1997-2001 CR-V 2" Basic 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 Off-road 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 Off-road 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 Off-road lift kits are designed and tested to work together. HRG Off-road 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: 205/70/15 (26.3")
205/75/15 (27")
225/70/15 (27.4")
215/75/15 (27.7")
225/75/15 (28.2")

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" (25mm) lift spacers (front)
2 2" (50mm) lift spacers (rear)
4 M10x20mm grade 10.9 bolts (1" spacers only)
4 M10x25mm grade 10.9 bolts (2" spacers only)

Tools required: Industrial spring compressor, floor jack, lug wrench, impact wrench, metric socket set to 19mm, metric wrench set to 19mm, heavy hammer, common pliers, hex key set, torque wrench.

Front installation:

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

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

Step 2. Remove wheels.

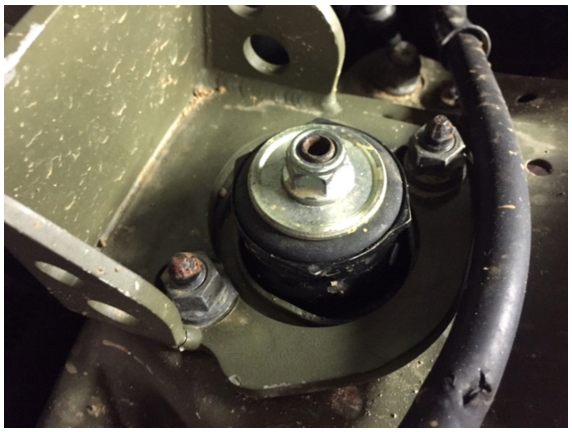
Step 3. Remove 17mm bolt connecting strut fork to lower control arm, remove 14mm bolt connecting strut fork to strut, remove strut fork. Save hardware for reinstallation.

Step 4. Remove 2 12mm bolts (if applicable) connecting brake lines to strut.

Step 5. Remove cotter pin and castle nut from upper ball joint. Save hardware.

Step 6. Strike spindle with heavy hammer to release ball joint from spindle. Take care not to hit threaded end of ball joint. (Leave nut threaded on part way to protect the threads)

Step 7. Remove 14mm nuts at the top of the strut connecting strut to strut tower. Remove strut. Save hardware for reinstallation.

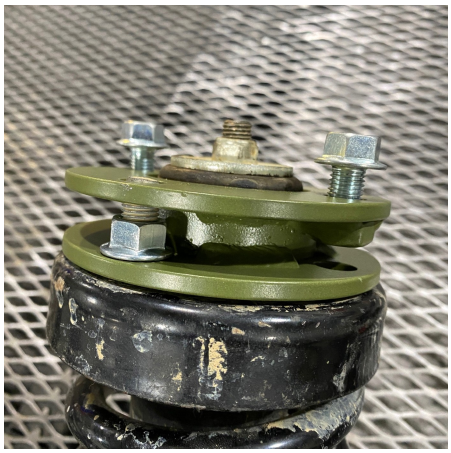


Step 8. Mark spring orientation on top hat. Using spring compressor, remove top hat from strut. use 4mm hex key to hold strut shaft while loosening nut. Inspect strut and bump stop, replace if necessary.

Step 9. Using a bench grinder, remove approximately 1/8" from the end of the top hat studs. Test the fitment and be sure the studs do not protrude past the top of the spacers.

Step 10. Re-install spring, replace top hat rotated 90* from original position. Be sure spring is seated properly at the bottom of the strut.

Step 11. Install lift spacers onto struts using original hardware.



Step 12. Remove cotter pin and 17mm castle nut on upper ball joint.

Step 13. Strike spindle with heavy hammer to dislodge ball joint.

Step 14. Install strut into shock tower using supplied M10x20mm bolts.

Step 15. Re-install strut fork in reverse order of installation.

Step 16. Using a floor jack, compress front suspension to allow the spindle and upper ball joint to line up.

Step 17. Reinstall ball joint castle nut. Do not forget cotter pin!

TIP: Tighten all bolts after vehicle is resting on its suspension. This will help prolong bushing life.

Rear installation:

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

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

Step 2. Remove wheels.

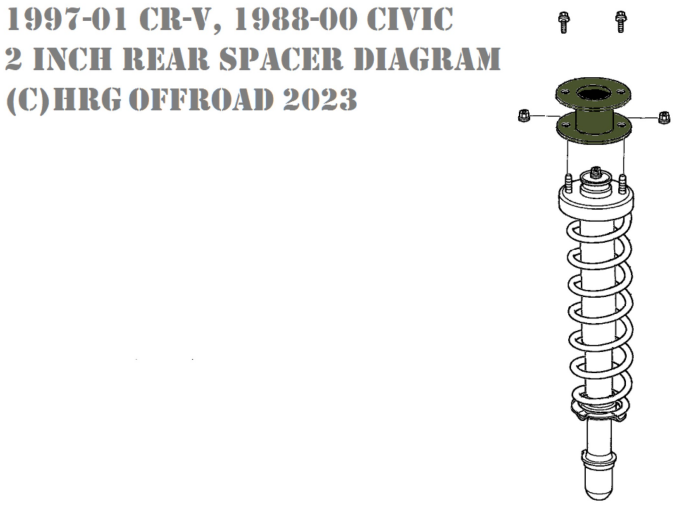
Step 3. Remove 14mm bolt connecting lateral link to rear trailing arm, allowing suspension to drop. DO NOT remove 14mm bolts connecting lateral link to body of vehicle as these bolts are difficult to reinstall and are prone to cross-threading. Save hardware for reinstallation. See photo.

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

Step 6. Install lift spacers onto struts using original hardware. (See diagram)



Step 7. Reinstall struts to shock tower using supplied M10x25mm bolts.

Step 8. Using a floor jack, compress suspension to align rear upper control arm to trailing arm, reinstall strut and trailing arm hardware reverse order of disassembly.

Step 9. Reinstall wheels.

Step 10 Tighten all bolts front and rear and double check using factory torque specs. (See factory service manual)

TIP: Tighten all bolts after vehicle is resting on its suspension. This will help prolong bushing life.

Step 11. Get a professional wheel 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 8-5 EST Mon-Sat or email us 24/7 at support@hrgoffroad.com

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