



# Installation Instructions

Tacoma (16-23) 4Runner (10-24) | P/N: CAM-310205



- 1. Dominator Spacers
- 2. Spring Isolators
- 3. Spacer Studs
- 4. Isolator Bushings (Bottom)
- 5. Isolator Bushings (Top)
- 6. Spacer Nuts
- 7. Bump Stop Spacers
- 8. Isolator Washers
- 9. Red Threadlocker (not pictured)



**Safety Glasses**



**Basic Hand Tools**



**Ratchet & Sockets**



**Jack or Auto Lift**  
(Don't forget jack stands!)



**Pry Bar or Crowbar**



**Spring Compressor**



**CAMBURG ENGINEERING RECOMMENDS PROFESSIONAL INSTALLATION ON ALL OF OUR SUSPENSION PRODUCTS**

**WARNING:** When working on, under, or around any vehicle always exercise caution. Take care when lifting your vehicle off the ground, and when doing so without a multi-post lift, consult vehicle manual for correct lifting procedures. Always wear safety glasses and ensure a safe working area. Serious injury or death could occur if safety measures are not followed.

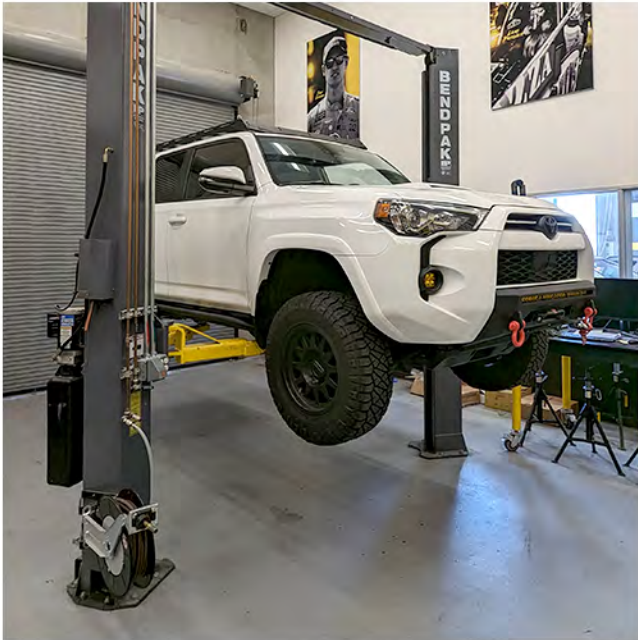
**ATTENTION:** Always take great care removing loaded springs from shock assemblies. Springs are under tremendous loads and can abruptly and dangerously decompress unless properly disassembled.

For warranty information  
scan or click the QR code:



CAM-310205 2/12/2024 REV 000

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**Step 1:** Begin by lifting your vehicle's front end off the ground, and removing the front wheels to access the suspension. If you are not using a post lift in a shop environment, park on a safe, solid, and level surface from which to lift from. Use an appropriate jack to lift, and use jack stands to support the vehicle while the suspension and wheels are removed.



**Step 2:** With your vehicle safely in the air, and your front wheels removed, you're ready to disassemble the front suspension to remove your strut assembly.

The next **4 steps** are recommended to make removal and re-installation easy as possible. Skipping these steps can make installation substantially more difficult, and can increase the risk of damaging suspension components throughout the process.



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**Step 3:** Begin by removing the hardware that holds your brake line to the upper control arm and the spindle. Take care throughout the install process to make sure brake lines remain free of tension and clear of pinch points.



**Step 4:** Support your lower control arm or knuckle with a jack, or a screw stand if using a lift. This will allow you to easily articulate the front suspension as you work, as well as provide an extra layer of safety.

