



2007-2016 CRV 1.5" 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) lift spacers (front) 5216
- 2 1.5" (25mm) lift spacers (rear) 5220
- 14 M10x25mm grade 10.9 bolts (front)
- 4 M10 flange nuts
- 4 1.25x 1" M12 spacers (rear lower arm)
- 4 1.25x1" M12 spacers (rear subframe)
- 2 M10x140mm bolts (rear differential bracket)
- 4 M12x100mm bolts (rear subframe)
- 4 M12x80mm bolts (rear trailing arm)
- 2 2.75x1" M10 spacers (differential support bracket)

Installation time 4-5 hours

Tools required:

Floor Jack, lug wrench, metric socket set, metric wrench set, bench grinder or cutoff wheel, pliers, torque wrench, paint pen.

Note to installer: Some bolts removed to install subframe kit will be replaced with longer bolts. Some OEM hardware

will be reused.

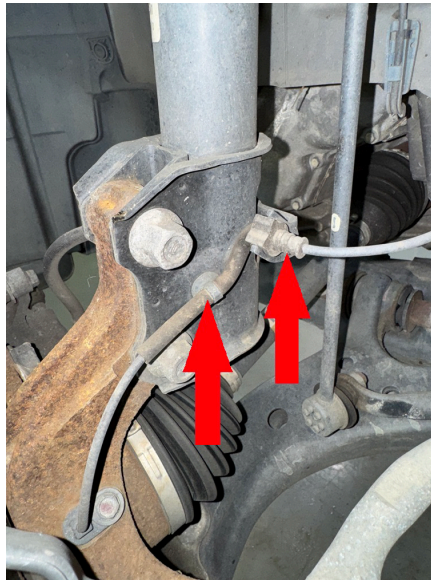
Skill level: Moderate

Front installation:

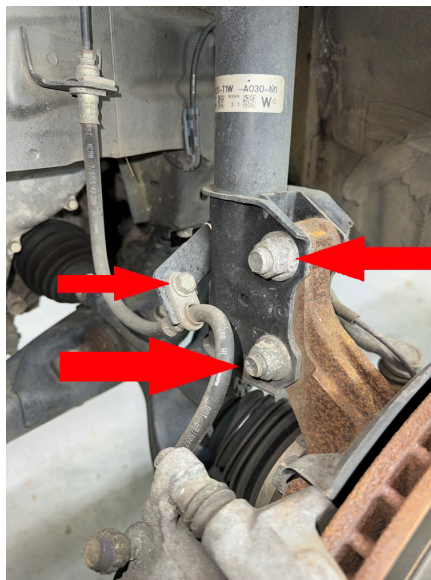
Step 1. Lift vehicle and support with jack stands.

Step 2. Remove the front wheels.

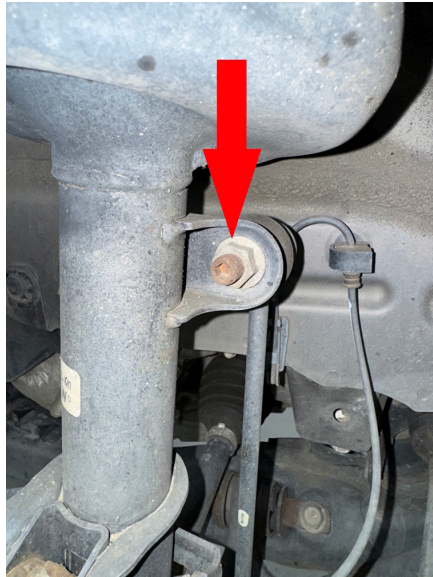
Step 3. Remove brake lines and ABS wiring from strut (if applicable).



Step 4. Remove bolts connecting strut to knuckle. Save hardware for reinstallation.



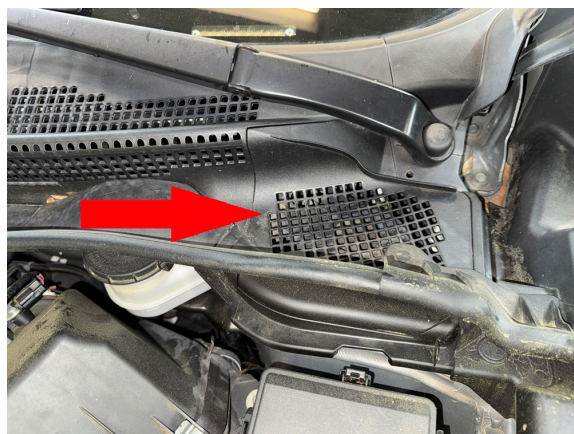
Step 5. Disconnect sway bar end link.



