



2022-2026 Hyundai Tucson 1.5" lift kit installation guide

Professional installation 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/wheel sizes:*

Stock: 235/65/17 (29") (SE, SEL, Blue Hybrid, SE Hybrid)

- +1 235/70/17 (30")
- +1.5 245/70/17 (30.5")
- +2 255/70/17 (31")
- +2.5 265/70/17 (31.5")**

Stock: 235/60/18 (29") (SEL, XRT, SEL Hybrid)

- +1 235/65/18 (30")
- +1.5 245/65/18 (30.5")
- +2 255/65/18 (31")
- +2.5 265/65/18 (31.5")**

Stock 235/55/19 (29") (Limited, Limited Hybrid)

- +1 235/60/19 (30")
- +1.5 245/60/19 (30.5")
- +2 255/60/19 (31")
- +2.5 265/60/19 (31.5")**

*All sizes are quoted assuming OEM wheels. Aftermarket wheels with offset lower than OEM wheels will require one to two sizes smaller tire. Be sure to check fitment before ordering tires. HRG is not responsible for improperly fitted wheels and tires.

**Extreme tire/wheel size: (May require modification of plastic fender liner)

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 (1L, 1R)
- 2 1.0" rear lift spacers
- 6 M10 nuts (front spacers)
- 4 1.25x1" M12 machined spacers (trailing arms)
- 2 Rear shock extension brackets
- 4 M10x50mm bolts (shock extension brackets)
- 4 M10x35mm bolts (shock extension brackets)
- 4 M12 nuts (shock extension brackets)
- 4 1.25x1" M12 machined spacers (countersunk) (shock extension brackets)
- 4 M12x60mm bolts (trailing arms)
- 4 1.25x1" M12 machined spacers (trailing arms)
- 2 Rear brake line relocation brackets
- 2 0.75x0.5 M8 spacers (brake line brackets)
- 2 M8x25mm bolts (brake line brackets)
- 2 M8 nuts (brake line brackets)
- 2 sway bar end links for lifted Tucson

Tools required:

Floor Jack or lift, lug wrench, metric socket set to 19mm, metric wrench set to 19mm, Pry bar, screwdriver, impact gun, torque wrench, and heavy hammer.

Approximate installation time 2-4 hours

TORQUE SPECIFICATIONS:

M8 24ft lbs

M10 55ft lbs

M12 85ft lbs

M14 125ft lbs

M16 175ft lbs

Front installation:

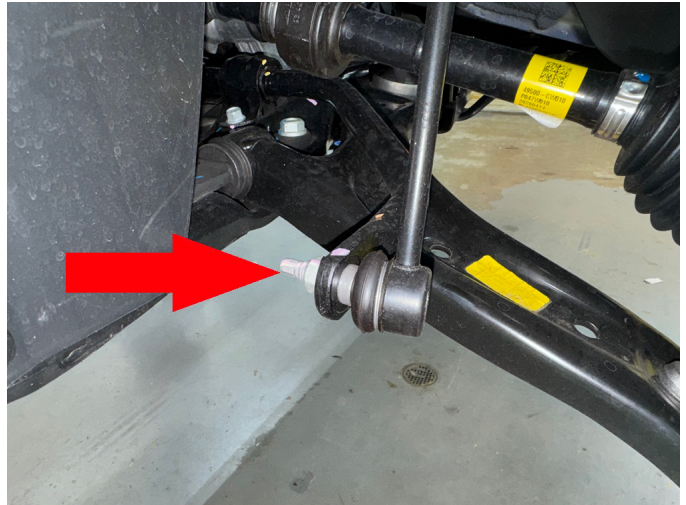
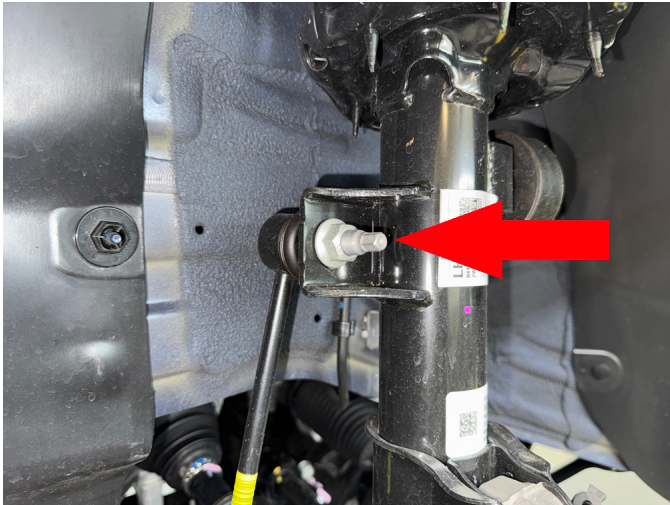
Step 1. Lift vehicle and support with jack stands.

Step 2. Remove wheels.

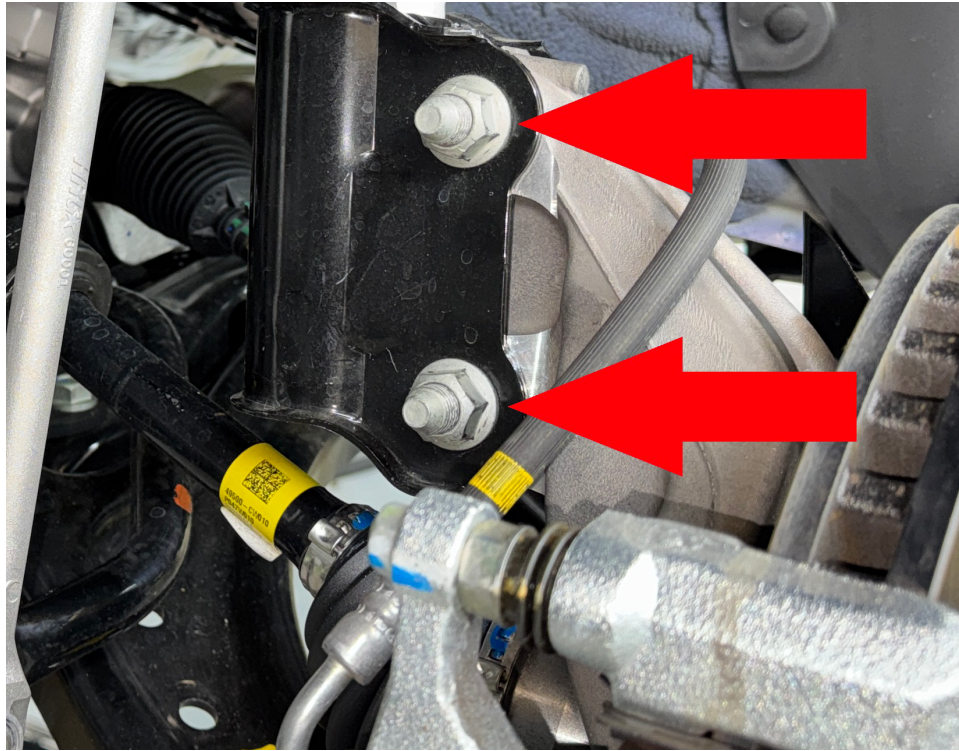
Step 3. Remove brake/ABS lines from driver side strut.



