



2017-2026 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.

Recommended tire size:

- 245/60/18 (stock)
- 255/60/18 (30.0")
- 245/65/18 (30.5")
- 265/60/18 (30.9)
- 255/65/18 (31.1") *May require cutting

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 lift spacers 5323
- 6 M10 nuts
- 2 front sway bar links for lifted application
- 2 1" or 1.5" rear lift spacers 5335 or 5334
- 6 M10x60 bolts

TOOLS REQUIRED: Floor jack, lug wrench, metric socket set to 21mm, 36mm axle socket, metric wrench set to 19mm, impact wrench, pliers, heavy hammer, screwdriver, plastic cutting tool, torque wrench and paint pen.

Approximate installation time: 4-5 hours

Difficulty: Moderate

Installation video:

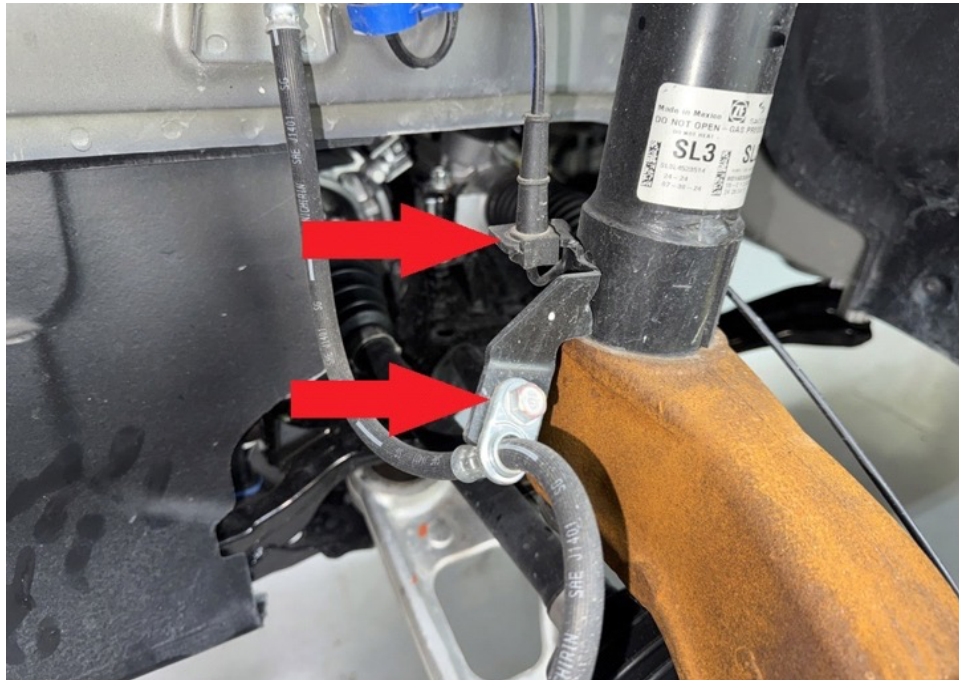


Front installation:

Step 1. Lift vehicle and support with jack stands.

Step 2. Remove wheels.

Step 3. Remove brake line and unclip ABS wiring from strut.



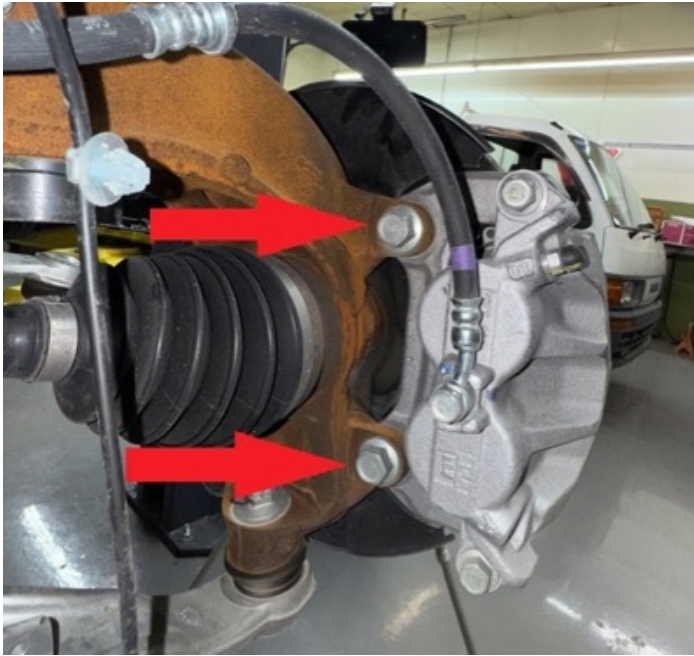
Step 4. Remove wheel sensor.