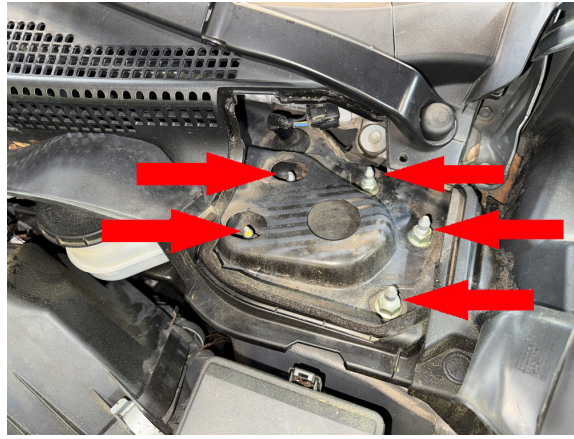
Step 6. Pull strut clear from knuckle.



Step 7. Remove plastic panels to gain access to strut mounting bolts..



Step 8. Remove 14mm nuts at the top of the strut connecting strut to strut tower. Remove strut. Save hardware for reinstallation.



Step 9. Install lift spacers onto struts using OEM hardware.

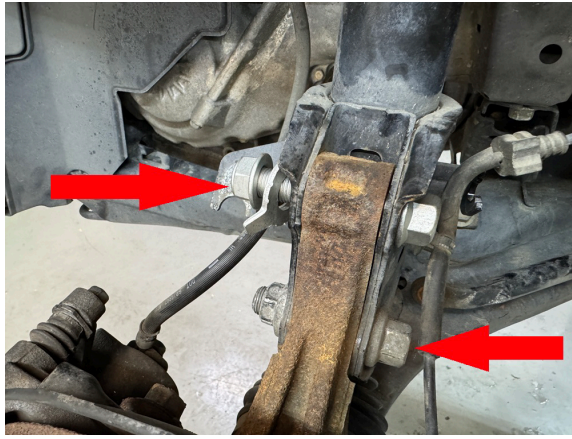


Step 10. Reinstall strut to shock tower using supplied M10x25mm bolts. Torque nuts to 33 ft-lb.



Step 11. Reinstall BOTH 19mm bolts to attach strut to hub. Tighten bottom bolt ONLY. Slide top bolt back out and replace with 16mm camber adjustment bolt included in the kit.

Step 12. Loosen bottom bolt once more. Rotate camber bolt to maximum negative camber setting. Hold bolt in place and tighten nuts on the camber bolt and lower strut bolt. (alignment tech will do final adjustments) Torque nuts to 145 ft-lb.



Step 13. Reinstall brake lines and ABS wiring.

Step 14. Repeat spacer installation for passenger side

Step 15. Align both driver and passenger side sway bar end links and torque end link nuts to 56 ft-lb.

Step 16. Reinstall wheels.

Rear installation:

Step 1. Remove driver side interior trim panel to gain access to driver side upper strut mounting nuts. Lift upward on the panel to remove.



Step 2. Locate and remove strut mounting nuts. (save hardware)

