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**2009-2013 DODGE RAM 2500 2WD
(CSS-D1-4) 3 ½”-5 ½” LIFT KIT
3 ½” LIFT SPINDLES
2” COIL SPACER (OPTIONAL)**

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 FIT OR FINISH OF ANY COMPONENTS. CHANGING THE FINISH SUCH AS CHROMING, ZINC-PLATING, OR ANY ALTERATIONS, WELDING, OR IMPROPER USE 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.

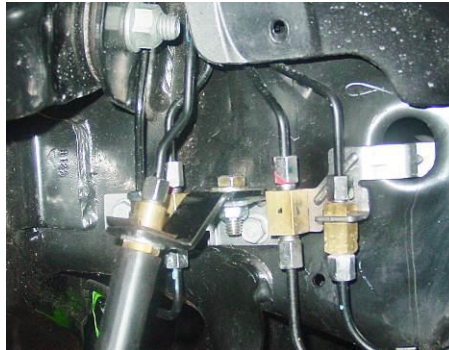
VEHICLES THAT RECEIVE OVER SIZED TIRES SHOULD CHECK BALL JOINTS, TIE ROD ENDS, AND ALL PIVOT POINTS, AS WELL AS GENERALLY INSPECT THE ENTIRE SUSPENSION FRONT TO REAR EVERY 2500 – 5000 MILES FOR WEAR AND REPLACE PARTS AS NEEDED.

Instructions:

1. PARK VEHICLE ON CLEAN AND LEVEL SURFACE.
2. JACK UP THE TRUCK AND SUPPORT IT WITH JACK STANDS.
3. REMOVE THE WHEELS AND TIRES. (🔧=22MM SOCKET)
4. REMOVE THE TIE ROD ENDS FROM THE SPINDLES WITH A REMOVAL TOOL. (🔧=24MM SOCKET)
5. SEPARATE THE ANTILOCK WIRES FROM THE BRAKE LINES
6. REMOVE THE BOLTS THAT HOLD THE BRAKE CALIPERS ONTO THE SPINDLE, SLIDE THE CALIPERS OFF AND SECURE THEM OUT OF THE WAY USING WIRE OR ZIP-TIE. DO NOT LET CALIPERS HANG ON THE BRAKE LINES. THEN SLIDE THE ROTORS OFF OF THE HUBS. (🔧=24MM SOCKET)
7. REMOVE THE BOLT THAT HOLDS THE ANTILOCK WIRE TO THE HUB. CAREFULLY PULL THE PLASTIC CLIP OUT OF THE STOCK SPINDLE. TAKE THE WIRE OUT OF THE HUB AND HANG IT ASIDE. (🔧=5MM ALLEN WRENCH)
8. LOOSEN THE UPPER AND LOWER BALL JOINT NUTS AND SEPARATE THE BALL JOINT TAPERS FROM THE SPINDLE WITH PULLERS. THEN REMOVE THE SPINDLE / HUB ASSEMBLY FROM TRUCK. (🔧=30MM SOCKET, 21MM WRENCH)
9. SET THE SPINDLES ON THE TABLE WITH THE HUB FACING DOWN. REMOVE THE HUB BOLTS AND SLIDE THE STOCK SPINDLES OFF. INSTALL THE NEW SPINDLES USING THE SUPPLIED BOLTS AND WASHERS. MAKE SURE THE ANTILOCK HOLE IS POINTED TOWARD THE TOP OF THE SPINDLE. USE LOCKTITE. (🔧=18MM SOCKET, 12MM ALLEN SOCKET)
10. IF YOU ARE NOT INSTALLING A COIL SPACER SKIP TO STEP # 14
11. REMOVE THE NUTS THAT ATTACH THE SWAY BAR LINKS TO THE LOWER ARMS. (🔧=18MM WRENCH, 18MM SOCKET)
12. PLACE A JACK UNDER THE LOWER ARM ON ONE SIDE. REMOVE THE SHOCK AND LOWER THE JACK. REMOVE THE COIL SPRING. (🔧=13MM SOCKET, 9MM SOCKET, 18MM WRENCH)
13. REMOVE THE STOCK RUBBER ISOLATOR FROM THE TOP OF THE COIL. SET THE URETHANE SPACER ON TOP OF THE COIL AND REINSTALL THE COIL WITH THE SPACER ON TOP OF IT. YOU WILL HAVE TO PUSH DOWN ON THE LOWER ARM TO GET THE COIL AND SPACER IN, IT MAY BE HELPFUL TO TAPE THE SPACER TO THE TOP OF THE COIL USING ELECTRICAL TAPE, AND REMOVE THE BUMPSTOP TO GAIN CLEARANCE FOR COIL INSTALLATION.
14. SLOWLY JACK UP THE LOWER ARM AND MAKE SURE THE COIL STAYS SEATED IN THE LOWER ARM IN THE CORRECT POSITION. ONCE YOU GET THE ARM UP ENOUGH, INSTALL THE STOCK SHOCK USING THE STOCK HARDWARE. REATTACH THE SWAYBAR LINKS.(🔧=13MM SOCKET, 9MM SOCKET, 18MM WRENCH)
15. INSTALL THE NEW SPINDLES BACK ON THE TRUCK, APPLY LOCK-TITE TO THE THREADS OF THE LOWER BALL JOINT AND UPPER BALL JOINT. TORQUE ALL NUTS TO OEM SPECS.
16. ROUTE THE ANTILOCK WIRE BEHIND THE SPINDLE AND ON TOP OF THE STEERING. ATTACH IT TO THE HUB USING THE STOCK BOLT. ATTACH THE ANTILOCK WIRE TO THE OUTSIDE OF THE SPINDLE USING THE SUPPLIED ADEL CLAMP AND 1/4" BOLT, USE LOCKTITE. PUSH THE STOCK PLASTIC CLIP INTO THE HOLE ON THE BACK SIDE OF THE SPINDLE. (🔧=5MM ALLEN WRENCH, 7/16 SOCKET)



