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WWW.CSTSUSPENSION.COM

CSA-4513
19-23 GM 1500 2WD/4WD PRO SERIES
2.5" COILOVER REMOTE RESERVIOR
W/ ADJUSTER FOR 7" LIFT
"Height may vary depending on Truck"



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 MANNER.

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 BUSHINGS, AS WELL AS GENERALLY INSPECT THE ENTIRE SUSPENSION FRONT TO REAR EVERY 2500 – 5000 MILES FOR WEAR AND REPLACE AS NEEDED.

ALSO, WE WOULD LOVE TO SEE YOUR TRUCK COMPLETED. IF YOU WOULD LIKE TO HAVE YOUR VEHICLE FEATURED ON OUR SOCIAL MEDIA PAGES, PLEASE E-MAIL US AT sales@cstsuspension.com WITH PICTURES OF YOUR VEHICLE, LIST OF MODS, YOUR ACCOUNT NAME AND WE WILL GET THEM POSTED. THANK YOU FOR SUPPORTING CST!!!



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****NOTE** THE RIDE HEIGHT ON THESE SHOCKS IS PRE-SET FROM CST AND IS NON-ADJUSTABLE.**

Before and after measurements

We suggest you measure from the center of wheel hub to bottom of fender

BEFORE:	DF_____	PF_____	DR_____	PR_____
AFTER:	DF_____	PF_____	DR_____	PR_____

INSTRUCTIONS:

1. PLACE THE TRUCK ON A FLAT CONCRETE SURFACE.
2. MEASURE THE ORIGINAL RIDE HEIGHT OF THE VEHICLE AND RECORD IT IN THE AREA PROVIDED ABOVE. MEASUREMENTS SHOULD BE TAKEN FROM THE CENTER OF THE WHEEL TO THE TO THE BOTTOM EDGE OF THE FENDER WELL OPENING.
3. JACK UP THE TRUCK AND SUPPORT IT UNDER THE FRAME WITH JACK STANDS. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.

4. REMOVE THE FRONT TIRES.
5. REMOVE THE INNER WHEEL WELL LINER AND OEM MUD FLAPS. THIS WILL MAKE INSTALLATION OF THE SHOCKS EASIER. (🔧 10MM SOCKET, T15 SOCKET)
6. UNBOLT THE WIRE LOOM FROM THE FRAME ON THE PASSENGER SIDE. (🔧 10MM SOCKET, 13MM SOCKET)
7. REMOVE THE ABS WIRES FROM THE FACTORY CLIPS ON THE UPPER ARM AND UNBOLT THE ABS WIRE MOUNTS FROM THE SPINDLE. (🔧 10 MM SOCKET)
8. LOOSEN THE UPPER BALL JOINT FROM THE SPINDLE. LEAVE IT ON BY ABOUT ¼". (🔧 18 MM SOCKET)
9. PRY UP ON THE UPPER ARM WITH A LARGE PRY BAR.
10. STRIKE THE SPINDLE WITH A HAMMER NEAR THE UPPER TAPER TO THE JAR THE TAPER LOOSE.
11. REMOVE THE OEM SHOCKS. (🔧 15 MM SOCKET, 18 MM SOCKET)
12. IF INSTALLING CST UPPER CONTROL ARMS REFER TO THOSE INSTRUCTIONS NOW.
13. INSTALL THE NEW SHOCK; GET THE SHOCK INTO ITS PROPER LOCATION ON TOP OF THE LOWER ARM. THE CST LOGO SHOULD POINT OUT AND THE RESERVOIR HOSE POINTING TOWARDS THE FRONT OF THE TRUCK. (🔧 9/16 SOCKET, 11/16 SOCKET, 5/8 WRENCH)
14. ATTACH THE BOTTOM OF THE SHOCK TO THE LOWER ARM USING THE SUPPLIED 7/16" BOLTS, WASHERS, AND LOCKNUTS.
15. ATTACH THE UPPER ARM TO THE SPINDLE.
16. INSTALL INSIDE ALUMINUM RESERVOIR MOUNTS TO THE RESERVOIR BRACKETS WITH SUPPLIED ¼" HEX HEAD BOLTS.
17. REMOVE THE NUT FROM THE FRONT UPPER CONTROL ARM AND FRONT LOWER CONTROL ARM BOLTS.
18. PLACE THE RESERVOIR INTO RESERVOIR MOUNTS. THE SINGLE HOLE IN THE RESERVOIR MOUNT WILL ATTACH TO THE UPPER CONTROL ARM BOLT AND THE SLOTTED HOLE WILL GO TO THE LOWER CONTROL ARM BOLT. HOLD THE RESIVOIR AND RESIVOIR MOUNT ASSEMBLY TOGETHER AS YOU PLACE THE BRACKET ONTO THE BOLTS. SLIDE IT ONTO THE UPPER BOLT FIRST AND ONTO THE LOWER BOLT SECOND. IF USING A CST UNI BALL UPPER CONTROL ARM, TIGHTEN THAT BOLT NOW. IF USING FACTORY UPPER CONTROL, SNUG THE BOLT BUT DO NOT TIGHTEN AT THIS TIME. YOU WILL TIGHTEN THE BOLT ONCE THE VEHICLE IS ON THE GROUND.



19. **ATTENTION:** CHECK THE WIRING HARNESS ON THE DRIVER SIDE OF THE VEHICLE TO MAKE SURE IT DOES **NOT** COME IN CONTACT WITH THE NEW BRACKET. SOME TRUCK CONFIGURATIONS WILL VARY. THIS COULD POTENTIALLY CAUSE DAMAGE TO THE WIRING AND THE VEHICLE'S ELECTRICAL SYSTEM. TIE THE WIRING HARNESS IN A SAFE LOCATION IF NECESSARY.
20. NOW ATTACH THE OUTER ALUMINUM CLAMPS TO SECURE THE RESERVOIR TO THE BRACKET. MAKE SURE TO ROTATE THE RESERVOIR SO THAT THE HOSE LOOPS DOWN AND AWAY FROM THE FRAME BEFORE FULLY TIGHTENING THE CLAMPS.
21. REATTACH THE ABS WIRES INTO THE OEM CLIPS.
22. REATTACH THE WIRE HARNESS TO THE FRAME ON THE PASSENGER SIDE.
23. REINSTALL INNER WHEEL WELL LINERS.
24. REINSTALL THE TIRES.
25. SET THE TRUCK ON THE GROUND, AND TORQUE THE LUG NUTS TO 100 FT.LBS.
26. IF USING THE FACTORY UPPER CONTROL ARMS, TIGHTEN THOSE AT THIS TIME.
27. HAVE YOUR TRUCK PROFESSIONALLY ALIGNED TO PREVENT EXCESS TIRE WEAR. ANY TIME YOU MAKE A SIGNIFICANT CHANGE TO THE RIDE HEIGHT, YOU SHOULD HAVE IT RE-ALIGNED.

For technical assistance call CST at 951-571-0212

Or e-mail us @ sales@cstsuspension.com

Thank you for buying CST Performance Suspension!