



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

**2011-2019 GM HD 2500/3500 2WD/4WD
CSS-C5-7
FRONT DUAL SHOCK BRACKET KIT**

**Note: This dual shock kit will only fit on trucks that have a CST lift kit installed
Uniball arms are available, but not required for dual shocks**

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.

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!!!



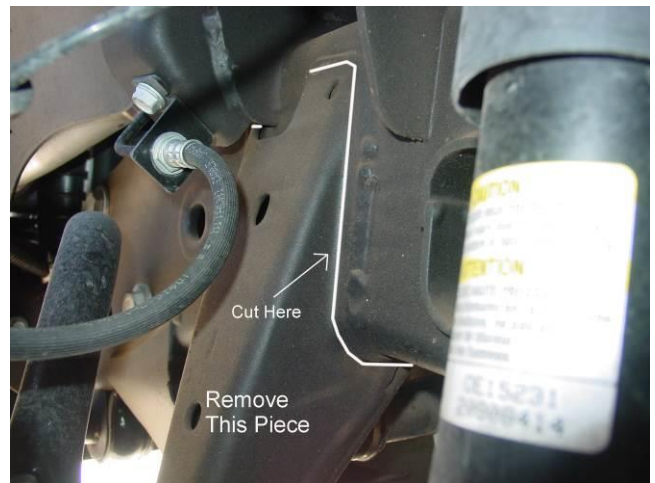
@CSTSuspension



@CSTSuspension

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. (🔧 22mm socket)
3. Measure the amount of threads showing on the torsion adjuster bolts and note their positions. Driver _____ Passenger _____
4. Remove the bolts for the torsion adjusters. (🔧 21mm socket)
5. Remove the front shocks. (🔧 21mm socket, 21mm wrench)
6. Cut off the **front** bumpstop mount, use the photo for reference. Clean up the frame and paint any bare metal to prevent rust.



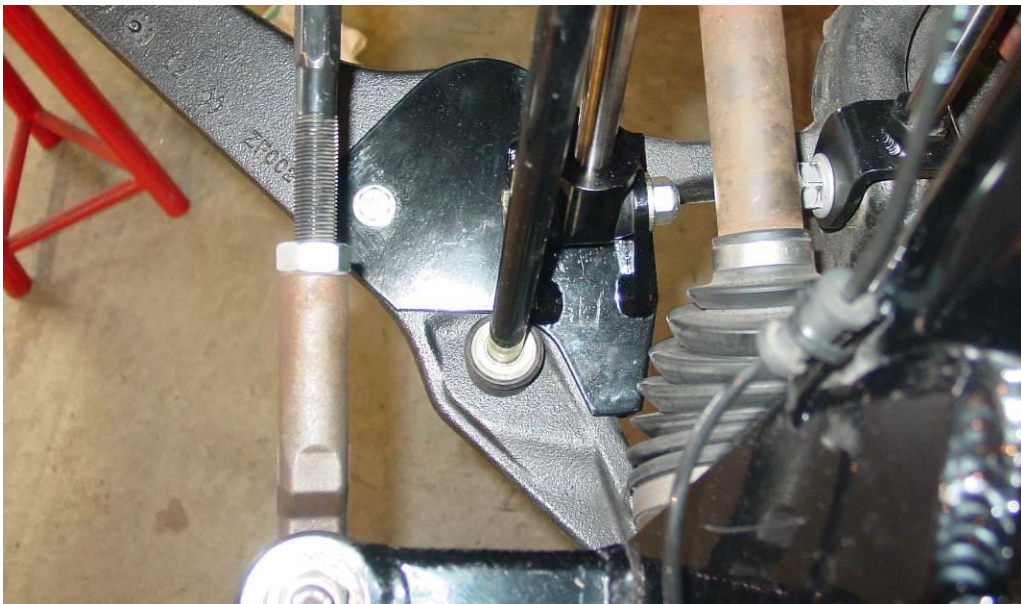
7. Remove the inner fender wells.
8. Before you install the upper dual shock, brackets make sure you have enough slack in the antilock wires. 2016 trucks will need the antilock wire on the passenger side to be freed from the frame on the top and inside. Route the wire along the brake line. The driver's side antilock wire should be routed through the hole in the shock bucket and zip tied in place.
9. Temporarily install the upper shock brackets, use the photos for reference. Bolt the brackets to the stock shock location and mark the hole that needs to be drilled on the front upper arm mount. Remove the brackets and drill a 7/16" hole in the upper arm mount. The best way to do this is with a right-angle drill, an 1/8" drill bit for a pilot hole and a unibit to open the hole up to 7/16". (🔧 9/16 socket, right angle drill, 1/8" drill bit, unibit (or a 7/16" drill bit)



10. Some vehicles may have an air conditioning line that is close to the upper bracket. Make sure the lines are not touching the bracket and have some clearance. Replace the plastic clamp with the supplied adel clamp and 1/4" bolt with the bolt side down.



