



2002-2006 1.5 inch (38mm) 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!!

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 205/70/15 (26.3") or 215/65/16 (26.4")

15" wheels:

205/75/15 (27.0")
225/70/15 (27.4")
215/75/15 (27.7")
225/75/15 (28.2")
235/75/15 (28.8")
30x9.50R15 (30.0")

16" wheels

215/70/16 (27.8")
235/70/16 (28.9")
225/75/16 (29.2")
235/75/16 (29.8")
255/70/16 (30.0")

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" (38) lift spacers (front) 5211
2 1.0" (25mm) lift spacers (rear) 5213
6 M10x25mm grade 10.9 bolts
4 M10 nuts
2 16mm adjustable front camber bolts
2 adjustable rear upper control arms

Tools required:

Floor Jack, lug wrench, metric socket set up to 21mm, metric wrench set up to 19mm, pliers, heavy hammer, bench grinder or cutoff wheel, torque wrench and paint pen.

Approximate Installation time: 3-4 hours

Skill level: easy

Front installation:

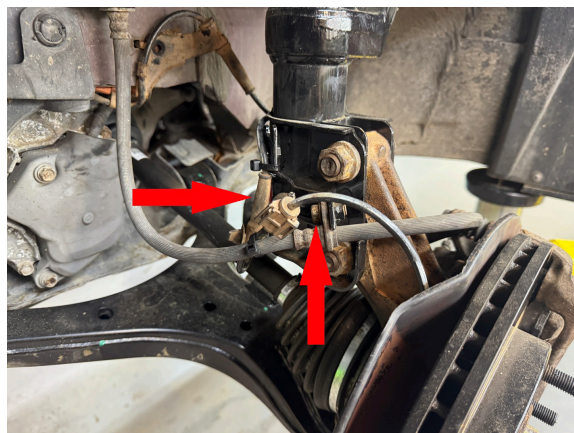


TIP: Installation is made easier by disassembling suspension on both sides before installing spacers. Disconnecting the sway bars during the installation may be necessary.

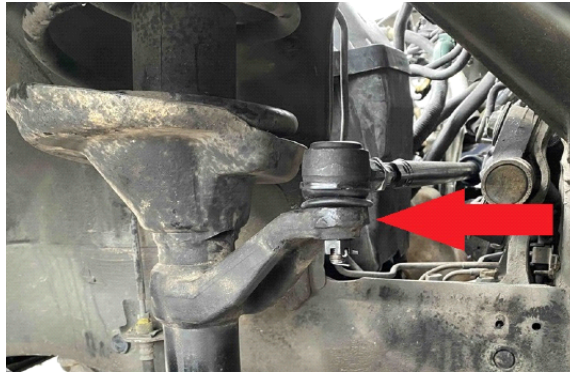
Step 1. Lift vehicle and support with jack stands.

Step 2. Remove wheels.

Step 3. Remove ABS wire and brake line from strut.

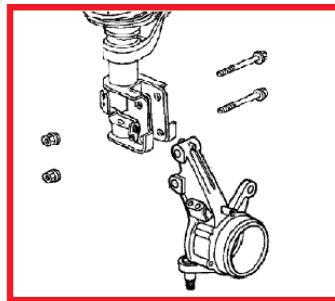


Step 4. Remove the castle nut and strike the steering arm with a heavy hammer to dislodge the tie rod end. Save hardware.

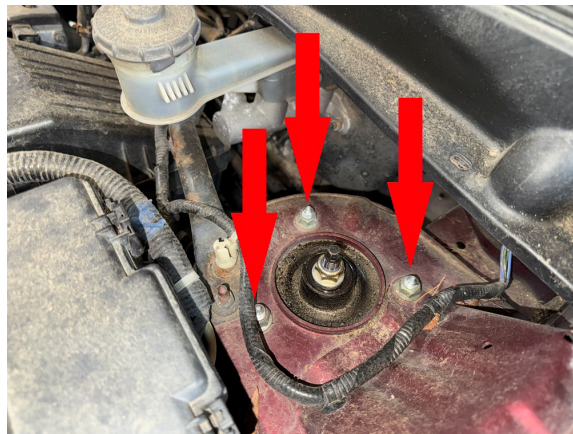


Step 5. Remove 19mm bolts connecting strut to knuckle. Save hardware for reinstallation.

