



PASSPORT

2026+ 1.5-inch lift kit installation guide
Professional installation is recommended

IMPORTANT!

Lifting and modifying the suspension on your vehicle may result in driveline 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:

265/60/18 (stock NON TRAILSPORT)

275/60/18 (stock TRAILSPORT)

265/65/18

265/70/18

275/65/18

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 lift spacers

6 M10 nuts

2 1.0" rear lift spacers

2 Replacement front sway bar links
2 2.5x0.5 M14 spacers (front subframe)
2 large oval spacers (front subframe)
4 M14x150 bolts (rear subframe)
4 M14x150 bolts (front subframe)
2 M14x135 bolts (front subframe)
1 small oval spacer (engine)
2 M10x60 bolts (engine)
4 3.5x1 M14 spacers (rear subframe)
8 1x1 M10 spacers (rear subframe brackets)
8 M10x50 bolts (rear subframe brackets)
2 Rear shock extension brackets
4 1x1 M10 spacers (rear shock extensions)
4 M10x60 bolts (rear shock extensions)
4 M10x35 bolts (rear shock extensions)
4 M10 nuts (rear shock extensions)
2 Rear brake line brackets
1 0.5" foam seal

TOOLS REQUIRED: Floor jack, lug wrench, metric socket set to 21mm, 36mm axle socket, metric wrench set to 19mm, impact gun, common pliers, heavy hammer, screwdriver, VERY LARGE PRY BAR, power drill, $\frac{1}{4}$ " drill bit, torque wrench and paint pen.

Approximate installation time: approximately 4-5 hours

Skill level: Moderate (drilling 2 holes)

NOTE TO INSTALLER: Removal of this kit will require ALL of the OEM bolts. Please take care to save and label these bolts and return to customer.

Front subframe installation

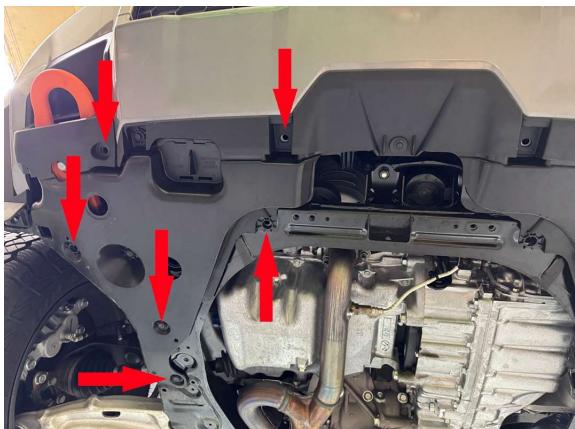
Parts needed: 1 small oval shape spacer, 2 M10x60 bolts, 2.5x0.5 M14 spacers, 2 large oval shape spacers, 2 M14x135 bolts, 4 M14x150 bolts

Step 1. Disconnect negative battery terminal.

Step 2. Remove 2 M10 bolts holding passenger side engine damper to engine bracket.

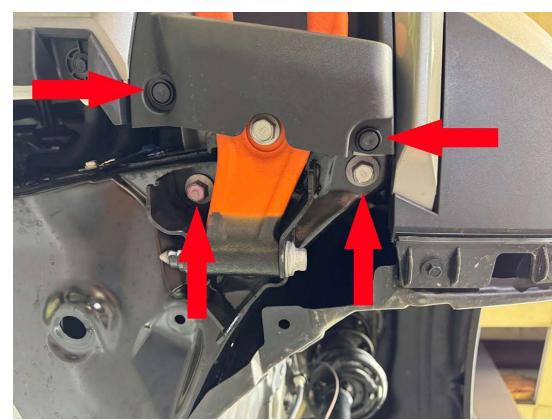


Step 3. Remove lower plastic splash guard (and skid plate on TrailSport models) under front valance to gain access to front main subframe bolts. Take care not to break plastic retainer clips. Save hardware for re-installation.



Step 4. Support engine/transmission with hydraulic floor jack or transmission jack, taking care not to damage oil pan.