Step 4. Using 17mm wrench and 8mm wrench, remove sway bar link.

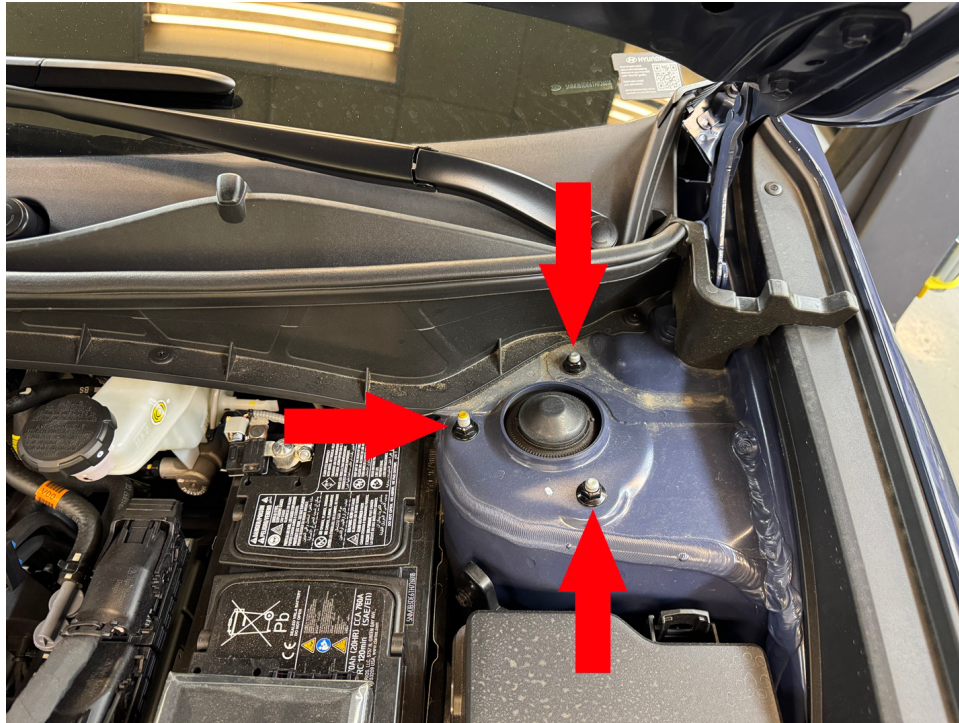


Step 5. Remove nuts connecting strut to knuckle. Tap bolts out with a hammer.

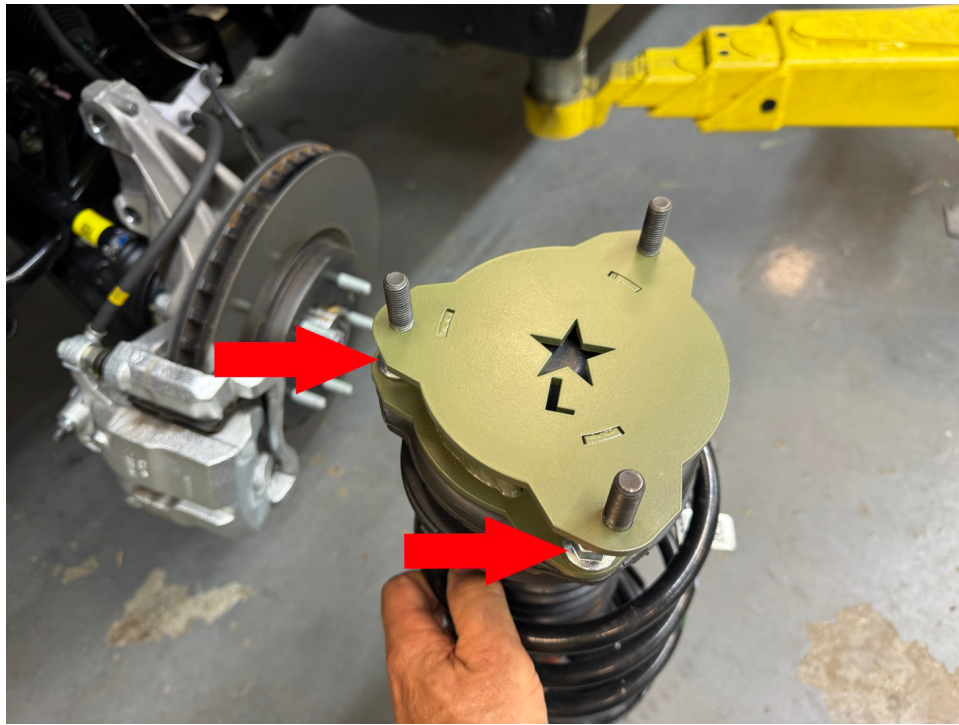


NOTE: Do not allow the hub to fall loose, as the axle may come out of the inner CV joint.

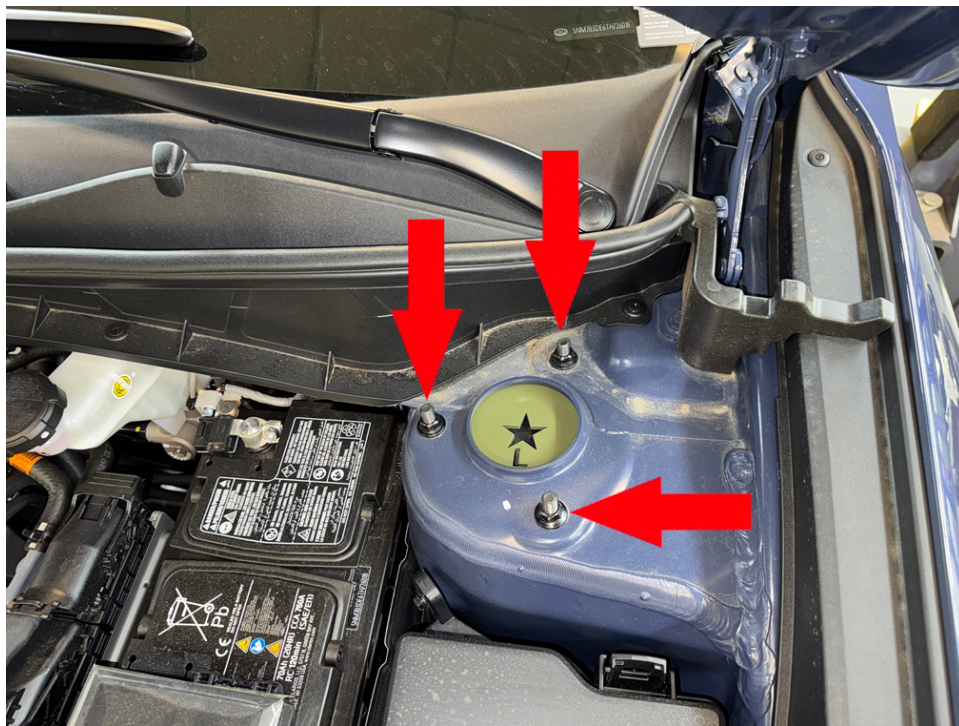
Step 6. Remove M10 nuts at the top of the strut connecting strut to strut tower. Remove strut. Save hardware for reinstallation.



