



2003-2011 Element 6 inch lift kit installation guide

Professional installation is 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 205/70/15 (26.3") or 215/65/16 (26.4")

15" OEM wheels:

205/75/15 (27.0")

225/70/15 (27.4")

215/75/15 (27.7")

225/75/15 (28.2")

235/75/15 (28.8")

30x9.50R15 (30.0")

31x10.50R15 (31.0") cutting required

16" OEM wheels

215/70/16 (27.8")

235/70/16 (28.9")

225/75/16 (29.2")
235/75/16 (29.8")
255/70/16 (30.0")
265/70/16 (30.6")cutting required

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 4.5" lift spacers (front)
2 3.5" lift spacers (rear) 5208
10 M10x25mm grade 10.9 bolts
2 adjustable rear upper control arms
1 Check valve relocation bracket
1 M6x16 bolt
1 M6 nut
1 0.5x1 M6 spacer (air box)
1 0.5x1.5 M6 spacer (air box)
4 M6x70 bolts (air box)
2 lower rear brake line extension brackets
2 parking brake cable drop brackets
2 front brake line relocation brackets
2 trailing arm drop brackets
4 2.75x3" M12 spacers (rear subframe)
2 1.25x3" M12 spacers (engine)
1 transmission drop bracket (M/T or A/T)
4 2.75x3" M14 spacers (front subframe)
2 1.25x3 M12 spacers (rear differential **4WD kit only**)
2 1x3" M10 spacers (driveshaft carrier bearing, **4WD kit only**)
2 M10x100mm bolts (driveshaft carrier bearing, **4WD kit only**)
2 M8x70mm bolts (driveshaft safety loops, **4WD kit only**)
2 0.75x2" M8 spacers (driveshaft safety loops, **4WD kit only**)
2 M12x140mm bolts (rear differential **4WD kit only**)
4 M14x180mm bolts (front subframe)
2 M12x110mm bolts (engine)
3 M12x110mm bolts (transmission)
4 M12x150mm bolts (rear subframe)
4 M12x150mm bolts (trailing arms)
2 M6x100mm bolts/0.5x3" M6 spacers/4 M6 washers (charcoal canister)
4 Extended exhaust hangers

Tools required:

Floor Jack, lug wrench, full set of 3/8" and 1/2" drive metric sockets and wrenches, body saw or cutoff wheel, impact gun, torque wrench, common pliers, needle nose pliers, heavy hammer, pry bar, paint pen

Installation time: 8 hours

Skill level: Difficult (some cutting)

Note to installer: Prior to starting installation, inspect suspension and ball joints for rust and wear. It is common for sway bar links to be rusted to the point you will have to cut them off. Especially the rear lower strut bolts in lower control arm. These bolts tend to rust solid and may require cutting the struts out and replacing them, along with the bolts. SEE PHOTO:



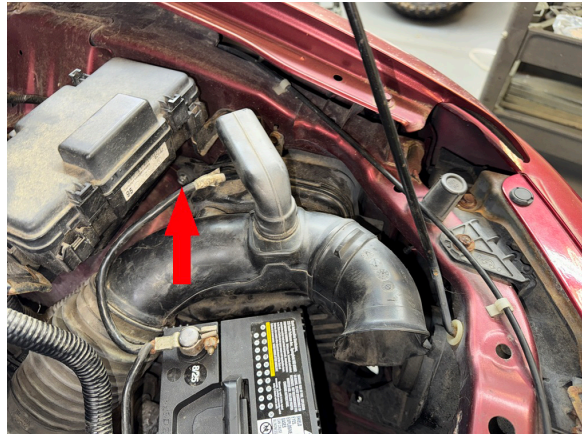
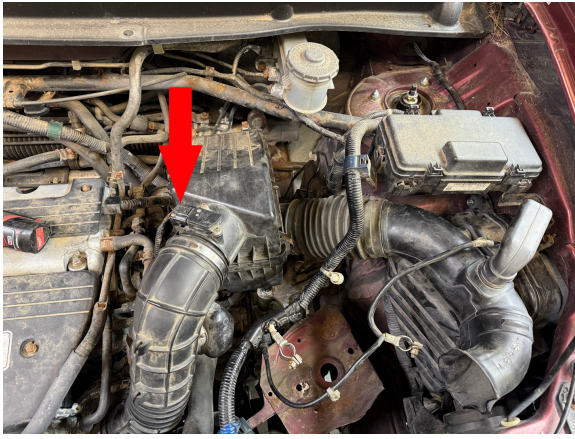
Front installation:

Step 1. Support engine/transmission with floor jack, taking care not to dent oil pan.

Step 2. Disconnect and remove the battery to gain access to the transmission bracket.



Step 3. Unplug mass airflow sensor and remove factory air box (if applicable) to gain access to transmission mount.