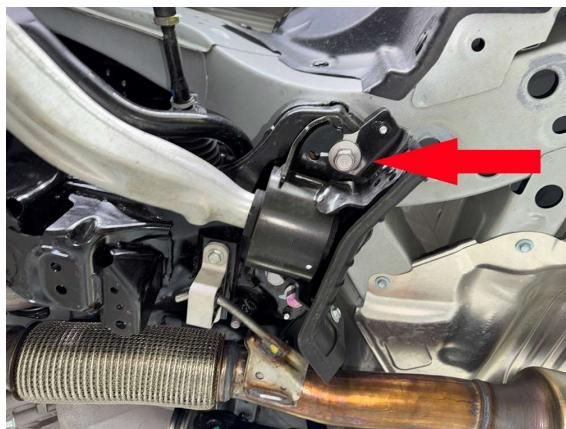
Step 5. Remove remaining plastic clips, pull plastic aside and loosen (do not remove) the "front most" 4 main subframe bolts. There are 2 on the driver side and 2 on the passenger side. (See photos)



Step 6. Remove 2 of the "front most" 4 main subframe bolts and temporarily replace them with 1 M14x150 bolt on the driver side and 1 M14x150 bolt on the passenger side to keep the subframe in line when being lowered.

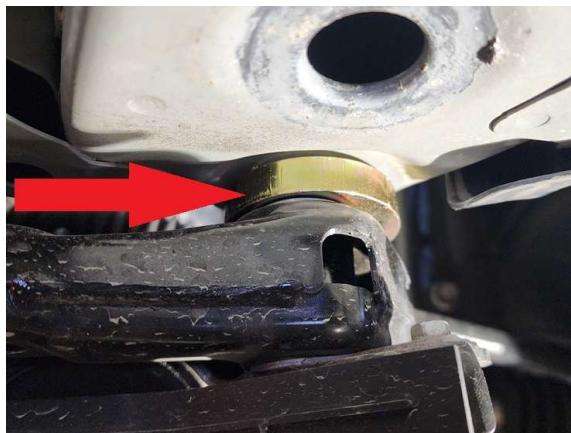


Step 7. Remove the "rear-most" 2 front subframe bolts and temporarily replace them with 2 of the new M14x135 bolts that come with the kit.



Step 8. Using the floor jack, carefully lower subframe approximately $\frac{1}{2}$ inch.

Step 9. Place 2 2.5x0.5" M14 steel spacers between subframe and body at "rear most" bolt location and permanently install M14x135 bolts. (1 on driver side and 1 on passenger side) Torque bolts to 135 ft-lb.



Step 10. Place large oval spacers between subframe and body, permanently installing M14x150 bolts. Repeat this process for all 4 "front most" bolts. (2 on driver side and 2 on passenger side) Torque bolts to 135 ft-lb.



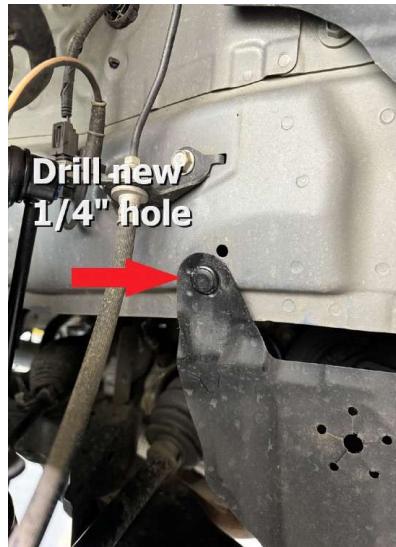
Step 11. Install 0.5" oval shaped M10 spacer between engine mount and engine bracket, using supplied M10x60mm bolts.



