2001-2005 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.

Included in the kit:

2 1.5" (38mm) front lift spacers 5211
2 1.0" (25mm) rear lift spacers 5213
6 M10x25mm grade 10.9 bolts
4 M10 Nuts
2 camber adjustment bolts

Tools required:

Floor Jack, lug wrench, 12, 14, 18 and 21mm sockets, 14 and 18mm wrenches, bench grinder or cutoff wheel, torque wrench, paint pen.

Approximate installation time: 1.5-3 hours

Skill level: Easy.

NOTE TO INSTALLER/USER: Rear camber alignment is not adjustable with OEM parts. Some vehicles will not align perfectly and may need adjustable rear upper control arms which are NOT included with this lift kit.

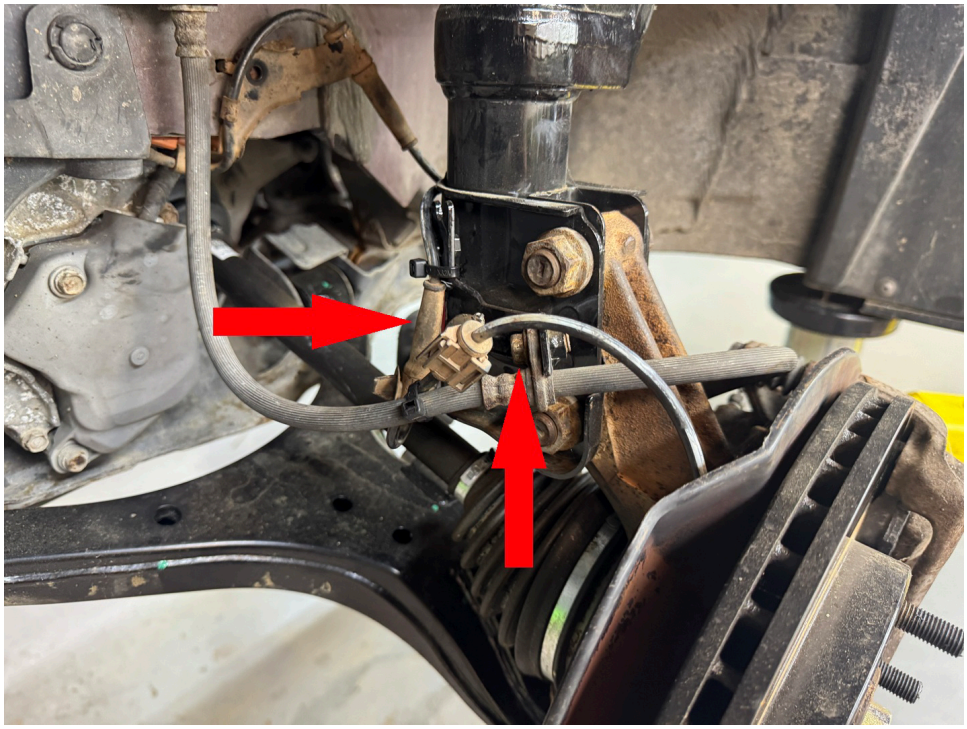
Front installation:

TIP: Installation is made easier by disassembling suspension on both sides before installing spacers. Disconnecting the sway bars during the installation may be necessary.

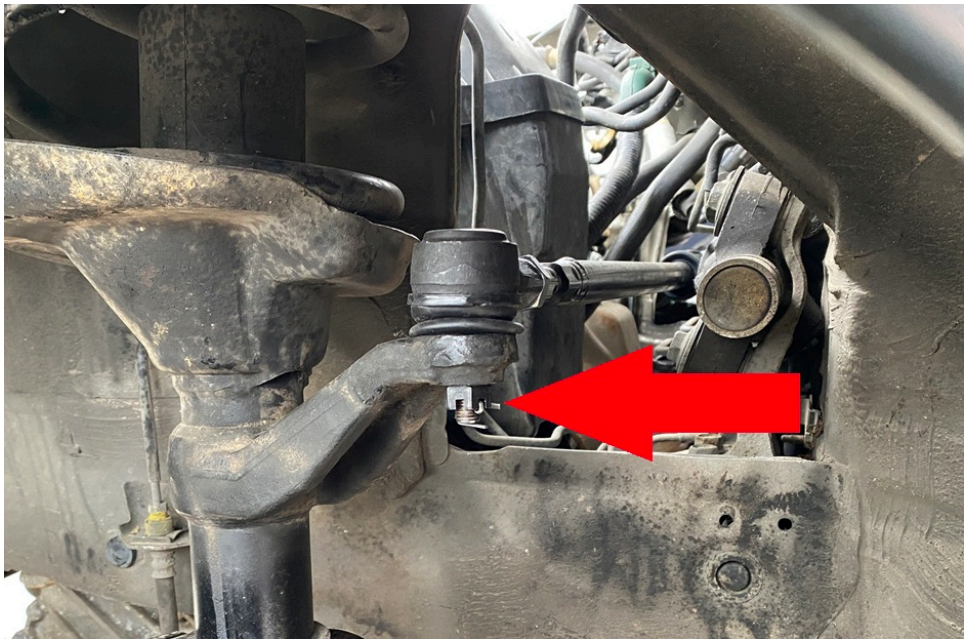
Step 1. Lift vehicle and support with jack stands.

