/2" I.D. Polished & Chrome Plated Coil Springs
- QA1 Pro Coil System High Travel Springs

NEW

MADE IN THE USA, our high travel springs are now offered in even more spring rates! By utilizing specially designed high tensile chrome silicon material, we are able to use fewer coils in these high travel springs. With fewer coils, the springs are lighter and have increased travel due to the increased distance between the coils.

All of QA1's springs have been designed to be as light as possible without sacrificing performance. They are manufactured using the highest quality materials and go through intensive manufacturing processes to ensure high strength, consistency and long life. The springs are ground at both ends for straight, consistent and accurate operations.

All of QA1's springs come with a LIFETIME GUARANTEE to remain within 2% of their original free height and rate.

QA1® SPRING RATE INFORMATION

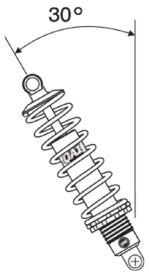
WHAT IS SPRING RATE?

Spring rate refers to the amount of weight that is needed to compress a spring one inch. If the rate of the spring is linear, its rate is not affected by the load that is put on the spring. For example, say you have a 200 lb. per inch spring - it will compress 1" when a 200 lb. load is placed onto the spring. If another 200 lbs. is put onto the spring, the spring will compress another inch. At this point the load on the spring is 400 lbs. The rate of the spring, however, remains constant at 200 lbs. per inch.

SPRING RATE CORRECTION FOR ANGLE MOUNTING

If your spring is mounted at an angle you will need to consider that in your spring calculations. Measure the angle of your spring from vertical (A) in degrees. Use the table below for spring rate correction factors for shock mounting angles measured in degrees to determine your Angle Correction Factor (ACF).

Shock Angle	Angle Correction Factor (ACF)
10°	.95
15°	.93
20°	.88
25°	.82
30°	.75
35°	.66
40°	.59
45°	.50



The greater the installed angle, the stiffer the spring rate must be to support the same weight. First, determine the spring needed for the application if the spring is installed straight up. Then, to compensate for installations at different angles, use the chart above.

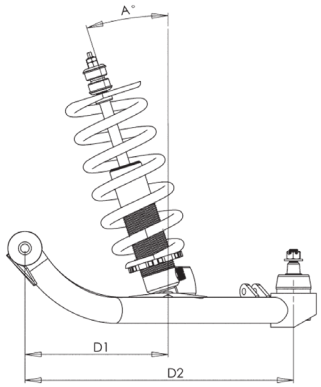
EXAMPLE:
Straight Mounted Spring = 200 lbs.
Spring Mounted at 30° = 200/.75 = 266 lbs.

The 266 lbs. represents the spring rate needed when mounted at a 30° angle to equal the desired spring rate of 200 lbs. when standing straight up.

HOW TO SELECT THE SPRING RATE FOR INDEPENDENT SUSPENSIONS

Select your spring rate by using the following calculations:

D1 = The distance from the pivot point of the a-arm to the mounting point of the spring/shock.
D2 = The distance from the pivot point of the a-arm to the center of the ball joint.
Divide D1 by D2 to calculate the force ratio (Fr).
Force Ratio (Fr) = D1/D2
Weigh your car to determine the weight on the wheels (W).
Divide the weight on the wheel by Fr to determine the force required at the spring (Sf).
W/Fr=Sf



If your spring is mounted at an angle you will need to consider that in your spring calculations. Measure the angle (A) of your spring from vertical in degrees. Use the table above to determine your Angle Correction Factor (ACF). Now divide the Spring Force (Sf) from the earlier calculation by the Angle Correction Factor (ACF) to get the Adjusted Spring Force (ASf).
Sf/ACF=ASf

Note: This calculation determines spring FORCE not spring RATE.

The required Adjusted Spring Force (ASf) can now be used to select the proper spring rate for your application. The required spring rate can be obtained several different ways. A lighter rate spring with more preload or a stiffer rate spring with less preload will generate the same spring force. The softer rate will generate a smoother ride while the stiffer spring will result in a firmer ride. You need to consider these options when you are selecting the proper spring rate for your application.

Springs should typically be compressed 25-30% of the free length when supporting the weight of the vehicle. Drag race cars will normally use a lighter rate spring (about 30%) to promote weight transfer while a street car will use a firmer rate spring (about 25%).

ASf/(spring free length x 0.25) = Firmer Spring Rate
ASf/(spring free length x 0.30) = Softer Spring Rate

Spring rate calculations for solid axle suspension are the same as above except the Force Ratio (Fr) = 1.

AVERAGE STREET ROD WEIGHTS

These charts are general guidelines to determine the approximate weight of the most popular street rods. Each car is different so it is ideal to actually weigh the front and rear halves of your vehicle. Average car weights listed are with driver, automatic transmission, small block Chevrolet V-8, full upholstery and all normal street equipment (such as a spare tire and gas in the tank). Fiberglass cars weigh the same as steel. Stripped or lightened cars will weigh less. Extra passengers will add to the weight.

Average weight of your car type here:

YEAR	MODEL	FRONT	REAR
To 1927	Ford Coupe	1200	1300
1928-1931	Ford Coupe	1300	1400
1932-1934	Ford Coupe	1400	1600
1935-1938	Ford Coupe	1600	1700
1939-1940	Ford Coupe	1700	1800
1932-1938	Chev., Mopar Coupe	1500	1550
1939-1940	Chev., Mopar Coupe	1600	1600
1946-1948	Ford Coupe	1700	1750
1947-1954	Chev. Pickup	1950	1450

Adjust weight according to the following options:

OPTIONS	FRONT	REAR
Air Conditioning	+75 lbs.	+25 lbs.
Sedan (4-door)	+50 lbs.	+125 lbs.
Sedan delivery	+50 lbs.	+200 lbs.
Roadster	-50 lbs.	-50 lbs.
Less fenders	-100 lbs.	-75 lbs.
Big-block V-8	+175 lbs.	+25 lbs.
Other small block V-8's	+75 lbs.	+25 lbs.

SPRING RATE CHART

The charts below are a general guideline for selecting spring rates. Spring rates may vary depending on applications, usage and personal preference.

AXLE WEIGHT IN LBS.							
AXLE TYPE	SPRING LENGTH	900-1099	1100-1249	1250-1449	1450-1599	1600-1899	1900+
Solid Rear Axle	8”	200	225	300	350	400	450
	9” or 10”	175	200	225	250	275	350
	12”	105	130	170	225	250	300
	14”	95	125	150	175	225	275
Independent Suspension	7”	350	450	550	600	650	Call
	8” (Chrome)	300	400	450	500	600	Call
	9”	220	300	350	450	550	650
	10”	200	250	300	400	450	550
	12”	150	200	250	300	400	450
Jaguar (IRS)	10”	115	140	200	250	250	275
Corvette (IRS) - Ahead of Axle	10”	200	225	275	350	400	500
Corvette (IRS) - Behind Axle	12”	95	125	150	225	275	300

QA1 GM PRO COIL SYSTEMS	Most Drag Race Vehicles			Most Small Block Vehicles			Most Big Block Vehicles		
	1500-1600	1601-1700	1701-1800	1801-1900	1901-2000	2001-2100	2101-2200	2201-2300	2301-2400
1st & 2nd Gen F-Body, A-Body, B-Body, G-Body	250	300	350	400	450	500	550	600	650

QA1 GM PRO COIL SYSTEMS	Most Drag Race Vehicles		Nice Ride & Handling			Firm Ride with Great Cornering	
	Lighter Vehicle	Heavier Vehicle					
3rd Gen F-Body	170	200	220	250	275	300	325
4th Gen F-Body	275			300		325	
5th Gen F-Body					250		
C5 Corvette	450			550		650	

QA1 MUSTANG PRO COIL SYSTEMS	Extra Light Weight 1450-1600	Light Weight 1601-1750	Stock Weight 1751-1900	Heavy Weight 1901-2100	Extra Heavy Weight 2101-2300
79-Present Mustangs	150	175	200	225	250

QA1 MUSTANG PRO COIL SYSTEMS	<1350	1350-1525	1525-1700	1700+
Mustang II	375	500	600	700

QA1 REAR PRO COIL SYSTEMS	Soft	Medium	Firm
3rd & 4th Gen GM F-Body	110	130	150
64-72 GM A-Body	130	150	175
73-77 GM A-Body	150	170	200
78-88 G-Body	170	200	220
C5 Corvette	450	550	650
79-04 Mustang	95	110	130

AVERAGE GM MUSCLE CAR WEIGHTS

The following charts provide general guidelines to determine the approximate weight of the most popular GM muscle cars. Of course, each car is different so it is ideal to actually weigh the front and rear halves of your vehicle. Average car weights listed are with driver, automatic transmission, small block Chevrolet V-8, full upholstery and all normal street equipment (such as a spare tire and gas in the tank). V6 and LS engines weigh the same as a small block Chevrolet. Stripped or lightened cars will weight less. Extra passengers will add to the weight.

Average GM Muscle Car Weights:

YEAR	MODEL	FRONT	REAR	TOTAL
1964-1972	A-Body	1850	1700	3550
1973-1977	A-Body	2175	1650	3825
1978-1988	A/G-Body	1900	1550	3450
1967-1969	F-Body	1750	1500	3250
1970-1981	F-Body	1800	1600	3400
1968-1974	X-Body	1750	1500	3250
1982-2004	S-Series Pickup	1850	1500	3350
1955-1957	Chevrolet Sedan	1900	1775	3675
1958-1970	GM B-Body	2025	1950	3975
1977-1990	GM B-Body	1925	1800	3725
1991-1996	GM B-Body	2175	1825	4000

Adjust weight according to the following options:

OPTIONS	FRONT	REAR
Air Conditioning	+75 lbs.	+25 lbs.
Big-block Chevrolet, Buick	+175 lbs.	+25 lbs.
Pontiac, Olds V-8's	+125 lbs.	+25 lbs.
Aluminum heads, small block	-50 lbs.	-
Aluminum heads, big block	-100 lbs.	-
without Power Steering	-25 lbs.	-
without Power Brakes	-25 lbs.	-
Wagon/Nomad	+50 lbs.	+200 lbs.

QA1 SPRINGS

2 1/2" I.D. High Travel Coil Springs NEW

SILVER POWDER COATED

7"	PART NO.	RATE/IN.
	7HT250	250
	7HT300	300
	7HT350	350
	7HT400	400
	7HT450	450
	7HT550	550
	7HT650	650

9"	PART NO.	RATE/IN.
	9HT140	140
	9HT180	180
	9HT220	220
	9HT250	250
	9HT300	300
	9HT350	350
	9HT400	400
	9HT450	450
	9HT500	500
	9HT550	550
	9HT650	650

10"	PART NO.	RATE/IN.
	10HT100	100
	10HT125	125
	10HT150	150
	10HT175	175
	10HT200	200
	10HT225	225
	10HT250	250
	10HT275	275
	10HT300	300
	10HT325	325
	10HT350	350
	10HT375	375
	10HT400	400
	10HT450	450
	10HT500	500
	10HT550	550
	10HT600	600
	10HT650	650
	10HT700	700

12"	PART NO.	RATE/IN.
	12HT080	80
	12HT095	95
	12HT110	110
	12HT130	130
	12HT150	150
	12HT170	170
	12HT200	200
	12HT220	220
	12HT250	250
	12HT275	275
	12HT300	300
	12HT325	325
	12HT350	350
	12HT400	400
	12HT450	450
	12HT500	500
	12HT550	550
	12HT600	600

14"	PART NO.	RATE/IN.
	14HT080	80
	14HT095	95
	14HT110	110
	14HT130	130
	14HT150	150
	14HT175	175
	14HT200	200
	14HT225	225
	14HT250	250
	14HT300	300
	14HT350	350

16"	PART NO.	RATE/IN.
	16HT100*	100
	16HT150	150
	16HT200	200
	16HT250	250

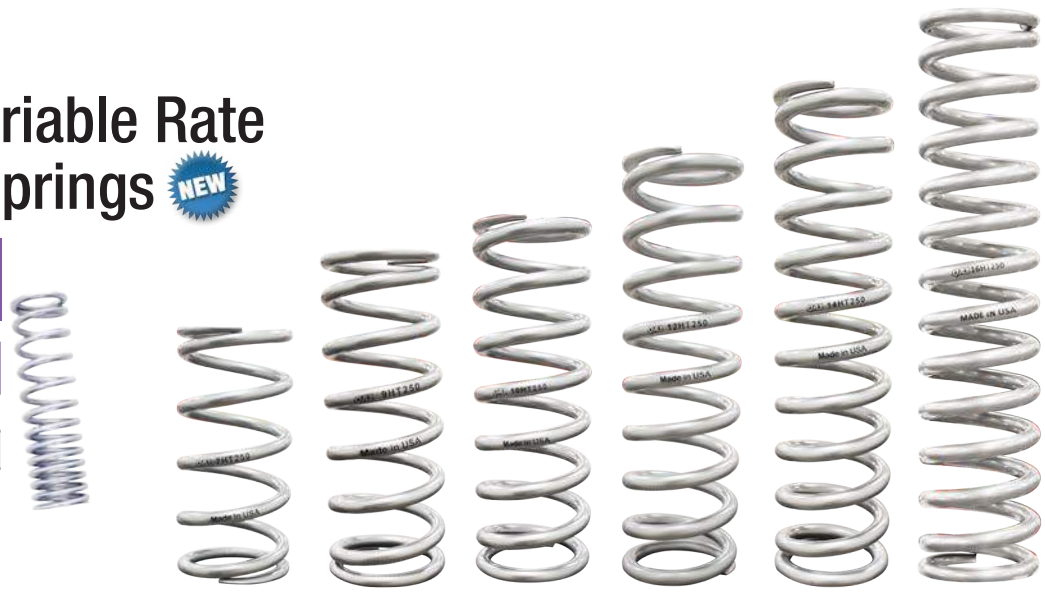
** Not recommended for coil-over systems.*

2 1/2" I.D. Variable Rate High Travel Springs NEW

SILVER POWDER COATED

10"	PART NO.	RATE/IN.
	10HT140/250	140-250
	10HT225/475	225-475

12"	PART NO.	RATE/IN.
	12HT100/200	100-200
	12HT130/250	130-250
	12HT175/350	175-350



2 1/2" I.D. Coil Springs

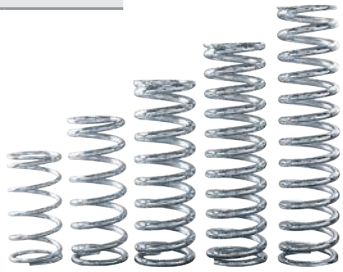
POLISHED & CHROME PLATED

6" PART NO.	RATE/IN.
6CS000*	0
6CS900	900

**Take-Up Spring*

8" PART NO.	RATE/IN.
8CS200	200
8CS225	225
8CS250	250
8CS300	300
8CS325	325
8CS350	350
8CS375	375
8CS400	400
8CS450	450
8CS500	500

12" PART NO.	RATE/IN.
12CS095	95
12CS125	125
12CS130	130
12CS150	150
12CS175	175
12CS225	225
12CS250	250
12CS275	275
12CS300	300
12CS325	325
12CS400	400
12CS450	450
12CS500	500
12CS550	550



10" PART NO.	RATE/IN.
10CS115	115
10CS125	125
10CS140	140
10CS150	150
10CS165	165
10CS175	175
10CS185	185
10CS200	200
10CS225	225
10CS250	250
10CS275	275
10CS300	300
10CS325	325
10CS350	350
10CS375	375
10CS400	400
10CS425	425
10CS450	450
10CS475	475
10CS500	500
10CS525	525
10CS550	550
10CS600	600

14" PART NO.	RATE/IN.
14CS105	105
14CS125	125
14CS150	150
14CS175	175
14CS200	200
14CS225	225
14CS250	250
14CS275	275
14CS300	300

1 7/8" I.D. Coil Springs

SILVER POWDER COATED

8" PART NO.	RATE/IN.
8S140	140
8S160	160
8S180	180
8S200	200
8S250	250
8S300	300
8S350	350
8HTS400	400
8S450	450

10" PART NO.	RATE/IN.
10S150	150
10S165	165
10S250	250

POLISHED & CHROME PLATED

8" PART NO.	RATE/IN.
8SM125	125
8SM140	140
8SM150	150
8SM175	175
8SM350	350
8SM400	400

10" PART NO.	RATE/IN.
10SM095	95
10SM115	115
10SM125	125
10SM150	150
10SM175	175
10SM200	200
10SM225	225
10SM250	250
10SM275	275
10SM300	300
10SM350	350
10SM400	400

Application Specific Springs for QA1 Pro Coil Systems

GM PRO COIL SYSTEM HIGH TRAVEL SPRINGS SILVER POWDER COATED

NEW

PART NO.	RATE/ IN.	STYLE CODE	FREE LENGTH	UPPER I.D.	LOWER I.D.	STYLE
11HTSP250	250	A	11”	3.50”	2.50”	Pigtail
11HTSP300	300	A	11”	3.50”	2.50”	Pigtail
10HTSP350	350	A	10”	3.50”	2.50”	Pigtail
10HTSP400	400	A	10”	3.50”	2.50”	Pigtail
10HTSP450	450	A	10”	3.50”	2.50”	Pigtail
10HTSP500	500	A	10”	3.50”	2.50”	Pigtail
10HTSP550	550	A	10”	3.50”	2.50”	Pigtail
10HTSP600	600	A	10”	3.50”	2.50”	Pigtail
10HTSP650	650	A	10”	3.50”	2.50”	Pigtail
11HTSF250	250	B	11”	3.50”	2.50”	Flat
11HTSF300	300	B	11”	3.50”	2.50”	Flat
10HTSF350	350	B	10”	3.50”	2.50”	Flat
10HTSF400	400	B	10”	3.50”	2.50”	Flat
10HTSF450	450	B	10”	3.50”	2.50”	Flat
10HTSF500	500	B	10”	3.50”	2.50”	Flat
10HTSF550	550	B	10”	3.50”	2.50”	Flat
10HTSF600	600	B	10”	3.50”	2.50”	Flat
10HTSF650	650	B	10”	3.50”	2.50”	Flat
11HTBF250	250	C	11”	4.10”	2.50”	Flat
11HTBF300	300	C	11”	4.10”	2.50”	Flat
10HTBF350	350	C	10”	4.10”	2.50”	Flat
10HTBF400	400	C	10”	4.10”	2.50”	Flat
10HTBF450	450	C	10”	4.10”	2.50”	Flat
10HTBF500	500	C	10”	4.10”	2.50”	Flat
10HTBF550	550	C	10”	4.10”	2.50”	Flat
10HTBF600	600	C	10”	4.10”	2.50”	Flat
10HTBF650	650	C	10”	4.10”	2.50”	Flat
9HTSP450	450	D	9”*	3.80”	2.50”	Pigtail
9HTSP550	550	D	9”*	3.80”	2.50”	Pigtail
9HTSP650	650	D	9”*	3.80”	2.50”	Pigtail

*Free length may be rounded up.

How do I know what spring to use?

To determine the springs used in your GD/GS/GR/GE kit, simply use the information after the hyphen in the kit part number. The first 2 numbers represent the spring length, the next three numbers represent the spring rate, and the last letter represents the style code of the spring. For example, the spring in the GD401-10350A kit has a 10” length, 350 lb. rate, and is a style code “A”. Using the chart to the left, we go to style “A”, find the 350 lb. rate, and see that the spring part number is 10HTSP350.

4TH GEN CAMARO / FIREBIRD PRO COIL SYSTEM HIGH TRAVEL SPRINGS SILVER POWDER COATED

15”

PART NO.	RATE/IN.	UPPER I.D.	LOWER I.D.
15HTFB275	275	2.125”	2.5”
15HTFB300	300	2.125”	2.5”
15HTFB325	325	2.125”	2.5”

MUSTANG II PRO COIL SYSTEM SPRINGS POLISHED & CHROME PLATED

8”

PART NO.	RATE/IN.	UPPER I.D.	LOWER I.D.
8MB375	375	3.5”	2.5”
8MB500	500	3.5”	2.5”
8MB600	600	3.5”	2.5”
8MB700	700	3.5”	2.5”

SUSPENSION COMPONENTS

Bolt-In Suspension Components for Street Performance & Racing

Similar to our shocks and struts, our suspension components are track and road tested in real environments to ensure a proper fitment and consistent ride every time. All of these products are designed, tested and manufactured in QA1's state-of-the-art fabrication facility in Lakeville, MN.

We base our designs off of factory pick-up points and improve the geometry, so you can easily and quickly upgrade your suspension with our selection of bolt-in suspension components. With QA1's suspension components, you can pick and choose which suspension component you want to upgrade first or choose from one of our handling or drag racing kits starting on page 91.

Our state-of-the-art fabrication facility manufactures all of our suspension components. Using nothing but high quality American-made steel or aluminum and taking the extra time to do it right, we use machines such as a precision laser cutter, CNC hydraulic presses, state-of-the-art MIG and TIG welding equipment, and CNC tube benders to manufacture our suspension components.

Check out our manufacturing video to see these machines in action as we explain how we craft our K-members and other QA1 products.

QA1® SUSPENSION QUICK GUIDES

GM SUSPENSION QUICK GUIDE

Make/Model	Year	Front Control Arms				Rear Upper Trailing Arms		Rear Lower Trailing Arms		Rear Lower Control Arms	Strut Tower Braces	Sub-Frame Connectors	
		Upper Race	Upper Street	Lower Race	Lower Street	Adj.	Tubular	Box Style	Tubular				
A-Body	64-67	52322	52422	52337[a]	52437[a]	5249	5269	5205					
A-Body	68-70	52322	52422	52337[a]	52437[a]	5248	5268	5205					
A-Body	71-72	52322	52422	52337[a]	52437[a]	5248	5268	5205					
NEW A-Body	73-77	52318	52418	52320[b]	52420[b]	5247	5267	5208					
A/G-Body	78-88	52365	52435	52364[b]	52464[b]	5247	5267	5204					
F-Body	67-69	52317	52417	52319[a]	52419[a]							5293	
NEW F-Body	70-81	52318	52418	52320[b]	52420[b]							5281	
F-Body	82-83			52321[c]	52421[c]			5204	5274		5227[f]	5279	
F-Body	84			52321[c]	52421[c]			5204	5274		5227[f]	5279	
F-Body	85-92			52321[c]	52421[c]			5204	5274		5226[e] 5227[f]	5279	
F-Body V8	93-97							5204	5274		5228[g]	5290[h]	
F-Body V8	98-02							5204	5274		5229	5290[h]	
F-Body V8	10-11								5200[d]	52363	52362		
F-Body V6	10-11									52363	52362		
NEW Corvette	63-82												
NEW S-Series (S-10)	82-04	52367	52467	52366[b]	52466[b]								
X-Body	68-74	52317	52417	52319[a]	52419[a]								

MOPAR SUSPENSION QUICK GUIDE

Make/Model	Year	Control Arms		K-Members	Dynamic Strut Bars	Tie Rod Sleeves	Torsion Bar Adjusters	Camber Bolt Adjusters	NEW Front Sway Bars	Rear Suspension Conversion Kit
		Upper	Lower			9/16" x 8"				
A-Body	64-66	52303	52307[b]		52311	52325	52360	52361		
A-Body	67-72	52303	52307[b]	52313	52311	52325	52360	52361	52861[f]	*see pg 76*
A-Body	73-76	52301[a]	52307[b]		52311	52325	52360	52361		*see pg 76*
A-Body	77-79									*see pg 76*
B-Body	62-65	52305	52308[c]		52312	52325	52360	52361		
B-Body	66-70	52305	52308[c][e]	52315	52312	52325	52360	52361	52860[f]	
B-Body	71-72	52305	52308[c]	52314	52312	52325	52360	52361	52860[f]	
E-Body	70-74	52305	52308[d]	52314	52312	52325	52360	52361	52860[f]	

MOPAR SUSPENSION COMPONENTS NOTES:

(a) Only factory cars and any A-Body that was swapped to disc brakes with factory parts (large ball joint)
(b) Designed to work with the 64-66 A-Body with no sway bar and 67-73 A-Body with the 73-76 sway bar or "flat bar"
(c) Designed to work with the 70 and up B-Body sway bar
(d) Designed to work with the E-Body sway bar
(e) Only recommended for use with #52315 and 71-72 B-Body or E-Body sway bar or with factory K-Member and no sway bar
(f) Fits QA1 K-member only

Refer to product descriptions on pages 84-90 for more information.

WHAT BODY TYPE IS MY MOPAR VEHICLE?

A-Body: Dart, Demon, Duster, Valiant, Scamp, '64-'69 Barracuda

B-Body: 330, 440, Belvedere, Charger, Coronet, Fury, GTX, Polara, Road Runner, Satellite, Savoy

E-Body: Challenger, '70-'74 Barracuda

Use the GM and Mopar quick guides below for a glance at what suspension components are available for your vehicle. Please refer to pages 84-90 for the descriptions of each of QA1's suspension components.

	Tubular Panhard Bars		Tie Rod Sleeves	Trailing Arm Relocation Brackets	Trailing Arm Hardware Kits	Adj. Rear Toe Links	Tubular Braces	Adj. Rear Frame Supports	Rear Anti-Hop Bars	Torque Arms		Sway Bars		
	Adj.	Non-Adj.								Adj.	Non-Adj.	Front	Rear	Kit
			5250		5217		5212	5283	5213[l]			52870	52871	52873
			5250		5217		5211	5284	5213			52870	52871	52873
			5252		5217		5211	5284	5213			52870	52871	52873
			5252											
			5250		5215		5210	5285	5214			52877	52878	52879
			5251									52816		
			5252									52882		
	5222	5202	5250	5275	5215							52810	52875	52812
	5222	5202	5250	5275	5215					5282[m]	5280[m]	52810	52875	52812
	5222	5202	5250	5275	5215					5282[m]	5280[m]	52810	52875	52812
	5222	5202		5275	5215					5282[m]	5280[m]	52874	52875	52876
	5222	5202		5275	5215					5282[m]	5280[m]	52874	52875	52876
						52801						52813	52814	52815
												52813	52814	52815
												52820		
			5251									52816		

GM SUSPENSION COMPONENTS NOTES:
(a) Add Coil Spring Adapter part #7720-168 for control arm to accept stock springs
(b) Add Coil Spring Adapter part #7720-203 for control arm to accept stock springs
(c) Only for use with QA1's Pro Coil Systems
(d) These tubular arms are adjustable
(e) Fits 85-92 F-Body V8 with Tuned Port Injection
(f) Fits V8 with Throttle Body Injection or carburetor; Fits vehicles with A/C compressor on passenger side; will not fit dual snorkel air cleaner
(g) Will not fit traction control system or Camaro SS
(h) Fits T-top, but not convertible
(l) Will not fit 1964 A-Body
(m) Fits vehicles with GM corporate 10-bolt rear ends in which front locator of stock torque arm has lips facing away from driveshaft

Refer to product descriptions on pages 84-90 for more information.

WHAT BODY TYPE IS MY GM VEHICLE?

GM A-Body: '64-'81 Chevrolet Chevelle, Malibu, El Camino, Laguna, '70-'81 Monte Carlo; '64-'81 Pontiac LeMans, Tempest, Grand Am '64-'72 GTO, '69-'81 Grand Prix, Can Am; '64-'81 Oldsmobile Cutlass, Cutlass Supreme, 442, Vista Cruiser, '64-'81 Buick Special, Grand Sport, Regal '64-'75 Skylark; '71-'77 GMC Sprint, '78-'81 Caballero

GM G-Body: '82-'88 Monte Carlo, El Camino, '81-'82 Malibu; '82-'87 Grand Prix, Grand LeMans, Bonneville, '82-'87 Buick Regal, Grand National, '82-'88 Oldsmobile Cutlass, '81-'87 GMC Caballero

GM F-Body: '67-'02 Chevrolet Camaro, '10-present Camaro; '67-'02 Pontiac Firebird

GM S-Series: '82-'04 Chevrolet S10, '82-'90 GMC S15, '91-'04 GMC Sonoma

GM X-Body: '68-'79 Chevrolet Nova, Chevy II; '71-'77 Pontiac Ventura, '77-'79 Phoenix; '73-'79 Oldsmobile Omega; '73-'75 Buick Apollo, '75-'79 Skylark

MUSTANG SUSPENSION QUICK GUIDE

Make/Model	Year	Control Arms		Upper Trailing Arms		Lower Trailing Arms		K-Members	K-Member Braces	Strut Tower Braces	Sub-Frame Connectors	
		Eco-Comp	Pro-Comp	Adjustable	Tubular	Box Style	Tubular					
Mustang V8	65-73											
Mustang 5.0	79-93	MU1ESA	MU1TCA	5255		5221		MU2TK	52106[a]		5291	
Mustang 5.0 w/ SN95 Suspension	79-93	MU3ESA	MU3TCA	5255		5221		MU2TK	52106[a]		5291	
Mustang 5.0	94-95	MU2ESA	MU2TCA	5255		5221		MU2TK	52105[a]	5225	5291	
Mustang 4.6	96-98	MU2ESA	MU2TCA	5255		5221		MU1TK	52105[a]		5291	
Mustang 4.6	99-04	MU2ESA	MU2TCA	5255		5221		MU1TK	52105[a]	5224	5291	
Mustang 4.6	05-08			5253	5266		5276 CSX105 CAX105 CAA105			5223[c]	5292	
Mustang 4.6	09-10			5253	5266		5276 CSX105 CAX105 CAA105			5223[c]		
Mustang 5.0	11-14						5276 CSX105 CAX105 CAA105					
Mustang Cobra	94-95	MU2ESA	MU2TCA	5255		5221		MU2TK	52105[a]	5225[b]		
Mustang Cobra	96-98	MU2ESA	MU2TCA	5255		5221		MU1TK	52105[a]			
Mustang Cobra	99-04	MU2ESA	MU2TCA	5255		5221		MU1TK	52105[a]			
Mustang Convertible	94-95	MU2ESA	MU2TCA	5255		5221		MU2TK	52105[a]	5225		
Mustang Convertible	96-98	MU2ESA	MU2TCA	5255		5221		MU1TK	52105[a]			
Mustang Convertible	99-04	MU2ESA	MU2TCA	5255		5221		MU1TK	52105[a]	5224		
Mustang Convertible	05-08			5253	5266		5276 CSX105 CAX105 CAA105			5223[c]		

NOTES
(a) Brace will not work with tubular k-members. Will only work with stock k-members.
(b) Must use hardware hit #5299
(c) Will not clear some Superchargers
(d) Will only work with Mustangs converted to manual steering.

Refer to product descriptions on pages 84-90 for more information.

Use the Mustang specific quick guide for a glance at what suspension components are available for your vehicle. Please refer to pages 84-90 for the descriptions of each of QA1's suspension components.

	Tubular Panhard Bars				Bump Steer Kit	Tie Rod Sleeves	Trailing Arm Relocation Brackets	Trailing Arm Hardware Kits	Adjustable Pinion Snubbers	Sway Bars		
	Adjustable	Steel w/ X Series Rod Ends	Aluminum w/ X Series Rod Ends	Aluminum w/ A Series Rod Ends						Front	Rear	Kit
						5252						
					BAX102			5216	52101	52891	52885	52892
					BAX102			5216	52101	52891	52885	52892
					BAX104 BAX104M[d]			5216	52101	52884	52885	52886
					BAX104 BAX104M[d]			5216	52101	52884	52885	52886
					BAX104 BAX104M[d]			5216	52101	52884	52885	52886
	5220	PSX105	PAX105	PAA105	BAX105		52103			52887	52888	52889
	5220	PSX105	PAX105	PAA105	BAX105		52103			52887	52888	52889
	5220	PSX105	PAX105	PAA105			52103				52888	
					BAX104 BAX104M[d]					52884		
					BAX104 BAX104M[d]					52884		
					BAX104 BAX104M[d]					52884		
					BAX104 BAX104M[d]			5216	52101	52884	52885	52886
					BAX104 BAX104M[d]			5216	52101	52884	52885	52886
					BAX104 BAX104M[d]			5216	52101	52884	52885	52886
	5220	PSX105	PAX105	PAA105	BAX105		52103			52887	52888	52889

MOPAR REAR SUSPENSION CONVERSION SYSTEM

» Bolt in! No cutting, fabrication or welding!

» Improve handling, ride quality & performance!

