



*14385 Veterans Way    Moreno Valley, CA 92553*  
*Phone: (951) 571-0212    Fax: (951) 571-0215*

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**2007-2011 CHEVY 1500 2WD**

**CSS-C1-9**

**4 1/2" LIFT SPINDLE LIFT**

**READ THE FOLLOWING NOTES PRIOR TO INSTALLATION**

DO NOT ALTER THE FINISH OF ANY COMPONENTS. CHANGING THE FINISH SUCH AS CHROMING, ZINC-PLATING, OR ANY TYPE OF PAINTING, CAN CAUSE STRUCTURAL FATIGUE OF COMPONENTS.

PRIOR TO INSTALLATION, COMPARE THE PARTS LIST WITH THE COMPONENTS RECEIVED IN THE KIT. IF ANY PIECES ARE MISSING PLEASE CONTACT YOUR LOCAL RETAILER OR CST PERFORMANCE SUSPENSION AT 951-571-0212, AND YOU WILL BE TAKEN CARE OF IN A TIMELY MANOR.

READ ALL INSTRUCTION FROM START TO FINISH BEFORE BEGINNING INSTALLATION. IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, TIRE, OR SUSPENSION DAMAGE MAY RESULT TO THE VEHICLE. IF YOU INCUR A PROBLEM DURING THE INSTALLATION OF THIS KIT, FIRST BE SURE YOU HAVE FOLLOWED THE INSTRUCTION FROM START TO FINISH ACCURATELY AND IF SO PLEASE CALL 951-571-0212, WE WILL DO OUR BEST OVER THE PHONE TO ASSIST YOU WITH YOUR PROBLEM, OR DIRECT YOU ACCORDINGLY.

VEHICLES THAT RECEIVE OVER SIZED TIRES SHOULD CHECK BALL JOINTS, TIE ROD ENDS AND PIVOT POINTS, AS WELL AS GENERALLY INSPECT THE ENTIRE SUSPENSION FRONT TO REAR EVERY 2500 – 5000 MILES FOR WEAR AND REPLACE PARTS AS NEEDED.

## INSTRUCTIONS:

1. JACK UP THE TRUCK AND SUPPORT IT UNDER THE FRAME WITH JACK STANDS:  
NEVER WORK UNDER AN UNSUPPORTED VEHICLE.
2. REMOVE THE FRONT TIRES. (🔧 22MM SOCKET)
3. UNCLIP THE ANTILOCK WIRE FROM THE ARM AND THE SPINDLE. SEPARATE THE ANTILOCK WIRE FROM THE FRAME AND DISCONNECT THE PLUG.



4. REMOVE THE BOLT THAT HOLDS THE BRAKE LINE TO THE UPPER ARM. (🔧 10MM SOCKET)
5. REMOVE THE NUT FOR THE TIE ROD AND SEPARATE THE TIE ROD AND THE SPINDLE. USE A REMOVAL TOOL OR STRIKE THE SPINDLE WITH A HAMMER TO JAR THE TAPER LOOSE, DO NOT HIT THE TIE ROD OR THE THREADS. (🔧 21MM SOCKET)



6. REMOVE THE TWO BOLTS THAT HOLD THE BRAKE CALIPERS TO THE SPINDLES AND HANG THEM ASIDE USING BRAKE HANGERS. (🔧 18MM SOCKET)



7. LOOSEN THE NUT FOR THE UPPER BALL JOINT BUT LEAVE IT ON ABOUT 1/2".  
BREAK THE TAPER LOOSE BY STRIKING THE SPINDLE WITH A HAMMER; DO NOT HIT THE BALL JOINT. LOOSEN THE NUT FOR THE LOWER BALL JOINT AND BREAK THE TAPER LOOSE THE SAME WAY YOU DID THE UPPER. (🔧 18MM SOCKET, 24MM SOCKET)



8. REMOVE THE NUTS FOR THE UPPER AND LOWER BALL JOINTS AND REMOVE THE SPINDLES / HUBS FROM THE TRUCK. BE CAREFUL WITH THE ANTILOCK WIRE.
9. LOOSEN THE NUTS FOR THE SWAY BAR LINKS. REMOVE THE NUTS THAT HOLD THE TOP OF THE SHOCK IN. PUSH DOWN ON THE LOWER ARM TO GET THE TOP

