



2015-2016 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

Included in the kit:

2 2.5" (64mm) lift spacers (front)
2 2" (50mm) lift spacers (rear)
10 M10x25mm bolts (front)
4 M10x20mm bolts (rear)
2 offset camber adjustment bolts
2 adjustable rear upper control arms
4 1.25x 1" M12 spacers (rear lower arm)
4 1.25x1" M12 spacers (rear subframe)
1 1.25x1" M12 spacer (transmission)
2 1.25x1 M12 "stepped" 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)
2 M14x100 bolts (engine)
1 M12x60 bolt (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

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.

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, MAY require recalibrating radar cruise (if equipped), headlights, 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.**

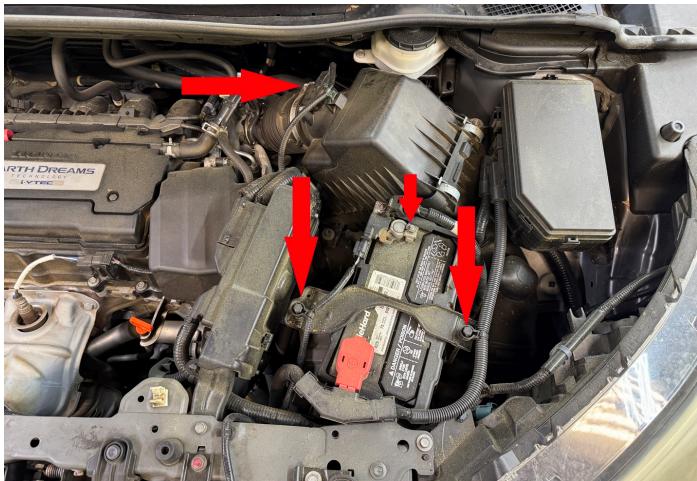
Skill level: Difficult. Please watch installation video!

Installation time: 7-8 hours

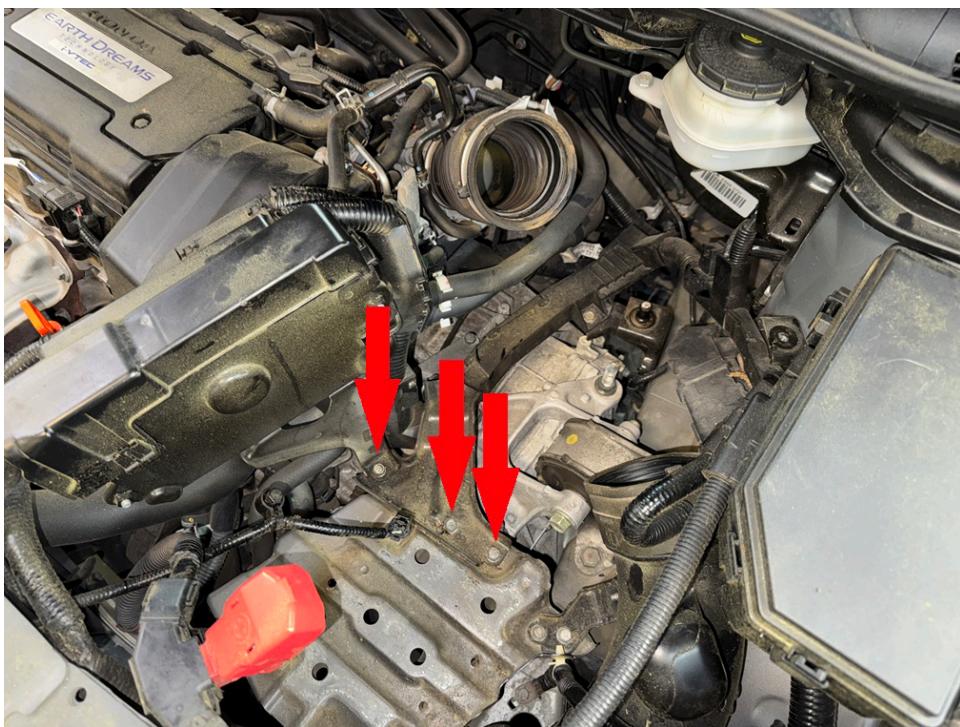
Front installation:

Step 1. Disconnect and remove the battery.

Step 2. Remove the air box.

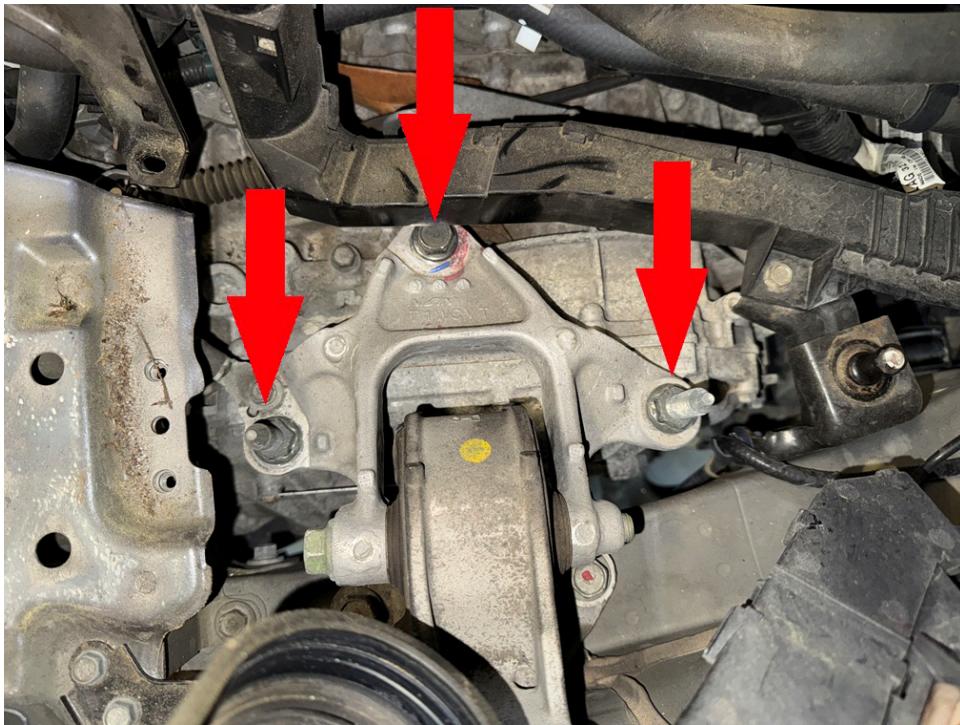


Step 3. Remove the ECU support bracket.