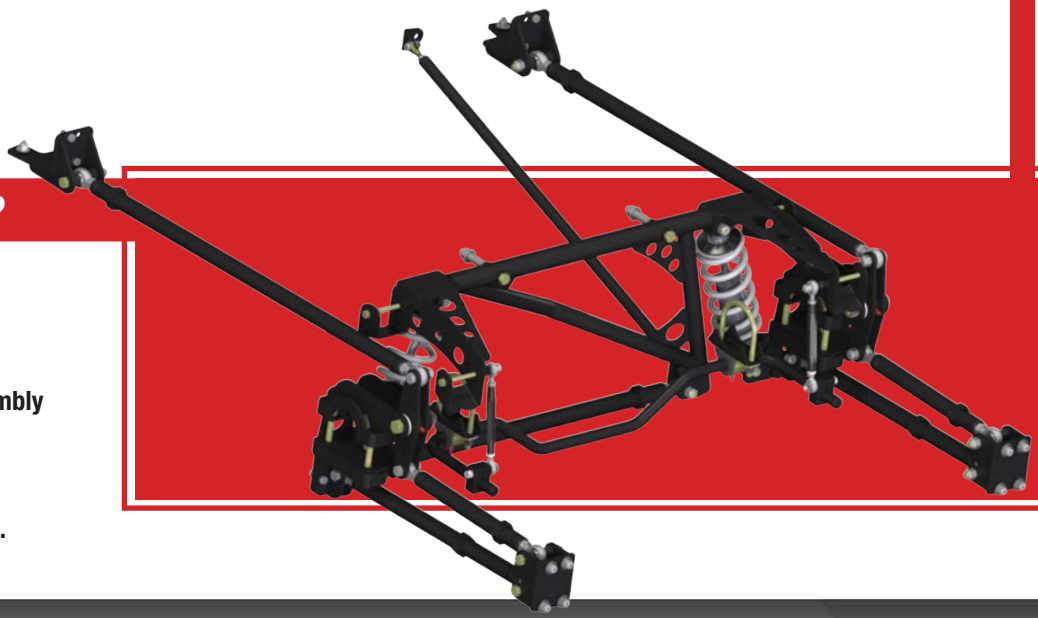
» Ditch your leaf springs the easy way!

Available for 67-79 Mopar A-Body vehicles with 8 3/4" rear axles, this system replaces your leaf springs with its revolutionary 6-link suspension. The 6 links replicate the geometry of the tried and true 4-link while still mounting to the existing locations on the chassis, where the factory intended suspension loads to go.

The axle is located laterally by a panhard bar that positions the roll center near the original location, so it plays nicely with stock or modified front geometry. There is no bind in this suspension like a traditional 3- or 4-link, and no need for special links or compliant bushings. The side view instant center is adjustable by moving the forward lower link. The system allows the factory fuel tank to remain, further simplifying installation. Available with QA1 single, double or 4-way adjustable Pro Coil Systems and three spring rate options to allow the system to be tailored to any application. Made in the USA.

Spring Length/Rate

67-79 MOPAR A-BODY	*SOFT (12-170)*	*MEDIUM (12-200)*	*FIRM (12-220)*
4-Way Adjustable	#R401-170	#R401-200	#R401-220
Double Adjustable	#R201-170	#R201-200	#R201-220
Single Adjustable	#R101-170	#R101-200	#R101-220



WHAT'S INCLUDED?

- Adjustable Shocks
- Springs
- Coil-Over Hardware
- Frame Brackets
- Center Cross Member Assembly
- Axle Brackets
- Linkage Assemblies
- Swaybar with Hardware
- All Required Nuts, Bolts, etc.

MUSTANG CONTROL ARMS

Tubular control arms reduce unsprung weight while improving weight distribution in race applications. QA1 Mustang tubular control arms require the use of coil-over struts. QA1 caster camber plates are recommended. Get a substantial weight savings of 15 lbs. per set! Made in the USA.

All QA1 tubular control arms use ball joints that are interchangeable with readily available OE replacements or QA1 Low Friction Ball Joints, depending on the model.

ECO-COMP CONTROL ARMS

The Eco-Comp control arms are built with poly bushings and are engineered for performance. For use on the strip, the Eco-Comps offer value without sacrificing performance.

79-93 Mustang 5.0.....#MU1ESA
94-04 Mustang 5.0/4.6.....#MU2ESA
79-93 Mustang with SN95 Suspension.....#MU3ESA


#MU1ESA

PRO-COMP CONTROL ARMS

Pro-Comp control arms are equipped with QA1's exclusive X Series chromoly rods ends, which allow you to change both the wheelbase and stance of your vehicle. This allows you to achieve a wide range of wheel alignment settings that will improve straight line performance and track stability!

79-93 Mustang 5.0.....#MU1TCA
94-04 Mustang 5.0/4.6.....#MU2TCA
79-93 Mustang with SN95 Suspension.....#MU3TCA


#MU2TCA

GM CONTROL ARMS

GM A, G and F-Body control arms are available in two different configurations - street and race. The street arms use a factory replacement ball joint and polyurethane pivot bushings. These work great on vehicles used primarily for cruising and long distance events. The race arms utilize a QA1 Low Friction Ball Joint and low friction, low deflection UHMW pivot bushings, providing the added performance needed for drag racing, pro-touring and hard core street applications. These control arms feature powder coated tubular construction for increased strength and great looks and come configured for QA1 Pro Coil Systems. A bolt-in spring adapter is available to allow the control arms to be used with stock springs. All of the upper arms feature an offset cross shaft, letting you quickly and easily adjust camber.


#52322


#52337

All of these arms are designed to add 3-4 degrees of caster and 0.5 to 1 degree of negative camber when used together. When used independently they will add approximately half of the preceding numbers.

All parts sold in pairs. Made in the USA.

	Upper Arms		*Lower Arms*	
	Race	*Street*	*Race*	*Street*
64-72 GM A-Body (Chevelle, GTO, 442, Buick GS, etc.)*	#52322	#52422	#52337	#52437
NEW **73-77 GM A-Body** (Malibu, Monte Carlo, Cutlass, Regal, etc.)**	#52318	#52418	#52320	#52420
78-88 GM G-Body (Malibu, Monte Carlo, Cutlass, Regal, etc.)**	#52365	#52465	#52364	#52464
67-69 GM F-Body (Camaro, Firebird)*	#52317	#52417	#52319	#52419
70-81 GM F-Body (Camaro, Firebird)**	#52318	#52418	#52320	#52420
NEW **82-92 GM F-Body** (Camaro, Firebird)***	N/A	N/A	#52321	#52421
82-04 GM S Series (S10, S15, Sonoma, etc.)**	#52367	#52467	#52366	#52466
68-74 GM X-Body (Nova)*	#52317	#52417	#52319	#52419


#52417


#52419

** Bolt-In Spring Adapter (#7720-168) needed for use with stock springs.*
*** Bolt-In Spring Adapter (#7720-203) needed for use with stock springs.*
**** Only for use with QA1's Pro Coil Systems.*
Ball joint tool kit for race control arms is #1891-106.

MOPAR CONTROL ARMS

QA1's Upper Control Arms are ready-to-bolt-on sets for your Mopar. They feature tubular construction, black powder coat and polyurethane inner pivot bushings. These upper control arms increase caster by approximately 3 degrees. Each set comes with ball joints. Made in the USA.


#52305

QA1's Lower Control Arms with sway bar tabs are a direct bolt-in on your factory K-member, are stronger than factory arms and don't add any weight! The set includes bushings, pivot arms and nuts for ease of installation. Made in the USA.


#52301

All parts sold in pairs.

	Upper Arms	*Lower Arms*
64-72 Mopar A-Body	#52303	#52307*
73-76 Mopar A-Body	#52301**	#52307*
62-72 Mopar B-Body	#52305	#52308†
70-74 Mopar E-Body	#52305	#52308††


#52308

** Designed to work with the QA1 sway bar, the 64-66 A-Body with no sway bar or 67-73 A-Body with the 73-76 OE sway bar or "flat bar."*
*** Only factory cars and any A-Body that was swapped to disc brakes with factory parts (large ball joint).*
† Only recommended for use with QA1 sway bar, 62-70 B-Body applications with no sway bar or E-Body OE sway bar and QA1 K-Member #52315.
†† Designed to work with the QA1 sway bar, E-Body OE sway bar or the 71-72 B-Body OE sway bar.

REAR LOWER CONTROL ARMS


#52363

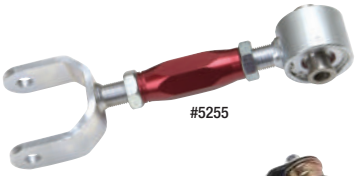
QA1's Rear Lower Control Arms are constructed from CNC cut and formed steel. They reduce control arm flex during hard cornering and acceleration. They are also designed to be more rigid or stiffer than the factory arm, allowing the shock and spring to work more efficiently and maximize grip. Made in the USA, the rear lower control arms feature greasable polyurethane bushings and are powder coated black for long lasting durability.

10-11 Camaro.....#52363

TRAILING ARMS


#5205

Now you have your choice of trailing arms: rectangular, tubular or adjustable. All upper tubular and lower boxed trailing arms use polyurethane bushings on both ends, while upper adjustable and lower tubular trailing arms use a spherical ball or rod end assembly on the chassis end to eliminate bushing bind, allowing the suspension to move smoother for better control. This keeps the tires planted firmly on the ground for improved traction and a more predictable, better handling car. Lower arms include mounting points for OE style sway bar (applies to GM A & G-Body and Ford Mustang only), and both styles are powder-coated gloss black for a long lasting finish.


#5255

Rectangular Trailing Arms are constructed from .120" wall cold rolled steel tubing for maximum strength and flex elimination. These trailing arms have fluted, greasable, graphite/polyurethane bushings, which are superior to the stock rubber bushings.

Tubular Trailing Arms are constructed of 1-1/4" diameter .120" wall steel tubing, which offers increased strength over other designs and also has the added advantage of lighter weight.


#5267

Heavy-Duty Adjustable Trailing Arms allow easy rear suspension adjustments for optimum handling and traction. They can be adjusted without removing the arms from the vehicle. Simply loosen the jam nuts and adjust the pinion angle. Spherical ball assembly with UHMW bushings allows rear suspension to move more freely. Includes graphite/polyurethane differential bushings to replace soft OE differential bushings.


#5248

NEW

All parts sold in pairs. Made in the USA.

	Upper Arms		*Lower Arms*	
	Adjustable	*Tubular*	*Box Style*	*Tubular*
82-02 Camaro/Firebird	N/A	N/A	#5204	#5274
10-Present Camaro SS (Adjustable Tubular Arms)	N/A	N/A	N/A	#5200
64-67 GM A-Body	#5249	#5269	#5205	N/A
68-72 GM A-Body	#5248	#5268	#5205	N/A
73-77 GM A-Body	#5247	#5267	#5208	N/A
78-88 GM A/G-Body	#5247	#5267	#5204	N/A
79-04 Mustang & 1979-86 Capri	#5255	N/A	#5221	N/A
05-10 Mustang	#5253	#5266	N/A	#5276
11-14 Mustang	N/A	N/A	N/A	#5276
05-14 Mustang (Steel Arms & X Series Rod Ends)	N/A	N/A	N/A	#CSX105
05-14 Mustang (Aluminum Arms & X Series Rod Ends)	N/A	N/A	N/A	#CAX105
05-14 Mustang (Aluminum Arms & A Series Rod Ends)	N/A	N/A	N/A	#CAA105

K-MEMBERS


#52314

QA1's Mopar K-members are direct bolt-ons to any A, B or E-Body. Engineered for maximized strength, the tubular design allows for greater header clearance. The K-member comes with engine mount attachment points to accept factory and aftermarket engine mounts. The Mopar A-Body K-member is designed for 1967-72 small block engine mounts and 1973-76 A-Body sway bar or QA1 sway bar. The B & E-Body K-members are designed for small block or big block engine mounts and E-Body and 1971-72 B-Body sway bars or QA1 sway bars. Made in the USA.

67-72 Mopar A-Body.....#52313
66-70 Mopar B-Body.....#52315
71-72 Mopar B-Body & 70-74 Mopar E-Body.....#52314


#MU2TK

QA1's tubular Mustang K-members are designed from the ground up for weight savings, improved geometry and as a bolt-in swap for the factory K-member. For best results, QA1 Control Arms are strongly recommended. Bump steer, anti-dive and Ackerman angles have been improved for maximum performance. This K-member will change the vehicle's stance to a performance race stance. If the vehicle has been modified, there is a potential for tire to fender clearance issues. Made in the USA.

- Bolt-In Design
- Mild Steel DOM Tubular Construction
- 28 lbs. Weight Savings Over Factory
- Increased Header Clearance
- Modular Design for Versatility
- Improved Geometry
- Designed for Hard Core Drag Race Applications
- Not for Street Use

79-95 Mustang 5.0.....#MU2TK
96-04 Mustang 4.6.....#MU1TK

MUSTANG K-MEMBER BRACES

QA1 K-Member Braces are designed to stabilize the front suspension on 79-04 Ford Mustangs during hard cornering, allowing for improved control and handling. These braces reinforce the OEM K-member and help to keep the lower control arm mounting points from distorting during extreme conditions. They are currently the only braces on the market to feature an adjustable sleeve for fine tuning the preload. Made in the USA.

79-93 Mustang.....#52106
94-04 Mustang.....#52105
Brace will not work with tubular K-members. Will only work with stock K-members.


#52105

STRUT TOWER BRACES

QA1 Strut Tower Braces utilize a unique design to reinforce the front sub-structure and strut towers. The result is improved handling through quicker and more precise steering reaction. Most strut tower braces feature a black powder coated finish, with some applications available in a brushed stainless steel finish. Made in the USA.

85-92 Camaro/Firebird V8 with Tuned Port Injection
(some vehicles may require trimming of hood understructure; will not fit 87-92 Formula).....#5226
82-92 Camaro/Firebird V8 with Throttle Body Injection or Carburetor
(fits vehicles with A/C compressor on passenger side, will not fit dual snorkel air cleaner).....#5227
93-97 Camaro/Firebird LT1 V8 (will not fit traction control system or Camaro SS).....#5228
98-02 Camaro/Firebird LS1 V8 (including traction control system).....#5229
10-11 Camaro.....#52362
94-95 5.0L Mustang & Cobra.....#5225
Hardware Kit for #5225 (required for 94-95 Cobra).....#5299
99-04 Mustang (will not fit Cobra).....#5224
05-14 Mustang GT (will not clear some Superchargers).....#5223


#5229


#52362


#5224


#5227

WELD-IN SUB-FRAME CONNECTORS

QA1 Weld-In Sub-Frame Connectors are designed to improve handling and straight line performance by eliminating chassis twist and improving weight transfer. Made with 1-5/8" diameter, .120" wall steel tubing and laser cut and formed end brackets that fit the contours of the sub-frame. Get the performance benefits of a more rigid chassis without reduced ground clearance. Made in the USA.

67-69 Camaro/Firebird.....#5293
70-81 Camaro/Firebird.....#5281
82-92 Camaro/Firebird.....#5279
93-02 Camaro/Firebird (fits T-top, but not convertible).....#5290
79-04 Mustang (not 94-98 Cobra, will not fit convertible).....#5291
05-08 Mustang (will not fit convertible).....#5292


#5279


#5291

BUMP STEER KITS

Changing suspension components sometimes leads to bump steer or unwanted toe change during suspension travel. Correct this problem with QA1's easy to install bump steer kit. This kit features QA1's premium chromoly steel, heat treated, self-sealing and self-lubricating X Series rod ends and an aluminum anodized adjusting sleeve. These kits fit vehicles with factory steering ONLY, unless otherwise noted. Made in the USA.

Kit contains:

- (2) QA1 X Series rod ends with jam nuts
- (2) Specially designed spindle studs (no drilling required) with washer and lock nut
- (2) Anodized aluminum adjusting sleeves with jam nuts
- Assortment of bump steer spacers

79-93 Mustang 5.0 including Cobra.....#BAX102
94-04 Mustang 5.0/4.6 including Cobra.....#BAX104
94-04 Mustang 5.0/4.6 including Cobra converted to manual steering.....#BAX104M
05-11 Mustang.....#BAX105


#BAX102

DYNAMIC STRUT BARS

Improve your Mopar's suspension performance with QA1's Dynamic Strut Bars. These bars are fully adjustable and come with rod ends. They are anodized and constructed of 6061-T6 Aluminum. No bushings are required. They are a direct bolt-in with QA1 or factory K-member. Made in the USA.

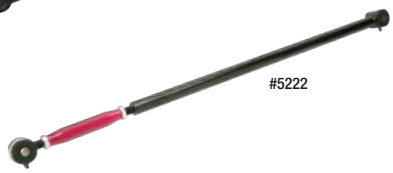
64-76 Mopar A-Body.....#52311
62-72 Mopar B-Body & 70-74 E-Body.....#52312


#52311

QA1® SUSPENSION COMPONENTS

PANHARD BARS


#5262


#5222


#PAX105

These tubular panhard bars complement our lower trailing arms. The improved design resists unwanted flex and twisting, keeping the axle properly located under the chassis for improved cornering and driveability under all conditions. Adjustable panhard bars are needed for lowered cars to maintain proper axle alignment. The truck and SUV panhard bars allow for maximum rear suspension travel without bushing bind for a superior ride. Panhard bars include our fluted, greasable, graphite/polyurethane bushings for a long, trouble free life. Made in the USA.

82-02 Camaro/Firebird (non-adjustable).....**#5202**
82-02 Camaro/Firebird (adjustable).....**#5222**
03-08 Hummer H2, 2001-06 2wd & 4wd Tahoe, Suburban, Yukon, Denali, Escalade and Avalanche (with rear coil or air springs).....**#5262**
05-14 Mustang (adjustable).....**#5220**

QA1 has other panhard bar options for the 2005 to present Mustangs. Lightweight and highly adjustable, these Panhard Bars are available in both steel and aluminum and feature QA1's premium self-sealing and self-lubricating X or A Series rod ends. Kit includes panhard bar with rod ends and jam nuts. Made in the USA.

05-14 Mustang (Steel with X Series Rod Ends).....**#PSX105**
05-14 Mustang (Aluminum with X Series Rod Ends).....**#PAX105**
05-14 Mustang (Aluminum with A Series Rod Ends).....**#PAA105**

TIE ROD SLEEVES


#5250

Install these heavy duty QA1 Tie Rod Sleeves for a more positive tie rod adjustment. They are manufactured from solid steel hex stock then zinc plated for durable good looks and corrosion resistance. These are stronger than stock OE split sleeves. Sold in pairs. Made in the USA.

68-70 AMX & Javelin, 1982-92 Camaro/Firebird, 1964-70 A-Body, 1978-88 A/G-Body & More!
High performance replacement for Moog #ES2032S (5/8" x 3-3/8").....**#5250**
67-69 Camaro, 1968-74 Nova, 1965-70 Impala & More!
High performance replacement for Moog #ES350S (5/8" x 4-7/8").....**#5251**
70-81 Camaro, 1975-79 Nova, 1971-77 A-Body, 1965-73 V-8 Mustang, 1970-81 Firebird, 71-99 GM 2wd Pick Up Truck, 1973-92 GM 2wd Suburban
High performance replacement for Moog #ES2004S (11/16" x 3-1/2").....**#5252**
75-80 Mopar High performance replacement for Moog #ES430S (11/16" x 8").....**#52324**
64-74 Mopar High performance replacement for Moog #ES319S (9/16" x 8").....**#52325**

TRAILING ARM RELOCATION BRACKETS


#5275


#52103

A must for lowered vehicles. These brackets lower the rear mounting point of the rear trailing arms. They correct the trailing arm angle while raising the instant center of the vehicle, which improves forward bite and eliminates rear squat during hard acceleration. Two non-stock mounting locations are available in addition to the stock location and they will accept QA1, OEM or any other aftermarket lower trailing arm on the market. Grade 8 hardware is included; welding is required for installation. Made in the USA.

82-02 Camaro/Firebird.....**#5275**
05-14 Mustang.....**#52103**

TRAILING ARM HARDWARE KITS


#5215


#5217

These kits replace factory hardware with new bolts, A/N washers and nylock nuts. Made in the USA.

82-02 Camaro/Firebird & 78-88 GM A/G-Body.....**#5215**
64-72 GM A-Body.....**#5217**
79-04 Mustang.....**#5216**

TUBULAR BRACES


#5211

Tubular braces work with GM A-Body and G-Body trailing arms to reinforce the rear trailing arm mounts for major improvements in traction with less wheel-hop and more power to the ground. Includes all necessary hardware for installation and are sold in pairs. Made in the USA.

64-67 GM A-Body.....**#5212**
68-72 GM A-Body.....**#5211**
78-88 GM A/G-Body.....**#5210**

ADJUSTABLE REAR FRAME SUPPORTS

QA1 Adjustable Rear Frame Supports are engineered to improve handling, traction and all around suspension performance by eliminating unwanted chassis flex and reinforcing the upper and lower trailing arm mounts. Made from 1" diameter cold rolled steel tubing, they feature zinc plated adjustable threaded sleeves for adjusting the preload in the rear trailing arm mount after installation. Designed to clear stock and aftermarket mufflers and includes all necessary hardware for installation. Made in the USA.

64-67 GM A-Body.....#5283
68-72 GM A-Body.....#5284
78-88 GM A/G-Body.....#5285


#5283

ADJUSTABLE REAR TOE LINKS

The QA1 Adjustable Rear Toe Links for the 5th Generation Chevy Camaro help keep the tires planted firmly on the ground and pointed in the right direction to improve handling performance. They are constructed with aluminum adjustment sleeves, 5/8" heavy duty rod ends and polyurethane bushings for strength and stability. They replace OEM arms produced from stamped steel that can deform under hard cornering loads and which use an eccentric for rear toe adjustment that is susceptible to slippage. The rod end on QA1's toe links allows the suspension to operate smoothly throughout its full range of motion. The kit includes lockouts for the eccentrics to stop any movement of the rear toe adjustment and relocates the adjustment point onto the toe link for a finer and easier adjustment. Made in the USA.

10-11 Camaro SS.....#52801


#52801

TORQUE ARMS

These torque arms feature strong tubular construction and a graphite/polyurethane front bushing to reduce wheel-hop caused by excessive flex under hard acceleration and cornering. Adjustable torque arms are built from 1" x .120" wall tubing. They feature 3/4" spherical rod ends, allowing easy pinion angle adjustment on stock or lowered cars. Powder coated black for durability with grade 8 bolts. Fits vehicles with GM corporate 10-bolt rear ends in which front locator of stock torque arm has lips facing away from driveshaft. Made in the USA.

84-02 Camaro/Firebird (non-adjustable).....#5280
84-02 Camaro/Firebird (adjustable).....#5282


#5282

#5280

TORSION BAR ADJUSTERS

These torsion bar adjusters are stock replacements and work well with factory or QA1 lower control arms. They are made from high strength alloy steel that's zinc plated for durability and feature a 3/4" hex head for easy adjustment with a standard socket. Comes with two torsion bar adjusters. Made in the USA.

64-76 Mopar A-Body, 62-72 Mopar B-Body & 70-74 Mopar E-Body.....#52360


#52360

ECCENTRIC CAMBER BOLT ADJUSTERS

QA1's Eccentric Camber Bolt Adjusters allow for easy alignment changes. They offer a camber adjustment range of -2.5 to +2.5 from factory. These work with factory upper control arms or QA1 upper control arms. All components are zinc plated for durability. Comes with four eccentric camber bolt adjusters. Made in the USA.

64-76 Mopar A-Body, 62-72 Mopar B-Body & 70-74 Mopar E-Body.....#52361


#52361

ANTI-HOP BARS

QA1 Anti-Hop Bars relocate the upper trailing arms to change the instant center of the rear suspension. This will improve the chassis reaction and increase forward bite and traction. The QA1 Anti-Hop Bars are one of the most effective and easily installed traction improvements. We strongly recommend adjustable trailing arms (pg. 86) for maximum adjustability and performance. Includes graphite/polyurethane bushings. Made in the USA.

64-72 GM A-Body (64 requires purchase of diff bushings).....#5213*
78-88 GM A/G-Body.....#5214

Does not fit Oldsmobile rear ends


#5213


#5214

SWAY BARS

QA1 Sway Bars give your chassis the stability it needs to keep your tires planted on the road. Each sway bar is engineered by QA1 to provide the best performance available. Precision CNC forming ensures proper fitment for a true bolt-on installation. A gloss black powder coated finish is applied for lasting durability and corrosion resistance. QA1 Sway Bars are available individually (front or rear) and in pairs (front and rear) and mount in the stock location for easy installation. Made in the USA.

Front Sway Bars are manufactured from lightweight hollow-core (4130) chromoly steel for maximum strength and durability. They also include greasable graphite polyurethane bushings and high quality plated hardware.

Rear Sway Bars are manufactured from heavy duty solid-core (1045) cold formed steel for maximum strength. They include greasable graphite polyurethane bushings and high quality plated hardware.


#52812


#52861


#52876


#52815


#52887

NEW

MOPAR

67-72 Mopar A-Body with QA1 K-Member
Front (Hollow core 3/16" wall x 1-1/4" diameter).....#52861‡

66-72 Mopar B-Body & 70-74 Mopar E-Body with QA1 K-Member
Front (Hollow core 3/16" wall x 1-1/4" diameter).....#52860‡

GM

NEW

63-82 Corvette
Front (Hollow core 3/16" wall x 1-1/4" diameter).....#52820

67-69 Camaro/Firebird & 68-74 GM X-Body
Front (Hollow core 3/16" wall x 1-1/4" diameter).....#52816

NEW

70-81 Camaro/Firebird
Front (Hollow core 3/16" wall x 1-3/8" diameter).....#52882

82-92 Camaro/Firebird
Front (Hollow core 3/16" wall x 1-3/8" diameter).....#52810
Rear (Solid core 1" diameter).....#52875
Complete Kit (#52810 & #52875 pair packed).....#52812

93-02 Camaro/Firebird
Front (Hollow core 3/16" wall x 1-3/8" diameter).....#52874
Rear (Solid core 1" diameter).....#52875
Complete Kit (#52874 & #52875 pair packed).....#52876

10-11 Camaro
Front (Hollow core 0.156" wall x 1" diameter).....#52813
Rear (Solid core 7/8" diameter).....#52814
Complete Kit (#52813 & #52814 pair packed).....#52815

78-88 GM A/G-Body Applications
Front (Hollow core 3/16" wall x 1-3/8" diameter).....#52877
Rear (Solid core 1" diameter).....#52878
Complete Kit (#52877 & #52878 pair packed).....#52879

64-72 GM A-Body Applications
Front (Hollow core 3/16" wall x 1-1/4" diameter).....#52870
Rear (Solid core 1" diameter).....#52871
Complete Kit (#52870 & #52871 pair packed).....#52873

FORD

79-93 Ford Mustang
Front (Hollow core 3/16" wall x 1-1/4" diameter).....#52891*
Rear (Solid core 1" diameter).....#52885**
Complete Kit (#52891 & #52885 pair packed).....#52892**

94-04 Ford Mustang
Front (Hollow core 3/16" wall x 1-1/4" diameter).....#52884
Rear (Solid core 1" diameter).....#52885**
Complete Kit (#52884 & #52885 pair packed).....#52886**

05-11 Ford Mustang
Front (Hollow core 3/16" wall x 1-3/8" diameter).....#52887
Rear (Solid core 7/8" diameter).....#52888
Complete Kit (#52887 & #52888 pair packed).....#52889

12-14 Ford Mustang
Rear (Solid core 7/8" diameter).....#52888

‡ Fits QA1 K-member only

** For extreme use, add the Front Sway Bar Reinforcement Kit for 79-93 Mustangs (Part #52107). Made of 1/8" steel plate that requires welding to the front subframe.*

*** The Rear Sway Bar for 79-04 Mustangs (Part #52885) requires QA1 Rear Trailing Arms (Part # 5221)*

FULL-VEHICLE SUSPENSION KITS

NEW

Performance Handling & Drag Racing Suspension Kits

QA1 now offers complete suspension kits for a variety of GM, Ford and Mopar vehicles. These kits are available for handling or drag racing applications with up to three different levels of performance to choose from.

We listened to our customers and modeled our kits around what parts they would need to reach their goals. We also put these kits together in such a way that each component will work seamlessly with whatever OE component it attaches to.

We are 100% transparent of every part number that makes up the kits, so you know exactly what you're getting. Don't want to make the investment right away? No problem. You can build your car in stages, using our parts list as a road map to get to the level of performance you want and have the peace of mind knowing you won't have compatibility issues.

These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Our level three handling kits offer a stiffer spring to maximize the cornering performance, while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer. The kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

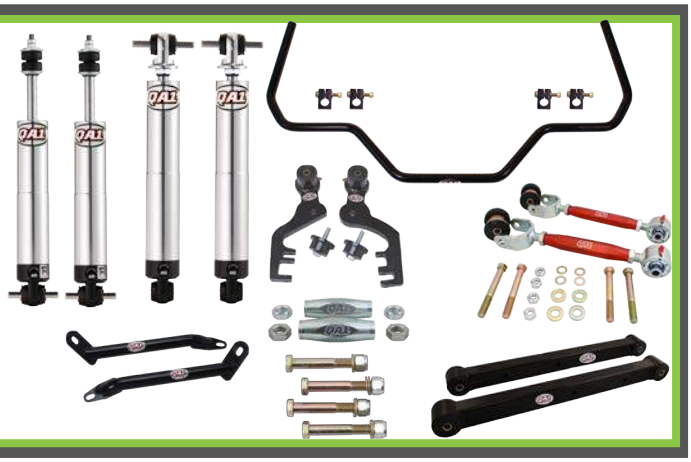
1964-1967 GM A-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TR507	Front "R" Series Stocker Star Shocks
(2) TS801	Rear Single Adjustable Stocker Star Shocks
52871	Rear Sway Bar
5205	Boxed Lower Trailing Arms
5249	Adjustable Upper Trailing Arms
5212	Trailing Arm Braces
5250	Tie Rod Adjuster Sleeves
5213	Anti-Hop Bars
5217	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK01-GMA1
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMA1



DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD501-11300A	Front Double Adjustable Pro Coil Shock System
RCK52335	Rear Double Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
52871	Rear Sway Bar
5205	Boxed Lower Trailing Arms
5249	Adjustable Upper Trailing Arms
52322	Upper Race Control Arms
52337	Lower Race Control Arms
5250	Tie Rod Adjuster Sleeves
5283	Adjustable Frame Brace
5213	Anti-Hop Bars
1891-106	Ball Joint Tool Kit
5217	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK02-GMA1
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMA1

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

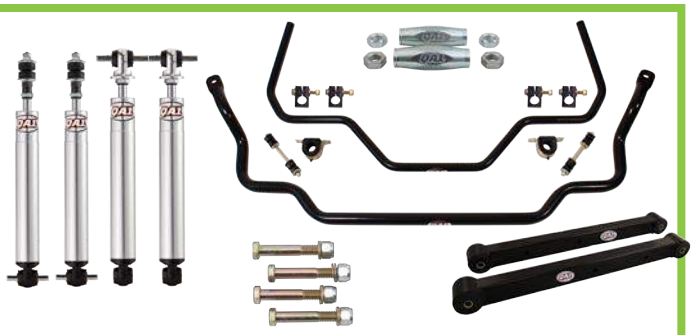
What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TN507	Front Non-Adjustable Stocker Star Shocks
(2) TN801	Rear Non-Adjustable Stocker Star Shocks
52873	Front and Rear Sway Bars
5205	Boxed Lower Trailing Arms
5250	Tie Rod Adjuster Sleeves
5217	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK01-GMA1
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMA1

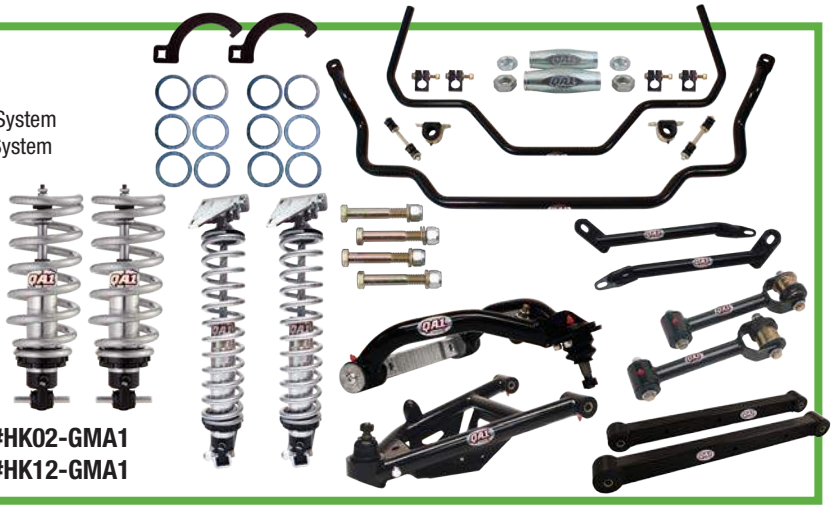


HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GS501-10400A	Front Single Adjustable Pro Coil Shock System
RCK52340	Rear Single Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
52873	Front and Rear Sway Bars
5205	Boxed Lower Trailing Arms
5269	Tubular Upper Trailing Arms
52422	Upper Street Control Arms
52437	Lower Street Control Arms
5250	Tie Rod Adjuster Sleeves
5212	Tubular Braces
5217	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK02-GMA1
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMA1



HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD501-10450A	Front Double Adjustable Pro Coil Shock System
RCK52337	Rear Double Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
52873	Front and Rear Sway Bars
5205	Boxed Lower Trailing Arms
5249	Adjustable Upper Trailing Arms
52322	Upper Race Control Arms
52337	Lower Race Control Arms
5250	Tie Rod Adjuster Sleeves
5283	Adjustable Frame Brace
1891-106	Ball Joint Tool Kit
5217	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK03-GMA1
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMA1

