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2011-2019 GM HD 2500/3500 2WD/4WD CSS-C3-16 8"-10" LIFT KIT

READ THE FOLLOWING NOTES PRIOR TO INSTALLATION

DO NOT ALTER THE FIT OR FINISH OF ANY COMPONENTS. CHANGING THE FINISH SUCH AS CHROMING, ZINC-PLATING, ETC., 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 INSTRUCTIONS 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.

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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- 1 - Subframe
- 2 - Passenger side spindle
- 3 - Drivers side spindle
- 4 - Steering centerlink
- 5 - Passenger side diff drop
- 6 - Drivers side diff drop
- 7 - Passenger side bumpstop mount
- 8 - Drivers side bumpstop mount
- 9 - Torsion drop mounts (symmetrical)
- 10 - Skidplate
- 11 - Heim links for the steering (in parts bag #1)
- 12 - Swaybar links
- 13 - Torsion Sideplates (symmetrical)
- 14 - Brake lines
- 15 - Brake line and antilock wire brackets (See parts list at the end of instructions for details)
- 16 - Parts bags (See parts list at end of instructions for details)

Before and after measurements

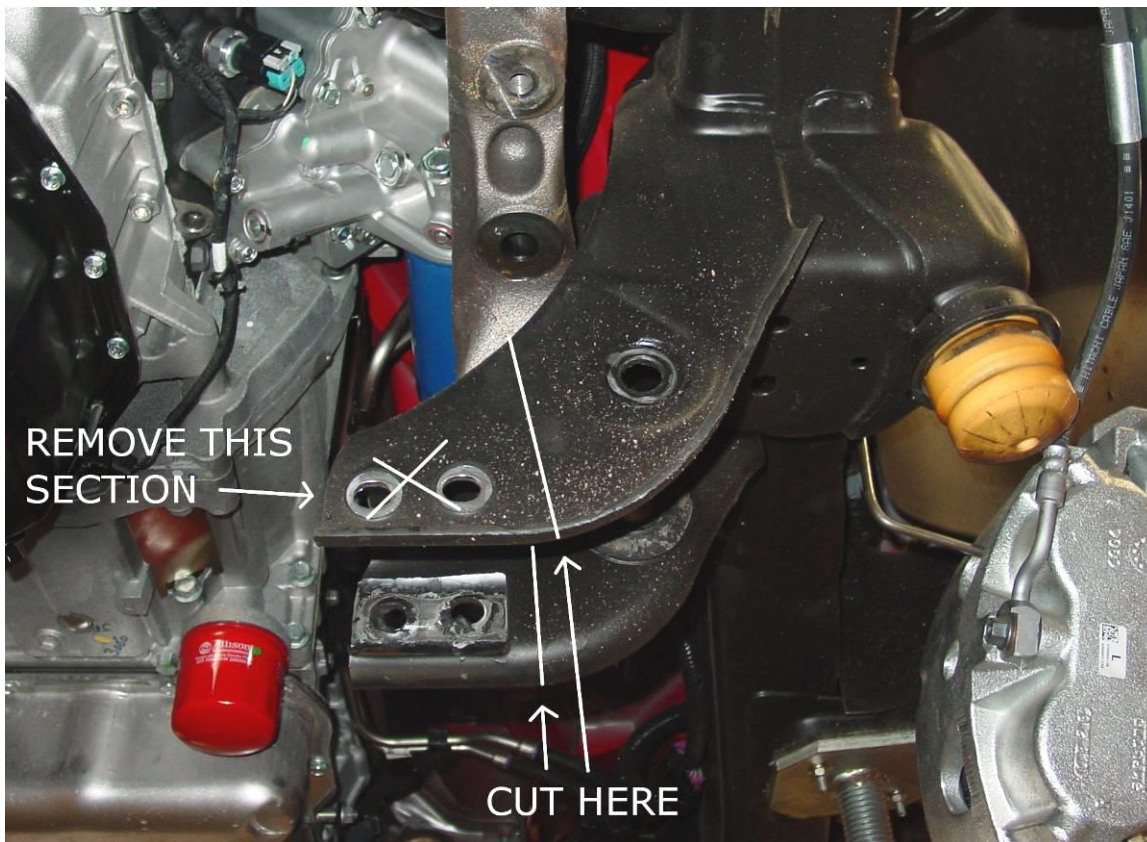
We suggest you measure from the center of wheel hub to bottom of fender

