



## 2010-2014 3" lift kit installation guide

### **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.

*Professional installation is recommended*

### **Included in the kit:**

- 2 3.0" (76mm) lift spacers (front) 5651
- 2 3.0" (76mm) lift spacers (rear) 5662
- 6 M8 nuts (front)
- 4 M10 nuts (rear)
- 2 Front lift shims
- 4 1.25x1 M12 spacers (front subframe)
- 2 1.25x1 M14 spacers (front subframe)
- 2 M14x160 bolts (front subframe)
- 4 M12x60 bolts (front subframe)
- 6 1.25x1 M14 spacers (front lower control arm mount)
- 2 M14x150 bolts (front lower control arm mount)
- 4 M14x50 bolts (front lower control arm mount)
- 6 M10x50 bolts (transmission crossmember)
- 6 1x1 M10 spacers (transmission crossmember)
- 2 14mm 1.5° camber adjustment bolts (optional)
- 4 2.75x2 M14 spacers (rear subframe)
- 4 1x2 M10 spacers (rear subframe brackets)

- 2 0.75x1 M8 spacers (parking brake cable)
- 2 M8x40 bolts (parking brake cable)
- 4 M14x200 bolts (rear subframe)
- 4 M10x70 bolts (rear subframe)
- 2 splash shield brackets (BLB1)
- 2 Front brake line brackets
- 2 Rear brake line brackets
- 4 extended muffler hangers

**Tools required:**

Floor Jack, lug wrench, metric socket set up to 21mm, metric wrench set up to 18mm, common pliers, torque wrench, paint pen.

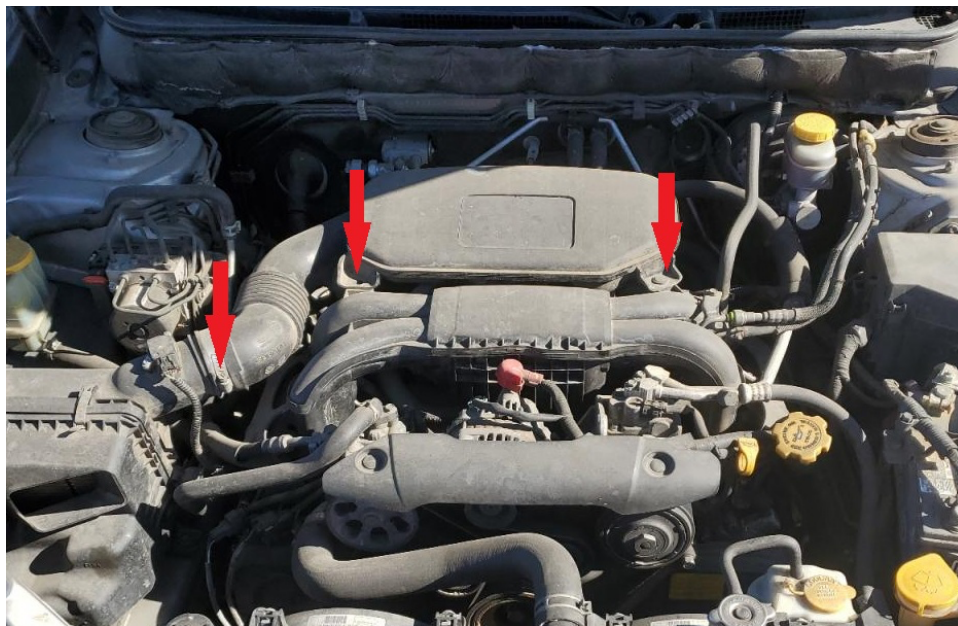
**Approximate installation time: 5-6 hours**

**Skill level: Moderate**

**Front installation:**

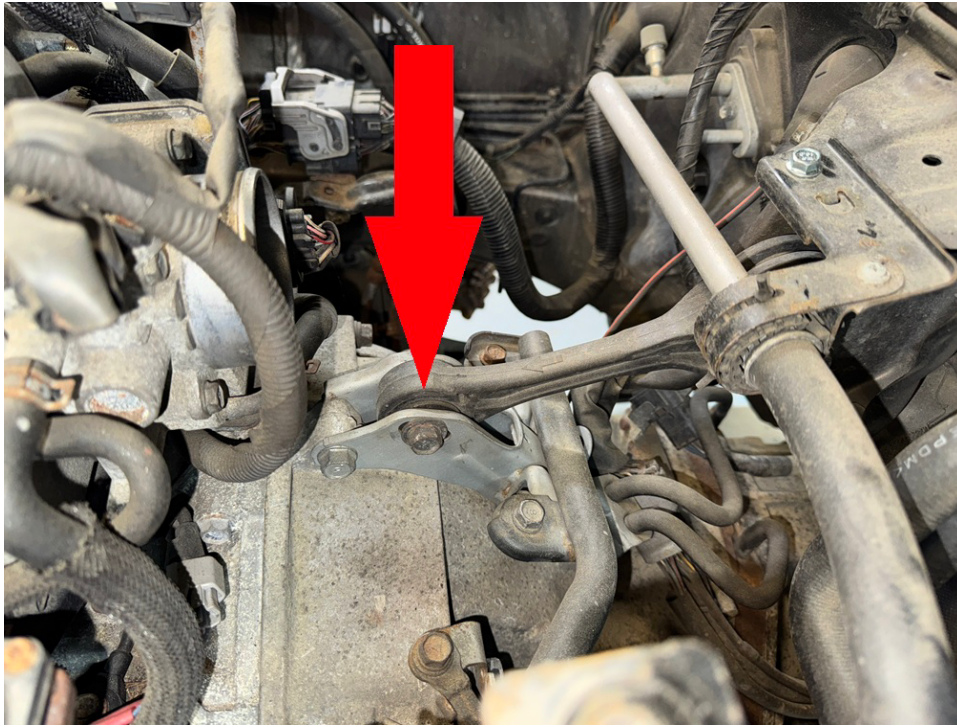
**TIP: installation is made easier by disassembling suspension on both sides before installing spacers. Disconnecting the sway bars during the installation may be necessary.**

Step 1. Remove plastic clips and hose clamp from air intake as shown.



Step 2. Remove emissions hoses from air intake, remove air intake.

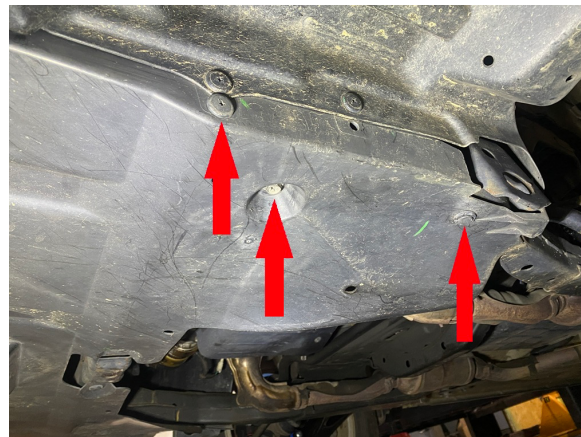
Step 3. Loosen (DO NOT REMOVE) bolt on engine "dog bone" mount as shown:



Step 4. Lift vehicle and support with jack stands.