1968-1972 GM A-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

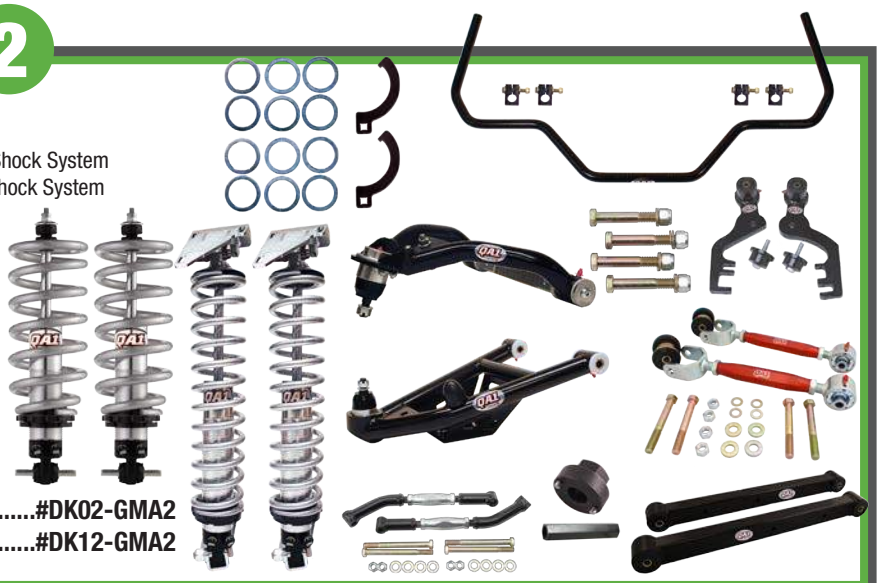
(2) TR505	Front "R" Series Stocker Star Shocks
(2) TS801	Rear Single Adjustable Stocker Star Shocks
52871	Rear Sway Bar
5205	Boxed Lower Trailing Arms
5248	Adjustable Upper Trailing Arms
5212	Trailing Arm Brace
5213	Anti-Hop Bars
5217	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK01-GMA2
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMA2

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD401-11300B	Front Double Adjustable Pro Coil Shock System
RCK52335	Rear Double Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
52871	Rear Sway Bar
5205	Boxed Lower Trailing Arms
5248	Adjustable Upper Trailing Arm
52322	Upper Race Control Arms
52337	Lower Race Control Arms
5284	Adjustable Frame Brace
5213	Anti-Hop Bars
1891-106	Ball Joint Tool Kit
5217	Trailing Arm Hardware Kit



DRAG RACING KIT WITH SHOCKS.....#DK02-GMA2
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMA2

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

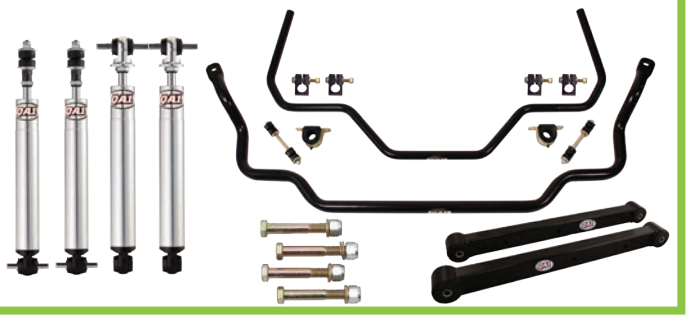
What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TN505	Front Non-Adjustable Stocker Star Shocks
(2) TN801	Rear Non-Adjustable Stocker Star Shocks
52873	Front and Rear Sway Bars
5205	Boxed Lower Trailing Arms
5217	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK01-GMA2
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMA2

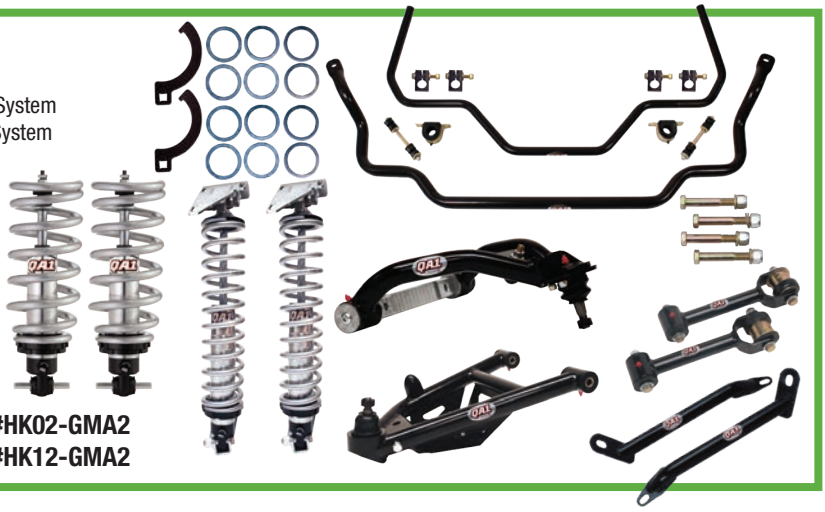


HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GS401-10400B	Front Single Adjustable Pro Coil Shock System
RCK52340	Rear Single Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
52873	Front and Rear Sway Bars
5205	Boxed Lower Trailing Arms
5268	Tubular Upper Trailing Arms
52422	Upper Street Control Arms
52437	Lower Street Control Arms
5211	Tubular Braces
5217	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK02-GMA2
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMA2

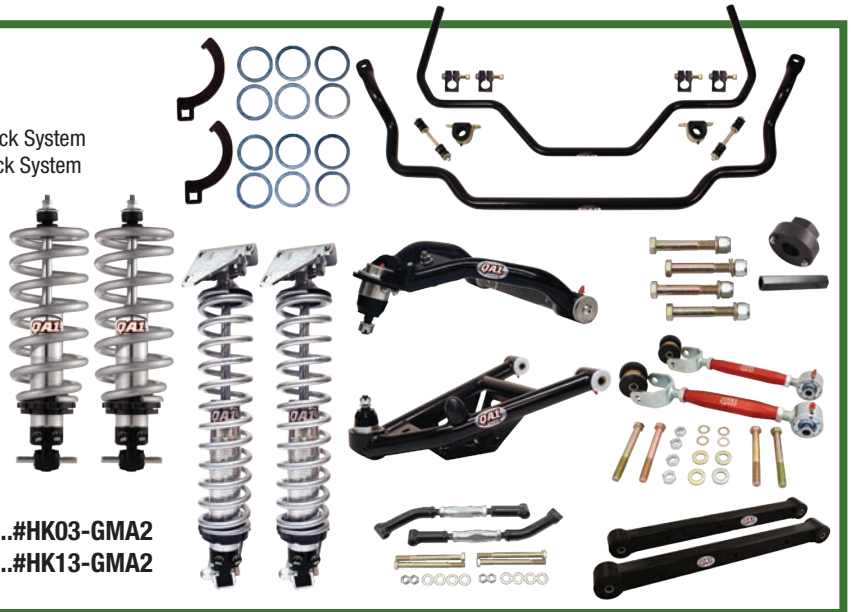


HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD401-10450B	Front Double Adjustable Pro Coil Shock System
RCK52337	Rear Double Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
52873	Front and Rear Sway Bars
5205	Boxed Lower Trailing Arms
5248	Adjustable Upper Trailing Arms
52322	Upper Race Control Arms
52337	Lower Race Control Arms
5284	Adjustable Frame Brace
1891-106	Ball Joint Tool Kit
5217	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK03-GMA2
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMA2



1967-1969 GM F-BODY

Because of the difference in rear shocks between the mono-leaf and multi-leaf cars, we have left the rear shocks out of the drag racing and handling kits. Please see page 54 or 60 for rear shock options for your car.

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TR505	Front "R" Series Stocker Star Shocks
52417	Upper Street Control Arms
52419	Lower Street Control Arms
7720-168	Stock Spring Seat Adapter
5250	Tie Rod Adjuster Sleeves

DRAG RACING KIT WITH SHOCKS.....#DK01-GMF1
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMF1

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD401-11300A	Front Double Adjustable Pro Coil Shock System (Optional)
7888-112	Thrust Bearing/Spanner Wrench Kit
52317	Upper Race Control Arms
52319	Lower Race Control Arms
5250	Tie Rod Adjuster Sleeves
1891-106	Ball Joint Tool Kit

DRAG RACING KIT WITH SHOCKS.....#DK02-GMF1
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMF1

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TN505	Front Non-Adjustable Stocker Star Shocks
52816	Front Sway Bar
5250	Tie Rod Adjuster Sleeves

HANDLING KIT WITH SHOCKS.....#HK01-GMF1

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GS401-10400A	Front Single Adjustable Pro Coil Shock System
7888-112	Thrust Bearing/Spanner Wrench Kit
52816	Front Sway Bar
52417	Upper Street Control Arms
52419	Lower Street Control Arms
5250	Tie Rod Adjuster Sleeves

HANDLING KIT WITH SHOCKS.....#HK02-GMF1
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMF1

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD401-10450A	Front Double Adjustable Pro Coil Shock System
7888-112	Thrust Bearing/Spanner Wrench Kit
52816	Front Sway Bar
52317	Upper Race Control Arms
52319	Lower Race Control Arms
5250	Tie Rod Adjuster Sleeves
1891-106	Ball Joint Tool Kit

HANDLING KIT WITH SHOCKS.....#HK03-GMF1
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMF1

1970-1981 GM F-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TR507	Front "R" Series Stocker Star Shocks
(2) TS702	Rear Single Adjustable Stocker Star Shocks
52418	Upper Street Control Arms
52420	Lower Street Control Arms
5252	Tie Rod Adjuster Sleeves
7720-203	Stock Spring Seat Adapter

DRAG RACING KIT WITH SHOCKS.....#DK01-GMF2
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMF2

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD501-10450C	Front Double Adjustable Pro Coil Shock System
(2) TD702	Rear Double Adjustable Stocker Star Shocks
7888-109	Thrust Bearing Kit
52318	Upper Race Control Arms
52320	Lower Race Control Arms
5252	Tie Rod Adjuster Sleeves
1891-106	Ball Joint Tool Kit

DRAG RACING KIT WITH SHOCKS.....#DK02-GMF2
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMF2

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TN507	Front Non-Adjustable Stocker Star Shocks
(2) TN702	Rear Non-Adjustable Stocker Star Shocks
52882	Front Sway Bar
5252	Tie Rod Adjuster Sleeves

HANDLING KIT WITH SHOCKS.....#HK01-GMF2

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GS501-10400C	Front Single Adjustable Pro Coil Shock System
(2) TS702	Rear Single Adjustable Stocker Star Shocks
7888-109	Thrust Bearing Kit
52882	Front Sway Bar
52418	Upper Street Control Arms
52420	Lower Street Control Arms
5252	Tie Rod Adjuster Sleeves

HANDLING KIT WITH SHOCKS.....#HK02-GMF2
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMF2

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD501-10450C	Front Double Adjustable Pro Coil Shock System
(2) TD702	Rear Double Adjustable Stocker Star Shocks
7888-109	Thrust Bearing Kit
52882	Front Sway Bar
52318	Upper Race Control Arms
52320	Lower Race Control Arms
5252	Tie Rod Adjuster Sleeves
1891-106	Ball Joint Tool Kit

HANDLING KIT WITH SHOCKS.....#HK03-GMF2
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMF2

1982-1992 GM F-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HR607SK	Front "R" Series Struts
(2) TS704	Rear Single Adjustable Stocker Star Shocks
52875	Rear Sway Bar
5204	Boxed Lower Trailing Arms
5275	Trailing Arm Relocation Brackets
5250	Tie Rod Adjuster Sleeves
5222	Adjustable Tubular Panhard Bar
5282	Adjustable Torque Arm
5215	Trailing Arm Hardware

DRAG RACING KIT WITH SHOCKS.....#DK01-GMF3
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMF3

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD606S-12200	Front Double Adjustable Pro Coil Strut System
RCK52331	Rear Single Adjustable Pro Coil Shock System
CPK106	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T114W	Spanner Wrench
52875	Rear Sway Bar
5274	Tubular Lower Trailing Arms
5275	Trailing Arm Relocation Brackets
52321*	Lower Race Control Arms
5250	Tie Rod Adjuster Sleeves
5222	Adjustable Tubular Panhard Bar
5282	Adjustable Torque Arm
1891-106	Ball Joint Tool Kit

DRAG RACING KIT WITH SHOCKS.....#DK02-GMF3
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMF3

* These lower control arms (Part #s 52321 & 52421) do not have provisions for OE style springs. If OE style springs are used, part #52364 or 52464 should be used along with part #7720-203 spring adapter kit.

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS607SK	Front Single Adjustable Struts
(2) TS704	Rear Single Adjustable Stocker Star Shocks
52812	Front and Rear Sway Bars
5204	Boxed Lower Trailing Arms
5250	Tie Rod Adjuster Sleeves
5202	Tubular Panhard Bar
5280	Non-Adjustable Torque Arm
5215	Trailing Arm Hardware

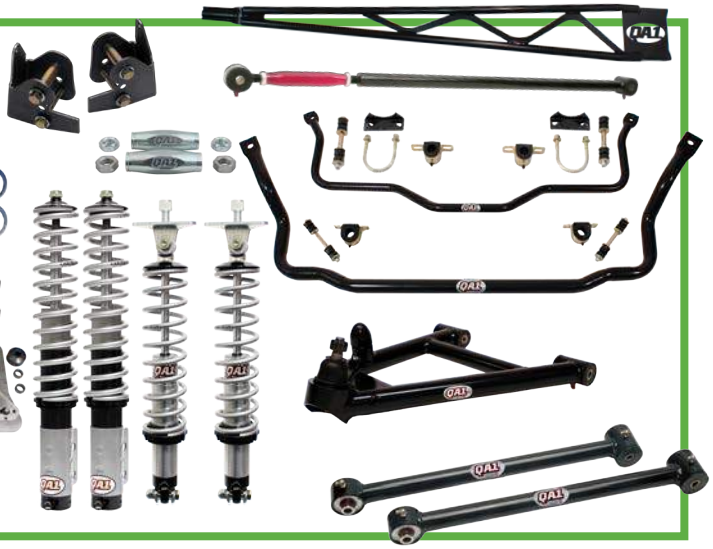
HANDLING KIT WITH SHOCKS.....#HK01-GMF3
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMF3

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS606S-12250	Front Single Adjustable Pro Coil Strut System
RCK52328	Rear Single Adjustable Pro Coil Shock System
CPK106	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T114W	Spanner Wrench
52812	Front and Rear Sway Bars
5274	Tubular Lower Trailing Arms
5275	Trailing Arm Relocation Brackets
52421*	Lower Street Control Arms
5250	Tie Rod Adjuster Sleeves
5222	Adjustable Panhard Bar
5280	Non-Adjustable Torque Arm

HANDLING KIT WITH SHOCKS.....#HK02-GMF3
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMF3



HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD606S-12275	Front Double Adjustable Pro Coil Strut System
RCK52332	Rear Double Adjustable Pro Coil Shock System
CPK106	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T114W	Spanner Wrench
52812	Front and Rear Sway Bars
5274	Tubular Lower Trailing Arms
5275	Trailing Arm Relocation Brackets
52321*	Lower Race Control Arms
5250	Tie Rod Adjuster Sleeves
5222	Adjustable Panhard Bar
5282	Adjustable Torque Arm
1891-106	Ball Joint Tool Kit

HANDLING KIT WITH SHOCKS.....#HK03-GMF3
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMF3

1993-2002 GM F-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GR502-15275	Front "R" Series Pro Coil Shock System
(2) TS704	Rear Single Adjustable Stocker Star Shocks
7888-112	Thrust Bearing/Spanner Wrench Kit
52875	Rear Sway Bar
5204	Boxed Lower Trailing Arms
5222	Adjustable Tubular Panhard Bar
5282	Adjustable Torque Arm
5215	Trailing Arm Hardware

DRAG RACING KIT WITH SHOCKS.....#DK01-GMF4
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMF4

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD401-15275	Front Double Adjustable Pro Coil Shock System
RCK52331	Rear Double Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52875	Rear Sway Bar
5274	Tubular Lower Trailing Arms
5275	Trailing Arm Relocation Brackets
5222	Adjustable Tubular Panhard Bar
5282	Adjustable Torque Arm

DRAG RACING KIT WITH SHOCKS.....#DK02-GMF4
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMF4

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GS502-15300	Front Single Adjustable Pro Coil Shock System
(2) TS704	Rear Single Adjustable Stocker Star Shocks
7888-112	Thrust Bearing Kit
52876	Front and Rear Sway Bars

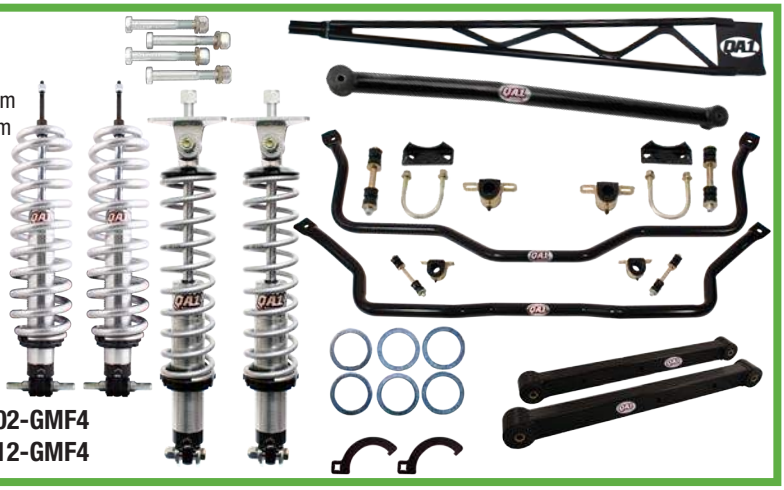
HANDLING KIT WITH SHOCKS.....#HK01-GMF4

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GS502-15300	Front Single Adjustable Pro Coil Shock System
RCK52328	Rear Single Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52876	Front and Rear Sway Bars
5204	Boxed Lower Trailing Arms
5202	Tubular Panhard Bar
5280	Non-Adjustable Torque Arm
5215	Trailing Arm Hardware

HANDLING KIT WITH SHOCKS.....#HK02-GMF4
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMF4

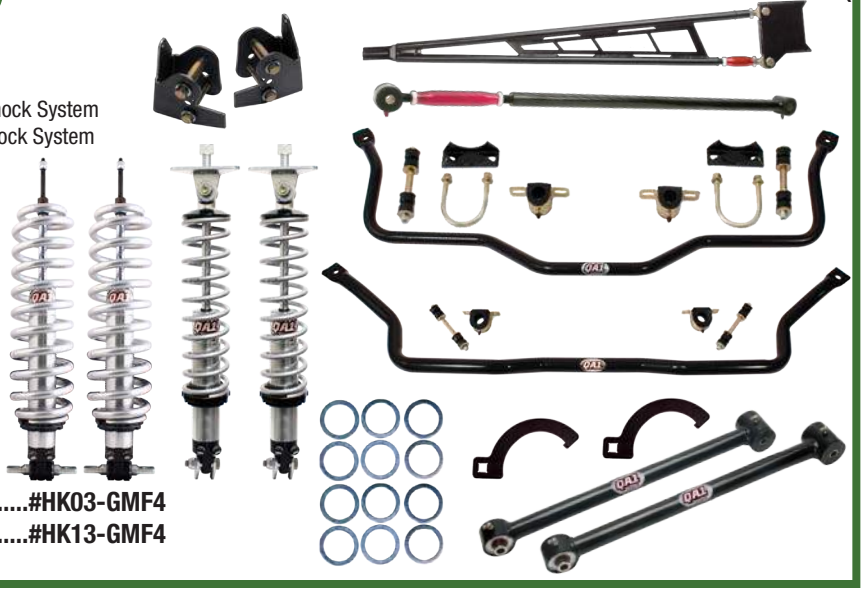


HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD502-15325	Front Double Adjustable Pro Coil Shock System
RCK52333	Rear Double Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52876	Front and Rear Sway Bars
5274	Tubular Lower Trailing Arms
5275	Trailing Arm Relocation Brackets
5222	Adjustable Tubular Panhard Bar
5282	Adjustable Torque Arm

HANDLING KIT WITH SHOCKS.....#HK03-GMF4
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMF4

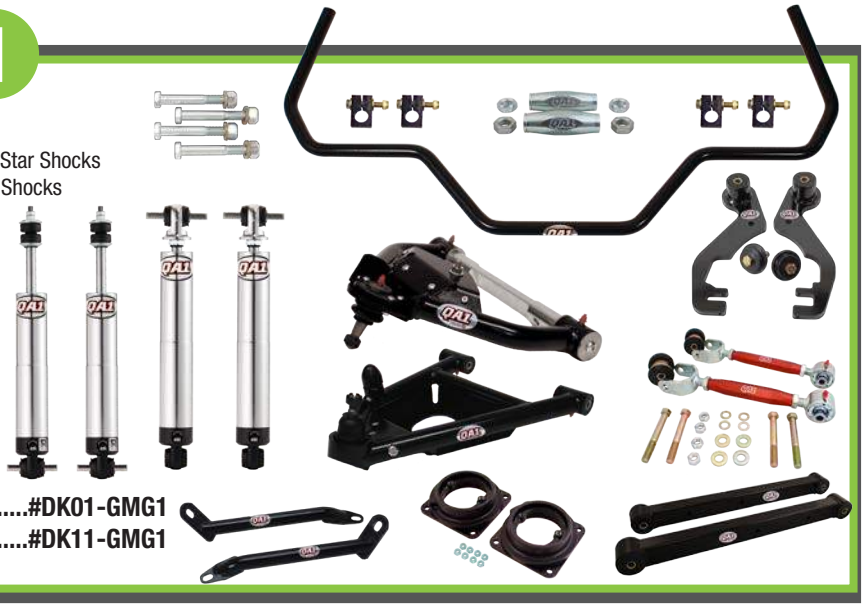


1978-1988 GM G-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TR505	Front "R" Series Adjustable Stocker Star Shocks
(2) TS801	Rear Single Adjustable Stocker Star Shocks
52878	Rear Sway Bar
5204	Boxed Lower Trailing Arms
5247	Adjustable Upper Trailing Arms
52465	Upper Street Control Arms
52464	Lower Street Control Arms
5214	Anti-Hop Bars
5250	Tie Rod Adjuster Sleeves
5210	Tubular Braces
5215	Trailing Arm Hardware
7720-203	Bolt-In Spring Adapter

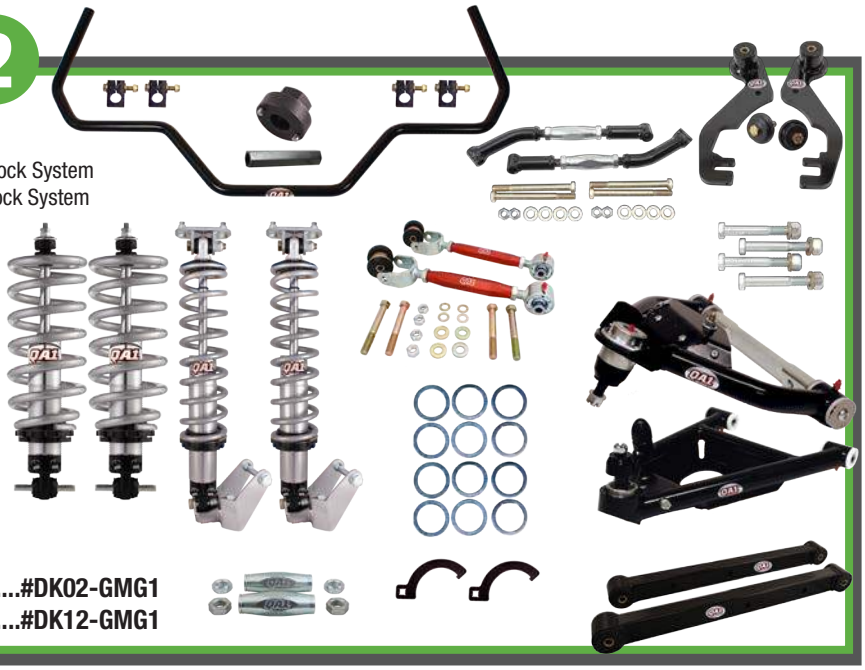


DRAG RACING KIT WITH SHOCKS.....#DK01-GMG1
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMG1

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD401-10350C	Front Double Adjustable Pro Coil Shock System
RCK52355	Rear Double Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52878	Rear Sway Bar
5204	Boxed Lower Trailing Arms
5247	Adjustable Upper Trailing Arms
52365	Upper Race Control Arms
52364	Lower Race Control Arms
5214	Anti-Hop Bars
5250	Tie Rod Adjuster Sleeves
5285	Adjustable Rear Frame Supports
1891-106	Ball Joint Tool Kit
5215	Trailing Arm Hardware



DRAG RACING KIT WITH SHOCKS.....#DK02-GMG1
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMG1

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TN505	Front Non-Adjustable Stocker Star Shocks
(2) TN801	Rear Non-Adjustable Stocker Star Shocks
52879	Front and Rear Sway Bars
5204	Boxed Lower Trailing Arms
5250	Tie Rod Adjuster Sleeves
5210	Tubular Braces
5215	Trailing Arm Hardware

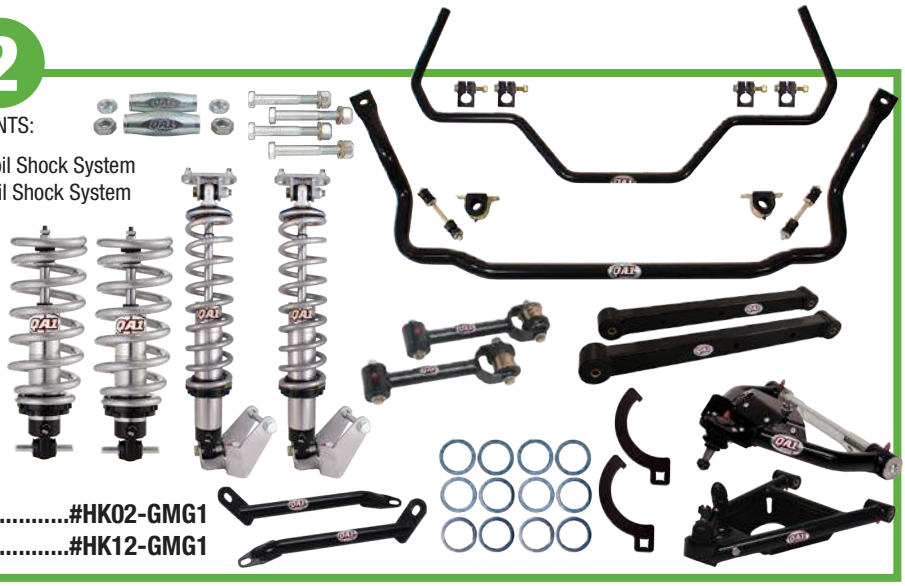
HANDLING KIT WITH SHOCKS.....#HK01-GMG1
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMG1

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GS401-10450C	Front Single Adjustable Pro Coil Shock System
RCK52352	Rear Single Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52879	Front and Rear Sway Bars
5204	Boxed Lower Trailing Arms
5267	Tubular Upper Trailing Arms
52465	Upper Street Control Arms
52464	Lower Street Control Arms
5250	Tie Rod Adjuster Sleeves
5210	Tubular Brace
5215	Trailing Arm Hardware

HANDLING KIT WITH SHOCKS.....#HK02-GMG1
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMG1

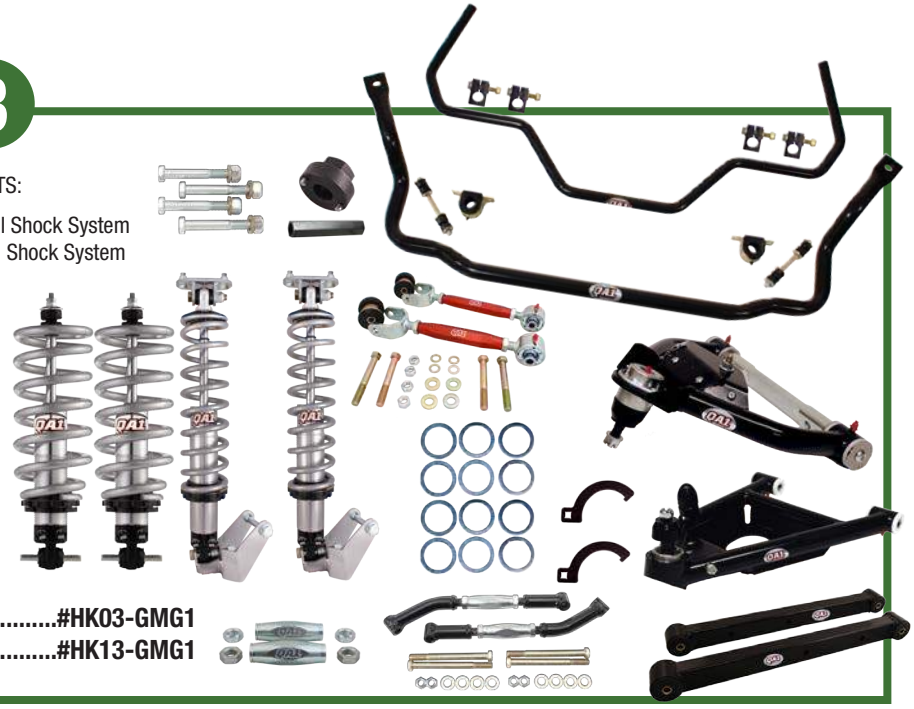


HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

GD401-10500C	Front Double Adjustable Pro Coil Shock System
RCK52357	Rear Double Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52879	Front and Rear Sway Bars
5204	Boxed Lower Trailing Arms
5247	Adjustable Upper Trailing Arms
52365	Upper Race Control Arms
52364	Lower Race Control Arms
5250	Tie Rod Adjuster Sleeves
5285	Adjustable Frame Brace
1891-106	Ball Joint Tool Kit
5215	Trailing Arm Hardware

HANDLING KIT WITH SHOCKS.....#HK03-GMG1
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMG1



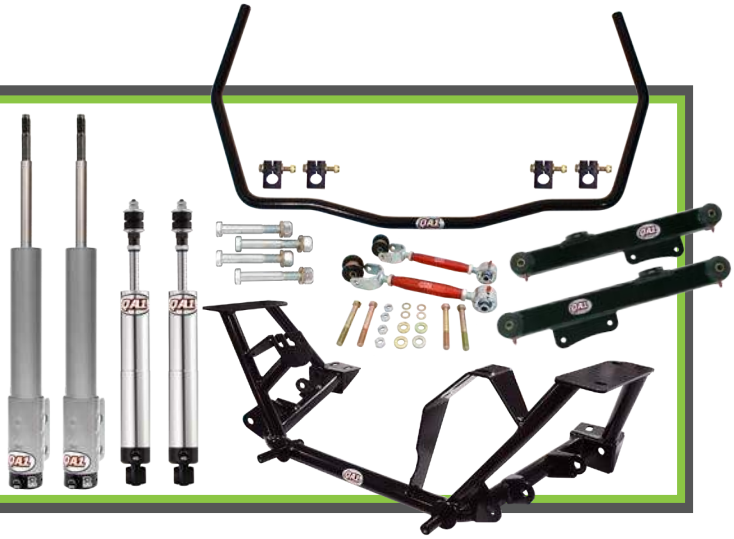
1979-1989 FORD MUSTANG

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) HR601S	Front "R" Series Struts
(2) TS706	Rear Single Adjustable Stocker Star Shocks
MU2TK	Tubular K-Member
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
5216	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK01-FMM1
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-FMM1

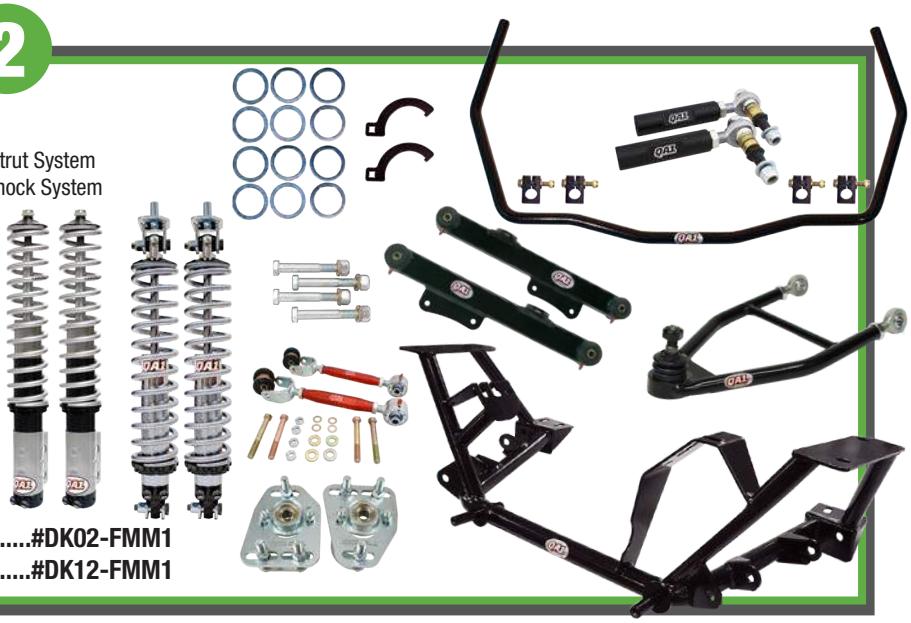


DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD601S-14150	Front Double Adjustable Pro Coil Strut System
RCK52343	Rear Double Adjustable Pro Coil Shock System
CC100MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
MU2TK	Tubular K-Member
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
MU1TCA	Pro-Comp Control Arms
BAX102	Bump Steer Kit
5216	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK02-FMM1
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-FMM1



NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) HS601S	Front Single Adjustable Struts
(2) TN706	Rear Non-Adjustable Stocker Star Shocks
52892	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5216	Trailing Arm Hardware Kit

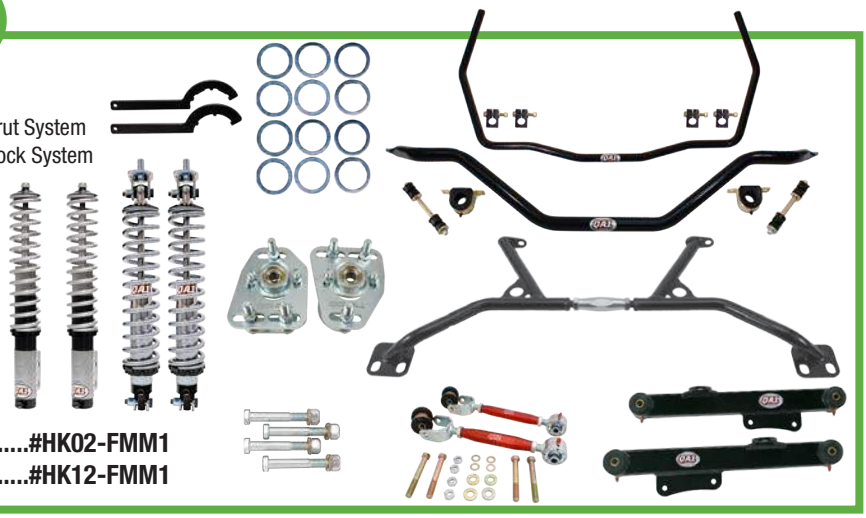
HANDLING KIT WITH SHOCKS.....#HK01-FMM1
HANDLING KIT WITHOUT SHOCKS.....#HK11-FMM1

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS601S-14175	Front Single Adjustable Pro Coil Strut System
RCK52348	Rear Single Adjustable Pro Coil Shock System
CC100MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T114W	Spanner Wrench
52892	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
52106	K-Member Brace
5216	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK02-FMM1
HANDLING KIT WITHOUT SHOCKS.....#HK12-FMM1

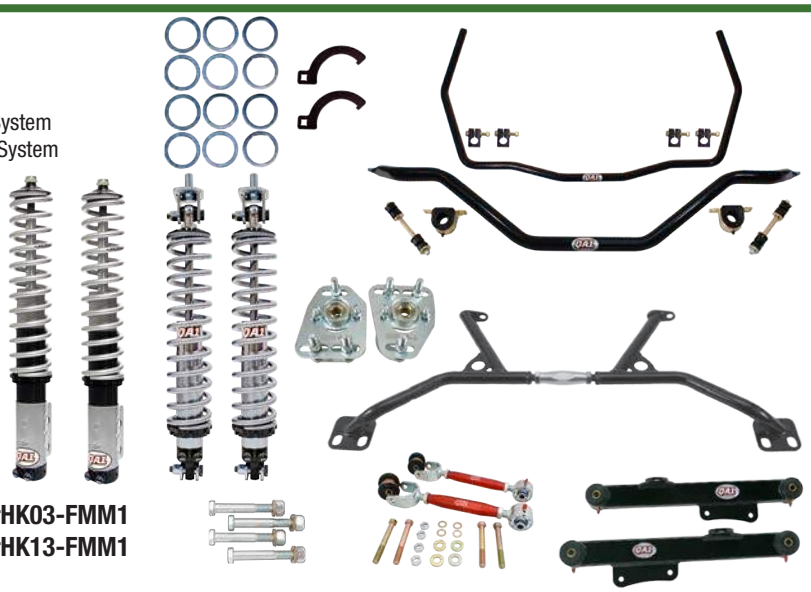


HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

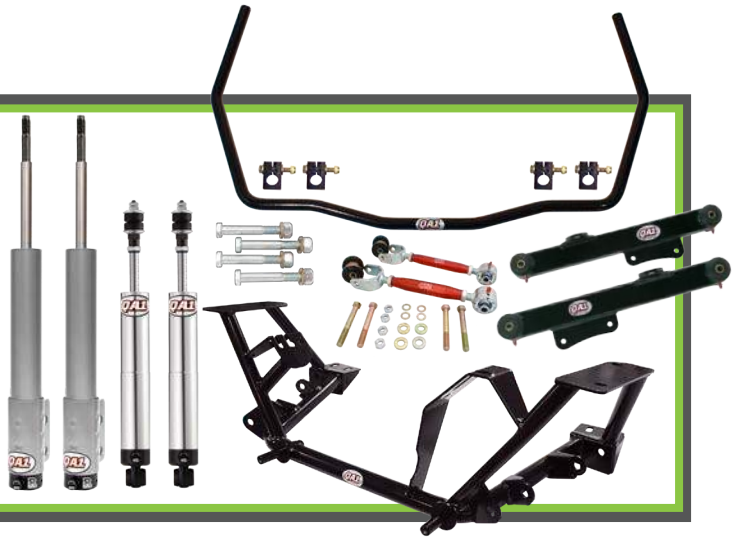
HD601S-14200	Front Double Adjustable Pro Coil Strut System
RCK52345	Rear Double Adjustable Pro Coil Shock System
CC100MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52892	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
52106	K-Member Brace
5216	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK03-FMM1
HANDLING KIT WITHOUT SHOCKS.....#HK13-FMM1



1990-1993 FORD MUSTANG

DRAG RACING LEVEL 1

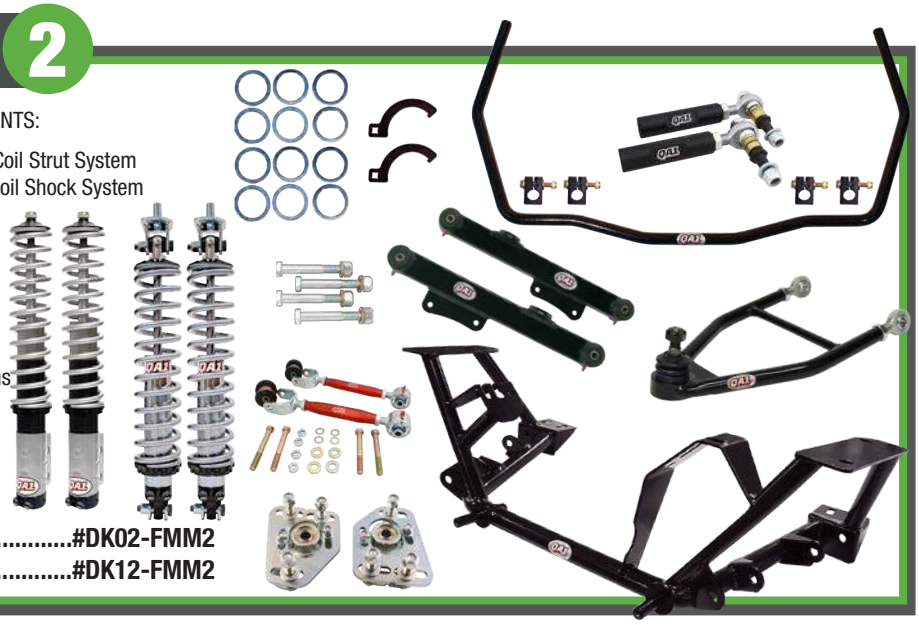


INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) HR601S	Front "R" Series Struts
(2) TS706	Rear Single Adjustable Stocker Star Shocks
MU2TK	Tubular K-Member
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
5216	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK01-FMM2
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-FMM2

DRAG RACING LEVEL 2



INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD601S-14150	Front Double Adjustable Pro Coil Strut System
RCK52343	Rear Double Adjustable Pro Coil Shock System
CC102MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
MU2TK	Tubular K-Member
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
MU1TCA	Pro-Comp Control Arms
BAX102	Bump Steer Kit
5216	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK02-FMM2
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-FMM2

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) HS601S	Front Single Adjustable Struts
(2) TN706	Rear Non-Adjustable Stocker Star Shocks
52892	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5216	Trailing Arm Hardware Kit

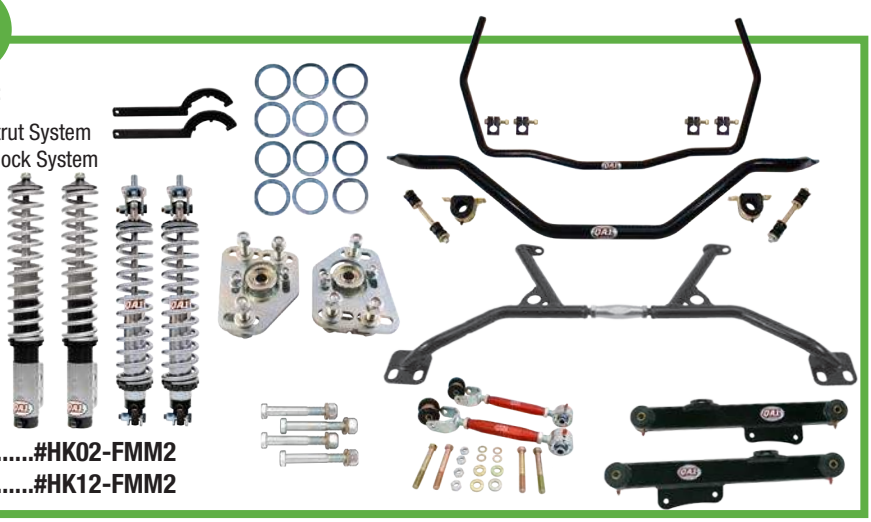
HANDLING KIT WITH SHOCKS.....#HK01-FMM2
HANDLING KIT WITHOUT SHOCKS.....#HK11-FMM2

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS601S-14175	Front Single Adjustable Pro Coil Strut System
RCK52348	Rear Single Adjustable Pro Coil Shock System
CC102MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T114W	Spanner Wrench
52892	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
52106	K-Member Brace
5216	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK02-FMM2
HANDLING KIT WITHOUT SHOCKS.....#HK12-FMM2



HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD601S-14200	Front Double Adjustable Pro Coil Strut System
RCK52345	Rear Double Adjustable Pro Coil Shock System
CC102MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52892	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
52106	K-Member Brace
5216	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK03-FMM2
HANDLING KIT WITHOUT SHOCKS.....#HK13-FMM2

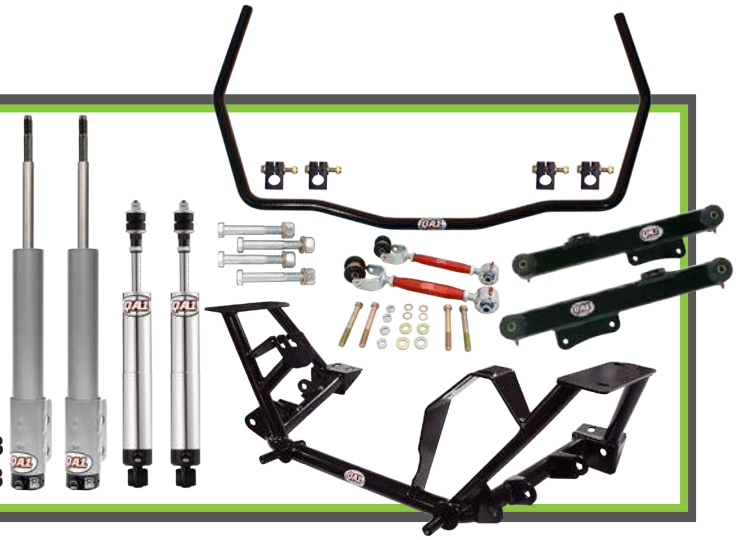
1994-1995 FORD MUSTANG

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) HR603S	Front "R" Series Struts
(2) TS706	Rear Single Adjustable Stocker Star Shocks
MU2TK	Tubular K-Member
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
5216	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK01-FMM3
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-FMM3

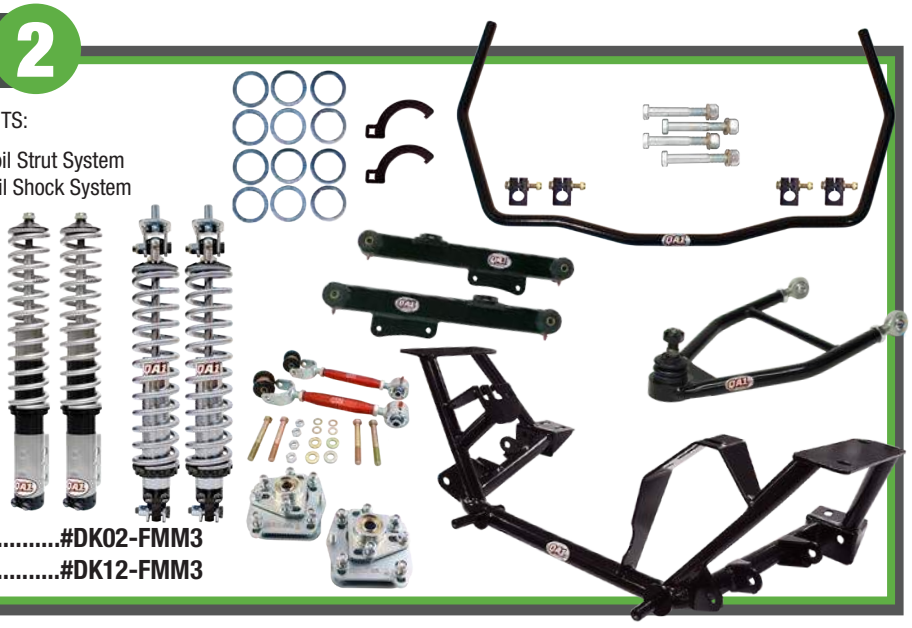


DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD603S-14150	Front Double Adjustable Pro Coil Strut System
RCK52343	Rear Double Adjustable Pro Coil Shock System
CC104MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
MU2TK	Tubular K-Member
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
MU2TCA	Pro-Comp Control Arms
5216	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK02-FMM3
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-FMM3



NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) HS603S	Front Single Adjustable Struts
(2) TN706	Rear Non-Adjustable Stocker Star Shocks
52886	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5216	Trailing Arm Hardware Kit

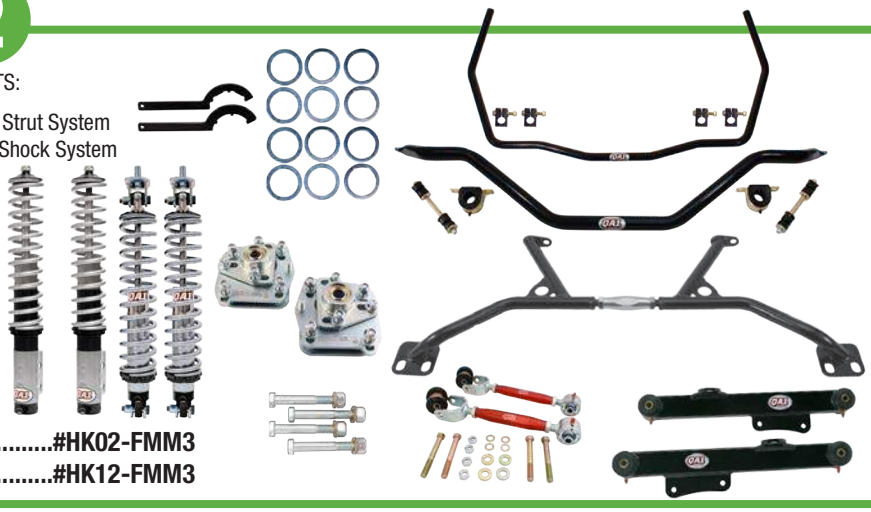
HANDLING KIT WITH SHOCKS.....#HK01-FMM3
HANDLING KIT WITHOUT SHOCKS.....#HK11-FMM3

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS603S-14175	Front Single Adjustable Pro Coil Strut System
RCK52348	Rear Single Adjustable Pro Coil Shock System
CC104MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T114W	Spanner Wrench
52886	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
52105	K-Member Brace
5216	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK02-FMM3
HANDLING KIT WITHOUT SHOCKS.....#HK12-FMM3

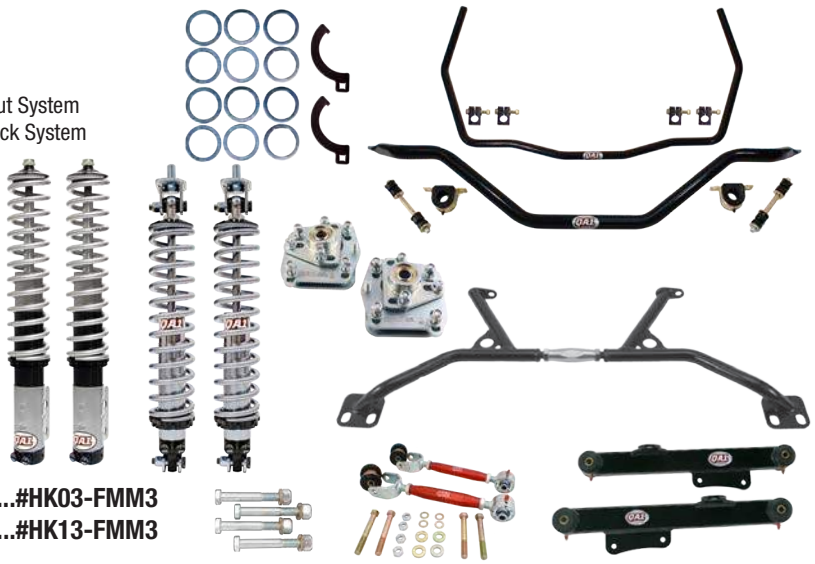


HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

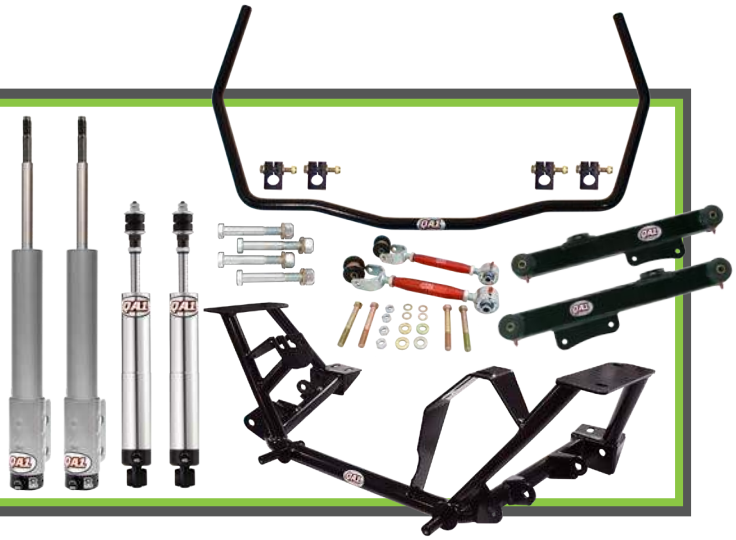
HD603S-14200	Front Double Adjustable Pro Coil Strut System
RCK52345	Rear Double Adjustable Pro Coil Shock System
CC104MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52886	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
52105	K-Member Brace
5216	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK03-FMM3
HANDLING KIT WITHOUT SHOCKS.....#HK13-FMM3



1996-2004 FORD MUSTANG

DRAG RACING LEVEL 1

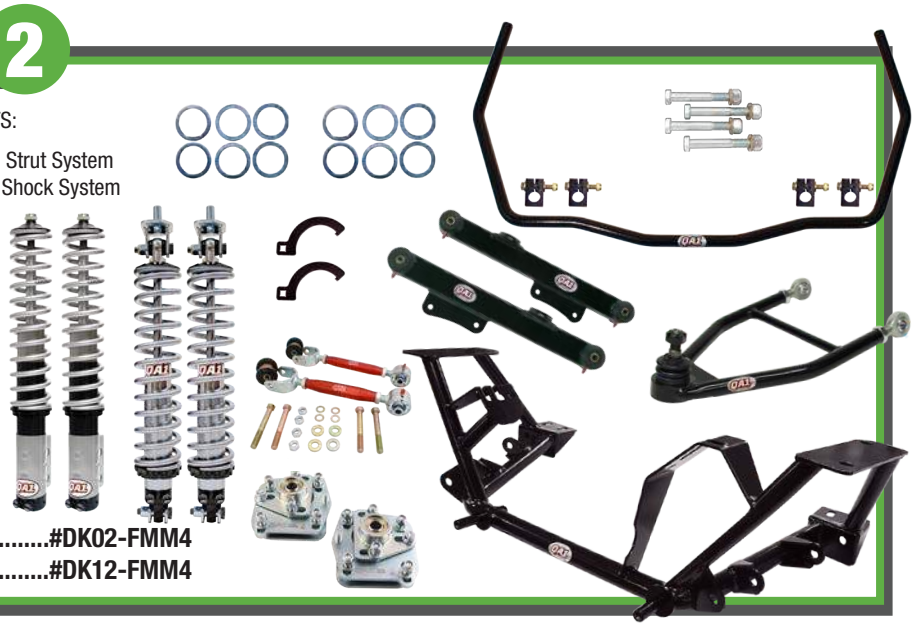


INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) HR603S	Front "R" Series Struts
(2) TS706	Rear Single Adjustable Stocker Star Shocks
MU1TK	Tubular K-Member
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
5216	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK01-FMM4
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-FMM4

DRAG RACING LEVEL 2



INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD603S-14150	Front Double Adjustable Pro Coil Strut System
RCK52343*	Rear Double Adjustable Pro Coil Shock System
CC104MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
MU1TK	Tubular K-Member
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
MU2TCA	Pro-Comp Control Arms
5216	Trailing Arm Hardware Kit

DRAG RACING KIT WITH SHOCKS.....#DK02-FMM4
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-FMM4

* Rear Pro Coil Shock Systems are for rear solid axle cars only. IRS cars see listing for Stocker Star shocks on page 64.

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) HS603S	Front Single Adjustable Struts
(2) TN706	Rear Non-Adjustable Stocker Star Shocks
52886	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5216	Trailing Arm Hardware Kit

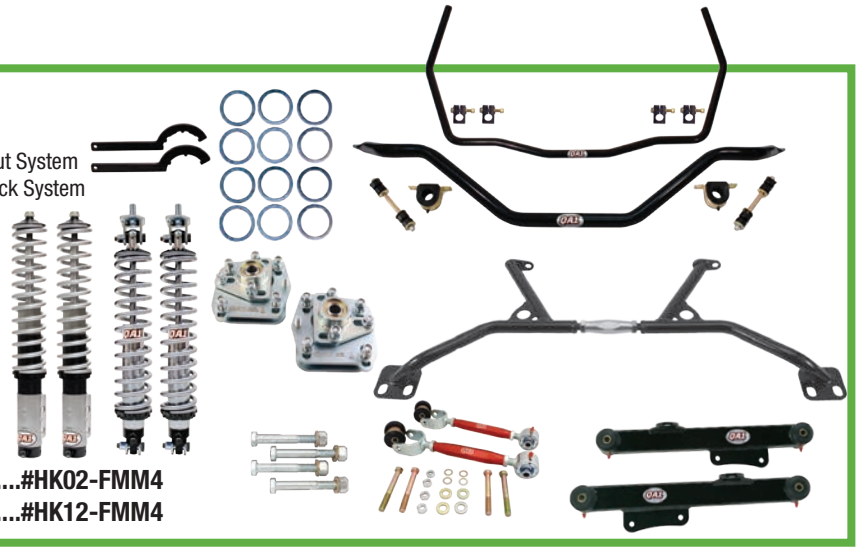
HANDLING KIT WITH SHOCKS.....#HK01-FMM4
HANDLING KIT WITHOUT SHOCKS.....#HK11-FMM4

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS603S-14175	Front Single Adjustable Pro Coil Strut System
RCK52348*	Rear Single Adjustable Pro Coil Shock System
CC104MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T114W	Spanner Wrench
52886	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
52105	K-Member Brace
5216	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK02-FMM4
HANDLING KIT WITHOUT SHOCKS.....#HK12-FMM4

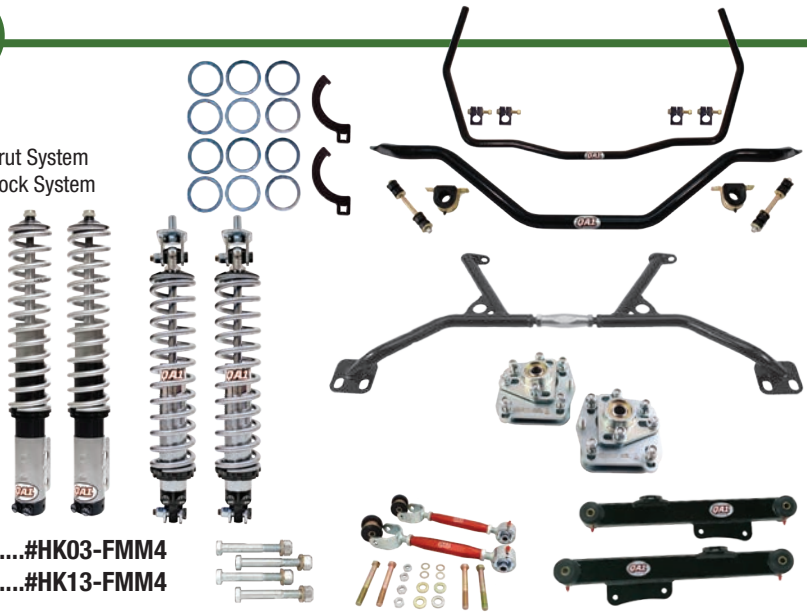


HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD603S-14200	Front Double Adjustable Pro Coil Strut System
RCK52345*	Rear Double Adjustable Pro Coil Shock System
CC104MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52886	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
52105	K-Member Brace
5216	Trailing Arm Hardware Kit

HANDLING KIT WITH SHOCKS.....#HK03-FMM4
HANDLING KIT WITHOUT SHOCKS.....#HK13-FMM4



2005-2010 FORD MUSTANG

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HR604S-14150	Front "R" Series Pro Coil Strut System
(2) TS708	Rear Single Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52888	Rear Sway Bar
5276	Tubular Lower Trailing Arms

DRAG RACING KIT WITH SHOCKS.....#DK01-FMM5
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-FMM5

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD604S-14150	Front Double Adjustable Pro Coil Strut System
(2) TD708	Rear Double Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52888	Rear Sway Bar
5276	Tubular Lower Trailing Arms
5253	Adjustable Upper Trailing Arms
5220	Adjustable Tubular Panhard Bar
52103	Trailing Arm Relocation Brackets

DRAG RACING KIT WITH SHOCKS.....#DK02-FMM5
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-FMM5

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS605S-12200	Front Single Adjustable Pro Coil Strut System
(2) TN708	Rear Non-Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52889	Front and Rear Sway Bars
5276	Tubular Lower Trailing Arms

HANDLING KIT WITH SHOCKS.....#HK01-FMM5
HANDLING KIT WITHOUT SHOCKS.....#HK11-FMM5

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS605S-12200	Front Single Adjustable Pro Coil Strut System
(2) TS708	Rear Single Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52889	Front and Rear Sway Bars
5276	Tubular Lower Trailing Arms
5253	Adjustable Upper Trailing Arms
5220	Adjustable Tubular Panhard Bar

HANDLING KIT WITH SHOCKS.....#HK02-FMM5
HANDLING KIT WITHOUT SHOCKS.....#HK12-FMM5

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD605S-12200	Front Double Adjustable Pro Coil Strut System
(2) TD708	Rear Double Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52889	Front and Rear Sway Bars
5276	Tubular Lower Trailing Arms
5253	Adjustable Upper Trailing Arms
5220	Adjustable Tubular Panhard Bar

HANDLING KIT WITH SHOCKS.....#HK03-FMM5
HANDLING KIT WITHOUT SHOCKS.....#HK13-FMM5

2011-2014 FORD MUSTANG

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HR604S-14150	Front "R" Series Pro Coil Strut System
(2) TS708	Rear Single Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52888	Rear Sway Bar
5276	Tubular Lower Trailing Arms

DRAG RACING KIT WITH SHOCKS.....#DK01-FMM6
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-FMM6

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD604S-14150	Front Double Adjustable Pro Coil Strut System
(2) TD708	Rear Double Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52888	Rear Sway Bar
5276	Tubular Lower Trailing Arms
5220	Adjustable Tubular Panhard Bar
52103	Trailing Arm Relocation Brackets

DRAG RACING KIT WITH SHOCKS.....#DK02-FMM6
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-FMM6

NOTE ON SPRING RATES FOR ALL KITS:
These kits include spring rates carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Our level three handling kits offer stiffer springs to maximize the cornering performance while our level two drag kits offer softer spring rates to maximize stored energy for weight transfer.

What if the vehicle has been heavily modified from its original weight? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS605S-12200	Front Single Adjustable Pro Coil Strut System
(2) TN708	Rear Non-Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52888	Rear Sway Bar
5276	Tubular Lower Trailing Arms

HANDLING KIT WITH SHOCKS.....#HK01-FMM6
HANDLING KIT WITHOUT SHOCKS.....#HK11-FMM6

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HS605S-12200	Front Single Adjustable Pro Coil Strut System
(2) TS708	Rear Single Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52888	Rear Sway Bar
5276	Tubular Lower Trailing Arms
5220	Adjustable Tubular Panhard Bar

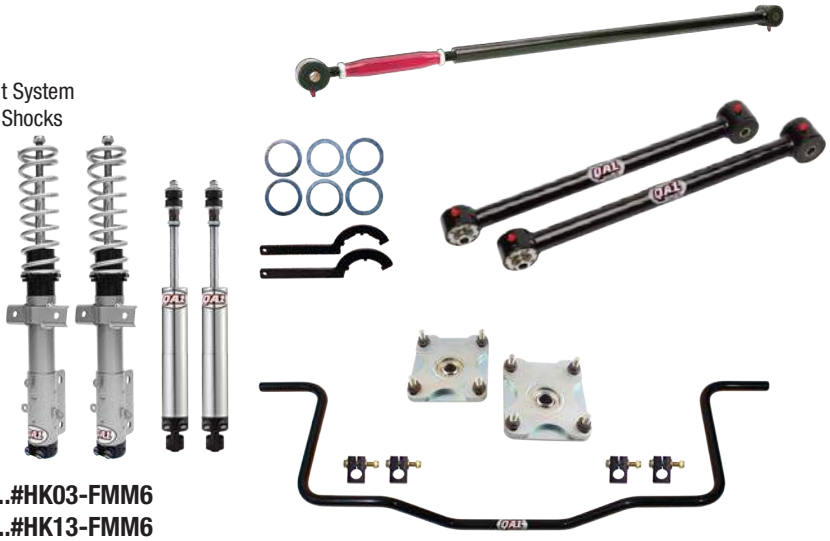
HANDLING KIT WITH SHOCKS.....#HK02-FMM6
HANDLING KIT WITHOUT SHOCKS.....#HK12-FMM6

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

HD605S-12200	Front Double Adjustable Pro Coil Strut System
(2) TD708	Rear Double Adjustable Stocker Star Shocks
CC105MU	Caster Camber Plates
7888-110	Thrust Bearing/Spanner Wrench Kit
52888	Rear Sway Bar
5276	Tubular Lower Trailing Arms
5220	Adjustable Tubular Panhard Bar

HANDLING KIT WITH SHOCKS.....#HK03-FMM6
HANDLING KIT WITHOUT SHOCKS.....#HK13-FMM6



1967-1972 MOPAR A-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TR501	Front "R" Series Stocker Star Shocks
(2) TS901	Rear Single Adjustable Stocker Star Shocks
52313	Tubular K-Member
52311	Dynamic Strut Bars
52303	Upper Control Arms
52307	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

DRAG RACING KIT WITH SHOCKS.....#DK01-CRA1
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-CRA1

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TD501	Front Double Adjustable Stocker Star Shocks
R201-200	Rear Double Adjustable Suspension Conversion Kit
52313	Tubular K-Member
52311	Dynamic Strut Bars
52303	Upper Control Arms
52307	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

DRAG RACING KIT WITH SHOCKS.....#DK02-CRA1

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TN501	Front Non-Adjustable Stocker Star Shocks
(2) TN901	Rear Non-Adjustable Stocker Star Shocks
52311	Dynamic Strut Bars
52303	Upper Control Arms
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

HANDLING KIT WITH SHOCKS.....#HK01-CRA1
HANDLING KIT WITHOUT SHOCKS.....#HK11-CRA1

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TS501	Front Single Adjustable Stocker Star Shocks
(2) TS901	Rear Single Adjustable Stocker Star Shocks
52313	Tubular K-Member
52311	Dynamic Strut Bars
52861	Front Sway Bar
52303	Upper Control Arms
52307	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

HANDLING KIT WITH SHOCKS.....#HK02-CRA1
HANDLING KIT WITHOUT SHOCKS.....#HK12-CRA1

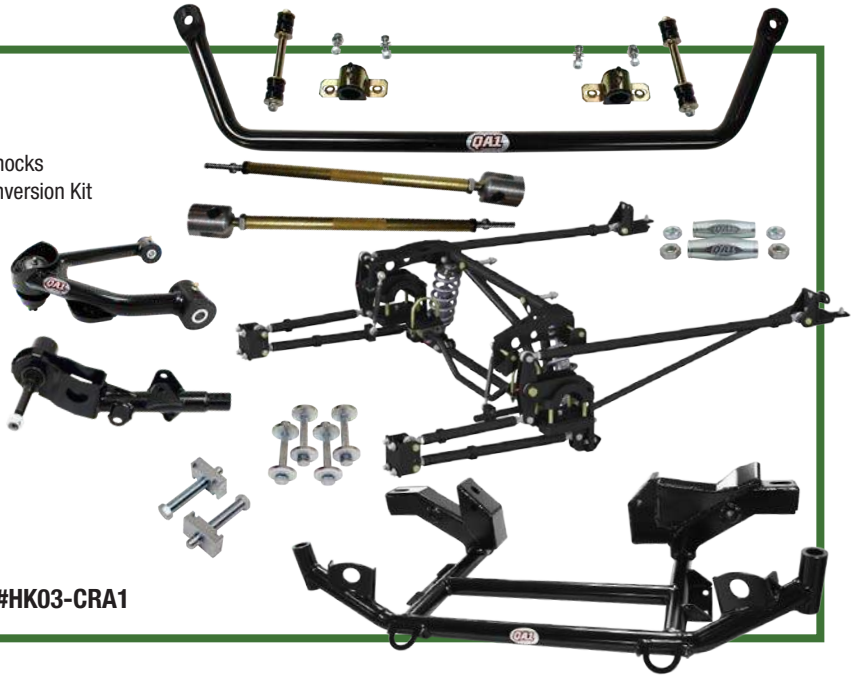
HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TD501	Front Double Adjustable Stocker Star Shocks
R201-200	Rear Double Adjustable Suspension Conversion Kit
52313	Tubular K-Member
52311	Dynamic Strut Bars
52861	Front Sway Bar
52303	Upper Control Arms
52307	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

AS SEEN ON HOT ROD GARAGE!

