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## **2001-2010 GM HD 2500/3500 2WD/4WD**

### **KIT # CSS-C3-9**

#### **9"-11" SUSPENSION LIFT KIT**

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

*NOTE: MAY REQUIRE CV STYLE DRIVESHAFT  
MAY REQUIRE EXHAUST MODIFICATIONS  
OEM- ORIGINAL EQUIPMENT MANUFACTURER  
UCA- UPPER CONTROL ARM  
LCA- LOWER CONTROL ARM*

#### **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.

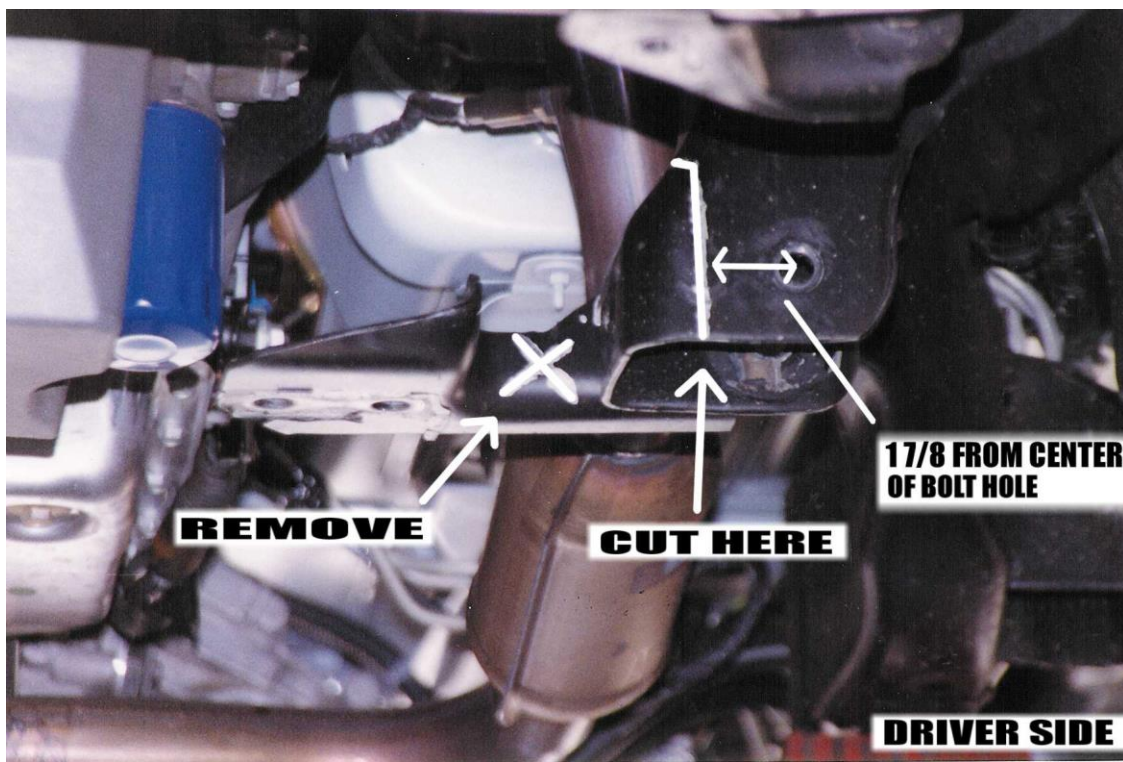
READ ALL INSTRUCTION FROM START TO FINISH BEFORE BEGINNING INSTALLATION. IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, TIRE, OR SUSPENSION DAMAGE MAY RESULT TO THE VEHICLE. IF YOU INCUR A PROBLEM DURING THE INSTALLATION OF THIS KIT, FIRST BE SURE YOU HAVE FOLLOWED THE INSTRUCTION FROM 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.

