

# QA1

## INSTALLATION INSTRUCTIONS

QA1 1964-1972 GM A-Body Rear Coil-Over Conversion Kit  
RCK52334, RCK52335, RCK52336, RCK52337, RCK52338, RCK52339, RCK52340, RCK52341, RK106K

### **DO NOT VOID YOUR WARRANTY!**

**FAILURE TO LUBRICATE THE COIL OVER THREADS WITH ANTI-SIEZE OR EQUIVALENT PRIOR TO ADJUSTING RIDE HEIGHT WILL CAUSE DAMAGE TO YOUR SHOCK ABSORBER THUS VOIDING THE WARRANTY. ALL RIDE HEIGHT ADJUSTMENTS MUST BE MADE WITH THE VEHICLE WEIGHT COMPLETELY UNLOADED FROM THE SUSPENSION**

### TOOLS AND SUPPLIES REQUIRED

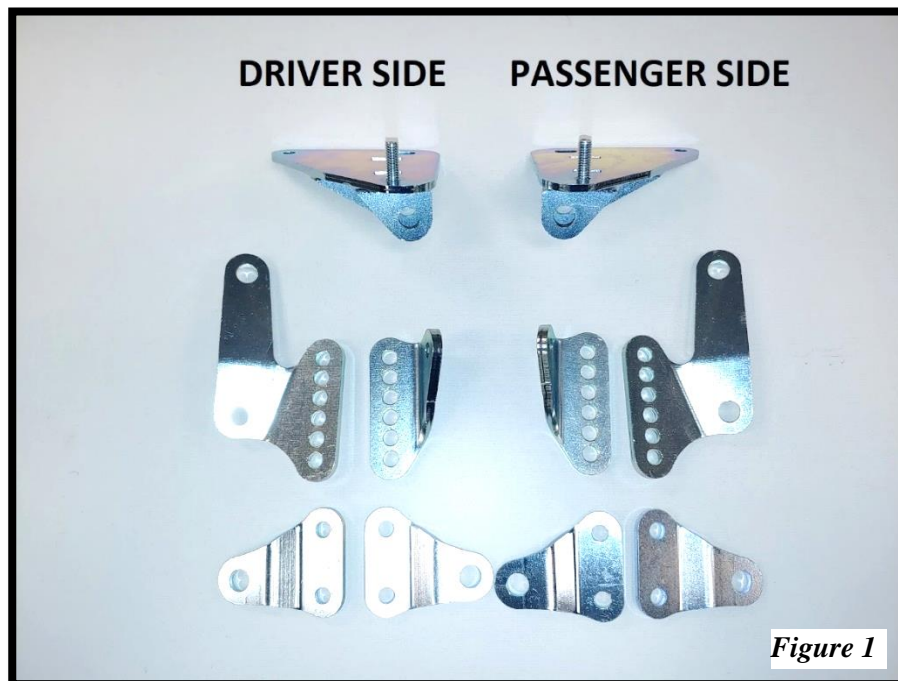
- Floor Jack
- Jack Stands
- Tire Chocks
- T114W Spanner Wrenches
- Drill, 1/2" and 3/8" Drill Bits
- Common Hand Tools
- Torque Wrench
- Anti-Seize

### KIT CONTAINS

- 2-Proma Star® Shocks
- Two Springs
- Mounting Brackets
- All Necessary Hardware

### REMOVAL:

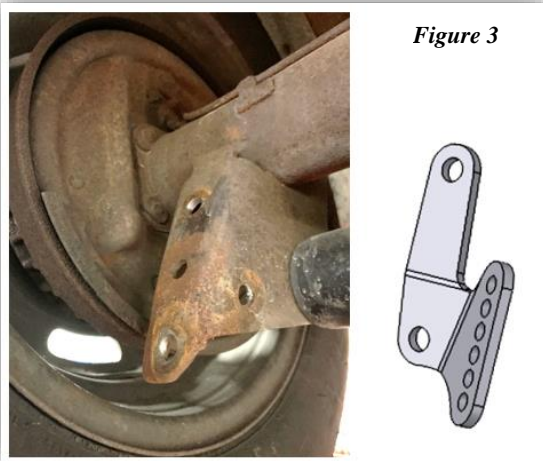
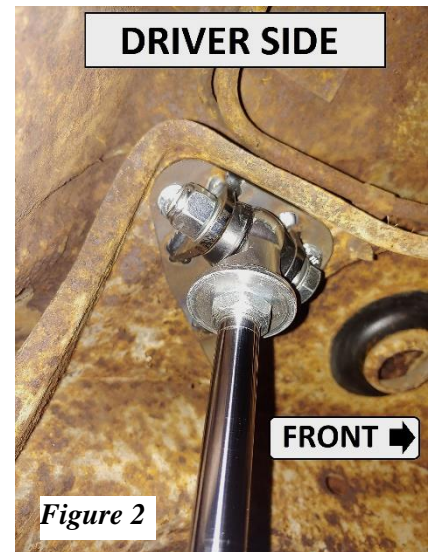
1. With the rear of the car secured in the air on jack stands remove the factory coil springs.
2. With a jack supporting the axle, remove the factory shocks.



