

TWENTY
18
MOTORSPORTS



HIGH PERFORMANCE SUSPENSION,
DRIVESHAFTS, ROD ENDS & MORE

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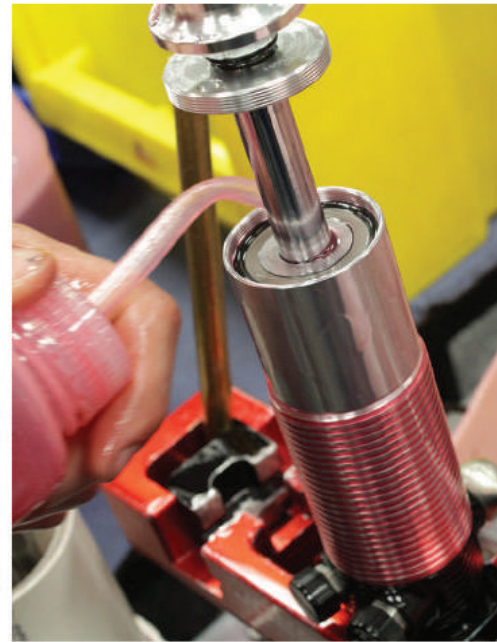
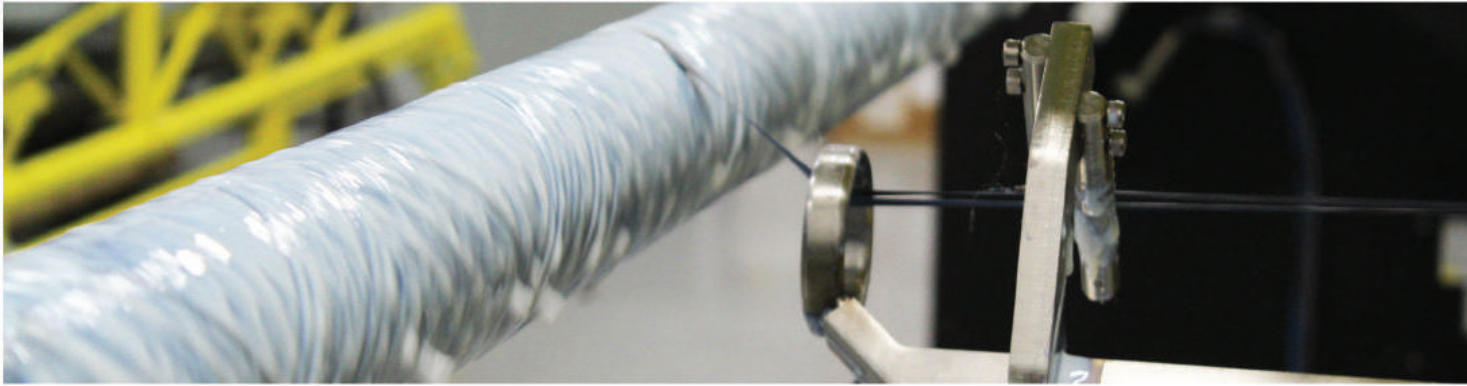
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“ Those who knew us way back when have seen some unbelievable growth. We've moved, remodeled, purchased companies, added entire buildings and grown into an advanced technology engineering and manufacturing company. **”**





NEW FOR 2018

CARBON FIBER DRIVESHAFTS

15-17 Dodge Challenger SRT Hellcat Driveshafts *(pg. 16)*



63 Series Shock

Spec shock for dirt and asphalt late models *(pg. 30 & 36)*

Bleed Adjustable Piston Rod

Available as a piston rod *(pg. 39)* or as a complete dry assembly in 26, 51, 60 & 62 Series Shocks *(pg. 34, 35, 37)*

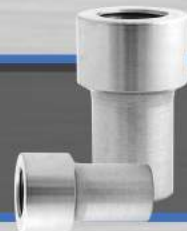


CIRCLE TRACK SHOCKS & ACCESSORIES

BALL JOINTS, LINKAGES & MORE

Tube Adapters

New sizes available *(pg. 157,165)*



Front Pro Coil Systems

63-87 C10 Pickup *(pg. 52, 88)*
88-98 C1500 Pickup *(pg. 52 & 54-55)*
63-65 Buick Riviera *(pg. 52 & 60-61)*
60-64 Ford Galaxie *(pg. 52 & 66-67)*



Rear Pro Coil Systems

78-96 GM B-Body *(pg. 53-68)*

Custom 4-Link Hardware Kit

Complements Pro-Rear Systems for back end upgrade *(pg. 73)*

STREET PERFORMANCE & RACING SHOCKS & ACCESSORIES

SUSPENSION COMPONENTS

C10 Front Coil-Over Conversion Kit

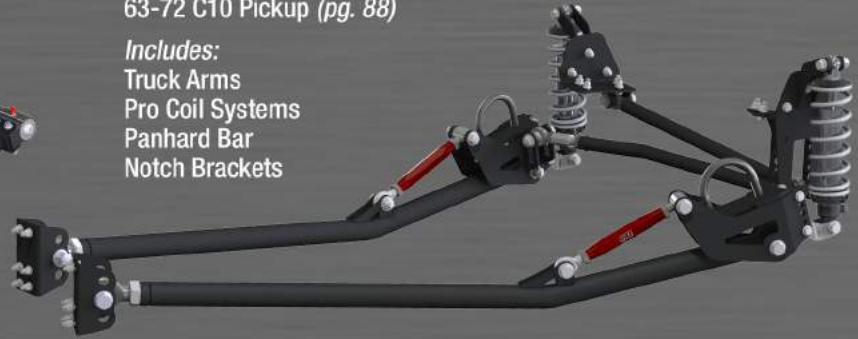
63-87 C10 Pickup
(pg. 88)



C10 Rear Suspension System

63-72 C10 Pickup (pg. 88)

Includes:
Truck Arms
Pro Coil Systems
Panhard Bar
Notch Brackets



Trailing Arm Relocation Bracket

63-72 C10 Pickup (pg. 92)



Sway Bars

63-87 C10 Pickup
78-96 GM B-Body
(pg. 94)



Upper & Lower Control Arms

63-87 C10 Pickup (pg. 88) & 78-96 GM B-Body (pg. 89)



Upper & Lower Trailing Arms

78-96 GM B-Body (pg. 90)



LS & Small Block Chevy Engine Mounts

For Mustang K-Members (pg. 91)



Transmission Crossmembers

For Mustangs with LS or Small Block Chevy Engines
(pg. 91)



FULL-VEHICLE SUSPENSION KITS

AVAILABLE IN BOTH
DRAG RACING &
PERFORMANCE HANDLING
OPTIONS

78-93 GM B-Body (pg. 102)
94-96 GM B-Body (pg. 104)



QA1 History



1972

Introduced the first coil-overs for NASCAR.

1969

Offered the first "completely manufactured" coil-over shocks with 2 1/2" springs.

1990s

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

1999

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

1964

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

1980s

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.

2000s

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

1968

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

1998

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



2006

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

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.

2015

QA1's carbon fiber driveshafts are certified to the SFI 43.1 Standard.

2004

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

2012

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

2015

Full-vehicle suspension kits for drag racing and performance handling were introduced.

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.

2014

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

2016

First company to have a 2.25" driveshaft certified to the SFI standard, proving the strength of QA1's carbon fiber and resin.

2011

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



Forever Remembered

1946-2014

JIM JORDAN

QA1 Founder & Chairman





THE

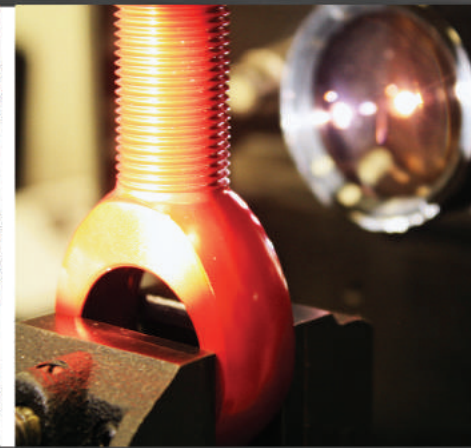
QA1

ADVANTAGE

A proper suspension setup is critical to the handling of your vehicle, whether you have a street rod or a muscle car or you 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, drivers and builders put their trust in QA1.

QUALITY & 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 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.



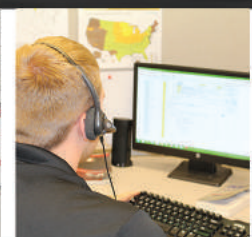
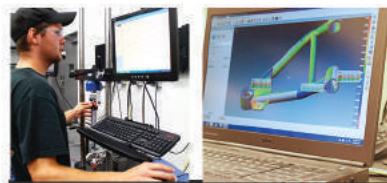
TEST FITTED & TRACK TESTED

Many QA1 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 phases. We make sure every product is test fitted, track tested and driver or racer approved before it begins production.



KNOWLEDGEABLE SUPPORT

QA1 prides itself on providing quality technical support and customer service. We employ passionate racers and car enthusiasts that know our products and the industry to better serve you. Our technical support specialists are here to answer any questions or help you select the right products for your needs. Our website tech section also offers a variety of information, including installation guides, frequently asked questions, quick tips and videos, to help you select the right products and make installation a breeze.





QA1 ADVANTAGE

Driveshafts



CARBON FIBER DRIVESHAFTS

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

Available in all popular lengths with slip yokes, flange yokes, CV joints and U-joints, these carbon fiber driveshafts are lighter 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 strength, critical speed and torsional stiffness 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 select the proper materials and tailor the wall thickness, pattern, and length of the tube to design and wind carbon fiber driveshafts for specific applications.

CUTTING EDGE CAPABILITIES

Equipped with sophisticated computer modeling and simulation software and machines such as a torsional dyno, balancer, tensile tester, filament winder, coordinate measuring machines, high powered microscopes, vibration measurement equipment and CNC machines, we're able to take projects from initial design concept to complete assembly, all under one roof.

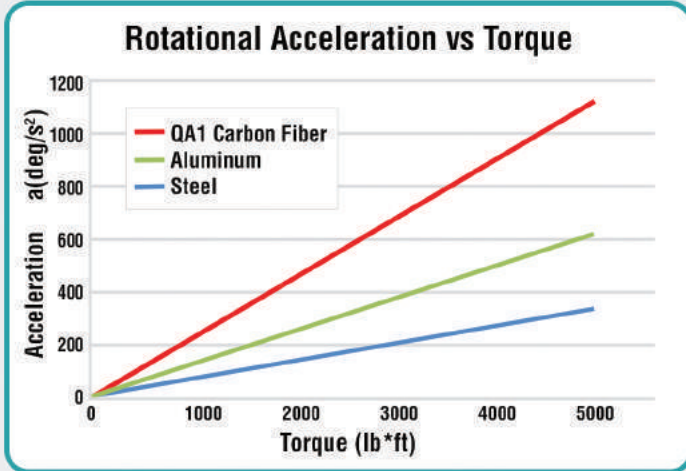
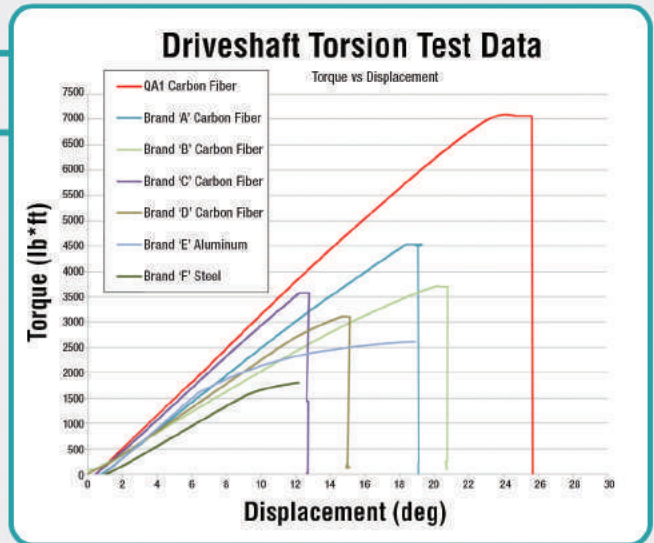
HOW DOES A QA1 DRIVESHAFT OUTPERFORM THE COMPETITION?

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 the amount of torque in lb*ft. Each colored 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 competition's next strongest carbon fiber driveshaft (8.3 lbs).



FASTER

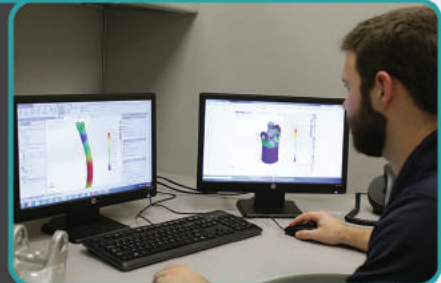
QA1 CARBON FIBER DRIVESHAFTS vs STEEL & ALUMINUM DRIVESHAFTS

A QA1 carbon fiber driveshaft accelerates faster than a steel or aluminum driveshaft due to its lighter weight and lower inertia. In this test, using 55" long driveshafts approximately 3.125" in diameter, the steel driveshaft (blue line) weighed 15 lbs with a wall thickness of 0.083" and the aluminum driveshaft (green line) weighed 7 lbs with a wall thickness of 0.125". In contrast, the QA1 driveshaft (red line) weighed less than 6.5 lbs, even with a wall thickness of 0.110". The lighter QA1 driveshaft was capable of handling over twice as much torque as the steel or aluminum driveshaft.

DESIGNED & WOUND FOR SPECIFIC APPLICATIONS

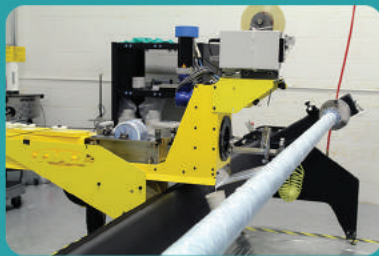
While other carbon fiber driveshafts are often made by cutting a universal pre-made tube to length, QA1's driveshafts are engineered specifically for each vehicle and application.

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, fiber angle 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 the 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 is every finished driveshaft 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 content, void content, and layer thickness, 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.

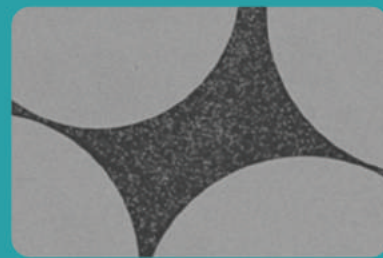


INCREASED SAFETY

While there is a performance advantage to be had with a carbon fiber driveshaft, it is important to 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?

3M™ MATRIX RESIN

The 3M™ Matrix Resins use nanoparticles that provide improved abrasion resistance and longevity, higher compressive strength and minimal water absorption for increased torque capacity and longevity. These resins were designed specifically for performance driveshafts.



EXTREME TORQUE CAPACITIES

QA1's in-house winding machines provide a uniform wall thickness that ensures high RPM stability as well as extreme torque capacities. In addition, every single QA1 driveshaft is torsion tested before leaving our facility, so you know it can withstand the power your vehicle produces.



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 minimize run out and prevent high RPM unbalance.



EXCEPTIONALLY STRONG & DURABLE BOND

QA1 has developed a proprietary 11 step bonding procedure that utilizes a high strength structural 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. All of our driveshafts with a solid style U-joint utilize Spicer Life Series® U-joints. The U-joints provide durability and high torque capacity and are sealed for maximum strength and no maintenance.



QA1[®] CARBON FIBER DRIVESHAFTS

CUSTOM ORDER REV™ SERIES

Driveshafts

RACING & STREET PERFORMANCE DRIVESHAFTS SPECIFIC FOR YOUR VEHICLE

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.

750 HP / 500 lb*ft with 1310 U-JOINTS

Available in 2.25" and 3.2" Diameters

QA1's driveshafts that utilize 1310, 1310-1330, 1310-1350 or 1310-3R Series U-joints are for vehicles with up to 750 HP with a max torque of 500 lb*ft. They are offered with a variety of front and rear attachments.

DRIVESHAFT PART #	DIAMETER	U-JOINT OPTIONS	MAX RATED POWER
JJC-AA0230	2.25"	1310, 1310-1330, 1310-1350, 1310-3R	750 HP / 500 Lb*Ft
JJC-AA0310	3.2"	1310, 1310-1330, 1310-1350, 1310-3R	750 HP / 500 Lb*Ft

Slip Yoke Options:

- GM 27 – 1.503" O.D., 5.5" Long, Full Spline, Billet
- GM 32 – 1.886" O.D., 5.5" Long, Full Spline, Billet
- Ford 28 – 1.499" O.D., 6.0" Long, Full Spline, Billet
- Ford 31 – 1.684" O.D., 7.0" Long, Full Spline

Rear Flange Yoke Option:

- 4 Bolt, 2.0" Female Pilot, 3.5" Bolt Hole Circle



2000 HP / 1500 lb*ft with 1350 U-JOINTS **MEETS SFI 43.1 SPECS**

Available in 3.2" and 3.7" Diameters

QA1's driveshafts that utilize 1350 Series U-joints are for vehicles with up to 2000 HP with a max torque of 1500 lb*ft. They are offered with a variety of front and rear attachments.

DRIVESHAFT PART #	DIAMETER	U-JOINT	MAX RATED POWER
JJC-AC0320	3.2"	1350	2000 HP / 1500 Lb*Ft
JJC-AC0360	3.7"	1350	2000 HP / 1500 Lb*Ft

Slip Yoke Options:

- GM 27 – 1.499" O.D., 5.5" Long, Full Spline, Hardened
- GM 27 – 1.503" O.D., 5.5" Long, Full Spline
- GM 32 – 1.886" O.D., 5.5" Long, Full Spline
- GM 32 – 1.886" O.D., 6.9" Long, Full Spline
- GM 27 – 1.503" O.D., 6.9" Long, Counterbore
- GM 32 – 1.886" O.D., 7.9" Long, Counterbore
- GM 32 – 1.888" O.D., 5.5" Long, Counterbore, Hardened

- Ford 28 – 1.499" O.D., 6.5" Long, Full Spline (C4, AOD, T5, T10)
- Ford 28 – 1.598" O.D., 6.6" Long, Full Spline (4R70W)
- Ford 31 – 1.685" O.D., 6.4" Long, Full Spline
- Mopar 30 – 1.680" O.D., 6.1" Long, Counterbore

Rear Flange Yoke Options:

- 4 Bolt, 2.0" Female Pilot, 4.25" Bolt Hole Circle
- 4 Bolt, 2.95" Female Pilot, 4.75" Bolt Hole Circle



HOW TO ORDER A CUSTOM DRIVESHAFT

While other carbon fiber driveshafts are often made by cutting a universal pre-made tube to length, QA1 driveshafts are engineered specifically for each vehicle and application. We customize the tube length, wall thickness and pattern, enabling us to manufacture a driveshaft specific to your vehicle and use. We take everything into account when designing a custom driveshaft to make sure it is the perfect fit for you and designed with the appropriate strength, critical speed and durability to meet very specific performance goals.

Here's an overview of the information that is needed:

- Vehicle data (year, make, model, weight, estimated max MPH)
- Engine specifications (make, engine displacement, horsepower, torque, max RPM)
- Driveline information (transmission, high and low gear ratios, number of splines on output shaft, rear differential gear ratio, rear tire size, current driveshaft O.D., min distance to exhaust)
- U-joint and slip yoke
- Driveshaft measurements



DO YOU HAVE A CUSTOM DRIVESHAFT FOR MY VEHICLE?

While we offer some application specific driveshafts, the majority of the driveshafts we offer are custom ordered because each owner's car will have different upgrades that could change the length and attachments of the driveshaft. We have custom driveshafts that fit a variety of vehicles, including:

- 67-02 Camaro/Firebird
- 64-77 GM A-Body (Chevelle, Malibu, GTO)
- 64-79 Mopar A-Body (Dart, Duster, Barracuda)*
- 66-70 Ford Fairlane
- 78-88 GM G-Body (Malibu, Regal, Cutlass)
- 62-72 Mopar B-Body (Charger, Road Runner)*
- 64-73 Mustang
- 79-04 Mustang with 1350 U-Joints
- 70-74 Mopar E-Body (Challenger, Barracuda)*

*Pinion yoke may need to be changed to 1350 U-joint.

HOW TO MEASURE YOUR DRIVESHAFT

First, make sure the vehicle is at ride height when taking your driveshaft measurements. All measurements must be within 1/16".

Measuring Your Driveshaft Assembly

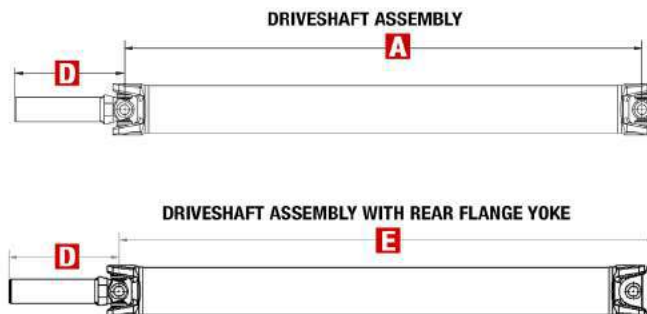
A – Distance from the center of the front U-joint to the center of the rear U-joint. Take this U-joint center-to-center measurement with the slip yoke in its operating position. The slip yoke operating position is typically determined by pulling the slip yoke out of the transmission 1" after it's fully bottomed out.

D – Distance from end of slip yoke to center of front U-joint.

Measuring Your Driveshaft Assembly with Rear Flange Yoke

E - Distance from center of front U-joint to end of flange yoke.

D – Distance from end of slip yoke to center of front U-joint.



QA1[®] CARBON FIBER DRIVESHAFTS

READY-TO-ORDER REV™ SERIES

Driveshafts

These REV™ Series carbon fiber driveshafts are designed and wound specifically for these applications and directly bolt into the vehicle. They feature the same high quality materials and benefits as the rest of our REV™ Series driveshafts. *Any modifications to vehicle could alter the function of the driveshaft. Customer is responsible for ensuring the driveshaft is appropriate for the vehicle.*



15-17 DODGE CHALLENGER SRT HELLCAT

QA1's one-piece bolt-on Challenger SRT Hellcat driveshafts were designed to optimize strength and performance. The strength and weight savings together provide extended transmission and differential life, quicker acceleration and more power to the ground. Utilizing a high temperature 3M™ Matrix Resin, they also feature a Spicer Life Series 1350 U-joint and utilize a high speed CV joint with a high speed sealing boot and high temp grease. Harmonic tested to ensure it meets NVH requirements. Made in the USA.

APPLICATION	DRIVESHAFT PART #	DRIVESHAFT WITH SFI PART #	DIAMETER	U-JOINT	FRONT ATTACHMENT	REAR ATTACHMENT	MAX RATED POWER
15-17 Hellcat, Automatic	JJ-23200	JJ-23202	3.3"	1350	CV	Flange Yoke	1500 HP / 1000 Lb•Ft
15-17 Hellcat, Manual	JJ-23201	JJ-23203	3.3"	1350	CV	Flange Yoke	1500 HP / 1000 Lb•Ft



79-04 FORD MUSTANG

QA1's 79-04 Mustang driveshafts utilize Spicer Life Series 1310 U-Joints, a 28- or 31-spline slip yoke on the front, and a lightweight rear flange yoke made from forged aluminum on the rear. Made in the USA.

APPLICATION	DRIVESHAFT PART #	DIAMETER	FRONT ATTACHMENT	REAR ATTACHMENT	MAX RATED POWER
1979-1995 Mustang/Capri 5.0L with T-5/ SROD/C-4/AOD; 1979-1993 with Tremec transmissions and 7.5" or 8.8" axles	JJ-21205	3.2"	Slip Yoke - Billet	Flange Yoke	750 HP / 500 Lb•Ft
1996-2004 Mustang; 1996-1998 Cobra 4.6L with manual transmission	JJ-21204	3.2"	Slip Yoke	Flange Yoke	750 HP / 500 Lb•Ft



05-17 FORD MUSTANG

These driveshafts utilize a high temperature 3M™ Matrix Resin, a Spicer Life Series 1350 U-joint, and a high speed CV joint with a high speed sealing boot and high temp grease. This high speed capability allows us to minimize effects of NVH while increasing performance. Made in the USA.

APPLICATION	DRIVESHAFT PART #	DRIVESHAFT WITH SFI PART #	DIAMETER	U-JOINT	FRONT ATTACHMENT	REAR ATTACHMENT	MAX RATED POWER
05-10 Mustang GT	JJ-21214	JJ-21209	3.3"	1350	Flange Yoke	CV	1500 HP / 1000 Lb•Ft
11-14 Mustang GT	JJ-21215	JJ-21210	3.3"	1350	Flange Yoke	CV	1500 HP / 1000 Lb•Ft
15-17 Mustang GT, Automatic	JJ-21211	JJ-21206	3.3"	1350	Flange Yoke	CV	1500 HP / 1000 Lb•Ft
15-17 Mustang GT, Manual	JJ-21212	JJ-21207	3.3"	1350	Flange Yoke	CV	1500 HP / 1000 Lb•Ft
15-17 Mustang, Shelby GT350	JJ-21213	JJ-21208	3.3"	1350	Flange Yoke	CV	1500 HP / 1000 Lb•Ft



“Upon the installation of the new QA1 carbon fiber driveshaft we saw a drop in our 60 ft time and a much better ET! We really like the quality, and that combined with the extra harmonic dampening really lends itself to our racing. We make over 1500 rwhp and this shaft takes the power no problem!”

- **John Urist, 9-Time NMRA Procharger Super Street Outlaw Champion**

“I will never use anything other than a carbon fiber driveshaft. The safety and performance of carbon fiber is priceless, which is why I chose QA1’s driveshaft for my Nova.”

- **Dave Comstock, Daddy Dave from Street Outlaws**

“We’ve tested countless potential performance products for both our customers’ cars and my personal race cars. QA1’s Rev Series carbon fiber driveshaft is the one product that stands out. In my stick shift equipped race car, not only did the ET’s pick up, the 60’ times were the best ever! Because of the extremely hard launches, the driveshaft had to withstand the shock load while providing the right amount of torsional twist. With the greatly reduced weight of the carbon fiber versus steel or aluminum shafts, it’s definitely a performance gain!”

- **Rich Rinke, Owner of Turn Key Automotive**

“A Ringbrothers customer demands the best! That’s why we recommend QA1’s carbon fiber driveshafts!”

- **Ringbrothers, Award-winning custom car builders**



TRUSTED BY CHAMPIONS

Don’t just take our word for it; hear from other racers and drivers about why they choose QA1 carbon fiber driveshafts.

“With all the driveshafts on the market, I have run or looked at them all. Since we started using QA1 driveshafts, we’ve seen a performance increase, have had zero failures and get considerably longer life out of them.”

- **Scott Bloomquist, 2017 Eldora Dream Champion**

“QA1 driveshafts have taken the worry out of that aspect of our program. I run them 2000 laps and don’t even think twice about it.”

- **Tyler Erb, 2017 WoO ROY Contender**

“I’ve broke everything from motors, to transmissions, to rear ends but never had any issues out of my QA1 driveshafts. Service is second to none and they have competitive pricing. QA1 even knocked it out of the park on a custom job for my ’67 C10 pickup.”

- **Timothy Culp, WoO/Lucas Oil Late Model Dirt Series Late Model**

“Our QA1 carbon driveshaft continues to amaze me! We have put it through the most harsh conditions and it has performed flawlessly! Can’t say enough about the product value and customer service.”

- **Jacob Poel, UMP Modified (15 wins in 2017)**

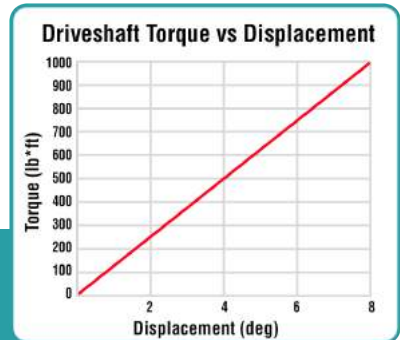
QA1® CARBON FIBER DRIVESHAFTS

Driveshafts

2.25" DIRT LATE MODEL DRIVESHAFTS

The first 2.25" diameter carbon fiber driveshaft designed for dirt late models, this shaft features TractionTwist™ Technology, which smooths out RPM spikes and adds traction. It's been track tested with numerous Crown Jewel victories. Made in the USA.

WITH 8" SLIP YOKE PART #	WITHOUT SLIP YOKE PART #	LENGTH	DIAMETER	WEIGHT WITHOUT SLIP YOKE
JJ-11260	JJ-11269	34.5"	2.25"	5.8 lbs.
JJ-11261	JJ-11270	35.0"	2.25"	5.8 lbs.
JJ-11262	JJ-11271	35.5"	2.25"	5.9 lbs.
JJ-11263	JJ-11272	37.0"	2.25"	5.9 lbs.
JJ-11264	JJ-11273	37.5"	2.25"	5.9 lbs.
JJ-11265	JJ-11274	38.0"	2.25"	5.9 lbs.
JJ-11266	JJ-11276	38.5"	2.25"	6.0 lbs.
JJ-11267	JJ-11277	39.0"	2.25"	6.0 lbs.



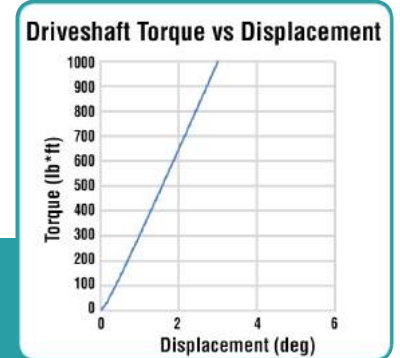
TractionTwist™ Technology

This driveshaft features a unique tube that provides more twist, resulting in increased traction. It smooths the RPMs out and provides even more torque to the tires.

3.2" DIRT LATE MODEL DRIVESHAFTS

These driveshafts offer extreme U-joint misalignment (XMA). With advances in suspension technology, today's dirt cars are seeing more and more rear suspension articulation, which can cause driveshaft binding near the pinion yoke. Our XMA style driveshafts prevent this issue and provide more U-joint misalignment than any other brand! Made in the USA.

WITH 8" SLIP YOKE PART #	WITHOUT SLIP YOKE PART #	LENGTH	DIAMETER	WEIGHT WITHOUT SLIP YOKE
JJ-11238	JJ-11242	34.5"	3.2"	7.1 lbs.
JJ-11239	JJ-11243	35.0"	3.2"	7.1 lbs.
JJ-11224	JJ-11230	35.5"	3.2"	7.2 lbs.
JJ-11225	JJ-11231	37.0"	3.2"	7.2 lbs.
JJ-11226	JJ-11232	37.5"	3.2"	7.2 lbs.
JJ-11227	JJ-11233	38.0"	3.2"	7.2 lbs.
JJ-11228	JJ-11234	38.5"	3.2"	7.3 lbs.
JJ-11229	JJ-11235	39.0"	3.2"	7.3 lbs.



Designed for extreme misalignment!

The XMA style driveshaft provides more clearance under deceleration, especially critical when the car is "on the bars" during corner entry.

WHICH DIAMETER DRIVESHAFT SHOULD I USE?

Extensive track and data testing has shown an increase in traction when using our new dirt late model 2.25" shaft. A specially designed tube structure allows for increased driveshaft twist under load, which increases traction on slick tracks. While both the 3.2" and 2.25" driveshafts work for any track conditions, we recommend using our 3.2" XMA style driveshaft for tacky or rough conditions and then installing the 2.25" driveshaft with TractionTwist™ Technology for slick conditions.

Slip yoke adds 2.3 lbs. Every driveshaft is torsion tested to 2,500 Lb*Ft.

2.25" DIRT MODIFIED DRIVESHAFTS

Wound in-house with 3M™ Matrix Resin and using Spicer Life Series U-joints, you know you are getting the best performance, quality and durability possible with QA1 driveshafts. The lightest and strongest on the market and safer than steel or aluminum, they have won countless championships. Made in the USA.

WITH 8" SLIP YOKE PART #	WITHOUT SLIP YOKE PART #	LENGTH	DIAMETER	WEIGHT WITHOUT SLIP YOKE
JJ-12201	JJ-12209	29.0"	2.25"	5.6 lbs.
JJ-12202	JJ-12210	29.5"	2.25"	5.6 lbs.
JJ-12203	JJ-12211	30.0"	2.25"	5.7 lbs.
JJ-12204	JJ-12212	30.5"	2.25"	5.7 lbs.
JJ-12205	JJ-12213	31.0"	2.25"	5.7 lbs.
JJ-12206	JJ-12214	31.5"	2.25"	5.7 lbs.
JJ-12207	JJ-12215	32.0"	2.25"	5.8 lbs.
JJ-12208	JJ-12216	32.5"	2.25"	5.8 lbs.
JJ-12217	JJ-12218	33.0"	2.25"	5.8 lbs.

SPECIFIC FEATURES:

- 7075 aluminum tube yokes for ultimate strength
- Greater degree of misalignment
- Spicer 1310 Series U-joints
- Torsion tested to 2,600 Lb*Ft

2.25" CRATE LATE MODEL DRIVESHAFTS

QA1 driveshafts for crate late models are the lightest and strongest on the market and safer than steel or aluminum. Wound in-house with 3M™ Matrix Resin and using Spicer Life Series U-joints, QA1 crate late model driveshafts are occupying victory lane all over the country. Made in the USA.

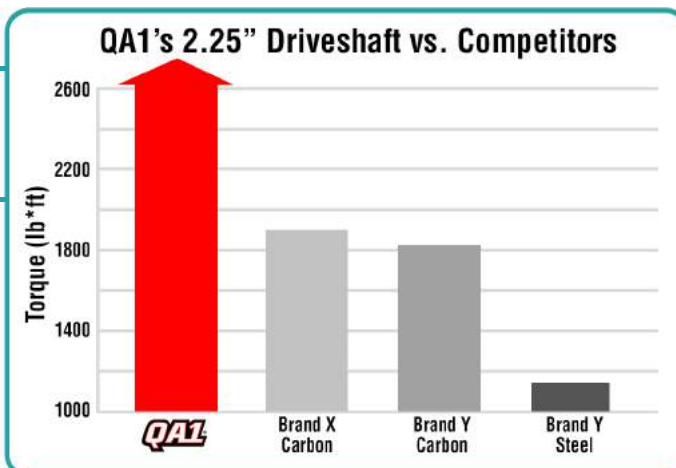
WITH 8" SLIP YOKE PART #	WITHOUT SLIP YOKE PART #	LENGTH	DIAMETER	WEIGHT WITHOUT SLIP YOKE
JJ-11244	JJ-11246	34.5"	2.25"	5.8 lbs.
JJ-11245	JJ-11247	35.0"	2.25"	5.8 lbs.
JJ-11212	JJ-11218	35.5"	2.25"	5.9 lbs.
JJ-11255	JJ-11257	36.0"	2.25"	5.9 lbs.
JJ-11256	JJ-11258	36.5"	2.25"	5.9 lbs.
JJ-11213	JJ-11219	37.0"	2.25"	5.9 lbs.
JJ-11214	JJ-11220	37.5"	2.25"	6.0 lbs.
JJ-11215	JJ-11221	38.0"	2.25"	6.0 lbs.
JJ-11216	JJ-11222	38.5"	2.25"	6.1 lbs.
JJ-11217	JJ-11223	39.0"	2.25"	6.1 lbs.

*Slip yoke adds 2.3 lbs.
Every driveshaft is torsion tested to 2,500 Lb*Ft.*



QA1 2.25" DRIVESHAFT VS. COMPETITOR 2.25" CARBON FIBER AND STEEL DRIVESHAFTS

This bar graph shows the amount of torque required to yield or permanently deform various carbon fiber and steel driveshafts. This data was collected for 38" driveshafts with either a 2.25" O.D. (carbon) or 2" O.D. (steel). This testing shows that QA1's carbon fiber driveshafts are not only stronger than competitors' carbon fiber driveshafts, but also far stronger than steel driveshafts. In addition, QA1's 2.25" driveshaft is 12% to 20% lighter than both competitor carbon shafts and 38% lighter than the steel shaft.



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 to eliminate piston rod flex, decrease seal wear and increase 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 and 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, so no expense was spared 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.





Picture courtesy of Speed Shop North

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.

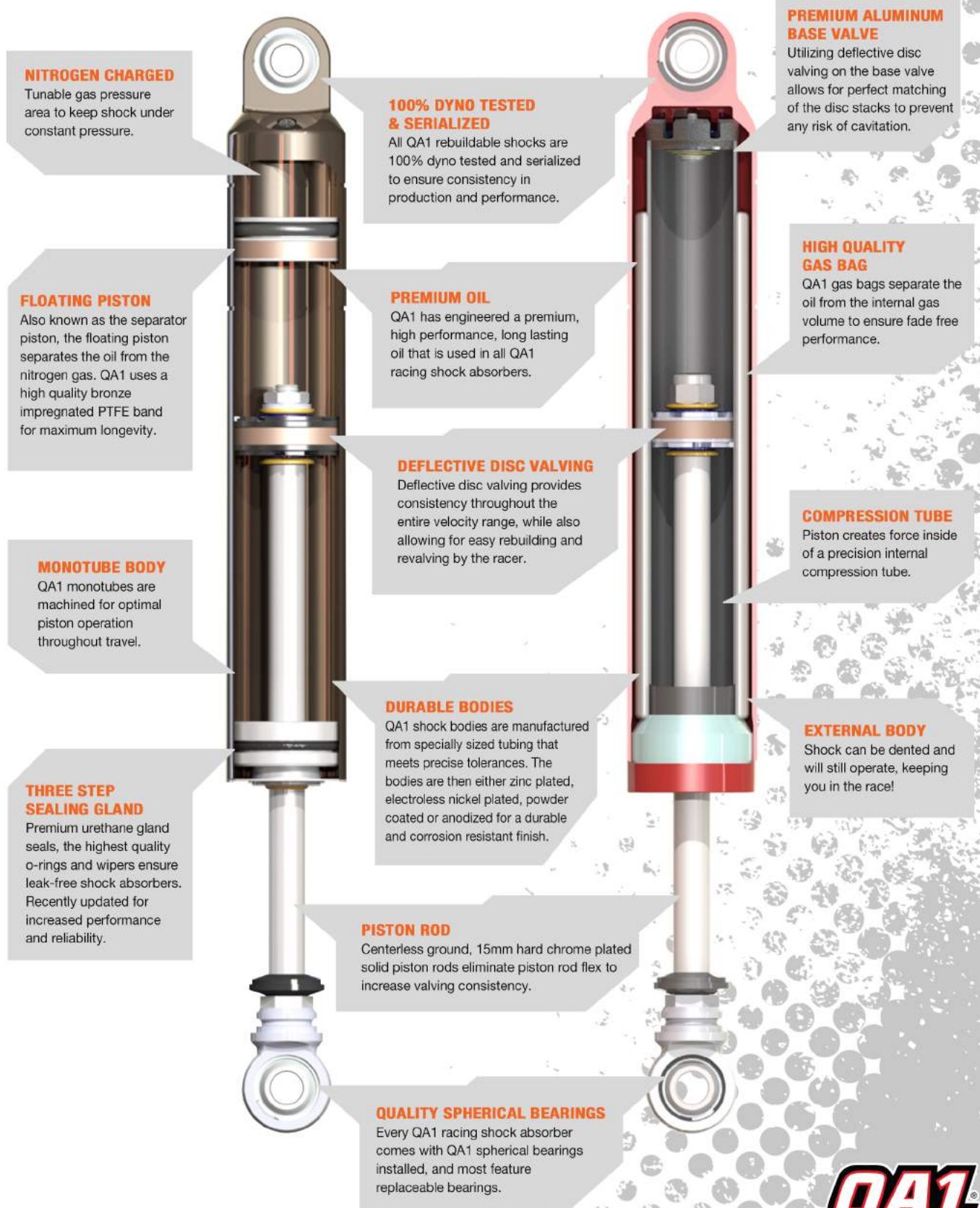
On the other hand, twin tube shocks provide a more direct feel to the driver. Drivers commonly describe being able to feel the bumps of the track better and can easily tell when and how much throttle to apply.

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 cutaway images show the difference between a monotube and a twin tube shock construction and highlight the performance features of a QA1 shock absorber.



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

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.

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

THREE STEP SEALING GLAND
Premium urethane gland seals, the highest quality o-rings and wipers ensure leak-free shock absorbers. Recently updated for increased performance and reliability.

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

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

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

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

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.

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.

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

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

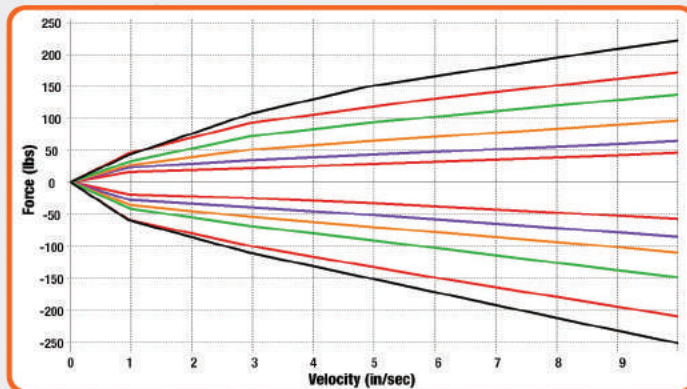
EXTERNAL BODY
Shock can be dented and will still operate, keeping you in the race!



VALVING & PISTON DYNO GRAPHS

QA1 offers a variety of piston options, depending on the shock, to help you get the compression and rebound you want. To generate force, a shock absorber moves an orifice-equipped piston through shock oil. Attached to each side of the piston, the valve discs bend and deflect when the oil flows through the piston. This bending or deflection is what determines compression and rebound forces in a shock absorber.

