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**QA1 Front Struts – Spindle Modification Instructions**  
**1982-1992 GM F-Body**

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**INSTRUCTIONS**

**Important Note:** Do NOT push the piston rod into the strut body as it will go past the seals and will need to be sent to QA1 for reassembly. This will never be an issue after installation on the vehicle, and is only a concern if an individual physically pushes the piston rod to that point. If this were to occur, it is not covered under warranty. There is a Left and a Right strut (part numbers on box end in L and R). When installed correctly the adjustments knobs will point towards the front of the car. Mount the QA1 strut with the coil over sleeve installed. Screw on the jam ring first and then screw on the spring seat ring. Place a thrust washer on the base of the spring adjuster seat, then place a Torrington thrust bearing on top of the washer, and finally place a thrust washer on top of the bearing (washer, bearing, washer). Slide the coil over spring over the strut and down on to the washers/bearings on the seat of the spring adjuster.

The instructions below are for the spindle modifications that are required to install the following parts: Q-HS607SK, Q-HR607SK, Q-HD607SK, 737-QS, 737-QR, 737-QD, 738-QS, 738-QR and 738-QD.

In order to install the QA1 adjustable front struts for the 1982-1992 GM F-Body Camaro and Firebird some grinding or machining of the factory spindles is required to gain clearance with the QA1 strut. We have found that the easiest method to do this is with a hard wheel grinder. It is not a major project, in fact with the factory spindles removed from the car it's a job that will only take a few minutes to complete.

The first thing we want to point out is that there are two different types of factory spindles for the 1982-1992 F-Body Camaro and Firebird. There is what we call a "light" spindle and a "heavy" spindle. We're not sure of the exact year range for each type spindle, but we're guessing that the 1989-1992 cars have the heavier spindle, although some earlier years may as well. The heavier spindles have some more meat to them and will require an additional area that needs to be ground. Let's get started.

No matter which type of spindle you have, you will need to grind for clearance of the bottom black adjuster housing on the QA1 strut. If you hold the QA1 strut on the stock spindle you will notice that the bottom mounting bolt hole will not line up with the bottom mounting hole in the spindle because the black adjuster housing on the bottom of the QA1 strut is contacting the spindle. Holding the strut in place, mark the area of the spindle where you need to grind it down for clearance as shown below.

If you have the heavy spindles you will also notice that the top mounting hole in the QA1 strut doesn't quite line up with the top mounting hole in the spindle, just enough that you can't get a bolt through. If you have the heavy spindles you will also need to slightly grind the top radius area of the factory spindle as shown below.

No matter which type of spindles you have, the small amount of clearance grinding that is required will not effect the strength or integrity of the spindles. You are only removing a small amount of material. The spindle modifications required for 1LE front brakes remove much more material from the spindle and people have been doing that for decades without any issues.

## Step-By-Step Pictures

### Step 1: Mark Where We Need To Grind (Heavy Spindles Shown)



**Step 2: After Grinding The Spindle (Heavy Spindles Shown)**



**Clearance Required For Bottom Adjuster Housing (All Spindles)**



**Clearance Required On Top of Heavy Spindles For Bolt Alignment**



**Finished: We Have Now Gained The Clearance Needed To Mount The Strut**