*Figure 1*

## INSTALLATION:

1. Identify the driver and passenger side upper and lower mounting brackets. **(Figure 1)**
2. Check the underside of upper mount location on the vehicle for debris where the bracket will sit. This area must be free of any undercoating, dirt or other debris to ensure the bracket will sit flat against the sheet metal.
3. Install the upper mounting bracket to the driver and passenger side with supplied 5/16"-18 x 1" hardware with two washers per bolt/nut. **(Figure 2)** The shorter flat edge of the upper bracket will face inboard and the stud of the bracket will sit in the rearward position **(Figure 2)**. With the brackets on the correct side of the car the shock mounting tabs will be slightly leaning towards the rear of the car.. Torque to 178 in.-lb.
4. Use a 5/16" drill bit to drill the third hole for the upper brackets. Install the remaining 5/16"-18 hardware using two washers per bolt/nut. Torque all upper bracket hardware to 178 in.-lb.



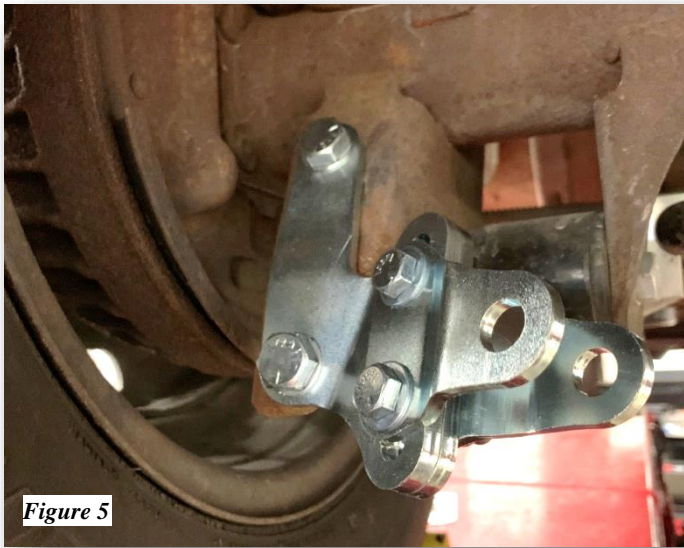
### NOTE:

The long lower brackets will mount onto the vehicle in place of the factory brackets using 1/2" x 1.5" bolts. The bracket will mount perpendicular to the axle tube. A second anchoring bolt is supplied for bracing. This 1/2" x 1.5" bolt will be installed in the top hole in the QA1 bracket.

5. The side support bracket will also need to have a hole marked/drilled. **(Figure 3)** Before marking any holes, assemble both brackets with coil-over mounting tabs using the six adjustment holes. Bolt both brackets and both coil-over mounting tabs together using the 3/8" x 1.75" hardware with two washers per bolt/nut. **(Figure 4)** This will ensure your new bolt hole marks are in the correct location.
6. With the bracket assembly bolted together, mount it to the existing factory shock mount hole.
7. Mark your new upper and side mounting bolt holes.
8. Drill the new top bracket/rear facing hole using 1/2" drill bit.
9. Drill the side mounted hole using 3/8" drill bit.
10. Install the two rear facing connections using 1/2" x 1.5" hardware with washers and nylock nut. Torque to 50 lb.-ft.