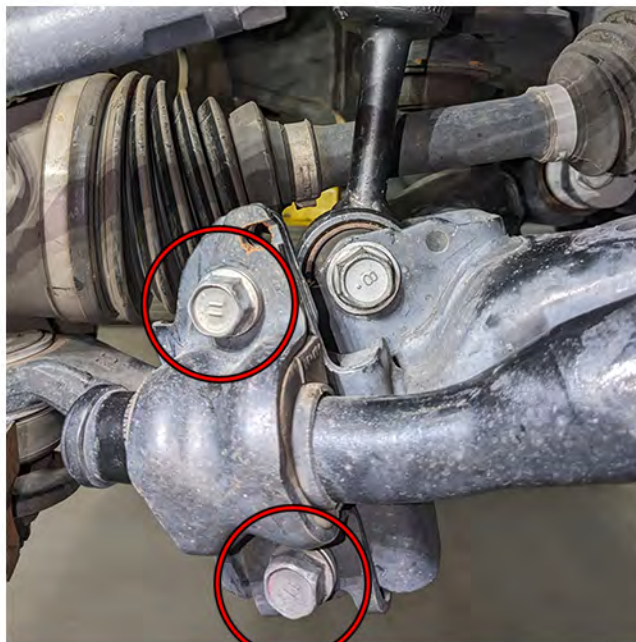


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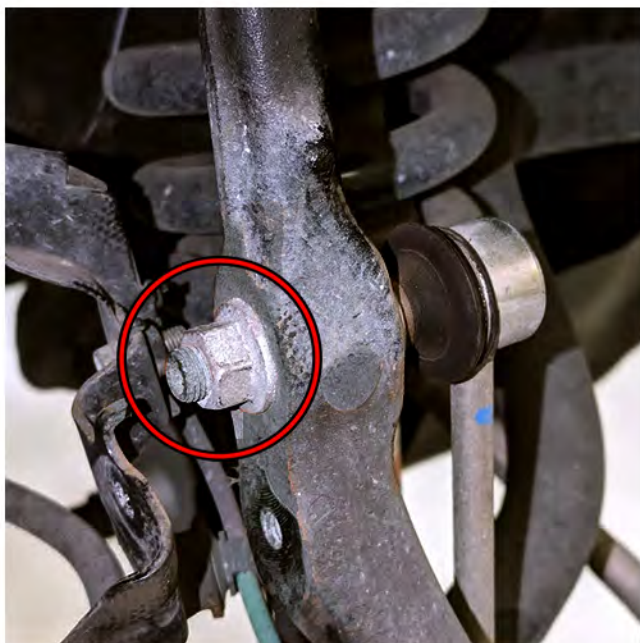
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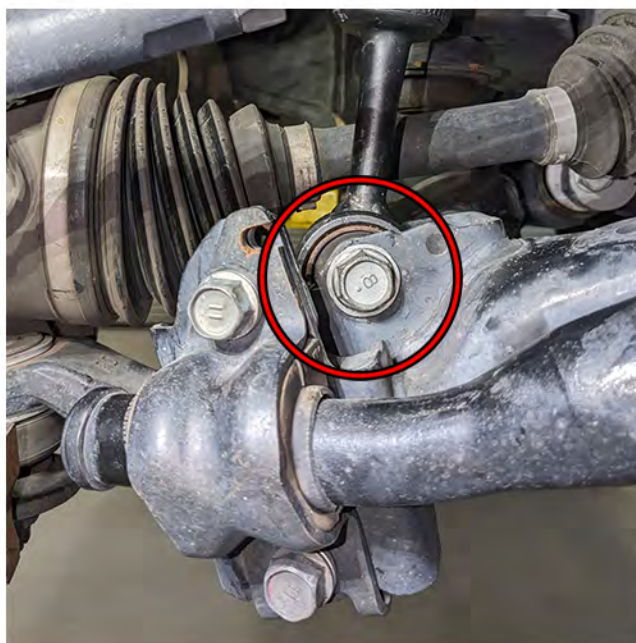
**Step 5:** Remove the cotter pin and castle nut from your upper ball joint (if cotter pin is excessively worn or broken, replace before final assembly). Carefully remove ball joint following proper procedure (using a ball joint separator or otherwise).



**Step 7:** Should your vehicle have the KDSS package, then your sway bar endlink hardware will instead be located down beside the strut bolt (circled above).