INSTRUCTIONS:

1. JACK-UP VEHICLE AND SUPPORT WITH JACK STANDS.
2. REMOVE BATTERY CABLES (REMOVE NEGITIVE CABLE FIRST).
3. REMOVE WHEELS AND TIRES.
4. REMOVE TORSION BAR ADJUSTER BOLTS USING TORSION REMOVAL TOOL (USE EXTREME CARE AS TORSION BARS ARE UNDER A VERY HEAVY LOAD). REMOVE TORSION BAR ADJUSTER CAMS BY PUSHING TORSION BARS FORWARD.
5. REMOVE BOLTS THAT HOLD REAR TORSION BAR CROSS MEMBER TO MOUNTS (THESE BOLTS WILL BE REUSED). REMOVE CROSS MEMBER AND TORSION BARS.
6. REMOVE FRONT PLASTIC SKIDPLATE (SKIDPLATE AND BOLTS WILL BE REUSED). REMOVE ALUMINUM SKIDPLATE FROM BOTTOM OF TRUCK (BOLTS WILL NOT BE REUSED).
7. (4WD ONLY) - REMOVE CLAMP FROM DRIVESHAFT SLIP BOOT AT TRANSFER CASE. REMOVE U-JOINT BOLTS AND CLAMPS AND SEPARATE DRIVESHAFT FROM FRONT DIFFERENTIAL, REST IT ON THE EXHAUST.
8. REMOVE TIE ROD ENDS FROM LEFT AND RIGHT SPINDLE UPRIGHT WITH TIE ROD REMOVAL TOOL (OEM NUTS WILL BE REUSED). UNSCREW TIE ROD ASSEMBLY FROM CENTER-LINK (MARK LEFT AND RIGHT TIE ROD ASSEMBLIES).
9. REMOVE FRONT SHOCKS FROM TRUCK (SHOCK BOLTS WILL BE REUSED).
10. REMOVE ANTI-SWAY BAR LINKS FROM LCA AND REMOVE FROM TRUCK.
11. REMOVE FOUR BOLTS THAT HOLD BRAKE LINE TO SPINDLE UPRIGHT AND UCA (BOLTS WILL BE REUSED). REMOVE FOUR BOLTS THAT HOLD BRAKE CALIPER TO SPINDLE UPRIGHT AND HANG CALIPERS OUT OF THE WAY WITH TIE-WIRE (DO NOT LET CALIPER HANG ON BRAKE LINES).
12. UNPLUG ANTI-LOCK BRAKE SENSOR WIRES AT FRAME AND REMOVE CLIPS THAT HOLD THEM TO THE FRAME, UCA, AND SPINDLE. (TAKE CARE DO NOT DAMAGE WIRE).
13. REMOVE CLIPS AND SLIDE ROTORS OFF.
14. (4WD ONLY) - REMOVE BOLTS THAT HOLD INBOARD CV JOINTS TO DRIVE FLANGE ON FRONT DIFFERENTIAL (OEM BOLTS ARE REUSED).
15. REMOVE ALL NUTS FROM UCA AND LCA PIVOT BOLTS AT THE FRAME. SUPPORT THE ARMS AND SPINDLE ASSEMBLY WITH FLOOR JACK REMOVE CAMS AND BOLTS FROM UCA PIVOTS. THEN REMOVE BOLTS FROM LCA PIVOTS. REMOVE SPINDLE UPRIGHT/ A-ARM ASSEMBLY FROM TRUCK. (UCA AND LCA BOLTS WILL BE REUSED).
16. REMOVE ANTI-SWAY BAR FROM TRUCK BY REMOVING THE FOUR BOLTS AND 2 CLAMPS THAT HOLD IT IN PLACE. (THE BOLTS WILL BE REUSED).
17. REMOVE STEERING CENTER-LINK FROM PITMAN AND IDLER ARM USING CENTER-LINK PULLER (OEM NUTS WILL BE REUSED). REMOVE THE STEERING STABLIZER.
18. REMOVE THE FOUR BOLTS HOLDING THE LOWER REAR PIVOT CROSS MEMBER (UNDER OIL PAN) IN PLACE, AND REMOVE FROM TRUCK (THE 2 LONG BOLTS AND NUTS WILL BE REUSED ON THE 4WD).

