



2007-2011 CRV 2WD/4WD 3" Ultimate 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 (LX trim) 215/70/16

225/70/16

235/70/16

245/65/16

245/70/16

245/75/16

Stock: 225/65/17

235/65/17

245/65/17

245/70/17

Stock (Touring) 225/60/18

235/60/18

245/60/18

235/65/18

245/65/18

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 2.5" (64mm) lift spacers (front)
- 2 2" (50mm) lift spacers (rear)
- 10 M10x25mm bolts (front spacers)
- 2 M10x20mm bolts (rear spacers)
- 2 offset camber adjustment bolts
- 2 adjustable rear upper control arms
- 2 sway bar end links for lifted application
- 4 1.25x 1" M12 spacers (rear lower arm)
- 4 1.25x1" M12 spacers (rear subframe)
- 3 1.25x1 M12 spacers (transmission)
- 2 1.25x1" M14 spacers (engine)
- 2 1.25x1" M12 spacers (front subframe)
- 6 1.25x1" M14 spacers (front subframe)
- 2 1x1" M10 spacers (carrier bearing)
- 2 2.75x1" M10 spacers (differential support bracket)
- 4 M14x150mm bolts (front subframe)
- 4 M14x100 bolts (front subframe)
- 2 M10x140mm bolts (rear differential bracket)
- 2 M8x40 and 0.75x1 spacers (driveshaft safety loops)
- 2 M12x50mm bolts (front subframe)
- 1 M14x70mm bolt (engine)
- 1 M14x90mm bolt (engine)
- 3 M12x70 (transmission)
- 4 M12x100mm bolts (rear subframe)
- 4 M12x80mm bolts (rear trailing arm)
- 2 M10x50mm bolts (carrier bearing)
- 1 1" Foam seal
- 2 Front brake line brackets (1L, 1R)
- 2 Rear brake line brackets

Note to installer: Some bolts removed to install subframe kit will be replaced with longer bolts. Some OEM hardware will be reused. **Installing this kit requires cutting of plastic fender liners, modifying the air filter box, as well as recalibrating radar cruise (if equipped) and steering angle sensor. Installing this kit may also require replacing the rubber hose between the air box and throttle body as the OEM part is likely to be cracked.**

Installation time: 7-8 hours

Skill level: Difficult

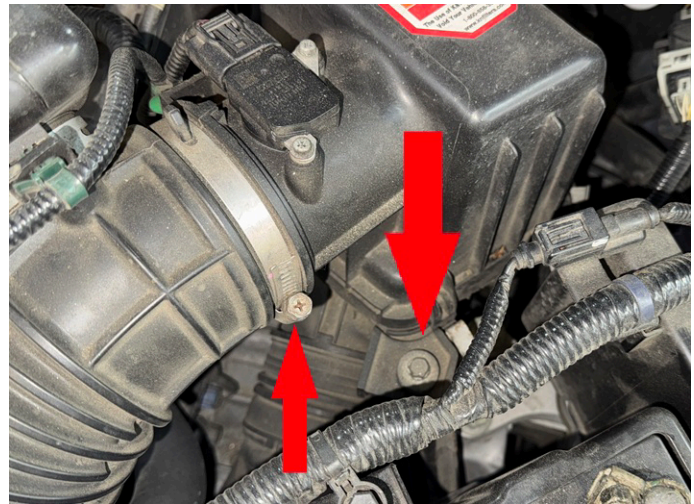
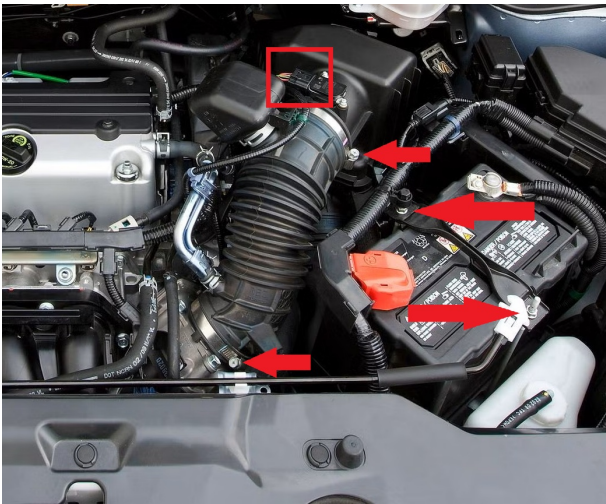
Tools required:

Floor jack, lug wrench, metric socket set up to 21mm, metric wrench set up to 21mm, impact wrench, body saw or similar tool for cutting plastic, torque wrench, paint pen.

Front installation:

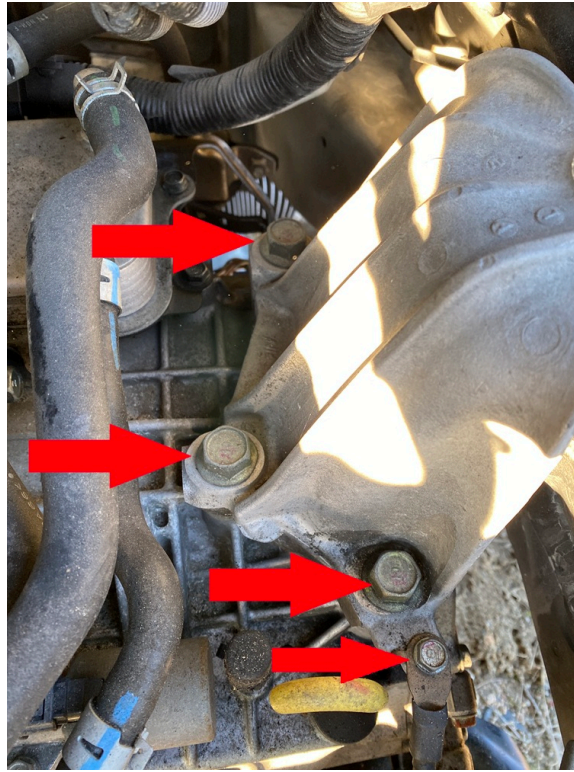
Step 1. Disconnect and remove the battery.

Step 2. Unplug the air sensor and remove the air box.



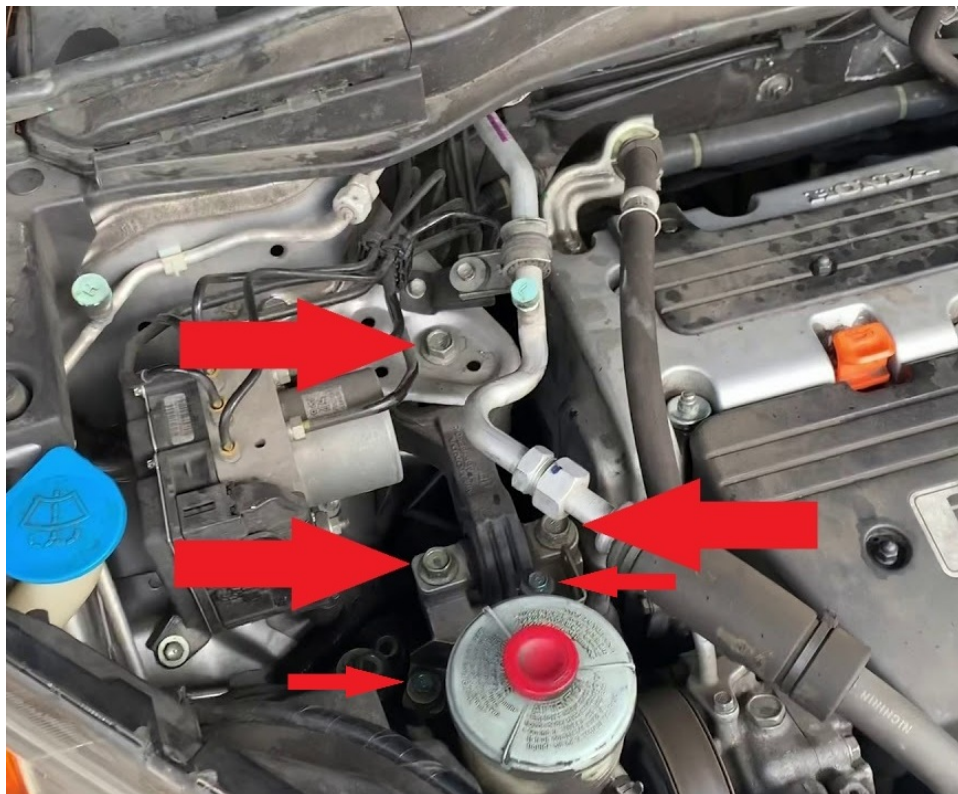
Step 3. Support engine/transmission with floor jack, taking care not to dent oil pan.

Step 4. Remove 3 17mm bolts and temporarily install 3 M12x70 bolts included in the kit.

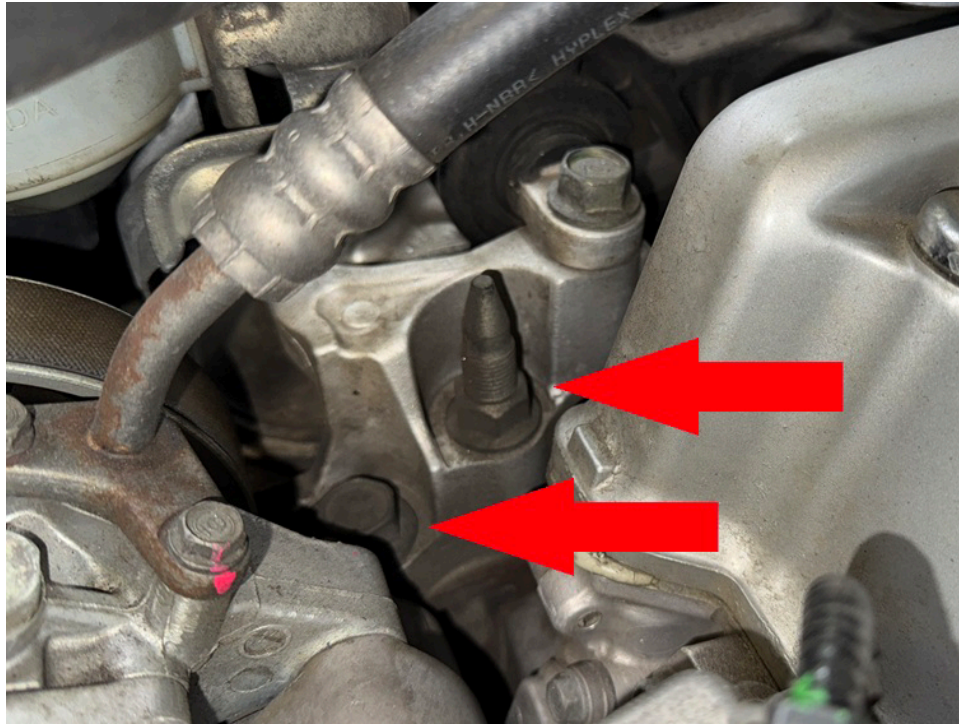


Step 5. Remove 10mm bolts holding power steering reservoir. (see photo below)

Step 6. Remove bolts holding engine mount to frame rail. Remove engine mount.



