



**DON'T FORGET**

These instructions can be found in color and expandable at QA1.net

Technical Support Line: (952) 985-5675 Email: sales@QA1.net

**INSTALLATION INSTRUCTIONS**

QA1 P/N 52121

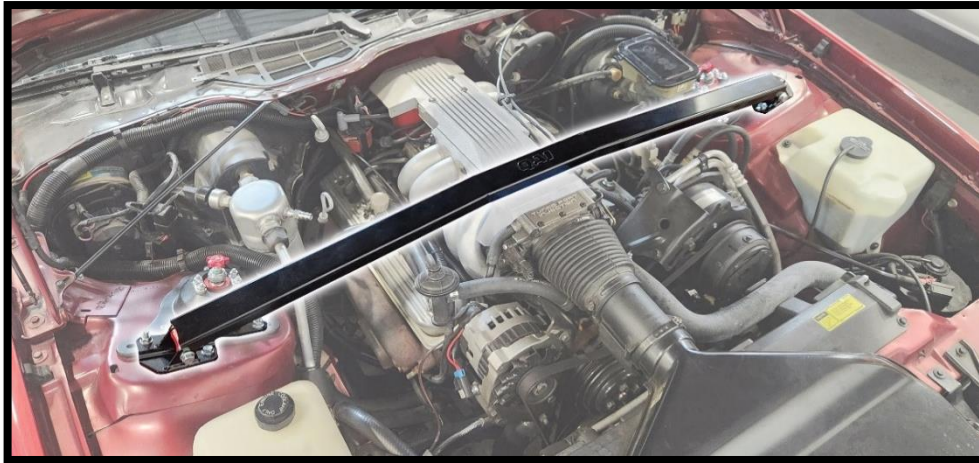
'82-'92 F-Body Strut Tower Brace

**TOOLS AND SUPPLIES REQUIRED**

- Socket & Wrench Set
- Torque Wrench
- Modeling Clay
- 5/16" Drill Bit

**PRE INSTALLATION NOTES:**

This strut tower brace is designed to fit cars with with QA1 CC116 Caster Camber plates with TPI injection, LS and LT engines with car intake manifolds. It was not designed for carbureted or TBI injection applications.

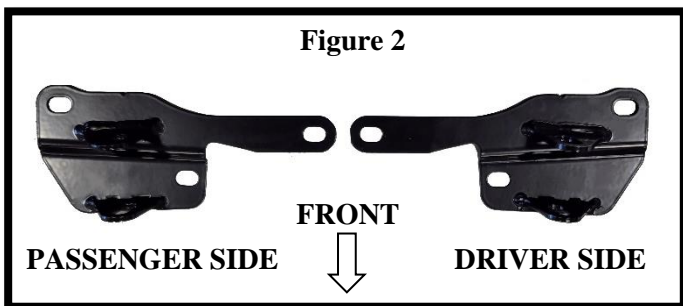


**INSTALLATION-**

1. Jack the car up and ensure that the frame is set securely on jack stands. Refer to the owner's manual for proper jacking techniques.
2. Remove the front two nuts from each strut tower plates. **(Figure 1)**
3. Identify the driver and passenger brace mounts. **(Figure 2)**



**Figure 1**



**Figure 2**

4. Install the brace mounts on top of the strut tower plates with the bar mounting tabs orientated forward. Secure using 5/16" nyloc nuts. The hardware should be torqued to 18 lb. ft. after the strut brace is in place (**step 7**). (**Figure 3**)
5. Drill the third hole of the brace mounts to 5/16". If the vehicle is equipped with QA1 Caster/Camber plates, a guide hole on the underside is present, (**Figure 4 & 5**) otherwise, the third hole can be drilled through from the top side. (**Figure 3**) If installed with the OE strut mounts, the front edge of the mount may need to be trimmed approximate 1/4" for the strut tower brace mount to fit over it.

Guide hole on QA1 caster/camber plates.

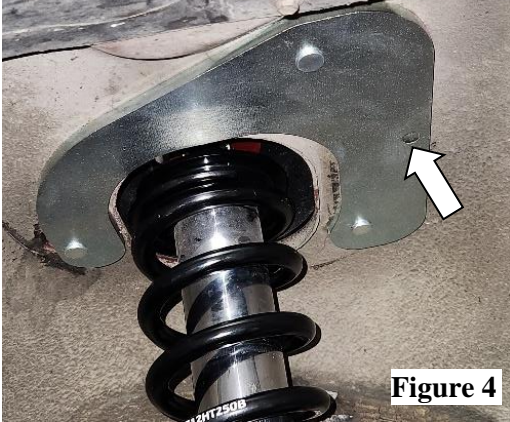


Figure 4



Figure 5



Figure 3

6. Install the included 5/16" bolt and nyloc nut into the drilled holes with the bolt head under the chassis. Torque all 5/16" hardware to 18 lb. ft.
7. Connect the brace bar onto the mounts using the included spacer within the mount, using the included 3/8"x 2.5" bolts and nyloc nuts. Do not tighten the bar to mount hardware at this time. A notch for the air conditioning line on the passenger side should line up with the bar before torquing the mount brackets to the chassis to 18 lb. ft. (**Figure 6 & 7**)

(The prototype red spacers shown are now black in color.)