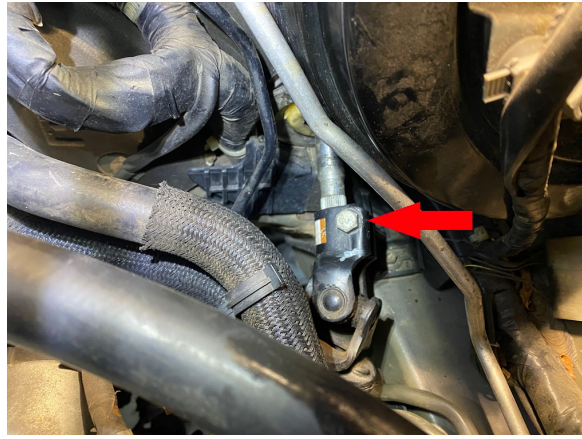
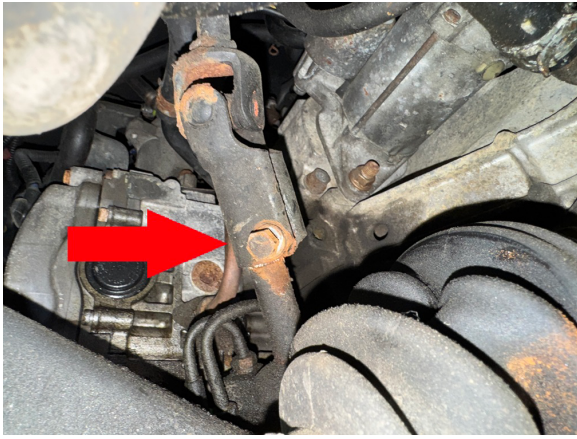
Step 5. Remove front wheels.

Step 6. Remove plastic splash shield under engine.



Step 7. Support engine/transmission with floor jack or screw jack. Take care not to dent oil pan.

Step 8. Loosen (DO NOT REMOVE) bolt holding steering universal coupler to steering rack. Repeat with bolt holding steering universal coupler to steering column.



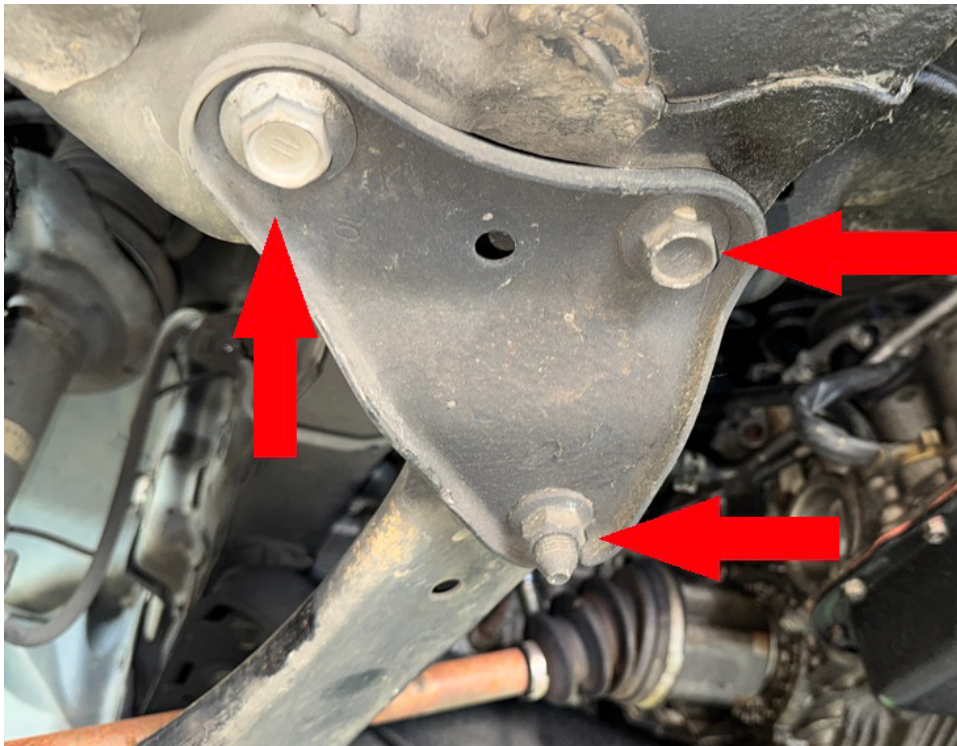
Step 9. Remove 4 17mm bolts holding engine cradle to frame rails one at a time, temporarily installing M12x60 bolts as you go. Do not tighten bolts at this time.



Step 10. Remove 2 front most bolts in front subframe. Temporarily install 2 M14x160 bolts.



Step 11. Remove 2 bolts and 1 nut on driver side front lower control arm.



Step 12. Remove stud as shown. Save OEM steel spacer.



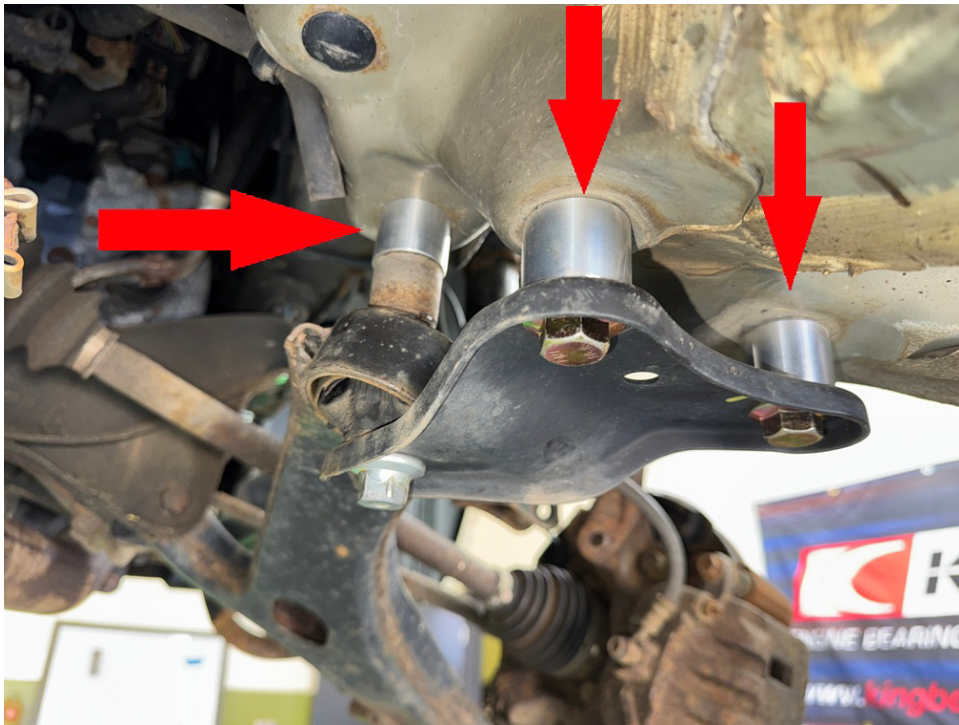
Step 13. Carefully lower front subframe as needed to pull stud out of its location. **ALTERNATIVE METHOD: Cut the stud in half to make it easier to remove.**