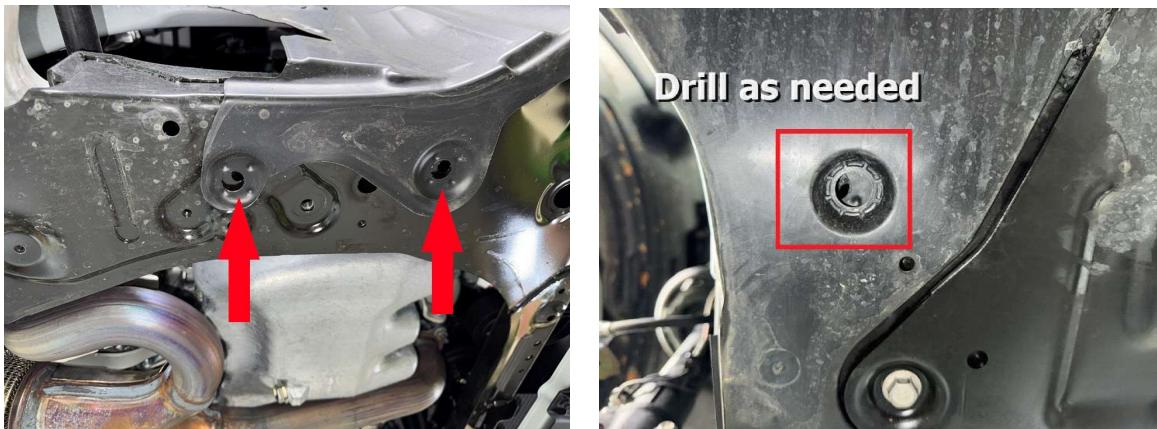
Step 12. Remove plastic clips on inner fender liner and pull down to re-align original mounting holes in subframe.



Step 13. Drill 1/4" hole in new location approximately $\frac{1}{2}$ inch lower from original hole on fender liner. Install plastic clip. (see photo)



Step 14. Drill as needed to enlarge holes in plastic to help align clips.



Step 15. Reinstall plastic splash shield and/or skid plate.

Step 16. Install foam weather seal between steering rack and body.



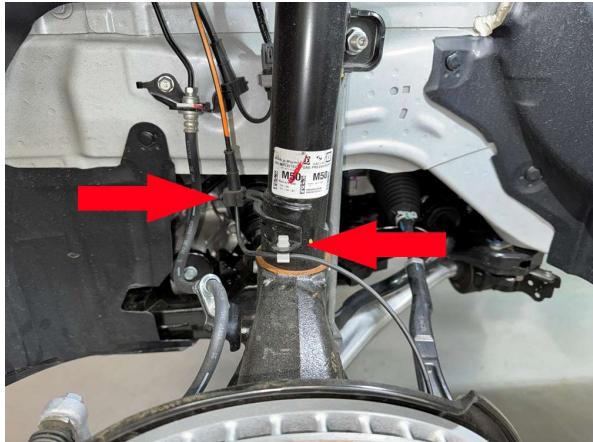
Step 17. Double check all bolts. Torque all main subframe bolts to 135 ft. lb.

Front Spacer installation:

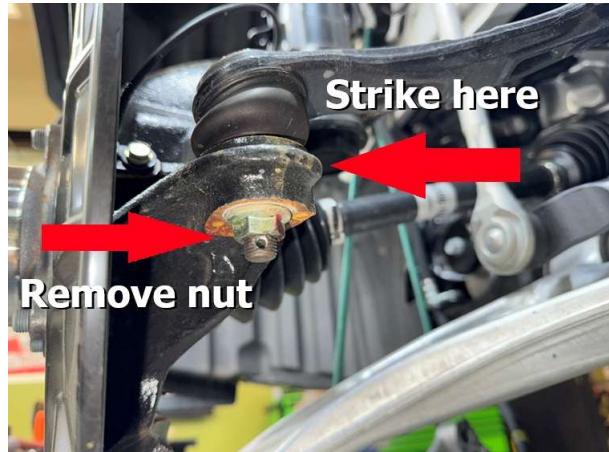
Parts needed: 2 1.5" front spacers, 6 M10 nuts, 2 sway bar end links.

Step 1. Lift vehicle and remove wheels.

Step 2. Remove brake line and unclip ABS wiring from strut, remove wheel sensor.



Step 3. Remove nut holding tie rod end to hub, strike knuckle with heavy hammer to dislodge tie rod end.



Step 4. Remove caliper (never loosen the brake line hoses) and secure it out of the way.



Step 5. Remove brake rotor and axle nut.

