



14385 Veterans Way Moreno Valley, CA 92553
Phone: (951) 571-0212 Fax: (951) 571-0215

2009-2017 DODGE RAM 1500 2WD
CSS-D2-5
UPPER UNIBALL ARMS

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.

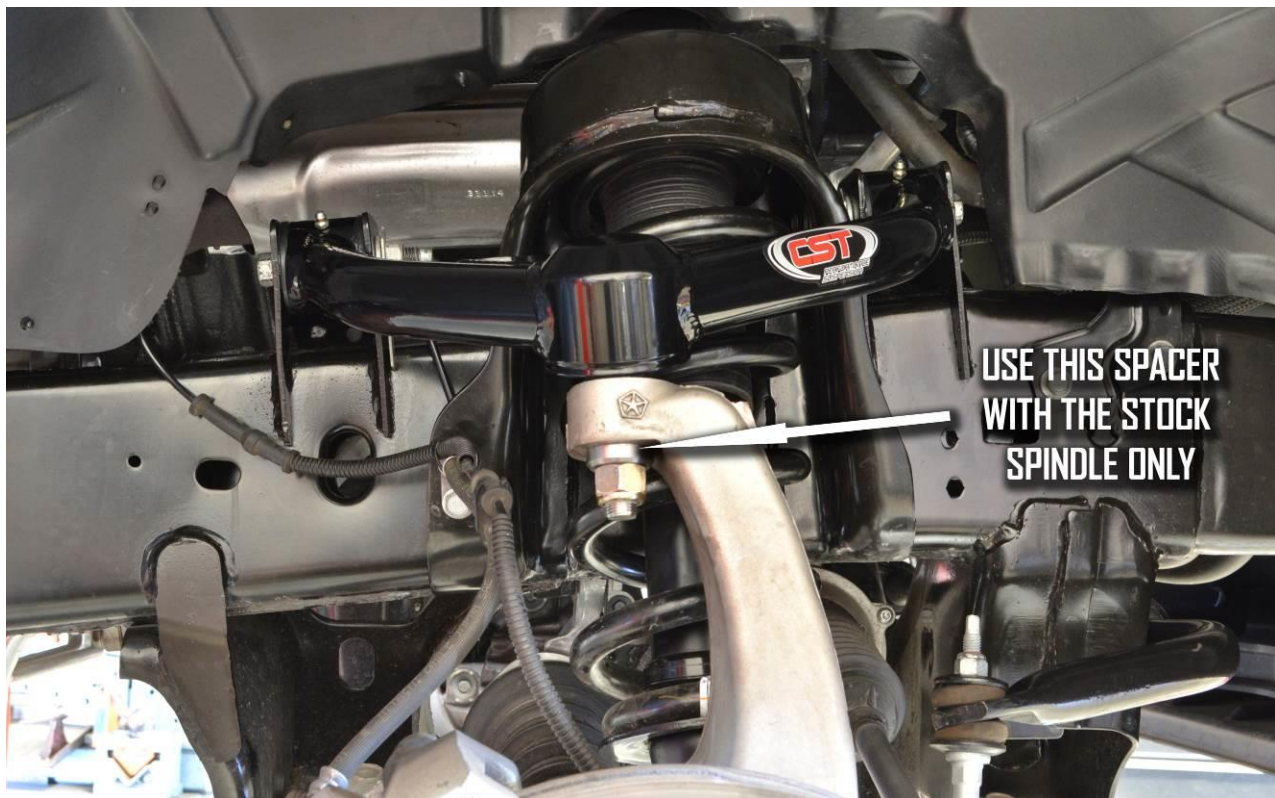
PRIOR TO INSTALLATION, COMPARE THE PARTS LIST WITH THE COMPONENTS RECEIVED IN THE KIT. IF ANY PIECES ARE MISSING PLEASE CONTACT YOUR LOCAL RETAILER OR CST PERFORMANCE SUSPENSION AT 951-571-0212, AND YOU WILL BE TAKEN CARE OF IN A TIMELY MANNER.

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 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. Jack up the truck and support it under the frame with jack stands, never work under an unsupported vehicle.
2. Remove the wheels. (🔑 mm socket)
3. Place a floor jack under the lower arm between the coil pocket and the outer ball joint and raise it enough to lift the arm up a little. This will keep the suspension from drooping out too far during the next few steps.
4. Free the antilock wire from the plastic clip on the upper arm.
5. Remove the nut that holds the upper ball joint to the top of the spindle.
6. Use a pry bar to apply some upward pressure on the arm.
7. Strike the spindle with a rubber mallet near the upper taper to jar the taper loose, if that does not work you can try hitting up on the arm, or use a steel hammer if necessary.
8. Remove the bolts that hold the upper arm to the frame.
9. Apply a thin layer of grease to the urethane bushings and push them into the new arm.
10. Apply a thin layer of grease to the crush sleeves and push them into the urethane bushings.
11. Bolt the new arm to the frame using the stock bolts and locktite.
12. Make sure the top of the spindle and the inside of the taper is clean and free of grease. Use brake cleaner and a rag to get rid of any grease or residue.
13. Attach the uniball pin to the top of the spindle using the provided hardware. If you are using the stock spindles, use the machined stainless spacer between the ny-lock nut and the spindle. If you are using CST fabricated or cast spindles, use the normal washers instead and discard the machined spacers. Make sure the tapered pin is tight in the spindle, and there are at least a couple threads sticking out of the ny-lock nut.



14. Torque the nut for the tapered pin to 85 ft. lbs.
15. Route the antilock wire beside the brake line and attach it to the brake line using the supplied zip ties. Make sure it is in a safe location and it will not be pinched during suspension travel.
16. Use a grease gun to fill the bushings with grease via the grease fittings on the bushings. Use a rag to clean up any excess grease that gets forced out of the bushings.
17. Reinstall the front wheels.
18. Set the truck on the ground.
19. Torque the lug nuts to 100 ft. lbs.
20. Turn your steering all the way in each direction and check your brake lines and antilock wires. Make sure there is no contact with the wheel and that the lines do not get pinched between any suspension components during steering / suspension travel.
21. Do a final inspection and make sure all of the bolts are tight.
22. Have the truck professionally aligned.