

Installation Instructions

"IVAN" Preload Leveling System



1. Dominator Spacers
2. Isolator Bushings (Bottom)
3. Isolator Bushings (Top)
4. Spring Isolators
5. Isolator Washer (Bottom)
6. Isolator Washer (Top)
7. Spacer Nuts
8. Spacer Studs
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****PROFESSIONAL INSTALLATION IS STRONGLY RECOMMENDED**

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.

Installation Instructions

Toyota Tacoma

2024+

DOMINATOR
SUSPENSION BY CAMBURG

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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

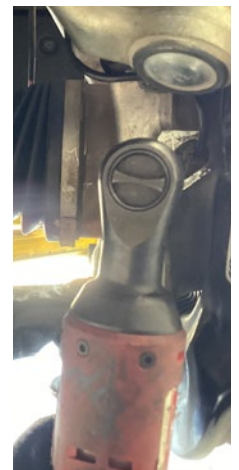
With your vehicle safely in the air, and your front wheels removed, you're ready to disassemble the front suspension to remove your strut assembly.

The next 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.



Step 3

Begin by removing the hardware that holds your brake line and abs sensor 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.



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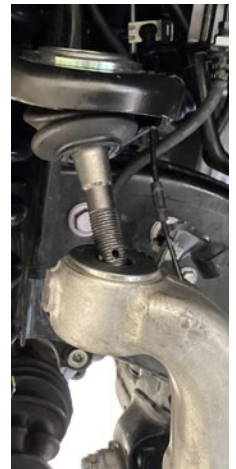
Step 4

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.



Step 5

Remove the nut from your upper ball joint. Carefully remove the ball joint following proper procedure (using a ball joint separator or otherwise).



Step 6

Next remove the sway bar end link hardware to relieve the sway bar tension on the lower control arm.



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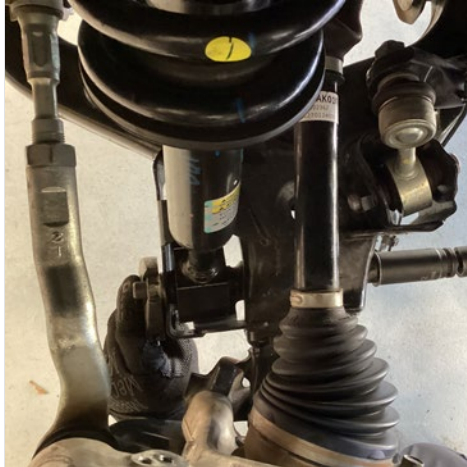
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Step 7

Next, remove the lower mounting hardware for the strut. Take care not to damage this bolts threads during removal.



Step 8

Finally, remove the 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.



Step 9

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.

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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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.



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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 and machined washers 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

Remove the OE plastic dust boot and bump stop from the OEM top hat and insert into dominator lift spacer. Press into lift spacer location shown until fully seated.



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Step 16

Install the supplied spring isolator bushing as shown to the boot of the lift spacer.



Step 17

Assemble the upper washer and bushing as shown. Place the bushing washer assembly into pocket at the top of the part as shown.



Step 18

With the spring in the compressor, place the lift spacer assembly into the spring as shown. Be sure that the assembly is fully seated and clocked in the correct orientation. Push the shock assembly up through the bottom making sure it passed through the lower and upper bushing assemblies. Re-install the OEM shock nut and torque to OE specs.



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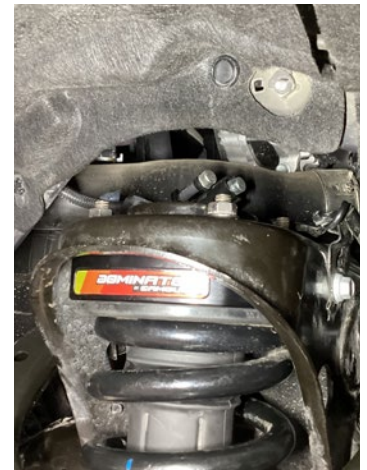
Step 19

With your strut fully reassembled, you are now ready to reinstall the assembly onto your truck. Slide the strut in bottom-first, reversing the general process of disassembly. Install at least two of the top nuts, but do not completely tighten them. These will help support the strut while you align the lower strut mounting.



Step 20

Next, reinsert the lower mounting bolts 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. Once the lower mount is secured, you can install and torque all of the upper mount nuts.



Step 21

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.



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Step 22

Reinsert the ball joint into the spindle, and torque to OEM specs..



Step 23

Reinstall all of the brake line and abs sensor mounting hardware, ensuring that the new geometry doesn't put any stress on the 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 24

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 25

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.



Pre-flight Checks ✓

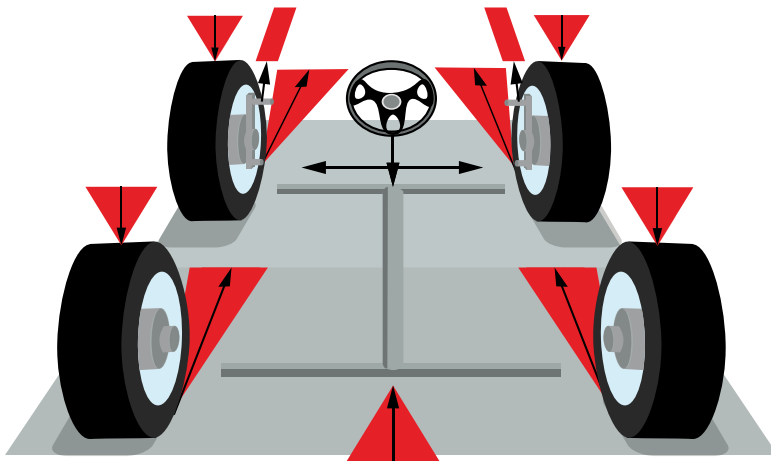
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- ❑ With the car back on the ground and off of your lift or jack stands, take a few moments to 'cycle' both sides of the front suspension by rocking the truck side to side, listening for any irregular sounds (creaking, clunking, metallic scraping, 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.



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.