Step 2. Remove wheels.

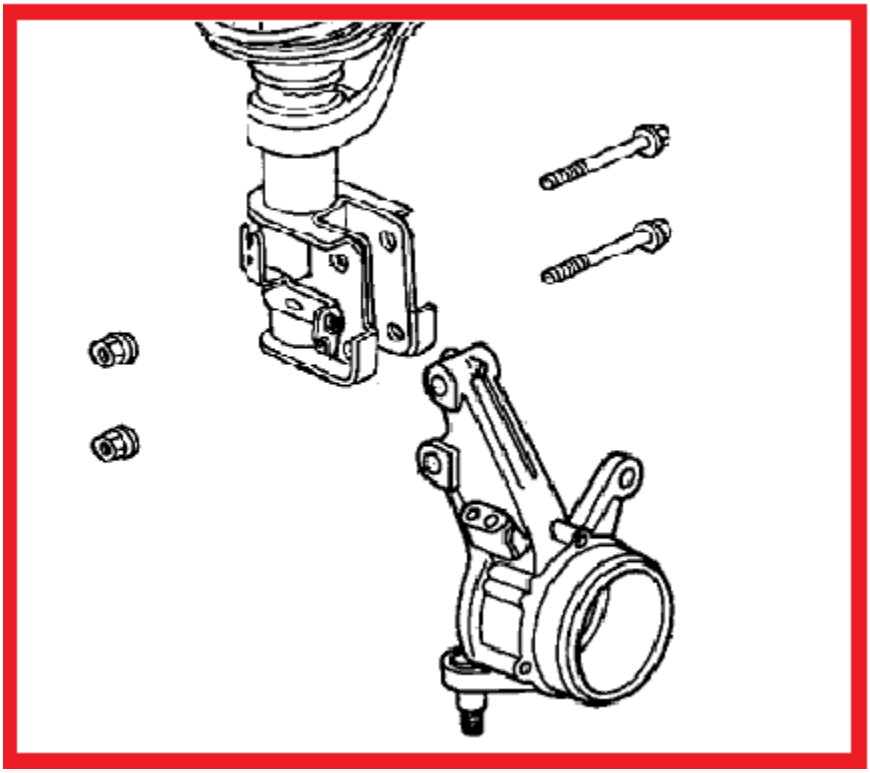
Step 3. Remove ABS and brake lines from strut.