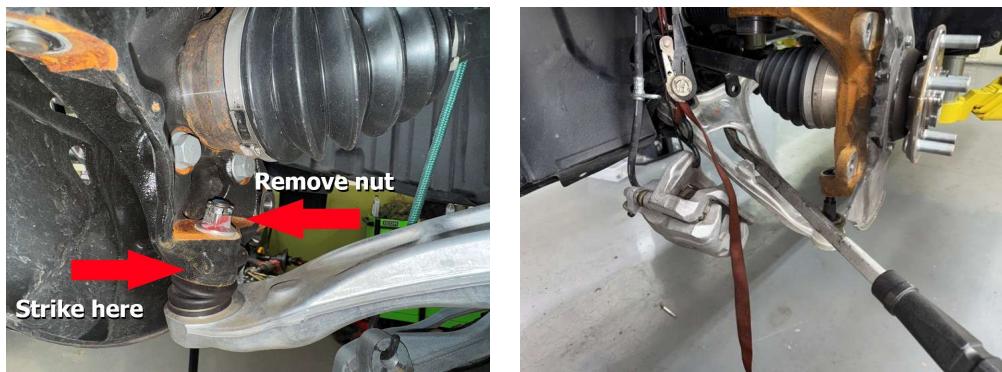


Step 6. Remove and discard OEM sway bar links.



Step 7. Remove lower ball joint nut and cotter pin.

Step 8. Have a helper pry downward on the lower control arm while striking the hub with a large hammer, to separate the ball joint from the hub. This can take dozens of hits. Be careful not to hit the ball joint boot.



Step 9. Remove plastic access panels under hood to reach driver side front upper strut mount.



Step 10. Remove 14mm nuts holding struts to body, remove strut and hub assembly as one piece. Do not separate strut from hub.

Step 11. Install strut spacers onto top of struts using OEM hardware.



Step 29. Mount spacer, strut, and hub assembly back into shock tower using M10 nuts provided in the kit. Torque nuts to 33 ft-lb.



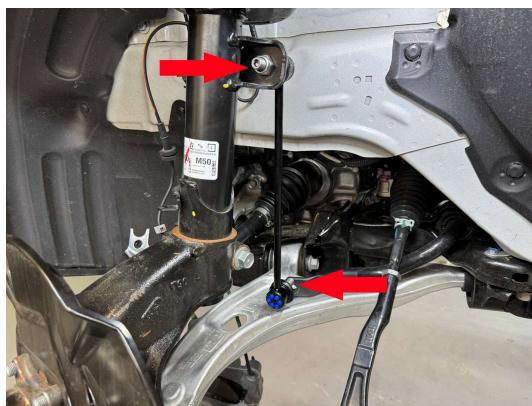
Step 30. Using a very large pry bar or 4-foot pipe, pry down on the lower control arm while moving hub back into position. Slide the axle back into the hub and angle the lower ball joint outward so that it feeds into the hole in the bottom of the hub. Once the ball joint is oriented properly, release pressure on the pry bar. The ball joint should pop into place. Have a helper push in and turn the hub while doing this. This step may take several attempts!



Step 31. Reinstall lower ball joint nut and cotter pin. Torque to 42 ft-lb and be sure to line up the castle nut with the hole for the cotter pin.

Step 32. Reinstall axle nut, torque to 242 ft-lb. or line up the staking on the axle nut to the same location as it was when removed. Be sure to double check the torque on this nut!

Step 33. Install new sway bar end link using supplied hardware. Torque sway bar nuts to 48 ft-lb.



Step 34. Reinstall brake rotor and caliper. Torque brake caliper bolts to 80 ft-lb

Step 35. Reinstall tie rod end. Do not forget cotter pin!

Step 36. Repeat installation process for passenger side.

Step 37. Double check all bolts. Especially sway bar links!

Step 38. Check brake dust shields for contact with rotors, bend back as necessary to prevent noise.

Rear installation:

Parts needed: 2 1" rear lift spacers, 4 3.5x1 M14 spacers, 8 1x1 M10 spacers, 4 M14x150 bolts, 8 M10x50 bolts, 2 rear brake line relocation brackets, 2 M8x16 bolts, 2 M8 nuts 2 Rear shock extension brackets, 4 M10x60 bolts, 4 M10x35 bolts, 4 M10 nuts.

Step 1. Lift vehicle and support with jack stands.

Step 2. Remove wheels.

