QA1 2020

HIGH PERFORMANCE
SUSPENSION & DRIVELINE

TABLE OF CONTENTS

QA1 Information

Carbon Fiber Driveshafts

Circle Track Shocks

Drag & Street Shocks

Springs

GM Suspension

Ford Suspension

Mopar Suspension

Drag & Street Tech

Ball Joints, Rod Ends, & Linkages

Groundbreaking ceremony for new facility

LETTER FROM THE PRESIDENT

We've had some major changes at QA1 in the past year that I'm excited to share more about with you. First, I'm sure you've noticed our new logo. We slowly rolled it out throughout 2019 and now I want to talk about why we invested so much time and effort in doing so.

Our old logo was fine, and it was recognizable. But it was just fine; it didn't say what we wanted it to say. It felt like it was from the '90s, which it was. Sure, it changed colors – it was black and white, gold and black, silver and black, silver and red and black, the list goes on and on. All those color changes just didn't coincide with who we are now. All of the innovative and creative work we've done lately – the new MOD Series shock, our carbon fiber driveshafts, our full suspension systems for classic trucks – have utilized the latest engineering methods and manufacturing technologies. Having a retro logo just didn't seem appropriate anymore, no matter the color combination. We wanted something modern. Instead of rounded corners, we wanted sharp. We wanted something bold and strong, more representative of us. And we are so excited with our new logo – and from the feedback we've received, it appears that we nailed it.

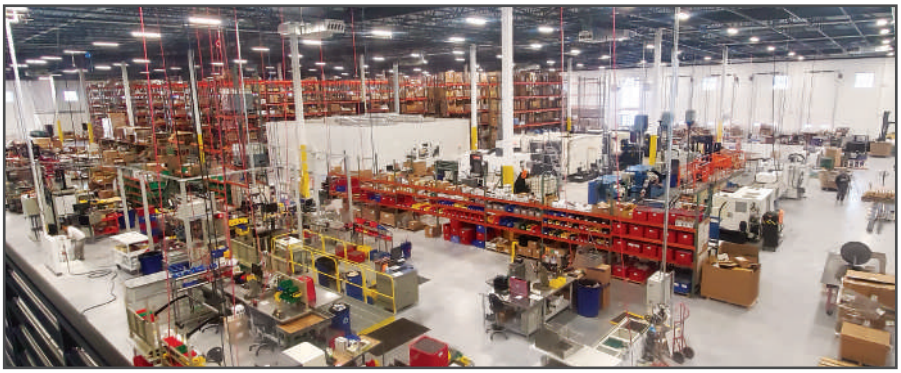
The logo was just the beginning. We celebrated our 25th year in 2018, and we needed to look toward the next 25. Instead of just updating the logo on our website, we restructured the site, redesigned it, and emphasized the user experience, making it easier for both drivers and dealers to find what they need. At the same time, we built a new state-of-the-art facility just a couple miles from where we've been since the '90s. We are committed to our customers, our community, and our employees, and this new building is a testament to that. We now have planned space to grow into, a more efficient layout, and a cohesive and modern environment to produce the innovative and high quality products QA1 is known for.

For 2020, our emphasis will remain on you, our loyal customers. We will continue providing you the best customer service in the industry, we will continue producing and sharing more content that you care about, and we will continue innovating and producing the high quality performance products that you expect from QA1. Our goal is to get more vehicles out on the road, driving for fun. We've said it before and we'll say it again: No matter what you drive, we want you to #goDRIVEit.

#goDRIVEit,

Melissa Scoles
President/CEO

We are committed to our customers, our community, and our employees, and this new building is a testament to that.



The logo was just the beginning. We celebrated our 25th year in 2018, and we needed to look toward the next 25.

COMPANY GROWTH

1964

Carrera Shocks was founded, offering quality suspension systems for the racing and high performance industry.

1993

Jim Jordan founded QA1 and introduced rod ends and spherical bearings specifically for the performance racing industry.

1998

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

1999

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

2004

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

2011

QA1 acquired Edelbrock's suspension line and CAP Auto, expanding its offering of fabricated suspension products.

2013

QA1 built 17,200 sq ft of additional manufacturing space, resulting in over 83,000 sq ft of manufacturing, welding, and distribution space in Lakeville, MN.

2014

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

2015

Full-vehicle suspension kits for drag racing and performance handling were introduced, and QA1's carbon fiber driveshafts are certified to the SFI 43.1 Standard.

2020

Built a brand new, state-of-the-art facility with over 100,000 sq ft of office, manufacturing, welding, and distribution space in Lakeville, MN.

A History of Innovation & Expertise

1968

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

1969

Offered the first "completely manufactured" coil-over shocks with 2 ½" springs.

1972

Introduced the first coil-overs for NASCAR.

1980s

Introduced the first 5th Coil and 6th Coil Suspension, invented the popular fade-resistant patented HYPERcharged™ shock and then remote adjustable shocks.

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.

2006

Patented revolutionary design of adjustable, self-lubricating ball joints.

2016

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

2018

Multiple patents pending for revolutionary MOD Series shock and the new QuickTune™ Technology – dry valve packs that can be changed without the mess.

NEW FOR 2020

PAGE 43

Black Springs

High travel springs, now powder coated black in addition to the existing silver line.

PAGE 92

Mustang Pro Coils

Front coil-over shocks, springs, and hardware for 64-73 Mustangs.

Expanding our Classic Truck Offerings

PAGE 95

F-100 Suspension

Front and rear coil-over conversion systems for F-100s.

PAGE 56

C1500 Suspension

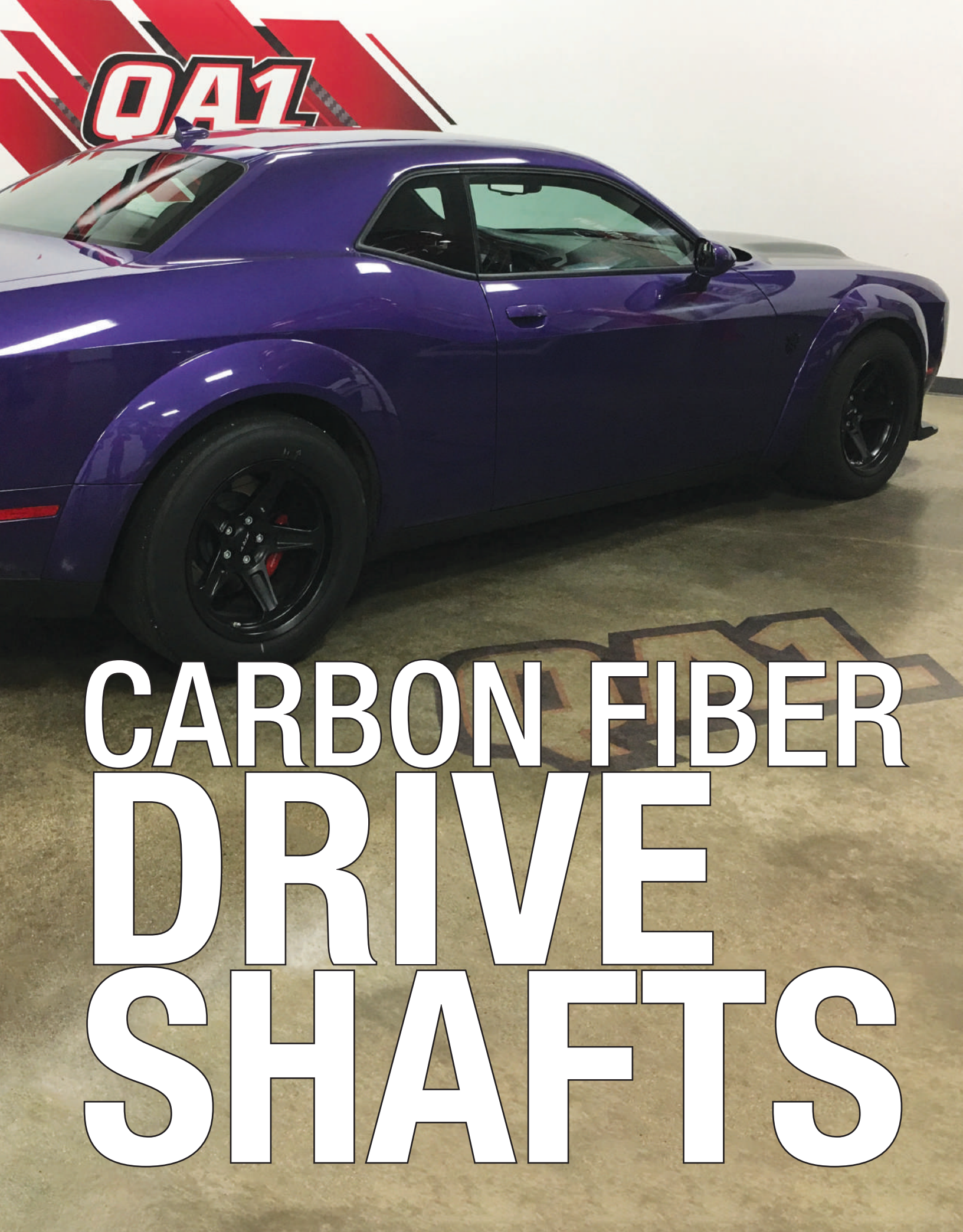
88-98 front and rear coil-over conversion systems.

PAGE 56

C10 Suspension

Square body rear suspension systems round out our offerings for 63-87 C10s.

Photo by Fizzle



CARBON FIBER DRIVE SHAFTS

TRUSTED BY CHAMPIONS

John Urist

Scott Bloomquist Photo by Mike Reufer

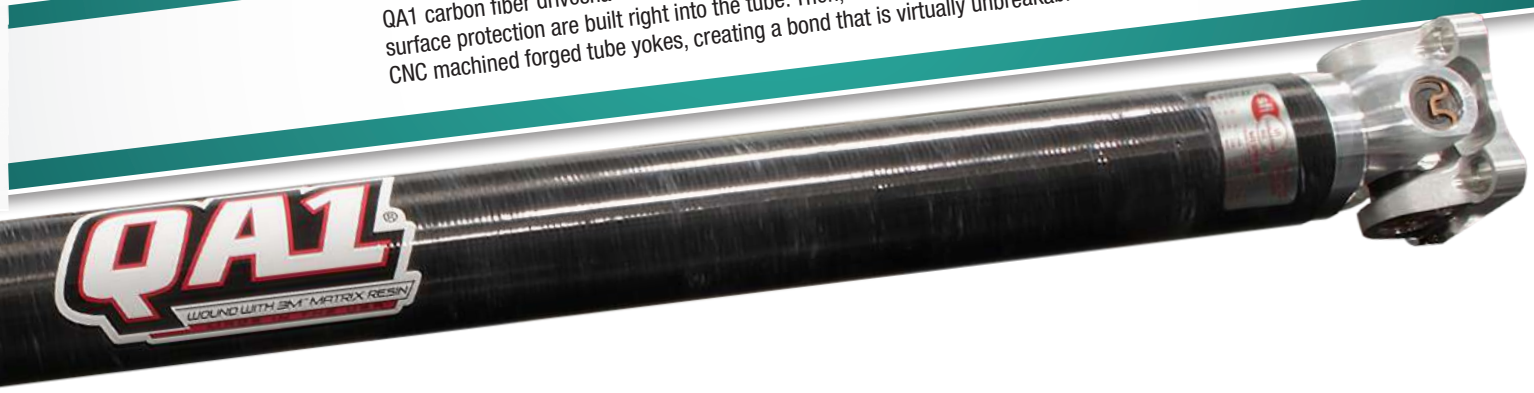
Daddy Dave

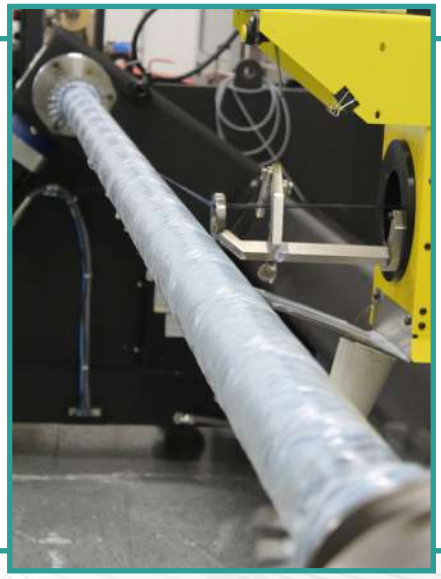
Mike Marlar Photo by Mike Reufer

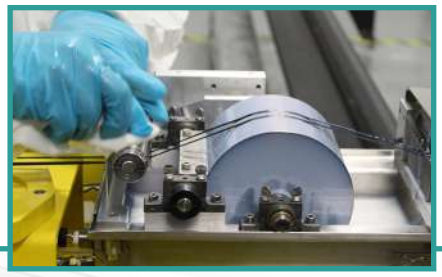
California residents: See page 150.

AMERICAN-MADE, BUILT-IN STRENGTH

QA1 carbon fiber driveshafts are wound in-house using resin designed specifically for racing, so strength and surface protection are built right into the tube. Then, a high-strength structural adhesive attaches the tube to the CNC machined forged tube yokes, creating a bond that is virtually unbreakable.







From years of research and development to filament winding in-house to using 3M™ Matrix Resin, QA1's carbon fiber driveshafts are the highest in quality and performance for your vehicle. 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 torsional stiffness specifications for world-class carbon fiber driveshafts.

California residents: See page 150.

CUSTOM REV™ SERIES DRIVESHAFTS

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.

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:

- 64-77 GM A-Body (Chevelle, Malibu, GTO)
- 67-02 Camaro/Firebird
- 78-88 GM G-Body (Malibu, Regal, Cutlass)
- 64-79 Mopar A-Body (Dart, Duster, Barracuda)*
- 62-72 Mopar B-Body (Charger, Road Runner)*
- 70-74 Mopar E-Body (Challenger, Barracuda)*
- 66-70 Ford Fairlane
- 64-73 Ford Mustang
- 79-04 Ford Mustang with 1350 U-Joints
- And more! This is just a short list, so please contact QA1 to see if we have a driveshaft that works for your vehicle.

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

Part	SFI?	Dia.	U-Joint Options	Slip Yoke Options	Rear Flange Yoke Options	Max Rated Power
JJC-AC0320	Yes	3.2"	1350	Variety	4 Bolt, 2.0" Female Pilot, 4.25" Bolt Hole Circle 4 Bolt, 2.95" Female Pilot, 4.75" Bolt Hole Circle 3 Bolt, 16mm Female Pilot, 110mm Bolt Hole Circle	2000 HP / 1500 Lb*Ft
JJC-AA0310	No	3.2"	1310 1310-1330 1310-1350 1310-3R	Variety	4 Bolt, 2.0" Female Pilot, 3.5" Bolt Hole Circle	750 HP / 500 Lb*Ft
JJC-AA0230	No	2.25"	1310 1310-1330 1310-1350 1310-3R	Variety	4 Bolt, 2.0" Female Pilot, 3.5" Bolt Hole Circle	750 HP / 500 Lb*Ft

HOW TO ORDER A CUSTOM DRIVESHAFT

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.

Custom driveshaft with 1350 U-joints

California residents: See page 150.

DIRECT FIT REV™ SERIES DRIVESHAFTS

These one-piece bolt-on REV™ Series carbon fiber driveshafts are designed and wound specifically for these applications and directly bolt into the vehicle as a replacement to the factory (often two-piece) driveshaft.

These 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. QA1's driveshafts that are certified to SFI's 43.1 specification utilize a high temperature 3M™ Matrix Resin and attachments that are designed for high-temperature, high-speed use.

Any vehicle modifications could alter driveshaft fit and function. Customer is responsible for ensuring the driveshaft is appropriate for the vehicle.

Application	Years	Engine / Transmission	Part	SFI	Dia.	Weight* (lbs.)	U-Joint	Front Attachment	Rear Attachment	Max Rated Power
FORD										
Mustang GT	05-10	-	JJ-21214	JJ-21209	3.3"	20.7	1350	Flange Yoke	CV	1500 HP / 1000 Lb*Ft
Mustang GT	11-14	-	JJ-21215	JJ-21210	3.3"	21.4	1350	Flange Yoke	CV	1500 HP / 1000 Lb*Ft
Mustang GT	15-17	Automatic	JJ-21211	JJ-21206	3.3"	21.2	1350	Flange Yoke	CV	1500 HP / 1000 Lb*Ft
Mustang GT	15-17	Manual	JJ-21212	JJ-21207	3.3"	21.6	1350	Flange Yoke	CV	1500 HP / 1000 Lb*Ft
Mustang EcoBoost	15-17	Automatic	JJ-21222	JJ-21219	3.3"	21.8	1350	Flange Yoke	CV	1500 HP / 1000 Lb*Ft
Mustang EcoBoost	15-17	Manual	JJ-21223	JJ-21220	3.3"	21.7	1350	Flange Yoke	CV	1500 HP / 1000 Lb*Ft
Mustang/Shelby GT350	15-18	Manual	JJ-21213	JJ-21208	3.3"	21.0	1350	Flange Yoke	CV	1500 HP / 1000 Lb*Ft
Mustang GT	18	Automatic	JJ-21216	JJ-21217	3.3"	21.0	1350	Flange Yoke	CV	1500 HP / 1000 Lb*Ft
Mustang GT	18-19	Manual	JJ-21221	JJ-21218	3.3"	21.6	1350	Flange Yoke	CV	1500 HP / 1000 Lb*Ft
GM										
Camaro SS	10-15	Automatic	JJ-22209	JJ-22205	3.3"	23.4	1350	CV	Flange Yoke	1500 HP / 1000 Lb*Ft
Camaro SS	10-15	Manual	JJ-22210	JJ-22206	3.3"	23.1	1350	CV	Flange Yoke	1500 HP / 1000 Lb*Ft
Camaro SS	16-18	Automatic	JJ-22211	JJ-22207	3.3"	22.8	1350	CV	Flange Yoke	1500 HP / 1000 Lb*Ft
Camaro SS	16-18	Manual	JJ-22212	JJ-22208	3.3"	22.8	1350	CV	Flange Yoke	1500 HP / 1000 Lb*Ft
MOPAR										
Dodge Challenger Scat Pack / 392 / RT	15-18	Automatic	JJ-23206	JJ-23204		23.4	1350	CV	Flange Yoke	1500 HP / 1000 Lb*Ft
Dodge Challenger Hellcat / Scat Pack / 392 / RT	15-18	Manual	JJ-23201	JJ-23203	3.3"	23.1	1350	CV	Flange Yoke	1500 HP / 1000 Lb*Ft

**Weight includes all hardware.*

Mustang Driveshaft with flange front and CV rear attachments

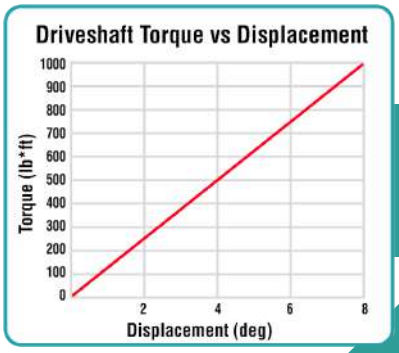
California residents: See page 150.

2 Styles Tailored to Your Track Needs

DIRT LATE MODEL DRIVESHAFTS

Changing track conditions don't have to affect your performance. That's why QA1 offers two carbon fiber driveshaft options for dirt late models. While both provide unmatched performance on any track, they each provide extra benefits in specific conditions.

Our 2.25" driveshaft utilizes TractionTwist™ technology to get better traction on slick tracks, while the 3.2" driveshaft takes advantage of rough conditions, providing extra alignment (XMA) to avoid the binding that today's dirt cars are seeing from the articulation coming from advances in suspension technology.

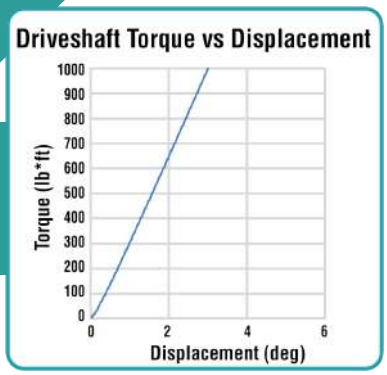


TractionTwist™ Technology

This driveshaft features a unique tube that provides more twist under load, resulting in increased traction. It smooths the RPMs out, providing even more torque to the tires. It's been track tested with numerous Crown Jewel victories.

XMA Style (Extreme Misalignment)

With more U-joint misalignment than any other brand, QA1's XMA style driveshaft provides more clearance under deceleration, which is especially critical when the car is "on the bars" during corner entry.



WHICH DRIVESHAFT SHOULD I USE?

While both driveshafts work for all 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.

With 8" Slip Yoke	Without 8" Slip Yoke	Length	Diameter	Weight*
WITH TRACTIONTWIST™ TECHNOLOGY				
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.
XMA STYLE				
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.

The first 2.25" diameter carbon fiber driveshaft designed for dirt late models

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

With TractionTwist™ Technology

XMA Style

California residents: See page 150.

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.

With 8" Slip Yoke	Without 8" Slip Yoke	Length	Diameter	Weight*
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.

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

CRATE LATE MODEL DRIVESHAFTS

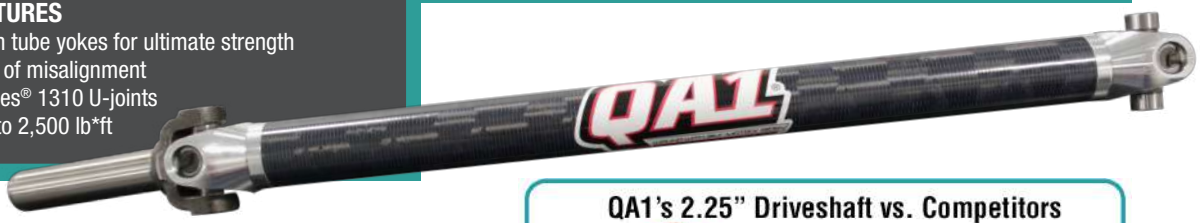
QA1 driveshafts for crate late models are the lightest and strongest on the market and safer than steel or aluminum. Wound in-house with 3M™ Matrix Resin and using Spicer Life Series® U-joints, QA1 crate late model driveshafts are occupying victory lanes all over the country.

With 8" Slip Yoke	Without 8" Slip Yoke	Length	Diameter	Weight*
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.*

SPECIFIC FEATURES

- 7075 aluminum tube yokes for ultimate strength
- Greater degree of misalignment
- Spicer Life Series® 1310 U-joints
- 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.

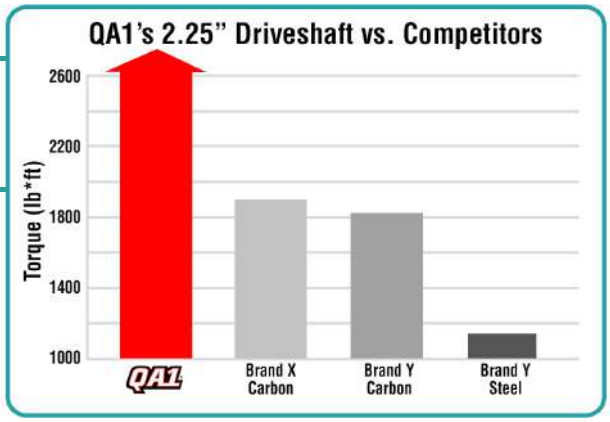


Photo by CRP Photos


LUCAS OIL
MIDAS
57
WIX
29


Precision Foundry Cultural, Inc.
QA1
7
SIMPSON


RHRSWAG.com
Central Minnesota Credit Union
21x
MERZ
RED HEADED REBEL
BREW
PITTERICH FAMILY FARM

CIRCLE TRACK SHOCKS

CIRCLE TRACK | Which Shock is Right for Me?

NITROGEN CHARGED

Tunable gas pressure keeps the shock oil stable and foam-free.

FLOATING PISTON

Also known as a separator piston, the floating piston separates the nitrogen gas from the shock oil.

DURABLE BODIES

QA1 shock bodies feature custom-made precision tubing and a durable zinc or powdercoat finish.

PREMIUM OIL

A new oil formula has been designed to last longer and reduce foaming and degradation.

DEFLECTIVE DISC VALVING

QA1's pistons are CNC machined in-house from 6061 aluminum and feature deflective disc valving, which allows for precise valving control and adjustments.

HARD CHROME PLATED, SOLID PISTON ROD

Centerless ground, hard chrome plated piston rod is high-strength to resist rock chips, bending, or breaking.

THREE-STEP SEALING GLAND

Premium urethane gland seals and the highest quality o-rings and wiper seals ensure leak-free shock absorbers.

QUALITY BEARINGS

QA1's precision spherical bearings complement each bearing-mounted shock. These bearings are bind-free to allow smooth and consistent operation.

BASE VALVE

Deflective disc–style base valve allows easy tuning of the base valve force for precise compression control.

EXTERNAL BODY

An external body separate from the internal tube means the shock can be dented and will still operate, keeping you in the race!

INTERNAL GAS BAG

Separates a small amount of inert gas from the oil. Ensures a fade-free shock that can be mounted in any orientation.

INTERNAL COMPRESSION TUBE

Custom tubing made to QA1 specs ensures a glass-like surface for superior piston performance.

WORLD-CLASS QUALITY

Made in the USA, every single QA1 shock is dyno tested and serialized to ensure consistency in production and performance.

California residents: See page 150.

Made in Lakeville, Minnesota, QA1's shocks utilize unique manufacturing processes and components to stay on top of the latest suspension technology. Chances are great that if you want it, we've got it – and at an affordable price.

Series	Body	Sealed or Rebuildable	Monotube or Twin Tube	Diameter	Threaded Body or Sleeve	Description and PNs on page
STOCK MOUNT SHOCKS						
23	Steel	S	M	2"	-	19
27	Steel	R (S - 27A)	M	2"	-	20
53	Steel	R	TT	2 1/16"	-	21
BEARING MOUNT SHOCKS						
16	Aluminum	R	M	2"	Body	22
60	Aluminum	R	TT	2"	-	24
62	Aluminum	R	TT	2"	Body	25
63	Aluminum	S	TT	2"	Body	25
82	Aluminum	R	TT	1 5/8"	Body	26
20	Steel	S	M	2"	Sleeve Available	22
26	Steel	R (S - 26A)	M	2"	Sleeve Available	23
51	Steel	R	TT	2 1/16"	Sleeve Available	24
70	Steel	R	TT	1 5/8"	Sleeve Available	26

STEEL VS ALUMINUM

When rules allow for use, aluminum shocks can help racers save weight over steel shocks.

SEALED VS REBUILDABLE

We offer sealed shocks for racers whose sanctioning bodies or tracks require it; however, if you're not under any limitations, we recommend a rebuildable shock to save money. If you bend or damage a piston rod, you can just replace the rod instead of throwing the shock away. Fix or tune shocks yourself with a few tools, or send them to a QA1 Shock Service and Tuning Center to get you back on the track in no time.

MONOTUBE VS TWIN TUBE

Monotube shocks have a larger-diameter piston, which can react to bumps and ruts quicker and result in increased consistency. Twin tubes provide more direct feel; drivers describe feeling the bumps better and easily knowing when and how much throttle to apply.

With twin tubes, you can dent the shock and still stay in the race because the piston rides inside a compression tube, which is spaced slightly in from the wall of the shock body. In a monotube, the piston rides directly on the inside wall of the shock body.

We manufacture both styles in order to support both preferences. Both options are designed to get you to the ultimate destination – Victory Lane!

ALL QA1 SHOCKS

- Deflective disc valving
- Custom valving available
- 100% dyno tested
- Made in the USA

See page 18 for common valving tips and page 27 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.

California residents: See page 150.

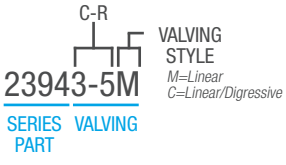
COMMON VALVINGS

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**	4-6	5	
Southern Sport Mod - Average	5-3	3-6**	8-2	4	
Southern Sport Mod - Heavy	5	5**	7-4	5	
26/28/50/51 SERIES					
Modified - Dry dirt track	5	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	3-8	12-2	3-5	
3 Link Modified - Tacky dirt track	5	5-10	7-4	5	
Modified - Conventional Asphalt	5	6	3-5	5	
Modified - Tie-down Asphalt	5-13	5-11	4-6	5	
60 SERIES					
Dirt Sprint Car - Dry dirt track*	4-6	5-3	3-10	5	* Call for latest recommendation as sprint car valvings change regularly
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	5-7	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	5-7	5-13	6-4	4	
Asphalt Late Model	4-13**	5-12**	4-6	6-4	
Asphalt Tour Modified	5-7	5	4-6	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	2-4	4	2-3	3	
Asphalt Midget	4-6	4	4-6	4	

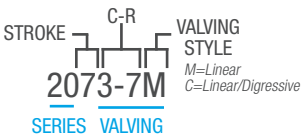
NOTE: Other valvings not listed on this page are available for the same price. If you are not sure which shock you need for your car, please call us for help at 800.721.7761. Shock valving trends change often and these numbers should only be used as a reference guide.

HOW PART NUMBERS WORK

STOCK MOUNT



BEARING MOUNT



QA1 SHOCK TIPS

DIRT CARS

- 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.
- Digressive rebound valving can be used on the right side of an oval track car on a rough track to help the tire stay on the track and absorb the bumps.
- Using a 20, 23, or 26 Series shock on the LR with 51 or 53 Series on the rest can provide great driver feel with increased drive and chassis hike.

ASPHALT CARS

- Asphalt cars generally need 1 to 2 valve numbers softer rebound on the RF shock versus LF shock.

GENERAL TIPS

- 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.
- 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 the right amount can dramatically increase drivability and forward bite.
- On some monotube shocks, gas pressure can be adjusted for changing track conditions. Minimal gas is desired when the track is smooth; this will give increased feeling. Increasing gas pressure is desired when the track is rough, but it 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 driving preference.

California residents: See page 150.

23 Series

SEALED STEEL MONOTUBE SHOCK

The best shock on the market for any class of car that requires a non-rebuildable stock mount shock. Internally and functionally, it's the same as a 26 or 27 Series shock, but it comes sealed for various sanctioning bodies' rules. Shock includes modern valving and lots of valving options.

Part	Compressed Length	Extended Length	Upper Mount	Lower Mount	O.D.
2394x	9.40"	14.00"	Stud	T-Bar	2"
2395x	10.38"	15.67"	Stud	T-Bar	2"
2368x	14.30"	22.63"	T-Bar	Eyelet	2"
2358x	13.00"	21.38"	T-Bar	Stud	2"
2388x	13.00"	21.38"	Stud	Eyelet	2"

FRONT

Valving C-R	GM Mid-Size, 70-81 Camaro	GM Full-Size, Ford Full / Mid-Size
LINEAR		
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
LINEAR / DIGRESSIVE		
3-8	23943-8C	23953-8C
3-12	23943-12C	23953-12C
4-12	23944-12C	23954-12C
4-13	23944-13C	23954-13C
5-8	23945-8C	23955-8C
5-10	23945-10C	23955-10C
5-12	23945-12C	23955-12C
Specify	2394xC	2395xC

REAR

Valving C-R	GM Full /Mid-Size	70-81 Camaro	Most Fords & 79-83 Mustangs
LINEAR			
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

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

California residents: See page 150.

27 Series

REBUILDABLE STEEL MONOTUBE SHOCK

Featuring a zinc-plated body for excellent corrosion resistance and including a 46mm hard anodized piston, the 27 Series is a stock mount version of our tried-and-true 26 Series and works great on both dirt and asphalt tracks.

Part	Compressed Length	Extended Length	Upper Mount	Lower Mount	O.D.
2794x	9.40”	14.00”	Stud	T-Bar	2”
2795x	10.38”	15.67”	Stud	T-Bar	2”
2768x	14.30”	22.63”	T-Bar	Eyelet	2”
2758x	13.00”	21.38”	T-Bar	Stud	2”
2788x	13.00”	21.38”	Stud	Eyelet	2”

FRONT

HYPERSCREW

Valving C-R	GM Mid-Size, 70-81 Camaro & Firebird	GM Full-Size, Ford Full / Mid-Size
LINEAR		
Dry*	2794M-DRY	2795M-DRY
3-5	27943-5M	27953-5M
3-8	27943-8M	27953-8M
5	27945M	27955M
5-3	27945-3M	27955-3M
7	27947M	27957M
7-3	27947-3M	27957-3M
8	27948M	27958M
Specify	2794xM	2795xM
LINEAR / DIGRESSIVE		
Dry*	2794C-DRY	2795C-DRY
3-8	27943-8C	27953-8C
3-12	27943-12C	27953-12C
4-12	27944-12C	27954-12C
4-13	27944-13C	27954-13C
5-8	27945-8C	27955-8C
5-10	27945-10C	27955-10C
5-12	27945-12C	27955-12C
Specify	2794xC	2795xC

** Shock with no oil or valving*

SEALED HYPERSCREW (IMCA)

Valving C-R	GM Mid-Size, 70-81 Camaro & Firebird	GM Full-Size, Ford Full / Mid-Size
LINEAR		
3-5	27A943-5M	27A953-5M
3-8	27A943-8M	27A953-8M
5	27A945M	27A955M
5-3	27A945-3M	27A955-3M
7	27A947M	27A957M
7-3	27A947-3M	27A957-3M
8	27A948M	27A958M
Specify	27A94xM	27A95xM
LINEAR / DIGRESSIVE		
3-8	27A943-8C	27A953-8C
3-12	27A943-12C	27A953-12C
4-12	27A944-12C	27A954-12C
4-13	27A944-13C	27A954-13C
5-8	27A945-8C	27A955-8C
5-10	27A945-10C	27A955-10C
5-12	27A945-12C	27A955-12C
Specify	27A94xC	27A95xC

** Shock with no oil or valving*

REAR

HYPERSCREW

Valving C-R	GM Full / Mid-Size	70-81 Camaro & Firebird	Most Fords & 79-83 Mustangs
LINEAR			
Dry*	2768M-DRY	2758M-DRY	2788M-DRY
3-5	27683-5M	27583-5M	27883-5M
4	27684M	27584M	27884M
5	27685M	27585M	27885M
8-2	27688-2M	27588-2M	27888-2M
12-2	276812-2M	275812-2M	278812-2M
Specify	2768xM	2758xM	2788xM

** Shock with no oil or valving*

SEALED HYPERSCREW (IMCA)

Valving C-R	GM Full / Mid-Size	70-81 Camaro & Firebird	Most Fords & 79-83 Mustangs
LINEAR			
3-5	27A683-5M	27A583-5M	27A883-5M
4	27A684M	27A584M	27A884M
5	27A685M	27A585M	27A885M
8-2	27A688-2M	27A588-2M	27A888-2M
12-2	27A6812-2M	27A5812-2M	27A8812-2M
Specify	27A68xM	27A58xM	27A88xM

** Shock with no oil or valving*

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.

Don’t see your valving listed? No problem! While it’s impossible to stock every combination available, order any valving you want by giving us a call! All custom valving orders are available to ship after 2 business days.

California residents: See page 150.

53 Series

REBUILDABLE STEEL TWIN TUBE SHOCK

The 53 Series is one of the most popular shocks on the market. Options with smaller compressed front lengths are offered for racers that are looking for extra compression travel. 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.

5393x 5394x 5395x 5368x 5358x 5388x

Part	Compressed Length	Extended Length	Upper Mount	Lower Mount	O.D.
5393x	8.63”	12.00”	Stud	T-Bar	2 1/16”
5394x	9.38”	13.50”	Stud	T-Bar	2 1/16”
5395x	10.13”	15.00”	Stud	T-Bar	2 1/16”
5368x	13.63”	21.50”	T-Bar	Eyelet	2 1/16”
5358x	13.13”	21.00”	T-Bar	Stud	2 1/16”
5388x	13.13”	21.00”	Stud	Eyelet	2 1/16”

FRONT

Valving C-R	GM Mid-Size, 70-81 Camaro & Firebird (shorter compressed length)	GM Mid-Size, 70-81 Camaro & Firebird (standard compressed length)	GM Full-Size, Ford Full / Mid-Size
LINEAR			
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
4-12	53934-12	53944-12	53954-12
4-13	53934-13	53944-13	53954-13
5	53935	53945	53955
5-3	53935-3	53945-3	53955-3
5-8	53935-8	53945-8	53955-8
5-10	53935-10	53945-10	53955-10
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
VARIABLE LINEAR / DIGRESSIVE			
Dry*	5393LD-DRY	5394LD-DRY	5395LD-DRY

** Shock with no oil, valving, or gas bag*

REAR

Valving C-R	GM Full / Mid-Size	70-81 Camaro	Most Fords & 79-83 Mustangs
LINEAR			
Dry*	5368-DRY	5358-DRY	5388-DRY
3	53683	53583	53883
3-5	53683-5	53583-5	53883-5
4	53684	53584	53884
4-6	53684-6	53584-6	53884-6
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
VARIABLE LINEAR / DIGRESSIVE			
Dry*	5368LD-DRY	5358LD-DRY	5388LD-DRY

** Shock with no oil, valving, or gas bag*

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

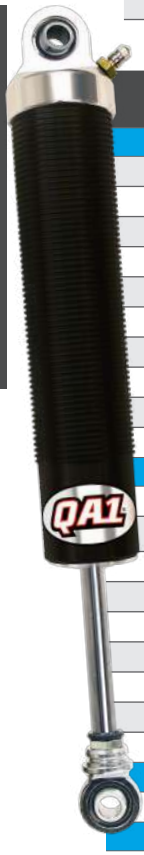
California residents: See page 150.