OF THE SHOCK TO COME DOWN OUT OF THE SPRING POCKET. SLIDE THE ALUMINUM SPACER OVER THE STUDS ON THE TOP OF THE SHOCK. PUSH THE SHOCK BACK UP INTO THE SPRING POCKET AND REINSTALL THE NUTS, USE LOCKTITE. TIGHTEN THE SWAY BAR LINK NUTS. (🔧 18MM WRENCH)

10. PLACE THE SPINDLES / HUBS ON THE BENCH WITH THE WHEEL STUDS FACING DOWN. REMOVE THE 3 BOLTS THAT HOLD THE HUB TO THE SPINDLE. PULL THE STOCK SPINDLE OFF THE HUB AND REPLACE IT WITH THE NEW LIFT SPINDLE. REUSE THE STOCK BOLTS AND USE LOCKTITE. (🔧 15MM SOCKET)



11. ATTACH THE SPINDLE TO THE LOWER BALL JOINT USING THE STOCK NUT. (🔧 24MM SOCKET)

12. INSTALL THE TAPER SLEEVE INTO THE TOP OF THE SPINDLE AND ATTACH THE UPPER ARM TO THE SPINDLE USING THE STOCK NUT. YOU HAVE TO USE THE TAPER SLEEVE WITH THE STOCK UPPER ARM; IF YOU ARE USING OUR NEW UPPER ARMS DO NOT USE THE TAPER SLEEVE. (🔧 18MM SOCKET)



13. REPLACE THE BRAKE LINES ONE SIDE AT A TIME. USING A LINE WRENCH, BREAK THE FITTING LOOSE WHERE THE SOFT BRAKE LINE MEETS THE HARD LINE AT THE FRAME. REMOVE THE CLIP THAT HOLDS THE LINE TO THE FRAME. (🔧 13MM LINE WRENCH, PLIERS)



14. SEPARATE THE SOFT LINE FROM THE HARD LINE AND PLUG THE HARD LINE TO PREVENT EXCESSIVE FLUID LOSS. TAKE THE BRAKE CALIPER OFF THE HANGER AND SET THE CALIPER ON THE BENCH WITH THE BRAKE LINE FACING UP. REMOVE THE STOCK SOFT BRAKE LINE AND REPLACE IT WITH THE NEW CST BRAKE LINE. REUSE THE STOCK BOLT, BUT USE NEW BRASS WASHERS (SUPPLIED). (🔧 13MM LINE WRENCH, 11MM SOCKET)



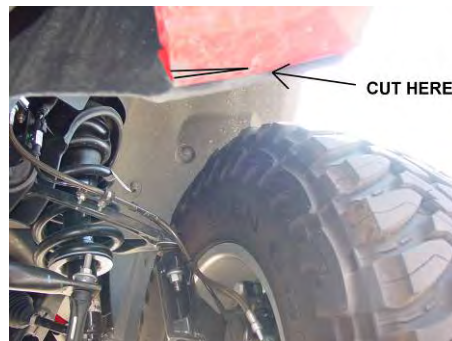
15. BOLT THE BRAKE CALIPER TO THE SPINDLE USING THE STOCK BOLTS AND RED LOCKTITE. ATTACH THE BRAKE LINE TO THE HARD LINE AT THE FRAME.

INSTALL THE NEW CLIP AND TIGHTEN THE FITTING. (🔧 18MM SOCKET, 11/16 WRENCH, 13MM LINE WRENCH)

16. REPEAT FOR THE OTHER SIDE OF THE TRUCK.
17. CLIP THE ANTILOCK WIRE TO THE SPINDLE USING THE STOCK CLIP. ZIP TIE THE ANTILOCK WIRE TO TAB ON THE BACK OF THE SPINDLE.
18. ATTACH THE BRAKE LINE TO THE TAB ON THE BACK OF THE SPINDLE USING THE SUPPLIED ADEL CLAMP AND HARDWARE. DO NOT ATTACH IT TO THE UPPER ARM.
19. BOLT THE ANTILOCK WIRE BRACKET TO THE FRAME USING THE SUPPLIED 1/4" BOLT. CLIP THE ANTILOCK WIRE INTO THE BRACKET. RUN THE ANTILOCK WIRE UP THE BRAKE LINE AND SECURE IT TO THE BRAKE LINE WITH THE SUPPLIED ZIP TIES.(🔧 7/16 SOCKET, 7/16 WRENCH)