Step 3. Remove 14mm bolts holding rear subframe brackets.



Step 4. Support rear subframe with jack.

Step 5. Remove each rear main subframe bolt and temporarily install M14x150 bolt one at a time.



Step 6. Remove a M14x150 bolt on left front corner of rear subframe and place 3.5x1 M14 spacer between subframe

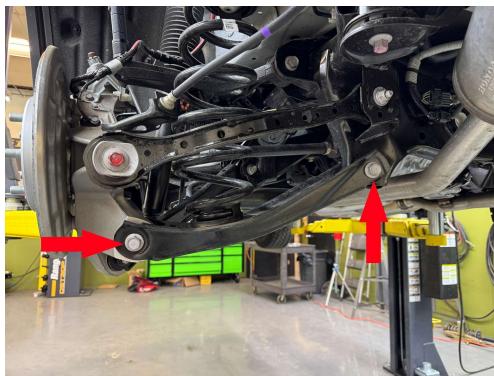
and body. Loosen other 3 bolts as needed to allow subframe to drop enough to fit spacer. Reinstall M14x150 bolt. Repeat this process for the other 3 bolts. Torque subframe bolts to 135 ft-lb



Step 7. Support rear lower control arm with jack.

Step 8. Remove bolt holding lower control arm to wheel hub. (Outermost bolt on lower control arm.)

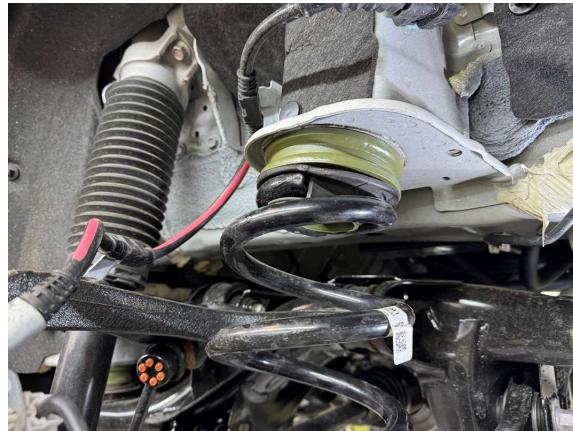
Step 9. Loosen but do not remove bolt holding lower control arm to subframe to allow arm to drop. (Innermost bolt on lower control arm.)



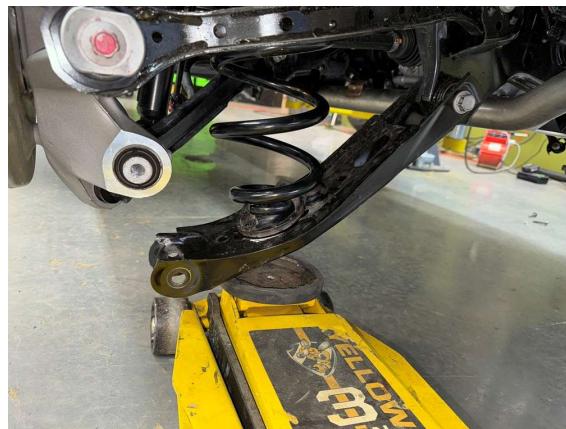
Step 10. Carefully lower control arm to release pressure on spring.



Step 11. Place lift spacer on top of spring.



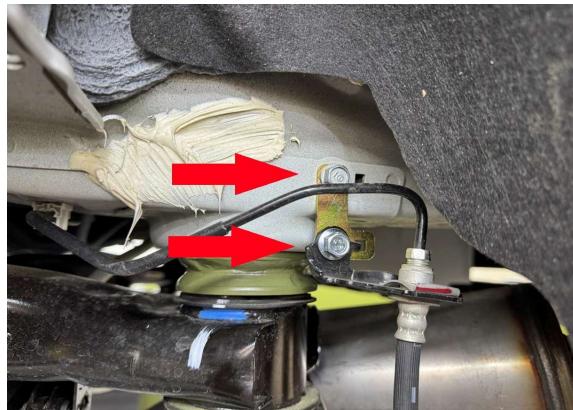
Step 12. Using a floor jack, compress spring until bolt holes line up, reinstall bolt.