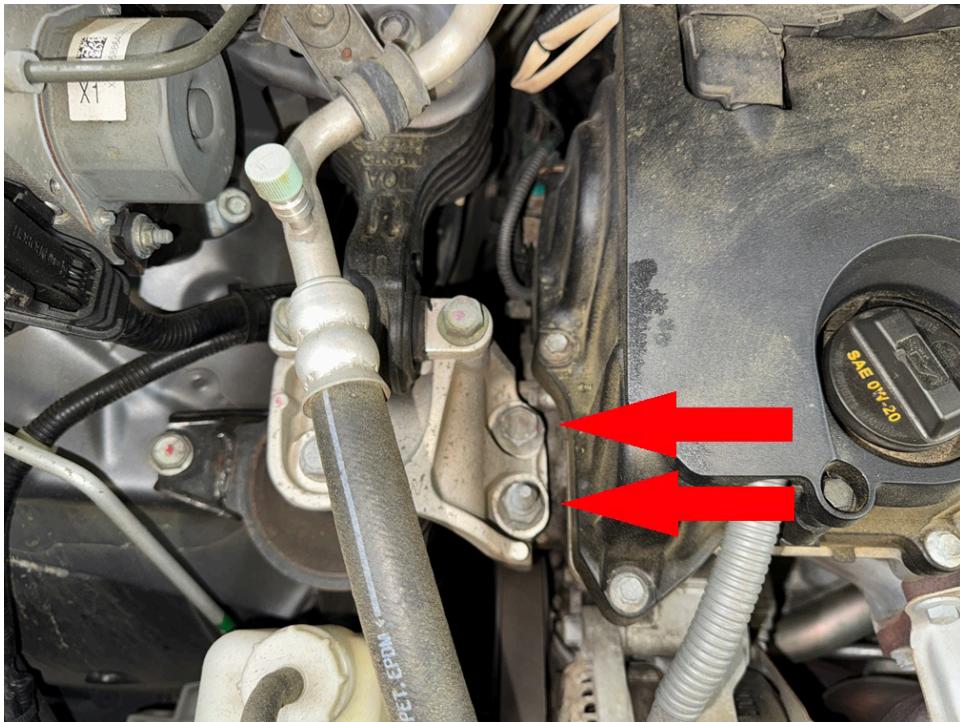


Step 3. Support engine/transmission with floor jack, taking care not to dent oil pan.

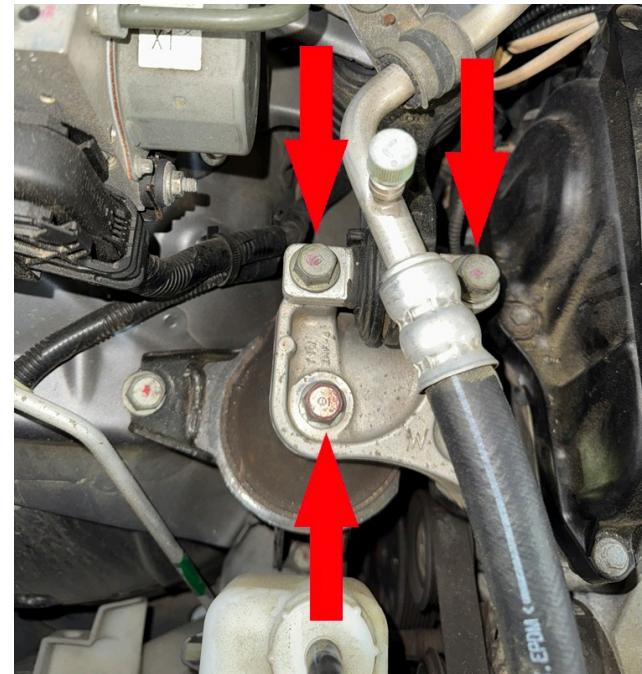
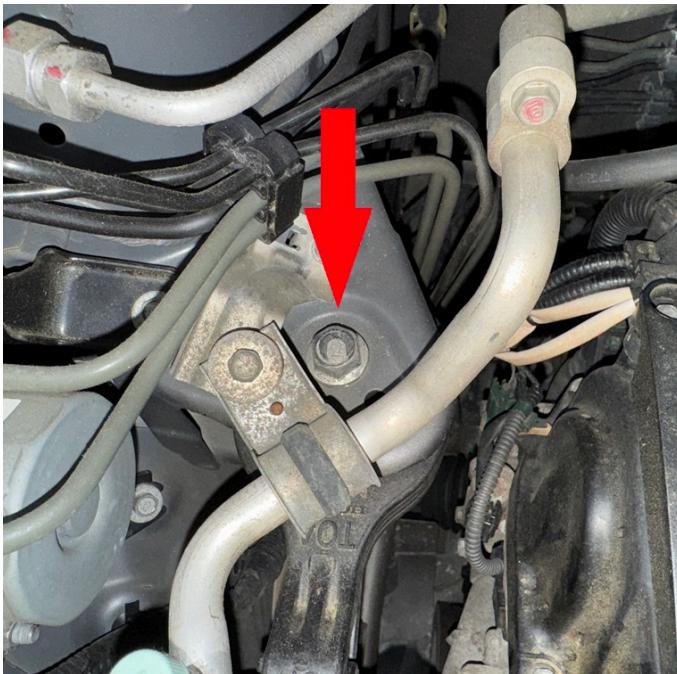
Step 4. Remove 1 17mm bolt and loosen but DO NOT remove nuts. The nuts will support the transmission while lowering the subframe.



Step 5. Remove 1 nut and 1 bolt holding engine mount to engine block.



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



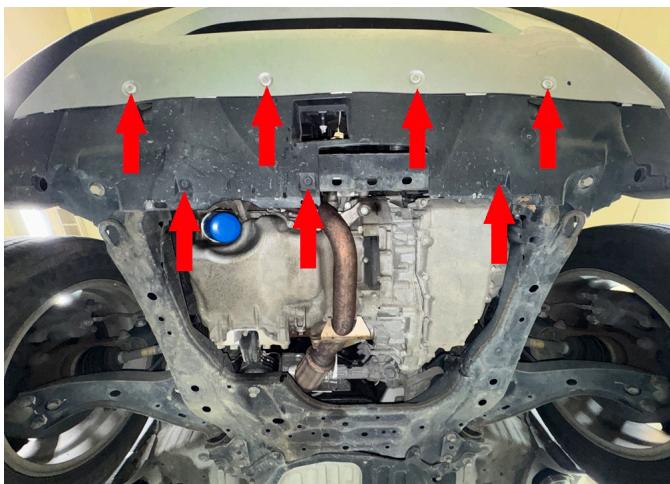
Step 7. Remove stud by tightening 2 nuts against each other and backing the stud out. ALTERNATIVE METHOD: Weld nut to stud and back stud out.



Step 8. Reinstall engine mount. Temporarily install M14x100 bolt to support engine while lowering subframe.



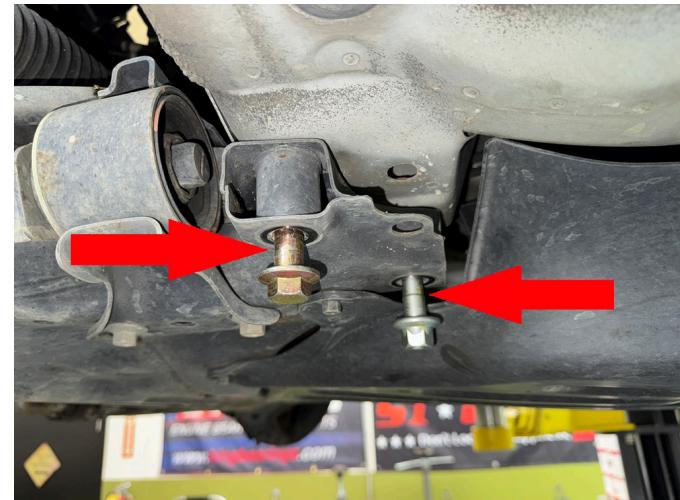
Step 9. Remove lower plastic splash guard under front bumper to gain access to front main subframe bolts. Take care not to break plastic retainer clips. Save hardware for re-installation.