2002 CRV FRONT KNUCKLE DIAGRAM
(C)HRG OFFROAD 2022



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 as shown:



Step 8. Rotate the top of the strut 180° to line up spacer.

Step 9. Reinstall strut in reverse order of removal, using M10x25 bolts through the top and into the spacer. (see diagram)

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 offset bolt in the top hole.

Step 10a. **OPTIONAL CAMBER BOLTS** Install 1 offset camber bolt in place of the top M16x62 bolt. (see separate instructions included with camber bolts.)

Step 11. Reinstall tie rod end, brake line and ABS wiring to strut.

Step 12. Repeat installation process for passenger side.

Step 13. Double check all bolts for tightness, mark each bolt with paint pen once completed.

Step 14. Reinstall wheels.

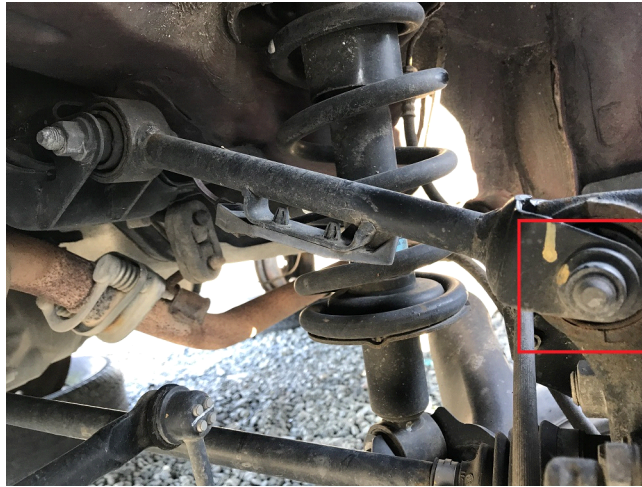
Rear installation:

Note: *This procedure requires disassembling suspension on both sides before installing spacers.*

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

Step 2. Remove wheels.

Step 3. Disconnect upper control arm from rear hub.

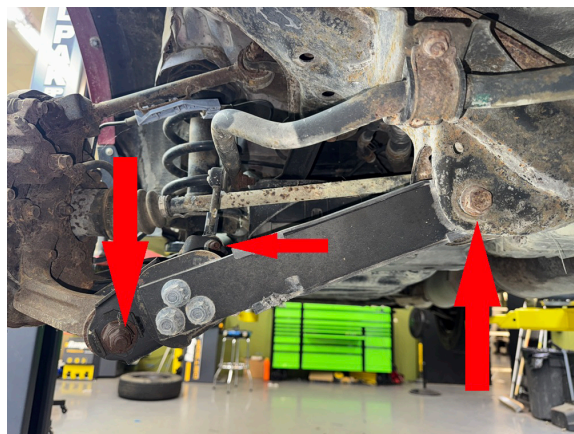


Step 4. Remove 19mm bolt connecting rear strut to lower arm.



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

Step 5. Loosen bolts on rear lower control arm and disconnect rear sway bar to allow suspension move freely.



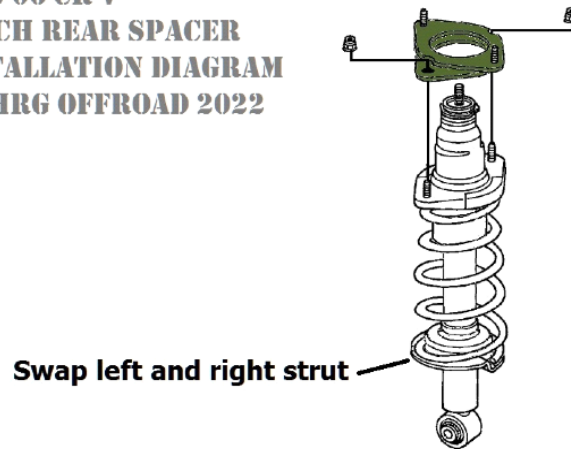
Step 6. Remove interior trim panels to gain access to upper strut mounting bolts.



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.)