Step 7. Attach lift spacers onto strut using supplied M10 nuts as shown. "L" spacer mounts on DRIVER SIDE. "R" spacer mounts on PASSENGER SIDE. on U.S. models ONLY



Step 8. Reinstall strut into shock tower with spacer attached, using original hardware. Be sure the “L” reads correctly from the front of the vehicle.



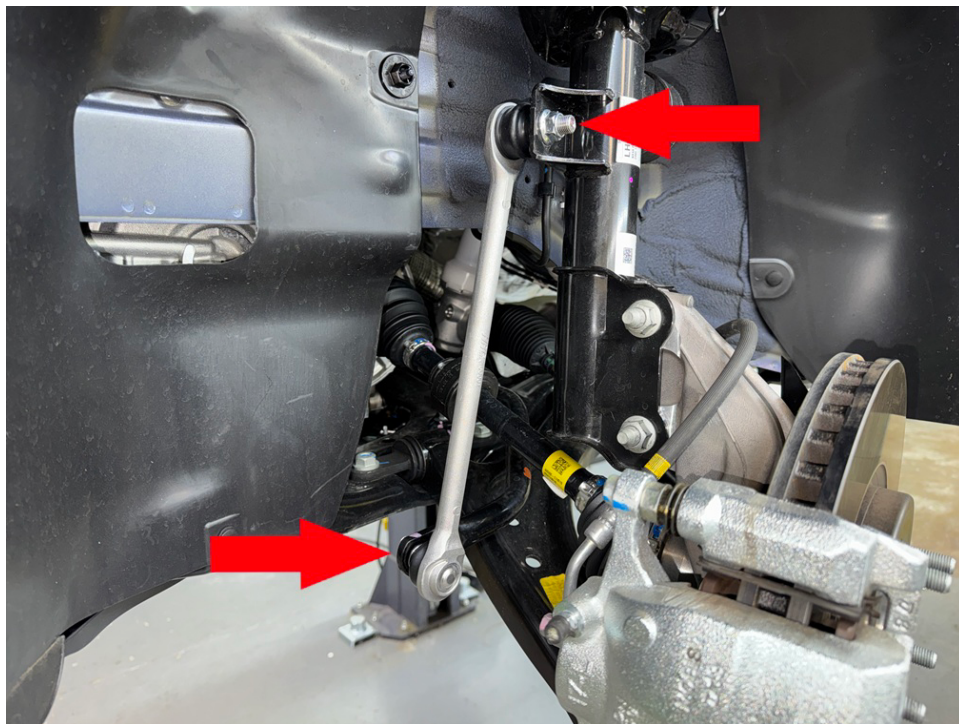
Step 9. Install bolts connecting strut to knuckle.

Step 10. Reinstall bolt holding brake and ABS wire.



Step 11. Repeat lift spacer installation process for passenger side.

Step 12. Install shorter sway bar end links included with the kit. **(links will not line up until both sides are lifted)**



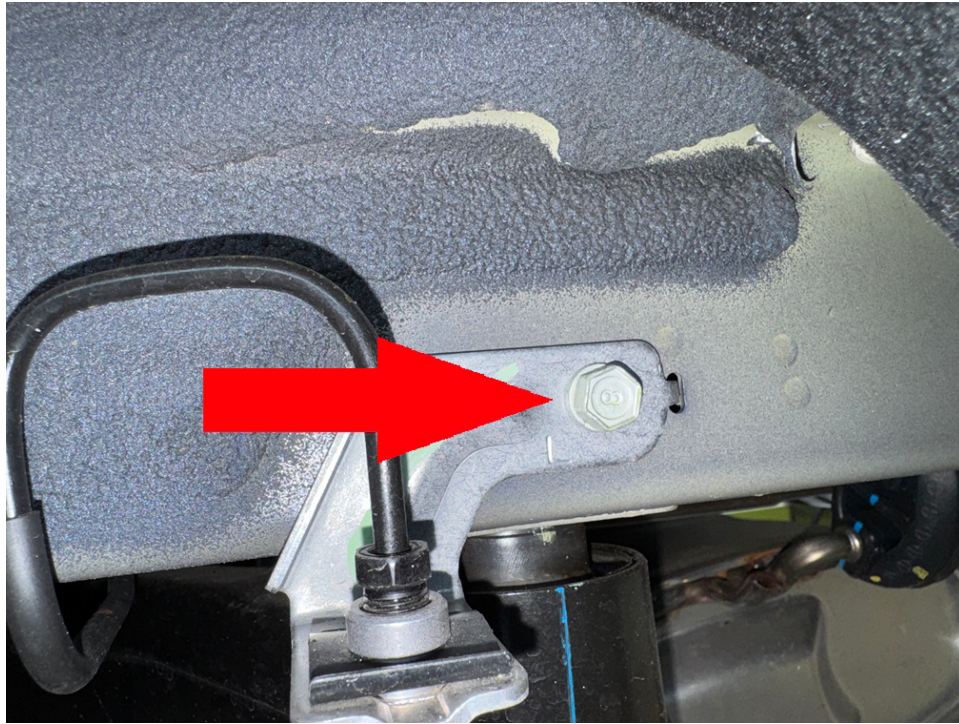
Step 13. Double check all bolts!

Rear installation:

Step 1. Lift vehicle and support with jack stands.

Step 2. Remove wheels.

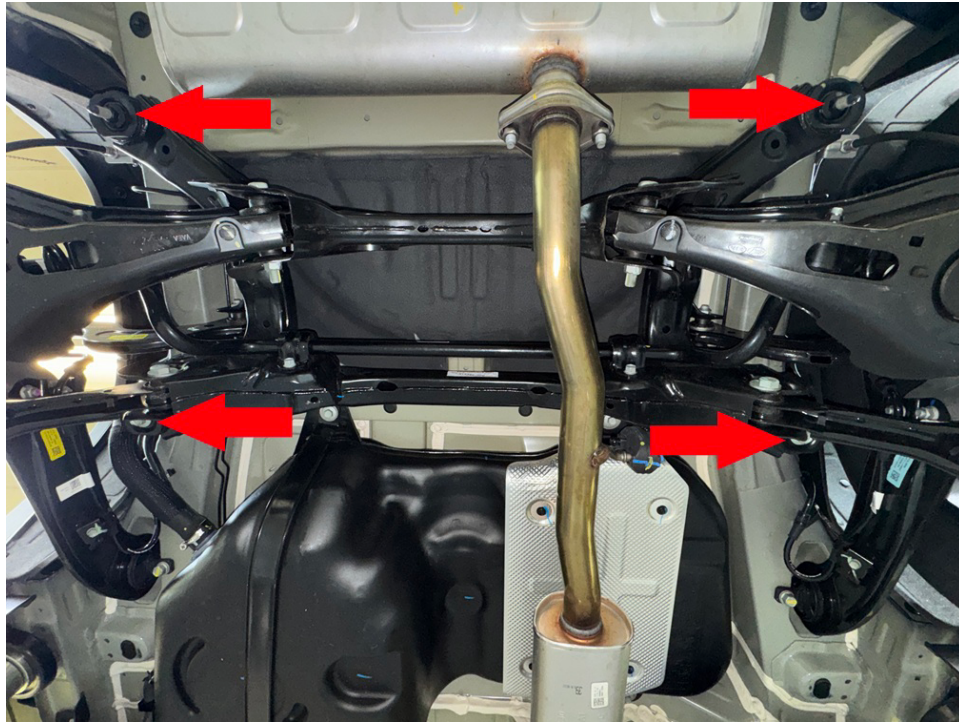
Step 3. Remove bolt holding brake hardline to body.