Step 7. Remove 1 nut and 1 bolt holding engine mount to engine block.

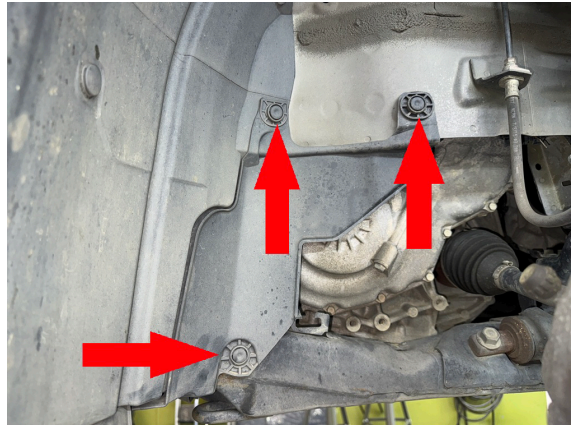
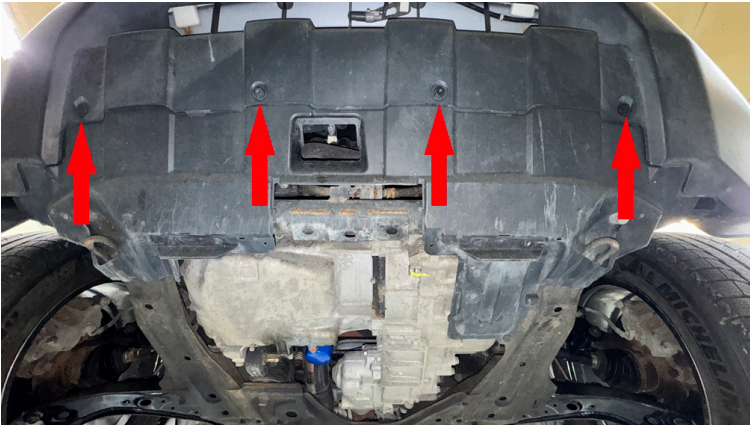


Step 8. Remove stud by tightening 2 nuts against each other and backing the stud out. ALTERNATIVE METHOD: Weld nut to stud and back stud out.

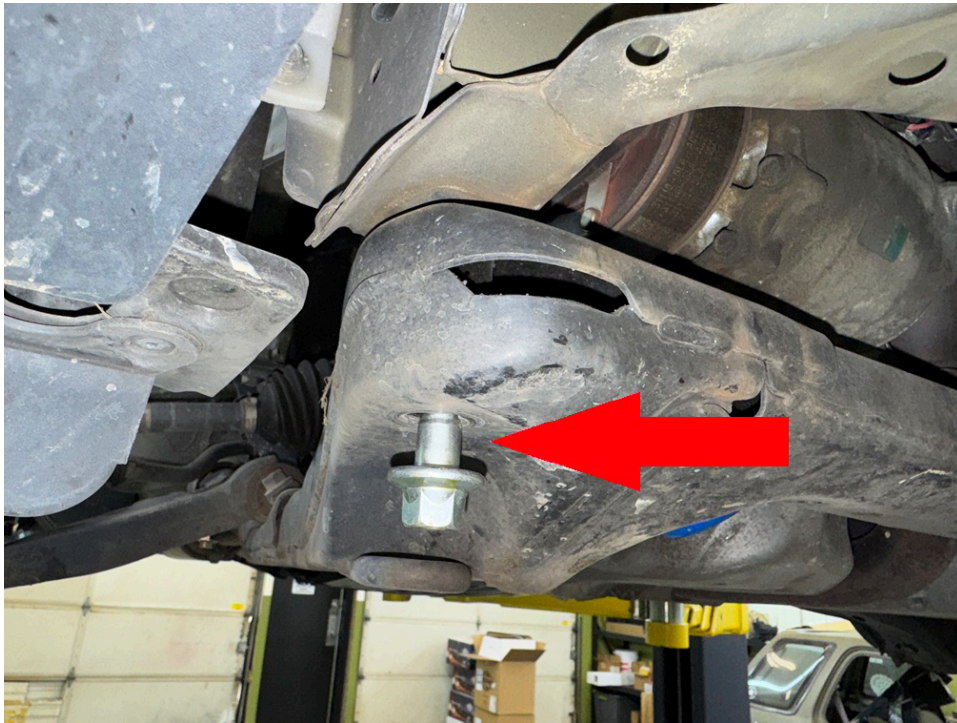


Step 9. Reinstall engine mount. Temporarily install M14x90 bolt in place of the stud to support engine while lowering subframe.

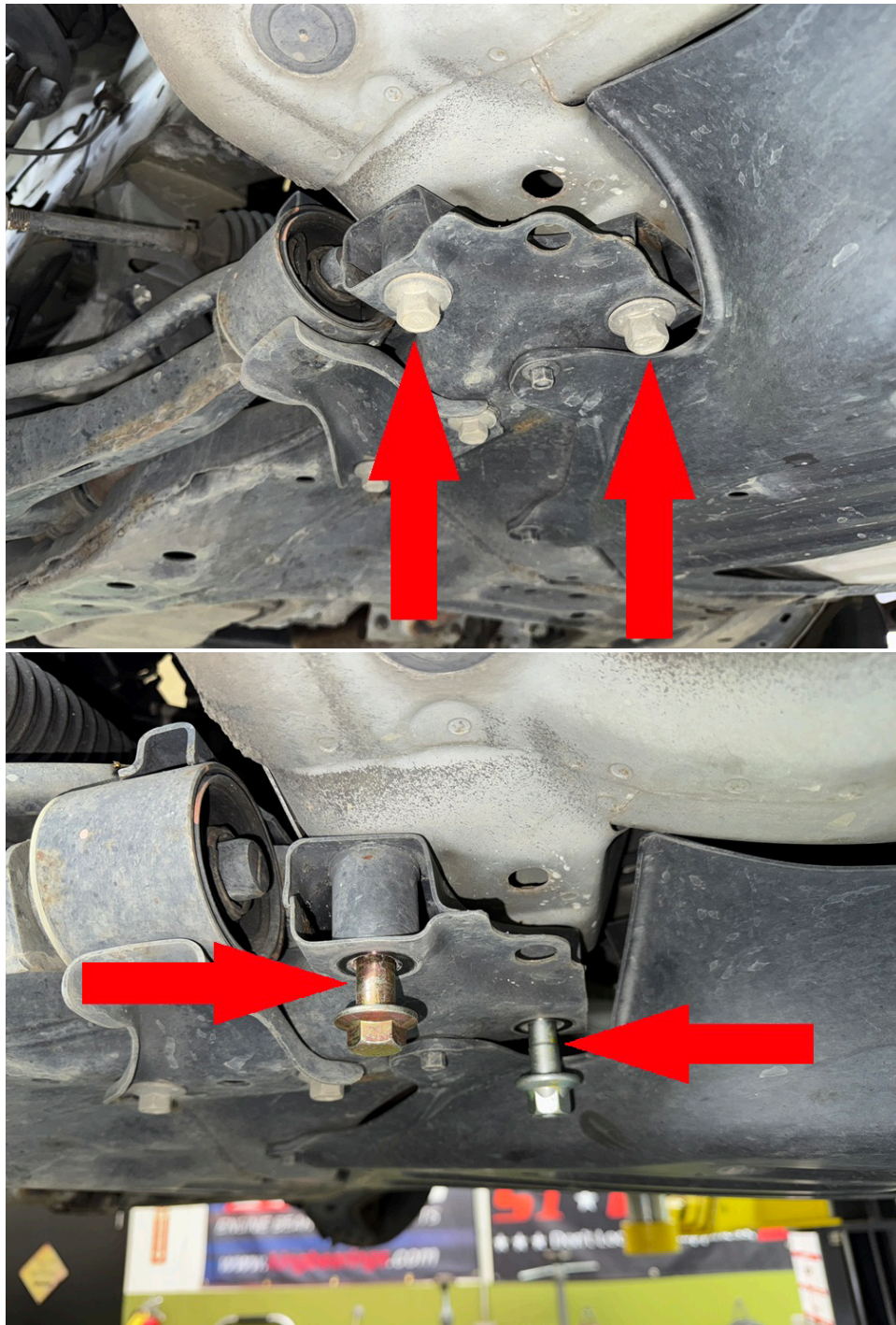
Step 10. Remove lower plastic splash guard under front bumper to gain access to front main subframe bolts. Take care not to break plastic retainer clips. Save hardware for re-installation.



