



2014-2018 Mazda 3 1.5" lift kit installation guide

Professional installation is recommended

FOR OFF-ROAD USE ONLY!

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/wheel sizes:

Stock size: 205/60/16 or 215/45/18

+1" larger tire

For 16" wheel: 205/65/16* or 225/60/16*

For 18" wheel: 215/50/18* or 235/45/18

****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 spacers 5550

2 1" rear spacers 5551

6 M10 nuts

Installation time: Approximately 1-2 hours

FRONT INSTALLATION:

Parts needed: 2 1.5 inch front spacers, 6 m10 nuts

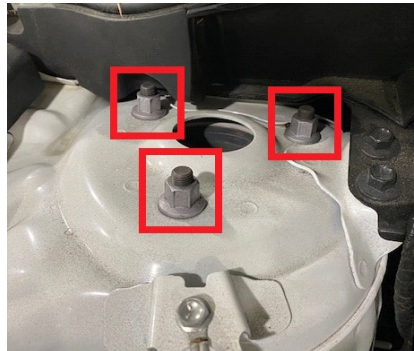
Tools required: Lug wrench, jack/jack stands, impact driver, 14mm socket, 14mm wrench, 17mm socket, 18mm socket, 21mm socket, 21mm wrench, 6mm allen key, common pliers, heavy hammer, torque wrench.

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

Step 2. Remove wheels.

TIP: Installation is made easier by either removing the front sway bar during installation or disassembling both left and right side suspension at the same time.

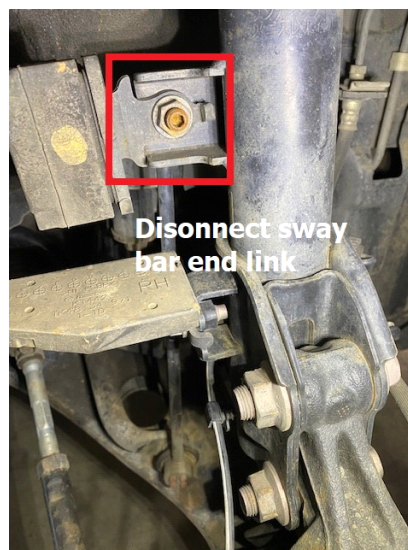
Step 3. Using a 14mm socket, remove nuts from upper strut mount on driver side.



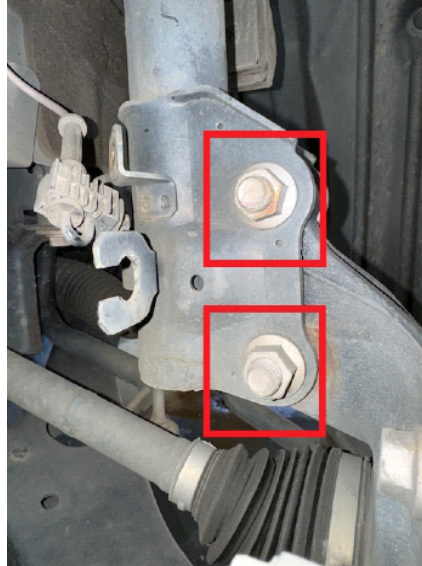
Step 4. Use a pair of pliers to unclip brake hose and ABS wire from strut.



Step 5. Remove 17mm nut holding sway bar link to strut. Use a 6mm allen key to hold sway bar link stud still while removing nut.



Step 6. Remove 2 21mm nuts from strut mounting bolts, slide bolts out. It may be necessary to tap these bolts out with a hammer.



Step 7. Carefully remove strut from fender well.

Step 8. Place strut spacer on top of strut and secure with hardware provided in the kit.

NOTE: It may be necessary to trim the studs slightly to allow the spacer to fit flush against the strut. If so, thread the nut onto the stud, trim the stud, and then back the nut off to clean the threads.



Step 9. Slide lift spacer through bolt holes in strut tower. Secure with OEM hardware. Torque nuts to 35 ft-lb.

Step 10. Reinstall both bolts holding strut to wheel hub. Torque bottom bolt only to 110 ft-lb. Do not tighten top bolt at this time.

NOTE: Leave sway bar link loose until both sides are complete.

Step 11. Reinstall ABS lines and flexible brake lines.

Step 12. Once everything is assembled and tight, Remove the TOP BOLT ONLY holding the strut to the

wheel hub and replace with 16mm camber bolt. Please refer to camber bolt instructions (separate page) These bolts will be adjusted by your alignment technician.

Step 13. Repeat steps 3-12 for passenger side.

Step 14. Reinstall both left and right sway bar end links. Tighten nuts to 45 ft-lb.

Step 15. Double check all bolts. Refer to factory service manual for torque specifications.

Step 16. Reinstall wheels.

REAR INSTALLATION:

Parts needed: 2 rear spring spacers.

Tools needed: Lug wrench, jack/jack stands, impact driver, 17mm socket, 14mm socket, torque wrench.

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

Step 2. Remove wheels.

Step 3. Remove bolt holding rear sway bar link to lower control arm on driver side.

Step 4. Support trailing arm with floor jack.

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



Step 6. Release pressure on spring by lowering control arm with floor jack. It may be necessary to loosen the bolt on the inner end of the rear lower control arm to allow the arm to fully drop.



Step 7. Remove spring and rubber isolator.

Step 8. Place lift spacer between frame rail and isolator, reinstall spring.

BE SURE TO ROTATE THE SPRING SO THAT IT FITS PROPERLY IN THE LOWER RUBBER ISOLATOR.



Step 9. Use floor jack to compress the spring and raise the lower control arm back into place.



Step 10. Reinstall bolt holding lower control arm to wheel hub. Tighten bolt to 65 ft-lb.



Step 11. Repeat steps 3-10 for passenger side.

Step 12. Reconnect sway bar end links. Tighten nuts to 25 ft-lb

Step 13. Double check all bolts!

Step 14. Reinstall wheels.

Step 15. Get a professional 4 wheel alignment.



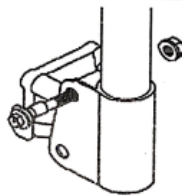


WARNING: THE NUTS ON THESE BOLTS HAVE A SELF-LOCKING FEATURE. THE NUT WILL STOP TURNING ONCE YOU REACH THIS POINT AND YOU CAN NO LONGER TURN IT BY HAND. YOU MUST USE A TORQUE WRENCH TO TIGHTEN THEM TO THE SPECIFICATIONS LISTED BELOW. ONCE TORQUED, THE NUT WILL LOCK ONTO THE BOLT.

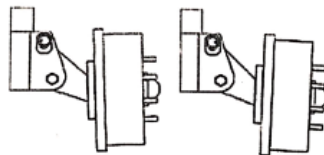
For camber changes greater than 1 degree, it will be necessary to install camber bolts in upper and lower bolt locations in the strut flange.

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	
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.

WARRANTY DISCLAIMER

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, Revotecnica 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.

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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