These valving dyno graphs are all produced by QA1 shocks, with shock velocity (on the X axis) in inches per second and shock force (on the Y axis) in pounds. The negative force numbers show the shock forces generated when in rebound and the positive numbers when in compression. Shocks are commonly cycle tested from zero inches per second to a peak velocity of 10 inches per second. Speeds between 0 and 5 inches per second are typically reached when the chassis is in dive, squat or roll where speeds above 5 inches per second are reached when going over bumps and imperfections in the track surface. Depending on what you are looking to accomplish with your shock valving, you may choose any of these dyno curve styles for your shocks by selecting the associated piston to be used. See page 39 for part numbers.



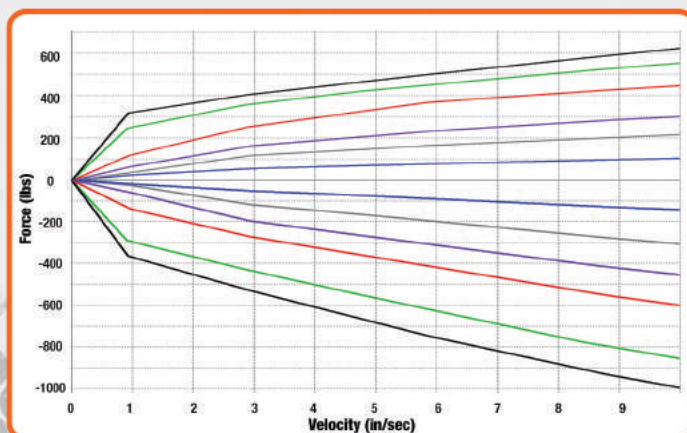
P.V.P. Compression & Rebound Graph

Small Body Twin Tube Linear Piston

Valvings Shown: 1, 2, 3, 4, 5, 6



QA1's small body twin tube piston is 1" in diameter and has 1° of dish on the compression face and 2° of dish on rebound for a nice, smooth, linear curve. This piston is designed to provide consistent performance through its velocity range without the need to adjust bleed sizes and is crafted in-house from billet aluminum before being hard anodized for durability.



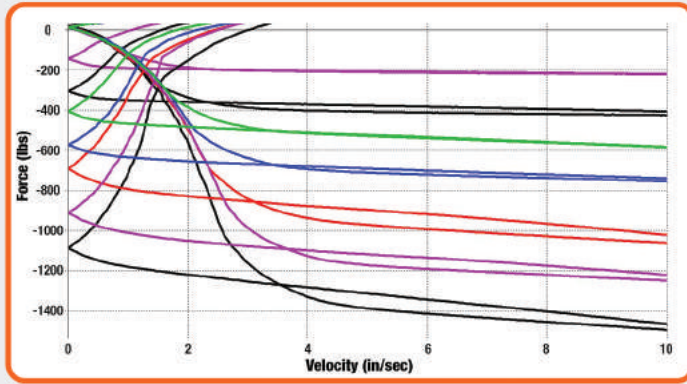
P.V.P. Compression & Rebound Graph

Large Body Twin Tube Linear Piston

Valvings Shown: 3, 5, 7, 9, 11, 12



QA1's large body twin tube shocks are equipped with a 35mm linear piston with 1.5° of dish on the compression and rebound faces for quick response when the shock changes direction. Two check ball ports allow for independent compression and rebound bleed circuits for precise low-speed control.

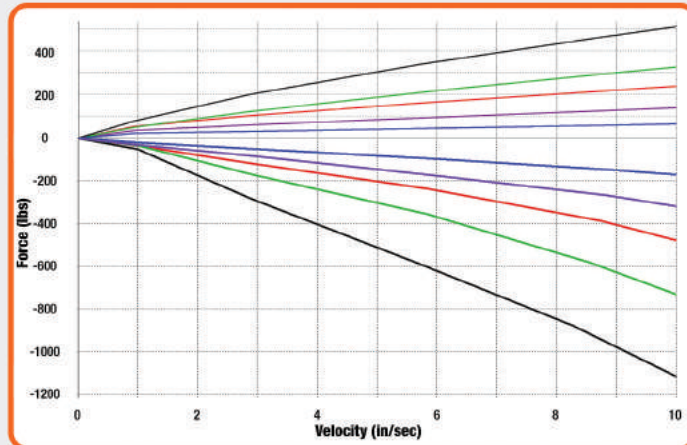


C.V.P. Rebound Graph

Twin Tube & Monotube Variable Preload Linear/Digressive Pistons

Custom Valvings Shown

Offered in both 35mm and 46mm options, this piston has a smooth linear compression similar to the linear graph below and a digressive rebound with up to 0.056" of preload available on the rebound side. This piston is designed with additional sealing features to keep pressures contained at high forces. The unique design increases low speed control with minimal force gain through higher velocities to maintain grip over surface irregularities. In addition, the rebound side of the piston can be valved to be linear with a transition to digressive valving making this piston a true work horse that can accomplish many different styles of dyno curves.

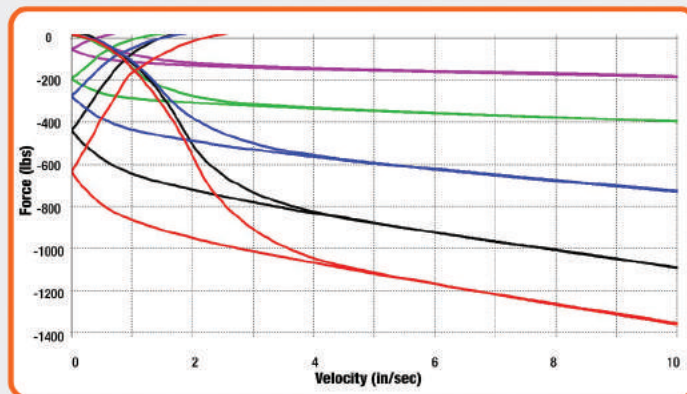


P.V.P. Compression & Rebound Graph

Monotube Linear Piston

Valvings Shown: 3, 5, 7, 9, 12

This 46mm linear piston has 0.070" bleed with a flat shim surface which allows forces to increase at a linear rate as shaft speeds increase. Typically used on inconsistent racing surfaces to increase grip or where lighter valving is preferred.



C.V.P. Rebound Graph

Monotube Linear/Digressive Piston

Valvings Shown: 6, 8, 10, 12, 13

This 46mm piston has similar compression characteristics to the linear piston above, but features 5.5° of dish on the rebound side. This dish, combined with the piston port design, increases low speed control and driver feel and is commonly used when a tie down shock is needed on the front or left rear corner of asphalt cars or the right front of dirt cars.



QA1 STOCK MOUNT SHOCKS

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 car that requires 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 powder coated 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 33 for part numbers.



Photo Courtesy of Speed Shop North

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.

- 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 33 for part numbers.



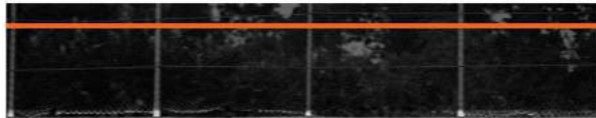


Photo Courtesy of Speed Shop North



Photo Courtesy of Speed Shop North



Photo Courtesy of Fotos By Fizzle

53 SERIES REBUILDABLE TWIN TUBE

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 enhanced internal gas bag clearance. An additional option with a smaller compressed length is offered for racers that are looking for extra compression travel. 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 32 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 32 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. The zinc plated body provides excellent corrosion resistance and consistency. With a variety of piston and valving options available, the 26 Series can handle extreme compression and rebound forces for asphalt and 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 34 for part numbers.



Photo Courtesy of Speed Shop North



Photo Courtesy of Stephen Durham

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 35 for part numbers.



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 35 for part numbers.



Photo Courtesy of Speed Shop North



Photo Courtesy of Tom Krob

51 SERIES REBUILDABLE TWIN TUBE

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 35 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 to 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 35 for part numbers.



Photo Courtesy of Speed Shop North



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 36 for part numbers.



QA1 BEARING MOUNT SHOCKS

60 SERIES REBUILDABLE TWIN TUBE



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 provides 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 37 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

See page 37 for part numbers.



NEW 63 SERIES SEALED TWIN TUBE



Photo Courtesy of Redline Graphics

The 63 Series is a sealed non-rebuildable version of the 62 Series, a lightweight aluminum threaded body shock. These are most commonly used in coil-over applications on both dirt and asphalt tracks. The twin tube design gives excellent feel and grip across all track conditions, but they really shine when there is a lack of grip. Built as a spec shock that could be used at specific tracks or series, the 63 Series can also be used in any late model or modified.

- 2" O.D. aluminum threaded twin tube body
- Deflective disc valving
- Linear/digressive and linear valving
- Sealed design prevents valving adjustments
- Non-fading
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 36 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 37 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 37 for part numbers.



See pages 32-37 for inventoried part numbers. Many QA1 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.

See page 38 for common valving tips and pages 39-41 for a full list of our shock accessories, like coil-over kits and alternate mounts, as well as pieces for rebuilding your shocks, including tuning kits, internal components and rebuild and filling tools.

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	GM MID-SIZE, 70-81 CAMARO & FIREBIRD	GM FULL-SIZE, FORD FULL / MID-SIZE
		PART # (SHORTER COMPRESSED LENGTH)	PART # (STANDARD COMPRESSED LENGTH)	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**
	4-10	53934-10	53944-10**	53954-10**
	5	53935**	53945	53955**
	5-3	53935-3**	53945-3	53955-3**
	5-8	53935-8**	53945-8	53955-8**
	6-12	53936-12	53946-12**	53956-12**
	7	53937**	53947	53957
	7-3	53937-3**	53947-3	53957-3
	8-4	53938-4**	53948-4	53958-4**
	Specify**	5393x	5394x	5395x

REAR	VALVING COMP/REBOUND	GM FULL / MID-SIZE	70-81 CAMARO	MOST FORDS & 79-83 MUSTANGS
		PART #	PART #	PART #
	Dry*	5368-DRY	5358-DRY**	5388-DRY**
	3	53683	53583**	53883**
	3-5	53683-5	53583-5	53883-5**
	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



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 & valving, & no gas bag if twin tube
- ** Custom valvings - available to ship after 2 business days
- † Easy-up for right front to induce quicker weight transfer
- †† Tie-down for left rear to help tighten the car on corner entry & exit

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.

These part numbers are for linear valving. For linear/digressive valving, replace the M with a C at the end of the part number .

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

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	27947M**	27957M**	27A947M**	27A957M**
	7-3	27947-3M**	27957-3M**	27A947-3M**	27A957-3M**
	8	27948M**	27958M**	27A948M**	27A958M**
	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**
	5	27685M**	27585M**	27885M**	27A685M	27A585M**	27A885M**
	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



Circle Track Shocks

23 Series

SEALED STEEL STOCK MOUNT MONOTUBE SHOCK

These part numbers are for linear valving. For linear/digressive valving, replace the M with a C at the end of the part number .

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 #
	3-5	23943-5M**	23953-5M**
	3-8	23943-8M	23953-8M**
	5	23945M	23955M**
	5-3	23945-3M**	23955-3M**
	7	23947M	23957M**
	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 #
	3-5	23683-5M	23583-5M	23883-5M**
	4	23684M	23584M	23884M**
	4-6	23684-6M**	23584-6M**	23884-6M**
	5	23685M	23585M	23885M**
	7-3	23687-3M**	23587-3M**	23887-3M**
	8-2	23688-2M**	23588-2M**	23888-2M**
	12-2	236812-2M	235812-2M**	238812-2M**
	Specify**	2368xM	2358xM	2388xM



QA1® 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.

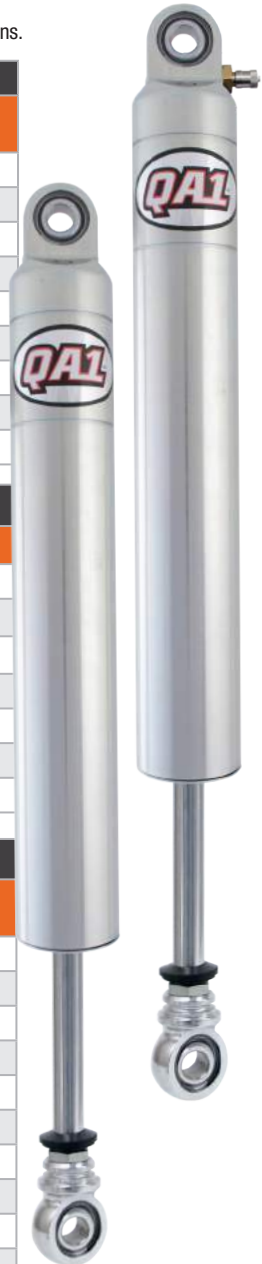
SEALED HYPERSCREW - Gas pressure is only adjustable by QA1 and QA1 Authorized Rebuilders per sanctioning body (IMCA) and track rules.

SCHRADER VALVE - Allows you to make on-the-fly gas pressure adjustments between heat races and features to adjust for varying track conditions.

Circle Track Shocks

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	-	-
	3-5	2673-5M	2673-5**	26A73-5M**	26A73-5**	26V73-5M**
	3-7	2673-7M	2673-7**	26A73-7M**	26A73-7**	26V73-7M**
	4	2674M	2674**	-	26A74**	26V74M**
	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**
	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**		-	
4-10	2674-10C**		26A74-10C**	
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	



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

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**	-	-
	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**
	7-2	2697-2M	2697-2**	26A97-2M**	26A97-2**	26V97-2M**
	7-3	2697-3M	2697-3**	26A97-3M**	26A97-3**	26V97-3M**
	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

VALVING COMP/REBOUND	HYPERSCREW	
	LINEAR / DIGRESSIVE VALVING PART #	VARIABLE LINEAR / DIGRESSIVE VALVING PART #
Dry*	269C-DRY	269LD-DRY

NEW BLEED ADJUSTABLE PISTON ROD - Available in a dry shock option! See page 39.
 7" Hyperscrew...#267R-DRY 7" Sealed Hyperscrew... #26V7R-DRY
 9" Hyperscrew...#269R-DRY 9" Sealed Hyperscrew... #26V9R-DRY

* Shock with no oil & valving, & no gas bag if twin tube
 ** 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 #
	3	2073M**
	3-7	2073-7M**
	4	2074M**
	4-6	2074-6M**
	5	2075M**
	Specify**	207xM
VALVING COMP/ REBOUND		LINEAR / DIGRESSIVE VALVING PART #
	4-6	2074-6C**
	4-10	2074-10C**
	4-12	2074-12C**
	5-10	2075-10C**
	5-13	2075-13C**
	Specify**	207xC

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

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 #
VARIABLE LINEAR / DIGRESSIVE PISTON		
Dry*	517LD-DRY	519LD-DRY**
LINEAR PISTON		
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
4-8	5174-8	5194-8**
4-13	5174-13	5194-13**
5	5175	5195
5-1	5175-1	5195-1**
5-3	5175-3	5195-3
5-7	5175-7	5195-7**
5-10	5175-10	5195-10**
6	5176	5196
6-2	5176-2	5196-2**
6-4	5176-4	5196-4**
7-2	5177-2**	5197-2
8-2	5178-2**	5198-2
9-1	5179-1	5199-1
9-2	5179-2**	5199-2
Specify**	517x	519x

NEW BLEED ADJUSTABLE PISTON ROD
Available in a 51 Series dry shock!
See page 39 for info.
7".....#517R-DRY
9".....#269R-DRY

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**
Specify**	706x	707x	709x

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 & valving, & no gas bag if twin tube
** Custom valvings - available to ship after 2 business days

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 #
LINEAR / DIGRESSIVE PISTON		
	Dry*	167LD-DRY
LINEAR PISTON		
	Dry*	167M-DRY
	3-5	1673-5M
	4	1674M
	4-7	1674-7M
	4-9	1674-9M
	5-3	1675-3M
	Specify**	167xM

9" STROKE	VALVING COMP/ REBOUND	LINEAR VALVING PART #
LINEAR / DIGRESSIVE PISTON		
	Dry*	169LD-DRY
LINEAR PISTON		
	Dry*	169M-DRY
	4	1694M
	4-6	1694-6M**
	5	1695M**
	5-3	1695-3M
	9-1	1699-1B**
	Specify**	169xM

QA1® BEARING MOUNT SHOCKS

82 Series

ALUMINUM THREADED SMALL BODY TWIN TUBE SHOCK

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"

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
7"	12.63"	19.75"
8"	13.63"	21.75"
9"	14.63"	23.75"

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**
2	8232**	8242**	8252	8262	8272**	8282**	8292**
2-4	8232-4**	8242-4	8252-4	8262-4	8272-4**	8282-4**	8292-4**
3	8233**	8243**	8253	8263	8273**	8283**	8293**
3-5	8233-5	8243-5**	8253-5**	8263-5**	8273-5**	8283-5**	8293-5**
4	8234**	8244	8254**	8264	8274	8284**	8294**
4-6	8234-6**	8244-6**	8254-6	8264-6**	8274-6	8284-6**	8294-6**
5	8235	8245**	8255**	8265**	8275	8285**	8295**
Specify**	823x	824x	825x	826x	827x	828x	829x



Circle Track Shocks

NEW

63 Series

ALUMINUM THREADED LARGE BODY SEALED TWIN TUBE SPEC SHOCK

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

Linear / digressive shocks use standard QA1 linear valving code for compression while the digressive rebound code is the actual force of the shock at 1" per second in pounds.

FRONT	LINEAR/DIGRESSIVE VALVING COMP/REBOUND	7" STROKE PART #	9" STROKE PART #
	5-400	6375-400	6395-400
5-500	6375-500	6395-500	
5-650	6375-650	6395-650	
5-850	6375-850	6395-850	

REAR	LINEAR VALVING COMP/REBOUND	7" STROKE PART #	9" STROKE PART #
	4	6374	6394
4-6	6374-6	6394-6	
5-3	6375-3	6395-3	

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.



Coil-Over Kits and Spanner Wrenches sold separately. Check out our full offerings of Coil-Over Kits on page 40!



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 & valving, & no gas bag if twin tube
 ** Custom valvings - available to ship after 2 business days

62 Series

ALUMINUM THREADED LARGE BODY TWIN TUBE SHOCK

STROKE	COMPRESSED LENGTH	EXTENDED LENGTH	STROKE	COMPRESSED LENGTH	EXTENDED LENGTH
5"	11.38"	16.30"	8"	14.38"	22.30"
6"	12.38"	18.30"	9"	15.38"	24.30"
7"	13.38"	20.30"			



VALVING COMP/REBOUND	5" STROKE PART #	6" STROKE PART #	7" STROKE PART #	8" STROKE PART #	9" STROKE PART #
LINEAR / DIGRESSIVE PISTON					
Dry*	625LD-DRY**	626LD-DRY	627LD-DRY	628LD-DRY**	629LD-DRY
LINEAR PISTON					
Dry*	625-DRY**	626-DRY	627-DRY	628-DRY**	629-DRY
3-5	6253-5**	6263-5**	6273-5	6283-5**	6293-5
3-7	6253-7**	6263-7**	6273-7	6283-7**	6293-7**
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
4-13	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**
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**
9-3	6259-3**	6269-3**	6279-3**	6289-3**	6299-3
Specify**	625x	626x	627x	628x	629x

NEW

BLEED ADJUSTABLE PISTON ROD - Available in a 62 Series dry shock!
See page 39 for info.
5".....#625R-DRY 6".....#626R-DRY 7".....#627R-DRY
8".....#628R-DRY 9".....#629R-DRY

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	-	7555	-	-
6	-	7546	-	-	-

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**
Specify**	606x	607x	608x	609x

NEW

BLEED ADJUSTABLE PISTON ROD
Available in a 60 Series dry shock!
See page 39 for info.
6".....#606R-DRY 7".....#607R-DRY
8".....#608R-DRY 9".....#609R-DRY

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 #
6	5576	5596
6-4	5576-4	-
9-1	5579-1	-

Coil-Over Kits and Spanner Wrenches sold separately. Check out our full offerings of Coil-Over Kits on page 40!



Circle Track Shocks

COMMON VALVINGS

APPLICATION	LF	RF	LR	RR	NOTES
23/27/53 SERIES					
Street Stock - Dry dirt track	7	7-3**	3-5	4	* 23/27 Series recommended ** 5393x features shorter compressed length for more travel
Street Stock - Tacky dirt track	7	8**	4	5	
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	
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 ** 16 Series with linear/digressive valving recommended
Dirt Late Model - Heavy/Rough	7	5-7	6-4	4	
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	

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 rebound 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.
- 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 RF 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.

SHOCK ACCESSORIES **QA1**

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 0° Compression, 0° Rebound



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

Variable Linear/Digressive Piston

16, 20, 23, 26, 27 & 28 Series

Features 0.056" of preload to help generate low-speed control without excessive high-speed force. Commonly used on dirt car left rear and pavement front shocks, these pistons can generate the force numbers that you're looking for to keep the left rear up or keep the front end sealed off.

PART #9057-289



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



Variable Linear/Digressive Piston

FC, 50, 51, 53, 60 & 62 Series

Features 0.056" of preload to help generate low-speed control without excessive high-speed force. The amount of shim stack preload, bleed, shim thickness and diameter are all options builders can use to tailor the rebound curve at different speeds.

PART #9057-286



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



Small Body Linear Piston

70 & 82 Series

0.02" Bleed

PART #9057-252 1° Compression, 2° Rebound

PISTON RODS

FOR LARGE BODY SHOCKS

PART #9028-121 625x Shocks

PART #9028-122 606x & 626x Shocks

PART #9028-118 267x, 287x, 167x, 507x, 517x, 607x & 627x Shocks

PART #9028-138 2768x, 608x & 628x Shocks

PART #9028-114 269x, 289x, 169x, 509x, 519x, 609x & 629x Shocks

PART #9028-141 2794x, FC194x & 5394x Shocks

PART #9028-115 2795x, FC195x & 5395x Shocks

PART #9028-116 2758x, 2788x, FC788x, 5358x & 5388x Shocks

PART #9028-117 FC168x, FC258x & 5368x 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

NEW BLEED ADJUSTABLE PISTON ROD

This kit includes everything needed to convert a non-adjustable shock to rebound bleed adjustable, compression bleed adjustable, or simultaneous compression and rebound adjustable shock. Featuring a needle and seat design, quick and easy bleed adjustments can be made via the clicker wheel in the bearing loop.

PART #9028-501 5" 62 Series

PART #9028-601 6" 60 & 62 Series

PART #9028-701 7" 26, 51, 60 & 62 Series

PART #9028-801 8" 60 & 62 Series

PART #9028-901 9" 26, 51, 60 & 62 Series



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, 5393x & 5394x Shocks

PART #9052-109 625x, 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

QA1® SHOCK ACCESSORIES

Circle Track 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



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

EYELET 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 & 63 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 & 63 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. For 16, 20, 26, 28, 50, 51, 60, 62 & 63 Series.

- 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



THREAD ADAPTER FOR EXTENDED LENGTH EYELETS

For 70 & 82 Series shocks, order a thread adapter with the extended length eyelet for proper fitment.

PART #9033-117

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 & 63 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
- PART #COK103** M Series



CK5105

CK5109

FOR USE WITH 5" O.D. SPRINGS

- PART #CK5009** 26, 28 & 50 Series - 7" & 9"
- PART #CK5109** 51 Series - 7" & 9"

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.



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

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

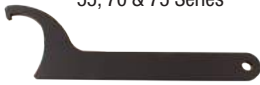
PART #T114W Includes (2) Spanner Wrenches
16, 26, 28, 50, 51, 60, 62 & 63 Series



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 & 63 Series



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



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



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

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



ADVANCED TUNING EXPANSION KIT

Complements other Monotube and Large Body Twin Tube Tuning Kits and includes all of our latest shock components. Designed for experienced rebuilders.

Tuning kit contains:

- Deflective Discs
- Bleed Shims
- Piston Dowel Pins
- Ring Shims
- Piston Checkballs
- Easy-to-Follow Instructions

PART #TK09

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, 27, 28 & M Series



MONOTUBE BODY CLAMP TOOL

26, 27 & 28 Series

PART #7791-143



MONOTUBE FILL TOOLS

HYPERSCREW FILL TOOL

26, 27, 28 Series

PART #7791-140



SCHRADER VALVE FILL TOOL

16, 26V & 28V Series

PART #7791-147



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 16, 26, 27, 28, FC, 50, 51, 53, 60, 62 & M Series

PART #7791-158 70 & 82 Series



CLOSURE NUT WRENCH

STANDARD CLOSURE NUT WRENCH

FC, 16, 50, 51, 53, 60, 62, 70 & 82 Series

PART #7791-104



PREMIUM TWO-HANDLED CLOSURE NUT WRENCH

FC, 16, 50, 51, 53, 60, 62, 70 & 82 Series

Two-handle design makes closure nut removal a breeze!

PART #7791-162



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 we offer a tremendous selection of products for a variety of applications. Custom mount, stock mount, single adjustable, double 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 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/steel 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. 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

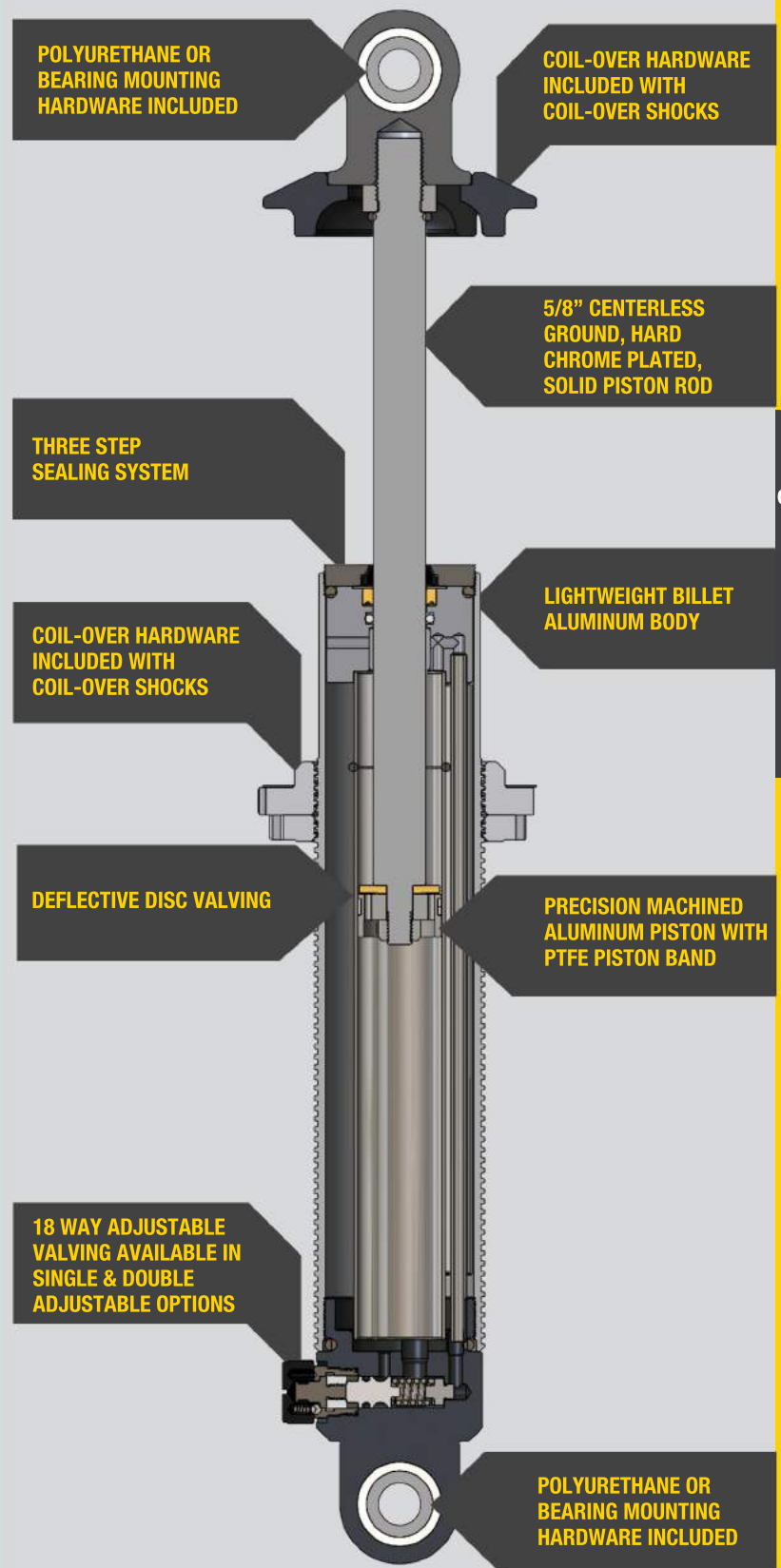
All piston rods in QA1's shocks and struts are centerless ground and hard chrome plated which eliminates piston rod flex, decreases seal wear and increases valving consistency. These precise details increase the overall life of your shocks or struts.

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.

Drag & Street Shocks



CUSTOM MOUNT VS. STOCK MOUNT

If you have altered or built the vehicle, then custom mount shocks are likely what you 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.



ADJUSTABLE VS. NON-ADJUSTABLE

QA1 offers a variety of adjustability options. 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.

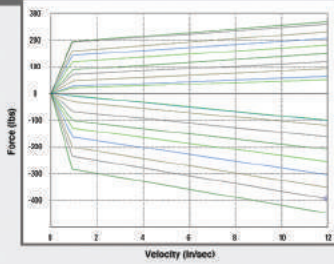
If you don't need all the adjustment settings but want a performance upgrade over factory shocks, then non-adjustable shocks are perfect for you. You'll get the quality, comfortable and consistent ride you're looking for without the need to make any adjustments.

Use the next page to determine which is right for you.



ADJUSTABILITY OPTIONS

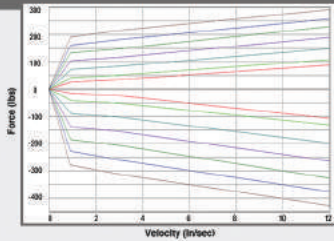
QA1's shocks and struts are optimized to enhance performance by providing a soft, comfortable ride at the low end of operation or a firm, high performance ride at the high end of operation. Changing the valving on adjustable shocks and struts is as simple as turning the knob on the base of the shock.



DOUBLE ADJUSTABLE

Perfect for hard core competition or when alternating between performance street driving, autocrossing, and drag racing

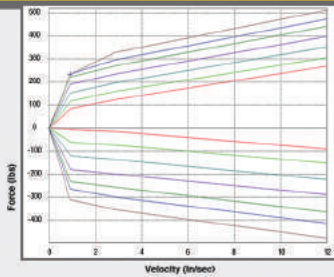
- Truly independent compression and rebound adjustment
- 18 positions of rebound on one knob and 18 positions of compression on the other knob, providing 324 valving options
- One shock allows for the ultimate in fine-tuning for any application



SINGLE ADJUSTABLE

Ideal for performance street driving, autocrossing, or the rear in drag racing

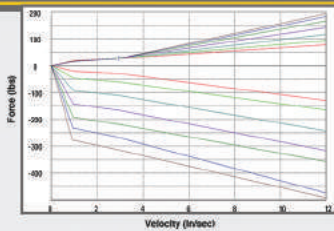
- Simultaneous compression and rebound adjustment on one knob
- 18 valving options
- Allows drivers to adjust and fine-tune performance quickly and easily



DRAG "R" SERIES

Designed for the front of drag cars

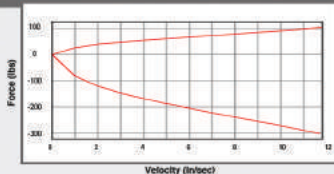
- Simultaneous rebound and compression adjusted together on one knob with 18 clicks, with stiffer compression valving
- A looser rebound in the front allows weight to transfer to the rear when launching and a firmer compression keeps the front end from slamming back to the ground



REBOUND ADJUSTABLE

Great for smooth-riding street rods and hot rods

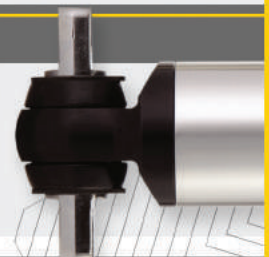
- Comfortable fixed compression setting with a wide range of rebound adjustment
- 18 valving options for Ultra Ride shocks
- 36 valving options for Hot Rods Series shocks



NON-ADJUSTABLE

Good for an easy performance upgrade over stock

- 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 double, single, rebound adjustable, ride sensitive and non-adjustable to suit your specific driving needs.

HOT ROD SERIES



HRS Series

- Smooth body shock with optional chrome plated dust cover for nostalgic look
- 36 adjustable rebound options with a comfortable compression
- Chrome plated aluminum for show quality appearance
- Polyurethane bushings with 5/8" & 1/2" mounting sleeves
- Low profile knob with slot style adjuster
- Three-step sealing system eliminates drag and dirt intrusion
- Serviceable & rebuildable by QA1 authorized service centers
- 100% dyno tested & serialized
- Made in the USA
- Commonly used in street rod applications

See page 48 for part numbers.



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
- Three-step sealing system eliminates drag and dirt intrusion
- 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 48 for part numbers.



ULTRA RIDE

US Series

- Threaded body shock
- Rebound adjustable with a comfortable compression setting
- Lightweight billet aluminum for show quality appearance
- Polyurethane bushings with 5/8" & 1/2" mounting sleeves
- Three-step sealing system eliminates drag and dirt intrusion
- 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 49 for part numbers.



CUSTOM MOUNT SHOCKS **QA1**



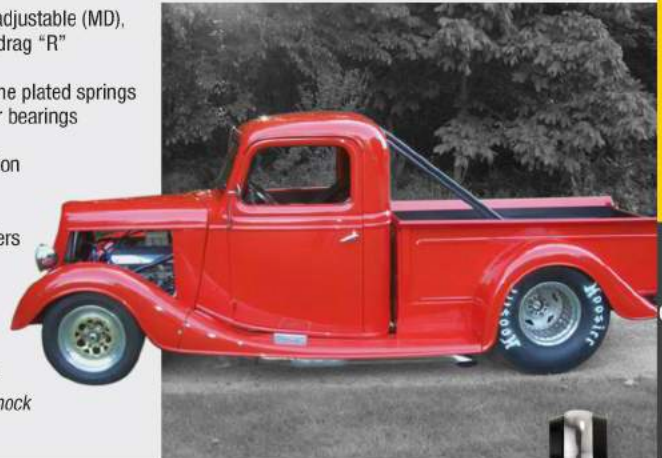
MUSTANG II

MD, MS & MR Series

- Threaded body shock
- Available in independent compression & rebound double adjustable (MD), simultaneous compression & rebound adjustable (MS) or drag "R" Series adjustable (MR)
- 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 to Mustang II chassis
- Three-step sealing system eliminates drag and dirt intrusion
- Ride height adjustable
- 100% dyno tested & serialized
- Serviceable & rebuildable by QA1 authorized service centers
- Accepts 2 1/2" I.D. springs
- Made in the USA
- Used in drag racing, street performance, autocross, road racing & street rod applications

See page 49 for part numbers.

Also available in steel non-adjustable options or as full Pro Coil Shock Systems with shocks, springs, & all mounting hardware.



ALUMA MATIC

ALN Series

- Threaded body shock
- Ride sensitive non-adjustable
- Performance valved
- Lightweight billet aluminum for show quality appearance
- Polyurethane bushings with 5/8" & 1/2" mounting sleeves
- Three-step sealing system eliminates drag and dirt intrusion
- 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 50 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) Pro Star or Aluma Matic shocks, (2) linear or variable rate springs & all mounting hardware
- Options to fit either 3" or 3.25" diameter axle tube
- Lightweight billet aluminum shocks for show quality appearance
- Allows adjustment up to 5.5" lower than axle tube centerline
- 100% dyno tested & serialized
- Made in the USA
- Used in drag racing, street performance & street rod applications

See page 50 for part numbers.



QAL[®] CUSTOM MOUNT SHOCKS

HOT ROD SERIES

CUSTOM MOUNT NOSTALGIC REBOUND ADJUSTABLE SMOOTH BODY SHOCKS

WITH DUST COVER PART NO.	WITHOUT DUST COVER PART NO.	MOUNTING	COMPRESSED HEIGHT	EXTENDED HEIGHT	RECOMMENDED RIDE HEIGHT
HRS312	HRS302	Poly	8 5/8	11 1/8	9 1/2 - 10
HRS314	HRS304	Poly	9 1/2	12 3/4	10 3/4 - 11 1/4
HRS412	HRS402	Poly	10 1/2	14 3/8	11 3/4 - 12 1/4
HRS512	HRS502	Poly	11 1/8	16 3/8	13 1/4 - 14
HRS514	HRS504	Poly	11 5/8	17 7/8	14 - 15 1/2
HRS714	HRS704	Poly	13	19 1/2	16 - 17 1/2

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



TRADITIONAL LOOKS, MODERN PERFORMANCE

- Low profile knob with slot style adjuster
- Optional dust cover for nostalgic look
- Rebound adjustable with 36 valving options
- Made in the USA

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 1/2	10
DD404	DS404	Poly	11 1/8	15	12 1/2 - 13 1/2	10
DD501	DS501	Bearing	11 5/8	16 7/8	14 - 15	12
DD502	DS502	Poly	11 5/8	16 7/8	14 - 15	12
DD601	DS601	Bearing	12 5/8	18 3/4	15 1/4 - 16 3/4	14
DD602	DS602	Poly	12 5/8	18 3/4	15 1/4 - 16 3/4	14
DD701	DS701	Bearing	13	19 1/2	16 - 17 1/2	14
DD702	DS702	Poly	13	19 1/2	16 - 17 1/2	14
DD901	DS901	Bearing	15	23 5/8	18 1/2 - 21 1/2	14
DD902	DS902	Poly	15	23 5/8	18 1/2 - 21 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
US302	Poly	8 3/4	11 1/8	9 1/2 - 10	7
US304	Poly	9 1/2	12 3/4	10 3/4 - 11 1/4	7 / 8 / 9
US402	Poly	10 1/8	14	11 1/2 - 12 1/2	9
US404	Poly	11 1/8	15	12 1/2 - 13 1/2	10
US502	Poly	11 5/8	16 7/8	14 - 15	12
US602	Poly	12 5/8	18 3/4	15 1/4 - 16 3/4	14

Spring mounting hardware included for 2 1/2" I.D. springs.

DIMENSIONS IN INCHES

Poly mountings are polyurethane bushings that come with 5/8" and 1/2" mounting sleeves.
1/2" I.D. spherical bearing mountings are available as an accessory.



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.

QAL[®] CUSTOM MOUNT SHOCKS



ALUMA MATIC

CUSTOM MOUNT RIDE SENSITIVE COIL-OVER SHOCKS

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

Spring mounting hardware included for 2 1/2" I.D. springs.

Poly mountings are polyurethane bushings that come with 5/8" and 1/2" mounting sleeves.
1/2" I.D. spherical bearings mounts are available as an accessory.

DIMENSIONS IN INCHES

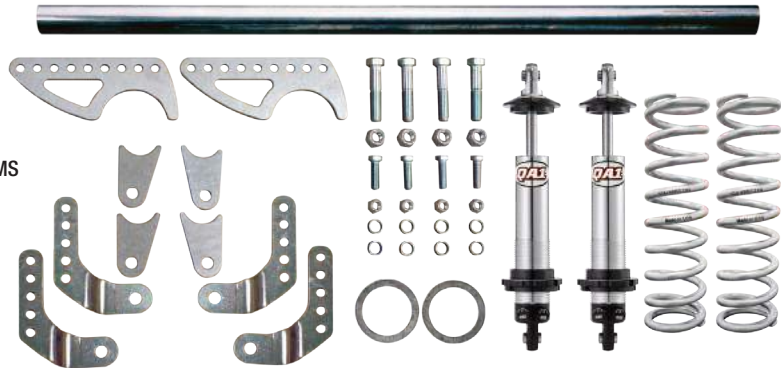
Drag & Street Shocks

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



FOR 3" DIAMETER AXLE TUBE

	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	ALN12110K	ALN12130K	ALN12150K	ALN1500K	ALN2000K	ALN4000K
Springs Only	12HT110	12HT130	12HT150	12HT100/200	12HT130/250	12HT175/350

FOR 3.25" DIAMETER AXLE TUBE

	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	DD501-1101	DD501-1301	DD501-1501	DD501-100V1	DD501-130V1	DD501-175V1
Single Adjustable	DS501-1101	DS501-1301	DS501-1501	DS501-100V1	DS501-130V1	DS501-175V1
Ride Sensitive	ALN12110K-1	ALN12130K-1	ALN12150K-1	ALN1500K-1	ALN2000K-1	ALN4000K-1
Springs Only	12HT110	12HT130	12HT150	12HT100/200	12HT130/250	12HT175/350

CUSTOM 4-LINK KIT

Available with or without panhard bar hardware, this kit complements the Pro-Rear Systems to complete a rear back half upgrade for most custom applications. The kit includes rod ends, jam nuts and tube adapters. See page 73.



STOCK MOUNT SHOCKS **QA1**



NEW APPLICATIONS

STOCKER STAR SHOCKS

TD, TS, TR & TN Series

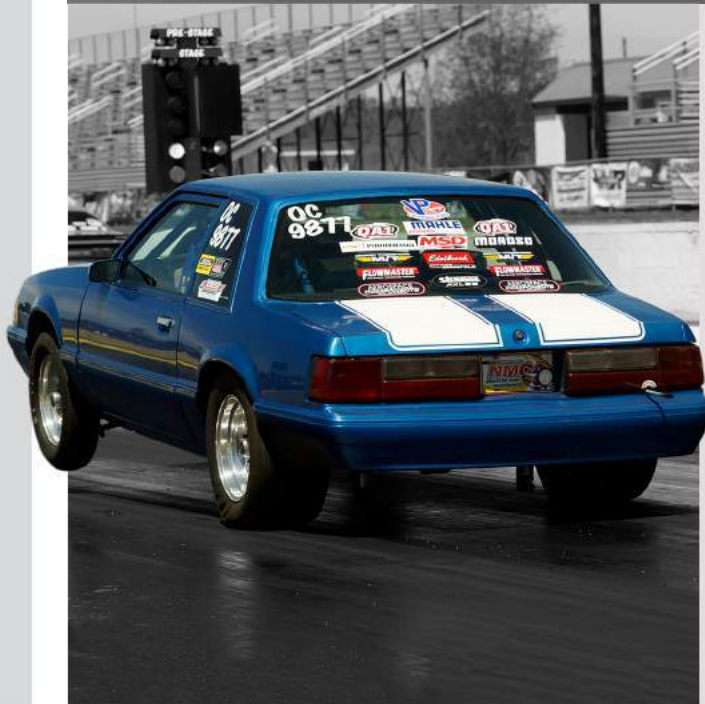
- For a variety of GM, Ford & Mopar vehicles
- Front & rear non-coil-over shocks
- Independent compression & rebound double adjustable (TD), simultaneous compression & rebound adjustable (TS), drag race "R" Series adjustable (TR) or non-adjustable (TN)
- Lightweight billet aluminum bodies
- Three-step sealing system eliminates drag & dirt intrusion
- 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 54-68 for applications & part numbers.



