



1997-2001 Honda CRV 2wd/4wd shim spacer installation guide

Professional installation is recommended

IMPORTANT!

Lifting and modifying the suspension on your vehicle may result in drive line vibrations, damaged bushings, erratic handling characteristics, and shortened suspension component life. HRG Offroad recommends the following:

- Checking and/or replacing worn drive axles with new parts, not remanufactured.
- Checking and/or replacing all worn factory rubber bushings with urethane bushings, such as Prothane.
- Checking and/or replacing worn shock absorbers and bump stops.
- Performing a 4 wheel alignment after working on suspension components.

Lift kits may not be legal for use on public highways in your area. Please check local laws before installing!!

Some HRG Offroad products are designed to improve off-road capabilities. Modifying the suspension of your vehicle may result in handling characteristics that are different from a factory equipped vehicle. Extreme care must be used to prevent a rollover or loss of control. Always operate your modified vehicle at a reduced speed to ensure your ability to maintain control under all driving conditions. Driving your vehicle in an unsafe manner may result in serious injury or death. HRG Offroad lift kits are designed and tested to work together. HRG Offroad does not recommend combining this lift kit with any other type of suspension or body lift. Always wear your seat belt.

Included in the kit:

2 .25" (6.3mm) shim spacers (fits front or rear)

Tools required:

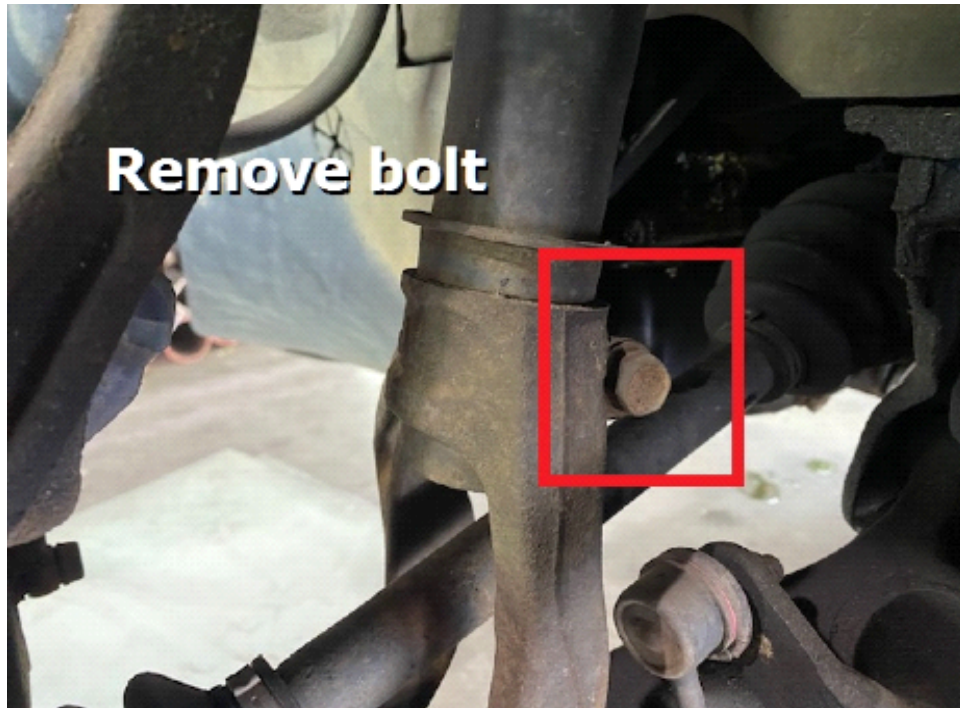
Jack, lug wrench, large hammer, metric socket set to 17mm, 17mm wrench

Front installation:

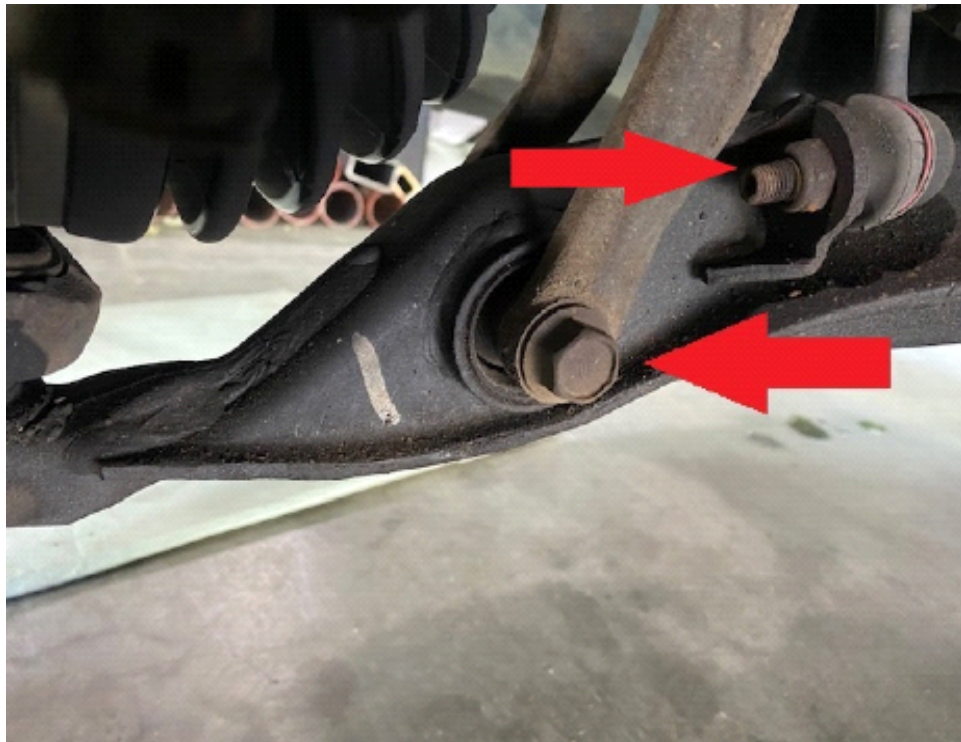
Step 1. Lift vehicle and support with jack stands.

Step 2. Remove wheels.

Step 3. Remove 14mm bolt connecting strut fork to strut.



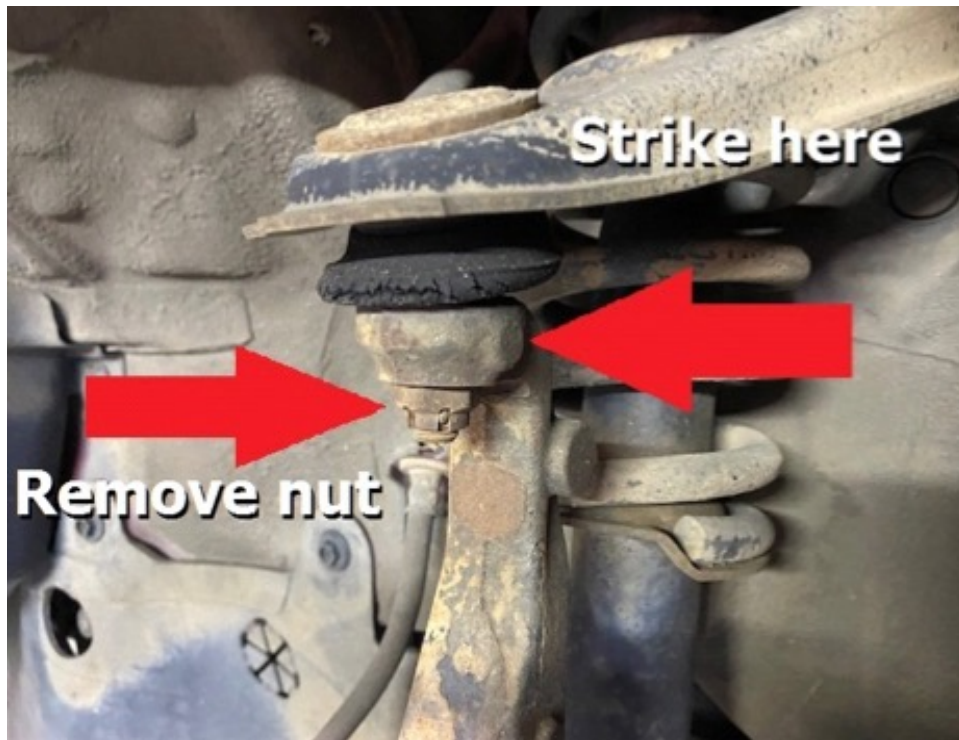
Step 4. Remove 17mm bolt connecting strut fork to lower control arm, remove strut fork. Remove 14mm nut holding sway bar end link. Save hardware for reinstallation.