Step 10. Starting with the driver side front, Remove the main subframe bolt and temporarily replace with an M14x150 bolt. Repeat for passenger side front bolt.



Step 11. Remove rear most bolts on front subframe one at a time, replacing with longer bolts included in the kit.



Step 12. Locate and remove subframe bolt in wheel well. Repeat for opposite side.

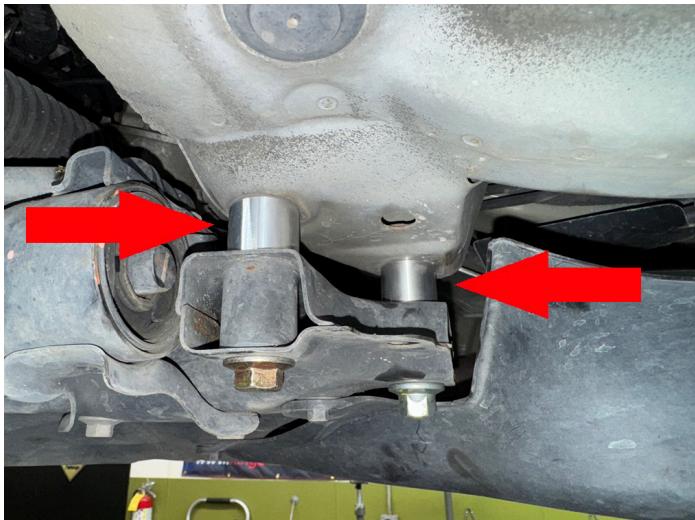


Step 13. Carefully lower subframe about one inch.

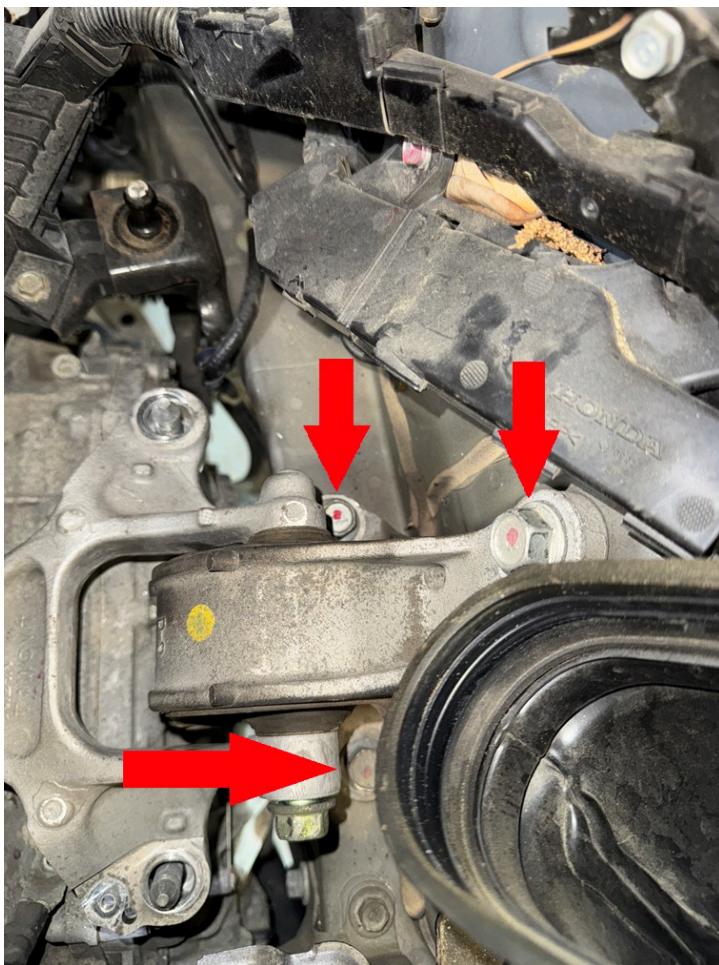
Step 14. Place 1.25x1 M12 spacer between frame rail and subframe as shown. Install M12x50 bolt. Repeat for opposite side. Torque bolts to 75 ft-lb.



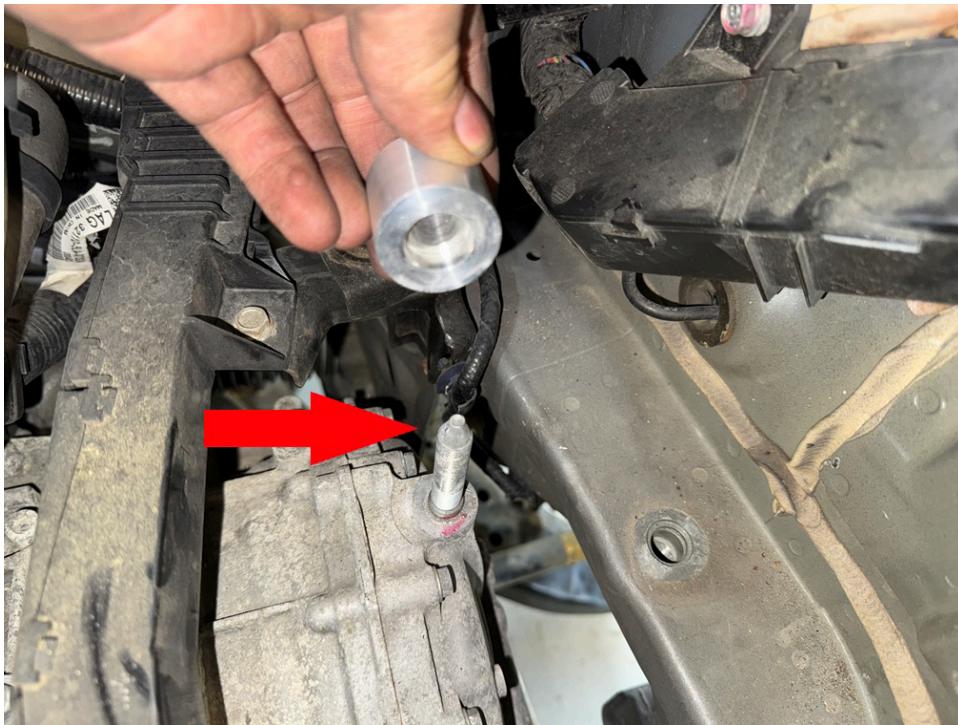
Step 15. Remove all subframe bolts one at a time and place 1.25x1 M14 spacers between subframe and chassis. (see photos) Torque all main subframe bolts to 110 ft-lb.



Step 16. Remove bolts holding transmission mounting bracket to frame rail. Remove transmission mount.