HANDLING KIT WITH SHOCKS.....#HK03-CRA1



1966-1970 MOPAR B-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TR501	Front "R" Series Stocker Star Shocks
(2) TS901	Rear Single Adjustable Stocker Star Shocks
52312	Dynamic Strut Bars
52305	Upper Control Arms
52308	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

DRAG RACING KIT WITH SHOCKS.....#DK01-CRB1
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-CRB1

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TD501	Front Double Adjustable Stocker Star Shocks
(2) TD901	Rear Double Adjustable Stocker Star Shocks
52315	Tubular K-Member
52312	Dynamic Strut Bars
52305	Upper Control Arms
52308	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

DRAG RACING KIT WITH SHOCKS.....#DK02-CRB1
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-CRB1

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TN501	Front Non-Adjustable Stocker Star Shocks
(2) TN901	Rear Non-Adjustable Stocker Star Shocks
52312	Dynamic Strut Bars
52305	Upper Control Arms
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

HANDLING KIT WITH SHOCKS.....#HK01-CRB1
HANDLING KIT WITHOUT SHOCKS.....#HK11-CRB1

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TS501	Front Single Adjustable Stocker Star Shocks
(2) TS901	Rear Single Adjustable Stocker Star Shocks
52315	Tubular K-Member
52312	Dynamic Strut Bars
52860	Front Sway Bar
52305	Upper Control Arms
52308	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

HANDLING KIT WITH SHOCKS.....#HK02-CRB1
HANDLING KIT WITHOUT SHOCKS.....#HK12-CRB1

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TD501	Front Double Adjustable Stocker Star Shocks
(2) TD901	Rear Double Adjustable Stocker Star Shocks
52315	Tubular K-Member
52312	Dynamic Strut Bars
52860	Front Sway Bar
52305	Upper Control Arms
52308	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

HANDLING KIT WITH SHOCKS.....#HK03-CRB1
HANDLING KIT WITHOUT SHOCKS.....#HK13-CRB1

1971-1972 MOPAR B-BODY & 1970-1974 MOPAR E-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TR501	Front "R" Series Stocker Star Shocks
(2) TS901	Rear Single Adjustable Stocker Star Shocks
52312	Dynamic Strut Bars
52305	Upper Control Arms
52308	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

DRAG RACING KIT WITH SHOCKS.....#DK01-CRE1
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-CRE1

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TD501	Front Double Adjustable Stocker Star Shocks
(2) TD901	Rear Double Adjustable Stocker Star Shocks
52314	Tubular K-Member
52312	Dynamic Strut Bars
52305	Upper Control Arms
52308	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

DRAG RACING KIT WITH SHOCKS.....#DK02-CRE1
DRAG RACING KIT WITHOUT SHOCKS.....#DK12-CRE1

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TN501	Front Non-Adjustable Stocker Star Shocks
(2) TN901	Rear Non-Adjustable Stocker Star Shocks
52312	Dynamic Strut Bars
52305	Upper Control Arms
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

HANDLING KIT WITH SHOCKS.....#HK01-CRE1
HANDLING KIT WITHOUT SHOCKS.....#HK11-CRE1

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TS501	Front Single Adjustable Stocker Star Shocks
(2) TS901	Rear Single Adjustable Stocker Star Shocks
52314	Tubular K-Member
52312	Dynamic Strut Bars
52860	Front Sway Bar
52305	Upper Control Arms
52308	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

HANDLING KIT WITH SHOCKS.....#HK02-CRE1
HANDLING KIT WITHOUT SHOCKS.....#HK12-CRE1

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(2) TD501	Front Double Adjustable Stocker Star Shocks
(2) TD901	Rear Double Adjustable Stocker Star Shocks
52314	Tubular K-Member
52312	Dynamic Strut Bars
52860	Front Sway Bar
52305	Upper Control Arms
52308	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

HANDLING KIT WITH SHOCKS.....#HK03-CRE1
HANDLING KIT WITHOUT SHOCKS.....#HK13-CRE1

BALL JOINTS

Ultimate Ball Joints – Reliable, Rebuildable, Remarkable
QA1's Ultimate Ball Joints offer a unique design that sets them apart from the competition. With their ultimate low friction operation, on-the-car adjustability and self-lubricating components, you can't go wrong with the best performing ball joint in the market. Extremely strong and wear resistant, QA1's ball joints are available in bolt-in, press-in and screw-in styles for the most popular applications.

Ultimate Low Friction Operation
Infinite preload adjustment allows breakaway torque to be set as low as 0 lbs*ft for completely smooth, bind-free operation.

Wear Resistant Design
Precision tolerance ball-to-race conformity results in even load distribution for unsurpassed wear resistance. Precision ground 52100 bearing steel race ensures long life and ultra-smooth operation.

On-the-Car Adjustability
No need to remove the ball joint from the car for adjustment. QA1 ball joints allow for infinite preload adjustment.

Self-Lubricating
Fully greasable, enhanced by self-lubricating components to ensure smooth operation.

Multiple Stud Lengths Available
Various ball studs are available for easy geometry changes. Fine tune your roll center and camber curve for that extra edge.

Owner Rebuilding is Simple
All parts are replaceable at economical prices, saving you money and keeping you on the track.

What makes a QA1 Ultimate Ball Joint the ultimate?

Available in press-in, screw-in and bolt-in housing options

Precision ground race provides excellent ball-to-race conformity for increased longevity

Standard to +1" stud lengths available

Black oxide coated ball stud designed for superior strength and minimal wear

High strength molded polymer cup provides low friction movement in low-load applications

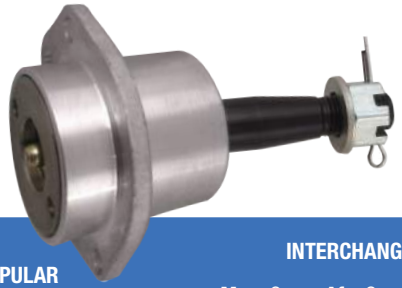
Oil impregnated steel spider allows free movement under high loads

Low profile jam nut for consistent locking of ball joint components

Zinc plated torque nut for easy pre-load adjustment

QA1® ULTIMATE BALL JOINTS

Now you can order all stud lengths as a completely assembled ball joint! The QA1 Ball Joint Part # column in the tables is the part number for the completed ball joint. Refer to the corresponding stud length for measurements. Housing and studs can be sold individually as well.



BOLT-IN STYLE

QA1 BALL JOINT PART #	HOUSING ONLY PART #	STUD ONLY PART #	STUD LENGTH	LENGTH DIFFERENCE	SOME POPULAR APPLICATIONS	LOCATION	INTERCHANGE Moog®	Afco®	Howe®
1210-101 **1210-200B** **1210-201B** **1210-238B**	1210-501	9029-220 9029-200 9029-201 9029-238	3.542” 3.642” 4.042” 4.542”	Standard +0.1” +0.5” +1.0”	Fits Upper Taper of Pinto Spindles, 63-70 C10	Upper GM	K6024	20031LF	22300
1210-103 **1210-202B** **1210-203B**	1210-503	9029-221 9029-202 9029-203	3.850” 3.950” 4.350”	Standard +0.1” +0.5”	73-95 Chevy Pickup, GMC Trucks, Modified, Street Stocks	Upper GM	K6136	20032-1LF	22301
1210-104 **1210-204B** **1210-205B** **1210-285B**	1210-504	9029-222 9029-204 9029-205 9029-285	3.593” 3.693” 4.093” 4.593”	Standard +0.1” +0.5” +1.0”	71-96 Impala, 70-81 Camaro/Firebird, 73-83 Chevelle/Malibu, 73-88 Monte Carlo, 73-81 Lemans, 75-79 Nova/Chevy II, S-10 Trucks	Upper GM	K5208	20032LF	22302
1210-113	1210-513	9029-119	3.486”	Standard	67-69 Camaro/Firebird, 64-72 Chevelle, 68-74 Nova, 70-72 Monte Carlo	Upper GM	K5108	-	22303

RELIABLE, REBUILDABLE, REMARKABLE
EXCLUSIVELY BY QA1

SCREW-IN STYLE

QA1 BALL JOINT PART #	HOUSING ONLY PART #	STUD ONLY PART #	STUD LENGTH	LENGTH DIFFERENCE	SOME POPULAR APPLICATIONS	LOCATION	INTERCHANGE Moog®	Afco®	Howe®
1210-105 **1210-200S** **1210-201S** **1210-238S**	1210-505	9029-220 9029-200 9029-201 9029-238	3.542” 3.642” 4.042” 4.542”	Standard +0.1” +0.5” +1.0”	Fits Upper & Lower Tapers In Pinto Spindle, Small Chrysler, 62-78 Chrysler B-Body, 70-74 Chrysler E-Body, 73-76 Chrysler A-Body	Upper Mopar	K772	20034LF	22320
1210-102 **1210-214S** **1210-215S**	1210-502	9029-223 9029-214 9029-215	3.848” 3.948” 4.348”	Standard +0.1” +0.5”	71-76 Impala, Popular Late Models, Most Wide Type Cars	Lower GM	K6141T	20038LF	22410
1210-106 **1210-216S** **1210-217S**	1210-506	9029-224 9029-216 9029-217	4.143” 4.243” 4.643”	Standard +0.1” +0.5”	60-66 Imperial, Nearly All Strut Cars, Large Chrysler	Lower Mopar	K727 MP1003	20036LF	22412
1210-107 **1210-206S** **1210-207S**	1210-507	9029-225 9029-206 9029-207	3.871” 3.971” 4.371”	Standard +0.1” +0.5”	73-78 Charger, 73-74 GTX, 68-73 Road Runner, 79-80 Duster, Most Modifieds, Most Wide Type Cars	Lower Mopar	K719	20035	22418
1210-111 **1210-212S** **1210-213S**	1210-511	9029-229 9029-212 9029-213	3.803” 3.903” 4.303”	Standard +0.1” +0.5”	NASCAR	Upper NASCAR	MP1002	-	-

HARD CORE RACING ONLY! Not for street use.

RELIABLE, REBUILDABLE, REMARKABLE
EXCLUSIVELY BY QA1

PRESS-IN STYLE

QA1 BALL JOINT PART #	HOUSING ONLY PART #	STUD ONLY PART #	STUD LENGTH	LENGTH DIFFERENCE	SOME POPULAR APPLICATIONS	LOCATION	INTERCHANGE Moog®	Afco®	Howe®
1210-108 **1210-218P** **1210-219P**	1210-508	9029-226 9029-218 9029-219	4.625” 4.725” 5.125”	Standard +0.1” +0.5”	Impala Spindle, Impala Type Modifieds, Street Stocks	Lower GM, 71-87 C10	K6117T	20038-1LF	22419
1210-109 **1210-208P** **1210-209P**	1210-509	9029-227 9029-208 9029-209	3.641” 3.741” 4.141”	Standard +0.1” +0.5”	70-02 Camaro/Firebird, 73-88 Chevelle/Malibu, 71-96 Impala, 73-88 Monte Carlo, 75-79 Nova/Chevy II, Mini Stocks	Lower GM	K6145T	20039LF	22420
1210-110 **1210-210P** **1210-211P**	1210-510	9029-228 9029-210 9029-211	3.396” 3.496” 3.896”	Standard +0.1” +0.5”	67-69 Camaro/Firebird, 64-72 Chevelle/Malibu, 70-72 Monte Carlo, 68-74 Nova/Chevy II, 64-72 GTO, Most Popular Modifieds	Lower GM	K5103	20033LF	22421
1210-112 **1210-214P** **1210-215P**	1210-512	9029-223 9029-214 9029-215	3.848” 3.948” 4.348”	Standard +0.1” +0.5”	All Howe, Rayburn, GRT, Warrior, Port City, Popular Late Model, Most Wide Type Dirt Cars	Lower GM	K6141	-	22413
1210-115 **1210-297P**	1210-515	9029-295 9029-297	4.248” 4.748”	Standard +0.5”	79-93 Mustang	Lower Ford	K8259	-	22426
1210-114 **1210-296P**	1210-514	9029-294 9029-296	3.876” 4.376”	Standard +0.5”	94-04 Mustang	Lower Ford	K8749	-	22400

RELIABLE, REBUILDABLE, REMARKABLE
EXCLUSIVELY BY QA1

BALL JOINT ACCESSORIES

QA1’s patented Ultimate Ball Joints are 100% owner rebuildable. We offer a variety of tools to help you rebuild them.

Spanner Wrench
Part #1891-105
Spanner wrench that fits a 1” socket or wrench for adjusting QA1 ball joints.

Allen Hex Key
Part #1891-102
Allen hex key fits over the grease zerk on all QA1 ball joints and is used for setting ball joint pre-load.

Ball Joint Tool Kit
Part #1891-106
Socket type ball joint tool kit includes a spanner socket (#1891-105) that fits a 1” socket or wrench and allen hex key (#1891-102) for adjusting pre-load and installing ball joint studs.

Threaded Ball Joint Press-In Sleeve
Part #9033-226
Sleeve to convert screw-in to press-in ball joint with 2.185” O.D.
Fits 1210-102 and 1210-106 ball joints.

Threaded Ball Joint Weld-In Sleeves
Part #9033-426
Small Mopar K772 Style Thread

Part #9033-427
Large Mopar K727 Style Thread

HARD CORE RACING ONLY! Not for street use.

ROD ENDS

QA1 Quality Rod Ends

QA1 is the #1 name in rod ends with more than 1,500,000 units sold annually. Having first broken into the market in 1993, QA1 has the experience and understands the needs of racers and car builders. With the largest selection in the industry, economical prices, unmatched quality and a huge inventory with over 99% same day shipments, QA1 has a rod end for every motorsport need. Choose from many different sizes, materials, colors, configurations, coatings and options, including:

- Aluminum, Chromoly & Carbon Steel
- Male & Female
- Metric & Inch
- High Misalignment
- Stud Configurations
- Self-Lubricating
- Grease Fittings
- Protective Coating
- Custom Applications

THE QA1 ADVANTAGE

Available in 2-piece, 3-piece and Endura Racing Series, QA1 rod ends feature precise tolerances to ensure quality and consistency. As the #1 name in rod ends and with a firm commitment to quality, QA1 delivers the strength, durability and consistency you need.

ENDURA RACING SERIES

The QA1 Endura Racing Series is a loader slot style of rod end that was introduced by QA1 in 1995. The rod end ball is inserted into a machined slot, which is then surrounded by a PTFE liner injection. This serves as a liner to keep dirt and debris out, while also lubricating the rod end. In addition to providing added strength, the injection molded race won't pound out like traditional PTFE liners, increasing the longevity of your rod ends.

The best rod end design for most motorsports applications.

SERIES

- **AM & AF** *(pg. 132)*
- **EXM & EXF** *(pg. 131)*
- **XM & XF** *(pg. 130)*
- **MXM & MXF - metric** *(pg. 138)*

2-PIECE SERIES

QA1's 2-piece economy style rod end, commonly referred to as a Mohawk design, has only two components: the ball and the body. The body is swaged around the ball on each side to lock it in, and then loosened.

Available in a variety of materials for use in light and heavy duty applications.

SERIES

- **PCM & PCM-T** *(pg. 133)*
- **PCYM-T & PCYF-T***(pg. 133)*
- **GM-T & GF-T** *(pg. 135)*
- **MGM-T & MGF-T - metric** *(pg. 140)*
- **CM & CF** *(pg. 134)*
- **CM-T & CF-T** *(pg. 134)*
- **MCM & MCF - metric** *(pg. 139)*

3-PIECE SERIES

In QA1's 3-piece rod ends, the ball is pressed into a sleeve that is swaged around the ball. This whole insert is then staked into a rod end body. This unit offers better ball to race conformity for tighter tolerances.

Good choice for applications that require tighter tolerances.

SERIES

- **HM & HF** *(pg. 137)*
- **HM-T & HF-T** *(pg. 137)*
- **MHM & MHF - metric** *(pg. 141)*
- **KM & KF** *(pg. 136)*
- **KM-T & KF-T** *(pg. 136)*
- **MHM-T & MHF-T - metric** *(pg. 141)*

QA1® ENDURA ROD ENDS - INCH

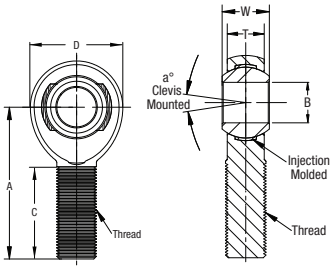
X SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Self-Lubricating
- Self-Sealing

BODY
- Chromoly Steel
- Heat Treated
- Protective Coated for Corrosion Resistance

EXCLUSIVE FEATURES
- Metal to Metal Support for Heavy Shock Loads
- Increased Cross-Sectional Thickness



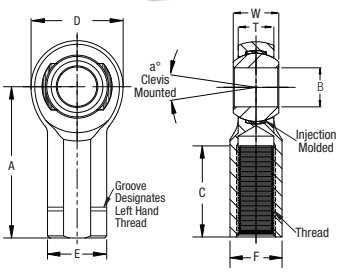
STUD CONFIGURATIONS AVAILABLE

MALE

DIMENSIONS IN INCHES

Male Part Number											
Right Hand	Left Hand	B +.0015 -.0005	W ±.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
XMR3	XML3	01900	0.312	0.250	1.250	0.625	0.750	10-32	13	2,851	0.03
XMR4	XML4	0.2500	0.375	0.281	1.562	0.750	1.000	1/4-28	16	5,260	0.04
XMR4-5	XML4-5	0.2500	0.375	0.281	1.875	0.875	1.250	5/16-24	13	8,452	0.07
XMR5	XML5	0.3125	0.437	0.344	1.875	0.875	1.250	5/16-24	14	7,639	0.07
XMR5-6	XML5-6	0.3125	0.437	0.344	1.938	1.000	1.250	3/8-24	12	10,382	0.11
XMR6	XML6	0.3750	0.500	0.406	1.938	1.000	1.250	3/8-24	12	9,544	0.11
XMR6-7	XML6-7	0.3750	0.500	0.406	2.125	1.125	1.375	7/16-20	10	14,006	0.15
XMR7	XML7	0.4375	0.562	0.437	2.125	1.125	1.375	7/16-20	14	10,285	0.15
XMR7-8	XML7-8	0.4375	0.562	0.437	2.438	1.312	1.500	1/2-20	12	18,761	0.24
XMR8	XML8	0.5000	0.625	0.500	2.438	1.312	1.500	1/2-20	12	16,238	0.24
XMR8-10	XML8-10	0.5000	0.625	0.500	2.625	1.500	1.625	5/8-18	10	23,542	0.36
XMR8-12	XML8-12	0.5000	0.750	0.562	2.875	1.750	1.750	3/4-16	16	32,457	0.42
XMR10	XML10	0.6250	0.750	0.562	2.625	1.500	1.625	5/8-18	16	17,955	0.36
XMR10-12	XML10-12	0.6250	0.750	0.562	2.875	1.750	1.750	3/4-16	13	31,680	0.57
XMR12	XML12	0.7500	0.875	0.687	2.875	1.750	1.750	3/4-16	14	28,081	0.57
XMR12-14	XML12-14	0.7500	0.875	0.687	3.375	2.000	1.875	7/8-14	12	43,486	0.88
XMR14	XML14	0.8750	0.875	0.765	3.375	2.000	2.000	7/8-14	7	45,051	0.88
XMR16	XML16	1.0000	1.375	1.000	4.125	2.750	2.125	1 1/4-12	17	76,200	2.41
XMR16-1	XML16-1	1.0000	1.375	1.000	4.125	2.750	2.125	1-14*	17	76,200	2.13
XMR16-2	XML16-2	1.0000	1.375	1.000	4.125	2.750	2.125	1-12	17	76,200	2.13

*Threads 1-14 UNS



FEMALE

DIMENSIONS IN INCHES

Female Part Number											
Right Hand	Left Hand	B +.0015 -.0005	W ±.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-2B	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
XFR3	XFL3	0.1900	0.312	0.250	1.062	0.625	0.562	10-32	13	3,733	0.04
XFR4	XFL4	0.2500	0.375	0.281	1.312	0.750	0.750	1/4-28	16	6,190	0.06
XFR5	XFL5	0.3125	0.437	0.344	1.375	0.875	0.750	5/16-24	14	7,639	0.09
XFR6	XFL6	0.3750	0.500	0.406	1.625	1.000	0.937	3/8-24	12	9,544	0.14
XFR7	XFL7	0.4375	0.562	0.437	1.812	1.125	1.062	7/16-20	14	10,285	0.19
XFR8	XFL8	0.5000	0.625	0.500	2.125	1.312	1.187	1/2-20	12	15,336	0.31
XFR10	XFL10	0.6250	0.750	0.562	2.500	1.500	1.500	5/8-18	16	17,955	0.45
XFR12	XFL12	0.7500	0.875	0.687	2.875	1.750	1.750	3/4-16	14	28,081	0.69
XFR16	XFL16	1.0000	1.375	1.000	4.125	2.750	2.125	1 1/4-12	17	76,200	2.11
XFR16-1	XFL16-1	1.0000	1.375	1.000	4.125	2.750	2.125	1-14*	17	76,200	2.58
XFR16-2	XFL16-2	1.0000	1.375	1.000	4.125	2.750	2.125	1-12	17	76,200	2.58

*Threads 1-14 UNS

EX SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Self-Lubricating
- Self-Sealing

BODY
- Carbon Steel (Alloy Steel - Mfr.'s Option)
- Protective Coated for Corrosion Resistance

EXCLUSIVE FEATURES
- Metal to Metal Support for Heavy Shock Loads
- Increased Cross-Sectional Thickness

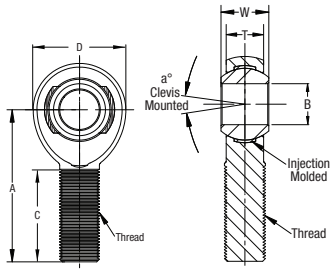
MALE

DIMENSIONS IN INCHES

Male Part Number

Right Hand	Left Hand	B +.0015 -.0005	W ±.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
EXMR3	EXML3	0.1900	0.312	0.250	1.250	0.625	0.750	10-32	13	1,169	0.03
EXMR4	EXML4	0.2500	0.375	0.281	1.562	0.750	1.000	1/4-28	16	2,158	0.04
EXMR4-5	EXML4-5	0.2500	0.375	0.281	1.875	0.875	1.250	5/16-24	13	3,467	0.07
EXMR5	EXML5	0.3125	0.437	0.344	1.875	0.875	1.250	5/16-24	14	2,784	0.07
EXMR5-6	EXML5-6	0.3125	0.437	0.344	1.938	1.000	1.250	3/8-24	12	5,323	0.11
EXMR6	EXML6	0.3750	0.500	0.406	1.938	1.000	1.250	3/8-24	12	3,915	0.11
EXMR6-7	EXML6-7	0.3750	0.500	0.406	2.125	1.125	1.375	7/16-20	10	7,180	0.15
EXMR7	EXML7	0.4375	0.562	0.437	2.125	1.125	1.375	7/16-20	14	4,218	0.15
EXMR7-8	EXML7-8	0.4375	0.562	0.437	2.438	1.312	1.500	1/2-20	12	9,620	0.24
EXMR8	EXML8	0.5000	0.625	0.500	2.438	1.312	1.500	1/2-20	12	10,001	0.24
EXMR8-10	EXML8-10	0.5000	0.625	0.500	2.625	1.500	1.625	5/8-18	10	12,807	0.36
EXMR10	EXML10	0.6250	0.750	0.562	2.625	1.500	1.625	5/8-18	16	11,226	0.36
EXMR10-12	EXML10-12	0.6250	0.750	0.562	2.875	1.750	1.750	3/4-16	13	18,000	0.57
EXMR12	EXML12	0.7500	0.875	0.687	2.875	1.750	1.750	3/4-16	14	16,565	0.57
EXMR12-14	EXML12-14	0.7500	0.875	0.687	3.375	2.000	1.875	7/8-14	12	22,843	0.88
EXMR14	EXML14	0.8750	0.875	0.765	3.375	2.000	2.000	7/8-14	7	22,843	0.88
EXMR16	EXML16	1.0000	1.375	1.000	4.125	2.750	2.125	1 1/4-12	17	43,541	2.41
EXMR16-1	EXML16-1	1.0000	1.375	1.000	4.125	2.750	2.125	1-14*	17	43,541	2.13
EXMR16-2	EXML16-2	1.0000	1.375	1.000	4.125	2.750	2.125	1-12	17	43,541	2.13

*Threads 1-14 UNS



STUD CONFIGURATIONS AVAILABLE

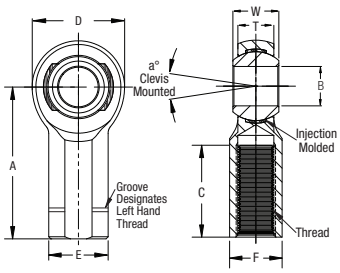
FEMALE

DIMENSIONS IN INCHES

Female Part Number

Right Hand	Left Hand	B +.0015 -.0005	W ±.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-2B	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
EXFR3	EXFL3	0.1900	0.312	0.250	1.062	0.625	0.562	10-32	13	1,531	0.04
EXFR4	EXFL4	0.2500	0.375	0.281	1.312	0.750	0.750	1/4-28	16	2,539	0.06
EXFR5	EXFL5	0.3125	0.437	0.344	1.375	0.875	0.750	5/16-24	14	3,133	0.09
EXFR6	EXFL6	0.3750	0.500	0.406	1.625	1.000	0.937	3/8-24	12	3,915	0.14
EXFR7	EXFL7	0.4375	0.562	0.437	1.812	1.125	1.062	7/16-20	14	4,218	0.19
EXFR8	EXFL8	0.5000	0.625	0.500	2.125	1.312	1.187	1/2-20	12	10,001	0.31
EXFR10	EXFL10	0.6250	0.750	0.562	2.500	1.500	1.500	5/8-18	16	11,226	0.45
EXFR12	EXFL12	0.7500	0.875	0.687	2.875	1.750	1.750	3/4-16	14	16,848	0.69
EXFR16	EXFL16	1.0000	1.375	1.000	4.125	2.750	2.125	1 1/4-12	17	43,541	2.28
EXFR16-1	EXFL16-1	1.0000	1.375	1.000	4.125	2.750	2.125	1-1/4*	17	43,541	2.58
EXFR16-2	EXFL16-2	1.0000	1.375	1.000	4.125	2.750	2.125	1-12	17	43,541	2.58

*Threads 1-14 UNS



QA1® ENDURA ROD ENDS - INCH

A SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Self-Lubricating
- Self-Sealing

BODY
- Aircraft Aluminum
- Color Anodized Red (Standard)*

EXCLUSIVE FEATURES
- Metal to Metal Support for Heavy Shock Loads
- Increased Cross-Sectional Thickness

STUD CONFIGURATIONS AVAILABLE

MALE

DIMENSIONS IN INCHES

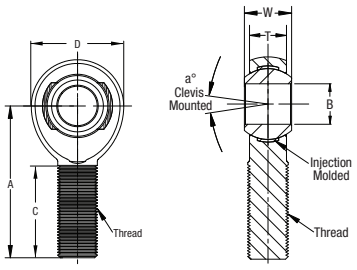
Male Part Number												
	Right Hand	Left Hand	B +.0015 -.0005	W ±.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
	AMR3	AML3	0.1900	0.312	0.250	1.250	0.625	0.750	10-32	13	788	0.02
	AMR4	AML4	0.2500	0.375	0.281	1.562	0.750	1.000	1/4-28	16	1,433	0.03
	AMR5	AML5	0.3125	0.437	0.344	1.875	0.875	1.250	5/16-24	14	2,284	0.05
	AMR5-6	AML5-6	0.3125	0.437	0.344	1.938	1.000	1.250	3/8-24	12	3,457	0.05
	AMR6	AML6	0.3750	0.500	0.406	1.938	1.000	1.250	3/8-24	12	3,457	0.05
	AMR6-7	AML6-7	0.3750	0.500	0.406	2.125	1.125	1.375	7/16-20	10	7,800	0.09
	AMR6-8	-	0.3750	0.500	0.406	2.125	1.125	1.375	1/2-20	10	7,800	0.09
	AMR7	AML7	0.4375	0.562	0.437	2.125	1.125	1.375	7/16-20	14	4,800	0.09
	AMR7-8	AML7-8	0.4375	0.562	0.437	2.438	1.312	1.500	1/2-20	12	11,100	0.12
	AMR8	AML8	0.5000	0.625	0.500	2.438	1.312	1.500	1/2-20	12	7,700	0.12
	AMR8-10*	AML8-10*	0.5000	0.625	0.500	2.625	1.500	1.625	5/8-18	10	12,500	0.18
	AMR10	AML10	0.6250	0.750	0.562	2.625	1.500	1.625	5/8-18	16	8,600	0.18
	AMR10H	AML10H	0.6250	0.750	0.562	2.625	1.750	1.625	5/8-18	13	19,300	0.26
	AMR10-12	AML10-12	0.6250	0.750	0.562	2.875	1.750	1.750	3/4-16	13	15,600	0.30
	AMR12	AML12	0.7500	0.875	0.687	2.875	1.750	1.750	3/4-16	14	13,400	0.29
	AMR12-757	-	0.7570	0.875	0.687	2.875	1.750	1.750	3/4-16	14	13,400	0.29

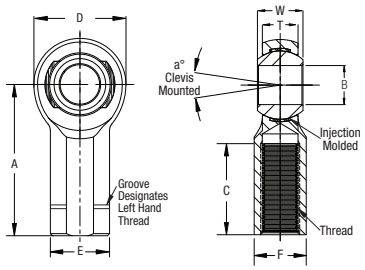
*Available in red, purple and black.