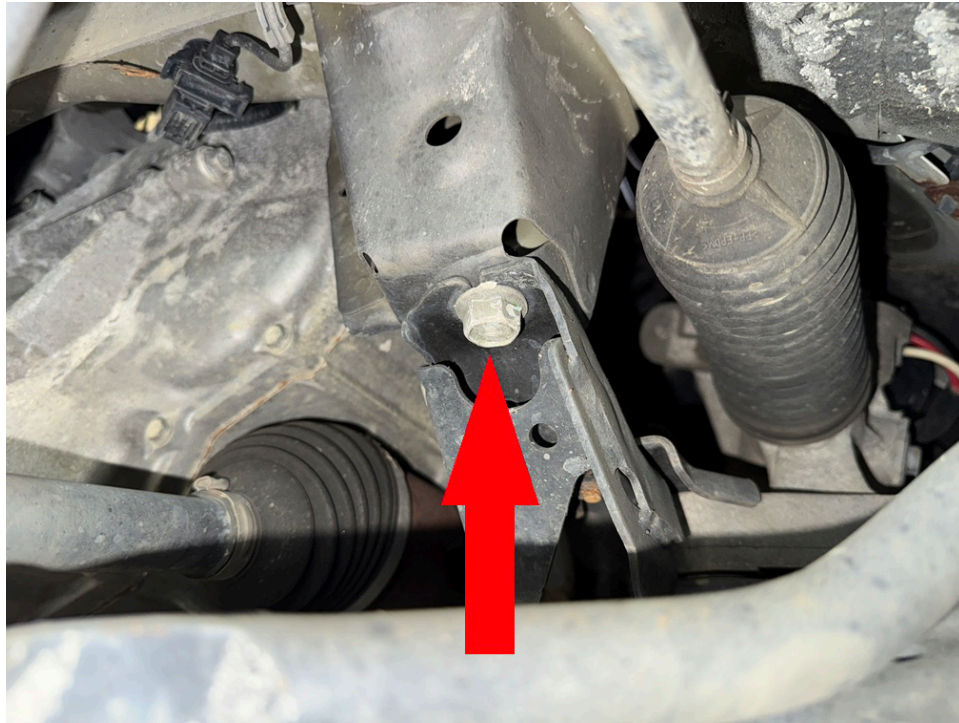
Step 11. Starting with the driver side front, Remove the main subframe bolt and temporarily thread in with an M14x150 bolt. Repeat for passenger side front bolt. Do not tighten the bolts at this time.



Step 12. Remove rear most bolts on front subframe one at a time, replacing with longer bolts included in the kit.

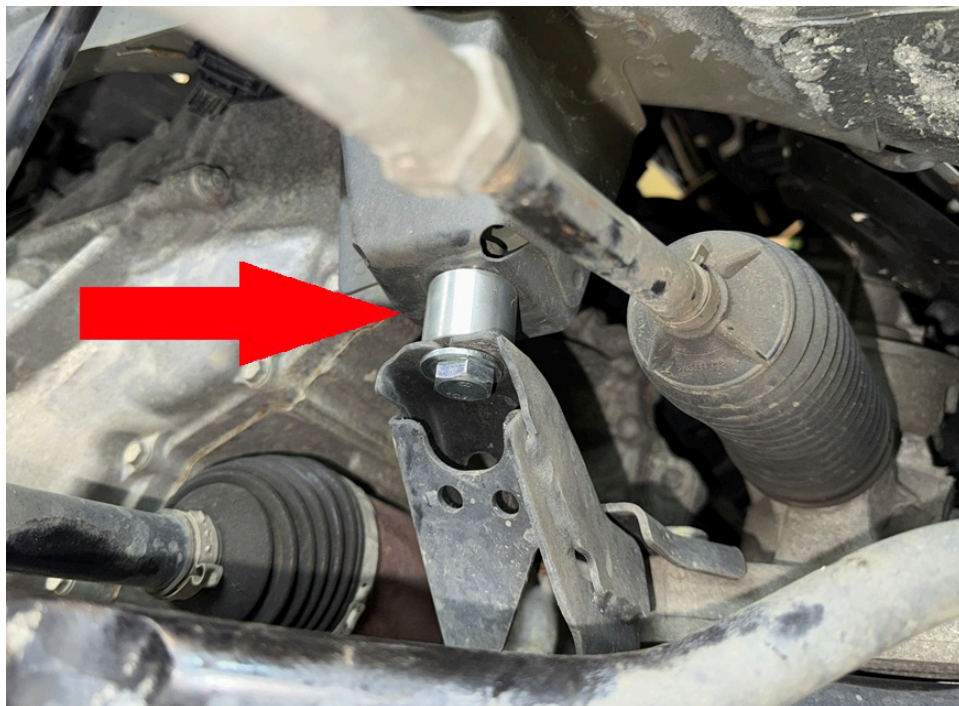


Step 13. Locate and remove subframe bolt in wheel well. Repeat for opposite side.

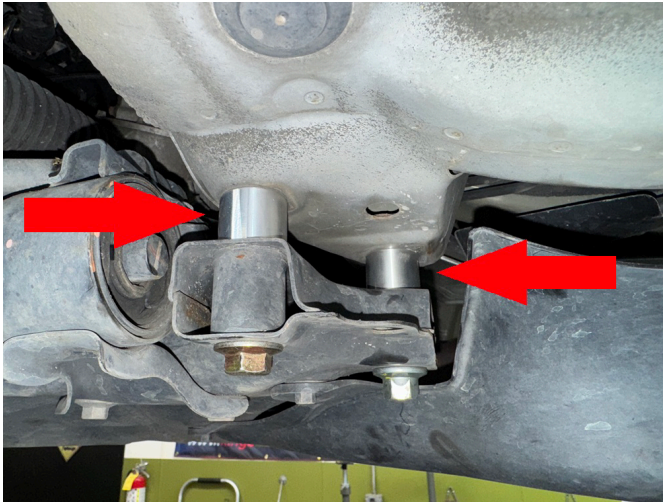


Step 14. Carefully lower subframe about one inch.

Step 15. Place 1.25x1 M12 spacer between frame rail and subframe as shown. Install M12x50 bolt. Repeat for opposite side. Torque bolts to 75 ft-lb.

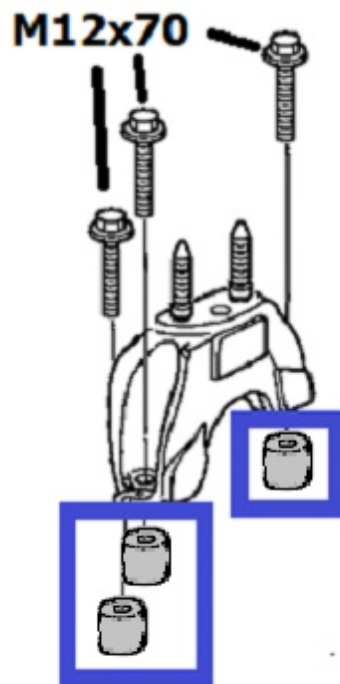


Step 16. Remove all subframe bolts one at a time and place 1.25x1 M14 spacers between subframe and chassis. (see photos) Torque all main subframe bolts to 110 ft-lb.



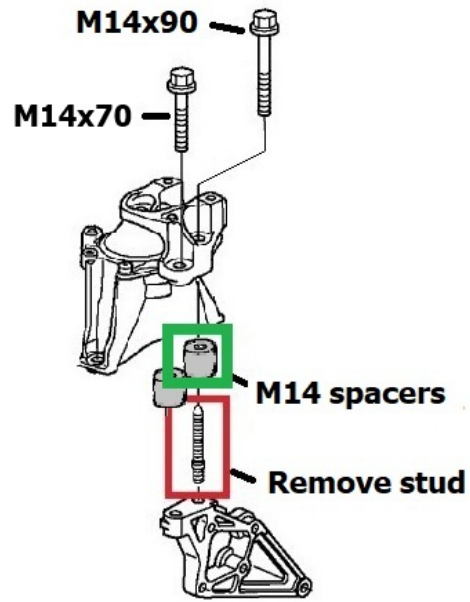
Step 17. Remove M12x70 bolts installed earlier holding transmission bracket to transmission.

Step 18. Place 1.25x1 M12 spacers between transmission bracket and transmission. Permanently install M12x70 bolts. (see diagram below)



Step 19. Remove M14x90 bolt installed earlier holding engine bracket to engine.

Step 20. Place 2 1.25x1 M14 spacers between engine bracket and engine. Permanently install engine mounting bolts (see diagram below)



Step 21. Drill holes in plastic splash shield to allow plastic clips to fit.



Step 22. Trim plastic splash shield as shown to fit with lowered subframe, reinstall using original hardware.



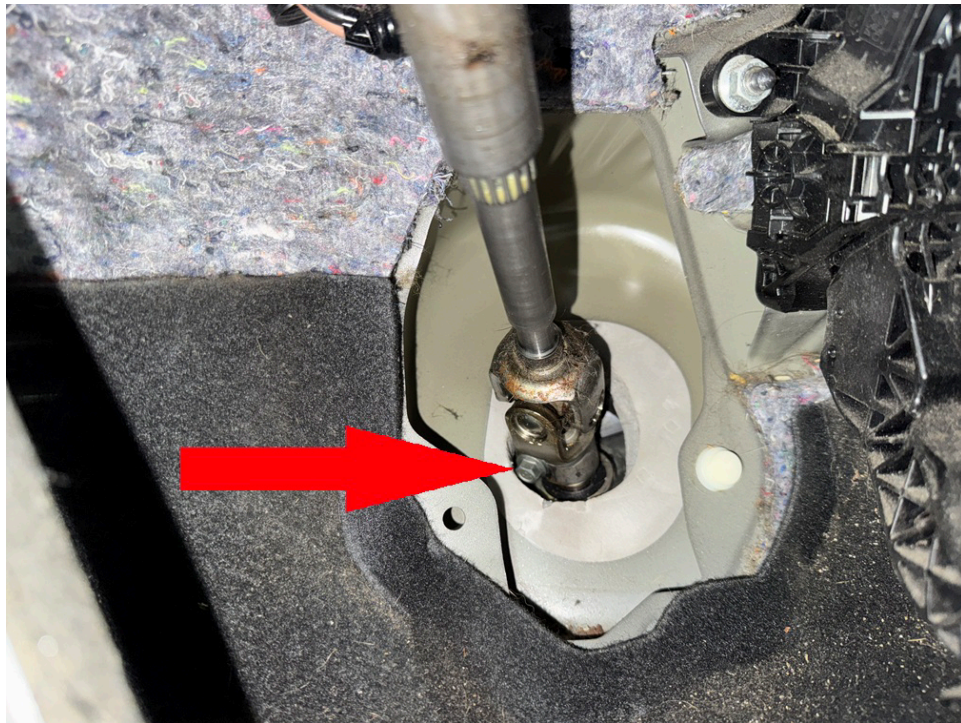
Step 23. Install foam weather seal between steering rack and body.



