



PASSPORT

2026+ 2 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 2" front lift spacers

6 M10 nuts

2 1.5" rear lift spacers

2 Replacement front sway bar links

2 2.25x1 M14 spacers (front subframe)

4 2.75x1 M14 spacers (front subframe)

4 M14x150 bolts (rear subframe)
4 M14x160 bolts (front subframe)
2 M14x150 bolts (front subframe)
2 1x1 M10 spacers (engine)
2 M10x70 bolts (engine)
2 1x1 M10 spacers (carrier bearing)
2 M10x50 bolts (carrier bearing)
2 0.75x1 M8 spacers (driveshaft protector loop)
2 M8x40 bolts (driveshaft protector loop)
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 relocation brackets
1 1" foam seal

TOOLS REQUIRED: Floor jack, lug wrench, metric socket set to 21mm, 36mm axle socket, metric wrench set to 19mm, impact wrench, pliers, heavy hammer, screwdriver, plastic cutting tool, torque wrench and paint pen.

Approximate installation time: approximately 5-6 hours

Skill level: Moderate

Front subframe installation

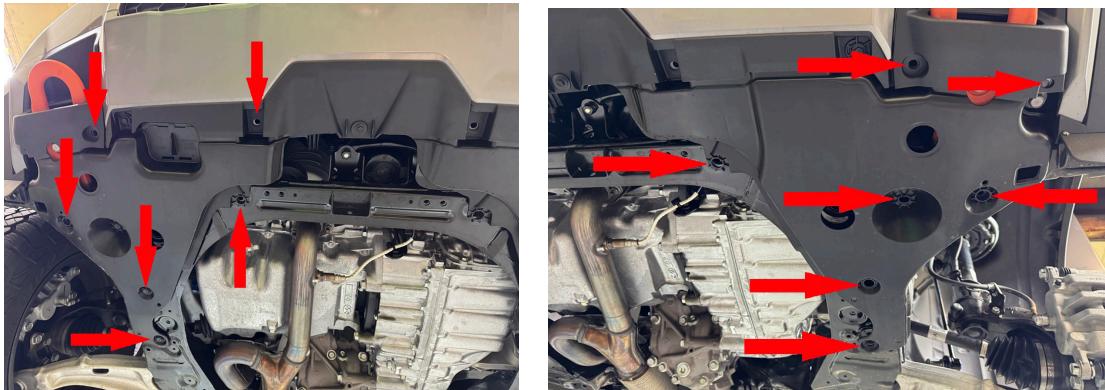
Parts needed: 2 1x1 spacers, 2 M10x70 bolts, 2.25x1 M14 spacers, 4 2.75x1 M14 spacers, 2 M14x150 bolts, 4 M14x160 bolts

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. Remove plastic trim around tow hooks (TRAILSPORT ONLY)

Step 5. Using your preferred plastic cutting tool (we used a body saw and file) cut as shown:



Step 6. Support engine/transmission with hydraulic floor jack or transmission jack, taking care not to damage oil pan.

Step 7. Remove the remaining plastic clips, pull plastic aside and loosen (**do not remove**) the "front most" 4 main subframe bolts. There are 2 on the driver's side and 2 on the passenger side. (See photos)



Step 8. Remove 2 of the "front most" 4 main subframe bolts and temporarily replace them with 1 M14x160 bolt on the driver side and 1 M14x160 bolt on the passenger side to keep the subframe in line when being lowered.

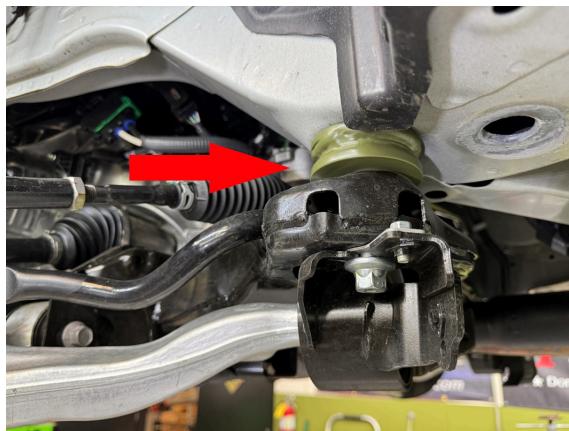


Step 9. Remove the "rear-most" 2 front subframe bolts and temporarily replace them with 2 of the new M14x150 bolts that come with the kit.

