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**2014-2017 GM 1500 4WD PRO SERIES  
2.5" COILOVER REMOTE RESERVIOR  
W/ ADJUSTER FOR 4.5" LIFT**



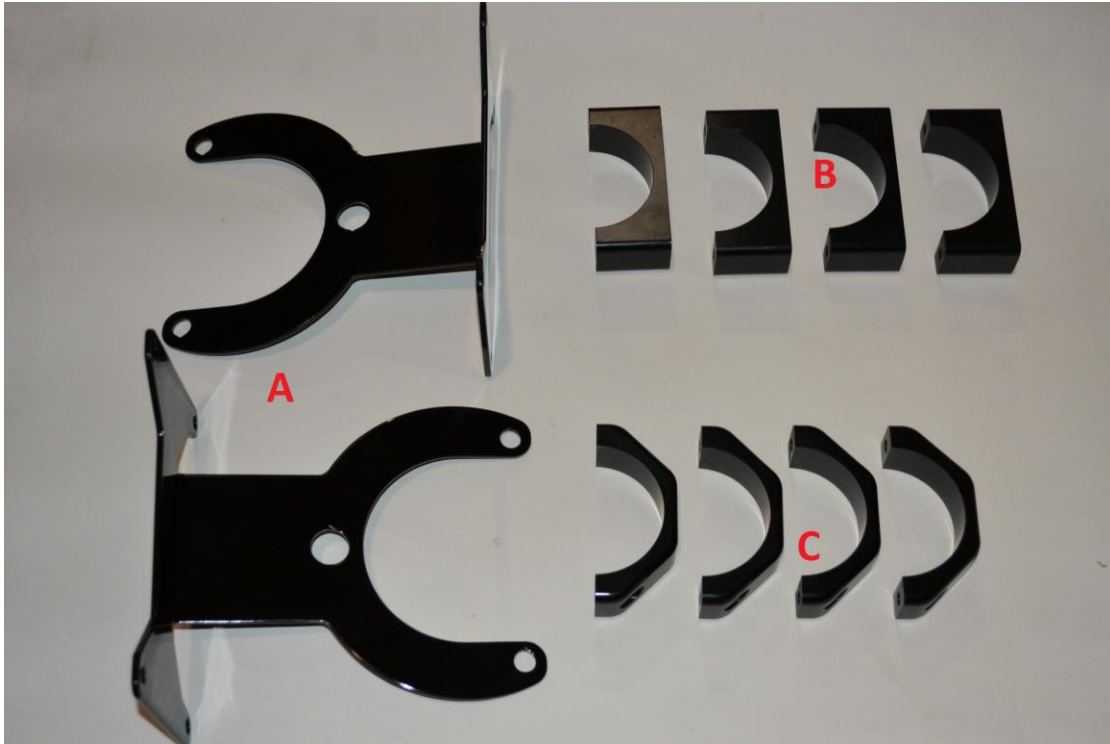
**READ THE FOLLOWING NOTES PRIOR TO INSTALLATION**

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 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.



**PART A: RESERVOIR MOUNTING BRACKET**

**PART B: INSIDE ALUMINUM RESERVOIR MOUNTS**

**PART C: OUTER ALUMINUM RESERVOIR MOUNTS**

**INSTRUCTIONS:**

1. PLACE THE TRUCK ON A FLAT CONCRETE SURFACE. JACK UP THE TRUCK AND SUPPORT IT UNDER THE FRAME WITH JACK STANDS. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.
2. REMOVE THE FRONT TIRES.
3. REMOVE THE STOCK SHOCKS. (🔧 15MM SOCKET,)
4. REMOVE THE INNER WHEEL WELL LINER. THIS WILL MAKE INSTALLATION OF THE SHOCKS EASIER.
5. 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.
6. PLACE THE RESERVOIR MOUNTING BRACKET ON TOP OF THE OEM COILOVER MOUNT WITH THE BEND UP. INSTALL THE SUPPLIED 3/8" BOLTS AND WASHERS THROUGH THE RESERVOIR MOUNT, AND OEM COILOVER MOUNT TO SECURE THE TOP OF THE SHOCK TO THE OEM COILOVER MOUNT, USE A LITTLE BIT OF LOCKTITE ON THE BOLTS. (🔧 9/16 SOCKET)

7. ATTACH THE BOTTOM OF THE SHOCK TO THE LOWER ARM USING THE SUPPLIED 7/16" BOLTS, WASHERS AND LOCKNUTS.
8. INSTALL INSIDE ALUMINUM RESERVOIR MOUNTS WITH SUPPLIED 1/4" ALLEN HEAD BOLTS. DO NOT TIGHTEN AT THIS TIME.
9. PLACE RESERVOIR IN THE ALUMINUM RESERVOIR MOUNTS AND INSTALL THE OUTER ALUMINUM RESERVOIR MOUNTS LOOSELY USING THE SUPPLIED 1/4" ALLEN BOLTS. ADJUST RESERVOIR SO THAT IT IS CENTERED BETWEEN THE ALUMINUM MOUNTS AND SO THAT THE ADJUSTER KNOB IS FACING OUTWARD. TIGHTEN ALL ALLEN HEAD BOLTS MOUNTING THE RESERVOIRS AT THIS TIME.
10. REINSTALL INNER WHEEL WELL LINERS.
11. REINSTALL THE TIRES.
12. SET THE TRUCK ON THE GROUND, AND TORQUE THE LUG NUTS TO 100 FT.LBS.
13. THE COILOVER COMES PRE-SET TO THE RECOMMENDED HEIGHT BUT YOU CAN ADJUST IT IF YOU WANT A DIFFERENT HEIGHT, JUST MAKE SURE YOU LOOSEN THE ALLEN SCREW IN THE ADJUSTER BEFORE YOU TRY TO TURN IT.
14. ONCE YOU LIKE THE HEIGHT 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.