BEFORE:	DF _____	PF _____	DR _____	PR _____
AFTER:	DF _____	PF _____	DR _____	PR _____

Instructions:

- 1. Measure the ride height and document it, do all 4 corners, measure from the fender well to the center of the hub.**
2. Lift the truck up and support it under the frame with jack stands. Do not work under an unsupported vehicle.
3. Remove the front wheels. (🔧 22mm socket)
4. Measure the torsion bar adjusters and document their setting. Mark the back side of the torsion bars driver and passenger so you can reinstall them the same way during reassembly.
5. Remove the torsion adjustment bolts. (🔧 21mm socket)
6. Use a torsion key tool to hold the torsion key up and slide the torsion adjuster block out of the torsion cross member.
7. Slide the torsion bars forward and remove the keys.
8. On some models: Remove the 2 bolts that hold the ABS module to the inside of the driver frame rail located just in front of the torsion cross member. This will help create enough room to get the torsion cross member bolts out. (🔧 13mm socket)
9. Remove the torsion cross member. (🔧 21mm socket)
10. Re-install the ABS module to the frame using the factory hardware.
11. Remove the torsion bars. Mark the torsion bars so that they can be re-installed the same way they came out of the vehicle.
12. Remove the lower skid plate and the front skid plate. (🔧 15mm socket)
13. Separate the tie rods from the spindles. (🔧 21mm socket)
14. Remove the bolt that holds the brake line bracket to the inside of the spindle. Free the antilock wire from the inside of the spindle. Disconnect the antilock wire at the frame. Do not separate the brake line from the caliper. (🔧 10mm socket)
15. Remove the bolt that holds the brakeline bracket to the frame. (🔧 13mm socket)
16. Remove the bolts that hold the brake calipers to the spindles and hang the calipers out of the way, do not let them hang on the brake lines. (🔧 21mm socket)
17. Remove the small bolt that holds the rotor on the hub and slide the rotor off the hub. Mark the hubs and rotors driver and passenger so you can put them on the correct side during reassembly. (🔧 t30 torx)
18. Pull the dust cap off the hub and remove the nut that holds the axle into the hub. (🔧 34mm socket)
19. Remove the sway bar links (🔧 15mm socket)
20. Remove the front shocks. (🔧 21mm socket, 21mm wrench)
21. Separate the upper ball joint.
22. Remove the inner axle bolts and remove the axles. Mark axels so that they can be installed the same way they came out of the truck. (🔧 15mm socket)
23. Separate the lower ball joints from the spindles and remove the spindles. (🔧 18mm wrench, 24mm socket)
24. Remove the lower control arms. (🔧 21mm socket, 24mm wrench)

25. Separate the inner tie rod ends from the factory steering center link. (🔧 40mm or 1 9/16 wrench)
26. Remove the steering centerlink. (🔧 24mm socket, 2 jaw puller)
27. Remove the rear bumpstops. (🔧 flat head screwdriver)
28. Remove the rear cross member under the front differential. (🔧 18mm socket, 18mm wrench)
29. Separate the front driveshaft from the differential. Use a tie down to hold it up out of the way for now. (🔧 11mm socket)
30. Unplug the wire that plugs into the differential, free the wire completely from the differential and tuck it up out of the way for now. Disconnect the vent line.
31. Support the front differential and remove all the bolts that hold the front differential to the diff mounts, do not remove the rubber mounted diff mounts. Remove the differential. Use caution, it is heavy. (🔧 21mm socket, 18mm socket, 18mm wrench, 15mm socket)
32. Wrap the included paper pattern around the driver's side rear lower arm mount. Line it up and mark the mount with a paint pen. Cut the marked section off using a Sawzall or a die grinder cut off wheel. Note that the front side gets more material cut off than the rear. Clean up any sharp edges and paint any bare metal to prevent rust.