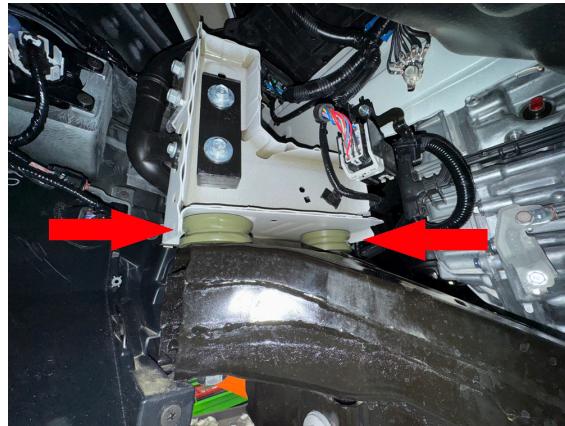


Step 10. Using the floor jack, carefully lower subframe approximately $\frac{1}{2}$ inch.

Step 11. Place 2.25x01" M14 steel spacers between subframe and body at "rear most" bolt location and permanently install M14x150 bolts. (1 on driver side and 1 on passenger side) Torque bolts to 135 ft-lb.



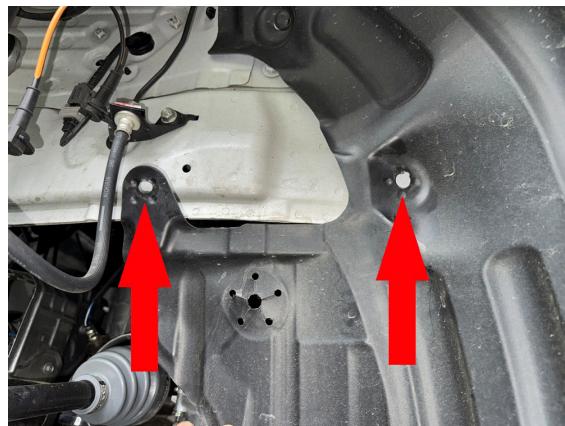
Step 12. Place 2.75x1 M14 spacers between subframe and body, permanently installing M14x160 bolts. Repeat this process for all 4 "front most" bolts. (2 on driver side and 2 on passenger side) Torque bolts to 135 ft-lb.



Step 13. Install 2 1x1" M10 spacers between engine mount and engine bracket, using supplied M10x70mm bolts.



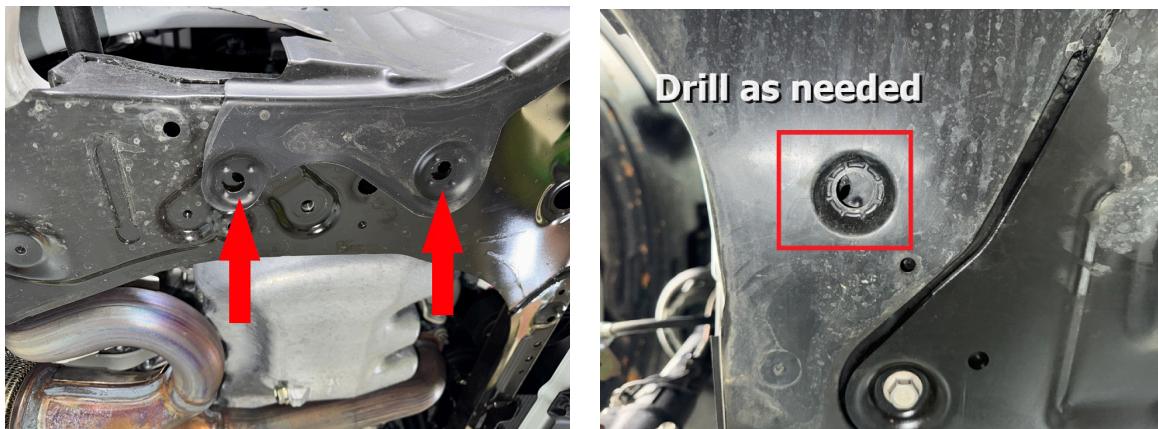
Step 14. Remove plastic clips on inner fender liner and pull down to re-align original mounting holes in subframe.



Step 15. Drill 1/4" hole in new location approximately 1 inch lower from original hole on fender liner. Install plastic clip. (see photo)



Step 16. Drill as needed to enlarge holes in plastic to help align clips.



Step 17. Reinstall plastic splash shield and/or skid plate.

