



## 2006-2015 Civic 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) 5182
- 2 1.0" (25mm) lift spacers (rear) 5183
- 6 M10 nuts (Front spacers)
- 2 Camber adjustment bolts (optional)

### **Tools required:**

Spring compressor, floor Jack, lug wrench, metric socket set to 21mm, 14 and 18mm wrenches, heavy hammer, common pliers, bench grinder or cutoff wheel, torque wrench, paint pen.

**Approximate installation time: 2 hours**

**Skill level: Easy**

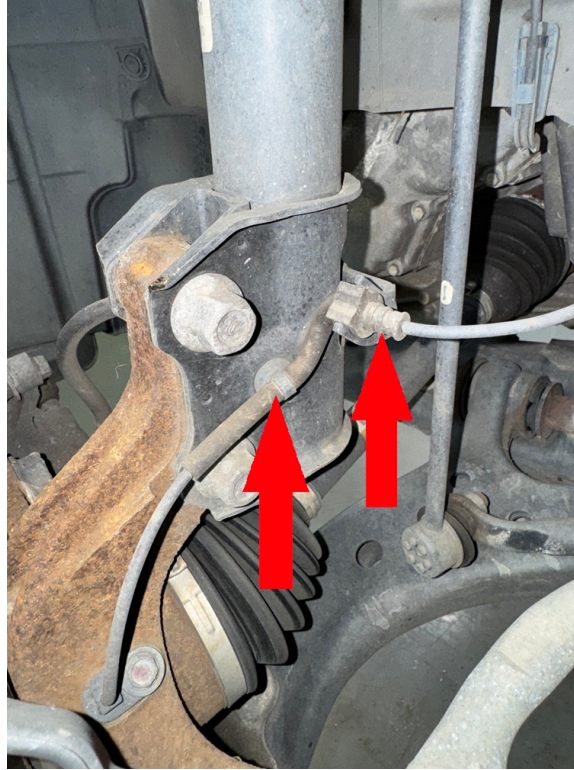
### **Front installation:**

**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.

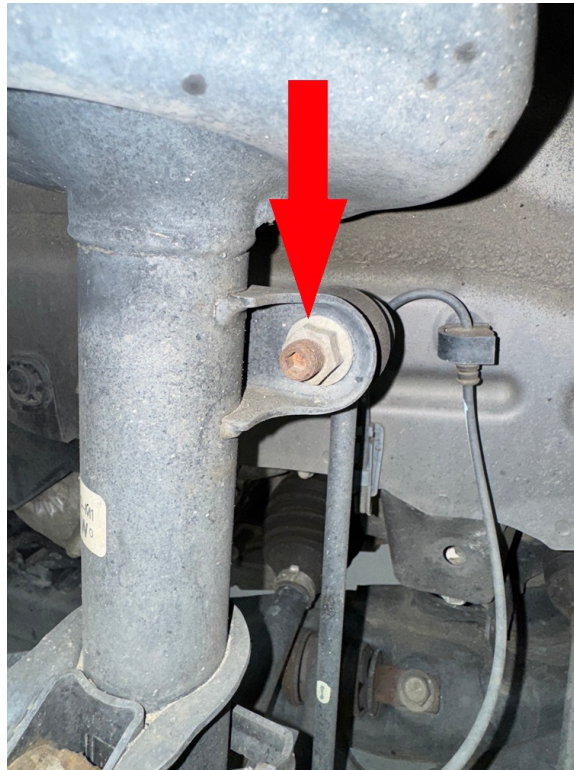
Step 3. Remove brake lines and ABS wiring from driver side strut.



Step 4. Remove M14x57mm bolts connecting strut to knuckle.



Step 5. Disconnect sway bar end link.



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 as shown. NOTE: SOME AFTERMARKET STRUTS HAVE VERY LONG STUDS WHICH WILL HAVE TO BE TRIMMED OFF TO FIT THE LIFT SPACER.



Step 8. Reinstall strut to shock tower using supplied M10 nuts.

Step 9. Reinstall original M14x57 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.

Step 10. Repeat installation process on passenger side.

Step 11. Reconnect sway bar end links (Links will not line up until both sides are lifted)

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.

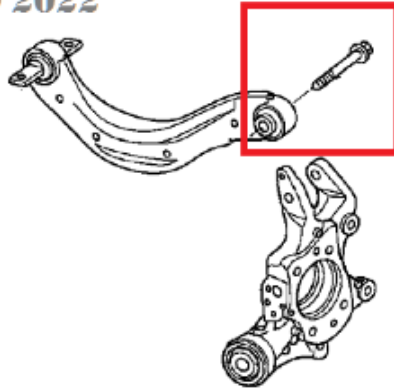
Step 2. Remove wheels.

Step 3. Support driver side suspension arm with screw jack or floor jack.

Step 4. Disconnect upper control arm from rear hub. (carefully remove ABS wiring if applicable)

## 2006-2014 CIVIC REAR ARM DIAGRAM

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Step 5. Loosen all bolts in rear suspension arms to allow free movement.

Step 6. Remove M12x65mm bolt connecting rear shock to lower arm.

**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 shock.**

Step 7. Carefully release pressure on spring, remove spring.

Step 8. Disconnect rear sway bar end link.

Step 9. Place the rear spring spacer into the rubber isolator, between chassis and isolator, not between isolator and spring. Reinstall spring.





Step 10. Use a floor jack to lift up the rear lower arm and compress spring.

Step 11. Use floor jack to move arm as needed to allow alignment of shock absorber and upper control arm.

Step 12. Reinstall shock absorber and upper control arm.

Step 13. Repeat installation process on passenger side.

Step 14. Reinstall wheels and lower vehicle.

Step 15. 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 prevents binding.

Step 16. 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 17. Get a professional 4 wheel alignment.

**Note: Installing lift spacers 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](mailto:support@hrgoffroad.com).**

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

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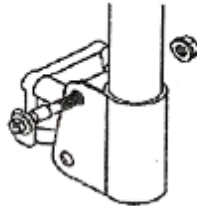
## CAMBER BOLT INSTRUCTIONS

**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.**

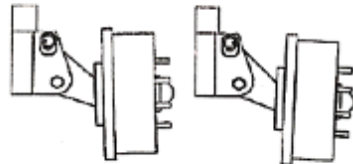
**For camber changes greater than 1 degree, it will be necessary to install camber bolts in upper and lower bolt locations in the strut flange.**

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	
<b>Specifications</b>		
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 Revotecnica products are warranted against defects in materials and workmanship for ninety (90) days from date of purchase. During the warranty period, Revotecnica will repair, or at its option replace at no charge, components that prove to be defective. The product must be returned, shipping prepaid, to Revotecnica 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. Revotecnica 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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