Step 4. Install brake line relocation bracket as shown:



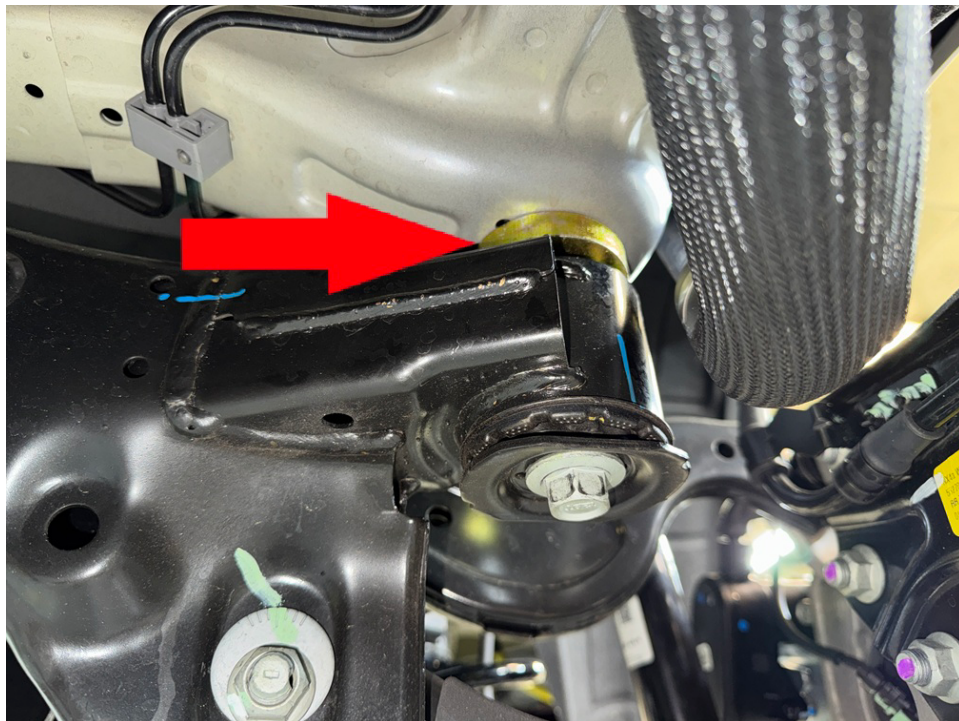
Step 5. Locate the 4 main rear subframe connections. 2 19mm nuts in the back and 2 19mm bolts in the front (see photo) (2WD shown)



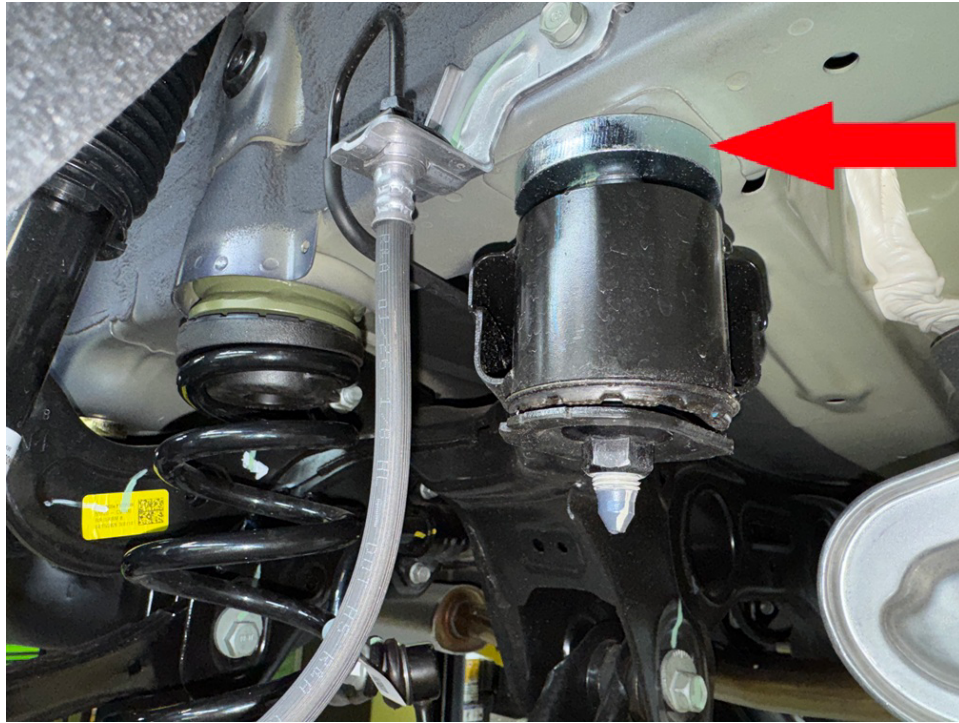
Step 6. Starting with the driver side, loosen DO NOT REMOVE, the nut holding the subframe to the vehicle approximately 3/4".

NOTE: Do not loosen all subframe bolts at once. This can cause the subframe to shift slightly which could lead to rear wheel alignment issues.

Step 7. Remove the bolt on the driver side of the rear subframe and place 2.5x0.5" M14 spacer between subframe and body. Reinstall bolt. Torque to 125 ft-lb.



Step 8. Place "G" spacer between subframe and body. Tighten nut. Torque to 125 ft-lb.