Step 18. Reinstall tow hook trim piece.



Step 19. Install foam weather seal between steering rack and body.



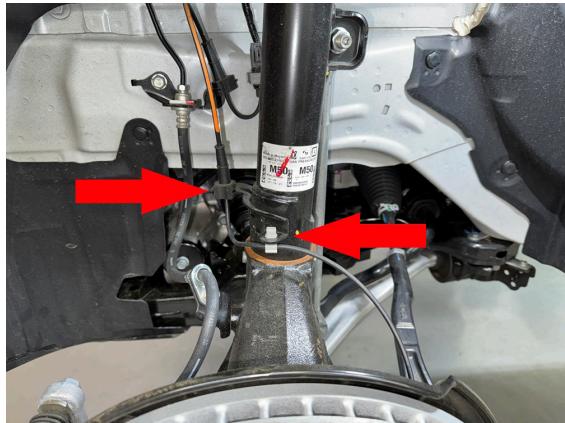
Step 20. Double check all bolts. Torque all main subframe bolts to 135 ft. lb.

Front Spacer installation:

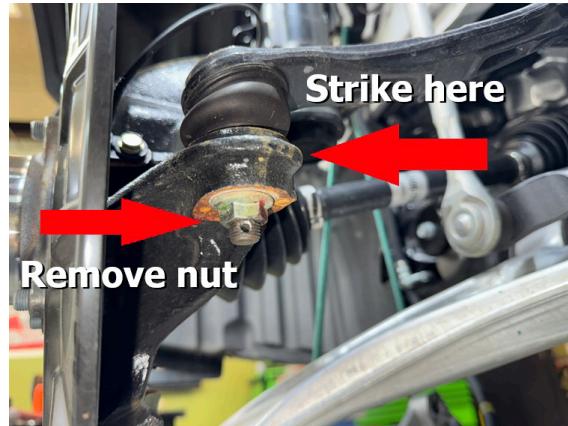
Parts needed: 2 2" front spacers, 6 M10 nuts, 2 sway bar end links.

Step 1. Lift vehicle and remove wheels.

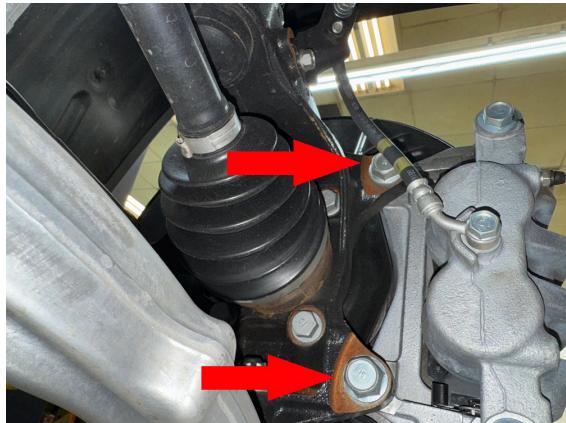
Step 2. Remove the brake line and unclip ABS wiring from strut, remove wheel sensor.



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.

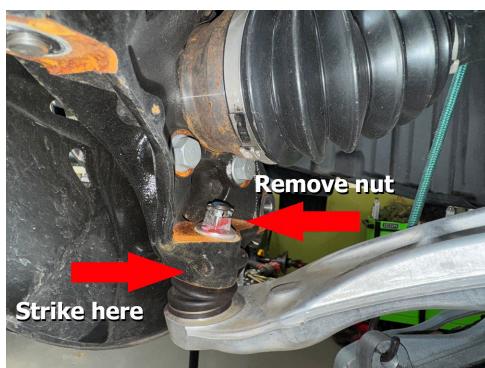


Step 6. Remove OEM sway bar links.



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.

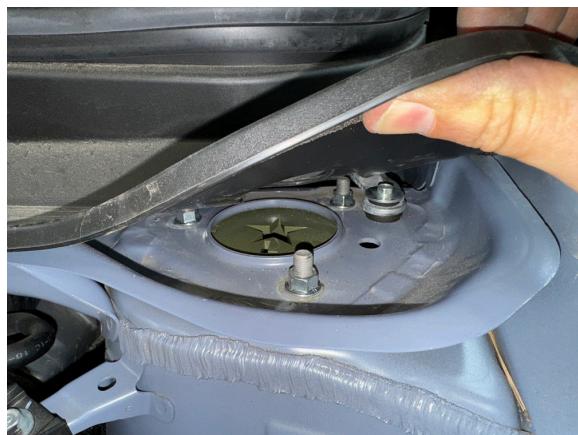


Step 10. Remove 14mm nuts holding struts to body, remove strut and hub assembly as one piece. **Do not separate strut from hub.**