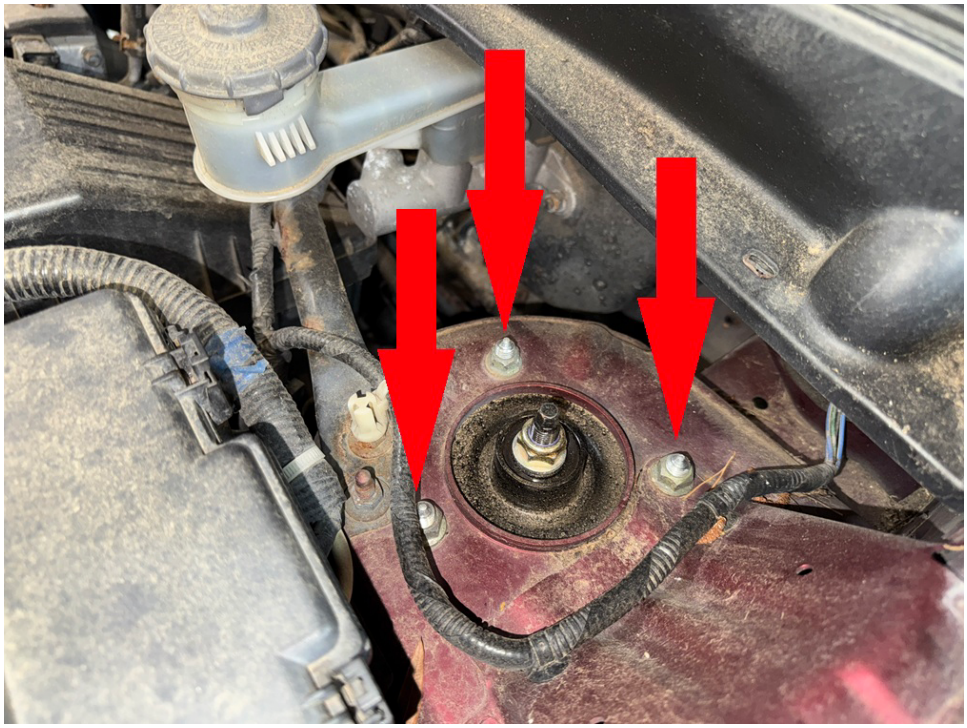
Step 4. Remove tie rod end from strut



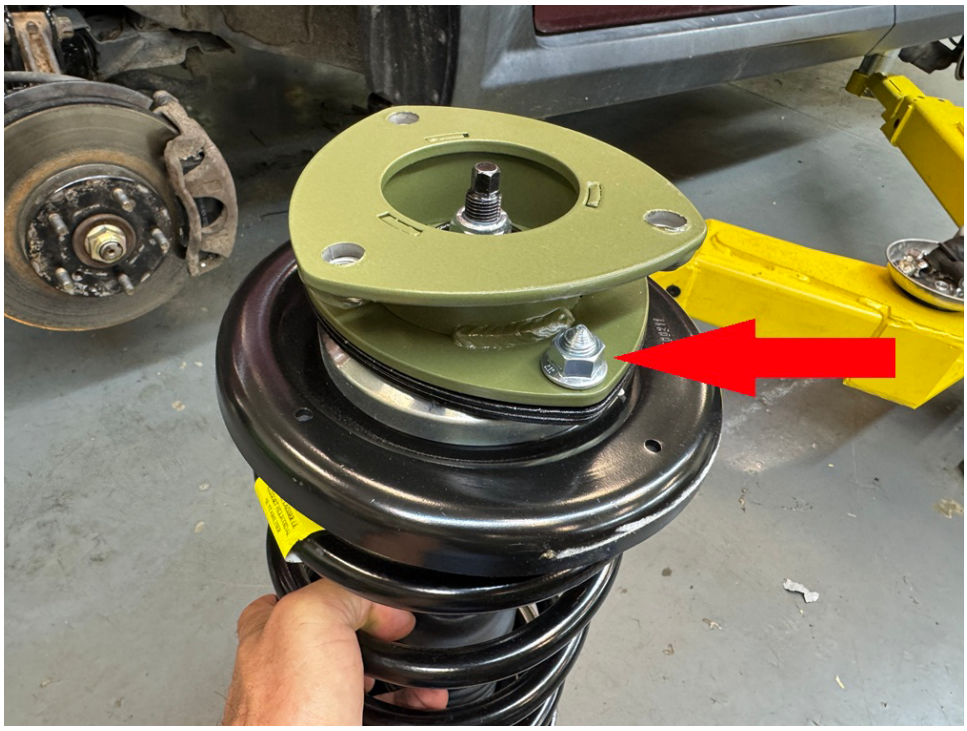
Step 5. Remove 21mm bolts connecting strut to knuckle. Save hardware for reinstallation.



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



Step 7. Install lift spacers onto struts using original hardware.



Step 9. Reinstall strut to shock tower using supplied M10x25mm bolts.

Step 10. Reinstall original M16x62 bolts to attach strut to hub. When using the optional offset camber bolts, install one OEM bolt in the bottom hole and install the camber bolt in the top hole. Rotate camber bolts to produce as much negative camber (top of the wheel tilting inward) as possible. Alignment technician will make final adjustments!