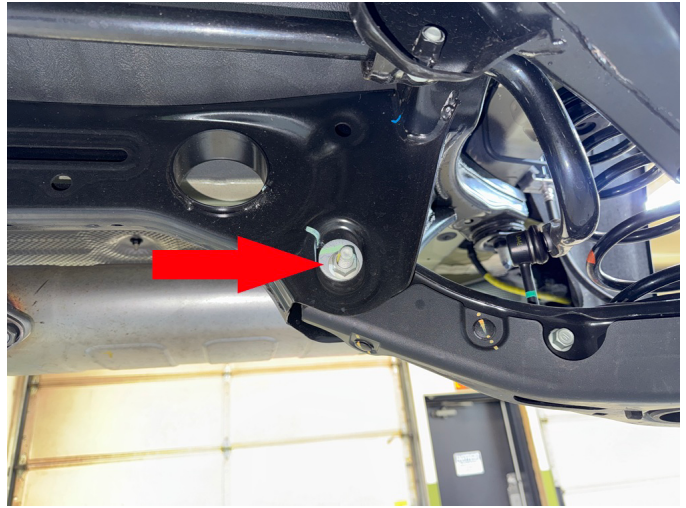
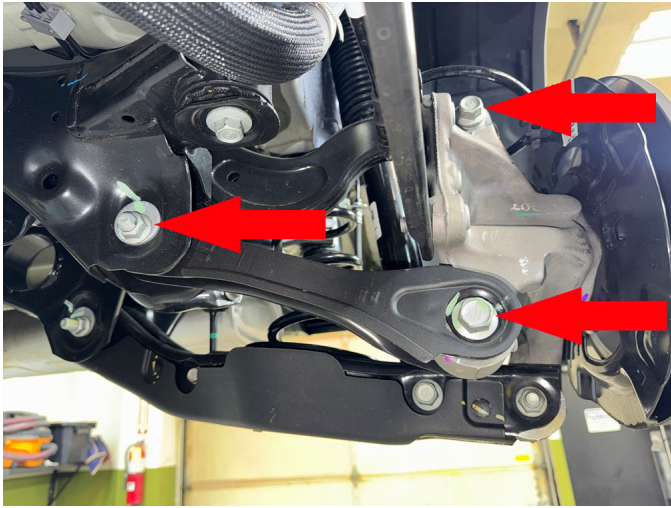


Step 9. Repeat subframe spacer installation process on passenger side. Double check all bolts. Failure to tighten these bolts properly can cause creaking noises from the rear of the car!

Step 10. Disconnect sway bar end link from lower control arm.



Step 11. Loosen, DO NOT REMOVE all bolts in rear suspension arms.

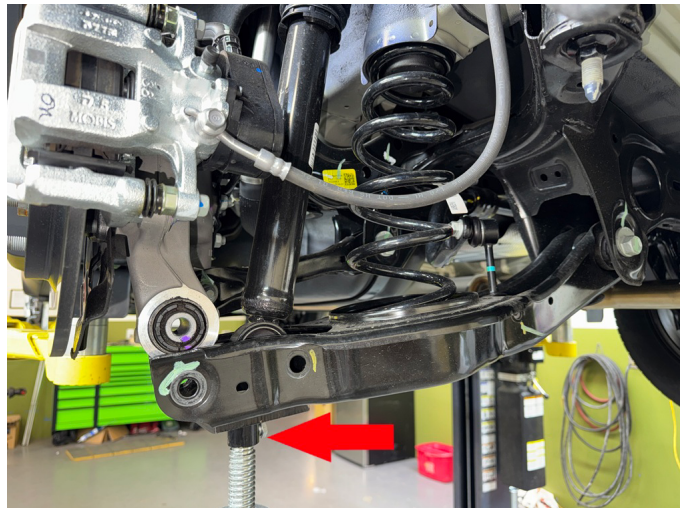
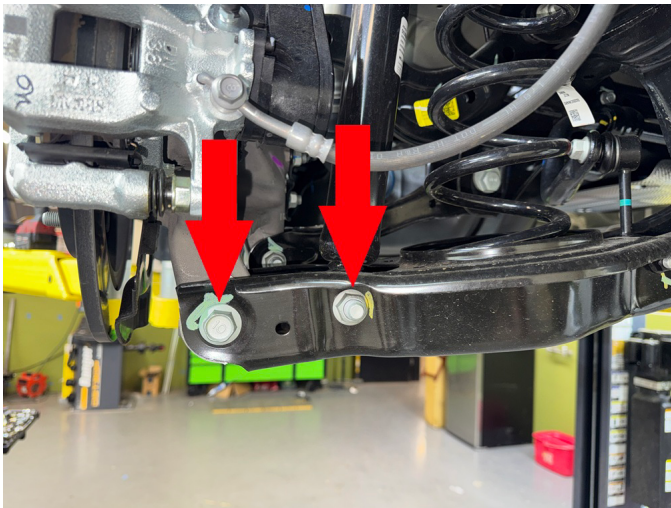


Step 12. Support lower control arm with floor jack or screw jack.

Step 13. Remove shock mounting bolt from lower control arm.

Step 14. Remove bolt holding lower control arm to wheel hub.

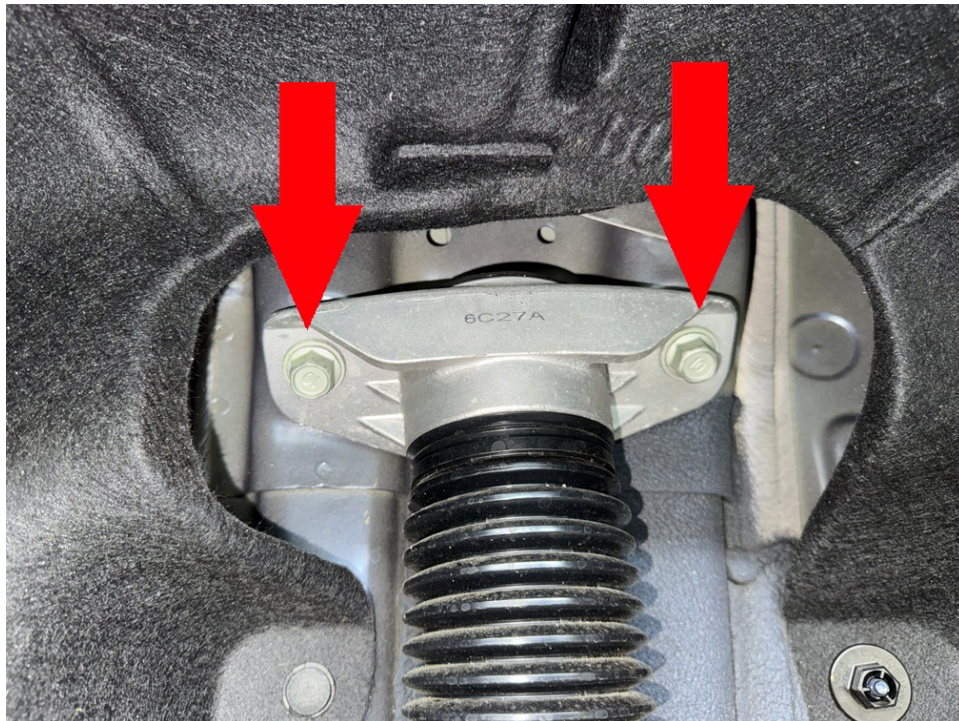
Step 15. Carefully release spring tension by lowering jack or screw jack.



Step 16. Remove spring and upper rubber isolator.