Drag & Street 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
- Three-step sealing system eliminates drag & dirt intrusion
- Ride height adjustable
- Spanner wrenches sold separately
- 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 54-67 for applications & part numbers.



QA1 STOCK MOUNT SHOCKS

NEW APPLICATIONS

FRONT PRO COIL SHOCK SYSTEMS



GD, GS & GR Series

- 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
- Three-step sealing system eliminates drag & dirt intrusion
- Ride height adjustable
- Spanner wrenches sold separately
- 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 54-67 for applications & part numbers.

STEEL FRONT PRO COIL SYSTEMS



GE Series

Similar to the GD/GS/GR Series, these steel front coil-over kits are for a variety of GM vehicles. They are non-adjustable and include (2) shocks, (2) springs & all mounting hardware. Spanner wrenches sold separately. Used in drag racing, street performance, autocross, road racing & street rod applications, they are 100% dyno tested and serialized.

See pages 54-68 for applications & part numbers.

STEEL MUSTANG II PRO COIL SYSTEMS

ME Series

Like the MD/MS/MR Series, these steel front coil-over kits easily bolt on to Mustang II chassis. They are non-adjustable and include (2) shocks, (2) springs & all mounting hardware. Spanner wrenches sold separately. Used in street performance & street rod applications, they are 100% dyno tested and serialized.

See pages 49 & 66-67 for part numbers.



STOCK MOUNT SHOCKS **QA1**

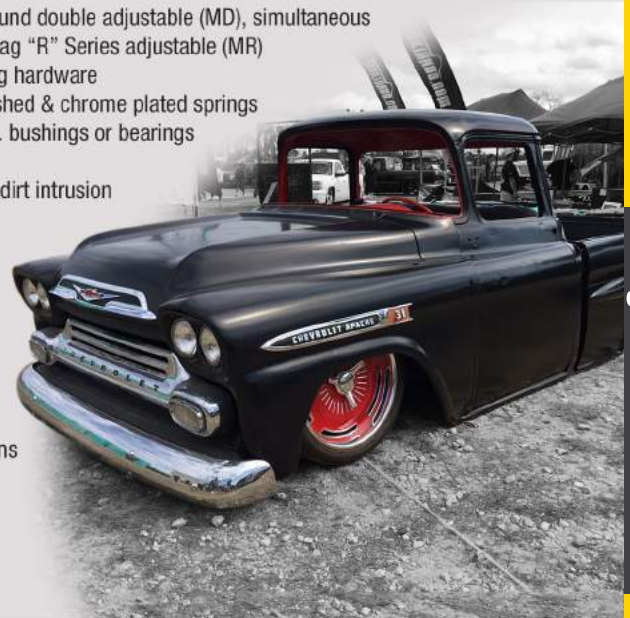
MUSTANG II PRO COIL SHOCK SYSTEMS



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
- Three-step sealing system eliminates drag & dirt intrusion
- Ride height adjustable
- Spanner wrenches sold separately
- 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 49 & 66-67 for part numbers.



Drag & Street Shocks

NEW
APPLICATIONS

REAR PRO COIL SHOCK SYSTEMS



RCK Series

- For 79-04 Mustang, 64-77 GM A-Body, 78-96 GM B-Body, 82-02 GM F-Body, 78-88 GM G-Body, C5 Corvette, 69-72 Grand Prix, 70-72 Monte Carlo & 67-72 C10
- 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
- Three-step sealing system eliminates drag & dirt intrusion
- Ride height adjustable - stock to 1.5" lower
- Spanner wrenches sold separately
- 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 54-66 for applications & part numbers.





STOCK MOUNT Shocks, Struts & Coil-Over Systems

NEW

NEW

NEW

Drag & Street Shocks

NEW

NEW

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/GMC									
C10 Pickup (Leaf)	63-72	Double Single Drag "R" Series Non-Adj.	TD405 TS405 TR405 TN405	TD709 TS709 - TN709					
C10 Pickup (Coil)	63-72	Double Single Drag "R" Series Non-Adj.	TD405 TS405 TR405 TN405	TD513 TS513 - TN513		See rear suspension kit on pg 88.	See rear suspension kit on pg 88.	See rear suspension kit on pg 88.	See rear suspension kit on pg 88.
C10 Pickup	73-87	Double Single Drag "R" Series Non-Adj.	TD405 TS405 TR405 TN405	TD803 TS803 - TN803					
C1500	88-98	Double Single Drag "R" Series Non-Adj.	TD507 ^(a) TS507 ^(a) TR507 ^(a) TN507	TD904 ^(b) TS904 ^(b) - TN904 ^(b)					
Camaro (Multi-Leaf)	67-69	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 ^(a) TS505 ^(a) TR505 ^(a) TN505 -	TD802 ^(b) TS802 ^(b) - TN802 ^(b) -	GD401 GS401 GR401 -				
Camaro (Single-Leaf)	67-69	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 ^(a) TS505 ^(a) TR505 ^(a) TN505 -	TD703 ^(b) TS703 ^(b) - TN703 ^(b) -	GD401 GS401 GR401 -				
Camaro	70-81	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD702 TS702 - TN702	GD501 GS501 GR501 -				
Camaro	82-92	Double Single Drag "R" Series Non-Adj.	HD607SK ^(c) HS607SK ^(c) HR607SK ^(c) -	TD704 TS704 - TN704	HD606SK ^{(c)(d)} HS606SK ^{(c)(d)} HR606SK ^{(c)(d)} -	RCK52330 ^(e) RCK52326 ^(e) -	RCK52331 RCK52327 -	RCK52332 RCK52328 -	RCK52333 RCK52329 -
Camaro	93-02	Double Single Drag "R" Series Non-Adj.		TD704 TS704 - TN704	GD502 GS502 GR502 -	RCK52330 ^(e) RCK52326 ^(e) -	RCK52331 RCK52327 -	RCK52332 RCK52328 -	RCK52333 RCK52329 -
Camaro	10-15	Double Single Drag "R" Series			HD701SK ^(h) HS701SK ^(h) HR701SK ^(h)	GD601 ⁽ⁱ⁾ GS601 ⁽ⁱ⁾ -			
Caprice	78-96	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(j) TS801 ^(j) - TN801 ^(j)	GD507 GS507 GR507 -	RCK52382 RCK52378 -	RCK52383 RCK52379 -	RCK52384 RCK52380 -	RCK52385 RCK52381 -
Chevelle / Malibu	64-67	Double Single Drag "R" Series Non-Adj.	TD507 ^(a) TS507 ^(a) TR507 ^(a) TN507 ^(a)	TD801 ^(b) TS801 ^(b) - TN801 ^(b)	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 ^(a) TS505 ^(a) TR505 ^(a) TN505 ^(a) -	TD801 ^(b) TS801 ^(b) - TN801 ^(b) -	GD401 GS401 GR401 -	RCK52334 ^(c) RCK52338 ^(c) -	RCK52335 RCK52339 -	RCK52336 RCK52340 -	RCK52337 RCK52341 -
Chevelle / Malibu	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(b) TS801 ^(b) - TN801 ^(b) -	GD401 GS401 GR401 -	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.

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

See pages 68-71 for additional notes and dimensions.

See page 78 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS

LIGHTER

VEHICLE WEIGHT

HEAVIER

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.

Included in front control arm suspension kit. See pg 88.

Included in front control arm suspension kit. See pg 88.

Included in front control arm suspension kit. See pg 88.

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

Included in front control arm suspension kit. See pg 88.

Included in front control arm suspension kit. See pg 88.

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

GD507-10750C
GS507-10750C
GR507-10750C

GD401-11250A
GS401-11250A
GR401-11250A

GD401-11300A
GS401-11300A
GR401-11300A

GD401-10350A
GS401-10350A
GR401-10350A

GD401-10400A
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GD401-10450A
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GD401-10550A
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GD401-10600A
GS401-10600A
GR401-10600A

GE401-11250A

GE401-11300A

GE401-10350A

GE401-10400A

GE401-10450A

GE401-10500A

GE401-10550A

GE401-10600A

GD401-11250A
GS401-11250A
GR401-11250A

GD401-11300A
GS401-11300A
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GD401-10350A
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GD401-10400A
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GD401-10450A
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GD401-10500A
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GD401-10550A
GS401-10550A
GR401-10550A

GD401-10600A
GS401-10600A
GR401-10600A

GE401-11250A

GE401-11300A

GE401-10350A

GE401-10400A

GE401-10450A

GE401-10500A

GE401-10550A

GE401-10600A

GD501-11250C
GS501-11250C
GR501-11250C

GD501-11300C
GS501-11300C
GR501-11300C

GD501-10350C
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GR501-10350C

GD501-10400C
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GD501-10450C
GS501-10450C
GR501-10450C

GD501-10500C
GS501-10500C
GR501-10500C

GD501-10550C
GS501-10550C
GR501-10550C

GD501-10600C
GS501-10600C
GR501-10600C

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)
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HD606S-12275^(e)
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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
HR701S-09250

GD507-11250C
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GD501-11250A
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GD501-11300A
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GD501-10350A
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GD401-11250B
GS401-11250B
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GD401-11300B
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GS401-10600B
GR401-10600B

GD401-11250C
GS401-11250C
GR401-11250C

GD401-11300C
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GD401-10350C
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GE401-11250C

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GS401-10650



STOCK MOUNT Shocks, Struts & Coil-Over Systems

Drag & Street Shocks

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/GMC									
Malibu	78-83	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	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.	- TS506 TR506 TN506	TD703 TS703 - TN703					
Chevy II / Nova	68-74	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 ^(c) TS505 ^(c) TR505 ^(c) TN505 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	GD401 GS401 GR401 - GE401				
Nova	75-79	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	GD401 GS401 GR401 - GE401				
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 ^(c) - - -	
El Camino	59-60	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(c) TS801 ^(c) - TN801 ^(c)	GD507 GS507 GR507 -				
El Camino	64-67	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(c) TS801 ^(c) - TN801 ^(c)	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 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	GD401 GS401 GR401 - GE401	RCK52334 ^(c) RCK52338 ^(c) - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
El Camino	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	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 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	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 68-71 for additional notes and dimensions.

See page 78 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS

LIGHTER

VEHICLE WEIGHT

HEAVIER

GD401-11250C	GD401-11300C	GD401-10350C	GD401-10400C	GD401-10450C	GD401-10500C	GD401-10550C	GD401-10600C	GD401-10650C
GS401-11250C	GS401-11300C	GS401-10350C	GS401-10400C	GS401-10450C	GS401-10500C	GS401-10550C	GS401-10600C	GS401-10650C
GR401-11250C	GR401-11300C	GR401-10350C	GR401-10400C	GR401-10450C	GR401-10500C	GR401-10550C	GR401-10600C	GR401-10650C
-	-	-	-	-	-	-	-	-
GE401-11250C	GE401-11300C	GE401-10350C	GE401-10400C	GE401-10450C	GE401-10500C	GE401-10550C	GE401-10600C	GE401-10650C

GD401-11250A	GD401-11300A	GD401-10350A	GD401-10400A	GD401-10450A	GD401-10500A	GD401-10550A	GD401-10600A	GD401-10650A
GS401-11250A	GS401-11300A	GS401-10350A	GS401-10400A	GS401-10450A	GS401-10500A	GS401-10550A	GS401-10600A	GS401-10650A
GR401-11250A	GR401-11300A	GR401-10350A	GR401-10400A	GR401-10450A	GR401-10500A	GR401-10550A	GR401-10600A	GR401-10650A
-	-	-	-	-	-	-	-	-
GE401-11250A	GE401-11300A	GE401-10350A	GE401-10400A	GE401-10450A	GE401-10500A	GE401-10550A	GE401-10600A	GE401-10650A

GD401-11250C	GD401-11300C	GD401-10350C	GD401-10400C	GD401-10450C	GD401-10500C	GD401-10550C	GD401-10600C	GD401-10650C
GS401-11250C	GS401-11300C	GS401-10350C	GS401-10400C	GS401-10450C	GS401-10500C	GS401-10550C	GS401-10600C	GS401-10650C
GR401-11250C	GR401-11300C	GR401-10350C	GR401-10400C	GR401-10450C	GR401-10500C	GR401-10550C	GR401-10600C	GR401-10650C
-	-	-	-	-	-	-	-	-
GE401-11250C	GE401-11300C	GE401-10350C	GE401-10400C	GE401-10450C	GE401-10500C	GE401-10550C	GE401-10600C	GE401-10650C

GD507-09450D	GD507-09550D	GD507-09650D
GS507-09450D	GS507-09550D	GS507-09650D
GR507-09450D	GR507-09550D	GR507-09650D
-	-	-
-	-	-

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.

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

GD402-09450 [®]	GD402-09550 [®]	GD402-09650 [®]
GS402-09450 [®]	GS402-09550 [®]	GS402-09650 [®]
GR402-09450 [®]	GR402-09550 [®]	GR402-09650 [®]
-	-	-

GD507-09450D	GD507-09550D	GD507-09650D
GS507-09450D	GS507-09550D	GS507-09650D
GR507-09450D	GR507-09550D	GR507-09650D
-	-	-
-	-	-

GD501-11250A	GD501-11300A	GD501-10350A	GD501-10400A	GD501-10450A	GD501-10500A	GD501-10550A	GD501-10600A	GD501-10650A
GS501-11250A	GS501-11300A	GS501-10350A	GS501-10400A	GS501-10450A	GS501-10500A	GS501-10550A	GS501-10600A	GS501-10650A
GR501-11250A	GR501-11300A	GR501-10350A	GR501-10400A	GR501-10450A	GR501-10500A	GR501-10550A	GR501-10600A	GR501-10650A
-	-	-	-	-	-	-	-	-

GD401-11250B	GD401-11300B	GD401-10350B	GD401-10400B	GD401-10450B	GD401-10500B	GD401-10550B	GD401-10600B	GD401-10650B
GS401-11250B	GS401-11300B	GS401-10350B	GS401-10400B	GS401-10450B	GS401-10500B	GS401-10550B	GS401-10600B	GS401-10650B
GR401-11250B	GR401-11300B	GR401-10350B	GR401-10400B	GR401-10450B	GR401-10500B	GR401-10550B	GR401-10600B	GR401-10650B
-	-	-	-	-	-	-	-	-
GE401-11250B	GE401-11300B	GE401-10350B	GE401-10400B	GE401-10450B	GE401-10500B	GE401-10550B	GE401-10600B	GE401-10650B

GD401-11250C	GD401-11300C	GD401-10350C	GD401-10400C	GD401-10450C	GD401-10500C	GD401-10550C	GD401-10600C	GD401-10650C
GS401-11250C	GS401-11300C	GS401-10350C	GS401-10400C	GS401-10450C	GS401-10500C	GS401-10550C	GS401-10600C	GS401-10650C
GR401-11250C	GR401-11300C	GR401-10350C	GR401-10400C	GR401-10450C	GR401-10500C	GR401-10550C	GR401-10600C	GR401-10650C
-	-	-	-	-	-	-	-	-
GE401-11250C	GE401-11300C	GE401-10350C	GE401-10400C	GE401-10450C	GE401-10500C	GE401-10550C	GE401-10600C	GE401-10650C

GD401-11250C	GD401-11300C	GD401-10350C	GD401-10400C	GD401-10450C	GD401-10500C	GD401-10550C	GD401-10600C	GD401-10650C
GS401-11250C	GS401-11300C	GS401-10350C	GS401-10400C	GS401-10450C	GS401-10500C	GS401-10550C	GS401-10600C	GS401-10650C
GR401-11250C	GR401-11300C	GR401-10350C	GR401-10400C	GR401-10450C	GR401-10500C	GR401-10550C	GR401-10600C	GR401-10650C
-	-	-	-	-	-	-	-	-
GE401-11250C	GE401-11300C	GE401-10350C	GE401-10400C	GE401-10450C	GE401-10500C	GE401-10550C	GE401-10600C	GE401-10650C



STOCK MOUNT Shocks, Struts & Coil-Over Systems

Drag & Street Shocks

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/GMC									
Full Size	55-57	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD902 ^(k) TS902 ^(k) - TN902 ^(k)	GD501 GS501 GR501 -				
Impala / Full Size	58-64	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD507 GS507 GR507 -				
Impala / Full Size	65-70	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD507 GS507 GR507 -				
Impala / Full Size	71-77	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD507 GS507 GR507 -				
Impala / Full Size	78-96	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD507 GS507 GR507 -	RCK52382 RCK52378 - -	RCK52383 RCK52379 - -	RCK52384 RCK52380 - -	RCK52385 RCK52381 - -
Impala SS	94-96	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD507 GS507 GR507 -	RCK52382 RCK52378 - -	RCK52383 RCK52379 - -	RCK52384 RCK52380 - -	RCK52385 RCK52381 - -
Monte Carlo	70-72	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	GD401 GS401 GR401 - GE401	RCK52334 RCK52338 - -	RCK52336 RCK52340 - -	RCK52337 RCK52341 - -	RCK52358 RCK52359 - -
Monte Carlo	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	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 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	GD401 GS401 GR401 - GE401	RCK52354 ^(c) RCK52350 ^(c) - -	RCK52355 RCK52351 - -	RCK52356 RCK52352 - -	RCK52357 RCK52353 - -
S-10 2WD	82-04	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD804 TS804 - TN804 -	GD401 GS401 GR401 - GE401				
S-15 2WD	82-90	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD804 TS804 - TN804 -	GD401 GS401 GR401 - GE401				
Silverado 1500 Sierra 1500 2WD	99-06	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD905 TS905 - TN905					
Sonoma 2WD (incl. ZQ8)	91-04	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD804 TS804 - TN804 -	GD401 GS401 GR401 - GE401				

Pro Coil Systems Include:

- (2) Shocks or Struts
- (2) Springs
- All Mounting Hardware
- Mounting Brackets (for part #s RCKxxxx)

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 68-71 for additional notes and dimensions.

See page 78 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 -	GD507-10350C GS507-10350C GR507-10350C -	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 -
GD507-11250C GS507-11250C GR507-11250C -	GD507-11300C GS507-11300C GR507-11300C -	GD507-10350C GS507-10350C GR507-10350C -	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 -
GD507-11250C GS507-11250C GR507-11250C -	GD507-11300C GS507-11300C GR507-11300C -	GD507-10350C GS507-10350C GR507-10350C -	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 -	GD401-11300B GS401-11300B GR401-11300B -	GD401-10350B GS401-10350B GR401-10350B -	GD401-10400B GS401-10400B GR401-10400B -	GD401-10450B GS401-10450B GR401-10450B -	GD401-10500B GS401-10500B GR401-10500B -	GD401-10550B GS401-10550B GR401-10550B -	GD401-10600B GS401-10600B GR401-10600B -	GD401-10650B GS401-10650B GR401-10650B -
GE401-11250B -	GE401-11300B -	GE401-10350B -	GE401-10400B -	GE401-10450B -	GE401-10500B -	GE401-10550B -	GE401-10600B -	GE401-10650B -
GD401-11250C GS401-11250C GR401-11250C -	GD401-11300C GS401-11300C GR401-11300C -	GD401-10350C GS401-10350C GR401-10350C -	GD401-10400C GS401-10400C GR401-10400C -	GD401-10450C GS401-10450C GR401-10450C -	GD401-10500C GS401-10500C GR401-10500C -	GD401-10550C GS401-10550C GR401-10550C -	GD401-10600C GS401-10600C GR401-10600C -	GD401-10650C GS401-10650C GR401-10650C -
GE401-11250C -	GE401-11300C -	GE401-10350C -	GE401-10400C -	GE401-10450C -	GE401-10500C -	GE401-10550C -	GE401-10600C -	GE401-10650C -
GD401-11250C GS401-11250C GR401-11250C -	GD401-11300C GS401-11300C GR401-11300C -	GD401-10350C GS401-10350C GR401-10350C -	GD401-10400C GS401-10400C GR401-10400C -	GD401-10450C GS401-10450C GR401-10450C -	GD401-10500C GS401-10500C GR401-10500C -	GD401-10550C GS401-10550C GR401-10550C -	GD401-10600C GS401-10600C GR401-10600C -	GD401-10650C GS401-10650C GR401-10650C -
GE401-11250C -	GE401-11300C -	GE401-10350C -	GE401-10400C -	GE401-10450C -	GE401-10500C -	GE401-10550C -	GE401-10600C -	GE401-10650C -
GD401-11250C GS401-11250C GR401-11250C -	GD401-11300C GS401-11300C GR401-11300C -	GD401-10350C GS401-10350C GR401-10350C -	GD401-10400C GS401-10400C GR401-10400C -	GD401-10450C GS401-10450C GR401-10450C -	GD401-10500C GS401-10500C GR401-10500C -	GD401-10550C GS401-10550C GR401-10550C -	GD401-10600C GS401-10600C GR401-10600C -	GD401-10650C GS401-10650C GR401-10650C -
GE401-11250C -	GE401-11300C -	GE401-10350C -	GE401-10400C -	GE401-10450C -	GE401-10500C -	GE401-10550C -	GE401-10600C -	GE401-10650C -
GD401-11250C GS401-11250C GR401-11250C -	GD401-11300C GS401-11300C GR401-11300C -	GD401-10350C GS401-10350C GR401-10350C -	GD401-10400C GS401-10400C GR401-10400C -	GD401-10450C GS401-10450C GR401-10450C -	GD401-10500C GS401-10500C GR401-10500C -	GD401-10550C GS401-10550C GR401-10550C -	GD401-10600C GS401-10600C GR401-10600C -	GD401-10650C GS401-10650C GR401-10650C -
GE401-11250C -	GE401-11300C -	GE401-10350C -	GE401-10400C -	GE401-10450C -	GE401-10500C -	GE401-10550C -	GE401-10600C -	GE401-10650C -

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.

GD401-11250C GS401-11250C GR401-11250C -	GD401-11300C GS401-11300C GR401-11300C -	GD401-10350C GS401-10350C GR401-10350C -	GD401-10400C GS401-10400C GR401-10400C -	GD401-10450C GS401-10450C GR401-10450C -	GD401-10500C GS401-10500C GR401-10500C -	GD401-10550C GS401-10550C GR401-10550C -	GD401-10600C GS401-10600C GR401-10600C -	GD401-10650C GS401-10650C GR401-10650C -
GE401-11250C -	GE401-11300C -	GE401-10350C -	GE401-10400C -	GE401-10450C -	GE401-10500C -	GE401-10550C -	GE401-10600C -	GE401-10650C -

Drag & Street Shocks



STOCK MOUNT Shocks, Struts & Coil-Over Systems

NEW

NEW

Drag & Street Shocks

NEW

NEW

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									
Estate Wagon	78-90	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD507 GS507 GR507 -	RCK52382 RCK52378 - -	RCK52383 RCK52379 - -	RCK52384 RCK52380 - -	RCK52385 RCK52381 - -
LeSabre	78-85	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD507 GS507 GR507 -	RCK52382 RCK52378 - -	RCK52383 RCK52379 - -	RCK52384 RCK52380 - -	RCK52385 RCK52381 - -
Regal / Century	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	GD401 GS401 GR401 - GE401	RCK52370 ^(g) RCK52374 ^(g) - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -
Regal (incl. GN)	78-88	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	GD401 GS401 GR401 - GE401	RCK52354 ^(g) RCK52350 ^(g) - - -	RCK52355 RCK52351 - - -	RCK52356 RCK52352 - - -	RCK52357 RCK52353 - - -
Riviera	63-65	Double Single Non-Adj.	TD519 TS519 TN519	TD907 TS907 TN907	GD508 GS508 -	- - -	- - -	- - -	- - -
Roadmaster	91-96	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD507 GS507 GR507 -	RCK52382 RCK52378 - -	RCK52383 RCK52379 - -	RCK52384 RCK52380 - -	RCK52385 RCK52381 - -
Skylark (incl. GS)	64-67	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD501 GS501 GR501 -	RCK52334 ^(g) RCK52338 ^(g) - -	RCK52335 RCK52339 - -	RCK52336 RCK52340 - -	RCK52337 RCK52341 - -
Skylark (incl GS)	68-72	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	GD401 GS401 GR401 - GE401	RCK52334 ^(g) RCK52338 ^(g) - - -	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 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	GD401 GS401 GR401 - GE401	- - - -	- - - -	- - - -	- - - -
Skylark	75-79	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	GD401 GS401 GR401 - GE401	- - - -	- - - -	- - - -	- - - -
OLDSMOBILE									
Cutlass / 442 / F-85	64-67	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(o) TS801 ^(o) - TN801 ^(o)	GD501 GS501 GR501 -	RCK52334 ^(g) RCK52338 ^(g) - -	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 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	GD401 GS401 GR401 - GE401	RCK52334 ^(g) RCK52338 ^(g) - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
Cutlass / 442	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(o) TS801 ^(o) - TN801 ^(o) -	GD401 GS401 GR401 - GE401	RCK52370 ^(g) RCK52374 ^(g) - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -

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 68-71 for additional notes and dimensions.

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.



STOCK MOUNT Shocks, Struts & Coil-Over Systems

NEW

NEW

Drag & Street Shocks

NEW

MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER SHOCKS		COIL-OVER SHOCKS		REAR PRO COIL COIL-OVER SYSTEMS		
			FRONT	REAR	FRONT	REAR	SOFT	MEDIUM	FIRM

OLDSMOBILE

Cutlass	78-87	Double	TD505	TD801 ^(d)	GD401	RCK52354 ^(c)	RCK52355	RCK52356	RCK52357
		Single	TS505	TS801 ^(d)	GS401	RCK52350 ^(c)	RCK52351	RCK52352	RCK52353
		Drag "R" Series	TR505	-	GR401	-	-	-	-
		Non-Adj.	TN505	TN801 ^(d)	-	-	-	-	-
Steel Non-Adj.	-	-	GE401	-	-	-	-	-	
Custom Cruiser Wagon	78-92	Double	TD507	TD801 ^(d)	GD507	RCK52382	RCK52383	RCK52384	RCK52385
		Single	TS507	TS801 ^(d)	GS507	RCK52378	RCK52379	RCK52380	RCK52381
		Drag "R" Series	TR507	-	GR507	-	-	-	-
		Non-Adj.	TN507	TN801 ^(d)	-	-	-	-	-
Delta 88	78-85	Double	TD507	TD801 ^(d)	GD507	RCK52382	RCK52383	RCK52384	RCK52385
		Single	TS507	TS801 ^(d)	GS507	RCK52378	RCK52379	RCK52380	RCK52381
		Drag "R" Series	TR507	-	GR507	-	-	-	-
		Non-Adj.	TN507	TN801 ^(d)	-	-	-	-	-
Omega	73-74	Double	TD505 ^(g)	TD801 ^(d)	GD401	-	-	-	-
		Single	TS505 ^(g)	TS801 ^(d)	GS401	-	-	-	-
		Drag "R" Series	TR505 ^(g)	-	GR401	-	-	-	-
		Non-Adj.	TN505	TN801 ^(d)	-	-	-	-	-
Steel Non-Adj.	-	-	GE401	-	-	-	-	-	
Omega	75-79	Double	TD505	TD801 ^(d)	GD401	-	-	-	-
		Single	TS505	TS801 ^(d)	GS401	-	-	-	-
		Drag "R" Series	TR505	-	GR401	-	-	-	-
		Non-Adj.	TN505	TN801 ^(d)	-	-	-	-	-
Steel Non-Adj.	-	-	GE401	-	-	-	-	-	

Pro Coil Systems Include:

- (2) Shocks or Struts
- (2) Springs
- All Mounting Hardware
- Mounting Brackets (for part #s RCKxxxx)

PONTIAC

Bonneville	78-81	Double	TD507	TD801 ^(d)	GD507	RCK52382	RCK52383	RCK52384	RCK52385
		Single	TS507	TS801 ^(d)	GS507	RCK52378	RCK52379	RCK52380	RCK52381
		Drag "R" Series	TR507	-	GR507	-	-	-	-
		Non-Adj.	TN507	TN801 ^(d)	-	-	-	-	-
Catalina (US) Laurentian (Canada)	78-81	Double	TD507	TD801 ^(d)	GD507	RCK52382	RCK52383	RCK52384	RCK52385
		Single	TS507	TS801 ^(d)	GS507	RCK52378	RCK52379	RCK52380	RCK52381
		Drag "R" Series	TR507	-	GR507	-	-	-	-
		Non-Adj.	TN507	TN801 ^(d)	-	-	-	-	-
Firebird (Multi-Leaf)	67-69	Double	TD505 ^(g)	TD802 ^(d)	GD401	-	-	-	-
		Single	TS505 ^(g)	TS802 ^(d)	GS401	-	-	-	-
		Drag "R" Series	TR505 ^(g)	-	GR401	-	-	-	-
		Non-Adj.	TN505	TN802 ^(d)	-	-	-	-	-
Steel Non-Adj.	-	-	GE401	-	-	-	-	-	
Firebird (Single-Leaf)	67-69	Double	TD505 ^(g)	TD703 ^(d)	GD401	-	-	-	-
		Single	TS505 ^(g)	TS703 ^(d)	GS401	-	-	-	-
		Drag "R" Series	TR505 ^(g)	-	GR401	-	-	-	-
		Non-Adj.	TN505	TN703 ^(d)	-	-	-	-	-
Steel Non-Adj.	-	-	GE401	-	-	-	-	-	
Firebird	70-81	Double	TD507	TD702	GD501	-	-	-	-
		Single	TS507	TS702	GS501	-	-	-	-
		Drag "R" Series	TR507	-	GR501	-	-	-	-
		Non-Adj.	TN507	TN702	-	-	-	-	-
Firebird	82-92	Double	HD607SK ^(c)	TD704	HD606SK ^{(c)(d)}	RCK52330 ^(c)	RCK52331	RCK52332	RCK52333
		Single	HS607SK ^(c)	TS704	HS606SK ^{(c)(d)}	RCK52326 ^(c)	RCK52327	RCK52328	RCK52329
		Drag "R" Series	HR607SK ^(c)	-	HR606SK ^{(c)(d)}	-	-	-	-
		Non-Adj.	-	TN704	-	-	-	-	-
Firebird	93-02	Double	-	TD704	GD502	RCK52330 ^(c)	RCK52331	RCK52332	RCK52333
		Single	-	TS704	GS502	RCK52326 ^(c)	RCK52327	RCK52328	RCK52329
		Drag "R" Series	-	-	GR502	-	-	-	-
		Non-Adj.	-	TN704	-	-	-	-	-
Grand Prix	69-72	Double	TD505	TD801 ^(d)	GD401	RCK52334	RCK52336	RCK52337	RCK52358
		Single	TS505	TS801 ^(d)	GS401	RCK52338	RCK52340	RCK52341	RCK52359
		Drag "R" Series	TR505	-	GR401	-	-	-	-
		Non-Adj.	TN505	TN801 ^(d)	-	-	-	-	-
Steel Non-Adj.	-	-	GE401	-	-	-	-	-	

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 68-71 for additional notes and dimensions.

See page 78 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	
GD507-11250C GS507-11250C GR507-11250C - GE401-11250C	GD507-11300C GS507-11300C GR507-11300C - GE401-11300C	GD507-10350C GS507-10350C GR507-10350C - GE401-10350C	GD507-10400C GS507-10400C GR507-10400C - GE401-10400C	GD507-10450C GS507-10450C GR507-10450C - GE401-10450C	GD507-10500C GS507-10500C GR507-10500C - GE401-10500C	GD507-10550C GS507-10550C GR507-10550C - GE401-10550C	GD507-10600C GS507-10600C GR507-10600C - GE401-10600C	GD507-10650C GS507-10650C GR507-10650C - GE401-10650C	
GD507-11250C GS507-11250C GR507-11250C - GE401-11250C	GD507-11300C GS507-11300C GR507-11300C - GE401-11300C	GD507-10350C GS507-10350C GR507-10350C - GE401-10350C	GD507-10400C GS507-10400C GR507-10400C - GE401-10400C	GD507-10450C GS507-10450C GR507-10450C - GE401-10450C	GD507-10500C GS507-10500C GR507-10500C - GE401-10500C	GD507-10550C GS507-10550C GR507-10550C - GE401-10550C	GD507-10600C GS507-10600C GR507-10600C - GE401-10600C	GD507-10650C GS507-10650C GR507-10650C - 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	
GD507-11250C GS507-11250C GR507-11250C - GE401-11250C	GD507-11300C GS507-11300C GR507-11300C - GE401-11300C	GD507-10350C GS507-10350C GR507-10350C - GE401-10350C	GD507-10400C GS507-10400C GR507-10400C - GE401-10400C	GD507-10450C GS507-10450C GR507-10450C - GE401-10450C	GD507-10500C GS507-10500C GR507-10500C - GE401-10500C	GD507-10550C GS507-10550C GR507-10550C - GE401-10550C	GD507-10600C GS507-10600C GR507-10600C - GE401-10600C	GD507-10650C GS507-10650C GR507-10650C - GE401-10650C	
GD507-11250C GS507-11250C GR507-11250C - GE401-11250C	GD507-11300C GS507-11300C GR507-11300C - GE401-11300C	GD507-10350C GS507-10350C GR507-10350C - GE401-10350C	GD507-10400C GS507-10400C GR507-10400C - GE401-10400C	GD507-10450C GS507-10450C GR507-10450C - GE401-10450C	GD507-10500C GS507-10500C GR507-10500C - GE401-10500C	GD507-10550C GS507-10550C GR507-10550C - GE401-10550C	GD507-10600C GS507-10600C GR507-10600C - GE401-10600C	GD507-10650C GS507-10650C GR507-10650C - 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 - GE401-11250C	GD501-11300C GS501-11300C GR501-11300C - GE401-11300C	GD501-10350C GS501-10350C GR501-10350C - GE401-10350C	GD501-10400C GS501-10400C GR501-10400C - GE401-10400C	GD501-10450C GS501-10450C GR501-10450C - GE401-10450C	GD501-10500C GS501-10500C GR501-10500C - GE401-10500C	GD501-10550C GS501-10550C GR501-10550C - GE401-10550C	GD501-10600C GS501-10600C GR501-10600C - GE401-10600C	GD501-10650C GS501-10650C GR501-10650C - GE401-10650C	
	HD606S-12170 ^(e) HS606S-12170 ^(e) HR606S-12170 ^(e) - GD502-15275 GS502-15275 GR502-15275 - GD401-11250B GS401-11250B GR401-11250B - GE401-11250B	HD606S-12200 ^(e) HS606S-12200 ^(e) HR606S-12200 ^(e) - GD502-15275 GS502-15275 GR502-15275 - GD401-11300B GS401-11300B GR401-11300B - GE401-11300B	HD606S-12220 ^(e) HS606S-12220 ^(e) HR606S-12220 ^(e) - GD502-15275 GS502-15275 GR502-15275 - GD401-10350B GS401-10350B GR401-10350B - GE401-10350B	HD606S-12220 ^(e) HS606S-12220 ^(e) HR606S-12220 ^(e) - GD502-15275 GS502-15275 GR502-15275 - GD401-10400B GS401-10400B GR401-10400B - GE401-10400B	HD606S-12250 ^(e) HS606S-12250 ^(e) HR606S-12250 ^(e) - GD502-15300 GS502-15300 GR502-15300 - GD401-10450B GS401-10450B GR401-10450B - GE401-10450B	HD606S-12275 ^(e) HS606S-12275 ^(e) HR606S-12275 ^(e) - GD502-15300 GS502-15300 GR502-15300 - GD401-10500B GS401-10500B GR401-10500B - GE401-10500B	HD606S-12300 ^(e) HS606S-12300 ^(e) HR606S-12300 ^(e) - GD502-15325 GS502-15325 GR502-15325 - GD401-10550B GS401-10550B GR401-10550B - GE401-10550B	HD606S-12325 ^(e) HS606S-12325 ^(e) HR606S-12325 ^(e) - GD502-15325 GS502-15325 GR502-15325 - GD401-10600B GS401-10600B GR401-10600B - GE401-10600B	GD401-10650B GS401-10650B GR401-10650B - GE401-10650B

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.

Drag & Street Shocks



STOCK MOUNT Shocks, Struts & Coil-Over Systems

Drag & Street Shocks

NEW

NEW

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
PONTIAC									
Grand Prix	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	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 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	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.	TD507 TS507 TR507 TN507	TD801 ^(c) TS801 ^(c) - TN801 ^(c)	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 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	GD401 GS401 GR401 - GE401	RCK52334 ^(c) RCK52338 ^(c) - - -	RCK52335 RCK52339 - - -	RCK52336 RCK52340 - - -	RCK52337 RCK52341 - - -
Grand Am / LeMans	73-77	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	GD401 GS401 GR401 - GE401	RCK52370 ^(c) RCK52374 ^(c) - - -	RCK52371 RCK52375 - - -	RCK52372 RCK52376 - - -	RCK52373 RCK52377 - - -
GTO	04-06	Double Single Non-Adj.		TD903 TS903 TN903					
Parisienne	78-86	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(c) TS801 ^(c) - TN801 ^(c)	GD507 GS507 GR507 -	RCK52382 RCK52378 - -	RCK52383 RCK52379 - -	RCK52384 RCK52380 - -	RCK52385 RCK52381 - -
Safari	80-89	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507	TD801 ^(c) TS801 ^(c) - TN801 ^(c)	GD507 GS507 GR507 -	RCK52382 RCK52378 - -	RCK52383 RCK52379 - -	RCK52384 RCK52380 - -	RCK52385 RCK52381 - -
Ventura	71-74	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 ^(c) TS505 ^(c) TR505 ^(c) TN505 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	GD401 GS401 GR401 - GE401				
Ventura / Phoenix	75-79	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD801 ^(c) TS801 ^(c) - TN801 ^(c) -	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					
Fairlane Falcon	66-70 60-70	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503	TD601 TS601 - TN601					

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 68-71 for additional notes and dimensions.

See page 78 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS

LIGHTER

VEHICLE WEIGHT

HEAVIER

GD401-11250C	GD401-11300C	GD401-10350C	GD401-10400C	GD401-10450C	GD401-10500C	GD401-10550C	GD401-10600C	GD401-10650C
GS401-11250C	GS401-11300C	GS401-10350C	GS401-10400C	GS401-10450C	GS401-10500C	GS401-10550C	GS401-10600C	GS401-10650C
GR401-11250C	GR401-11300C	GR401-10350C	GR401-10400C	GR401-10450C	GR401-10500C	GR401-10550C	GR401-10600C	GR401-10650C
-	-	-	-	-	-	-	-	-
GE401-11250C	GE401-11300C	GE401-10350C	GE401-10400C	GE401-10450C	GE401-10500C	GE401-10550C	GE401-10600C	GE401-10650C
GD401-11250C	GD401-11300C	GD401-10350C	GD401-10400C	GD401-10450C	GD401-10500C	GD401-10550C	GD401-10600C	GD401-10650C
GS401-11250C	GS401-11300C	GS401-10350C	GS401-10400C	GS401-10450C	GS401-10500C	GS401-10550C	GS401-10600C	GS401-10650C
GR401-11250C	GR401-11300C	GR401-10350C	GR401-10400C	GR401-10450C	GR401-10500C	GR401-10550C	GR401-10600C	GR401-10650C
-	-	-	-	-	-	-	-	-
GE401-11250C	GE401-11300C	GE401-10350C	GE401-10400C	GE401-10450C	GE401-10500C	GE401-10550C	GE401-10600C	GE401-10650C
GD501-11250A	GD501-11300A	GD501-10350A	GD501-10400A	GD501-10450A	GD501-10500A	GD501-10550A	GD501-10600A	GD501-10650A
GS501-11250A	GS501-11300A	GS501-10350A	GS501-10400A	GS501-10450A	GS501-10500A	GS501-10550A	GS501-10600A	GS501-10650A
GR501-11250A	GR501-11300A	GR501-10350A	GR501-10400A	GR501-10450A	GR501-10500A	GR501-10550A	GR501-10600A	GR501-10650A
-	-	-	-	-	-	-	-	-
GD401-11250B	GD401-11300B	GD401-10350B	GD401-10400B	GD401-10450B	GD401-10500B	GD401-10550B	GD401-10600B	GD401-10650B
GS401-11250B	GS401-11300B	GS401-10350B	GS401-10400B	GS401-10450B	GS401-10500B	GS401-10550B	GS401-10600B	GS401-10650B
GR401-11250B	GR401-11300B	GR401-10350B	GR401-10400B	GR401-10450B	GR401-10500B	GR401-10550B	GR401-10600B	GR401-10650B
-	-	-	-	-	-	-	-	-
GE401-11250B	GE401-11300B	GE401-10350B	GE401-10400B	GE401-10450B	GE401-10500B	GE401-10550B	GE401-10600B	GE401-10650B
GD401-11250C	GD401-11300C	GD401-10350C	GD401-10400C	GD401-10450C	GD401-10500C	GD401-10550C	GD401-10600C	GD401-10650C
GS401-11250C	GS401-11300C	GS401-10350C	GS401-10400C	GS401-10450C	GS401-10500C	GS401-10550C	GS401-10600C	GS401-10650C
GR401-11250C	GR401-11300C	GR401-10350C	GR401-10400C	GR401-10450C	GR401-10500C	GR401-10550C	GR401-10600C	GR401-10650C
-	-	-	-	-	-	-	-	-
GE401-11250C	GE401-11300C	GE401-10350C	GE401-10400C	GE401-10450C	GE401-10500C	GE401-10550C	GE401-10600C	GE401-10650C
GD507-11250C	GD507-11300C	GD507-10350C	GD507-10400C	GD507-10450C	GD507-10500C	GD507-10550C	GD507-10600C	GD507-10650C
GS507-11250C	GS507-11300C	GS507-10350C	GS507-10400C	GS507-10450C	GS507-10500C	GS507-10550C	GS507-10600C	GS507-10650C
GR507-11250C	GR507-11300C	GR507-10350C	GR507-10400C	GR507-10450C	GR507-10500C	GR507-10550C	GR507-10600C	GR507-10650C
-	-	-	-	-	-	-	-	-
GD507-11250C	GD507-11300C	GD507-10350C	GD507-10400C	GD507-10450C	GD507-10500C	GD507-10550C	GD507-10600C	GD507-10650C
GS507-11250C	GS507-11300C	GS507-10350C	GS507-10400C	GS507-10450C	GS507-10500C	GS507-10550C	GS507-10600C	GS507-10650C
GR507-11250C	GR507-11300C	GR507-10350C	GR507-10400C	GR507-10450C	GR507-10500C	GR507-10550C	GR507-10600C	GR507-10650C
-	-	-	-	-	-	-	-	-
GD401-11250A	GD401-11300A	GD401-10350A	GD401-10400A	GD401-10450A	GD401-10500A	GD401-10550A	GD401-10600A	GD401-10650A
GS401-11250A	GS401-11300A	GS401-10350A	GS401-10400A	GS401-10450A	GS401-10500A	GS401-10550A	GS401-10600A	GS401-10650A
GR401-11250A	GR401-11300A	GR401-10350A	GR401-10400A	GR401-10450A	GR401-10500A	GR401-10550A	GR401-10600A	GR401-10650A
-	-	-	-	-	-	-	-	-
GE401-11250A	GE401-11300A	GE401-10350A	GE401-10400A	GE401-10450A	GE401-10500A	GE401-10550A	GE401-10600A	GE401-10650A
GD401-11250C	GD401-11300C	GD401-10350C	GD401-10400C	GD401-10450C	GD401-10500C	GD401-10550C	GD401-10600C	GD401-10650C
GS401-11250C	GS401-11300C	GS401-10350C	GS401-10400C	GS401-10450C	GS401-10500C	GS401-10550C	GS401-10600C	GS401-10650C
GR401-11250C	GR401-11300C	GR401-10350C	GR401-10400C	GR401-10450C	GR401-10500C	GR401-10550C	GR401-10600C	GR401-10650C
-	-	-	-	-	-	-	-	-
GE401-11250C	GE401-11300C	GE401-10350C	GE401-10400C	GE401-10450C	GE401-10500C	GE401-10550C	GE401-10600C	GE401-10650C

Drag & Street Shocks

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.