Step 17. Place 2 "stepped" 1.25x1 M12 spacer over studs. **Be sure to install the spacers with the recess facing down so that they fit over the studs.** (see photo)

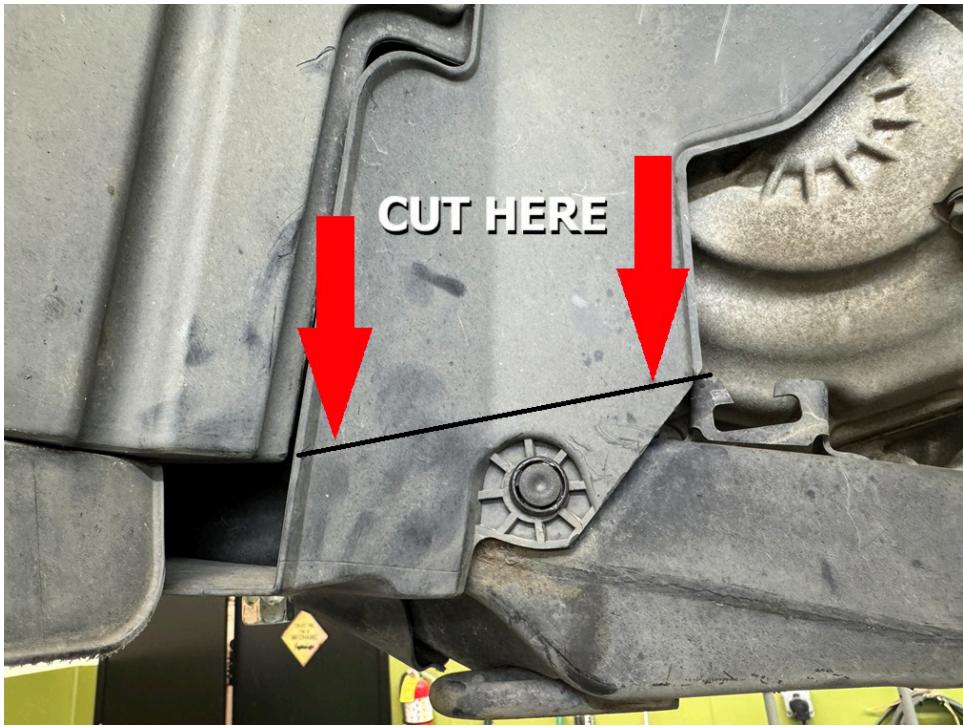


Step 18. Place 1 1.25x1 M12 spacer over bolt hole, between transmission case and transmission mounting bracket. Install M12x60 bolt and reinstall OEM nuts. Torque nuts and bolt to 65 ft-lb.

Step 19. Drill holes in plastic splash shield to allow plastic clips to fit.



Step 20. Trim plastic splash shield as shown to fit with lowered subframe, reinstall using original hardware.



Step 21. Install foam weather seal between steering rack and body.



Step 22. 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 23. 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!**

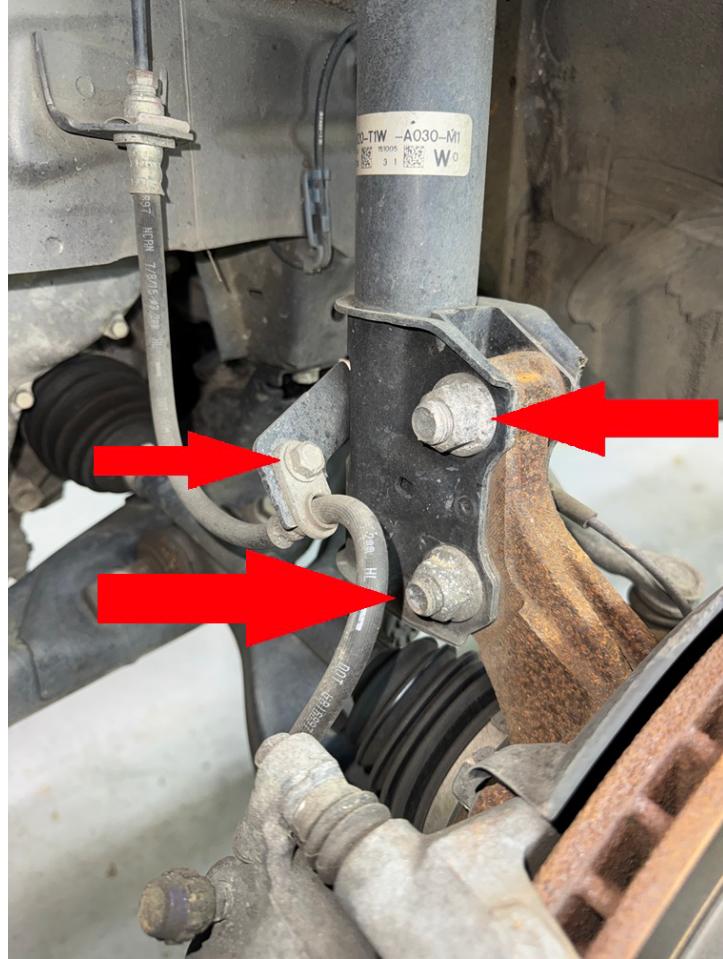


Step 24. Re-install dust cover on steering column.

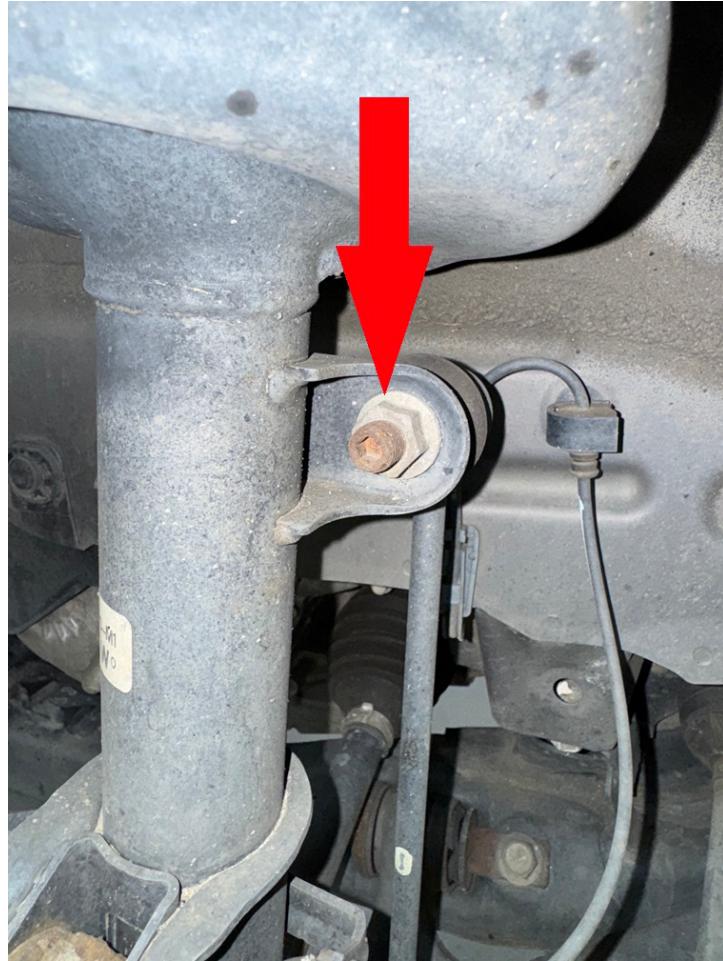
Step 25. Remove brake lines and ABS wiring from strut.



