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2011-2017 GM HD 2500/3500 2WD

CSS-C1-10

4" 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 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 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. MEASURE THE AMOUNT OF THREADS SHOWING ON THE TORSION ADJUSTERS AND
WRITE IT DOWN FOR LATER USE. REMOVE THE ADJUSTER BOLTS. (🔧 22MM
SOCKET)
4. UNCLIP THE ANTILOCK WIRE FROM THE SPINDLE. SEPARATE THE ANTILOCK WIRE
FROM THE FRAME AND DISCONNECT THE PLUG. REMOVE THE BOLT THAT
HOLDS THE BRAKE LINE BRACKET TO THE SPINDLE. (🔧 10MM SOCKET,
SMALL FLATHEAD)
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. (🔧 21MM SOCKET)
7. REMOVE THE ROTORS. (🔧 T30 TORX)
8. REMOVE THE STEEL BRAKE LINE BRACKET THAT IS IN THE CENTER OF THE
BRAKE LINE, USE CHANNEL LOCKS TO BEND THE BRACKET OPEN TO GET IT
OFF THE BRAKE LINE.
9. 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)
10. REMOVE THE NUTS FOR THE UPPER AND LOWER BALL JOINTS AND REMOVE THE
SPINDLES / HUBS FROM THE TRUCK. BE CAREFUL WITH THE ANTILOCK WIRE.
11. PLACE THE SPINDLES / HUBS ON THE BENCH WITH THE WHEEL STUDS FACING
DOWN. REMOVE THE 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. YOU WILL NEED TO TRIM THE
DUST SHIELD, SEE PHOTO FOR REFERENCE. (🔧 21MM SOCKET)



12. LOOSEN THE UPPER ARMS. (🔧 24MM WRENCH)

13. ATTACH THE SPINDLE TO THE LOWER BALL JOINT USING THE STOCK NUT. (🔧 24MM SOCKET)
14. REMOVE THE BOLT THAT HOLDS THE BRAKE LINE BRACKET TO THE FRAME AND GENTLY BEND THE LINE DOWN TO GAIN A LITTLE SLACK. INSTALL THE BRAKE LINE BRACKETS USING THE STOCK BOLTS TO HOLD THE NEW BRACKETS TO THE FRAME AND THE SUPPLIED BOLTS TO BOLT THE NEW BRACKETS TO THE STOCK ONES. (🔧 13MM SOCKET, ½” SOCKET, ½” WRENCH)
15. ZIP TIE THE ANTILOCK WIRE TO THE SPINDLE USING THE STOCK CLIP. ZIP TIE THE ANTILOCK WIRE TO TAB ON THE BACK OF THE SPINDLE.
16. ATTACH THE BRAKE LINE TO THE TAB ON THE BACK OF THE SPINDLE USING THE SUPPLIED ADEL CLAMP AND HARDWARE.
17. ATTACH THE TIE ROD END TO THE SPINDLE USING THE STOCK NUT. (🔧 21MM SOCKET)
18. 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)
19. REAR LIFT:
20. REMOVE THE REAR TIRES. (🔧 22MM SOCKET)
21. REMOVE THE REAR SHOCKS. (🔧 21MM SOCKET, 21MM WRENCH)
22. TEMPORARILY FREE UP ANY ANTILOCK WIRES AND BRAKE LINES TO MAKE SURE YOU DO NOT OVERSTRETCH THEM DURING BLOCK INSTALLATION. DO NOT DISCONNECT ANY BRAKE LINES.
23. 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 INSTALL THE LIFT BLOCK. (SOLD SEPARATELY NOT INCLUDED IN KIT)
24. INSTALL THE NEW U-BOLTS (SOLD SEPARATELY NOT INCLUDED IN KIT) AND SNUG THEM DOWN.
25. REPEAT FOR THE OTHER SIDE OF THE TRUCK.
26. TORQUE THE U-BOLTS TO 85 FT.LBS.
27. REATTACH THE ANTILOCK WIRES AND BRAKE LINE BRACKETS.
28. INSTALL THE WHEELS, SET THE TRUCK BACK ON THE GROUND AND TORQUE THE LUGS TO 100 FT.LBS.
29. TIGHTEN THE UPPER ARMS. (🔧 24MM WRENCH)
30. SET THE TOE IF NECESSARY AND HAVE THE TRUCK PROFESSIONALLY ALIGNED. (🔧 16MM WRENCH, 24MM WRENCH)