19. REMOVE OEM BUMP-STOPS FROM HOLDERS IN FRAME (OEM BUMP-STOPS WILL BE REUSED).
20. (4WD ONLY) - REMOVE VENT LINE FROM DIFFERENTIAL. REMOVE CONTROL WIRES FROM DIFFERENTIAL SOLENOID AND CLIPS THAT HOLD WIRES TO HOUSING.
21. (4WD ONLY) - REMOVE NUTS FROM BOLTS THAT HOLD DIFFERENTIAL TO FRAME. SUPPORT DIFFERENTIAL WITH FLOOR JACK AND REMOVE MOUNTING BOLTS. CAREFULLY REMOVE DIFFERENTIAL (UPPER MOUNTING BOLTS, NUTS, AND WASHERS WILL BE REUSED).
22. (4WD ONLY) - REMOVE DRIVESHAFT FROM VEHICLE.
23. (4WD ONLY) - REMOVE FRAME MATERIAL WHERE NEEDED FROM DRIVER SIDE REAR LOWER PIVOT MOUNT, (CUT SHOULD BE 1 7/8" FROM THE CENTER OF THE LCA HOLE)



**- 4WD ONLY -**

24. GRIND ANY CUT METAL SMOOTH AND PAINT ANY BARE METAL TO PREVENT RUST.
25. BAG #1  
INSTALL CST STEERING CENTER-LINK USING OEM UPPER NUTS AND LOCKTITE. INSTALL GREASE FITTING INTO CST CENTER-LINK.
26. (4WD ONLY) - INSTALL RIGHT SIDE DIFFERENTIAL DROP USING OEM NUTS AND WASHERS (USE LOCK-TITE). THE "CST" FACES TO THE OUTSIDE OF THE PASSENGER SIDE. THE TOP MOUNTS TO THE ORIGINAL DIFF DROP AND THE SIDE MOUNTS TO THE FRAME. DO NOT TIGHTEN NUTS AT THIS TIME.

