



14385 Veterans Way Moreno Valley, CA 92553
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2009-2011 DODGE 1500
CSS-D16-1
4" REAR 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, 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 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 WITH JACK STANDS. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.
2. SUPPORT THE REAR AXLE WITH A JACK. REMOVE THE REAR WHEELS.
3. DISCONNECT THE PANHARD BAR FROM THE FRAME.
4. REMOVE THE REAR SHOCKS. LET THE JACK DOWN FAR ENOUGH TO REMOVE THE COIL SPRINGS. MAKE SURE YOU DO NOT OVERSTRETCH ANY BRAKE LINES OR WIRES. REMOVE THE COIL SPRINGS.
5. PLACE THE SPRING SPACER PLATES ON TOP OF THE FRAME OVER THE COIL SPRING PAD, PUT THE SIDE WITH THE WELDED NUT UP.
6. LIFT THE COIL SPACER INTO PLACE AND BOLT IT TO THE PLATE YOU INSTALLED IN STEP # 4. USE A LITTLE BIT OF BLUE LOCKTITE AND DO NOT OVER TIGHTEN THEM.
7. INSTALL THE PANHARD BRACKET. PUT THE BOLT WITH THE BAR WELDED TO IT ON THE INSIDE OF THE FRAME WITH THE THREADS STICKING OUT. SLIDE THE SUPPLIED CRUSH SLEEVE INTO THE FRAME WHERE THE PANHARD BAR WAS BOLTED IN, SLIDE THE BRACKET OVER THE OUTSIDE OF THE FRAME. THE TAB WITH THE HOLE IN IT SHOULD LINE UP WITH THE HOLE IN THE FRAME. BOLT THE PANHARD BAR INTO THE BRACKET USING THE STOCK BOLT. INSTALL THE BOLTS, BUT LEAVE THEM LOOSE UNTIL LATER.
8. REINSTALL THE COIL SPRINGS, REUSE THE RUBBER ISOLATORS ON THE BETWEEN THE SPACER AND THE COIL. YOU MAY NEED TO USE A SPRING COMPRESSOR TO GET THE COILS IN. MAKE SURE YOU DO NOT OVER STRETCH ANY BRAKE LINES OR ANTILOCK WIRES. YOU CAN FREE UP THE ANTILOCK WIRES, AND TAKE THE BRAKE CALIPERS OFF IF NECESSARY.
9. INSTALL THE NEW SHOCKS USING STOCK HARDWARE.
10. LET THE REAR END HANG ON THE SHOCKS AND MAKE SURE THE BRAKE LINES AND ANTILOCK WIRES ARE NOT OVERSTRETCHED.
11. INSTALL THE WHEELS AND SET THE TRUCK ON THE GROUND. TORQUE THE LUG NUTS TO 100 FT-LBS. TIGHTEN ALL THE HARDWARE FOR THE PANHARD BAR AND BRACKET AT RIDE HEIGHT.



PARTS LIST –

PARTS BAG # 1

- 2 5/8 X 1 1/2 BOLTS
- 3 5/8 WASHERS
- 1 5/8 LOCKNUT
- 1 9/16 LOCKNUT
- 2 9/16 WASHERS
- 1 9/16 X 3 1/2 BOLT
- 2 D80-107 FRAME PLATE W/ NUT WELDED ON IT
- 1 D99-106 CRUSH SLEEVE
- 1 D99-108 BOLT HANDLE

BOX 1

- 1 PANHARD DROP BRACKET
- 2 REAR SPRING SPACERS
- 1 PARTS BAG # 1
- 1 INSTRUCTIONS