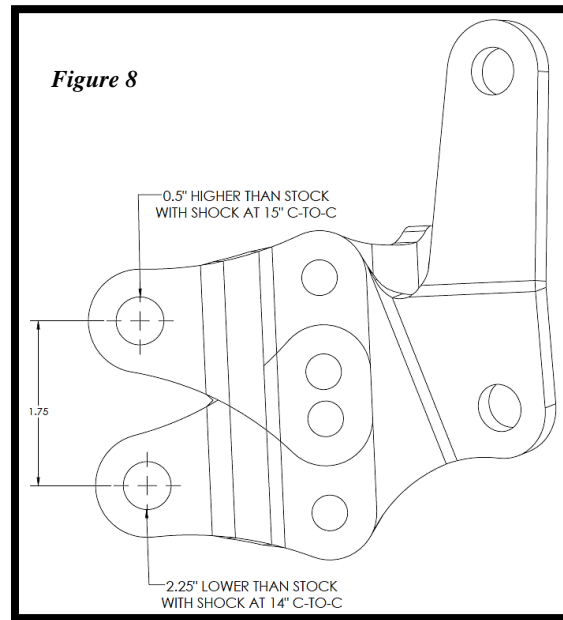
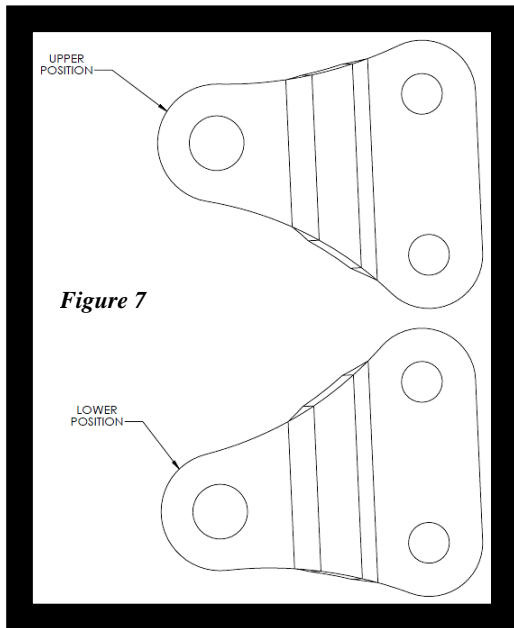


11. Install side bracket connection using 3/8" x 1.25" hardware with washers. (Figure 5 & 6) Torque to 30 lb.-ft.



### **SHOCK MOUNTING TAB ADJUSTMENT**

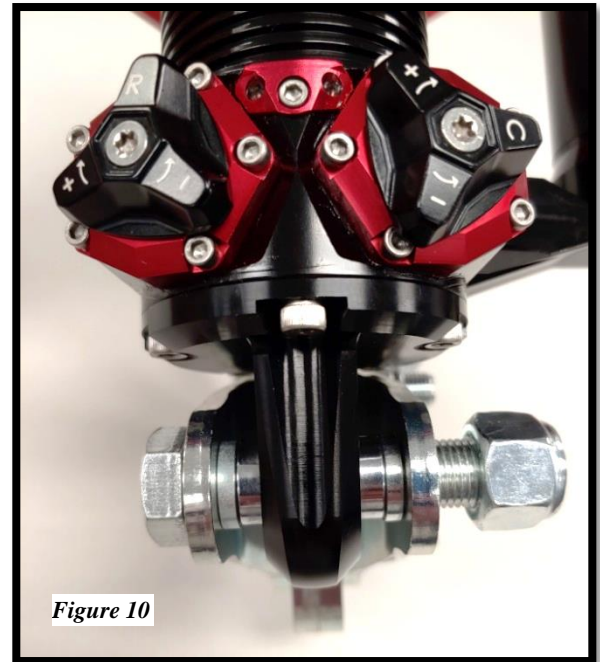
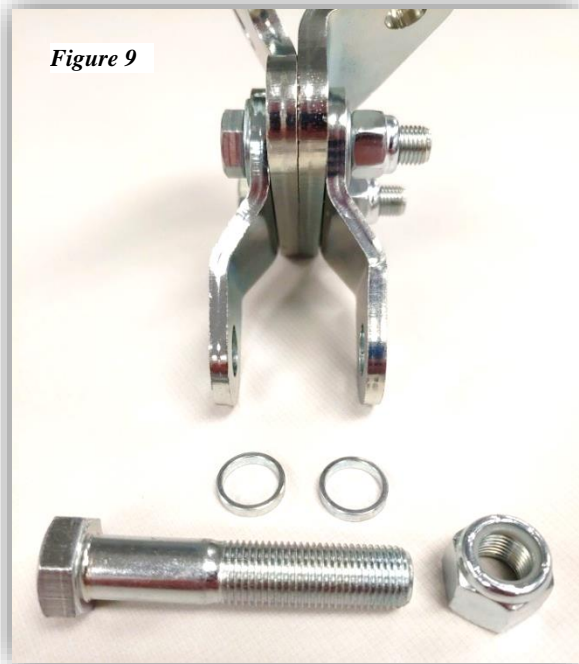
The shock mounting tabs on the rear bracket can be adjusted to expand the ride height adjustability further than just the shock by itself. The tabs can be flipped (Figure 7) and raised or lowered (Figure 8) to achieve a ride height 1/2" higher than stock down to 2.25" lower than stock. Choose your mounting location based on your desired ride height.