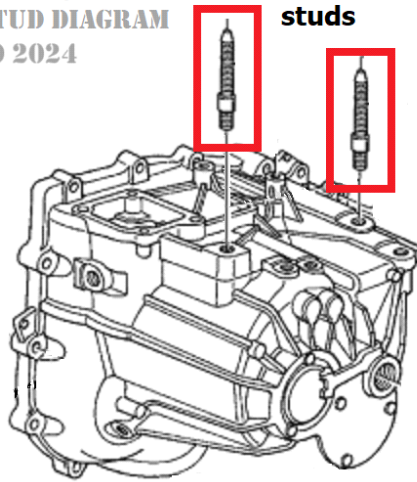


Step 4. Remove 2 M12 nuts and one M12x35 bolt holding the transmission bracket to the transmission.

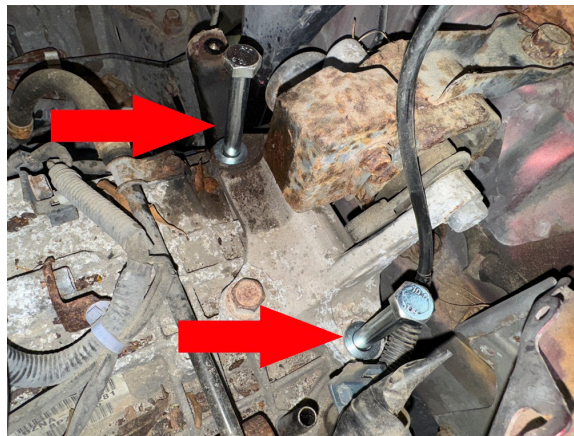
Step 5. Remove 2 transmission studs (see diagram) This can be done by tightening 2 M12 nuts against each other and backing the studs out or welding the nut to the studs and removing them.

**2002-2006 HONDA CR-V/ ELEMENT
TRANSMISSION STUD DIAGRAM
(C)HRG OFFROAD 2024**

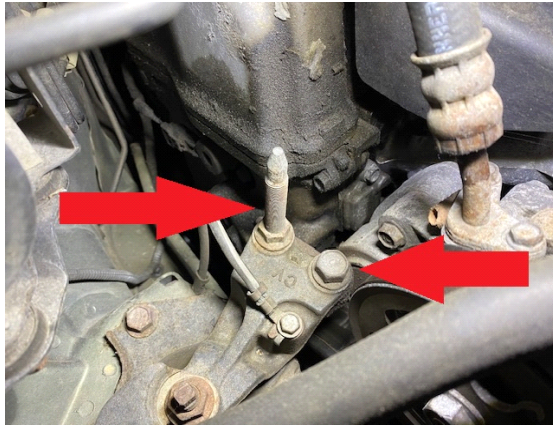
**Remove
studs**



Step 6. Temporarily install 2 M12x110 bolts into transmission to maintain alignment of bracket.



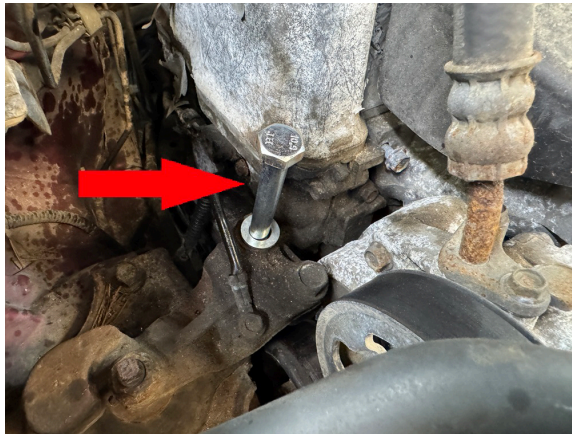
Step 7. Remove M12 nut and M12x45 bolt holding the engine mounting bracket.



Step 8. Remove stud from engine bracket. This can be done by either welding the nut to the stud or tightening 2 M12 nuts against each other and backing the stud out.



Step 9. Temporarily install M12x110 bolts to maintain alignment of bracket. See photo:



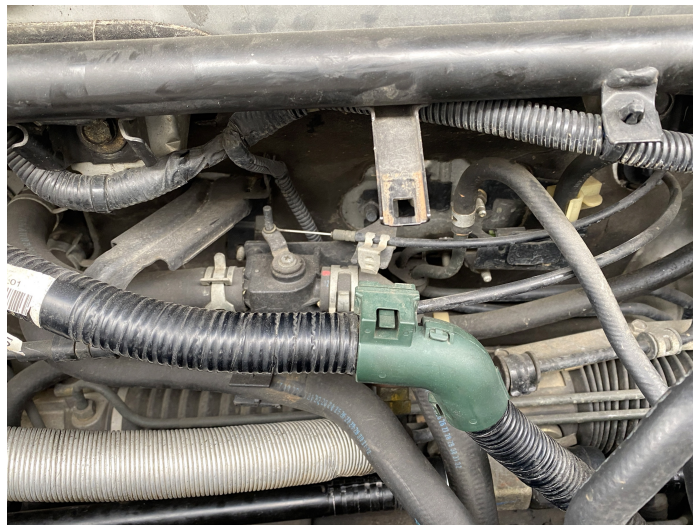
Step 10. Remove bolt holding check valve on front of subframe as shown:



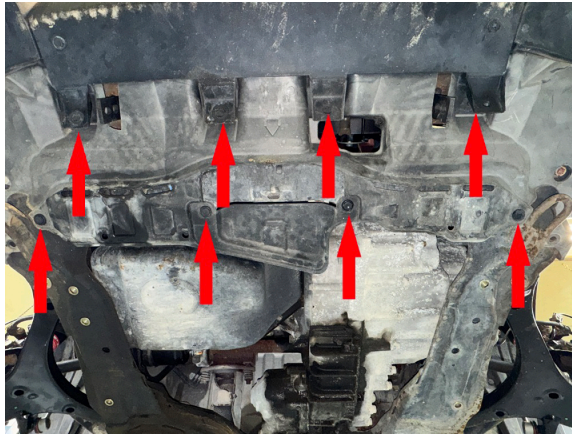
Step 11. Install relocation bracket as shown:



Step 12. Unclip rear engine wiring harness from bracket as shown in photo below:

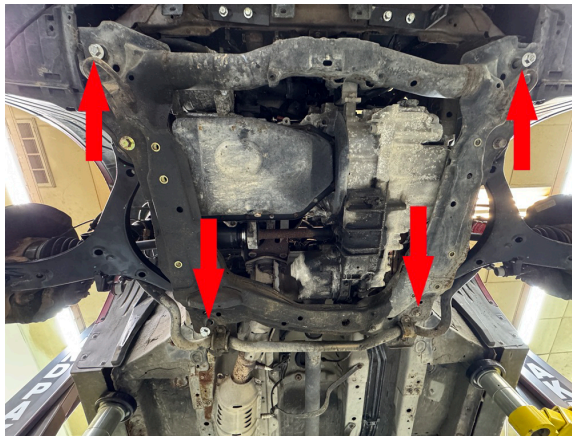


Step 13. Remove plastic splash shield under front bumper. There are several plastic clips and 10mm bolts holding this piece on.



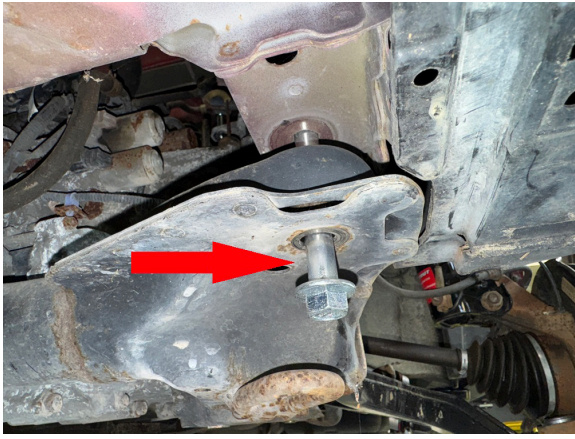
Step 14. Reposition jack under engine, again taking care not to dent oil pan.

Step 15. Remove 2 M14 main subframe bolts (**leave 2 bolts in at all times to maintain alignment of subframe**)



Step 16. Temporarily install 2 M14x180 bolts in place of the 2 removed bolts. Repeat process with 2 remaining factory main subframe bolts.



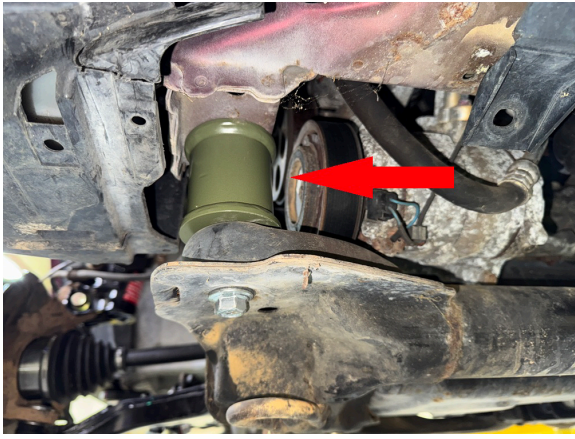


Step 17. Carefully lower engine and subframe assembly down approximately 3 inches.



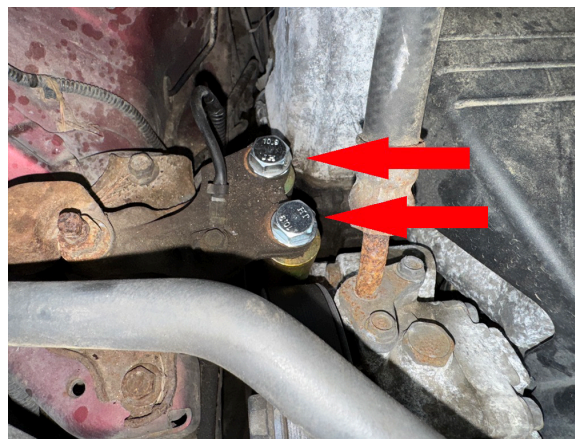
Step 18. Place 2.75x3 M14 spacers between subframe and body one at a time, removing and replacing the bolts as you go.