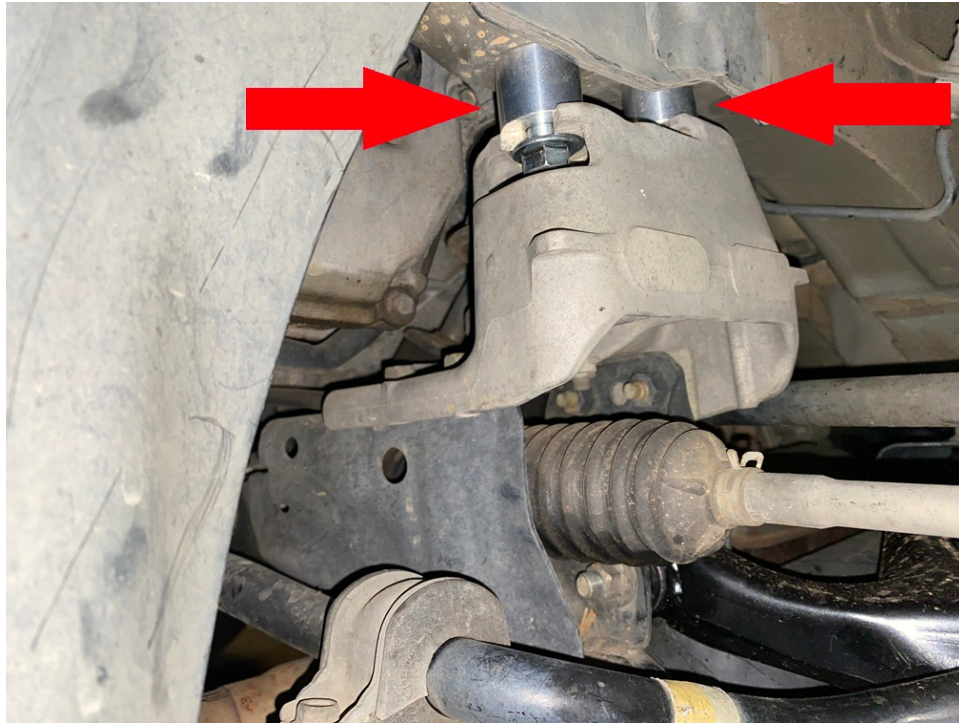
Step 14. Place 1.25x1 M14 spacer between front lower control arm mount and chassis and on top of the OEM steel spacer. Install M14x150 bolt.



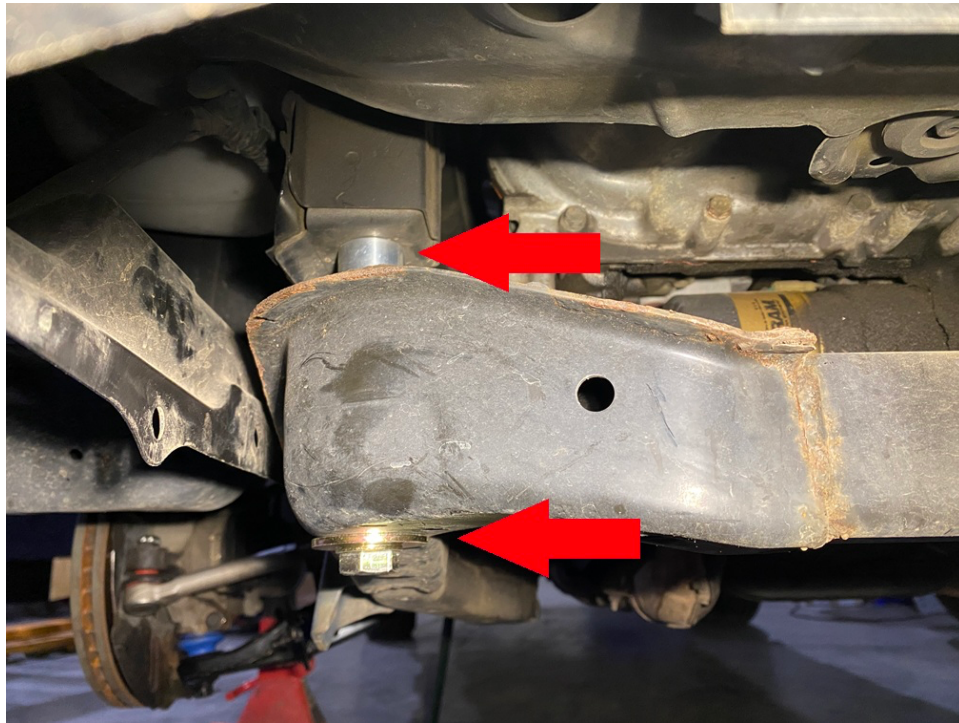
Step 15. Place 2 1.25x1 M14 spacers between front lower control arm brace and chassis. Install 2 M14x50 bolts.



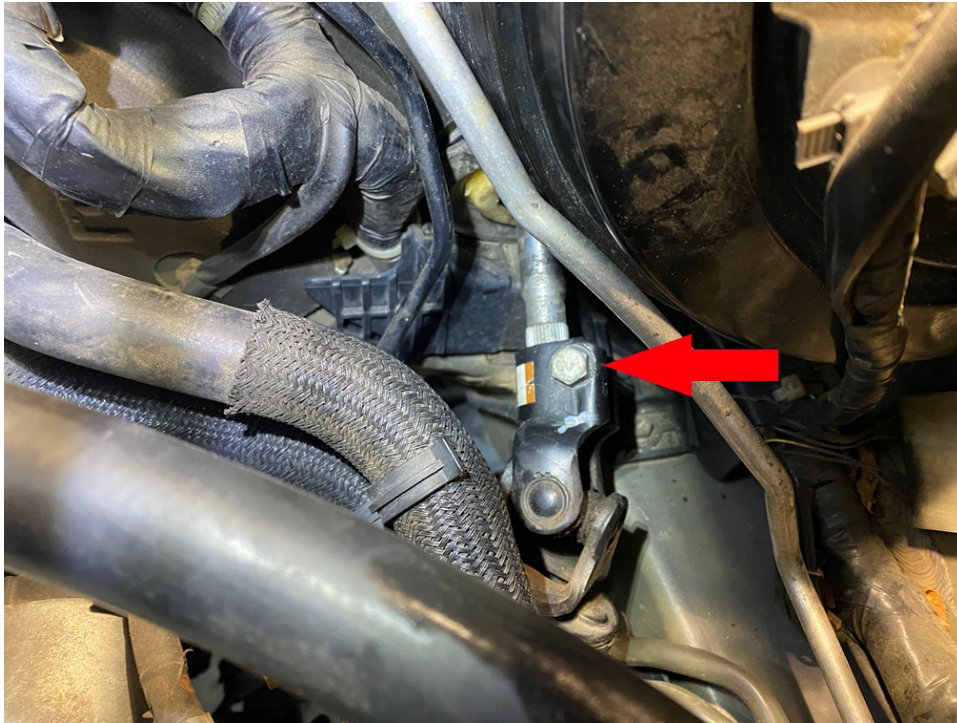
Step 16. Remove M12x60 bolts that were previously installed in engine cradle and place 2 1.25x1 spacers between cradle and frame rails. Permanently install M12x60 bolts. Repeat for opposite side.



