03.20.25

CAMBURG

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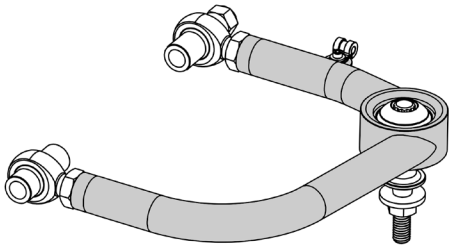
1.25 Heim/Uniball Performance Upper Arm Instructions

Toyota Tacoma 2024-2025 | Landcruiser 250 2024-2025 | Lexus GX550 2024-2025
Toyota 4-Runner 2025 | Landcruiser 300 2022-2025

PARTS SUPPLIED

QTY	DESCRIPTION	ID
4	FK 3/4 X 3/4 RHT Heim Joints	6
4	Heim Spacers (long | inner)	7
4	Heim Spacers (short | outer)	8
4	3/4-16 RHT Steel Jam Nuts	10
2	9/16" Upper Domed Uniball Spacers	2
2	9/16" Tapered Uniball Spindle Adapters	3
2	M16 x 1.50 Nyloc Nuts	9
2	9/16-18 x 5" 12pt Bolts	1
2	1.50" OD x 9/16" ID x 3/16" Washers	4
2	9/16-18 Stover Lock Nuts	5
2	10-32 x 3/4" SHCS Allen Screws	16
4	#10 Stainless Washers	15
2	10-32 Nyloc Nuts	14
2	Stainless Rubber Insulated Clamps	13
4	Camburg 8.5" Stickers	

** REFER TO EXPLODED CAD DRAWING ON **
** OTHER SIDE FOR PARTS REFERENCE NUMBERS **



Thanks for purchasing a set of our performance upper arms for your vehicle. Please follow all instructions. If you are not installing these yourself have a qualified shop do so. These arms are designed for 1-3" of lift from coilovers and to be used with stock OEM spindles or Camburg performance spindles. These are NOT designed to be used with cheap spacer type lifts. Make sure to check the parts list to make sure you have every component prior to starting. Camburg Engineering has made every attempt to insure you receive the highest quality components in the most complete manner. This is a guide to help you through the process with recommended torque specs. It's your responsibility to ensure parts are being installed correctly using the correct tools and procedures. We recommend reviewing a service manual for more details.

Tools & Supplies Required

Eye Protection | Jack | Jack Stands | Deburring Tool
2-3 lb. Mini Sledge Hammer | Rubber Mallet | Needle Nose Pliers
19mm Socket | 22mm Socket & Wrench | 24mm Socket
9/16" 12pt Socket | 7/8" Socket | 5/32" Allen Wrench | 3/8" Wrench
1-1/8" Open-end Wrench | Torque Wrench | Brake Cleaner
Anti-seize | Red Loctite

1.0 Setup

Park the vehicle on level ground and set the parking brake and chock both rear wheels. Jack up the front end from the chassis until the front tires are off the ground. Place jack stands under the front frame rails and set down. Make sure the vehicle is supported correctly and the front tires are still off the ground. Place the jack under the driver side lower arm and raise the tire 1/2", then remove the wheel while keeping jack under lower a-arm to support the suspension. Read these instructions start to finish before moving forward and review diagrams.

2.0 Removal

Remove the ABS speed sensor wire from the sheet metal bracket on the stock upper arm, being very careful not to damage the wire. Using needle nose pliers, remove the cotter pin from the upper ball-joint at the spindle. Using a 19mm socket, loosen the castle nut but do not fully remove. With a mini sledge hammer strike the top of the spindle numerous times to release the ball-joint tapered stud. This can be a little difficult since it's a press fit, heating up the spindle to get it to expand will help if need be. Once the ball joint releases from the spindle, then remove the castle nut. Disconnect the arm from the spindle. Make sure to position & support the spindle so that it doesn't pull on the brake line and on 4wd models that it doesn't pull out the inner CV or strain the CV boots and axles. Using a 22mm socket & wrench, loosen and remove the OEM upper a-arm bolt. Remove the stock upper arm. You will not re-use the original large washers or nut.

Tacoma/4-Runner/LC250/GX550 models: On the driver side only, you will need to either disconnect the intake charge tube from the intercooler using a small pick to disengage the metal clamp and position out of the way, and/or loosen the lower core support using a 14mm deep socket and raise with a pry bar. Both methods allow you to remove and install the OEM frame pivot bolt. Make sure to re-install and/or tighten after step 4.0.

3.0 Pre-installation

Thread the 3/4" jam nuts onto the heims then apply anti-seize compound on the exposed threads. Thread the heims into the upper arm so the heim is vertical and the jam nut makes contact with the arm with 3 threads exposed past the nut. Use a 1-1/8" open-end wrench to fully tighten the jam nut using another wrench to hold the heim vertical (perpendicular to the arm) so it doesn't rotate.

Now install the heim pivot spacers, first coating the surface that slips into the heim with anti-seize. The longer/thicker spacers go on the insides and the shorter/thinner spacers go on the outsides. See diagram for reference.

Using a countersink bit or deburring scraper tool, slightly chamfer the top-hole edge of the ball-joint taper in the spindle. This will allow the spacer to fully seat when tightened and eliminate possible stress risers. Then inspect and clean the tapered hole. See diagram for reference.