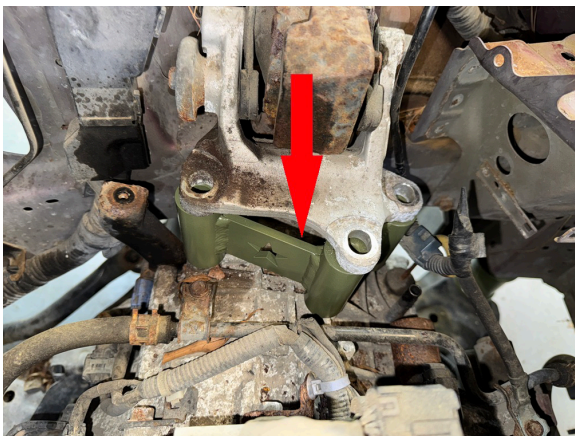


Step 19. Torque subframe bolts to 130 ft-lb.

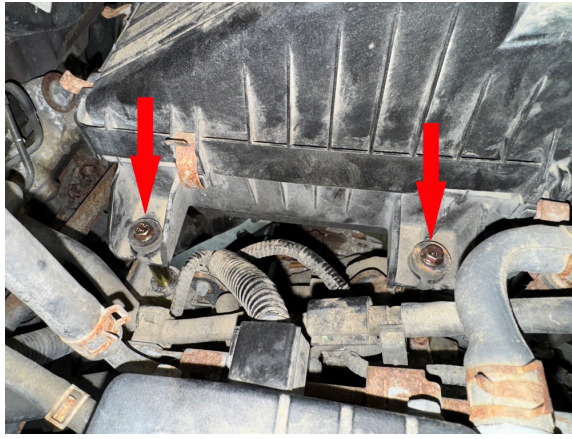
Step 20. Place 2 1.25x3 M12 spacers between engine mount and engine bracket and install 2 M12x110 bolts (see photo):



Step 21. Place transmission drop bracket between transmission and transmission mount, install 3 M12x110 bolts. (see photo) (AUTO TRANS SHOWN)



Step 22. Place 0.5x1 and 0.5x1.5 M6 spacers between air box mounting tabs and mounts, secure air box with M6x70 bolts.



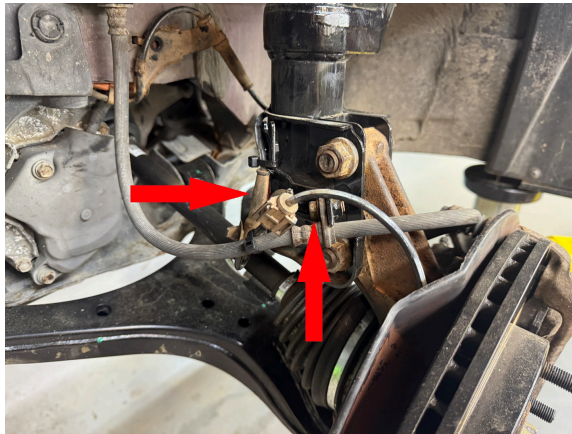
Step 23. Reinstall battery. Leave battery disconnected until completion of installation.

NOTE: It may be necessary to adjust the position of various wiring harnesses and radiator hoses after lowering engine. Typically, only the rear harness from step 11 will need to be relocated. This harness can be secured by a zip tie if necessary.

Step 24. Lift vehicle and support with jack stands.

Step 25. Remove wheels.

Step 26. Remove brake lines and ABS wiring (if applicable) from driver side strut

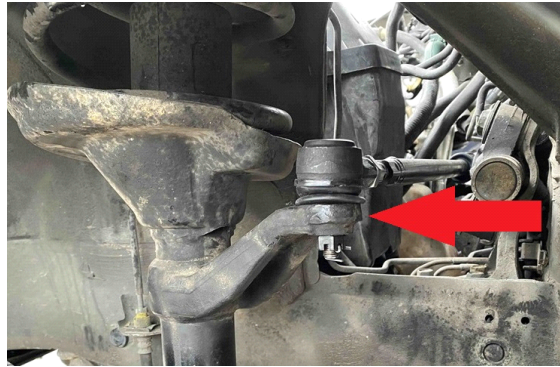


Step 27. Remove 21mm bolts connecting strut to knuckle.

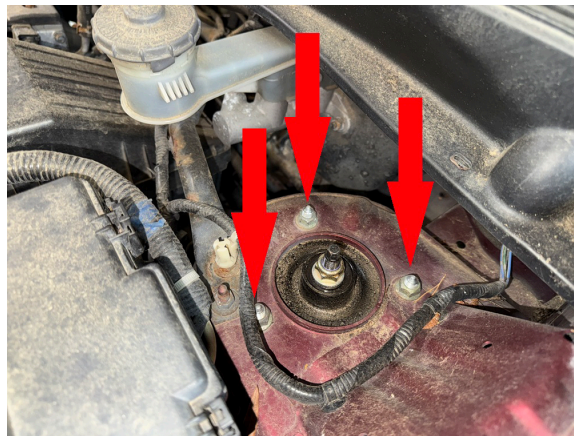


Step 28. Remove cotter pin and castle nut on tie rod end.

