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WWW.CSTSUSPENSION.COM

**2002-2011 DODGE RAM 1500 2WD  
(CSS-D1-1)  
4" SUSPENSION LIFT KIT**

- **NOTE:** 2006-2011 MODELS WILL REQUIRE NEW FRONT BRAKELINES (CST PART NUMBER CSS-D11-1)
- **NOTE:** CALIFORNIA SUPERTRUCKS RECOMMENDS USING WHEELS WITH NO MORE THAN 4 3/4" BACKSPACING IF YOU ARE GOING TO RUN A LARGE OFF ROAD TIRE

**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 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 manor.

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, idler arm, pitman arm, as well as generally inspect the entire suspension front to rear every 2500 – 5000 miles for wear and replace as needed.

**Parts list**

4	ZIP TIES	4	M14-1.50 x 80 ALLEN BOLTS
2	3/8" ADEL CLAMPS	1	DRIVERS SIDE SPINDLE
2	1/4 x 1 BOLTS	1	PASSENGER SIDE SPINDLE
2	1/4" LOCKNUTS		
4	1/4" WASHERS		

## Instructions:

1. PARK VEHICLE ON CLEAN AND LEVEL SURFACE.
2. REMOVE POSITIVE BATTERY CABLE.
3. JACK UP TRUCK AND SUPPORT WITH JACK STANDS.
4. REMOVE WHEELS AND TIRES. (🔧 22MM SOCKET )
5. UNPLUG ANTI-LOCK BRAKE SENSOR WIRE AND PLACE IN SAFE LOCATION. USE CAUTION NOT TO DAMAGE.
6. REMOVE TIE ROD ENDS FROM SPINDLE WITH REMOVAL TOOL. (🔧 21MM SOCKET )
7. REMOVE BOLTS THAT HOLD BRAKE CALIPERS ONTO UPRIGHT, SLIDE OFF CALIPER AND SECURE OUT OF THE WAY USING WIRE OR ZIP-TIE. DO NOT LET CALIPERS HANG ON BRAKE LINES. THEN SLIDE ROTORS OFF OF THE HUB. REMOVE THE METAL CLIPS THAT HOLD THE ROTOR ON. (🔧 21MM SOCKET )
8. SUPPORT THE LOWER CONTROL ARM WITH FLOOR JACK. LOOSEN UPPER AND LOWER BALL JOINT NUTS AND SEPARATE BALL JOINT TAPERS FROM SPINDLE WITH PULLERS. THEN REMOVE SPINDLE / HUB ASSEMBLY FROM TRUCK (🔧 21MM SOCKET, 24MM SOCKET )
9. REMOVE BEARING HUB AND WHEEL FLANGE FROM OEM SPINDLE BY REMOVING 3 BOLTS. INSTALL THE HUB INTO THE NEW CST SPINDLE USING 2 NEW LOWER BOLTS AND 1 STOCK UPPER BOLT ON EACH SPINDLE. USE LOCKTITE. USE CARE WITH ANTI-LOCK SENSOR WIRES. (🔧 18MM SOCKET, 12MM ALLEN )

*IF YOU ARE NOT INSTALLING LIFT COILS OR SPRING SPACERS SKIP TO STEP 17.*

### **\*\*IMPORTANT NOTE BEFORE YOU MOVE ON\*\***

CST COIL PART # CSC-D3-2 ARE NOT FOR USE ON HEMI MOTOR VEHICLES. IF YOU HAVE A HEMI MOTOR, YOU WILL NEED TO USE OUR URETHANE COIL SPACER ( PART # CSE-C16-4 ) ON THE STOCK COIL. IF YOU HAVE COIL SPACER PART NUMBER CSE-C16-3, YOU WILL NEED TO MODIFY THIS PART FOR PROPER USE. PLEASE CALL BEFORE INSTALLING ON THE TRUCK.

