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2007-2008 TOYOTA TUNDRA 2WD
CSS-T1-1
3.5" SPINDLE 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 UNDER THE FRAME WITH JACK STANDS. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.

2. REMOVE THE WHEELS. (🔧 22MM SOCKET)

3. REMOVE THE BOLTS THAT HOLD THE BRAKE LINE TO THE SPINDLE, AND THE BRAKE LINE TO THE FRAME. CUT A SLOT IN THE BRACKET THAT HELD THE BRAKE LINE TO THE SPINDLE AND REMOVE THE BRACKET. BE CAREFUL NOT TO DAMAGE THE BRAKE LINE.



4. DISCONNECT THE ANTILOCK WIRE AT THE SPINDLE, FREE IT FROM THE SPINDLE AND THE UPPER ARM AND HANG IT OUT OF THE WAY. (🔧 10MM SOCKET, 12MM SOCKET)

5. REMOVE THE COTTER PIN FROM THE TIE ROD END. SEPARATE THE TIE ROD END FROM THE SPINDLE. DO NOT STRIKE THE TIE ROD END WITH A HAMMER, YOU MAY DAMAGE IT. USE A REMOVAL TOOL, OR STRIKE THE SPINDLE WITH A HAMMER TO JAR THE TAPER LOOSE. (🔧 24MM SOCKET)



6. REMOVE THE BRAKES AND HANG THEM OUT OF THE WAY USING BRAKE HOOKS, DO NOT LET THEM HANG ON THE BRAKE LINES. SLIDE THE ROTORS OFF OF THE HUBS. (🔧 17MM SOCKET)



7. SEPARATE THE UPPER ARM FROM THE SPINDLE. (🔧 19MM SOCKET)

8. REMOVE THE 2 LARGE BOLTS THAT HOLD THE BOTTOM OF THE SPINDLE TOGETHER. DO NOT BREAK THE LOWER TAPER LOOSE. REMOVE THE SPINDLE AND SET IT ON THE BENCH. (🔧 22MM SOCKET)



9. TAKE THE ANTILOCK SENSOR OUT OF THE SPINDLE. (🔧 5MM ALLEN)

10. REMOVE THE HUB FROM THE STOCK SPINDLE AND INSTALL IT IN THE NEW SPINDLE, USE LOCKTITE. **YOU MUST REUSE THE DUST SHIELD.** (🔧 17MM SOCKET)



11. INSTALL THE ANTILOCK SENSOR INTO THE NEW SPINDLE. (🔧 5MM ALLEN)

12. IF YOU ARE INSTALLING NEW SHOCKS OR SHOCK SPACERS IN THE FRONT DO SO NOW. FOLLOW THE PROVIDED INSTRUCTIONS.

13. INSTALL THE LIFT SPINDLE USING THE SUPPLIED BOLTS FOR THE BOTTOM. THE STOCK LOWER TAPER PART SLIDES INTO THE OPENING ON THE BOTTOM OF THE NEW SPINDLE. USE RED LOCKTITE. (🔧 1 1/16 SOCKET)



14. ATTACH THE UPPER ARM TO THE SPINDLE. YOU MAY NEED TO JACK UP THE LOWER ARM A LITTLE TO GET THE SPINDLE UP HIGH ENOUGH TO ATTACH IT TO THE UPPER ARM. INSTALL THE STOCK COTTER PIN. (🔧 19MM WRENCH)

15. SEPARATE THE TIE ROD ENDS FROM THE INNER TIE RODS AND SWAP THE DRIVER AND PASSENGER TIE ROD ENDS.



16. BOLT THE BRAKE LINE DROP BRACKET TO THE FRAME USING THE STOCK BOLT. CAREFULLY BENT THE BRAKE LINE DOWN AND BOLT IT TO THE BRACKET USING THE SUPPLIED 1/4" BOLT.

17. BOLT THE CALIPER TO THE SPINDLE, USE RED LOCKTITE. (🔧 17MM SOCKET)

18. ATTACH THE TIE ROD TO THE SPINDLE. NOTE THAT IT GOES IN TO THE TOP OF THE STEERING ARM NOW INSTEAD OF THE BOTTOM LIKE THE STOCK ONE; THIS IS WHY YOU HAD TO SWAP THE TIE RODS FROM SIDE TO SIDE, SO THE BEND IS FACING TOWARD THE BACK OF THE TRUCK FOR RIM CLEARANCE WHEN TURNING. INSTALL THE COTTER PIN. (🔧 24MM SOCKET)



19. PLUG THE ANTILOCK WIRE INTO THE SENSOR ON THE SPINDLE ROUTE THE WIRE THROUGH THE HOLE IN THE STEERING AND UP THE SPINDLE AND ATTACH IT TO THE TAB ON THE SPINDLE AND TO THE BRAKE LINE USING THE SUPPLIED ZIP TIES. ATTACH THE BRAKE LINE TO THE SPINDLE USING THE SUPPLIED ADEL CLAMP AND HARDWARE. RUN THE ANTILOCK WIRE UP THE BRAKE LINE.



20. REAR INSTALLATION: THE SIZE OF THE REAR BLOCKS, U-BOLTS AND SHOCKS DEPENDS ON WHAT STANCE YOU WANT THE TRUCK TO SIT AT, AND WEATHER YOU INSTALLED SPINDLES ONLY, OR SPINDLES AND SPACERS OR SHOCKS. SOME PEOPLE LEAVE THE BACK STOCK IF THEY ONLY DO SPINDLES IN THE FRONT. IF YOU ARE INSTALLING REAR LIFT BLOCKS, DO SO NOW.

21. INSTALL THE WHEELS AND TORQUE THE LUGS TO 100 FT.LBS. SET THE TRUCK ON THE GROUND.

22. MAKE SURE THE BRAKE LINES AND ANTILOCK WIRES DO NOT RUB ON ANYTHING OR GET PINCHED DURING SUSPENSION TRAVEL AND TURNING.

23. HAVE THE TRUCK ALIGNED.

24. RE CHECK ALL OF THE BOLTS AFTER 1000 MILES INCLUDING THE LUG NUTS.