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**2002-2009 DODGE RAM 1500 2WD  
(CSS-D1-1)  
4" SUSPENSION LIFT KIT**

- **NOTE:** 2006-2009 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.

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.
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.
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.
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
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.
10. IF YOU ARE NOT INSTALLING LIFT COILS OR SPRING SPACERS SKIP TO STEP 17. IF YOU HAVE A HEMI, YOU WILL NEED TO USE A URETHANE COIL SPACER ( PART # CSE-C16-3 )INSTEAD OF A COIL, AND YOU NEED TO GRIND ½” OFF THE TOP OF THE SPACER BEFORE INSTALLING.
11. SEPARATE THE SWAYBAR LINKS FROM THE SWAYBAR.
12. SUPPORT THE LOWER ARM WITH A JACK AND REMOVE THE FRONT SHOCK.
13. LOWER THE JACK AND REMOVE THE COIL.
14. TAKE THE RUBBER COIL ISOLATOR OFF OF THE STOCK COIL AND PUT IT ON THE NEW COIL. 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.
15. INSTALL THE NEW SHOCKS.
16. RE-ATTACH THE SWAYBAR LINKS.
17. INSTALL NEW CST (CSS-D1-1) 4” SPINDLE BACK ON TRUCK. TORQUE THE UPPER AND LOWER BALL JOINTS TO OEM SPECS.
18. 2006 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.

19. 2006 MODELS ONLY - REMOVE THE NUT THAT HOLDS THE BRAKELINE TO THE FRAME USING A 13MM SOCKET.
20. 2006 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.

21. 2006 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.



22. 2006 MODELS ONLY - REINSTALL BRAKE ROTORS AND CALIPERS. USE LOCK-TITE ON CALIPER BOLTS. TORQUE TO FACTORY SPECS.
23. 2006 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.

24. 2006 MODELS ONLY – ATTACH THE BRAKELINE TO THE BACK OF THE SPINDLE USING THE CLAMPS AND 1/4” BOLTS SUPPLIED WITH THE BRAKELINES, USE PICTURE FOR REFERENCE.



25. REATTACH THE TIE ROD ENDS TO THE SPINDLE.
26. 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.
27. 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.
28. REINSTALL BATTERY CABLE.
29. ALIGN TRUCK AND RECHECK AFTER 1,000 MILES.

FOR TECHNICAL ASSISTANCE CALL CST AT 951-571-0212