Step 5. Remove nut holding tie rod end to hub, strike knuckle with heavy hammer to dislodge tie rod end.



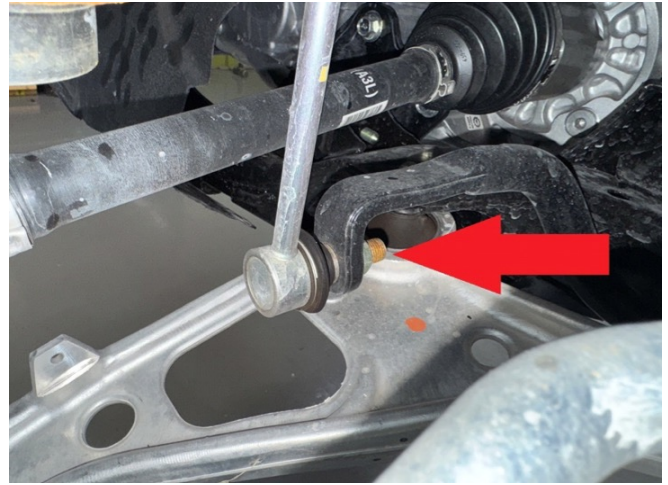
Step 6. Remove caliper (never loosen the brake line hoses) and use a length of wire to secure it out of the way.



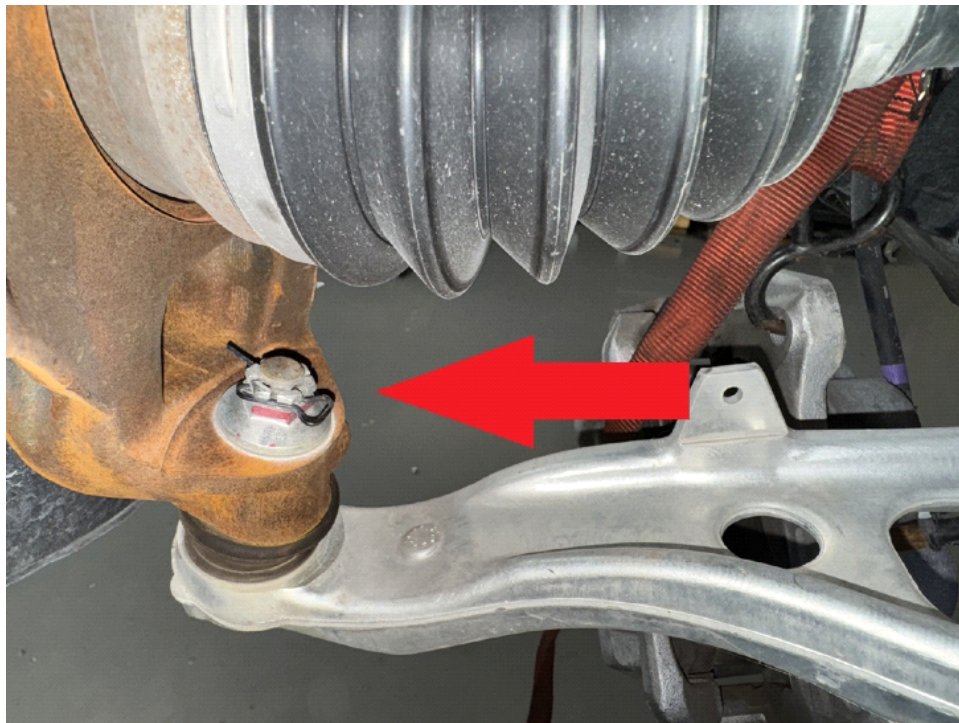
Step 7. Remove brake rotor and axle nut.



Step 8. Using a 6mm hex and 17mm wrench, remove OEM sway bar links. These links will not be used with the lift kit.



Step 9. Remove lower ball joint nut and cotter pin.



Step 10. Have a helper pry on the lower control arm with a very large pry bar, while striking lower part of hub to dislodge lower ball joint.



Step 11. Push axle out of hub. (It may be necessary to hammer it out, but be careful not to damage the end of the axle)

Step 12. Remove plastic access panels under hood to reach upper strut mounts.



Step 13. Remove 3 nuts at top of strut tower and have a helper remove strut assembly.

Step 14. Attach spacer to strut using OEM hardware.