10. SEPARATE THE SWAY BAR LINKS FROM THE LOWER ARM. (🔧 18MM SOCKET )
11. SUPPORT THE LOWER ARM WITH A JACK AND REMOVE THE FRONT SHOCK. (🔧 13MM SOCKET, 18MM SOCKET )
12. LOWER THE JACK AND REMOVE THE COIL. YOU CAN LOOSEN THE NUTS FOR THE LOWER ARM TO GET THE ARM TO DROP DOWN ENOUGH TO GET THE COIL OUT. (🔧 24MM SOCKET )
13. TAKE THE RUBBER COIL ISOLATOR OFF OF THE STOCK COIL AND PUT IT ON THE NEW COIL. *(IF YOU ARE USING THE COIL SPACER, INSTALL THE SPACER ON TOP OF THE FACTORY COIL SPRING AT THIS POINT. YOU WILL NOT USE THE FACTORY COIL ISOLATOR)* PUSH THE LOWER ARM DOWN, INSTALL THE NEW COIL, AND JACK UP THE LOWER ARM. MAKE SURE THE TOP OF THE COIL IS SEATED PROPERLY IN THE BUCKET AND THE BOTTOM OF THE COIL IS CLOCKED CORRECTLY IN THE ARM.
14. REINSTALL THE FRONT SHOCKS, YOU CAN USE THE STOCK ONES, OR AFTERMARKET ONES THAT ARE THE SAME LENGTH. (🔧 13MM SOCKET, 18MM SOCKET )
15. RE-ATTACH THE SWAY BAR LINKS. (🔧 18MM SOCKET )
16. INSTALL NEW CST (CSS-D1-1) 4" SPINDLE BACK ON TRUCK. TORQUE THE UPPER AND LOWER BALL JOINTS TO OEM SPECS. (🔧 21MM SOCKET, 24MM SOCKET )

*IF YOU ARE NOT INSTALLING NEW BRAKE LINES FOR 2006 UP MODELS SKIP TO STEP 21*

17. **2006 UP MODELS ONLY** - DO THE BRAKELINES ONE SIDE AT A TIME AND TRY NOT TO LET TOO MUCH FLUID OUT. SEPARATE THE SOFT LINE FROM THE HARD LINE AT THE FRAME USING A 12MM FLARE NUT WRENCH, SLIDE THE FITTING UP THE HARD LINE A LITTLE AND PLUG THE END OF THE HARD LINE TO PREVENT LEAKAGE.
18. **2006 UP MODELS ONLY** - REMOVE THE NUT THAT HOLDS THE BRAKELINE TO THE FRAME USING A 13MM SOCKET.
19. **2006 UP MODELS ONLY** - SET THE CALIPER AND BRAKELINE ON THE BENCH WITH THE BRAKELINE FACING UP, USING A 15MM SOCKET REMOVE THE BRAKELINE FROM THE CALIPER.



20. **2006 UP MODELS ONLY** - BOLT THE NEW BRAKELINE TO THE CALIPER USING THE STOCK BOLT AND THE NEW SUPPLIED BRASS WASHERS. THE BRAKELINE SHOULD BE POINTING UP TOWARDS THE TOP OF THE CALIPER, AND SLIGHTLY IN JUST ENOUGH TO MISS THE BLEEDER.
21. REINSTALL BRAKE ROTORS AND CALIPERS. USE LOCK-TITE ON CALIPER BOLTS. TORQUE TO FACTORY SPECS.
22. **2006 UP MODELS ONLY** - RE-ATTACH THE BRAKELINE TO THE HARD LINE AT THE FRAME USING A 12MM FLARE NUT WRENCH AND A 17MM WRENCH. REPEAT BRAKELINE STEPS FOR THE OTHER SIDE OF THE TRUCK AND BLEED THE BRAKES, CHECK THE FLUID.

23. ATTACH THE BRAKE LINE TO THE BACK OF THE SPINDLE USING THE CLAMPS AND 1/4" BOLTS SUPPLIED WITH THE BRAKELINES, USE PICTURE FOR REFERENCE. (🔧 7/16 SOCKET, 7/16 WRENCH )



24. REATTACH THE TIE ROD ENDS TO THE SPINDLE. (🔧 21MM SOCKET )
25. REINSTALL ANTI-LOCK SENSOR WIRE. ROUTE IT UP THE INSIDE OF THE SPINDLE AND ZIP TIE IT TO THE HOLE IN THE SPINDLE. MAKE SURE THE WIRE IS IN A SAFE LOCATION AND ZIP TIE AS NECESSARY TO PREVENT RUBBING, PINCHING OR STRETCHING.
26. INSTALL WHEELS AND TIRES AND TORQUE TO FACTORY SPECS. TURN WHEELS BOTH WAYS AND CHECK BRAKE LINES AND ANTILOCK WIRES FOR RUBBING. PLACE TRUCK ON GROUND AND TORQUE LUG NUTS. (🔧 22MM SOCKET )
27. TIGHTEN THE LOWER ARMS.(🔧 24MM SOCKET )
28. LIFT THE BACK OF THE TRUCK ACCORDING TO THE INSTRUCTIONS THAT CAME WITH THE REAR KIT.
29. REINSTALL BATTERY CABLE.
30. ALIGN TRUCK
31. A SUSPENSION RE-TORQUE SHOULD BE PERFORMED AFTER 300-500 MILES OF INITIAL USE.