27. (4WD ONLY) - INSTALL THE CST UPPER DIFFERENTIAL DROP CENTER-LINK USING THE OEM UPPER BOLT, WASHERS AND NUT (APPLY LOCK-TITE). DO NOT TIGHTEN AT THIS TIME.
28. (4WD ONLY) - INSTALL THE DIFFERENTIAL USING THE SUPPLIED (2) 9/16" x 1 1/2" BOLTS (4) 9/16" WASHERS AND (2) 9/16" LOCK NUTS ON THE RIGHT SIDE, (1) 9/16" x 4" BOLT (2) 9/16" WASHERS AND (1) 9/16" LOCK NUT FOR THE UPPER DIFFERENTIAL DROP CENTER-LINK. DO NOT TIGHTEN BOLTS AT THIS TIME. RECONNECT CONTROL WIRES FOR WIRES FOR DIFFERENTIAL SILENOID. INSTALL VENT LINE EXTENSION.
29. BAG #2  
INSTALL (4) JAM NUTS ONTO (4) HEIM JOINTS AND CONECT TOGETHER WITH (2) THREADED SLEEVES. ADJUST TO A LENGTH OF 5 3/8" CENTER TO CENTER AND TIGHTEN (USE ANTI-SIEZE COMPOUND ON HEIM JOINT THREADS).
30. INSTALL SUB-FRAME USING OEM CONTROL ARM PIVOT BOLTS AND TIGHTEN.
31. INSTALL HEIM JOINT ASSEMBLIES TO OUTSIDE OF THE SUB-FRAME AND THE STEERING CENTERLINK USING SUPPLIED (4) 5/8" x 2" BOLTS AND LOCKNUTS AND TIGHTEN. THE BOLT ON THE STEERING CENTERLINK SHOULD POINT UP. YOU CAN ADJUST THE LENGTH OF THE LINKS A LITTLE IF NECESSARY, JUST CYCLE THE STEERING AFTERWARDS TO MAKE SURE THE STEERING CENTERLINK DOES NOT CONTACT THE DIFF.
32. (4WD ONLY) - BOLT THE REAR PART OF THE DIFFERENTIAL TO THE SUB-FRAME USING THE OEM DIFFERENTIAL BOLT.
33. (4WD ONLY) - TIGHTEN ALL THE BOLTS HOLDING IN THE DIFFERENTIAL, INCLUDING THE BOLTS FOR THE DIFFERENTIAL DROP MOUNTS.
34. BAG #3  
INSTALL STEERING STABILIZER USING SUPPLIED (1) #51792 SLEEVE (1) 1/2" x 3" BOLT (2) 1/2" WASHERS (1) 1/2" LOCK NUT ON THE CENTER-LINK END. USED SUPPLIED (1) 3/8" x 2 1/2" BOLT (2) 3/8" WASHERS (1) 3/8" LOCK NUT ON THE FRAME MOUNT.
35. BAG #4  
BOLT THE BUMP-STOP/ DROOP-STOP MOUNTS TO THE SUB-FRAME (THE UPPER HOLE GETS THE (2) 1/2" x 1 1/4" BOLTS. USING THE SUPPLIED (4) 1/2" x 1 1/2" BOLTS, (12) 1/2" WASHERS AND (6) 1/2" LOCK NUTS. DO NOT TIGHTEN BOLTS AT THIS TIME. (THE SIDE WITH THE DROOP-STOP MOUNT GOES TOWARDS THE REAR). INSTALL NEW URETHANE DROOP-STOPS USING (2) 3/8" WASHERS AND (2) 3/8" NY-LOCK NUTS. TIGHTEN. INSTALL OEM BUMP-STOPS USING OEM HARDWARE AND LOCK-TITE.
36. BAG #5 (When installing Dual shock Arms and Hoops read # 57 before continuing.)  
INSTALL FRONT UCA DROP MOUNTS ON THE INSIDE OF THE OEM UCA MOUNTS. INSTALL THESE USING THE (2) 9/16" x 3 1/2" BOLTS, (2) 9/16" LOCK NUTS AND (4) 9/16" WASHERS ON THE TOP. DO NOT TIGHTEN AT THIS TIME. ATTACH THE FRONT UCA MOUNTS TO THE UPPER DIFF MOUNT USING SUPPLIED (4) 1/2" X 1 1/4" BOLTS, (4) 1/2" WASHERS (ON THE INSIDE ONLY) AND (4) 1/2" LOCKNUTS. IF YOU ARE INSTALLING A 2WD KIT YOU HAVE THE OPTION OF INSTALLING A 2WD CROSSBAR IN PLACE OF THE 4WD UPPER DIFF MOUNT, IT IS AVAILABLE SEPARATELY FROM CST. (IT FUNCTIONS THE SAME AS THE 4WD UPPER DIFF MOUNT, BUT IT DOES NOT HAVE THE TABS HANGING DOWN.)
37. BAG #6 (You must install the Dual Shock hoop at this time)

INSTALL THE UCA'S USING OEM BOLTS, CAMS, & NUTS (USE LOCK-TITE). INSTALL THE LCA'S USING SUPPLIED (2) 5/8" x 4 1/2" BOLTS (2) 5/8" x 5 1/2" BOLTS (8) 5/8" WASHERS AND (4) 5/8" LOCK NUTS. UCA AND LCA PIVOT BOLTS SHOULD BE TORQUED WHEN SUSPENSION IT AT RIDE HIGHT. LCA BOLTS SHOULD BE POINTING TO THE REAR OF THE TRUCK AND UCA BOLTS SHOULD POINT OUT FROM THE INSIDE OF THE ARM.