4.0 Installation

Install the driver side Camburg upper arm to the frame using the existing OEM M16 bolt. To insure you're installing the correct arm, the uniball snap-ring is below and the longer a-arm tube is towards the front of the vehicle with the ABS tab towards the rear. With the bolt pushed all the way through clean the threads using brake cleaner and install the supplied nyloc nut with red loctite. Using a 22mm wrench and 24mm socket, torque to 120 ft/lbs. Cycle the arm up and down to make sure there are no clearance issues. See diagram for reference.

Inspect and clean the tapered hole in the spindle/knuckle. Apply anti-seize to the uniball spacer surfaces shaded gray in the diagram. Insert the tapered lower uniball spacer into the uniball. Then install the upper spacer into the top of the uniball making sure both spacers are fully seated. If not damage will occur in the following steps. Install the 9/16" 12pt bolt through the spacers and uniball and attach the upper arm to the spindle by swinging it down to the spindle with some finesse. You may need to jack up the lower arm and move the uniball joint. The tapered spacer should sit almost flush with the top of the spindle/knuckle before tightening. Make sure the lower spacer did not pull out slightly from the uniball or damage will occur as the spacer can get caught on the bearing race. Install the 1.50" OD large washer and stover lock nut with a small amount of red Loctite onto clean threads. Using a 9/16" 12pt socket and 7/8" socket, torque to 120-125 ft/lbs. Don't over-tighten or use an impact gun. See diagram for reference.

Using the supplied 10-32 hardware and rubber clamp, attach the speed sensor wire to the backside of the upper arm using a 5/32" allen and 3/8" wrench. Make sure to route the wire so that is has proper clearances and slack.

Repeat steps 1 through 4 to install passenger side arm

5.0 Alignment

You will need to have your vehicle aligned by a qualified shop. Additional caster is built into the Camburg arms to correct alignment issues that are inherent with lifting the vehicle. Have your alignment shop increase positive caster, then set camber and toe to factory OEM specifications. Having an increase in caster helps with straight line stability and cornering precision for performance driving on and off-road.

6.0 Maintenance & Care

Use mild soap and water to clean the surfaces, using chemicals can stain/dis-color the finish. Uniballs and heims are precision parts with tight tolerances which can lead to occasional noise when they become dirty. Occasionally wipe off the heims and underside of the uniball with a clean rag to remove road grime and dirt. Cleaning and lubricating them with WD-40 or a PTFE dry film lube like Super Lube can minimize any noise from stiction. Do not use harsh chemicals or grease/oils that attract dirt to clean & lube as it will damage and wear the internal teflon (PTFE) liner.

Neglecting care and upkeep will wear parts out faster.

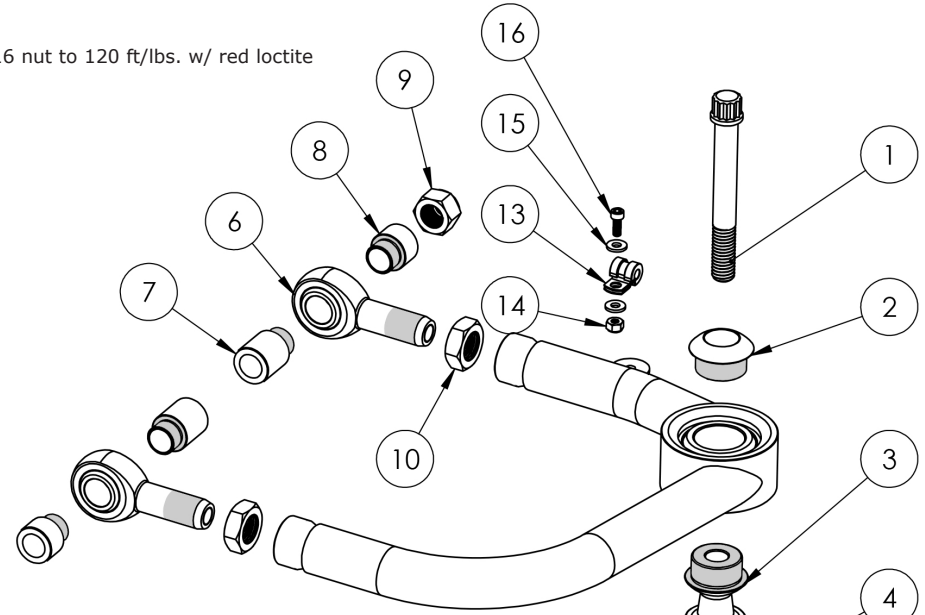
Inspect and re-torque all hardware and components after the first 500 miles, inspect at your scheduled maintenance intervals and whenever using the vehicle off-road.

Notes

Recommended tire size: 33 in. (Tacoma/4-Runner/LC250/GX550)
Recommended tire size: 33-35 in. (LC300)
Recommended wheel size: 17-18 in. (Tacoma/4-Runner/LC250/GX550)
Recommended wheel size: 18-20 in. (LC300)
Recommended wheel backspacing = 5.75 in.
Maximum wheel backspacing = 6.00 in.

Tacoma/4-Runner/LC250/GX550 Intake Tube

Torque M16 nut to 120 ft/lbs. w/ red loctite



[DRIVER-SIDE]

Torque 9/16" nut to 120-125 ft/lbs. w/ red loctite