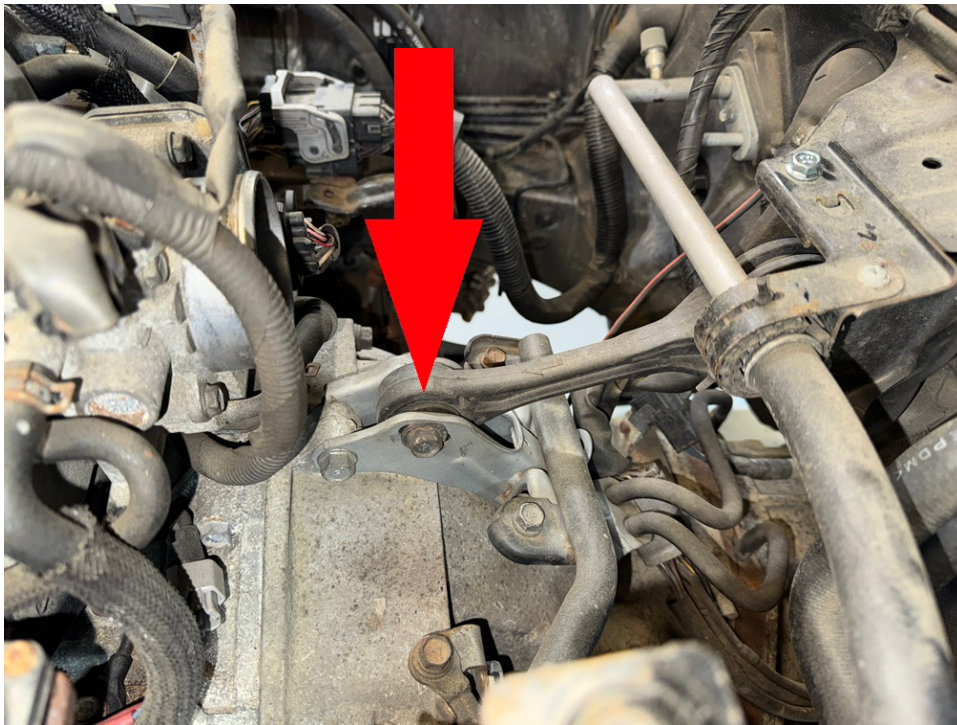
Step 17. Remove M14x160 bolts that were previously installed in the front of the subframe and place 2 1.25x1 M14 spacers between subframe and chassis. Permanently install M14x160 bolts.



Step 18. Tighten bolts on steering universal coupler.

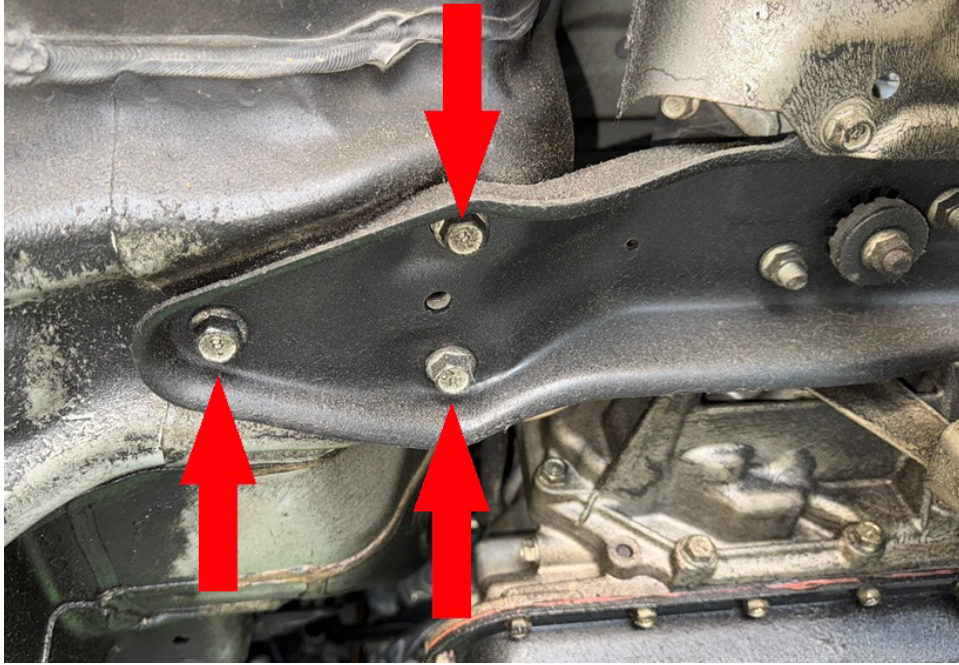


Step 19. Tighten bolt on engine “dog bone”



Step 20. Support transmission crossmember with a floor jack or screw jack.

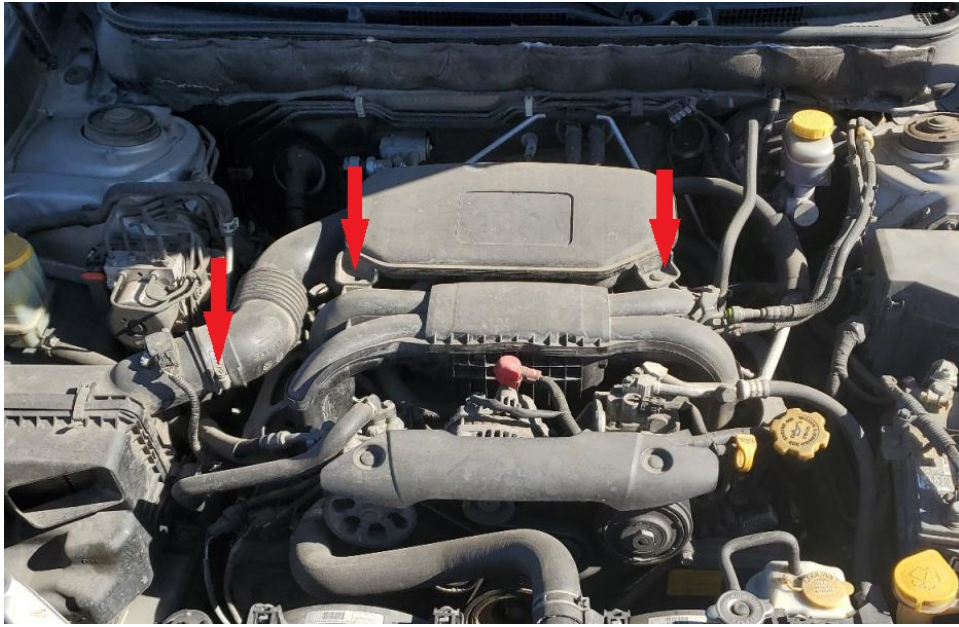
Step 21. Remove bolts holding transmission crossmember to body.



