



I N S T R U C T I O N S

Camburg 2.5" Race Series Coilover Kit

Toyota Tacoma 2wd & 4wd (1995.5 – 2004)

Toyota Tundra 2wd & 4wd (2000-2006)

*** Important: Shocks are already charged with 200 psi of nitrogen ***

- 1] Park the vehicle on a level concrete surface where it is safe to work on your vehicle.
- 2] Lock and center the steering wheel.
- 3] Place blocks in front and behind the rear tires to keep the vehicle from moving. Leave the transmission in park (auto), 1st (stick) with the parking brake set.
- 4] Using a tape measure, measure from the ground up to the center of the wheel well and take note for future reference when adjusting ride heights.
- 5] Using a jack, lift the front of the vehicle and support it securely using jack stands. After the vehicle is supported by the jack stands properly, slowly lower the jack to let the suspension lower completely. Always be careful while working underneath a vehicle.
- 6] Remove the front wheels and set them aside.
- 7] Using a 14mm wrench or socket, remove the three (3) nuts from the top of the OEM shock spring.
- 8] Using a 14mm and 19mm wrench or socket, remove the nut and bolt from the lower shock mount. Remove the shock assembly from the truck. Keep the OEM nut and bolt as it will be retained with the Camburg 2.5 coilover.
- 9] To install your new Camburg 2.5 Race Series shocks, align the new spring hat inside the OEM coil bucket with the Camburg logo and shruader valve facing outwards and loosely secure with the supplied 3/8" bolts and lock washers. On Tundra models you may need to rotate the spring hat by removing the allen bolt from the top shock mount and rotating the hat and then re-installing the bolt using loctite.
- 10] Using a 14mm and 19mm wrench or socket, secure the shock to the lower a-arm using the existing nut and bolt in conjunction with the supplied machined spacers. Make sure the larger spacer is towards the rear of the vehicle (refer to image 1.1)
- 11] Using a 9/16" socket, torque the new spring 3/8" hat bolts to 50ft lbs.
- 12] Now torque the lower shock mount to 85ft lbs. using a 19mm socket.

- 13] Repeat steps 6 – 11 for other side of vehicle.
- 14] When you are done installing the coilovers, now it's time to check the brake lines for proper clearance. Turn the wheel fully to the right and check for the brake hose fitting hitting the coil spring (refer to image 1.2). You will need to bend the hard-line fitting slightly towards the caliper for proper clearance. It's best to use a plastic or rubber mallet to gently and safely perform this operation (refer to image 1.3). You will need to do this for both wheels in each direction. Be very careful not to damage the brake lines. Make sure the bolts attaching the brake lines to the caliper are tightened to factory torque specs (refer to image 1.4). Re-check both sides for proper clearance in both directions. The coilover should not come in contact with the caliper or brake lines (refer to image 1.5).
- 15] Make sure the allen set-screw in the spring collar is loose and first hand tighten the coil spring adjuster nut and then use the supplied to pre-load the coil spring to your desired ride height. The distance from the bottom of the top cap to the top of the coil spring determines how much lift will be achieved. Make sure both sides are adjusted equally. On 2wd model you can lift the vehicle up to 3.5" and on 4wd models you can lift the vehicle up to 2".
- 16] Tighten the allen set-screw in the spring collar using a 5/32" wrench to keep the spring collar from rotating.
- 17] Re-install the wheels and tighten the lug nuts to factory torque specs and set the vehicle on the ground.
- 18] If you are happy with the achieved lift you're done! If the lift is too much, take preload off the coil spring by loosening the upper spring collar. If the lift isn't enough, add preload to the coil spring by tightening the upper spring collar. Don't forget to loosen and tighten the set-screw when adjusting the preload.



1.1



1.2



1.3



1.4



1.5