12. Install shock mounting tabs using 3/8" x 1.75" hardware with two washers per bolt. Torque to 30 lb.-ft.
13. Evenly draw the bracket into the axle mount. Torque the two larger 1/2" bolts to 50 lb.-ft. Torque the 3/8" hardware to 30 lb.-ft.

**Refer to the coil-over shock assembly instructions included with your QA1 shocks**

14. Install the upper shock connection to the upper shock mount using 1/2" x 2.5" hardware with two washers per connection.
15. With the floor jack still supporting the rear axle, jack the axle up to the lower coil-over.
16. The lower shock connection will come with four small 1/2" x .125" spacers (P/N SLV107). Two spacers per shock will be installed between the inner shock brackets and the shock bearing. See **Figures 9 & 10**.



17. Install the lower shock connection to the axle bracket using 1/2" x 2.5" hardware with two washers per connection. Torque to 50 lb.-ft.
18. Place the vehicle on the ground and check vehicle ride height. Adjust the spring seat adjuster nut up or down the threaded shock body to gain your desired ride height. After each adjustment, it is recommended to roll the vehicle back and forth to un-scrub the tires and show the true ride height.
19. After ride height is set, snug the locking collar into the spring adjusting collar and check to ensure you have proper shock travel. A good rule of thumb is that 60% of the stroke should be available for compression. If the ride height is not correct, damage to the shock may occur as a result of bottoming and will not be covered under warranty.
20. Check for a minimum clearance of 3/8" between spring seat jam nut, spring seat and the axle with the vehicle weight supported by the tires. Check around shock and spring assembly and verify proper clearance for brake lines, cables and exhaust.

ITEM # 7039-221

## 64-72 GM A-BODY REAR COIL OVER HARDWARE KIT

1st Description	2nd Description	Qty.
BOLT, HEX 1/2-20 X 1.5"	GRADE 5, CLEAR ZINC	4
BOLT, HEX 1/2-20 X 2.5"	GRADE 5, CLEAR ZINC	4
WASHER, FLAT 1/2", AN	.875" OD X .065", CLEAR ZINC	16
NUT, NYLOCK 1/2-20	GRADE 5, CLEAR ZINC	8
BOLT, HEX 5/16-18 X 1"	GRADE 5, CLEAR ZINC	6
NUT, NYLOCK 5/16-18	GRADE 5, CLEAR ZINC	6
WASHER, FLAT 5/16", SAE	.69" OD X .065", CLEAR ZINC	10
WASHER, FLAT 5/16", SAE, CLIPPED	.69" OD X .065", CLEAR ZINC	2
BOLT, HEX 3/8-24 X 1.25"	GRADE 5, CLEAR ZINC	2
BOLT, HEX 3/8-24 X 1.75"	GRADE 5, CLEAR ZINC	4
NUT, NYLOCK 3/8-24	GRADE 5, CLEAR ZINC	6
WASHER, FLAT 3/8" SAE	.78" OD X .065", CLEAR ZINC	12

### Rear Valving Adjustments

QA1 shocks have 18 damping settings per knob. There are 6 clicks per revolution of each knob, and each knob has 3 complete revolutions. The knob set fully counter clockwise is the softest setting - start adjustments from that point. Recommended base settings to begin testing with are as follows:

***Shocks with one adjuster knob:***

Drag Racing:	0-6 clicks
Nice ride and handling:	0-6 clicks
Firm ride & improved handling:	6-12 clicks
Aggressive handling:	13-18 clicks

***Shocks with two adjuster knobs:***

Drag Racing:	0-6 clicks compression,	4-10 clicks rebound
Nice ride and handling:	0-6 clicks compression,	2-8 clicks rebound
Firm ride & improved handling:	6-12 clicks compression,	8-14 clicks rebound
Aggressive handling:	13+ clicks compression,	14-18 clicks rebound