FEMALE

DIMENSIONS IN INCHES

Female Part Number												
	Right Hand	Left Hand	B +.0015 -.0005	W ±.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-2B	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
	AFR3	AFL3	0.1900	0.312	0.250	1.062	0.625	0.562	10-32	13	1,453	0.03
	AFR4	AFL4	0.2500	0.375	0.281	1.312	0.750	0.750	1/4-28	16	2,363	0.04
	AFR5	AFL5	0.3125	0.437	0.344	1.375	0.875	0.750	5/16-24	14	2,780	0.06
	AFR5-6	-	0.3125	0.437	0.344	1.625	1.000	0.937	3/8-24	14	4,512	0.09
	AFR6	AFL6	0.3750	0.500	0.406	1.625	1.000	0.937	3/8-24	12	3,682	0.11





PC SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground
- High Misalignment (PCYM-T, PCYF-T)

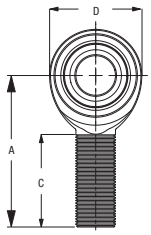
BODY
- Chromoly Steel
- Heat Treated
- Black Oxide Coated
- PTFE Lined (PCM-T, PCYM-T, PCYF-T)

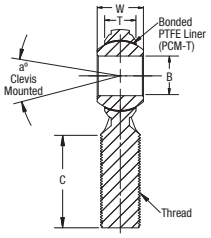
MALE

DIMENSIONS IN INCHES

Male Part Number	Right Hand	Left Hand	B +.0015 -.0005	W ±.005	T ±.005	A ±.015	D Ref.	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	PCM Ult. Radial Static Load (Lbs.)	PCM-T Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
NEW	PCMR6(T)	PCML6(T)	0.3750	.5000	0.359	1.938	1.000	1.250	3/8-24	22	9,088	6,895	0.15
	PCMR8(T)	PCML8(T)	0.5000	0.625	0.453	2.438	1.312	1.500	1/2-20	20	17,000	14,500	0.24
	PCMR8-10(T)	PCML8-10(T)	0.5000	0.625	0.453	2.625	1.500	1.625	5/8-18	20	19,300	17,650	0.30
	PCMR10(T)	PCML10(T)	0.6250	0.750	0.484	2.625	1.500	1.625	5/8-18	26	18,000	15,200	0.36
	PCMR10-12(T)	PCML10-12(T)	0.6250	0.750	0.484	2.875	1.750	1.750	3/4-16	26	27,000	23,000	0.48
	PCMR12(T)	PCML12(T)	0.7500	0.875	0.593	2.875	1.750	1.750	3/4-16	24	25,000	21,400	0.57

STUD CONFIGURATIONS AVAILABLE

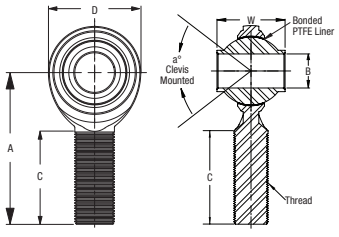


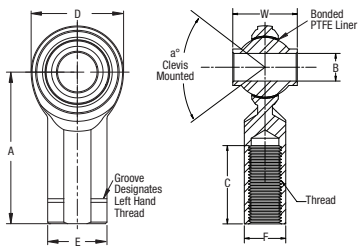


HIGH MISALIGNMENT MALE

DIMENSIONS IN INCHES

Male Part Number	Right Hand	Left Hand	B +.0015 -.0005	W ±.005	A ±.015	D Ref.	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
	PCYMR6T	PCYML6T	0.3750	0.875	2.125	1.125	1.375	3/8-24	55	11,050	0.14
	PCYMR7T	PCYML7T	0.4375	1.000	2.438	1.312	1.500	7/16-20	58	14,449	0.22
	PCYMR8T	PCYML8T	0.5000	1.250	2.625	1.500	1.625	1/2-20	65	16,240	0.33
	PCYMR8-10T	PCYML8-10T	0.5000	1.250	2.875	1.750	1.750	5/8-18	65	24,158	0.44
	PCYMR10T	PCYML10T	0.6250	1.375	2.875	1.750	1.750	5/8-18	64	21,219	0.51
	PCYMR10-12T	PCYML10-12T	0.6250	1.375	3.375	2.000	2.000	3/4-16	64	30,290	0.68
	PCYMR12T	PCYML12T	0.7500	1.500	3.375	2.000	2.000	3/4-16	61	29,127	0.79





HIGH MISALIGNMENT FEMALE

DIMENSIONS IN INCHES

Female Part Number	Right Hand	Left Hand	B +.0015 -.0005	W ±.005	A ±.015	D Ref.	C +.062 -.031	E ±.010	F +.002 -.010	Thread UNF-2B	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
	PCYFR6T	PCYFL6T	0.375	0.875	2.125	1.125	1.062	0.687	0.562	3/8-24	55	11,050	0.20
	PCYFR8T	PCYFL8T	0.500	1.250	2.625	1.500	1.375	0.875	0.750	1/2-20	65	16,240	0.43
	PCYFR10T	PCYFL10T	0.625	1.375	2.875	1.750	1.562	1.000	0.875	5/8-18	64	21,219	0.57
	PCYFR12T	PCYFL12T	0.750	1.500	3.375	2.000	1.785	1.125	1.000	3/4-16	61	29,127	0.84

QA1® 2-PIECE ROD ENDS - INCH

C SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

BODY
- Carbon Steel
- PTFE Lined Optional (T)
- Protective Coated for Corrosion Resistance

MALE

STUD CONFIGURATIONS AVAILABLE

GREASE FITTINGS AVAILABLE ON NON-PTFE LINED ROD ENDS

DIMENSIONS IN INCHES

Male Part Number													
Right Hand	Left Hand	B + .0025 - .0005	W ± .005	T Ref.	A ± .015	D Ref.	C + .062 - .031	Thread UNF-3A	Misalign. Angle a°	CM Ult. Radial Static Load (Lbs.)	CM(-T) Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
CMR2*	CML2*	0.1250	0.250	0.175	0.937	0.500	0.562	6-32 UNC	22	700	-	0.01
CMR3*(T)	CML3*(T)	0.1900	0.312	0.234	1.250	0.625	0.750	10-32	20	1,558	935	0.03
CMR3-4*(T)	CML3-4*(T)	0.1900	0.312	0.234	1.562	0.750	1.000	1/4-28	20	3,435	2,233	0.04
CMR4*(T)	CML4*(T)	0.2500	0.375	0.250	1.562	0.750	1.000	1/4-28	27	2,835	1,842	0.04
CMR4-5*(T)	CML4-5*(T)	0.2500	0.375	0.250	1.875	0.875	1.250	5/16-24	27	5,534	3,297	0.06
CMR5*(T)	CML5*(T)	0.3125	0.437	0.312	1.875	0.875	1.250	5/16-24	22	4,517	3,297	0.07
CMR5-6*(T)	CML5-6*(T)	0.3125	0.437	0.312	1.938	1.000	1.250	3/8-24	22	6,853	4,934	0.10
CMR6(T)	CML6(T)	0.3750	0.500	0.359	1.938	1.000	1.250	3/8-24	22	6,323	4,552	0.11
CMR6-103	-	0.3750	0.625	0.370	1.938	1.125	1.211	3/8-24	40	6,162	-	0.12
CMR6-7(T)	CML6-7(T)	0.3750	0.500	0.359	2.125	1.125	1.375	7/16-20	22	8,278	5,795	0.14
CMR6-8(T)	CML6-8(T)	0.3750	0.500	0.359	2.125	1.125	1.375	1/2-20	22	8,278	5,795	0.17
CMR7(T)	CML7(T)	0.4375	0.562	0.406	2.125	1.125	1.375	7/16-20	21	7,897	5,527	0.15
CMR7-6	-	0.4375	0.562	0.406	2.125	1.125	1.375	3/8-24	21	7,897	-	0.13
CMR7-8(T)	CML7-8(T)	0.4375	0.562	0.406	2.438	1.312	1.500	1/2-20	21	11,191	8,740	0.22
CMR8(T)	CML8(T)	0.5000	0.625	0.453	2.438	1.312	1.500	1/2-20	20	10,046	11,532	0.24
CMR8-102	CML8-102	0.5000	1.150	0.453	2.438	1.312	1.500	1/2-20	26	10,046	-	0.24
CMR8-10(T)	CML8-10(T)	0.5000	0.625	0.453	2.625	1.500	1.625	5/8-18	20	13,729	11,532	0.34
CMR8-12(T)	CML8-12(T)	0.5000	0.750	0.484	2.625	1.500	1.625	3/4-16	26	11,385	9,563	0.42
CMR10(T)	CML10(T)	0.6250	0.750	0.484	2.625	1.500	1.625	5/8-18	26	11,385	9,563	0.36
CMR10-12(T)	CML10-12(T)	0.6250	0.750	0.484	2.875	1.750	1.750	3/4-16	26	16,922	14,214	0.51
CMR12(T)	CML12(T)	0.7500	0.875	0.593	2.875	1.750	1.750	3/4-16	24	15,894	13,668	0.57
CMR12-757	-	0.7570	0.875	0.593	2.875	1.750	1.750	3/4-16	24	15,894	-	0.56
CMR12T-102**	-	0.7500	1.125	0.593	2.875	1.750	1.750	3/4-16	34	-	15,894	0.64
CMR12T-105***	CML12T-105***	0.7500	0.875	0.593	3.875	1.750	2.750	3/4-16	24	-	21,400	0.657

Add "T" after part number for PTFE lining.
*Grease fittings not available.
**Comes with jam nut.
***Body made of alloy steel.

FEMALE

DIMENSIONS IN INCHES

Female Part Number												
Right Hand	Left Hand	B + .0025 - .0005	W ± .005	T Ref.	A ± .015	D Ref.	C + .062 - .031	Thread UNF-2B	Misalign. Angle a°	CF Ult. Radial Static Load (Lbs.)	CF(-T) Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
CFR2*	CFL2*	0.1250	0.250	0.175	0.812	0.500	0.437	6-32 UNC	22	1,510	-	0.02
CFR3*(T)	CFL3*(T)	0.1900	0.312	0.234	1.062	0.625	0.500	10-32	20	2,079	935	0.04
CFR3-4	-	0.1900	0.312	0.234	1.312	0.750	0.687	1/4-28	20	4,197	-	0.05
CFR4(T)	CFL4(T)	0.2500	0.375	0.250	1.312	0.750	0.687	1/4-28	27	3,820	1,842	0.05
CFR5(T)	CFL5(T)	0.3125	0.437	0.312	1.375	0.875	0.687	5/16-24	22	5,110	3,297	0.08
CFR5-6	-	0.3125	0.437	0.359	1.625	1.000	0.812	3/8-24	22	6,323	-	0.10
CFR6(T)	CFL6(T)	0.3750	0.500	0.359	1.625	1.000	0.812	3/8-24	22	6,323	4,552	0.13
CFR7(T)	CFL7(T)	0.4375	0.562	0.406	1.812	1.125	0.937	7/16-20	21	7,897	5,527	0.18
CFR8(T)	CFL8(T)	0.5000	0.625	0.453	2.125	1.312	1.062	1/2-20	20	10,046	8,740	0.29
CFR10(T)	CFL10(T)	0.6250	0.750	0.484	2.500	1.500	1.375	5/8-18	26	11,385	9,563	0.43
CFR12(T)	CFL12(T)	0.7500	0.875	0.593	2.875	1.750	1.562	3/4-16	24	15,894	13,668	0.65

Add "T" after part number for PTFE lining.
*Grease fittings not available.

G SERIES

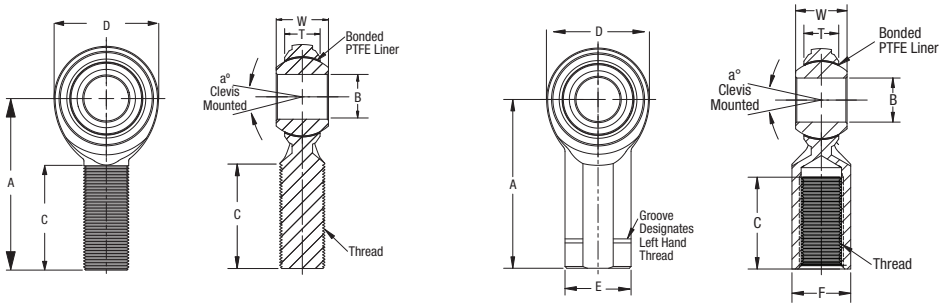
BALL
- 440C Stainless Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

BODY
- 300 Series Stainless Steel
- PTFE Lined

MALE

DIMENSIONS IN INCHES

Male Part Number	Right Hand	Left Hand	B + .0015 - .0005	W ± .005	T Ref.	A ± .015	D ± .010	C + .062 - .031	Thread UNF-3A	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
	GMR3T	GML3T	0.1900	0.312	0.234	1.250	0.625	0.750	10-32	20	1,190	0.03
	GMR4T	GML4T	0.2500	0.375	0.250	1.562	0.750	1.000	1/4-28	27	2,165	0.04
	GMR5T	GML5T	0.3125	0.437	0.312	1.875	0.875	1.250	5/16-24	22	3,278	0.07
	GMR6T	GML6T	0.3750	0.500	0.359	1.938	1.000	1.250	3/8-24	22	4,527	0.11
	GMR7T	GML7T	0.4375	0.562	0.406	2.125	1.125	1.375	7/16-20	21	5,689	0.15
	GMR8T	GML8T	0.5000	0.625	0.453	2.438	1.312	1.500	1/2-20	20	7,352	0.24
	GMR10T	GML10T	0.6250	0.750	0.484	2.625	1.500	1.625	5/8-18	26	8,200	0.36
	GMR12T	GML12T	0.7500	0.875	0.593	2.875	1.750	1.750	3/4-16	24	11,595	0.57



STUD CONFIGURATIONS AVAILABLE

FEMALE

DIMENSIONS IN INCHES

Female Part Number	Right Hand	Left Hand	B + .0015 - .0005	W ± .005	T Ref.	A ± .015	D ± .010	C + .062 - .031	Thread UNF-2B	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
	GFR3T	GFL3T	0.1900	0.312	0.234	1.062	0.625	0.500	10-32	20	1,190	0.04
	GFR4T	GFL4T	0.2500	0.375	0.250	1.312	0.750	0.687	1/4-28	27	2,165	0.05
	GFR5T	GFL5T	0.3125	0.437	0.312	1.375	0.875	0.687	5/16-24	22	3,278	0.08
	GFR6T	GFL6T	0.3750	0.500	0.359	1.625	1.000	0.812	3/8-24	22	4,527	0.13
	GFR7T	GFL7T	0.4375	0.562	0.406	1.812	1.125	0.937	7/16-20	21	5,689	0.18
	GFR8T	GFL8T	0.5000	0.625	0.453	2.125	1.312	1.062	1/2-20	20	7,352	0.29
	GFR10T	GFL10T	0.6250	0.750	0.484	2.500	1.500	1.375	5/8-18	26	8,200	0.43
	GFR12T	GFL12T	0.7500	0.875	0.593	2.875	1.750	1.562	3/4-16	24	11,595	0.65

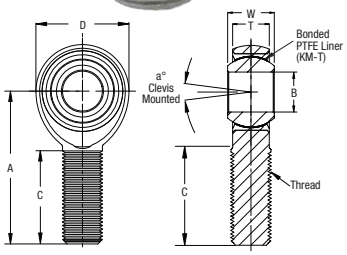
QA1® 3-PIECE ROD ENDS - INCH

K SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Chromoly Steel
- Corrosion and Wear Resistant
- PTFE Lined Optional (T)

BODY
- Carbon Steel (Alloy Steel - Mfr.'s Option)
- Protective Coated for Corrosion Resistance
- Corrosion and Wear Resistant



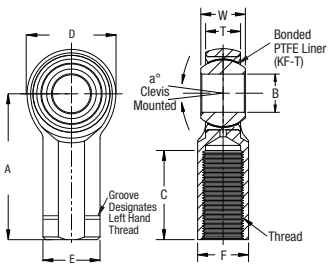
STUD CONFIGURATIONS AVAILABLE

MALE

DIMENSIONS IN INCHES

Male Part Number											
Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
KMR3(T)	KML3(T)	0.1900	0.312	0.250	1.250	0.625	0.750	10-32	13	1,169	0.03
KMR3-4(T)	KML3-4	0.1900	0.312	0.250	1.562	0.750	1.000	1/4-28	10	2,158	0.04
KMR4(T)	KML4(T)	0.2500	0.375	0.281	1.562	0.750	1.000	1/4-28	16	2,158	0.04
KMR4-5(T)	KML4-5(T)	0.2500	0.375	0.281	1.875	0.875	1.250	5/16-24	13	3,467	0.07
KMR5(T)	KML5(T)	0.3125	0.437	0.344	1.875	0.875	1.250	5/16-24	14	2,784	0.07
KMR5-6(T)	KML5-6(T)	0.3125	0.437	0.344	1.938	1.000	1.250	3/8-24	12	5,323	0.11
KMR6(T)	KML6(T)	0.3750	0.500	0.406	1.938	1.000	1.250	3/8-24	12	3,915	0.11
KMR6-7(T)	KML6-7(T)	0.3750	0.500	0.406	2.125	1.125	1.375	7/16-20	10	7,180	0.16
KMR7(T)	KML7(T)	0.4375	0.562	0.437	2.125	1.125	1.375	7/16-20	14	4,218	0.16
KMR7-8(T)	KML7-8(T)	0.4375	0.562	0.437	2.438	1.312	1.500	1/2-20	12	9,620	0.24
KMR8(T)	KML8(T)	0.5000	0.625	0.500	2.438	1.312	1.500	1/2-20	12	6,660	0.25
KMR8-10(T)	KML8-10(T)	0.5000	0.625	0.500	2.625	1.500	1.625	5/8-18	10	12,807	0.37
KMR10(T)	KML10(T)	0.6250	0.750	0.562	2.625	1.500	1.625	5/8-18	16	7,364	0.38
KMR10-12(T)	KML10-12(T)	0.6250	0.750	0.562	2.875	1.750	1.750	3/4-16	13	16,565	0.57
KMR12(T)	KML12(T)	0.7500	0.875	0.687	2.875	1.750	1.750	3/4-16	14	11,518	0.60
KMR12-14(T)	KML12-14(T)	0.7500	0.875	0.687	3.375	2.000	1.875	7/8-14	12	22,843	0.92
KMR14(T)	KML14(T)	0.8750	0.875	0.765	3.375	2.000	2.000	7/8-14	7	18,476	0.92
KMR16(T)	KML16(T)	1.0000	1.375	1.000	4.125	2.750	2.125	1 1/4-12	17	43,541	2.41
KMR16-1	KML16-1	1.0000	1.375	1.000	4.125	2.750	2.125	1-14*	17	43,541	2.13
KMR16-2	KML16-2	1.0000	1.375	1.000	4.125	2.750	2.125	1-12	17	43,541	2.13

Add "T" after part number for PTFE lining.
*Threads 1-14 UNS.



FEMALE

DIMENSIONS IN INCHES

Female Part Number											
Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-2B	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
KFR3(T)	KFL3(T)	0.1900	0.312	0.250	1.062	0.625	0.562	10-32	13	1,531	0.04
KFR4(T)	KFL4(T)	0.2500	0.375	0.281	1.312	0.750	0.750	1/4-28	16	2,539	0.06
KFR5(T)	KFL5(T)	0.3125	0.437	0.344	1.375	0.875	0.750	5/16-24	14	3,133	0.09
KFR6(T)	KFL6(T)	0.3750	0.500	0.406	1.625	1.000	0.937	3/8-24	12	3,915	0.15
KFR7(T)	KFL7(T)	0.4375	0.562	0.437	1.812	1.125	1.062	7/16-20	14	4,218	0.20
KFR8(T)	KFL8(T)	0.5000	0.625	0.500	2.125	1.312	1.187	1/2-20	12	6,660	0.33
KFR10(T)	KFL10(T)	0.6250	0.750	0.562	2.500	1.500	1.500	5/8-18	16	7,364	0.48
KFR12(T)	KFL12(T)	0.7500	0.875	0.687	2.875	1.750	1.750	3/4-16	14	11,518	0.72
KFR14(T)	KFL14(T)	0.8750	0.875	0.765	3.375	2.000	1.875	7/8-14	7	18,476	1.03
KFR16(T)	KFL16(T)	1.0000	1.375	1.000	4.125	2.750	2.125	1 1/4-12	17	40,889	2.28
KFR16-1	KFL16-1	1.0000	1.375	1.000	4.125	2.750	2.125	1-14*	17	43,541	2.58
KFR16-2	KFL16-2	1.0000	1.375	1.000	4.125	2.750	2.125	1-12	17	43,541	2.58

Add "T" after part number for PTFE lining.
*Threads 1-14 UNS.

H SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Alloy Race
- PTFE Lined Optional (T)

BODY
- Chromoly Steel
- Heat Treated
- Protective Coated for Corrosion Resistance

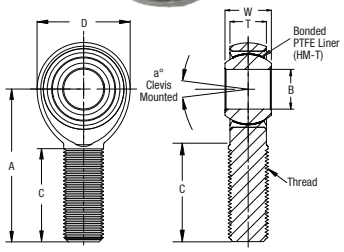
MALE

DIMENSIONS IN INCHES

Male Part Number

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
HMR3(T)	HML3(T)	0.1900	0.312	0.250	1.250	0.625	0.750	10-32	13	2,851	0.03
HMR3-4(T)	HML3-4	0.1900	0.312	0.250	1.562	0.750	1.000	1/4-28	10	5,260	0.04
HMR4(T)	HML4(T)	0.2500	0.375	0.281	1.562	0.750	1.000	1/4-28	16	5,260	0.04
HMR4-5(T)	HML4-5(T)	0.2500	0.375	0.281	1.875	0.875	1.250	5/16-24	13	8,452	0.07
HMR5(T)	HML5(T)	0.3125	0.437	0.344	1.875	0.875	1.250	5/16-24	14	7,639	0.07
HMR5-6(T)	HML5-6(T)	0.3125	0.437	0.344	1.938	1.000	1.250	3/8-24	12	12,978	0.11
HMR6(T)	HML6(T)	0.3750	0.500	0.406	1.938	1.000	1.250	3/8-24	12	9,544	0.11
HMR6-7(T)	HML6-7(T)	0.3750	0.500	0.406	2.125	1.125	1.375	7/16-20	10	17,508	0.16
HMR7(T)	HML7(T)	0.4375	0.562	0.437	2.125	1.125	1.375	7/16-20	14	10,285	0.16
HMR7-8(T)	HML7-8(T)	0.4375	0.562	0.437	2.438	1.312	1.500	1/2-20	12	23,452	0.25
HMR8(T)	HML8(T)	0.5000	0.625	0.500	2.438	1.312	1.500	1/2-20	12	16,238	0.25
HMR8H(T)	HML8H(T)	0.5000	0.625	0.500	2.625	1.500	1.625	1/2-20	12	31,390	0.34
HMR8-10(T)	HML8-10(T)	0.5000	0.625	0.500	2.625	1.500	1.625	5/8-18	10	31,390	0.38
HMR10 (T)	HML10(T)	0.6250	0.750	0.562	2.625	1.500	1.625	5/8-18	16	17,995	0.38
HMR10H(T)	HML10H(T)	0.6250	0.750	0.562	2.875	1.750	1.750	5/8-18	16	40,572	0.52
HMR10-12(T)	HML10-12(T)	0.6250	0.750	0.562	2.875	1.750	1.750	3/4-16	13	40,572	0.60
HMR12(T)	HML12(T)	0.7500	0.875	0.687	2.875	1.750	1.750	3/4-16	14	28,081	0.60
HMR12H(T)	HML12H(T)	0.7500	0.875	0.687	3.375	2.000	1.875	3/4-16	12	55,692	0.92
HMR12-14(T)	HML12-14(T)	0.7500	0.875	0.687	3.375	2.000	1.875	7/8-14	12	55,692	0.92
HMR14(T)	HML14(T)	0.8750	0.875	0.765	3.375	2.000	2.000	7/8-14	7	45,051	0.90
HMR16(T)	HML16(T)	1.0000	1.375	1.000	4.125	2.750	2.125	1 1/4-12	17	76,200	2.41
HMR16-1	HML16-1	1.0000	1.375	1.000	4.125	2.750	2.125	1-14*	17	76,200	2.13
HMR16-2	HML16-2	1.0000	1.375	1.000	4.125	2.750	2.125	1-12	17	76,200	2.13

Add "T" after part number for PTFE lining.
*Threads 1-14 UNS.



STUD CONFIGURATIONS AVAILABLE

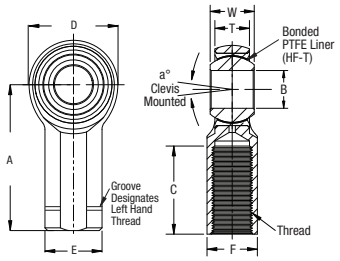
FEMALE

DIMENSIONS IN INCHES

Female Part Number

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-2B	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
HFR3(T)	HFL3(T)	0.1900	0.312	1.062	1.062	0.625	0.562	10-32	13	3,327	0.04
HFR4(T)	HFL4(T)	0.2500	0.375	1.312	1.312	0.750	0.750	1/4-28	16	6,190	0.06
HFR5(T)	HFL5(T)	0.3125	0.437	1.375	1.375	0.875	0.750	5/16-24	14	7,639	0.09
HFR6(T)	HFL6(T)	0.3750	0.500	1.625	1.625	1.000	0.937	3/8-24	12	9,544	0.15
HFR7(T)	HFL7(T)	0.4375	0.562	1.812	1.812	1.125	1.062	7/16-20	14	10,285	0.20
HFR8(T)	HFL8(T)	0.5000	0.625	2.125	2.125	1.312	1.187	1/2-20	12	15,336	0.33
HFR10(T)	HFL10(T)	0.6250	0.750	2.500	2.500	1.500	1.500	5/8-18	16	17,955	0.48
HFR12(T)	HFL12(T)	0.7500	0.875	2.875	2.875	1.750	1.750	3/4-16	14	28,081	0.72
HFR14(T)	HFL14	0.8750	0.875	3.375	3.375	2.000	1.875	7/8-14	7	45,051	1.03
HFR16(T)	HFL16(T)	1.0000	1.375	4.125	4.125	2.750	2.125	1 1/4-12	17	76,200	2.28
HFR16-1	HFL16-1	1.0000	1.375	4.125	4.125	2.750	2.125	1-14*	17	76,200	2.58
HFR16-2	HFL16-2	1.0000	1.375	4.125	4.125	2.750	2.125	1-12	17	76,200	2.58

Add "T" after part number for PTFE lining.
*Threads 1-14 UNS.



QA1® ENDURA ROD ENDS - METRIC

MX SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Reinforced Nylon 12 with PTFE Liner

BODY
- Alloy Steel
- Heat Treated
- Protective Coated for Corrosion Resistance

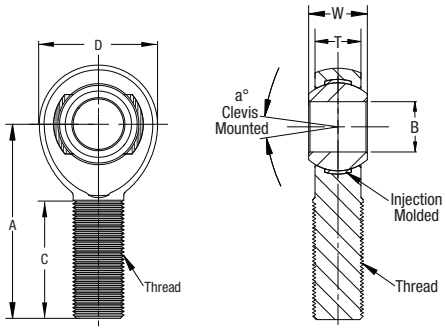
EXCLUSIVE FEATURES
- Metal-to-Metal Support for Heavy Shock Loads
- Increased Cross-Sectional Thickness for Greater Tensile Strength

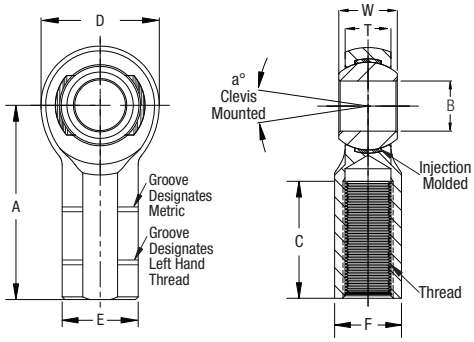
MALE

DIMENSIONS IN MILLIMETERS

STUD CONFIGURATIONS AVAILABLE

Male Part Number	Right Hand	Left Hand	B +.065 -.012	W +.000 -.13	T ±.12	A ±.4	D ±.38	Ball Dia. Ref.	C +1.5 -.75	Thread 6G	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
	MXMR6	MXML6	6	9	7.00	36	19.00	12.70	22	M6X1.0	13	18,186	19
	MXMR8	MXML8	8	12	8.75	42	22.25	15.88	25	M8X1.25	18	33,114	33
	MXMR10	MXML10	10	14	10.50	48	27.00	19.05	29	M10X1.5	17	52,476	57
	MXMR12	MXML12	12	16	12.00	54	30.00	22.23	33	M12X1.75	17	68,147	82
	MXMR14	MXML14	14	19	13.50	60	34.75	25.40	36	M14X2.0	21	90,386	125
	MXMR16	MXML16	16	21	14.25	66	38.00	28.58	40	M16X2.0	23	97,714	168





FEMALE

DIMENSIONS IN MILLIMETERS

Female Part Number	Right Hand	Left Hand	B +.065 -.012	W +.000 -.13	T ±.12	A ±.4	D ±.38	E ±.25	F ±.25	Ball Dia. Ref.	C +1.5 -.75	Thread 6G	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
	MXFR6	MXFL6	6	9	7.00	30	19.00	13	11	12.70	14	M6X1.0	13	34,399	29
	MXFR8	MXFL8	8	12	8.75	36	22.25	16	14	15.88	17	M8X1.25	18	41,710	51
	MXFR10	MXFL10	10	14	10.50	43	27.00	19	17	19.05	21	M10X1.5	17	63,442	86
	MXFR12	MFL12	12	16	12.00	50	30.00	22	19	22.23	24	M12X1.75	17	68,147	124
	MXFR14	MXFL14	14	19	13.50	57	34.75	25	22	25.40	27	M14X2.0	21	90,386	184
	MXFR16	MXFL16	16	21	14.25	64	38.00	27	22	28.58	33	M16X2.0	23	97,714	223

2-PIECE ROD ENDS - METRIC

MC SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

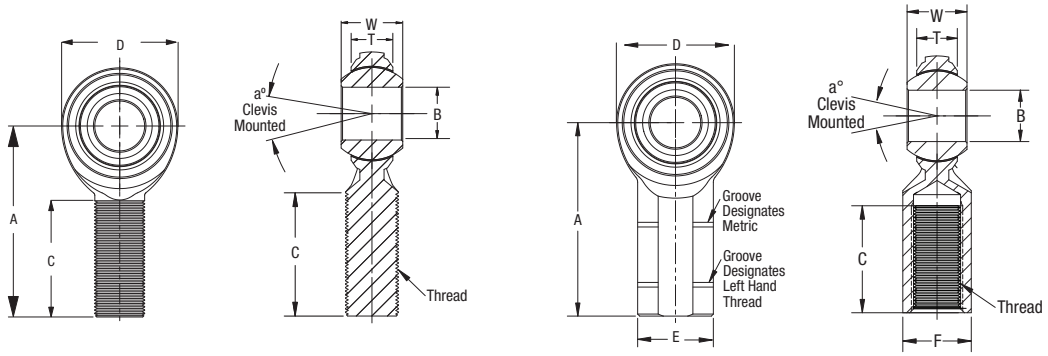
BODY
- Carbon Steel
- Protective Coated for Corrosion Resistance

MALE

DIMENSIONS IN MILLIMETERS

Male Part Number													
Right Hand	Left Hand	B +.065 -.012	W ±.12	T Ref.	A ±.40	D Ref.	Ball Dia. Ref.	C ±1.00	Thread 6g	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
MCMR5*	MCML5*	5	8	5.75	33	16.00	11.10	20	M5X.08	22	5,168	12
MCMR6*	MCML6*	6	9	6.25	36	19.00	12.70	22	M6X1.0	23	7,296	18
MCMR8*	MCML8*	8	12	8.00	42	22.25	15.88	25	M8X1.25	28	13,591	31
MCMR10	MCML10	10	14	9.50	48	27.00	19.05	29	M10X1.5	26	21,024	68
MCMR12	MCML12	12	16	10.75	54	30.00	22.23	33	M12X1.75	27	25,819	78
MCMR14	MCML14	14	19	12.25	60	34.75	25.40	36	M14X2.0	30	35,214	118
MCMR16	MCML16	16	21	12.75	66	38.00	28.58	40	M16X2.0	33	37,391	173
MCMR20	MCML20	20	25	16.25	78	46.00	34.93	47	M20X1.5	29	57,101	290

*Grease fittings not available.
Load ratings apply only to rod ends without grease fittings. For ratings with grease fittings, please contact us.



