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05-16 2WD NISSAN FRONTIER
CSS-N1-2
4” LIFT SPINDLE

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 4 JACK STANDS. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.
2. REMOVE THE FRONT TIRES. (🔧 21MM SOCKET)
3. FRONT INSTALLATION, DO BOTH SIDES AT THE SAME TIME:
4. LOOSEN THE JAM NUT FOR THE STEERING TIE ROD. (🔧 24MM WRENCH)
5. REMOVE THE COTTER PIN AND SEPARATE THE TIE ROD FROM THE SPINDLE. (🔧 22MM SOCKET)
6. REMOVE THE BOLT THAT HOLDS THE BRAKE LINE TO THE BRAKE CALIPER AND ROTATE THE LINE SO THE RUBBER HOSE POINTS UP. RE-ATTACH IT USING THE STOCK BOLT. DO ONE SIDE AT A TIME AND TRY NOT TO LOOSE TOO MUCH BRAKE FLUID. (🔧 12MM SOCKET)
7. REMOVE THE 2 BOLTS THAT HOLD THE BRAKE CALIPER TO THE SPINDLE. HANG THE BRAKE CALIPER OUT OF THE WAY USING BRAKE HANGERS; DO NOT HANG THE CALIPERS ON THE BRAKE LINES. (🔧 19MM SOCKET)
8. MARK THE TIE RODS, ROTORS AND HUBS SO YOU KNOW WHAT SIDE THEY CAME OFF LATER.
9. REMOVE THE ROTORS.
10. REMOVE THE ALLEN BOLT THAT HOLDS THE ANTILOCK WIRE TO THE HUB. FREE THE ANTILOCK WIRE FROM THE CLIPS ON THE SPINDLE, AND HANG THE ANTILOCK WIRE OUT OF THE WAY. (🔧 5MM ALLEN WRENCH)
11. REMOVE THE COTTER PIN FROM THE UPPER BALL JOINT AND LOOSEN THE NUT DOWN TO THE BOTTOM OF THE THREADS. JAR THE TAPER LOOSE BY STRIKING THE SPINDLE WITH A HAMMER. DO NOT HIT THE BALL JOINT. REMOVE THE NUT. (🔧 22MM WRENCH)
12. REMOVE THE BOLT FOR THE LOWER BALL JOINT AND SLIDE THE SPINDLE OFF THE LOWER ARM. (🔧 17MM WRENCH, 19MM SOCKET)
13. SET THE SPINDLE ON THE BENCH WITH THE LUG STUDS FACING DOWN. REMOVE THE HUB BOLTS AND LIFT THE SPINDLE OFF THE HUB. LEAVE THE DUST SHIELD IN PLACE. SET THE NEW SPINDLE ON THE HUB AND ATTACH IT USING THE STOCK BOLTS AND LOCKTITE. (🔧 SHALLOW 17MM SOCKET, EXTENSION)
14. SLIDE THE SPINDLE ON TO THE LOWER ARM AND ATTACH IT WITH THE STOCK BOLT. MAKE SURE THE BOLT IS INSTALLED THE SAME WAY IT CAME OUT (BOLT HEAD TO THE FRONT OF THE TRUCK, NUT TOWARD THE BACK). USE LOCKTITE.
15. ATTACH THE SPINDLE TO THE UPPER ARM. ROTATE THE UPPER BALL JOINT SO THE COTTER PIN HOLE IS ACCESSIBLE AFTER NUT INSTALLATION. HOLD THE UPPER ARM ALL THE WAY DOWN IN THE SPINDLE AND RUN THE NUT UP BY HAND. TIGHTEN THE NUT AND INSTALL THE SUPPLIED NEW COTTER PIN. (🔧 22MM WRENCH, PICK, NEEDLE NOSE PLIERS)