38. TORQUE ALL BOLTS FROM BAG #5

39. DRILL THE TWO HOLES IN THE FRAME FOR THE FRONT UCA DROP BRACKETS AND BOLT TO THE FRAME USING (2) 1/2 "X 1 1/4" BOLTS, (4) 1/2" WASHERS AND (2) 1/2" LOCKNUTS.

40. (4WD ONLY) - BOLT THE FRONT DRIVE AXLES TO THE FRONT DIFFERENTIAL USING THE OEM BOLTS LOCK-TITE. TIGHTEN THESE BOLTS.

41. INSTALL THE OEM ANTI-SWAY BAR UPSIDE DOWN USING THE OEM BOLTS AND LOCK-TITE. BE SURE THE SWAY BAY WAS INSTALLED UPSIDE DOWN (TWIST THE RUBBER MOUNTS 180 DEG.). TIGHTEN BOLTS. CONNECT THE LCA TO THE ANTI-SWAY BAR USING THE SUPPLIED SWAY BAR LINKS. BE CAREFUL NOT TO OVER TIGHTEN.

42. REMOVE THE BOLT THAT HOLDS THE BRAKE LINE TO THE FRAME. CAREFULLY BEND THE BRAKE LINE DOWN AND OUT A LITTLE. BOLT THE BRAKE LINE EXTENSION BRACKET TO THE FRAME USING THE STOCK BOLT AND LOCTITE. BOLT THE BRAKE LINE TO THE BRACKET USING THE SUPPLIED 5/16 BOLT. (🔧=13MM SOCKET, 1/2" WRENCH, 1/2" SOCKET). INSTALL BRAKE CALIPERS. LOCK-TITE CALIPER BOLTS AND TORQUE. RUN THE BRAKE LINES IN THE ORIGINAL LOCATION. BOLT TO THE TOP OF THE SPINDLE & TO THE UCA USING OEM BOLTS AND LOCK-TITE. TURN STEERING BOTH WAYS MAKING SURE THERE IS ENOUGH SLACK & THE LINES DON'T RUB ON ANYTHING.

43. USING LOCK-TITE, SCREW OEM TIE RODS INTO NEW STEERING CENTER-LINK AND TIGHTEN. INSERT TAPERED END INTO SPINDLE. LOCK-TITE OEM NUTS & TORQUE TO FACTORY SPECIFICATIONS.

44. INSTALL ANTI-LOCK SENSOR WIRES MAKING SURE WIERS ARE IN A SAFE LOCATION & HAVE ENOUGH SLACK FOR TURNING AND SUSPENSION TRAVEL. ZIP TIE AS NECESSARY

45. BAG #7

CLAMP THE CST TORSION DROP BRACKETS TO THE BOTTOM OF THE FRAME IN ITS CORRECT POSITION (THE MOUNT FOR THE TORSION CROSSMEMBER NEEDS TO DROP STRAIGHT DOWN, AND THE OUTSIDE OF THE PLATE SHOULD BE FLUSH WITH THE OUTSIDE OF THE FRAME.) MARK THE HOLES, REMOVE THE DROP BRACKETS AND DRILL THE (6) 1/2" HOLES IN THE BOTTOM OF THE FRAME. BE CAREFUL NOT TO DAMAGE ANYTHING IMPORTANT ON THE INSIDE OF THE FRAME.

46. BOLT THE TORSION DROP BRACKETS TO YOUR NEW HOLES USING THE SUPPLIED (6) 1/2" X 1 1/2" BOLTS, (6) 1/2" WASHERS (ON THE FRAME SIDE), AND (6) 1/2" LOCKNUTS.

