Installation Instructions

Toyota Tundra (2022+) | P/N: CAM-310203

1. Dominator Spacers
2. Spring Isolators
3. Sway Bar Mount Bolts
4. Spacer Studs
5. Bump Stop Extensions
6. Isolator Bushings (D Bottom)
7. Isolator Bushings (Reg. Bottom)
8. Isolator Bushings (Top)
9. Sway Bar Mount Spacers
10. Sway Bar Bolt Washers
11. Sway Bar End Link Spacers
12. IsolatorWashers
13. Spacer Nuts
14. 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:

Installation Instructions

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.

Camburg Engineering: 7409 Slater Avenue, Huntington Beach, CA 92647
Contact Us: (714) 848-8880 | sales@camburg.com

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.

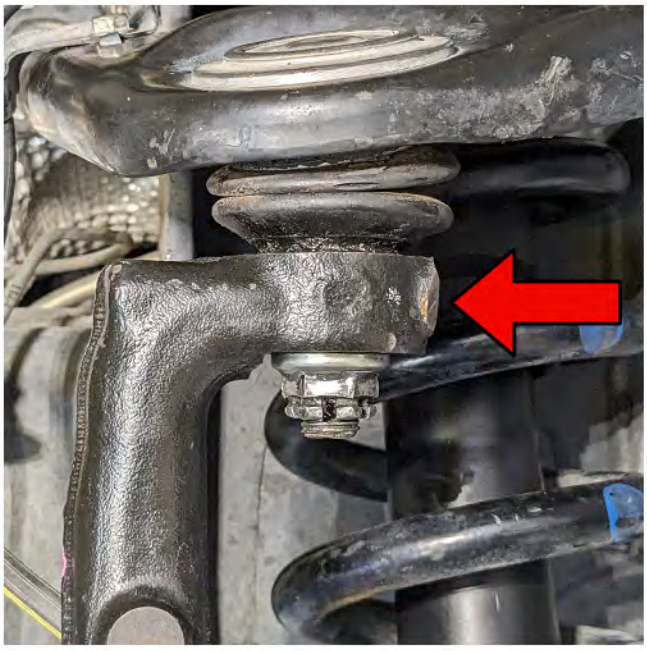
Step 4: Support your lower control arm or knuckle with a jack, or a screw stand if using a lift. This will allow you to easily articulate the front suspension as you work, as well as provide an extra layer of safety.

Camburg Engineering: 7409 Slater Avenue, Huntington Beach, CA 92647
Contact Us: (714) 848-8880 | sales@camburg.com

Step 5: Next to the lower strut mount, remove the sway bar end link hardware (circled above) to relieve the sway bar tension on the lower control arm.

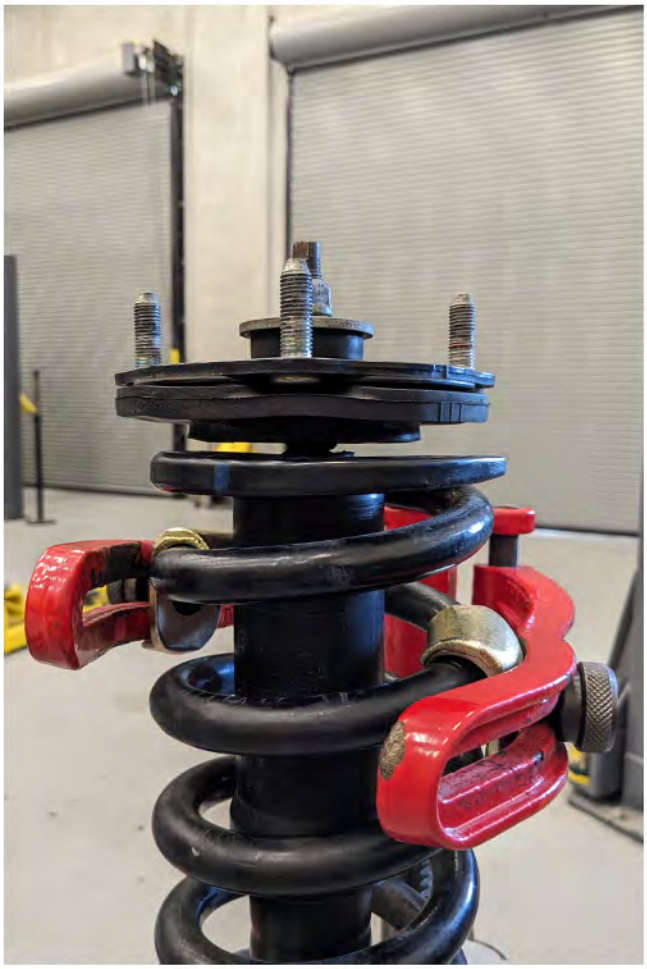
Step 6: Next, remove the lower mounting hardware for the strut (circled above). Take care not to damage this bolts threads during removal.