Step 24. Under driver dash, remove plastic dust cover on steering column to gain access to steering coupler. Cut notch as needed to clear the steering shaft.

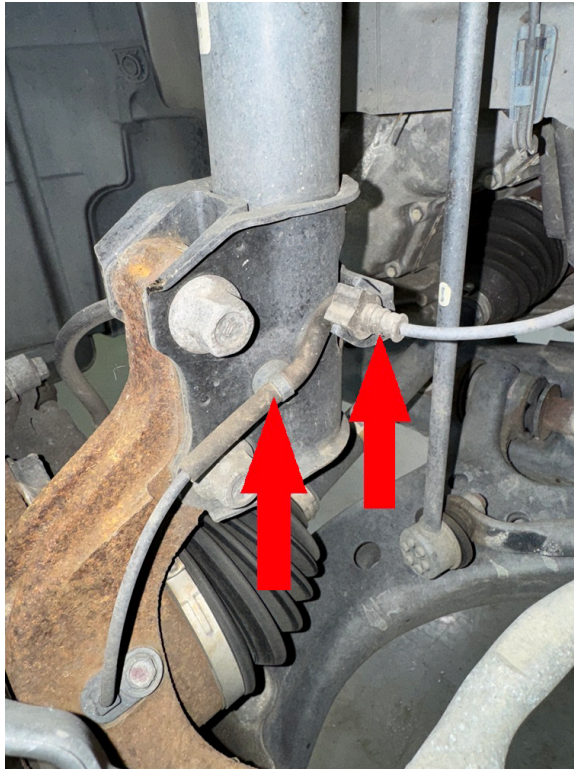


Step 25. Rotate steering wheel to check for noises. If noise is present, loosen M8 bolt 2 turns on steering "U-joint" couplers, turn the wheel lock to lock and then re-tighten. **Do not remove these bolts!**



Step 26. Re-install dust cover on steering column.

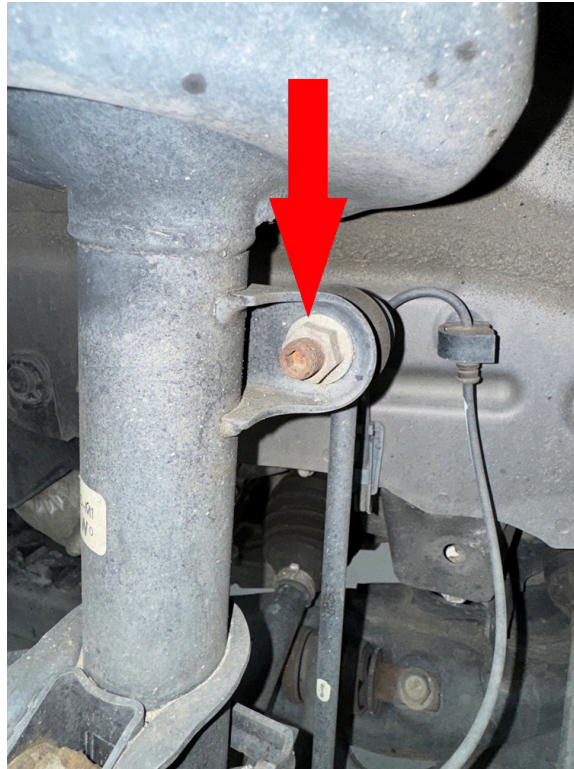
Step 27. Remove brake lines and ABS wiring from strut.



Step 28. Remove bolts connecting strut to knuckle. Save hardware for reinstallation.



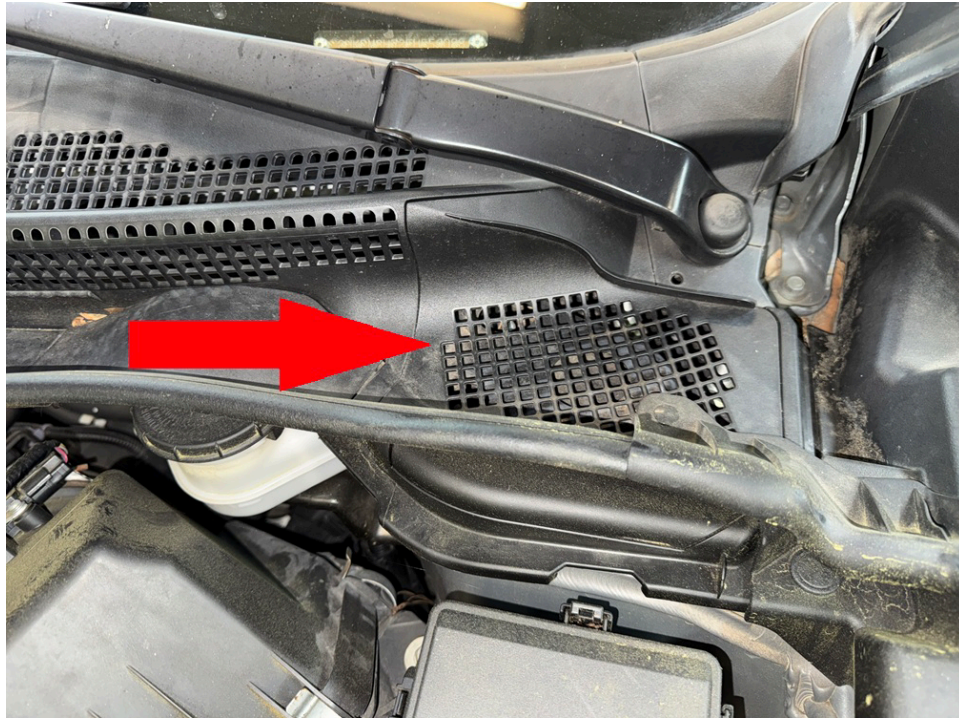
Step 29. Remove sway bar end link.



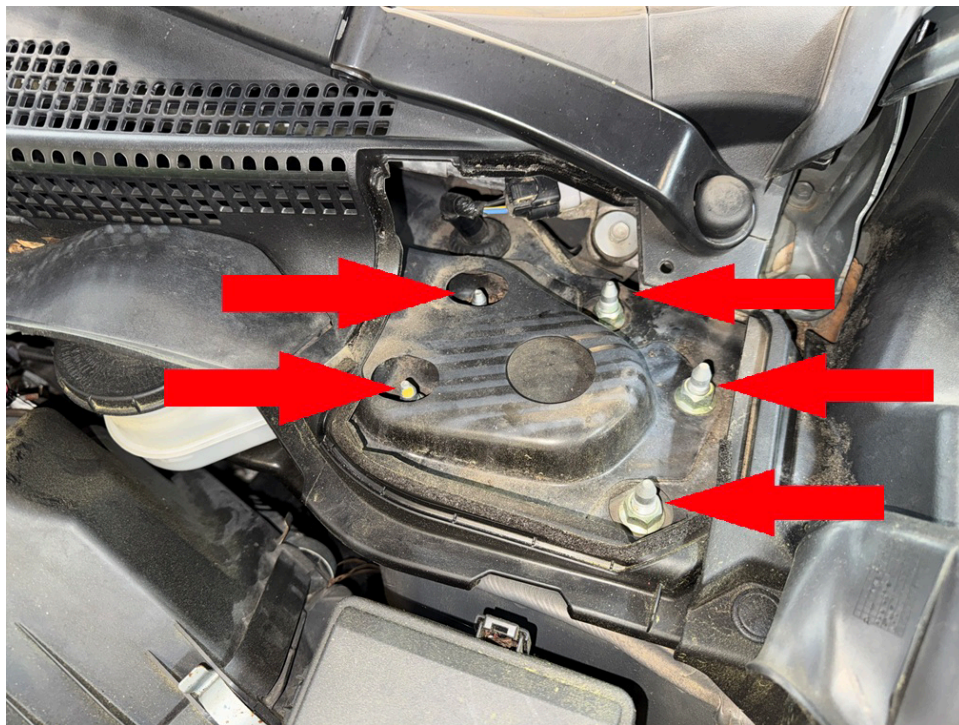
Step 30. Pull strut clear from knuckle.



Step 31. Remove plastic panels to gain access to strut mounting bolts..



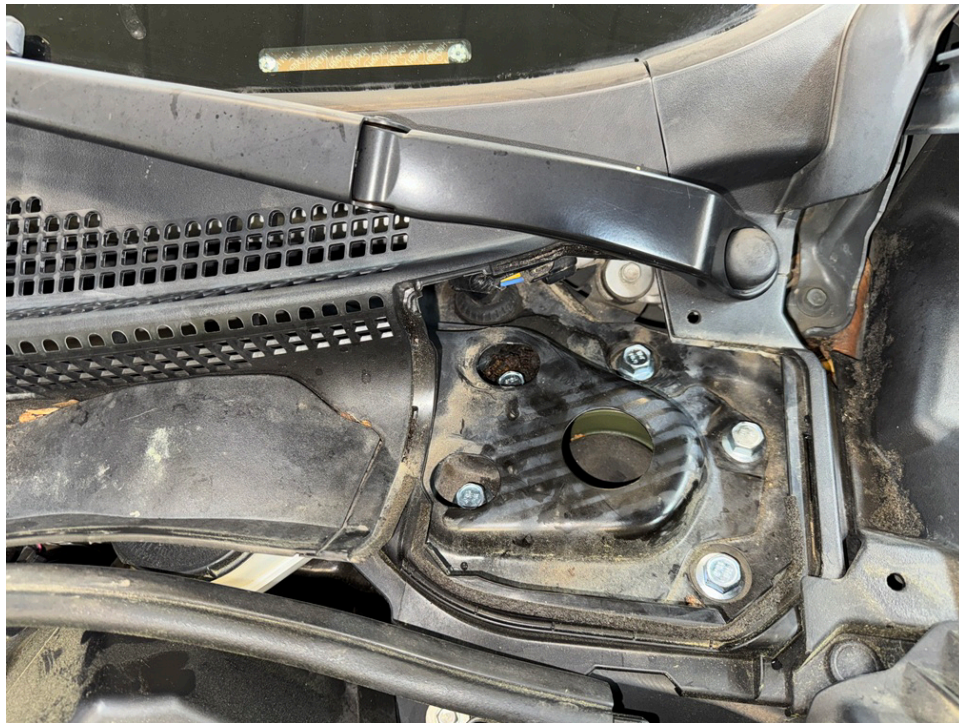
Step 32. Remove 14mm nuts at the top of the strut connecting strut to strut tower. Remove strut. Save hardware for reinstallation.