Step 29. Strike the steering arm with a heavy hammer to dislodge the tie rod end.

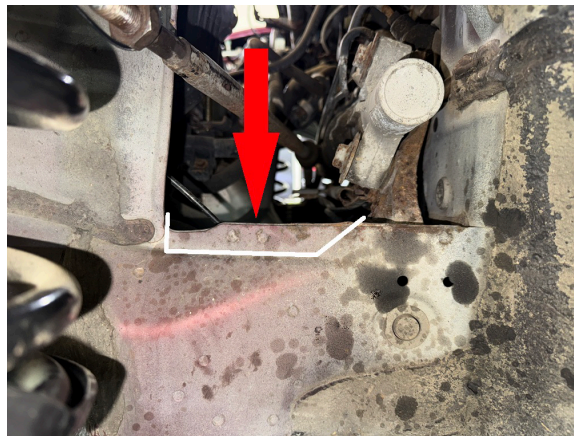


Step 30. Remove 14mm nuts at the top of driver side strut. Remove strut. Save hardware for reinstallation.

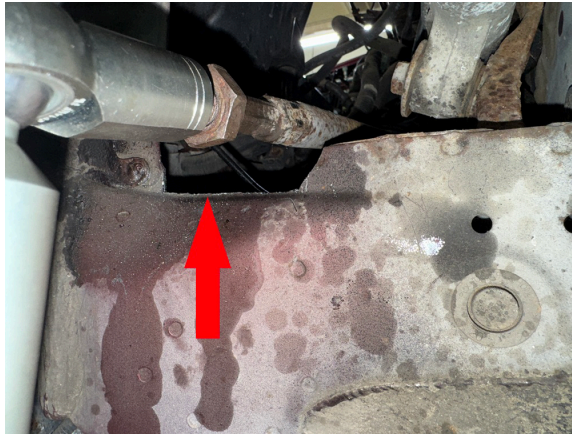


NOTE: Do not allow the knuckle to fall loose, as the axle may come out of the inner CV boot. Secure the knuckle with a length of wire or zip ties.

Step 31. Mark pinch weld below tie rod as shown:



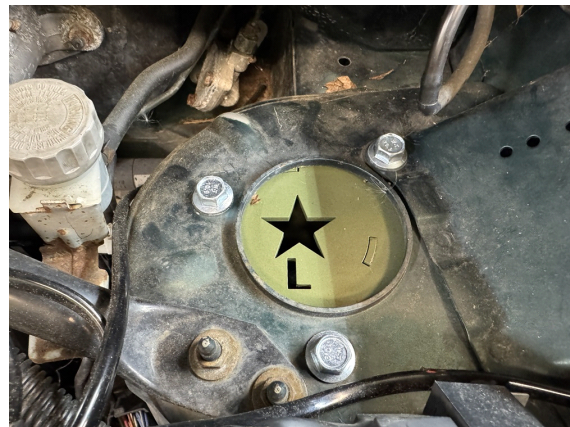
Step 32. Using a body saw or cutoff wheel, cut notch in pinch weld as shown:



Step 33. Attach spacer marked "L" to top of DRIVER SIDE strut using original hardware.



Step 34. Install strut and spacer assembly into shock tower using 3 M10x25 bolts.



Step 35. Reinstall 21mm bolts holding strut to knuckle.

Step 36. Once the main strut bolts are installed and tightened, remove ONLY the top bolt and replace it with the 16mm camber adjustment bolt. These bolts are eccentric and will need to be adjusted by an alignment shop. Be sure to tell your alignment technician that you have the camber adjusting bolts installed.

Step 37. Install brake line relocation bracket.

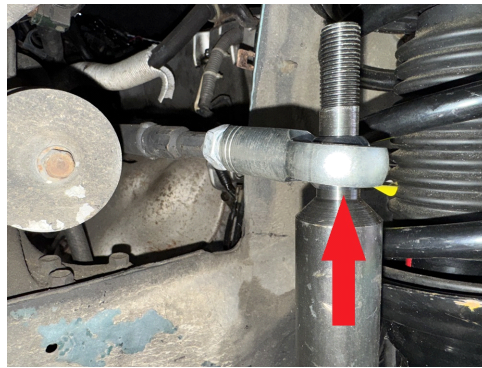
Step 38. Attach brake line to brake line bracket with supplied M8 bolt and nut.

Step 39. Remove OEM outer tie rod ends on both sides. Leave stop nuts in place.

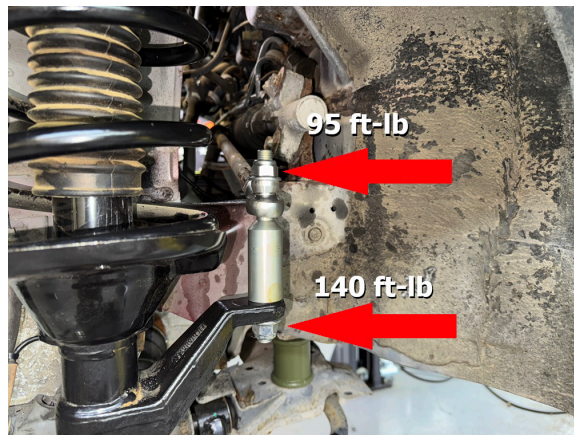
Step 40. Using a 5/8" drill bit, drill out hole in strut as shown:



Step 41. Install the heim joint in place of the OEM tie rod end.