Step 11. Install strut spacers onto top of struts using OEM hardware. Spacer marked "L" goes on the driver side. Spacer marked "R" goes on the passenger side (U.S. models)



Step 29. Mount spacer, strut, and hub assembly back into shock tower using M10 nuts provided in the kit as shown. Torque nuts to 33 ft-lb. BE SURE THE SPACERS ARE CLOCKED AS SHOWN. THESE SPACERS HAVE BUILT IN CAMBER AND CASTER CORRECTION!



Step 30. Using a very large pry bar or 4-foot pipe, pry down on the lower control arm while moving the 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!

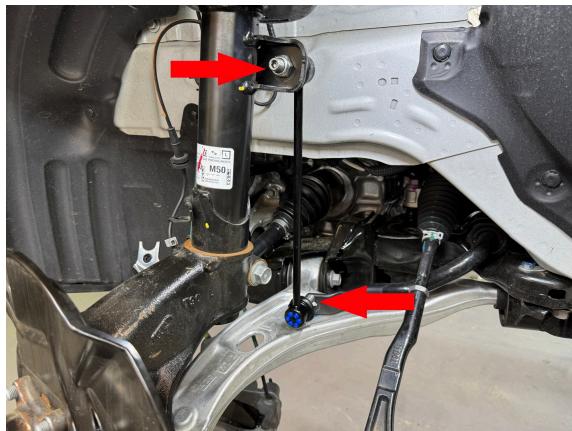


Step 31. Reinstall the lower ball joint nut and cotter pin. Torque to 42 ft-lb and be sure to line up the castle nut with the hole for the cotter pin.

Step 32. Reinstall axle nut, torque to 242 ft-lb.



Step 33. Install a 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 the 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.

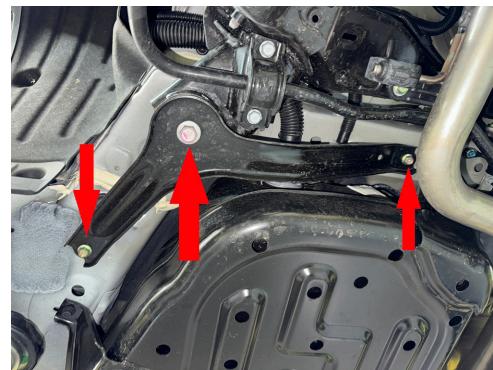
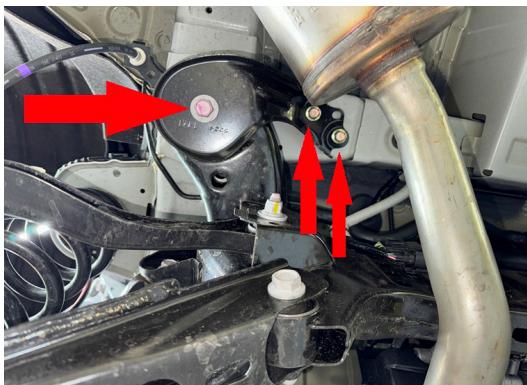
Rear installation:

Parts needed: 2 1" rear lift spacers, 4 3.5x1 M14 spacers, 10 1x1 M10 spacers, 4 M14x150 bolts, 10 M10x50 bolts, 2 0.75X1 M8 spacers, 2 M8x40 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.

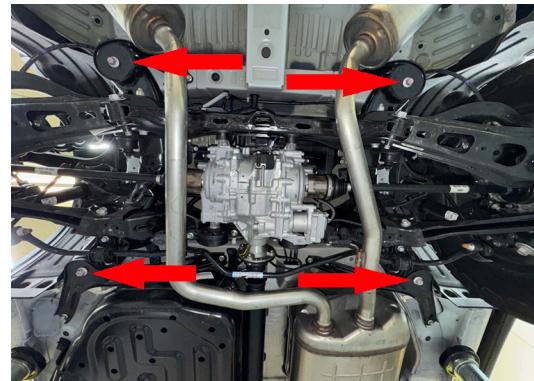
Step 2. Remove wheels.

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.