**Step 6:** Next remove the sway bar end link hardware (circled above) to relieve the sway bar tension on the lower control arm.



**Step 8:** Next, remove the lower mounting hardware for the strut (circled above). Take care not to damage this bolts threads during removal.



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**Step 9:** Finally, remove the 3 outer nuts securing the top of the strut. You can now swing the lower strut mount out of the lower control arm, and then remove the strut assembly down and out of the vehicle.



**WARNING:** Springs are under tremendous pressure and can be very dangerous when disassembling. If you are unfamiliar with the process of taking a strut apart, leave this work to a professional shop.

**Step 10:** Using a spring compressor (ensuring it is rated for truck strength springs), carefully compress the spring and unload the top hat to where you can clearly see the spring is no longer in contact with the top hat assembly.



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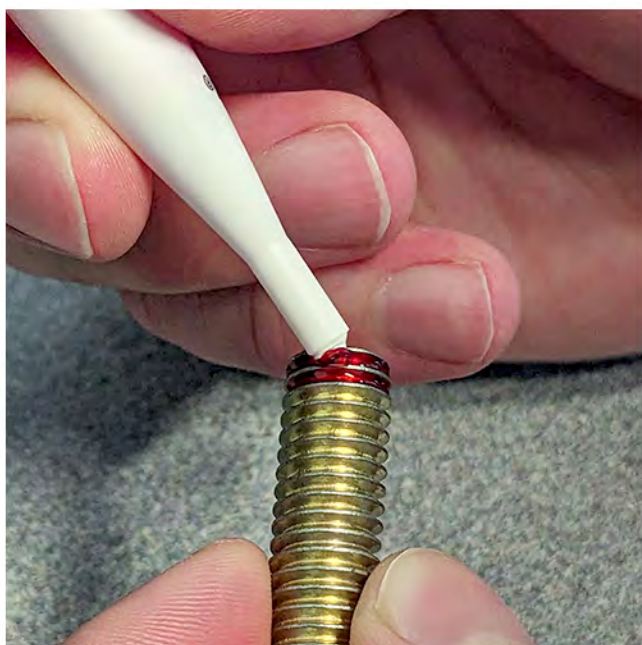
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**Step 11:** Using a wrench or pliers, grip the flats on the strut shaft (center of top hat) and remove the center nut. Once off, you may remove the OEM top hat assembly and bushings.



**Step 13:** Placing the loctite end of the stud in first, screw your studs in until fully bottomed out in the spacer. Should you have any difficulty, you can double-nut the stud to tighten it fully with a wrench.



**Step 12:** Begin assembling your Dominator spacers by installing the studs. Apply one drop of loctite to the end of the stud threads before screwing them in.



**Step 14:** With all studs installed fully (fully tightened studs should be roughly .75" above top of spacer), allow the loctite to set for 10 minutes. You can then safely move on to installation, with the loctite being fully cured in 24 hours time.



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**Step 15:** Ensure that both lower bushings are installed onto the Dominator spacer securely, with the spring isolator flush against the spacer bottom, and the bottom bushing fully inserted.

(See photo below for reference of bottom bushing seen from top of part. It should sit flush or just slightly below flush with the flat surface.)



**Step 16:** Start Dominator spacer installation by placing one of the large washers onto the strut shaft. The washer should sit flat against a machined notch on the strut shaft.



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**Step 17:** Slide the Dominator spacer with installed bushings onto the strut shaft. If need be, use a water soluble lubricant to help the center bushing slide on easier. Place the upper bushing and a large washer on top of the spacer

You may also need to gently pull the strut shaft out more, or compress the spring more if there aren't enough threads to get the top nut started.



**Step 18:** Using a wrench or pliers, grip the flats on the strut shaft (center of top hat) and reinstall the center nut. Torque down to **20 ft-lb**.