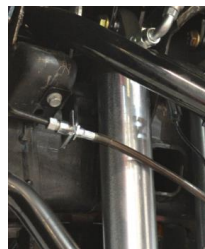
33. Open parts bag # 1.
34. Bolt the driver's side diff drop to the upper diff mount using the supplied hardware. Use locktite on the metric bolts. The CST should be facing the outside of the truck. If there is any slack in the holes push the bracket toward the passenger side before tightening. (🔧 19mm socket)
35. Bolt the passenger side diff drop to the upper diff mount in the truck. Use the stock nuts and locktite. (🔧 21mm socket)
36. Open parts bag # 2.

- 37.** Install the front differential using the supplied hardware. Once you have all the bolts in you can tighten everything up, if there is any play side to side, push the front diff towards the passenger side before tightening. Make sure the differential does not hit the frame where you cut it, remove more frame material if necessary. (🔧 3/4 socket, 3/4 wrench, 13/16 socket, 7/8 wrench)
- 38.** Attach the drive shaft to the differential using the stock hardware and locktite. If you are installing a C.V. style driveshaft you must also install a CST shift linkage bracket. (🔧 11mm socket)
- 39.** Plug the wire into the diff, use the supplied zip tie to attach the wire to the top of the diff. Install the vent line extension.
- 40.** Install the steering centerlink using the stock hardware. The side with the tabs sticking out goes toward the front of the truck. Clean off any powder coat that is on the raw ends of the centerlink. (🔧 24mm socket)
- 41.** Open parts bag # 3.
- 42.** Assemble the heim links and adjust them to a length of 6.187 center to center. Run the jam nuts against the threaded bung hand tight, it will be fully tightened later. Make sure there is an equal amount of threads showing on each heim.
- 43.** Bolt the links to the subframe using the included 5/8 fine thread bolts. Be careful that you do not cross thread these bolts. Use locktite and tighten. (🔧 15/16 socket)
- 44.** Install the sub-frame using the stock bolts and locktite on the main holes. Use the included 1/2" bolts on the passenger rear smaller holes. (🔧 21mm socket, 24mm wrench, 3/4 socket, 3/4 wrench)
- 45.** Attach the heim links to the steering centerlink in-between the tabs and install the supplied 5/8 bolts. If you can't get the holes to line up you can adjust the length of the heim links a little bit. If you are installing the optional steering stabilizer do so at this time. (🔧 15/16 socket, 15/16 wrench)
- 46.** Tighten up the heim links, make sure the heims line up with each other when tight (rotate them until they stop, tighten one jam nut, then rotate the other way and tighten the other jam nut) (🔧 15/16 wrench)
- 47.** Open bag #4.
- 48.** Attach the bumpstop mounts to the subframe using the supplied 3/8 bolts. The stock bumpstop goes to the bottom and the open tube fits into the pocket where the stock bumpstop used to go. Use washers on the outside. You may need to grind the little tabs that stick in on the stock bumpstop mount to get the holes to line up with the subframe. The bumpstop mount sweeps forward. (🔧 9/16 socket, 9/16 wrench)
- 49.** Install the stock bumpstop into the bottom of the bumpstop bracket.
- 50.** If you are planning on installing dual shocks, pause kit installation and install the dual shock buckets at this time. Follow the instructions that come with the dual shock kit.
- 51.** Install the tie rod ends into the steering centerlink using red locktite. (🔧 40mm or 1 9/16 wrench)
- 52.** Open parts bag # 5.
- 53.** Install the lower arms using the supplied bolts. Install the front bolts with the nut side to the rear. And the opposite for the rear bolts. Do not tighten these bolts at this time; you need to do this at ride height to lessen wear on the rubber bushings.
- 54.** Set the stock spindles on the table with the hub side down. Remove the hub bolts and remove the stock spindle from the hub. Remove the dust shield. (🔧 21mm socket)

- 55.** Trim the dust shield as shown in the picture and place it back onto the hub. It is approximately a 2" x 2" cut. Once the dust shield is cut place it back on the hub the same way it came off. (🔧 cut off wheel)