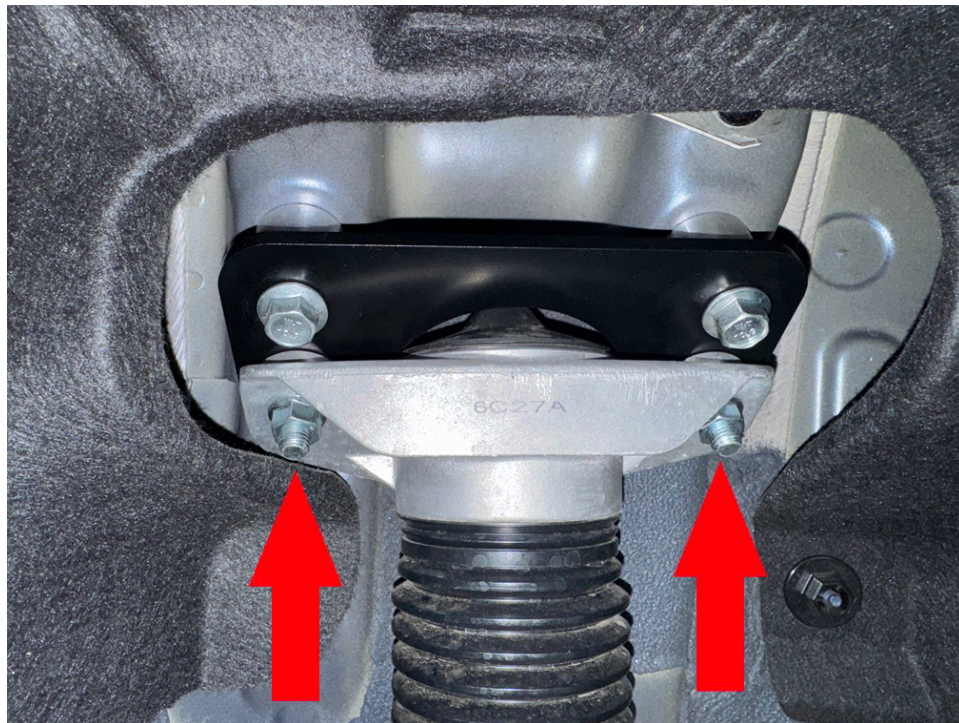
Step 17. Remove 2 bolts holding shock to body of vehicle.



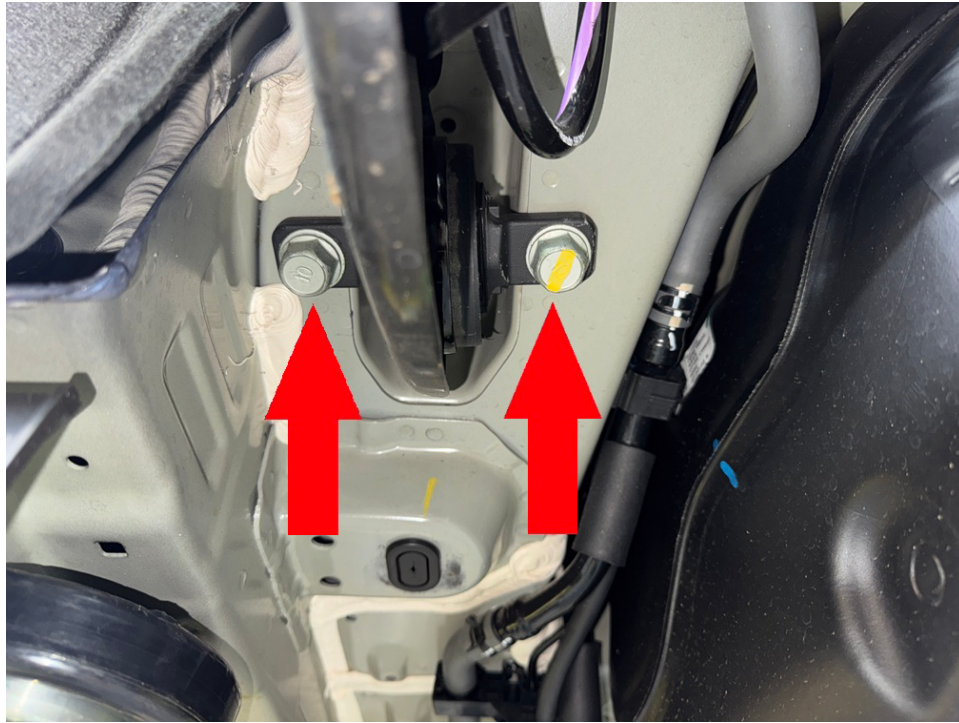
Step 18. Install rear shock relocation bracket as shown. Be sure the recessed side of the spacers aligns with the pins.



Step 19. Install rear shock absorber as shown:



Step 20. Remove 2 bolts holding trailing arm to body.



Step 21. Place provided 1.25x1 M12 machined spacers between trailing arm and body.



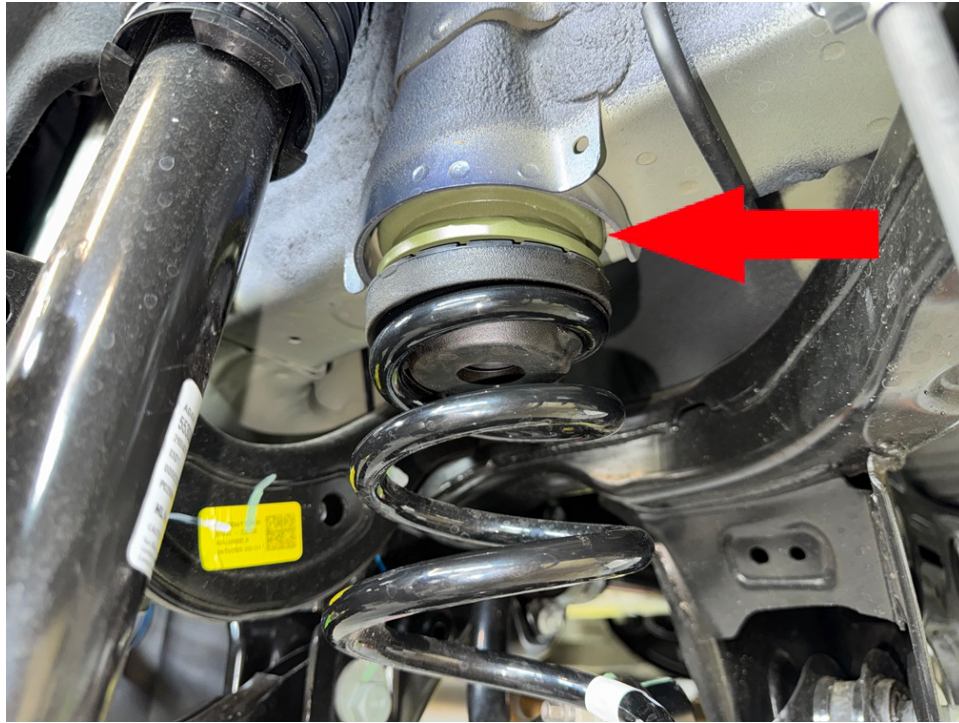
Step 22. Install provided M12x60 bolts to secure trailing arm.



