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**2014-2018 GM 1500 2/4WD Uniball Upper Control Arms
CSS-C2-17
w/Stamped Steel/Cast Aluminum OE Suspension**

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

ALSO, WE WOULD LOVE TO SEE YOUR TRUCK COMPLETED. IF YOU WOULD LIKE TO HAVE YOUR VEHICLE FEATURED ON OUR SOCIAL MEDIA PAGES, PLEASE E-MAIL US AT sales@cstsuspension.com WITH PICTURES OF YOUR VEHICLE, LIST OF MODS, YOUR ACCOUNT NAME AND WE WILL GET THEM POSTED. THANK YOU FOR SUPPORTING CST!!!



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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 THE FACTORY OE STAMPED STEEL OR CAST ALUMINUM SUSPENSION ONLY ON 14-UP GM 1500 2WD/4WD PICKUPS AND SUV'S
2. 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 TOWARDS THE TIRE.
3. JACK UP THE TRUCK AND SUPPORT IT UNDER THE FRAME WITH JACK STANDS, NEVER WORK UNDER AN UNSUPPORTED VEHICLE.
4. REMOVE THE FRONT WHEELS.
5. FREE THE ANTILOCK WIRES AND BRAKE LINES FROM THE UPPER ARM AND THE SPINDLE. DO NOT DISCONNECT THE BRAKE LINES. (🔧 10 MM SOCKET)
6. SUPPORT THE LOWER ARM WITH A FLOOR JACK.
7. SEPARATE THE UPPER ARM FROM THE SPINDLE. (🔧 18 MM SOCKET)
8. NOTE THE POSITION OF THE ALIGNMENT ADJUSTMENT CAMS AND REMOVE THE BOLTS. REMOVE THE UPPER ARMS.
9. 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. ADJUSTING THE CAMS TO APPROXIMATELY THE SAME POSITION THEY WERE AT BEFORE AND TIGHTEN THE BOLTS.
10. 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. (🔧 7/8 SOCKET)
11. ROUT THE BRAKE LINE AND THE ANTILOCK WIRE IN A SAFE LOCATION, ZIP TIE AS NECESSARY.

12. USING A GREASE GUN PUMP GREASE INTO THE ZERK FITTINGS FOR THE BUSHINGS UNTIL GREASE SQUIRTS OUT. CLEAN UP ANY EXCESS GREASE.
13. INSTALL THE WHEELS AND TORQUE THE LUGS TO 95 FT.LBS.
14. 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.
15. HAVE THE TRUCK PROFESSIONALLY ALIGNED.

For technical assistance call CST at 951-571-0212

Or e-mail us at sales@cstsuspension.com

Thank you for buying CST Performance Suspension!