Step 26. Remove bolts connecting strut to knuckle. Save hardware for reinstallation.



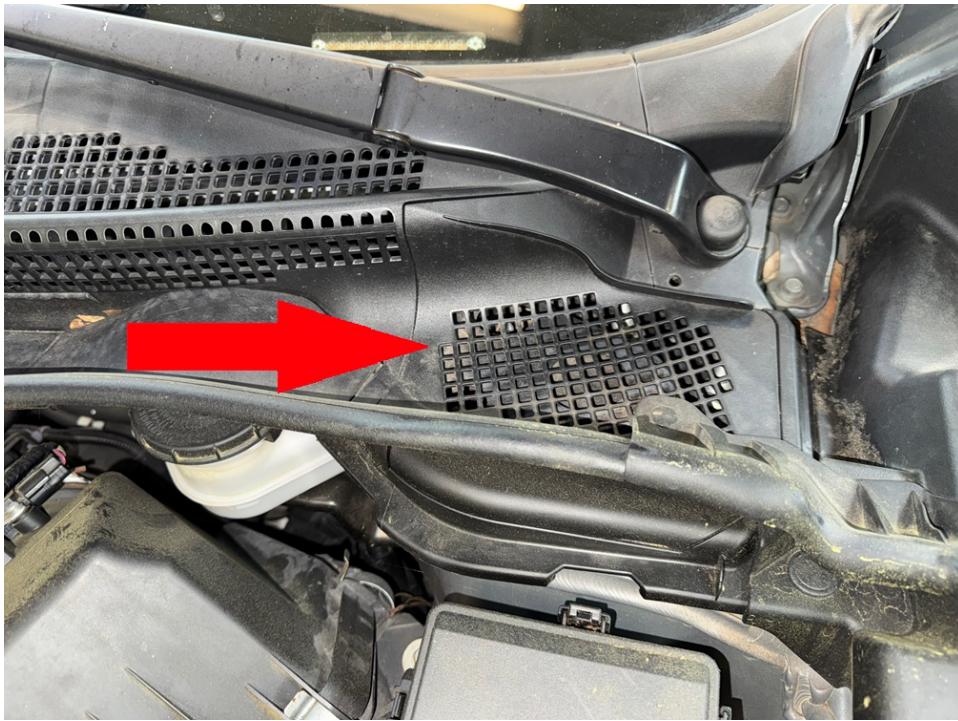
Step 27. Disconnect sway bar end link.



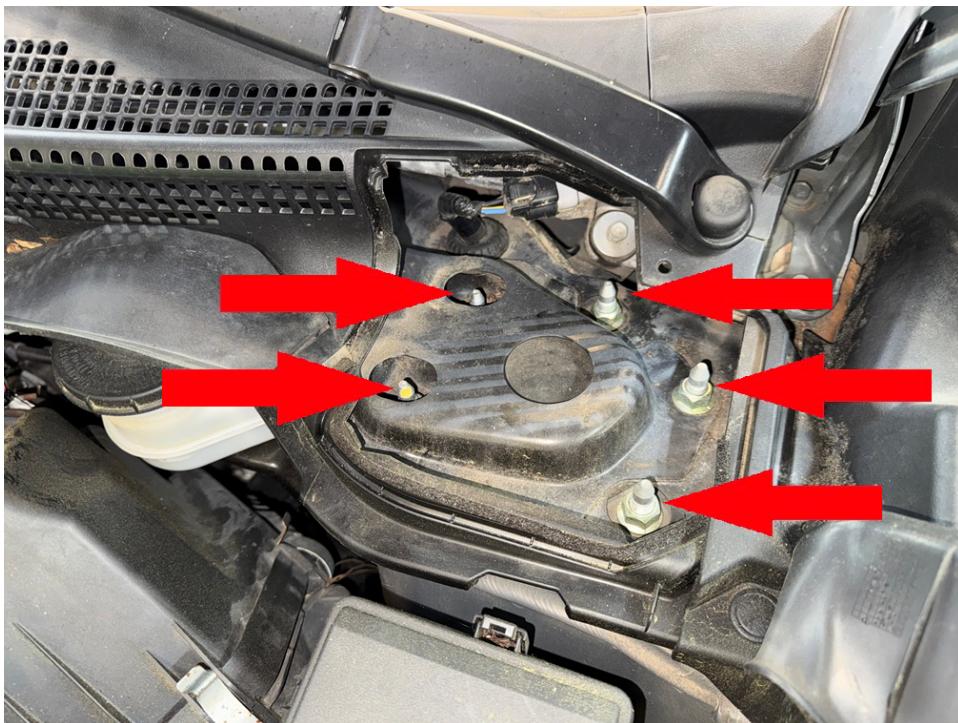
Step 28. Pull strut clear from knuckle. Take care not to let the axle come out of the inner CV joint!



Step 29. Remove plastic panels to gain access to strut mounting bolts.



Step 30. Remove 14mm nuts at the top of the strut connecting strut to strut tower. Remove strut. Save hardware for reinstallation.



Step 31. Install lift spacers onto struts using OEM hardware. Spacer marked "L" goes on the DRIVER SIDE in US markets only. In JDM RHD models, the spacer marked "L" goes on the PASSENGER SIDE.



Step 32. Reinstall strut to shock tower using supplied M10x25mm bolts. Torque nuts to 33 ft-lb.

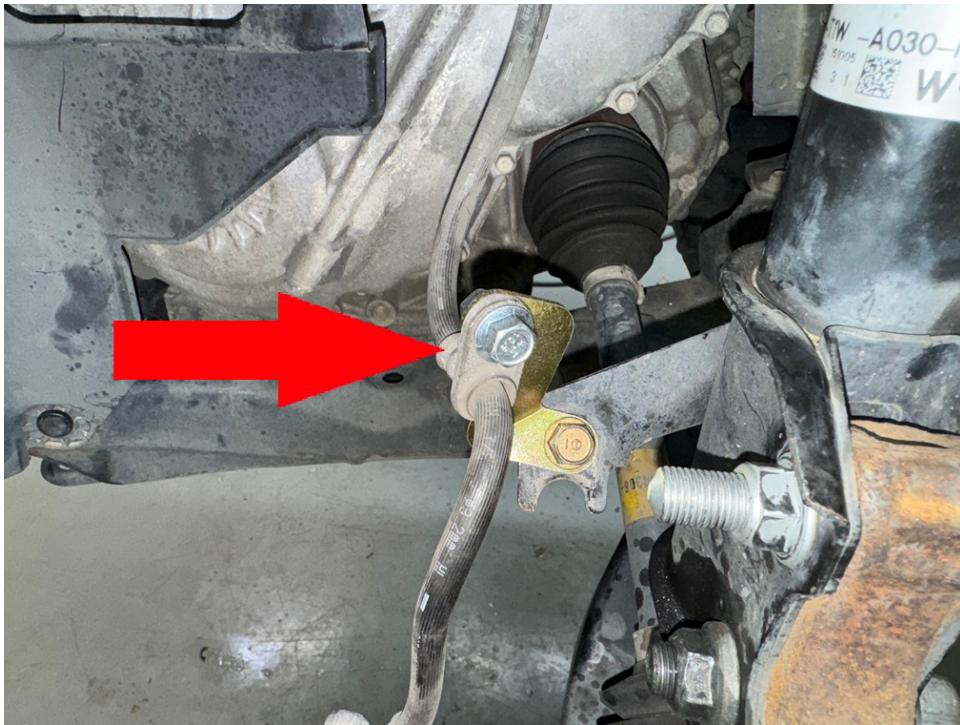


Step 33. Reinstall BOTH 19mm bolts to attach strut to hub. Tighten bottom bolt ONLY. Push top bolt back out and replace with 16mm camber adjustment bolt included in the kit.