Step 7: Remove the 4 outer nuts securing the top of the strut. Leave one nut on the outer side a couple of turns on and finger tight to hold the strut until you can remove it (following Step 8).



Step 8: 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).

Camburg Engineering: 7409 Slater Avenue, Huntington Beach, CA 92647
Contact Us: (714) 848-8880 | sales@camburg.com



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 9: 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.

Step 10: 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 11: 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 12: 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 13: 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.

Step 14: 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.

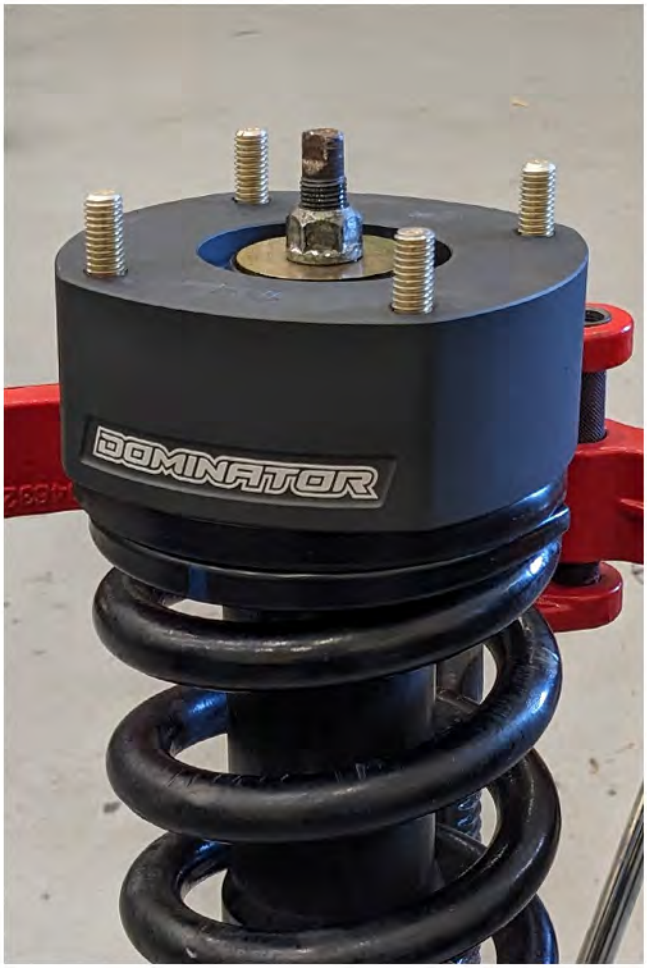
(See photo below for reference of bottom bushing seen from top of part. It should sit flush or just slightly below flush with the flat surface.)

Step 15: 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.

Step 16: Slide the Dominator spacer with installed bushings onto the strut shaft. If need be, use a water solluable lubricant to help the center bushing slide on easier. Place the upper bushing and a large washer on top of the spacer

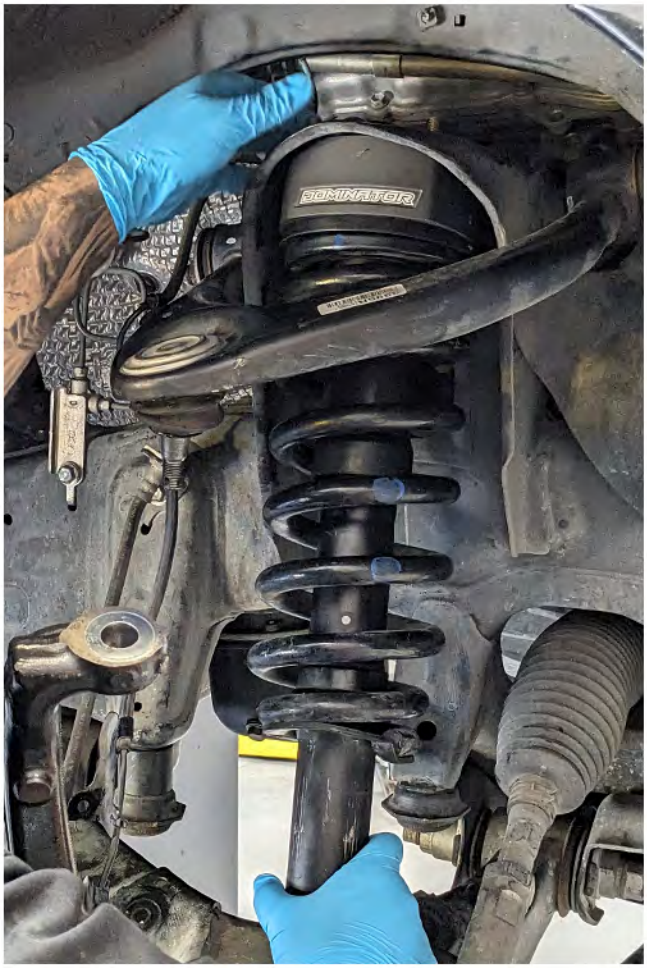
You may also need to gently pull the strut shaft out more, or compress the spring more if there aren't enough threads to get the top nut started.