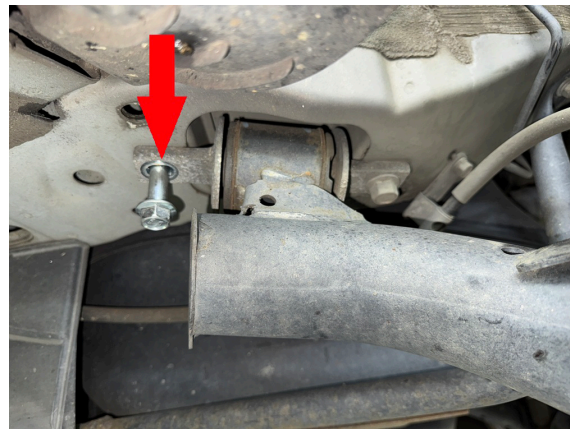
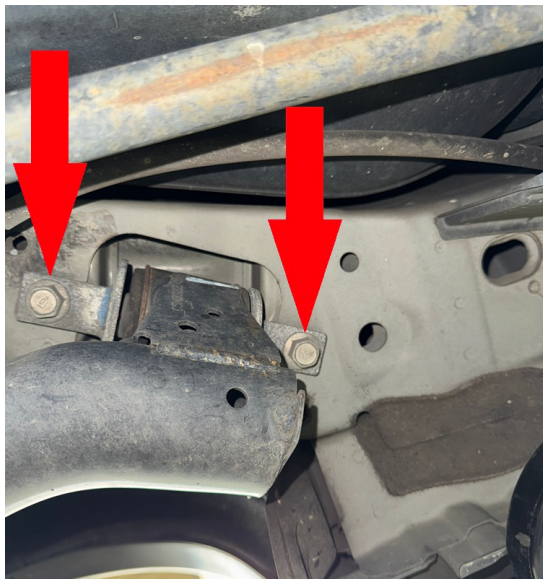


Step 3. Repeat steps 1 and 2 on passenger side.

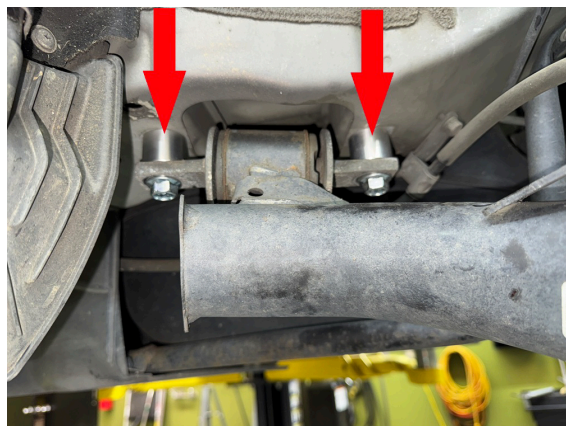
Step 4. Lift vehicle and support with jack stands.

Step 5. Remove rear wheels.

Step 6. Remove bolts holding driver side trailing arm to chassis one at a time, temporarily replacing them with M12x80 bolts. **Note: Removing both bolts at the same time makes the holes far more difficult to line up.**

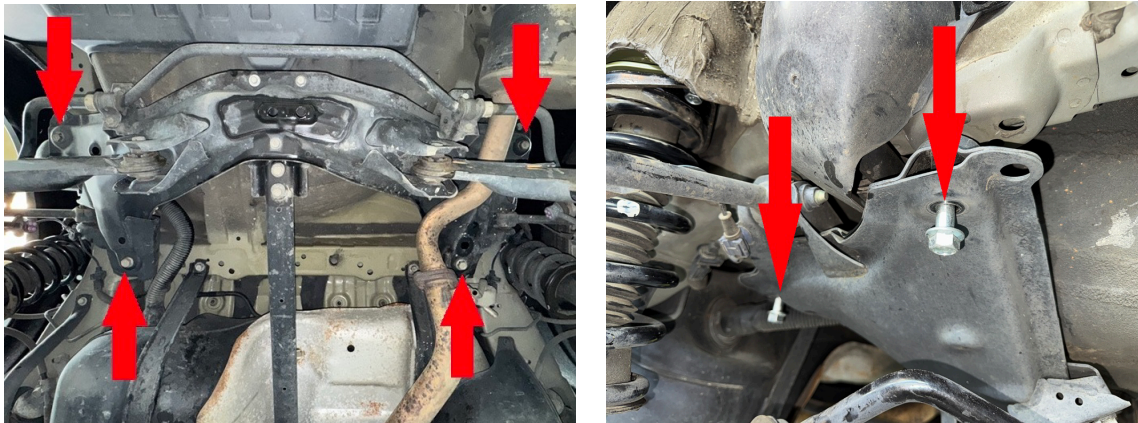


Step 7. Place 1.25x1 M12 spacers between trailing arm and chassis. Permanently install M12x80 bolts. Repeat trailing arm procedure on passenger side. Torque bolts to 76 ft-lb.