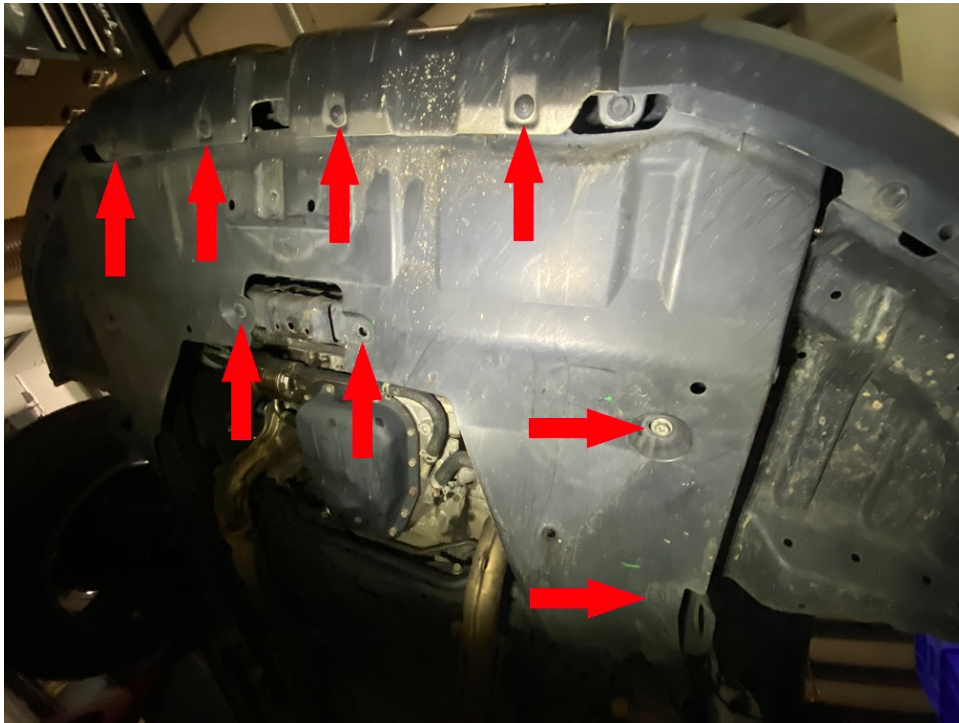
Step 22. Place 6 1x1 M10 spacers between crossmember and body, install 6 M10x50 bolts.



Step 23. Reinstall air intake, tighten clamp on intake hose.



Step 24. Reinstall plastic splash shield using OEM clips.



Step 25. Attach splash shield to fender liner using metal brackets as shown:

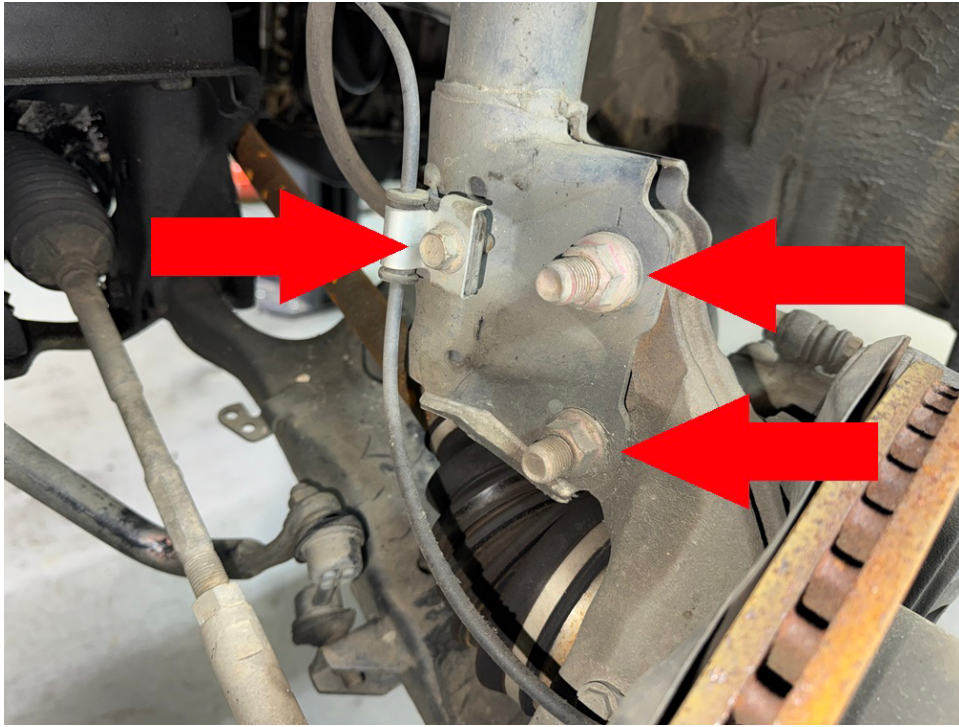


Step 26. Remove bolts holding the brake line and ABS wiring to the driver side strut.