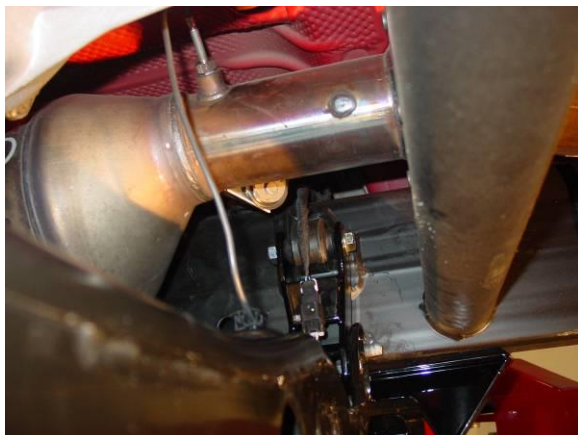


- 56.** Set the new spindle on to the hub and dust shield. Make sure the antilock wire is routed in the correct position through the opening towards the front of the spindle. Bolt the spindle to the hub using the stock bolts and locktite. You must reuse the dust shields. (🔧 21mm socket)
- 57.** Install the spindles onto the lower control arm using the stock hardware. Tighten the lower tapers. (🔧 24mm socket, 18mm wrench)
- 58.** Install the axles, feed the outer splines into the spindle hub and attach the inner axle to the front differential using the stock bolts and Loctite. (🔧 15mm socket)
- 59.** Attach the spindle to the upper control arm taper using the stock hardware.
- 60.** Tighten the outer nut that holds the axle to the spindle. Tap the dust cover back on. (🔧 34mm socket)
- 61.** Install the brake lines one side at a time as follows; Separate the soft line from the hard line at the frame, slide the fitting up the hard line a little and plug the end of the hard line to prevent leakage. (🔧 13mm flare nut wrench)
- 62.** Open bag # 6.
- 63.** Install the new brake line bracket to the frame using the stock bolt and Loctite. See pictures below for installation of bracket. (P/N C76-1606)



- 64.** Set the caliper and brakeline on the bench with the brakeline facing up. Remove the brake line from the caliper. (🔧 11mm socket)
- 65.** Bolt the new brakeline to the caliper using the stock bolt and the new supplied brass washers. The brakeline should be pointing up towards the top of the caliper, and slightly in just enough to miss the bleeder. (🔧 11mm socket)
- 66.** Reinstall brake rotors and calipers. Use red locktite on caliper bolts make sure the brake line is behind the spindle. (🔧 t30 torx, 22mm socket)
- 67.** Re-attach the brake line to the hard line at the frame in the new upper bracket. Secure the brake line to the upper bracket using the supplied clips. Repeat brake line steps for the other side of the truck

- 68.** Attach the brake line to the small tab on the back of the spindle using the supplied adel clamp and hardware. (🔧 1/2 socket, 1/2 wrench)
- 69.** Route the antilock wire up the spindle and attach it using the supplied zip ties. Reconnect the antilock wire plug. Remove the plastic clip that is pushed into the frame and attach the antilock wire to the frame using the supplied zip ties. Locate it so you gain as much slack as possible for the suspension.
- 70.** Open parts bag # 7.
- 71.** Install the sway bar links. Use the stock rubber bushings, and the supplied bolts and washers. Use locktite. Do not over tighten; just compress the rubber bushings slightly. (🔧 9/16 socket, 9/16 wrench)
- 72.** If you are installing aftermarket shocks do so now, if you are using the stock shocks bolt the shock extensions to the shocks. Use the supplied 9/16 bolt and crush sleeve to attach the bracket to the shock. Then drill the 3/8 holes in the bottom of the shock. Install the 3/8 bolts and tighten. (🔧 13/16 wrench, 7/8 socket, 9/16 socket, 9/16 wrench)
- 73.** Attach the tie rod ends to the spindle using the stock hardware. (🔧 21mm socket)
- 74.** Open parts bag # 8.
- 75.** Install the skid plate using the supplied hardware. (🔧 5/8 socket, 11/16 wrench)
- 76.** Slide the torsion bars into the lower arms the same way they came out. Push them forward into the arms past where they normally sit, let them hang for now.
- 77.** Open parts bag # 9.
- 78.** Set the torsion cross member on the bench and install the torsion drop mounts. Use the stock main bolts and the supplied 3/8 bolts for the smaller holes. Get the mount straight up and tighten everything. Use locktite on the stock bolts. (🔧 21mm socket, 9/16 socket, 9/16 wrench)
- 79.** Install the torsion side plates on to the torsion drop mounts. Use the longer 1/4" bolts for the top and attach the bottom of the side plates to the cross member using the shorter 1/4" bolts, you may need to run a drill through the bottom holes to get them to line up. (🔧 7/16 socket, 7/16 wrench)
- 80.** Install the torsion cross member on to the stock mounts. Use the supplied 9/16 bolts.
- 81.** 2011-2016 models: Push the plastic clip for the o2 sensor wire into the hole on the torsion drop mount. Push the clip that is closest to the sensor into the hole in the top of the cross member, use a 1/4" washer on the bottom side to secure it to the cross member. Make sure the wire is not sitting against the exhaust. Make sure the side plates are parallel with the frame and tighten the bolts for the cross member drop brackets. (🔧 13/16 socket, 7/8 wrench)
- 82.** 2017-Up models: GM moved the O2 sensor to the outside of the frame. Leave in stock location.