Step 33. Install lift spacers onto struts using OEM hardware. Use a second wrench for leverage to tighten the nuts. (see photo)

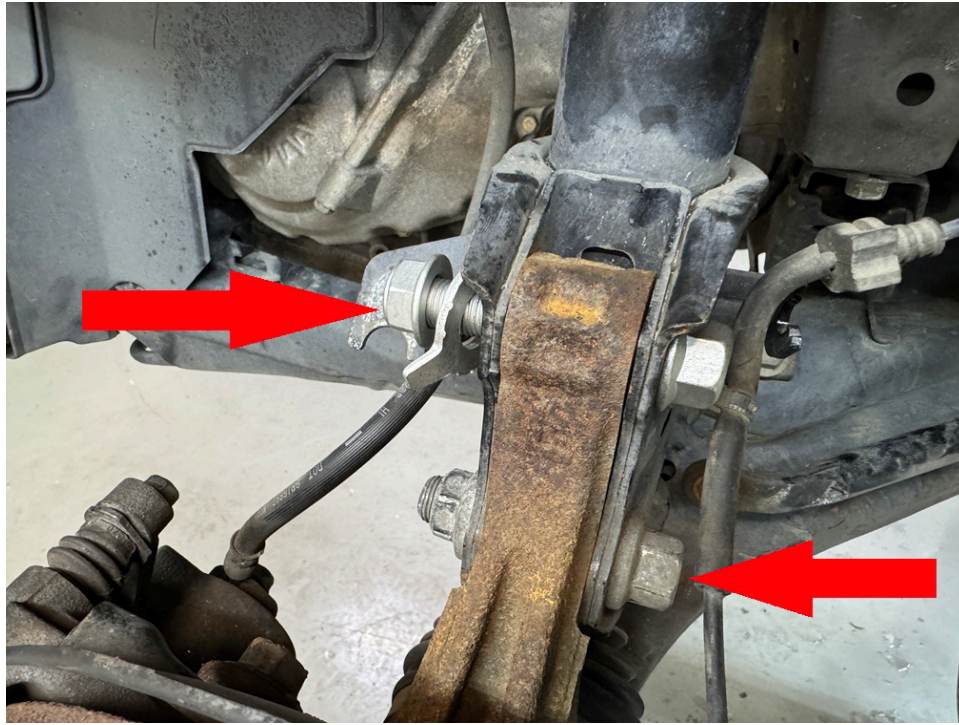


Step 34. Reinstall strut to shock tower using supplied M10x25mm bolts. Torque nuts to 33 ft-lb.

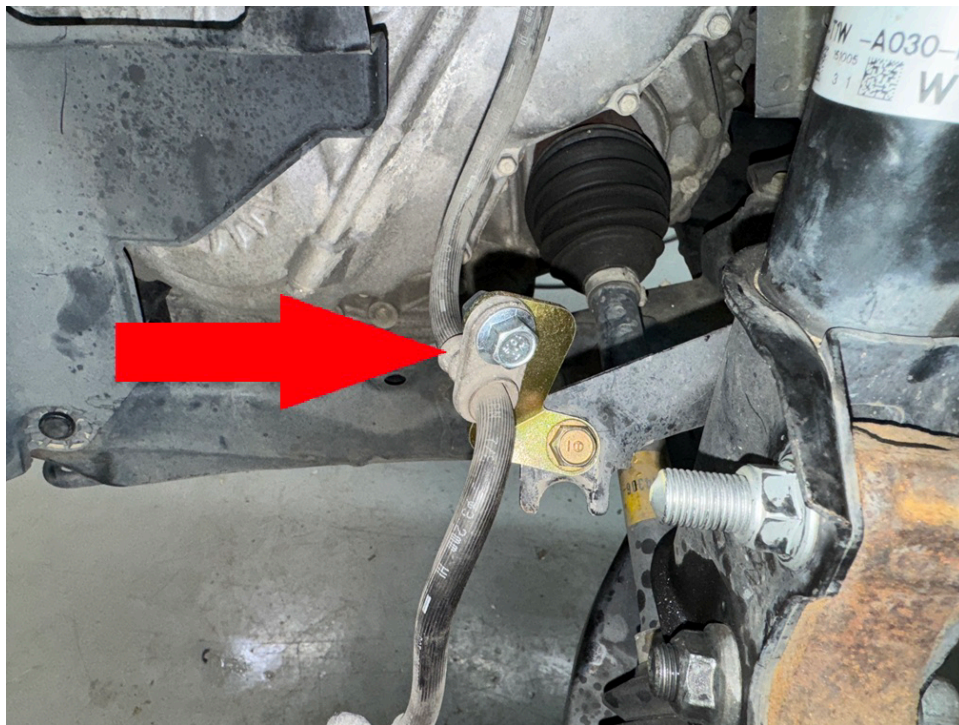


Step 35. Reinstall BOTH 19mm bolts to attach strut to hub. Tighten bottom bolt ONLY. Slide top bolt back out and replace with 16mm camber adjustment bolt included in the kit.

Step 36. Loosen bottom bolt once more. Rotate camber bolt to maximum negative camber setting. Hold bolt in place and tighten nuts on camber bolt and lower strut bolt. (alignment tech will do final adjustments) Torque nuts to 145 ft-lb.



Step 37. Install brake line bracket onto strut as shown:



Step 38. Remove ABS wire from bracket on wheel well to allow additional slack. Turn wheels back and forth to be sure the ABS wiring is not under stress

Step 39. Install new sway bar end links included in the kit.

Step 40. Repeat spacer installation process for passenger side.

Step 41. Align both driver and passenger side sway bar end links and torque end link nuts to 56 ft-lb.

Step 42. Reinstall front wheels.

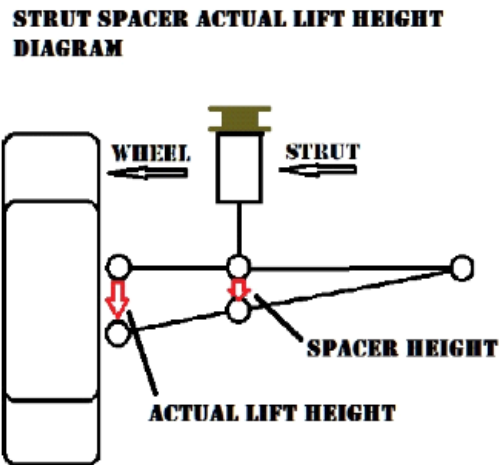
Step 43. Tighten all bolts, double check engine and transmission mounting bolts. Mark bolts with paint pen that have been double checked.

Step 44. Reinstall air box. (modification of the air box mounting tabs may be necessary for an ideal fit.)

Step 45. Reinstall battery.

Rear installation:

Note: CRV rear suspension is multilink and therefore the rear spacers are intentionally shorter than front spacers. (See diagram)



Step 1. Remove driver side interior trim panel to gain access to driver side upper strut mounting nuts. Lift upward on the panel to remove.



Step 2. Locate and remove strut mounting nuts. (save hardware)

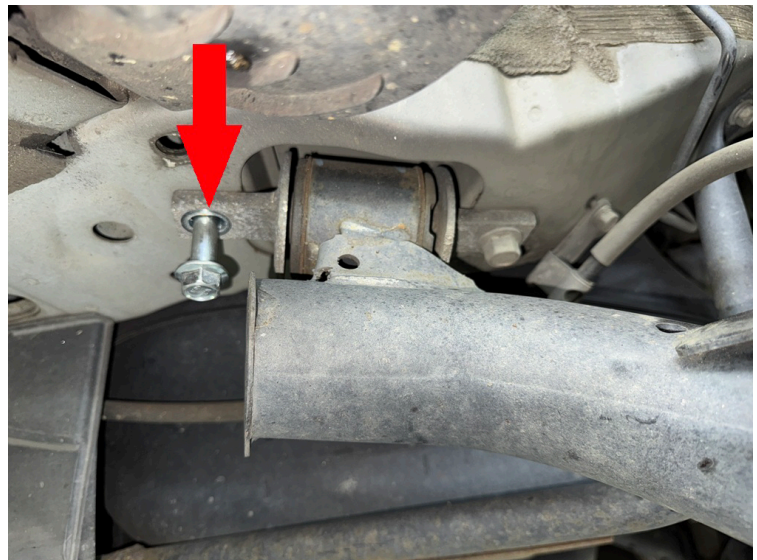


Step 3. Repeat steps 1 and 2 on passenger side.