16 Series

REBUILDABLE ALUMINUM MONOTUBE SHOCK

The 16 Series shock is a large body shock that is built to last at an affordable price. The Schrader valve allows you to adjust your gas pressure 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.

Stroke	Compressed Length	Extended Length	O.D.
7”	13.38”	20.13”	2”
9”	15.38”	24.13”	2”



Valving C-R	7” Stroke	9” Stroke
LINEAR		
Dry*	167M-DRY	169M-DRY
3-5	1673-5M	1693-5M
4	1674M	1694M
4-6	1674-6M	1694-6M
4-7	1674-7M	1694-7M
4-9	1674-9M	1694-9M
5	1675M	1695M
5-3	1675-3M	1695-3M
9-1	1679-1B	1699-1B
Specify	167xM	169xM
LINEAR / DIGRESSIVE		
Dry*	167C-DRY	169C-DRY
3-8	1673-8C	1693-8C
3-12	1673-12C	1693-12C
4-12	1674-12C	1694-12C
4-13	1674-13C	1694-13C
5-8	1675-8C	1695-8C
5-10	1675-10C	1695-10C
5-12	1675-12C	1695-12C
Specify	167xC	169xC
VARIABLE LINEAR / DIGRESSIVE		
Dry*	167LD-DRY	169LD-DRY
BLEED ADJUST PISTON ROD		
Dry*	167R-DRY	169R-DRY

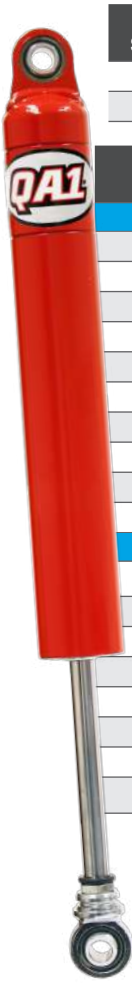
** Shock with no oil or valving*

20 Series

SEALED STEEL MONOTUBE SHOCK

20 Series shocks are internally and functionally the same as 26 Series shocks but are 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 and can handle extreme compression and rebound forces for asphalt and dirt tracks.

Stroke	Compressed Length	Extended Length	O.D.
7”	13.40”	20.63”	2”
9”	15.40”	24.63”	2”



Valving C-R	7” Stroke	9” Stroke
LINEAR		
3	2073M	2093M
3-7	2073-7M	2093-7M
4	2074M	2094M
4-6	2074-6M	2094-6M
5	2075M	2095M
7-2	2077-2M	2097-2M
7-3	2077-3M	2097-3M
8-2	2078-2M	2098-2M
12-2	20712-2M	20912-2M
Specify	207xM	209xM
LINEAR / DIGRESSIVE		
3-8	2073-8C	2093-8C
3-12	2073-12C	2093-12C
4-12	2074-12C	2094-12C
4-13	2074-13C	2094-13C
5-8	2075-8C	2095-8C
5-10	2075-10C	2095-10C
5-12	2075-12C	2095-12C
Specify	207xC	209xC

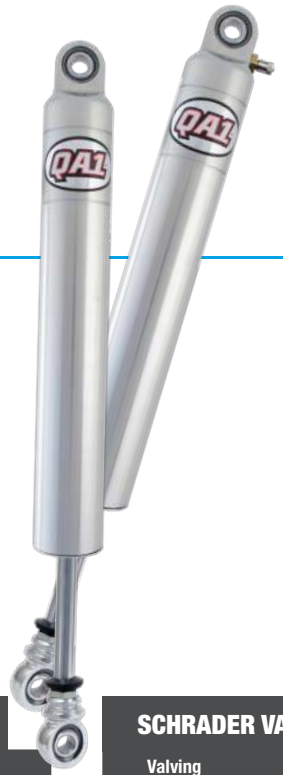
Don’t see your valving listed? No problem! While it’s impossible to stock every combination available, order any valving you want by giving us a call! All custom valving orders are available to ship after 2 business days.

California residents: See page 150.

26 Series

REBUILDABLE STEEL MONOTUBE SHOCK

The 26 Series shock 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 both asphalt and dirt tracks.



Stroke	Compressed Length	Extended Length	O.D.
7”	13.40”	20.63”	2”
9”	15.40”	24.63”	2”

HYPERSCREW

Valving C-R	7” Stroke	9” Stroke
LINEAR		
Dry*	267M-DRY	269M-DRY
3	2673M	2693M
3-5	2673-5M	2693-5M
3-7	2673-7M	2693-7M
4	2674M	2694M
4-6	2674-6M	2694-6M
5	2675M	2695M
5-3	2675-3M	2695-3M
7-2	2677-2M	2697-2M
7-3	2677-3M	2697-3M
8-2	2678-2M	2698-2M
9-1	2679-1B	2699-1B
10-2	26710-2M	26910-2M
12-2	26712-2M	26912-2M
Specify	267xM	269xM
LINEAR / DIGRESSIVE		
Dry*	267C-DRY	269C-DRY
3-8	2673-8C	2693-8C
3-12	2673-12C	2693-12C
4-12	2674-12C	2694-12C
4-13	2674-13C	2694-13C
5-8	2675-8C	2695-8C
5-10	2675-10C	2695-10C
5-12	2675-12C	2695-12C
Specify	267xC	269xC
VARIABLE LINEAR / DIGRESSIVE		
Dry*	267LD-DRY	269LD-DRY
BLEED ADJUST PISTON ROD		
Dry*	267R-DRY	269R-DRY

** Shock with no oil or valving*

SEALED HYPERSCREW (IMCA)

Valving C-R	7” Stroke	9” Stroke
LINEAR		
3	26A73M	26A93M
3-5	26A73-5M	26A93-5M
3-7	26A73-7M	26A93-7M
4	26A74M	26A94M
4-6	26A74-6M	26A94-6M
5	26A75M	26A95M
5-3	26A75-3M	26A95-3M
7-2	26A77-2M	26A97-2M
7-3	26A77-3M	26A97-3M
8-2	26A78-2M	26A98-2M
9-1	26A79-1B	26A99-1B
10-2	26A710-2M	26A910-2M
12-2	26A712-2M	26A912-2M
Specify	26A7xM	26A9xM
LINEAR / DIGRESSIVE		
4-10	26A74-10C	26A94-10C
5-8	26A75-8C	26A95-8C
5-10	26A75-10C	26A95-10C
5-12	26A75-12C	26A95-12C
5-13	26A75-13C	26A95-13C
Specify	26A7xC	26A9xC

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 gas pressure adjustments between heat races and features to adjust for varying track conditions.

SCHRADER VALVE

Valving C-R	7” Stroke	9” Stroke
LINEAR		
Dry*	26V7M-DRY	26V9M-DRY
3	26V73M	26V93M
3-5	26V73-5M	26V93-5M
3-7	26V73-7M	26V93-7M
4	26V74M	26V94M
4-6	26V74-6M	26V94-6M
5	26V75M	26V95M
5-3	26V75-3M	26V95-3M
7-2	26V77-2M	26V97-2M
7-3	26V77-3M	26V97-3M
8-2	26V78-2M	26V98-2M
9-1	26V79-1B	26V99-1B
10-2	26V710-2M	26V910-2M
12-2	26V712-2M	26V912-2M
Specify	26V7xM	26V9xM
LINEAR / DIGRESSIVE		
Dry*	26V7C-DRY	26V9C-DRY
3-8	26V73-8C	26V93-8C
3-12	26V73-12C	26V93-12C
4-12	26V74-12C	26V94-12C
4-13	26V74-13C	26V94-13C
5-8	26V75-8C	26V95-8C
5-10	26V75-10C	26V95-10C
5-12	26V75-12C	26V95-12C
Specify	26V7xC	26V9xC
VARIABLE LINEAR / DIGRESSIVE		
Dry*	26V7LD-DRY	26V9LD-DRY
BLEED ADJUST PISTON ROD		
Dry*	26V7R-DRY	26V9R-DRY

** Shock with no oil or valving*

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

California residents: See page 150.

51 Series

REBUILDABLE STEEL TWIN TUBE SHOCK

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 excels on average to dry-slick dirt and asphalt tracks where traction is limited and also as an axle wrap up shock. It gives superior feel and grip on all tracks.

Stroke	Compressed Length	Extended Length	O.D.
7”	13.38”	20.30”	2 1/16”
9”	15.38”	24.30”	2 1/16”

Valving C-R	7” Stroke	9” Stroke
LINEAR		
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
VARIABLE LINEAR / DIGRESSIVE		
Dry*	517LD-DRY	519LD-DRY
BLEED ADJUST PISTON ROD		
Dry*	517R-DRY	269R-DRY

** Shock with no oil, valving, or gas bag*

60 Series

REBUILDABLE ALUMINUM TWIN TUBE SHOCK

The 60 Series provides the driver with more grip and feel as track conditions diminish. It is 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.

Stroke	Compressed Length	Extended Length	O.D.
6”	12.38”	18.25”	2”
7”	13.38”	20.25”	2”
8”	14.38”	22.25”	2”
9”	15.38”	24.25”	2”

Valving C-R	6” Stroke	7” Stroke	8” Stroke	9” Stroke
LINEAR				
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
VARIABLE LINEAR / DIGRESSIVE				
Dry*	606LD-DRY	607LD-DRY	608LD-DRY	609LD-DRY
BLEED ADJUST PISTON ROD				
Dry*	606R-DRY	607R-DRY	608R-DRY	609R-DRY

** Shock with no oil, valving, or gas bag*

Don’t see your valving listed? No problem! While it’s impossible to stock every combination available, order any valving you want by giving us a call! All custom valving orders are available to ship after 2 business days.

California residents: See page 150.

62 Series

REBUILDABLE ALUMINUM TWIN TUBE SHOCK

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.

Stroke	Compressed Length	Extended Length	O.D.
5”	11.38”	16.30”	2”
6”	12.38”	18.30”	2”
7”	13.38”	20.30”	2”
8”	14.38”	22.30”	2”
9”	15.38”	24.30”	2”

Valving C-R	5” Stroke	6” Stroke	7” Stroke	8” Stroke	9” Stroke
LINEAR					
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
LINEAR / DIGRESSIVE					
Dry*	625LD-DRY	626LD-DRY	627LD-DRY	628LD-DRY	629LD-DRY
BLEED ADJUST PISTON ROD					
Dry*	625R-DRY	626R-DRY	627R-DRY	628R-DRY	629R-DRY

** Shock with no oil, valving, or gas bag*

63 Series

SEALED ALUMINUM TWIN TUBE SPEC SHOCK

The 63 Series is a sealed non-rebuildable version of the 62 Series. 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 be used in any late model or modified.

Stroke	Compressed Length	Extended Length	O.D.
7”	13.38”	20.30”	2”
9”	15.38”	24.30”	2”

FRONT

Valving C-R	7” Stroke	9” Stroke
LINEAR / DIGRESSIVE		
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

Valving C-R	7” Stroke	9” Stroke
LINEAR		
4	6374	6394
4-6	6374-6	6394-6
5-3	6375-3	6395-3

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.

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

California residents: See page 150.

70 Series

REBUILDABLE STEEL TWIN TUBE SHOCK

Similar in function to the 51 Series, QA1's 70 Series shocks are just as durable and perform like 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.

Stroke	Compressed Length	Extended Length	O.D.
6"	11.63"	17.75"	1 5/8"
7"	12.63"	19.75"	1 5/8"
9"	14.63"	23.75"	1 5/8"

Valving C-R	6" Stroke	7" Stroke	9" Stroke
LINEAR			
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

** Shock with no oil, valving, or gas bag*

82 Series

REBUILDABLE ALUMINUM TWIN TUBE SHOCK

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.

Stroke	Compressed Length	Extended Length	O.D.
3"	8.00"	10.75"	1 5/8"
4"	9.63"	13.75"	1 5/8"
5"	10.63"	15.75"	1 5/8"
6"	11.63"	17.75"	1 5/8"
7"	12.63"	19.75"	1 5/8"
8"	13.63"	21.75"	1 5/8"
9"	14.63"	23.75"	1 5/8"

Valving C-R	3" Stroke	4" Stroke	5" Stroke	6" Stroke	7" Stroke	8" Stroke	9" Stroke
LINEAR							
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

** Shock with no oil, valving, or gas bag*

Don't see your valving listed? No problem! While it's impossible to stock every combination available, order any valving you want by giving us a call! All custom valving orders are available to ship after 2 business days.

California residents: See page 150.

COIL-OVER KITS

Series	Length	Use with Spring	Part
16	all	2 1/2" I.D.	CK6201
20	7"	2 1/2" I.D.	CK5005
	9"	2 1/2" I.D.	CK5007
26	all	5" O.D.	CK5009
	7"	2 1/2" I.D.	CK5005
	9"	2 1/2" I.D.	CK5007
28	all	5" O.D.	CK5009
	7"	2 1/2" I.D.	CK5005
	9"	2 1/2" I.D.	CK5007
50	7"	2 1/2" I.D.	CK5005
		5" O.D.	CK5009
	9"	2 1/2" I.D.	CK5007
		5" O.D.	CK5009
51	7"	2 1/2" I.D.	CK5105
		5" O.D.	CK5109
	9"	2 1/2" I.D.	CK5107
		5" O.D.	CK5109
62	all	2 1/2" I.D.	CK6201
63	all	2 1/2" I.D.	CK6201
70	all	1 7/8" I.D.	CK7001
	all	2 1/2" I.D.	CK7002
82	all	1 7/8" I.D.	CK8201

Kits include components for one shock and contain some or all of the following, depending on application:

- Aluminum sleeve
- Spring cap retainer pin
- Spring cap
- Jam nut
- Spring seat adjuster nut
- Snap rings
- Wire ties

CK5105

CK5109

THRUST BEARING KIT

Part
7888-109

Use with all coil-over shocks. Kit includes (2) thrust bearings and (4) washers to simplify adjustments. Kit includes parts for (2) shocks.

BUMP STOPS

Dimensions	Part
1 1/2" O.D. x 3" L*	BC01
1 9/10" O.D. x 7/8" L	BC02

BC01

Designed for soft front spring set-ups with a progressive rate.

*Can be shortened to desired length.

ONE-PIECE BUSHINGS

Dimensions	Part
.750" I.D. x 1.06" O.D.	9032-150
.625" I.D. x 1.06" O.D.	9032-348

These bushings need to be pressed into the shock loop.

REPLACEMENT BEARING KIT

Race	Dimensions	Part
Steel	1/2" I.D. x 1.06" O.D. x 5/8" W	SIB8-101PK

Kits include bearings and snap rings for one shock. For use with all QA1 circle track replaceable bearing shocks.

STUD TOP BUSHING KIT

Fits	Includes	Part
QA1 stud top shocks	Shock mounting hardware for 5/8" and 7/8" openings	MK03

These kits include:

- (2) Washers
- (1) Hex nut
- (2) Bushings
- (1) Lock nut

SPRING SPACERS

Use with Spring	Length	Part
1 7/8" I.D.	3/4"	9004-107
2 1/2" I.D.	1"	9004-110

All spring spacers may be stacked for greater spacing.

9004-110

California residents: See page 150.

EYELET MOUNTS

Series	Material	Thread	Part
16, 20, 26, 28, 50, 51, 60, 62 & 63	Steel	9/16"-18	9036-103
70 & 82	Steel	7/16"-18	9036-148
16, 20, 26, 28, 50, 51, 60, 62 & 63	Aluminum	9/16"-18	9036-104
70 & 82	Aluminum	7/16"-18	9036-105

Bearing mount with bearing and snap rings.
Kits contain components for one shock end.

9036-104

ALUMINUM SHOCK EXTENSIONS

Series	Length	Thread	Part
All except 70 & 82	1"	9/16"-18	9029-163
All except 70 & 82	2"	9/16"-18	9029-164

9029-164

EXTENDED LENGTH EYELETS

Series	Material	Length	Part
16, 20, 26, 28, 50, 51, 60, 62 & 63	Steel	1"	9036-198
16, 20, 26, 28, 50, 51, 60, 62 & 63	Steel	2"	9036-199
16, 20, 26, 28, 50, 51, 60, 62 & 63	Aluminum	1"	9036-200
16, 20, 26, 28, 50, 51, 60, 62 & 63	Aluminum	2"	9036-201

These extended length eyelets come with a premium QA1 spherical bearing pre-installed. All feature 9/16"-18 threads.

9036-201

THREAD ADAPTER

Order this adapter and the desired extended length eyelet.

Series	Part
70 & 82	9033-117

SHOCK TOOLS

MONOTUBE TOOLS

Series	Part	Part
26, 27 & 28	Clamp Tool	7791-143
26, 27 & 28	Fill Tool - Hyperscrew	7791-140
16, 26V & 28V	Fill Tool - Schrader Valve	7791-147

7791-140

7791-147

SPANNER WRENCHES

Series	Includes	Part
16, 26, 28, 50, 51, 60, 62 & 63	2 wrenches	T114W
70, 82	1 wrench	T120W

T114W

T120W

CLOSURE NUT WRENCH

Series	Part
FC, 16, 50, 51, 53, 60, 62, 70 & 82	7791-162

California residents: See page 150.

REBUILDER'S CORNER

PISTON RODS

Series	Length	Part	Bleed Adjust Part
LARGE BODY			
16	7"	9028-118	
	9"	9028-114	
26	7"	9028-118	9028-701
	9"	9028-114	9028-901
2768x	all	9028-138	
2794x	all	9028-141	
2795x	all	9028-115	
2758x, 2788x	all	9028-116	
28	7"	9028-118	
	9"	9028-114	
50	7"	9028-118	
	9"	9028-114	
51	7"	9028-118	9028-701
	9"	9028-114	9028-901
5393x	all	9028-244	
5394x	all	9028-141	
5395x	all	9028-115	
5358x & 5388x	all	9028-116	
5368x	all	9028-117	
60	6"	9028-122	9028-601
	7"	9028-118	9028-701
	8"	9028-138	9028-801
	9"	9028-114	9028-901
62	5"	9028-121	9028-501
	6"	9028-122	9028-601
	7"	9028-118	9028-701
	8"	9028-138	9028-801
	9"	9028-114	9028-901
FC194x	all	9028-141	
FC195x	all	9028-115	
FC788x	all	9028-116	
FC168x, FC258x	all	9028-117	
SMALL BODY			
70	6"	9028-134	
	7"	9028-135	
	9"	9028-137	
82	3"	9028-131	
	4"	9028-132	
	5"	9028-133	
	6"	9028-134	
	7"	9028-135	
	8"	9028-136	
	9"	9028-137	

PISTON ROD BULLETS

Series	Part
16, 26, 27, 28, FC, 50, 51, 53, 60 & 62	7791-157
70 & 82	7791-158

These piston rod bullets allow rebuilders to easily install the gland onto the piston rod without damaging the seals.

SHOCK OIL

NEW

Amount	Part
1 gal.	SF16

New in 2019, QA1 5wt shock oil is specially formulated for use with QA1 shocks.

REBUILD KITS

Series	Part
51, 53, 60, & 62	RK01
FC & 50	RK02
70 & 82	RK04
16, 26, 27 & 28	RK10

Rebuild kits contain components for one shock and include:

- PTFE / carbon fiber band
- O-rings
- Piston rod seal
- Travel indicator ring

TUNING KITS

Series	For	Includes	Part
FC, 50, 51, 53, 60 & 62	Large Body Twin Tube	Pistons, Base Valves, Assortment of Deflective Discs, Drill Bits, Seal Kit, Instructions	TK01
70 & 82	Small Body Twin Tube	O-Rings, Seals, Assortment of Deflective Discs, Wipers, Instructions	TK02
16, 26, 27 & 28	Monotube	Assortment of Deflective Discs, O-Rings, Seals, Instructions	TK08
16, 26, 27, 28, 50, 51, 53, 60, 62, FC	Complements other kits	Deflective Discs, Ring Shims, Bleed Shims, Piston Checkballs, Piston Dowel Pins, Instructions	TK09

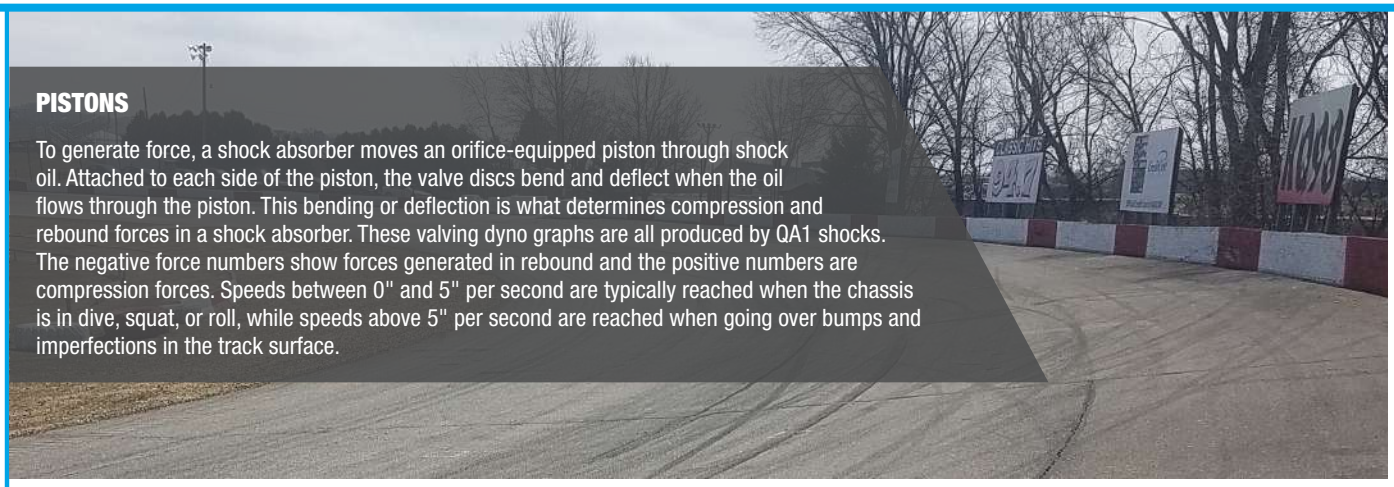
TK09 is an advanced tuning expansion kit that complements other Monotube and Large Body Twin Tube Tuning Kits and includes all of our latest shock components. Designed for experienced rebuilders.

BLEED ADJUSTABLE PISTON ROD

Convert a non-adjustable shock to a 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.

California residents: See page 150.

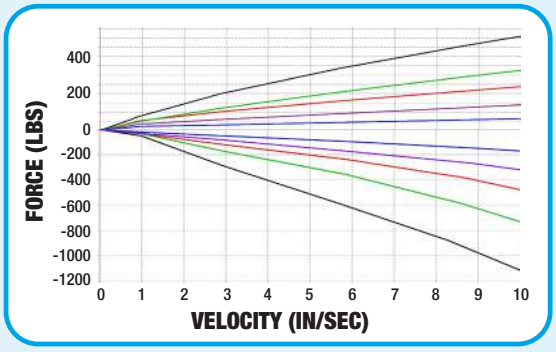
REBUILDER'S CORNER



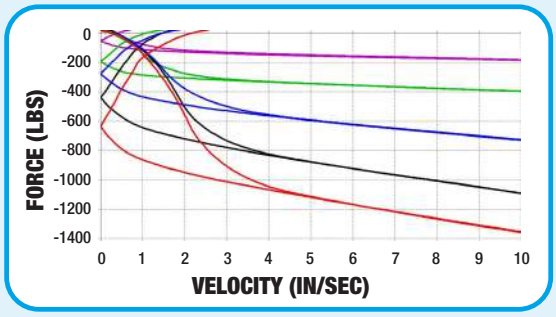
PISTONS

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. The negative force numbers show forces generated in rebound and the positive numbers are compression forces. Speeds between 0" and 5" per second are typically reached when the chassis is in dive, squat, or roll, while speeds above 5" per second are reached when going over bumps and imperfections in the track surface.

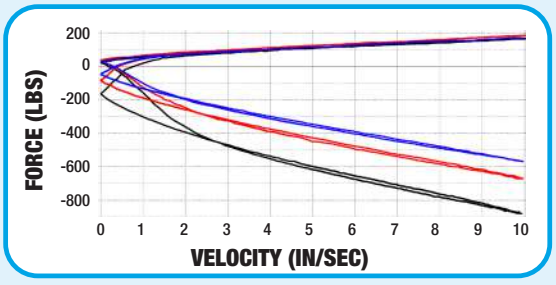
MONOTUBE



P.V.P. COMPRESSION & REBOUND GRAPH



C.V.P. REBOUND GRAPH



C.V.P. REBOUND GRAPH

LINEAR

Valvings Shown: 3, 5, 7, 9, 12 with 0.070" bleed

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. Typically used on inconsistent racing surfaces to increase grip or used where lighter valving is preferred.

Part	Series	Diameter	Compression	Rebound
9057-239	16, 26, 27 & 28	46mm	0°	0°
9057-276	16, 26, 27 & 28	46mm	0°	3°

LINEAR/DIGRESSIVE

Valvings Shown: 6, 8, 10, 12, 13 with 0.013" bleed

This piston has similar compression to the linear piston 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.

Part	Series	Diameter	Compression	Rebound
9057-279	16, 20, 23, 26, 27 & 28	46mm	0°	5.5°

HI-LO

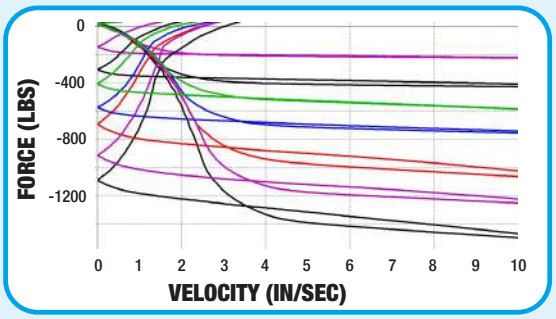
Parts Shown: 9057-274 (blue); 9057-275 (red); 9057-276 (black), all shown with no bleed

Features kidney-shaped ports on one face and round ports on the other, creating a softer curve on one side with a stiffer curve on the other.

Part	Series	Diameter	Compression	Rebound
9057-274	16, 26, 27 & 28	46mm	0°	0°
9057-275	16, 26, 27 & 28	46mm	0°	1.5°
9057-276	16, 26, 27 & 28	46mm	0°	3°

California residents: See page 150.

MONOTUBE & TWIN TUBE



C.V.P. REBOUND GRAPH

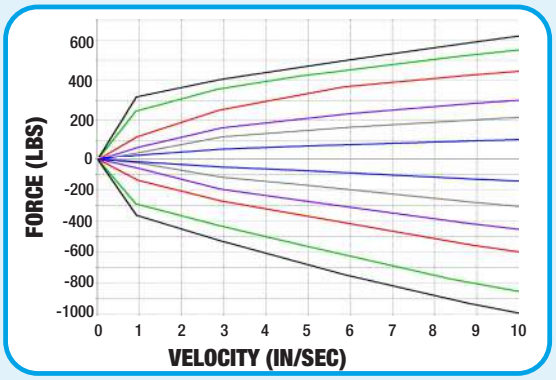
VARIABLE PRELOAD LINEAR/DIGRESSIVE

Custom Valvings Shown

These pistons have a flat linear compression and digressive rebound with up to 0.056" of preload to generate low-speed control without excessive high-speed force, helping you maintain grip over surface irregularities. Used on both dirt and asphalt cars, these pistons can generate the force numbers you're looking for to keep the left rear up or keep the front end sealed off. The amount of shim stack preload, bleed, shim thickness and diameter are all able to be tuned to tailor the force curve of the shock.

Part	Style	Series	Diameter
9057-286	Twin Tube	FC, 50, 51, 53, 60 & 62	35mm
9057-289	Monotube	16, 20, 23, 26, 27 & 28	46mm

TWIN TUBE



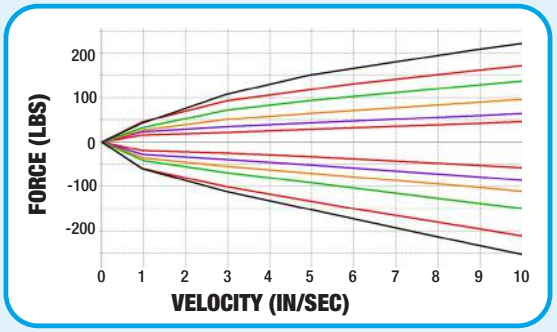
P.V.P. COMPRESSION & REBOUND GRAPH

LARGE BODY LINEAR

Valvings Shown: 3, 5, 7, 9, 11, 12 with varying bleeds

QA1's large body twin tube shocks are equipped 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.

Part	Series	Diameter	Compression	Rebound
9057-221	FC, 50, 51, 53, 60 & 62	35mm	1.5°	1.5°



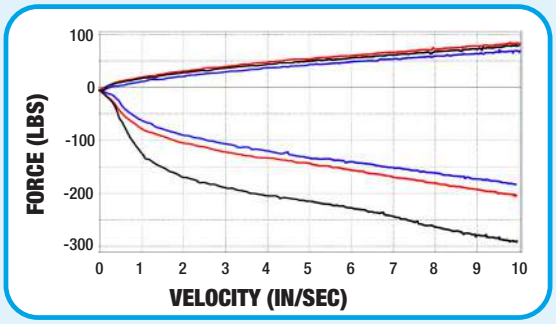
P.V.P. COMPRESSION & REBOUND GRAPH

SMALL BODY LINEAR

Valvings Shown: 1, 2, 3, 4, 5, 6 with 0.02" bleed

QA1's small body twin tube piston has 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.

Part	Series	Diameter	Compression	Rebound
9057-252	70 & 82	1"	1°	2°



P.V.P. COMPRESSION & REBOUND GRAPH

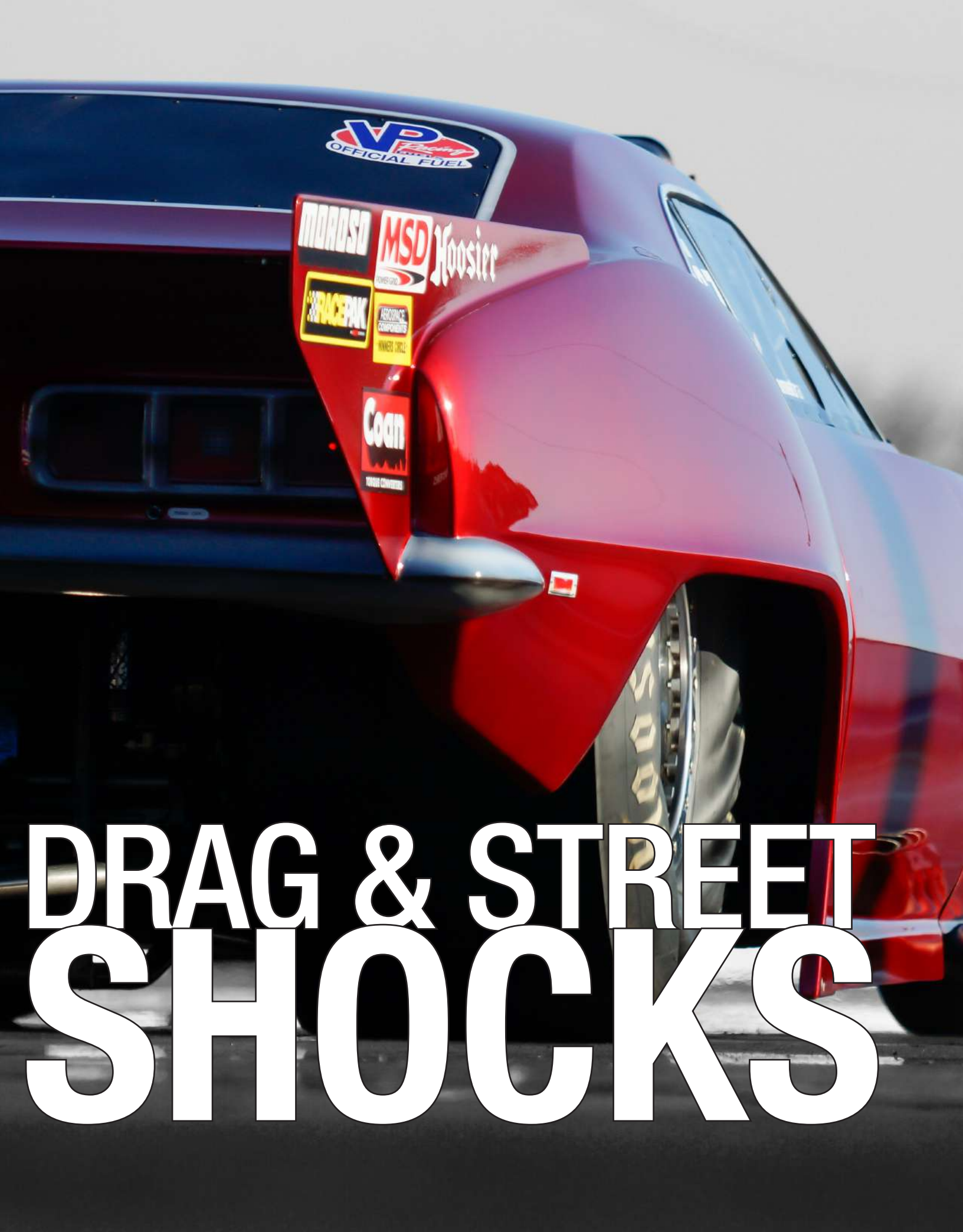
TWO-PORT

Parts Shown: 9057-271 (black); 9057-272 (red); 9057-273 (blue), all shown with no bleed

Allows the valve discs to open consistently, resulting in a smoother force curve and accommodatng independent compression and rebound circuits for precision low-speed force control.

Part	Series	Diameter	Compression	Rebound
9057-271	FC, 50, 51, 53, 60 & 62	35mm	0.5°	3°
9057-272	FC, 50, 51, 53, 60 & 62	35mm	1°	2°
9057-273	FC, 50, 51, 53, 60 & 62	35mm	1.5°	1.5°

California residents: See page 150.



DRAG & STREET SHOCKS

Photo by Matt Ruiter

MODSERIES BY QA1

DON'T BE LIMITED TO ADJUSTMENTS... COMPLETELY RE-VALVE IN MINUTES

QA1's MOD Series shock is designed specifically to meet the demands required by today's high performance drag race and handling/pro-touring cars, which require higher force curves as their performance levels increase.

The MOD shock is a unique double adjustable design with adjustable low-speed bleed. This allows for fully independent control over the compression and rebound characteristics. This shock is one of the most capable shocks on the market today with its impressive force curve capability and high level of tunability.

The key element to this range of adjustment is the QuickTune™ Technology – modular valve packs that can easily be swapped out. Never before could you change the valving characteristics this much without completely disassembling the shock. Using QuickTune™ Technology, the MOD Series shock can be revalved in minutes without interrupting the oil path and opening the shock up for debris and air contamination, all while the shock remains on the car.

MULTIPLE PATENTS PENDING

Compressed Height	Extended Height	Right Piggyback	Left Piggyback	Right Canister	Left Canister
10.125"	14.000"	M411PR	M411PL	M411CR	M411CL
10.625"	15.000"	M421PR	M421PL	M421CR	M421CL
11.500"	16.875"	M511PR	M511PL	M511CR	M511CL
12.500"	18.750"	M611PR	M611PL	M611CR	M611CL
12.875"	19.500"	M711PR	M711PL	M711CR	M711CL
14.875"	23.625"	M911PR	M911PL	M911CR	M911CL

Hose length is 18" long.

California residents: See page 150.

EXTERNAL CANISTER MOUNTING FLEXIBILITY
- Nitrogen-charged canister
- Piggyback or remote configuration

INDEXABLE BASE EYELETS FOR MOUNTING FLEXIBILITY
- Unbolt and reattach the base eyelet
- Achieve the best shock and canister placement

MODULAR VALVE PACKS
- On-the-car shock revalving
- QuickTune™ Technology - dry valve packs that can be changed without the mess
- Available in multiple force curves

Expansion Pack	Includes
TK111	Advanced tuning kit of (8) additional valve packs

MOD SHOCK ACCESSORIES

Accessory	Descriptions	Part
Canister Mount	Panel	9039-308
	Control Arm for 1 1/4" Tubing	9039-305
Extended Eyelets	Base (+1/2")	9036-230
	Rod (+1")	9036-229
Spanner Wrench		T121W
Bleed Adjust Tool		7791-170

LOOKING FOR A DIRECT FIT?