Step 5. Remove 10mm bolts holding ABS wire and wheel sensor to steering knuckle (if applicable). Move ABS wiring out of the way.

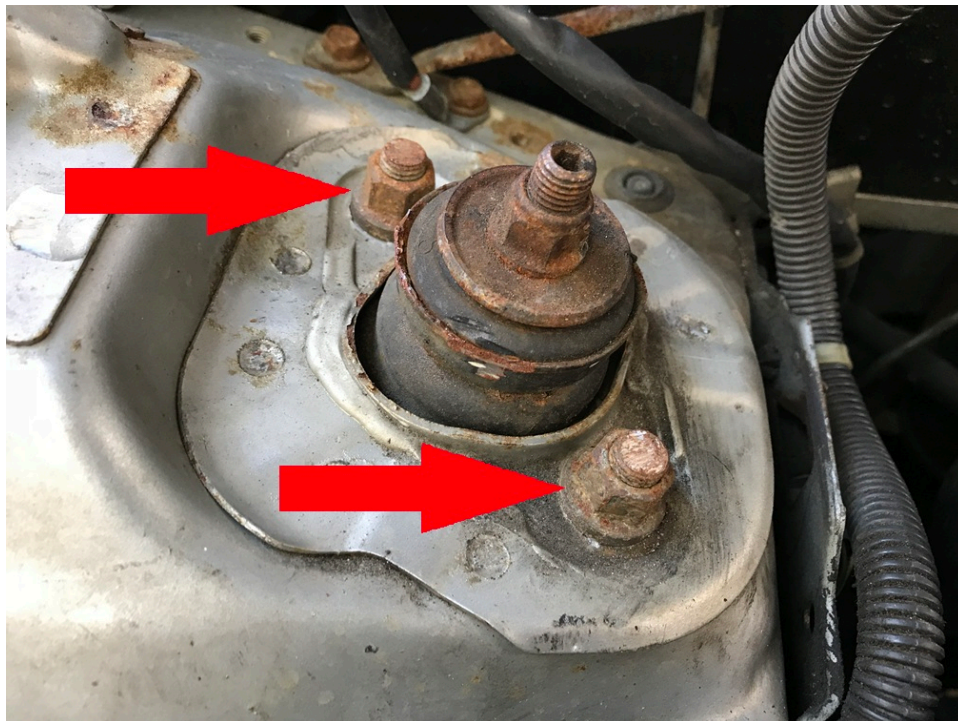
Step 6. Remove cotter pin and castle nut on upper ball joint.

Step 7. Carefully strike knuckle with large hammer to dislodge ball joint, allowing front suspension to drop down. Take care not to hit the threads on the upper ball joint. Take care not to allow the axle to pop out of the inner socket.



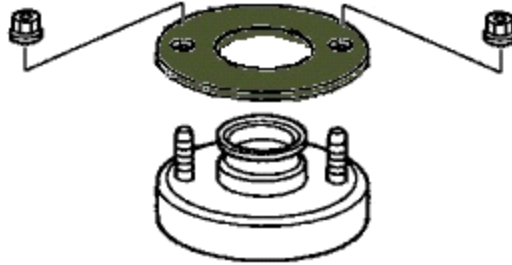
Step 8. Remove 14mm nuts at the top of the strut connecting strut to strut tower.

Step 9. Remove strut. Save hardware for reinstallation.



Step 10. Place shim spacer on top of the strut, reinstall strut into shock tower using original hardware.

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Step 11. Reinstall strut fork to strut and lower control arm in reverse order of disassembly.

Step 12. Use floor jack to compress suspension to align upper ball joint. Reinstall castle nut and replace cotter pin.

Step 13. Reinstall wheels.

Rear installation:

TIP: remove sway bar (if applicable) or disassemble suspension on both sides before installing spacers.

Step 1. Lift vehicle and support with jack stands.

Step 2. Remove wheels.