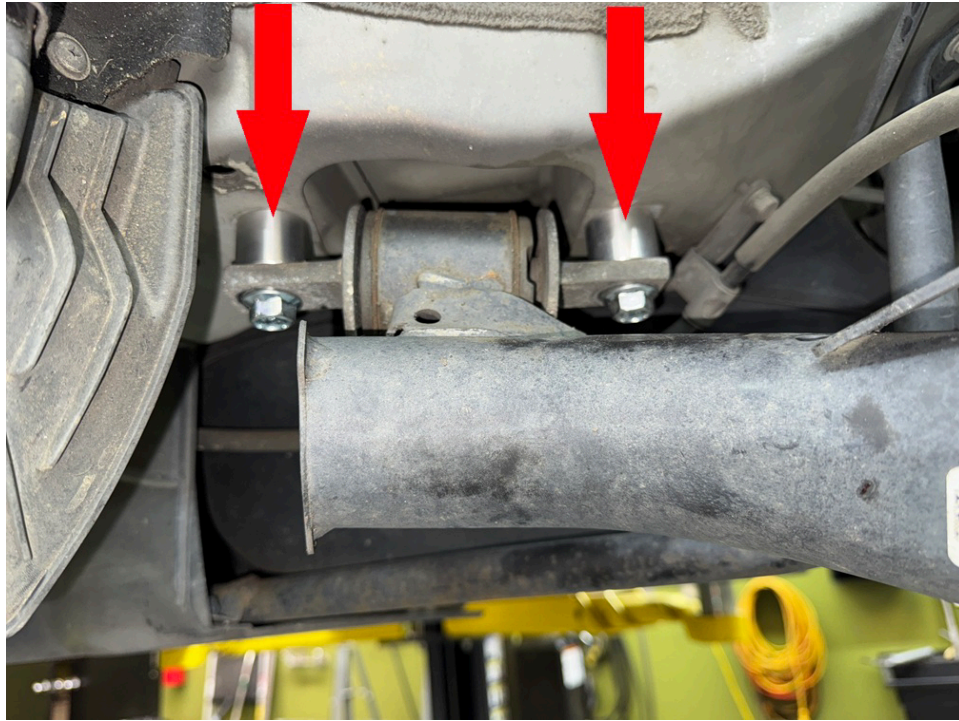
Step 4. Lift vehicle and support with jack stands.

Step 5. Remove rear wheels.

Step 6. Remove bolts holding driver side trailing arm to chassis one at a time, temporarily replacing them with M12x80 bolts. **Note: Removing both bolts at the same time makes the holes far more difficult to line up.**

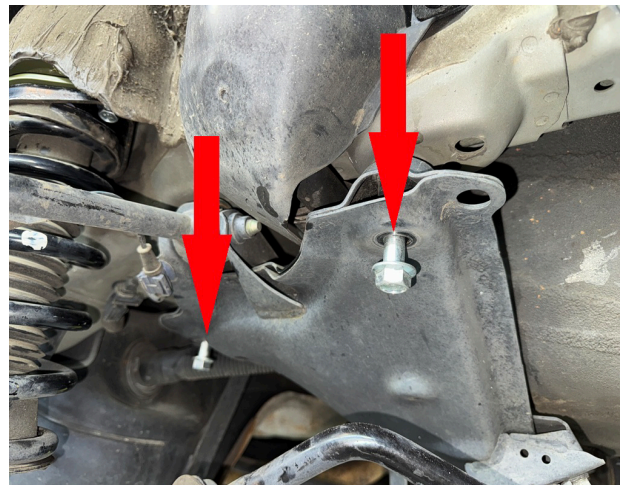
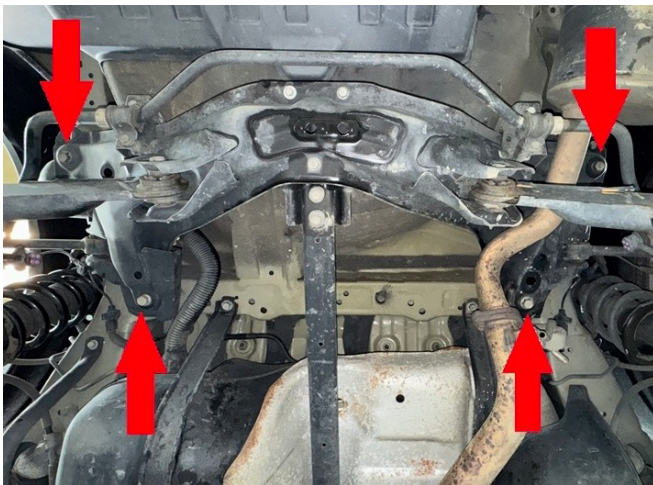


Step 7. Place 1.25x1 M12 spacers between trailing arm and chassis. Permanently install M12x80 bolts. Repeat trailing arm procedure on passenger side. Torque bolts to 76 ft-lb.

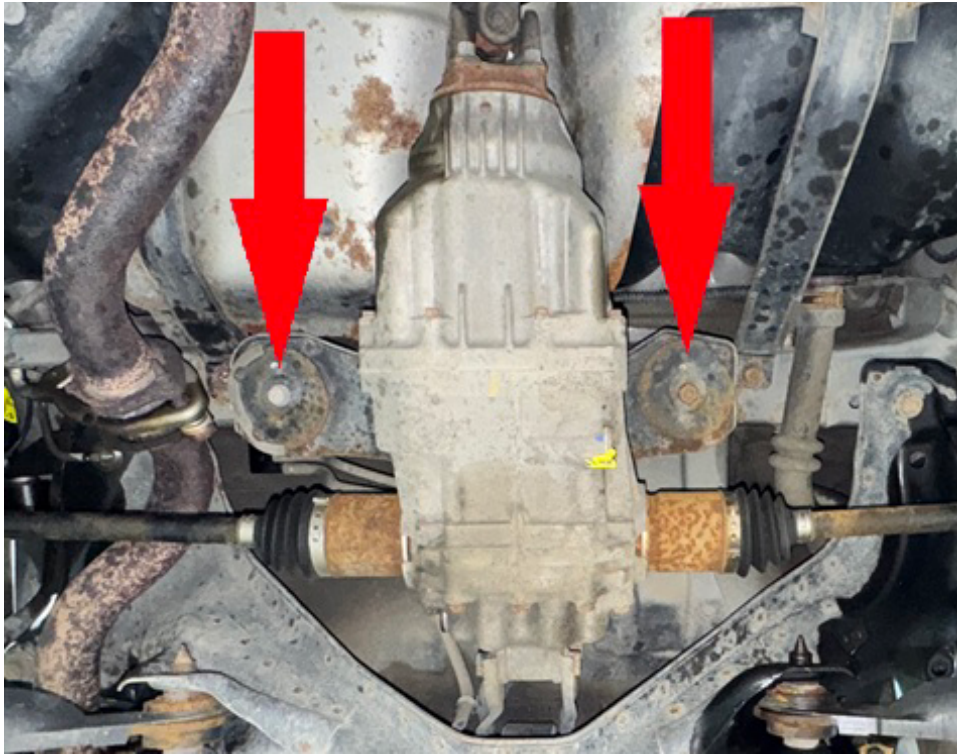


Step 8. Support the rear subframe using a screw jack or floor jack.

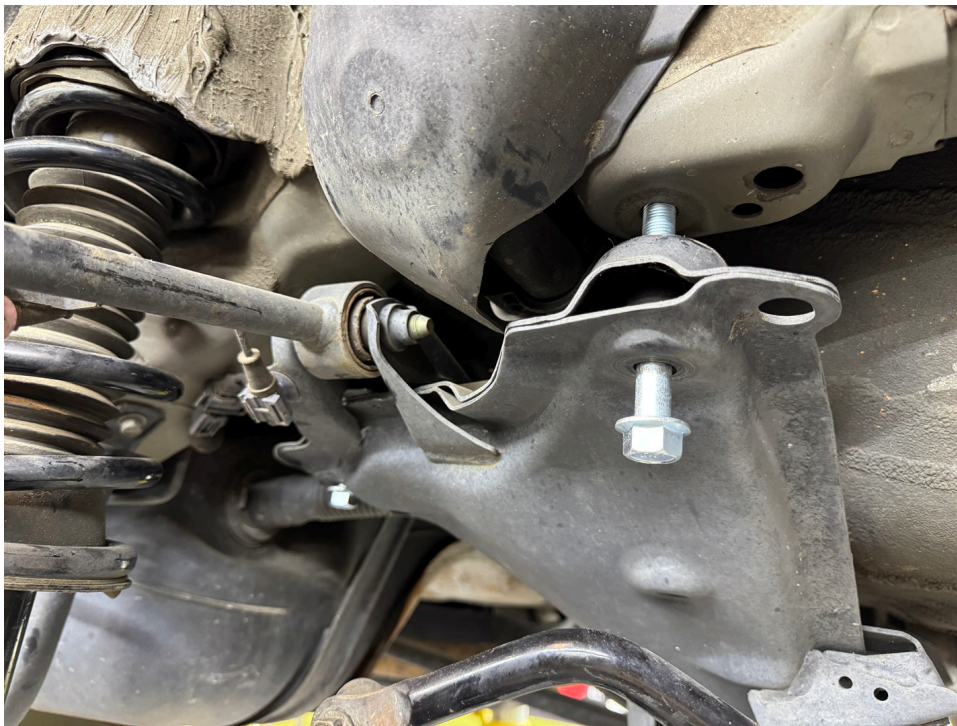
Step 9. Starting with the front driver side corner, remove the rear subframe bolts one at a time, replacing them with the M12x100 bolts included in the kit. (2WD shown)



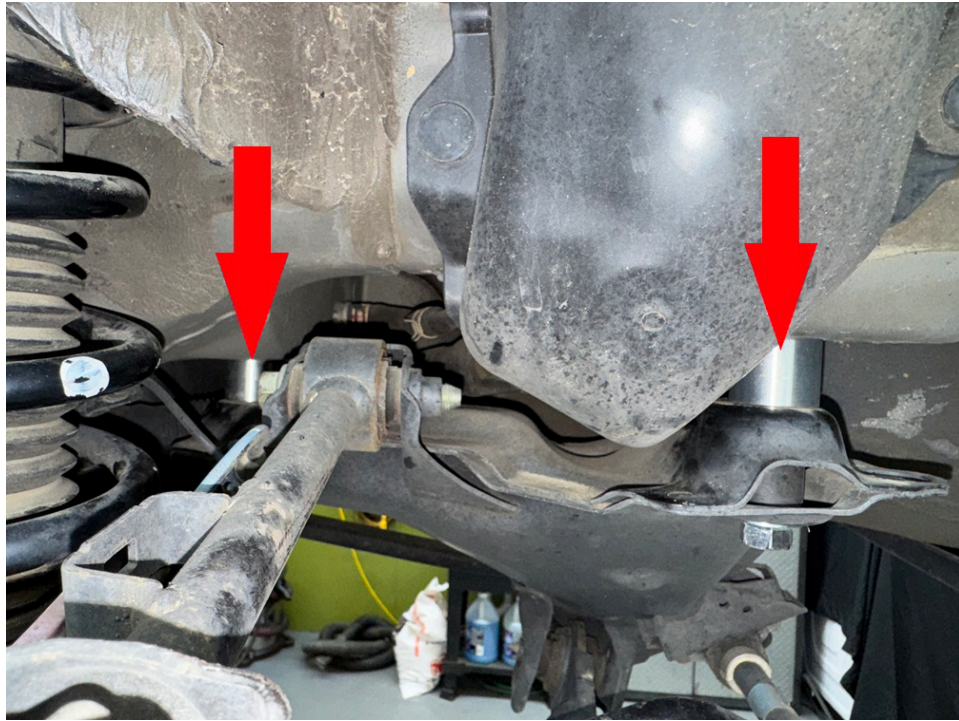
Step 10. Loosen 2 14mm bolts holding rear differential bracket to chassis. (4WD ONLY)



Step 11. Carefully lower rear subframe and rear differential approximately 1 inch.