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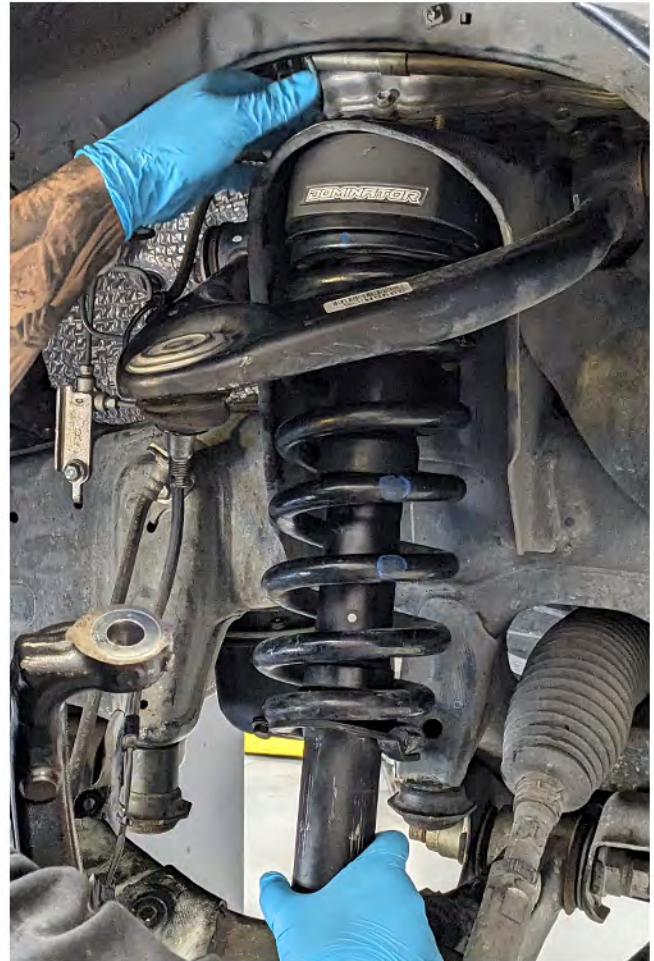


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**Step 19:** With the top nut securely tightened, carefully begin to decompress the spring. Check as you go to ensure the spring is not landing crooked or off-center.

If you have alignment issues, you can re-compress the spring, adjust the strut, and retry until the spring lands properly centered.



**Step 20:** With your strut fully reassembled, you are now ready to reinstall the assembly onto your truck. Slide the strut in top-first, reversing the general process of disassembly.

Install at least two of the four top nuts, but do not completely tighten them. These will help support the strut while you align the lower strut mounting.