STOCK MOUNT Shocks, Struts & Coil-Over Systems

NEW

Drag & Street Shocks

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									
Galaxie / Full Size	60-64	Double Single Drag "R" Series Non-Adj. Steel Non-Adj.	TD505 TS505 TR505 TN505 -	TD518 TS518 - TN518 -	GD401 GS401 GR401 - GE401				
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 - -
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 - -
IRS Cobra	99-04	Double Single Drag "R" Series Non-Adj.	HD603S HS603S HR603S -	TD707 TS707 - TN707	HD603S ^(q) HS603S ^(q) HR603S ^(q) -				
Mustang w/o Sway Bar Bracket	05-14	Double Single Drag "R" Series Non-Adj.		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.		TD708 TS708 - TN708	HD605S ^{(r)(s)} HS605S ^{(r)(s)} HR605S ^{(r)(s)} -				
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					

NOTES

(c) Sold in pairs.

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

(o) Designed with 1/2" lower eyelet bushing.

(p) Designed with 1/2" 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 68-71 for additional notes and dimensions.

See page 78 for recommended spring rates based on vehicle weight.

FRONT PRO COIL COIL-OVER SYSTEMS

LIGHTER

VEHICLE WEIGHT

HEAVIER

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	GD401-10750C GS401-10750C GR401-10750C - -
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Pro Coil Systems Include:

- (2) Shocks or Struts
- (2) Springs
- All Mounting Hardware
- Mounting Brackets (for part #s RCKxxxx)

	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 -
	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 -
	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 -
	HD604S-14150 ^(f) HS604S-14150 ^(f) HR604S-14150 ^(f) -	HD604S-14175 ^(f) HS604S-14175 ^(f) HR604S-14175 ^(f) -	HD604S-14200 ^(f) HS604S-14200 ^(f) HR604S-14200 ^(f) -	HD604S-14225 ^(f) HS604S-14225 ^(f) HR604S-14225 ^(f) -	HD604S-14250 ^(f) HS604S-14250 ^(f) HR604S-14250 ^(f) -
	HD605S-10150 ^(f) HS605S-10150 ^(f) HR605S-10150 ^(f) -	HD605S-10170 ^(f) HS605S-10170 ^(f) HR605S-10170 ^(f) -	HD605S-10200 ^(f) HS605S-10200 ^(f) HR605S-10200 ^(f) -	HD605S-10220 ^(f) HS605S-10220 ^(f) HR605S-10220 ^(f) -	HD605S-10250 ^(f) HS605S-10250 ^(f) HR605S-10250 ^(f) -

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

MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER		MAKE/MODEL	YEAR	ADJUSTABILITY	NON-COIL-OVER	
			FRONT	REAR				FRONT	REAR
MERCURY					DODGE				
Comet	60-70	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503	TD601 TS601 - TN601	330 / 440	63-64	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 ^(l) TS901 ^(l) - TN901 ^(l)
Comet	71-77	Double Single Drag "R" Series Non-Adj.	- TS401 TR401 TN401		Challenger	70-74	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 ^(l) TS901 ^(l) - TN901 ^(l)
Cougar	67-70	Double Single Drag "R" Series Non-Adj.	- TS401 TR401 TN401	TD601 TS601 - TN601	Charger / Coronet	65-72	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 ^(l) TS901 ^(l) - TN901 ^(l)
Cougar	71-73	Double Single Drag "R" Series Non-Adj.	- TS402 TR402 TN402	TD601 TS601 - TN601	Charger / Coronet	73-76	Double Single Drag "R" Series Non-Adj.		TD901 ^(l) TS901 ^(l) - TN901 ^(l)
Cyclone	68-71	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503	TD601 TS601 - TN601	Dakota Pickup 2WD	87-96	Double Single Drag "R" Series Non-Adj.	TD505 TS505 TR505 TN505	TD805 TS805 - TN805
PLYMOUTH					Dakota Pickup 2WD	97-04	Double Single Drag "R" Series Non-Adj.	TD505 TS505 TR505 TN505	TD806 TS806 - TN806
Barracuda	64-74	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 ^(l) TS901 ^(l) - TN901 ^(l)	Dart / Demon / Swinger	62-76	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)	Ram 1500 2WD	94-01	Double Single Drag "R" Series Non-Adj.	TD515 TS515 TR515 TN515	TD905 ^(a) TS905 ^(a) - TN905 ^(a)
Duster / Scamp / Valiant	60-76	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 ^(l) TS901 ^(l) - TN901 ^(l)	Ram 1500 2WD	02-08	Double Single Drag "R" Series Non-Adj.	TD514 TS514 TR514 TN514	TD905 ^(a) TS905 ^(a) - TN905 ^(a)
Fury / Full Size	62-64	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 ^(l) TS901 ^(l) - TN901 ^(l)	Super Bee	68-72	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)					
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)					

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 pages 69-71 for dimensions.

SHOCK FREQUENTLY ASKED QUESTIONS

SUSPENSION CLEARANCE

Always check the clearance on all suspension arms, shocks and springs through the entire range of travel. This includes shock mounting locations and configurations. The extra clearance through the entire range of travel could mean the difference between the suspension functioning or not, and whether or not the car handles and rides correctly. Never use the shock as a suspension limiter; this will result in shock damage.

CAN QA1 SHOCKS BE RUN UPSIDE DOWN?

Yes. All QA1 aluminum shocks can be run upside down, upright and at all angles in between.

CAN I EVALUATE A SHOCK BY HAND, OR IS A DYNO REQUIRED?

It is impossible to accurately evaluate a shock through stroking it by hand. The shocks perform very differently on a car, where the piston velocity is much quicker than stroking them by hand. It is important to evaluate the shocks at low, medium and high piston velocities in order to have an indication of how the shocks will affect handling. Therefore, a shock dyno is necessary for any evaluation.

DOES RAISING THE SPRING SEAT INCREASE SPRING RATE?

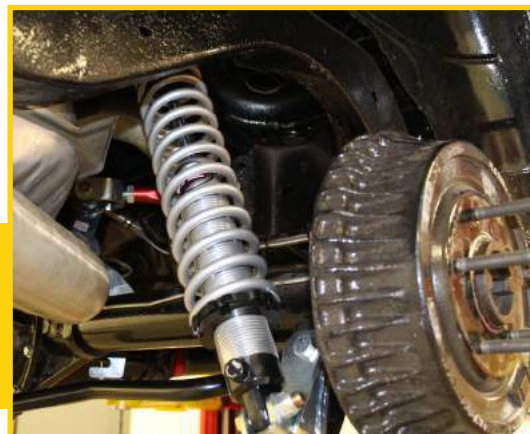
No. Once the weight of the car is set down on the shock and spring combination, raising and lowering the spring seat will only serve to change the shock's eye-to-eye measurement and the car ride height. The compressed length of the spring at that point will not change unless it has something more than the weight of the car to work against, such as when the shock is topped out or bottomed out.

HOW MUCH SHOCK TRAVEL DO I NEED?

The amount of shock travel needed depends on the type of suspension you are working with (solid axle or independent) so it is best to consider wheel travel as well. Most street-driven vehicles should have a minimum of 2.5" to 3" of compression travel at the wheel and 2" to 2.5" of rebound travel as a good rule of thumb. Now that the wheel travel has been established, we can look at shock travel for different suspension types. A solid axle suspension generally has the shocks mounted to the axle where shock and wheel travel will be the same (1:1 motion ratio). An independent suspension has a motion ratio that will generally be in the 0.5 to 0.66 range and does not require as much travel in the shock because the shock is only moving 0.5" to 0.66" for every inch the wheel travels. This is why the rear suspension on most cars with a solid axle should be using a shock with at least 5" of travel while independent front suspension can use as little as 3" of shock travel.

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 72 for different mounting options.





TECHNICAL INFORMATION

STOCKER STAR NON-COIL-OVER SHOCK DIMENSIONS

Drag & Street Shocks

EYELET/EYELET

PART #	COMPRESSED LENGTH	EXTENDED LENGTH
TD/TS302	8.75"	11.13"
TD/TS/TR403	10.50"	14.38"
TD/TS/TR404	10.50"	14.38"
TD/TS/TR405	10.50"	14.38"
TN403	10.63"	14.50"
TN404	10.63"	14.50"
TN405	10.63"	14.50"
TD/TS504	11.13"	16.38"
TN504	11.63"	16.88"
TD/TS513	11.63"	16.88"
TN513	11.63"	17.75"
TN709	12.63"	20.13"
TD/TS709	12.88"	19.50"
TD/TS803	13.63"	21.13"
TN803	13.63"	21.13"
TD/TS806	13.63"	21.13"
TN806	13.63"	21.13"
TD/TS807	13.63"	21.13"
TN807	13.63"	21.13"
TN901	14.63"	23.38"
TN905	14.63"	23.38"
TN907	14.63"	23.38"
TD/TS901	14.88"	23.63"
TD/TS907	14.88"	23.63"
TD/TS905	15.00"	23.63"

STUD/EYELET

PART #	COMPRESSED LENGTH	EXTENDED LENGTH
TD/TS/TR303	7.75"	11.13"
TN303	8.00"	11.25"
TN512	9.00"	14.00"
TN515	9.00"	13.38"
TN516	9.00"	14.00"
TD/TS/TR512	9.63"	14.50"
TD/TS/TR515	9.63"	13.38"
TD/TS/TR516	9.63"	14.50"
TD/TS/TR501	10.38"	15.38"
TN501	10.38"	15.38"
TN703†	12.13"	18.75"
TN704	12.13"	18.75"
TD/TS703†	12.38"	19.00"
TD/TS704	12.38"	19.00"
TN706†	13.13"	20.50"
TN707	13.13"	20.50"
TD/TS708†	13.13"	20.50"
TN708†	13.13"	20.50"
TN802†	13.13"	20.50"
TD/TS706†	13.25"	20.50"
TD/TS707	13.25"	20.50"
TD/TS802†	13.25"	20.50"
TN902†	14.13"	22.88"
TN906†	14.13"	22.88"
TD/TS902†	14.38"	23.13"
TD/TS906†	14.38"	23.13"
TN903†	15.13"	23.88"
TD/TS903†	15.50"	24.13"

T-BAR/EYELET

PART #	COMPRESSED LENGTH	EXTENDED LENGTH
TN801	13.63"	21.13"
TD/TS804	13.63"	21.13"
TN804	13.63"	21.13"
TD/TS805	13.63"	21.13"
TN805	13.63"	21.13"
TD/TS801	13.75"	21.25"
TN904	14.63"	23.38"
TD/TS904	14.88"	23.63"

STUD/T-BAR

PART #	COMPRESSED LENGTH	EXTENDED LENGTH
TN505	9.00"	13.38"
TN514†	9.00"	13.38"
TN507	9.00"	14.00"
TN519	9.00"	14.00"
TD/TS/TR505	9.25"	13.50"
TD/TS/TR514†	9.63"	13.38"
TD/TS/TR507	9.63"	14.50"
TD/TS519	9.63"	14.50"
TN517†	10.00"	14.38"
TD/TS/TR517†	10.25"	14.50"
TN502	10.38"	15.38"
TN511	10.38"	15.38"
TD/TS/TR502	10.63"	15.50"
TD/TS/TR511	10.63"	15.63"
TN510	11.13"	16.00"
TD/TS/TR510	11.50"	16.50"

MISC MOUNTS

PART #	COMPRESSED LENGTH	EXTENDED LENGTH	UPPER ATTACHMENT	LOWER ATTACHMENT
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/TR503	9.25"	14.13"	Stud	Bracket
TN503	9.50"	14.44"	Stud	Bracket
TS/TR506	10.38"	15.38"	Stud	Special
TN506	9.88"	14.88"	Stud	Special
TD705K	13.38"	17.13"	Bracket	Bracket
TS705	10.88"	15.88"	Stud	Bracket
TN705	10.88"	15.75"	Stud	Bracket

Studs machined into piston rod unless otherwise noted.

†Stud conversion

MISC SHOCKS WITH STUD LOWER

PART #	COMPRESSED LENGTH	EXTENDED LENGTH	UPPER ATTACHMENT	LOWER ATTACHMENT
TD/TS518	11.50"	16.50"	Eyelet	Stud
TN518	11.69"	17.00"	Eyelet	Stud
TD/TS601	11.00"	15.88"	Stud	Stud
TN601	11.25"	16.5"	Stud	Stud
TD/TS702	13.13"	19.63"	T-Bar	Stud
TN702	12.75"	19.5"	T-Bar	Stud

PRO COIL SYSTEM DIMENSIONS

FRONT COIL-OVER SHOCKS & PRO COIL SYSTEMS

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
Gx501	10.13"	15.00"	Stud	T-Bar
Gx502	14.50"	19.63"	Stud	T-Bar
Gx507	9.63"	14.50"	Stud	T-Bar

REAR PRO COIL SYSTEMS

NUMERICAL PORTION OF PART #	COMPRESSED HEIGHT	EXTENDED HEIGHT	UPPER MOUNT	LOWER MOUNT
Gx403	13.38"	17.13"	Bracket	Bracket
Gx601	10.88"	16.38"	Stud	Eyelet
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
RCK52358 thru RCK52359	13.00"	19.50"	Bracket	Bracket
RCK52370 thru RCK52377	11.63"	16.88"	Bracket	Bracket

Dimensions do not include brackets.

STRUT & PRO COIL SYSTEMS

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

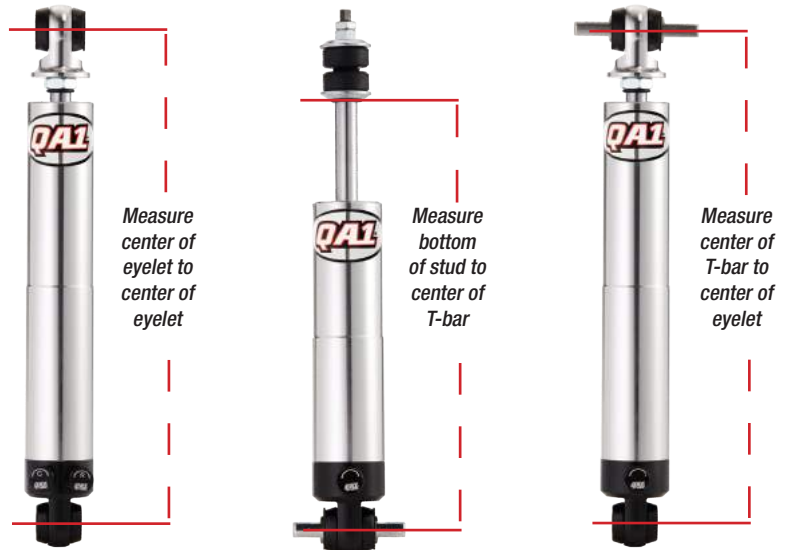
MUSTANG II SHOCKS & PRO COIL SYSTEMS

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

HOW TO MEASURE YOUR SHOCKS

If you have altered or built your vehicle and the stock shocks no longer fit, your first step to finding the correct fitment of shock would be measuring your shocks. Follow the steps below and refer to the diagram for how to measure your shocks.

1. These measurements are to be taken with the vehicle sitting at ride height. It is not necessary to measure the shocks with the suspension drooped or fully compressed unless you're working on a custom air ride set up.
2. Using a simple tape measure, measure from shock mount to shock mount. If your vehicle uses a stud mount, subtract 5/8" from your mount-to-mount measurement.
3. This measurement is your length at ride height.
4. It is important to keep the length at ride height near the middle of the travel range for the shock you are going to use.
5. It is important to maintain a minimum of 2.5" to 3" of wheel travel in compression and 2" to 2.5" of wheel travel for rebound.



The preferred measurement in most cases is the shock ride height, taken from mount to mount with the vehicle sitting at normal ride height.



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.

QA1's high quality caster camber plates 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*** 05-14 Mustang
- PART #CPK106*** 82-92 GM F-Body

**Not compatible with factory struts or QA1 Hx607S struts.*



Drag & Street Shocks

CONVERSION KITS

T-BAR MOUNT KITS

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

3/4" O.D. BUSHING MOUNTED T-BAR KIT

Eyelet must be utilizing QA1 3/4" I.D. bushing (part # 9032-390).

This kit includes the following:

- (1) chrome plated 3/4" O.D. T-Bar
- (2) retaining c-clips
- (2) 3/8" bolts
- (2) 3/8" lock nuts



- PART #BAR300K** 3" T-Bar Kit (2.115-2.625" bolt spacing)
- PART #BAR350K** 3.5" T-Bar Kit (2.125-2.875" bolt spacing)
- PART #BAR360K** 3.625" T-Bar Kit (2.75-3.25" bolt spacing)
- PART #BAR500K** 5" T-Bar Kit (3.69" bolt spacing)

5/8" O.D. BEARING MOUNTED T-BAR KIT

For Proma Star, Ultra Ride and Stocker Star shocks with eyelets.

This kit includes:

- (1) zinc plated 5/8" O.D. T-bar
- (2) retaining c-clips
- (2) 3/8" bolts
- (2) 3/8" lock nuts
- (1) 5/8" I.D. bearing



- PART #BAR305K** 3" T-Bar Kit (2.115-2.625" bolt spacing)
- PART #BAR355K** 3.5" T-Bar Kit (2.125-2.875" bolt spacing)
- PART #BAR505K** 5" T-Bar Kit (3.33-4.05" bolt spacing)

STUD MOUNT KITS

Designed to convert multiple QA1 adjustable shocks to stud mounts.

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. This kit includes the following:

- (1) stud
- (2) bushings
- (3) washers
- (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.

This kit includes the following:

- (1) stud
- (2) bushings
- (2) washers
- (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. This kit includes the following:

- (1) stud
- (2) bushings
- (2) washers
- (2) nuts

PART #SS100SD



This kit is used to convert (1) Streeters shock to a stud top mount. This kit includes the following:

- (1) stud
- (2) bushing
- (2) washer
- (3) nut

PART #MK13

STUD CONVERSION FOR EYELET BOTTOM SHOCKS

This stud kit is used to convert shocks from eyelet bottom mount to stud mount. This kit includes the following:

- (1) bracket
- (2) bolts
- (2) washers
- (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. This kit includes the following:

- (1) loop
- (1) bushing
- (1) 1/2" sleeve
- (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. This kit includes the following:

- (1) loop
- (1) bushing
- (1) 1/2" sleeve
- (1) 5/8" sleeve

PART #9036-202

1" Extended, Clear Anodized Aluminum

PART #9036-203

2" Extended, Clear Anodized Aluminum



ONE-PIECE BUSHINGS

Bushings will need to be pressed into shock loop.

- PART #9032-390** 3/4" I.D.
PART #9032-106 5/8" I.D.



#9032-102

BUSHING KITS

QA1 offers two bushing kits for our drag racing, street performance and street rod shocks.

FOR USE WITH PRIMA 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



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) jam nut

PART #MK03



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.

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 #SIB10T-102PK

Steel Race, PTFE Lined, 5/8" I.D. x 1" O.D. x 1" W

PART #EMB8-102PK

PTFE/Nylon Race, 1/2" I.D. x 1" O.D. x 1" W

PART #EMB10-101PK (For Streeer Shocks Only)

PTFE/Nylon Race, 5/8" I.D. x 1.06" O.D. x 5/8" W



#COM8T-102PK

SLEEVE KITS

QA1 offers a variety of sleeve kits to meet your needs.

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 1 1/16" 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

NEW CUSTOM 4-LINK HARDWARE KIT

This custom 4-link kit complements the Pro-Rear Systems (see pg 50) to complete a rear back half upgrade for most custom applications. Just add tubing!

This kit includes the following*:

- (8) rod ends
- (8) jam nuts
- (8) tube adapters



PART #1682-110 With panhard hardware

PART #1682-120 Without panhard hardware

**Misalignment spacers available separately; these are needed for most applications and vary based on installed width, which is dependent on the mount kit used.*

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, TD404, TS404, TR404, TN404, TD405, TS405, TR405, TN405, TD504, TS504, TN504, TD703, TS703, TN703, TD801, TS801, TN801, TD802, TS802, TN802, TD803, TS803, TN803, TD901, TS901, TN901, TD902, TS902, TN902, TD907, TS907, TN907

PART #7888-108



9/16"-18 Thread 5/8" O.D.



SHOCK ACCESSORIES

BUMP STOPS

QA1's Bump Stops can help cushion your suspension and prevent it from bottoming out.

- 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 9/16" L
- PART #9047-116** 1 5/8" O.D. x 1 11/16" L

**Can be shortened to desired length.*



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 the spring seat adjuster nut and 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



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



#9029-164

SPRING SEAT WASHER

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

PART #9005-109



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

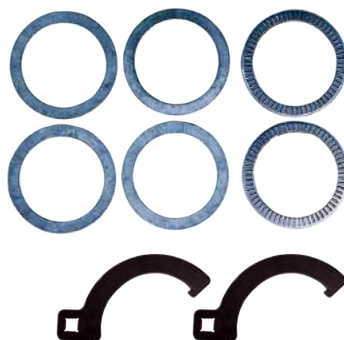
Standard Spanner Wrench and Thrust Bearing Kit. For all QA1 shocks except Streeters.

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



COMPLETE ADJUSTABLE SHOCK MOUNT KIT

QA1 has a complete adjustable shock mount kit that makes converting from one shock length to another a snap! Allows adjustment up to 5.5" lower than axle tube centerline. For all QA1 adjustable shocks.

Complete adjustable mount with hardware for (2) shocks.

This kit includes the following:

- (2) housing brackets
- (2) left side bolt-on brackets
- (2) right side bolt-on brackets
- (4) large offset brackets with 1/2" mounting hole for round tubing

PART #MT100K Fits 3" axle tube
PART #MT102K Fits 3.25" axle tube



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



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 5/8".

PART #9018-113

STANDARD SPRING CAP

For use with Proma Star, Ultra Ride and Aluma Matic shocks.

PART #9018-101



COIL-OVER KITS

QA1 has several coil-over kits designed for its drag and street shocks and struts. Kits include coil-over components for one shock unless otherwise noted.



PART #COK75

For QA1 Front Pro Coil Shock Systems

PART #COK100

For Proma Star & Ultra Ride Shocks

PART #COK101

For Aluma Matic Shocks

PART #CK1950

For Streeters Shock Part #SS7535B

PART #CK1951C

For Streeters Shocks, Except Part #SS7535B



PART #COK103

For HD, HS, HR and M Series Struts, Except Hx605 and Hx701 Struts

PART #COK106

For Hx605 Series Struts Only



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
 Contains components for two 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



QA1® THE QA1 ADVANTAGE



SPRINGS

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

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.



SPRING RATE TECH **QA1**

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

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 examples provided on this page or the formula below to determine your Angle Correction Factor (ACF).

$$ACF = \cos \angle A^\circ$$

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 to the right.

EXAMPLE:

Straight Mounted Spring = 200 lbs.

Spring Mounted at 30° = 200/.87 = 230 lbs.

The 230 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.



Shock Angle	Angle Correction Factor (ACF)
10°	.98
15°	.96
20°	.94
25°	.91
30°	.87
35°	.82
40°	.77
45°	.71

HOW TO SELECT THE SPRING RATE FOR INDEPENDENT SUSPENSIONS

Select your spring rate by using the following calculations:

1) Determine spring force

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).

$$\text{Force Ratio (Fr)}^* = D1/D2$$

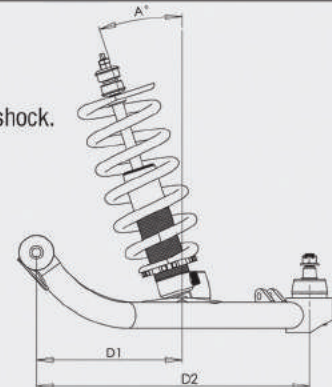
Weigh your car to determine the weight on the wheels (W).

Divide the weight on the wheel by Fr to determine the force required at the spring (Sf).

$$W/Fr = Sf$$

* Spring rate calculations for solid axle suspension are the same, except the

$$\text{Force Ratio (Fr)} = 1.$$



If your spring is mounted at an angle, you will need to consider that in your spring calculations. Determine your Angle Correction Factor (ACF) using the section above. Now divide the Spring Force (Sf) from Step 1 by the Angle Correction Factor (ACF) to get the Adjusted Spring Force (ASf).

$$Sf/ACF = ASf$$

2) Use ASf to find spring rate

The required Adjusted Spring Force (ASf) can now be used to select the proper spring rate. 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. Consider these options when you are selecting the proper spring rate.

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%).

$$ASf/(\text{spring free length} \times 0.25) = \text{Firmer Spring Rate}$$

$$ASf/(\text{spring free length} \times 0.30) = \text{Softer Spring Rate}$$

QA1® SPRING RATE CHARTS

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

SPRING RATES FOR QA1 FRONT PRO COIL SYSTEMS

AXLE WEIGHTS ARE IN LBS.										
FRONT WEIGHT	1500-1600	1601-1700	1701-1800	1801-1900	1901-2000	2001-2100	2101-2200	2201-2300	2301-2400	2401-2600
GM A-Body, B-Body, 1st & 2nd Gen F-Body, G-Body, X-Body; Ford Galaxie	250	300	350	400	450	500	550	600	650	750
FRONT WEIGHT	1450-1600	1601-1750	1751-1900	1901-2100	2101-2300					
79-14 Mustangs	150	175	200	225	250					
FRONT WEIGHT	<1350	1350-1525	1525-1700	1700+						
Mustang II	375	500	600	700						
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					

SPRING RATES FOR QA1 REAR PRO COIL SYSTEMS

AXLE WEIGHTS ARE IN LBS.				
	Length	Soft	Medium	Firm
3rd & 4th Gen GM F-Body	12"	110	130	150
64-72 GM A-Body	14"	130	150	175
73-77 GM A-Body	12"	170	200	220
78-96 GM B-Body	12"	200	250	300
78-88 G-Body	12"	170	200	220
67-72 C10 Truck	12"	170	200	220
C5 Corvette	7"	450		
69-72 Grand Prix & 70-72 Monte Carlo	14"	150	175	200
79-04 Mustang	12"	95	110	130

SPRING RATES FOR CUSTOM AND OTHER APPLICATIONS

SPRING RATES BASED ON AXLE WEIGHT IN LBS.							
AXLE TYPE	SPRING LENGTH	900-1099	1100-1249	1250-1449	1450-1599	1600-1899	1900+
Solid 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

AVERAGE CAR WEIGHT CHARTS **QA1**

These charts are general guidelines to determine the approximate weight of the most popular street rods and muscle cars. Average car weights listed are with driver (estimated 200 lbs.), automatic transmission, small block Chevrolet V-8, full upholstery and all normal street equipment (such as spare tire and gas in the tank). V6 and LS engines weigh approximately the same as small block Chevrolet. Fiberglass cars weigh the same as steel. Stripped or lightened cars will weigh less. Extra passengers will add to the weight.

AVERAGE MUSCLE CAR WEIGHTS

YEAR	MODEL	FRONT	REAR	TOTAL
1964-1972	GM A-Body	1850	1700	3550
1973-1977	GM A-Body	2175	1650	3825
1978-1988	GM A/G-Body	1900	1550	3450
1967-1969	GM F-Body	1750	1500	3250
1970-1981	GM F-Body	1800	1600	3400
1968-1974	GM X-Body	1750	1500	3250
1982-2004	S-Series Pickup	1850	1500	3350
1955-1957	Chevrolet Sedan	1900	1775	3675
1958-1970	Chevrolet B-Body	2025	1950	3975
1977-1990	GM B-Body	1925	1800	3725
1991-1996	GM B-Body	2175	1825	4000
1988-1998	C-1500	2250	1500	3750
1963-1965	Buick Riviera	2275	1750	4025
1960-1964	Ford Galaxie	2025	1850	3875

ADJUST WEIGHT ACCORDINGLY:

MUSCLE CAR 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.
Ford Big Block or FE	+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.
C-1500 Extended Cab	+250 lbs.	+250 lbs.

AVERAGE STREET ROD WEIGHTS

YEAR	MODEL	FRONT	REAR	TOTAL
To 1927	Ford Coupe	1200	1300	2500
1928-1931	Ford Coupe	1300	1400	2700
1932-1934	Ford Coupe	1400	1600	3000
1935-1938	Ford Coupe	1600	1700	3300
1939-1940	Ford Coupe	1700	1800	3500
1932-1938	Chev., Mopar Coupe	1500	1550	3050
1939-1940	Chev., Mopar Coupe	1600	1600	3200
1946-1948	Ford Coupe	1700	1750	3450
1947-1954	Chev. Pickup	1950	1450	3400

ADJUST WEIGHT ACCORDINGLY:

STREET ROD 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.

Remember that these are average weights. Each car is different, so it is ideal to actually weigh the front and rear of your vehicle.

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

SILVER POWDER COATED

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

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

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

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

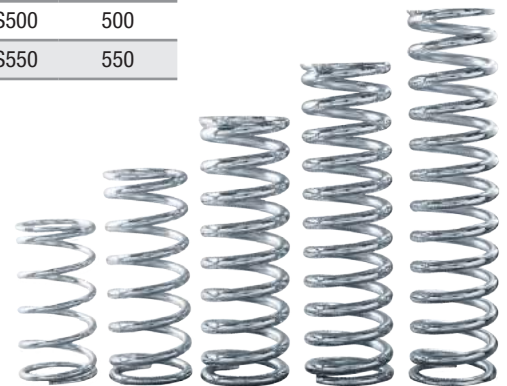
*Take-Up Spring

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

10"	PART NO.	RATE/IN.
	10CS115	115
	10CS125	125
	10CS140	140
	10CS150	150
	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

12"	PART NO.	RATE/IN.
	12CS095	95
	12CS125	125
	12CS130	130
	12CS150	150
	12CS175	175
	12CS200	200
	12CS225	225
	12CS250	250
	12CS300	300
	12CS350	350
	12CS400	400
	12CS450	450
	12CS500	500
	12CS550	550

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



Springs

1 7/8" I.D. Coil Springs

SILVER POWDER COATED

8"	PART NO.	RATE/IN.
	8S160	160
	8S180	180
	8S200	200
	8S300	300
	8HTS400	400
	8S450	450

10"	PART NO.	RATE/IN.
	10HTS150	150
	10S165	165
	10S250	250



POLISHED & CHROME PLATED

8"	PART NO.	RATE/IN.
	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
	10SM400	400



Application Specific Springs for QA1 Pro Coil Systems

GM PRO COIL SYSTEM HIGH TRAVEL SPRINGS SILVER POWDER COATED

PART NO.	RATE/ IN.	STYLE CODE	FREE LENGTH	UPPER I.D.	LOWER I.D.	UPPER END 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
11GSF250*	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

* Standard spring. Not high travel.

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 code "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

Like our shocks and struts, our suspension components are track and road tested in real environments to ensure proper fitment and a 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 be certain our suspension components will bolt right in and easily and quickly upgrade your suspension. 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 95.

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.



SUSPENSION QUICK GUIDES

GM SUSPENSION QUICK GUIDE

Make/Model	Year	Front Control Arms				Front Control Arm Hardware Kit	Rear Upper Trailing Arms		Rear Lower Trailing Arms		Rear Trailing Arm Hardware Kits	Rear Lower Control Arms
		Upper Race	Upper Street	Lower Race	Lower Street		Adj.	Tubular	Box Style	Tubular		
A-Body	64-67	52322	52422	52337 ^(a)	52437 ^(a)	52399 ^(m)	5249 ⁽ⁿ⁾	5269 ^(m)	5205		5217 ^(m)	
A-Body	68-70	52322	52422	52337 ^(a)	52437 ^(a)	52399 ^(m)	5248	5268	5205		5217 ^(m)	
A-Body	71-72	52322	52422	52337 ^(a)	52437 ^(a)	52399 ^(m)	5248	5268	5205		5217 ^(m)	
A-Body	73-77	52318	52418	52320 ^(b)	52420 ^(b)	52396 ^(m)	5247	5267	5208		5217 ^(m)	
A/G-Body	78-88	52365	52465	52364 ^(b)	52464 ^(b)	52397 ^(m)	5247	5267	5204		5215 ^(m)	
B-Body NEW	78-96	52318	52418	52320 ^(b)	52420 ^(b)	52396 ^(m)	5254	5265	5203 ^(l)			
F-Body	67-69	52317	52417	52319 ^(a)	52419 ^(a)	52399 ^(m)						
F-Body	70-72	52318	52418	52320 ^(b)	52420 ^(b)	52399 ^(m)						
F-Body	73-81	52318	52418	52320 ^(b)	52420 ^(b)	52396 ^(m)						
F-Body	82-83			52368 ^(c)	52468 ^(c)	52397 ^(m)			5204		5215 ^(m)	
F-Body	84			52368 ^(c)	52468 ^(c)	52397 ^(m)			5204		5215 ^(m)	
F-Body	85-92			52368 ^(c)	52468 ^(c)	52397 ^(m)			5204		5215 ^(m)	
F-Body V8	93-97								5204		5215 ^(m)	
F-Body V8	98-02								5204		5215 ^(m)	
F-Body V8	10-11									5200 ^(d)		52363
F-Body V6	10-11											52363
S-Series (S-10)	82-04	52367	52467	52366 ^(b)	52466 ^(b)	52398 ^(m)						
X-Body	68-74	52317	52417	52319 ^(a)	52419 ^(a)	52399 ^(m)						
X-Body	75-79	52318	52418	52320 ^(b)	52420 ^(b)	52399 ^(m)						
C10 Truck NEW	67-72	See pg 88	See pg 88	See pg 88	See pg 88				See pg 88	See pg 88		
Corvette	63-82											
Grand Prix	69-70	52322	52422	52337 ^(a)	52437 ^(a)	52399 ^(m)	5248	5268	5205		5217 ^(m)	
Grand Prix	71-72	52322	52422	52337 ^(a)	52437 ^(a)	52399 ^(m)	5248	5268	5205		5217 ^(m)	
Monte Carlo	70	52322	52422	52337 ^(a)	52437 ^(a)	52399 ^(m)	5248	5268	5205		5217 ^(m)	
Monte Carlo	71-72	52322	52422	52337 ^(a)	52437 ^(a)	52399 ^(m)	5248	5268	5205		5217 ^(m)	

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 B-Body: '78-'85 Chevrolet Impala, '78-'96 Caprice, '94-'96 Impala SS; '78-'81 Pontiac Bonneville, Catalina/ Laurentian (Canada), '78-'86 Parisienne, '80-'89 Safari; '78-'85 Buick LeSabre, '78-'90 Estate, '91-'96 Roadmaster; '78-'85 Oldsmobile Delta 88, '78-'92 Custom Cruiser

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

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 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

Use the GM quick guide below for a glance at what suspension components are available for your vehicle. Please refer to pages 88-94 for the descriptions of each of QA1's suspension components.

	Strut Tower Braces	Tubular Panhard Bars		Tie Rod Sleeves	Trailing Arm Relocation Brackets	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			5212	5283	5213 ^(h)			52870	52871	52873
				5250			5211	5284	5213			52870	52871	52873
				5252			5211	5284	5213			52870	52871	52873
				5252								52893	52894	52895
				5250			5210	5285	5214			52877	52878	52879
				5252								52862	52894	52864
				5251								52816		
				5252								52893		
				5252								52893		
	5227 ^(f)	5222	5202	5250	5275							52810	52875	52812
	5227 ^(f)	5222	5202	5250	5275					5282 ^(k)	5280 ^(k)	52810	52875	52812
	5226 ^(e) 5227 ^(f)	5222	5202	5250	5275					5282 ^(k)	5280 ^(k)	52810	52875	52812
	5228 ^(g)	5222	5202		5275					5282 ^(k)	5280 ^(k)	52874	52875	52876
	5229	5222	5202		5275					5282 ^(k)	5280 ^(k)	52874	52875	52876
	52362					52801						52813	52814	52815
	52362											52813	52814	52815
				5251								52816		
				5251								52893		
		See pg 88			52605							52896	52897 ^(o)	52898 ^(o)
												52820		
				5250			5211	5284	5213			52870	52871	52873
				5252			5211	5284	5213			52870	52871	52873
				5250			5211	5284	5213			52870	52871	52873
				5252			5211	5284	5213			52870	52871	52873

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) Includes spring adapter for factory type springs
- (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) Will not fit 1964 A-Body
- (k) Fits vehicles with GM corporate 10-bolt rear ends in which front locator of stock torque arm has lips facing away from driveshaft
- (l) 93-96 Caprice Sedan and 94-96 Impala SS require part #5209, 5/8" extended trailing arm, used with the adjustable upper trailing arms #5254.
- (m) Hardware is included when you purchase control arms or trailing arms.
- (n) 64 GM A-Bodies require upper trailing arm bushing part #9032-383
- (o) For use only with QA1's rear C10 suspension system.

Refer to product descriptions on pages 88-94 for more information.



SUSPENSION QUICK GUIDES

MUSTANG SUSPENSION QUICK GUIDE

Make/Model	Year	Control Arms		Upper Trailing Arms		Lower Trailing Arms		K-Members	K-Member Braces
		Street	Race	Adjustable	Tubular	Box Style	Tubular		
Mustang V8	65-73								
Mustang 5.0	79-93	MU1ESA	MU1RCA	5255		5221		MUK11	52106 ^(a)
Mustang 5.0 w/ SN95 Suspension	79-93	MU3ESA	MU3RCA	5255		5221		MUK11	52106 ^(a)
Mustang 5.0	94-95	MU2ESA	MU2RCA	5255		5221		MUK13	52105 ^(a)
Mustang 4.6	96-98	MU2ESA	MU2RCA	5255		5221		MUK12	52105 ^(a)
Mustang 4.6	99-04	MU2ESA	MU2RCA	5255		5221		MUK12	52105 ^(a)
Mustang 4.6	05-08			5253	5266		5276 CSX105 CAX105 CAA105		
Mustang 4.6	09-10			5253	5266		5276 CSX105 CAX105 CAA105		
Mustang 5.0	11-14						5276 CSX105 CAX105 CAA105		
Mustang Cobra	94-95	MU2ESA	MU2RCA	5255		5221		MUK11	52105 ^(a)
Mustang Cobra	96-98	MU2ESA	MU2RCA	5255		5221		MUK12	52105 ^(a)
Mustang Cobra	99-04	MU2ESA	MU2RCA					MUK12	52105 ^(a)

MOPAR SUSPENSION QUICK GUIDE

Make/Model	Year	Control Arms		K-Members	Dynamic Strut Bars	Tie Rod Sleeves	Torsion Bar Adjusters	Camber Bolt Adjusters	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 ^(d)	see pg 94
A-Body	73-76	52301 ^(a)	52307		52311	52325	52360	52361		see pg 94
A-Body	77-79									see pg 94
B-Body	62-65	52305	52308 ^(c)		52312	52325	52360	52361		
B-Body	66-70	52305	52308 ^(c)	52315	52312	52325	52360	52361	52860 ^(d)	
B-Body	71-72	52305	52308 ^(c)	52314	52312	52325	52360	52361	52860 ^(d)	
E-Body	70-74	52305	52308	52314	52312	52325	52360	52361	52860 ^(d)	

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

MOPAR SUSPENSION COMPONENTS NOTES:

- (a) Fits A-body with 73-76 disc brake spindles (large ball joint)
- (b) Will work on 67-72 A-body with QA1 K-member and sway bar, and 64-72 A-body without sway bar.
- (c) Direct fit for 70-72 B-body. Will work on 66-69 B-body with QA1 K-member and sway bar, and 62-72 B-body without sway bar.
- (d) Fits with QA1 K-member only

Refer to product descriptions on pages 88-94 for more information.

