



PILOT

2009-2015 1.5 inch lift kit 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!!

WARNING!

Lifted vehicles are more prone to rolling over.

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.

Recommended tire/wheel sizes:

Stock: 245/65/17 or 245/60/18 (29.5")

17" wheels

255/65/17 (30.0")

245/70/17 (30.4")

265/65/17 (30.5")

255/70/17 (31.0")

18" wheels

245/65/18 (30.5")

255/65/18 (31.0")

Be sure to check fitment prior to installation! These sizes are only suggestions. HRG is not responsible for improperly fitted wheels/tires!

Included in the kit:

2 1.5" front lift spacers 5323

2 1.0" rear lift spacers 5301

6 M10 nuts

2 17mm camber adjustment bolts (optional)

2 adjustable rear upper control arms (optional)

Skill level: Easy

Tools required:

Jack, lug wrench, jack stands, socket extension, 12, 14, 18 and 21mm sockets, 14 and 18mm wrenches, heavy hammer, common pliers, torque wrench, paint pen.

Front installation:

Step 1. Remove plastic access panels under hood to reach upper strut mounts.



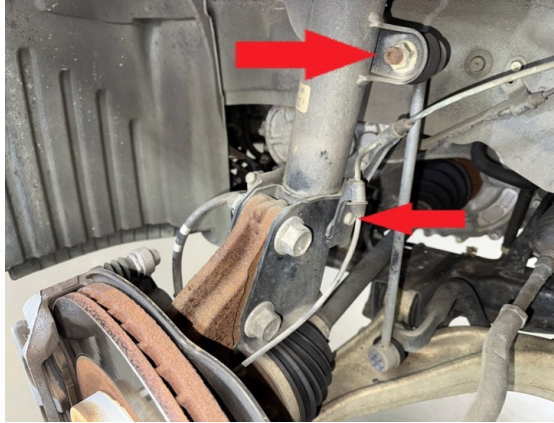
Step 2. Remove nuts holding driver side strut to shock tower, leave one nut on so struts do not fall when lifting vehicle to access bottom bolts. Save hardware.

Step 3. Lift vehicle and support with jack stands.

Step 4. Remove wheels.

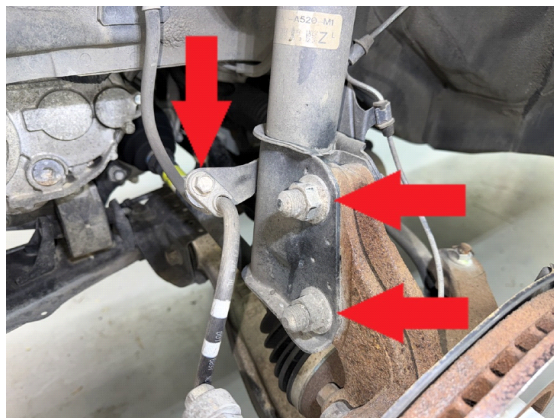
Step 5. Remove ABS wires, if applicable.

Step 6. Disconnect and remove OEM sway bar links. (these will be replaced by shorter links)



Step 7. Remove brake line from strut.

Step 8. Remove bolts connecting strut to hub. Save hardware for reinstallation. If installing camber adjustment bolts, only one original bolt from each side will be reused. (see diagram included with camber bolts)



Step 9. Using a length of wire, or large zip ties, secure wheel hub to prevent axle shaft from slipping out of inner joint.

Step 10. Remove strut

Step 11. Install spacer onto strut using original hardware.



Step 12. Reinstall strut in reverse order, using supplied hardware to bolt strut to body.

Step 13. Re-attach brake lines to strut.

Step 14. Re-attach ABS wiring to strut

Step 15. Repeat installation process on passenger side. Sway bar links will not line up until both sides are lifted!

Step 16. Install shorter sway bar links provided in the kit. Torque nuts to 80 Ft-lb

Step 17. Double check all bolts.

Step 18. Reinstall wheels and lower vehicle.

Rear installation:

Step 1. Jack up vehicle and support with jack stands.

Step 2. Remove wheels.

Step 3. Support driver side rear lower control arm with floor jack.

Step 4. Remove bolt holding driver side shock to lower control arm.

Step 5. Remove bolt holding lower control arm to wheel hub.



Step 6. Using a floor jack, carefully lower rear control arm to release pressure on spring.

Step 7. Loosen bolt connecting lower arm to subframe to allow lower arm to drop down.



Step 6. Pivot lower arm down enough to remove spring. (see diagram below)

Step 7. Install spacer on the top of the spring, between the spring and the spring seat. Re-use rubber spring isolator. (See photo below)



Step 8. Using a floor jack, compress spring by lifting on the lower arm until the bolt for the shock absorber can be installed.

Step 9. Using a floor jack, compress spring further and maneuver lower control arm to line it up with the wheel hub. Install bolt, but wait to tighten completely until vehicle is resting on its suspension. (this will help prolong bushing life)

Step 10. Repeat installation process for passenger side.

OPTIONAL ADJUSTABLE REAR UPPER CONTROL ARM INSTALLATION:

Step 12. Remove cotter pin and nut holding upper control arm to hub. Save hardware.

Step 13. Shock upper ball joint with large hammer to release it from hub.

Step 14. Remove bolt holding rear upper control arm to subframe.

Step 15. Install new adjustable rear upper control arm in reverse order of removal.

TIP: do not fully tighten control arm bolts until vehicle is resting on the ground (this will help prolong bushing life)

Step 16. Reinstall wheels and lower vehicle.

Step 17. Tighten lower control arm bolts.

Step 18. Referring to factory service manual, torque all bolts to spec and mark with paint pen once completed.

Step 19. Get a professional alignment.

Note: Installing a lift kit 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!!

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