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**1999-2006/2007 Classic GM 1500 2WD P/U & 01-2006 SUV**  
**CSS-C1-2**  
**3”-7” SUSPENSION LIFT KIT**

WARNING: CALIFORNIA SUPERTRUCKS RECOMMENDS PROFESSIONAL AUTOMOTIVE KNOWLEDGE WHEN INSTALLING THIS KIT TO AVOID POSSIBILITY OF INJURY

NOTE: OEM- ORIGINAL EQUIPMENT MANUFACTURER

UCA- UPPER CONTROL ARM

LCA- LOWER CONTROL ARM

4” LIFT SPINDLES REQUIRE WHEELS WITH NO MORE THAN 4 5/8” BACK SPACING

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

## **BE AWARE ON ALL CREW CAB 2WD MODELS**

SHOCK TRAVEL MUST BE LIMITED TO 27 INCHES. YOU CAN DO THIS BY USING A 27" EXTENDED REAR SHOCK OR WITH A LIMIT STRAP THAT BOLTS FROM TOP SHOCK MOUNT TO BOTTOM SHOCK MOUNT. ALL OTHER ASPECTS OF THE LIFT KIT ARE THE SAME. LIMITING THE REAR END WILL PREVENT THE REAR DRIVE LINE FROM CONTACTING THE CROSS MEMBER LOCATED DIRECTLY BELOW IT DURING THE DROOP CYCLE OF THE REAR END TRAVEL. WE ALSO RECOMMEND USING OUR 4" OFFSET PIN LIFT BLOCK TO KEEP THE REAR END PULLED FORWARD AND THE DRIVE SHAFT IN AS FAR AS POSSIBLE.

### **INSTALLATION INSTRUCTIONS**

1. REMOVE POSITIVE BATTERY CABLE.
2. JACK UP TRUCK AND SUPPORT WITH JACK STANDS.
3. REMOVE WHEELS AND TIRES.
4. REMOVE FRONT SHOCKS (DO NOT REMOVE IF ONLY REPLACING UPRIGHT).
5. REMOVE ANTI- SWAY BAR LINKS.
6. REMOVE BOLTS THAT HOLD BRAKE LINE BRACKETS TO UCA AND TOP OF SPINDLE UPRIGHT.
7. UNPLUG ANTI-LOCK BRAKE SENSOR WIRE AND REMOVE CLIPS FROM FRAME AND BRAKE LINE BRACKET. PLACE IN SAFE LOCATION. USE CAUTION NOT TO DAMAGE.
8. REMOVE TIE ROD ENDS FROM SPINDLE WITH REMOVAL TOOL.
9. REMOVE BOLTS THAT HOLD BRAKE CALIPERS ONTO UPRIGHT SLIDE OFF CALIPER AND SECURE OUT OF THE WAY USING WIRE OR ZIP-TIE. DO NOT LET CALIPERS HANG ON BRAKE LINES. THEN REMOVE CLIPS FROM LUG NUT STUDS AND SLIDE ROTORS OFF OF THE HUB.
10. SUPPORT LOWER CONTROL ARM WITH FLOOR JACK. LOOSEN UPPER AND LOWER BALL JOINT NUTS AND SEPARATE BALL JOINT TAPERS FROM UPRIGHT WITH PULLERS. THEN REMOVE UPRIGHT SPINDLE HUB ASSEMBLY FROM TRUCK.
11. IF ONLY REPLACING SPINDLE UPRIGHT MOVE TO #18.
12. IF REPLACING OEM COIL SPRING WITH 3" LIFT COIL SPRING SLOWLY LOWER FLOOR JACK (USE CAUTION, COIL SPRINGS ARE UNDER A VERY HEAVY LOAD).
13. REMOVE OEM UCA BY REMOVING ALIGNMENT BOLTS AND CAMS.
14. INSTALL NEW CST DROOP-STOP BRACKETS ON BACK OF REAR UCA PIVOTS BY CUTTING OFF OEM STEEL DROOP-STOPS. FLUSH WITH REAR PIVOT MOUNTS THEN LINE UP NEW CST DROOP-STOP MOUNTS ON REAR PIVOT BRACKET. PLACE MOUNT ON STEEL PIN AND LINE UP CAM BOLT HOLES AND DRILL 3/8" BOLT HOLE IN FRAME BRACKET. INSTALL 3/8" x 1" BOLTS, NUTS AND WASHERS AND TIGHTEN. INSTALL URETHANE DROOP-STOPS. SEE THE PICTURE ON THE NEXT PAGE.



15. GREASE URETHANE BUSHINGS AND INSTALL INTO UCA PIVOTS THEN GREASE STEEL CRUSH SLEEVES AND INSTALL INTO URETHANE BUSHINGS. INSTALL GREASE FITTINGS INTO UCA PIVOTS. INSTALL BALL JOINTS INTO UCA WITH 5/16" x 1 1/2" BOLTS AND HARDWARE, THE BALL JOINT AND THE SPACER SLIPS INTO THE CENTER OF THE TWO PLATES ON THE END OF THE ARM. THE SPACER GOES ON TOP OF THE BALL JOINT.