The MOD Series shock is available as a stock mount Pro Coil System for many vehicles. See our GM, Ford, and Mopar sections to find part numbers.

California residents: See page 150.

If you have altered or built the vehicle, you need custom mount shocks. Simply take a measurement or two and your shock selection is complete.

- Made in the USA – Top-notch quality and repeatability for many years
- T6061 aluminum construction – Great mix of strength and weight savings
- Designed for 2.5" I.D. springs – Compact design and great spring rate availability
- Coil-over hardware for 2 1/2" I.D. springs included – No need to spend extra on spring caps and adjuster nuts

PROMA STAR

DOUBLE & SINGLE ADJUSTABLE SHOCKS

The #1 choice for custom car builders, this shock is ideal for custom chassis of all types and includes a heavy-duty 5/8" piston rod to withstand even the most demanding driving applications.

Compressed Height	Extended Height	Recommended Ride Height	Spring Length	Mounting	Double Adj. Part	Single Adj. Part
8 3/4"	11 1/8"	9 1/2" to 10"	7"	Bearing	DD301	DS301
				Bushing	DD302	DS302
9 1/2"	12 3/4"	10 3/4" to 11 1/4"	7" / 8" / 9"	Bearing	DD303	DS303
				Bushing	DD304	DS304
10 1/8"	14"	11 1/2" to 12 1/2"	9"	Bearing	DD401	DS401
				Bushing	DD402	DS402
11 1/8"	15"	12 1/2" to 13 1/2"	10"	Bearing	DD403	DS403
				Bushing	DD404	DS404
11 5/8"	16 7/8"	14" to 15"	12"	Bearing	DD501	DS501
				Bushing	DD502	DS502
12 5/8"	18 3/4"	15 1/4" to 16 3/4"	14"	Bearing	DD601	DS601
				Bushing	DD602	DS602
13"	19 1/2"	16" to 17 1/2"	14"	Bearing	DD701	DS701
				Bushing	DD702	DS702
15"	23 5/8"	18 1/2" to 21 1/2"	14"	Bearing	DD901	DS901
				Bushing	DD902	DS902

ULTRA RIDE

REBOUND ADJUSTABLE SHOCKS

Designed to optimize ride quality, many builders turn to this shock when building custom cruisers. Like the QA1 Proma Star, it's easy to adapt to all sorts of chassis and includes a heavy-duty 5/8" piston rod. It has a comfortable fixed compression setting with a wide range of rebound adjustment – great for smooth-riding street rods and hot rods.

Compressed Height	Extended Height	Recommended Ride Height	Spring Length	Mounting	Part
8 3/4"	11 1/8"	9 1/2" to 10"	7"	Bushing	US302
9 1/2"	12 3/4"	10 3/4" to 11 1/4"	7" / 8" / 9"	Bushing	US304
10 1/8"	14"	11 1/2" to 12 1/2"	9"	Bushing	US402
11 1/8"	15"	12 1/2" to 13 1/2"	10"	Bushing	US404
11 5/8"	16 7/8"	14" to 15"	12"	Bushing	US502
12 5/8"	18 3/4"	15 1/4" to 16 3/4"	14"	Bushing	US602

California residents: See page 150.

ALUMA MATIC

NON-ADJUSTABLE SHOCKS

The Aluma Matic coil-over shock was carefully designed to provide an optimal balance between ride quality and performance using preferred valving pre-set from the factory for ride-sensitive feel.

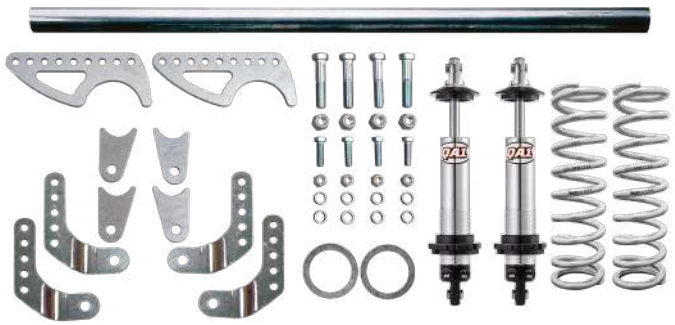
Compressed Height	Extended Height	Recommended Ride Height	Spring Length	Mounting	Part
8 5/8”	11 3/8”	9 3/4” to 10 1/4”	7”	Bushing	ALN3855P
10 1/8”	14 3/8”	12” to 12 1/2”	9” / 10”	Bushing	ALN4855P
11 1/8”	16 3/8”	13 1/2” to 14”	12”	Bushing	ALN5855P

PRO-REAR SYSTEMS

CUSTOM MOUNT WELD-IN REAR COIL-OVER CONVERSION SYSTEMS

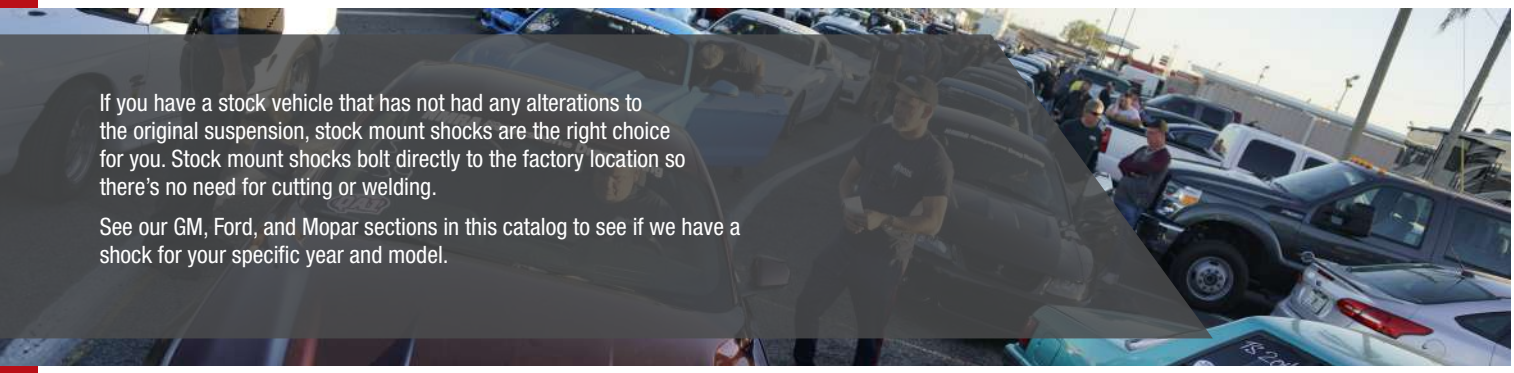
Fabricate your own coil-over rear suspension system in virtually any non-leaf spring vehicle.

Includes:
- (2) Coil-over shocks
- (2) Springs - linear or variable rate
- All mounting hardware



Adjustability	LINEAR RATE SPRINGS			VARIABLE RATE SPRINGS		
	Rear End Weight of Vehicle					
	1050-1300 lbs.	1301-1500 lbs.	1501-1700 lbs.	1050-1300 lbs.	1301-1550 lbs.	1551-1850 lbs.
FOR 3” DIAMETER AXLE						
MOD Series	DM501-12110	DM501-12130	DM501-12150	-	-	-
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						
MOD Series	DM501-1101	DM501-1301	DM501-1501	-	-	-
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

NEED SPRINGS?
see pg 43



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.

See our GM, Ford, and Mopar sections in this catalog to see if we have a shock for your specific year and model.

MUSTANG II

STOCK MOUNT FRONT PRO COIL COIL-OVER SYSTEMS

QA1's Mustang II system provides ride height adjustability and valving adjustment in one easy-to-install bolt-in package. Users often refer to these systems as the best thing they've updated on their entire car.

- Adjustable valving - Fine-tune ride quality and performance
- Aluminum shocks and chrome plated springs provide outstanding appearance
- T6061 aluminum construction is a great mix of strength and weight savings
- Heavy-duty 5/8" piston rod withstands even the harshest driving
- Made in the USA

	<1350 lbs.	1350 - 1525 lbs.	1526 - 1700 lbs.	1701+ lbs.
DOUBLE ADJUSTABLE				
Stock 7/16" I.D. Bolt Hole, Bushing	MD303-08375	MD303-08500	MD303-08600	MD303-08700
1/2" I.D. Bolt Hole, Bushing	MD302-08375	MD302-08500	MD302-08600	MD302-08700
1/2" I.D. Bolt Hole, Bearing	MD301-08375	MD301-08500	MD301-08600	MD301-08700
SINGLE ADJUSTABLE				
Stock 7/16" I.D. Bolt Hole, Bushing	MS303-08375	MS303-08500	MS303-08600	MS303-08700
1/2" I.D. Bolt Hole, Bushing	MS302-08375	MS302-08500	MS302-08600	MS302-08700
1/2" I.D. Bolt Hole, Bearing	MS301-08375	MS301-08500	MS301-08600	MS301-08700
DRAG "R" SERIES				
Stock 7/16" I.D. Bolt Hole, Bushing	MR303-08375	MR303-08500	MR303-08600	MR303-08700
1/2" I.D. Bolt Hole, Bushing	MR302-08375	MR302-08500	MR302-08600	MR302-08700
1/2" I.D. Bolt Hole, Bearing	MR301-08375	MR301-08500	MR301-08600	MR301-08700

These recommendations are general guidelines only. The weight of the vehicle, personal ride preference, etc. need to be taken into account.

All have a compressed height of 7.88" and an extended height of 11".

NON-COIL-OVER SHOCKS

STOCKER STAR SERIES

QA1's non-coil-over shocks are perfect for those who want better ride and performance but are happy with their current ride height.

- 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

California residents: See page 150.

PRO COIL SHOCKS & STRUTS

These bolt-in systems give you the flexibility you need with adjustable valving, ride height adjustability, and a variety of spring rate options. Combine front and rear for a complete suspension makeover.

Pro Coil Systems include:
- 2 Shocks
- 2 Springs
- All Mounting Brackets and Hardware

- Lightweight billet aluminum shocks or high performance DOM steel struts with silver powder coated springs
- Easy, bolt-in installation
- Three-step sealing system eliminates drag & dirt intrusion
- Ride height adjustable
- 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

FRONT SHOCKS
FROM STOCK TO
2" LOWER

FRONT STRUTS
FROM STOCK TO
1 1/2" LOWER

REAR SHOCKS
FROM STOCK TO
1 1/2" LOWER

MOD SERIES SHOCK

Don't be limited to adjustments! Completely re-valve your shock in minutes with MOD Series shocks using QuickTune™ Technology - dry valve packs that eliminate the mess. Learn more on page 34.

SPECIFIC APPLICATIONS

The shock application guides begin on pages 48 (GM), 90 (Ford), and 110 (Mopar).

NEED SPRINGS?
see pg 43

California residents: See page 150.

CONVERSION KITS

Conversion kits are used when you need a different mounting end on your shock.


SS110SDM


SS100SD


SS200SD

CONVERT TO STUD

Converts From	Converts To	Notes	Part	Includes
Eyelet	Stud Top	For Proma Star, Ultra Ride and Aluma Matic shocks	SS110SDM	(1) stud (2) bushings (2) washers (2) nuts
Eyelet	Stud Top	For Stocker Star (TD, TS, TR, TN) non-coil-over shocks	SS100SD	(1) stud (2) bushings (2) washers (2) nuts
Eyelet	Stud Bottom		SS200SD	
Stud Top Coil-Over	Stud Top with Cap	For 1993-2002 Camaro/Firebird front shocks (GD502, GS502 and GR502) that utilize a 2 1/2" I.D. coil spring	SS112SDM *Requires upper spring cap 9018-101 or 9018-113.*	(1) stud (2) washers (2) nuts

CONVERT TO EYELET

Converts From	Notes	Length	Part	Includes
Stud or Standard Length Eyelet	For QA1 shocks with 9/16"-18 piston rod thread	Standard	SS300LT	(1) eyelet (1) bushing (1) 1/2" sleeve (1) 5/8" sleeve
		1" Extended	9036-202	
		2" Extended	9036-203	


SS300LT 9036-203

CONVERT TO T-BAR

Converts From	Notes	T-Bar	Bolt Spacing	Part	Includes
Eyelet	3/4" O.D. Bushing Mounted T-Bar Kit Eyelet must be utilizing QA1 3/4" I.D. bushing (part # 9032-390)	3"	2" to 3"	BAR300K	(1) zinc plated 3/4" O.D. T-bar (2) retaining c-clips (2) 3/8" bolts (2) 3/8" lock nuts
		3.5"	2" to 3"	BAR350K	
		3.625"	2.625" to 3.625"	BAR360K	
Eyelet	3/4" O.D. Bushing Mounted T-Bar Kit Eyelet must be utilizing QA1 3/4" I.D. bushing (part # 9032-390)	5"	3.69"	BAR500K	(1) zinc plated 3/4" O.D. T-bar (2) retaining c-clips
Eyelet	5/8" O.D. Bearing Mounted T-Bar Kit For Proma Star, Ultra Ride and Stocker Star shocks	3"	2.115" to 2.625"	BAR305K	(1) zinc plated 5/8" O.D. T-bar (2) retaining c-clips (2) 3/8" bolts (2) 3/8" lock nuts (1) 1" O.D. bearing
		3.5"	2.125" to 2.875"	BAR355K	
		5"	3.33" to 4.05"	BAR505K	


BAR355K


BAR350K

MOUNTING TABS

Tubing	Distance from Bottom of Tab to Center of Bolt	Part
Boxed	1 1/4"	TB101GBK
Boxed	1 3/4"	TB102GBK
1 5/8" Round; Offset Bracket	1 3/4"	TB103GBK

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.


TB101GBK


TB102GBK


TB103GBK

California residents: See page 150.

BEARING KITS

Race	I.D.	O.D.	W	Part
Steel	1/2”	1”	1/2”	COM8PK
Steel, PTFE Lined	1/2”	1”	1”	COM8T-102PK
Steel	1/2”	1”	1 1/2”	COM8-106PK
Steel, PTFE Lined	5/8”	1”	1”	SIB10T-102PK

These bearing kits fit MOD Series, Proma Star, Ultra Ride, and Stocker Star shocks. They include the following:

- (2) spherical bearings
- (4) snap rings

Order (1) kit per shock.

COM8T-102PK

BUSHING KITS

Includes	Notes	Fits	Part
(2) washers (2) bushings (1) hex nut (1) jam nut	For 5/8” and 7/8” openings	QA1 stud top shocks	MK03
(2) two-piece 3/4” I.D. urethane bushings (2) 1/2” sleeves (2) 5/8” sleeves	Order 1 per shock	QA1 Proma Star, Ultra Ride, Aluma Matic, and Pro Coil Systems	B6031K

MK03

B6031K

ONE-PIECE BUSHINGS

I.D.	Part
3/4”	9032-390
5/8”	9032-106

Bushings will need to be pressed into shock loop.

9032-106

SPRING CAPS

Style	Moves Spring Mount Down	Part
Steep Angled	5/8”	9018-113
Standard	-	9018-101

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

9018-101

9018-113

SLEEVE KITS

Sleeve Kit	Includes PN	Description	Qty
SLV750 *Allows variations in mounting studs when utilizing QA1 3/4” I.D. poly bushings*	9033-101	3/4” O.D. x 1/2” I.D.	1
	9033-103	3/4” O.D. x 11/16” I.D.	1
	9033-104	3/4” O.D. x 5/8” I.D.	1
	9033-108	3/4” O.D. x 9/16” I.D.	1
SLV625 *Allows variations in mounting studs when utilizing QA1 5/8” I.D. poly bushings*	9033-102	5/8” O.D. x 1/2” I.D.	1
	9033-105	5/8” O.D. x 7/16” I.D.	1
SLV105 *Converts QA1 shocks with a 3/4” I.D. bushing from 1 1/4” width to 1 3/8” width for mounting*	9005-107	Spacers	8
	9033-205	3/4” O.D. x 1/2” I.D. x 1 3/8” L	2
	9033-206	3/4” O.D. x 5/8” I.D. x 1 3/8” L	2

COIL-OVER KITS

Fits	Notes	Part
HD, HS, & HR Struts	Not compatible with Hx605 and Hx701 Struts	COK103
Hx605 Series Struts		COK106
Mustang Stock Struts with 2” O.D.	Not compatible with Bilstein struts Contains components for two struts	COK104
Mustang Stock Struts with 2.2” O.D.	Not compatible with Bilstein struts Contains components for two struts	COK105

Kits include coil-over components for one shock unless otherwise noted.

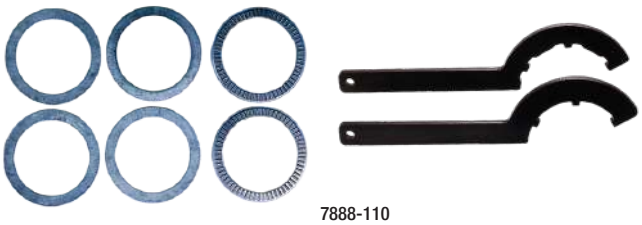
COK103

COK104

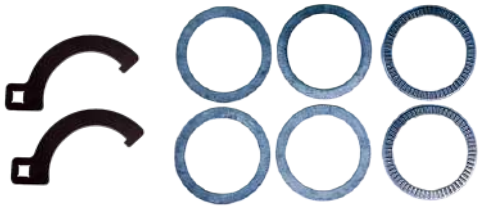
California residents: See page 150.

SPANNER WRENCHES & THRUST BEARING KITS

Tool	For	Part
Ratchet Spanner Wrench	All QA1 shocks except MOD Series	T115W
Standard Spanner Wrench	All QA1 shocks except MOD Series	T114W
Spanner Wrench	MOD Series shocks	T121W
Thrust Bearing Kit	All coil-over shocks with 2 1/2" I.D. springs	7888-109
Standard Spanner Wrench and Thrust Bearing Kit	All QA1 shocks except MOD Series	7888-110
Ratchet Spanner Wrench and Thrust Bearing Kit	All QA1 shocks except MOD Series	7888-112



7888-110



7888-112

COMPLETE ADJUSTABLE SHOCK MOUNT KIT

Size	Part
3" axle tube	MT100K
3.25" axle tube	MT102K

Easily convert your shock from one length to another. This kit allows adjustment up to 5.5" lower than the axle tube centerline and works for all QA1 adjustable shocks.

Kit includes:
- (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

Kit includes hardware for (2) shocks.

Shock not included.

CUSTOM 4-LINK HARDWARE KIT

Includes	Notes	Part
(8) rod ends (8) jam nuts (8) tube adapters	With panhard bar	1682-110
	Without panhard bar	1682-120

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

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

ALUMINUM SHOCK EXTENSIONS

Length	Thread	Part
1"	9/16"-18"	9029-163
2"	9/16"-18	9029-164

Designed to be used on QA1 non-coil-over shocks with 9/16" threads. Sold individually.

9029-164

BUMP STOPS

O.D.	Length	Part
1 1/2"	3"	BC01
1 9/10"	7/8"	BC02
1 2/5"	1 1/4"	9032-117
1 1/2"	1 9/16"	9047-115
1 5/8"	11/16"	9047-116

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

BC01

BC02

9032-117

9047-115

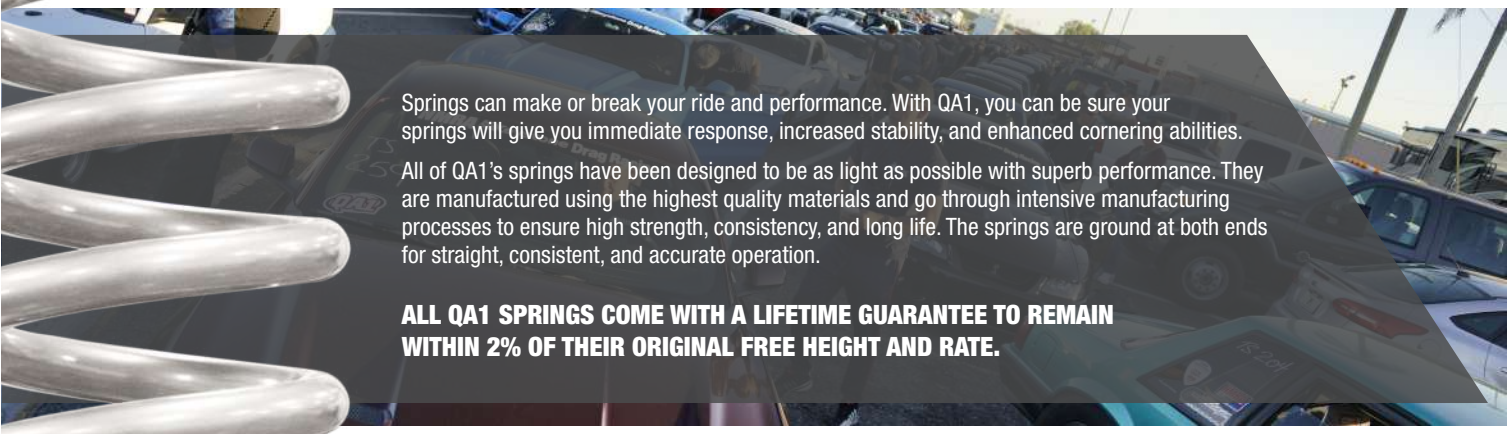
9047-116

LOWER SHOCK BOLT KIT

Use With	Thread	Part
5/8" Bushing	9/16"-18"	7888-108

Use with the following vehicles to eliminate or minimize vehicle modifications: GM A-Body, GM B-Body, GM G-Body, GM F-Body, and custom applications.

California residents: See page 150.



Springs can make or break your ride and performance. With QA1, you can be sure your springs will give you immediate response, increased stability, and enhanced cornering abilities.

All of QA1's springs have been designed to be as light as possible with superb 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 operation.

ALL QA1 SPRINGS COME WITH A LIFETIME GUARANTEE TO REMAIN WITHIN 2% OF THEIR ORIGINAL FREE HEIGHT AND RATE.

POWDER COATED FINISH

HIGH TRAVEL SPRINGS

Made in the USA, these springs are manufactured from specially designed high-tensile, chrome silicon alloy spring wire, which allows them to have fewer coils and a smaller wire diameter. As a result, these springs are lighter and have increased travel, optimizing suspension performance.

	COLOR	
RATE/IN.	SILVER	BLACK
	7"	7"
250	7HT250	7HT250B
300	7HT300	7HT300B
350	7HT350	7HT350B
400	7HT400	7HT400B
450	7HT450	7HT450B
550	7HT550	7HT550B
650	7HT650	7HT650B
850	-	7HT850B
	9"	9"
140	9HT140	9HT140B
180	9HT180	-
220	9HT220	9HT220B
250	9HT250	9HT250B
300	9HT300	9HT300B
350	9HT350	9HT350B
400	9HT400	9HT400B
450	9HT450	9HT450B
500	9HT500	9HT500B
550	9HT550	9HT550B
650	9HT650	9HT650B

	COLOR	
RATE/IN.	SILVER	BLACK
	10"	10"
100	10HT100	10HT100B
125	10HT125	10HT125B
150	10HT150	10HT150B
175	10HT175	10HT175B
200	10HT200	10HT200B
225	10HT225	10HT225B
250	10HT250	10HT250B
275	10HT275	10HT275B
300	10HT300	10HT300B
325	10HT325	10HT325B
350	10HT350	10HT350B
375	10HT375	-
400	10HT400	10HT400B
450	10HT450	10HT450B
500	10HT500	10HT500B
550	10HT550	10HT550B
600	10HT600	10HT600B
650	10HT650	10HT650B
700	10HT700	10HT700B
750	10HT750	10HT750B
850	10HT850	10HT850B

	COLOR	
RATE/IN.	SILVER	BLACK
	12"	12"
80	12HT080	12HT080B
95	12HT095	12HT095B
110	12HT110	12HT110B
130	12HT130	12HT130B
150	12HT150	12HT150B
170	12HT170	12HT170B
200	12HT200	12HT200B
220	12HT220	-
250	12HT250	12HT250B
275	12HT275	-
300	12HT300	12HT300B
325	12HT325	-
350	12HT350	12HT350B
400	12HT400	12HT400B
450	12HT450	12HT450B
500	12HT500	12HT500B
550	12HT550	12HT550B
600	12HT600	12HT600B
	14"	14"
80	14HT080	14HT080B
95	14HT095	14HT095B
110	14HT110	14HT110B
130	14HT130	14HT130B
150	14HT150	14HT150B
175	14HT175	14HT175B
200	14HT200	14HT200B
225	14HT225	14HT225B
250	14HT250	14HT250B
300	14HT300	14HT300B
350	14HT350	14HT350B
	16"	
100	16HT100	-
150	16HT150	-
200	16HT200	-
250	16HT250	-

California residents: See page 150.

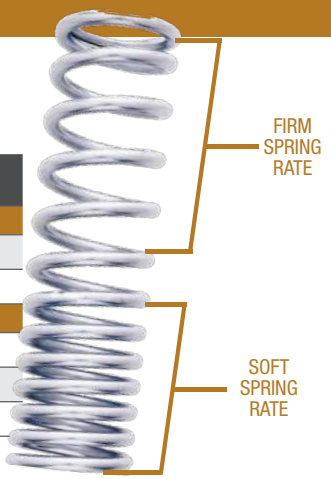
SILVER POWDER COATED FINISH

VARIABLE RATE HIGH TRAVEL SPRINGS

Variable rate springs help compensate for weight changes better than linear rate springs. It starts with a soft spring rate, and as it compresses, the rate increases—allowing smooth travel over small bumps and imperfections while providing tight handling in more extreme situations.

These are ideal for the rear of trucks, where there is a drastic weight difference between an empty bed and one that's full or towing.

PART NO.	RATE/IN.
10"	
10HT140/250	140-250
10HT225/475	225-475
12"	
12HT100/200	100-200
12HT130/250	130-250
12HT175/350	175-350



CHROME PLATED FINISH

COIL SPRINGS

Made of chrome silicon steel and chrome plated for the ultimate in appearance, each spring has been designed to be as light as possible without sacrificing performance and to withstand the loads of today's performance suspensions.

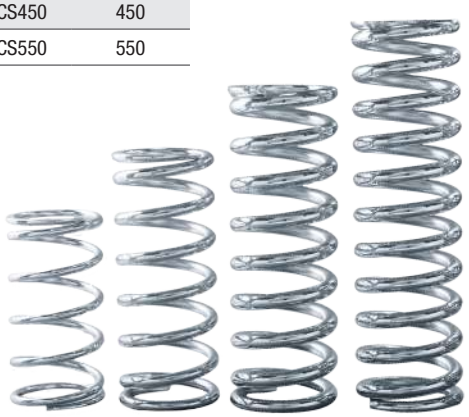
PART NO.	RATE/IN.
6"	
6CS000*	0
6CS900	900
8"	
8CS200	200
8CS225	225
8CS250	250
8CS300	300
8CS350	350
8CS400	400
8CS450	450
8CS500	500

**Take-Up Spring*

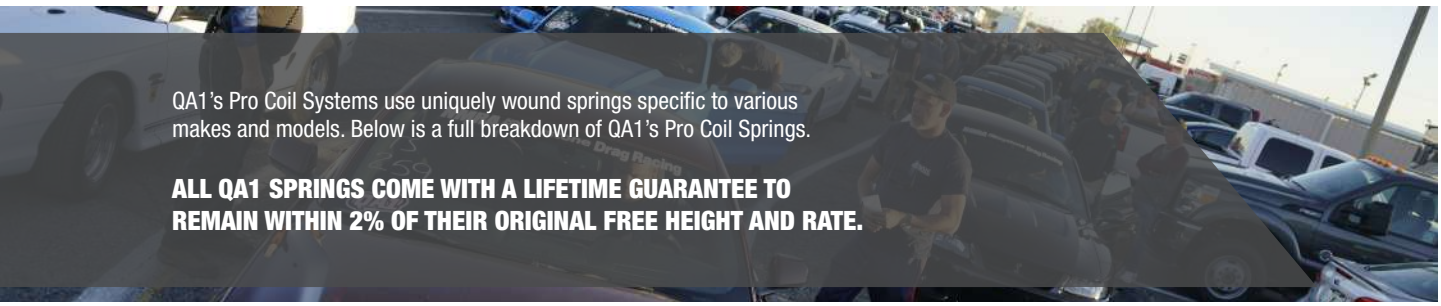
PART NO.	RATE/IN.
10"	
10CS115	115
10CS125	125
10CS140	140
10CS150	150
10CS175	175
10CS200	200
10CS225	225
10CS250	250
10CS275	275
10CS300	300
10CS325	325
10CS350	350
10CS400	400
10CS450	450
10CS525	525
10CS550	550
10CS600	600

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

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



California residents: See page 150.



QA1's Pro Coil Systems use uniquely wound springs specific to various makes and models. Below is a full breakdown of QA1's Pro Coil Springs.

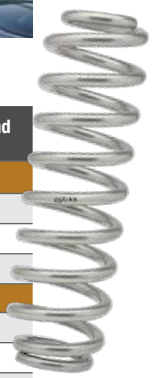
ALL QA1 SPRINGS COME WITH A LIFETIME GUARANTEE TO REMAIN WITHIN 2% OF THEIR ORIGINAL FREE HEIGHT AND RATE.

PRO COIL SPRINGS

HIGH TRAVEL SPRINGS

QA1 springs are designed for immediate response, increased stability, and enhanced cornering abilities.

- Made from high tensile chrome silicon wire
- Fewer coils means lighter springs with increased travel before coil bind due to the distance between the coils
- Silver powder coated finish
- Lifetime guaranteed to remain within 2% of their original free height and rate
- Made in the USA



Part	Rate/In.	Style Code	Free Length	Upper I.D.	Lower I.D.	Upper End Style
4TH GEN CAMARO/FIREBIRD						
15HTFB275	275	-	15”	2.125”	2.5”	Pigtail
15HTFB300	300	-	15”	2.125”	2.5”	Pigtail
15HTFB325	325	-	15”	2.125”	2.5”	Pigtail
QA1 PRO COIL SYSTEMS						
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

MUSTANG II

CHROME COIL SPRINGS

QA1 springs are designed for immediate response, increased stability, and enhanced cornering abilities.

- Made from high tensile chrome silicon wire
- Lifetime guaranteed to remain within 2% of their original free height and rate

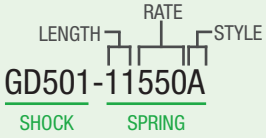
Part	Rate/In.	Length	Upper I.D.	Lower I.D.
8MB375	375	8”	3.5”	2.5”
8MB500	500	8”	3.5”	2.5”
8MB600	600	8”	3.5”	2.5”
8MB700	700	8”	3.5”	2.5”

California residents: See page 150.

GM SUSPENSION

BRADENTON
284
SS/AS
NMCA RACING

Body Style	Common Makes	Year	Full-Vehicle Kits, pg.	Valving Adjustment	FRONT SHOCKS & STRUTS: Non-Coil-Over	FRONT SHOCKS & STRUTS: Coil-Over Systems for Avg Small Blocks	FRONT SHOCKS & STRUTS: Coil-Over Systems for Avg Big Blocks	REAR SHOCKS: Non-Coil-Over	REAR SHOCKS: Coil-Over System (Soft)	REAR SHOCKS: Coil-Over System (Medium)	REAR SHOCKS: Coil-Over System (Firm)
BY BODY STYLE											
GM A-Body	Chevelle, Cutlass, Malibu, etc.	64-67	62	MOD Series Double Single Drag "R" Series Non-Adj.	- TD507[a] TS507[a] TR507[a] TN507	MG501-10400A[p] GD501-10400A GS501-10400A GR501-10400A -	MG501-10500A[p] GD501-10500A GS501-10500A GR501-10500A -	- TD801 TS801 - TN801	RCK52440 RCK52335 RCK52339 *Spring rates included* *130*	RCK52441 RCK52336 RCK52340 *150*	RCK52442 RCK52337 RCK52341 *175*
GM A-Body	Chevelle, Cutlass, Malibu, etc.	68-72	64	MOD Series Double Single Drag "R" Series Non-Adj.	- TD505[a] TS505[a] TR505[a] TN505	MG401-10400B[p] GD401-10400B GS401-10400B GR401-10400B -	MG401-10500B[p] GD401-10500B GS401-10500B GR401-10500B -	- TD801 TS801 - TN801	RCK52440 RCK52335 RCK52339 *Spring rates included* *130*	RCK52441 RCK52336 RCK52340 *150*	RCK52442 RCK52337 RCK52341 *175*
GM A-Body	Chevelle, Cutlass, Malibu, etc.	73-77	66	MOD Series Double Single Drag "R" Series Non-Adj.	- TD505 TS505 TR505 TN505	MG401-10550C[p] GD401-10550C GS401-10550C GR401-10550C -	MG401-10650C[p] GD401-10650C GS401-10650C GR401-10650C -	- TD801 TS801 - TN801	RCK52444 RCK52371 RCK52375 *Spring rates included* *170*	RCK52445 RCK52372 RCK52376 *200*	RCK52446 RCK52373 RCK52377 *220*
GM A/G-Body	Chevelle, Cutlass, Malibu, etc.	78-88	80	MOD Series Double Single Drag "R" Series Non-Adj.	- TD505 TS505 TR505 TN505	MG401-10400C[p] GD401-10400C GS401-10400C GR401-10400C -	MG401-10500C[p] GD401-10500C GS401-10500C GR401-10500C -	- TD801 TS801 - TN801	RCK52448 RCK52355 RCK52351 *Spring rates included* *170*	RCK52449 RCK52356 RCK52352 *200*	RCK52450 RCK52357 RCK52353 *220*
GM B-Body	Impala, Caprice, etc.	71-77	-	MOD Series Double Single Drag "R" Series Non-Adj.	- TD507 TS507 TR507 TN507	MG507-10500C[q] GD507-10500C GS507-10500C GR507-10500C -	MG507-10600C[q] GD507-10600C GS507-10600C GR507-10600C -	- TD801 TS801 - TN801			
GM B-Body	Impala, Caprice, etc.	78-93	68	MOD Series Double Single Drag "R" Series Non-Adj.	- TD507 TS507 TR507 TN507	MG507-10500C[p] GD507-10500C GS507-10500C GR507-10500C -	MG507-10600C[p] GD507-10600C GS507-10600C GR507-10600C -	- TD801 TS801 - TN801	RCK52452 RCK52379 RCK52383 *Spring rates included* *200*	RCK52453 RCK52380 RCK52384 *250*	RCK52454 RCK52381 RCK52385 *300*
GM B-Body	Impala, Caprice, etc.	94-96	70	MOD Series Double Single Drag "R" Series Non-Adj.	- TD507 TS507 TR507 TN507	MG507-10500C[p] GD507-10500C GS507-10500C GR507-10500C -	MG507-10600C[p] GD507-10600C GS507-10600C GR507-10600C -	- TD801 TS801 - TN801	RCK52452 RCK52379 RCK52383 *Spring rates included* *200*	RCK52453 RCK52380 RCK52384 *250*	RCK52454 RCK52381 RCK52385 *300*
GM F-Body (Multi-Leaf)	Camaro, Firebird	67-69	72	MOD Series Double Single Drag "R" Series Non-Adj.	- TD505[a] TS505[a] TR505[a] TN505	MG401-10400A[p] GD401-10400A GS401-10400A GR401-10400A -	MG401-10500A[p] GD401-10500A GS401-10500A GR401-10500A -	- TD802[b] TS802[b] - TN802[b]			
GM F-Body (Single-Leaf)	Camaro, Firebird	67-69	72	MOD Series Double Single Drag "R" Series Non-Adj.	- TD505[a] TS505[a] TR505[a] TN505	MG401-10400A[p] GD401-10400A GS401-10400A GR401-10400A -	MG401-10500A[p] GD401-10500A GS401-10500A GR401-10500A -	- TD703[b] TS703[b] - TN703[b]			



OTHER SPRING LENGTHS AND RATES ARE AVAILABLE

The coil-over systems listed here are our most common recommendations for small block and big block vehicles. However, depending on your application or other vehicle modifications, you may need a softer or stiffer spring.

This chart can help get you started. Our full spring rate charts are on page 124 to help you determine your ideal spring rate and length.

FRONT WEIGHT	1500-1600	1601-1700	1701-1800	1801-1900	1901-2000	2001-2100	2101-2200	2201-2300	2301-2400	2401-2600
Spring Rate	250	300	350	400	450	500	550	600	650	750
Spring Length	11	11	10	10	10	10	10	10	10	10

California residents: See page 150.