**2002-06 CR-V
1 INCH REAR SPACER
INSTALLATION DIAGRAM
(C) HRG OFFROAD 2022**



Step 9. Swap driver side and passenger side struts so that mounting studs are oriented correctly. (This method eliminates having to disassemble and 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. Reinstall strut in reverse order of removal.

Step 11. At this time, replace rear upper control arm with adjustable arm (optional)

Step 12. Reinstall wheels and lower vehicle.

NOTE: If vehicle seems extremely high in back, roll the vehicle back and forth to settle the suspension. The suspension will settle more once you drive it. You will also notice a difference after the alignment has been done. Due to the vast number of different aftermarket struts and springs, your results may vary.

Step 13. **Tighten all suspension arm bolts with the vehicle on the ground.** This is done to ensure the bushings are located properly 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.

Step 16. Find some trails!

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!!

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CAMBER BOLT INSTRUCTIONS:

WARNING: THE NUTS ON THESE BOLTS HAVE A SELF-LOCKING FEATURE. THE NUT WILL STOP TURNING ONCE YOU REACH THIS POINT AND YOU CAN NO LONGER TURN IT BY HAND. YOU MUST USE A TORQUE WRENCH TO TIGHTEN THEM TO THE SPECIFICATIONS LISTED BELOW. ONCE TORQUED, THE NUT WILL LOCK ONTO THE BOLT.
For camber changes greater than 1 degree, it will be necessary to install camber bolts in upper and lower bolt locations in the strut flange.

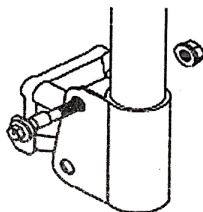
1. Check and document initial alignment readings
2. Raise vehicle and remove tire/wheel assembly
3. Remove upper strut bolt (do not loosen lower strut bolt)
4. Install slotted washer on bolt.
5. Insert camber bolt with washer through the strut/spindle assembly in the same direction the OEM bolt came out. Snug lock nut but do not tighten
6. Loosen lower strut bolt. On models with splined spindle bolt, drive bolt out until splines are free from flange.
7. Reinstall tire/wheel assembly and alignment equipment or simply use Camber Kwik gauge. Rotate camber bolt until desired camber

is achieved.

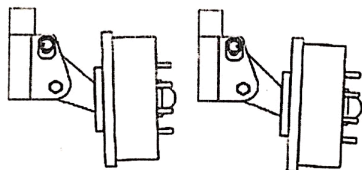
8. Tighten all bolts and torque but DO NOT EXCEED TORQUE SPECIFICATIONS.

9. Proceed with rest of alignment and road test vehicle.

Insert Mega Cam, with the washer already on bolt into the strut housing in the same direction the OE bolt came out.



Point the marking located on the head of the Mega Cam towards the inside of the vehicle for full negative camber.



Point the marking located on the head of the Mega Cam towards the outside of the vehicle for full positive camber.

Part # Max. Torque

Specifications

1001	60 ft. lbs.	12mm Ultra Cam
1002	100 ft. lbs.	14mm Ultra Cam
1003	100 ft. lbs.	15mm Ultra Cam
1004	150 ft. lbs.	16mm Ultra Cam
1005	150 ft. lbs.	17mm Ultra Cam

Limited Warranty

Subject to Disclaimer. All Revotechnica products are warranted against defects in materials and workmanship for ninety (90) days from date of purchase. During the warranty period, Revotechnica will repair, or at its option replace at no charge, components that prove to be defective. The product must be returned, shipping prepaid, to Revotechnica facility. This limited warranty does not apply if the product is damaged by accident or misuse. The foregoing warranty is in lieu of all other warranties expressed or implied including but not limited to any implied warranty of merchantability, fitness, or adequacy for any particular purpose or use. Revotechnica shall not be liable for any special, incidental or consequential damages whether in contract, tort, or otherwise resulting from the use of or the inability to use the product.

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Use of this product in competition, or use on vehicles altered from original manufacturer's specifications or settings, EXPRESSLY VOIDS WARRANTY. The user is urged to inspect for suspension binding or interference when the product is used in these manners. However, due to the varying conditions and manner of use which the product will be subjected to in such uses, Revotechnica makes no warranties, either express or implied, including any warranty of merchantability or fitness for a particular purpose for use in competition or with specifications or setting other than those specified by the original manufacturer's specifications.