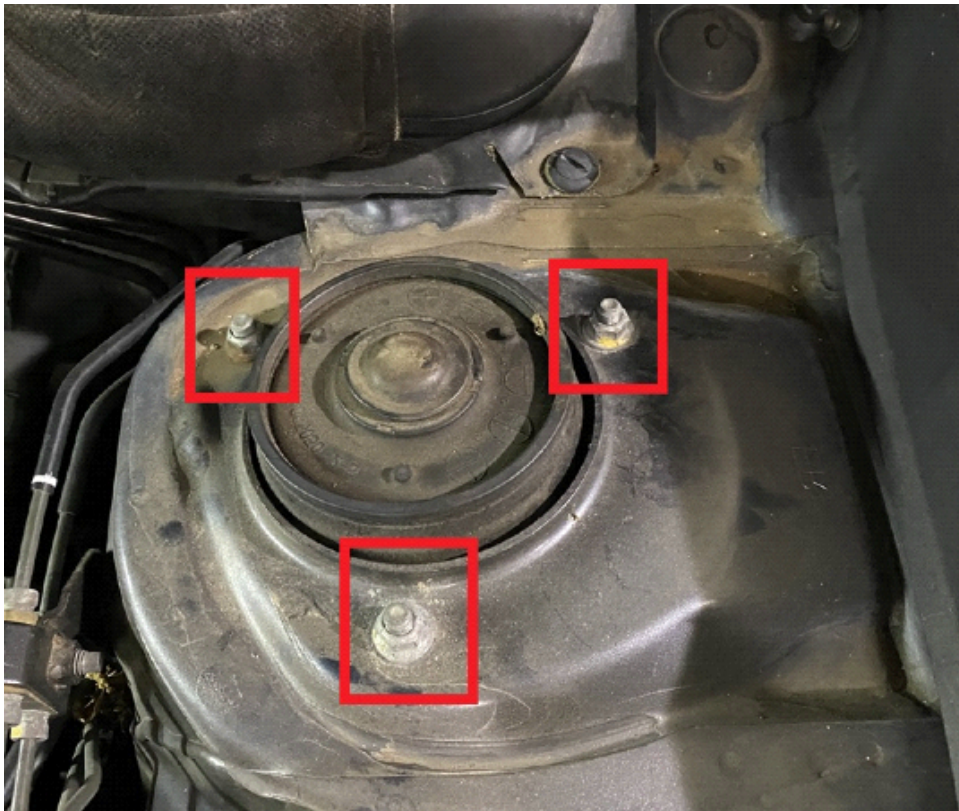


**NOTE: Disassembling both sides will allow the suspension to drop down without removing the sway bar links.**

Step 27. Remove 2 nuts holding main bolts into strut. Note: the top bolt is an eccentric bolt which is used to adjust camber alignment.



Step 28. Remove 3 M8 nuts from strut top to allow strut to drop out. (save hardware).

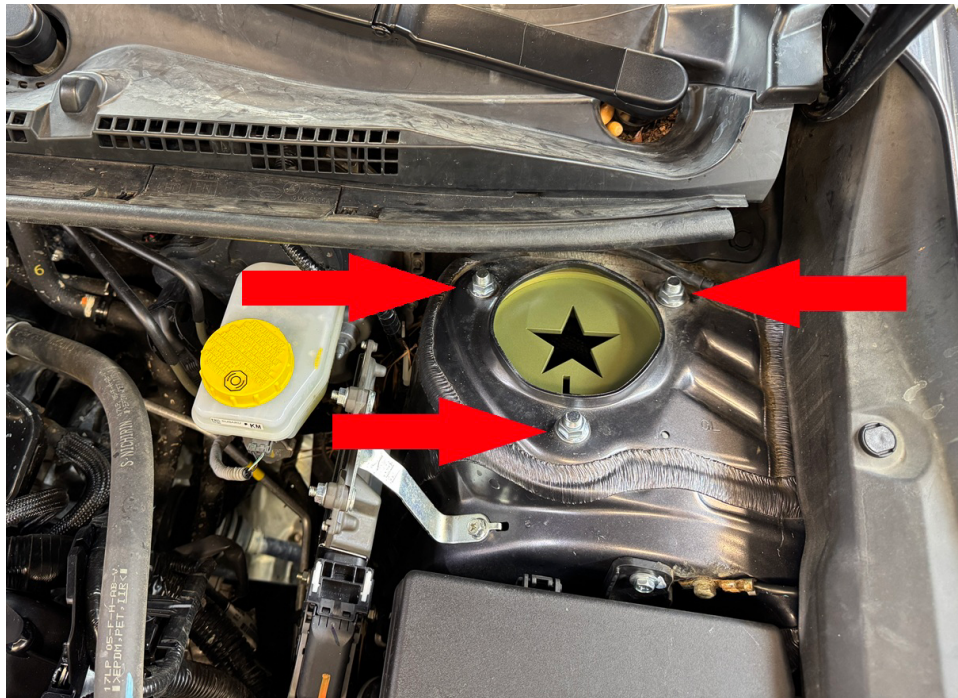


Step 29. Mount driver side (L) spacer to strut using M8 nuts provided in the kit. Place shim on top of spacer.



**NOTE: The spacers in this kit are offset to maintain proper camber/caster alignment and are marked L for driver side and R for passenger side.**

Step 30. Turn the top of the strut so that the star is pointing toward the back of the car. See photo:



Step 31. Slide strut back into place and mount to vehicle using original hardware saved from disassembly. The star should be right side up as viewed standing in front of the vehicle. The spacers are marked L and R, designating L for Driver side and R for Passenger side (U.S. Models). Be sure to verify at this time that the spacers are on the correct side.

Step 32. Bolt ABS and brake lines back to strut, use BLBL (L shape bracket) to relocate front brake line.



Step 30. Using a floor jack, lift the lower arm and brake assembly until the main strut bolts line up.

Step 31. Reinstall lower main strut bolt in bottom hole, install eccentric bolt in TOP HOLE. Torque nuts to 110 ft-lb.

Step 32. Repeat spacer installation process for passenger side.

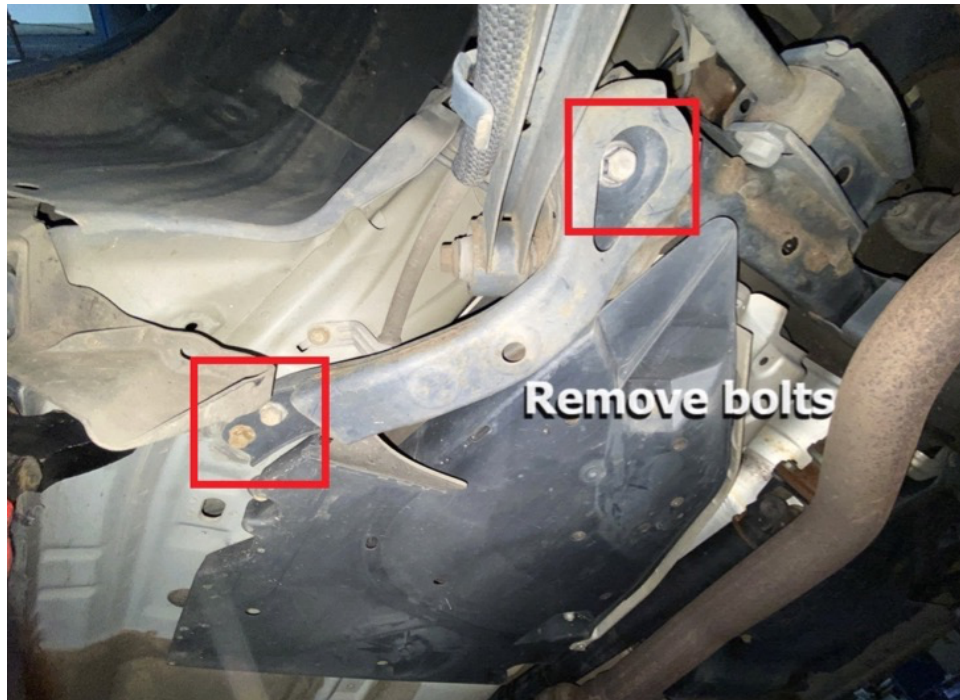
Step 33. Reinstall wheels.