Step 34. 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 35. Install brake line bracket onto strut as shown:



Step 36. 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

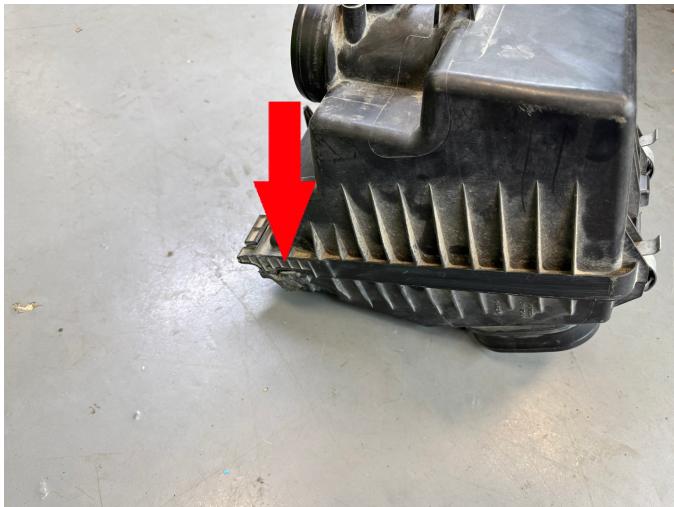
Step 37. Repeat spacer installation process for passenger side.

Step 38. Align both driver and passenger side sway bar end links and torque end link nuts to 56 ft-lb.

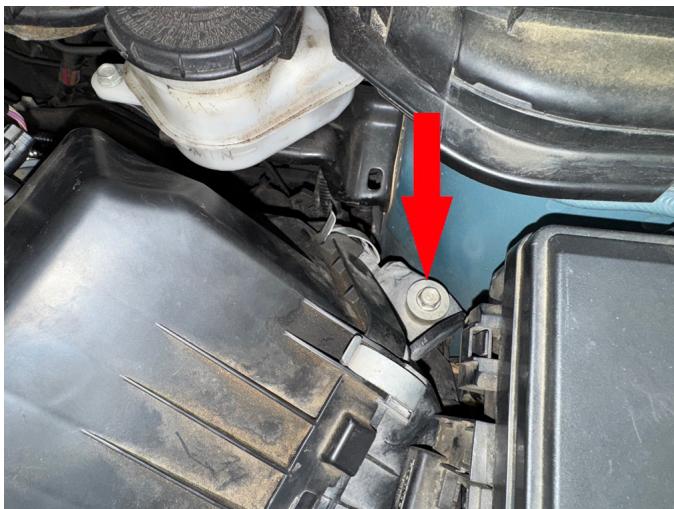
Step 39. Reinstall front wheels.

Step 40. Tighten all bolts, double check engine and transmission mounting bolts. Mark bolts with paint pen that have been double checked.

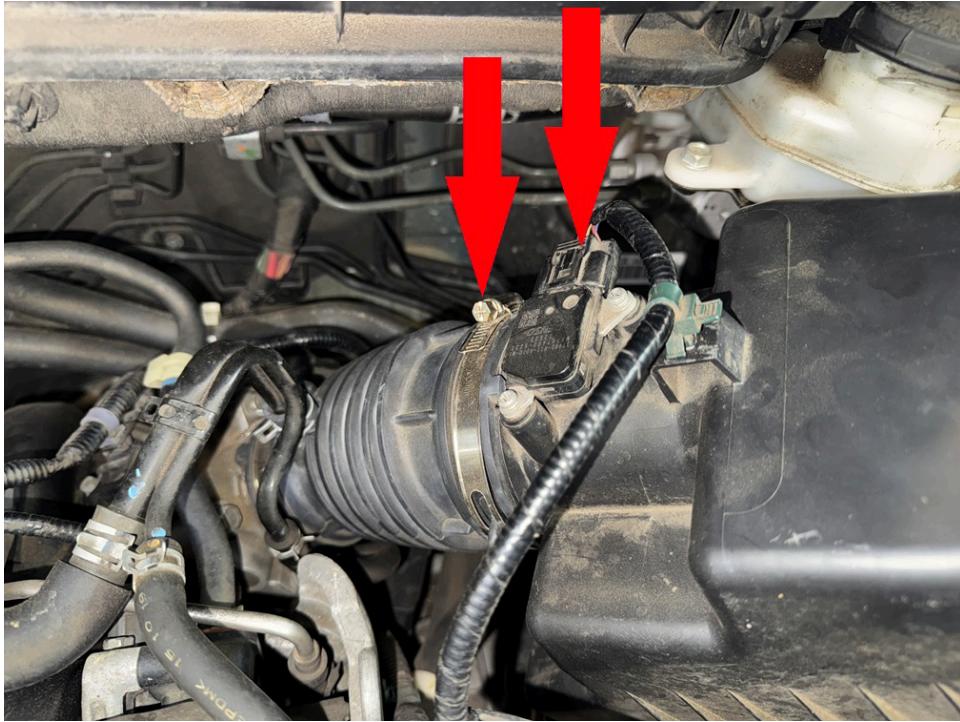
Step 41. Cut 2 of the 3 mounting tabs off of air box as shown:



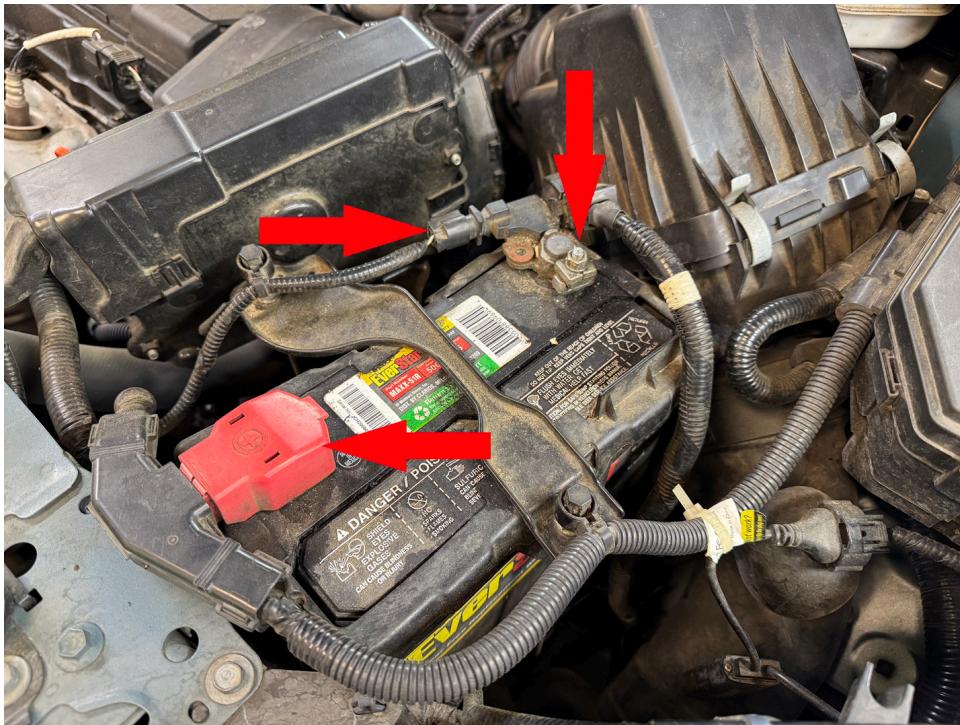
Step 42. Reinstall modified air box. You will only use one mounting bolt (see photos)