Step 42. Install tapered collar and nut onto tie rod extension as shown in photo: Do not over-torque top nut.



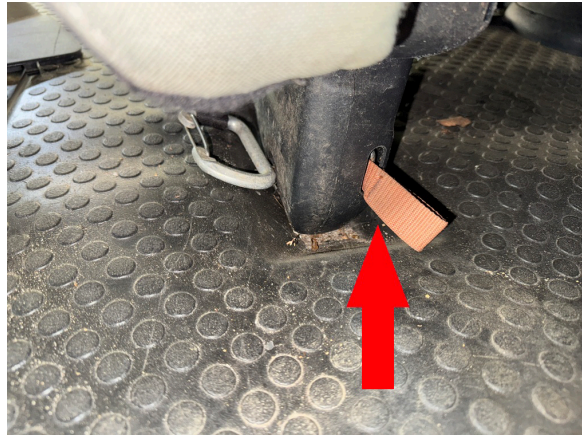
Step 43. Repeat spacer and tie rod end installation for passenger side.

Step 44. Tighten all bolts. Be sure to double-check engine and transmission mounting bolts. Refer to factory service manual for torque specifications. Mark bolts with paint pen that have been double checked.

Rear installation:

TIP: remove sway bar (if applicable) or disassemble suspension on both sides before installing spacers.

Step 1. Fold flat and lift up rear seats.



Step 2. Remove plastic panels in rear compartment to allow access to rear strut mounting bolts.



Step 3. Remove 2 M10 bolts on each side holding rear struts to body (see photo)

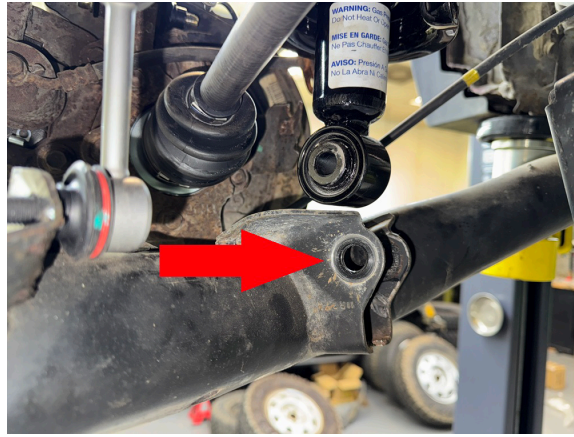


Step 4. Lift vehicle and support with jack stands.

Step 5. Remove wheels.

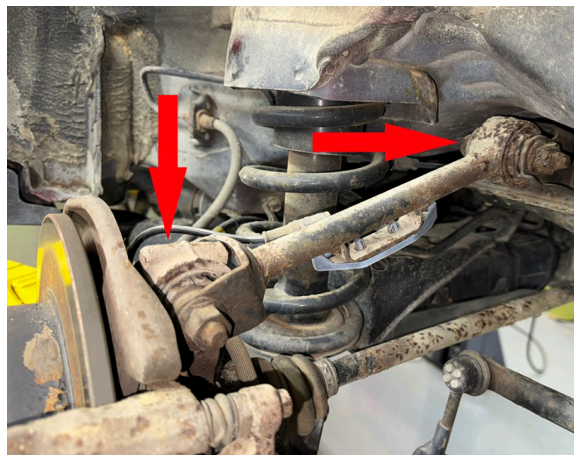
Step 6. Support rear subframe with floor jack or screw jack.

Step 7. Remove 19mm bolt connecting driver side strut to lower arm.



Warning: 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.

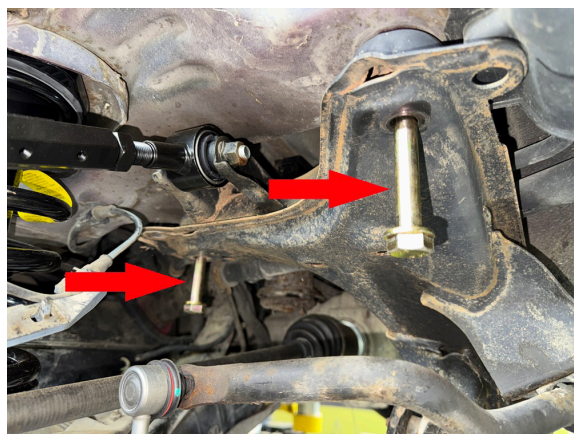
Step 8. Remove bolts connecting upper control arm to rear hub, allowing assembly to drop enough to remove strut. Rear upper control arm will be replaced with an adjustable one. Take care not to put stress on rubber brake lines. (see photo)



Step 9. Remove rear struts, save hardware for reinstallation.