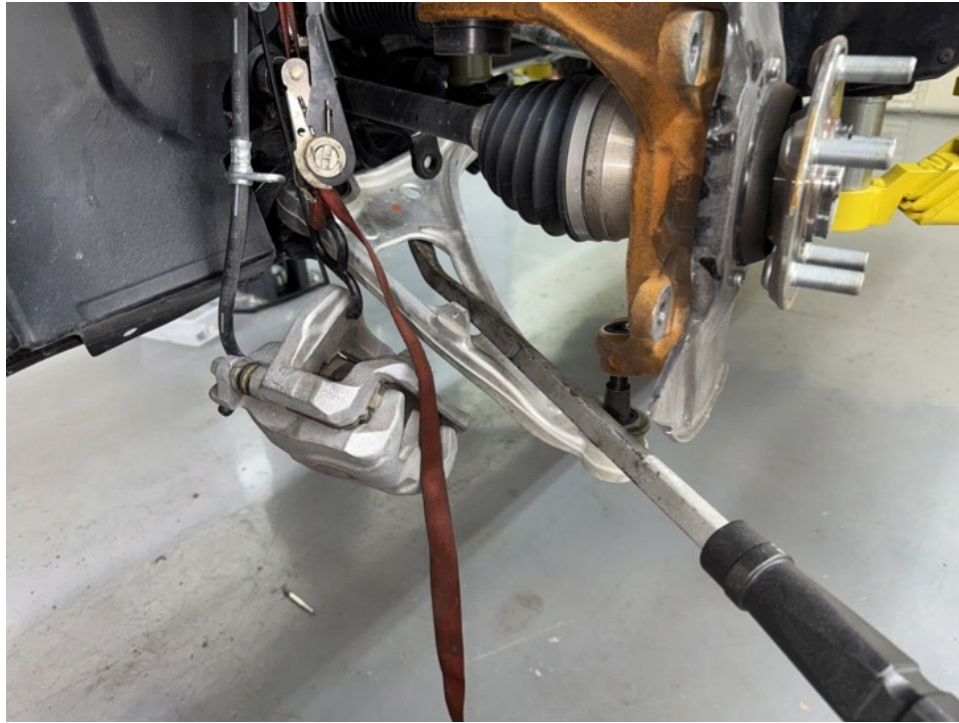


Step 15. Reinstall strut in reverse order, using supplied hardware (M10 nuts) to secure strut to body.



Step 16. Slide axle back into hub.

Step 17. Using a very large pry bar or long pipe, pull the lower control arm down. Pivot the lower ball joint outward so that it goes underneath the hub and into the hole. Have a helper maneuver the hub back and forth while prying downward until the lower ball joint pops back in.



Step 18. Reinstall lower ball joint nut and cotter pin.

Step 19. Reinstall tie rod end nut and cotter pin.

Step 20. Reinstall brake caliper and rotor. Torque brake caliper bolts to 80 ft-lb

Step 21. Torque axle nut to 242 ft-lb. Don't forget to stake the nut using a hammer and chisel.

Step 22. Install new sway bar end link using supplied hardware. Torque sway bar nuts to 56 ft-lb.



Step 23. Repeat installation procedure for opposite side.

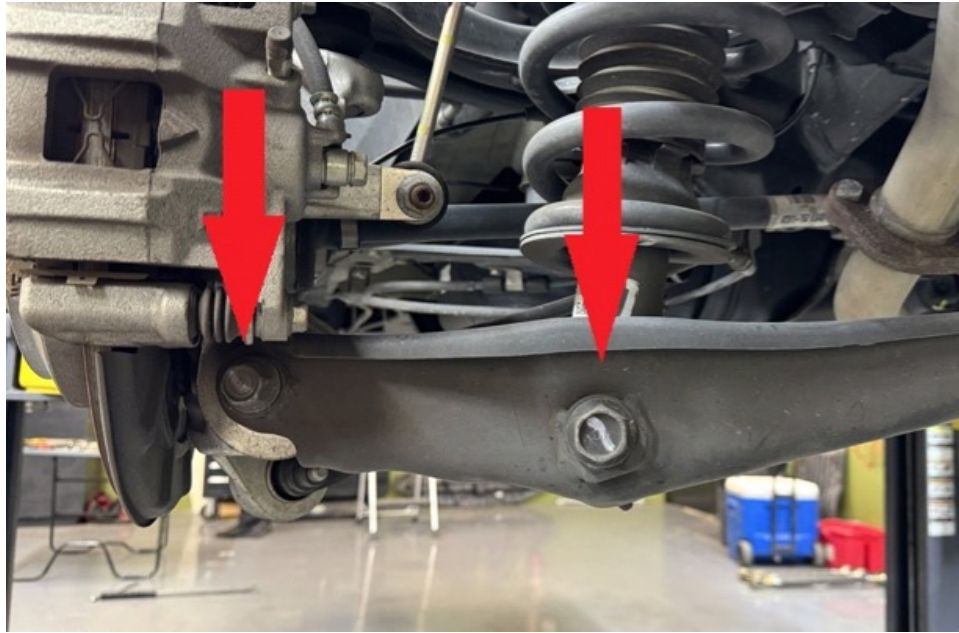
Rear installation:

Step 1. Lift vehicle and support with jack stands.