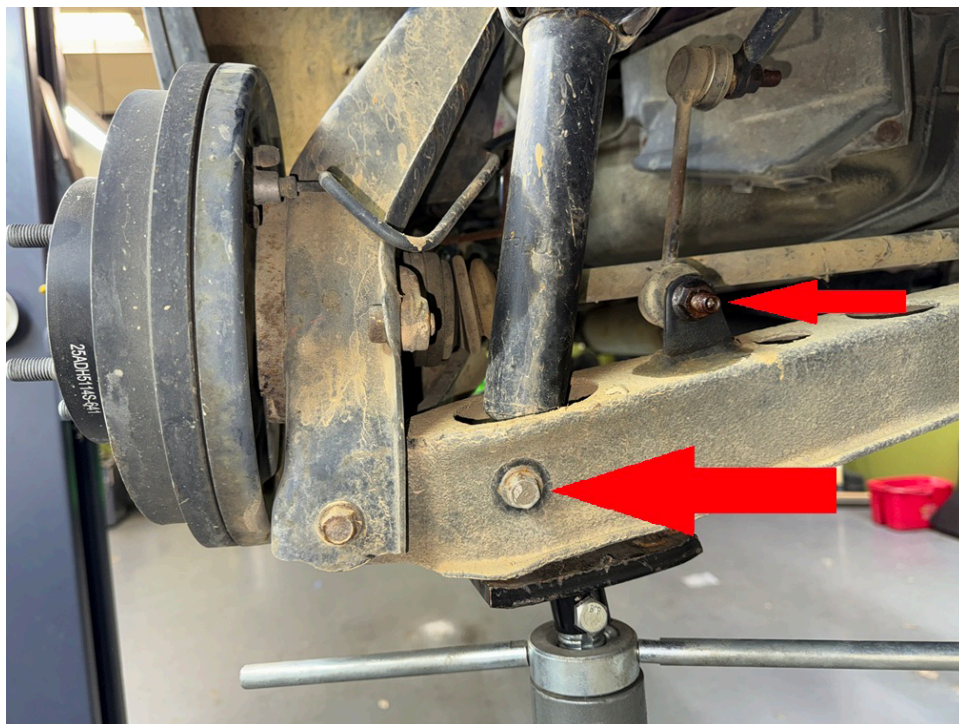
Step 3. Remove 14mm bolt connecting upper control arm to rear trailing arm, allowing suspension to drop. DO NOT remove 14mm bolts connecting lateral link to body of vehicle as these bolts are difficult to reinstall and are prone to cross-threading. Save hardware for reinstallation. See photo.



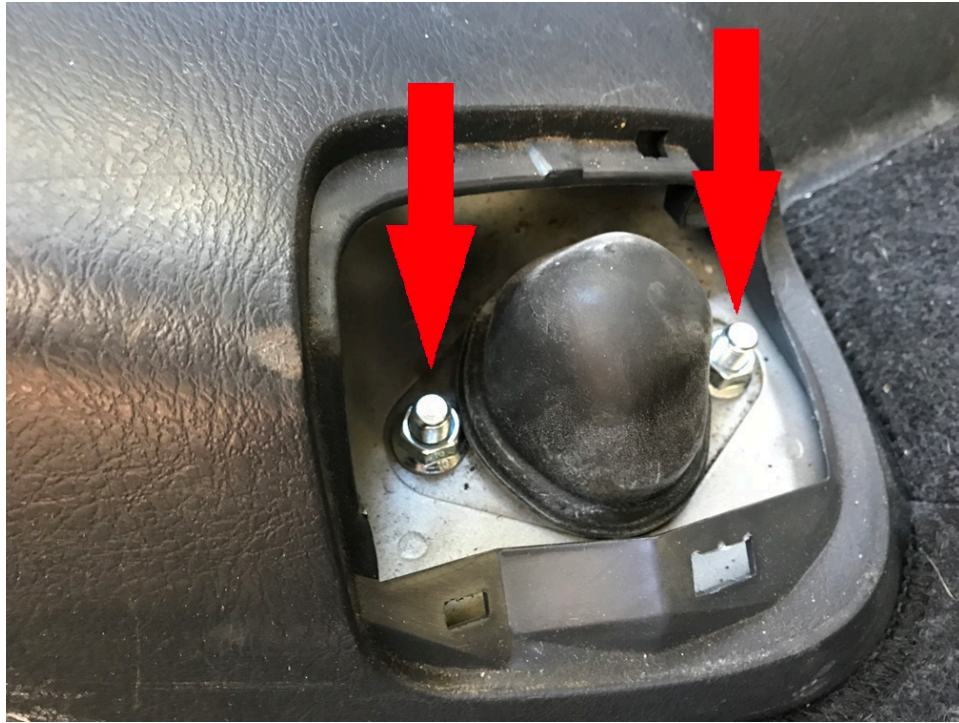
Step 4. Remove 14mm bolt connecting strut to lower control arm. Save hardware for reinstallation.

