



INSTALLATION INSTRUCTIONS

[QA1 Mopar K-Member](#)

P/N 52313, 52314, 52315

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

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Ratchet & SAE Socket Set
- Ball Joint Separator
- Engine Hoist
- SAE Wrench Set

PRE-INSTALLATION NOTES:

1. QA1 K-members are designed to work with 1973-1976 A-Body and 1970-1972 B- Body or 1970-1974 E-Body factory sway bars respectively.
2. A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.
3. Count the number of revolutions it takes to remove the tension from the torsion bar adjusters in the lower control arms. Take note of this and use it during the assembly process to duplicate the ride height.
4. Check and replace any excessively worn engine mounts, steering components and suspension components.
5. QA1 also offers: Torsion Bar Adjusters (P/N 52360), Eccentric Camber Bolt Adjusters (P/N 52361) for the Mopar A/B/E Body cars, Dynamic Strut Bars for A-Body (P/N 52311) and B-Body (P/N 52312) and Heavy Duty Tie Rod Sleeves (P/N 52324 for 11/16" thread and P/N 52325 for 9/16" thread).

DISASSEMBLY

1. Measure and record the vehicle ride height at the center of the wheel opening. This will help in setting the ride height after installation of the QA1 K-member.
2. Lift and support vehicle on a solid surface. Support the vehicle by the frame rails allowing the suspension to droop. A vehicle lift is best, but careful use of jack stands work as well.
3. Remove the front wheels and tires.

4. Remove the shock bolts from lower control arms.
5. Remove the front sway bar.
6. Remove the tension on the torsion bars by loosening the adjuster bolts in the lower control arms counting the number of turns required to remove the preload. It is not necessary to completely remove the torsion bar adjuster bolt or block. **Note the position of the torsion bar key.**
7. Remove the snap ring at the rear of the torsion bar (**Figure 1**) and slide the torsion bar back. It is not necessary to completely remove the torsion bar from the car (**Figure 2**). Loosening the lower control arm pivot shaft and gently prying back on the control arm will help to remove the torsion bar.



Figure 1



Figure 2

8. Remove the cotter pin from the lower ball joint. Loosen the castle nut, but do not remove. Separate the lower control arm from the ball joint and then remove the nut. Leave the upper control arm and spindle hanging with all the steering attached. The steering system does not need to be fully dismantled.
9. Remove the three bolts holding the steering box to the factory K-member and suspend the steering box using rope or mechanics wire.
10. Un-bolt the idler arm from K-member noting the position of the washer if applicable.
11. Un-bolt the engine mounts from the K-member and raise the engine so the mounts are off the stands and leave the engine suspended. An engine hoist is recommended.
12. Remove the four K-member bolts and radiator support brace (**Figure 3**). Remove the factory K-member and lower control arms from the car.



Figure 3

INSTALLATION INSTRUCTIONS

1. Transfer the lower control arms to the QA1 K-member (**Figure 4**). Leave the control arm pivot bolts loose at this time.
2. The new K-member can be bolted into the car (**Figure 5**) using the four 5/8" bolts (two 5/8" x 4 1/2", two 5/8" x 1 1/4") and washers supplied with the K-member. Leaving the K-member bolts loose until the torsion bars are installed may help with installation.



Figure 4



Figure 5

3. If using a manual steering box, bolt the steering box in place using the included 1/2" x 1 1/4" bolt in the outside bolt hole (**Figure 6**). If using a power steering box, place the 1/2" inside diameter washer on the factory bolt followed by the factory lock washer. Re-use the two factory inside bolts (**Figure 7**). Note: Due to variances in the steering boxes, it may be necessary to stack washers to prevent the bolt from bottoming. Use the minimum number of washers necessary.



Figure 6



Figure 7

4. Install idler arm with the washer in the same position as it was in the factory K-member.
5. Clock the torsion bar keys and re-install the torsion bars and snap rings. The K-member may need to be adjusted in the car to get the snap rings in and fully seated in the groove and for proper engine placement.
6. With the torsion bars in place, the lower control arms can be reattached to the ball joints. Tighten the ball joint nuts to factory specifications and install new cotter pins in ball joints.
7. Tighten the torsion bar adjusters the same number of turns required to remove.

8. Set the engine down on the K-member making sure the engine is sitting level in the mounts. Torque engine mounts to the factory specification.
9. Re-attach the shocks to lower control arms.
10. Re-install the sway bar and end links.
11. Re-install wheels and tires.
12. Set the car on the ground and check the ride height measurement. Raise and support the vehicle if adjustments are necessary and repeat.
13. Tighten the control arm pivot nuts and strut rods to the factory specification with the car sitting at ride height.

Note: The lower control arm pivot nuts should be tightened with the car sitting at ride height to prevent binding in the suspension.

14. Re-check all fasteners to ensure they are tight and new cotter pins have been placed into the lower ball joints.



Caution: A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.

Torque Specifications

K-member bolts:	110 ft.-lbs.
Dynamic Strut front bolt:	42 ft.-lbs.
Dynamic Strut rear nut:	75 ft.-lbs.
Lower control arm nut:	145 ft.-lbs.
Upper control arm camber bolts:	42 ft.-lbs.