



2023+ Mazda CX-50 1.5" lift kit installation guide

Professional installation is recommended

FOR OFF-ROAD USE ONLY!

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 four 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 size: 225/65/17 or 225/55/19

+1" larger tire

For 17" wheel: 245/65/17*

For 19" wheel: 245/55/19*

****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 spacers 5560
- 2 1" rear spacers 5561
- 2 Sway bar end link relocation brackets
- 8 M10 nuts
- 2 M10X25 bolts
- 4 0.5x2.0 M14 spacers (4WD ONLY)
- 2 Adjustable camber bolts

Installation time: Approximately 3-4 hours

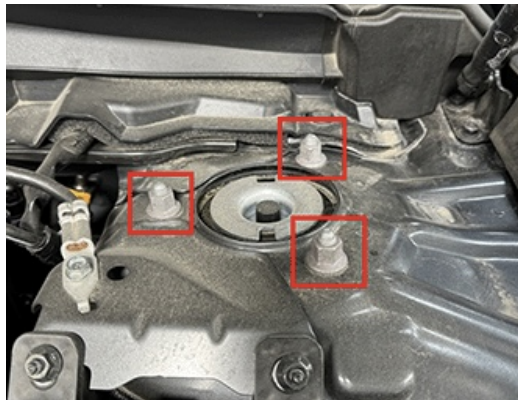
FRONT INSTALLATION:

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

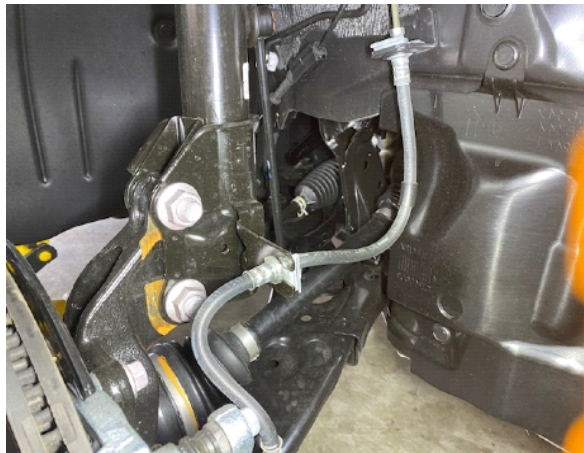
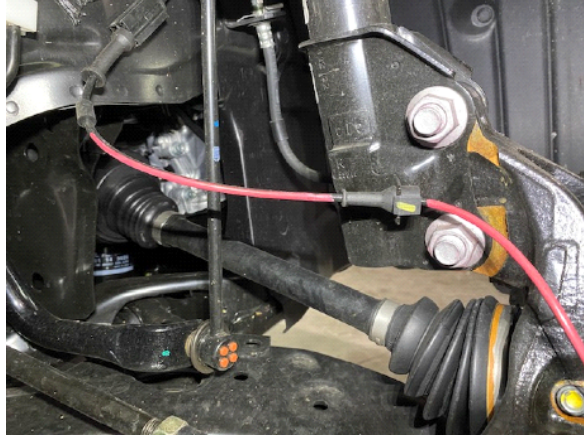
Step 2. Remove wheels.

TIP: Installation is made easier by either disconnecting the front sway bar during installation or disassembling both left and right side suspension at the same time.

Step 3. Remove nuts from upper strut mount on driver side.



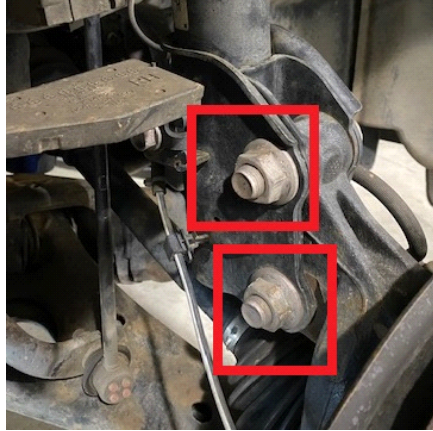
Step 4. Unclip brake hose and ABS wire from strut.



Step 5. Remove 17mm nut holding sway bar link to strut.



Step 6. Remove 2 21mm nuts from strut mounting bolts, slide bolts out. It may be necessary to tap these bolts out with a hammer.



Step 7. Remove strut from vehicle.

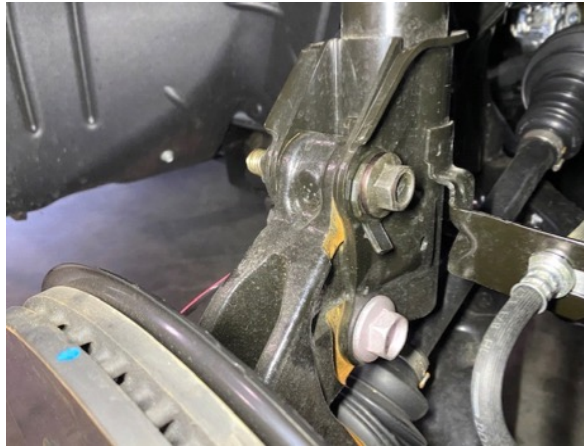
Step 8. Place strut spacer on top of strut and secure with hardware provided in the kit.