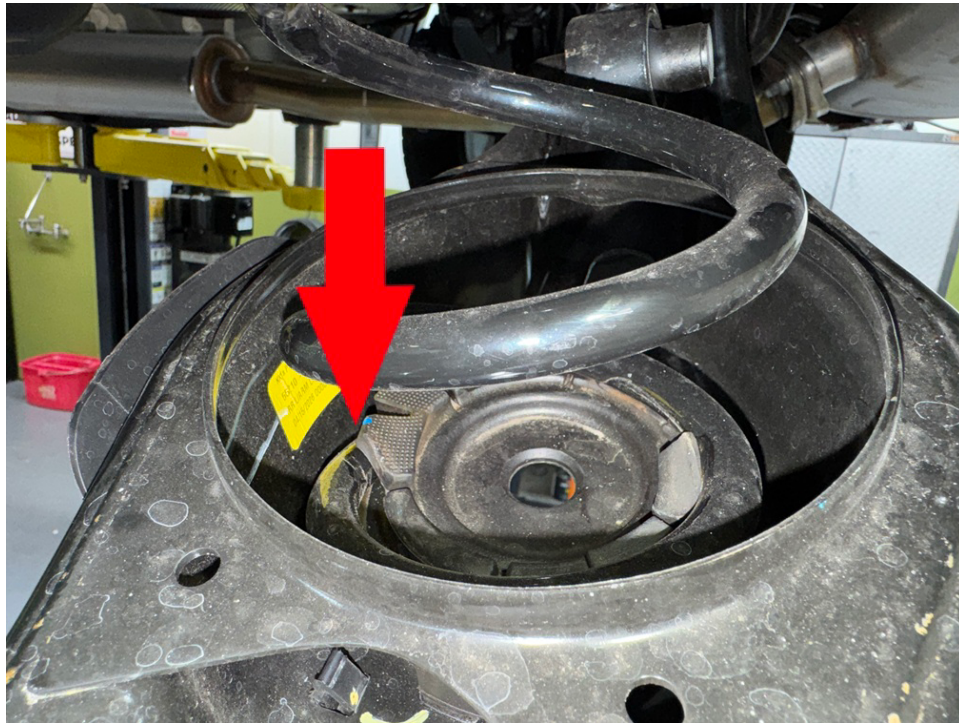
Step 23. Place rear lift spacer on top of rubber isolator as shown:



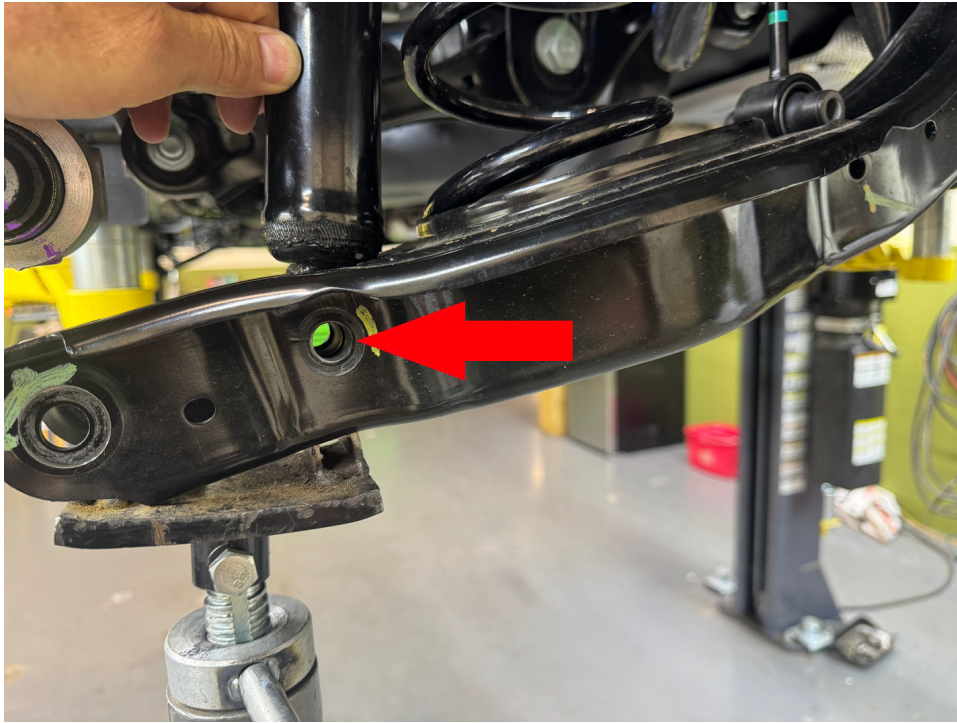
Step 24. Install spring and spacer.



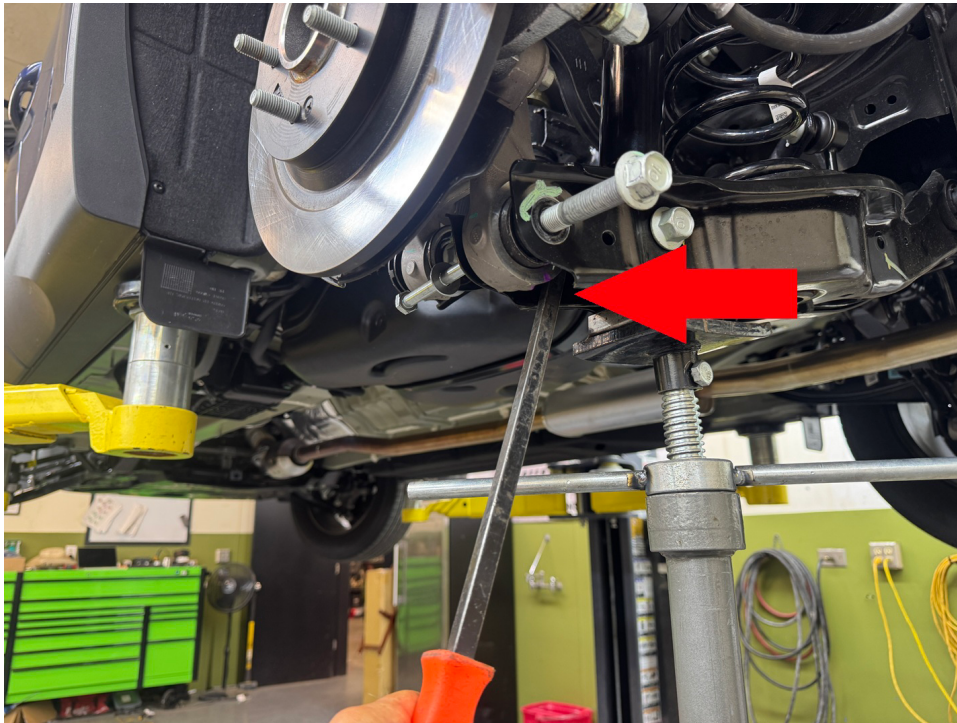
Step 25. Be sure that the lower end of the spring is properly oriented in the rubber isolator.