83. If using CST Torsion keys, skip this step: Use a large drill bit to put a recess in the factory torsion key where the adjuster bolt sits against the key. Center it in the key. Use a drill bit between the sizes of $\frac{3}{4}$ and 1" and drill it $\frac{3}{16}$ " deep at the deepest part of the hole. When you are finished it should look like the key in the picture below.



84. Hold the torsion keys in place and slide the torsion bars back into the keys. Use a torsion key tool to hold the keys up and install the adjusters. Adjust the keys back to their stock position to get 8" of lift. (🔧 21mm socket, torsion key tool)
85. Install the torsion side plates using the supplied $\frac{3}{8}$ x $\frac{3}{4}$ bolts and washers, make sure they are parallel to the frame. (🔧 9/16 wrench)
86. Install the front wheels (🔧 22mm socket)
- 87. Rear lift: (If using rear kit CSS-C20-6, please refer to those instructions now)**
88. Remove the rear wheels. (🔧 22mm socket)
89. Remove the small brass clips that hold the rotors on and discard them.
90. Free the antilock wires from the clips in the frame.
91. Disconnect the antilock wires at the frame and let them hang.
92. Remove the bolt that holds the upper brake line bracket to the frame on the driver's side (🔧 13mm socket)
93. Remove the upper center bolt on the diff cover that holds the bracket for the emergency brake cable. (🔧 13mm socket)
94. Remove the bolts that hold the brake line brackets to the axle housing near the back of the bumpstop pad. (🔧 13mm socket)
95. Remove the front emergency brake cable bracket on the driver's side near the front of the leaf spring. (🔧 13mm socket)
96. Measure the amount of threads showing in front of the adjustment nut and write this measurement down. (SEE FIG #1 ON NEXT PAGE)

97. Remove the adjustment nut on the driver's side cable. (FIG #1) (🔧 ¼" wrench, 10mm wrench)



FIG #1

98. Unclip the cable from the frame and slide it out. (FIG #2)



FIG #2

99. Slide the extension on to the cable and make sure the plastic clips snap into the holes in the extension (FIG #3)



FIG #3

100. Slide the cable back into the frame mount and secure it to the frame with the supplied snap ring. (FIG #4)



FIG #4

- 101.** Reconnect the cable at the adjuster. Adjust the cable so there is 1 ¼" less threads showing than before. Use medium strength Loctite on the adjuster nut. (FIG #5)