Step 43. Reconnect mass airflow sensor and tighten clamp.



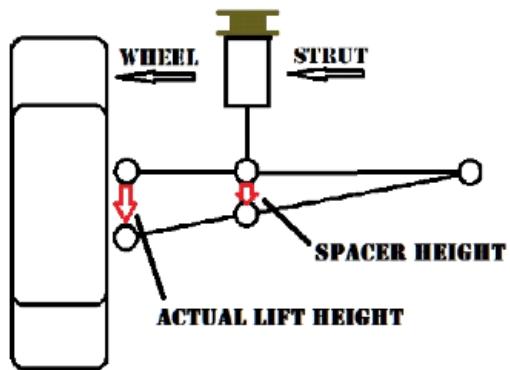
Step 44. Reinstall battery.



Rear installation:

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

**STRUT SPACER ACTUAL LIFT HEIGHT
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)

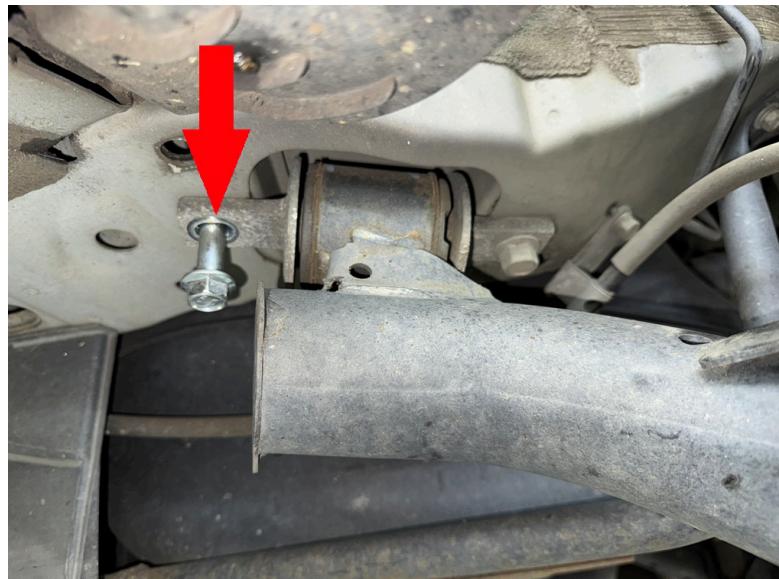


Step 3. Repeat steps 1 and 2 on passenger side.

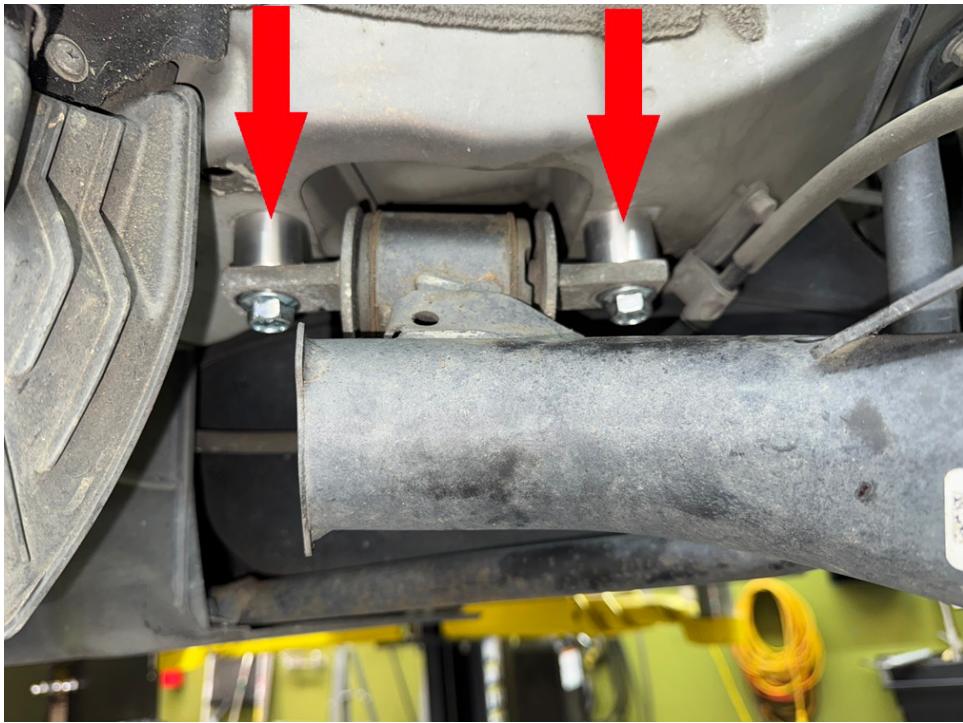
Step 4. Lift vehicle and support with jack stands.

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.**

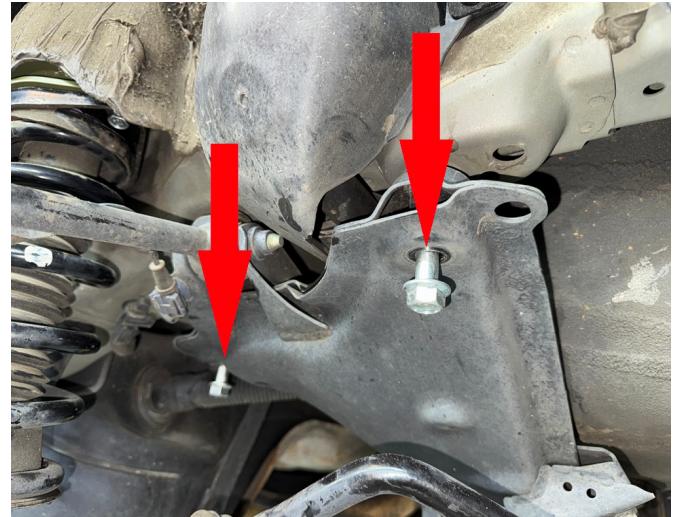


Step 7. Place 1.25x1 M12 spacers between trailing arm and chassis. Permanently install M12x80 bolts. Repeat trailing arm procedure on passenger side. Torque bolts to 76 ft-lb.



