



Technical Support: (952) 985-5675 Info@QA1.net

INSTALLATION INSTRUCTIONS

P/N 52301, 52303, 52305
QA1 Mopar Upper Control Arms

TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- SAE Wrenches
- Ratchet & SAE Socket Set
- Ball Joint Separator

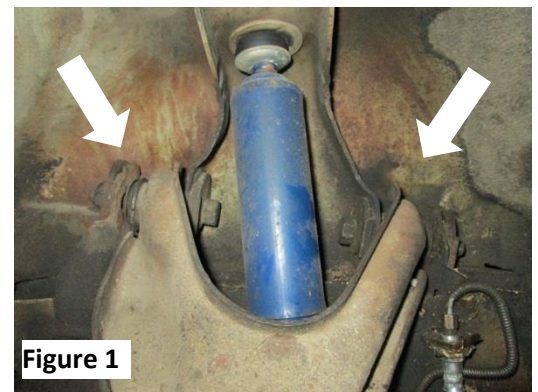
PRE-INSTALLATION NOTES:

1. **A-Bodies:** Part number 52303 for 64-72 cars uses the **small** ball joint. Many disc brake upgrades for these years of car will use the **large** ball joint and will need control arm part number 52301. The small/large ball joints are not interchangeable in the control arms.
2. A front end alignment should be performed by a qualified alignment shop after any changes to the suspension system.
3. QA1 also offers: 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 INSTRUCTIONS

1. Raise and support the vehicle by the frame with jack stands on a stable surface and remove front wheels.
2. Support the lower control arm with a jack to take weight off of the droop stop.
3. Locate and note orientation of the factory cam adjuster bolts on the upper control arms. See **figure 1**.

4. Make an alignment mark on the eccentric washer and control arm mount with a marker or punch.
5. Remove the cotter pin and loosen the upper ball joint nut. Do not remove the nut at this time.
6. Separate the upper ball joint from the spindle using the appropriate tool. i.e. ball joint separator or pickle fork.
7. Remove the ball joint nut. Support the spindle and brakes making sure they are not hanging by the brake hose as this may cause damage to the brake hose.



8. Loosen and remove factory camber bolts and remove the control arm. Note: It may be necessary to remove the shocks on some cars for clearance. Removal of the access panels on the inner fender will make removal and installation of the camber bolt nuts easier.

INSTALLATION INSTRUCTIONS

NOTE: Some A-body cars will have extra material on the passenger side pivot point. Clearance the mount just enough for full travel of your new QA1 control arms.



1. Set the new QA1 upper control arm in place and insert the camber bolts in the same orientation they were removed. Leave the bolts loose for now.
2. Connect and tighten the upper ball joint. Torque to the factory specification and insert a new cotter pin.
3. Reinstall wheels and tires.
4. With the car sitting on the ground or wheel stands, align the marks that you made on the eccentric washer tighten the camber bolts to 70 lb. ft.

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

Alignment Recommendations

Camber 0 to -1/2 degrees
Caster +2 to +4 degrees

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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.

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