Step 11. Reinstall tie rod ends and brake lines to strut.

Step 12. Double check all bolts for tightness, mark each bolt with paint pen once completed.

Step 13. Reinstall wheels.

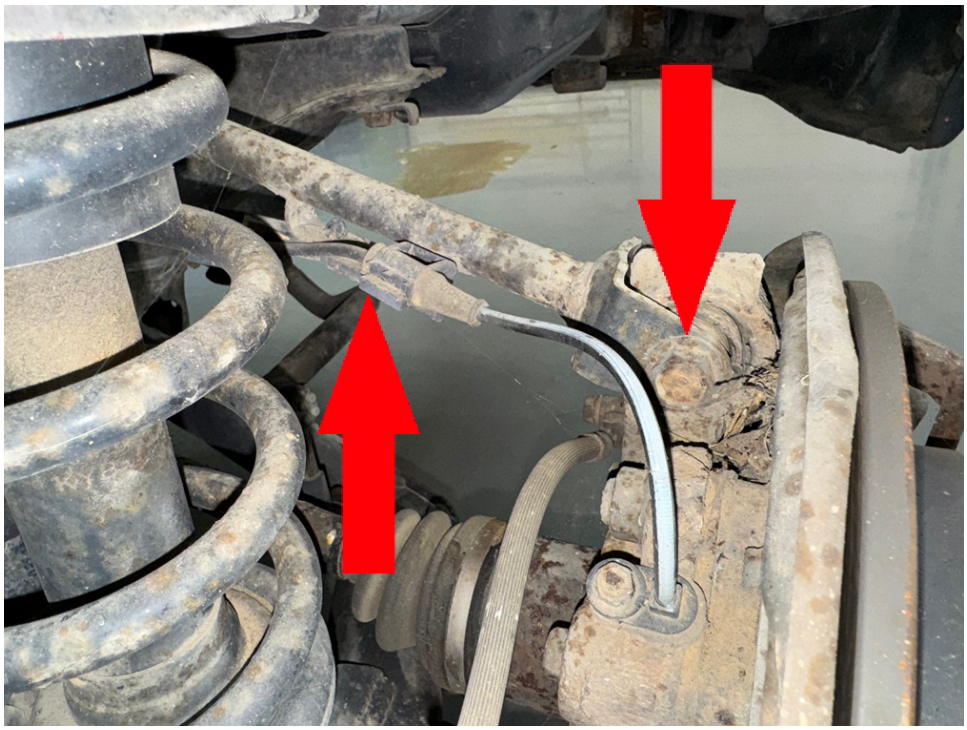
Rear installation:

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.

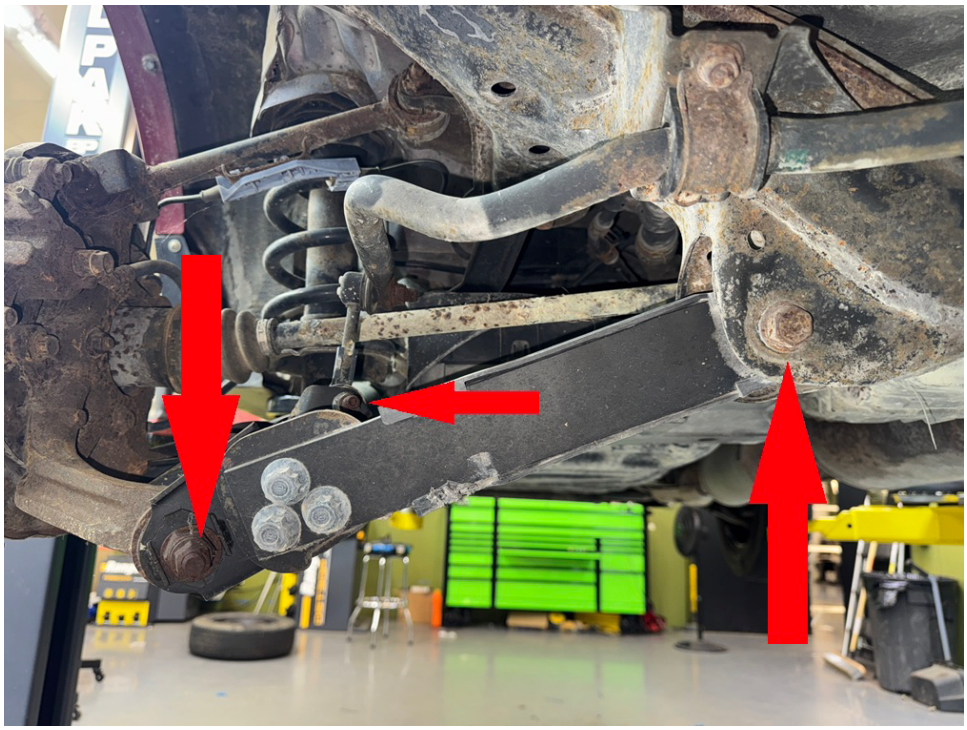
Step 3. Disconnect upper control arm from rear hub. (carefully remove ABS wiring if applicable)