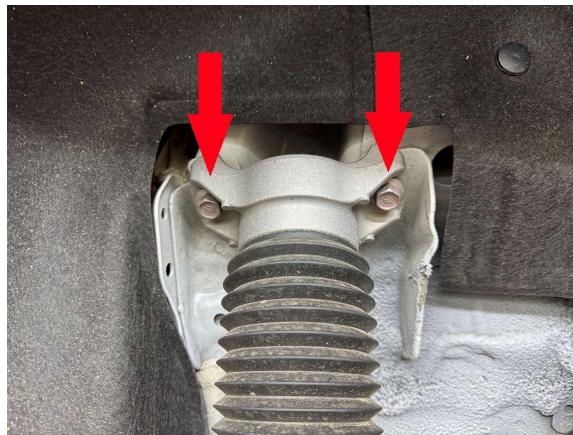
Step 13. Remove bolt holding rear brake line.



Step 14. Install rear brake line relocation bracket.



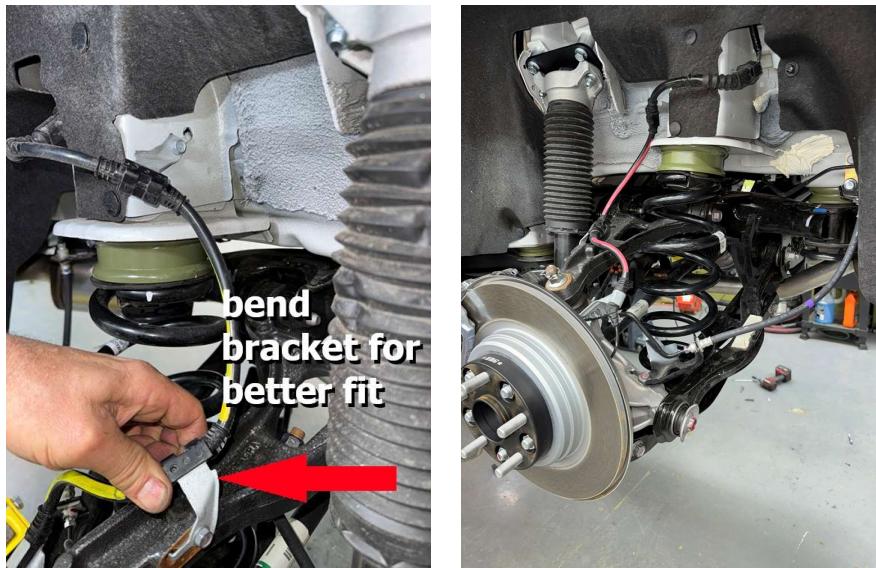
Step 15. Remove bolts holding shock to fender well.



Step 16. Install shock extension as shown:



Step 17. Bend ABS wire mounting bracket as shown.



Step 18. Repeat installation process for passenger side.

Step 19. Reinstall wheels and lower vehicle.

Step 20. Double check all bolts.

Step 21. Get a professional alignment.

Step 22. 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.

TROUBLESHOOTING:

Problem: rattling from the front while going over bumps

Cause: sway bar links are not tight enough

Solution: tighten sway bar links

Problem: scraping noise from the front while driving

Cause: brake dust shields are bent and making contact with brake rotor

Solution: bend dust shields away from rotors

Problem: creaking noise coming from either front or rear while driving.

Cause: subframe bolts are not tight enough

Solution: double check and tighten all 10 subframe bolts

**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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Checklist

- ___ PIL23+ 1.5F (2)
- ___ PIL23+ 1.0R (2)
- ___ 2.5x0.5 M14 spacers (2)
- ___ 2.75x0.5 M14 oval spacers (2)
- ___ 0.5 M10 oval spacers (1)
- ___ M10x60 (2)
- ___ 1x1 M10 (8)
- ___ M10x50 (8)

- __ 3.5x1 M14 (4)
- __ M14x150 (8)
- __ M14x135 (2)
- __ RID SBEL (2)
- __ PIL23+ RSE (1 pack of 2)
- __ PIL23+ rear BLB (1 pack of 2)
- __ $\frac{1}{2}$ " Foam seal(1)
- __ sticker