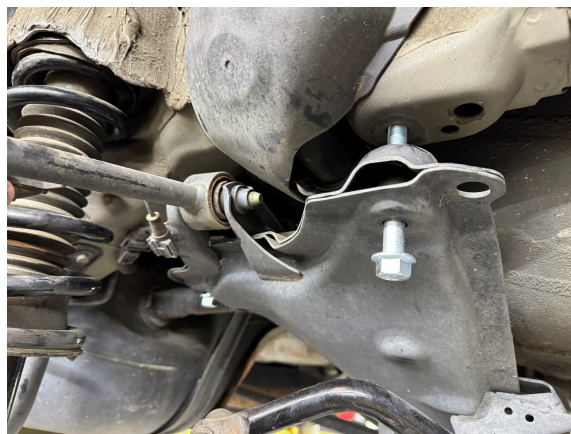
Step 8. Support the rear subframe using a screw jack or floor jack.

Step 9. Starting with the front driver side corner, remove the rear subframe bolts one at a time, replacing them with the M12x100 bolts included in the kit. (2WD shown)

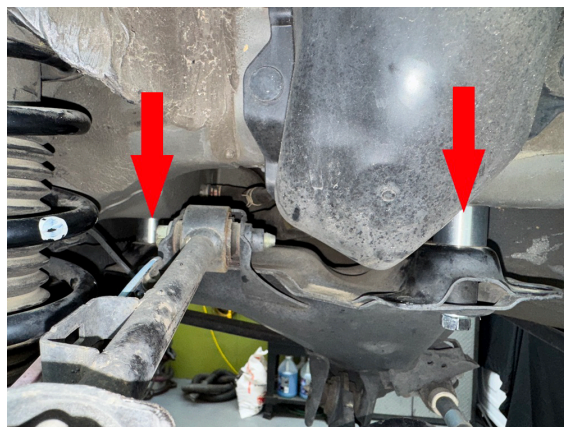


Step 10. Loosen 2 14mm bolts holding rear differential bracket to chassis. (4WD ONLY)

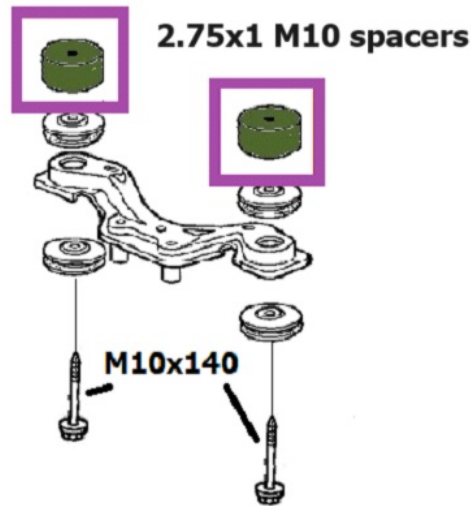
Step 11. Carefully lower rear subframe and rear differential approximately 1 inch.



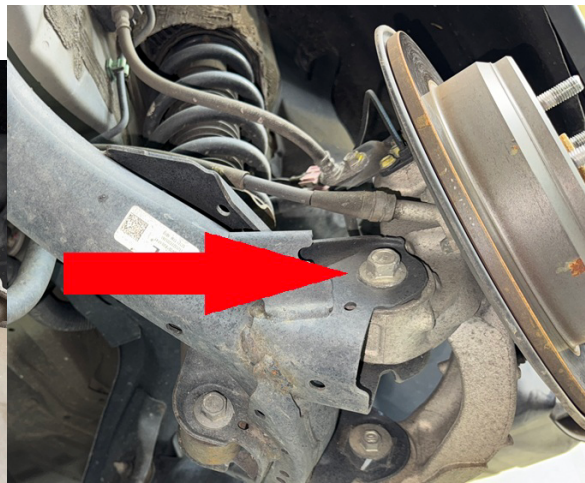
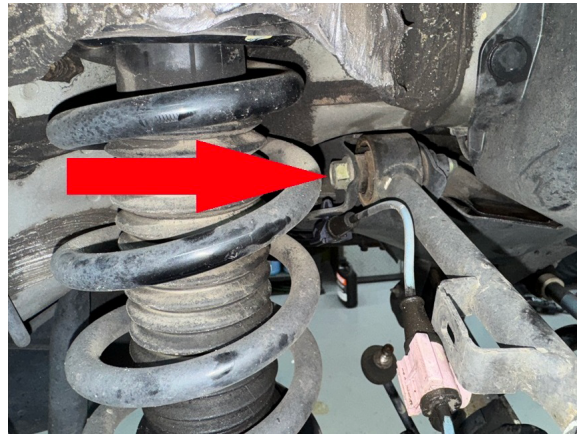
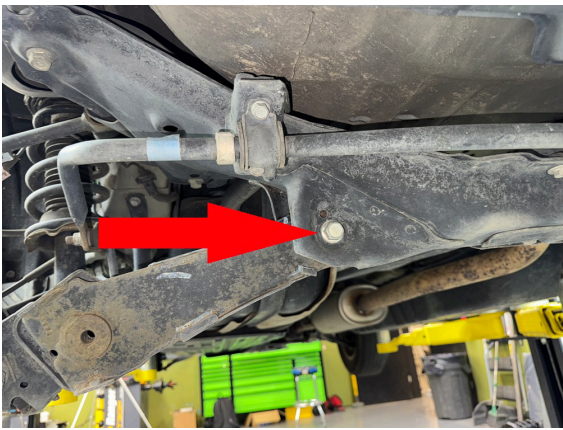
Step 12. Remove M12x100 bolt from previous steps and place 1.25x1 M12 spacer between subframe and chassis on driver side front corner. Permanently install bolt. Repeat for the remaining 3 subframe bolts. Torque to 76 ft-lb.



