



**1995-1998 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 sizes:

Stock	195/60/15 (24.2")
Stock	205/60/15 (24.6")
	215/60/15 (25.2")
	195/70/15 (25.7")
	205/70/15 (26.3")

***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 inch front spacers 5269
- 2 1 inch rear spacers 5270
- 2 1.5 inch rear shock extensions
- 6 M10x25 bolts
- 10 M10 nuts

**TOOLS REQUIRED:** Floor jack, lug wrench, 36mm socket, metric socket set to 19mm, metric wrench set to 19mm, 1/2" drive impact wrench, pliers, heavy hammer, screwdriver, torque wrench and paint pen.

**Skill level: Moderate**

**Approximate installation time: 2 hours**

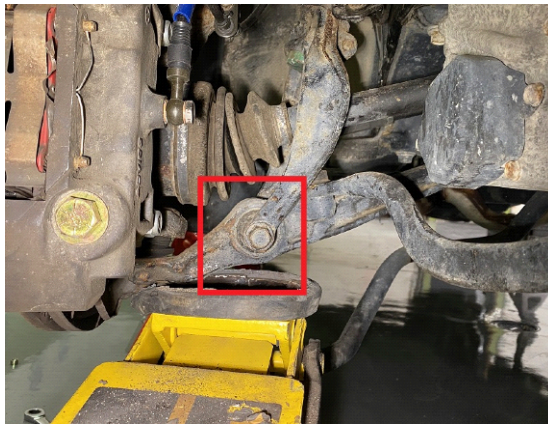
## **Front installation:**

**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. Jack up vehicle and support with jack stands.

Step 2. Remove wheels.

Step 3. Remove 17mm bolt connecting driver side strut fork to lower control arm, remove 14mm bolt connecting strut fork to strut, remove strut fork. Save hardware for reinstallation.



Step 4. Remove 12mm bolt connecting brake line to strut.

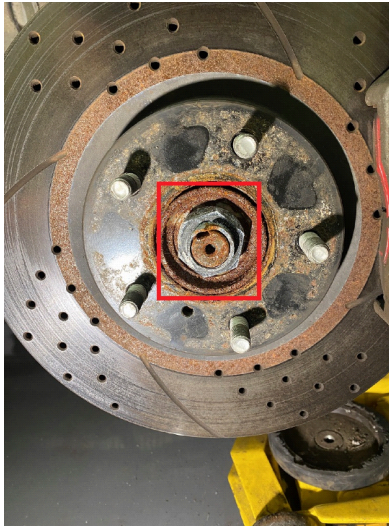
Step 5. Remove sway bar links on both driver and passenger side.



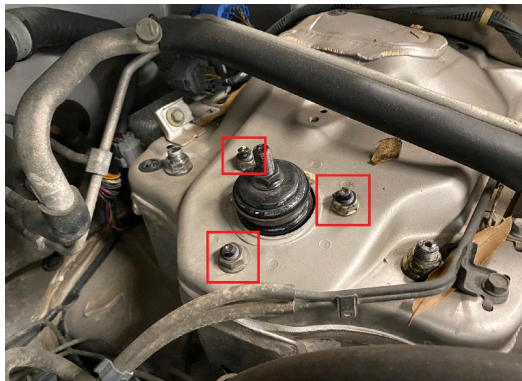
Step 6. Remove cotter pin and castle nut on upper ball joint.

Step 7. Thread the castle nut on part way to protect threads, strike steering knuckle with hammer to dislodge upper ball joint, remove castle nut.

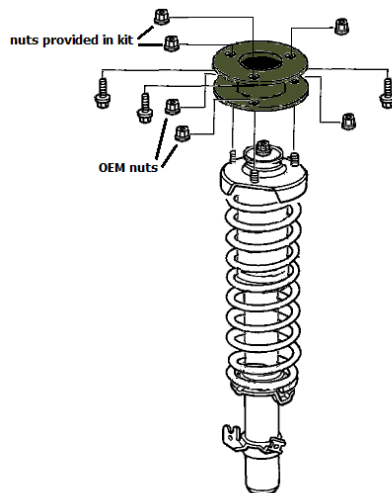
Step 8. Remove axle nut, slide axle through the steering knuckle, allowing the whole assembly to drop. **BE CAREFUL NOT TO LET THE INNER AXLE JOINT SEPARATE!**



Step 9. Remove 3 14mm nuts at the top of the strut connecting strut to strut tower. Remove strut. Save hardware for reinstallation.