NOTE: The letters on the spacers face the FRONT of the vehicle L is driver R is passenger.

Check the fitment. If using aftermarket struts, it may be necessary to trim the studs slightly to allow the spacer to fit flush against the strut. If so, thread the nut onto the stud, trim the stud, and then back the nut off to clean the threads.

Step 9. Slide lift spacer through bolt holes in strut tower. Secure with OEM hardware.

Step 10. Re-use bottom bolt only to attaching strut to wheel hub, replace upper bolt with camber adjustment bolt (refer to camber bolt installation instructions)



Step 11. Leave sway bar link loose until both sides are complete.

Step 12. Reinstall ABS lines and flexible brake lines.

Step 13. Install sway bar link relocation brackets as shown. **Brackets are marked “L” for driver side and “R” for passenger side.**

NOTE: sway bar link brackets are an interference fit. The holes will not line up exactly, this is intentional and once tightened, the brackets will clamp onto the mounting tab.



Step 14. Repeat steps 3-13 for passenger side.

Step 15. Reinstall sway bar end links.

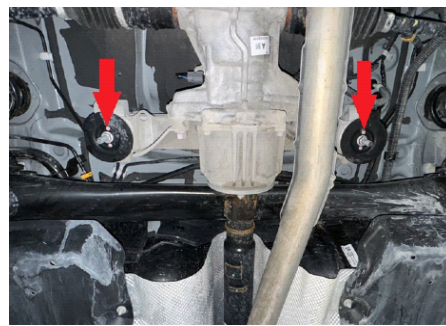
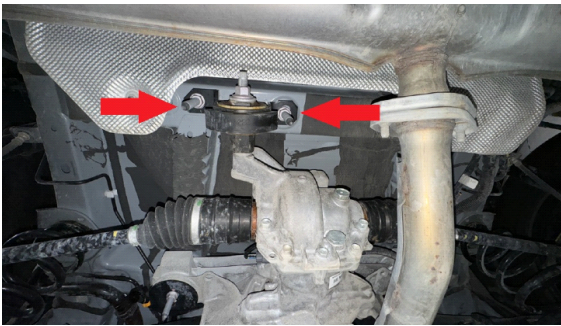
Step 16. Double check all bolts. Refer to factory service manual for torque specifications.

Step 17. Reinstall wheels.

REAR INSTALLATION:

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

Step 2. Locate nuts holding rear differential/subframe assembly. Loosen, do not remove nuts, allowing rear subframe to drop about 1/2".



Step 3. Slide 0.50x 2.0 M14 “pac-man” spacers between subframe and body on each stud.

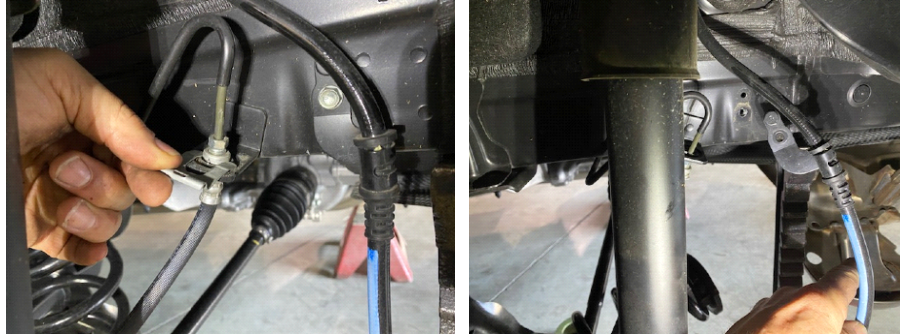
Step 4. Tighten all differential support nuts.

Step 5. Remove wheels.

Step 6. Remove bolts holding rear shocks to rear axle.

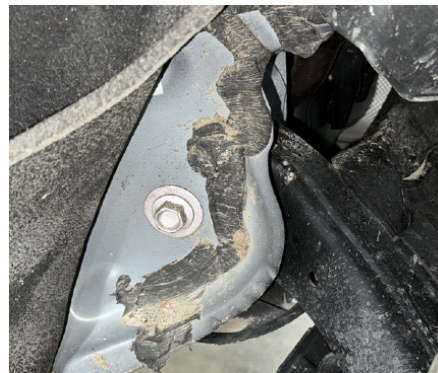


Step 7. Unclip rear brake line and unbolt ABS wire.



Step 8. Release pressure on springs by lowering rear axle with floor jack.

Step 9. loosen the bolt on the inner end of the rear arm to allow the axle to fully drop.



Step 10. Remove spring and rubber isolator, trim tab off.



Step 11. Place lift spacer between frame rail and isolator, reinstall spring.



Step 12. Use floor jack to compress the springs and raise the rear axle back into place.



Step 13. Remove bolts holding shock into rear shock tower.

Step 14. Attach shock extensions to shock using OEM hardware.

Step 15. Install shock/shock extension assembly into rear shock tower using hardware provided in the kit.

Step 16. Reinstall bolts holding shock absorbers to rear axle.

Step 17. Tighten bolts holding rear arms to body.

Step 18. Double check all bolts, refer to factory service manual for torque specifications.

Step 19. Reinstall wheels.

Step 20. Get a professional 4-wheel alignment.

Step 21. Find some trails!



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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