16. RE-ATTACH THE ANTILOCK WIRE TO THE HUB USING THE STOCK BOLTS. CLIP THE WIRE INTO THE BACK SIDE OF THE SPINDLE. (🔧 5MM ALLEN WRENCH)
17. BEND THE BRAKE LINE BRACKET THAT IS WELDED TO THE FRAME DOWN ABOUT 1" TO GAIN SOME BRAKE LINE LENGTH.
18. SLIDE THE ROTOR ON TO THE HUB.
19. BOLT THE BRAKE CALIPER TO THE SPINDLE USING THE STOCK BOLTS AND LOCKTITE. (🔧 19MM SOCKET)
20. REMOVE THE TIE ROD ENDS FROM THE TIE RODS. USING A CUT OFF WHEEL, CUT ¼" OFF THE END OF THE THREADED TIE ROD. SWAP THE TIE ROD ENDS AND INSTALL THEM ON THE OPPOSITE SIDE THEY CAME OFF. THE BEND IN THE TIE ROD SHOULD BE TOWARD THE BACK OF THE TRUCK TO GAIN CLEARANCE AT THE WHEEL WHEN TURNING.
21. ATTACH THE TIE ROD END TO THE SPINDLE USING THE STOCK NUT AND A NEW SUPPLIED COTTER PIN. (🔧 22MM SOCKET)
22. BLEED THE BRAKES. (🔧 10MM WRENCH)
23. INSTALL THE FRONT TIRES. (🔧 21MM SOCKET)
24. REAR INSTALLATION, DO ONE SIDE AT A TIME.
25. REMOVE THE REAR TIRES. (🔧 21MM SOCKET)
26. PLACE A JACK UNDER THE AXLE ON THE SIDE YOU ARE GOING TO WORK ON FIRST.
27. REMOVE THE REAR SHOCK FROM THE SIDE OF THE TRUCK THAT HAS THE JACK UNDER THE AXLE. (🔧 17MM SOCKET, 19MM WRENCH, 19MM SOCKET)
28. REMOVE THE U-BOLTS FROM THE SIDE OF THE TRUCK THAT HAS THE JACK UNDER THE AXLE. (🔧 18MM SOCKET)
29. LOWER THE JACK FAR ENOUGH TO INSTALL THE 2" LIFT BLOCK. THE SHORT SIDE OF THE BLOCK GOES TO THE FRONT OF THE TRUCK. JACK THE AXLE BACK UP AND MAKE SURE THE PINS ON THE LEAFS AND THE BLOCKS SEAT PROPERLY IN THE HOLES.
30. INSTALL THE NEW U-BOLTS AND SNUG THEM UP. YOU MAY HAVE TO DRILL OUT THE HOLES IN THE LOWER U-BOLT PLATES SLIGHTLY, TO ½". (🔧 3/4" SOCKET, ½" DRILL BIT)
31. INSTALL THE NEW SHOCK (NOT INCLUDED IN KIT) USING THE STOCK HARDWARE.
32. REPEAT FOR THE OTHER SIDE OF THE TRUCK.
33. TORQUE THE U-BOLTS TO 75 FT-LBS. (🔧 3/4" SOCKET)
34. INSTALL THE REAR TIRES AND SET THE TRUCK ON THE GROUND.
35. TORQUE THE LUG NUTS TO 100 FT-LBS.
36. CENTER THE STEERING WHEEL AND ADJUST THE TIE RODS UNTIL THE FRONT TIRES ARE STRAIGHT. (🔧 17MM WRENCH, 24MM WRENCH)
37. DOUBLE CHECK ALL HARDWARE TO MAKE SURE EVERYTHING IS TIGHT.

38. HAVE THE TRUCK ALIGNED. THE MOUNTS FOR THE LOWER ARMS HAVE SLOTS FOR ALIGNMENT, BUT NISSAN DOES NOT PROVIDE CAMS. WE HAVE A CAM KIT AVAILABLE SEPARATELY, BUT IT MIGHT NOT BE NECESSARY. WE RECOMMEND YOU RUN YOUR CAMBER BETWEEN 0° AND -0.7° , YOUR CASTER BETWEEN 3° AND 4° , AND YOUR TOE BETWEEN 0.08° AND 0.16° .

39. FOR TECHNICAL SUPPORT CALL CST AT 951-571-0212.