Use the Mustang and Mopar specific quick guides for a glance at what suspension components are available for your vehicle. Please refer to pages 88-94 for the descriptions of each of QA1's suspension components.

	Strut Tower Braces	Tubular Panhard Bars Adjustable	Bump Steer Kit	Tie Rod Sleeves	Trailing Arm Relocation Brackets	Trailing Arm Hardware Kits	Sway Bars		
							Front	Rear	Kit
				5252					
			BAX102			5216 ^(b)	52891 ^(e)	52885 ^(f)	52892 ^(f)
			BAX102			5216 ^(b)	52891 ^(e)	52885 ^(f)	52892 ^(f)
	5225		BAX104 BAX104M ^(d)			5216 ^(b)	52884	52885 ^(f)	52886 ^(f)
			BAX104 BAX104M ^(d)			5216 ^(b)	52884	52885 ^(f)	52886 ^(f)
	5224		BAX104 BAX104M ^(d)			5216 ^(b)	52884	52885 ^(f)	52886 ^(f)
	5223 ^(c)	5220	BAX105		52103		52887	52888	52889
	5223 ^(c)	5220	BAX105		52103		52887	52888	52889
		5220			52103		52887	52888	52889
			BAX104 BAX104M ^(d)			5216 ^(b)	52884	52885 ^(f)	52886 ^(f)
			BAX104 BAX104M ^(d)			5216 ^(b)	52884	52885 ^(f)	52886 ^(f)
			BAX104 BAX104M ^(d)				52884		

MUSTANG SUSPENSION COMPONENTS NOTES:

- (a) Brace will not work with tubular K-members. Will only work with stock K-members.
- (b) Hardware is included when you purchase trailing arms.
- (c) Will not clear some Superchargers.
- (d) Will only work with Mustangs converted to manual steering.
- (e) 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.
- (f) The rear sway bar for 79-04 Mustangs requires QA1 rear trailing arms (part #5221).

Refer to product descriptions on pages 88-94 for more information.



SUSPENSION COMPONENTS

1963-1987 C10 FRONT CONTROL ARM SUSPENSION KIT



NEW

FRONT COIL-OVER CONVERSION KIT

These front control arm suspension kits include QA1's Pro Coil System and control arms to upgrade your C10 front suspension. Made in the USA, QA1's C10 upper and lower control arms are made of 12 gauge HSLA steel tubing for increased strength and are powder coated for long lasting durability. They feature QA1 performance ball joints and low friction, maintenance-free polymer bushings for added performance. This control arm kit will add 7 degrees of caster and allows for optimum camber adjustment in a lowered truck. Must use spindles compatible with 73-87 ball joints.

Designed for use with QA1 Pro Coil Systems, this kit includes your choice of QA1's proven single or double adjustable coil-over shocks so you can change the valving to meet your specific needs, along with a variety of high travel spring rate options. These shocks allow for ride height adjustability and are 100% dyno tested and serialized. Coil-over hardware and all required nuts, bolts, etc. are included. Made in the USA.



NEW

UPPER & LOWER CONTROL ARMS FOR USE WITH STOCK SPRINGS

Want to use a factory style spring with the shock in the factory location? QA1 also offers upper and lower control arms for use with stock springs. Utilizing the same features and benefits of the front control arm suspension kit, these control arms are sold in pairs and include all necessary hardware. Must use spindles compatible with 73-87 ball joints. Shocks are not included. Made in the USA.

Upper Arms Lower Arms

63-87 C10 Truck.....#52602.....#52601

NEW

1963-1972 C10 REAR SUSPENSION SYSTEMS

QA1's 63-72 C10 bolt-on rear suspension system is designed to convert trucks originally equipped with a coil-spring rear suspension to coil-overs. The coil-overs have been relocated to the outside of the frame rail, closer to the wheel, providing more cornering stability and allowing room for popular aftermarket rear fuel tanks. The factory truck arms are replaced with a 7 gauge DOM steel tubular design with an integrated pinion angle adjustment, eliminating the need for angled shims, and feature QA1's X Series self-lubricating rod ends. With the adjustable length truck arms, you can set the wheelbase to your exact specifications. The adjustable mounts allow for optimum anti-squat. A full-length, adjustable panhard bar with multiple mounting locations corrects roll center geometry for the desired amount of drop.

This system also includes your choice of QA1's proven single or double adjustable Pro Coil shocks so you can change the valving to meet your specific needs. Available with three options of high travel spring rates, these shocks allow for ride height adjustability and are 100% dyno tested and serialized.

This coil-over system allows for ride height adjustability in two formats: the first allows for ride height adjustability from stock to 4" of lowering without the need of a frame notch, while the second incorporates a bolt-in frame c-notch and allows for up to 6" of total drop. Coil-over shock kit can be sold separately with shocks, brackets, and high travel springs, which will allow ride height adjustability from 2-4". Made in the USA.

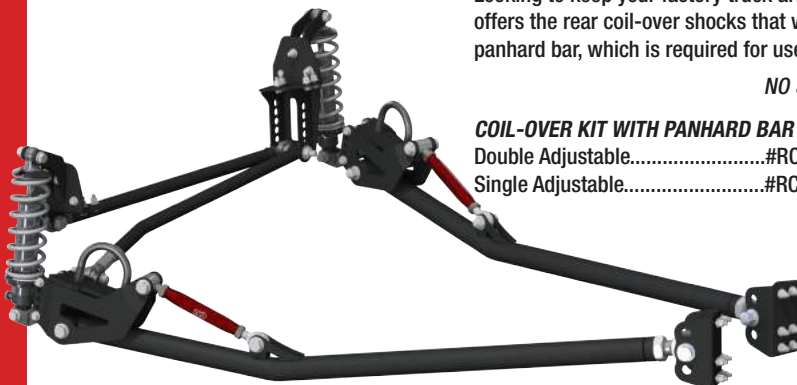
WHAT'S INCLUDED?

- Adjustable Shocks
- High Travel Springs
- Coil-Over Hardware
- Truck Arms
- Panhard Bar
- Brace Bar
- C-Notch Kit (Optional)
- All Required Nuts, Bolts, etc.

	<i>Spring Length/Rate</i>		
	<i>SOFT</i> <i>(12HT170)</i>	<i>MEDIUM</i> <i>(12HT200)</i>	<i>FIRM</i> <i>(12HT250)</i>
2-6" DROP KIT WITH C-NOTCH			
Double Adjustable.....	#R210-170.....	#R210-200.....	#R210-250
Single Adjustable.....	#R110-170.....	#R110-200.....	#R110-250
2-4" DROP KIT WITHOUT C-NOTCH			
Double Adjustable.....	#R211-170.....	#R211-200.....	#R211-250
Single Adjustable.....	#R111-170.....	#R111-200.....	#R111-250

Looking to keep your factory truck arms, but still want coil-overs for adjustable ride height? QA1 also offers the rear coil-over shocks that works with the factory truck arms while incorporating a full length panhard bar, which is required for use. Must be used with factory truck arms.

	<i>NO SPRINGS</i>	<i>SOFT</i> <i>(12HT170)</i>	<i>MEDIUM</i> <i>(12HT200)</i>	<i>FIRM</i> <i>(12HT250)</i>
COIL-OVER KIT WITH PANHARD BAR				
Double Adjustable.....	#RCK52614.....	#RCK52615.....	#RCK52616.....	#RCK52617
Single Adjustable.....	#RCK52610.....	#RCK52611.....	#RCK52612.....	#RCK52613



FOR C10 FRONT & REAR SWAY BARS, SEE PAGE 94!

MUSTANG CONTROL ARMS

Available in both race and street configurations, both of which offer substantial weight savings of 15 lbs. per set, these tubular control arms reduce unsprung weight while improving weight distribution. They require the use of coil-over struts, and QA1 caster camber plates are recommended.

RACE CONTROL ARMS

QA1's race control arms are designed for drag racing, pro-touring and hard core street applications. They're equipped with QA1's exclusive X Series chromoly rod ends and QA1 Low Friction Ball Joints, giving you a wide range of wheel alignment settings and reducing friction in the front suspension. Sway bar mounts are included.

STREET CONTROL ARMS

QA1's street control arms are engineered for performance. With a factory replacement ball joint and polyurethane pivot bushings, these control arms work great on vehicles used primarily for cruising and long distance events.

All parts sold in pairs and include mounting hardware. Made in the USA.

	Race	Street
79-93 Mustang 5.0.....	#MU1RCA.....	#MU1ESA
79-93 Mustang with SN95 Suspension.....	#MU3RCA.....	#MU3ESA
94-04 Mustang 5.0/4.6.....	#MU2RCA.....	#MU2ESA

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.



#MU2RCA



#MU1ESA



#52322



#52337



#52417



#52419



#52337*

GM CONTROL ARMS

QA1's GM control arms are available in street and race configurations. The street arms work great on vehicles used primarily for cruising and long distance events; they use a factory replacement ball joint and polyurethane bushings. 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 hardcore street applications.

All control arms are made of tubular construction for increased strength and are powder coated for great looks. While they are configured for QA1 Pro Coil Systems, a bolt-in spring adapter is available for use with stock springs. When used together, the arms add 3-4 degrees of caster and 0.5-1 degree of negative camber (half of this when used independently), and upper arms feature an offset cross shaft for added camber adjustment.

All parts sold in pairs and include mounting hardware. 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*
73-77 GM A-Body (Malibu, Monte Carlo, Cutlass, Regal, etc.)....	#52318.....	#52418.....	#52320**.....	#52420**
78-96 GM B-Body (Impala, Caprice, 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**
82-92 GM F-Body (Camaro, Firebird).....	N/A.....	N/A.....	#52368†.....	#52468†
82-04 GM S Series (S10, S15, Sonoma, etc.).....	#52367.....	#52467.....	#52366**.....	#52466**
68-74 GM X-Body (Nova, Ventura, Omega, Apollo).....	#52317.....	#52417.....	#52319*.....	#52419*
75-79 GM X-Body (Nova, Ventura, Omega, Apollo).....	#52318.....	#52418.....	#52320**.....	#52420**
69-72 Grand Prix & 70-72 Monte Carlo.....	#52322.....	#52422.....	#52337*.....	#52437*
63-87 C10 Truck.....	See page 88 for info			

† Includes spring adapter for factory type springs.

‡ Not compatible with late '95 and '96 9C1-equipped Caprice cop cars.

Ball joint tool kit for race control arms is #1891-106.

* Bolt-In Spring Adapter (#7720-168) needed for use with stock springs.

** Bolt-In Spring Adapter (#7720-203) needed for use with stock springs.



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.

QA1's Lower Control Arms with sway bar tabs are a direct bolt-in for 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.

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

* Direct fit for 73-76 A-body. Will work on 67-72 A-body with QA1 K-member and sway bar, and 64-72 A-body without sway bar.

** Fits A-body w/73-76 disc brake spindles (large balljoint).

† Direct fit for 70-72 B-body. Will work on 66-69 B-body with QA1 K-member and sway bar, and 62-72 B-body without sway bar.



#52305



#52301



#52307*



#52308



SUSPENSION COMPONENTS

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 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.

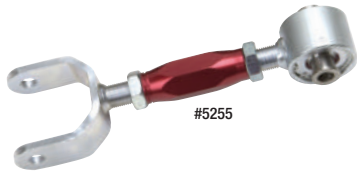
10-15 Camaro.....#52363

TRAILING ARMS



#5205

Now you have your choice of trailing arms: boxed, 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). Made in the USA.



#5255

Boxed 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.

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.

All parts sold in pairs, except for #5266 and 5253.



#5267

	<i>Upper Arms</i>		<i>Lower Arms</i>	
	<i>Adjustable</i>	<i>Tubular</i>	<i>Boxed Style</i>	<i>Tubular</i>

82-02 Camaro/Firebird.....	N/A.....	N/A.....	#5204.....	N/A
10-14 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, 69-72 Grand Prix, 70-72 Monte Carlo.....	#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
78-96 GM B-Body.....	#5254.....	#5265.....	#5203*/#5209*.....	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

* Part #5203 is standard length box style, while part #5209 is 5/8" extended boxed style

** 64 GM A-bodies need upper trailing arm bushing part #9032-383



#5248



PANHARD BARS



#5262

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 polyurethane bushings for a long, trouble free life. Made in the USA.



#5222

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

DYNAMIC STRUT BARS



#52311

Improve your Mopar's suspension performance with QA1's Dynamic Strut Bars. These bars are fully adjustable and come with premium QA1 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

K-MEMBERS NOW FEATURING ADDITIONAL WEIGHT SAVINGS!

MOPAR K-MEMBERS

QA1's Mopar K-members are direct bolt-ons for 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. If using a sway bar, the A-body and 1966-1969 B-body K-members only work with a QA1 sway bar and control arms. The E-body and 70-72 Mopar B-body K-members can be used with a factory sway bar and control arms. 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



NEW

MUSTANG K-MEMBERS

Now designed for street or racing performance, QA1's redesigned bolt-on Mustang K-members enhance performance and add even more weight savings. Increased header clearance and improved Ackerman, anti-dive, and lowered stance angles all contribute to this lightweight design without changing the wheelbase. Made of high-quality HSLA steel, these K-members are over 50% lighter than factory, weighing just 23 lbs. with engine mounts. Buy as a complete kit with the engine mounts you need. The interchangeable engine mounts can be easily swapped out for future engine changes. Made in the USA.

- | | WINDSOR 5.0 | 4.6 | LS | SBC | No Mounts |
|--------------------|-------------|--------|---------|---------|-----------|
| 79-93 Mustang..... | #MUK11 | #MUK14 | #MUK21* | #MUK31* | #MUK01 |
| 94-95 Mustang..... | #MUK13 | #MUK16 | #MUK22* | #MUK32* | #MUK02 |
| 96-04 Mustang..... | #MUK15 | #MUK12 | #MUK22* | #MUK32* | #MUK02 |

*Transmission crossmember is required for use with any LS or SBC engine.

NEW

ENGINE MOUNTS FOR MUSTANG K-MEMBERS

Upgraded your Mustang's engine and already have a QA1 K-member? All you need are the new engine mounts and you'll be good to go. For QA1 Mustang K-members only. Made in the USA.

- 5.0 Engine Mounts (fits 79-95 Mustangs).....#52113
- 4.6 Engine Mounts (fits 96-04 Mustangs).....#52114
- LS1 Engine Mounts.....#52115
- Small Block Chevrolet Engine Mounts.....#52116

NEW

TRANSMISSION CROSSMEMBERS

When swapping a GM engine into a Mustang, these GM transmission crossmembers are required to bolt in the transmission. Polyurethane transmission mount and all necessary mounting hardware included. Made in the USA.

- 79-93 Mustangs with LS or SBC - Powerglide, 700R4, TH350, TH200, 4L60E.....#52108
- 79-93 Mustangs with LS or SBC - T56, TH400, 2004R.....#52109
- 94-98 Mustangs with LS or SBC - Powerglide, 700R4, 93-96 4L60E, TH350, TH200.....#52110
- 94-98 Mustangs with LS or SBC - 96 or later 4L60E, T56.....#52111
- 94-98 Mustangs with LS or SBC - TH400, 2004R.....#52112

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.

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. 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 (will not fit Cobra).....#5225
- 99-04 Mustang (will not fit Cobra).....#5224
- 05-14 Mustang GT (will not clear some Superchargers).....#5223

Suspension Components



SUSPENSION COMPONENTS

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



#BAX102

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

TIE ROD SLEEVES

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 and easier to adjust than stock OE split sleeves. Sold in pairs. Made in the USA.



#5250

68-70 AMX & Javelin, 82-92 Camaro/Firebird, 64-70 A-Body, 78-88 A/G-Body & More! High performance replacement for Moog #ES2032S (5/8" x 3-3/8").....	#5250
67-69 Camaro, 68-74 Nova, 65-70 Impala & More! High performance replacement for Moog #ES350S (5/8" x 4-7/8").....	#5251
70-81 Camaro, 75-79 Nova, 71-77 A-Body, 65-73 V-8 Mustang, 70-81 Firebird, 71-99 GM 2wd Pick Up Truck, 73-92 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

A must for lowered vehicles, these brackets improve forward bite and reduce rear squat during hard acceleration by adjusting mounting points to improve geometry. Two non-stock mounting locations are available in addition to the stock location. They'll accept QA1, OEM or any other aftermarket lower trailing arm. Grade 8 hardware is included. Welding is required for installation of #5275 and 52103. Made in the USA.



#5275



#52103



82-02 Camaro/Firebird.....	#5275
05-14 Mustang.....	#52103
63-72 C10 Pickup.....	#52605

MOUNTING HARDWARE KITS

These hardware kits for control arms and trailing arms replace factory hardware with 4 new bolts, A/N washers and nylock nuts. Made in the USA.

MUSTANG FRONT LOWER CONTROL ARM HARDWARE KIT

79-04 Mustang (Fits stock or QA1 Street Lower Control Arms).....	#52395
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GM LOWER CONTROL ARM HARDWARE KITS

73-77 GM A-Body, 75-79 GM X-Body & 73-81 GM F-Body.....	#52396
78-88 GM G-Body & 82-92 GM F-Body.....	#52397
82-04 GM S Series (S10).....	#52398
64-72 GM A-Body, 67-72 GM F-Body, 68-74 GM X-Body, 69-72 Grand Prix, 70-72 Monte Carlo.....	#52399

REAR TRAILING ARM HARDWARE KITS

82-02 Camaro/Firebird & 78-88 GM A/G-Body.....	#5215
64-77 GM A-Body, 69-72 Grand Prix, 70-72 Monte Carlo.....	#5217
79-04 Mustang.....	#5216



#5215

TUBULAR BRACES

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.



#5211

64-67 GM A-Body.....	#5212
68-72 GM A-Body, 69-72 Grand Prix, 70-72 Monte Carlo.....	#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, 69-72 Grand Prix, 70-72 Monte Carlo.....	#5284
78-88 GM A/G-Body.....	#5285



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
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TORQUE ARMS

These torque arms feature strong tubular construction and a 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*

*Can fit 82-83 Camaro/Firebird with 84 and newer mount



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 chromoly 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
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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
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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. 90) for maximum adjustability and performance. Includes polyurethane bushings. Made in the USA.

65-72 GM A-Body, 69-72 Grand Prix, 70-72 Monte Carlo.....	#5213*
78-88 GM A/G-Body.....	#5214

*Does not fit Oldsmobile rear ends





SUSPENSION COMPONENTS

SWAY BARS



#52861

Give your chassis the stability it needs to keep your tires planted on the road. Precision CNC forming ensures proper fitment for a true bolt-on installation. Front sway bars are manufactured from lightweight hollow (4130) chromoly steel for maximum strength and durability. Rear sway bars are manufactured from heavy duty solid (1045) cold formed steel for maximum strength. All QA1 sway bars include greasable polyurethane bushings and high quality plated hardware. Made in the USA.

MOPAR

Front
(Hollow 3/16" wall
1-1/4" diameter)



#52812

67-72 Mopar A-Body with QA1 K-Member.....	#52861†
66-72 Mopar B-Body with QA1 K-Member.....	#52860†
70-74 Mopar E-Body with QA1 K-Member.....	#52860†

† Fits QA1 K-member only

GM

	Front (Hollow 3/16" wall x 1-3/8" diameter)	Front (Hollow 3/16" wall 1-1/4" diameter)	Rear (Solid 1" diameter)	Complete Kit (Front & Rear)
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64-72 GM A-Body.....	N/A.....	#52870.....	#52871.....	#52873
73-77 GM A-Body.....	#52893.....	N/A.....	#52894.....	#52895
78-88 GM A/G-Body.....	#52877.....	N/A.....	#52878.....	#52879
78-96 GM B-Body.....	#52862.....	N/A.....	#52894.....	#52864
67-69 GM F-Body.....	N/A.....	#52816.....	N/A.....	N/A
70-81 GM F-Body.....	#52893.....	N/A.....	N/A.....	N/A
82-92 GM F-Body.....	#52810.....	N/A.....	#52875.....	#52812
93-02 GM F-Body.....	#52874.....	N/A.....	#52875.....	#52876
10-11 GM F-Body.....	N/A.....	#52813*.....	#52814†.....	#52815*
68-74 GM X-Body.....	N/A.....	#52816.....	N/A.....	N/A
75-79 GM X-Body.....	#52893.....	N/A.....	N/A.....	N/A
63-72 C10.....	#52896.....	N/A.....	#52897**.....	#52898**
73-87 C10.....	#52896.....	N/A.....	N/A.....	N/A
63-82 Corvette.....	N/A.....	#52820.....	N/A.....	N/A
69-72 Grand Prix.....	N/A.....	#52870.....	#52871.....	#52873
70-72 Monte Carlo.....	N/A.....	#52870.....	#52871.....	#52873

* This front sway bar (Part #52813) has a hollow 0.156" wall x 1" diameter.

** This rear sway bar (Part #52897) has a hollow 0.188" wall x 1 1/4" diameter. Works exclusively with QA1's rear suspension system.

† This rear sway bar (Part #52814) has a solid 7/8" diameter.

FORD

	Front (Hollow 3/16" wall x 1-3/8" diameter)	Front (Hollow 3/16" wall 1-1/4" diameter)	Rear (Solid 1" diameter)	Complete Kit (Front & Rear)
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79-93 Ford Mustang.....	N/A.....	#52891*.....	#52885**.....	#52892**
94-04 Ford Mustang.....	N/A.....	#52884.....	#52885**†.....	#52886**†
05-14 Ford Mustang.....	#52887.....	NA.....	#52888‡.....	#52889

* 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)

† Not for Cobra IRS

‡ This rear sway bar (Part #52888) has a solid 7/8" diameter.

MOPAR REAR SUSPENSION CONVERSION

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. No cutting, fabrication or welding!

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 or double Pro Coil Systems with three spring rate options to allow the system to be tailored to any application. Made in the USA.

Spring Length/Rate

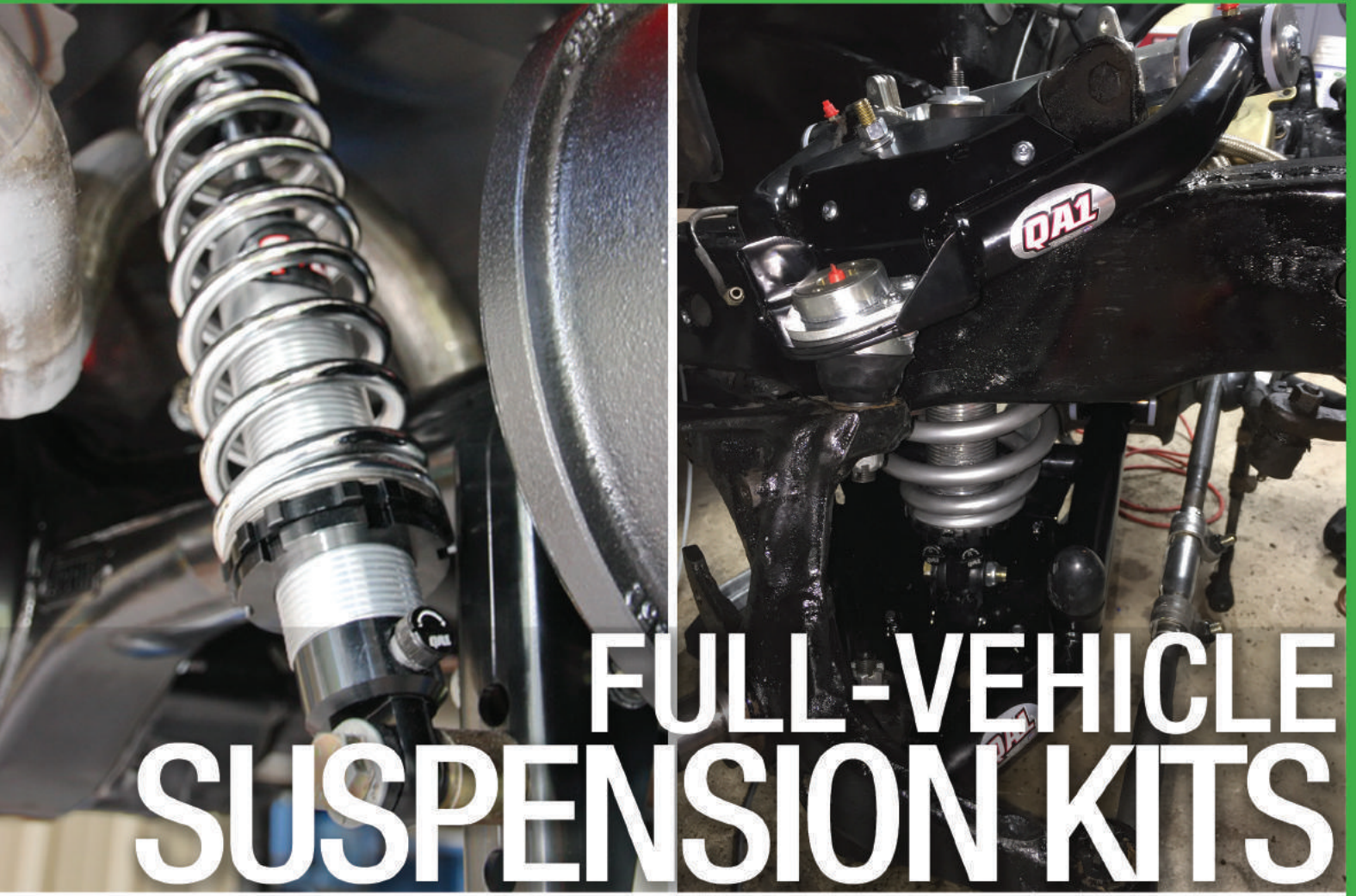
67-79 MOPAR A-BODY	SOFT (12HT170)	MEDIUM (12HT200)	FIRM (12HT220)
Double Adjustable.....	#R201-170.....	#R201-200.....	#R201-220
Single Adjustable.....	#R101-170.....	#R101-200.....	#R101-220

Suspension Components

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.





FULL-VEHICLE SUSPENSION KITS



Performance Handling & Drag Racing Suspension Kits

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

Custom tailored for each vehicle and its performance goals, each kit includes the ideal combination of suspension components for each performance level. We listened to our customers and modeled our kits around what parts you would need to reach your goals. For performance handling, these kits increase cornering ability; for drag racing, they create a more controlled launch and improve straight line stability.

Don't want to make the investment right away? No problem. Because each component in the kits works seamlessly with whatever OE component it attaches to, you can build your car in stages, using our parts list as a road map to get to the level of performance you want while having peace of mind knowing you won't have compatibility issues.

Kits that include coil-over shocks have spring rates that were carefully selected to maximize performance based on the level and goal of each kit. They are geared towards average weight small block and LS powered vehicles with stock trim. Spring rates in the handling kits are optimized for cornering performance while the ones in our drag kits maximize stored energy for weight transfer. Kits are also offered without shocks to allow you to order shocks or struts with the spring rates you want.



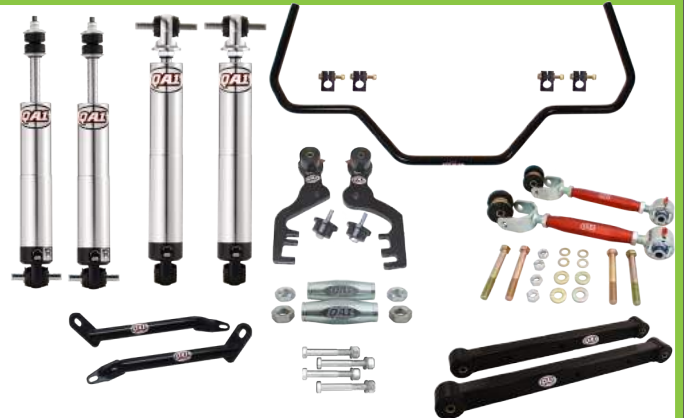
SUSPENSION KITS

1964-1967 GM A-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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



- 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



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

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

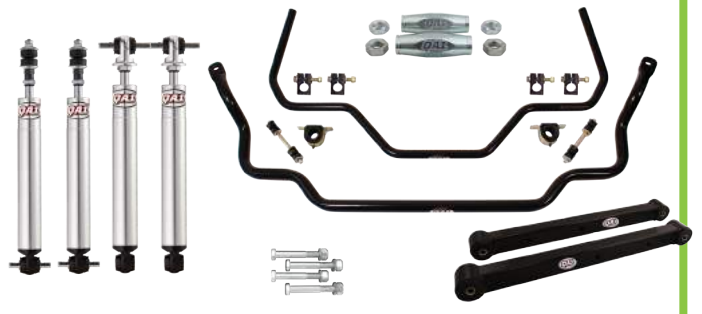
What if the vehicle has been heavily modified from its original weight or has another engine? No problem. These kits are also offered without shocks to give you the flexibility to order the shocks or struts with the spring rates you want.

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

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

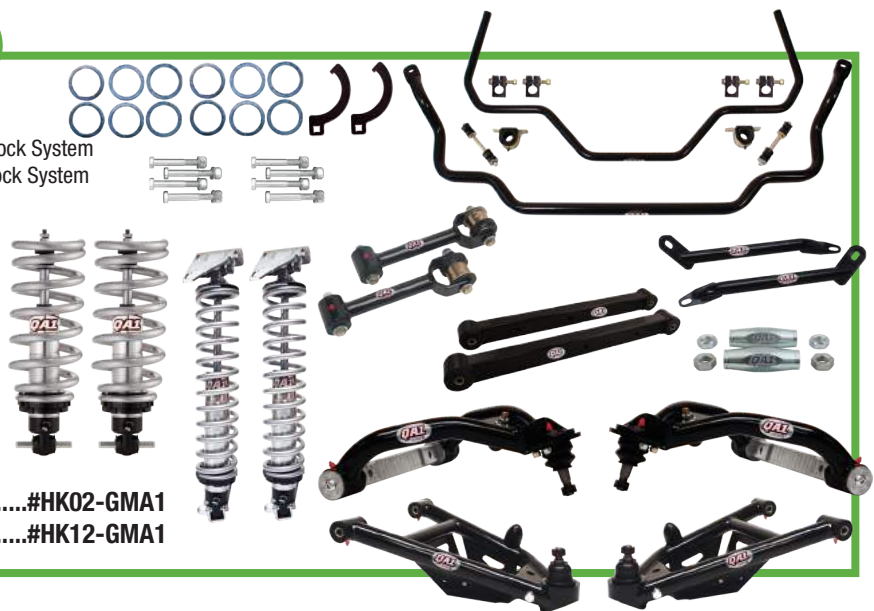


HANDLING LEVEL 2

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

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

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





SUSPENSION KITS

1968-1972 GM A-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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
- 5211 Trailing Arm Brace
- 5213 Anti-Hop Bars



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



DRAG RACING KIT WITH SHOCKS.....#DK02-GMA2

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

NOTE ON SPRING RATES FOR ALL KITS:

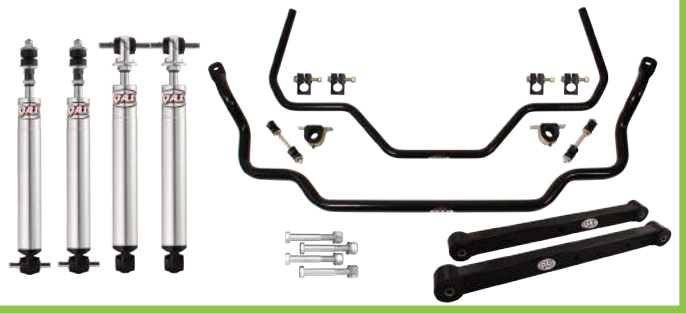
Spring rates are carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block and LS powered vehicles with stock trim. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

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

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

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



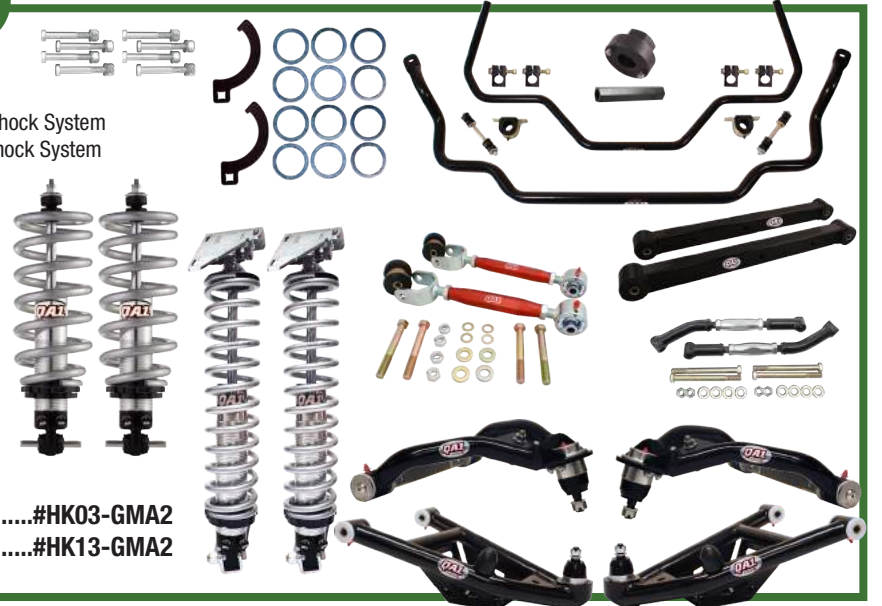
HANDLING LEVEL 3

AS SEEN ON DETROIT MUSCLE!

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

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





SUSPENSION KITS

1973-1977 GM A-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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
- 52894 Rear Sway Bar
- 5208 Boxed Lower Trailing Arms
- 5247 Adjustable Upper Trailing Arms
- 5252 Tie Rod Adjuster Sleeves



- DRAG RACING KIT WITH SHOCKS.....#DK01-GMA3
- DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMA3

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD401-10350C Front Double Adjustable Pro Coil Shock System
- RCK52371 Rear Double Adjustable Pro Coil Shock System
- (2) 7888-109 Thrust Bearing Kit
- 52894 Rear Sway Bar
- 5208 Boxed Lower Trailing Arms
- 5247 Adjustable Upper Trailing Arm
- 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-GMA3
- DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMA3

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) TN505 Front Non-Adjustable Stocker Star Shocks
- (2) TN801 Rear Non-Adjustable Stocker Star Shocks
- 52895 Front and Rear Sway Bars
- 5208 Boxed Lower Trailing Arms
- 5252 Tie Rod Adjuster Sleeves



HANDLING KIT WITH SHOCKS.....#HK01-GMA3
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMA3

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GS401-10600C Front Single Adjustable Pro Coil Shock System
- RCK52376 Rear Single Adjustable Pro Coil Shock System
- (2) 7888-109 Thrust Bearing Kit
- 52895 Front and Rear Sway Bars
- 5208 Boxed Lower Trailing Arms
- 5267 Tubular Upper Trailing Arms
- 52418 Upper Street Control Arms
- 52420 Lower Street Control Arms
- 5252 Tie Rod Adjuster Sleeves

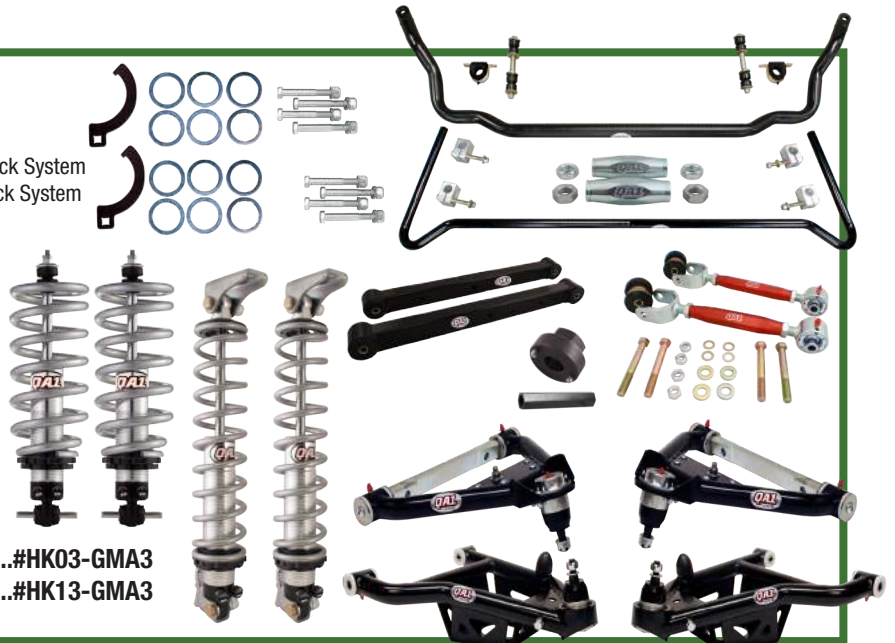


HANDLING KIT WITH SHOCKS.....#HK02-GMA3
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMA3

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD401-10650C Front Double Adjustable Pro Coil Shock System
- RCK52373 Rear Double Adjustable Pro Coil Shock System
- (2) 7888-109 Thrust Bearing Kit
- 52895 Front and Rear Sway Bars
- 5208 Boxed Lower Trailing Arms
- 5247 Adjustable Upper Trailing Arms
- 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-GMA3
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMA3



SUSPENSION KITS

1978-1993 GM B-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

NEW

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
- 52894‡ Rear Sway Bar
- 5203* Boxed Lower Trailing Arms
- 5254 Adjustable Upper Trailing Arms
- 5252 Tie Rod Adjuster Sleeves



DRAG RACING KIT WITH SHOCKS.....#DK01-GMB4

DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMB4

NEW

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD507-10350C Front Double Adjustable Pro Coil Shock System
- RCK52379 Rear Double Adjustable Pro Coil Shock System
- (2) 7888-109 Thrust Bearing Kit
- 52894‡ Rear Sway Bar
- 5203* Boxed Lower Trailing Arms
- 5254 Adjustable Upper Trailing Arms
- 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-GMB4

DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMB4

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

* 93 Caprice Sedan requires part #5209, extended length trailing arm, paired with adjustable upper trailing arms part #5254.

‡ Rear sway bars do not fit wagons.

NEW

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) TN507 Front Non-Adjustable Stocker Star Shocks
- (2) TN801 Rear Non-Adjustable Stocker Star Shocks
- 52864[‡] Front and Rear Sway Bars
- 5203* Boxed Lower Trailing Arms
- 5252 Tie Rod Adjuster Sleeves



HANDLING KIT WITH SHOCKS.....#HK01-GMB4
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMB4

NEW

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GS507-10450C Front Single Adjustable Pro Coil Shock System
- RCK52383 Rear Single Adjustable Pro Coil Shock System
- (2) 7888-109 Thrust Bearing Kit
- 52864[‡] Front and Rear Sway Bars
- 5203* Boxed Lower Trailing Arms
- 5265 Tubular Upper Trailing Arms
- 52418 Upper Street Control Arms
- 52420 Lower Street Control Arms
- 5252 Tie Rod Adjuster Sleeves



HANDLING KIT WITH SHOCKS.....#HK02-GMB4
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMB4

NEW

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD507-10500C Front Double Adjustable Pro Coil Shock System
- RCK52380 Rear Double Adjustable Pro Coil Shock System
- (2) 7888-109 Thrust Bearing Kit
- 52864[‡] Front and Rear Sway Bars
- 5203* Boxed Lower Trailing Arms
- 5254 Adjustable Upper Trailing Arms
- 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-GMB4
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMB4



SUSPENSION KITS

1994-1996 GM B-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

These kits contain 5/8" extended length lower trailing arms to center the wheel in the wheel opening. GM B-Bodies in this year range that are not a Chevy Impala SS or Caprice Sedan require part #5203, standard length lower trailing arms.

NEW

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
- 52894‡ Rear Sway Bar
- 5209* Extended Boxed Lower Trailing Arms
- 5254 Adjustable Upper Trailing Arms
- 5252 Tie Rod Adjuster Sleeves



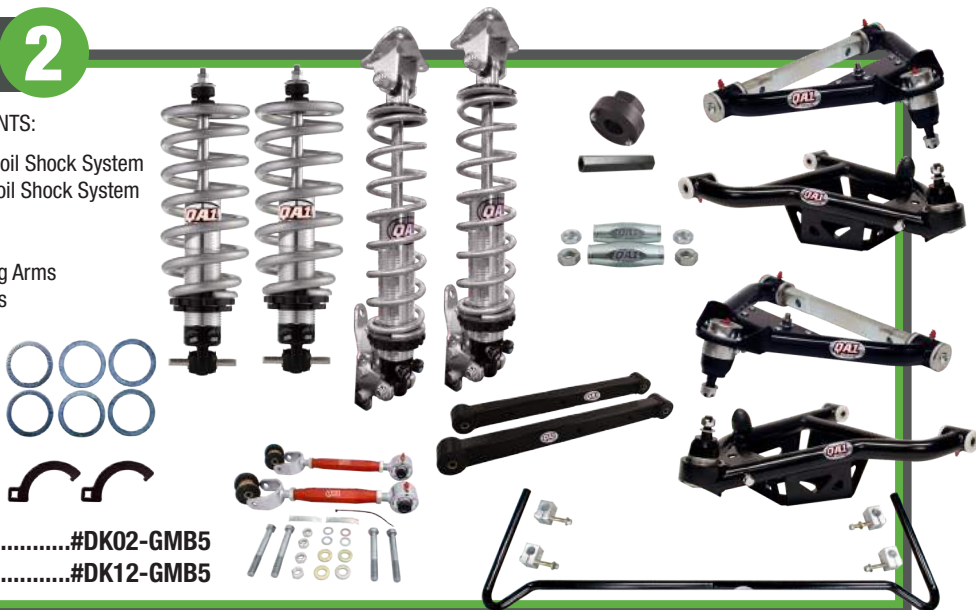
- DRAG RACING KIT WITH SHOCKS.....#DK01-GMB5
- DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMB5

NEW

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD507-10450C Front Double Adjustable Pro Coil Shock System
- RCK52379 Rear Double Adjustable Pro Coil Shock System
- (2) 7888-109 Thrust Bearing Kit
- 52894‡ Rear Sway Bar
- 5209* Extended Boxed Lower Trailing Arms
- 5254 Adjustable Upper Trailing Arms
- 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-GMB5
- DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMB5

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

* GM B-Bodies in this year range that are not a Caprice Sedan or Chevy Impala SS require part #5203, standard length trailing arms.