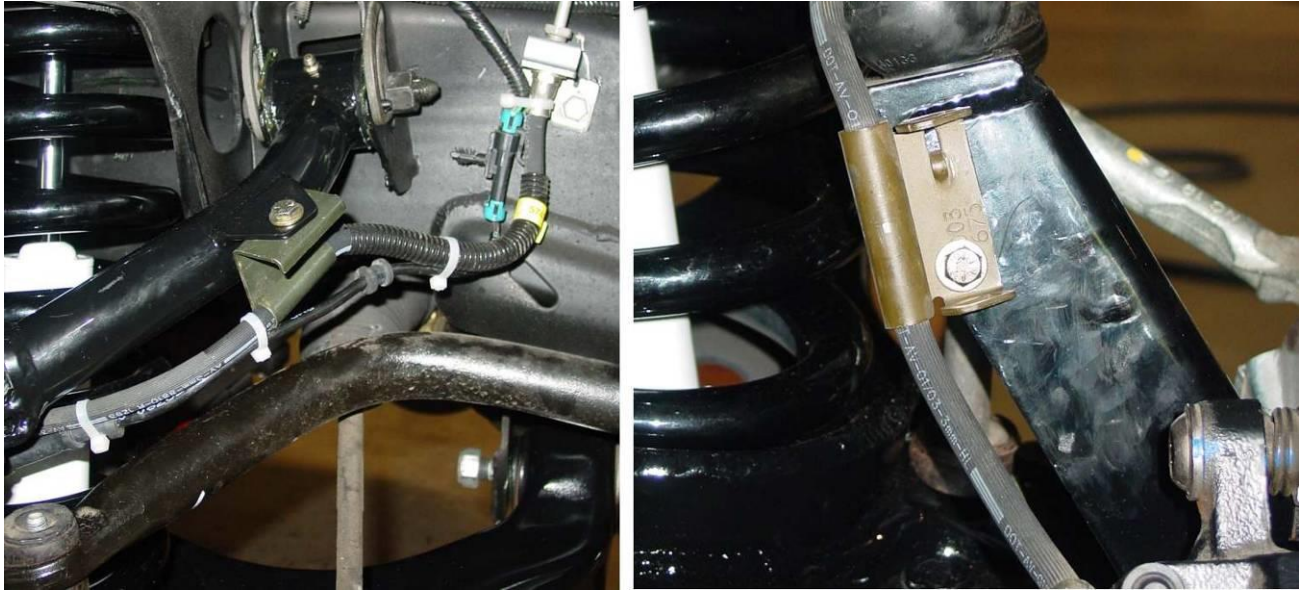


16. INSTALL NEW CST UCA INTO UPPER PIVOTS AND REINSTALL ALIGNMENT CAM BOLTS.
17. PLACE OEM RUBBER INSULATOR ON TOP OF NEW COIL SPRING AND SPIRAL INSULATOR ON BOTTOM OF COIL. INSTALL NEW COIL SPRING BACK INTO TRUCK MAKING SURE SPRING TAIL IS IN LCA PROPERLY.
18. REMOVE BEARING HUB AND BRAKE DUST SHIELD FROM OEM UPRIGHT BY REMOVING 3 BOLTS. INSTALL HUB AND BRAKE DUST SHIELD INTO NEW CST UPRIGHT USING LOCK-TITE ON MOUNTING BOLTS.

***ON THE 2005 UP MODEL VEHICLES IT MAY BE NECESSARY TO TRIM THE BRAKE DUST SHIELD FOR PROPER FITMENT. BE SURE THIS SHIELD SITS COMPLETELY FLUSH TO THE SPINDLE WITH NO GAPS BETWEEN. USE CARE WITH ANTI-LOCK SENSOR WIRES.***

19. INSTALL NEW CST (CSS-04) 4" SPINDLE BACK ON TRUCK MAKING SURE TO RUN THE BRAKE LINE BEHIND THE UPRIGHT TO ALLOW FOR THE EXTRA HEIGHT. APPLY LOCK-TITE TO THE THREADS OF THE LOWER BALL JOINT AND UPPER BALL JOINT. ON CST UPPER BALL JOINT USE SUPPLIED COTTER PIN AND IF USING OEM UCA MAKE SURE TO USE A (BJ-TS-01) BALL JOINT TAPER SPACER. TORQUE ALL NUTS TO OEM SPECS.
20. REINSTALL BRAKE ROTORS AND CALIPERS. USE LOCK-TITE ON CALIPER BOLTS. BOLT THE SPINDLE BRAKE LINE BRACKET TO THE SPINDLE. BOLT OTHER BRAKE LINE BRACKET TO UCA AND TURN UPRIGHT BOTH WAYS TO CHECK FOR BRAKE LINE CLEARANCE AND STRETCH.
21. REINSTALL TIE-ROD ENDS USING LOCK-TITE ON OEM NUTS.
22. REINSTALL ANTI-SWAY BAR LINKS. USE LOCK-TITE.

23. ROUTE ANTI-LOCK SENSOR WIRE UP THE FRONT SIDE OF THE SPINDLE UPRIGHT AND ZIP-TIE TO HOLE. DO NOT CLIP INTO BRAKE LINE BRACKET. THEN ZIP-TIE TO BRAKE LINE UP THE FRONT SIDE OF UCA. PUT BEHIND FRONT INSIDE PIVOT. BOLT AND PLUG IN. USE THE PICTURE BELOW FOR REFERENCE.



24. INSTALL NEW FRONT SHOCKS.
25. INSTALL WHEELS AND TIRES. TURN WHEELS BOTH WAYS AND CHECK BRAKE LINES AND WIRES FOR RUBBING. PLACE TRUCK ON GROUND AND TORQUE LUG NUTS.
26. REINSTALL BATTERY CABLE.
27. ALIGN TRUCK AND RECHECK AFTER 1000 MILES.

#### PARTS LIST –

- 1- DRIVERS SIDE
- 1- PASSENGER SIDE
- 2- 1/4" X 3/4" BOLTS
- 2- 1/4" LOCKNUTS
- 4- 1/4" WASHERS
- 1- INSTRUCTIONS