11. Bolt the rear upper mount to the top of the shock that has the clevis on the bottom. Use the supplied hardware and tighten. (🔧 3/4 socket, 3/4 wrench)
12. Bolt the brackets with the shock already installed to the stock upper shock mount and the hole you drilled using the supplied hardware. (🔧 3/4 socket, 3/4 wrench)
13. Bolt the bottom of the rear shock to the lower arm using the stock bolt and locktite. (🔧 21mm socket, 21mm wrench)
14. Mark the lower hole with the included pattern and drill it with a 5/16 drill bit. It may be easier to drill these holes with the lower arms removed from the truck, but removal of the arms is optional. (🔧 5/16 drill bit)
15. Set the lower shock mount on the lower arm and line up the outside of the bracket with the arm. Mark the holes and drill them with a 5/16" drill bit. Use the photos for reference on alignment. (🔧 5/16 drill bit)



16. Mark the lower hole with the included pattern and drill it with a 5/16 drill bit. (🔧 mm socket, 5/16 drill bit)

17. Attach the lower bracket using the supplied hardware. (🔧 1/2 socket, 1/2 wrench)
18. Install the front shock using the supplied hardware. (🔧 3/4 socket, 3/4 wrench)
19. Attach the reservoirs to the upper shock mount using the aluminum reservoir mounts. Use the 1/4" x 2" bolts that came in the bolt bag. Make sure the hoses are not in a position where the arm can damage them during suspension travel. You can spin the reservoirs in the brackets to twist the hoses until they are out of the way. (🔧 7/16 socket)
20. Reinstall the bolts for the torsion adjusters, set them at the same height they were at when you started. (🔧 21mm socket)
21. Install the wheels and torque to 100 ft. lbs. (🔧 22mm socket)

PARTS LIST

PARTS BAG # 1

- 10 1/2 LOCKNUTS
- 16 1/2 WASHERS
- 2 3/8 x 1 BOLTS
- 4 3/8 WASHERS
- 2 3/8 LOCKNUTS
- 6 1/2 X 2 3/4 BOLTS
- 6 5/16 X 1 1/2 BOLTS
- 12 5/16 WASHERS
- 6 5/16 LOCKNUTS
- 4 1/4-20 x 2 BOLTS

BOX 1

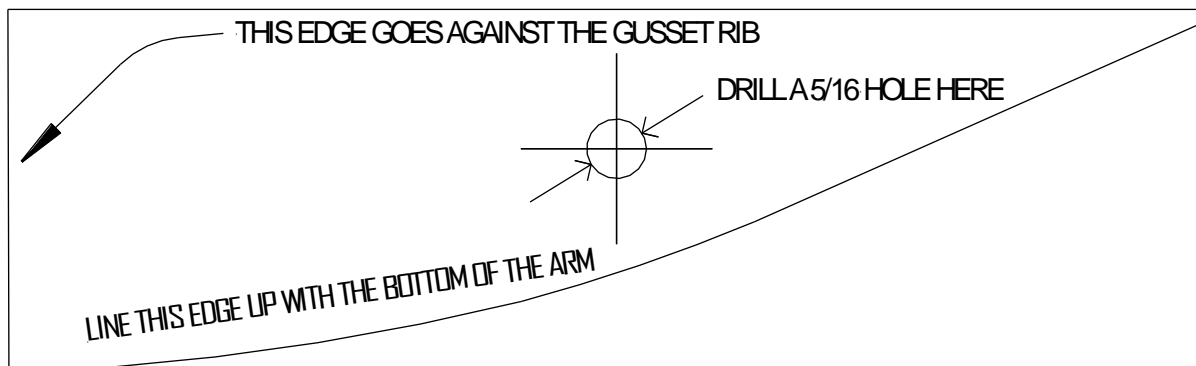
- 1 UPPER DUAL SHOCK MOUNT DRIVERS
- 1 UPPER DUAL SHOCK MOUNT PASSENGER
- 2 UPPER SHOCK MOUNTS FOR STOCK LOCATION
- 1 LOWER SHOCK MOUNT DRIVER
- 1 LOWER SHOCK MOUNT PASSENGER
- 1 PARTS BAGS 1 AND 2
- 1 INSTRUCTIONS

PARTS BAG #2

- 4 MACHINED ALUMINUM CST SHOCK CLAMPS

REQUIRED SHOCKS (SOLD SEPARATELY)

- 2 CSR-6521/6524 SHOCKS FITS SINGLE SHOCK (REAR) LOCATION W/ CLEVIS ON BOTTOM
- 2 CSR-6522/6523 SHOCKS FITS DUAL SHOCK (FRONT) LOCATION



For technical assistance call CST at 951-571-0212

Or e-mail us at sales@cstsuspension.com

Thank you for buying CST Performance Suspension!