** Not compatible with late '95 and '96 9C1-equipped Caprice police cars.

‡ Rear sway bars do not fit wagons.

Full-Vehicle Kits

NEW

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) TN507 Front Non-Adjustable Stocker Star Shocks
- (2) TN801 Rear Non-Adjustable Stocker Star Shocks
- 52864† Front and Rear Sway Bars
- 5209* Extended Boxed Lower Trailing Arms
- 5254 Adjustable Upper Trailing Arms
- 5252 Tie Rod Adjuster Sleeves



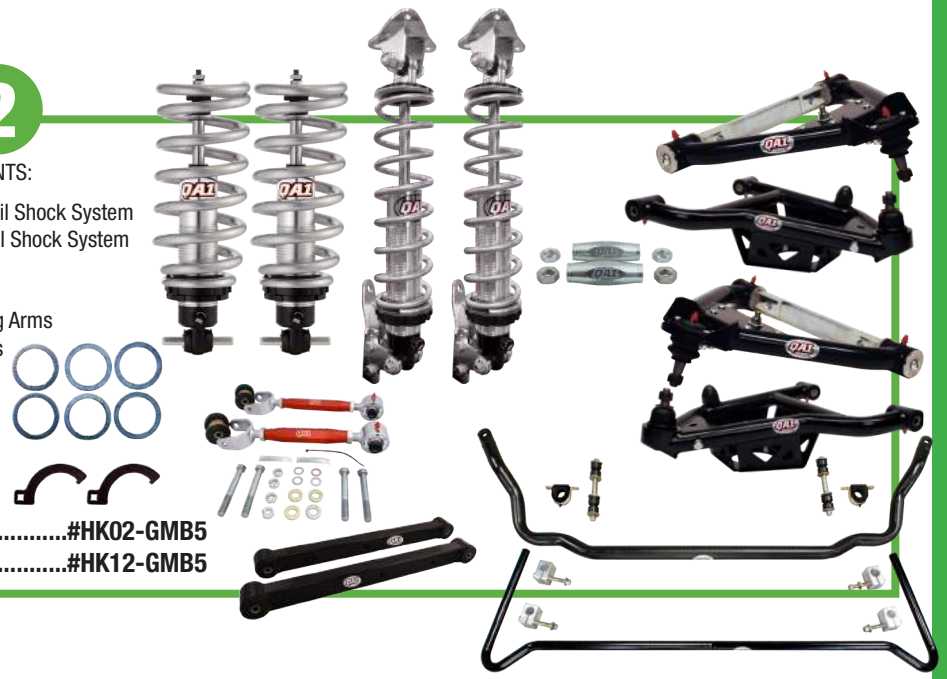
HANDLING KIT WITH SHOCKS.....#HK01-GMB5
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMB5

NEW

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GS507-10550C Front Single Adjustable Pro Coil Shock System
- RCK52384 Rear Single Adjustable Pro Coil Shock System
- (2) 7888-109 Thrust Bearing Kit
- 52864† Front and Rear Sway Bars
- 5209* Extended Boxed Lower Trailing Arms
- 5254 Adjustable Upper Trailing Arms
- 52418 Upper Street Control Arms
- 52420** Lower Street Control Arms
- 5252 Tie Rod Adjuster Sleeves



HANDLING KIT WITH SHOCKS.....#HK02-GMB5
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMB5

NEW

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD507-10650C Front Double Adjustable Pro Coil Shock System
- RCK52381 Rear Double Adjustable Pro Coil Shock System
- (2) 7888-109 Thrust Bearing Kit
- 52864† Front and Rear Sway Bars
- 5209* Extended Boxed Lower Trailing Arms
- 5254 Adjustable Upper Trailing Arms
- 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-GMB5
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMB5

Full-Vehicle Kits



SUSPENSION KITS

1967-1969 GM F-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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 62 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
- 52399 Lower Control Arm Hardware Kit
- 7720-168 Stock Spring Seat Adapter
- 5251 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
- 7888-112 Thrust Bearing/Spanner Wrench Kit
- 52317 Upper Race Control Arms
- 52319 Lower Race Control Arms
- 5251 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:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) TN505 Front Non-Adjustable Stocker Star Shocks
- 52816 Front Sway Bar
- 5251 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
- 5251 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
- 5251 Tie Rod Adjuster Sleeves
- 1891-106 Ball Joint Tool Kit

**AS SEEN ON
HOT ROD GARAGE!**

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





SUSPENSION KITS

1970-1981 GM F-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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:

- GD501-10350C 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:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

HANDLING LEVEL

1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) TN507 Front Non-Adjustable Stocker Star Shocks
- (2) TN702 Rear Non-Adjustable Stocker Star Shocks
- 52893 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
- 52893 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
- 52893 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





SUSPENSION KITS

1982-1992 GM F-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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 |

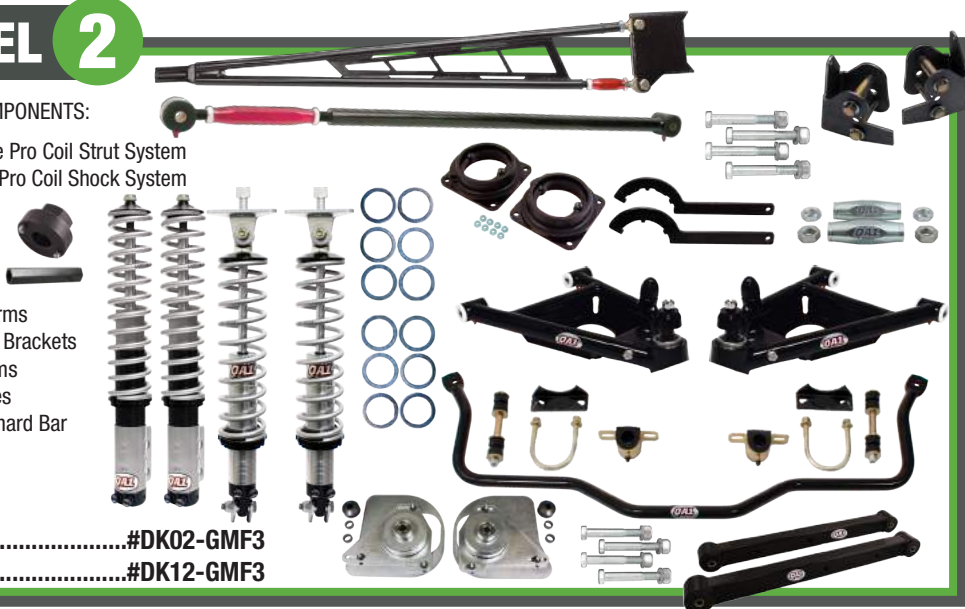


- DRAG RACING KIT WITH SHOCKS.....#DK01-GMF3
- DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMF3

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 |
| 5204 | Boxed Lower Trailing Arms |
| 5275 | Trailing Arm Relocation Brackets |
| 52368* | 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

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

* Includes spring adapter for factory type springs.

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 |

- 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 |
| 5204 | Boxed Lower Trailing Arms |
| 5275 | Trailing Arm Relocation Brackets |
| 52468* | 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 |
| 5204 | Boxed Lower Trailing Arms |
| 5275 | Trailing Arm Relocation Brackets |
| 52368* | 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





SUSPENSION KITS

1993-2002 GM F-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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



DRAG RACING KIT WITH SHOCKS.....#DK01-GMF4

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

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD502-15275 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
- 5204 Boxed 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:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

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/Spanner Wrench 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

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
- 5204 Boxed 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





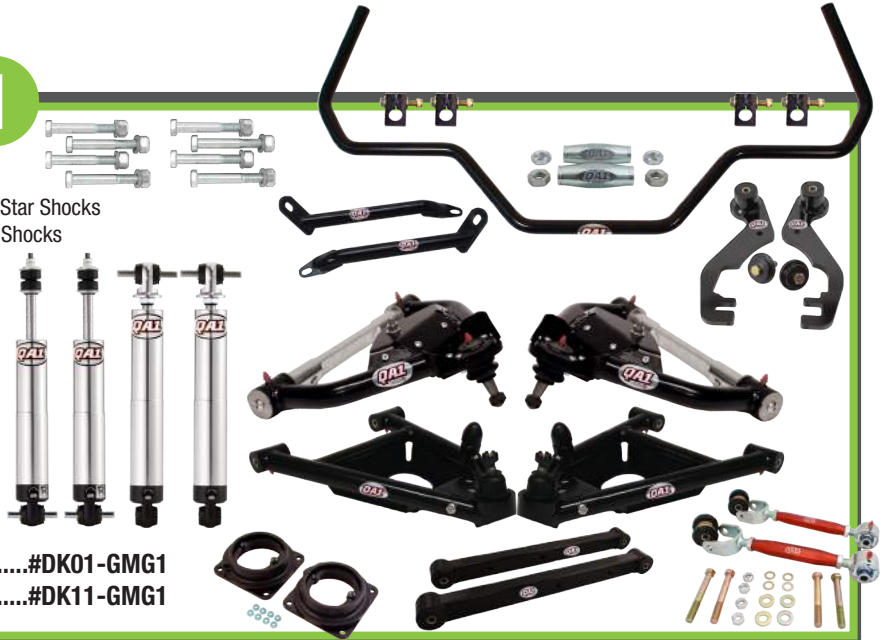
SUSPENSION KITS

1978-1988 GM G-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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
- 7720-203 Bolt-In Spring Adapter

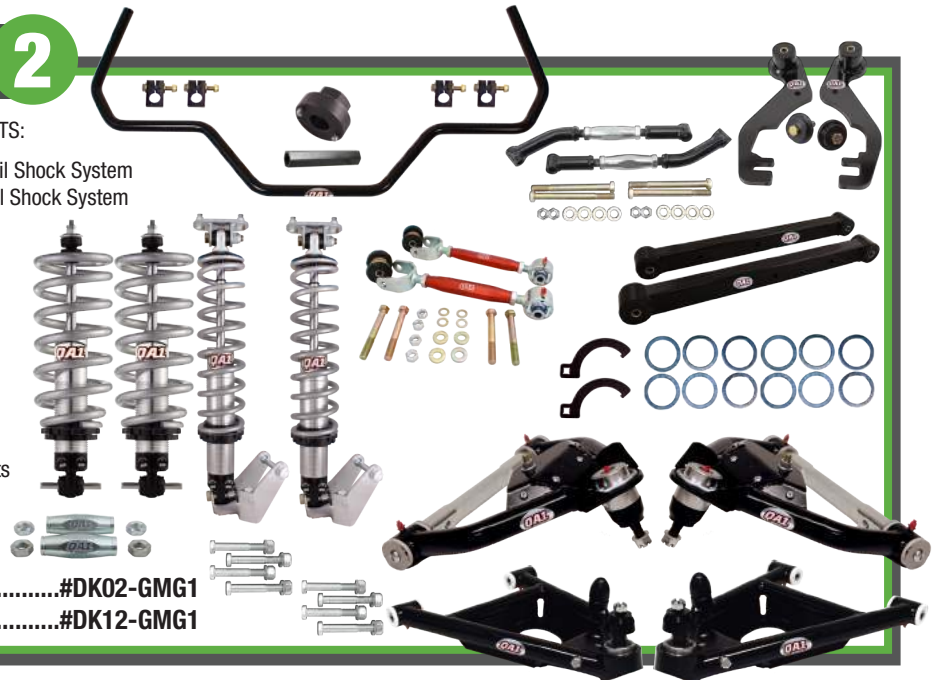


- DRAG RACING KIT WITH SHOCKS.....#DK01-GMG1
- DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMG1

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



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

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

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

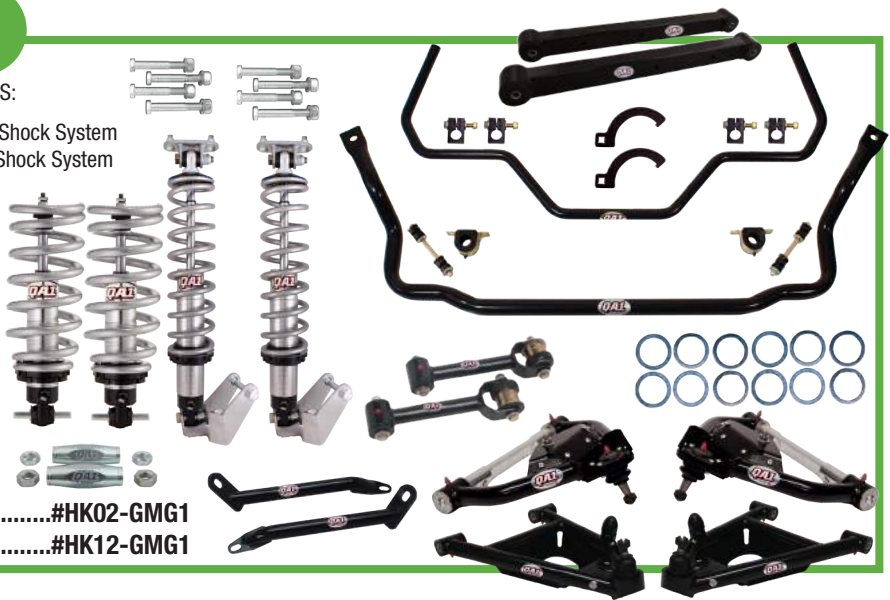


HANDLING KIT WITH SHOCKS.....#HK01-GMG1
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMG1

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

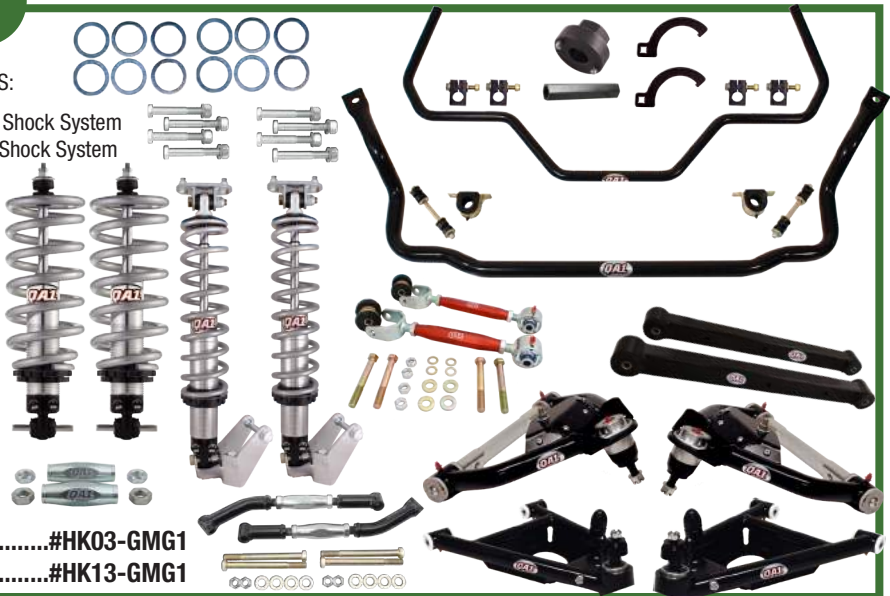


HANDLING KIT WITH SHOCKS.....#HK02-GMG1
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMG1

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



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



SUSPENSION KITS

1968-1974 GM X-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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 |
| 52417 | Upper Street Control Arms |
| 52419 | Lower Street Control Arms |
| 7720-168 | Bolt-In Spring Adapter |



DRAG RACING KIT WITH SHOCKS.....#DK01-GMX2

DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMX2

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- | | |
|--------------|---|
| GD401-11300A | Front Double Adjustable Pro Coil Shock System |
| (2) TD801 | Rear Double Adjustable Stocker Star Shocks |
| 7888-112 | Thrust Bearing/Spanner Wrench Kit |
| 52317 | Upper Race Control Arms |
| 52319 | Lower Race Control Arms |
| 1891-106 | Ball Joint Tool Kit |



DRAG RACING KIT WITH SHOCKS.....#DK02-GMX2

DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMX2

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) TN505 Front Non-Adjustable Stocker Star Shocks
- (2) TN801 Rear Non-Adjustable Stocker Star Shocks
- 52816 Front Sway Bar



HANDLING KIT WITH SHOCKS.....#HK01-GMX2

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GS401-10400A Front Single Adjustable Pro Coil Shock System
- (2) TS801 Rear Single Adjustable Stocker Star Shocks
- 7888-112 Thrust Bearing/Spanner Wrench Kit
- 52816 Front Sway Bar
- 52417 Upper Street Control Arms
- 52419 Lower Street Control Arms



HANDLING KIT WITH SHOCKS.....#HK02-GMX2

HANDLING KIT WITHOUT SHOCKS.....#HK12-GMX2

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD401-10450A Front Double Adjustable Pro Coil Shock System
- (2) TD801 Rear Double Adjustable Stocker Star Shocks
- 7888-112 Thrust Bearing/Spanner Wrench Kit
- 52816 Front Sway Bar
- 52317 Upper Race Control Arms
- 52319 Lower Race Control Arms
- 1891-106 Ball Joint Tool Kit



HANDLING KIT WITH SHOCKS.....#HK03-GMX2

HANDLING KIT WITHOUT SHOCKS.....#HK13-GMX2



SUSPENSION KITS

1975-1979 GM X-BODY SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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
- 52418 Upper Street Control Arms
- 52420 Lower Street Control Arms
- 7720-203 Stock Spring Seat Adapter
- 5252 Tie Rod Adjuster Sleeves



DRAG RACING KIT WITH SHOCKS.....#DK01-GMX3

DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMX3

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD401-11300C Front Double Adjustable Pro Coil Shock System
- TD801 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-GMX3

DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMX3

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) TN505 Front Non-Adjustable Stocker Star Shocks
- (2) TN801 Rear Non-Adjustable Stocker Star Shocks
- 52893 Front Sway Bar
- 5252 Tie Rod Adjuster Sleeves

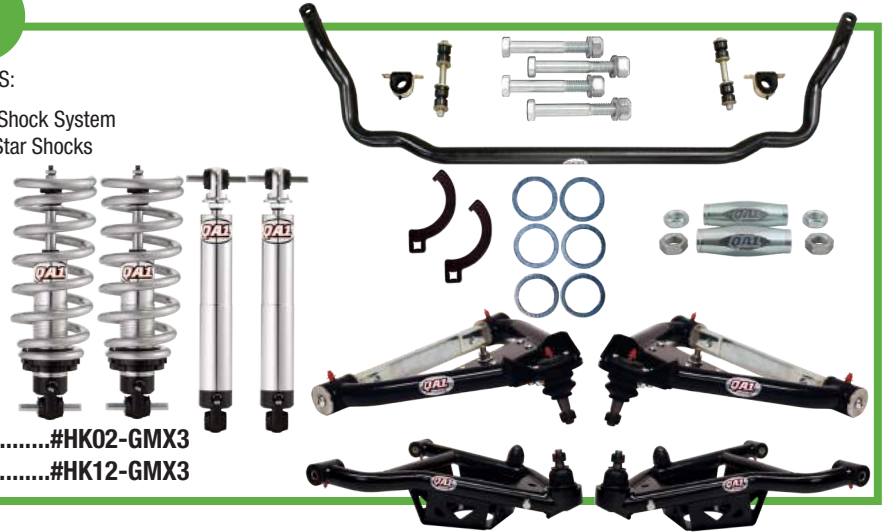


HANDLING KIT WITH SHOCKS.....#HK01-GMX3

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GS401-10400C Front Single Adjustable Pro Coil Shock System
- (2) TS801 Rear Single Adjustable Stocker Star Shocks
- 7888-109 Thrust Bearing Kit
- 52893 Front Sway Bar
- 52418 Upper Street Control Arms
- 52420 Lower Street Control Arms
- 5252 Tie Rod Adjuster Sleeves



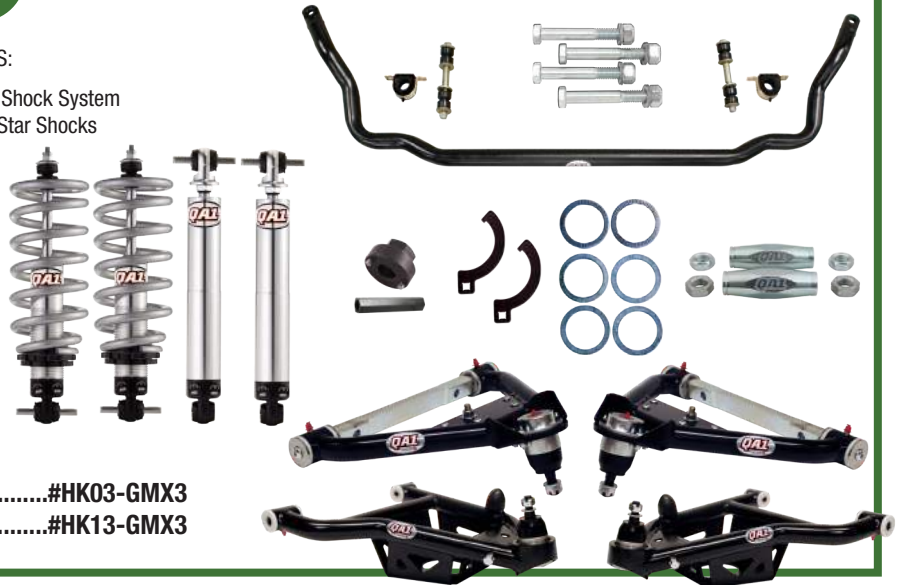
HANDLING KIT WITH SHOCKS.....#HK02-GMX3

HANDLING KIT WITHOUT SHOCKS.....#HK12-GMX3

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD401-10450C Front Double Adjustable Pro Coil Shock System
- TD801 Rear Double Adjustable Stocker Star Shocks
- 7888-109 Thrust Bearing Kit
- 52893 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-GMX3

HANDLING KIT WITHOUT SHOCKS.....#HK13-GMX3



SUSPENSION KITS

1969-1972 GRAND PRIX & 1970-1972 MONTE CARLO

SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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
- 5211 Trailing Arm Brace
- 5213 Anti-Hop Bars

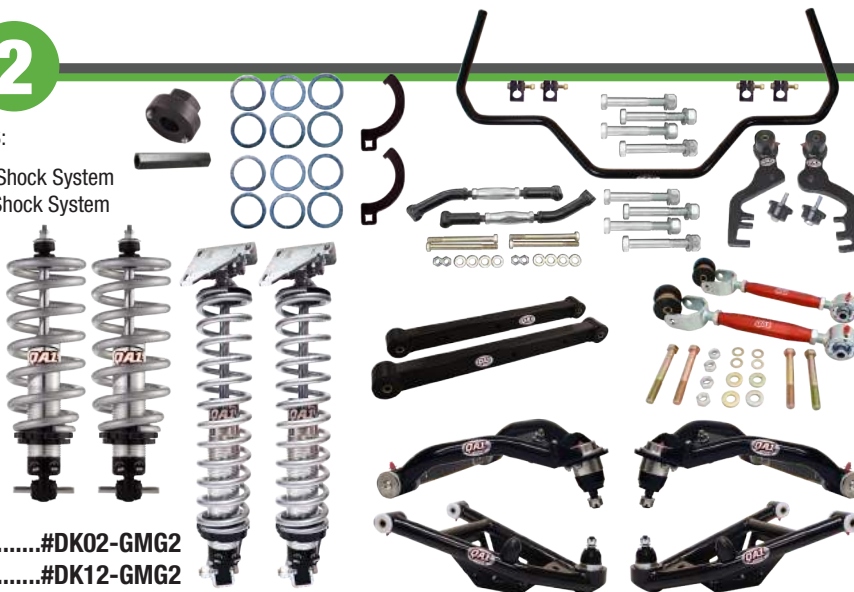


- DRAG RACING KIT WITH SHOCKS.....#DK01-GMG2
- DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMG2

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD401-10350B Front Double Adjustable Pro Coil Shock System
- RCK52336 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



- DRAG RACING KIT WITH SHOCKS.....#DK02-GMG2
- DRAG RACING KIT WITHOUT SHOCKS.....#DK12-GMG2

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are 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. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

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

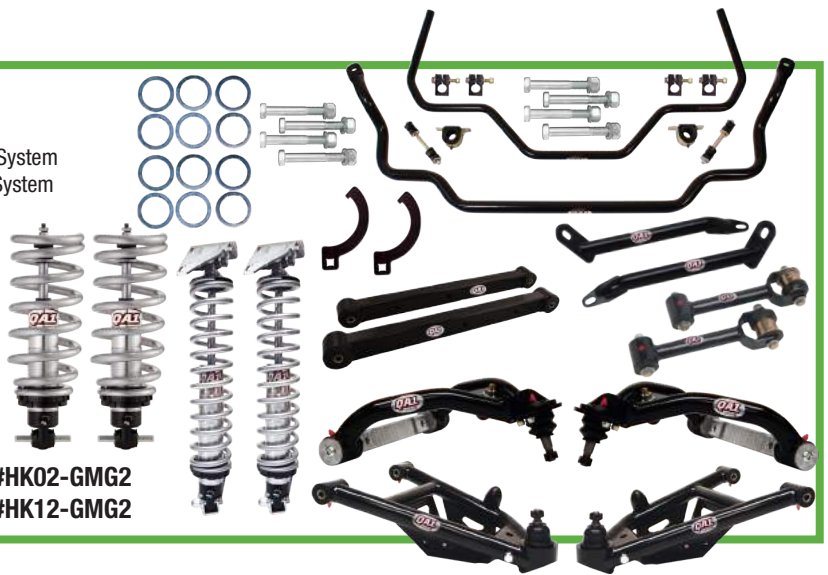


HANDLING KIT WITH SHOCKS.....#HK01-GMG2
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMG2

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GS401-10500B Front Single Adjustable Pro Coil Shock System
- RCK52341 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

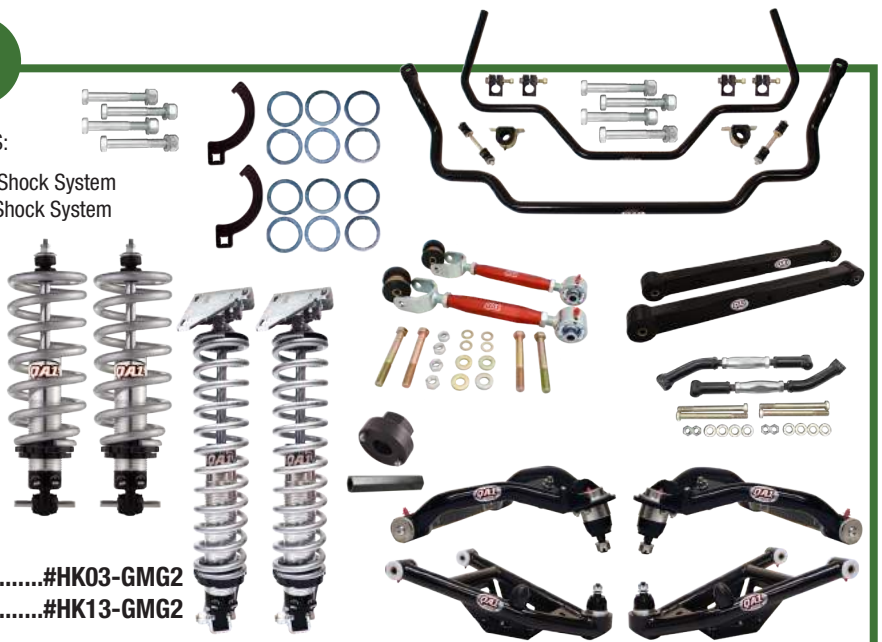


HANDLING KIT WITH SHOCKS.....#HK02-GMG2
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMG2

HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- GD401-10550B Front Double Adjustable Pro Coil Shock System
- RCK52358 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



HANDLING KIT WITH SHOCKS.....#HK03-GMG2
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMG2



SUSPENSION KITS

1979-1989 FORD MUSTANG

SPRING RATES BASED ON SMALL BLOCK ENGINES

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) HR601S Front "R" Series Struts
- (2) TS706 Rear Single Adjustable Stocker Star Shocks
- 52885 Rear Sway Bar
- 5221 Boxed Lower Trailing Arms
- 5255 Adjustable Upper Trailing Arms



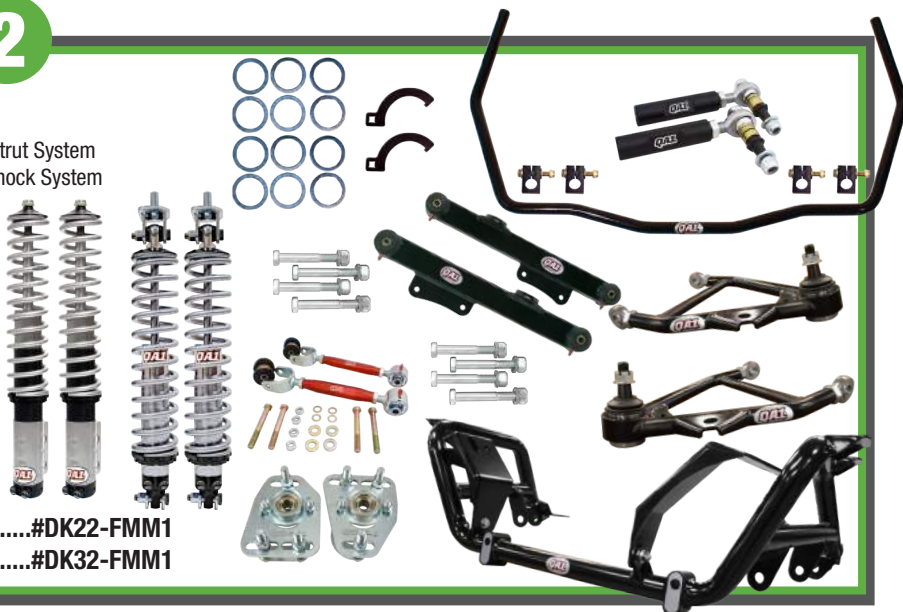
DRAG RACING KIT WITH SHOCKS.....#DK21-FMM2

DRAG RACING KIT WITHOUT SHOCKS.....#DK31-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
- CC100MU Caster Camber Plates
- (2) 7888-109 Thrust Bearing Kit
- T115W Spanner Wrench
- MUK11 Tubular K-Member
- 52885 Rear Sway Bar
- 5221 Boxed Lower Trailing Arms
- 5255 Adjustable Upper Trailing Arms
- MU1RCA Lower Race Control Arms
- BAX102 Bump Steer Kit



DRAG RACING KIT WITH SHOCKS.....#DK22-FMM1

DRAG RACING KIT WITHOUT SHOCKS.....#DK32-FMM1

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight small block powered vehicles with stock trim. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

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
- 52106 OEM K-Member Brace

HANDLING KIT WITH SHOCKS.....#HK21-FMM2
HANDLING KIT WITHOUT SHOCKS.....#HK31-FMM2

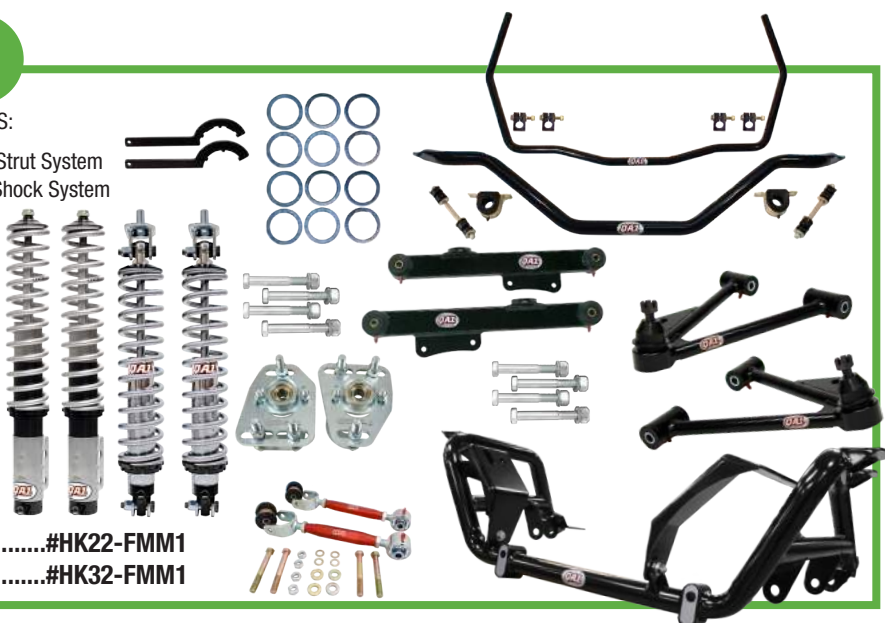


HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- HS601S-14175 Front Single Adjustable Pro Coil Strut System
- RCK52348 Rear Single Adjustable Pro Coil Shock System
- 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
- MUK11 Tubular K-Member
- MU1ESA Lower Street Control Arms

HANDLING KIT WITH SHOCKS.....#HK22-FMM1
HANDLING KIT WITHOUT SHOCKS.....#HK32-FMM1

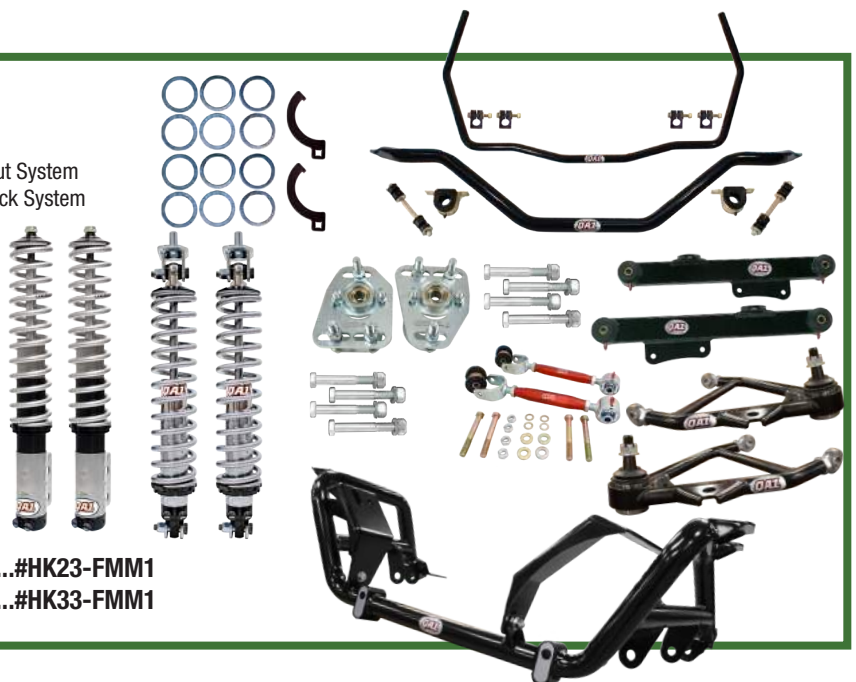


HANDLING LEVEL 3

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
- MUK11 Tubular K-Member
- MU1RCA Lower Race Control Arms

HANDLING KIT WITH SHOCKS.....#HK23-FMM1
HANDLING KIT WITHOUT SHOCKS.....#HK33-FMM1





SUSPENSION KITS

1990-1993 FORD MUSTANG

SPRING RATES BASED ON SMALL BLOCK ENGINES

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) HR601S Front "R" Series Struts
- (2) TS706 Rear Single Adjustable Stocker Star Shocks
- 52885 Rear Sway Bar
- 5221 Boxed Lower Trailing Arms
- 5255 Adjustable Upper Trailing Arms



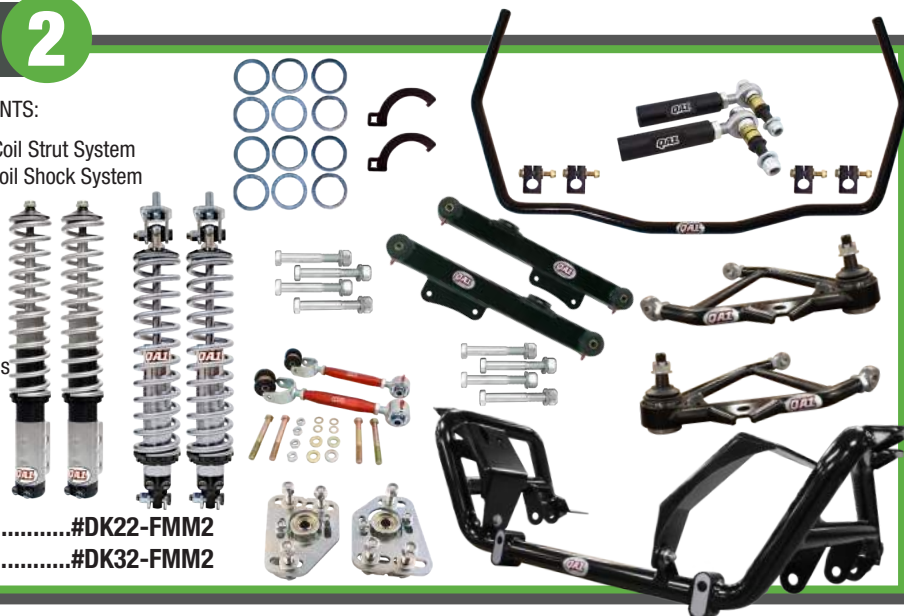
DRAG RACING KIT WITH SHOCKS.....#DK21-FMM2

DRAG RACING KIT WITHOUT SHOCKS.....#DK31-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
- MUK11 Tubular K-Member
- 52885 Rear Sway Bar
- 5221 Boxed Lower Trailing Arms
- 5255 Adjustable Upper Trailing Arms
- MU1RCA Lower Race Control Arms
- BAX102 Bump Steer Kit



DRAG RACING KIT WITH SHOCKS.....#DK22-FMM2

DRAG RACING KIT WITHOUT SHOCKS.....#DK32-FMM2

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

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
- 52106 OEM K-Member Brace

HANDLING KIT WITH SHOCKS.....#HK21-FMM2
HANDLING KIT WITHOUT SHOCKS.....#HK31-FMM2

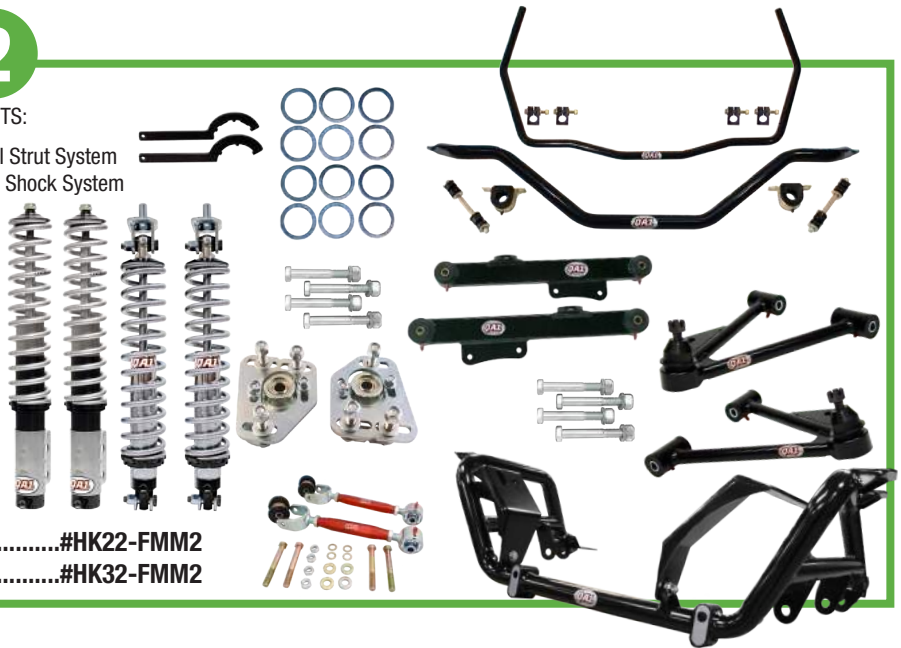


HANDLING LEVEL 2

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
- MUK11 Tubular K-Member
- MU1ESA Lower Street Control Arms