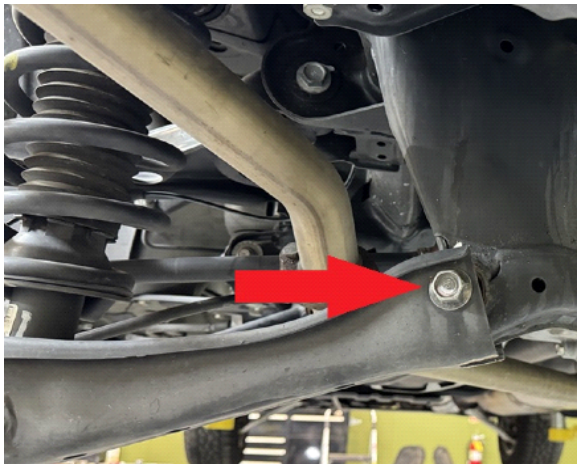
Step 2. Remove wheels.

Step 3. Remove bolt holding strut to lower control arm.

Step 4. Remove bolt holding lower control arm to wheel hub. (Outermost bolt on lower control arm.)



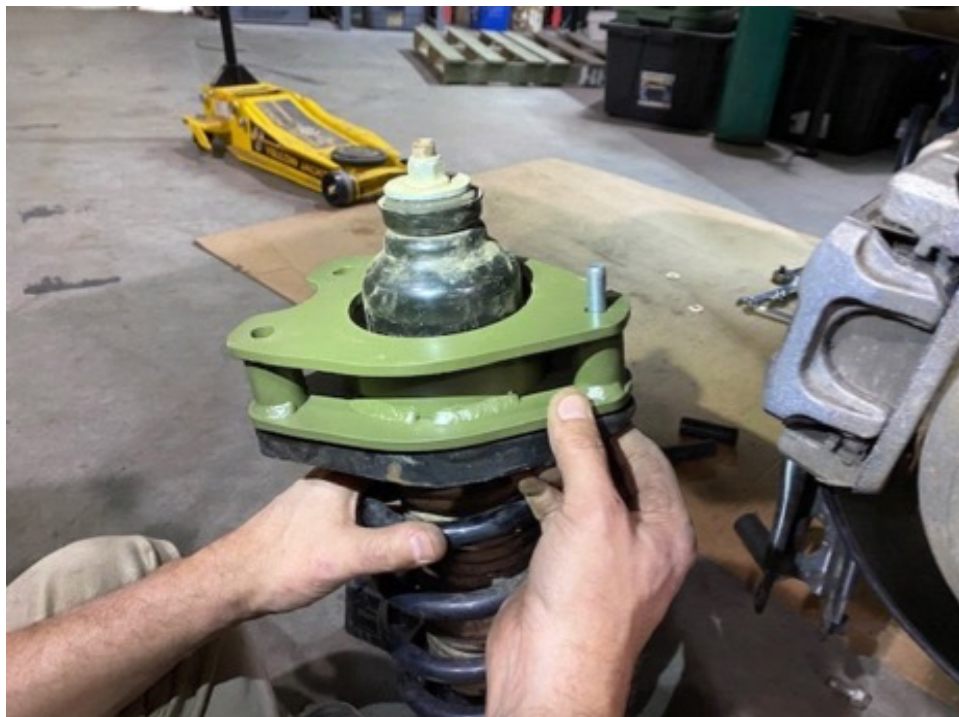
Step 5. Loosen but do not remove nut holding lower control arm to subframe to allow arm to drop. (Innermost bolt on lower control arm.



Step 6. Remove 3 bolts holding strut to body and remove strut.



Step 7. Place spacer between strut and body.



Step 8. Install strut/spacer combination using supplied hardware. Torque bolts to 44 ft-lb. BE CAREFUL NOT TO CROSS THREAD THESE BOLTS!

Step 9. Reinstall bolt holding strut to lower control arm.



Step 10. Using a floor jack, lift up on lower control arm until bolt holes line up.



Step 11. Reinstall bolt holding lower control arm to hub. Torque bolts to 135 ft-lb.

TIP: Do not fully tighten control arm bolts until vehicle is resting on the ground. (This will help prolong bushing life.)

Step 12. Reinstall wheels and lower vehicle.

Step 13. Double check all bolts.

Step 14. Get a professional alignment, using OEM specs.

Step 15. 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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