	CONTROL ARMS		REAR TRAILING ARMS			SWAY BARS							
	Street	Race	Upper	Lower	Relocation Brackets	Front	Rear	Kit	Tie Rod Sleeves	Frame Supports	Rear Anti-Hop Bars	Tubular Panhard Bars	Torque Arms
	Upper: 52422 Lower: 52437[c]	Upper: 52322 Lower: 52337[c]	Adjustable: 5249[e] Tubular: 5269[e]	Box Style: 5205		52870	52871	52873	5250	Adjustable: 5283 Non-Adj.: 5212	5213[g]		
	Upper: 52422 Lower: 52437[c]	Upper: 52322 Lower: 52337[c]	Adjustable: 5248 Tubular: 5268	Box Style: 5205		52870	52871	52873	68-70: 5250 71-72: 5252	Adjustable: 5284 Non-Adj.: 5211	5213		
	Upper: 52418 Lower: 52420[d]	Upper: 52318 Lower: 52320[d]	Adjustable: 5247 Tubular: 5267	Box Style: 5208		52893	52894	52895	5252				
	Upper: 52465 Lower: 52464[d]	Upper: 52365 Lower: 52364[d]	Adjustable: 5247 Tubular: 5267	Box Style: 5204		52877	52878	52879	5250	Adjustable: 5285 Non-Adj.: 5210	5214		
	Upper: 52418 Lower: 52420[d]	Upper: 52318 Lower: 52320[d]	Adjustable: 5254 Tubular: 5265	Box Style: 5203[f]		52862	52894	52864	5252				
	Upper: 52418 Lower: 52420[d]	Upper: 52318 Lower: 52320[d]	Adjustable: 5254 Tubular: 5265	Box Style: 5203[f] Box Style Extended Length: 5209[f]		52862	52894	52864	5252				
	Upper: 52417 Lower: 52419[a]	Upper: 52317 Lower: 52319[a]				52816			5251				
	Upper: 52417 Lower: 52419[c]	Upper: 52317 Lower: 52319[c]				52816			5251				

(a) May require modification of factory lower control arm.

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

(c) Add Coil Spring Adapter part #7720-168 for control arm to accept stock springs.

(d) Add Coil Spring Adapter part #7720-203 for control arm to accept stock springs.

(e) 64 GM A-Bodies require upper trailing arm bushing part #9032-383.

(f) 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.

(g) Will not fit 1964 A-Body.

(p) Front Pro Coil Systems with MOD Series valving work best when used with QA1 tubular control arms.

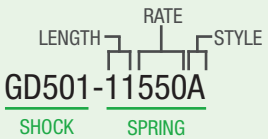
(q) Tubular control arms with eyelet-style shock mounting required.

DON'T SEE YOUR VEHICLE?

See page 122 for all dimensions and mounting options for our Stocker Star (non-coil-over) and Pro Coil System shocks. It is likely that we have something for you!

California residents: See page 150.

Body Style	Common Makes	Year	Full-Vehicle Kits, pg.	Valving Adjustment	FRONT SHOCKS & STRUTS			REAR SHOCKS			
					Non-Coil-Over	Coil-Over Systems for Avg Small Blocks	Coil-Over Systems for Avg Big Blocks	Non-Coil-Over	Coil-Over System (Soft)	Coil-Over System (Medium)	Coil-Over System (Firm)
GM F-Body	Camaro, Firebird	70-81	74	MOD Series	-	MG501-10450C[p]	MG501-10550C[p]	-			
				Double	TD507	GD501-10450C	GD501-10550C	TD702			
				Single	TS507	GS501-10450C	GS501-10550C	TS702			
				Drag "R" Series	TR507	GR501-10450C	GR501-10550C	-			
				Non-Adj.	TN507	-	-	TN702			
GM F-Body	Camaro, Firebird	82-92	76	MOD Series	-	-	-	-	RCK52435	RCK52436	RCK52438
				Double	HD607SK[h]	HD606S-12250[i]	HD606S-12325[i]	TD704	RCK52331	RCK52332	RCK52333
				Single	HS607SK[h]	HS606S-12250[i]	HS606S-12325[i]	TS704	RCK52327	RCK52328	RCK52329
				Drag "R" Series	HR607SK[h]	HR606S-12250[i]	HR606S-12325[i]	-	*Spring rates included*		
				Non-Adj.	-	-	-	TN704	*110*	*130*	*150*
GM F-Body	Camaro, Firebird	93-02	78	MOD Series		-	-	-	RCK52435	RCK52436	RCK52438
				Double		GD502-15300	GD502-15325	TD704	RCK52331	RCK52332	RCK52333
				Single		GS502-15300	GS502-15325	TS704	RCK52327	RCK52328	RCK52329
				Drag "R" Series		GR502-15300	GR502-15325	-	*Spring rates included*		
				Non-Adj.		-	-	TN704	*110*	*130*	*150*
GM G-Body	Cutlass, El Camino, etc.	78-88	80	MOD Series	-	MG401-10400C[p]	MG401-10500C[p]	-	RCK52448	RCK52449	RCK52450
				Double	TD505	GD401-10400C	GD401-10500C	TD801	RCK52355	RCK52356	RCK52357
				Single	TS505	GS401-10400C	GS401-10500C	TS801	RCK52351	RCK52352	RCK52353
				Drag "R" Series	TR505	GR401-10400C	GR401-10500C	-	*Spring rates included*		
				Non-Adj.	TN505	-	-	TN801	*170*	*200*	*220*
GM X-Body	Chevy II / Nova	62-67	-	Double	-			TD703			
				Single	TS506			TS703			
				Drag "R" Series	TR506			-			
				Non-Adj.	TN506			TN703			
GM X-Body	Nova, Chevy II, etc.	68-74	82	MOD Series	-	MG401-10400A[p]	MG401-10500A[p]	-			
				Double	TD505[a]	GD401-10400A	GD401-10500A	TD801			
				Single	TS505[a]	GS401-10400A	GS401-10500A	TS801			
				Drag "R" Series	TR505[a]	GR401-10400A	GR401-10500A	-			
				Non-Adj.	TN505	-	-	TN801			
GM X-Body	Nova, Chevy II, etc.	75-79	84	MOD Series	-	MG401-10400C[p]	MG401-10500C[p]	-			
				Double	TD505	GD401-10400C	GD401-10500C	TD801			
				Single	TS505	GS401-10400C	GS401-10500C	TS801			
				Drag "R" Series	TR505	GR401-10400C	GR401-10500C	-			
				Non-Adj.	TN505	-	-	TN801			
Grand Prix		69-72	86	MOD Series	-		MG401-10500B[p]	-	RCK52440	RCK52441	RCK52442
				Double	TD505		GD401-10500B	TD801	RCK52336	RCK52337	RCK52358
				Single	TS505		GS401-10500B	TS801	RCK52340	RCK52341	RCK52359
				Drag "R" Series	TR505		GR401-10500B	-	*Spring rates included*		
				Non-Adj.	TN505		-	TN801	*150*	*175*	*200*
Monte Carlo		70-72	86	MOD Series	-	MG401-10500B[p]	MG401-10600B[p]	-	RCK52440	RCK52441	RCK52442
				Double	TD505	GD401-10500B	GD401-10600B	TD801	RCK52336	RCK52337	RCK52358
				Single	TS505	GS401-10500B	GS401-10600B	TS801	RCK52340	RCK52341	RCK52359
				Drag "R" Series	TR505	GR401-10500B	GR401-10600B	-	*Spring rates included*		
				Non-Adj.	TN505	-	-	TN801	*150*	*175*	*200*



OTHER SPRING LENGTHS AND RATES ARE AVAILABLE

The coil-over systems listed here are our most common recommendations for small block and big block vehicles. However, depending on your application or other vehicle modifications, you may need a softer or stiffer spring.

This chart can help get you started. Our full spring rate charts are on page 124 to help you determine your ideal spring rate and length.

FRONT WEIGHT	1500-1600	1601-1700	1701-1800	1801-1900	1901-2000	2001-2100	2101-2200	2201-2300	2301-2400	2401-2600
Spring Rate	250	300	350	400	450	500	550	600	650	750
Spring Length	11	11	10	10	10	10	10	10	10	10

California residents: See page 150.

	CONTROL ARMS		REAR TRAILING ARMS			SWAY BARS							
	Street	Race	Upper	Lower	Relocation Brackets	Front	Rear	Kit	Tie Rod Sleeves	Frame Supports	Rear Anti-Hop Bars	Tubular Panhard Bars	Torque Arms
	Upper: 52418 Lower: 52420[d]	Upper: 52318 Lower: 52320[d]				52893			5252				
	Lower: 52468[i]	Lower: 52368[i]		Box Style: 5204	5275	52810	52875	52812	5250			Adjustable: 5222 Non-Adj.: 5202	Adjustable: 5282[k] Non-Adj.: 5280[k]
				Box Style: 5204	5275	52874	52875	52876				Adjustable: 5222 Non-Adj.: 5202	Adjustable: 5282[k] Non-Adj.: 5280[k]
	Upper: 52465 Lower: 52464[d]	Upper: 52365 Lower: 52364[d]	Adjustable: 5247 Tubular: 5267	Box Style: 5204		52877	52878	52879	5250	Adjustable: 5285 Non-Adj.: 5210	5214		
	Upper: 52417 Lower: 52419[c]	Upper: 52317 Lower: 52319[c]				52816			5251				
	Upper: 52418 Lower: 52420[d]	Upper: 52318 Lower: 52320[d]				52893			5251				
	Upper: 52422 Lower: 52437[c]	Upper: 52322 Lower: 52337[c]	Adjustable: 5248 Tubular: 5268	Box Style: 5205		52870	52871	52873	69-70: 5250 71-72: 5252	Adjustable: 5284 Non-Adj.: 5211	5213		
	Upper: 52422 Lower: 52437[c]	Upper: 52322 Lower: 52337[c]	Adjustable: 5248 Tubular: 5268	Box Style: 5205		52870	52871	52873	70: 5250 71-72: 5252	Adjustable: 5284 Non-Adj.: 5211	5213		

(a) May require modification of factory lower control arm.

(c) Add Coil Spring Adapter part #7720-168 for control arm to accept stock springs.

(d) Add Coil Spring Adapter part #7720-203 for control arm to accept stock springs.

(h) Sold in pairs.

(i) Requires the use of QA1 Caster Camber Plate part #CPK106.

(j) Includes spring adapter for factory type springs.

(k) Fits vehicles with GM corporate 10-bolt rear ends in which front locator of stock torque arm has lips facing away from driveshaft.

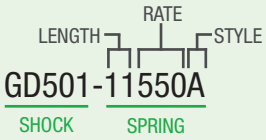
(p) Front Pro Coil Systems with MOD Series valving work best when used with QA1 tubular control arms.

DON'T SEE YOUR VEHICLE?

See page 122 for all dimensions and mounting options for our Stocker Star (non-coil-over) and Pro Coil System shocks. It is likely that we have something for you!

California residents: See page 150.

Body Style	Year	Valving Adjustment	FRONT SHOCKS & STRUTS			REAR SHOCKS			
			Non-Coil-Over	Coil-Over Systems for Avg Small Blocks	Coil-Over Systems for Avg Big Blocks	Non-Coil-Over	Coil-Over System (Soft)	Coil-Over System (Medium)	Coil-Over System (Firm)
PICKUPS									
C10 Pickup (Leaf)	63-72	Double Single Drag "R" Series Non-Adj.	TD405 TS405 TR405 TN405	*See front coil-over conversion system on pg 56.*		TD709 TS709 - TN709			
C10 Pickup (Coil)	63-72	Double Single Drag "R" Series Non-Adj.	TD405 TS405 TR405 TN405	*See front coil-over conversion system on pg 56.*		TD513 TS513 - TN513	*See rear coil-over conversion system on pg 56.*		
C10 Pickup	73-87	Double Single Drag "R" Series Non-Adj.	TD405 TS405 TR405 TN405	*See front coil-over conversion system on pg 56.*		TD803 TS803 - TN803	*Coming soon!*		
C1500	88-98	MOD Series Double Single Drag "R" Series Non-Adj.	- TD507 TS507 TR507 TN507	MG507-10550C(q) GD507-10550C GS507-10550C GR507-10550C -	MG507-10650C(q) GD507-10650C GS507-10650C GR507-10650C -	- TD904(l) TS904(l) - TN904(l)			
S-10 / S-15 / Sonoma (incl. ZQ8) 2WD	82-04	MOD Series Double Single Drag "R" Series Non-Adj.	- TD505 TS505 TR505 TN505	MG401-10450C(p) GD401-10450C GS401-10450C GR401-10450C -	MG401-10550C(p) GD401-10550C GS401-10550C GR401-10550C -	- TD804 TS804 - TN804			
Silverado 1500 Sierra 1500 2WD	99-06	Double Single Drag "R" Series Non-Adj.	TD507 TS507 TR507 TN507			TD905 TS905 - TN905			



OTHER SPRING LENGTHS AND RATES ARE AVAILABLE

The coil-over systems listed here are our most common recommendations for small block and big block vehicles. However, depending on your application or other vehicle modifications, you may need a softer or stiffer spring.

This chart can help get you started. Our full spring rate charts are on page 124 to help you determine your ideal spring rate and length.

FRONT WEIGHT	1500-1600	1601-1700	1701-1800	1801-1900	1901-2000	2001-2100	2101-2200	2201-2300	2301-2400	2401-2600
Spring Rate	250	300	350	400	450	500	550	600	650	750
Spring Length	11	11	10	10	10	10	10	10	10	10

(l) Shock has a 3" shorter extended length than stock. Best used on lowered ride height applications.
(m) For use only with QA1's rear C10 suspension system.
(p) Front Pro Coil Systems with MOD Series valving work best when used with QA1 tubular control arms.
(q) Tubular control arms with eyelet-style shock mounting required.

DON'T SEE YOUR VEHICLE?

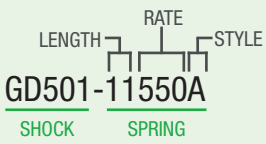
See page 122 for all dimensions and mounting options for our Stocker Star (non-coil-over) and Pro Coil System shocks. It is likely that we have something for you!

California residents: See page 150.

	CONTROL ARMS		REAR TRAILING ARMS			SWAY BARS				
	Street	Race	Upper	Lower	Relocation Brackets	Front	Rear	Kit	Tie Rod Sleeves	Tubular Panhard Bars
						52896			63-70 *(using 71-87 spindle):* 5256 71-72: 5252	
	See front coil-over conversion system on pg 56.			*See rear coil-over conversion system on pg 56.*	52605	52896	52897(m)	52898(m)	63-70 *(using 71-87 spindle):* 5256 71-72: 5252	*See rear coil-over conversion system on pg 56.*
	See front coil-over conversion system on pg 56.					52896	52899		5252	
	Upper: 52467 Lower: 52466	Upper: 52367 Lower: 52366								

Specific Makes & Models - Shocks Only

Body Style	Year	Valving	FRONT SHOCKS			REAR SHOCKS	
			Non-Coil-Over	Coil-Over Systems for Avg Small Blocks	Coil-Over Systems for Avg Big Blocks	Non-Coil-Over	Coil-Over System
Camaro	10-15	Double Single		HD701S-09250 HS701S-09250			GD601 GS501 *for coil-over with OE springs*
Corvette	63-82	MOD Series Double Single Drag "R" Series Non-Adj. Sport	- TD507 TS507 TR507 TN507 TN507S	MG507-09450D(q) GD507-09450D GS507-09450D GR507-09450D - -	MG507-09550D(q) GD507-09550D GS507-09550D GR507-09550D - -	- TD403 TS403 - TN403 TN403S	
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	GD402-09450 GS402-09450 GR402-09450 -		TD705K(b) TS705 - TN705	GD403-07450(o) - - -
El Camino	59-60	MOD Series Double Single Drag "R" Series Non-Adj.	- TD507 TS507 TR507 TN507	MG507-09550D(q) GD507-09550D GS507-09550D GR507-09550D -	MG507-09650D(q) GD507-09650D GS507-09650D GR507-09650D -	- TD801(b) TS801(b) - TN801(b)	
Full Size	55-57	MOD Series Double Single Drag "R" Series Non-Adj.	- TD507 TS507 TR507 TN507	MG501-10400A(q) GD501-10400A GS501-10400A GR501-10400A -	MG501-10500A(q) GD501-10500A GS501-10500A GR501-10500A -	- TD902(n) TS902(n) - TN902(n)	
Impala / Full Size	58-70	MOD Series Double Single Drag "R" Series Non-Adj.	- TD507 TS507 TR507 TN507	MG507-09550D(q) GD507-09550D GS507-09550D GR507-09550D -	MG507-09650D(q) GD507-09650D GS507-09650D GR507-09650D -	- TD801(b) TS801(b) - TN801(b)	
Riviera	63-65	MOD Series Double Single Non-Adj.	- TD519 TS519 TN519	MG507-10600C(q) GD508-10600C GS508-10600C -		- TD907 TS907 TN907	
GTO	04-06	Double Single Non-Adj.				TD903 TS903 TN903	



OTHER SPRING LENGTHS AND RATES ARE AVAILABLE

The coil-over systems listed here are our most common recommendations for small block and big block vehicles. However, depending on your application or other vehicle modifications, you may need a softer or stiffer spring.

This chart can help get you started. Our full spring rate charts are on page 124 to help you determine your ideal spring rate and length.

FRONT WEIGHT	1500-1600	1601-1700	1701-1800	1801-1900	1901-2000	2001-2100	2101-2200	2201-2300	2301-2400	2401-2600
Spring Rate	250	300	350	400	450	500	550	600	650	750
Spring Length	11	11	10	10	10	10	10	10	10	10

(b) May require a Lower Shock Bolt Kit part #7888-108.
(n) Will only work in factory shock mounting locations.
(o) Kit will provide stock ride height and up to 1" lower than stock.
(q) Tubular control arms with eyelet-style shock mounting required.

DON'T SEE YOUR VEHICLE?

See page 122 for all dimensions and mounting options for our Stocker Star (non-coil-over) and Pro Coil System shocks. It is likely that we have something for you!

California residents: See page 150.

What Body Type is my GM Vehicle?

Make	Model	Year	Body Type
Buick	Apollo	1973-1975	GM X-Body
Buick	Estate	1978-1990	GM B-Body
Buick	Grand National	1982-1987	GM G-Body
Buick	Grand Sport	1964-1981	GM A-Body
Buick	LeSabre	1978-1985	GM B-Body
Buick	Regal	1973-1981	GM A-Body
Buick	Regal	1982-1987	GM G-Body
Buick	Roadmaster	1991-1996	GM B-Body
Buick	Skylark	1964-1972	GM A-Body
Buick	Skylark	1975-1979	GM X-Body
Buick	Special	1964-1981	GM A-Body
Chevrolet	Camaro	1967-2002	GM F-Body
Chevrolet	Camaro	2010-2015	GM Zeta Platform
Chevrolet	Camaro	2016-Present	GM Alpha Platform
Chevrolet	Caprice	1978-1996	GM B-Body
Chevrolet	Chevelle	1964-1981	GM A-Body
Chevrolet	Chevy II	1968	GM X-Body
Chevrolet	El Camino	1964-1981	GM A-Body
Chevrolet	El Camino	1982-1988	GM G-Body
Chevrolet	Impala	1978-1985	GM B-Body
Chevrolet	Impala SS	1994-1996	GM B-Body
Chevrolet	Laguna	1973-1976	GM A-Body
Chevrolet	Malibu	1964-1977	GM A-Body
Chevrolet	Malibu	1978-1983	GM A/G-Body
Chevrolet	Monte Carlo	1970-1972	GM G-Body
Chevrolet	Monte Carlo	1973-1981	GM A-Body
Chevrolet	Monte Carlo	1982-1988	GM G-Body
Chevrolet	Nova	1968-1979	GM X-Body
Chevrolet	S10	1982-2004	GM S-Series
GMC	Caballero	1978-1981	GM A-Body
GMC	Caballero	1981-1987	GM G-Body
GMC	Sprint	1971-1977	GM A-Body
GMC	S15	1982-1990	GM S-Series
GMC	Sonoma	1991-2004	GM S-Series

Make	Model	Year	Body Type
Oldsmobile	442	1964-1981	GM A-Body
Oldsmobile	Custom Cruiser	1978-1992	GM B-Body
Oldsmobile	Cutlass	1964-1981	GM A-Body
Oldsmobile	Cutlass	1982-1988	GM G-Body
Oldsmobile	Cutlass Supreme	1964-1981	GM A-Body
Oldsmobile	Delta 88	1978-1985	GM B-Body
Oldsmobile	F-85	1964-1972	GM A-Body
Oldsmobile	Omega	1973-1979	GM X-Body
Oldsmobile	Vista Cruiser	1964-1981	GM A-Body
Pontiac	Bonneville	1978-1981	GM B-Body
Pontiac	Bonneville	1982-1987	GM G-Body
Pontiac	Can Am	1977	GM A-Body
Pontiac	Catalina/Laurentian (Canada)	1978-1981	GM B-Body
Pontiac	Firebird	1967-2002	GM F-Body
Pontiac	Grand Am	1973-1975	GM A-Body
Pontiac	Grand Am	1978-1980	GM A-Body
Pontiac	Grand LeMans	1978-1981	GM A-Body
Pontiac	Grand Prix	1969-1981	GM A-Body
Pontiac	Grand Prix	1982-1987	GM G-Body
Pontiac	GTO	1964-1973	GM A-Body
Pontiac	LeMans	1964-1981	GM A-Body
Pontiac	Parisienne	1978-1986	GM B-Body
Pontiac	Phoenix	1977-1979	GM X-Body
Pontiac	Safari	1980-1989	GM B-Body
Pontiac	Tempest	1964-1970	GM A-Body
Pontiac	Ventura	1971-1977	GM X-Body

California residents: See page 150.

FRONT COIL-OVER CONVERSION SYSTEMS

With adjustable ride height, the front conversion systems integrate control arms that have corrected geometry with our coil-over shocks to lower the truck and allow room for wider wheels and tires. The coil-over shocks are offered in single adjustable or double adjustable valving options and come with high travel springs.

DROP LEVELS

- C10: Up to 6" drop with the use of popular drop spindles (1" to 3" without)
- C1500 (Double Adj): Uses a true coil-over and a fabricated upper mount for up to 6" drop
- C1500 (Single Adj): Bolts in the factory location and uses our Pro-Coil system for up to 5" drop

Made in the USA.

Vehicle	Valving	Soft	Medium	Firm
63-87 C10	Double	52611-D650	52611-D750	52611-D850
	Single	52611-S650	52611-S750	52611-S850
88-89 C1500	Double	-	52613-D600	-
	Single	-	52612-S550	-

REAR COIL-OVER CONVERSION SYSTEMS

These bolt-in systems integrate adjustability into multiple areas so you can fine-tune the geometry and dial in the perfect performance after lowering. By converting to adjustable coil-overs, the ride height for each corner can be altered for that perfect stance.

DROP LEVELS

- C10 (63-72): Up to 6"
- C10 (73-87): 4" to 7"
- C1500: 4" to 7"

Made in the USA.

Vehicle	Rear End	Valving	No Springs	Soft	Medium	Firm
63-72 C10 Full System *with tubular truck arms*	12-bolt	Double	-	R210-170	R210-200	R210-250
		Single	-	R110-170	R110-200	R110-250
63-72 C10 Coil-Over Kit with Panhard Bar *for use with stock truck arms*	12-bolt	Double	RCK52614	RCK52615	RCK52616	RCK52617
		Single	RCK52610	RCK52611	RCK52612	RCK52613
73-87 C10	10-bolt	Double	-	R230-170	R230-200	R230-250
		Single	-	R130-170	R130-200	R130-250
73-87 C10	12-bolt	Double	-	R231-170	R231-200	R231-250
		Single	-	R131-170	R131-200	R131-250
73-87 C10	Ford 9-inch	Double	-	R232-170	R232-200	R232-250
		Single	-	R132-170	R132-200	R132-250
88-89 C1500	10-bolt	Double	-	-	R240-200	-
		Single	-	-	R140-170	-

California residents: See page 150.

FULL-VEHICLE HANDLING SUSPENSION KIT

Buy the front and rear conversion systems all at once for a four-corner upgrade in one go.

Made in the USA.

Vehicle	Product	Part
88-98 C1500	Level 3	HK03-OBS1
	Level 2	HK02-OBS1

HK03-OBS1

CONTROL ARMS

QA1 front upper and lower control arms are available for use with stock springs for those who want to keep the shock in the factory location. They're designed to use spindles compatible with 73-87 ball joints.

Made in the USA.

Vehicle	Product	Notes	Part
63-87 C10	Upper Control Arm	*Designed to use spindles compatible with 73-87 ball joints*	52602
	Lower Control Arm	*Designed to use spindles compatible with 73-87 ball joints*	52601

52602

52601

SWAY BARS

Give your chassis the stability it needs to keep your tires planted on the road. These sway bars are an easy bolt-on upgrade to help reduce body roll and handle corners better.

Front sway bars are manufactured from lightweight hollow (4130) chromoly steel, and rear sway bars are manufactured from heavy duty solid (1045) cold formed steel. These sway bars include new mounting components to replace old and worn-out sway bar bushings and end links.

Made in the USA.

Vehicle	Front / Rear	Tubing Size	Part	Kit (Front & Rear)
63-72 C10	Front Sway Bar	Hollow 3/16" wall, 1 3/8" diameter	52896	52898
	Rear Sway Bar	Hollow 0.188"wall x 1 1/4" diameter *Works exclusively with QA1 Rear Suspension System (p 56)*	52897	
73-87 C10	Front	Hollow 3/16" wall, 1 3/8" diameter	52896	
	Rear	1 1/4" diameter	52899	
88-98 C1500	Front	1 3/8" diameter	52867	
	Rear	1 1/4" diameter	52868	

52896

52897

C10 ACCESSORIES

TIE ROD SLEEVES

Manufactured from solid steel hex stock, then zinc-plated for durable good looks and corrosion resistance. These are stronger than stock OE split sleeves and easier to adjust. Sold in pairs. Made in the USA.

Vehicle	Part
63-70 C10 *using a 71-87 spindle*	5256
71-87 C10	5252
88-98 C1500	5252

E-BRAKE CABLE MOUNT

Secure your emergency/parking brake line with these brackets, which mount securely to your tubular truck arm.

Vehicle	Part
63-72 C10	9039-270

California residents: See page 150.

CONTROL ARMS

Get modern handling for classic muscle cars. These durable tubular control arms are ready to bolt on, have more positive steering, and have more positive caster to improve straight-line stability. The caster gain is split between the upper and lower arms to keep the wheel centered in the wheel opening. Together, these arms add 3 to 4 degrees of caster and 0.5 to 1 degree of negative camber. Upper arms feature an offset cross shaft for additional camber adjustment.

STREET ARMS are great for cruising and street use; they use a factory replacement ball joint and greasable polyurethane bushings.

RACE ARMS utilize the same design as the street arms with the additional benefits of QA1 Low Friction Ball Joints and low friction, greasable, low deflection UHMW pivot bushings, providing the added performance needed for drag racing, pro-touring, and autocross applications.

REAR LOWER CONTROL ARMS are constructed from CNC cut and formed steel. These arms reduce control arm flex during hard cornering and acceleration. The rigidity allows the shock and spring to work more efficiently and maximize grip. The rear lower control arms feature greasable polyurethane bushings.

For use with QA1 Pro Coil Systems. Sold in pairs. Made in the USA.

Body Style / Vehicle	Upper / Lower	Street	Race	Spring Adapter for Stock Springs
64-72 GM A-Body	Upper	52422	52322	
	Lower	52437	52337	7720-168
73-77 GM A-Body	Upper	52418	52318	
	Lower	52420	52320	7720-203
78-88 GM A/G-Body	Upper	52465	52365	
	Lower	52464	52364	7720-203
78-96 GM B-Body	Upper	52418	52318	
	Lower	52420*	52320*	7720-203
67-69 GM F-Body	Upper	52417	52317	
	Lower	52419	52319	7720-168
70-81 GM F-Body	Upper	52418	52318	
	Lower	52420	52320	7720-203
82-92 GM F-Body	Upper	-	-	
	Lower	52468	52368	Included
82-04 GM S-Series	Upper	52467	52367	
	Lower	52466	52366	7720-203
68-74 GM X-Body	Upper	52417	52317	
	Lower	52419	52319	7720-168
75-79 GM X-Body	Upper	52418	52318	
	Lower	52420	52320	7720-203
63-87 C10	Upper	52602		
	Lower	52601		
69-72 Grand Prix & 70-72 Monte Carlo	Upper	52422	52322	
	Lower	52437	52337	7720-168
10-15 Camaro	Rear Lower	52363		

** Not compatible with late '95 and '96 9C1-equipped Caprice cop cars.*
Ball joint tool kit for race control arms is #1891-106.

52322

52337

52417

52419

CASTER CAMBER PLATES

With an innovative asymmetric bearing design, the ball is supported as forces are introduced during operation of the vehicle. This creates improved load distribution that significantly reduces wear and increases durability, eliminating "sloppy bearings" that result in road noise and poor handling. Made in the USA.

Vehicle	Part	Notes
82-92 GM F-Body	CPK106	Not compatible with factory struts or QA1 Hx607S struts

CPK106

California residents: See page 150.

REAR TRAILING ARMS

For a more predictable, better handling car, upgrade to QA1 rear trailing arms, which solve flexing issues common to stock arms. These arms reduce bushing bind, allowing the suspension to move smoother for better control.

All upper tubular and lower boxed arms use greasable 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.

BOXED 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 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 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 greasable polyurethane differential bushings to replace soft OE differential bushings.

Made in the USA.

Body Style / Vehicle	Front / Rear	Style	Part
64-67 GM A-Body	Upper	Adjustable	5249*
	Upper	Tubular	5269*
	Lower	Boxed	5205
68-72 GM A-Body	Upper	Adjustable	5248
	Upper	Tubular	5268
	Lower	Boxed	5205
73-77 GM A-Body	Upper	Adjustable	5247
	Upper	Tubular	5267
	Lower	Boxed	5208
78-88 GM A/G-Body	Upper	Adjustable	5247
	Upper	Tubular	5267
	Lower	Boxed	5204
78-96 GM B-Body	Upper	Adjustable	5254
	Upper	Tubular	5265
	Lower	Boxed - Standard Length	5203
	Lower	Boxed - 5/8" Extended Length	5209
69-72 Grand Prix & 70-72 Monte Carlo	Upper	Adjustable	5248
	Upper	Tubular	5268
	Lower	Boxed	5205
82-02 Camaro/Firebird	Lower	Boxed	5204
10-14 Camaro SS	Lower	Adjustable Tubular	5200

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

Boxed Style
5205

Tubular Style
5267

Adjustable Style
5248

TRAILING ARM RELOCATION BRACKETS

A must for lowered vehicles, these brackets improve forward bite and reduce rear squat during hard acceleration by adjusting the trailing arm angle and instant center. Two non-stock mounting locations are available in addition to the stock location. Grade 8 hardware is included. Made in the USA.

Body Style / Vehicle	Part	Notes
82-02 Camaro/Firebird	5275	Welding required for installation
63-72 C10	52605	

52605

California residents: See page 150.

SWAY BARS

Give your chassis the stability it needs to keep your tires planted on the road. These sway bars are an easy bolt-on upgrade to help reduce body roll and handle corners better.

Front sway bars are manufactured from lightweight hollow (4130) chromoly steel, and rear sway bars are manufactured from heavy duty solid (1045) cold formed steel. QA1 sway bars include new mounting components to replace old and worn-out sway bar bushings and end links where applicable.

Made in the USA.

52876

Body Style / Vehicle	Front / Rear	Tubing Size	Part	Kit (Front & Rear)
64-72 GM A-Body	Front	Hollow 3/16" wall, 1 1/4" diameter	52870	52873
	Rear	Solid 1" diameter	52871	
73-77 GM A-Body	Front	Hollow 3/16" wall, 1 3/8" diameter	52893	52895
	Rear	Solid 1" diameter	52894	
78-88 GM A/G-Body	Front	Hollow 3/16" wall, 1 3/8" diameter	52877	52879
	Rear	Solid 1" diameter	52878	
78-96 GM B-Body	Front	Hollow 3/16" wall, 1 3/8" diameter	52862	52895
	Rear	Solid 1" diameter	52894	
67-69 GM F-Body	Front	Hollow 3/16" wall, 1 1/4" diameter	52816	
70-81 GM F-Body	Front	Hollow 3/16" wall, 1 3/8" diameter	52893	
82-92 GM F-Body	Front	Hollow 3/16" wall, 1 3/8" diameter	52810	52812
	Rear	Solid 1" diameter	52875	
93-02 GM F-Body	Front	Hollow 3/16" wall, 1 3/8" diameter	52874	52876
	Rear	Solid 1" diameter	52875	
10-11 GM F-Body	Front	Hollow 0.156" wall, 1" diameter	52813	52815
	Rear	Solid 7/8" diameter	52814	
63-72 C10	Front	Hollow 3/16" wall, 1 3/8" diameter	52896	52898
	Rear	Hollow 0.188"wall x 1 1/4" diameter *Works exclusively with QA1 Rear Suspension System (p 56)*	52897	
73-87 C10	Front	Hollow 3/16" wall, 1 3/8" diameter	52896	
68-74 GM X-Body	Front	Hollow 3/16" wall, 1 1/4" diameter	52816	
75-79 GM X-Body	Front	Hollow 3/16" wall, 1 3/8" diameter	52893	
69-72 Grand Prix	Front	Hollow 3/16" wall, 1 1/4" diameter	52870	52873
	Rear	Solid 1" diameter	52871	
70-72 Monte Carlo	Front	Hollow 3/16" wall, 1 1/4" diameter	52870	52873
	Rear	Solid 1" diameter	52871	
63-82 Corvette	Front	Hollow 3/16" wall, 1 1/4" diameter	52820	

52879

52895

TIE ROD SLEEVES

Stronger and easier to adjust than stock OE split sleeves, these heavy duty tie rod sleeves are manufactured from solid steel hex stock. Sold in pairs.

Made in the USA.

5250

Body Style / Vehicle	MOOG Replacement	Dimensions	Part
64-70 GM A-Body	ES2032S	5/8" x 3 3/8"	5250
71-77 GM A-Body	ES2004S	11/16" x 3-1/2"	5252
78-88 GM A/G-Body	ES2032S	5/8" x 3 3/8"	5250
67-69 Camaro	ES350S	5/8" x 4-7/8"	5251
70-81 Camaro/Firebird	ES2004S	11/16" x 3-1/2"	5252
82-93 Camaro/Firebird	ES2032S	5/8" x 3 3/8"	5250

Body Style / Vehicle	MOOG Replacement	Dimensions	Part
68-74 Nova	ES350S	5/8" x 4-7/8"	5251
75-79 Nova	ES2004S	11/16" x 3-1/2"	5252
65-70 Impala	ES350S	5/8" x 4-7/8"	5251
71-99 GM 2wd Pickups	ES2004S	11/16" x 3-1/2"	5252
73-91 GM 2wd Suburban	ES2004S	11/16" x 3-1/2"	5252
68-70 AMX & Javelin	ES2032S	5/8" x 3 3/8"	5250

California residents: See page 150.

FRAME SUPPORTS

TUBULAR BRACES work with trailing arms to reinforce the upper trailing arm mounts for improved traction with less wheel-hop and put more power to the ground. They reduce pinion angle change to help the car launch better.

ADJUSTABLE REAR FRAME SUPPORTS improve handling, traction, and all-around suspension performance by eliminating unwanted chassis flex and reinforcing the trailing arm mounts. Adjustable threaded sleeves allow preload adjustment in the rear trailing arm mount after installation. Designed to clear stock and aftermarket mufflers.


5211

Will not fit wagons. Sold in pairs. Made in the USA.

Body Style / Vehicle	Tubular Braces	Adjustable Supports
64-67 GM A-Body	5212	5283
68-72 GM A-Body	5211	5284
69-72 Grand Prix & 70-72 Monte Carlo	5211	5284
78-88 GM A/G-Body	5210	5285


5283

ANTI-HOP BARS

One of the most effective and easily installed traction improvements, these bars relocate the upper trailing arms to change the instant center of the rear suspension, improving chassis reaction and increasing forward bite and traction. We strongly recommend adjustable trailing arms (pg. 59) for maximum adjustability and performance. Includes greasable polyurethane bushings. Made in the USA.

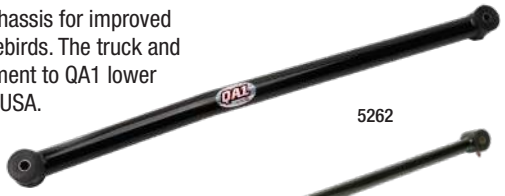

5213

5214

Body Style / Vehicle	Part	Notes
65-72 GM A-Body	5213	Does not fit Oldsmobile rear ends
69-72 Grand Prix & 70-72 Monte Carlo	5213	
78-88 GM A/G-Body	5214	

TUBULAR PANHARD BARS

Panhard bars resist unwanted flex and twisting, keeping the axle properly located under the chassis for improved cornering. Adjustable options are available for centering the axle on lowered Camaros and Firebirds. The truck and SUV panhard bars allow for maximum rear suspension travel without bushing bind. A complement to QA1 lower trailing arms, the panhard bars include QA1's greaseable polyurethane bushings. Made in the USA.