Step 10. Remove the 2 M6 bolts holding the charcoal canister to the body. Do not remove the M6 bolt that connects the charcoal canister to the subframe.

Step 11. Remove 2 of the 4 M12 bolts holding the rear subframe to body and temporarily replace with M12x150 bolts.

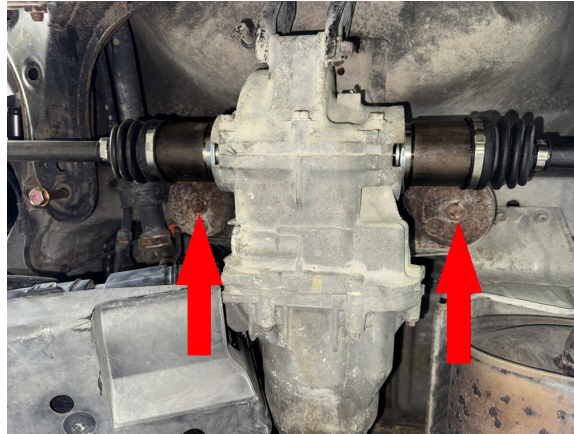


Step 12. Repeat process with remaining 2 rear subframe bolts. (leave 2 bolts in at all times to maintain alignment of

subframe)

For 2WD, skip to step 15

Step 13. Remove the 2 M10 bolts holding the rear differential bracket to the body.

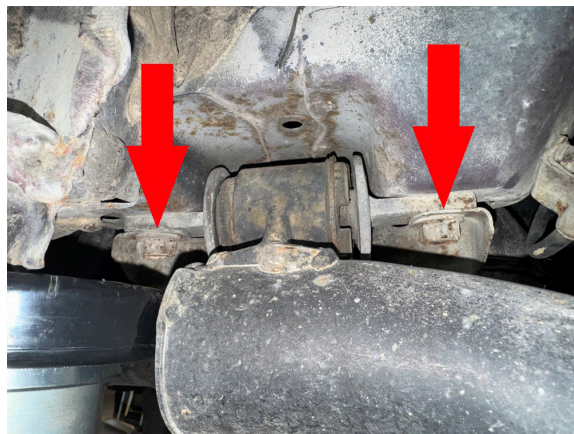


Step 14. Remove 4 M8 bolts holding driveshaft safety loops to body, set safety loops aside for reinstallation. (refer to photo)

Step 15. Remove 2 M8 bolts holding parking brake cables to body.



Step 16. Remove 17mm bolts holding trailing arms to body.



Step 17. Carefully lower rear subframe about 3 inches.

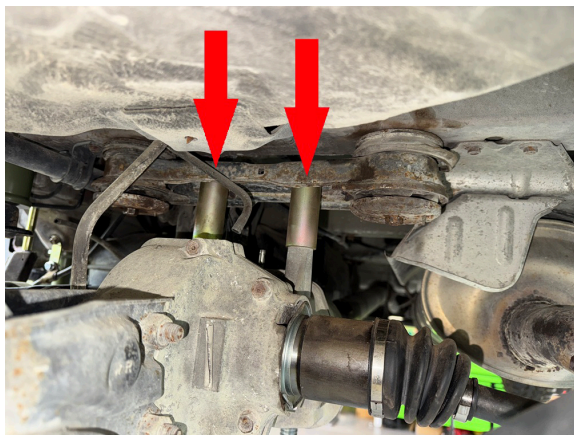


For 2WD skip to step 21.

Step 18. Remove 2 17mm bolts on top of rear differential.

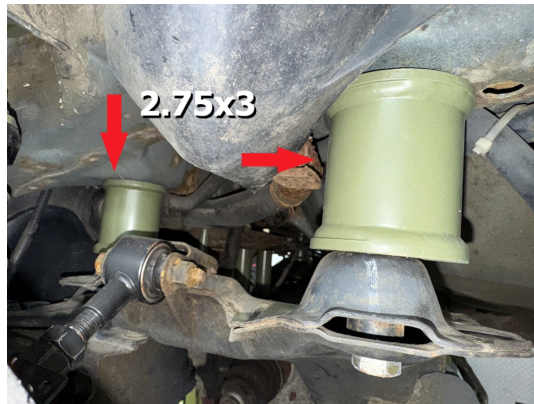


Step 19. Place 2 1.25x3" spacers between differential and differential bracket. Install 2 M12x140 bolts. Torque bolts to 80 ft-lb.



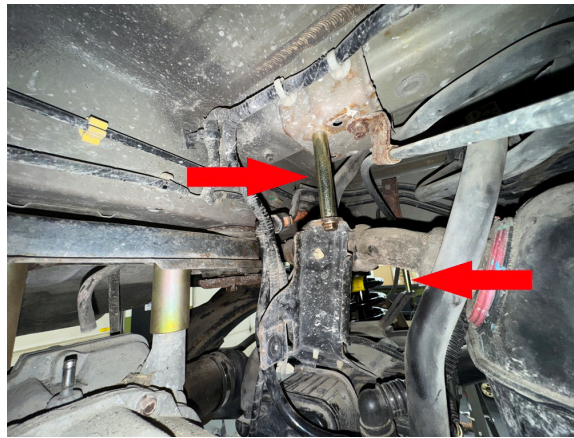
Step 20. Reinstall rear differential and bracket using original hardware.