Step 4. Remove M14x77mm bolt connecting rear strut to lower arm. (CRV/Element shown)

NOTE: these bolts are prone to seizing inside the bushing. If the bolts seize, you will need to cut the bushings and replace them, or replace the strut.

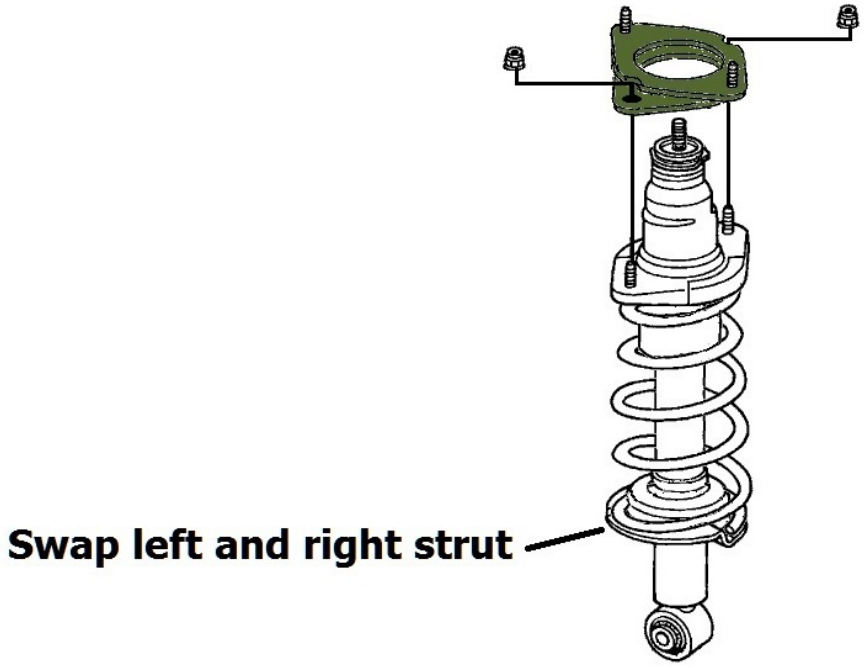
Step 5. Loosen all bolts in rear suspension arms to allow free movement. (see diagram) It may also be necessary to disconnect the sway bar to allow the suspesion to drop enough to install the spacers.



Step 6. Remove interior trim panels to gain access to upper strut mounting bolts.

Step 7. Remove 2 14mm nuts at the top of the strut connecting the strut to the body, remove strut. Save hardware for reinstallation.

Step 8. Attach spacers onto struts using original hardware It may be necessary to trim the existing strut studs. (See diagram)



Step 9**. Swap driver side and passenger side struts so that mounting studs are oriented correctly (this step eliminates having to rotate the top hat of the strut)**

NOTE: If struts seem to be off by 90* swap the spacers from one strut to the other.

Step 10. Lift rear suspension with a floor jack to align bolt holes on strut

Step 11. Install adjustable rear upper control arms in place of OEM parts (not included with the kit)

Step 12. Reinstall wheels and lower vehicle.

Step 13. **Tighten all suspension arm bolts with the vehicle on the ground.** This is done to ensure the bushings are located properly in their travel and prolongs bushing life.

Step 14. Double check all nuts and bolts in the suspension. Refer to factory service manual for torque specifications. Mark each bolt with paint pen once check is complete.

Step 15. Get a professional 4-wheel alignment.

Note: Installing a lift kit will change the suspension geometry and will require a 4 wheel alignment, and possibly front/rear camber correction kits.

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!!