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INSTALLATION INSTRUCTIONS

QA1 p/n 5213, 5214 Anti-Hop Bars

1965-1972 GM A Body and 1978-1988 GM A/G Body

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

• DISCLAIMER / WARRANTY •

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TOOLS AND SUPPLIES REQUIRED

- Floor Jack
- Jack Stands
- Tire Chocks
- 1/4" Drill Bit
- Grease Gun
- SAE/Metric Socket Set
- Wrench Set
- Bushing Removal Tool
- Torque Wrench
- Thread Lock Compound

Pre-Installation Notes

1. 5213 Anti-hop bars **WILL NOT FIT OLDSMOBILE REAR ENDS**
2. Due to variations in the axle housing castings, minor grinding of the webbing and/or the anti-hop bars may be necessary for installation.
3. The differential fill plug will not be accessible after installation. Check/Change differential fluid before installation. The right Anti-Hop Bar will need to be removed to check the differential fluid. After installation, a fill plug style rear cover could be added.
4. QA1 Adjustable Upper Trailing Arms are recommended, but not required, for use with the QA1 Anti-Hop Bars to allow adjustment of the pinion angle.



Driver Side Installation Instructions

1. Place the car on a level surface and place tire chocks in front of and behind front tires.
2. Raise and support the rear of the vehicle keeping the rear suspension loaded with the weight of the vehicle. Removing rear tires is not required but can be helpful.
3. During installation it is critical to maintain the pinion angle. To do this, use floor jack to support the pinion area of rear end housing.

Note: An angle finder can be used to measure pinion angle.

4. Remove the left upper trailing arm bolt from the rear end bushing and loosen the front trailing arm bolt. Rotate trailing arm up and out of the way. On 1978-1988 A/G cars, remove the brake line distribution block bolt.
5. Press out the O.E.M. rubber bushing with caution so as to not damage rear end housing. Ball joint presses or specialized pullers are available from a variety of sources.
6. Install the left Anti-Hop Bar with the grease fitting facing the rear of the vehicle. Slide the Anti-Hop Bar on with the fingers engaged in the webbing before installing the steel bushing and bolt. Minor relocation of the brake line may be required on some years and models. On #5214 use the 5/16" bolt, nut and bracket to relocate the line.
7. Locate the Anti-Hop Bar on the axle with the steel bushing and 1/2" bolt. Snug at this time.
8. Drill 1/4" hole through axle housing web using anti-hop bar as guide.

NOTE: Make sure to have at minimum 1/4" of material between bolt hole and web edge.

9. Install 1/4" bolt, washer and nyloc nut. Tighten bolt to 20 ft. lbs.
10. Install upper trailing arm on anti-hop bar urethane bushing.
11. Use thread lock compound on upper trailing arm and steel bushing bolts and torque to 70 ft. lbs.

Passenger Side Installation Instructions

1. Remove right upper trailing arm bolt from rear end bushing and loosen front trailing arm bolt. Rotate trailing arm up and out of way.
2. Remove pressed in O.E.M. rubber bushing with caution so as to not damage rear end housing.
3. Install right anti-hop bar with grease fitting facing rear of vehicle.
4. Install right anti-hop bar with grease fitting facing rear of vehicle. Slide the anti- Hop Bar on with the fingers engaged in the webbing before installing the steel bushing and bolt. Minor moving of brake line may be required on some years and models. On #5214 use 5/16" bolt, nut and bracket to relocate line.
5. Locate anti-hop bar on steel bushing and 1/2" bolt. Snug at this time.
6. Drill 1/4" hole through axle housing web using anti-hop bar as guide. *NOTE: Make sure to have at minimum 1/4" of material between bolt hole and web edge.*
7. Install 1/4" bolt, washer and nyloc nut. Tighten bolt to 20 ft. lbs.
8. Install upper trailing arm on anti-hop bar urethane bushing.
9. Use thread lock compound on upper trailing arm and steel bushing bolts and torque to 70 ft. lbs.

Although QA1 anti-hop bar bushings are pre-lubed, you may want to lube the bushings. Install zerk fitting covers to prevent dirt and corrosion of the zerk fittings. Check hardware tightness after 10 miles and on a regular basis.

To further upgrade your suspension, use other QA1 suspension products such as coil overs, shocks, struts, springs, K-members, torque arms, panhard bars, sub-frame connectors, strut tower braces, rod ends, sway bars, tubular control arms, spherical bearings, carbon fiber driveshafts and more for more information, please visit www.QA1.net.

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

Or call to speak with one of our experts: 1.800.721.7761

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