5262


5222

Body Style / Vehicle	Style	Part
82-02 Camaro/Firebird	Adjustable	5202
82-02 Camaro/Firebird	Non-Adjustable	5222
03-08 Hummer H2	Non-Adjustable	5262
01-06 2wd & 4wd Tahoe, Suburban, Yukon, Denali, Escalade and Avalance (with rear coil or air springs)	Non-Adjustable	5262

TORQUE ARMS

These tubular torque arms reduce wheel-hop caused by excessive flex under hard acceleration. Adjustable ones feature 3/4" spherical rod ends, allowing easy pinion angle adjustment; both styles come with grade 8 bolts and a polyurethane front bushing. Made in the USA.


5282


5280

Body Style / Vehicle	Non-Adjustable	Adjustable	Notes
84-02 Camaro/Firebird	5280	5282	Fits vehicles with GM corporate 10-bolt rear ends in which front locator of stock torque arm has lips facing away from driveshaft

ADJUSTABLE REAR TOE LINKS

Keep the tires pointed in the right direction to improve handling performance. These toe links replace OEM links that can deflect under hard cornering, and they include lockouts for the eccentrics to stop any movement of the rear toe adjustment. They relocate the adjustment point onto the toe link for a finer and easier adjustment. Made in the USA.


52801

Body Style / Vehicle	Part
10-11 Camaro SS	52801

California residents: See page 150.

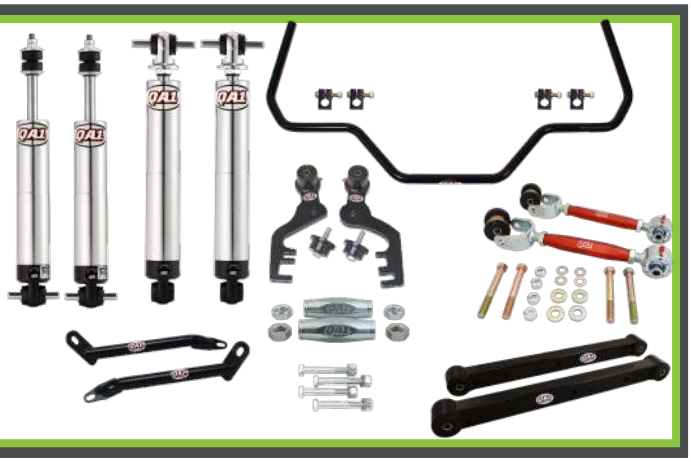
1964-1967 GM A-BODY
SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

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.

California residents: See page 150.

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

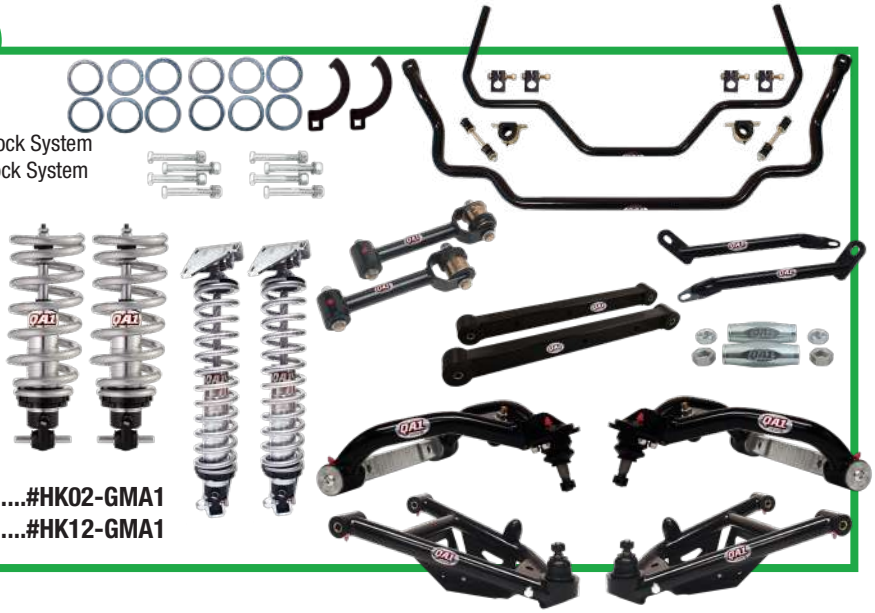
HANDLING KIT WITH SHOCKS.....#HK01-GMA1
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMA1

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

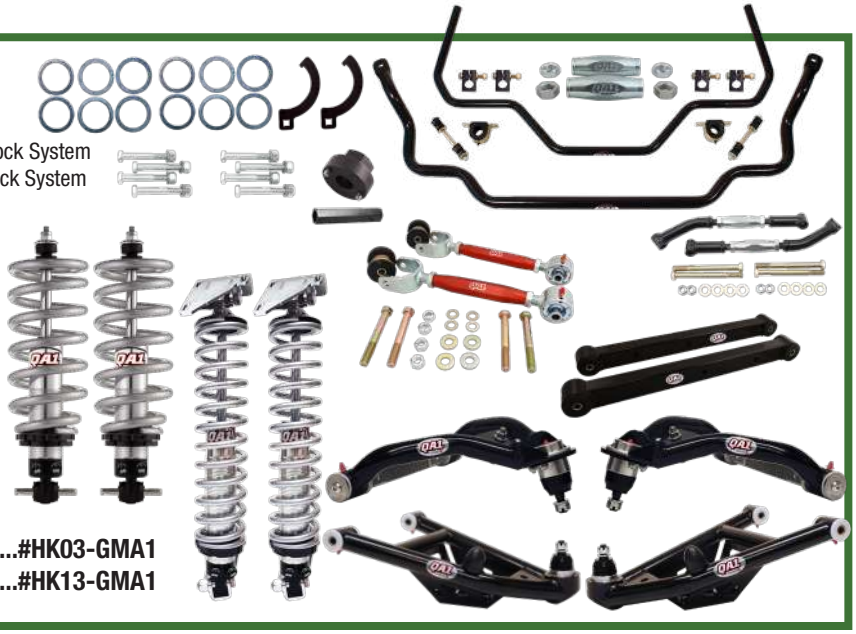


HANDLING LEVEL 3

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



California residents: See page 150.

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

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

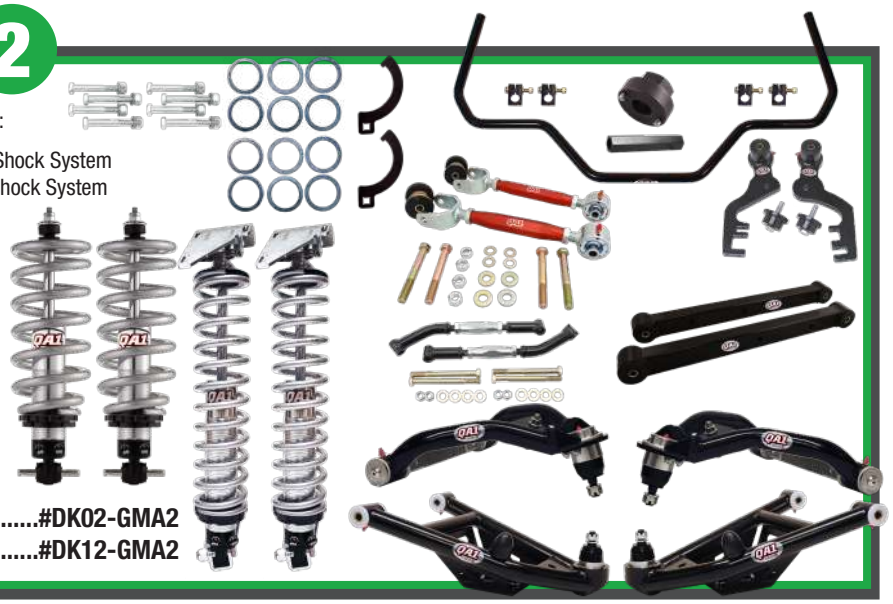
(2) TR505	Front "R" Series Stocker Star Shocks
(2) TS801	Rear Single Adjustable Stocker Star Shocks
52871	Rear Sway Bar
5205	Boxed Lower Trailing Arms
5248	Adjustable Upper Trailing Arms
5211	Trailing Arm Brace
5213	Anti-Hop Bars

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.

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.

California residents: See page 150.

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

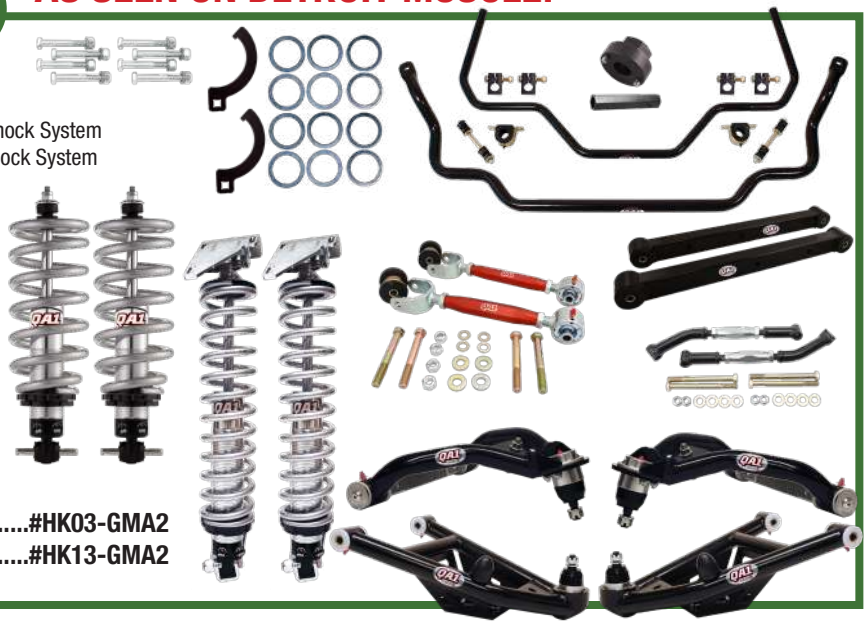
HANDLING LEVEL 3

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



California residents: See page 150.

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

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

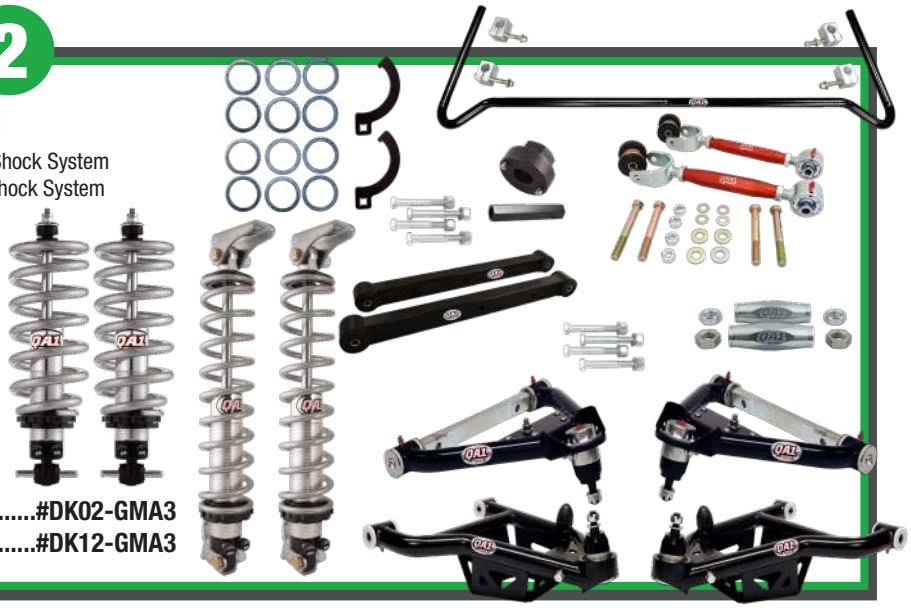
(2) TR505	Front "R" Series Stocker Star Shocks
(2) TS801	Rear Single Adjustable Stocker Star Shocks
52894	Rear Sway Bar
5208	Boxed Lower Trailing Arms
5247	Adjustable Upper Trailing Arms
5252	Tie Rod Adjuster Sleeves

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.

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.

California residents: See page 150.

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

California residents: See page 150.

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

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

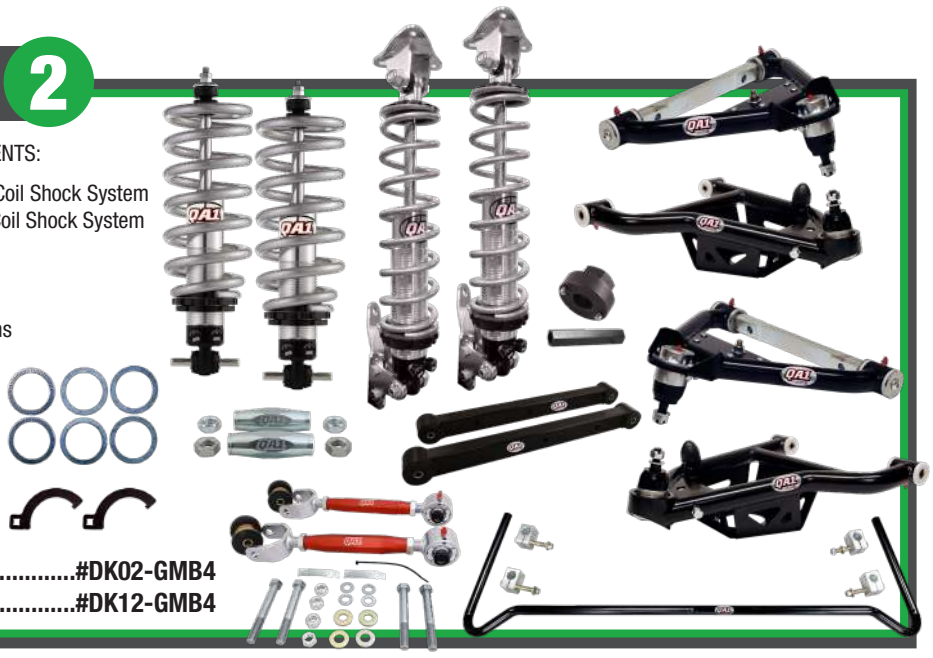
(2) TR507	Front "R" Series Stocker Star Shocks
(2) TS801	Rear Single Adjustable Stocker Star Shocks
52894‡	Rear Sway Bar
5203*	Boxed Lower Trailing Arms
5254	Adjustable Upper Trailing Arms
5252	Tie Rod Adjuster Sleeves

DRAG RACING KIT WITH SHOCKS.....#DK01-GMB4
DRAG RACING KIT WITHOUT SHOCKS.....#DK11-GMB4

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.

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.

* 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.

California residents: See page 150.

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

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

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

California residents: See page 150.

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.

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

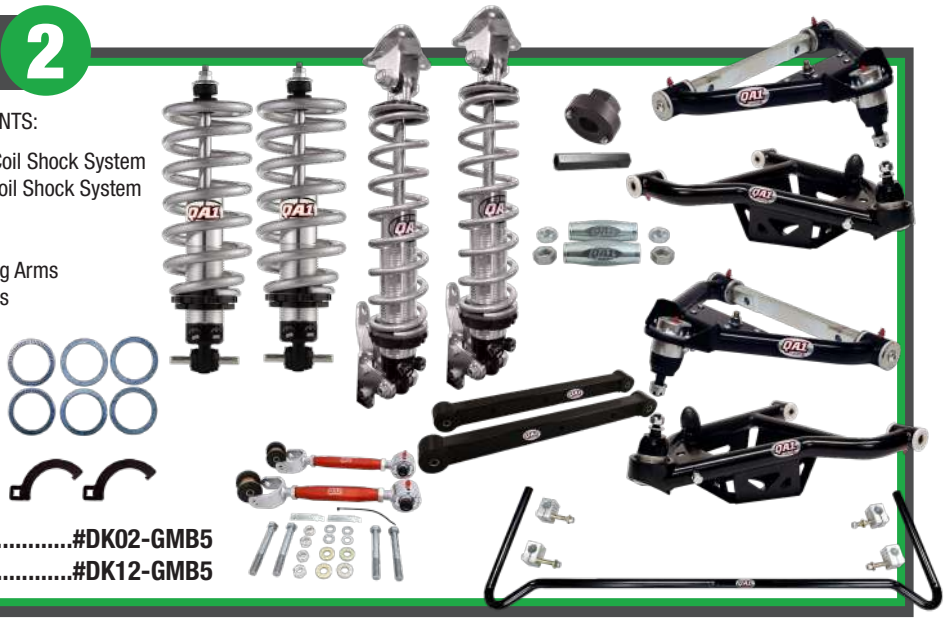
(2) TR507	Front "R" Series Stocker Star Shocks
(2) TS801	Rear Single Adjustable Stocker Star Shocks
52894‡	Rear Sway Bar
5209*	Extended Boxed Lower Trailing Arms
5254	Adjustable Upper Trailing Arms
5252	Tie Rod Adjuster Sleeves

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

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.

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.

* 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.

California residents: See page 150.

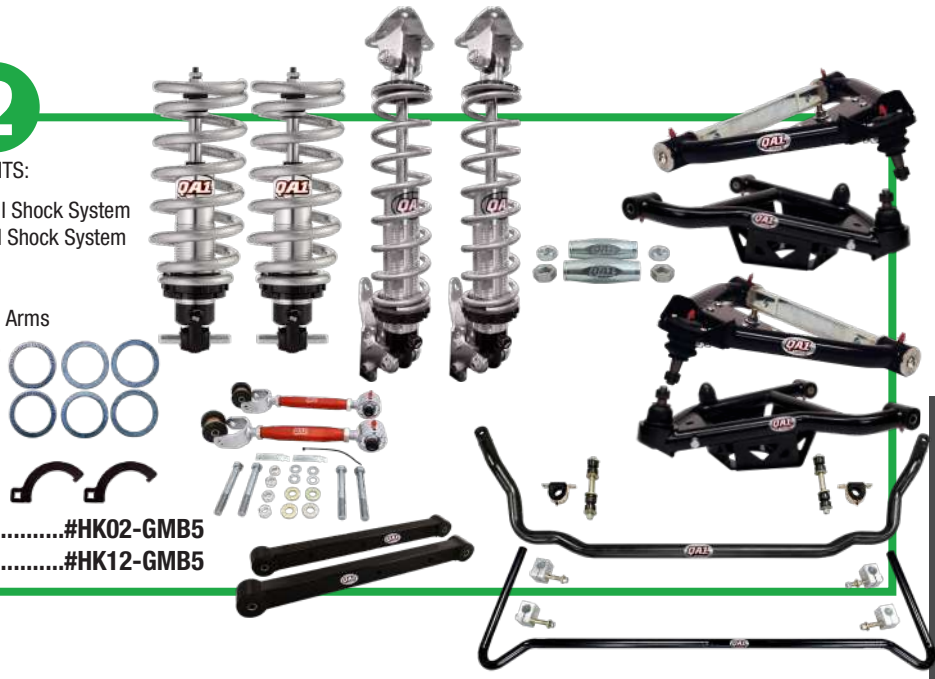
HANDLING LEVEL 1

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

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

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

California residents: See page 150.

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 48 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.

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.

California residents: See page 150.

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

California residents: See page 150.

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.

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.

California residents: See page 150.

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

California residents: See page 150.

1982-1992 GM F-BODY

SPRING RATES BASED ON SMALL BLOCK & LS ENGINES

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

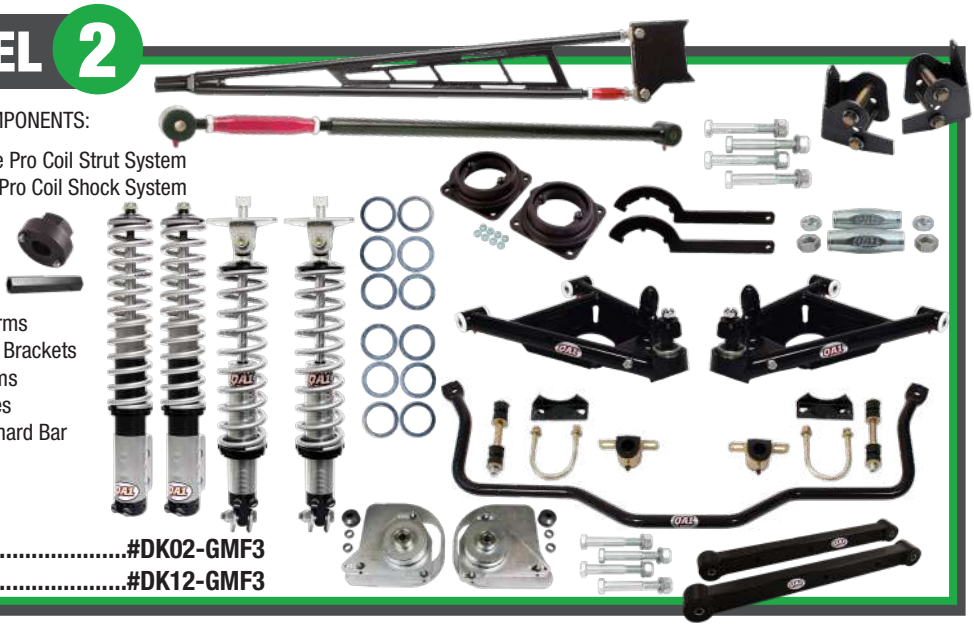
HR607SK	Front "R" Series Struts
(2) TS704	Rear Single Adjustable Stocker Star Shocks
52875	Rear Sway Bar
5204	Boxed Lower Trailing Arms
5275	Trailing Arm Relocation Brackets
5250	Tie Rod Adjuster Sleeves
5222	Adjustable Tubular Panhard Bar
5282	Adjustable Torque Arm

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.

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.

***** Includes spring adapter for factory type springs.

California residents: See page 150.

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

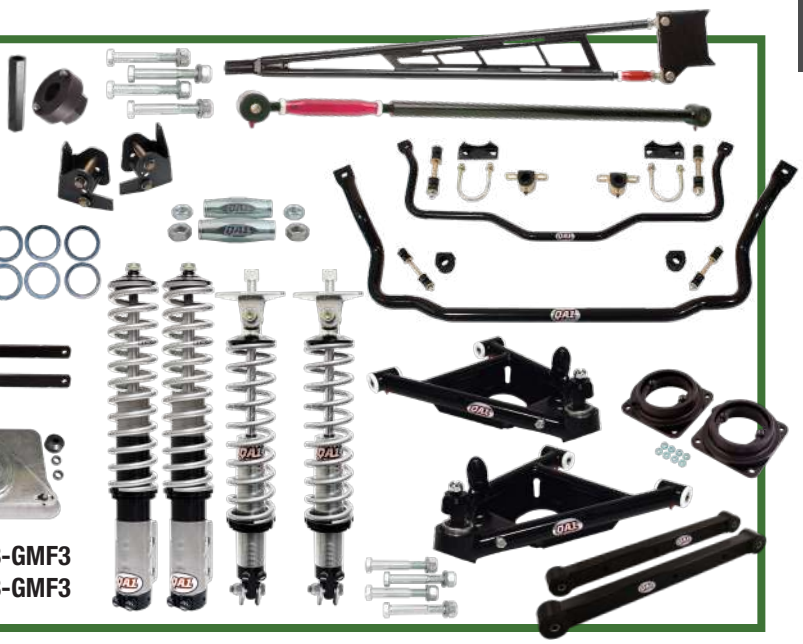
HANDLING KIT WITH SHOCKS.....#HK02-GMF3
HANDLING KIT WITHOUT SHOCKS.....#HK12-GMF3

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



California residents: See page 150.

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.

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.

California residents: See page 150.

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:

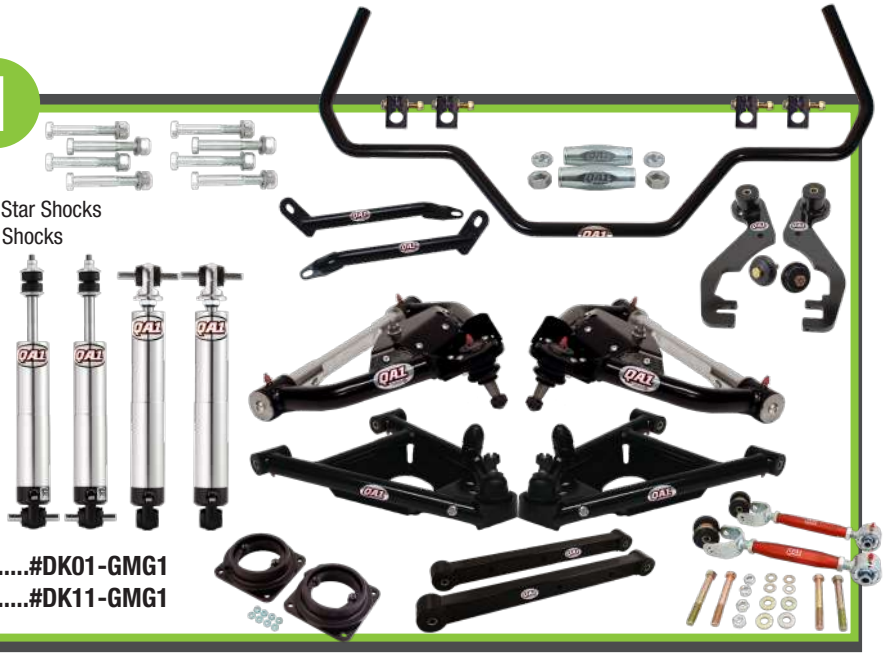
GD502-15325	Front Double Adjustable Pro Coil Shock System
RCK52333	Rear Double Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52876	Front and Rear Sway Bars
5204	Boxed Lower Trailing Arms
5275	Trailing Arm Relocation Brackets
5222	Adjustable Tubular Panhard Bar
5282	Adjustable Torque Arm

HANDLING KIT WITH SHOCKS.....#HK03-GMF4
HANDLING KIT WITHOUT SHOCKS.....#HK13-GMF4

California residents: See page 150.

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

DRAG RACING LEVEL 1

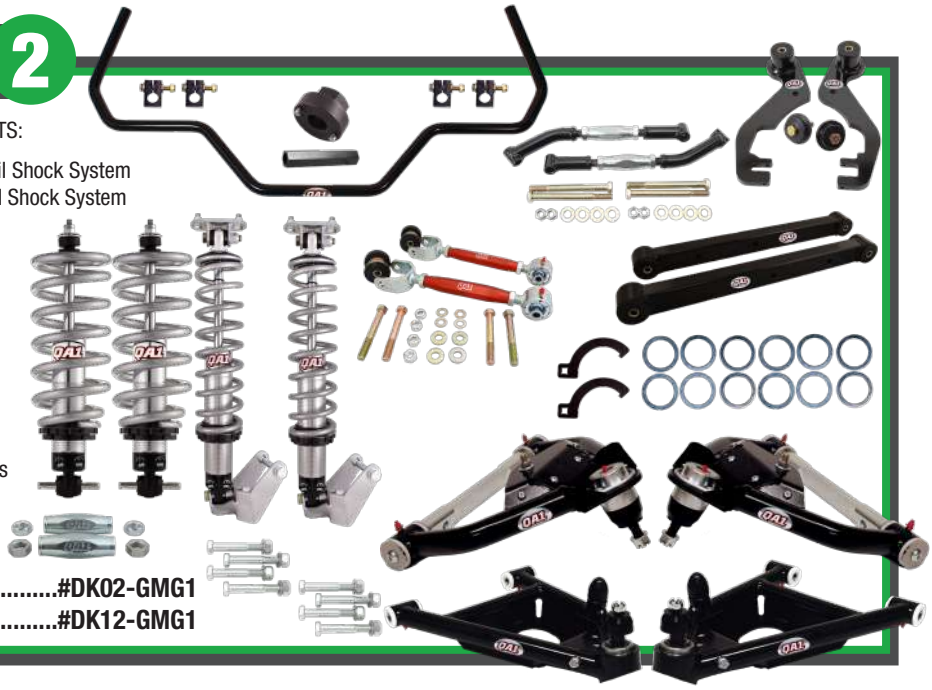


INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

(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.

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.

California residents: See page 150.

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:

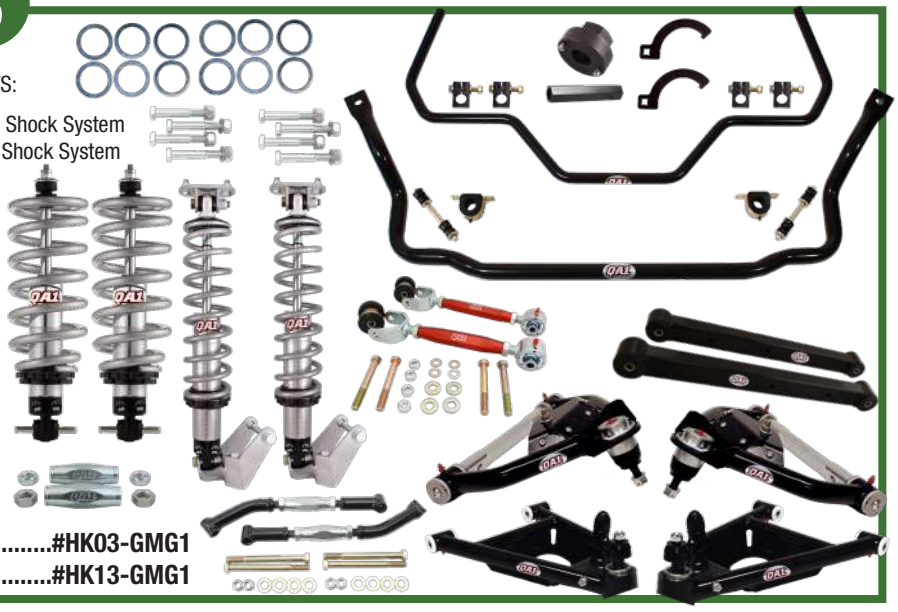
GS401-10450C	Front Single Adjustable Pro Coil Shock System
RCK52352	Rear Single Adjustable Pro Coil Shock System
(2) 7888-109	Thrust Bearing Kit
T115W	Spanner Wrench
52879	Front and Rear Sway Bars
5204	Boxed Lower Trailing Arms
5267	Tubular Upper Trailing Arms
52465	Upper Street Control Arms
52464	Lower 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

California residents: See page 150.

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.

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.

California residents: See page 150.

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

California residents: See page 150.

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.

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.

California residents: See page 150.

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

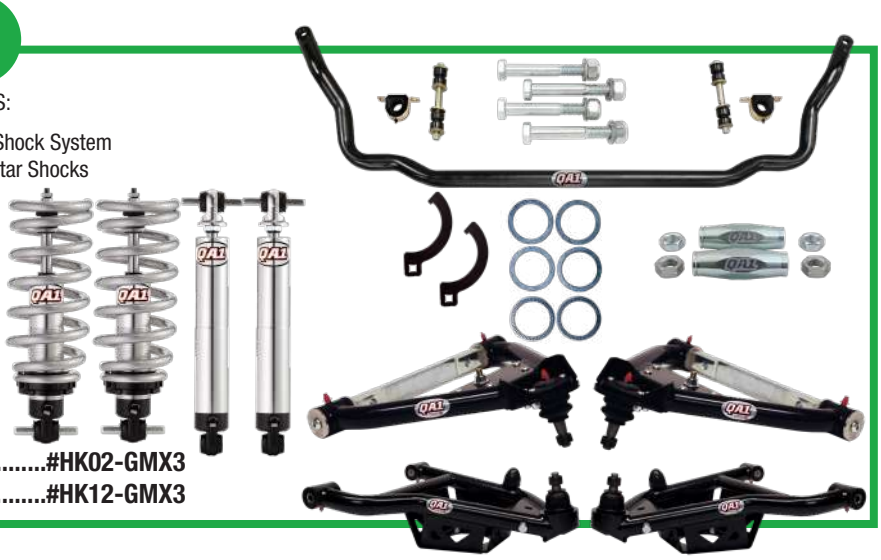
HANDLING KIT WITH SHOCKS.....#HK01-GMX3

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

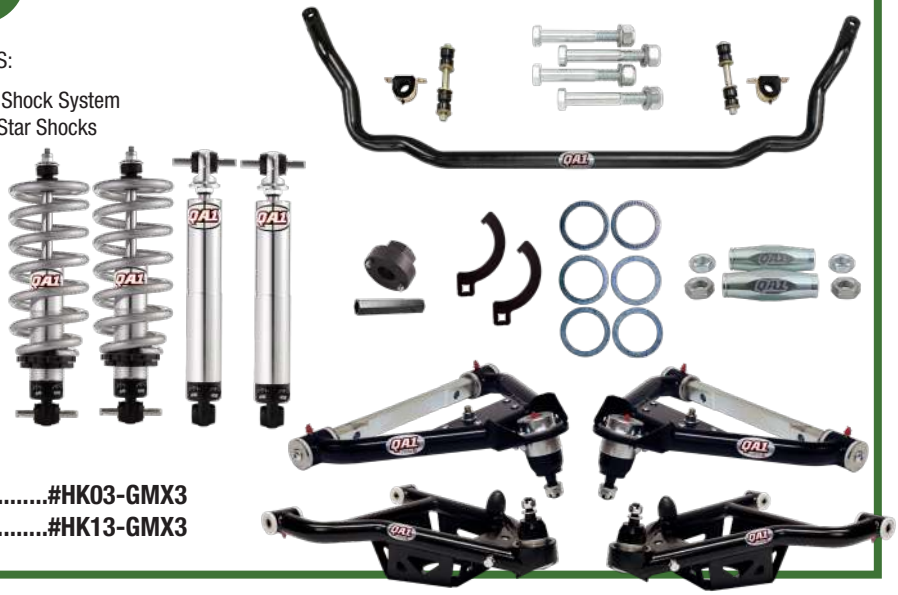


HANDLING LEVEL 3

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



California residents: See page 150.

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:

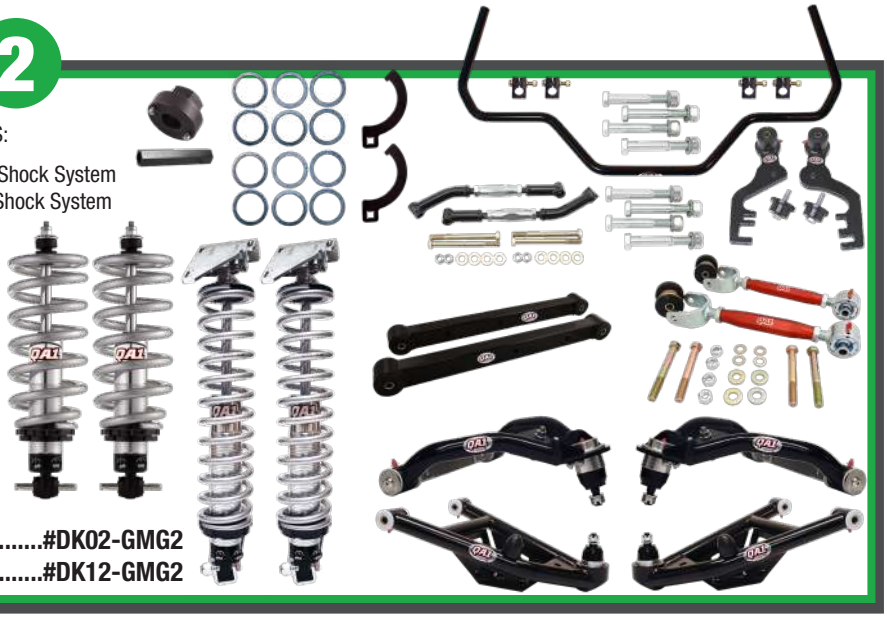
(2) TR505	Front "R" Series Stocker Star Shocks
(2) TS801	Rear Single Adjustable Stocker Star Shocks
52871	Rear Sway Bar
5205	Boxed Lower Trailing Arms
5248	Adjustable Upper Trailing Arms
5211	Trailing Arm Brace
5213	Anti-Hop Bars

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.

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.

California residents: See page 150.