Step 21. Place 2 2.75x3" M12 spacers between subframe and body, install 2 M12x150 bolts.



Step 22. Repeat process for remaining 2 subframe bolts. Torque all rear subframe bolts to 95 ft-lb.

Step 23. Place 2 0.5x3" M6 spacers and install M6x100 bolt in charcoal canister. (see photo)



Step 24. Place trailing arm drop bracket between trailing arms and body, install 2 M12x150 bolts. Torque bolts to 85 ft-lb.



Step 25. Install parking brake cable brackets with M8 bolt (see photo)



Step 26. Remove 2 M10 bolts in driveshaft carrier bearing.

TIP: It is helpful to have a jackstand under the driveshaft to help support the weight.

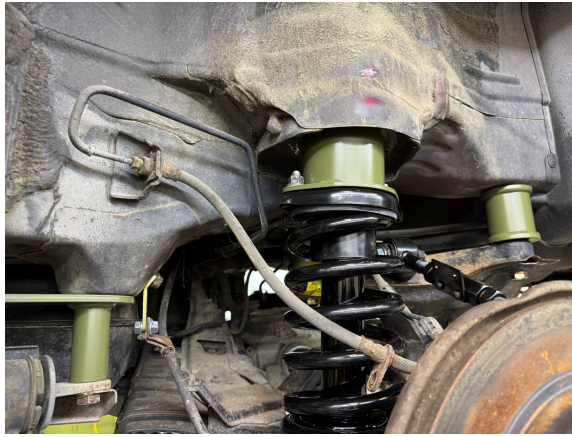
Step 27. Place 2 1x3" M10 spacers between driveshaft carrier bearing and body. Secure with M10x100 bolts.

Step 28. Place 2 0.75x1.5" M8 spacers between driveshaft safety loops and body. Secure with M8x70 bolts (see photo)

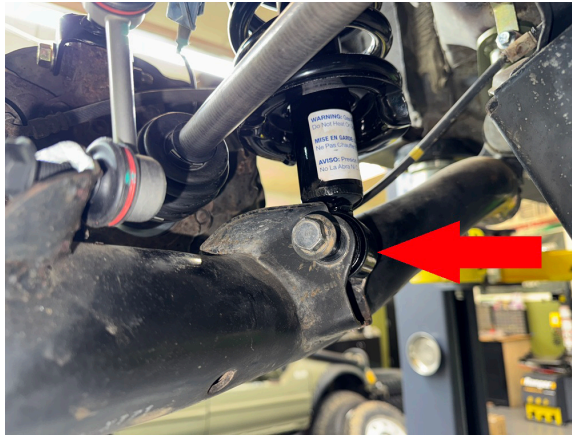


Step 29. Attach rear lift spacer onto driver side strut using original hardware.

Step 30. Reinstall strut in reverse order of removal.

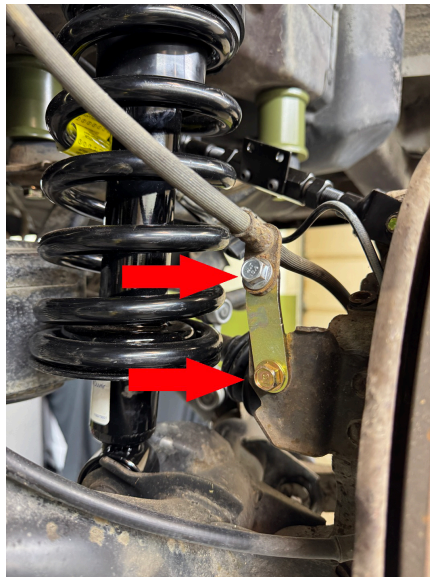


Step 31. Using a pry bar, force lower strut mount into position on lower control arm, install bolt.



Step 32. Install new adjustable rear upper control arm. Adjust to slightly longer than the OEM arm. Your alignment shop will make final adjustments.

Step 33. Locate mount for rear brake line and install brake line bracket with M8 bolt and nut. (see photo)



Step 34. Repeat installation process for passenger side.

Step 35. Remove 2 rubber hangers on exhaust mid-pipe

Step 36. Install 2 extended exhaust hangers on exhaust pipe (see photo)



Step 37. Remove rubber hangers on tailpipe.

Step 38. Install extended exhaust hanger on tailpipe.



Step 39. Reinstall wheels and set vehicle on the ground before tightening lower control arm bolts. It may be necessary to roll vehicle back and forth a few times to get the suspension to its resting point.

NOTE: If vehicle appears to be abnormally high in back, this is normal and will settle once the car is aligned and driven.

Step 40. Using a torque wrench, double check all bolts and mark bolts with paint pen that have been double checked.

Step 41. Get a professional 4 wheel alignment.

Step 42. 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 8-6PM EST Mon-Fri or email us 24/7 at support@hrgoffroad.com.

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

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