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**2005-2017 TOYOTA TACOMA PRE-RUNNER
CSS-T1-2
3 1/2" SPINDLE LIFT KIT**



READ THE FOLLOWING NOTES PRIOR TO INSTALLATION

Do not alter the 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 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 wheels. (🔧 21mm socket)
3. Remove the cotter pin where the steering tie rod attaches to the spindle. Remove the nut, and separate the tie rod from the spindle. (🔧 19mm socket)
4. Remove the bolt that holds the brake line to the frame. (🔧 12mm socket)
5. Free the antilock wire from the upper arm bracket by bending the tabs open. Remove the bracket from the arm. (🔧 10mm socket)
6. You need to remove the brake line bracket that holds the brake line to the spindle. Remove the clip that holds the brake line to the bracket. Use a cutoff wheel to get the bracket off the line, make sure you do not damage the brake line. Free the antilock wire from the bracket. (🔧 12mm socket, cutoff wheel, pliers)
7. Take the antilock sensor out of the spindle and hang it out of the way. (🔧 10mm socket)
8. Remove the brake calipers and hang tie them up out of the way, do not let them hang on the brake lines. Remove the Rotors. (🔧 17mm socket)
9. Detach the sway bar from the spindle. (🔧 17mm socket)
10. Mark the hubs and the dust shields on the top with driver and passenger marks so you can put them back on in the same orientation later.
11. Remove the hubs from the spindles. (🔧 17mm wrench)
12. Remove the cotter pin from the upper ball joint and separate the upper arm and the spindle. (🔧 19mm socket)
13. Remove the bolts that hold the lower part of the spindle to the main part of the spindle. (🔧 19mm socket)
14. Mark the orientation of the hub and the dust shield for future reference. Remove the hub and dust shield. (🔧 17mm wrench, locktite)
15. Bolt the spindle on to the lower spindle part using the stock bolts and locktite. (🔧 19mm socket)
16. Attach the upper arm to the spindle using the stock nut and a wrench; if necessary use a pry bar to keep the spindle from turning while tightening. (🔧 19mm socket)
17. Install the hubs into the spindles. You must reuse the dust shields; use the markings from before to make sure they are installed the way they came out. Use locktite. (🔧 17mm wrench, locktite)
18. Install the antilock sensor into the new spindle. (🔧 10mm socket)
19. Put the rotors on the hubs and temporarily install a lug nut to hold the rotor on straight while you install the calipers. (hand tighten)
20. Install the brake calipers, use locktite. Remove the lug nut. (🔧 17mm socket, locktite)
21. Remove the lower skid plate. (🔧 12mm socket)

22. Remove the sway bar bolts. (🔧 14mm socket)
23. Install the sway bar drop mounts using the stock bolts and locktite; orient them so it pushes the sway bar forward (Threaded holes to the front). (🔧 14mm socket)
24. Bolt the sway bar to the drop mounts using the supplied 3/8 bolts and locktite. (🔧 9/16 socket)
25. Bolt the sway bar links to the spindles using the stock nuts and locktite. (🔧 17mm socket)
26. Attach the tie rod end to the spindle using the stock nut. Install a new cotter pin. (🔧 19mm socket)
27. Carefully bend the brake line around to line up with the new bracket that is welded into the spindle. Attach it using the stock clip.
28. Attach the brake line drop bracket to the frame using the bolt that held the brake line to the frame. Carefully bend the brake line down far enough to line up with the lower hole in the bracket. Attach the line to the bracket using the supplied 5/16 bolt. (🔧 12mm socket, 1/2" socket, 1/2" wrench)
29. Route the antilock wire down the brake line and attach it to the antilock sensor in the spindle. Use zip ties to attach it to the brake line and the tab on the inside of the spindle. (🔧 pliers, dikes)
30. Install the rear lift (Not Included) according to the instructions provided with the rear parts.
31. Install the wheels. (🔧 21mm socket)
32. Set the truck back on the ground and torque the lug nuts to 100 ft. lbs.
33. Torque the u-bolts to 85 ft. lbs.
34. Turn the tires all the way both ways and check the brake lines and the antilock wires to make sure they are not going to rub on the wheels or get pinched in any suspension components.
35. Set the toe approximately straight. Have the truck professionally aligned. (🔧 22mm wrench, 15mm wrench)

PARTS LIST:

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|---|----------------------------|
| 4 | 3/8 X 3/4 BOLTS |
| 4 | 3/8 WASHERS |
| 8 | ZIP TIES |
| 2 | COTTER PINS |
| 2 | BRAKE LINE BRACKETS |
| 2 | 5/16 X 1 BOLTS |
| 2 | 5/16 LOCKNUTS |
| 2 | 5/16 WASHERS |
| 1 | DRIVERS SIDE SPINDLE |
| 1 | PASSENGER SIDE SPINDLE |
| 1 | PARTS BAG # 1 |
| 2 | ALUMINUM SWAY BAR BRACKETS |