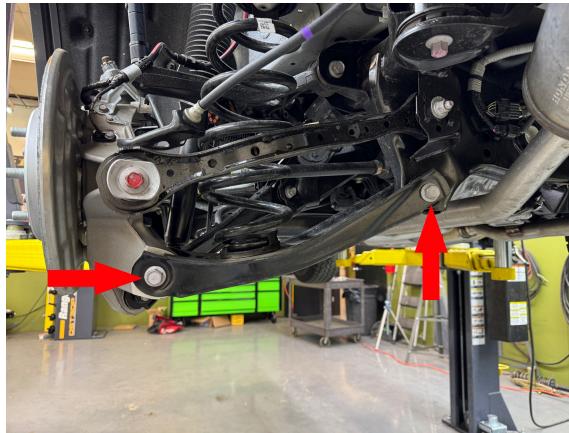
Step 6. Remove a M14x150 bolt on left front corner of rear subframe and place 3.5x1 M14 spacer between subframe and body. Loosen other 3 bolts as needed to allow subframe to drop enough to fit spacer. Reinstall M14x150 bolt. Repeat this process for the other 3 bolts. Torque subframe bolts to 135 ft-lb



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.)



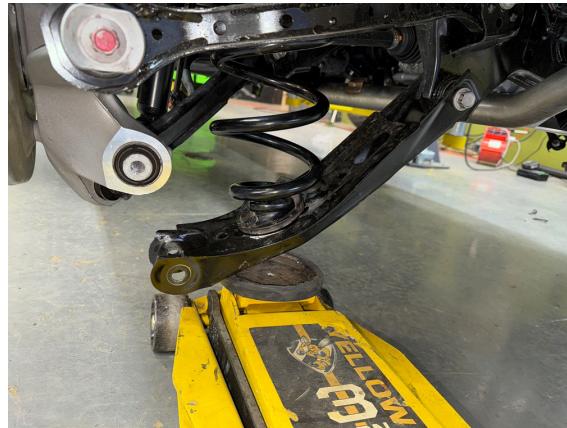
Step 10. Carefully lower control arm to release pressure on spring.



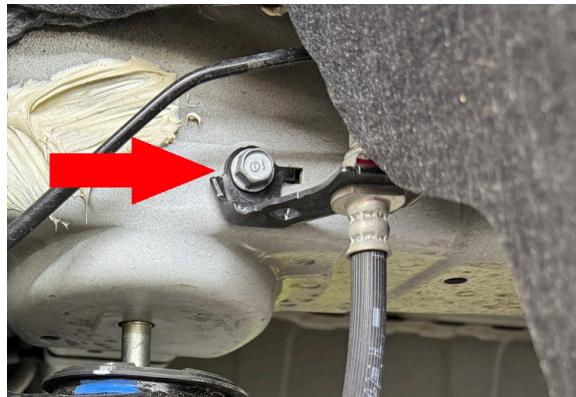
Step 11. Place lift spacer on top of spring.



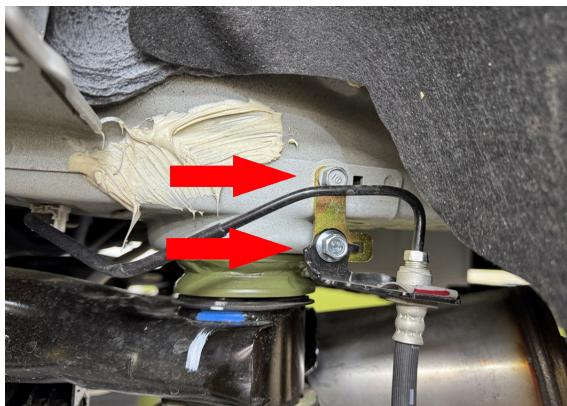
Step 12. Using a floor jack, compress spring until bolt holes line up, reinstall bolt.



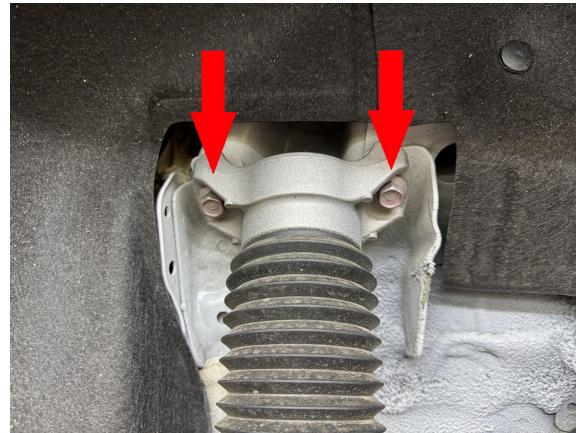
Step 13. Remove bolt holding rear brake line.