HANDLING KIT WITH SHOCKS.....#HK22-FMM2
HANDLING KIT WITHOUT SHOCKS.....#HK32-FMM2

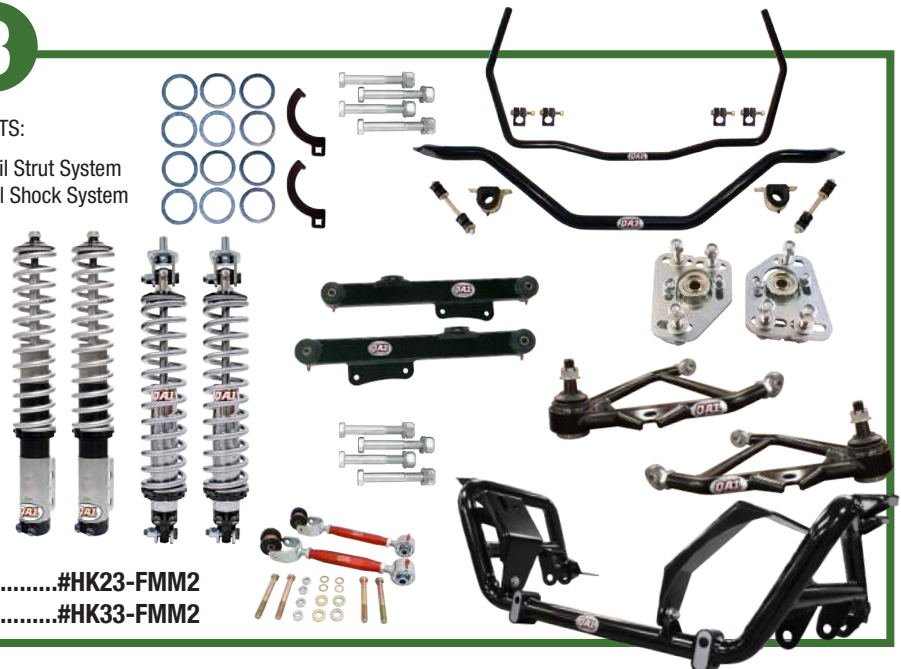


HANDLING LEVEL 3

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
- MUK11 Tubular K-Member
- MU1RCA Lower Race Control Arms

HANDLING KIT WITH SHOCKS.....#HK23-FMM2
HANDLING KIT WITHOUT SHOCKS.....#HK33-FMM2





SUSPENSION KITS

1994-1995 FORD MUSTANG

SPRING RATES BASED ON SMALL BLOCK ENGINES

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) HR603S Front "R" Series Struts
- (2) TS706 Rear Single Adjustable Stocker Star Shocks
- 52885 Rear Sway Bar
- 5221 Boxed Lower Trailing Arms
- 5255 Adjustable Upper Trailing Arms

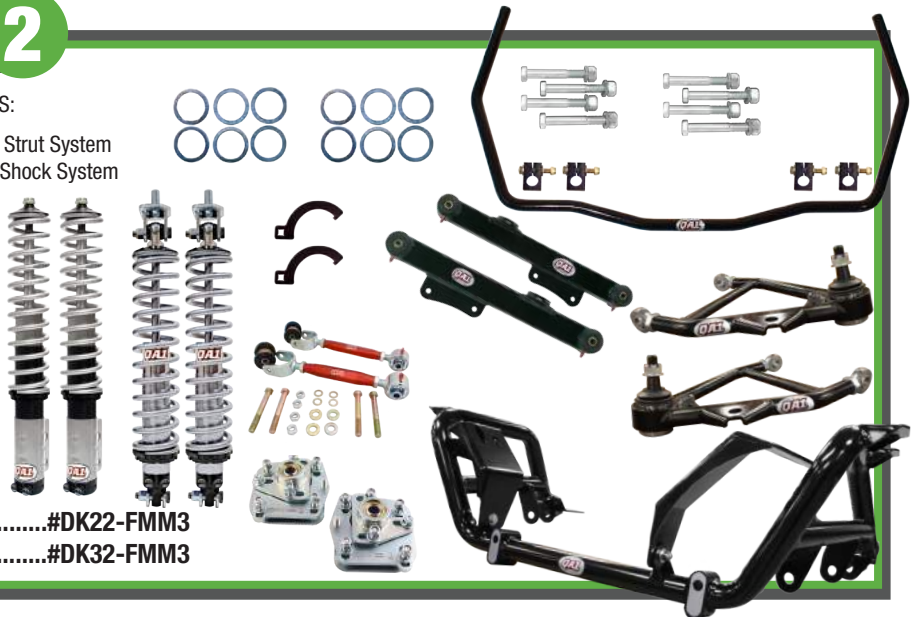


- DRAG RACING KIT WITH SHOCKS.....#DK21-FMM3
- DRAG RACING KIT WITHOUT SHOCKS.....#DK31-FMM3

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
- MUK13 Tubular K-Member
- MU2RCA Lower Race Control Arms
- 52885 Rear Sway Bar
- 5221 Boxed Lower Trailing Arms
- 5255 Adjustable Upper Trailing Arms



- DRAG RACING KIT WITH SHOCKS.....#DK22-FMM3
- DRAG RACING KIT WITHOUT SHOCKS.....#DK32-FMM3

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

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
- 52105 OEM K-Member Brace

HANDLING KIT WITH SHOCKS.....#HK21-FMM3
HANDLING KIT WITHOUT SHOCKS.....#HK31-FMM3

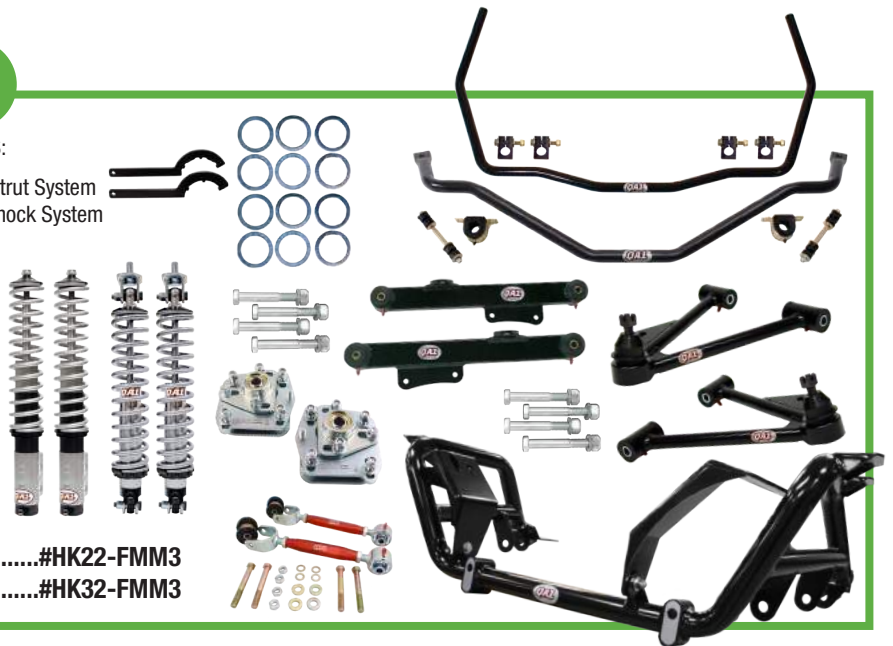


HANDLING LEVEL 2

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
- MUK13 Tubular K-Member
- MU2ESA Lower Street Control Arms

HANDLING KIT WITH SHOCKS.....#HK22-FMM3
HANDLING KIT WITHOUT SHOCKS.....#HK32-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
- MUK13 Tubular K-Member
- MU2RCA Lower Race Control Arms

HANDLING KIT WITH SHOCKS.....#HK23-FMM3
HANDLING KIT WITHOUT SHOCKS.....#HK33-FMM3





SUSPENSION KITS

1996-2004 FORD MUSTANG

SPRING RATES BASED ON SMALL BLOCK ENGINES

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) HR603S Front "R" Series Struts
- (2) TS706 Rear Single Adjustable Stocker Star Shocks
- 52885 Rear Sway Bar
- 5221 Boxed Lower Trailing Arms
- 5255 Adjustable Upper Trailing Arms

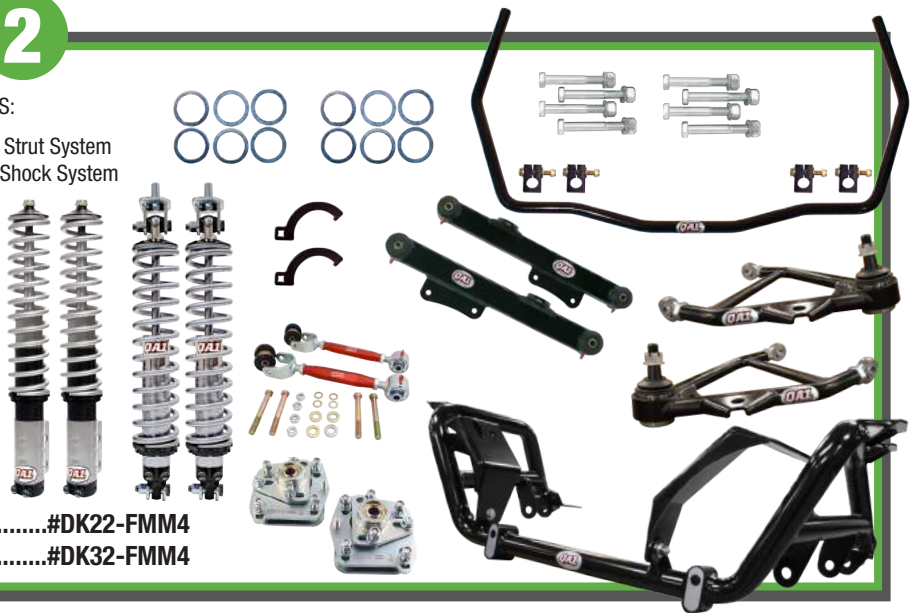


- DRAG RACING KIT WITH SHOCKS.....#DK21-FMM4
- DRAG RACING KIT WITHOUT SHOCKS.....#DK31-FMM4

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
- MUK12 Tubular K-Member
- MU2RCA Lower Race Control Arms
- 52885 Rear Sway Bar
- 5221 Boxed Lower Trailing Arms
- 5255 Adjustable Upper Trailing Arms



- DRAG RACING KIT WITH SHOCKS.....#DK22-FMM4
- DRAG RACING KIT WITHOUT SHOCKS.....#DK32-FMM4

NOTE ON SPRING RATES FOR ALL KITS:

Spring rates are carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

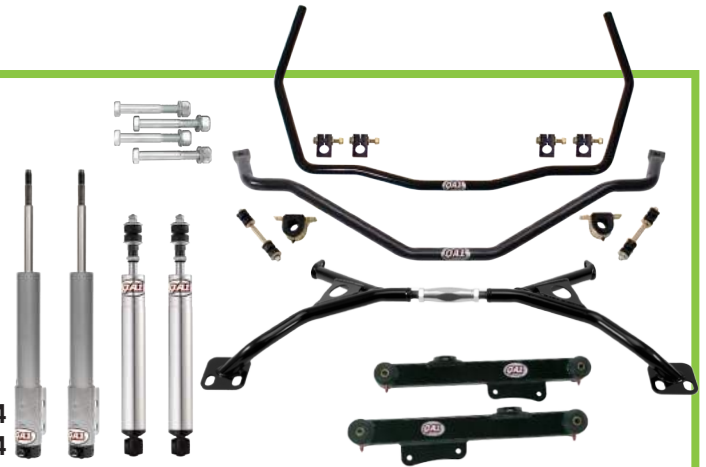
* Rear Pro Coil Shock Systems are for rear solid axle cars only. IRS cars see listing for Stocker Star shocks on page 66.

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
- 52105 OEM K-Member Brace

HANDLING KIT WITH SHOCKS.....#HK21-FMM4
HANDLING KIT WITHOUT SHOCKS.....#HK31-FMM4

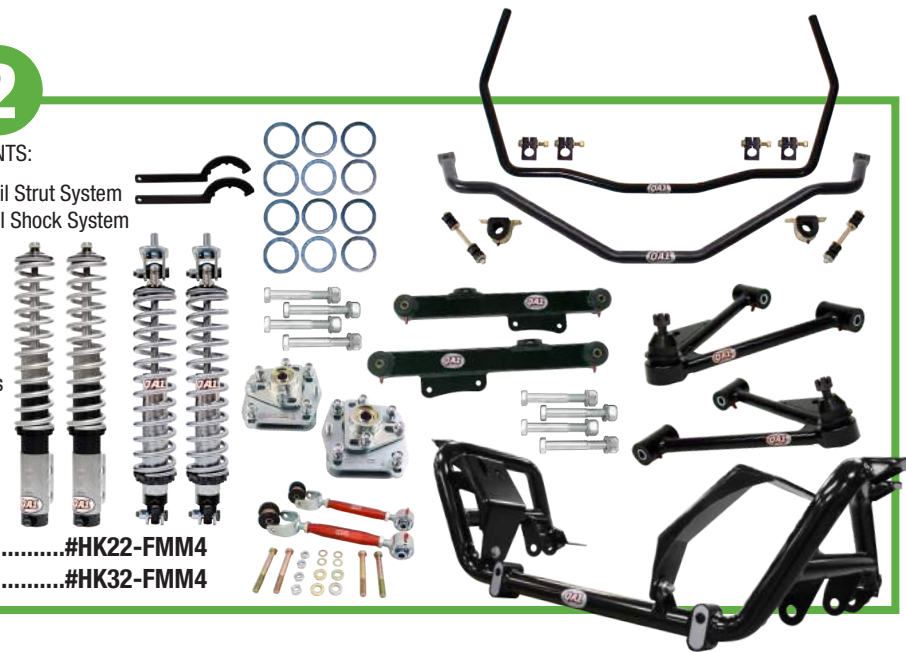


HANDLING LEVEL 2

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
- MUK12 Tubular K-Member
- MU2ESA Lower Street Control Arms

HANDLING KIT WITH SHOCKS.....#HK22-FMM4
HANDLING KIT WITHOUT SHOCKS.....#HK32-FMM4

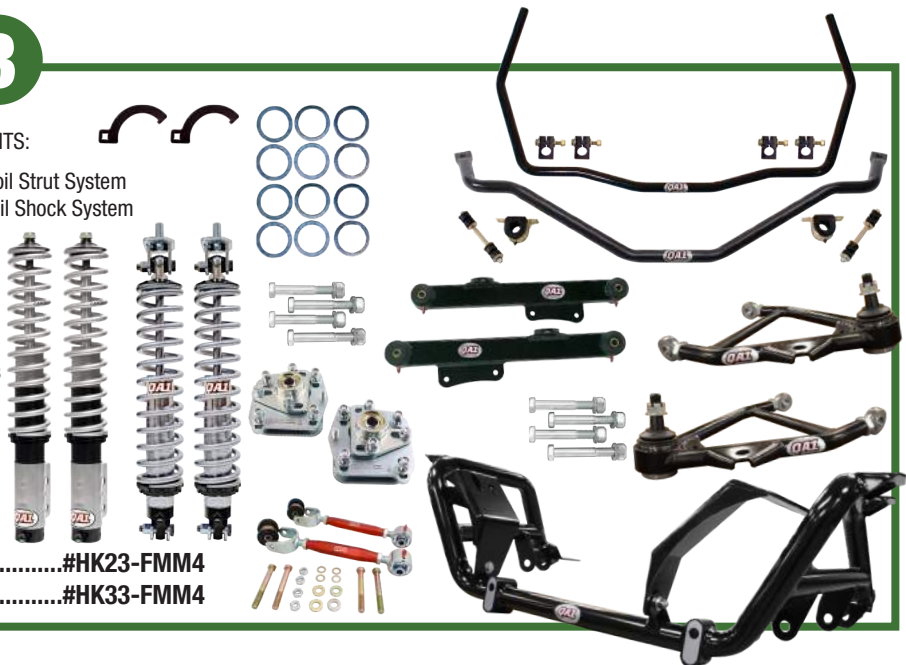


HANDLING LEVEL 3

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
- MUK12 Tubular K-Member
- MU2RCA Lower Race Control Arms

HANDLING KIT WITH SHOCKS.....#HK23-FMM4
HANDLING KIT WITHOUT SHOCKS.....#HK33-FMM4





SUSPENSION KITS

2005-2010 FORD MUSTANG

SPRING RATES BASED ON SMALL BLOCK ENGINES

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 Arm
- 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:

Spring rates are carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- HS605S-10200 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-10200 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 Arm
- 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-10200 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 Arm
- 5220 Adjustable Tubular Panhard Bar



- HANDLING KIT WITH SHOCKS.....#HK03-FMM5**
- HANDLING KIT WITHOUT SHOCKS.....#HK13-FMM5**



SUSPENSION KITS

2011-2014 FORD MUSTANG

SPRING RATES BASED ON SMALL BLOCK ENGINES

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:

Spring rates are carefully selected to maximize performance while maintaining a smooth, comfortable ride. They are geared towards average weight vehicles with stock trim. Where applicable, our handling kits offer springs that are optimized for cornering performance while spring rates in our drag kits were chosen to maximize stored energy for weight transfer.

HANDLING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- HS605S-10200 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.....#HK21-FMM6
HANDLING KIT WITHOUT SHOCKS.....#HK31-FMM6



HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- HS605S-10200 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
- 5220 Adjustable Tubular Panhard Bar

HANDLING KIT WITH SHOCKS.....#HK22-FMM6
HANDLING KIT WITHOUT SHOCKS.....#HK32-FMM6



HANDLING LEVEL 3

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- HD605S-10200 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
- 5220 Adjustable Tubular Panhard Bar

HANDLING KIT WITH SHOCKS.....#HK23-FMM6
HANDLING KIT WITHOUT SHOCKS.....#HK33-FMM6





SUSPENSION KITS

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

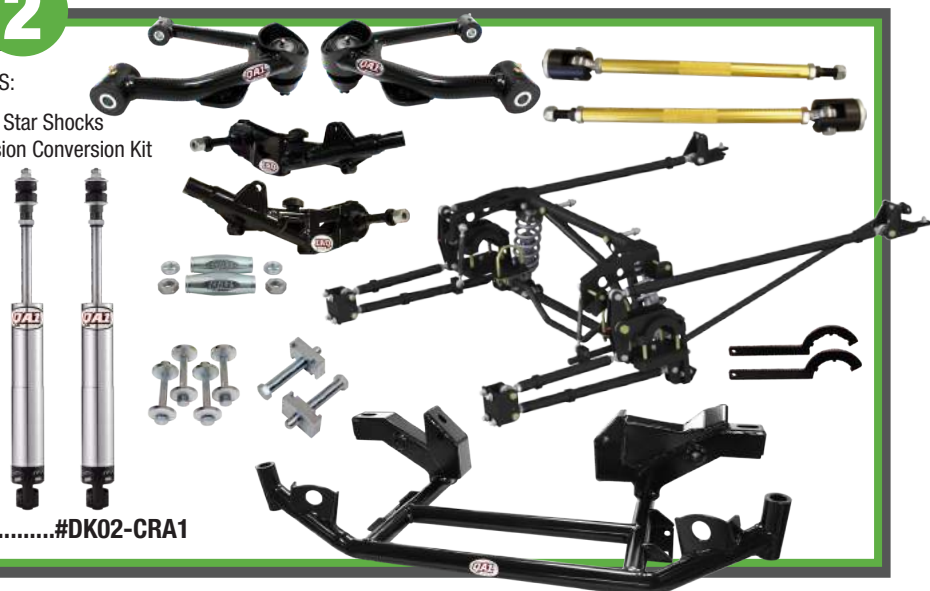


- DRAG RACING KIT WITH SHOCKS.....#DK01-CRA1**
- DRAG RACING KIT WITHOUT SHOCKS.....#DK11-CRA1**

DRAG RACING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

- (2) TD501 Front Double Adjustable Stocker Star Shocks
- R201-170 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



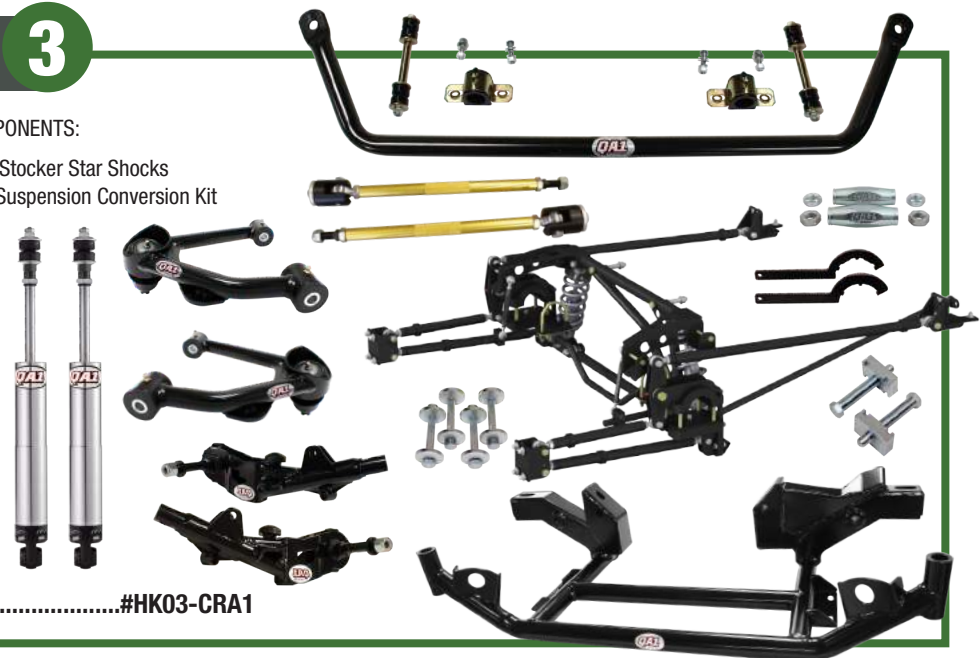
HANDLING LEVEL 3

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





SUSPENSION KITS

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



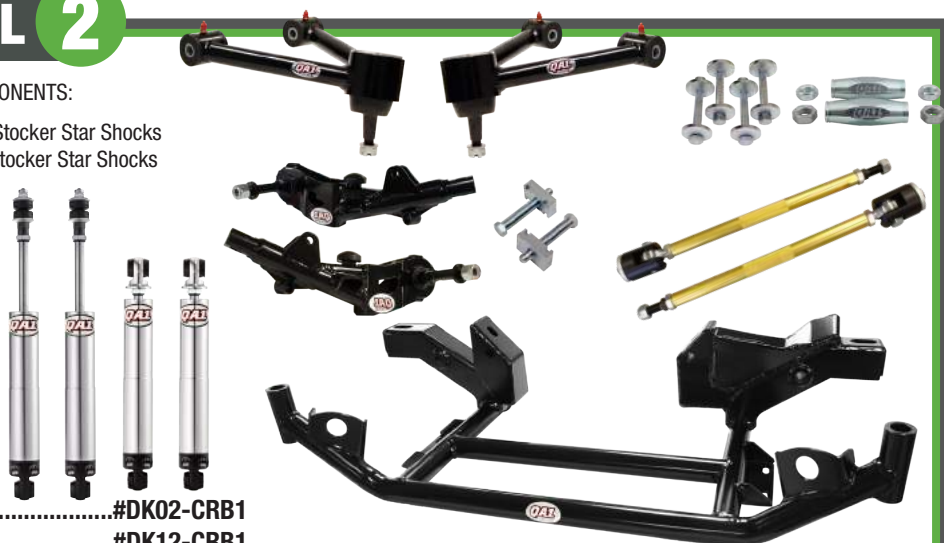
DRAG RACING KIT WITH SHOCKS.....#DK01-CRB1

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

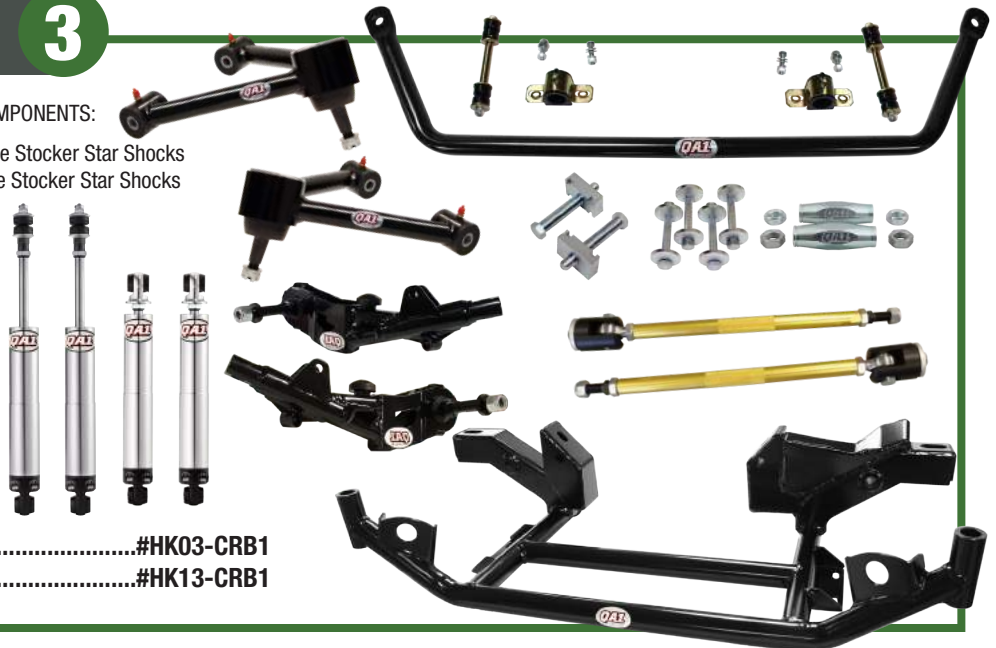
3

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





SUSPENSION KITS

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



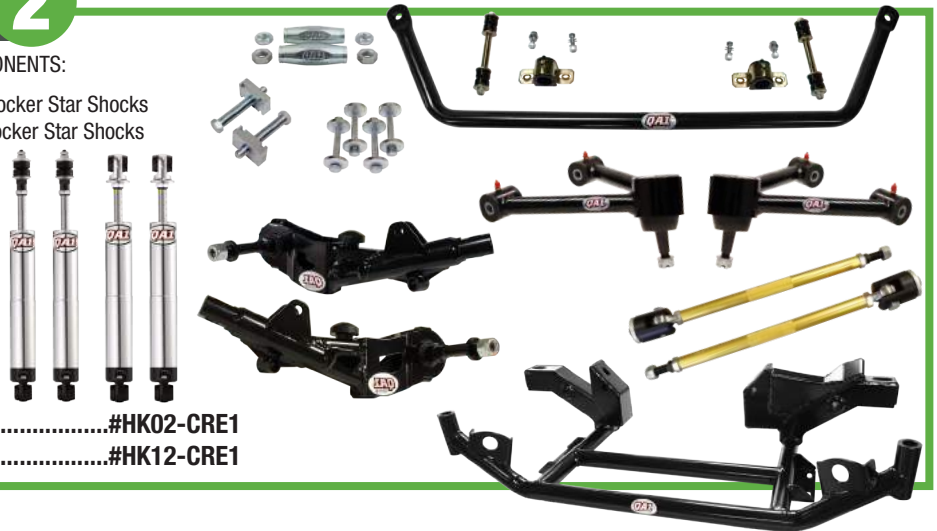
HANDLING LEVEL

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



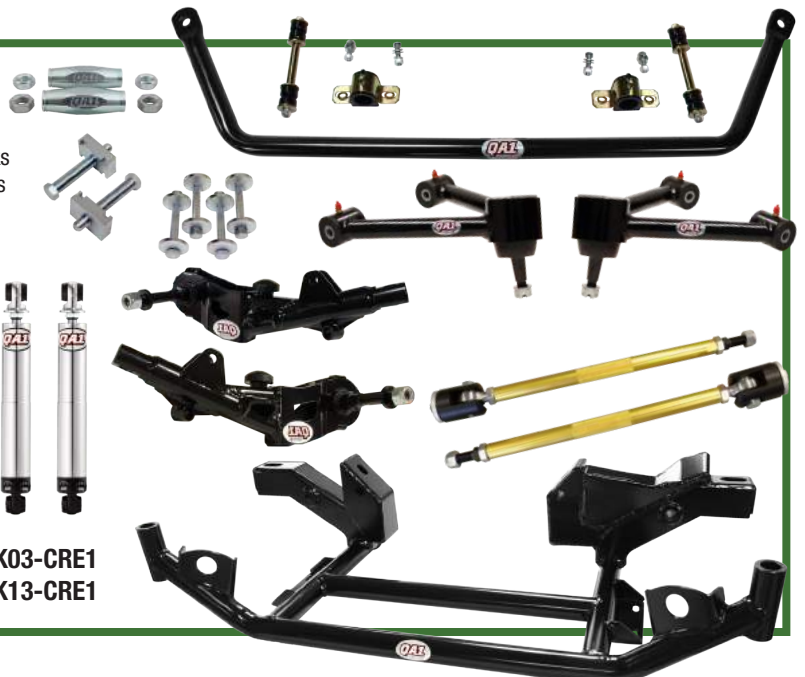
HANDLING LEVEL

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



QA1[®] ADVANTAGE



BALL JOINTS

Ultimate Ball Joints – Reliable, Rebuildable, Remarkable

QA1's Ultimate Ball Joints offer a unique design that sets them apart from the competition. Extremely strong and wear resistant, QA1's ball joints are low friction and self-lubricating and allow for on-the-car adjustment.

Strength You Can Rely On

Strong, durable studs use a special zone-induction heat-treating process so that under pressure, the studs are designed to bend, not break.

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. 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

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

Strong, durable studs made with a special zone-induction heat-treating process are available in standard to +1" stud lengths

Black oxide coated ball stud designed for superior strength and minimal wear

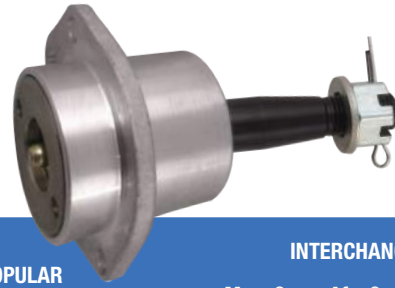
High strength molded polymer cup provides low friction movement in low-load applications

Oil impregnated steel spider allows free movement under high loads

Zinc plated torque nut for easy pre-load adjustment

Low profile jam nut for consistent locking of ball joint components

QA1[®] ULTIMATE BALL JOINTS



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	1210-501	9029-220	3.542"	Standard	Fits Upper Taper of Pinto Spindles, 63-70 C10	Upper GM	K6024	20031LF	22300
1210-200B		9029-200	3.642"	+0.1"					
1210-201B		9029-201	4.042"	+0.5"					
1210-238B		9029-238	4.542"	+1.0"					
1210-103	1210-503	9029-221	3.850"	Standard	73-87 Chevy Pickup, GMC Trucks, Modified, Street Stocks	Upper GM	K6136	20032-1LF	22301
1210-202B		9029-202	3.950"	+0.1"					
1210-203B		9029-203	4.350"	+0.5"					
1210-104	1210-504	9029-222	3.593"	Standard	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
1210-204B		9029-204	3.693"	+0.1"					
1210-205B		9029-205	4.093"	+0.5"					
1210-285B		9029-285	4.593"	+1.0"					
1210-113	1210-513	9029-119	3.486"	Standard	67-69 Camaro/Firebird, 64-72 Chevelle/Malibu, 70-72 Monte Carlo, 68-74 Nova/Chevy II, 64-72 GTO	Upper GM	K5108	-	22303
1210-298B		9029-298	3.986"	+0.5"					
1210-299B		9029-299	4.486"	+1.0"					

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	1210-505	9029-220	3.542"	Standard	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
1210-300S		9029-300	3.042"	-0.5"					
1210-200S		9029-200	3.642"	+0.1"					
1210-201S		9029-201	4.042"	+0.5"					
1210-238S		9029-238	4.542"	+1.0"					
1210-102	1210-502	9029-223	3.848"	Standard	71-76 Impala, Popular Late Models, Most Wide Type Cars	Lower GM	K6141T	20038LF	22410
1210-214S		9029-214	3.948"	+0.1"					
1210-215S		9029-215	4.348"	+0.5"					
1210-106	1210-506	9029-224	4.143"	Standard	60-66 Imperial, Nearly All Strut Cars, Large Chrysler	Lower Mopar	K727 MP1003	20036LF	22412
1210-216S		9029-216	4.243"	+0.1"					
1210-217S		9029-217	4.643"	+0.5"					
1210-107	1210-507	9029-225	3.871"	Standard	73-78 Charger, 73-74 GTX, 68-73 Road Runner, 79-80 Duster, Most Modifieds, Most Wide Type Cars	Lower Mopar	K719	20035	22418
1210-206S		9029-206	3.971"	+0.1"					
1210-207S		9029-207	4.371"	+0.5"					
1210-111	1210-511	9029-229	3.803"	Standard	NASCAR, Willwood, Mustang II	Upper NASCAR	MP1002	-	-
1210-212S		9029-212	3.903"	+0.1"					
1210-213S		9029-213	4.303"	+0.5"					



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"	71-87 C10, Impala Spindle, Impala Type Modifieds, Street Stocks	Lower GM	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, 77-96 Impala, 73-88 Monte Carlo, 75-79 Nova/Chevy II, S10, 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, LeMans, 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"	71-76 Impala, 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

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

Weldable Upper Ball Joint Housing

Part #9063-114

Made of 4130 chromoly steel, this ball joint housing welds directly into an upper control arm, provides additional shock clearance, and allows more negative camber to be used, all while using standard QA1 ball joint components.





QA1



ROD ENDS









QA1 Quality Rod Ends

Since 1993, QA1 has provided high quality rod ends for racers and car builders. With the largest selection in the industry, economical prices, unmatched quality and a huge inventory with same-day shipments, QA1 has a rod end for every motorsport need. Featuring precise tolerances to ensure consistency, QA1 rod ends deliver the strength, durability and quality you need for every application. Choose from many different sizes, materials, colors, configurations, coatings and options, including:

- Aluminum, Chromoly, Stainless & Carbon Steel
- Male & Female
- Metric & Inch
- High Misalignment
- Stud Configurations
- Self-Lubricating
- Grease Fittings
- Protective Coating
- Custom Applications

THE QA1 ADVANTAGE **QA1**

QA1 has a rod end for every motorsport need, from control arms to j-bars. Featuring precise tolerances to ensure consistency, QA1 rod ends deliver the strength, durability and quality you need. Find the right rod end for you below.

ROD END	STYLE	BODY	BALL	RACE	COMMONLY USED FOR	BENEFITS
X Series MX Series <i>(metric)</i> 	Endura	<ul style="list-style-type: none"> Chromoly steel Heat treated Protective coated for corrosion resistance 	<ul style="list-style-type: none"> 52100 bearing steel Heat treated Hard chrome plated Precision ground 	<ul style="list-style-type: none"> High strength carbon fiber reinforced PTFE/nylon compound 	<ul style="list-style-type: none"> High-load suspension applications Control arms, panhard bars, etc. Street/drag 4-link rods Dirt and asphalt circle track trailing arms and pullbars 	<ul style="list-style-type: none"> Strongest, most wear resistant design available Self-sealing race does not require lubrication Chromoly body for extra strength
EX Series 	Endura	<ul style="list-style-type: none"> Carbon steel Protective coated for corrosion resistance 	<ul style="list-style-type: none"> 52100 bearing steel Heat treated Hard chrome plated Precision ground 	<ul style="list-style-type: none"> High strength carbon fiber reinforced PTFE/nylon compound 	<ul style="list-style-type: none"> Same applications as X Series, but when strength is not as big of a concern 	<ul style="list-style-type: none"> Same wear properties and construction as the X Series, but with a carbon steel body Strength and durability on a budget
A Series 	Endura	<ul style="list-style-type: none"> 7075 aircraft aluminum Red anodized 	<ul style="list-style-type: none"> 52100 bearing steel Heat treated Hard chrome plated Precision ground 	<ul style="list-style-type: none"> High strength carbon fiber reinforced PTFE/nylon compound 	<ul style="list-style-type: none"> Sprint car radius rods Front splitter/rear spoiler/rear wing support braces 	<ul style="list-style-type: none"> Same wear properties and construction as the X Series, but with an aluminum body Self-lubricating and safer than 3-piece aluminum designs
PC Series 	2-Piece	<ul style="list-style-type: none"> Chromoly steel Heat treated Black oxide coated PTFE lined optional (-T) 	<ul style="list-style-type: none"> 52100 bearing steel Heat treated Hard chrome plated Precision ground 	<ul style="list-style-type: none"> NA 	<ul style="list-style-type: none"> Dirt and asphalt circle track 4-link rods, control arms, panhard bars, pull bars, torque arms, etc. 	<ul style="list-style-type: none"> Very low friction - free moving ball Can rotate easily even when under load Does not require lubrication when PTFE lined Chromoly body for extra strength
PCY-T Series 	2-Piece	<ul style="list-style-type: none"> Chromoly steel Heat treated Black oxide coated PTFE lined 	<ul style="list-style-type: none"> 52100 bearing steel Heat treated Hard chrome plated Precision ground High misalignment 	<ul style="list-style-type: none"> NA 	<ul style="list-style-type: none"> Same applications as PC Series, but when more misalignment is needed Tie rods, diagonal links, unique upper control arms, etc. 	<ul style="list-style-type: none"> Larger ball diameter allows for higher misalignment angle while still retaining strength Does not require lubrication Chromoly body for extra strength
C Series MC Series <i>(metric)</i> 	2-Piece	<ul style="list-style-type: none"> Carbon steel Protective coated for corrosion resistance PTFE lined optional (-T) 	<ul style="list-style-type: none"> 52100 bearing steel Heat treated Hard chrome plated Precision ground 	<ul style="list-style-type: none"> NA 	<ul style="list-style-type: none"> Low-load applications Alternator brackets, shifter rods, lift arm braces, throttle and clutch linkages, etc. 	<ul style="list-style-type: none"> Very low friction - free moving ball Does not require lubrication when PTFE lined Economically priced
H Series MH Series <i>(metric)</i> 	3-Piece	<ul style="list-style-type: none"> Chromoly steel Heat treated Protective coated for corrosion resistance 	<ul style="list-style-type: none"> 52100 bearing steel Heat treated Hard chrome plated Precision ground 	<ul style="list-style-type: none"> Chromoly steel Corrosion and wear resistant Optional PTFE lined stainless steel race (-T) 	<ul style="list-style-type: none"> High-load applications Not recommended in applications that side-load the rod end 	<ul style="list-style-type: none"> A high-precision rod end designed to last when mounted properly Does not withstand side-loads as much as traditional 2-piece or Endura style rod ends Chromoly body for extra strength Does not require lubrication when PTFE lined
K Series 	3-Piece	<ul style="list-style-type: none"> Carbon steel Heat treated Protective coated for corrosion resistance 	<ul style="list-style-type: none"> 52100 bearing steel Heat treated Hard chrome plated Precision ground 	<ul style="list-style-type: none"> Chromoly steel Corrosion and wear resistant Optional PTFE lined stainless steel race (-T) 	<ul style="list-style-type: none"> High-load applications Not recommended in applications that side-load the rod end 	<ul style="list-style-type: none"> Exactly like the H Series, but with a carbon steel body A high-precision rod end designed to last when mounted properly Does not withstand side-loads as much as traditional 2-piece or Endura style rod ends Does not require lubrication when PTFE lined

QA1® ENDURA ROD ENDS - INCH

X SERIES

BALL

- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE

- High Strength Carbon Fiber Reinforced PTFE/ Nylon Compound

BODY

- Chromoly Steel
- Heat Treated
- Protective Coated for Corrosion Resistance

EXCLUSIVE FEATURES

- Metal to Metal Support for Heavy Shock Loads
- Increased Cross-Sectional Thickness

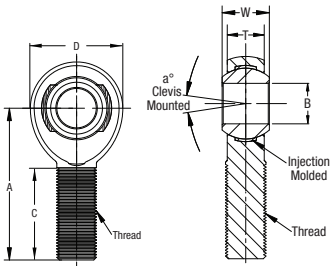


MALE

DIMENSIONS IN INCHES

Male Part Number	Right Hand	Left Hand	B	W	T	A	D	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	± .005	± .005	± .015	± .010	+ .062 - .031	UNF-3A			
XMR3	XML3		0.1900	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



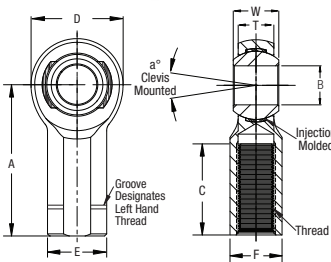
STUD CONFIGURATIONS AVAILABLE

FEMALE

DIMENSIONS IN INCHES

Female Part Number	Right Hand	Left Hand	B	W	T	A	D	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	± .005	± .005	± .015	± .010	+ .062 - .031	UNF-2B			
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

- High Strength Carbon Fiber Reinforced PTFE/ Nylon Compound

BODY

- Carbon Steel (Chromoly Steel - Mfr.'s Option)
- Protective Coated for Corrosion Resistance

EXCLUSIVE FEATURES

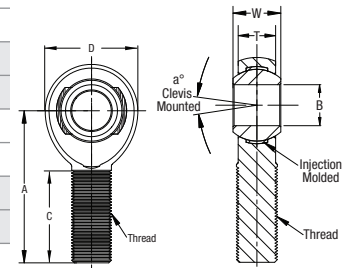
- Metal to Metal Support for Heavy Shock Loads
- Increased Cross-Sectional Thickness

MALE

DIMENSIONS IN INCHES

Male Part Number	Right Hand	Left Hand	B	W	T	A	D	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	± .005	± .005	± .015	± .010	+ .062 - .031	UNF-3A			
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



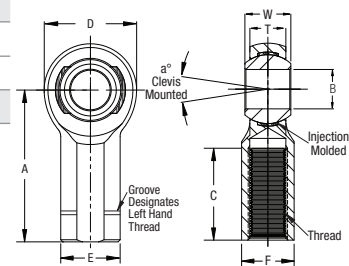
STUD CONFIGURATIONS AVAILABLE

FEMALE

DIMENSIONS IN INCHES

Female Part Number	Right Hand	Left Hand	B	W	T	A	D	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	± .005	± .005	± .015	± .010	+ .062 - .031	UNF-2B			
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

- High Strength Carbon Fiber Reinforced PTFE/ Nylon Compound

BODY

- 7075 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
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

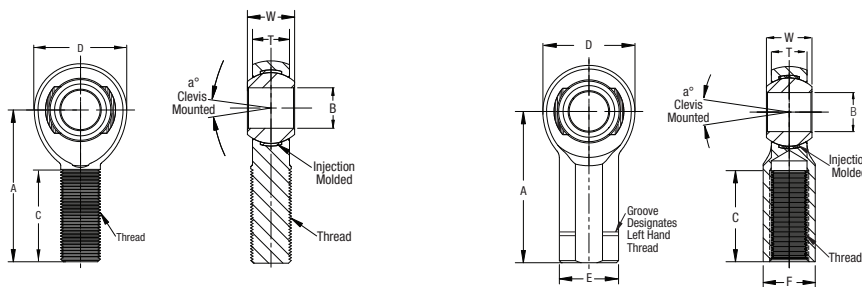
*Available in red, purple and black.