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

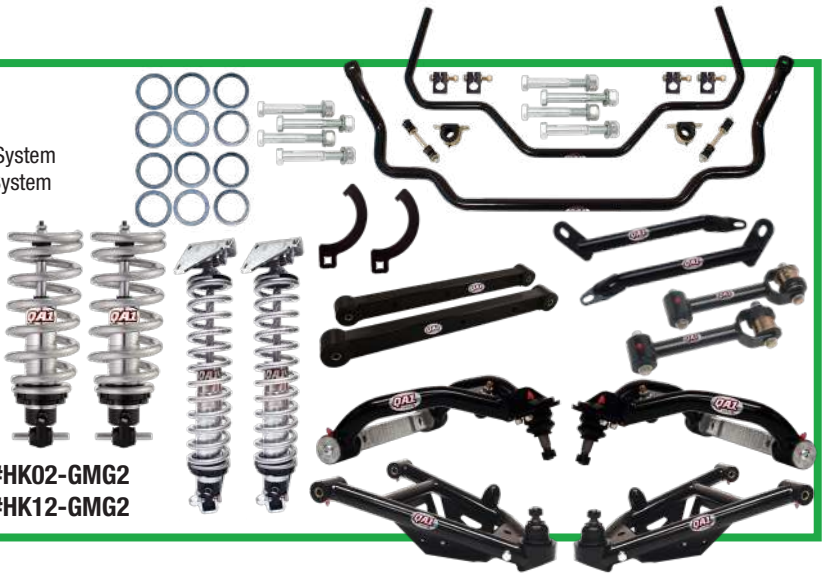
HANDLING KIT WITH SHOCKS.....#HK01-GMG2
HANDLING KIT WITHOUT SHOCKS.....#HK11-GMG2

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

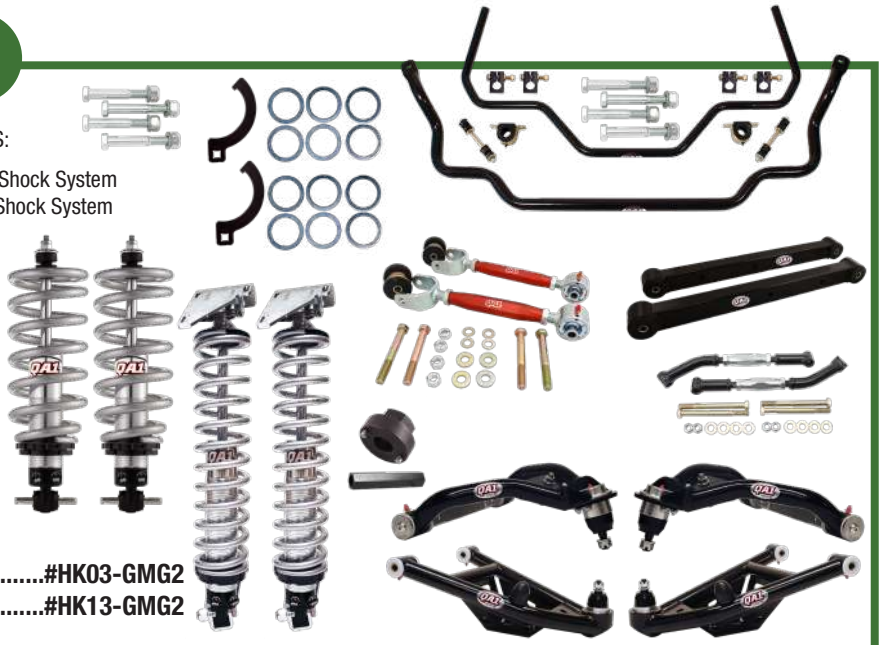


HANDLING LEVEL 3

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



California residents: See page 150.

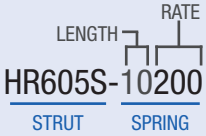
FORD SUSPENSION


STEEDA
NHRA
10.87
ARH
QA1


OCK.COM


NMCA RACING PRESENTED BY
O/C
9326
ROUSH
QA1

Model	Year	Full-Vehicle Kits, pg.	Valving	FRONT SHOCKS & STRUTS: Non-Coil-Over Shocks & Struts	FRONT SHOCKS & STRUTS: Coil-Over Strut Systems	REAR SHOCKS: Non-Coil-Over Shocks	REAR SHOCKS: Coil-Over System (Soft)	REAR SHOCKS: Coil-Over System (Medium)	REAR SHOCKS: Coil-Over System (Firm)
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	79-93	96, 98	MOD Valving Double Single Drag "R" Series Non-Adj.	- HD601S HS601S HR601S -	- HD601S-14175 HS601S-14175 HR601S-14175 -	- TD706 TS706 - TN706	RCK52431 RCK52343 RCK52347 *95*	RCK52432 RCK52344 RCK52348 *Spring rates included* *110*	RCK52433 RCK52345 RCK52349 *130*
Mustang w/ SN95 Spindles	79-93	-	MOD Valving Double Single Drag "R" Series Non-Adj.	- HD603S HS603S HR603S -	- HD603S-14175 HS603S-14175 HR603S-14175 -	- TD706 TS706 - TN706	RCK52431 RCK52343 RCK52347 *95*	RCK52432 RCK52344 RCK52348 *Spring rates included* *110*	RCK52433 RCK52345 RCK52349 *130*
Mustang 5.0	94-95	100	MOD Valving Double Single Drag "R" Series Non-Adj.	- HD603S HS603S HR603S -	- HD603S-14175 HS603S-14175 HR603S-14175 -	- TD706 TS706 - TN706	RCK52431 RCK52343 RCK52347 *95*	RCK52432 RCK52344 RCK52348 *Spring rates included* *110*	RCK52433 RCK52345 RCK52349 *130*
Mustang 4.6	96-04	102	MOD Valving Double Single Drag "R" Series Non-Adj.	- HD603S HS603S HR603S -	- HD603S-14175 HS603S-14175 HR603S-14175 -	- TD706 TS706 - TN706	RCK52431 RCK52343 RCK52347 *95*	RCK52432 RCK52344 RCK52348 *Spring rates included* *110*	RCK52433 RCK52345 RCK52349 *130*
Mustang Cobra	94-98	-	MOD Valving Double Single Drag "R" Series Non-Adj.	- HD603S HS603S HR603S -	- HD603S-14175 HS603S-14175 HR603S-14175 -	- TD706 TS706 - TN706	RCK52431 RCK52343 RCK52347 *95*	RCK52432 RCK52344 RCK52348 *Spring rates included* *110*	RCK52433 RCK52345 RCK52349 *130*
Mustang Cobra (IRS)	99-04	-	Double Single Drag "R" Series Non-Adj.	HD603S HS603S HR603S -	HD603S-14175 HS603S-14175 HR603S-14175 -	TD707 TS707 - TN707			
Mustang w/o Sway Bar Bracket	05-14	-	Double Single Drag "R" Series Non-Adj.		HD604S-14175[a] - HR604S-14175[a] -	TD708 TS708 - TN708			
Mustang w/ Sway Bar Bracket	05-14	-	Double Single Drag "R" Series Non-Adj.		HD605S-10200[a] HS605S-10200[a] HR605S-10200[a] -	TD708 TS708 - TN708			
Mustang 4.6	05-08	104	Double Single Drag "R" Series Non-Adj.		HD605S-10200[a] HS605S-10200[a] HR605S-10200[a] -	TD708 TS708 - TN708			
Mustang 4.6	09-10	104	Double Single Drag "R" Series Non-Adj.		HD605S-10200[a] HS605S-10200[a] HR605S-10200[a] -	TD708 TS708 - TN708			
Mustang 5.0	11-14	106	Double Single Drag "R" Series Non-Adj.		HD605S-10200[a] HS605S-10200[a] HR605S-10200[a] -	TD708 TS708 - TN708			



OTHER SPRING LENGTHS AND RATES ARE AVAILABLE

The coil-over systems listed here are our most common recommendations. However, depending on your application or other vehicle modifications, you may need a softer or stiffer spring.

California residents: See page 150.

	CONTROL ARMS	REAR TRAILING ARMS			K-MEMBER			SWAY BARS			Tubular Panhard Bars Adjustable	Bump Steer Kit	Tie Rod Sleeves
		Upper	Lower	Relocation Brackets	K-Member	Engine Mounts	Brace for OEM K-member	Front	Rear	Kit			
													5252 *(67-70 with V8 only)*
													5252 *(V8 only)*
	Street: MU1ESA Race: MU1RCA	Adjustable: 5255	Box Style: 5221		MUK01	5.0: 52113 4.6: 52114 LS: 52115		52891	52885[c]	52892[c]		BAX102	
	Street: MU3ESA Race: MU3RCA	Adjustable: 5255	Box Style: 5221		MUK01	5.0: 52113 4.6: 52114 LS: 52115		52891	52885[c]	52892[c]		BAX102	
	Street: MU2ESA Race: MU2RCA	Adjustable: 5255	Box Style: 5221		MUK02	5.0: 52113 4.6: 52114 LS: 52115		52884	52885[c]	52886 [c]		BAX104 *Manual steering:* BAX104M	
	Street: MU2ESA Race: MU2RCA	Adjustable: 5255	Box Style: 5221		MUK02	5.0: 52113 4.6: 52114 LS: 52115		52884	52885[c]	52886[c]		BAX104 *Manual steering:* BAX104M	
	Street: MU2ESA Race: MU2RCA	Adjustable: 5255	Box Style: 5221		MUK02	5.0: 52113 4.6: 52114 LS: 52115	52105[b]	52884	52885[c]	52886[c]		BAX104 *Manual steering:* BAX104M	
	Street: MU2ESA Race: MU2RCA				MUK02	5.0: 52113 4.6: 52114 LS: 52115	52105[b]	52884				BAX104 *Manual steering:* BAX104M	
		Adjustable: 5253 Tubular: 5266	Tubular: 5276	52103				52887	52888	52889	5220	BAX105	
		Adjustable: 5253 Tubular: 5266	Tubular: 5276	52103				52887	52888	52889	5220	BAX105	
			Tubular: 5276	52103				52887	52888	52889	5220		

This chart can help get you started. Our full spring rate charts are on page 124 to help you determine your ideal spring rate and length.

FRONT WEIGHT	1450-1600	1601-1750	1751-1900	1901-2100	2101-2300
79-14 Mustangs	150	175	200	225	250

(a) 2005 to Present Mustangs require QA1 Caster Camber Plate part #CC105MU.
(b) Brace will work only with stock K-members.
(c) The rear sway bar for 79-04 Mustangs requires QA1 rear trailing arms (part #5221).

DON'T SEE YOUR VEHICLE?

See page 122 for all dimensions and mounting options for our Stocker Star (non-coil-over) and Pro Coil System shocks.

California residents: See page 150.

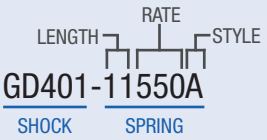
Specific Makes & Models - Shocks Only

Make/Model	Year	Adjustability	FRONT SHOCKS			REAR SHOCKS
			Non-Coil-Over	Coil-Over Systems for Avg Small Blocks	Coil-Over Systems for Avg Big Blocks	Non-Coil-Over
Comet	60-70	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503			TD601 TS601 - TN601
Comet	71-77	Single Drag "R" Series Non-Adj.	TS401 TR401 TN401			
Cougar	67-70	Double Single Drag "R" Series Non-Adj.	- TS401 TR401 TN401			TD601 TS601 - TN601
Cougar	71-73	Double Single Drag "R" Series Non-Adj.	- TS402 TR402 TN402			TD601 TS601 - TN601
Cyclone	68-71	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503			TD601 TS601 - TN601
Fairlane Falcon	66-70 60-70	Double Single Drag "R" Series Non-Adj.	- TS503 TR503 TN503			TD601 TS601 - TN601
Galaxie / Full Size	60-64	MOD Valving Double Single Drag "R" Series Non-Adj.	- TD505 TS505 TR505 TN505	MG401-10450C[a] GD401-10450C GS401-10450C GR401-10450C -	MG401-10550C[a] GD401-10550C GS401-10550C GR401-10550C -	- TD518 TS518 - TN518
Maverick	69-77	Single Drag "R" Series Non-Adj.	TS401 TR401 TN401			
Mustang	64-66	Double Single Drag "R" Series		MD401-10350C MS401-10350C MR401-11250C	MD401-10450C MS401-10450C MR401-10350C	
Mustang	67-73	Double Single Drag "R" Series		MD402-10400C MS402-10400C MR402-11250C	MD402-10500C MS402-10500C MR402-10350C	
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
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

(a) Tubular control arms with eyelet-style shock mounting required.

OTHER SPRING LENGTHS AND RATES ARE AVAILABLE

The shock systems listed here are our most common recommendations for small blocks and big blocks. See our spring rate charts on page 124 to determine ideal spring rate and length.



CASTER CAMBER PLATES

With an innovative asymmetric bearing design, the ball is supported as forces are introduced during operation of the vehicle. This creates improved load distribution that significantly reduces wear and increases durability, eliminating "sloppy bearings" that result in road noise and poor handling.

Made in the USA.

Vehicle	Part
79-89 Mustang 5.0	CC100MU
90-93 Mustang 5.0	CC102MU
94-04 Mustang 5.0/4.6	CC104MU
05-14 Mustang	CC105MU

DON'T SEE YOUR VEHICLE?

See page 122 for all dimensions and mounting options for our Stocker Star (non-coil-over) and Pro Coil System shocks. It is likely that we have something for you!

California residents: See page 150.

CONTROL ARMS

Get modern handling for classic muscle cars. Offering substantial weight savings of 15 lbs. per set, these tubular lower control arms reduce unsprung weight while improving weight distribution. QA1 caster camber plates are recommended to ensure ideal alignment after lowering your vehicle.

STREET CONTROL ARMS

QA1's street control arms are engineered for performance. Great on vehicles used primarily for cruising and street use; they use a factory replacement ball joint and polyurethane bushings.

MU2RCA

RACE CONTROL ARMS

QA1's race control arms are designed for drag racing, pro-touring, and autocross applications. They're equipped with QA1's exclusive X Series chromoly rod ends and QA1 Ultimate 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.

For use with QA1 Pro Coil Struts. Sold in pairs. Made in the USA.

MU1ESA

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

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

K-MEMBERS

QA1's redesigned bolt-on Mustang K-members enhance performance and now add even more weight savings. Increased header clearance and improved Ackerman, anti-dive, and roll center on lowered vehicles 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. Made in the USA.

Vehicle	Part
79-93 Mustang	MUK01
94-04 Mustang	MUK02

MUK01

INTERCHANGEABLE ENGINE MOUNTS - SOLD SEPARATELY

Whether buying a new K-member or swapping your engine, all you need are the new engine mounts. For QA1 Mustang K-members only. Made in the USA.

TRANSMISSION CROSSMEMBERS

When swapping a GM engine into a Mustang, these GM transmission crossmembers are recommended to bolt in the transmission. Made in the USA.

Vehicle	Engine / Trans	Engine Mounts	Transmission Crossmember
79-95 Mustang	5.0	52113	
96-04 Mustang	4.6	52114	
79-93 Mustang	LS1- Powerglide, 700R4, TH350, TH200, 97 or later 4L60E	52115	52108
	LS1 - T56, TH400, 2004R	52115	52109
94-98 Mustang	LS1- Powerglide, 700R4, 93-96 4L60E, TH350, TH200	52115	52110
	LS1- 97 or later 4L60E, T56	52115	52111
	LS1- TH400, 2004R	52115	52112


52113

52108

BRACE FOR OEM K-MEMBER

Don't want to replace the K-member, but want a little more stability? These braces reinforce the OEM K-member and stabilize the front suspension during hard cornering, allowing for improved control and handling. They are currently the only braces on the market to feature an adjustable sleeve for fine tuning the preload. Made in the USA.

Vehicle	Brace for OEM K-Member
94-04 Mustang	52105


52105

California residents: See page 150.

SWAY BARS

Give your chassis the stability it needs to keep your tires planted on the road. These sway bars are an easy bolt-on upgrade to help reduce body roll and improve cornering ability.

Front sway bars are manufactured from lightweight hollow (4130) chromoly steel, and rear sway bars are manufactured from heavy duty solid (1045) cold formed steel. QA1 sway bars include new mounting components to replace old and worn-out sway bar bushings and end links.

52887

Made in the USA.

Vehicle	Front / Rear	Tubing Size	Notes	Part	Kit (Front & Rear)
79-93 Mustang	Front	Hollow 3/16" wall, 1 1/4" diameter		52891	52892
	Rear	Solid 1" diameter	Requires QA1 Rear Trailing Arms (Part #5221)	52885	
94-04 Mustang	Front	Hollow 3/16" wall, 1 1/4" diameter		52884	52886
	Rear	Solid 1" diameter	Not for Cobra IRS. Requires QA1 Rear Trailing Arms (Part #5221)	52885	
05-14 Mustang	Front	Hollow 3/16" wall, 1 3/8" diameter		52887	52889
	Rear	Solid 7/8" diameter		52888	
65-72 F-100	Front	Hollow, 1 3/8" diameter	Requires QA1 Coil-Over Conversion System	52865	-
	Rear	Hollow, 1 1/4" diameter	Requires QA1 Coil-Over Conversion System	52866	
73-79 F-100	Front	Hollow, 1 3/8" diameter	Requires QA1 Coil-Over Conversion System	52865	

REAR TRAILING ARMS

For a more predictable, better handling car, QA1 rear trailing arms solve flexing issues common to stock arms. These arms eliminate bushing bind, allowing the suspension to move smoother for better control.

All upper tubular and lower boxed arms use greasable 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.

Boxed Style
5221

BOXED ARMS are constructed from .120" wall cold rolled steel tubing for maximum strength and flex elimination. These trailing arms have fluted, greasable polyurethane bushings, which are superior to the stock rubber bushings.

TUBULAR 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 being lighter. These also use greasable bushings.

Adjustable Style
5255

ADJUSTABLE ARMS allow easy rear pinion angle 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 polyurethane differential bushings to replace soft OE differential bushings.

Made in the USA.

Vehicle	Front / Rear	Style	Part
79-86 Capri	Upper	Adjustable	5255
	Lower	Boxed	5221
79-04 Mustang	Upper	Adjustable	5255
	Lower	Boxed	5221
05-10 Mustang	Upper	Adjustable	5253
	Upper	Tubular	5266
	Lower	Tubular	5276
11-14 Mustang	Lower	Tubular	5276

Tubular Style
5276

TRAILING ARM RELOCATION BRACKETS

A must for lowered vehicles, these brackets improve forward bite and reduce rear squat during hard acceleration by adjusting the trailing arm angle. Two non-stock mounting locations are available in addition to the stock location. Grade 8 hardware is included.

Made in the USA.

Vehicle	Part	Notes
05-14 Mustang	52103	Welding required for installation

52103

California residents: See page 150.

PANHARD BARS

Panhard bars resist unwanted flex and twisting, keeping the axle properly located under the chassis for improved cornering. Adjustability allows you to center the axle on lowered Mustangs. A complement to QA1 lower trailing arms, the panhard bars include QA1's greasable polyurethane bushings.

Made in the USA.

Vehicle	Style	Part
05-14 Mustang	Adjustable	5220

TIE ROD SLEEVES

Stronger and easier to adjust than stock OE split sleeves, these heavy duty tie rod sleeves are manufactured from solid steel hex stock. Sold in pairs.

Made in the USA.

Vehicle	MOOG Replacement	Dimensions	Part
65-73 V8 Mustang	ES2004S	11/16" x 3 1/2"	5252

BUMP STEER KITS

When you lower your Mustang, you need to correct the steering geometry. 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.

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

Vehicle	Steering	Part
79-93 Mustang 5.0, including Cobra	Factory	BAX102
94-04 Mustang 5.0 and 4.6, including Cobra	Factory	BAX104
	Converted to manual	BAX104M
05-14 Mustang	Factory	BAX105

F-100 COIL-OVER CONVERSION SYSTEMS

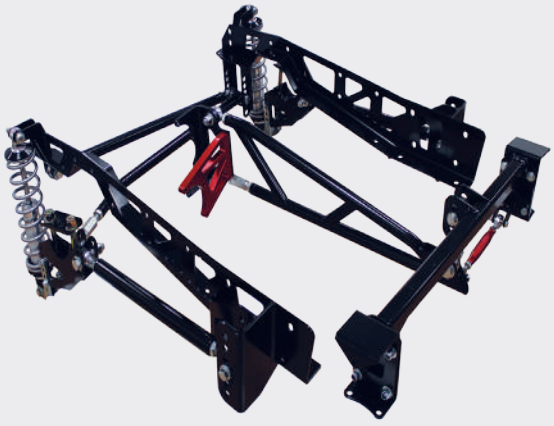
With this all-new, engineered-from-scratch system, you can bolt in the handling and performance you've always wanted.

Designed specifically for 65-79 F-100s, the front system is 3.75" narrower than a Crown Vic, providing ideal handling and allowing fitment of larger wheels and tires. The system also saves 150 lbs of weight and provides up to 7" of drop.

Made in the USA.

Vehicle	Valving	Soft	Medium	Firm
65-79 F-100 *3" to 5" drop*	Double	52620-D400	52620-D500	52620-D600
	Single	52620-S400	52620-S500	52620-S600
65-79 F-100 *5" to 7" drop*	Double	52621-D400	52621-D500	52621-D600
	Single	52621-S400	52621-S500	52621-S600

Engine	Mounts
FE	7740-251
Windsor	7740-252
Mod/Coyote	7740-253
LS	7740-254



For the rear, QA1 engineered a unique torque arm design that maximizes performance without the inherent binding issues of other systems, all while achieving a 4" to 7" drop. This bolt-in system also offers unprecedented adjustability: the panhard bar, torque arm, trailing arms, bracket mounts, and shocks are all adjustable.

Made in the USA.

Vehicle	Valving	Soft	Medium	Firm
65-72 F-100	Double	R220-170	R220-200	R220-250
	Single	R120-170	R120-200	R120-250

1979-1989 FORD MUSTANG

SPRING RATES BASED ON SMALL BLOCK ENGINES

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

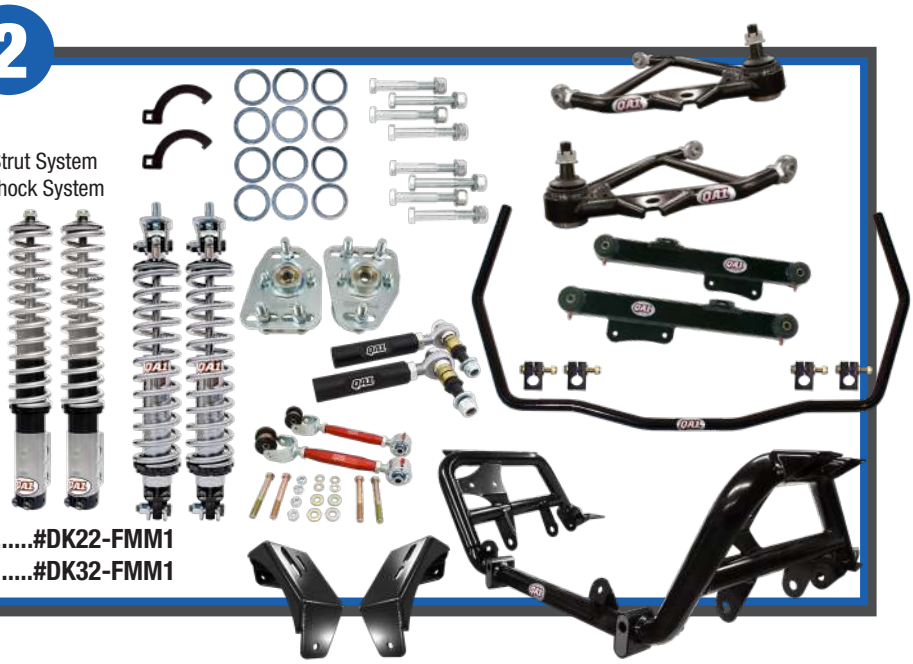
(2) HR601S	Front "R" Series Struts
(2) TS706	Rear Single Adjustable Stocker Star Shocks
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms

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
MUK01	Tubular K-Member
52113	5.0 Engine Mount
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.

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.

California residents: See page 150.

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

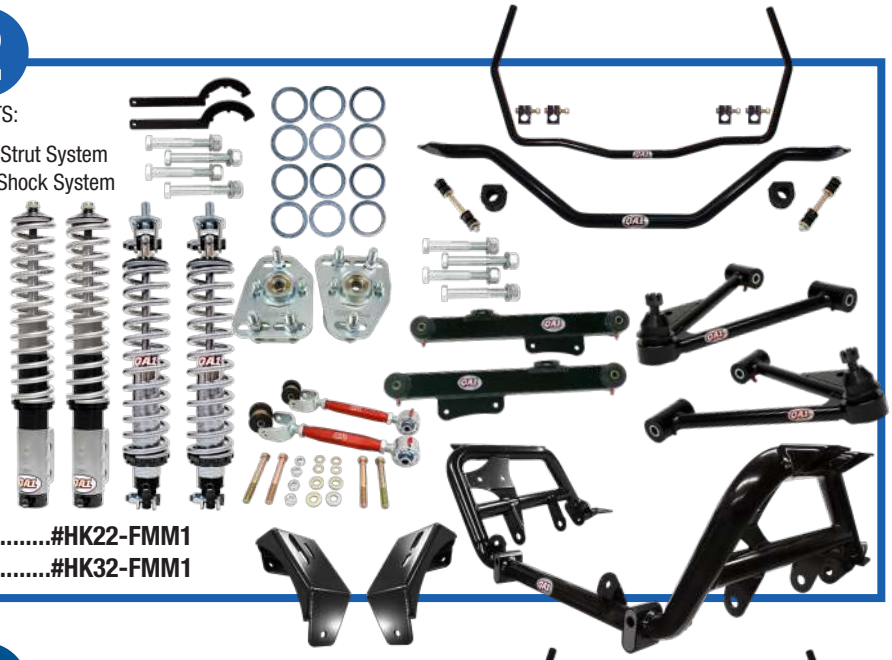
HANDLING KIT WITH SHOCKS.....#HK21-FMM2
HANDLING KIT WITHOUT SHOCKS.....#HK31-FMM2

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
MUK01	Tubular K-Member
52113	5.0 Engine Mount
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
MUK01	Tubular K-Member
52113	5.0 Engine Mount
MU1RCA	Lower Race Control Arms

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

California residents: See page 150.

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
MUK01	Tubular K-Member
52113	5.0 Engine Mount
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 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.

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.

California residents: See page 150.

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

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

HANDLING LEVEL 2

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

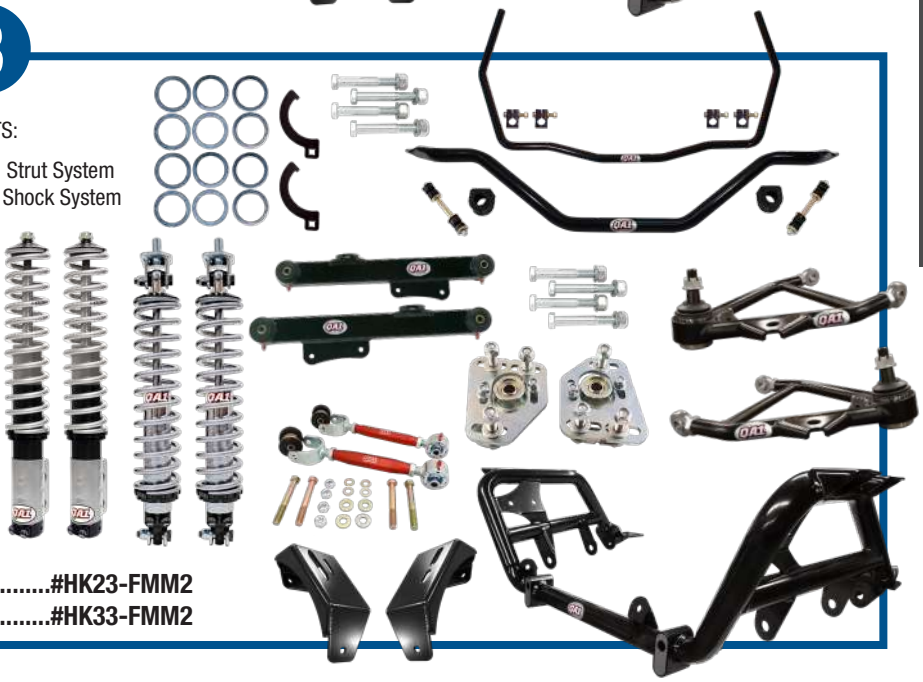
HS601S-14175	Front Single Adjustable Pro Coil Strut System
RCK52348	Rear Single Adjustable Pro Coil Shock System
CC102MU	Caster Camber Plates
(2) 7888-109	Thrust Bearing Kit
T114W	Spanner Wrench
52892	Front and Rear Sway Bars
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms
MUK01	Tubular K-Member
52113	5.0 Engine Mount
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
MUK01	Tubular K-Member
52113	5.0 Engine Mount
MU1RCA	Lower Race Control Arms



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

California residents: See page 150.

1994-1995 FORD MUSTANG

SPRING RATES BASED ON SMALL BLOCK ENGINES

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

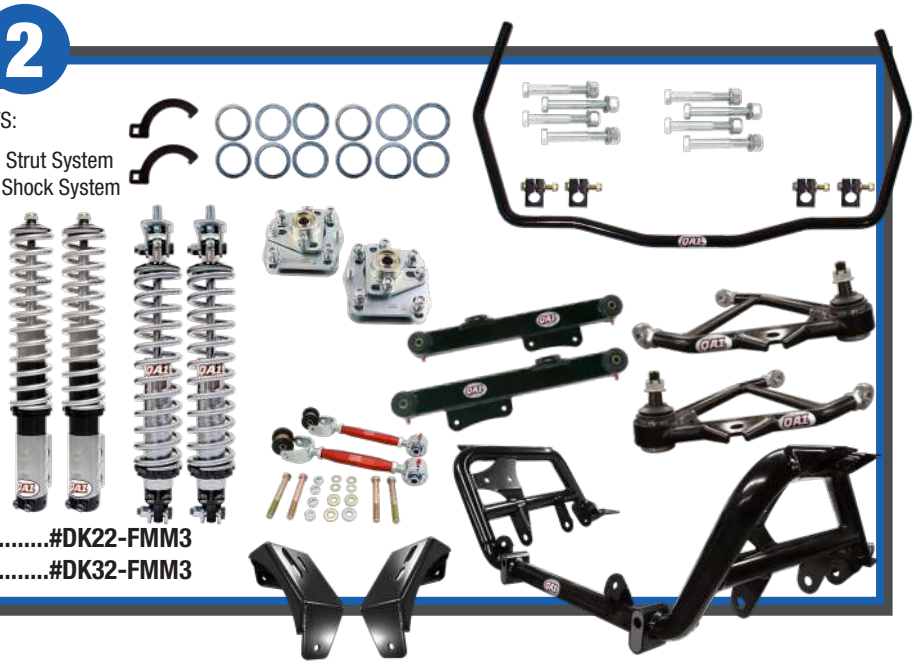
(2) HR603S	Front "R" Series Struts
(2) TS706	Rear Single Adjustable Stocker Star Shocks
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms

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
MUK02	Tubular K-Member
52113	5.0 Engine Mount
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 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.

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.

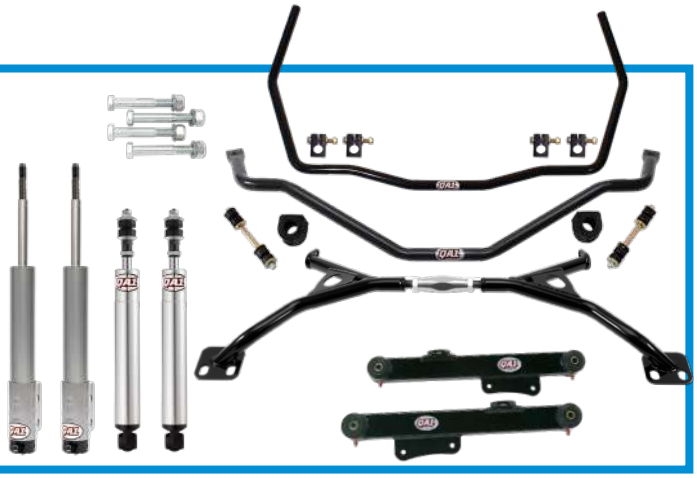
California residents: See page 150.

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

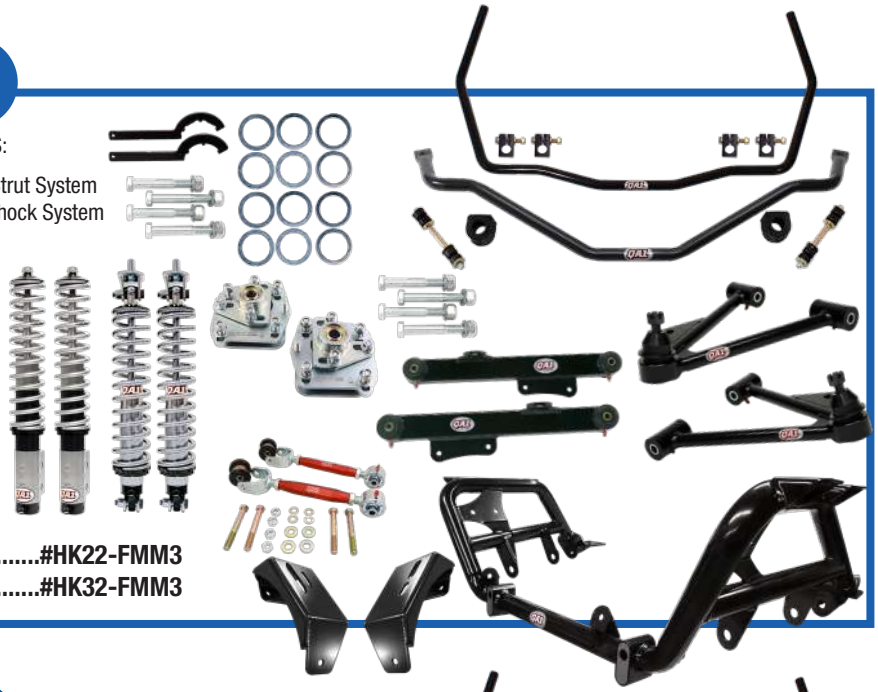


HANDLING LEVEL 2

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
MUK02	Tubular K-Member
52113	5.0 Engine Mount
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
MUK02	Tubular K-Member
52113	5.0 Engine Mount
MU2RCA	Lower Race Control Arms

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

California residents: See page 150.

1996-2004 FORD MUSTANG

SPRING RATES BASED ON SMALL BLOCK ENGINES

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

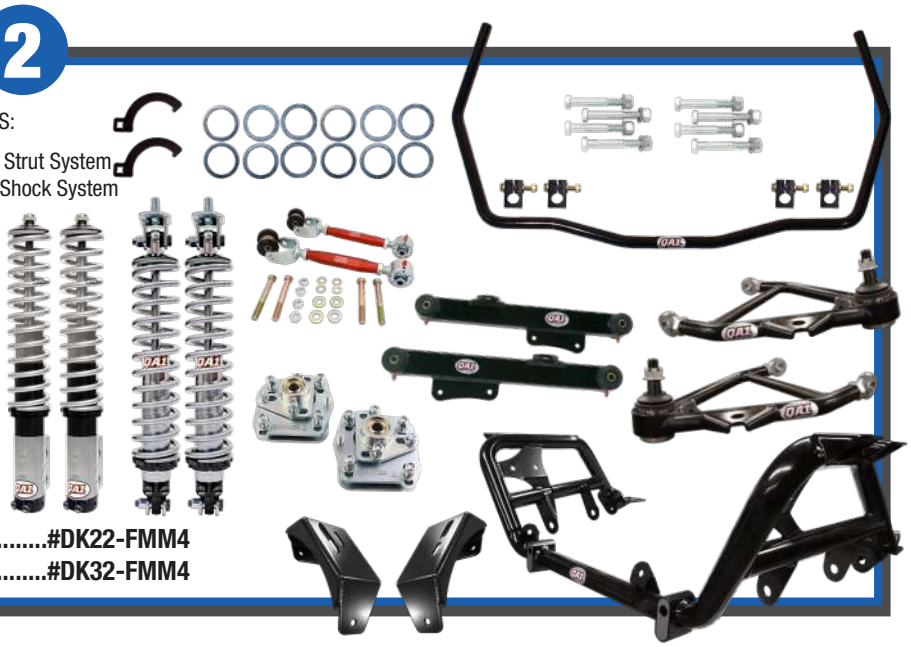
(2) HR603S	Front "R" Series Struts
(2) TS706	Rear Single Adjustable Stocker Star Shocks
52885	Rear Sway Bar
5221	Boxed Lower Trailing Arms
5255	Adjustable Upper Trailing Arms

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
MUK02	Tubular K-Member
52114	4.6 Engine Mount
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 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.

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.

* Rear Pro Coil Shock Systems are for rear solid axle cars only. IRS cars see listing for Stocker Star shocks on page 90.

California residents: See page 150.