17. DRIVERS SIDE BRAKELINE – GET YOUR DRIVERS SIDE BRAKELINE BRACKET READY. REMOVE THE CLIP THAT HOLDS THE BRAKELINE TO THE BRACKET ON THE FRAME. SEPARATE THE HARD LINE FROM THE SOFT LINE AND FREE THE BRAKELINE FROM THE STOCK BRACKET. SLIDE THE NEW BRAKE LINE BRACKET OVER THE SOFT LINE AND REATTACH THE SOFT LINE TO THE HARD LINE. MAKE SURE YOU PUT THE BRACKET ON THE CORRECT WAY, USE THE PHOTO FOR REFERENCE. (🔧 12MM FLARE NUT WRENCH)



18. BOLT THE NEW BRAKELINE BRACKET TO THE STOCK ONE USING THE SUPPLIED 3/8 BOLTS, WASHERS AND NUTS. USE THE STOCK CLIP TO SECURE THE BRAKELINE TO THE NEW BRACKET. CLEAN UP ANY SPILLED BRAKE FLUID.
19. PASSENGER SIDE BRAKELINE - REMOVE THE NUT THAT HOLDS THE BRAKELINE BRACKET TO THE FRAME. YOU DO NOT NEED TO DISCONNECT THE LINE ON THE PASSENGER SIDE. (🔧 13MM SOCKET)
20. REMOVE THE STEEL CLIP FROM THE BRAKELINE BRACKET SO YOU CAN ROTATE IT AND FREE THE BRAKELINE BRACKET FROM THE FRAME, PULL IT OUT A COUPLE INCHES FROM THE FRAME AND BOLT THE NEW BRACKET TO THE FRAME USING THE STOCK BOLT. ATTACH THE OLD BRACKET TO THE NEW BRACKET USING THE SUPPLIED 5/16 BOLT, WASHERS AND NUT. USE THE PHOTO FOR REFERENCE.



21. BLEED THE BRAKES ON THE DRIVERS FRONT SIDE. CHECK THE BRAKE FLUID. MAKE SURE THE LINE IS NOT LEAKING WHERE YOU TOOK IT APART. (🔧 11MM WRENCH)
22. REINSTALL TIE-ROD ENDS USING MEDIUM STRENGTH LOCK-TITE AND OEM NUTS.
23. INSTALL THE WHEELS AND TIRES. PUT THE TRUCK BACK ON THE GROUND AND TORQUE THE LUG NUTS TO FACTORY SPECS. TURN THE WHEELS BOTH WAYS AND CHECK THE BRAKE LINES AND ANTILOCK WIRES FOR RUBBING.
24. HAVE THE TRUCK PROFESSIONALLY ALIGNED.
25. RECHECK HARDWARE AFTER 1,000 MILES.

FOR TECHNICAL ASSISTANCE CALL CST AT 951-571-0212