Figure 6



Figure 7

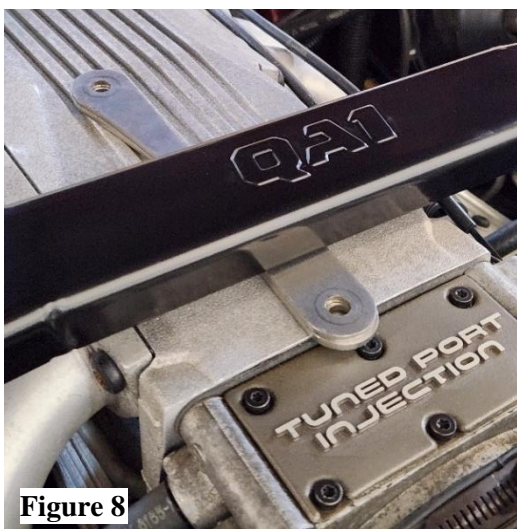


Figure 8

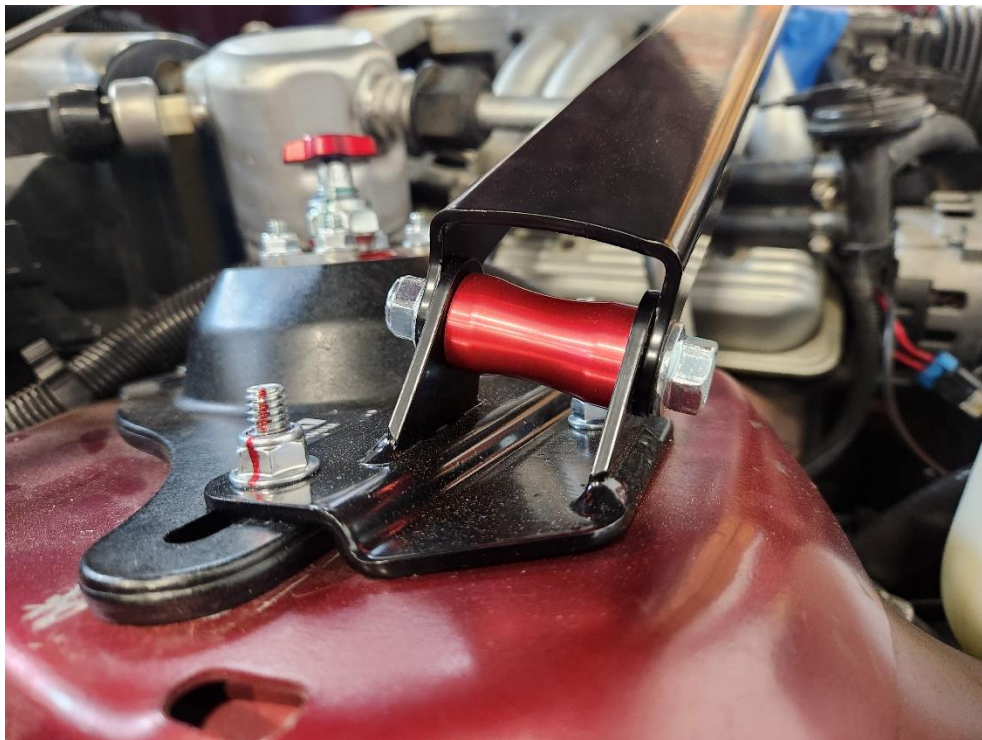
8. The TPI intake will need 1/8" space between the intake and bottom of the brace to clear the hood. LS & LT engines with car intake manifolds will have more room and can run the bar in the lowest position of its slotted mounts. Using a shim of your choosing, space the brace bar off of the intake manifold. (**Figure 8**) The slotted holes of the brace mounts allow for the bar to be adjusted for manifold clearance. With sufficient space between the intake manifold and the brace bar, torque the 3/8" hardware to 31 lb. ft.

**Figure 9**



9. Set a couple pieces of modeling clay or similar on the top of the brace bar where the hood is closest to the bar. **(Figure 9)**
10. Slowly set the hood down and check the modeling clay for indentions. Adjust the height of the bar as needed for sufficient hood and intake manifold clearance before final torquing both sides to 31 lb. ft.
11. Double check all work. It's a basic and overlooked practice that distinguishes the most effective builders from the rest.

QTY/KIT	DESCRIPTION	2ND DESCRIPTION	WHERE USED ON VEHICLE
2	BOLT, HEX FLANGED, NON-SERRATED, 5/16-18 X 1.0"	GRADE 5, CLEAR ZINC	STRUT TOWER MOUNT TO STRUT TOWER
6	NUT, HEX FLANGED, NON-SERRATED, NYLOCK 5/16-18	GRADE 5, CLEAR ZINC	
2	BOLT, HEX FLANGED, NON-SERRATED, 3/8-16 X 2.5"	GRADE 5, CLEAR ZINC, PARTIAL THREAD	STRUT TOWER MOUNT TO BRACE
2	NUT, HEX FLANGED, NON-SERRATED, NYLOCK 3/8-16	GRADE 5, CLEAR ZINC	





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