STUD CONFIGURATIONS AVAILABLE

GREASE FITTINGS AVAILABLE

FEMALE

DIMENSIONS IN MILLIMETERS

Female Part Number														
Right Hand	Left Hand	B +.065 -.012	W ±.12	T Ref.	A ±.40	D Ref.	E ±.25	F ±.25	Ball Dia. Ref.	C ±1.00	Thread 6H	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
MCFR5*	MCFL5*	5	8	5.75	27	16.00	11	9	11.10	14	M5X.08	22	8,247	18
MCFR6	MCFL6	6	9	6.25	30	19.00	13	11	12.70	14	M6X1.0	23	11,895	25
MCFR8	MCFL8	8	12	8.00	36	22.25	16	14	15.88	17	M8X1.25	28	15,190	40
MCFR10	MCFL10	10	14	9.50	43	27.00	19	17	19.05	21	M10X1.5	26	22,750	80
MCFR12	MCFL12	12	16	10.75	50	30.00	22	19	22.23	24	M12X1.75	27	25,819	95
MCFR14	MCFL14	14	19	12.25	57	34.75	25	22	25.40	27	M14X2.0	30	35,214	160
MCFR16	MCFL16	16	21	12.75	64	38.00	27	22	28.58	33	M16X2.0	33	37,391	215
MCFR20	MCFL20	20	25	16.25	77	46.00	34	30	34.93	40	M20X1.5	29	57,101	350

*Grease fittings not available.
Load ratings apply only to rod ends without grease fittings. For ratings with grease fittings, please contact us.

QA1® 2-PIECE ROD ENDS - METRIC

MG SERIES

BALL
- 440C Stainless Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

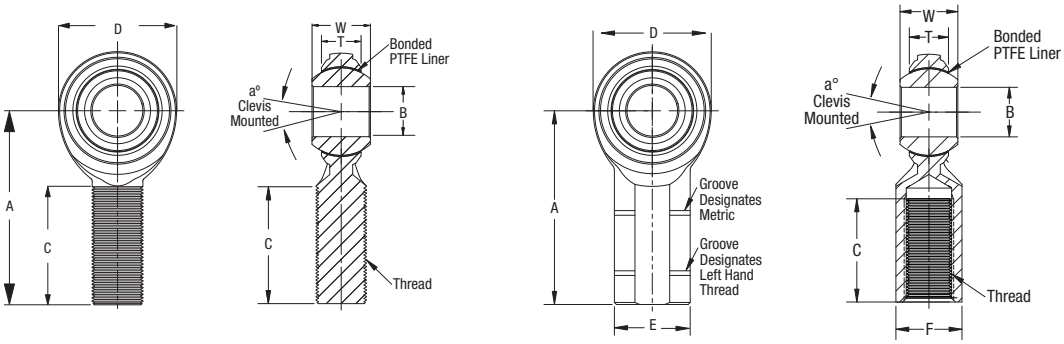
BODY
- 300 Series Stainless Steel
- PTFE Lined

MALE

DIMENSIONS IN MILLIMETERS

Male Part Number	Right Hand	Left Hand	B +.065 -.012	W ±.12	T Ref.	A ±.40	D ±.38	Ball Dia. Ref.	C ±1.0	Thread 6G	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
	MGMR5T	MGML5T	5	8	5.75	33	16.00	11.10	20	M5X.08	22	4,056	12
	MGMR6T	MGML6T	6	9	6.25	36	19.00	12.70	22	M6X1.0	23	6,093	18
	MGMR8T	MGML8T	8	12	8.00	42	22.25	15.88	25	M8X1.25	28	9,118	31
	MGMR10T	MGML10T	10	14	9.50	48	27.00	19.05	29	M10X1.5	26	14,144	68
	MGMR12T	MGML12T	12	16	10.75	54	30.00	22.23	33	M12X1.75	27	17,373	78
	MGMR14T	MGML14T	14	19	12.25	60	34.75	25.40	36	M14X2.0	30	23,699	118
	MGMR16T	MGML16T	16	21	12.75	66	38.00	28.58	40	M16X2.0	33	25162	173

STUD CONFIGURATIONS AVAILABLE



FEMALE

DIMENSIONS IN MILLIMETERS

Female Part Number	Right Hand	Left Hand	B +.065 -.012	W ±.12	T Ref.	A ±.40	D ±.38	E ±.25	F ±.25	Ball Dia. Ref.	C ±1.0	Thread 6H	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
	MGFR5T	MGFL5T	5	8	5.75	27	16.00	11	9	11.10	14	M5X.08	22	4,136	18
	MGFR6T	MGFL6T	6	9	6.25	30	19.00	13	11	12.70	14	M6X1.0	23	6,138	25
	MGFR8T	MGFL8T	8	12	8.00	36	22.25	16	14	15.88	17	M8X1.25	28	9,340	40
	MGFR10T	MGFL10T	10	14	9.50	43	27.00	19	17	19.05	21	M10X1.5	26	15,310	80
	MGFR12T	MGFL12T	12	16	10.75	50	30.00	22	19	22.23	24	M12X1.75	27	17,373	95
	MGFR14T	MGFL14T	14	19	12.25	57	34.75	25	22	25.40	27	M14X2.0	30	23,699	160
	MGFR16T	MGFL16T	16	21	12.75	64	38.00	27	22	28.58	33	M16X2.0	33	25,162	215

3-PIECE ROD ENDS - METRIC

MH SERIES

NEW **Additional Thread Pitches Now Available!**

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated

RACE
- Alloy Race
- Heat Treated
- PTFE Lined Optional (T)

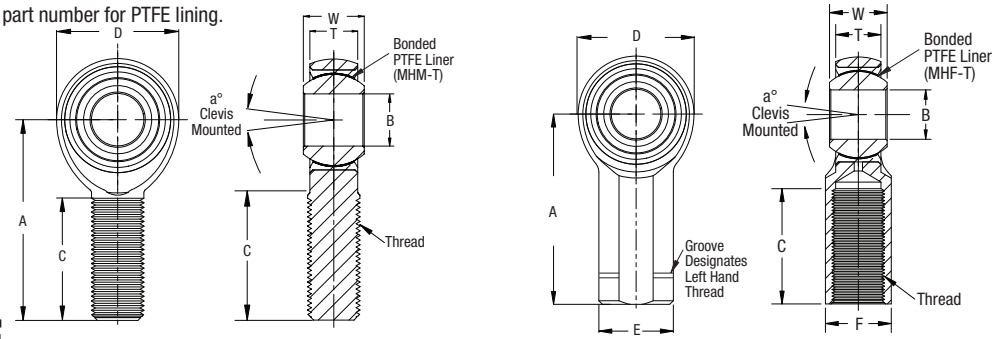
BODY
- Alloy Steel
- Heat Treated
- Protective Coated for Corrosion Resistance

MALE

DIMENSIONS IN MILLIMETERS

Male Part Number													
Right Hand	Left Hand	B +.065 -.012	W ±.12	T ±.12	A ±.40	D ±.38	Ball Dia. Ref.	C ±1.0	Thread 6G	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
MHMR5(T)	MHML5(T)	5	8	6.25	33	16.00	11.10	20	M5X0.8	14	12,611	13
MHMR6(T)	MHML6(T)	6	9	7.00	36	19.00	12.70	22	M6X1.0	13	17,720	18
MHMR8(T)	MHML8(T)	8	12	8.75	42	22.25	15.88	25	M8X1.25	18	33,135	31
MHMR8-1(T)	MHML8-1(T)	8	12	8.75	42	22.25	15.88	25	M8X1.0	18	33,135	31
MHMR10(T)	MHML10(T)	10	14	10.50	48	27.00	19.05	29	M10X1.5	17	50,227	68
MHMR10-1(T)	MHML10-1(T)	10	14	10.50	48	27.00	19.05	29	M10x1.25	17	50,227	68
MHMR12(T)	MHML12(T)	12	16	12.00	54	30.00	22.23	33	M12X1.75	17	44,490	78
MHMR12-1(T)	MHML12-1(T)	12	16	12.00	54	30.00	22.23	33	M12X1.25	17	44,490	78
MHMR14(T)	MHML14(T)	14	19	13.50	60	34.75	25.40	36	M14X2.0	21	71,741	118
MHMR14-1(T)	MHML14-1(T)	14	19	13.50	60	34.75	25.40	36	M14X1.5	21	71,741	118
MHMR16(T)	MHML16(T)	16	21	14.25	66	38.00	28.58	40	M16X2.0	23	76,291	173
MHMR16-1(T)	MHML16-1(T)	16	21	14.25	66	38.00	28.58	40	M16X1.5	23	76,291	173
MHMR20(T)	MHML20(T)	20	25	18.00	78	46.00	34.93	47	M20X1.5	20	120,212	290
MHMR20-1(T)	MHML20-1(T)	20	25	18.00	78	46.00	34.93	47	M20X2.5	20	120,212	290

Add "T" after part number for PTFE lining.



STUD CONFIGURATIONS AVAILABLE

FEMALE

DIMENSIONS IN MILLIMETERS

Female Part Number														
Right Hand	Left Hand	B +.065 -.012	W ±.12	T ±.12	A ±.40	D ±.38	E ±.25	F ±.25	Ball Dia. Ref.	C ±1.0	Thread 6H	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
MHFR5(T)	MHFL5(T)	5	8	6.25	27	16.00	11	9	11.10	14	M5X0.8	14	16396	17
MHFR6(T)	MHFL6(T)	6	9	7.00	30	19.00	13	11	12.70	14	M6X1.0	13	23535	25
MHFR8(T)	MHFL8(T)	8	12	8.75	36	22.25	16	14	15.88	17	M8X1.25	18	33203	40
MHFR8-1(T)	MHFL8-1(T)	8	12	8.75	36	22.25	16	14	15.88	17	M8X1.0	18	33203	40
MHFR10(T)	MHFL10(T)	10	14	10.50	43	27.00	19	17	19.05	21	M10X1.5	17	50227	80
MHFR10-1(T)	MHFL10-1(T)	10	14	10.50	43	27.00	19	17	19.05	21	M10X1.25	17	50227	80
MHFR12(T)	MHFL12(T)	12	16	12.00	50	30.00	22	19	22.23	24	M12X1.75	17	44,490	95
MHFR12-1(T)	MHFL12-1(T)	12	16	12.00	50	30.00	22	19	22.23	24	M12X1.25	17	44,490	95
MHFR14(T)	MHFL14(T)	14	19	13.50	57	34.75	25	22	25.40	27	M14X2.0	21	71,741	160
MHFR14-1(T)	MHFL14-1(T)	14	19	13.50	57	34.75	25	22	25.40	27	M14X1.5	21	71,741	160
MHFR16(T)	MHFL16(T)	16	21	14.25	64	38.00	27	22	28.58	33	M16X2.0	23	76,291	215
MHFR16-1(T)	MHFL16-1(T)	16	21	14.25	64	38.00	27	22	28.58	33	M16X1.5	23	76,291	215
MHFR20(T)	MHFL20(T)	20	25	18.00	77	46.00	34	30	34.93	40	M20X1.5	20	120,212	350
MHFR20-1(T)	MHFL20-1(T)	20	25	18.00	77	46.00	34	30	34.93	40	M20X2.5	20	120,212	350

Add "T" after part number for PTFE lining.

SPHERICAL BEARINGS, LINKAGES & MUCH MORE

A global provider of rod ends, spherical bearings, custom linkages and assemblies, QA1 is one of the few companies in the performance market that also offers a complete selection of complementary connection components. We have just about anything you need from spacers to tube adapters to jam nuts and more to complete your project. Look to QA1 for the best connection components in the industry.

SPHERICAL BEARINGS

Spherical bearings are used in countless applications and used wherever motion is needed to change the alignment of an axis. QA1's spherical bearings are available in a wide variety of sizes, styles and materials, with or without PTFE liners. Custom sizes and materials are available upon request and minimum orders apply.

CLEVISES

A clevis is used to adjust your linkage mounting point when misalignment isn't allowed. QA1's clevises are manufactured from carbon steel and are protective coated for corrosion resistance.

ROD EYES

A rod eye is used when side-to-side misalignment is not required. QA1's rod eyes are available in carbon steel in right and left hand threads and are protective coated for corrosion resistance.

ROCK ENDS

Designed for the hardest of the hard-core builders, fabricators and off road powerhouses, QA1's rock ends are available in male or weldable sleeve housings. They feature an unprecedented 44° of misalignment and have a forged heat treated chromoly steel housing with a 52100 bearing steel ball that is precision ground, heat treated and hard chrome plated. QA1's exclusive self-lubricating, self-sealing race is injection molded with a high strength PTFE/Nylon compound. High misalignment stainless steel inserts allow easy changes in bolt dimensions.

THE QA1 ADVANTAGE

LINKAGE ADJUSTERS

NEW

QA1's linkage adjusters can be used in any situation where you might need a little extra adjustment in your rod end length. Our chromoly steel adjusters are zinc plated and heat treated for superior strength and are available in female-to-male and new male-to-male style. Our aluminum adjusters are manufactured from 7075-T6 high grade aluminum and are black anodized for great dependability.

JAM NUTS

Jam nuts are usually half the size of a standard nut and are commonly jammed up against a standard nut to lock the two into place. QA1 offers both steel and aluminum jam nuts in a variety of sizes and in right and left hand threads. Our steel units are manufactured from protective coated carbon steel and the aluminum units are a clear anodized 7075 aluminum.

SWAGED TUBES

Swaged tubes are used in a variety of applications such as 4-link rods, tie rods and other various linkages. QA1's swaged tubes are available in both 5/8" and 3/4" thread sizes in right and left hand threads and in a variety of lengths. They feature a deep knurl for easy length adjustment.

TUBE ADAPTERS

QA1's weld-in tube adapters are CNC machined to precise tolerances from special, easily weldable chromoly steel. Available in a large assortment of sizes to fit most popular tubing, they are an effective way to adapt rod ends to a variety of applications. Available in both right and left hand threads, with the left hand units marked with a machined groove for easy identification. Also available in select sizes with an integrated hex; weld-on hexes sold separately.

SPACERS

Spacers are used in applications when mounting brackets are wider than the rod end ball width. Available in high misalignment or standard styles, QA1's spacers are made from high quality stainless steel in a variety of sizes for countless applications.

A high misalignment spacer is used when more articulation is needed in the rod end. High misalignment spacers reduce the rod end bore size so increased angle or misalignment is achieved. QA1 now offers even more sizes of high misalignment spacers!

WELD-ON WRENCH HEXES

QA1's weld-on wrench hexes can be used in place of a hex style tube adapter. Simply use the smooth style tube adapters and slip the weld-on wrench hex over the tube. Weld it to the tube where it is most convenient for easy adjustment.

QA1® SPHERICAL BEARINGS

SLB SERIES

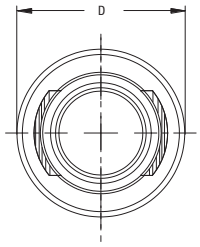
BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

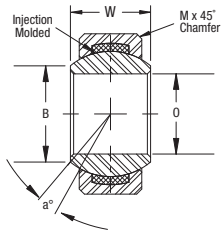
LINER
- Carbon Fiber Reinforced Nylon 12 with PTFE

RACE
- Stainless Steel
- Heat Treated

DIMENSIONS IN INCHES

Part Number	B +.0015 -.0005	D +.0000 -.0007	T ±.005	W ±.005	O Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle a°	Ult. Radial Static Load Lbs.	Ult. Axial Push-Out Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
SLB8	.5000	1.0000	0.390	0.500	0.640	0.032	0.781	9.5	4,662	2,960	0.06
SLB10	.6250	1.1875	0.500	0.625	0.780	0.032	0.968	8.5	7,572	5,040	0.10
SLB12	.7500	1.4375	0.593	0.750	0.920	0.044	1.187	9.0	11,451	6,160	0.19





COM SERIES

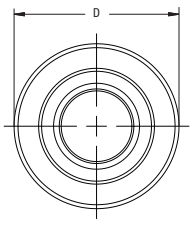
BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

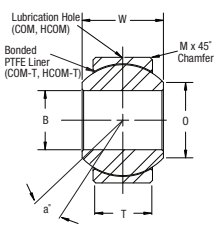
RACE
- Alloy Steel (COM)
- Heat Treated
- PTFE Lined Optional (COM-T / HCOM-T)
- Protective Coated

DIMENSIONS IN INCHES

AVAILABLE IN METRIC & STAINLESS STEEL

COM Metal to Metal	COM-T PTFE Lined	B +.0015 -.0005	D +.0000 -.0007	T ±.005	W ±.005	O Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
COM2	-	0.1650	0.4687	0.187	0.250	0.235	0.020	0..343	9.0	3,200	0.01
COM3	COM3T	0.1900	0.5625	0.218	0.281	0.293	0.015	0.406	11.0	4,875	0.01
COM4	COM4T	0.2500	0.6562	0.250	0.343	0.364	0.022	0.500	13.5	7,425	0.02
COM5	COM5T	0.3125	0.7500	0.281	0.375	0.419	0.032	0.562	12.0	9,713	0.03
COM6	COM6T	0.3750	0.8125	0.312	0.406	0.516	0.032	0.656	10.0	12,600	0.04
COM7	COM7T	0.4375	0.9062	0.343	0.437	0.530	0.032	0.687	8.0	14,180	0.05
COM8	COM8T	0.5000	1.0000	0.390	0.500	0.640	0.032	0.781	9.5	19,875	0.07
COM9	COM9T	0.5625	1.0937	0.437	0.562	0.710	0.032	0.875	9.5	24,945	0.09
COM10	COM10T	0.6250	1.1875	0.500	0.625	0.780	0.032	0.968	8.5	31,920	0.11
COM12	COM12T	0.7500	1.4375	0.593	0.750	0.920	0.044	1.187	9.0	47,880	0.20
COM12-757	-	0.7570	1.4375	0.593	0.750	0.920	0.044	1.187	9.0	47,880	0.20
COM14	COM14T	0.8750	1.5625	0.703	0.875	0.980	0.044	1.312	9.5	62,940	0.26
COM16	COM16T	1.0000	1.7500	0.797	1.000	1.118	0.044	1.500	10.0	82,800	0.39
HCOM16	HCOM16T	1.0000	2.0000	0.781	1.000	1.360	0.032	1.687	9.0	106,230	0.55
HCOM19	HCOM19T	1.1875	2.3750	0.937	1.187	1.610	0.032	2.000	8.5	151,095	0.90
HCOM20	HCOM20T	1.2500	2.3750	0.937	1.187	1.610	0.032	2.000	8.5	151,095	0.90
HCOM24	HCOM24T	1.5000	2.7500	1.094	1.375	1.860	0.032	2.312	8.5	203,925	1.36
HCOM28	HCOM28T	1.7500	3.1250	1.250	1.562	2.110	0.044	2.625	8.0	264,555	1.95
HCOM32	HCOM32T	2.0000	3.5000	1.375	1.750	2.360	0.044	2.937	8.5	325,590	2.66





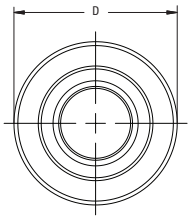
MCOM SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Alloy Steel
- Heat Treated

DIMENSIONS IN MILLIMETERS

Part Number	B +.065 -.013	D +.000 -.018	T ±.13	W ±.13	0 Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
MCOM5	5	16	6.00	8	7.68	0.5	11.10	12.5	27,555	9
MCOM6	6	18	6.75	9	8.93	0.5	12.70	12.5	35,459	13
MCOM8	8	22	9.00	12	10.35	0.8	15.88	14.0	59,121	24
MCOM10	10	26	10.50	14	12.88	0.8	19.05	13.5	82,744	40
MCOM12	12	30	12.00	16	15.39	0.8	22.23	13.0	112,829	80
MCOM14	14	34	13.50	19	16.86	1.0	25.40	16.0	141,845	110
MCOM16	16	38	15.00	21	19.34	1.0	28.58	15.0	177,343	130
MCOM18	18	42	16.50	23	21.89	1.0	31.75	15.0	216,714	170
MCOM20	20	46	18.00	25	24.35	1.0	34.93	14.5	260,086	230
MCOM22	22	50	20.00	28	25.84	1.5	38.10	15.0	315,216	280
MCOM25	25	56	22.00	31	29.60	1.5	42.86	15.0	390,056	390
MCOM30	30	66	25.00	37	34.81	1.5	50.80	17.0	525,360	610



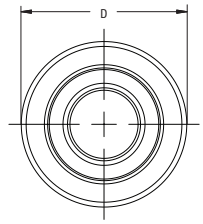
MCOM-T SERIES

BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Alloy Steel
- Heat Treated
- PTFE Lined

DIMENSIONS IN MILLIMETERS

Part Number	B +.065 -.013	D +.000 -.018	T ±.13	W ±.13	0 Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
MCOM5T	5	16	6.00	8	7.68	0.5	11.10	12.5	27,555	9
MCOM6T	6	18	6.75	9	8.93	0.5	12.70	12.5	35,459	13
MCOM8T	8	22	9.00	12	10.35	0.8	15.88	14.0	59,121	24
MCOM10T	10	26	10.50	14	12.88	0.8	19.05	13.5	82,744	40
MCOM12T	12	30	12.00	16	15.39	0.8	22.23	13.0	112,829	80
MCOM14T	14	34	13.50	19	16.86	1.0	25.40	16.0	141,845	110
MCOM16T	16	38	15.00	21	19.34	1.0	28.58	15.0	177,343	130
MCOM18T	18	42	16.50	23	21.89	1.0	31.75	15.0	216,714	170
MCOM20T	20	46	18.00	25	24.35	1.0	34.93	14.5	260,086	230
MCOM22T	22	50	20.00	28	25.84	1.5	38.10	15.0	315,216	280
MCOM25T	25	56	22.00	31	29.60	1.5	42.86	15.0	390,056	390
MCOM30T	30	66	25.00	37	34.81	1.5	50.80	17.0	525,360	610



QA1® SPHERICAL BEARINGS

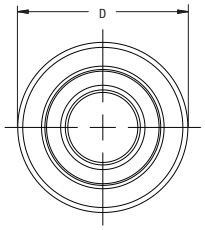
NPB-T SERIES

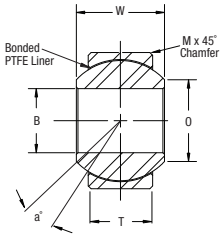
BALL
- 440C Stainless Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Stainless Steel
- Heat Treated
- PTFE Lined

DIMENSIONS IN INCHES

Part Number	B + .0000 - .0005	D + .0000 - .0005	T ± .005	W + .000 - .002	O Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Ult. Axial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)	No Load Breakaway Torque (In.*Lbs.)
NPB3T	0.1900	0.5625	0.218	0.281	0.293	0.015	0.406	10	3,975	150	0.02	0.25-5
NPB4T	0.2500	0.6562	0.250	0.343	0.364	0.022	0.500	10	6,040	430	0.02	0.25-5
NPB5T	0.3125	0.7500	0.281	0.375	0.419	0.032	0.562	10	8,750	700	0.03	1-8
NPB6T	0.3750	0.8125	0.312	0.406	0.475	0.032	0.656	9	10,540	1,100	0.04	1-8
NPB7T	0.4375	0.9062	0.343	0.437	0.530	0.032	0.687	8	13,200	1,400	0.05	3-12
NPB8T	0.5000	1.0000	0.390	0.500	0.600	0.032	0.781	8	17,900	2,100	0.07	3-12
NPB9T	0.5625	1.0937	0.437	0.562	0.670	0.032	0.875	8	23,200	3,680	0.09	3-12
NPB10T	0.6250	1.1875	0.500	0.625	0.739	0.032	0.968	8	30,500	4,720	0.12	3-12
NPB12T	0.7500	1.4375	0.593	0.750	0.920	0.044	1.187	8	46,400	6,750	0.21	3-12
NPB14T	0.8750	1.5625	0.703	0.875	0.980	0.044	1.312	8	62,200	9,350	0.27	3-12
NPB16T	1.0000	1.7500	0.797	1.000	1.118	0.044	1.500	9	82,200	12,160	0.39	3-12





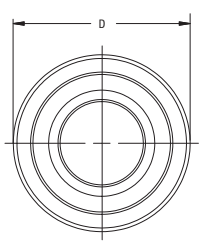
YPB-T SERIES

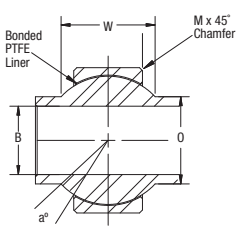
BALL
- 440C Stainless Steel
- Heat Treated
- High Misalignment
- Hard Chrome Plated
- Precision Ground

RACE
- Stainless Steel
- Heat Treated
- PTFE Lined

DIMENSIONS IN INCHES

Part Number	B + .0000 - .0005	D + .0000 - .0007	T ± .005	W + .000 - .005	O Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
YPB4T	0.2500	0.7400	0.255	0.593	0.390	0.020	0.593	24	7,560	0.04
YPB5T	0.3125	0.9060	0.345	0.813	0.512	0.030	0.781	23	16,975	0.07
YPB6T	0.3750	0.9060	0.345	0.813	0.512	0.030	0.781	23	16,975	0.07
YPB7T	0.4375	1.0000	0.345	0.875	0.618	0.030	0.875	22	19,018	0.10
YPB8T	0.5000	1.1250	0.401	0.937	0.730	0.030	1.000	20	25,263	0.16
YPB10T	0.6250	1.3750	0.567	1.200	0.856	0.030	1.250	20	44,651	0.25
YPB12T	0.7500	1.5625	0.620	1.280	0.970	0.035	1.325	18	53,507	0.32





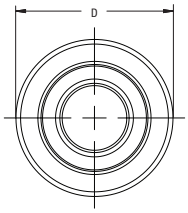
WPB-T SERIES

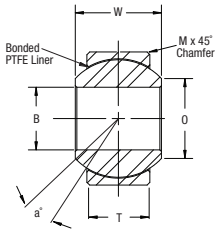
BALL
- 440C Stainless Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Stainless Steel
- Heat Treated
- PTFE Lined

DIMENSIONS IN INCHES

Part Number	B + .0000 - .0005	D + .0000 - .0005	T ± .005	W + .000 - .002	0 Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle aº	Ult. Radial Static Load (Lbs.)	Ult. Axial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)	No Load Breakaway Torque (In.*Lbs.)
WPB4T	0.2500	0.6250	0.327	0.437	0.300	0.022	0.531	15	5,500	1,770	0.03	0.25-5
WPB5T	0.3125	0.6875	0.317	0.437	0.360	0.032	0.593	14	9,400	1,640	0.04	1-8
WPB6T	0.3750	0.8125	0.406	0.500	0.466	0.032	0.687	8	13,700	2,630	0.06	1-8
WPB7T	0.4375	0.9375	0.442	0.562	0.537	0.032	0.781	10	20,700	3,650	0.08	3-12
WPB8T	0.5000	1.0000	0.505	0.625	0.607	0.032	0.875	9	21,400	4,970	0.10	3-12
WPB9T	0.5625	1.1250	0.536	0.687	0.721	0.032	1.000	10	26,600	5,370	0.14	3-12
WPB10T	0.6250	1.1875	0.567	0.750	0.752	0.032	1.062	12	29,000	6,130	0.16	3-12
WPB12T	0.7500	1.3750	0.630	0.875	0.845	0.044	1.250	13	37,000	7,730	0.24	3-12
WPB14T	0.8750	1.6250	0.755	0.875	0.995	0.044	1.375	6	65,200	10,800	0.35	3-12
WPB16T	1.0000	2.1250	1.005	1.375	1.269	0.044	1.875	12	104,000	19,300	0.97	3-12





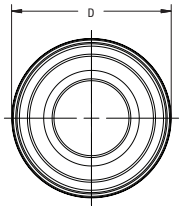
WPB-TG SERIES

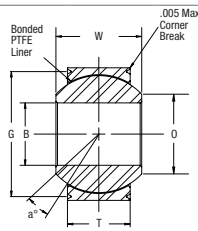
BALL
- 440C Stainless Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE
- Stainless Steel
- Heat Treated
- PTFE Lined
- Staking Groove

DIMENSIONS IN INCHES

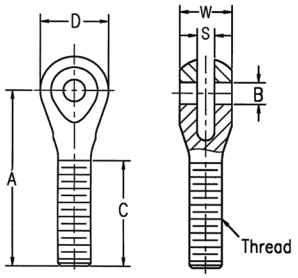
Part Number	B + .0000 - .0005	D + .0000 - .0005	T ± .005	W + .000 - .002	0 Flat Dia. Ref.	P + .000 - .015	R + .002 - .005	S Min.	G + .000 - .010	Ball Dia. Ref.	Misalign. Angle aº	Ult. Radial Static Load (Lbs.)	Ult. Axial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)	No Load Breakaway Torque (In.*Lbs.)
WPB4TG	0.2500	0.6250	0.327	0.437	0.300	0.030	0.010	0.010	0.565	0.531	15	5,500	1,770	0.03	0.25-5
WPB5TG	0.3125	0.6875	0.317	0.437	0.360	0.030	0.010	0.010	0.627	0.593	14	9,400	1,640	0.04	1-8
WPB6TG	0.3750	0.8125	0.406	0.500	0.466	0.040	0.015	0.020	0.714	0.687	8	13,700	2,630	0.06	1-8
WPB7TG	0.4375	0.9375	0.442	0.562	0.537	0.040	0.015	0.020	0.839	0.781	10	20,700	3,650	0.08	3-12
WPB8TG	0.5000	1.0000	0.505	0.625	0.607	0.040	0.015	0.020	0.902	0.875	9	21,400	4,970	0.10	3-12
WPB9TG	0.5625	1.1250	0.536	0.687	0.721	0.040	0.015	0.020	1.027	1.000	10	26,600	5,370	0.14	3-12
WPB10TG	0.6250	1.1875	0.567	0.750	0.752	0.040	0. 015	0.020	1.089	1.062	12	29,000	6,130	0.16	3-12
WPB12TG	0.7500	1.3750	0.630	0.875	0.845	0.060	0.015	0.020	1.253	1.250	13	37,000	7,730	0.24	3-12
WPB14TG	0.8750	1.6250	0.755	0.875	0.995	0.060	0.015	0.020	1.503	1.375	6	65,200	10,800	0.35	3-12
WPB16TG	1.0000	2.1250	1.005	1.375	1.269	0.060	0.015	0.020	2.003	1.875	12	104,000	19,300	0.97	3-12





CLEVISES

STANDARD CLEVIS
- Carbon Steel
- Protective Coated for Corrosion Resistance



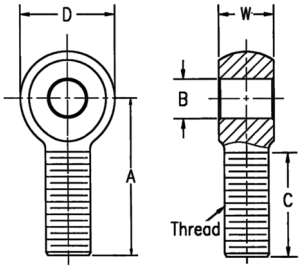
DIMENSIONS IN INCHES

Right Hand	Left Hand	Bore x Thread Ref.	B +.005 -.000	D ±.010	W ±.005	A ±.015	C +.062 -.031	S ±.005	Thread Ref.
CR4-5	CL4-5	1/4 X 5/16	0.2500	0.875	0.625	2.250	1.250	0.1880	5/16-24
CR5-5	CL5-5	5/16 X 5/16	0.3125	0.875	0.625	2.250	1.250	0.1880	5/16-24
CR5-6	CL5-6	5/16 X 3/8	0.3125	0.875	0.625	2.250	1.250	0.1880	3/8-24
CR5-8	CL5-8	5/16 X 1/2	0.3125	1.000	0.750	2.500	1.500	0.2500	1/2-20
CR6-8	CL6-8	3/8 X 1/2	0.3750	1.000	0.750	2.500	1.500	0.2500	1/2-20
CR6-8-1CP*	CL6-8-1CP*	3/8 X 1/2	0.3750	1.000	0.750	2.750	1.500	0.3125	1/2-20
CR6-8-2CP*	CL6-8-2CP*	3/8 X 1/2	0.3750	1.000	0.750	2.750	1.500	0.3750	1/2-20
CR6-10	CL6-10	3/8 X 5/8	0.3750	1.125	0.825	3.375	2.000	0.3750	5/8-18
CR6-10CP*	CL6-10CP*	3/8 X 5/8	0.3750	1.125	0.825	3.375	2.000	0.3750	5/8-18
CR6-12	CL6-12	3/8 X 3/4	0.3750	1.125	0.825	3.375	2.000	0.3750	3/4-16
CR7-8	CL7-8	7/16 X 1/2	0.4375	1.125	0.825	3.375	2.000	0.3750	1/2-20
CR7-10	CL7-10	7/16 X 5/8	0.4375	1.125	0.825	3.375	2.000	0.3750	5/8-18
CR8-10	CL8-10	1/2 X 5/8	0.5000	1.125	0.825	3.375	2.000	0.3750	5/8-18
CR8-12	CL8-12	1/2 X 3/4	0.5000	1.125	0.825	3.375	2.000	0.2500	3/4-16
CR8-12AL**	CL8-12AL**	1/2 X 3/4	0.5000	1.125	0.825	3.375	2.000	0.2500	3/4-16
CR8-12-1	CL8-12-1	1/2 X 3/4	0.5000	1.125	0.825	3.375	2.000	0.3750	3/4-16

*CP Denotes Polished, Hard Chrome Plating.
**AL Denotes 7075-T6 Aluminum.