47. INSTALL TORSION BARS INTO LOWER ARMS. (MAKE SURE BARS ARE ON THE CORRECT SIDE OF THE TRUCK-THEY ARE STAMPED ON THE ENDS). BOLT THE OEM TORSION CROSSMEMBER TO THE DROP BRACKETS USING (2) 9/16" X 3 1/2" BOLTS, (4) 9/16" WASHERS (2) 9/16" LOCKNUTS AND 2 CRUSH SLEEVES. TIGHTEN ALL HARDWARE. SLIDE TORSION BARS BACK INTO CROSSMEMBER AND INSTALL ADJUSTERS; TIGHTEN ADJUSTER BOLTS TO DESIRED RIDE HIGHT.

48. INSTALL FRONT PLASTIC OEM SKID PLATE USING OEM BOLTS AND LOCK-TITE.

49. INSTALL NEW FRONT SHOCKS, THE FRONT SHOCKS WILL NOT FIT IN THE STOCK LOCATION. WE RECOMMEND USING OUR DUAL SHOCK HOOPS AND ARMS (NOT INCLUDED). WE HAVE INCLUDED BAG # 10 FOR SHOCK HOOP INSTALLATION. THE CRUSH SLEEVE GOES IN THE OEM REAR UCA MOUNT, AND THE WASHERS GO ON THE BACK SIDE OF THE REAR UCA MOUNT.
50. BAG #8  
INSTALL CST STRUT BARS USING SUPPLIED (2) ½” x 3” BOLTS, (4) ½” WASHERS, & (2) 1/2” LOCKNUTS TO ATTACH TO SUB-FRAME. THE REAR OF THE STRUT BARS BOLT TO THE BOTTOM OF THE CROSSMEMBER OR THE BOTTOM OF THE FRAME ( DEPENDING ON MOTOR / TRANNY COMBO ) USING THE SUPPLIED (2) ½” x 1¼” BOLTS, (4) ½” WASHERS & (2) ½” LOCK NUTS. YOU MAY NEED TO DRILL THESE HOLES.
51. INSTALL OEM ALUMINUM SKID PLATE USING SUPPLIED (2) 7/16” x 1¼” BOLTS, (4) 7/16” WASHERS & (2) 7/16” LOCKNUTS IN FRONT & (2) 7/16” x 2½” BOLTS, (2) LARGE ½” x 1½” WASHERS, (2) 7/16” WASHERS AND (2) 7/16” LOCKNUTS IN THE REAR.
52. DOUBLE CHECK ALL FASTENERS FOR TIGHTNESS. INSTALL WHEELS AND TIRES.
53. (4WD ONLY) - IF REQUIRED MODIFY EXHAUST TO CLEAR NEW DRIVE-SHAFT.
54. INSTALL DRIVE-SHAFT USING OEM BOOT AND HARDWARE (USE LOCK-TITE).
55. BAG #9  
IF YOUR TRUCK HAS A 2 PIECE DRIVESHAFT - UNBOLT THE REAR CARRIER BEARING (IN THE MIDDLE OF THE DRIVE-SHAFT) FROM THE CROSSMEMBER AND SUPPORT IT WITH A TIE DOWN. BOLT THE CARRIER BEARING SPACER TO THE CARRIER BEARING HOUSING (THE OPEN SIDE GOES TO THE REAR AND ANGLED SIDE TO THE BOTTOM) USING THE OEM NUTS ON THE STUDS. BOLT THE SPACER TO THE CROSSMEMBER USING THE SUPPLIED (2) 7/16” x 1 1/2” BOLTS, (2) 7/16” LOCKNUTS & (2) 7/16” WASHERS. WASHERS GO ON TOP. POSITION THE SPACER STRAIGHT IN THE TRUCK AND TIGHTEN ALL NUTS. IF YOUR DRIVESHAFT SHAKES YOU CAN ADD THE SUPPLIED SPACERS.
56. BAG # 10  
THE HARDWARE IN BAG 10 IS FOR MOUNTING DUAL SHOCK HOOPS ( HOOPS NOT INCLUDED IN KIT ) THE CRUSH SLEEVES GO IN THE REAR UCA MOUNTS, THE LARGE WASHERS GO ON THE BACK SIDE OF THE REAR UCA MOUNTS BETWEEN THE UCA MOUNT AND THE HOOP, THE BOLTS HOLD THE HOOP TO THE REAR UCA MOUNT. THE REST OF THE HOOP HARDWARE IS SUPPLIED WITH THE HOOPS.
57. REATTACH BATTERY CABLE.
58. CHECK ALL FASTENERS FOR TIGHTNESS.
59. INSTALL REAR SPRINGS (NOT INCLUDED) AND ALIGN TRUCK.

