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CSTSUSPENSION.COM

## 19-21 DODGE RAM 1500 2WD (CSS-D1-8)

### 4" CAST SPINDLE KIT

- **NOTE: 19-21 MODELS WILL REQUIRE NEW FRONT BRAKELINES**  
(CST PART NUMBER CSS-D11-3)
- **NOTE: DOES NOT WORK ON MODELS EQUIPPED WITH FACTORY 22" WHEELS**
- **NOTE: CALIFORNIA SUPERTRUCKS RECOMMENDS USING WHEELS WITH NO MORE THAN 4 3/4" BACKSPACING IF YOU ARE GOING TO RUN A LARGE OFF ROAD TIRE**

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

### **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.

Also, we would love to see your truck completed. If you would like to have your vehicle featured on our social media pages and on our website gallery, please e-mail us at [sales@cstsuspension.com](mailto:sales@cstsuspension.com) with the pictures of your vehicle, list of mods, and your account name and we will get them posted. Thank you for supporting CST!!!



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## Parts list:

8	ZIP TIES	1	DRIVER SIDE SPINDLE
2	3/8" ADEL CLAMPS	1	PASSENGER SIDE SPINDLE
2	1/4 x 1" BOLTS	1	DRIVER BRAKE LINE BRACKET
2	1/4 x 1-1/4" BOLTS	1	PASSENGER BRAKE LINE BRACKET
4	1/4" LOCKNUTS	1	DRIVER ABS WIRE MOUNT
6	1/4" WASHER	1	PASSENGER ABS WIRE MOUNT

## Instructions:

1. PARK VEHICLE ON CLEAN AND LEVEL SURFACE.
2. REMOVE POSITIVE BATTERY CABLE.
3. JACK UP TRUCK AND SUPPORT WITH JACK STANDS.
4. REMOVE WHEELS AND TIRES. (🔧 22MM SOCKET)
5. REMOVE TIE ROD ENDS FROM SPINDLE WITH REMOVAL TOOL. (🔧 21MM SOCKET)
6. REMOVE BOLTS THAT HOLD BRAKE CALIPERS ONTO UPRIGHT, SLIDE OFF CALIPER AND SECURE OUT OF THE WAY USING WIRE OR ZIP-TIE. DO NOT LET CALIPERS HANG ON BRAKE LINES. THEN SLIDE ROTORS OFF OF THE HUB. REMOVE THE METAL CLIPS THAT HOLD THE ROTOR ON. (🔧 21MM SOCKET AND T30 TORX)
7. DISCONNECT THE ABS WIRE FROM THE TRUCK. (SEE PICTURE FOR REFERENCE). BUT LEAVE OTHER END OF THE ABS WIRE ATTACHED TO THE FACTORY HUB.



8. SUPPORT THE LOWER CONTROL ARM WITH FLOOR JACK. LOOSEN UPPER AND LOWER BALL JOINT NUTS AND SEPARATE BALL JOINT TAPERS FROM SPINDLE WITH PULLERS. THEN REMOVE SPINDLE / HUB ASSEMBLY FROM TRUCK (🔧 21MM SOCKET, 24MM SOCKET)
9. REMOVE BEARING HUB AND WHEEL FLANGE FROM OEM SPINDLE BY REMOVING 3 BOLTS.

10. INSTALL THE HUB INTO THE NEW CST SPINDLE USING THE STOCK BOLTS ON EACH SPINDLE. REUSE THE DUST SHIELDS. USE LOCKTITE. (🔧 18MM SOCKET, 21MM SOCKET)
11. INSTALL NEW CST (CSS-D1-8) 4" SPINDLES BACK ON TRUCK. TORQUE THE UPPER AND LOWER BALL JOINTS TO OEM SPECS. (🔧 21MM SOCKET, 24MM SOCKET)
12. ATTACH NEW ABS WIRE MOUNTS TO BOTH CST SPINDLES USING THE SUPPLIED 1/4 x 1-1/4" BOLTS (SEE PICTURE FOR REFERENCE). ROUTE THE ANTILOCK WIRE BETWEEN THE STEERING ARM AND THE DUST SHIELD. USE CARE WHEN HANDLING ANTI-LOCK SENSOR. (🔧 7/16 SOCKET, 7/16 WRENCH)