### **Rear Installation:**

Step 1. Lift vehicle and support with jack stands.

Step 2. Remove wheels.

Step 3. Remove 2 14mm bolts holding driver side subframe stiffener bracket to body (see photo)

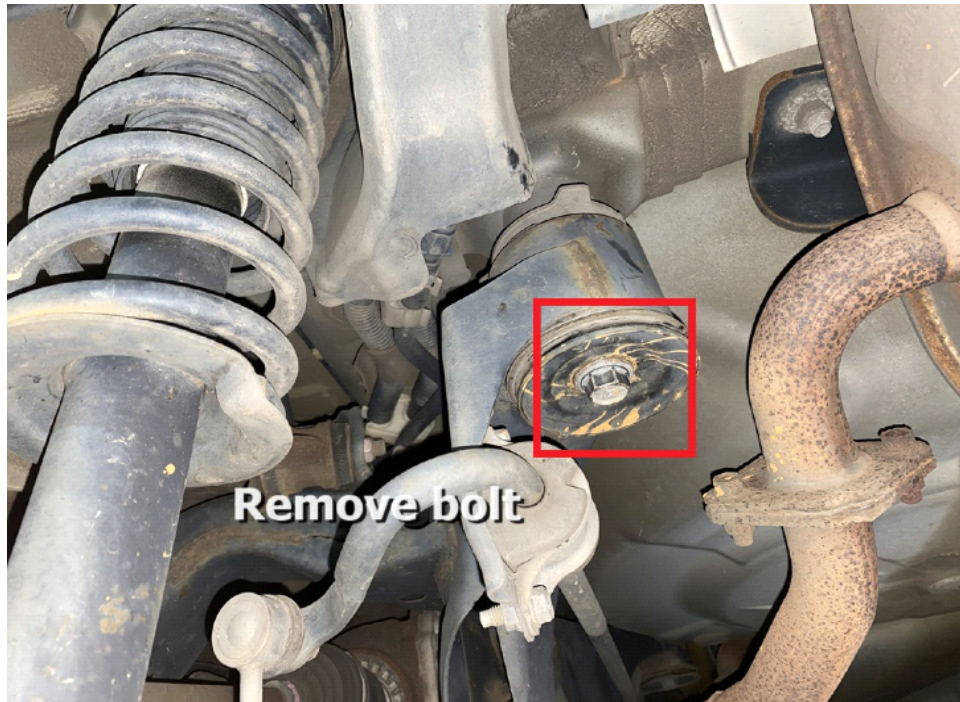


Step 4. Remove bolt holding parking brake cable bracket.



Step 5. Repeat step 3-4 for passenger side.

Step 6. Remove main subframe bolts one at a time and temporarily install M14x200 bolts.



Step 7. Carefully lower subframe approximately 2 inches.

Step 8. Place 1 2.75x2 M14 subframe spacer "pucks" between subframe and body, install 1 M14x200 bolt.



Step 9. Repeat step 8 for the 3 remaining pucks, install remaining 3 M14x200 bolts.

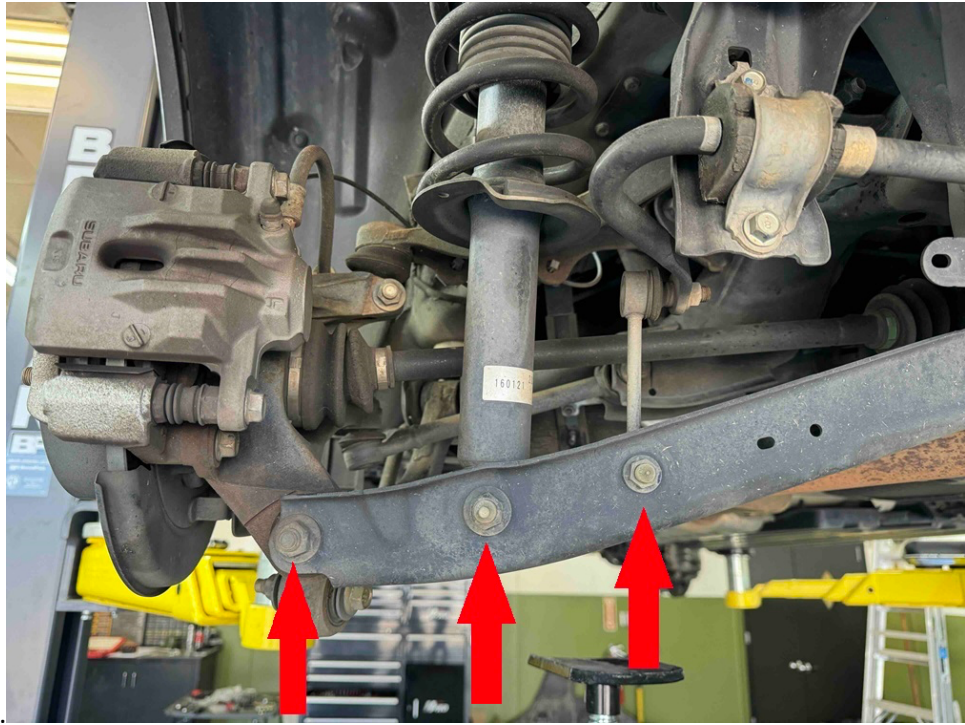


Step 10. Install 2 1x2 M10 spacers and M10x70 bolts between stiffener bracket and body. (see photo below) (repeat for opposite side)

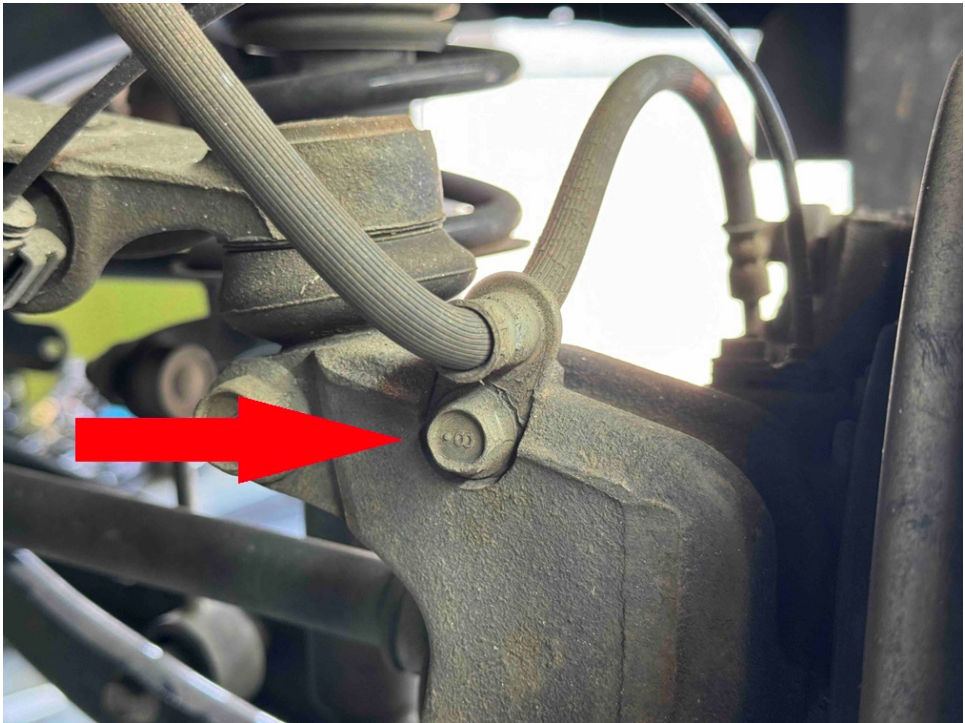
Step 11. Install 1 0.75x1 M8 spacers and M8x40 bolts between parking brake cable and body (see photo) (repeat for opposite side)



