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1999-2006 GM 1500 2WD

CSS-C2-16

UPPER UNIBALL ARM KIT

NOTE: ARMS COME WITH BIGGER TAPER BALL JOINTS
ARMS MUST BE USED WITH 3" LIFT COIL
ARMS MUST BE USED WITH CST SPINDLE



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.

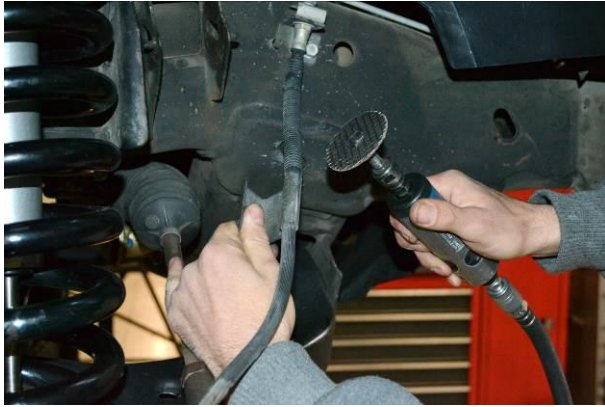
PRIOR TO INSTALLATION, COMPARE THE PARTS LIST WITH THE COMPONENTS RECEIVED IN THE KIT. IF ANY PIECES ARE MISSING PLEASE CONTACT YOUR LOCAL RETAILER OR CST PERFORMANCE SUSPENSION AT 951-571-0212, AND YOU WILL BE TAKEN CARE OF IN A TIMELY MANNER.

READ ALL INSTRUCTIONS 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 WITH JACKSTANDS.
2. REMOVE THE WHEELS AND TIRES.
3. REMOVE THE BOLTS THAT HOLD THE BRAKE LINE BRACKET TO THE UPPER ARMS.
4. CUT PART WAY THROUGH THE BRACKET WITH A CUT OFF WHEEL AND BEND THE BRACKET OPEN TO FREE IT FROM THE BRAKE LINE. USE CAUTION NOT TO DAMAGE THE BRAKE LINE. ONLY REMOVE THE UPPER BRACKET THAT WAS ATTACHED TO THE ARM, DO NOT REMOVE THE LOWER BRACKET THAT IS ATTACHED TO THE SPINDLE.



5. SUPPORT LOWER CONTROL ARM WITH FLOOR JACK. SEPARATE THE BALL JOINT TAPER FROM THE TOP OF THE SPINDLE.
6. IF YOU ARE REPLACING THE SPRING WITH A 3" LIFT COIL - REMOVE THE SHOCK. SLOWLY LOWER THE JACK TO REMOVE THE COIL. (USE CAUTION, COIL SPRINGS ARE UNDER A VERY HEAVY LOAD.)
7. REMOVE THE STOCK UPPER ARMS BY REMOVING THE ALIGNMENT BOLTS & CAMS.
8. INSTALL THE NEW CST DROOPSTOP BRACKETS ON BACK OF REAR UPPER CONTROL ARM PIVOTS BY CUTTING OFF THE OEM STEEL DROOPSTOPS FLUSH WITH REAR PIVOT MOUNTS. LINE UP THE NEW CST DROOPSTOP MOUNTS ON REAR OF THE A-ARM BRACKET. PLACE THE DROOP STOP MOUNT ON THE STEEL ALIGNMENT PIN AND LINE UP THE CAM BOLT HOLES. DRILL A 3/8" BOLT HOLE IN THE FRAME BRACKET. INSTALL THE 3/8"X1 BOLT, NUTS AND WASHERS AND TIGHTEN. INSTALL THE URETHANE DROOPSTOP.



9. GREASE THE URETHANE BUSHINGS AND INSTALL THEM INTO THE UPPER ARM PIVOTS. GREASE THE STEEL CRUSH SLEEVES AND INSTALL THEM INTO THE BUSHINGS. INSTALL THE GREASE FITTINGS.
10. INSTALL THE NEW CST UPPER ARM INTO THE FRAME MOUNTS AND REINSTALL THE ALIGNMENT CAM BOLTS.

11. PLACE THE OEM RUBBER INSULATOR ONTO THE TOP OF THE COIL, AND THE SPIRAL INSULATOR ONTO THE BOTTOM OF THE COIL. INSTALL THE COIL MAKING SURE THE COIL TAIL IS SEATED PROPERLY INTO THE LOWER ARM.
12. ATTACH THE UNIBALL PIN TO THE SPINDLE AND TIGHTEN THE NUT.
13. ROUTE THE BRAKELINE UP THE UPPER ARM AND SECURE IT TO THE NUT ON THE ARM USING THE INCLUDED ADEL CLAMP AND ¼" BOLT.



14. ROUTE THE ANTILOCK WIRE UP THE FRAME ON THE BACK SIDE OF THE COIL BUCKET AND SECURE IT WITH ZIP TIES. MAKE SURE IT WILL NOT GET PINCHED DURING SUSPENSION TRAVEL AND STEERING.
15. INSTALL THE WHEELS AND TIRES AND TURN THE STEERING BOTH WAYS TO CHECK THE BRAKE LINES AND ANTILOCK WIRES FOR RUBBING AND PINCHING. PLACE THE TRUCK ON THE GROUND AND TORQUE THE LUG NUTS.
16. HAVE THE TRUCK PROFESSIONALLY ALIGNED.
17. GREASE THE CONTROL ARM BUSHINGS EVERY 3000 MILES

FOR TECHNICAL ASSISTANCE CALL CST AT 951-571-0212