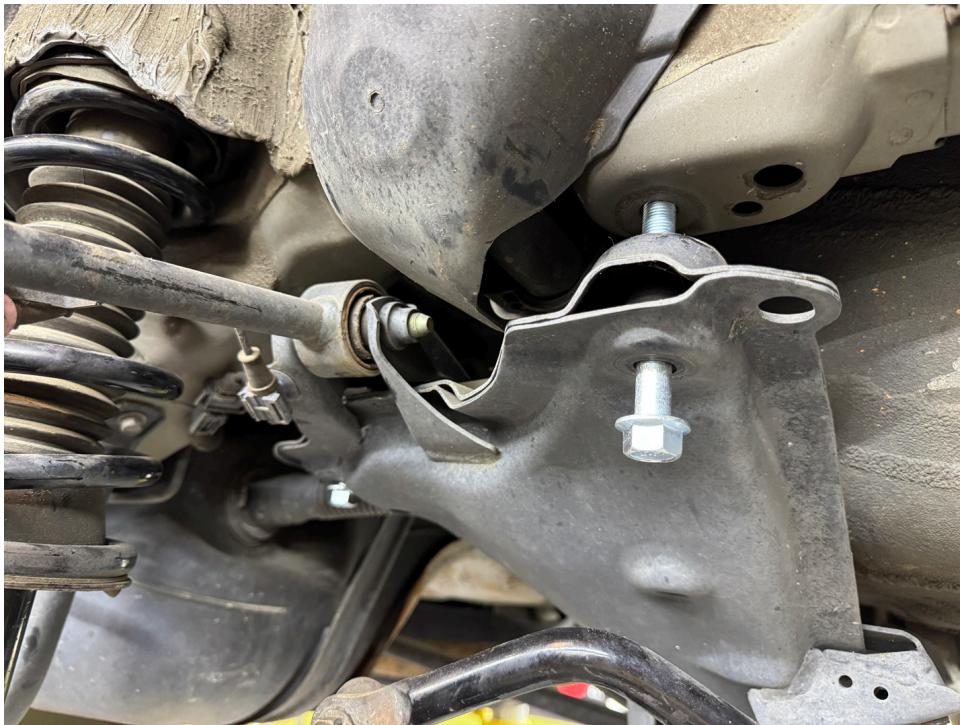
Step 8. Support the rear subframe using a screw jack or floor jack.

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)

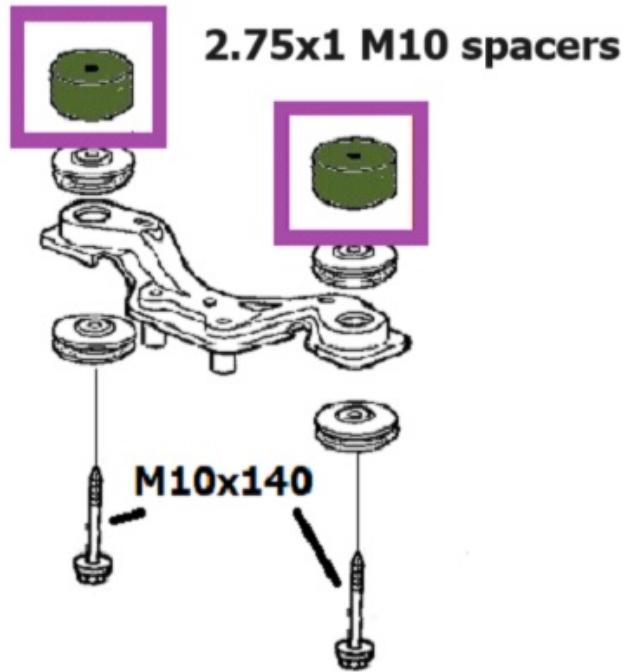
Step 11. Carefully lower rear subframe and rear differential approximately 1 inch.



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.



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



Step 15. 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 16. Attach spacer to strut using OEM hardware.

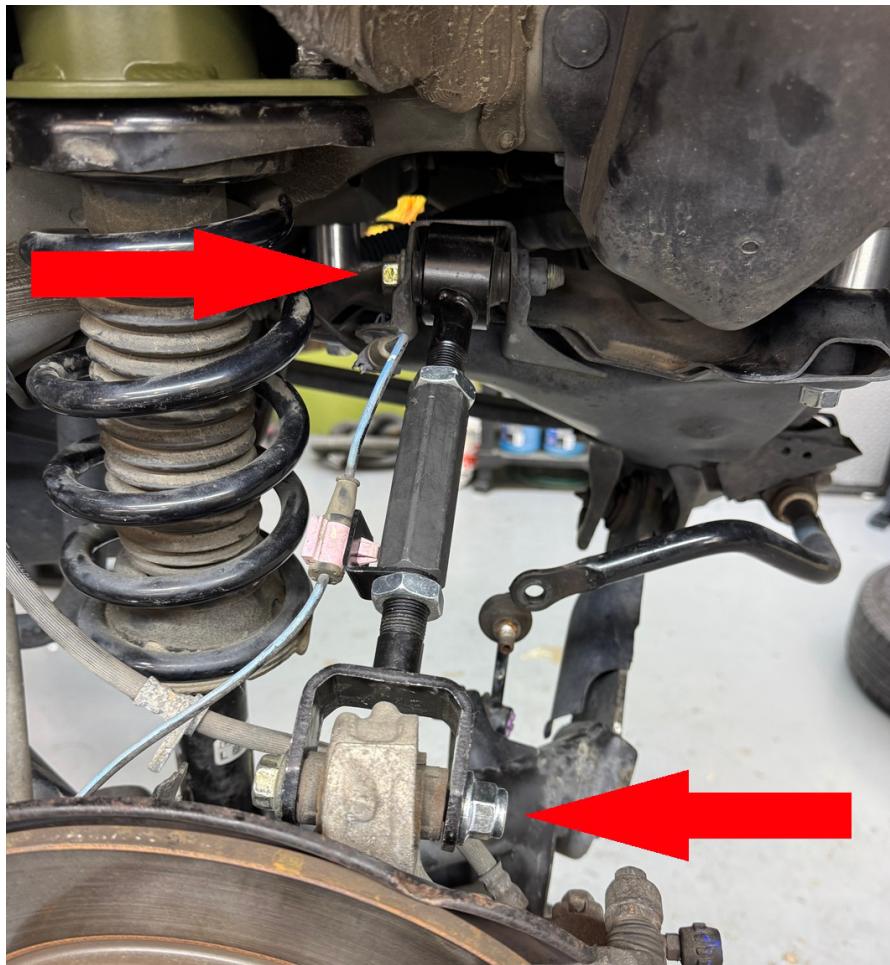


Step 17. Install strut/spacer combo, using bolts included with the kit to secure spacer to rear shock tower.

Step 18. Using a large pry bar, move the rear suspension down to align lower strut mounting bolt. Install bolt, torque to 95 ft-lb.



Step 19. 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 20. 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 21. Reinstall rear wheels.

Step 22. Double check all nuts and bolts in the suspension. Mark each bolt with paint pen once check is complete.

Step 23. Get a professional 4 wheel alignment.

Step 24. 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!!