ROD EYES

STANDARD ROD EYE
- Carbon Steel
- Protective Coated for Corrosion Resistance



DIMENSIONS IN INCHES

Right Hand	Left Hand	Bore x Thread +.005 -.000	B ±.010	D ±.010	W ±.005	A ±.015	C +.062 -.031	Thread Ref.
RER8	N/A	1/2 X 1/2	0.500	1.312	0.625	2.437	1.500	1/2-20
RER8-12	N/A	1/2 X 3/4	0.500	1.500	0.875	2.875	1.750	3/4-16
RER10	N/A	5/8 X 5/8	0.625	1.500	0.750	2.625	1.625	5/8-18
RER10-12***	N/A	5/8 X 3/4	0.625	1.500	0.875	2.500	1.650	3/4-16
RER10-12-1	REL10-12-1	5/8 X 3/4	0.625	1.750	0.875	2.875	1.750	3/4-16
RER12	N/A	3/4 X 3/4	0.750	1.750	0.875	2.875	1.750	3/4-16

***RER10-12 Denotes Polished, Hard Chrome Plating.

ROCK ENDS

RACE
- Carbon Steel
- Forged
- Protective Coated for Corrosion Resistance

BODY
- Alloy Steel
- Forged
- Protective Coated for Corrosion Resistance

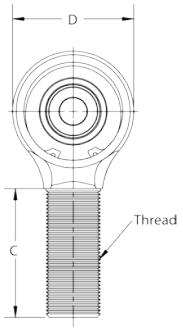
BEARING INSERT BALL
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

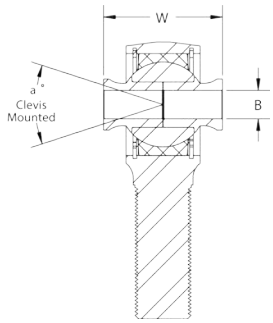
BEARING INSERT RACE
- Carbon Fiber Reinforced Nylon 12 with PTFE

MALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	Insert Style	B + .004 - .000	W ± .010	A ± .020	D ± .04	C ± .02	Threads UNF-2A	Misalign. Angle aº
MRMR10-1-1	MRML10-1-1	Bearing	10mm	2.000	4.250	2.500	2.953	1-14*	22
MRMR14-1-1	MRML14-1-1	Bearing	14mm	2.625	4.725	2.756	2.953	1-14*	44
RMR10-16-1	RML10-16-1	Bearing	0.625	2.625	4.725	2.756	2.953	1-14*	44
MRMR14-1	MRML14-1	Bearing	14mm	2.625	4.725	2.756	2.953	1 1/4-12	44
RMR10-16	RML10-16	Bearing	0.625	2.625	4.725	2.756	2.953	1 1/4-12	44



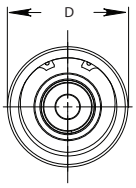


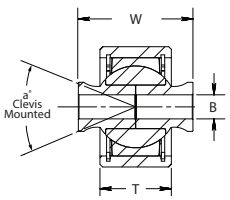
WELDABLE SLEEVE ROCK ENDS

RACE
- Weldable Low Carbon Steel

DIMENSIONS IN INCHES

Part Number	Insert Style	B + .004 - .000	D ± .010	T ± .010	W ± .010	Misalign. Angle aº
MRKB10	Bearing	10mm	2.756	1.478	2.125	22
MRKB14	Bearing	14mm	2.756	1.634	2.625	44
RKB10	Bearing	0.625	2.756	1.634	2.625	44

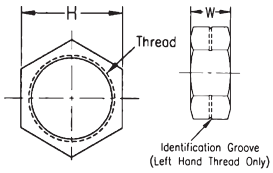




JAM NUTS

STEEL JAM NUTS
- High Carbon Steel
- Chrome Plated
- Reference ANSI B18.2.2-1972

ALUMINUM JAM NUTS
- 7075-T6 Aluminum
- Clear Anodized



DIMENSIONS IN INCHES

Steel Jam Nuts

Right Hand	Left Hand	Threads UNF-2B	H Hex	W Width
JNR3S	JNL3S	10-32	3/8	0.139
JNR4S	JNL4S	1/4-28	7/16	0.163
JNR5S	JNL5S	5/16-24	1/2	0.195
JNR6S	JNL6S	3/8-24	9/16	0.227
JNR7S	JNL7S	7/16-20	11/16	0.260
JNR8S	JNL8S	1/2-20	3/4	0.323
JNR10S	JNL10S	5/8-18	15/16	0.387
JNR10S-1	JNL10S-1	5/8-18	3/4	0.387
JNR12S	JNL12S	3/4-16	1 1/8	0.425
JNR14S	JNL14S	7/8-14	1 5/16	0.484
JNR16S	JNL16S	1 1/4-12	1 7/8	0.719
JNR16S-1	JNL16S-1	1-14	1 1/2	0.575
JNR16S-2	JNL16S-2	1-12	1 7/8	0.575

DIMENSIONS IN INCHES

Aluminum Jam Nuts

Right Hand	Left Hand	Threads UNF-2B	H Hex	W Width
JNR4A	JNL4A	1/4-28	7/16	0.163
JNR5A	JNL5A	5/16-24	1/2	0.195
JNR6A	JNL6A	3/8-24	9/16	0.227
JNR7A	JNL7A	7/16-20	11/16	0.260
JNR8A	JNL8A	1/2-20	3/4	0.323
JNR10A	JNL10A	5/8-18	15/16	0.387
JNR10A-1	JNL10A-1	5/8-18	3/4	0.387
JNR12A	JNL12A	3/4-16	1 1/8	0.425

NEW

DIMENSIONS IN MILLIMETERS

Metric Steel Jam Nuts

Right Hand	Left Hand	Threads 6H	H Hex	W Width
MJNR5S	MJNL5S	M5 X .8	8	2.70
MJNR6S	MJNL6S	M6 X 1.0	10	3.20
MJNR8S-1	MJNL8S-1	M8 X 1.0	13	4.00
MJNR8S	MJNL8S	M8 X 1.25	13	4.00
MJNR10S-1	MJNL10S-1	M10 X 1.25	17	5.00
MJNR10S	MJNL10S	M10 X 1.5	17	5.00
MJNR12S-1	MJNL12S-1	M12 X 1.25	19	6.00
MJNR12S	MJNL12S	M12 X 1.75	19	6.00
MJNR14S-1	MJNL14S-1	M14 X 1.5	22	7.00
MJNR14S	MJNL14S	M14 X 2.0	22	7.00
MJNR16S-1	MJNL16S-1	M16 X 1.5	24	8.00
MJNR16S	MJNL16S	M16 X 2.0	24	8.00
MJNR20S	MJNL20S	M20 X 1.5	30	10.00
MJNR20S-1	MJNL20S-1	M20 X 2.5	30	10.00

SWAGED TUBES

SWAGED TUBES
- SAE 1012 Seamless Tubing Equivalent (cold worked for added strength)
- Knurled on One End of the Non-Swaged Area
- Zinc Plated, Black Dichromate

DIMENSIONS IN INCHES

5/8" Swaged Tubes

Part Number	Length
TS10-6	6
TS10-7	7
TS10-8	8
TS10-9	9
TS10-10	10
TS10-11	11
TS10-12	12
TS10-13	13
TS10-14	14
TS10-15	15
TS10-16	16
TS10-39	39

7/8" O.D., .079" Wall Thickness,
5/8" UNF-2B Left and Right Hand Threads

DIMENSIONS IN INCHES

3/4" Swaged Tubes

Part Number	Length
TS12-15	15
TS12-16	16
TS12-18	18
TS12-20	20
TS12-21	21
TS12-22	22
TS12-23	23
TS12-24	24
TS12-25	25
TS12-26	26
TS12-27	27

1" O.D., .079" Wall Thickness,
3/4" UNF-2B Left and Right Hand Threads

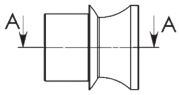
SPACERS

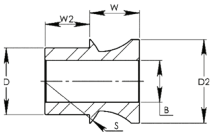
- Stainless Steel
- Available in High Misalignment or Standard

DIMENSIONS IN INCHES

High Misalignment

Part Number	D + .000 - .001	D2 ± .005	B + .003 - .000	W ± .005	W2 ± .005	S Ref.	Misalign. Angle a°	Total Installed Width Ref.	Mating Rod End Bore
STANDARD BALL WIDTH									
SG10-84	0.624	0.825	0.500	0.250	0.360	1.125	54	1.250	0.625
SG10-813	0.624	0.875	0.500	0.837	0.363	1.125	44	2.425	0.750
SG12-84	0.749	0.850	0.500	0.250	0.423	1.312	56	1.375	0.750
SG12-88	0.749	0.850	0.500	0.500	0.423	1.312	58	1.875	0.750
SG12-108	0.749	0.950	0.625	0.500	0.423	1.312	52	1.875	0.750
SG12-812	0.749	0.950	0.500	0.775	0.423	1.312	54	2.425	0.750
SG12-816-W	0.749	0.875	0.500	1.000	0.423	1.312	54	2.875	0.750
SG14-813	0.874	1.000	0.500	0.813	0.423	1.375	52	2.500	0.875
SG14-1010	0.874	1.062	0.625	0.625	0.423	1.375	44	2.125	0.875
SG14-1012	0.874	1.000	0.625	0.775	0.423	1.375	46	2.425	0.875
SG16-910	0.999	1.250	0.563	0.625	0.673	1.875	66	2.625	1.000
SG16-1010	0.999	1.250	0.625	0.625	0.673	1.875	64	2.625	1.000
SG16-1012	0.999	1.250	0.625	0.750	0.673	1.875	60	2.875	1.000
SG16-1013	0.999	1.250	0.750	0.813	0.673	1.875	60	3.000	1.000
SG16-1210	0.999	1.250	0.750	0.625	0.673	1.875	60	2.625	1.000
SG16-1212	0.999	1.250	0.750	0.750	0.673	1.875	57	2.875	1.000
NARROW BALL WIDTH									
SN6-45	0.375	0.500	0.250	0.297	0.195	0.656	54	1.000	0.406
SN6-46	0.375	0.500	0.250	0.422	0.195	0.656	56	1.250	0.406
SN8-66	0.499	0.625	0.375	0.375	0.242	0.781	56	1.250	0.500
SN8-68	0.499	0.625	0.375	0.500	0.242	0.781	57	1.500	0.500
SN10-67	0.624	0.830	0.375	0.438	0.302	0.968	48	1.500	0.625
SN10-87	0.624	0.830	0.500	0.438	0.301	0.968	48	1.500	0.625
SN10-815-W	0.624	0.750	0.500	0.938	0.301	0.968	48	2.500	0.625
SN12-68	0.749	0.875	0.375	0.500	0.360	1.187	62	1.750	0.750
SN12-88	0.749	0.950	0.500	0.500	0.360	1.187	56	1.750	0.750
SN12-97	0.749	0.950	0.563	0.438	0.360	1.187	54	1.625	0.750
SN12-98	0.749	0.950	0.563	0.500	0.360	1.187	54	1.750	0.750
SN12-107	0.749	0.950	0.625	0.438	0.360	1.187	50	1.625	0.750
SN12-108	0.749	0.950	0.625	0.500	0.360	1.187	50	1.750	0.750
SN14-89	0.874	0.950	0.500	0.563	0.423	1.312	52	2.000	0.875
SN14-99	0.875	1.000	0.563	0.563	0.423	1.312	48	2.000	0.875
SN14-109	0.875	1.000	0.625	0.563	0.423	1.312	45	2.000	0.875
SN14-129	0.875	1.000	0.750	0.563	0.423	1.312	38	2.000	0.875
SN16-913	0.999	1.250	0.563	0.813	0.485	1.500	52	2.625	1.000
SN16-1013	0.999	1.250	0.625	0.813	0.485	1.500	50	2.625	1.000
SN16-1016-W	0.999	1.250	0.625	1.000	0.485	1.500	50	3.000	1.000
SN16-1213	0.999	1.250	0.750	0.813	0.485	1.500	44	2.625	1.000
SN16-1216	0.999	1.250	0.750	1.000	0.485	1.500	44	3.000	1.000
SN16-1218-H	0.999	1.250	0.750	1.125	0.485	1.687	60	3.250	1.000
SN16-1224-W	0.999	1.250	0.750	1.500	0.485	1.500	44	4.000	1.000
SN20-1014-H	1.249	1.313	0.625	0.908	0.579	2.000	68	3.000	1.188
SN20-1211-H	1.249	1.313	0.750	0.719	0.579	2.000	64	2.625	1.188
SN20-1214-H	1.249	1.375	0.750	0.907	0.579	2.000	64	3.000	1.188
SN24-1017-H	1.499	1.625	0.625	1.063	0.673	2.312	68	3.500	1.375
SN24-1217-H	1.499	1.625	0.750	1.063	0.673	2.312	65	3.500	1.375
SN24-1221-H	1.499	1.625	0.750	1.313	0.673	2.312	65	4.000	1.375



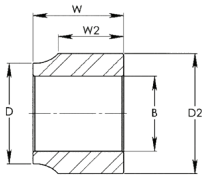


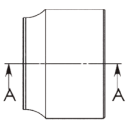
High Misalignment Standard Ball Width Spacers (SG Series) will fit WPB-T (size 14 & 16 only), AIB, SIB and MIB spherical bearings and all inch rod ends.

High Misalignment Narrow Ball Width Spacers (SN Series) will fit SLB, COM, COM-SS and NPB spherical bearings. And SN-H Series will fit H-COM spherical bearings only.

Standard

Part Number	D + .000 - .010	D2 Ref.	B + .003 - .000	W ± .100	W2 Ref.	Mating Rod End Bore
SG84	0.698	0.875	0.500	0.250	0.034	0.500
SG85	0.698	0.875	0.500	0.313	0.097	0.500
SG88	0.698	0.875	0.500	0.500	0.284	0.500
SG812	0.698	0.875	0.500	0.750	0.534	0.500
SG104	0.839	1.000	0.625	0.250	0.041	0.625
SG105	0.839	1.000	0.625	0.313	0.104	0.625
SG108	0.839	1.000	0.625	0.500	0.291	0.625
SG1012	0.839	1.000	0.625	0.750	0.541	0.625
SG124	0.978	1.125	0.750	0.250	0.048	0.750
SG125	0.978	1.125	0.750	0.313	0.111	0.750
SG128	0.978	1.125	0.750	0.500	0.298	0.750
SG1212	0.978	1.125	0.750	0.750	0.548	0.750

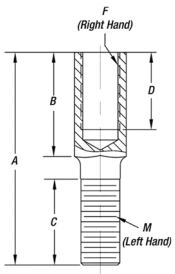




MALE-TO-FEMALE LINKAGE ADJUSTERS

STEEL ADJUSTERS
- Chromoly Steel
- Heat Treated
- Zinc Plated & Yellow Dichromate

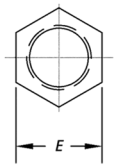
ALUMINUM ADJUSTERS
- 7075-T6 Alumnum
- Black Anodized



DIMENSIONS IN INCHES

Chromoly Steel	Aluminum	M UNF-3A Left Hand	F UNF-2B Right Hand	A Ref.	B ± .020	C + .062 - .031	D + .062 - .031	E Ref.
AS6-6	AA6-6	3/8-24	3/8-24	2.875	1.250	1.250	0.812	9/16
AS7-7	AA7-7	7/16-20	7/16-20	3.125	1.375	1.375	0.937	11/16
AS8-8	AA8-8	1/2-20	1/2-20	3.375	1.500	1.500	1.062	3/4
AS10-10	AA10-10	5/8-18	5/8-18	3.813	1.813	1.625	1.375	15/16
AS12-12	AA12-12	3/4-16	3/4-16	4.125	2.000	1.750	1.562	1 1/8
ADJ12-12*	-	3/4-16	3/4-16	4.125	2.000	1.600	1.531	1

*Carbon Steel, Chrome Plated



NEW

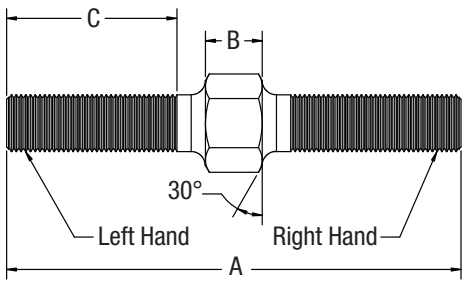
MALE-TO-MALE LINKAGE ADJUSTERS

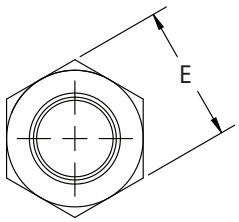
STEEL ADJUSTERS
- Chromoly Steel
- Heat Treated
- Zinc Plated & Yellow Dichromate

DIMENSIONS IN INCHES

Chromoly Steel	M UNF-3A Left Hand	F UNF-2B Right Hand	A ± .020	B ± .020	C + .062 - .031	E + .000 - .015
ASM3-19	10-32	10-32	1.94	0.19	0.75	0.375
ASM4-26	1/4-28	1/4-28	2.55	0.25	1	0.4375
ASM5-27	5/16-24	5/16-24	2.6725	0.3125	1	0.5
ASM6-33	3/8-24	3/8-24	3.25	0.375	1.25	0.5625
ASM7-37	7/16-20	7/16-20	3.6875	0.4375	1.375	0.688
ASM8-40	1/2-20	1/2-20	4	0.5	1.5	0.75
ASM10-50	5/8-18	5/8-18	4.985	0.625	1.875	0.938
ASM12-55	3/4-16	3/4-16	5.5	0.5	2.25	1.125
ASM12-60	3/4-16	3/4-16	6	0.75	2.25	1.125
ASM12-65	3/4-16	3/4-16	6.5	1.25	2.25	1.125
ASM12-75	3/4-16	3/4-16	7.5	2.25	2.25	1.125
ASM14-66	7/8-14	7/8-14	6.625	0.875	2.375	1.3125
ASM16-80	1 1/4-12	1 1/4-12	8	1	2.875	1.875
ASM16-1-80	1-14*	1-14*	8	1	2.875	1.5
ASM16-2-80	1-12	1-12	8	1	2.875	1.5

*Threads are 1-14 UNS.

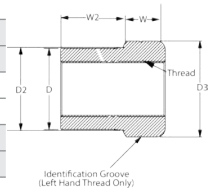


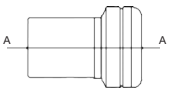


TUBE ADAPTERS

- Chromoly Steel
- Right & Left Hand Threads

DIMENSIONS IN INCHES





Part Number	Right Hand Left Hand	Style	Tubing O.D.	Tubing Wall Thickness	Thread UNF-2B	D ± .005	D2 ± .005	D3 ± .005	W ± .010	W2 ± .010
1844-101	RH	Smooth	3/8	0.058	10-32	0.234	0.264	0.375	0.30	0.45
1844-103	RH	Smooth	1/2	0.058	1/4-28	0.359	0.389	0.500	0.40	0.60
1844-104	RH	Smooth	1/2	0.058	5/16-24	0.359	0.389	0.500	0.50	0.75
1844-102	LH	Smooth	1/2	0.058	1/4-28	0.359	0.389	0.500	0.40	0.60
1844-106	RH	Smooth	5/8	0.058	5/16-24	0.484	0.514	0.625	0.50	0.75
1844-108	RH	Smooth	5/8	0.058	3/8-24	0.484	0.514	0.625	0.50	0.75
1844-105	LH	Smooth	5/8	0.058	5/16-24	0.484	0.514	0.625	0.50	0.75
1844-107	LH	Smooth	5/8	0.058	3/8-24	0.484	0.514	0.625	0.50	0.75
1844-109	RH	Smooth	3/4	0.058	3/8-24	0.609	0.639	0.750	0.50	0.75
1844-111	RH	Smooth	3/4	0.058	7/16-20	0.609	0.639	0.750	0.55	0.83
1844-113	RH	Smooth	3/4	0.058	3/8-24	0.595	0.625	0.750	0.50	0.75
1844-110	LH	Smooth	3/4	0.058	7/16-20	0.609	0.639	0.750	0.55	0.83
1844-112	LH	Smooth	3/4	0.058	3/8-24	0.595	0.630	0.750	0.625	0.88
1845-101	LH	Hex	3/4	0.058	3/8-24	0.609	0.639	0.750	1.25	0.75
1844-114	RH	Smooth	7/8	0.058	3/8-24	0.734	0.764	0.875	0.50	0.75
1844-115	RH	Smooth	7/8	0.058	7/16-20	0.734	0.764	0.875	0.55	0.83
1844-117	RH	Smooth	7/8	0.065	1/2-20	0.720	0.750	0.875	0.60	0.90
1844-116	LH	Smooth	7/8	0.065	1/2-20	0.720	0.750	0.875	0.60	0.90
1845-102	LH	Hex	7/8	0.058	3/8-24	0.734	0.764	0.875	1.25	0.75
1844-118	RH	Smooth	1	0.058	1/2-20	0.859	0.889	1.000	0.60	0.90
1844-120	RH	Smooth	1	0.120	1/2-20	0.735	0.765	1.000	0.60	0.90
1844-122	RH	Smooth	1	0.120	5/8-18	0.735	0.765	1.000	0.65	0.98
1844-119	LH	Smooth	1	0.120	1/2-20	0.735	0.765	1.000	0.60	0.90
1844-121	LH	Smooth	1	0.120	5/8-18	0.735	0.765	1.000	0.65	0.98
1845-103	LH	Hex	1	0.058	1/2-20	0.859	0.889	1.000	1.50	0.90
1844-126	RH	Smooth	1 1/8	0.095	5/8-18	0.910	0.940	1.125	0.65	0.98
1844-125	LH	Smooth	1 1/8	0.095	5/8-18	0.910	0.940	1.125	0.65	0.98
1844-127	RH	Smooth	1 1/4	0.095	3/4-16	1.035	1.065	1.250	0.70	1.05
1844-128	RH	Smooth	1 1/4	0.120	3/4-16	0.985	1.015	1.250	0.70	1.05
1844-130	RH	Smooth	1 1/4	0.120	7/8-14	0.985	1.015	1.250	0.80	1.20
1844-132	RH	Smooth	1 1/4	0.120	7/8-18	0.985	1.015	1.250	0.80	1.20
1844-129	LH	Smooth	1 1/4	0.120	7/8-14	0.985	1.005	1.250	0.875	1.13
1844-131	LH	Smooth	1 1/4	0.120	7/8-18	0.985	1.005	1.250	0.875	1.13
1845-104	LH	Hex	1 1/4	0.095	3/4-16	1.035	1.065	1.250	1.75	0.70
1845-105	LH	Hex	1 1/4	0.120	3/4-16	0.985	1.015	1.250	1.75	1.05
1844-133	RH	Smooth	1 3/8	0.095	3/4-16	1.160	1.190	1.375	0.70	1.05
1845-106	LH	Hex	1 3/8	0.095	3/4-16	1.160	1.190	1.375	1.75	1.05
1844-135	RH	Smooth	1 1/2	0.120	1-14	1.235	1.265	1.500	0.85	1.28
1844-137	RH	Smooth	1 1/2	0.250	5/8-18	0.975	1.005	1.500	0.65	0.98
1844-139	RH	Smooth	1 1/2	0.250	3/4-16	0.975	1.005	1.500	0.70	1.05
1844-134	LH	Smooth	1 1/2	0.120	1-14	1.235	1.255	1.500	0.94	1.19
1844-136	LH	Smooth	1 1/2	0.250	5/8-18	0.985	1.005	1.500	0.69	0.94
1844-138	LH	Smooth	1 1/2	0.250	3/4-16	0.975	1.005	1.500	0.75	1.00
1844-141	RH	Smooth	1 3/4	0.120	1 1/4-12	1.485	1.515	1.750	0.85	1.28
1844-143	RH	Smooth	1 3/4	0.250	7/8-14	1.225	1.255	1.750	0.80	1.20
1844-140	LH	Smooth	1 3/4	0.120	1 1/4-12	1.485	1.505	1.750	0.94	1.19
1844-142	LH	Smooth	1 3/4	0.250	7/8-14	1.225	1.255	1.750	0.875	1.13
1844-145	RH	Smooth	2	0.250	1-12	1.475	1.505	2.000	0.85	1.28
1844-147	RH	Smooth	2	0.250	1 1/4-12	1.475	1.505	2.000	0.85	1.28
1844-144	LH	Smooth	2	0.250	1-12	1.475	1.505	2.000	0.94	1.19
1844-146	LH	Smooth	2	0.250	1 1/4-12	1.475	1.505	2.000	0.85	1.28

WELD-ON WRENCH HEXES

DIMENSIONS IN INCHES

Part Number	Fits Tubing O.D. Size	Wrench Size
1865-102	1/2	3/4
1865-103	5/8	7/8
1865-104	3/4	1
1865-105	7/8	1 1/8
1865-106	1	1 1/4
1865-107	1 1/8	1 3/8

DIMENSIONS IN INCHES

Part Number	Fits Tubing O.D. Size	Wrench Size
1865-108	1 1/4	1 1/2
1865-109	1 3/8	1 5/8
1865-110	1 1/2	1 3/4
1865-111	1 5/8	1 7/8
1865-112	1 3/4	2
1865-113	2	2 1/4

SUPPORTING RACERS & BUILDERS

Supporting Racers & Builders Through Sponsorships

QA1 is proud to support a select group of racers and chassis builders each year through sponsorships. We understand that racing and building cars can be expensive, and we are honored to be able to assist with product discounts. When applying for a sponsorship, be prepared by knowing what QA1 products you're interested in beforehand and think of ways that we can work together to make it a mutually beneficial partnership.

Supporting Racers Through Contingency Programs

QA1 is proud to participate in several contingency programs to support, recognize and award top performers during the racing season who are using QA1 products. Racers who utilize QA1 products to outperform the competition will be eligible for a contingency payment or certificate of some form. At QA1, we are committed to helping racers compete at the highest level.

QA1 DEALER PROGRAM

Distributor Tiers

QA1 offers multiple purchasing tiers to fit your business model. With varying opening order and annual sales amounts, additional benefits and more, you are able to choose the tier that best fits your needs. Below are some examples of benefits that are available depending on the distributor tier level:

- Discounts on orders
- Access to catalogs, banners and flyers
- Free freight program
- On-site representation for special events
- Annual on-site technical training

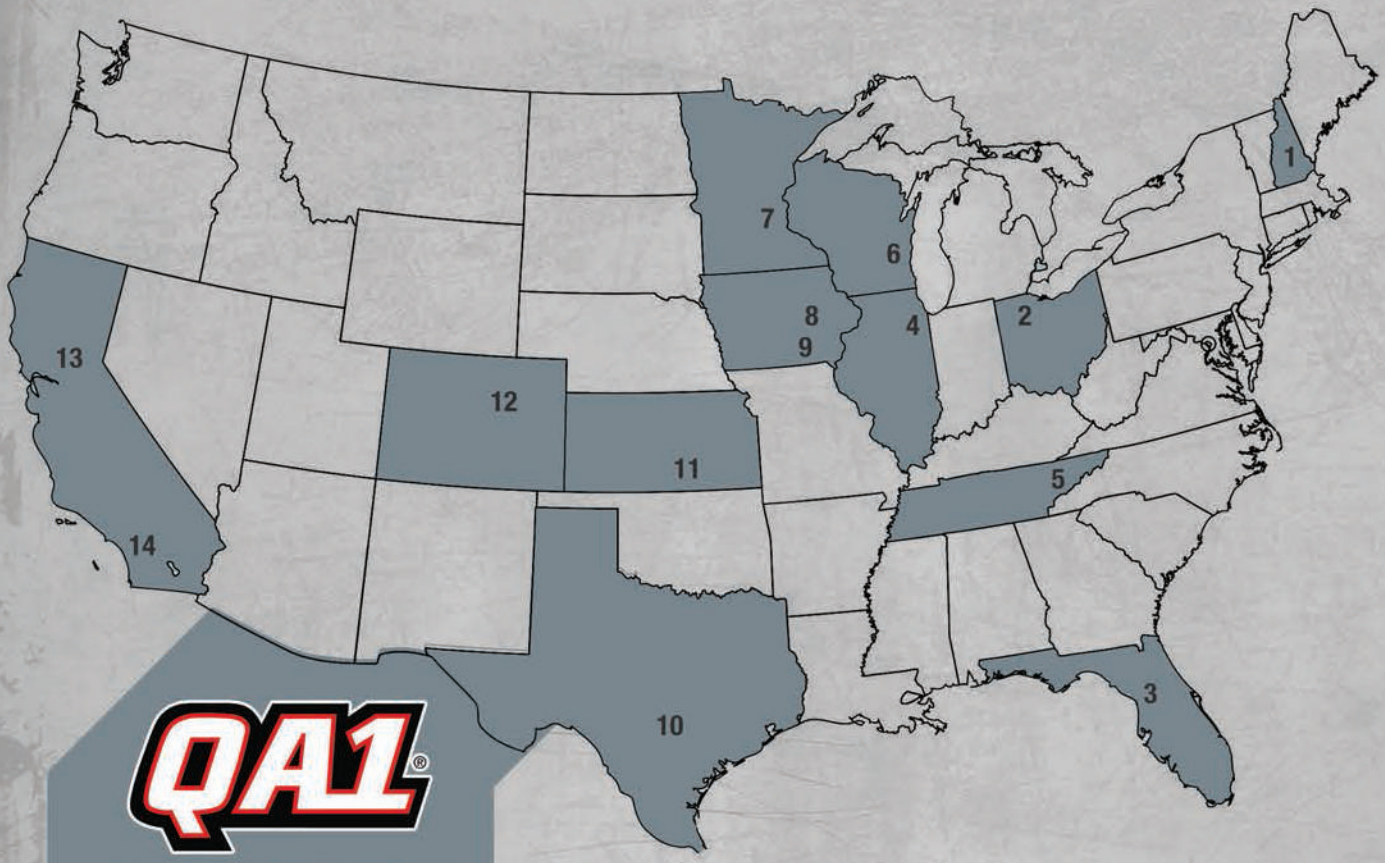
How Do I Become a Dealer?

Becoming a QA1 dealer is easy, and we're here to help you through the process. Your interest in QA1's dealer program is important to us, so we'll work together to ensure your needs are met.

- Contact QA1 to begin the process of joining the QA1 dealer network.
- Provide a copy of your business license.
- Show a copy of a company advertisement, brochure or website.
- Provide a company directory that lists names and contact information for key individuals.
- Work with the QA1 sales team to write your opening order.

QA1 AUTHORIZED REBUILDERS

We have built a team of the most talented authorized rebuilders. All QA1 adjustable shocks and struts are manufactured to be serviceable and rebuildable, should the need arise. Even though most of our circle track racing shocks are racer rebuildable and revalveable, sometimes you may not have the time or the resources to do it yourself. If needed, our rebuilders can get you up and running and back on the track in no time.



NEED HELP?

Dedicated Technical Support Team

QA1 is dedicated to providing quality support and instructions. We employ passionate racers and car enthusiasts that know our products and the industry to better serve you.

QA1® APPAREL & BANNERS

Get your QA1 gear today! We have a variety of options for fans, including t-shirts, sweatshirts, hats and banners. Our t-shirts are 100% combed ringspun preshrunk cotton and the black hoodie is made of 65% cotton and 35% polyester.

QA1 LOGO HOODIE

Part #	Color	Size
ASHS-101	Black	S
ASHM-101	Black	M
ASHL-101	Black	L
ASHXL-101	Black	XL
ASH2XL-101	Black	2XL
ASH3XL-101	Black	3XL

QA1 SPLASH T-SHIRT

Part #	Color	Size
ASTS-111	Black	S
ASTM-111	Black	M
ASTL-111	Black	L
ASTXL-111	Black	XL
AST2XL-111	Black	2XL
AST3XL-111	Black	3XL

QA1 MOTORSPORTS T-SHIRT

Part #	Color	Size
ASTS-103	Black	S
ASTM-103	Black	M
ASTL-103	Black	L
ASTXL-103	Black	XL
AST2XL-103	Black	2XL

QA1 RACING T-SHIRT

Part #	Color	Size
ASTL-107	Black	L
ASTXL-107	Black	XL
AST2XL-107	Black	2XL
ASTS-108	White	S
ASTM-108	White	M
ASTL-108	White	L
ASTXL-108	White	XL

QA1 QUALITY T-SHIRT

Part #	Color	Size
ASTS-105	White	S
ASTL-105	White	L
ASTXL-105	White	XL
AST2XL-105	White	2XL
ASTS-106	Gray	S
ASTL-106	Gray	L
ASTXL-106	Gray	XL
AST2XL-106	Gray	2XL

QA1 DRAG RACING T-SHIRT

Part #	Color	Size
ASTS-109	Black	S
ASTM-109	Black	M
ASTL-109	Black	L
ASTXL-109	Black	XL
AST2XL-109	Black	2XL

QA1 STREET T-SHIRT

Part #	Color	Size
AST2XL-104	Black	2XL

QA1 BASEBALL HAT

QA1's black baseball cap features a distinctive red trim. This hat is one-size-fits-all and can easily be adjusted with the fabric strap and metal closure. Featuring the QA1 logo on the front and across the back, this hat is made with 100% brushed cotton twill making it very comfortable.

Part #	Color	Size
AHBA-102	Black	One Size Fits All

Part #	Size
BAN-MS	2' x 4'
BAN-MSXL	3' x 8'

QA1 BANNERS

Get a QA1 banner for your shop, garage or special event! These weather resistant signs are finished with 4 side hems and standard grommets for hanging.

#CAT-MS16