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	-		0.1900	0.312	0.250	1.062	0.625	0.562	10-32	13	1,453
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



2-PIECE ROD ENDS - INCH

PC & PCY SERIES

BALL

- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground
- High Misalignment (PCYM-T, PCYF-T)

BODY

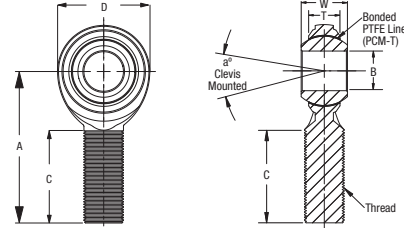
- Chromoly Steel
- Heat Treated
- Black Oxide Coated
- PTFE Lined (PCM-T, PCYM-T, PCYF-T)

MALE

DIMENSIONS IN INCHES

Male Part Number	Right Hand	Left Hand	B	W	T	A	D	C	Thread	Misalign. Angle a°	PCM Ult. Radial Static Load (Lbs.)	PCM-T Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	± .005	± .005	± .015	Ref.	+ .062 - .031	UNF-3A				
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

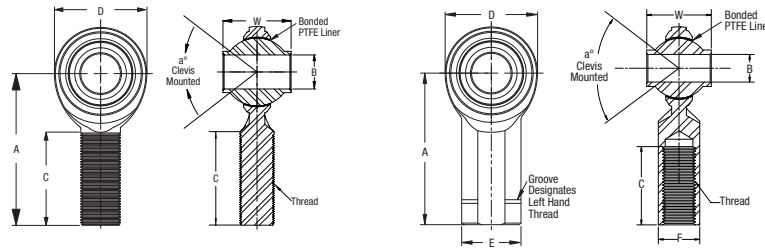
STUD CONFIGURATIONS AVAILABLE



HIGH MISALIGNMENT MALE

DIMENSIONS IN INCHES

Male Part Number	Right Hand	Left Hand	B	W	A	D	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	± .005	± .015	Ref.	+ .062 - .031	UNF-3A			
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	W	A	D	C	E	F	Thread	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	± .005	± .015	Ref.	+ .062 - .031	± .010	+ .002 - .010	UNF-2B			
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

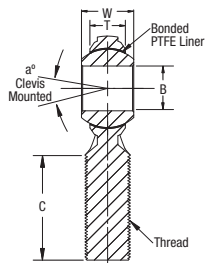
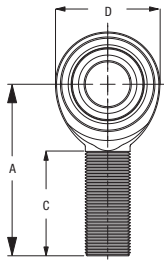
MALE

DIMENSIONS IN INCHES

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
CMR6-7(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 chromoly steel.



STUD CONFIGURATIONS AVAILABLE

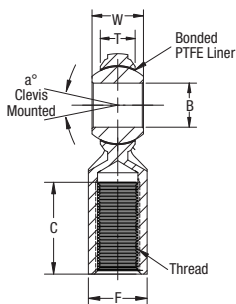
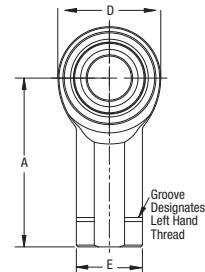
GREASE FITTINGS AVAILABLE ON NON-PTFE LINED ROD ENDS

FEMALE

DIMENSIONS IN INCHES

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.



3-PIECE ROD ENDS - INCH



H SERIES

BALL

- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE

- Chromoly Steel
- Optional PTFE Lined Stainless Steel Race (-T)

BODY

- Chromoly Steel
- Heat Treated
- Protective Coated for Corrosion Resistance

MALE

DIMENSIONS IN INCHES

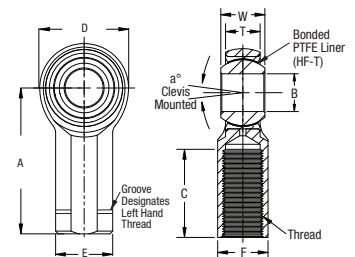
Male Part Number	Right Hand	Left Hand	B	W	T	A	D	C	Thread	Misalign. Angle	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	+ .000 - .005	± .005	± .015	± .010	+ .062 - .031	UNF-3A	a°		
HMR3(T)	HML3(T)		0.1900	0.312	0.250	1.250	0.625	0.750	10-32	13	2,851	0.03
HMR3-4(T)	HML3-4		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	28,250	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	37,500	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	52,900	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(T)-1	HML16(T)-1		1.0000	1.375	1.000	4.125	2.750	2.125	1-14*	17	76,200	2.13
HMR16(T)-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	W	T	A	D	C	Thread	Misalign. Angle	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	+ .000 - .005	± .005	± .015	± .010	+ .062 - .031	UNF-2B	a°		
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® 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
- Optional PTFE Lined Stainless Steel Race (-T)

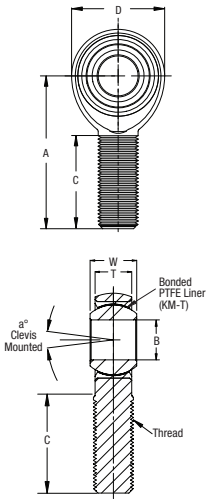
BODY

- Carbon Steel (Chromoly Steel - Mfr.'s Option)
- Protective Coated for Corrosion Resistance
- Corrosion and Wear Resistant

MALE

DIMENSIONS IN INCHES

Male Part Number	Right Hand	Left Hand	B	W	T	A	D	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	+ .000 - .005	± .005	± .015	± .010	+ .062 - .031	UNF-3A			
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(T)-1	KML16(T)-1		1.0000	1.375	1.000	4.125	2.750	2.125	1-14*	17	43,541	2.13
KMR16(T)-2	KML16-2		1.0000	1.375	1.000	4.125	2.750	2.125	1-12	17	43,541	2.13



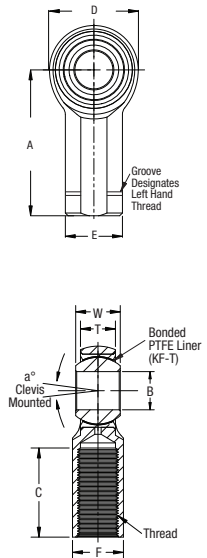
Add "T" after part number for PTFE lining.
*Threads 1-14 UNS.

STUD CONFIGURATIONS AVAILABLE

FEMALE

DIMENSIONS IN INCHES

Female Part Number	Right Hand	Left Hand	B	W	T	A	D	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
			+ .0015 - .0005	+ .000 - .005	± .005	± .015	± .010	+ .062 - .031	UNF-2B			
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.

ENDURA ROD ENDS - METRIC

MX SERIES

BALL

- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE

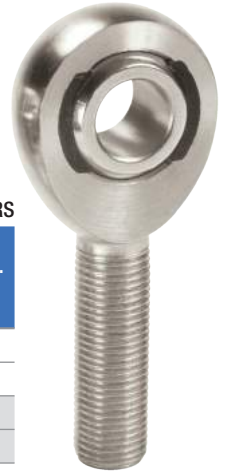
- High Strength Carbon Fiber Reinforced PTFE/ Nylon Compound

BODY

- Chromoly Steel
- Heat Treated
- Protective Coated for Corrosion Resistance

EXCLUSIVE FEATURES

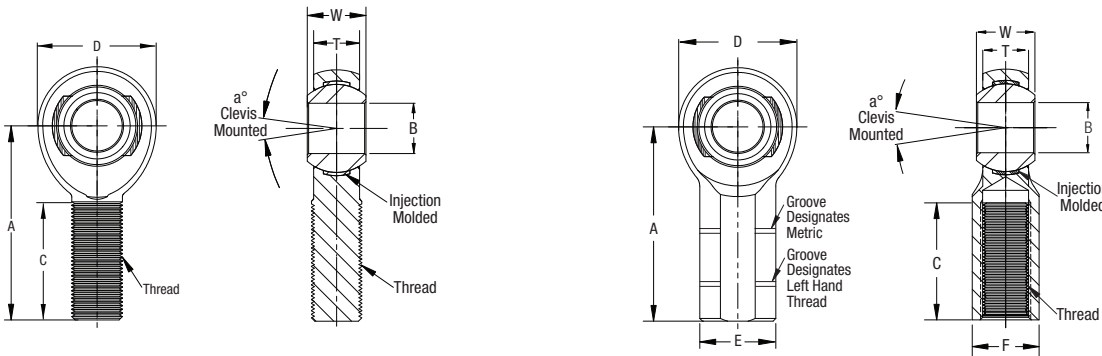
- Metal-to-Metal Support for Heavy Shock Loads
- Increased Cross-Sectional Thickness for Greater Tensile Strength



MALE

DIMENSIONS IN MILLIMETERS

Male Part Number	Right Hand	Left Hand	B	W	T	A	D	Ball Dia.	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
			+ .065 - .012	+ .000 - .13	± .12	± .4	± .38	Ref.	+ 1.5 - .75	6g			
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



STUD CONFIGURATIONS AVAILABLE

FEMALE

DIMENSIONS IN MILLIMETERS

Female Part Number	Right Hand	Left Hand	B	W	T	A	D	E	F	Ball Dia.	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
			+ .065 - .012	+ .000 - .13	± .12	± .4	± .38	± .25	± .25	Ref.	+ 1.5 - .75	6H			
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



QA1® 2-PIECE ROD ENDS - METRIC

MC SERIES

BALL

- 52100 Bearing Steel
- Hard Chrome Plated
- Heat Treated
- Precision Ground

BODY

- Carbon Steel
- Protective Coated for Corrosion Resistance



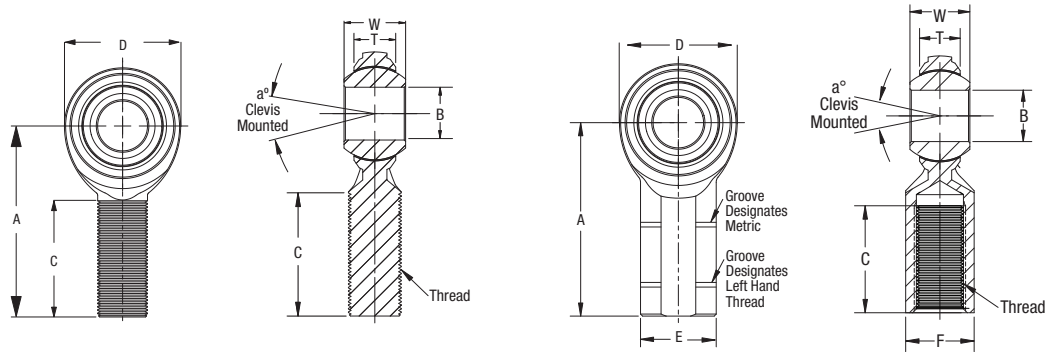
MALE

DIMENSIONS IN MILLIMETERS

Male Part Number	Right Hand	Left Hand	B	W	T	A	D	Ball Dia. Ref.	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
			+ .065 - .012	± .12	Ref.	± .40	Ref.		± 1.00	6g			
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

STUD CONFIGURATIONS AVAILABLE

GREASE FITTINGS AVAILABLE



FEMALE

DIMENSIONS IN MILLIMETERS

Female Part Number	Right Hand	Left Hand	B	W	T	A	D	E	F	Ball Dia. Ref.	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
			+ .065 - .012	± .12	Ref.	± .40	Ref.	± .25 .25	± .25		± 1.00	6H			
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



3-PIECE ROD ENDS - METRIC **QA1**

MH SERIES

BALL

- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated

RACE

- Chromoly Steel
- Heat Treated
- PTFE Lined Optional (T)

BODY

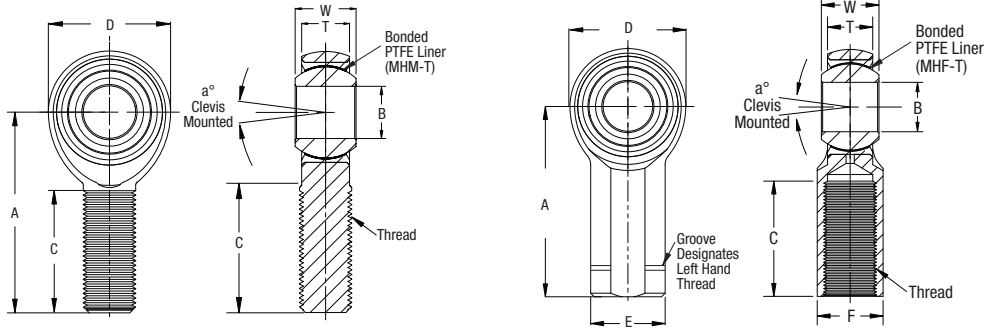
- Chromoly Steel
- Heat Treated
- Protective Coated for Corrosion Resistance

MALE

DIMENSIONS IN MILLIMETERS

Male Part Number	Right Hand	Left Hand	B	W	T	A	D	Ball Dia. Ref.	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
			+ .065 - .012	± .12	± .12	± .40	± .38		± 1.0	6g			
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	W	T	A	D	E	F	Ball Dia. Ref.	C	Thread	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
			+ .065 - .012	± .12	± .12	± .40	± .38	± .25	± .25		± 1.0	6H			
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.



Rod Ends

QA1 THE QA1 ADVANTAGE

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.



SPACERS

Spacers are used in applications when mounting brackets are wider than the rod end ball width. QA1's spacers are made from high quality stainless steel and come in a variety of sizes for countless applications. High misalignment spacers, which reduce the rod end bore size so that an increased angle or higher misalignment is achieved, are available for when more articulation is needed.



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. Polished, hard chrome plated or aluminum clevises are also available.



ROD EYES

A rod eye, also known as a solid rod end, 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.



THE QA1 ADVANTAGE **QA1**[®]

ROCK ENDS

Designed for hard-core builders, fabricators and off-road powerhouses, QA1's rock ends have up to an unprecedented 44° of misalignment and feature a forged heat treated chromoly steel housing with a 52100 bearing steel ball. 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. QA1's weldable sleeve rock end allows you to weld the sleeve in place and replace the bearing as needed.



JAM NUTS

Jam nuts are usually half the width of a standard nut and are commonly jammed up against a rod end or linkage tube 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, available in metric as well as inch, are made from protective coated carbon steel, while the aluminum units are clear anodized 7075 aluminum.



SWAGED TUBES

Swaged tubes are used in 4-link rods, tie rods and other linkages. Available in 5/8" and 3/4" thread sizes, in right and left hand threads and in multiple lengths, they feature a deep knurl for easy length adjustment.



WELD-ON WRENCH HEXES

These can be used in place of a hex-style tube adapter. Simply slip the weld-on wrench hex over a smooth-style tube adapter, then weld it to the tube, where it provides easy adjustment.



TUBE ADAPTERS

QA1's weld-in tube adapters are CNC machined to precise tolerances from weldable chromoly steel. An effective way to adapt rod ends to a variety of applications, they are available in both right and left hand threads and in select sizes with an integrated hex; weld-on hexes sold separately.



BALL JOINT LINKAGES

QA1 offers two styles of ball joint linkages. The staked design, commonly used in throttle and shifter linkages, features a rubber grommet that acts as a shield to keep out dirt and other contaminants. The quick disconnect style has a stud that comes out quickly for ease of disassembly and is designed for low-force applications like carburetor linkages or fuel injection applications. The staked design is offered in a carbon steel or stainless steel body, and the quick disconnect style is carbon steel with a stainless steel spring. All carbon steel styles are protective coated for corrosion resistance.



LINKAGE ADJUSTERS

QA1's linkage adjusters are used when you need extra adjustment in rod end length. Our male-to-female adjusters are available in both chromoly steel and aluminum. The chromoly steel adjusters are zinc plated and heat treated for superior strength, and the aluminum adjusters are black anodized 7075-T6 high grade aluminum. Our chromoly steel male-to-male adjusters are protective coated for corrosion resistance.



QA1® SPHERICAL BEARINGS

SLB SERIES

BALL

- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

LINER

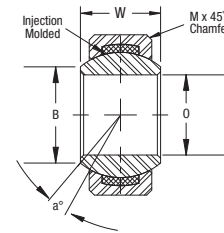
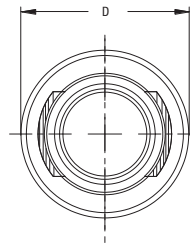
- Carbon Fiber Reinforced Nylon 12 with PTFE

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

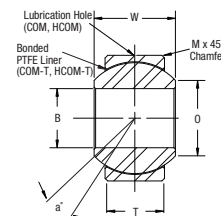
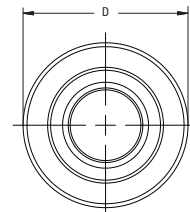
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE

- Chromoly Steel (COM)
- Heat Treated
- PTFE Lined Optional (COM-T / HCOM-T)
- Protective Coated

DIMENSIONS IN INCHES

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



AVAILABLE
IN METRIC
& STAINLESS
STEEL

MCOM SERIES

BALL

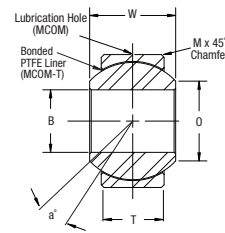
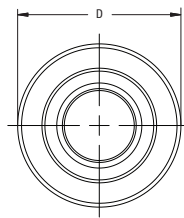
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE

- Chromoly Steel
- Heat Treated
- PTFE Lined (MCOM-T)

DIMENSIONS IN MILLIMETERS

MCOM Metal to Metal	MCOM-T PTFE Lined	B + .065 - .013	D + .000 - .018	T ± .13	W ± .13	O Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle a°	Ult. Radial Static Load (Newtons)	Approx. Brg. Wgt. (Grams)
MCOM5	MCOM5T	5	16	6.00	8	7.68	0.5	11.10	12.5	27,555	9
MCOM6	MCOM6T	6	18	6.75	9	8.93	0.5	12.70	12.5	35,459	13
MCOM8	MCOM8T	8	22	9.00	12	10.35	0.8	15.88	14.0	59,121	24
MCOM10	MCOM10T	10	26	10.50	14	12.88	0.8	19.05	13.5	82,744	40
MCOM12	MCOM12T	12	30	12.00	16	15.39	0.8	22.23	13.0	112,829	80
MCOM14	MCOM14T	14	34	13.50	19	16.86	1.0	25.40	16.0	141,845	110
MCOM16	MCOM16T	16	38	15.00	21	19.34	1.0	28.58	15.0	177,343	130
MCOM18	MCOM18T	18	42	16.50	23	21.89	1.0	31.75	15.0	216,714	170
MCOM20	MCOM20T	20	46	18.00	25	24.35	1.0	34.93	14.5	260,086	230
MCOM22	MCOM22T	22	50	20.00	28	25.84	1.5	38.10	15.0	315,216	280
MCOM25	MCOM25T	25	56	22.00	31	29.60	1.5	42.86	15.0	390,056	390
MCOM30	MCOM30T	30	66	25.00	37	34.81	1.5	50.80	17.0	525,360	610



YPB-T SERIES

BALL

- 440C Stainless Steel
- Heat Treated
- High Misalignment

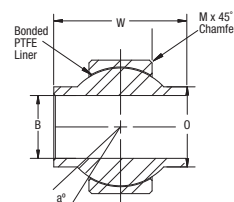
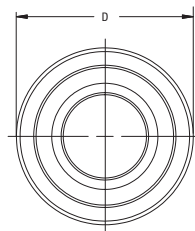
- Hard Chrome Plated
- Precision Ground

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



QA1® SPHERICAL BEARINGS

NPB-T SERIES

BALL

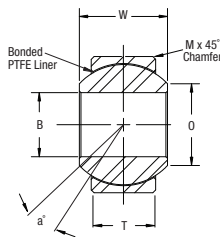
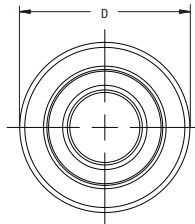
- 440C Stainless Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

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



WPB-T SERIES

BALL

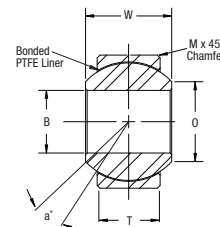
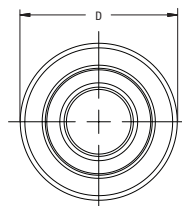
- 440C Stainless Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

RACE

- Stainless Steel
- Heat Treated
- PTFE Lined

DIMENSIONS IN INCHES

Part Number	B + .0000 - .0005	D + .0000 - .0005	T ± .005	W + .000 - .002	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.)
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

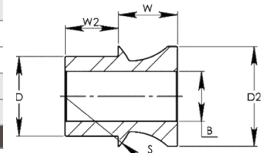
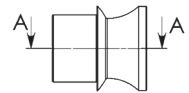


SPACERS

- Stainless Steel
- Available in High Misalignment or Standard

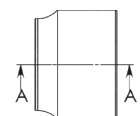
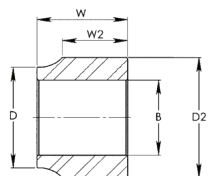
DIMENSIONS IN INCHES

Part Number	D	D2	B	W	W2	S	Misalign. Angle a°	Total Installed Width Ref.	Mating Rod End Bore
	+ .000 - .001	± .005	+ .003 - .000	± .005	± .005	Ref.			
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	0.625	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.



Part Number	D	D2	B	W	W2	Mating Rod End Bore
	+ .000 - .010	Ref.	+ .003 - .000	± .100	Ref.	
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

Standard

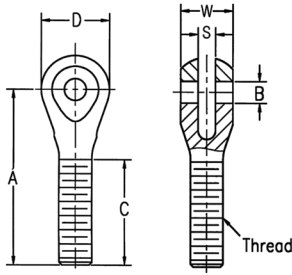
Spacers

QAI[®] RELATED ACCESSORIES

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.

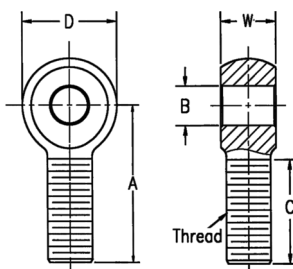
**AL Denotes 7075-T6 Aluminum.



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

BODY

- Chromoly Steel
- Forged
- Protective Coated for Corrosion Resistance

BEARING INSERT BALL

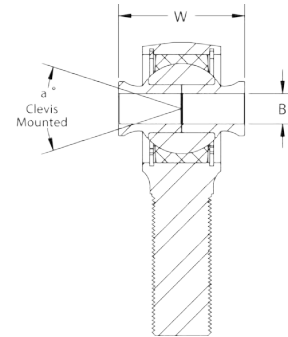
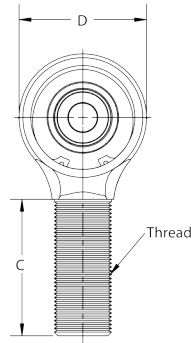
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

BEARING INSERT RACE

- Carbon Fiber Reinforced Nylon 12 with PTFE

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 a°
MRMR10-1-1	MRML10-1-1	Bearing	10mm	2.130	4.725	2.756	2.953	1-14*	44
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



ADJUSTABLE ROCK END

BODY

- Chromoly Steel
- Forged
- Protective Coated for Corrosion Resistance

BEARING INSERT BALL

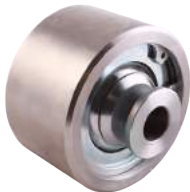
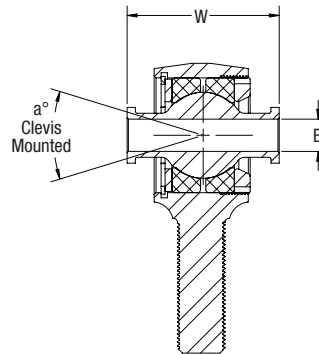
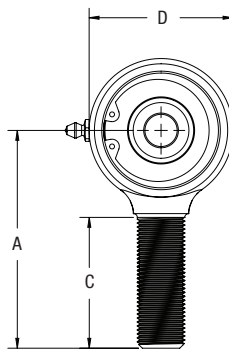
- 52100 Bearing Steel
- Heat Treated
- Hard Chrome Plated
- Precision Ground

BEARING INSERT RACE

- UHMW-PE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B ± .005	W ± .005	A ± .020	D ± .020	C + .060 - .000	Threads UNF-2A	Misalign. Angle a°
9190-110	-	0.509	2.400	3.438	2.270	2.020	3/4-16	34



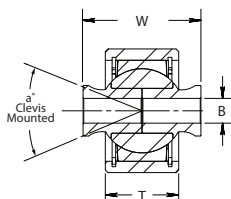
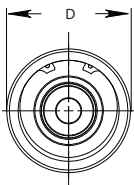
WELDABLE SLEEVE ROCK ENDS

RACE

- Weldable Low Carbon Steel

DIMENSIONS IN INCHES

Part Number	Insert Style	B + .004 - .000	D ± .010	T ± .010	W ± .010	Misalign. Angle a°
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





RELATED ACCESSORIES

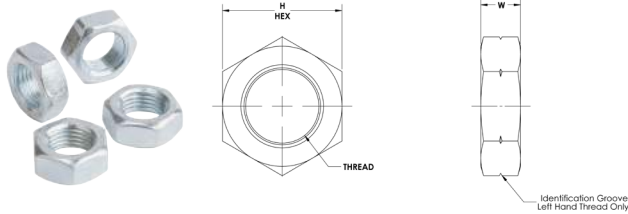
JAM NUTS

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

	Right Hand	Left Hand	Threads	H	W
			UNF-2B	Hex	Width
SAE Steel Jam Nuts	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 MILLIMETERS

	Right Hand	Left Hand	Threads	H	W
			6H	Hex	Width
Metric Steel Jam Nuts	MJNR5S	MJNL5S	M5 X .8	8	2.70
	MJNR6S	MJNL6S	M6 X 1.0	10	3.20
	MJNR8S	MJNL8S	M8 X 1.25	13	4.00
	MJNR8S-1	MJNL8S-1	M8 X 1.0	13	4.00
	MJNR10S	MJNL10S	M10 X 1.5	17	5.00
	MJNR10S-1	MJNL10S-1	M10 X 1.25	17	5.00
	MJNR12S	MJNL12S	M12 X 1.75	19	6.00
	MJNR12S-1	MJNL12S-1	M12 X 1.25	19	6.00
	MJNR14S	MJNL14S	M14 X 2.0	22	7.00
	MJNR14S-1	MJNL14S-1	M14 X 1.5	22	7.00
	MJNR16S	MJNL16S	M16 X 2.0	24	8.00
	MJNR16S-1	MJNL16S-1	M16 X 1.5	24	8.00
	MJNR20S	MJNL20S	M20 X 1.5	30	10.00
	MJNR20S-1	MJNL20S-1	M20 X 2.5	30	10.00

DIMENSIONS IN INCHES

	Right Hand	Left Hand	Threads	H	W
			UNF-2B	Hex	Width
SAE Aluminum Jam Nuts	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

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"	Part Number	Length
	TS10-7	7
	TS10-8	8
	TS10-9	9

7/8" O.D., .079" Wall Thickness,
5/8" UNF-2B Left and Right Hand Threads

DIMENSIONS IN INCHES

3/4"	Part Number	Length
	TS12-16	16
	TS12-18	18
	TS12-20	20
	TS12-21	21
	TS12-22	22
	TS12-23	23
	TS12-24	24
	TS12-26	26
	TS12-27	27

1" O.D., .079" Wall Thickness,
3/4" UNF-2B Left and Right Hand Threads

WELD-ON WRENCH HEXES

- Weldable Steel

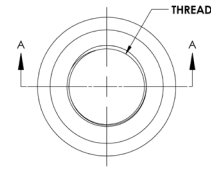
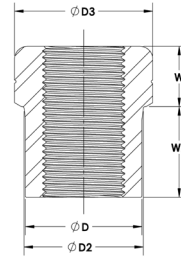


DIMENSIONS IN INCHES

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
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

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	0.065	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	0.065	3/8-24	0.595	0.625	0.750	0.50	0.75
1845-101	LH	Hex	3/4	0.058	3/8-24	0.609	0.639	0.750	0.50	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
1844-155	RH	Smooth	7/8	0.065	3/8-24	0.720	0.750	0.875	0.50	0.75
1844-156	LH	Smooth	7/8	0.065	3/8-24	0.720	0.750	0.875	0.50	0.75
1845-102	LH	Hex	7/8	0.058	3/8-24	0.734	0.764	0.875	0.50	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	0.60	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
1844-153	RH	Smooth	1 1/4	0.120	5/8-18	0.985	1.015	1.250	0.65	0.98
1844-154	LH	Smooth	1 1/4	0.120	5/8-18	0.985	1.015	1.250	0.65	0.98
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	1.015	1.250	0.80	1.20
1844-131	LH	Smooth	1 1/4	0.120	7/8-18	0.985	1.015	1.250	0.80	1.20
1845-104	LH	Hex	1 1/4	0.095	3/4-16	1.035	1.065	1.250	0.70	1.05
1845-105	LH	Hex	1 1/4	0.120	3/4-16	0.985	1.015	1.250	0.70	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	0.70	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	1.265	1.500	0.85	1.28
1844-136	LH	Smooth	1 1/2	0.250	5/8-18	0.975	1.005	1.500	0.65	0.98
1844-138	LH	Smooth	1 1/2	0.250	3/4-16	0.975	1.005	1.500	0.70	1.05
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	1.515	1.750	0.85	1.28
1844-142	LH	Smooth	1 3/4	0.250	7/8-14	1.225	1.255	1.750	0.80	1.20
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	0.85	1.28
1844-146	LH	Smooth	2	0.250	1 1/4-12	1.475	1.505	2.000	0.85	1.28

NEW

NEW

QA1[®] RELATED ACCESSORIES

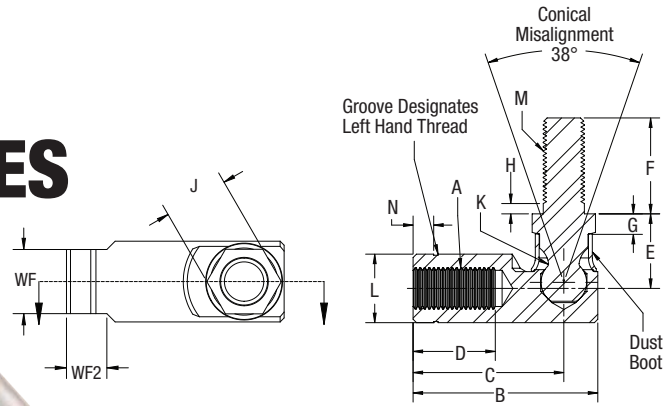
STAKED DESIGN BALL JOINT LINKAGES

CARBON STEEL

- Carbon Steel Body & Ball Stud
- Zinc Plated

STAINLESS STEEL

- Stainless Steel Ball Stud
- Stainless Steel Body



DIMENSIONS IN INCHES

Carbon Steel Linkages	Right Hand	Left Hand	A	B	C	D	E	F	G	H	J	K	L	M	N	WF	WF2	Tensile & Shear Strength	Force to Remove (Lbs.)
	Hand	Hand	Thread UNF-2B	± .020	± .020	Min.	± .020	± .020	Ref.	Ref.	+ .002 - .010	Ref.	Ref.	UNF-2A	Ref.	+ .002 - .010	± .020		
BJGR3	BJGL3	10-32	1.063	.875	.438	.438	.438	.125	.062	.312	.177	.375	10-32	.125	.312	.250	295	690	
BJGR4	BJGL4	1/4-28	1.219	.969	.500	.469	.562	.125	.094	.375	.193	.437	1/4-28	.125	.375	.281	862	1,005	
BJGR5	BJGL5	5/16-24	1.406	1.125	.562	.531	.687	.156	.094	.437	.232	.500	5/16-24	.188	.437	.281	1,587	1,282	
BJGR6	BJGL6	3/8-24	1.687	1.375	.750	.687	.875	.187	.094	.500	.287	.625	3/8-24	.188	.500	.312	2,437	1,700	
BJGR7	BJGL7	7/16-20	2.375	1.937	1.000	.875	1.125	.250	.125	.625	.412	.750	7/16-20	.250	.625	.375	3,390	2,700	
BJGR8	BJGL8	1/2-20	2.375	1.937	1.000	.875	1.125	.250	.125	.625	.412	.750	1/2-20	.250	.625	.375	3,390	2,700	

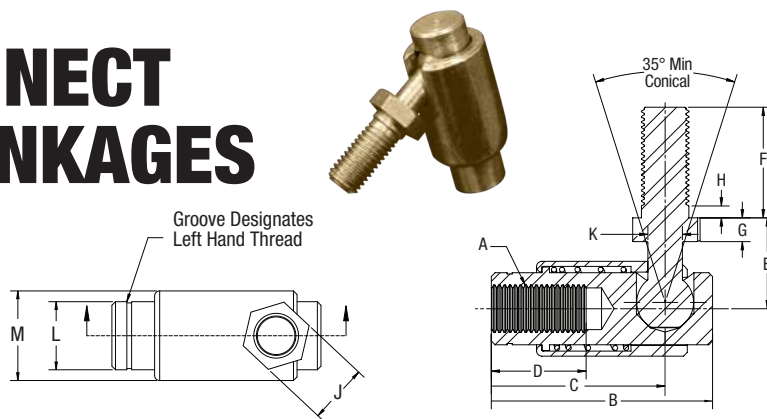
DIMENSIONS IN INCHES

Stainless Steel Linkages	Right Hand	Left Hand	A	B	C	D	E	F	G	H	J	K	L	M	N	WF	WF2	Tensile & Shear Strength	Force to Remove (Lbs.)
	Hand	Hand	Thread UNF-2B	± .020	± .020	Min.	± .020	± .020	Ref.	Ref.	+ .002 - .010	Ref.	Ref.	UNF-2A	Ref.	+ .002 - .010	± .020		
BJGR3H	BJGL3H	10-32	1.063	.875	.438	.438	.438	.125	.062	.312	.177	.375	10-32	.125	.312	.250	265	690	
BJGR4H	BJGL4H	1/4-28	1.219	.969	.500	.469	.562	.125	.094	.375	.193	.437	1/4-28	.125	.375	.281	440	1,005	
BJGR5H	BJGL5H	5/16-24	1.406	1.125	.562	.531	.687	.156	.094	.437	.232	.500	5/16-24	.188	.437	.281	635	1,282	
BJGR6H	BJGL6H	3/8-24	1.687	1.375	.750	.687	.875	.187	.094	.500	.287	.625	3/8-24	.188	.500	.312	970	1,700	
BJGR8H	BJGL8H	1/2-20	2.375	1.937	1.000	.875	1.125	.250	.125	.625	.412	.750	1/2-20	.250	.625	.375	2,000	2,700	

QUICK DISCONNECT BALL JOINT LINKAGES

CARBON STEEL

- Carbon Steel Body, Ball Stud & Sleeve
- Zinc Plated
- Stainless Steel Spring



DIMENSIONS IN INCHES

Ball Joint Linkages	Right Hand	Left Hand	A	B	C	D	E	F	G	H	J	K	L	M	Tensile & Shear Strength	Force to Remove (Lbs.)
	Hand	Hand	Thread UNF-2B	± .020	± .020	Min.	± .020	± .020	Min.	Max.	+ .002 - .010	Ref.	± .010	Ref.		
BJDR3	BJDL3	10-32	1.094	.906	.437	.437	.437	.125	.062	.312	.171	.312	.500	450	650	
BJDR4	BJDL4	1/4-28	1.094	.906	.531	.469	.562	.125	.062	.312	.171	.312	.500	500	650	
BJDR5	BJDL5	5/16-24	1.563	1.125	.563	.594	.689	.156	.094	.437	.232	.438	.680	1,000	1,000	
BJDR6	BJDL6	3/8-24	1.940	1.563	.750	.719	.875	.188	.094	.500	.287	.562	.820	1,250	1,250	

MALE-TO-FEMALE LINKAGE ADJUSTERS

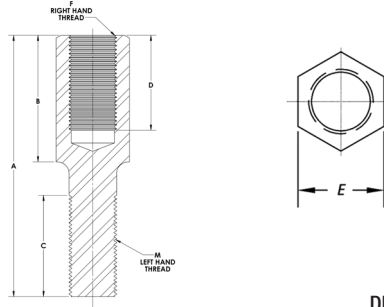
STEEL ADJUSTERS

- Chromoly Steel
- Heat Treated
- Zinc Plated



ALUMINUM ADJUSTERS

- 7075-T6 Aluminum
- Black Anodized



DIMENSIONS IN INCHES

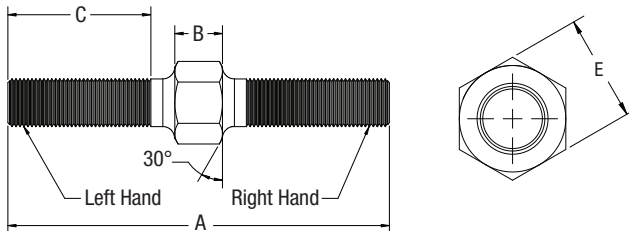
Chromoly Steel	Aluminum	M UNF-3A Left Hand	F UNF-2B Right Hand	A Ref.	B ± .020	C + .062 - .031	D + .062 - .031	E Ref.
AS6-6	AA6-6	3/8-24	3/8-24	2.875	1.250	1.250	0.812	9/16
AS7-7	AA7-7	7/16-20	7/16-20	3.125	1.375	1.375	0.937	11/16
AS8-8	AA8-8	1/2-20	1/2-20	3.375	1.500	1.500	1.062	3/4
AS10-10	AA10-10	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

MALE-TO-MALE LINKAGE ADJUSTERS

STEEL ADJUSTERS

- Chromoly Steel
- Heat Treated
- Zinc Plated



DIMENSIONS IN INCHES

Chromoly Steel	UNF-3A Left Hand	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.

T-SHIRTS



QA1 RACING T-SHIRT

Part #	Color	Size
ASTS-107	Black	S
ASTM-107	Black	M
ASTL-107	Black	L
ASTXL-107	Black	XL
AST2XL-107	Black	2XL

QA1 MOTORSPORTS T-SHIRT

Part #	Color	Size
ASTS-112	Gray	S
ASTM-112	Gray	M
ASTL-112	Gray	L
ASTXL-112	Gray	XL
AST2XL-112	Gray	2XL

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

NEW QA1 EST. 1993 T-SHIRT

Part #	Color	Size
ASTS-113	Black	S
ASTM-113	Black	M
ASTL-113	Black	L
ASTXL-113	Black	XL
AST2XL-113	Black	2XL
AST3XL-113	Black	3XL

KIDS' T-SHIRTS



NEW QA1 FUTURE DRIVER KIDS' SHIRT

Part #	Color	Size
AST2T-115	Red	2T
AST3T-115	Red	3T
AST4T-115	Red	4T
AST5T-115	Red	5T
ASTXS-116	Red	Youth XS
ASTS-116	Red	Youth S
ASTM-116	Red	Youth M
ASTL-116	Red	Youth L
ASTXL-116	Red	Youth XL

SWEATSHIRTS

Made of 65% cotton and 35% polyester, this black hoodie is very soft and comfortable.

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



#goDRIVEit

#goDRIVEit

We want to inspire you and other enthusiasts to get out and enjoy your vehicles - because they were meant to be driven, not hidden. Whether it's fresh out of paint or a contender for "best patina," we celebrate the miles logged, the rock chips and other badges of the road that show these vehicles represent more than just bragging rights. It doesn't matter if it's pristine, or far from, just #goDRIVEit!

QA1 #goDRIVEit T-SHIRT

Part #	Color	Size
ASTS-114	Black	S
ASTM-114	Black	M
ASTL-114	Black	L
ASTXL-114	Black	XL
AST2XL-114	Black	2XL



QA1 #goDRIVEit STICKER

Part #	Size
9093-132	7" w x 2" h



HATS

QA1 BASEBALL HAT

This cap can easily be adjusted with the fabric strap and metal closure. Featuring a distinctive red trim and the QA1 logo on both front and back, it is made with 100% brushed cotton twill, making it very comfortable.

Part #	Color	Size
AHBA-102	Black	One Size Fits All

QA1 FITTED HAT

This non-adjustable cap is made of soft black cotton spandex and comes in three sizes that stretch to give you a comfortable, perfect fit. It features a pre-curved black visor, six eyelets (one on each panel) and an embroidered QA1 logo and design over the left eye.

Part #	Color	Size	Circumference
AHBSM-103	Black	S/M	57cm
AHBML-103	Black	M/L	59cm
AHBLXL-103	Black	L/XL	61cm

NEW

QA1 CHARCOAL KNIT BEANIE

This one-size-fits-all beanie is an acrylic knit cap that is close-fitting for those cool nights at the track or out for a cruise.

Part #	Color	Size
AHBE-101	Charcoal	One Size Fits All

OTHER GEAR

NEW

QA1 WATER BOTTLE

This BPA-free water bottle has a domed screw-on cap with buckle clasp. A wrist strap and keychain also attach to the lid for ease of carrying. Holds 28 oz.

Part #	Size
AHBA-102	28 oz.



QA1 VINTAGE METAL SIGN

Made in the USA from recycled aluminum, this 12" circular sign features a vintage design with embossed letters and QA1 logo; a perfect addition for any garage or shop! Each sign is individually shrinkwrapped and has two holes for easy hanging.

Part #	Material	Size
SIGN-001	Recycled Aluminum	12"



QA1 BANNERS

Get a QA1 banner for your shop, garage or event! These weather resistant signs are finished with 4 side hems and standard grommets for hanging.

Part #	Size
BAN-MS	2' x 4'
BAN-MSXL	3' x 8'