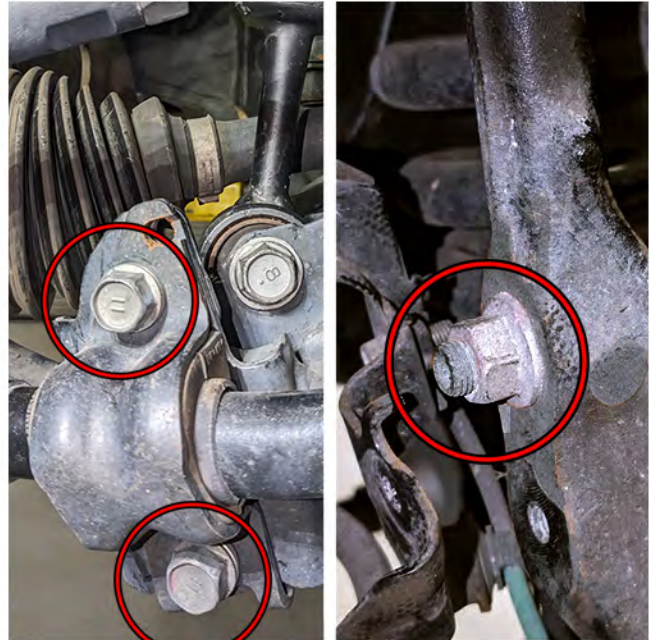


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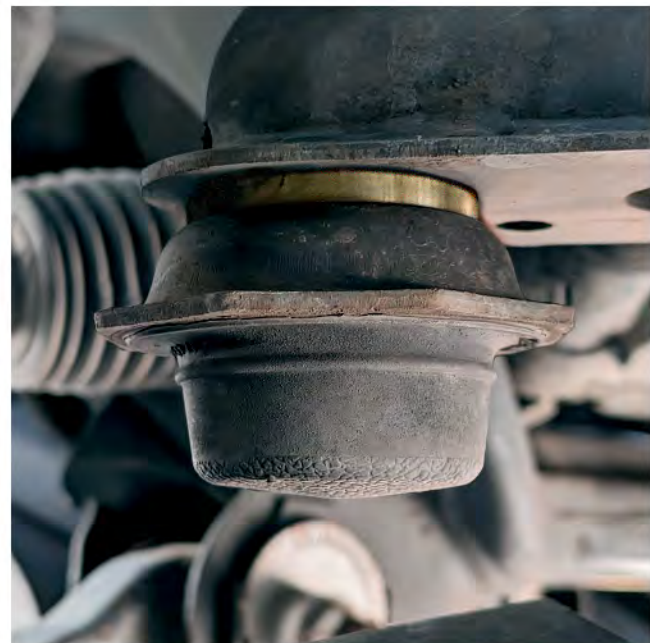
**Step 21:** Next, reinsert the lower mount (circled above) into the lower control arm. Due to the lift spacer increasing the length of your strut assembly, this can be more difficult, and may require some prying for the lower mount to drop into place.



**Step 23:** With the strut fully torqued down, you can now reinstall the sway bar end link hardware. If you find this difficult, you may need to jack up the lower control arm slightly to compress the suspension.



**Step 22:** Once the lower mount is secured, you can install and torque all 3 of the upper mount nuts.



**Step 24:** Finally, while you still have the truck in the air, remove both bump stops and reinstall them using the provided bump stop spacers (1 per bump stop).



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**Step 25:** Reinsert the ball joint into the spindle, and torque to **82 ft-lb**. If the castle nut is not aligned with the cotter pin hole, carefully tighten further until they are aligned. Reinstall the cotter pin and flare the open ends to secure the castle nut.



**Step 26:** Reinstall all of the brake line mounting hardware, ensuring that the new geometry doesn't put any stress on the brake lines, and that no hoses or lines will be in a pinch zone when the vehicle is lowered back to the ground.



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**Step 27:** Check that all hardware is tightened and torqued down before proceeding. You can now reinstall your wheels, and lower your truck back down onto the ground. As always, take care when dealing with a vehicle supported off the ground.



**Step 28:** With your vehicle back on the ground supporting its own weight, take a close look at both the upper and lower ends of the spring to ensure it is still seated properly on the lower end of the strut and on the Dominator spacer at the top.

Should the spring be rotated slightly out of line, lift your vehicle, and using a soft mallet or cloth wrapped pry bar, you can massage the spring back into position, re-lower the vehicle, and inspect again.



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**WARNING:** After completing installation of your Dominator Preload Lift Spacers, your vehicle will need to be professionally aligned. Changing ride height alters suspension geometry, and while every kit is designed to suit your vehicle, you still need a fresh alignment to maintain ideal drivability and minimize undue tire and component wear.

## Pre-Flight Checks:

- With the car back on the ground and off of your lift or jack stands, take a few moments to 'cycle' both sides of the front suspension by rocking the truck side to side, listening for any irregular sounds (creaking, clunking, metallic scraping, etc.).
- Once your vehicle is reassembled and on the ground, give your front suspension a thorough inspection, ensuring the spring is seated correctly, and that no cables, hoses, or other components have been pinched or are out of their proper place.
- Before you hit the road or trail, make sure you have checked and torqued all fasteners involved in installing your Dominator Preload Lift Spacers, including your lug nuts.

Looking to compliment your new lift with some Camburg control arms? Maybe you need fresh ball joints, or want some lighting or other accessories for your Toyota?

Scan or click the QR to find more parts for your rig.



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