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**2007-2019 GM 1500 CST PRO SERIES REAR 2.5" PIGGYBACK
W/ADJUSTER FOR 3" BLOCK LIFT
CSA-7506**



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.

WARNING: THESE SHOCKS ARE FILLED WITH HIGH PRESSURE NITROGEN. DISASSEMBLY WITHOUT PROPER KNOWLEDGE OR TOOLS CAN RESULT IN INJURY OR DEATH. SEND THE SHOCKS BACK TO CST FOR SERVICE, OR CALL US AND TALK TO TECHNICAL SUPPORT AT 951-571-0212.

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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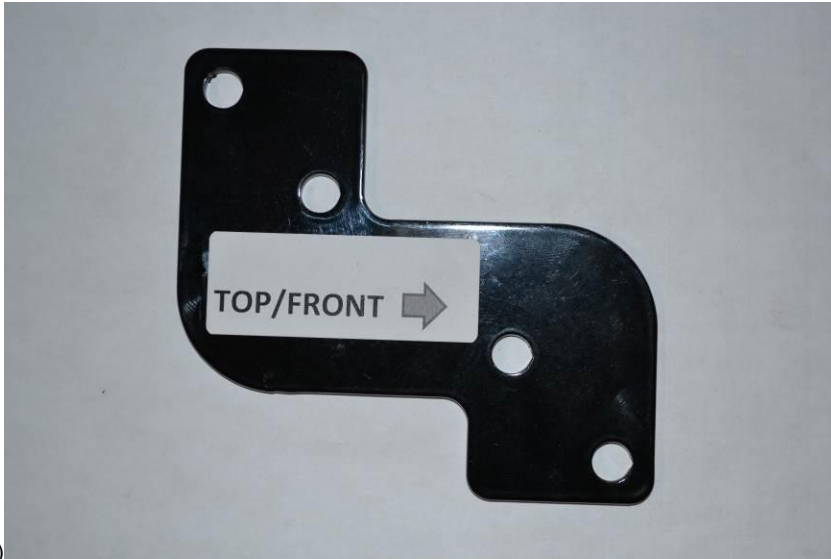


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INSTRUCTIONS:

1. NOTE THAT A SMALL AMOUNT OF OIL THAT IS LEFT OVER FROM THE ASSEMBLY PROCESS MAY SEEP OUT OF THE SHOCK DURING SHIPPING AND INITIAL USE, THIS IS NORMAL AND DOES NOT MEAN THE SHOCK IS DEFECTIVE. CLEAN OFF ANY OIL AND USE THE SHOCK AS NORMAL.
2. PLACE THE TRUCK ON A FLAT CONCRETE SURFACE. JACK UP THE TRUCK AND SUPPORT IT UNDER THE FRAME WITH JACK STANDS. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.
3. REMOVE THE REAR TIRES.
4. DISCONNECT THE ABS WIRES FROM THE PLASTIC CLIPS THAT HOLD THEM TO THE BOTTOM OF THE FRAME AND THE PLASTIC CLIPS THAT HOLD THEM TO THE AXLE.
5. REMOVE THE DRIVER REAR STOCK SHOCK. BE CAREFUL NOT TO OVER EXTEND THE BRAKE LINES OR THE ABS LINES.
6. REMOVE THE OEM BRAKE LINE BRACKET THAT ATTACHES THE BRAKE LINES TO THE TOP OF THE FRAME. (🔧 13MM WRENCH)

7. INSTALL SUPPLIED BRAKE LINE RELOCATION BRACKET USING STOCK HARDWARE AND LOCKTITE. ORIENT THE BRACKET AS SEEN IN THE DIAGRAM. (🔧 13MM WRENCH)



8. CAREFULLY BEND THE BRAKE LINES SO THAT OEM BRAKE LINE BRACKET LINES UP WITH THE NEW SUPPLIED BRAKE LINE BRACKET. ATTACH THE OEM BRACKET TO THE NEW ONE USING THE SUPPLIED 5/16" HARDWARE. (🔧 1/2" WRENCH)



9. MAKE NOTE OF THE O-RINGS ZIP TIED TO THE SHOCKS. THE SHOCK MARKED DRIVER WILL HAVE 3 O-RINGS ON THE TOP OUTER MOUNT. THE 3 O-RINGS GO ON THE DRIVER UPPER SIDE TOWARDS THE FRAME RAIL. THIS WILL PREVENT THE SHOCK FROM ROTATING AND MAKING CONTACT WITH THE FRAME RAIL. ALL OTHER MOUNTING POINTS WILL HAVE 2 O-RINGS PER SIDE.
10. INSTALL THE DRIVER SIDE SHOCK USING FACTORY HARDWARE WITH LOCKTITE.
11. REMOVE THE PASSENGER SIDE REAR STOCK SHOCK. INSTALL THE NEW CST SHOCK WITH 2 O-RINGS PER SIDE AT EACH MOUNTING POINT. RE-INSTALL THE FACTORY HARDWARE WITH LOCKTITE.
12. REINSTALL THE TIRES.
13. SET THE TRUCK ON THE GROUND, AND TORQUE THE LUG NUTS TO 100 FT.LBS.