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

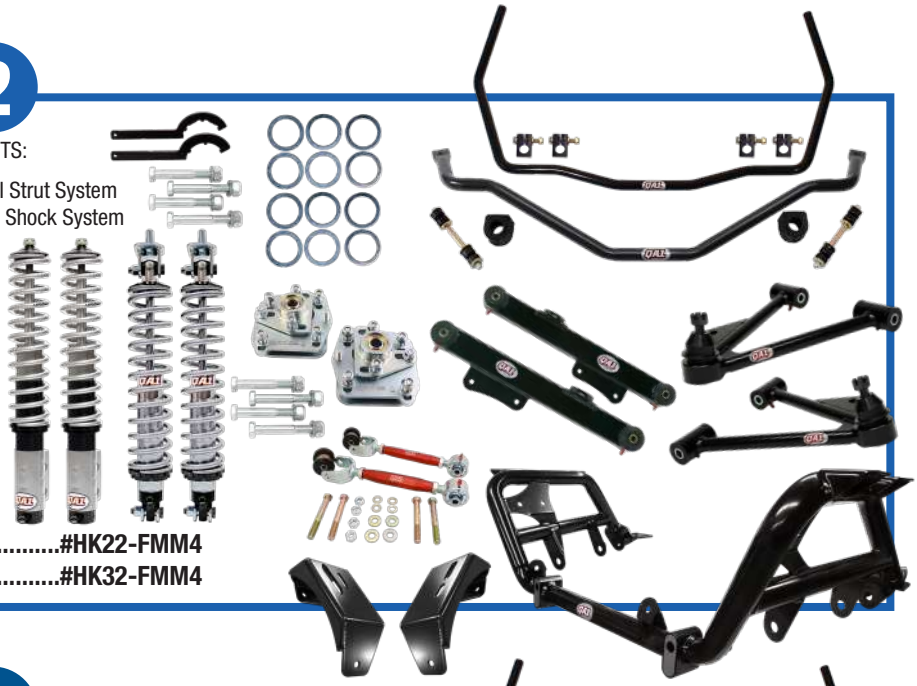
HANDLING KIT WITH SHOCKS.....#HK21-FMM4
HANDLING KIT WITHOUT SHOCKS.....#HK31-FMM4

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
MUK02	Tubular K-Member
52114	4.6 Engine Mount
MU2ESA	Lower Street Control Arms

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

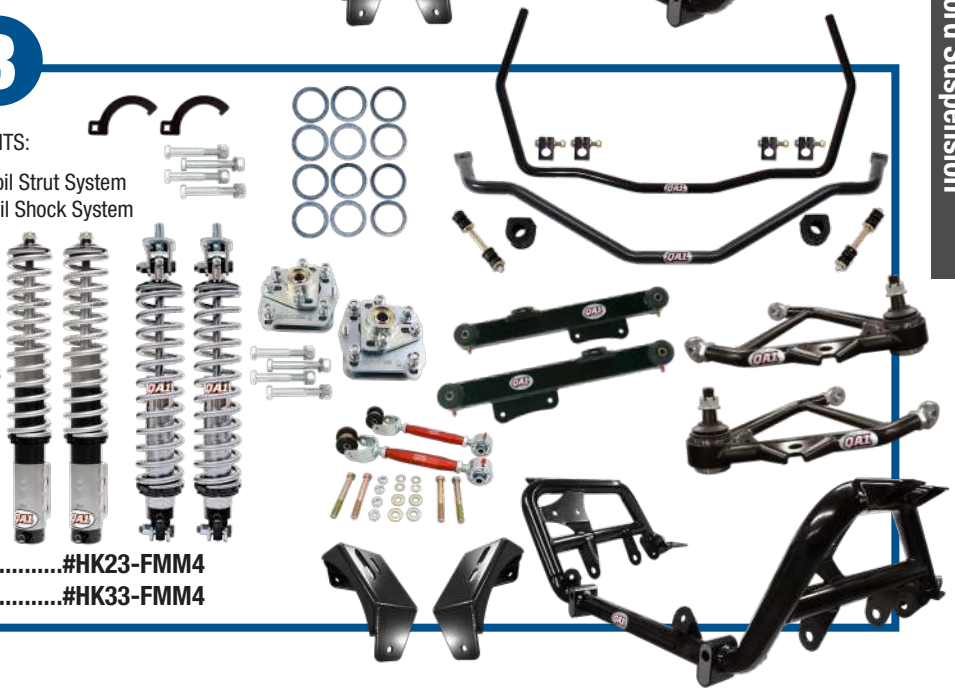


HANDLING LEVEL 3

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
MUK02	Tubular K-Member
52114	4.6 Engine Mount
MU2RCA	Lower Race Control Arms

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



California residents: See page 150.

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 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.

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.

California residents: See page 150.

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

California residents: See page 150.

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 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.

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.

California residents: See page 150.

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

California residents: See page 150.

MOPAR SUSPENSION


STAFF
8329
Hopkin's
Mopar
CHRYSLER CORPORATION PARTS
R=R
PERFORMANCE

By Body Style

Body Style	Common Makes	Year	Full-Vehicle Kits, pg.	Valving	NON-COIL-OVER SHOCKS Front	NON-COIL-OVER SHOCKS Rear	Rear Suspension Conversion System	Control Arms	K-member	Front Sway Bar	Dynamic Strut Bars	Tie Rod Sleeves	Torsion Bar Adjusters	Camber Bolt Adjusters
Mopar A-Body	Duster, Barracuda, etc.	64-66	-	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901		Upper: 52303 Lower: 52307[b]			52311	52325	52360	52361
Mopar A-Body	Demon, Duster, Barracuda (67-69), etc.	67-72	114	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901	*See pg 112*	Upper: 52303 Lower: 52307[b]	52313	52861[e]	52311	52325	52360	52361
Mopar A-Body	Duster, etc.	73-76	-	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901	*See pg 112*	Upper: 52301[c] Lower: 52307			52311	52325	52360	52361
Mopar B-Body	Savoy, Belvedere, Satellite	62-65	-	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901		Upper 52305 Lower 52308[d]			52312	52325	52360	52361
Mopar B-Body	Charger, Belvedere, etc.	66-70	116	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901		Upper 52305 Lower 52308[d]	52315	52860[e]	52312	52325	52360	52361
Mopar B-Body	Charger, GTX, etc.	71-72	118	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901		Upper 52305 Lower 52308[d]	52314	52860[e]	52312	52325	52360	52361
Mopar E-Body	Challenger, Barracuda	70-74	118	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901		Upper 52305 Lower 52308	52314	52860[e]	52312	52325	52360	52361

(b) Will work on 67-72 A-body with QA1 K-member and sway bar and 64-72 A-body without sway bar.
(c) Fits A-body with 73-76 disc brake spindles (large ball joint).
(d) 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.
(e) Fits with QA1 K-member only.
(f) Shock has a 2" shorter extended length than stock. Best used on lowered ride height applications.

California residents: See page 150.

Specific Makes & Models - Shocks Only

Common Makes	Year	Valving	NON-COIL-OVER SHOCKS Front	Rear
Valiant	60-63	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901
Dart	62-63	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901
Fury / Full Size	62-64	Double Single Drag "R" Series Non-Adj.	TD501 TS501 TR501 TN501	TD901 TS901 - TN901
Fury / Full Size	65-78	Double Single Drag "R" Series Non-Adj.		TD901 TS901 - TN901
Charger / Coronet	73-76	Double Single Non-Adj.		TD901 TS901 TN901
PICKUPS				
Dakota Pickup 2WD	87-96	Double Single Drag "R" Series Non-Adj.	TD505 TS505 TR505 TN505	TD805 TS805 - TN805
Dakota Pickup 2WD	97-04	Double Single Drag "R" Series Non-Adj.	TD505 TS505 TR505 TN505	TD806 TS806 - TN806
Ram 1500 2WD	94-01	Double Single Drag "R" Series Non-Adj.	TD515 TS515 TR515 TN515	TD905(f) TS905(f) - TN905(f)
Ram 1500 2WD	02-08	Double Single Drag "R" Series Non-Adj.	TD514 TS514 TR514 TN514	TD905(f) TS905(f) - TN905(f)

DON'T SEE YOUR VEHICLE?

See page 122 for all dimensions and mounting options for our Stocker Star (non-coil-over) and Pro Coil System shocks. It is very likely that we have something for you!

What Body Type is my Mopar?

Make	Model	Year	Body Type
Dodge	330	1962-1964	B-Body
Dodge	440	1962-1964	B-Body
Dodge	Challenger	1970-1974	E-Body
Dodge	Charger	1966-1972	B-Body
Dodge	Coronet	1965-1972	B-Body
Dodge	Dart	1962	B-Body
Dodge	Dart	1963-1976	A-Body
Dodge	Demon	1970-1972	A-Body
Dodge	Polara	1962-1964	B-Body
Plymouth	Barracuda	1964-1969	A-Body
Plymouth	Barracuda	1970-1974	E-Body
Plymouth	Belvedere	1965-1970	B-Body
Plymouth	Duster	1969-1976	A-Body
Plymouth	Fury	1962-1964	B-Body
Plymouth	GTX	1967-1971	B-Body
Plymouth	Road Runner	1968-1972	B-Body
Plymouth	Satellite	1965-1972	B-Body
Plymouth	Savoy	1962-1964	B-Body
Plymouth	Scamp	1971-1976	A-Body
Plymouth	Valiant	1963-1976	A-Body

California residents: See page 150.

REAR SUSPENSION CONVERSION SYSTEM

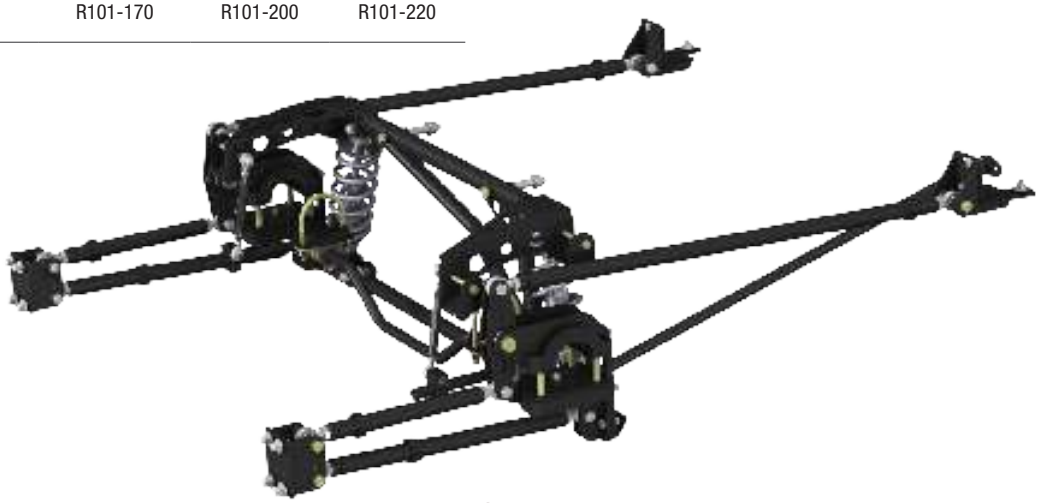
Replace your leaf springs with this revolutionary 6-link suspension. The 6 links replicate the geometry of the tried and true 4-link while still mounting to the existing locations on the chassis, where the factory intended suspension loads to go. No cutting, fabrication, or welding!

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 adjustable Pro Coil Systems with three spring rate options to allow the system to be tailored to any application.

Made in the USA.

Body Style / Vehicle	Adjustability	Soft	Medium	Firm
67-79 Mopar A-Body Full System *fits 8 3/4" rear axles*	Double	R201-170	R201-200	R201-220
	Single	R101-170	R101-200	R101-220

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.



CONTROL ARMS

Get modern handling for classic Mopars with improved geometry. These durable tubular control arms are ready to bolt on. Upper control arms increase caster by approximately 3 degrees for better straight-line stability.

These lower control arms include sway bar tabs and bolt directly on to your factory K-member. The tubular design is stronger than factory arms.

All parts sold in pairs. Made in the USA.


52305


52301


52308

Body Style / Vehicle	Upper / Lower	Part	Notes
64-72 Mopar A-Body	Upper	52303	Works with 72 and earlier disc or drum spindles.
	Lower	52307	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.
73-76 Mopar A-Body	Upper	52301	Fits A-body w/ 73-76 disc brake spindles (large ball joint).
	Lower	52307	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.
62-72 Mopar B-Body	Upper	52305	
	Lower	52308	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.
70-74 Mopar E-Body	Upper	52305	
	Lower	52308	

California residents: See page 150.

K-MEMBERS

Shed weight, modernize your vehicle, and gain more engine bay clearance with this simple bolt-in tubular K-member. Engineered for maximized strength, the K-member comes with engine mount attachment points to accept factory and aftermarket engine mounts.

Made in the USA.

Body Style / Vehicle	Part	Notes
67-72 Mopar A-Body	52313	If using a sway bar, only works with a QA1 sway bar and control arms.
66-70 Mopar B-Body	52315	If using a sway bar, 66-69 K-member only works with a QA1 sway bar and control arms. 70 can be used with a factory sway bar and control arms.
71-72 Mopar B-Body	52314	Can be used with a factory sway bar and control arms.
70-74 Mopar E-Body	52314	Can be used with a factory sway bar and control arms.

52314

FRONT SWAY BARS

Give your chassis the stability it needs to keep your tires planted on the road. These sway bars are an easy bolt-on upgrade to help reduce body roll and handle corners better.

Manufactured from lightweight hollow (4130) chromoly steel for maximum strength and durability, QA1 sway bars include new mounting components to replace old and worn-out sway bar bushings and end links.

Made in the USA.

Body Style / Vehicle	Material	Part
67-72 Mopar A-Body *works with QA1 K-Member only*	Hollow 3/16" wall, 1 1/4" diameter	52861
66-72 Mopar B-Body *works with QA1 K-Member only*	Hollow 3/16" wall, 1 1/4" diameter	52860
70-74 Mopar E-Body *works with QA1 K-Member only*	Hollow 3/16" wall, 1 1/4" diameter	52860

52861

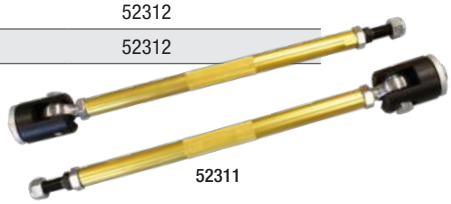
DYNAMIC STRUT BARS

Tighten up your front end and make your old Mopar feel young again. These bars keep the lower control arms perpendicular to the chassis, greatly improving feel and handling while reducing uneven or premature tire wear, and they reduce toe change during braking.

Fully adjustable, these bars are made of 6061-T6 aluminum and are a direct bolt-in with QA1 or factory K-member.

Made in the USA.

Body Style / Vehicle	Part
64-76 Mopar A-Body	52311
62-72 Mopar B-Body	52312
70-74 Mopar E-Body	52312



52311

TIE ROD SLEEVES

Stronger and easier to adjust than stock OE split sleeves, these heavy duty tie rod sleeves are manufactured from solid steel hex stock. Sold in pairs.

Made in the USA.

Body Style / Vehicle	MOOG Replacement	Dimensions	Part
64-74 Mopars	ES319S	9/16" x 8"	52325
75-80 Mopars	ES430S	11/16" x 3 1/2"	52324

52325

CAMBER BOLT ADJUSTERS

Don't reuse old, rusty hardware—upgrade to QA1's camber bolt adjusters for easy alignment changes. These OE replacements offer a camber adjustment range of -2.5° to +2.5° from factory. All components are zinc plated for durability. Comes with four eccentric camber bolt adjusters.

Made in the USA.

Body Style / Vehicle	Part
64-76 Mopar A-Body	52361
62-72 Mopar B-Body	52361
70-74 Mopar E-Body	52361

52361

TORSION BAR ADJUSTERS

Replace your rusty, worn-out torsion bar adjusters with these high-strength chromoly steel ones. Zinc plated for durability and featuring a 3/4" hex head for easy adjustment with a standard socket, these adjusters work well with factory or QA1 lower control arms. Comes with two torsion bar adjusters.

Made in the USA.

Body Style / Vehicle	Part
64-76 Mopar A-Body	52360
62-72 Mopar B-Body	52360
70-74 Mopar E-Body	52360

52360

California residents: See page 150.

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

California residents: See page 150.

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

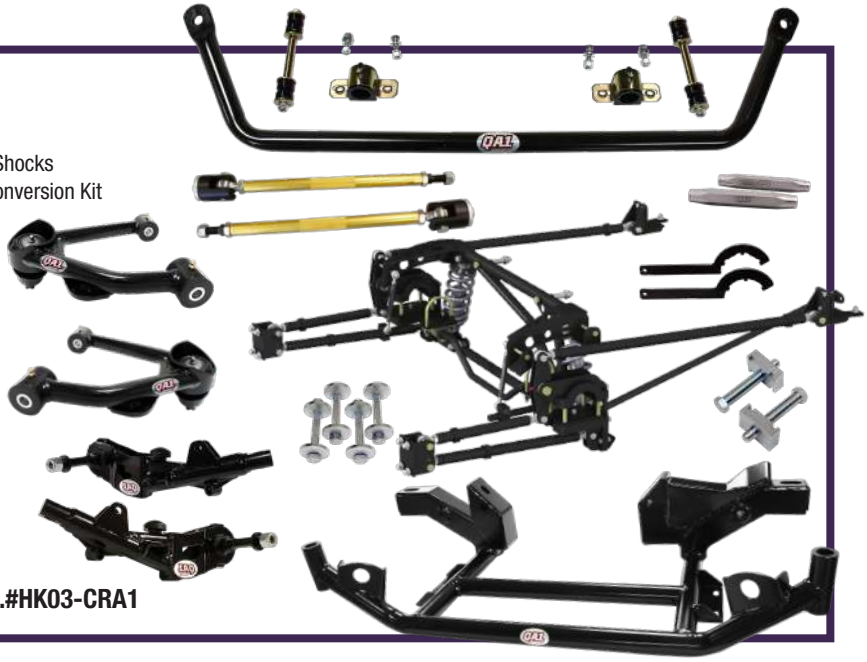
HANDLING LEVEL 3

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



California residents: See page 150.

1966-1970 MOPAR B-BODY

DRAG RACING LEVEL 1

INCLUDES THE FOLLOWING SUSPENSION COMPONENTS:

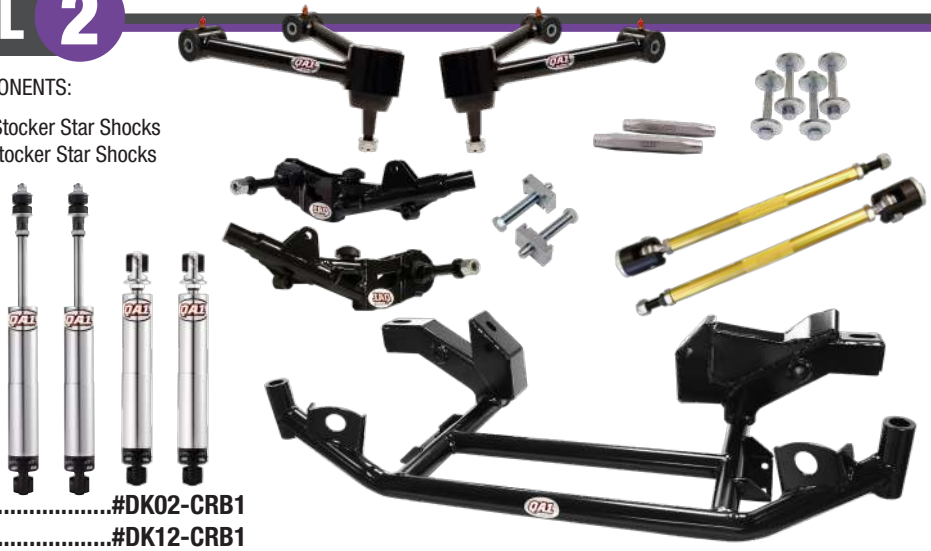
(2) TR501	Front "R" Series Stocker Star Shocks
(2) TS901	Rear Single Adjustable Stocker Star Shocks
52312	Dynamic Strut Bars
52305	Upper Control Arms
52308	Lower Control Arms
52360	Torsion Bar Adjuster
52361	Camber Bolt Adjuster
52325	Tie Rod Sleeves

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

California residents: See page 150.

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

California residents: See page 150.

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

California residents: See page 150.

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

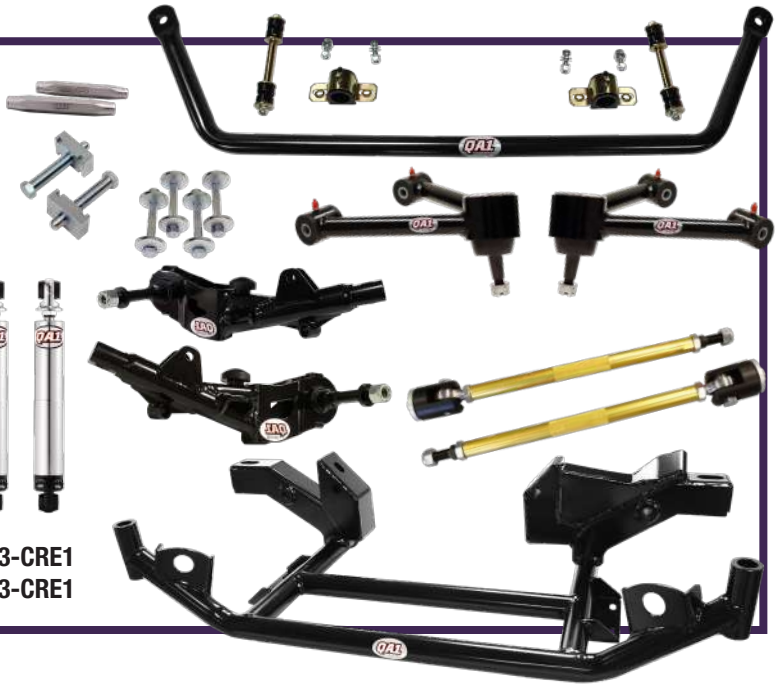
HANDLING KIT WITH SHOCKS.....#HK02-CRE1
HANDLING KIT WITHOUT SHOCKS.....#HK12-CRE1

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



California residents: See page 150.

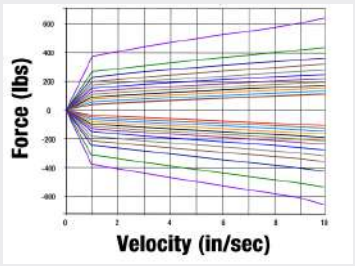
DRAG & STREET TECH

VALVING ADJUSTABILITY OPTIONS

Each click on our adjustable shocks and struts has been carefully defined from extensive research, testing, and real-world experience to provide the perfect setting for each adjustment. QA1's shocks and struts provide 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 is as simple as turning the knob on the base of the shock without ever removing the shock or strut from the vehicle.

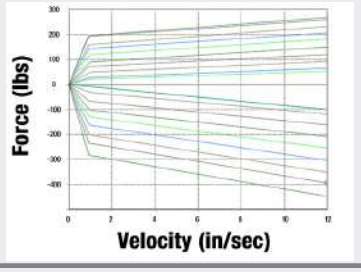
MOD Series
FOR THE HIGHEST-PERFORMING AUTOCROSS AND DRAG RACE COMPETITION VEHICLES

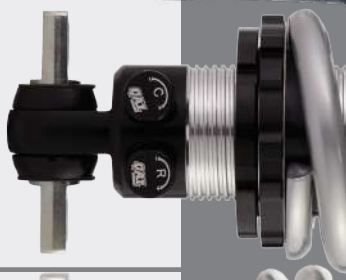
- Revalve your shock while it's on the car
- Features QuickTune™ Technology, interchangeable modular valve packs that can be swapped out using only a screwdriver
- All the adjustment of our double adjustable shocks, plus an external nitrogen-charged canister with adjustable low-speed bleed



Double Adjustable
IDEAL WHEN ALTERNATING BETWEEEN PERFORMANCE STREET DRIVING, AUTOCROSSING, AND DRAG RACING

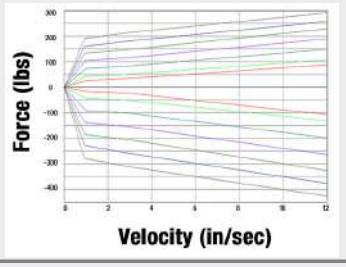
- Truly independent compression and rebound adjustment
- 18 positions of rebound on one knob and 18 positions of compression on the other knob, providing 324 valving options
- One shock allows for fine-tuning for any application





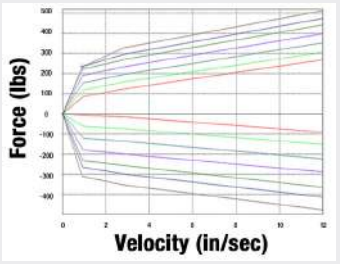
Single Adjustable
FOR PERFORMANCE STREET DRIVING OR AUTOCROSSING OR THE REAR OF DRAG CARS

- Simultaneous compression and rebound adjustment on one knob (18 positions)
- Allows quick and easy performance adjustments and fine-tuning



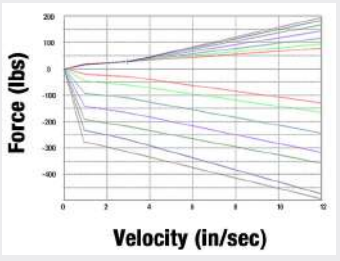
Drag "R" Series
FOR THE FRONT OF DRAG CARS

- Simultaneous rebound and compression adjusted together on one knob (18 positions), with stiffer compression valving
- Loose rebound allows weight to transfer to the rear when launching
- Firm compression keeps the front end from slamming back to the ground



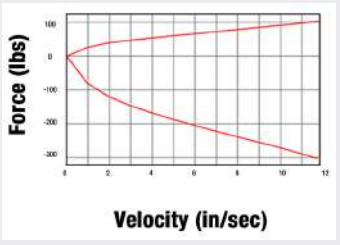
Rebound Adjustable
FOR SMOOTH-RIDING STREET RODS AND HOT RODS

- Comfortable fixed compression setting with a wide range of rebound adjustment
- 18 valving options



Non-Adjustable
FOR AN EASY PERFORMANCE UPGRADE OVER STOCK

- Fixed compression and rebound valving without external adjustability
- Provides the best self-adjusting ride possible



California residents: See page 150.

STOCKER STAR NON-COIL-OVER SHOCKS

EYELET/EYELET

Compressed Length	Extended Length	Part
8.75”	11.13”	TD/TS302
10.50”	14.38”	TD/TS/TR403
10.50”	14.38”	TD/TS/TR404
10.50”	14.38”	TD/TS/TR405
10.63”	14.50”	TN403
10.63”	14.50”	TN404
10.63”	14.50”	TN405
11.13”	16.38”	TD/TS504
11.63”	16.88”	TN504
11.63”	16.88”	TD/TS513
11.63”	17.75”	TN513
12.63”	20.13”	TN709
12.88”	19.50”	TD/TS709
13.63”	21.13”	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
14.63”	23.38”	TN901
14.63”	23.38”	TN905
14.63”	23.38”	TN907
14.88”	23.63”	TD/TS901
14.88”	23.63”	TD/TS907
15.00”	23.63”	TD/TS905

STUD/EYELET

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

T-BAR/EYELET

Compressed Length	Extended Length	Part
13.63”	21.13”	TN801
13.63”	21.13”	TD/TS804
13.63”	21.13”	TN804
13.63”	21.13”	TD/TS805
13.63”	21.13”	TN805
13.75”	21.25”	TD/TS801
14.63”	23.38”	TN904
14.88”	23.63”	TD/TS904

STUD/T-BAR

Compressed Length	Extended Length	Part
9.00”	13.38”	TN505
9.00”	13.38”	TN514*
9.00”	14.00”	TN507
9.00”	14.00”	TN519
9.25”	13.50”	TD/TS/TR505
9.63”	13.38”	TD/TS/TR514*
9.63”	14.50”	TD/TS/TR507
9.63”	14.50”	TD/TS519
10.00”	14.38”	TN517*
10.25”	14.50”	TD/TS/TR517*
10.38”	15.38”	TN502
10.38”	15.38”	TN511
10.63”	15.50”	TD/TS/TR502
10.63”	15.63”	TD/TS/TR511
11.13”	16.00”	TN510
11.50”	16.50”	TD/TS/TR510

*Stud can be converted to an eyelet or T-bar.

MISC MOUNTS

Compressed Length	Extended Length	Upper Attachment	Lower Attachment	Part
10.25”	14.50”	T-Bar	Special	TS/TR401
10.00”	14.38”	T-Bar	Special	TN401
8.63”	12.88”	Stud	Special	TS/TR402
8.50”	12.81”	Stud	Special	TN402
9.25”	14.13”	Stud	Bracket	TD/TS/TR503
9.50”	14.44”	Stud	Bracket	TN503
10.38”	15.38”	Stud	Special	TS/TR506
9.88”	14.88”	Stud	Special	TN506
13.38”	17.13”	Bracket	Bracket	TD705K
10.88”	15.88”	Stud	Bracket	TS705
10.88”	15.75”	Stud	Bracket	TN705
11.50”	16.50”	Eyelet	Stud	TD/TS518
11.69”	17.00”	Eyelet	Stud	TN518
11.00”	15.88”	Stud	Stud	TD/TS601
11.25”	16.5”	Stud	Stud	TN601
13.13”	19.63”	T-Bar	Stud	TD/TS702
12.75”	19.5”	T-Bar	Stud	TN702

Mounting Styles

California residents: See page 150.

PRO COIL SYSTEMS

FRONT COIL-OVER SHOCKS

Compressed Height	Extended Height	Upper Mount	Lower Mount	Numerical Portion of Part
8.63”	12.88”	Stud	T-Bar	Gx401
11.00”	15.00”	Stud	T-Bar	Gx402
10.13”	15.00”	Stud	T-Bar	Gx501
14.50”	19.63”	Stud	T-Bar	Gx502
9.63”	14.50”	Stud	T-Bar	Gx507
9.63”	14.50”	Stud	T-Bar	Gx508

MUSTANG II SHOCKS

Compressed Height	Extended Height	Upper Mount	Lower Mount	Numerical Portion of Part
7.88”	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

FRONT MOD SERIES COIL-OVER SHOCKS

Compressed Height	Extended Height	Upper Mount	Lower Mount	Canister Right	Canister Left
8.63”	12.88”	Eyelet	Eyelet	M431CR	M431CL
10.13”	15.00”	Eyelet	Eyelet	M521CR	M521CL
9.63”	14.50”	Eyelet	Eyelet	M531CR	M531CL
9.63”	14.50”	Eyelet	Eyelet	M531CR	M531CL

REAR PRO COIL SYSTEMS

Compressed Height	Extended Height	Upper Mount	Lower Mount	Numerical Portion of Part
13.38”	17.13”	Bracket	Bracket	Gx403
10.88”	16.38”	Stud	Eyelet	Gx601
12.63”	18.75”	Bracket	Bracket	RCK52326 thru RCK52333
13.00”	19.50”	Bracket	Bracket	RCK52334 thru RCK52341
11.63”	16.88”	Bracket	Bracket	RCK52342 thru RCK52349
12.63”	18.75”	Bracket	Bracket	RCK52350 thru RCK52357
13.00”	19.50”	Bracket	Bracket	RCK52358 thru RCK52359
11.63”	16.88”	Bracket	Bracket	RCK52370 thru RCK52377

Dimensions do not include brackets.

STRUTS

Compressed Height	Extended Height	Upper Mount	Lower Mount	Numerical Portion of Part
13.06”	19.13”	Stud	Strut	Hx601S
14.63”	20.75”	Stud	Strut	Hx603S
15.06”	19.25”	Stud	Strut	Hx604S
15.06”	19.25”	Stud	Strut	Hx605S
11.63”	19.38”	Stud	Strut	Hx606S
12.38”	20.50”	Stud	Strut	Hx607S
12.50”	19.90”	Stud	Strut	Hx701S

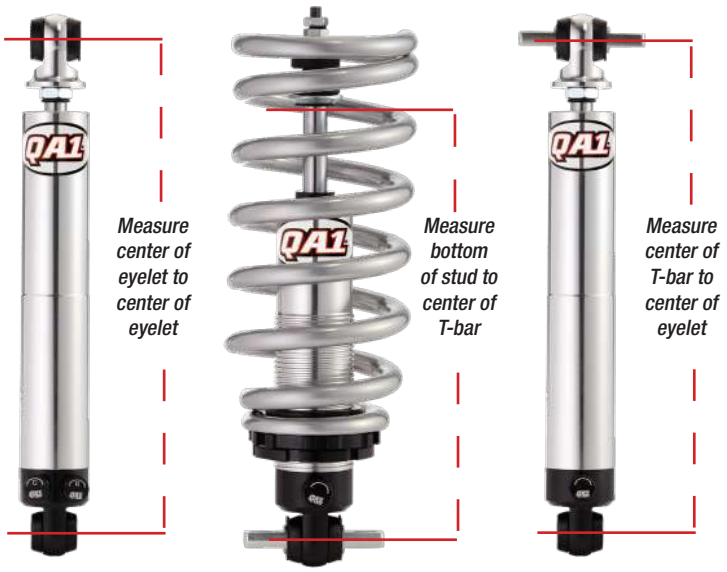
HOW TO MEASURE YOUR SHOCKS

If you have altered or built your vehicle, your first step to finding the correct shock would be measuring your shocks.

Measure the shock ride height from mount to mount with the vehicle sitting at normal ride height. This measurement is your length at ride height.

TIPS:

- 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.
- It is important to keep your length at ride height near the middle of the travel range for your shock.
- It is also 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.
- If your vehicle uses a stud mount, subtract 5/8” from your mount-to-mount measurement.



California residents: See page 150.

FOR FRONT PRO COIL SYSTEMS

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 LIGHTER VEHICLE	MOST DRAG RACE VEHICLES HEAVIER VEHICLE	NICE RIDE & HANDLING			FIRM RIDE WITH GREAT CORNERING	
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		

FOR REAR PRO COIL SYSTEMS

	SPRING 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

FOR CUSTOM AND OTHER APPLICATIONS

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

These are general guidelines for selecting spring rates based on axle weights (in lbs). Ideal rates may vary depending on application, usage, and personal preference.

California residents: See page 150.

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.

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.

NOT SURE WHAT SPRING RATE YOU NEED?

Here you will find spring rate charts for many popular vehicles and even custom suspension systems. This is a great resource in getting you pointed in the right direction.

California residents: See page 150.

BALL JOINTS, ROD ENDS, & LINKAGES


45
BARNETT
EXCAVATING & TRUCKING
Charlie's AUTO
Hearing ASSOCIATES
McNAMARA Enterprises
MB Customs Race Cars
PERFORMANCE BODIES
1-800 RACING 1
EST. 1980
QA1


NMRA Keystone Drag Racing
6112
Deep
MPR

BALL JOINTS

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.

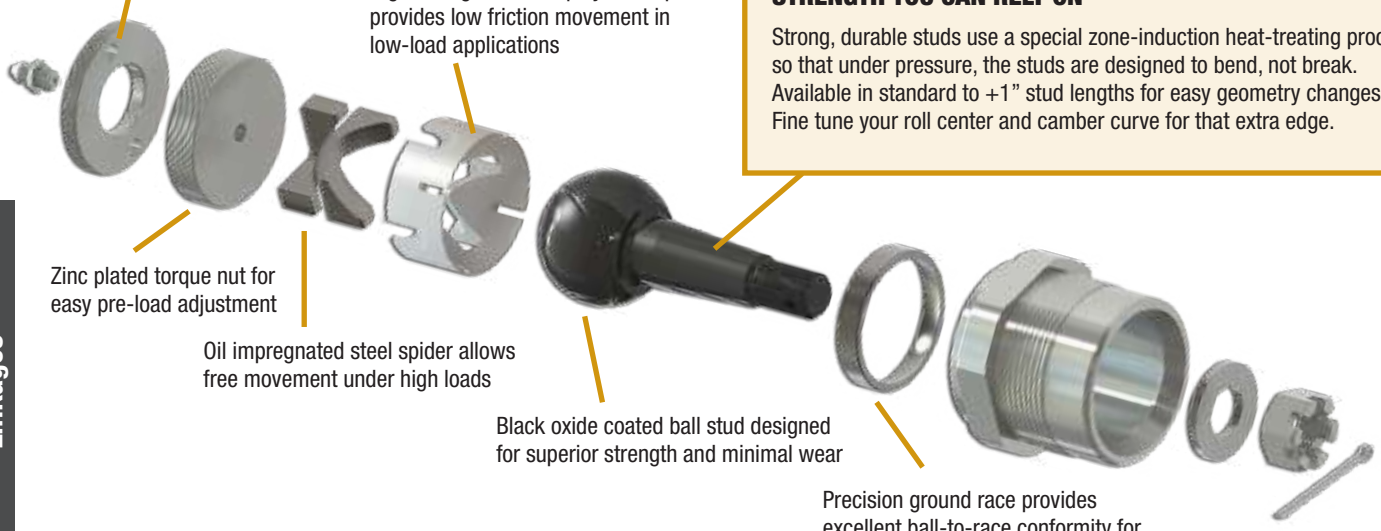
ULTIMATE LOW FRICTION OPERATION

Infinite preload adjustment allows breakaway torque to be set as low as 0 lbs*ft for completely smooth, bind-free operation.