Step 13. Remove M10x140 bolt holding rear differential bracket to chassis and place 2.75x1 M10 spacer between differential bracket and chassis. Permanently install bolt. Torque to 49 ft-lb. Repeat for remaining bolt.



Step 14. Loosen all nuts and bolts on rear suspension arms to allow it to drop. (see photos)



Step 15. Remove driver side rear lower strut bolt, remove rear strut. Repeat on passenger side.

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 and the bolt.



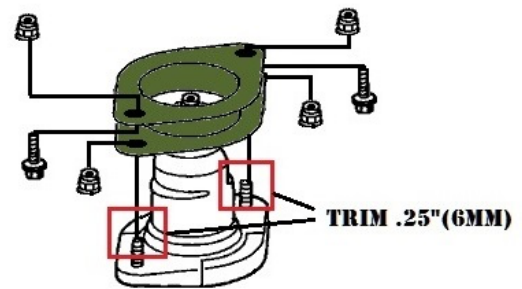
Step 16. Cut approximately ¼" off of the end of the studs.

some strut studs will require more trimming

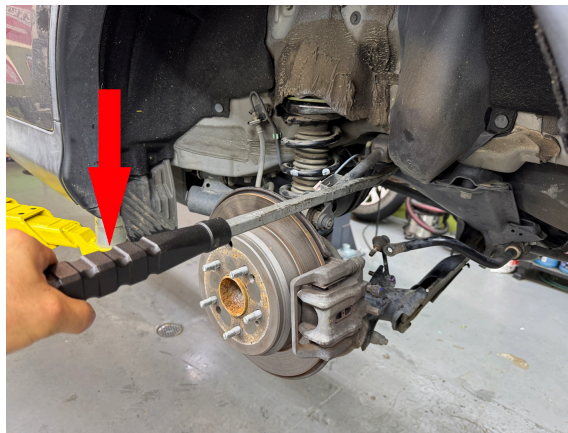
some struts studs will not require trimming

Step 17. Attach spacer to strut using OEM hardware

Step 18. Reinstall strut/spacer combo into shock tower using hardware provided in the kit.



Step 19. Using a large pry bar, move the rear suspension down to align lower strut mounting bolt. Install bolt, torque to 95 ft-lb.



Step 20. Install adjustable upper control arm at this time (optional). Adjust arms to be slightly longer than the OEM arms. (Alignment technician will make final adjustments)

Step 21. Using a floor jack or screw jack, compress suspension to simulate where arms will be at ride height. Tighten all suspension arm bolts with weight on the suspension. This will help prolong bushing life.

Step 22. Reinstall rear wheels and lower vehicle to the ground.

Step 23. Tighten all suspension arm bolts with the vehicle on the ground. This is to ensure the bushings are located

properly in their travel to prevent binding.

Step 24. Using a torque wrench, double check all nuts and bolts in the suspension. Refer to factory service manual for torque specifications. Mark each bolt with paint pen once the check is complete.

Step 25. Get a professional 4-wheel alignment.

Step 26. Find some trails!



IMPORTANT: 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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