Step 26. Using a jack, lift lower control arm into position to line up bolt hole on shock. Reinstall shock bolt.

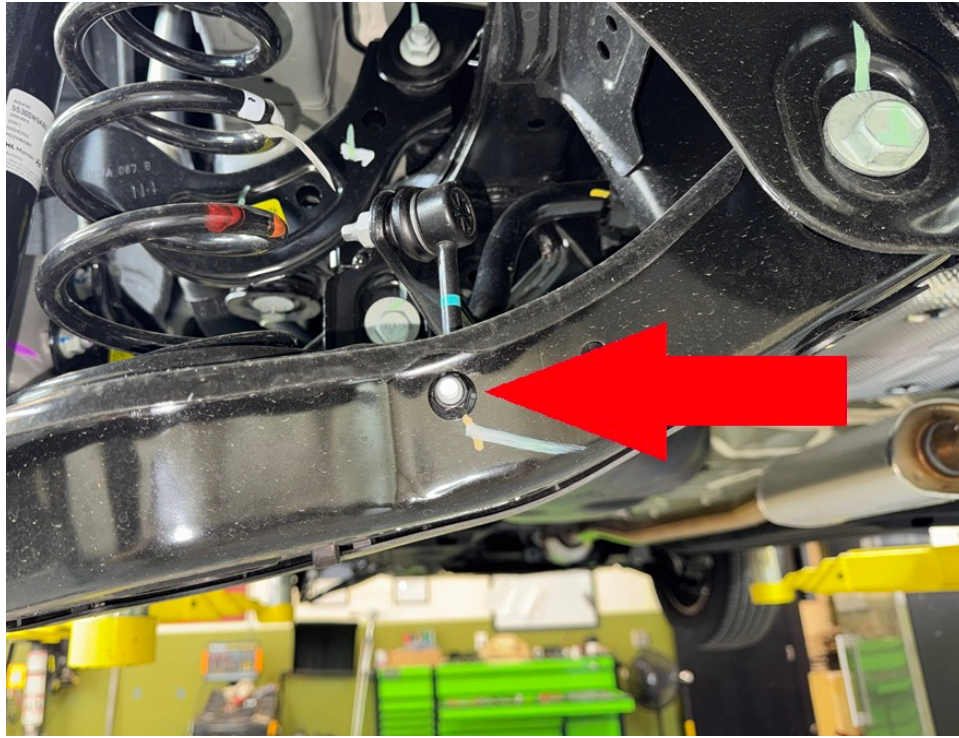


Step 27. Using a floor jack and pry bar, align holes and reinstall bolt holding lower control arm to wheel hub.



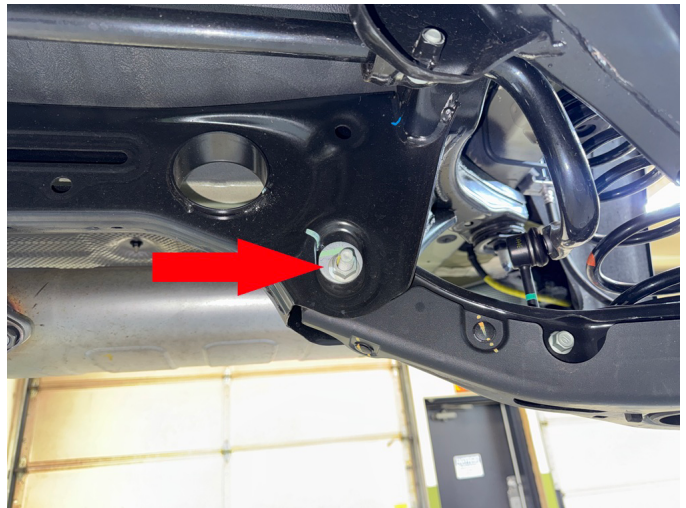
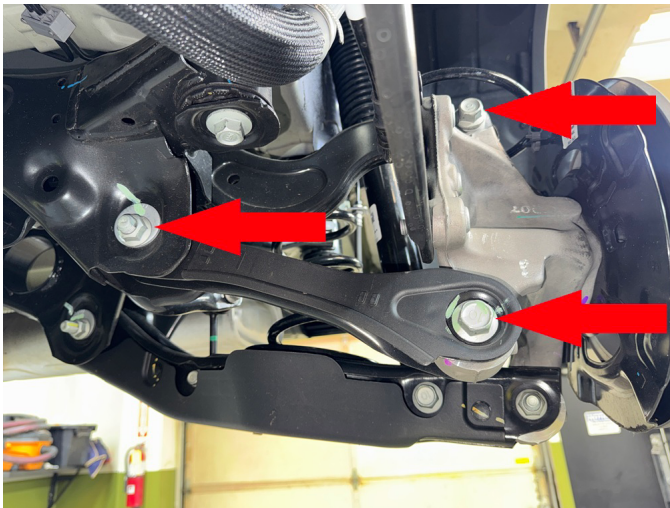
Step 28. Repeat lift spacer installation process on passenger side. Note: sway bar end links will not line up until both sides are lifted.

Step 29. Reinstall bolts holding sway bar end links to lower control arm.



Step 30. With the lower control arm lifted up (simulating the position it will be in with the car on the ground) tighten all bolts.

Note: Tightening the bolts with the arms at full droop may cause premature bushing failure.



Step 31. Reinstall wheels and lower vehicle.

NOTE: VEHICLE MAY APPEAR TO SIT EXTREMELY HIGH AT FIRST. ROLL VEHICLE FORWARD AND BACK TO SETTLE SUSPENSION!

Step 32. Get a professional 4 wheel alignment.

Step 33. Find some trails!

Troubleshooting:

-Rattling sound coming from front of vehicle while driving over bumps. Most common cause: loose sway bar end links.

Fix: double check that all front sway bar end link bolts are tight and torqued properly.

-Scraping sound coming from front of vehicle while driving. Most common cause: brake dust shields got bent during installation and making contact with brake rotors.

Fix: double check that dust shields are not touching the brake rotors anywhere.

-Creaking sound coming from rear of vehicle. Most common cause: Loose rear subframe bolts.

Fix: Double check that all rear subframe bolts/nuts are torqued properly.

Less common cause: Loose suspension arm bolts.

Fix: double check that all rear suspension arm bolts are tight and torqued properly.

-Rattling sound coming from rear of vehicle, especially over small bumps. Most common cause: Loose rear sway bar links.

Fix: double check that all rear sway bar end link bolts are tight and torqued properly.

Less common cause: loose rear shock bolts.

Fix: double check that rear shock relocation bracket bolts and spacers are fully seated and bolts are tight and torqued properly.

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@hrgooffroad.com.

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

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