Step 12. Remove bolts holding sway bar link, rear strut, and wheel hub to driver side lower control arm. (see photo)



Step 13. Remove brake line from hub to prevent tension on the hose.



Step 14. Pull up carpet cargo liner to gain access to rear strut bolts.



Step 15. Remove 2 nuts holding rear strut to vehicle. (Save hardware)

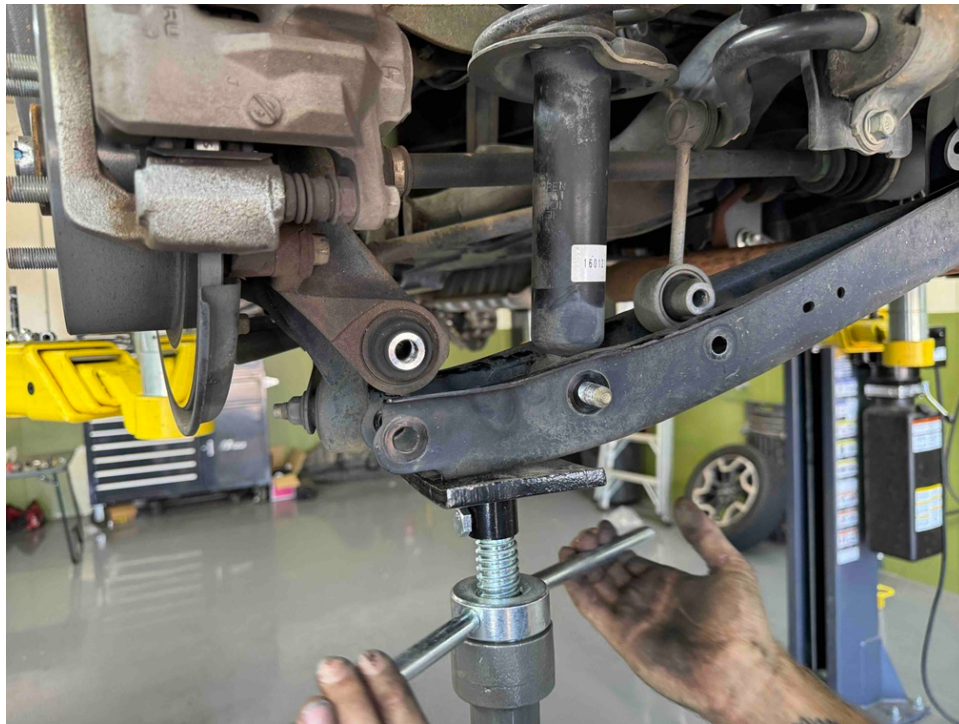


Step 16. Mount the spacer to the strut using the nuts provided in the kit.



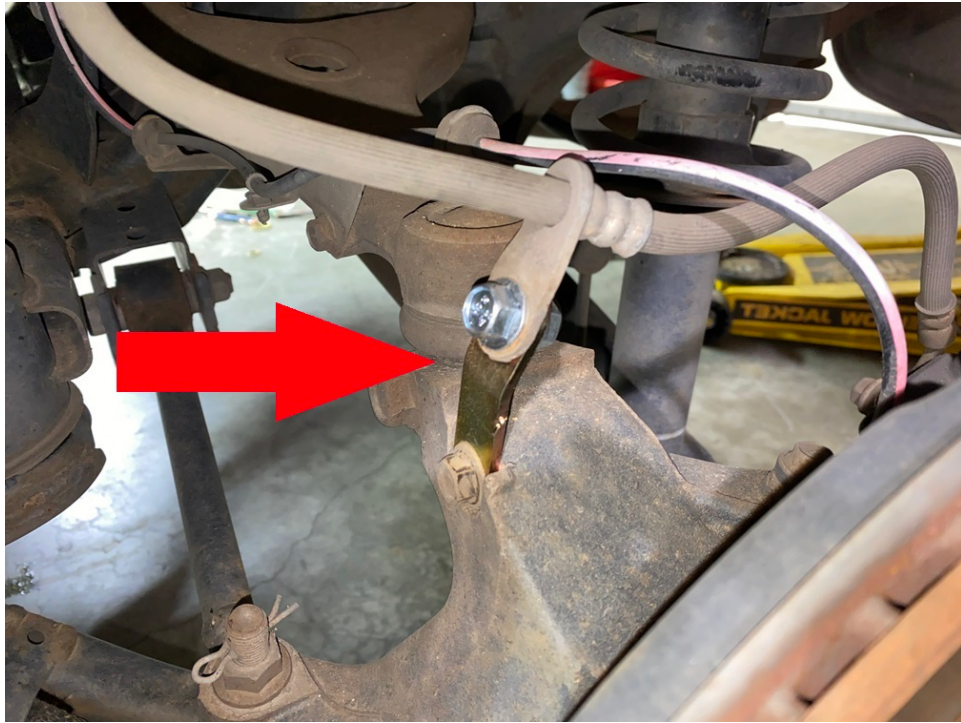
Step 17. Slide strut back into vehicle and install the strut assembly using the nuts saved from disassembly.

Step 18. Using a floor jack, lift the lower control arm until the **rear strut** lines up in the mounting hole, install mounting bolt.



Step 19. Lift rear control arm until the bolt holes line up with the wheel hub, install bolt. Do not re-attach sway bar links until both sides are complete.

Step 20. Install rear brake line extension bracket in factory brake line mounting location. Mount brake line as shown:



Step 21. Repeat spacer installation process for passenger side.

Step 22. Reconnect driver and passenger side rear sway bar links.

Step 23. Install extended muffler hangers as shown:



Step 24. Referring to factory service manual, torque all bolts to spec.

Step 25. Reinstall wheels.

Step 26. Get a professional alignment.

Step 27. Find some trails!



**Note: Installing lift spacers 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](mailto:support@hrgoffroad.com).**

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

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