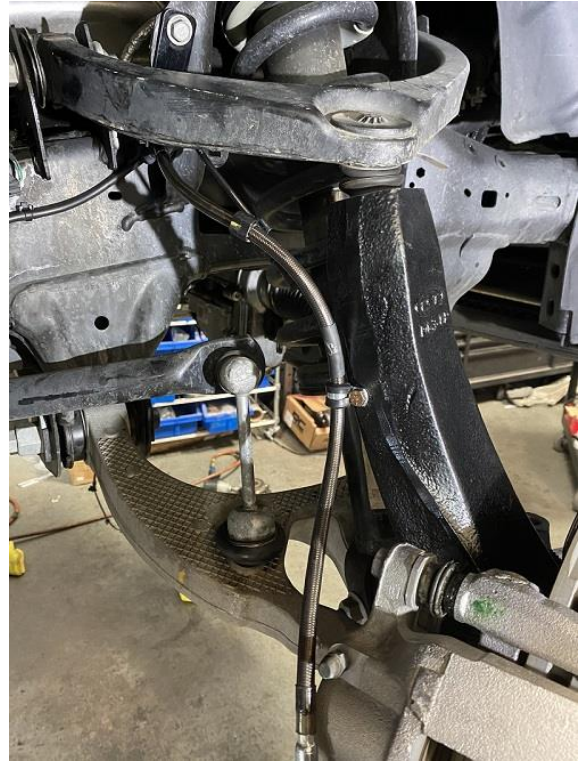


13. INSTALL BRAKELINES AT THIS TIME. REFER TO BRAKELINE INSTRUCTIONS.
14. REINSTALL BRAKE ROTORS AND CALIPERS. USE LOCK-TITE ON CALIPER BOLTS. TORQUE TO FACTORY SPECS. USE THE STOCK BOLTS AND WASHERS.

15. ATTACH THE BRAKE LINE TO THE BACK OF THE SPINDLE USING THE CLAMPS AND 1/4 x 1" BOLTS SUPPLIED WITH THE BRAKELINES, USE PICTURE FOR REFERENCE. (🔧 7/16 SOCKET, 7/16 WRENCH)



16. REATTACH THE TIE ROD ENDS TO THE SPINDLE. (🔧 21MM SOCKET)
17. ROUTE THE ABS WIRE TO THE INSIDE OF THE SPINDLE AND ZIP TIE IT TO THE NEW STAINLESS BRAKE LINE. MAKE SURE THE WIRE IS IN A SAFE LOCATION AND ZIP TIE AS NECESSARY TO PREVENT RUBBING, PINCHING OR STRETCHING. SEE PICTURES ABOVE AND ON NEXT PAGE FOR REFERENCE.



18. RECONNECT ANTI-LOCK SENSOR WIRE WHICH WAS DISCONNECTED IN STEP 8.
19. INSTALL WHEELS AND TIRES AND TORQUE TO FACTORY SPECS. TURN WHEELS BOTH WAYS AND CHECK BRAKE LINES AND ANTILOCK WIRES FOR RUBBING. PLACE TRUCK ON GROUND AND TORQUE LUG NUTS. (🔧= 22MM SOCKET)
20. LIFT THE BACK OF THE TRUCK ACCORDING TO THE INSTRUCTIONS THAT CAME WITH THE REAR KIT.
21. REINSTALL BATTERY CABLE.
22. HAVE THE TRUCK PROFESSIONALLY ALIGNED.
23. A SUSPENSION RE-TORQUE SHOULD BE PERFORMED AFTER 300-500 MILES OF INITIAL USE.

**For technical assistance call CST at 951-571-0212**

**Or e-mail us @ [sales@cstsuspension.com](mailto:sales@cstsuspension.com)**

**Thank you for buying CST Performance Suspension!**