2014-2020 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 Off-road 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 Off-road 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 Off-road lift kits are designed and tested to work together. HRG Off-road 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")
255/65/18 (31.1")

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 1.0" or 1.5" rear lift spacers 5282
6 M10x50 grade 10.9 bolts (1.0 rear)
6 M10x60mm grade 10.9 bolts (1.5 rear)
2 Replacement front sway bar links

Tools required:

Jack, lug wrench, jack stands, impact wrench, socket extension, metric socket set to 24mm, metric wrench set to 21mm, pliers, large pry bar, heavy hammer, torque wrench.

Approximate installation time: 4 hours (front and rear) 3 hours (front only)

Installation video:

Front installation:

Step 1. Remove plastic access panels under hood to reach upper strut mounts.

Step 2. Remove nuts holding struts to body, leave one nut on so struts do not fall when lifting vehicle to access bottom bolts.

Step 3. Jack up vehicle and support with jack stands.

Step 4. Remove wheels.

Step 5. Remove brake line and unclip ABS wiring from strut.

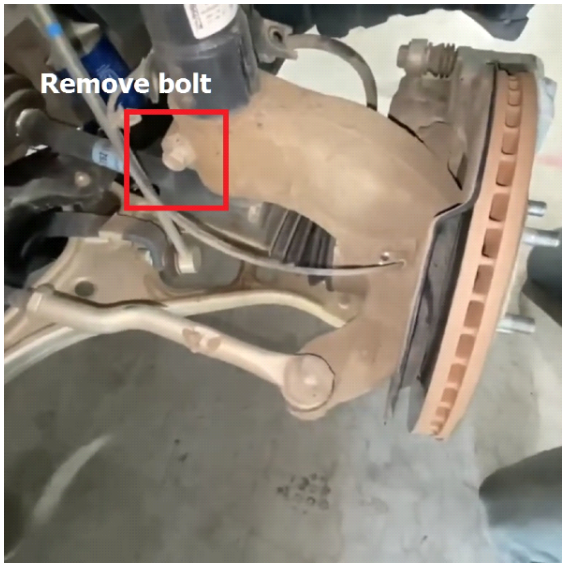
Step 6. Remove nut holding tie rod end to hub, strike knuckle with heavy hammer to dislodge tie rod end.

Step 7. Remove caliper (never loosen the brake line hoses) and use a length of wire to secure it out of the way.

Step 8. Remove brake rotor and axle nut.

Step 9. Remove and discard OEM sway bar links.

Step 10. Remove bolt connecting strut to hub. (See photo.) Save hardware for reinstallation.



Step 11. Remove lower ball joint nut and using a heavy hammer, strike lower arm to carefully unseat lower ball joint from bottom of hub.

Step 12. Remove hub bolt at rear of hub where it attaches to bottom of strut and carefully guide axle out of hub. (Do not allow inner axle spline to slip out).

Step 13. Remove hub. Hub should slide free from strut.

Step 14. Remove strut assembly.

Step 15. Thread oem nuts back onto strut studs, and trim approximately 1/4 inch from ends of studs to accomodate lift spacers. (See photo.)

Step 16. Reinstall front suspension in reverse order, using supplied hardware (M10 nuts) to secure strut

to body.

Step 17. Install new sway bar end link using supplied hardware.

Step 18. Double check all bolts, refer to factory service manual for torque specifications.

Step 19. Repeat steps 5-17 for opposite side.

Step 20. Reinstall wheels and lower vehicle.

Rear installation:

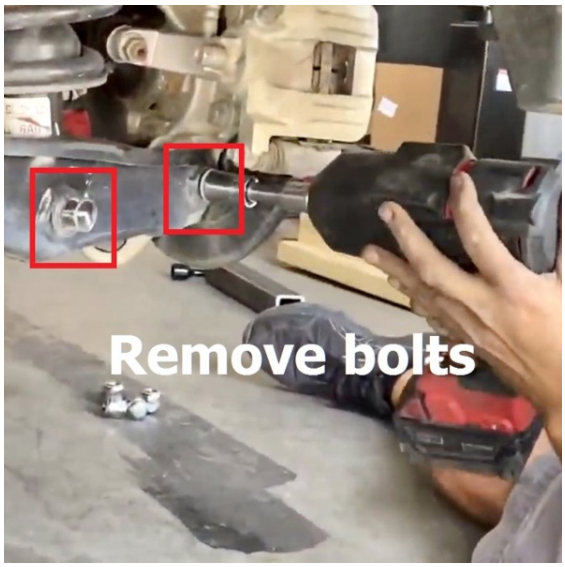
TIP: Remove sway bar links or disassemble suspension on both sides before installing spacers.

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

Step 2. Remove wheels.

Step 3. 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.

Step 9. Using a floor jack, lift up on lower control arm until bolt holes line up.

Step 10. Reinstall bolt holding strut to lower control arm.

Step 11. Reinstall bolt holding lower control arm to hub.

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

Step 12. Reinstall wheels and lower vehicle.

Step 13. Double check all bolts. Refer to factory service manual for torque specifications.

Step 14. 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.

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