Note: these bolts are prone to seizing inside the lower control arm bushing. If the bolts seize, you will need to cut the bushings and replace them or replace the rear lower control arms.

Step 5. Remove nut holding rear sway bar link (if applicable)

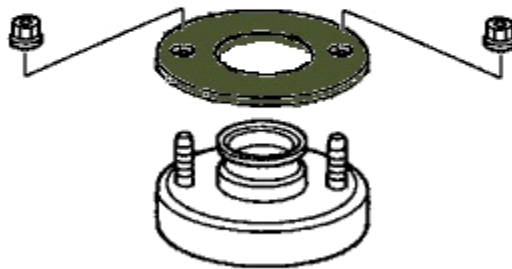


Step 6. Remove 2 14mm nuts at the top of the strut connecting the strut to the strut tower, remove strut. Save hardware for reinstallation.

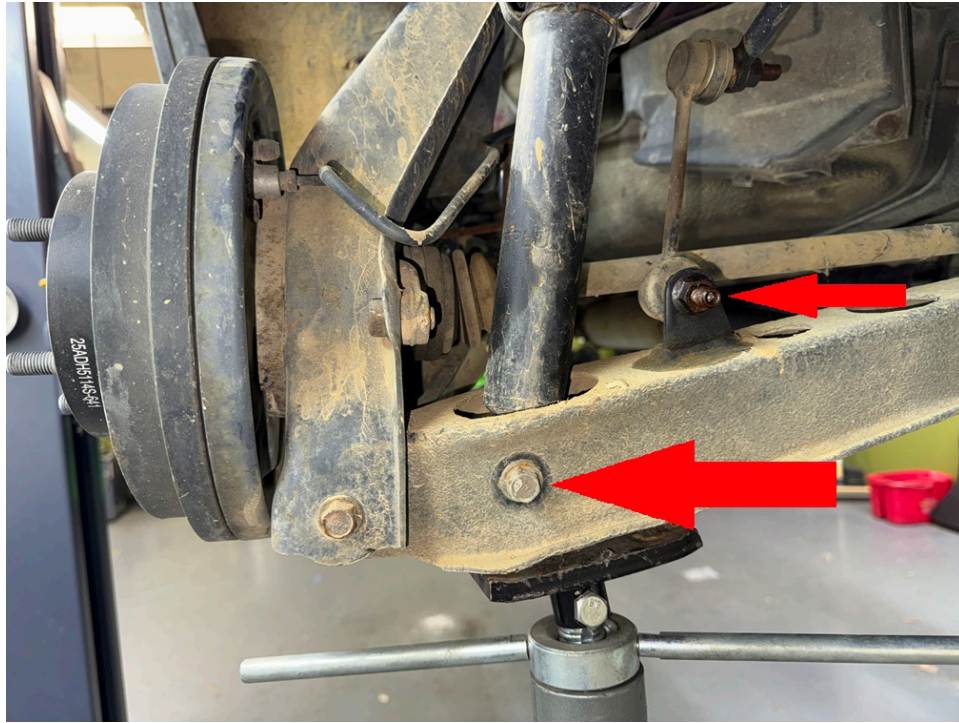


Step 7. Place shim spacer on top of strut. Reinstall strut using original hardware.

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Step 8. Reinstall lower strut mounting bot into rear lower control arm.



Step 9. Using a floor jack, compress suspension to align rear upper control arm to trailing arm. Reinstall rear upper control arm bolt.

Step 10. Reinstall wheels and lower vehicle to the ground. Roll back and forth to settle suspension.

Step 11. Tighten all bolts at this time.

Step 12. Get a professional alignment.

Note: Installing lift spacers will change the suspension geometry and will require a 4 wheel alignment.

Warning: Failure to follow the procedures in these installation instructions may result in unsafe handling characteristics, damage to vehicle, or loss of control.

For tech support, please call 1-844- HRG LIFT (474-5438) from 8-4:30 PM EST Mon-Thu 8-3:30 PM Fri or email us 24/7 at support@hrgoffroad.com.

This product is intended for off-road use only!!