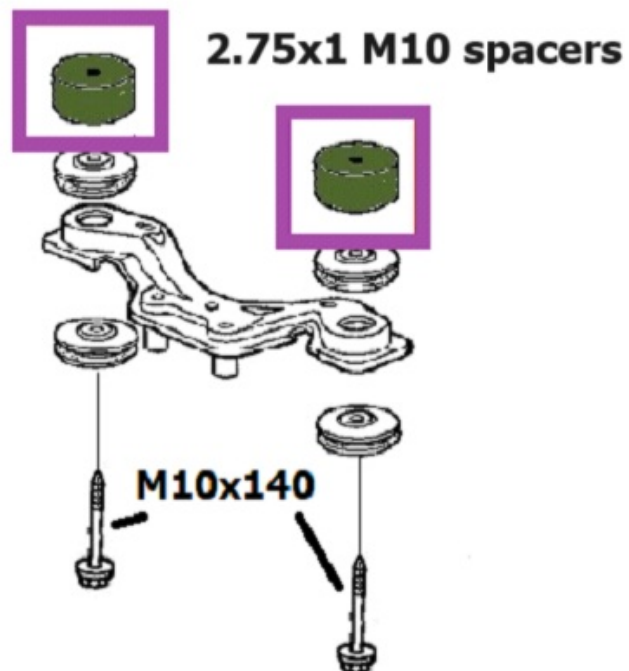


Step 12. Remove M12x100 bolt from previous steps and place 1.25x1 M12 spacer between subframe and chassis on driver side front corner. Permanently install bolt. Repeat for remaining 3 subframe bolts. Torque to 76 ft-lb.

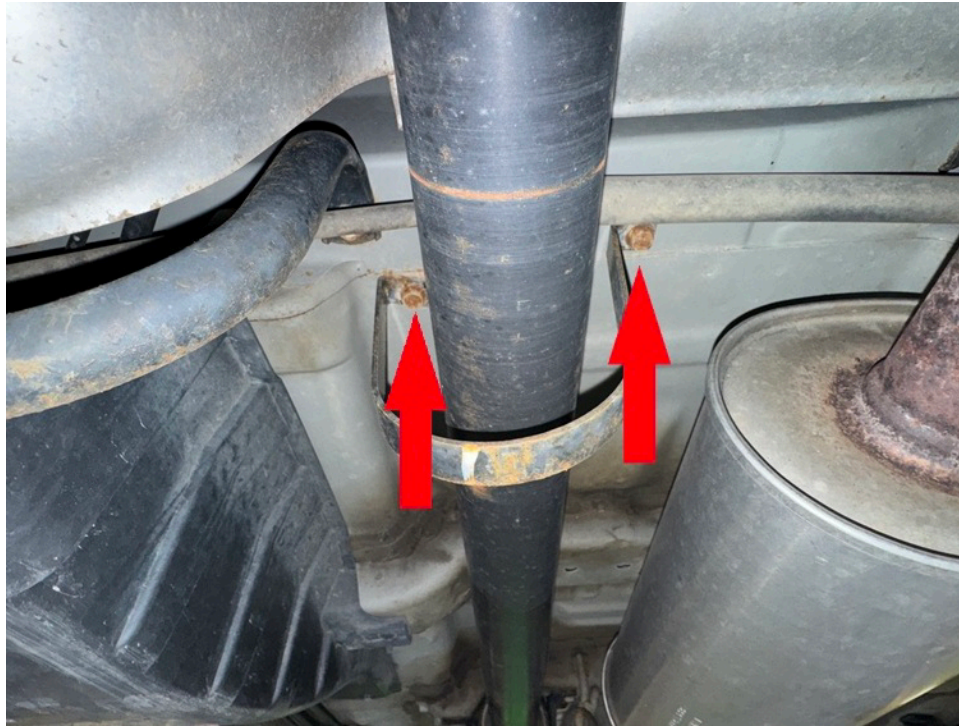


Steps 13-17 are 4WD ONLY

Step 13. Remove M10x140 bolt holding rear differential bracket to chassis and place 2.75x1 M10 spacer between differential bracket and chassis. Permanently install bolt. Torque to 49 ft-lb. Repeat for remaining bolt.



Step 14. Remove bolts holding driveshaft safety loops. (4WD ONLY)



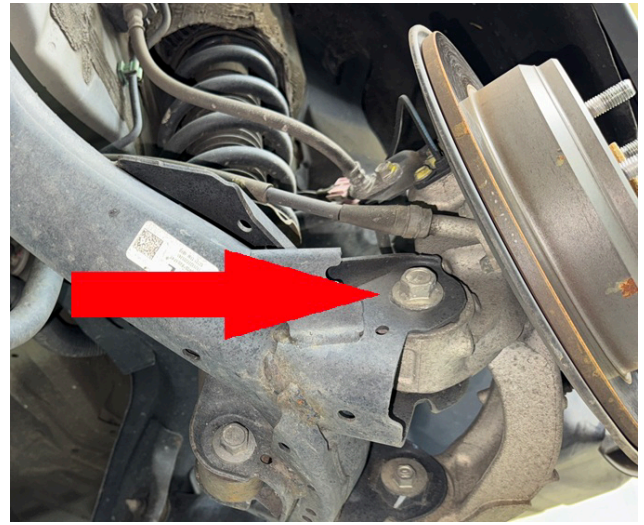
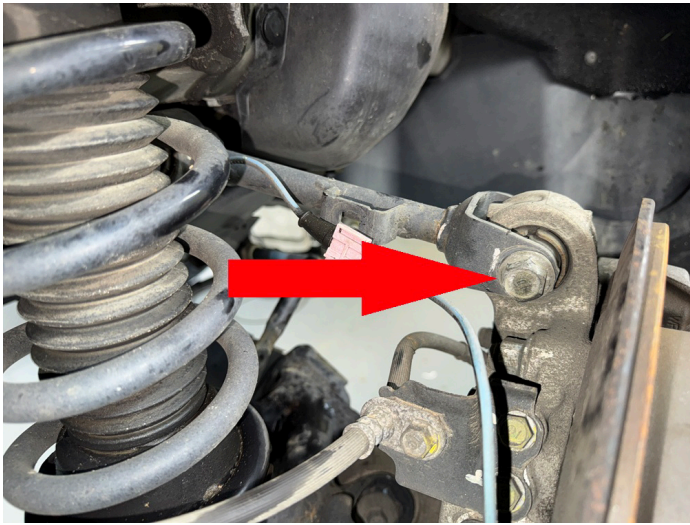
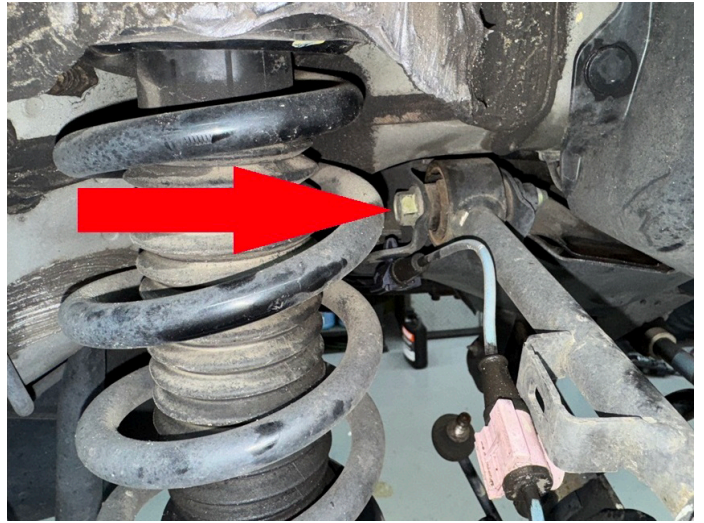
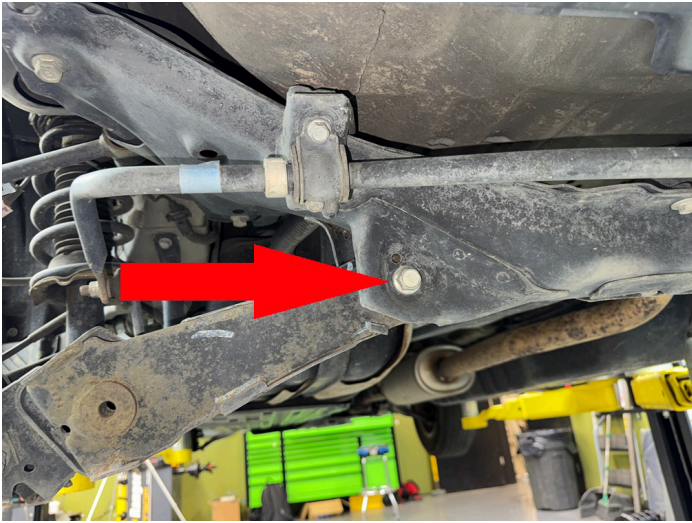
Step 15. Place 0.75x1 M8 spacers between driveshaft safety loops and body, install M8x40 bolts.