Step 17: Using a wrench or pliers, grip the flats on the strut shaft (center of top hat) and reinstall the center nut. Torque down to **48 ft-lb**.



Step 18: 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 19: 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.

Camburg Engineering: 7409 Slater Avenue, Huntington Beach, CA 92647
Contact Us: (714) 848-8880 | sales@camburg.com

Step 20: 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 21: Once the lower mount is secured, you can install and torque all 4 of the upper mount nuts.

Step 22: With the strut fully torqued down, you can reinstall the sway bar end links. Insert the end link spacers (one per side) onto the knuckle behind the end link as shown above. Torque down to **55 ft-lb**.

Step 23: Next, remove the hardware for the sway bar mounting one side at a time. Insert the mount spacers above the factory mounts and reinstall using the longer provided bolts (with washers against the bolt head). Torque down to **64 ft-lb.**

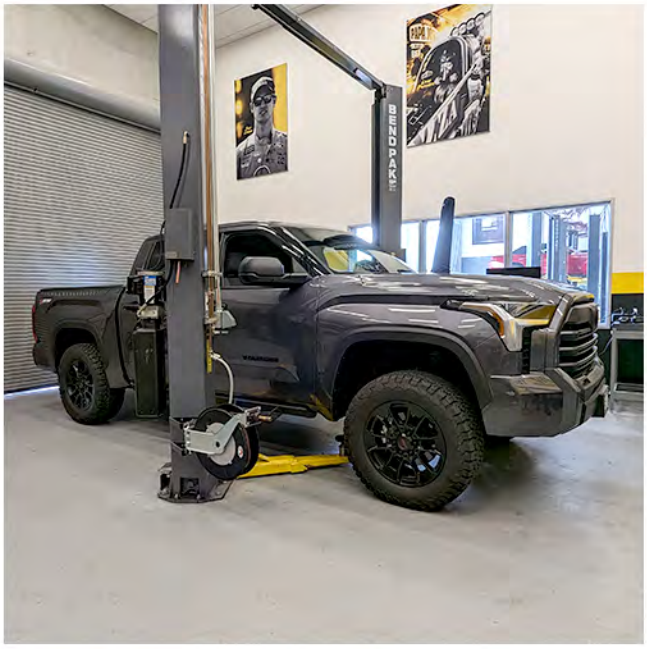
Camburg Engineering: 7409 Slater Avenue, Huntington Beach, CA 92647
Contact Us: (714) 848-8880 | sales@camburg.com

Step 24: Lastly, remove your factory bump stops, and screw in the provided extensions (hand tight). Reinstall the bump stops into the bottom of the extensions, and fully tighten the assembly into place.

Step 25: Reinsert the ball joint into the spindle, and torque to **92 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.

Camburg Engineering: 7409 Slater Avenue, Huntington Beach, CA 92647
Contact Us: (714) 848-8880 | sales@camburg.com



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.

Camburg Engineering: 7409 Slater Avenue, Huntington Beach, CA 92647
Contact Us: (714) 848-8880 | sales@camburg.com

Installation Instructions

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 Tundra?

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

Camburg Engineering: 7409 Slater Avenue, Huntington Beach, CA 92647
Contact Us: (714) 848-8880 | sales@camburg.com

Subject
Coil Spring and Shock Servicing

Market
USA

Service Category
Suspension

Section
Front Suspension

Applicability
2022 Tundra

APPLICABLE VEHICLES

2022	Tundra

CONDITION

For 2022 Tundra, the front coil spring rates are higher than the previous generation model. Special care must be taken when disassembling and reassembling the front spring and shock assemblies. Ensure the spring compressor being used can meet or exceed the load capacities below.

RECOMMENDATIONS

1.) When disassembling and reassembling the front strut assemblies, traditional coil spring compressors that attach at the spring coils must have a very high load rating. Most traditional spring compressors are not strong enough for the spring rates found on the 2022 Tundra. A Special Service Tool (SST) spring compressor is currently being developed. Until the SST becomes available, only use spring compressors that can withstand the spring rates found in the figures below. **It is important to note that the necessary spring compressor capacity must be higher if compressing from the coils.**

Please reference the images below for spring compressor configuration and capacity requirements.

When Compressing from Top/Bottom
Minimum Capacity: 12,800 Nm

When Compressing from Mid-coil
Minimum Capacity: 22,700 Nm