20. ATTACH THE TIE ROD END TO THE SPINDLE USING THE STOCK NUT. (🔧 21MM SOCKET)
21. BLEED THE BRAKES. (🔧 10MM WRENCH)
22. INSTALL THE FRONT TIRES. TURN THE STEERING WHEEL BOTH WAYS AND MAKE SURE THE BRAKE LINES AND THE ANTILOCK WIRES DO NOT COME IN CONTACT WITH THE WHEELS OR GET STRETCHED OR PINCHED DURING TURNING / SUSPENSION MOVEMENT. (🔧 22MM SOCKET)
23. DEPENDING ON THE TIRE SIZE YOU GO WITH THE TIRES MAY RUB DURING TURNING. IF THEY RUB YOU CAN MAKE CLEARANCE BY FOLLOWING THE NEXT COUPLE OF STEPS, BUT THEY ARE OPTIONAL.
24. IN THE FRONT, THE TIRES WILL USUALLY ONLY RUB ON THE BOTTOM OF THE PLASTIC INNER FENDER WELL. DRILL 2 HOLES ABOUT 1 1/2" APART, CENTERED, AND 3" UP FROM THE BOTTOM. RUN A ZIP TIE THROUGH THE HOLES AND ATTACH THEM TO THE BUMPER MOUNT. PUT TENSION ON THE ZIP TIES TO PULL THE PLASTIC INNER FENDER WELL FORWARD. USE THE PICTURE (BELOW LEFT) FOR REFERENCE.



25. ON THE BACK SIDE OF THE FENDER WELL, UNDERNEATH THE TRUCK, YOU WILL NEED TO MAKE A RELIEF CUT IN THE BOTTOM OF THE FENDER AND PUSH THE SHEET METAL BACK. CUT A PIE SHAPE OUT OF THE SHEET METAL AND TAP THE METAL BACK. USE THE PICTURE (ABOVE RIGHT) FOR REFERENCE.

26. REAR LIFT:
27. REMOVE THE REAR TIRES. (🔧 22MM SOCKET)
28. OPEN UP THE CLIPS THAT HOLD THE ANTILOCK WIRES TO THE BOTTOM OF THE FRAME, THEY WILL BE REUSED LATER SO DON'T BRAKE THE CLIPS.
29. REMOVE THE 2 BOLTS THAT HOLD THE BRAKE LINE BRACKET TO THE TOP OF THE FRAME AND CAREFULLY BEND THE LINES OVER A LITTLE TO GAIN SOME SLACK IN THE BRAKE LINES DURING INSTALLATION. (🔧 13MM WRENCH)
30. REMOVE THE REAR SHOCKS. (🔧 21MM SOCKET, 21MM WRENCH)
31. PUT A FLOOR JACK UNDER ONE SIDE OF THE REAR AXLE. REMOVE THE U-BOLTS FOR THAT SIDE ONLY. LOWER THE JACK UNTIL YOU CAN REMOVE THE STOCK 1" BLOCK. REPLACE THE STOCK BLOCK WITH THE NEW 3" BLOCK (PART #CSB-C14-33 SOLD SEPARATELY NOT DIRECTLY INCLUDED IN KIT) THE TALL SIDE OF THE 3" BLOCK GOES TOWARDS THE REAR OF THE TRUCK. (🔧 21MM SOCKET)
32. INSTALL THE NEW U-BOLTS (PART # CSU-C15-10.5 SOLD SEPARATELY NOT DIRECTLY INCLUDED IN KIT) AND SNUG THEM DOWN. (🔧 7/8 SOCKET)
33. REPEAT FOR THE OTHER SIDE OF THE TRUCK.
34. REATTACH THE ANTILOCK WIRES AND BRAKE LINE BRACKETS.
35. SET THE TOE IF NECESSARY AND HAVE THE TRUCK PROFESSIONALLY ALIGNED. (🔧 16MM WRENCH, 24MM WRENCH)

#### PARTS LIST –

- 1- DRIVERS SIDE SPINDLE
- 1- PASSENGER SIDE SPINDLE
- 2- BRAKE LINES
- 2- COIL OVER SPACERS
- 2- ANTILOCK WIRE MOUNTS
- 4- 1/4 X 1 BOLTS
- 8- 1/4 WASHERS
- 4- 1/4 LOCKNUTS
- 2- 3/8 ADEL CLAMPS
- 6- ZIP TIES
- 2- TAPER SLEEVES
- 1- INSTRUCTIONS