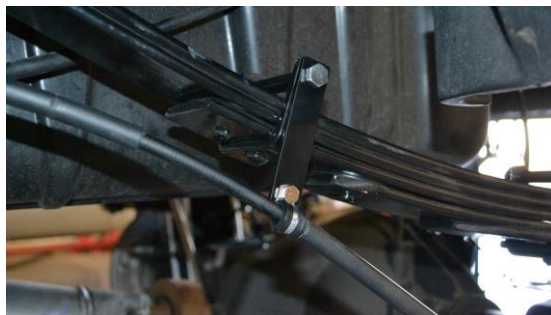


FIG #5

- 102.** Support the rear axle with a jack and remove the shocks. (🔧 21mm socket, 21mm wrench)
- 103.** Use caution when installing the lift blocks or replacement leaf pack, it is a good idea to put a couple straps under the rear axle and the pinion for safety. Do the blocks one side at a time. Make sure you do not over stretch any lines during installation. Double check the blocks. They will be marked driver and passenger. The block has a taper built into it. The short side of the block goes toward the front of the truck, the pin goes down and the bump stop pad goes to the inside of the truck.
- 104.** If you install add-a-leaves (not included), put the new leaf in the pack where the length lines up in the pack (longest leaf on top, shortest leaf on bottom).
- 105.** Jack the rear end up a little and install the new rear shocks using the stock hardware and Loctite. Install shocks shaft side down. (Shocks sold separately) (🔧 21mm socket, 21mm wrench)
- 106.** Reinstall the bracket that holds the e-brake cables in place but leave the driver's side cable out of the bracket. (🔧 13mm socket)

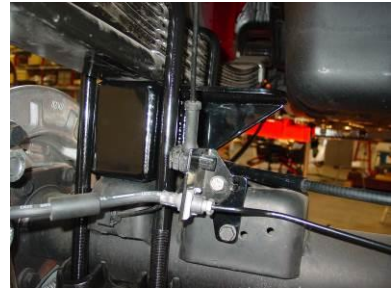


- 107.** 2 brackets are supplied in this kit. For stock leaf springs, use the short bracket. For aftermarket leaf springs, use the longer bracket. Remove the bolt that holds the leaf spring clamp in place. Slide the new bracket over the bolt and reinstall that bolt. **The short side of the goes towards the front.**
- 108.** Attach the cable to the bracket using the supplied adel clamp and ¼" bolt.



- 109.** Open bag # 10.
- 110.** Attach the upper brake line bracket to the frame using the stock bolt and locktite. Bolt the stock bracket to the new drop bracket using the supplied bolt. (🔧 13mm socket, 1/2 socket, 1/2 wrench)

- 111.** Install the brake line lift brackets for the rear end using the stock bolts and locktite. Attach the stock bracket to the new rear end lift bracket using the supplied bolts. (🔧 13mm socket, 1/2 socket, 1/2 wrench)



- 112.** Install the lift bracket for the e-brake cable in the center of the diff using the stock bolt and locktite. Remove the stock bracket from the cable. Use the included adel clamp and 1/4" bolt to attach the cable to the new bracket. (🔧 13mm socket, 1/2 socket, 1/2 wrench)
- 113.** If you are using the CSS-C20-6 kit, refer to those instructions for the ABS wire location and bracket installation.
- 114.** Install the rear wheels and torque the lugs to 100 ft. Lbs. (🔧 22mm socket)
- 115.** Set the truck on the ground and torque the u-bolts to 100 ft. Lbs. (🔧 1 1/16 socket)
- 116.** Tighten the bolts for the front lower arms. (🔧 24mm socket, 24mm wrench)
- 117.** Make sure the ride height in the front is the same from side to side; adjust the torsion bars as necessary. (🔧 21mm socket)
- 118.** You can crank the torsion keys up more if you want more lift, but you should make sure you leave at least 1" of droop travel for a comfortable and safe ride. You can check this when you are finished by letting the truck sit on the ground, measure from the top of the tire to the fender well, then jack the truck up and re-measure. It should be at least 1" different.
- 119.** Turn the steering all the way from side to side and make sure the brake lines and antilock wires are in a safe location and do not rub the wheels or get pinched between any suspension parts.
- 120.** Visually inspect the suspension and make sure all the bolts are tight, and that everything is finished.
- 121.** Bleed the brakes and check the brake fluid.
- 122.** Have the truck professionally aligned. You should try to get the camber between 0.0° (straight up and down) and -0.1° (slightly tipped in at the top). This will provide the best tire wear with the lift kit and the oversized tires. Use factory specs for caster and toe adjustments.
- 123.** Visually inspect the suspension and re-torque the u-bolts after 200 miles.

For technical assistance call CST at 951-571-0212

Or e-mail us at sales@cstsuspension.com

Thank you for buying CST Performance Suspension!

