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INSTALLATION INSTRUCTIONS

QA1 1982 - 1992 Camaro / Firebird Struts
HD607SK, HR607SK, HS607SK

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

• DISCLAIMER / WARRANTY •

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THE USER UNDERSTANDS AND RECOGNIZES THAT RACING PARTS, SPECIALIZED STREET ROD EQUIPMENT, AND ALL PARTS AND SERVICES SOLD BY QA1 ARE EXPOSED TO MANY AND VARIED CONDITIONS DUE TO THE MANNER IN WHICH THEY ARE INSTALLED AND USED. QA1 SHALL BEAR NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY, EITHER TO A PERSON OR TO PROPERTY, RESULTING FROM THE INSTALLATION, DIRECT OR INDIRECT USE OF ANY QA1 PRODUCTS OR INABILITY BY THE BUYER TO DETERMINE PROPER USE OR APPLICATION OF QA1 PRODUCTS. WITH THE EXCEPTION OF THE LIMITED LIABILITY WARRANTY SET FORTH ABOVE, QA1 SHALL NOT BE LIABLE FOR ANY CLAIMS, DEMANDS, INJURIES, DAMAGES, ACTIONS, OR CAUSES OF ACTION WHATSOEVER TO BUYER ARISING OUT OF OR CONNECTED WITH THE USE OF ANY QA1 PRODUCTS. MOTORSPORTS ARE DANGEROUS; AS SUCH, NO WARRANTY OR REPRESENTATION IS MADE AS TO THE PRODUCT'S ABILITY TO PROTECT THE USER FROM INJURY OR DEATH. THE USER ASSUMES THAT RISK!

TOOLS AND SUPPLIES REQUIRED

- Floor jack
- Jack stands
- SAE and Metric Sockets
- SAE and Metric Wrenches
- Coil spring compressor
- Grinder

Disassembly

1. Start your strut installation by inspecting your chassis. Look for worn/deteriorated bushings, ball joints, etc. Replace any worn components before continuing.
2. Jack the car up and ensure that the frame is set securely supported on jack stands. See your owner's manual for proper jacking techniques.
3. Remove the front wheels.
4. Position a floor jack under the ball joint area of the lower control arm. Jack the control arm up just enough to take the load off of the strut and the spindle without raising the car off the jack stands. This will retain the factory spring.
5. Loosen the factory nut on the upper end of the piston rod where it comes through the factory caster/camber plate. There is a hex to enable use of a wrench to keep the piston rod from turning. Do not completely remove the factory attachment nuts at this time.
6. Unbolt and disconnect the brake line bracket from the strut. Move the brake line to the side to ensure it does not get stretched or damaged while working on the car.
7. Loosen and remove the two nuts and bolts that attach the strut to the spindle.
8. Remove the factory nut at the top of the strut and remove the strut assembly.

Installation

NOTE: QA1 struts are right and left hand specific. The part number on the closure nut (near the piston rod) will indicate L or R. When assembled correctly the knobs should point towards the front of the vehicle.

1. Some 3rd Generation F-Body spindles require grinding the ridge just below where the strut mounts to the spindle for the QA1 strut. Mark the area on the spindle at the bottom of the strut where it makes contact with the spindle. Carefully use a grinder to remove enough material on the spindle to allow the strut to line up with the holes in spindle.
Note: Do not grind material away from the strut assembly itself.
2. Slide the upper threaded end of the strut shaft up into the caster/camber plate and loosely install the factory nut.
3. Install the two spindle mounting bolts and nuts. Torque to 195 lb. ft.
4. Re-install the brake line bracket to the QA1 strut.
5. Reinstall the wheel. Torque all nuts and bolts to factory specifications.
6. Torque the upper strut mount attachment nut to 50 lb. ft.
7. Repeat the entire removal and installation procedures for the other side.

Note: It is a good idea to have the car professionally aligned after making any suspension changes.

Front Strut 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 your adjustments from that point. Recommended base settings to begin testing with are as follows:

Struts with one adjuster knob:

Drag Racing:

0-6 clicks

Other Applications:

2-8 clicks for nice ride and handling;

8-12 clicks for firm ride and improved handling;

13+ clicks for more aggressive handling

Struts with two adjuster knobs:

Drag Racing:

12-16 clicks compression, 0-6 clicks rebound

Other Applications:

2-6 clicks compression, 2-8 rebound for nice ride and handling

8-12 clicks compression, 8-12 rebound firm ride & improved handling

12-16 clicks compression, 13+ clicks rebound more aggressive handling

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.

Check out our tech videos at www.YouTube.com/QA1Tech for:

- Frequently Asked Questions
- Quick Tips
- Install Information
- Tuning and Repair Guides
- Other technical information

Or call to speak with one of our experts: 1.800.721.7761

*Our technical support and order lines are open Monday - Friday. 8 am to 5 pm CST.

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