Step 16. Remove bolts holding driveshaft carrier bearing.



Step 17. Place 1x1 M10 spacers between carrier bearing and carrier bearing mount. Install M10x50 bolts.

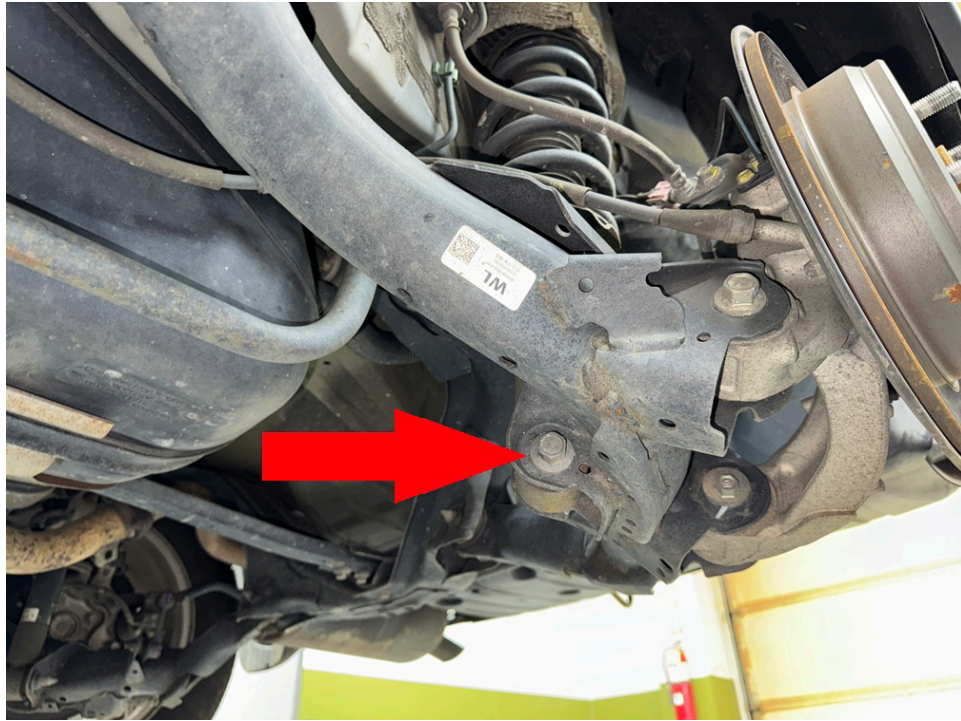
Step 18. Loosen all nuts and bolts on rear suspension arms to allow it to drop. (see photos)



Step 19. Disconnect rear sway bar end links.

Step 20. Remove driver side rear lower strut bolt, remove rear strut. Repeat on passenger side.

Note: These bolts are prone to seizing inside the bushing. If the bolts seize, you will need to cut the bushings and replace them or replace the strut and the bolt.



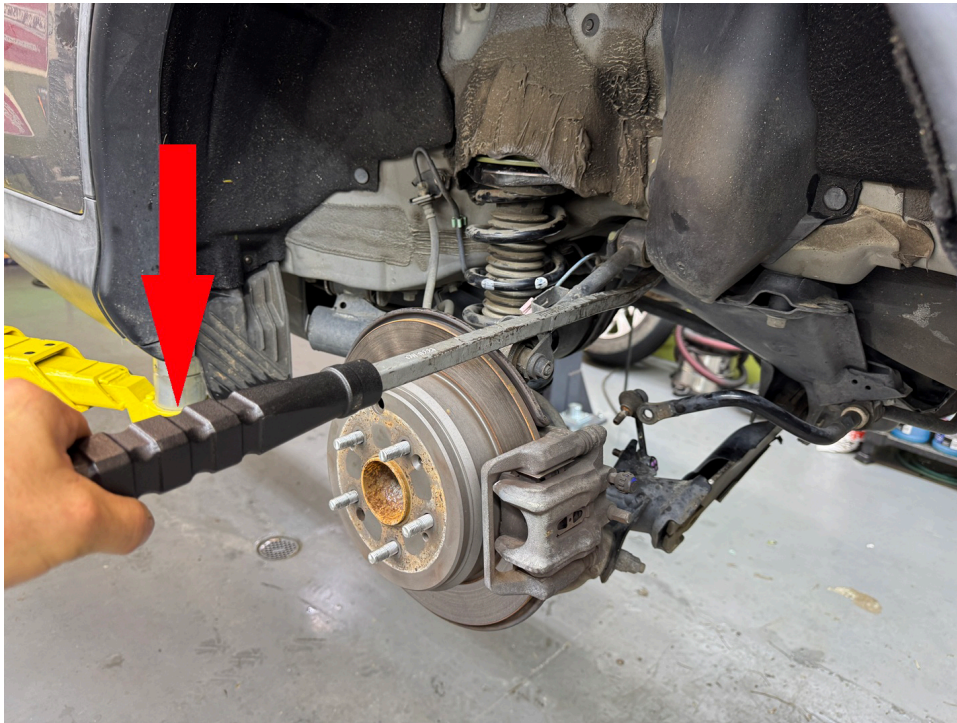
Step 21. Attach spacer to strut using OEM hardware



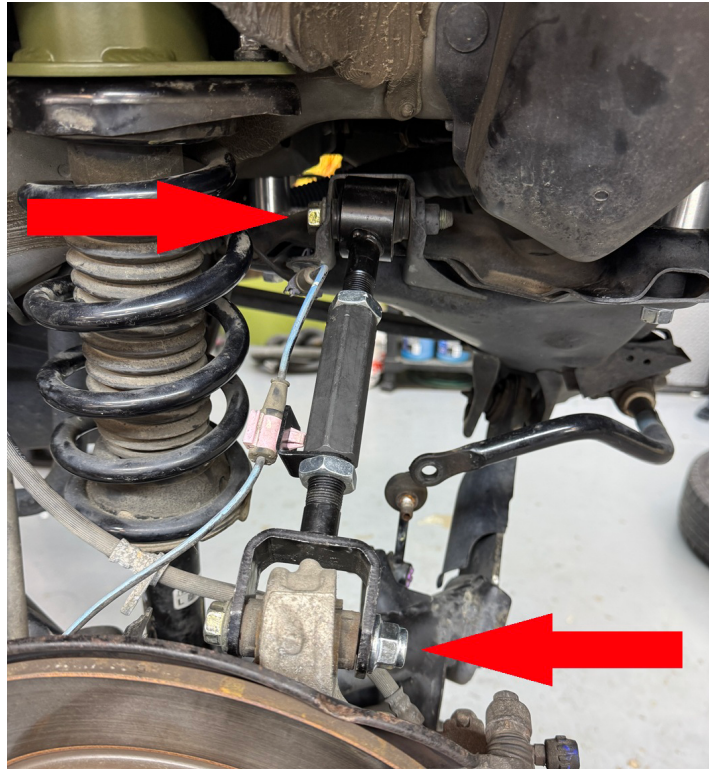
Step 22. Install strut/spacer combo, using bolts included with the kit to secure spacer to rear shock tower.



Step 23. Using a large pry bar, move the rear suspension down to align lower strut mounting bolt. Install bolt, torque to 95 ft-lb.



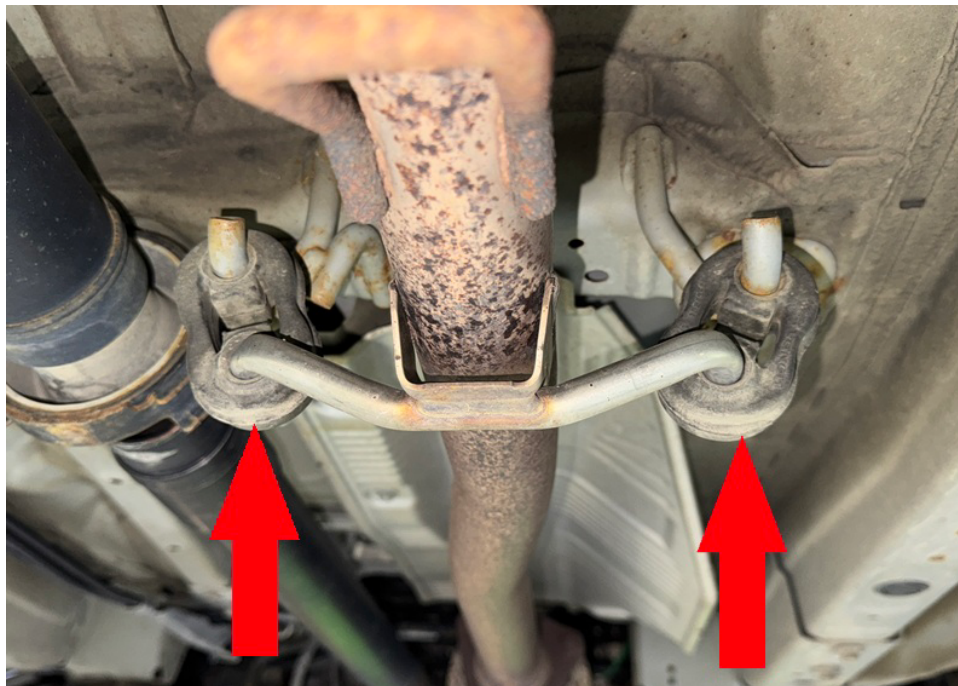
Step 24. Install adjustable rear upper control arms at this time. Adjust arms to be about $\frac{1}{4}$ " longer than the OEM arms. (Alignment technician will make final adjustments)



Step 25. Reconnect rear sway bar end links.

Step 26. Using a floor jack or screw jack, compress suspension to simulate where arms will be at ride height. Tighten all suspension arm bolts with weight on the suspension (This will help prolong bushing life).

Step 27. Install extended exhaust hangers as needed.



Step 28. Reinstall rear wheels.

Step 29. Double check all nuts and bolts in the suspension. Mark each bolt with paint pen once check is complete.

Step 30. Get a professional 4 wheel alignment.

Step 31. Find some trails!



IMPORTANT: 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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