PARTS BAG # 1

- 2 1/2 WASHERS
- 2 12-1.75 x 35 BOLTS

PARTS BAG # 2

- 2 1/2 x 1 1/2 BOLTS
- 3 1/2 LOCKNUTS
- 7 1/2 WASHERS
- 1 6" VENT LINE EXTENSION
- 1 1/2 x 3 1/2 BOLTS
- 1 9/16 x 3 1/2 BOLTS
- 1 9/16 LOCKNUT
- 2 9/16 WASHERS
- 1 ZIP TIE

PARTS BAG #3

- 2 5/8 x 2 BOLTS
- 2 5/8 LOCKNUTS
- 4 1/2 x 1 1/4 BOLTS
- 4 1/2 LOCKNUTS
- 8 1/2 WASHERS
- 2 5/8-18 x 1 1/2 BOLTS
- 4 5/8 HEIM JOINTS
- 4 5/8-18 JAM NUTS
- 2 5/8 THREADED SLEEVES

PARTS BAG #4

- 8 3/8 x 1 BOLTS
- 8 3/8 LOCKNUTS
- 8 3/8 WASHERS

PARTS BAG #5

- 2 18-2.5 x 120 BOLTS
- 2 18-2.5 x 140 BOLTS
- 8 18MM WASHERS
- 4 18-2.5 NY-LOCKNUTS

PARTS BAG #6

- 2 1/2" ADEL CLAMPS
- 2 1/4 x 3/4 BOLTS
- 2 1/4 LOCKNUTS
- 6 PLASTIC ZIP TIES
- 2 C76-1606 FRONT BRAKE LINE BRACKET



PARTS BAG #7

- 2 THREADED SWAYBAR SLEEVES
- 4 3/8 x 2 1/2 BOLTS
- 8 SWAYBAR LINK WASHERS

PARTS BAG #8

- 4 7/16 X 1 1/4 BOLTS
- 8 7/16 WASHERS
- 4 7/16 LOCKNUTS

PARTS BAG #9

- 2 9/16 x 4 BOLTS
- 2 9/16 LOCKNUTS
- 4 9/16 WASHERS
- 1 1/4" WASHER
- 4 3/8 x 3/4 BOLTS

PARTS BAG #10

- 4 3/8 x 1 BOLTS
- 4 3/8 LOCKNUTS
- 8 3/8 WASHERS
- 5 5/16 x 3/4 BOLTS
- 5 5/16 LOCKNUTS
- 2 7/16 x 3/4 or 1 1/4 BOLTS
- 1 1/4 x 3/4 BOLT
- 1 1/4 LOCKNUT
- 2 C76-1501 REAR BRAKE LINE LIFT BRACKETS



- 1 C76-1502 REAR UPPER BRAKE LINE BRACKET



- 1 C76-1506 E-BRAKE CABLE BRACKET



- 2 C76-1604 REAR ANTILOCK WIRE DROP BRACKETS



- 1 C76-1605 REAR LOWER BRAKE LINE BRACKET



- 1 1/2 ADEL CLAMP

PARTS BAG #11

- 1 E-BRAKE EXTENSION
- 1 1/4-20 x 3/4" BOLT
- 1 1/4" WASHER
- 1 1/4-20 LOCK NUT
- 1 1/2 ADEL CLAMP
- 1 E-BRAKE EXTENTION BRACKET SHORT
- 1 E-BRAKE EXTENSION BRACKET LONG
- 1 9/16 SNAP RING

BOX 1

- 1 SUBFRAME
- 1 LOWER SKIDPLATE
- 1 STEERING CENTERLINK

BOX 2

- 1 DRIVERS SIDE SPINDLE
- 1 PASSENGER SIDE SPINDLE

BOX 3

- 1 INSTRUCTIONS
- 2 TORSION DROP MOUNTS
- 1 PAPER PATTERN FOR CUTTING
- 1 PARTS BAGS 1-10
- 1 BRAKELINES W/ BRASS WASHERS
- 1 DRIVERS BUMPSTOP MOUNT
- 1 PASSENGER BUMPSTOP MOUNT
- 1 PASSENGER SIDE DIFF DROP MOUNT
- 1 DRIVERS SIDE DIFF DROP MOUNT
- 2 TORSION SIDEPLATES