Step 14. Install rear brake line relocation bracket.



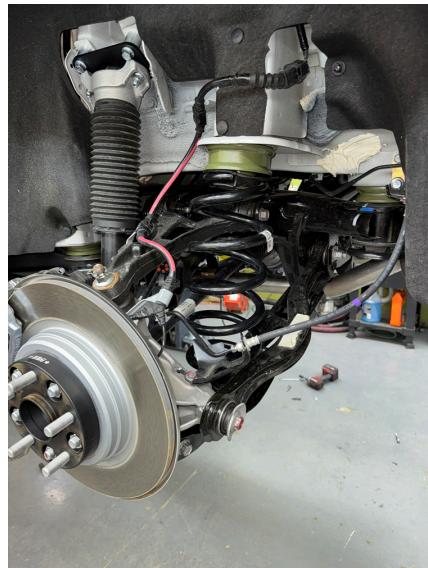
Step 15. Remove bolts holding shock to fender well.



Step 16. Install shock extension as shown:

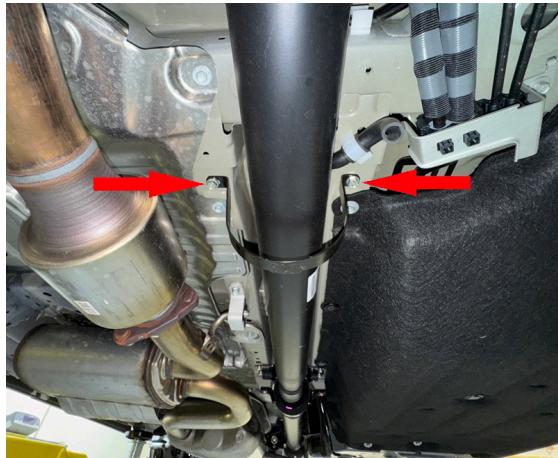


Step 17. Bend ABS wire mounting bracket as shown.



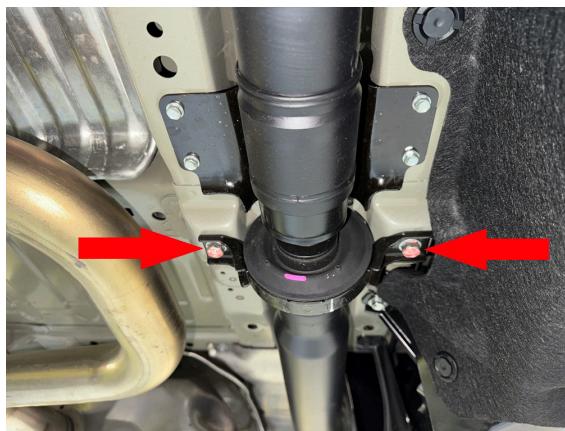
Step 18. Repeat installation process for passenger side.

Step 19. Remove 2 12mm bolts holding driveshaft protector loop.



Step 20. Place 0.75x1 M8 spacers between protector loop and body, install M8x40 bolts.

Step 21. Remove 2 14mm bolts holding carrier bearing



Step 22. Place 1x1 M10 spacers between carrier bearing and body. Install M10x50 bolts.

Step 23. Reinstall wheels and lower vehicle.

Step 24. Double check all bolts.

Step 25. Test drive and check for noises. Brake dust shields can get bent and scrape on the brake rotor. Creaking noises are caused by subframe bolts being loose. Rattling noises from the front are caused by sway bar end links being loose.

Step 26. Get a professional alignment.

Step 27. 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.

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

- PAS26+ 2.0F (2)
- PIL23+ 1.5R (2)
- 2.25x1 M14 spacers (2)
- 2.75x1 M14 spacers (4)
- .75x1 M8x40 (1 pack of 2)
- M10x70 (2)

- __ 1x1 M10 (12)
- __ M10x50 (10)
- __ 3.5x1 M14 (4)
- __ M14x160 (4)
- __ M14x150 (6)
- __ RID SBEL (2)
- __ PIL23+ RSE (1 pack of 2)
- __ PIL23+ rear BLB (1 pack of 2)
- __ 1" foam seal (1)
- __ sticker