OWNER REBUILDING IS SIMPLE

All parts are replaceable at economical prices, saving you money and keeping you on the track.

What makes a QA1 Ball Joint the ultimate?



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. Available in standard to +1" stud lengths for easy geometry changes. Fine tune your roll center and camber curve for that extra edge.

California residents: See page 150.

BOLT-IN

Part	Taper	Housing Only	Stud Only	Stud Length	Length Difference	Some Popular Applications	Location	Interchange		
								Moog®	Afco®	Howe®
1210-101 1210-200B 1210-201B 1210-238B	7°	1210-501	9029-220 9029-200 9029-201 9029-238	3.542” 3.642” 4.042” 4.542”	Standard +0.1” +0.5” +1.0”	Fits Upper Taper of Pinto Spindles, 63-70 C10	Upper GM	K6024	20031LF	22300
1210-103 1210-202B 1210-203B	10°	1210-503	9029-221 9029-202 9029-203	3.850” 3.950” 4.350”	Standard +0.1” +0.5”	73-87 Chevy Pickup, GMC Trucks, Modified, Street Stocks	Upper GM	K6136	20032-1LF	22301
1210-104 1210-204B 1210-205B 1210-285B	10°	1210-504	9029-222 9029-204 9029-205 9029-285	3.593” 3.693” 4.093” 4.593”	Standard +0.1” +0.5” +1.0”	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
1210-113 1210-298B 1210-299B	7°	1210-513	9029-119 9029-298 9029-299	3.486” 3.986” 4.486”	Standard +0.5” +1.0”	67-69 Camaro/Firebird, 64-72 Chevelle/Malibu, 70-72 Monte Carlo, 68-74 Nova/Chevy II, 64-72 GTO	Upper GM	K5108	-	22303

SCREW-IN

Part	Taper	Housing Only	Stud Only	Stud Length	Length Difference	Some Popular Applications	Location	Interchange		
								Moog®	Afco®	Howe®
1210-105 1210-300S 1210-200S 1210-201S 1210-238S	7°	1210-505	9029-220 9029-300 9029-200 9029-201 9029-238	3.542” 3.042” 3.642” 4.042” 4.542”	Standard -0.5” +0.1” +0.5” +1.0”	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
1210-102 1210-214S 1210-215S	10°	1210-502	9029-223 9029-214 9029-215	3.848” 3.948” 4.348”	Standard +0.1” +0.5”	71-76 Impala, Popular Late Models, Most Wide Type Cars	Lower GM	K6141T	20038LF	22410
1210-106 1210-216S 1210-217S	7°	1210-506	9029-224 9029-216 9029-217	4.143” 4.243” 4.643”	Standard +0.1” +0.5”	60-66 Imperial, Nearly All Strut Cars, Large Chrysler	Lower Mopar	K727 MP1003	20036LF	22412
1210-107 1210-206S 1210-207S	7°	1210-507	9029-225 9029-206 9029-207	3.871” 3.971” 4.371”	Standard +0.1” +0.5”	73-78 Charger, 73-74 GTX, 79-80 Duster, Most Modifieds, Most Wide Type Cars	Lower Mopar	K719	20035	22418
1210-111 1210-212S 1210-213S	7°	1210-511	9029-229 9029-212 9029-213	3.803” 3.903” 4.303”	Standard +0.1” +0.5”	NASCAR, Willwood, Mustang II	Upper NASCAR	MP1002	-	-

California residents: See page 150.

PRESS-IN

Part	Taper	Housing Only	Stud Only	Stud Length	Length Difference	Some Popular Applications	Location	Interchange Moog®	Interchange Afco®	Interchange Howe®
1210-108 1210-218P 1210-219P	10°	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	10°	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	7°	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	10°	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	7°	1210-515	9029-295 9029-297	4.248” 4.748”	Standard +0.5”	79-93 Mustang	Lower Ford	K8259	-	22426
1210-114 1210-296P	7°	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

Convert a screw-in ball joint (1210-102) to a press-in one (1210-112) 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. 1 7/16” ball studs only.

California residents: See page 150.

ROD ENDS

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. Since 1993, QA1 has provided high quality rod ends for racers and car builders.

Rod End	Style	Page	Body	Race	Commonly Used For	Benefits
X Series **MX Series** *(metric)*	Endura	131 (X Series) 139 (MX Series)	• Chromoly steel • Heat treated • Protective coated for corrosion resistance	• High strength carbon fiber reinforced PTFE/ nylon compound	• High-load suspension applications • Control arms, panhard bars, etc. • Street/drag 4-link rods • Dirt and asphalt circle track trailing arms and pullbars	• Strongest, most wear resistant design available • Self-sealing race does not require lubrication • Chromoly body for extra strength
EX Series	Endura	133	• Carbon steel • Protective coated for corrosion resistance	• High strength carbon fiber reinforced PTFE/ nylon compound	• Same applications as X Series, but when strength is not as big of a concern	• Same wear properties and construction as the X Series, but with a carbon steel body • Strength and durability on a budget
A Series	Endura	134	• 7075 aircraft aluminum • Red anodized	• High strength carbon fiber reinforced PTFE/ nylon compound	• Sprint car radius rods • Front splitter/rear spoiler/rear wing support braces	• 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	135	• Chromoly steel • Heat treated • Black oxide coated • PTFE lined optional (-T)	• NA	• Dirt and asphalt circle track 4-link rods, control arms, panhard bars, pull bars, torque arms, etc.	• Can rotate easily even when under load • Does not require lubrication when PTFE lined • Chromoly body for extra strength
PCY-T Series	2-Piece	135	• Chromoly steel • Heat treated • Black oxide coated • PTFE lined	• NA	• Same applications as PC Series, but when more misalignment is needed • Tie rods, diagonal links, unique upper control arms, etc.	• 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** *(metric)*	2-Piece	136 (C Series) 140 (MC Series)	• Carbon steel • Protective coated for corrosion resistance • PTFE lined optional (-T)	• NA	• Low-load applications • Alternator brackets, shifter rods, lift arm braces, throttle and clutch linkages, etc.	• Can rotate easily even under load • Does not require lubrication when PTFE lined • Economically priced
H Series **MH Series** *(metric)*	3-Piece	137 (H Series) 141 (MH Series)	• Chromoly steel • Heat treated • Protective coated for corrosion resistance	• Chromoly steel • Corrosion and wear resistant • Optional PTFE lined stainless steel race (-T)	• High-load applications • Not recommended in applications that side-load the rod end	• 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	138	• Carbon steel • Heat treated • Protective coated for corrosion resistance	• Chromoly steel • Corrosion and wear resistant • Optional PTFE lined stainless steel race (-T)	• High-load applications • Not recommended in applications that side-load the rod end	• 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

California residents: See page 150.

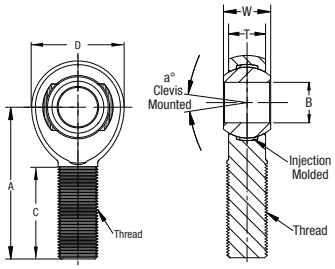
X SERIES

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



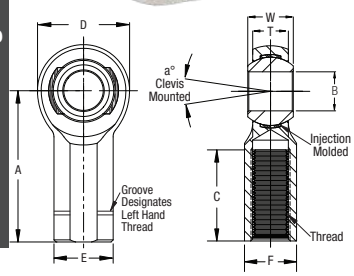
STUD CONFIGURATIONS AVAILABLE

MALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.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.)
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



FEMALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.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.)
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

California residents: See page 150.

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

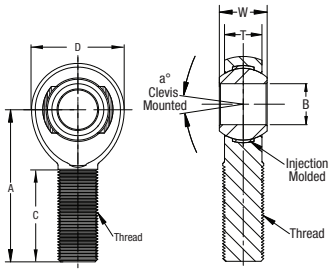
EXCLUSIVE FEATURES
- Metal to Metal Support for Heavy Shock Loads
- Increased Cross-Sectional Thickness

MALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B + .0015 - .0005	W + .000 - .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.)
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
EXMR5	EXML5	0.3125	0.437	0.344	1.875	0.875	1.250	5/16-24	14	2,784	0.07
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
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



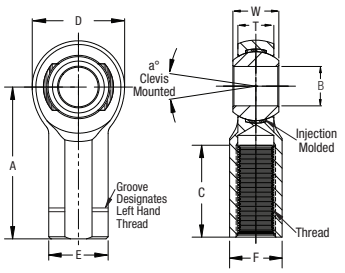
STUD CONFIGURATIONS AVAILABLE

FEMALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B + .0015 - .0005	W + .000 - .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.)
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

*Threads 1-14 UNS



California residents: See page 150.

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

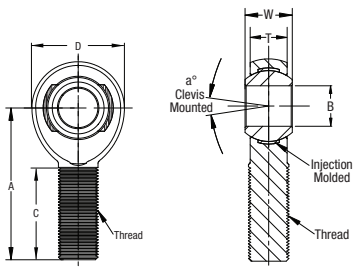
Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.005	T ±.005	A ±.015	D ±.010	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
AMR3	AML3	0.1900	0.312	0.250	1.250	0.625	0.750	10-32	13	788	0.02
AMR4	AML4	0.2500	0.375	0.281	1.562	0.750	1.000	1/4-28	16	1,433	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

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.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	0.03
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



California residents: See page 150.

PC & PCY SERIES

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

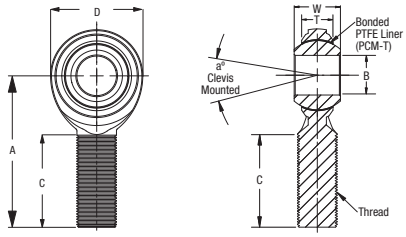
BODY
- Chromoly Steel
- Heat Treated
- Black Oxide Coated
- PTFE Lined (PCM-T, PCYM-T, PCYF-T)

MALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.005	T ±.005	A ±.015	D Ref.	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	PCM Ult. Radial Static Load (Lbs.)	PCM-T Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
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

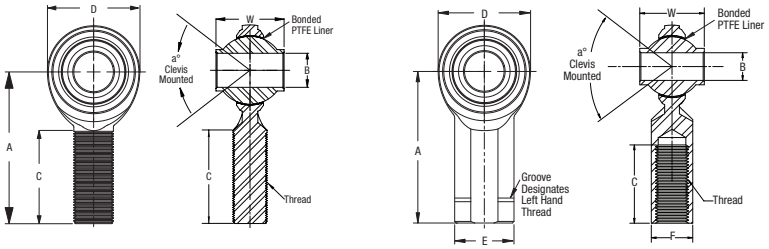
STUD CONFIGURATIONS AVAILABLE



HIGH MISALIGNMENT MALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.005	A ±.015	D Ref.	C +.062 -.031	Thread UNF-3A	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
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

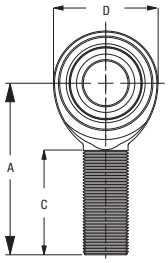
Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.005	A ±.015	D Ref.	C +.062 -.031	E ±.010	F +.002 -.010	Thread UNF-2B	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
PCYFR6T	PCYFL6T	0.375	0.875	2.125	1.125	1.062	0.687	0.562	3/8-24	55	11,050	0.20
PCYFR8T	PCYFL8T	0.500	1.250	2.625	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

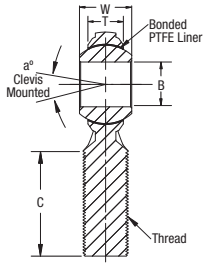
California residents: See page 150.

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





STUD CONFIGURATIONS AVAILABLE

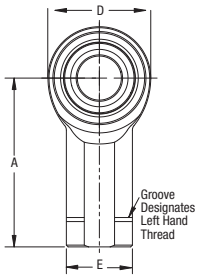
GREASE FITTINGS AVAILABLE ON NON-PTFE LINED ROD ENDS

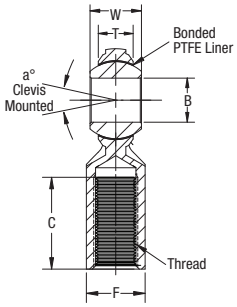
MALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B +.0025 -.0005	W +.000 -.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*	CML3*	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	8,740	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	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.





FEMALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B +.0025 -.0005	W +.000 -.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.

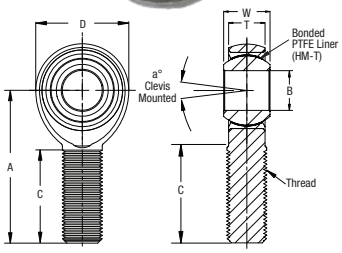
California residents: See page 150.

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



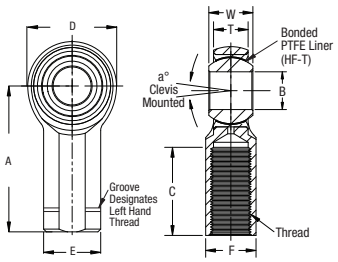
MALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.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.)
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
HMR5-6T	HML5-6T	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
HMR12HT	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

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.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.)
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.

California residents: See page 150.

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)

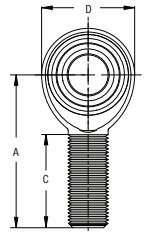
BODY
- Carbon Steel (Chromoly Steel - Mfr.'s Option)
- Protective Coated for Corrosion Resistance
- Corrosion and Wear Resistant

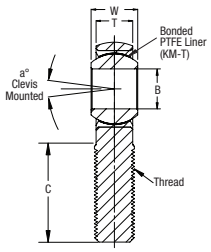
MALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.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.)
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
KMR5-6T	KML5-6T	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.





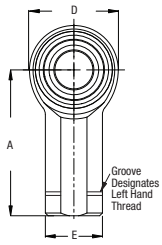
STUD CONFIGURATIONS AVAILABLE

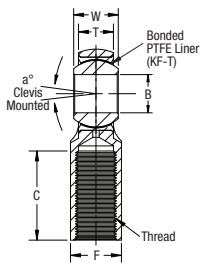
FEMALE

DIMENSIONS IN INCHES

Right Hand	Left Hand	B +.0015 -.0005	W +.000 -.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.)
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.





California residents: See page 150.

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

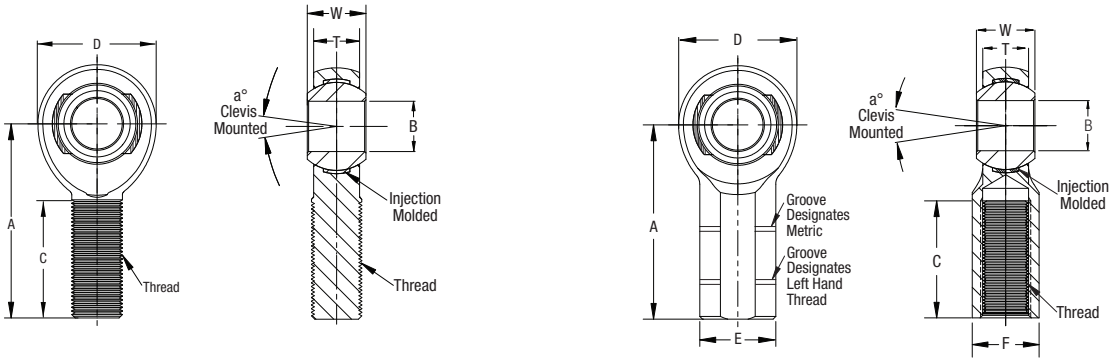
EXCLUSIVE FEATURES
- Metal-to-Metal Support for Heavy Shock Loads
- Increased Cross-Sectional Thickness for Greater Tensile Strength

MALE

DIMENSIONS IN MILLIMETERS

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

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

California residents: See page 150.

MC SERIES

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

BODY
- Carbon Steel
- Protective Coated for Corrosion Resistance

MALE

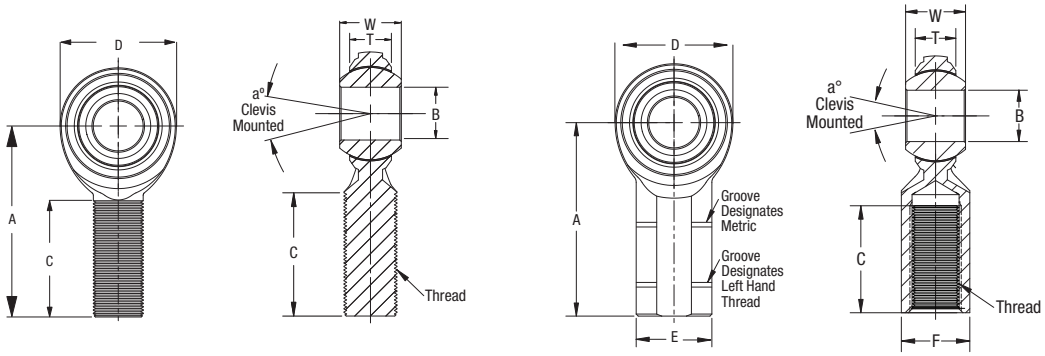
DIMENSIONS IN MILLIMETERS

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

*Grease fittings not available.
Load ratings apply only to rod ends without grease fittings. For ratings with grease fittings, please contact us.

STUD CONFIGURATIONS AVAILABLE

GREASE FITTINGS AVAILABLE



FEMALE

DIMENSIONS IN MILLIMETERS

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

*Grease fittings not available.
Load ratings apply only to rod ends without grease fittings. For ratings with grease fittings, please contact us.

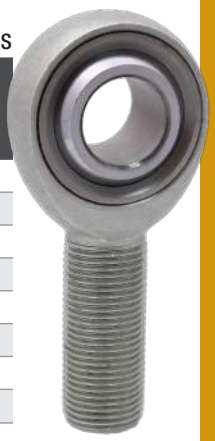
California residents: See page 150.

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

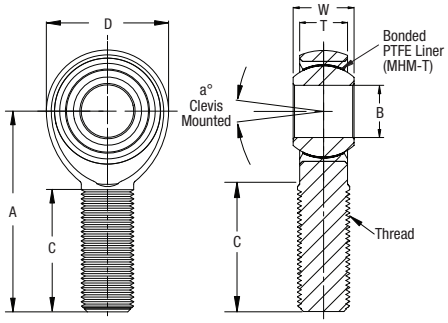


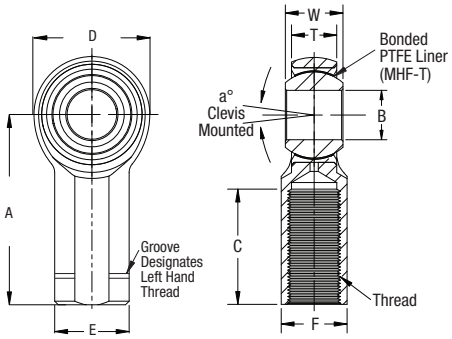
MALE

DIMENSIONS IN MILLIMETERS

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

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

California residents: See page 150.

Spherical bearings are used whenever motion is needed to change the alignment of an axis.

BEARING STEEL BEARINGS

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

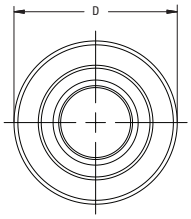
RACE
- Chromoly Steel (COM / MCOM)
- Heat Treated
- PTFE Lined Optional (COM-T / HCOM-T) / MCOM-T)

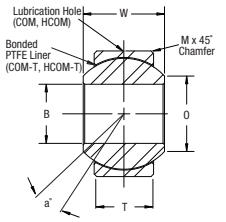
COM(-T) INCH SERIES

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

ALSO AVAILABLE IN STAINLESS STEEL

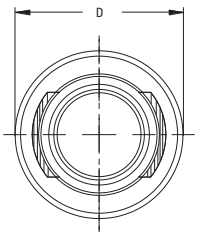


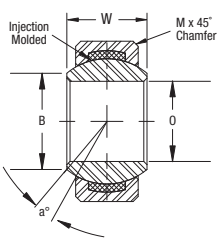


MCOM(-T) METRIC SERIES

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





SLB SERIES

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

LINER
- High Strength Carbon Fiber Reinforced PTFE/Nylon Compound

RACE
- Stainless Steel
- Heat Treated

DIMENSIONS IN INCHES

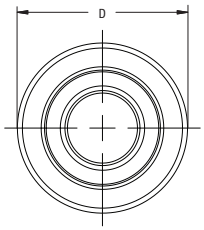
Part Number	B +.0015 -.0005	D +.0000 -.0007	T ±.005	W ±.005	O Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle a°	Ult. Radial Static Load Lbs.	Ult. Axial Push-Out Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)
SLB10	.6250	1.1875	0.500	0.625	0.780	0.032	0.968	8.5	7,572	5,040	0.10

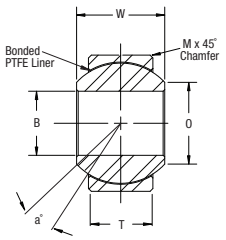
California residents: See page 150.

STAINLESS STEEL BEARINGS

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

RACE
- Stainless Steel
- Heat Treated
- PTFE Lined





NPB-T SERIES / WPB-T SERIES

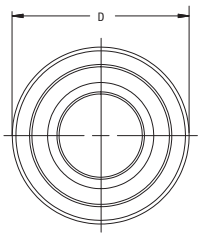
DIMENSIONS IN INCHES

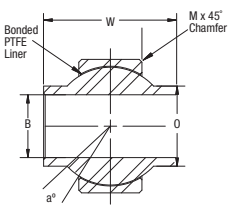
Part Number	B +.0000 -.0005	D +.0000 -.0005	T ±.005	W +.000 -.002	O Flat Dia. Ref.	M Cham. Ref.	Ball Dia. Ref.	Misalign. Angle a°	Ult. Radial Static Load (Lbs.)	Ult. Axial Static Load (Lbs.)	Approx. Brg. Wgt. (Lbs.)	No Load Breakaway Torque (In.*Lbs.)
NARROW BALL												
NPB3T	0.1900	0.5625	0.218	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
WIDE BALL												
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

YPB-T (HIGH MISALIGNMENT) SERIES

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



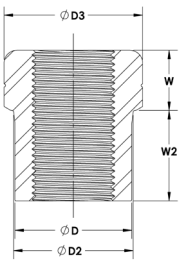


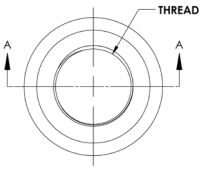
California residents: See page 150.

TUBE ADAPTERS

An effective way to adapt rod ends to a variety of applications, they are available in select sizes with an integrated hex. QA1's weld-in tube adapters are CNC machined to precise tolerances from weldable chromoly steel.

- 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

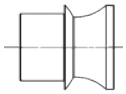
California residents: See page 150.

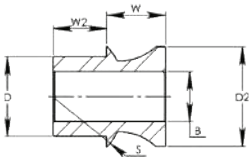
SPACERS

Spacers are used in applications when mounting brackets are wider than the rod end ball width. 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.

- Stainless Steel

DIMENSIONS IN INCHES





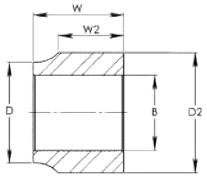
High Misalignment

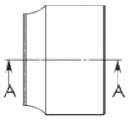
Part Number	D +.000 -.001	D2 ±.005	B +.003 -.000	W ±.005	W2 ±.005	S Ref.	Misalign. Angle a°	Total Installed Width Ref.	Mating Rod End Bore
STANDARD BALL									
SG8-64	0.499	0.625	0.375	0.250	0.298	0.934	64	1.125	0.500
SG8-67	0.499	0.625	0.375	0.438	0.298	0.934	64	1.500	0.500
SG10-84	0.624	0.825	0.500	0.250	0.360	1.125	54	1.250	0.625
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
SG14-813	0.874	1.000	0.500	0.813	0.423	1.375	52	2.500	0.875
SG14-1012	0.874	1.000	0.625	0.775	0.423	1.375	46	2.425	0.875
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
SG16-1210-W	0.999	1.250	0.750	0.660	0.673	1.869	68	2.695	1.000
SG16-1212	0.999	1.250	0.750	0.750	0.673	1.868	68	2.875	1.000
NARROW BALL									
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
SN12-98	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
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
SN16-1213	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
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, and NPB spherical bearings. And SN-H Series will fit H-COM spherical bearings only.

DIMENSIONS IN INCHES





Standard

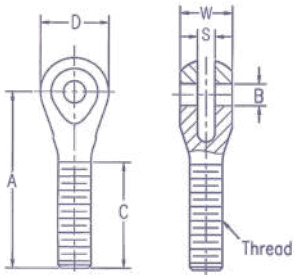
Part Number	D +.000 -.010	D2 Ref.	B +.003 -.000	W ±.010	W2 Ref.	Mating Rod End Bore
SG84	0.698	0.875	0.500	0.250	0.034	0.500
SG85	0.698	0.875	0.500	0.313	0.097	0.500
SG88	0.698	0.875	0.500	0.500	0.284	0.500
SG812	0.698	0.875	0.500	0.750	0.534	0.500
SG104	0.839	1.000	0.625	0.250	0.041	0.625
SG105	0.839	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

California residents: See page 150.

CLEVISES

A clevis is used to adjust your linkage mounting point when misalignment isn't allowed. Polished, hard chrome plated, or aluminum clevises are also available.

- Carbon Steel
- Protective Coated for Corrosion Resistance



DIMENSIONS IN INCHES

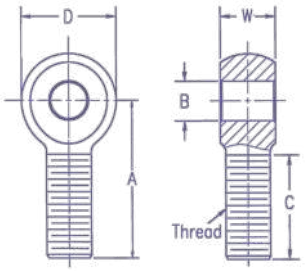
Right Hand	Left Hand	Bore x Thread Ref.	B +.005 -.000	D ±.010	W ±.005	A ±.015	C +.062 -.031	S ±.005	Thread Ref.
CR4-5	CL4-5	1/4 X 5/16	0.2500	0.875	0.625	2.250	1.250	0.1880	5/16-24
CR5-5	CL5-5	5/16 X 5/16	0.3125	0.875	0.625	2.250	1.250	0.1880	5/16-24
CR5-6	CL5-6	5/16 X 3/8	0.3125	0.875	0.625	2.250	1.250	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
CR6-12	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

A rod eye, also known as a solid rod end, is used when side-to-side misalignment is not required.

- 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 has Polished, Hard Chrome Plating.

California residents: See page 150.

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.

STEEL
- High Carbon Steel
- Zinc Plated
- Reference ANSI B18.2.2-1972

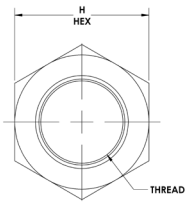
ALUMINUM
- 7075-T6 Aluminum
- Clear Anodized

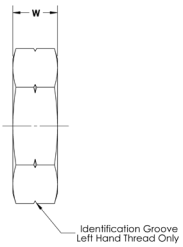
DIMENSIONS IN INCHES

Right Hand	Left Hand	Threads UNF-2B	H Hex	W Width
SAE STEEL				
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
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
SAE ALUMINUM				
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
-	JNL8A	1/2-20	3/4	0.323
JNR10A	JNL10A	5/8-18	15/16	0.387
JNR10A-1	-	5/8-18	3/4	0.387
JNR12A	JNL12A	3/4-16	1 1/8	0.425

DIMENSIONS IN INCHES

Right Hand	Left Hand	Threads 6H	H Hex	W Width
METRIC STEEL				
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





SWAGED TUBES

Swaged tubes are used in 4-link rods, tie rods and other linkages. They feature a deep knurl for easy length adjustment.

- SAE 1012 Seamless Tubing Equivalent (cold worked for added strength)
- Knurled on One End of the Non-Swaged Area
- Zinc Plated, Black Dichromate
- Left and Right Hand Threads

DIMENSIONS IN INCHES

Part Number	Thread UNF-2B	Dimensions	Length
TS10-7	5/8"	7/8" O.D., .079" Wall Thickness	7
TS12-21	3/4"	1" O.D., .079" Wall Thickness	21
TS12-22	3/4"	1" O.D., .079" Wall Thickness	22
TS12-23	3/4"	1" O.D., .079" Wall Thickness	23
TS12-26	3/4"	1" O.D., .079" Wall Thickness	26
TS12-27	3/4"	1" O.D., .079" Wall Thickness	27

California residents: See page 150.

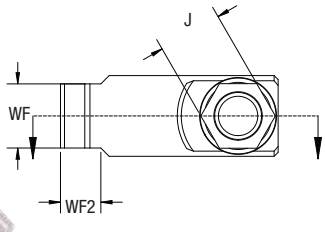
BALL JOINT LINKAGES

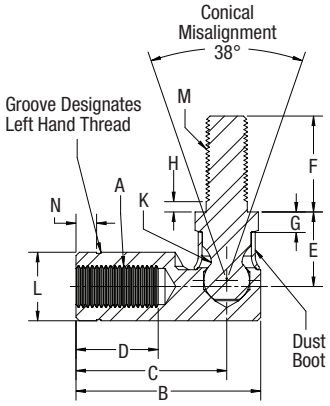
QA1 offers two styles of ball joint linkages. The staked design, commonly used in throttle and shifter linkages, features a rubber grommet that acts as a shield to keep out dirt and other contaminants. The quick disconnect style has a stud that comes out quickly for ease of disassembly and is designed for low-force applications like carburetor linkages or fuel injection applications.

STAKED DESIGN

CARBON STEEL
- Carbon Steel Body & Ball Stud
- Zinc Plated

STAINLESS STEEL
- Stainless Steel Ball Stud
- Stainless Steel Body



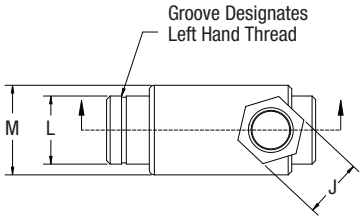


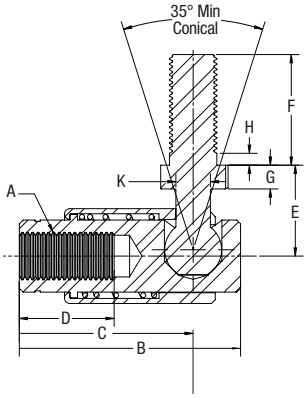
DIMENSIONS IN INCHES

Right Hand	Left Hand	A Thread UNF-2B	B ± .020	C ± .020	D Min.	E ± .020	F ± .020	G Ref.	H Ref.	J + .002 - .010	K Ref.	L Ref.	M UNF-2A	N Ref.	WF + .002 - .010	WF2 ± .020	Tensile & Shear Strength	Force to Remove (Lbs.)
CARBON STEEL																		
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
STAINLESS STEEL																		
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

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





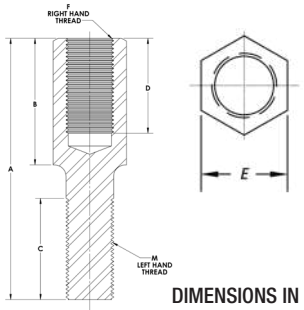
DIMENSIONS IN INCHES

Right Hand	Left Hand	A Thread UNF-2B	B ± .020	C ± .020	D Min.	E ± .020	F ± .020	G Min.	H Max.	J + .002 - .010	K Ref.	L ± .010	M Ref.	Tensile & Shear Strength	Force to Remove (Lbs.)
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

California residents: See page 150.

LINKAGE ADJUSTERS

QA1's linkage adjusters are used when you need extra adjustment in rod end length. 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 adjusters are protective coated for corrosion resistance.



MALE-TO-FEMALE

STEEL ADJUSTERS
- Chromoly Steel
- Heat Treated
- Zinc Plated

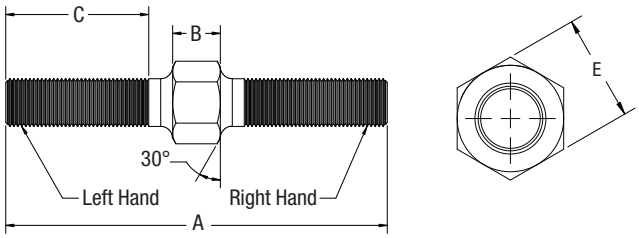
ALUMINUM ADJUSTERS
- 7075-T6 Alumnum
- Black Anodized

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
-	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

MALE-TO-MALE



- Chromoly Steel
- Heat Treated
- Zinc Plated

DIMENSIONS IN INCHES

Chromoly Steel	UNF-3A Left Hand	UNF-3A 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
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
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.

California residents: See page 150.

CALIFORNIA PROPOSITION 65

WHAT IS CALIFORNIA PROP 65?

In 1986, California voters approved an initiative to address their growing concerns about exposure to toxic chemicals. That initiative became the Safe Drinking Water and Toxic Enforcement Act of 1986, better known by its name of Proposition 65.

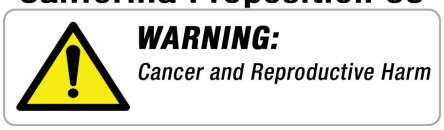
Recent changes to the law have updated the product labeling requirements for product sold in California. Warning labels must accompany any product that contains or may contain any of the chemicals appearing on the list administered by California's Office of Environmental Health Hazard Assessment (OEHHA).

WHAT DOES THIS MEAN FOR THE PRODUCTS IN THIS CATALOG?

Proposition 65 imposes strict penalties for noncompliance and the list of chemicals is so expansive that it is cost-prohibitive for a small company to go through the individual testing process for each product that is offered. As a result, QA1 Precision Products, Inc. (QA1) is taking a conservative approach and labeling all products with the warning as required by Proposition 65. This does not mean that we believe our products are harmful when used as designed.

QA1 is committed to the safety and protection of our customers and will apply warning labels either on the product or the product packaging, of all products currently offered for sale. QA1 products may contain one or more of the listed chemicals in a smaller amount than Proposition 65's concern, or not at all, however we have chosen to issue this warning on all products as an act of extreme caution and because our customers have the right to know.

California Proposition 65



Vehicles were meant to be driven, not hidden. At QA1, we celebrate the miles logged, the rock chips, and other badges of the road that show these vehicles represent more than just bragging rights. We celebrate a wide variety of vehicles, from pristine to...well, less so. From trucks to classic muscle to anything else, we want you to enjoy your vehicle, so get out there and #goDRIVEit!

Jake from Speedfreak Speed Shop sent us a few of his favorite shots of his sweet 454-powered, daily-driven '67 Chevelle. This car, and Jake, definitely embody the #goDRIVEit spirit!

Sara and Shawn of Schweaty's Speed Shop tossed together this old Pontiac a few years ago for Hot Rod Power Tour, and they haven't stopped driving it since!

Mark Sword's QA1-Equipped, Coyote-swapped Ford Falcon won the Ya Gotta Drive Em Award at the Goodguys Spring Lone Star Nationals!

Jay Stueve's 1986 C10 Silverado, "Sylvester," sees regular road use bringing Jay to work, cruise-ins, Home Depot, and just about anywhere else.

It's one thing when one person embodies the #goDRIVEit spirit, but it's another when a whole family does! Miller Family Racing drives their Procharged 2015 Challenger Scat Pack everywhere.

We met Jon and Grant on Power Tour, then ran into them again when we ran Tail of the Dragon. They drove the LeMans for the whole Power Tour and even camped between stops!

Join our #goDRIVEit Facebook group or see our QA1 Facebook page to see more #goDRIVEit features and share your own!

T-SHIRTS

Our t-shirts are a poly-cotton blend, making them both soft and durable.

LOGO T-SHIRT

Size	Part
S	ASTS-119
M	ASTM-119
L	ASTL-119
XL	ASTXL-119
2XL	AST2XL-119

BADGE T-SHIRT

Size	Part
S	ASTS-123
M	ASTM-123
L	ASTL-123
XL	ASTXL-123
2XL	AST2XL-123

SWEATSHIRTS

Made of cotton and polyester, this gray hoodie is very soft and comfortable.

BADGE HOODIE

Size	Part
S	ASHS-102
M	ASHM-102
L	ASHL-102
XL	ASHXL-102
2XL	ASH2XL-102
3XL	ASH3XL-102

California residents: See page 150.

BANNERS

BANNERS

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

Part	Size
BAN-MS02	5' x 2 1/2'

#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!

#goDRIVEit DECALS

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

#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

California residents: See page 150.