Step 10. **(1.5" spacers only)** Check fitment on the spacers, and if necessary, use a bench grinder or cutoff wheel to remove approximately 1/4" from the end of the top hat studs.



Step 11. Insert M10x25 bolts through the spacer as shown in diagram above prior to mounting the spacer to the strut.

Step 12. Reinstall strut into shock tower using supplied M10 nuts.

Step 13. Reassemble strut fork in reverse order of installation.

Step 14. Position steering knuckle and axle for reassembly.

Step 15. Using floor jack, compress strut to align upper ball joint, install castle nut. Do not forget the cotter pin!

Step 16. While suspension is compressed, reinstall sway bar link.

Step 17. Reinstall 12mm bolt holding brake lines to strut.

Step 18. Tighten all nuts and bolts. Torque axle nut to 242 ft. lb.

## Rear installation:

**TIP: Remove sway bar (if applicable) or disassemble suspension on both sides before installing spacers.**

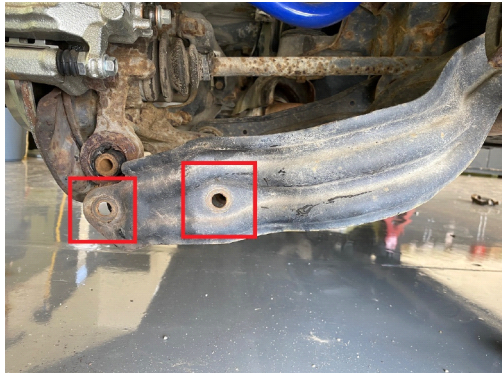
Step 1. Jack up vehicle and support with jack stands.

Step 2. Remove wheels.

Step 3. Support driver side rear lower control arm with floor jack.

Step 4. Remove bolts holding driver side shock absorber to lower control arm.

Step 5. Remove bolt holding lower control arm to wheel hub.

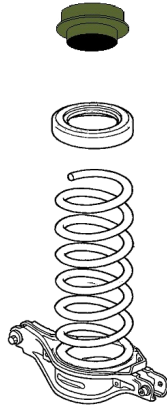


Step 6. Loosen bolt connecting lower arm to subframe to allow lower arm to drop down.

Step 7. Release pressure on the spring by lowering the lower arm with the floor jack.

Step 8. Remove spring.

Step 9. Install spacer on the top of the spring, between the spring and the spring seat. Re-use rubber spring isolator. (See diagram below)



Step 10. Remove spare tire and trim panels to gain access to shock mounts. (See photos)



Step 11. Remove shock.

Step 12. Attach shock spacer to shock using OEM hardware.

Step 13. Install shock/shock extension assembly using hardware provided in the kit

Step 14. Place spring/spacer assembly in original position on the lower control arm. Be sure to rotate the spring so that it fits snugly into the pocket on the lower control arm.

Step 15. Using a floor jack, lift up on the lower arm until the upper control arm can be reinstalled.

Step 16. Reinstall lower shock bolt.

Step 17. Adjust bolt hole alignment as needed using floor jack, install rear wheel hub bolt.

**TIP: do not fully tighten control arm bolts until vehicle is resting on the ground (this will help prolong bushing life)**

Step 18. Repeat installation process for passenger side.

Step 19. Reinstall interior trim panels.

Step 20. Reinstall wheels and lower vehicle.

Step 21. Tighten lower control arm bolts at this time.

Step 22. Referring to factory service manual, torque all bolts to spec and mark with paint pen once completed.

Step 23. Get a professional alignment.

**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](mailto:support@hrgoffroad.com).**

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

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