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CSS-C2-20

2020+ GM/Chevy 2500/3500HD Upper Control Arms with Hi Angle Ball Joints & OEM Rubber Style Bushings

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 wheels.
3. Put a floor jack under the lower arm and compress the suspension a couple of inches.
4. Loosen the nut for the upper ball joint; leave it on by about 1/4".
5. Use a puller to separate the tapered ball joint pin from the upper taper.
6. Note the position of the alignment cams.
7. Remove the cam bolts and remove the arms.
8. **If you are installing these arms on a 0"-3" leveling kit application, see cutting instructions on page 3 & log your heights on page 4. If you are installing this on a CST subframe lift, then continue on step 9.**
9. Install the new arms, use the stock alignment cams, and put them approximately in the same location they came off. Before tightening, cycle arm and make sure nothing is interfering (**Do not tighten at this time**).
10. Slide the ball joint pin into the spindle and secure it using the supplied nut and washer. If necessary, you can apply downward pressure on the arm to wedge the taper into the spindle to keep it from spinning while you tighten the nut.
11. Grease ball joint using grease gun (Approximately 4 pumps).
12. Install ball joint cap with supplied O-Ring.
13. Repeat for the other side of the truck.
14. Reinstall wheels and torque to 100 ft.lbs.
15. Once truck is on the ground, tighten the Cam bolts.
16. **Have the truck professionally aligned.**

Also, we would love to see your truck completed. If you would like to have you vehicle featured on our social media accounts, please e-mail us at sales@cstsuspension.com with pictures of your vehicle, your account name and we will get you posted. Thank you for choosing CST Performance Suspension!!!



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For technical assistance call CST at 951-571-0212

Or e-mail us at sales@cstsuspension.com

Frame Cutting Instructions

1. Remove the brake line bracket from the service perch on the front control arm mount.
2. Mark out a cut line 1" up from the center of the brake line bracket bolt hole. **This portion of the service perch will need to be removed for the 0"-3" leveling kit application only.** See pic below for reference.



3. Be careful when cutting that you do not damage any wires or brake lines. Be sure to paint any cut or raw material before re assembly.
4. **It is very important that the shock used in this application is not longer than 19.100" from mounting surface to mounting surface. Using a shock that is longer than our recommended length will result in damaged or broken ball joints, tie rod ends and CV axels.**
5. Re install brake line bracket to the service perch and return to the A-arm installation instructions.

Measure the ride height and document it for later reference, do all 4 corners, measure from the fender well to the center of the wheel.

Before and after measurements

We suggest you measure from the center of wheel hub to bottom of fender

BEFORE: DF _____ PF _____ DR _____ PR _____

AFTER: DF _____ PF _____ DR _____ PR _____