FOR TECHNICAL ASSISTANCE CALL CST AT: 951-571-0212

2 Grease Fittings  
1 9/16" x 4" Bolt  
2 9/16" x 1 1/2" Bolts  
3 9/16" Locknuts  
6 9/16" Washers  
1 Vent Line Extension

Bag #2 Steering Center Link Idler Arm

4 5/8" Heim Joints  
4 5/8" Jam Nuts  
2 5/8" Threaded Sleeves  
4 5/8" x 2" Bolts  
4 5/8" Locknuts

Bag #3 Steering Stabilizer

1 1/2" x 3" Bolt  
1 1/2" Locknut  
2 1/2" Washers  
1 3/8" x 2 1/2" Bolt  
1 3/8" Locknut  
2 3/8" Washers  
1 51792 Sleeve

Bag #4 Bump Stop/ Droop Stop

2 Urethane Droop Stops, Nuts & Washers  
4 1/2" x 1 1/2" Bolts  
12 1/2" Washers  
6 1/2" Locknuts  
2 1/2" x 1 1/4" Bolts

Bag #5 Front UCA Drop Mounts

2 9/16" x 3 1/2" Bolts  
4 1/2" x 1 1/4" Bolts  
2 9/16" Locknuts  
4 1/2" Locknuts  
4 9/16" Washers  
4 1/2" Washers

Bag #6 Lower Sub Frame Cross Member

2 5/8" x 4 1/4" Bolts  
2 5/8" x 5 1/2" Bolts  
4 5/8" Locknuts  
8 5/8" Washers  
2 1/2" x 1 1/4" Bolts  
2 1/2" Locknuts  
4 1/2" Washers

Bag #7 Sway Bar Mounts/ Torsion mounts

2 Sway Bar Links  
6 1/2" x 1 1/4" Bolts  
6 1/2" Locknuts  
6 1/2" Washers  
2 9/16" x 3 1/2" Bolts  
2 9/16" Locknuts  
4 9/16" Washers  
2 Torsion Crush sleeves

Bag #8 Strut Bars/ Skid Plate

2 1/2" x 3" Bolts  
12 1/2" Washers  
6 1/2" Locknuts  
2 Large 1/2" x 1 1/2" Washers  
2 1/2" x 1 1/4" Bolts  
2 1/2" x 1 1/2" Bolts  
2 7/16" x 1 1/4" Bolts  
6 7/16" Washers  
4 7/16" Locknuts  
2 7/16" x 2 1/2" Bolts

Bag #9 Carrier Bearing

2 7/16" x 1" Bolts  
2 7/16" Locknuts  
2 7/16" Washers

Bag #10 Dual Shock Hoops

2 4C-151 Crush sleeves  
2 5/8" x 1 1/2" x 1/4" washers  
2 9/16" X 4" Bolts  
4 9/16" Washers  
2 9/16" Locknuts

**Box 1**

1 Sub Frame  
1 Steering Centerlink  
2 Strut Bars  
1 Upper Diff Mount

**Box 2**

2 Torsion Drop Mounts  
4 UCA Drop Mounts  
1 Carrier Bearing Spacer  
1 Steering Stabalizer  
2 Swaybar links  
- Parts Bags  
1 Instructions  
1 Right Side Diff Drop