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**2007- 2017 GM 1500 2WD**  
**CSS-C2-12**  
**UNIBALL ARMS W/ CST TAPER**

**READ THE FOLLOWING NOTES PRIOR TO INSTALLATION**

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, uniballs, 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.

Do not alter the finish of any components. Changing the finish such as chroming, zinc-plating, etc. can cause structural fatigue of components.

Parts list -

- 8      Urethane bushings
- 4      Crush sleeves
- 4      Zip ties
- 4      Grease fittings
- 1      Drivers arm w/ Uniball and pin installed
- 1      Passenger arm w/ Uniball and pin installed

## INSTRUCTIONS:

1. This A-arm kit is designed to be used with our CST lift spindle, which has an over sized taper for the ball joint. You cannot use these arms with a stock spindle.
2. These instructions are for a vehicle that already has the lift spindles installed, if you are installing the spindles at the same time as the arms use these instructions in conjunction with the spindle instructions.
3. Prep the upper arms. Grease the urethane bushings and install them into the arms. Grease the crush sleeves and install them into the bushings. Install the grease fittings; make sure they point out towards the tire.
4. Jack up the truck and support it under the frame with jack stands, never work under an unsupported vehicle.
5. Remove the front wheels.
6. Free the antilock wires and brake lines from the upper arm, do not disconnect the brake lines.
7. Support the lower arm with a floor jack.
8. Separate the upper arm from the spindle.
9. Remove the taper sleeve from the inside of the upper taper; you may need to use a punch and a hammer from the bottom side. Be careful to avoid damage the inside of the taper on the spindle. Note that new CST lift spindles do not have taper sleeves pre-installed, they ship separate, so if you are installing the spindles for the first time you can skip this step and just discard the taper sleeves.



10. Note the position of the alignment adjustment cams and remove the bolts. Remove the upper arms.
11. Make sure the frame mounts where the arm is going to attach are clean and have no sharp burrs. Grease the mounts and install the new arms using the stock alignment cams. Adjust the cams to approximately the same position they were at before and tighten the bolts.
12. Attach the uniball pin to the spindle using the supplied locknut and washer. The washer must be used or the taper will not get tight. Make sure the inside of the spindle taper is clean. Gently seat the uniball pin into the spindle using a rubber mallet then use an air ratchet to run the nut on. This will keep the taper from spinning in the spindle. If necessary you can apply downward pressure on the upper arm with a pry bar to keep the pin from spinning while you tighten the nut. Torque the nut to 70 ft-lbs.
13. Route the brake line and the antilock wire in a safe location, zip tie as necessary.
14. Using a grease gun pump grease into the zerk fittings for the bushings until grease squirts out. Clean up any excess grease.
15. Install the wheels and torque the lugs to 100 ft.lbs.
16. Set the truck on the ground and turn the wheels from side to side, make sure the brake lines and antilock wires are routed in a safe location and do not get pinched between any suspension components or rub on the tires or wheels.
17. Have the truck professionally aligned.