



2026+ Mazda CX-5 1.5" 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 size: 225/65/17 or 225/55/19

+1" larger tire

For 17" wheel: 245/65/17*

For 19" wheel: 245/55/19*

****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 1.5" front strut spacers 5550

2 1" rear spring spacers 5551

2 rear shock spacers

2 camber bolts

6 M10 nuts

Installation time: Approximately 3-4 hours

FRONT INSTALLATION:

Step 1. Jack up vehicle and support with jack stands.

Step 2. Remove wheels.

TIP: Installation is made easier by either removing the front sway bar during installation or disassembling both left and right side suspension at the same time.

Step 3. Remove nuts from upper strut mount on driver side.



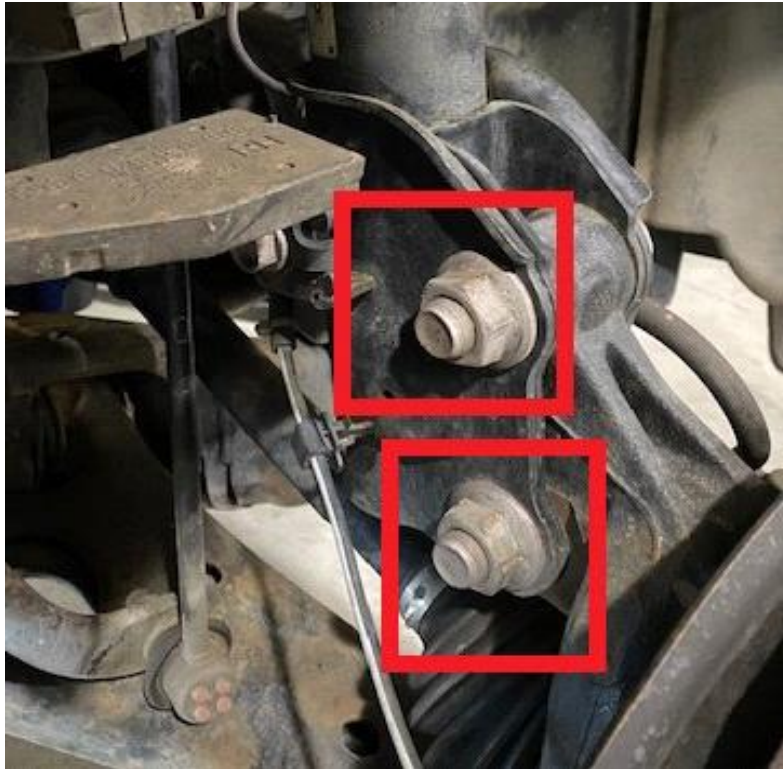
Step 4. Unclip brake hose and ABS wire from strut.



Step 5. Remove 17mm nut holding sway bar link to strut.



Step 6. Remove 2 21mm nuts from strut mounting bolts, slide bolts out. It may be necessary to tap these bolts out with a hammer.



Step 7. Place strut spacer on top of strut and secure with hardware provided in the kit.

NOTE: It may be necessary to trim the studs slightly to allow the spacer to fit flush against the strut. If so, thread a nut onto the stud, trim the stud, and then back the nut off to clean the threads. Typically this is only necessary with some brands of aftermarket replacement struts.



Step 8. Slide lift spacer through bolt holes in strut tower. Secure with OEM hardware.

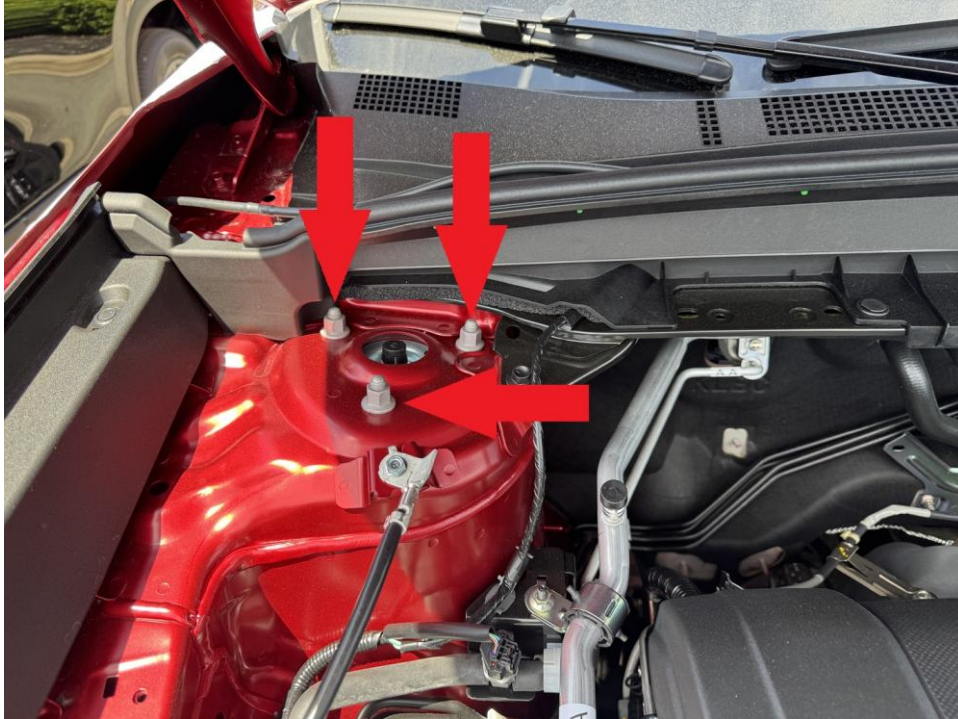
Step 9. Reinstall bolts holding strut to wheel hub.

NOTE: Leave sway bar link loose until both sides are complete.

Step 10. Reinstall ABS wire and brake hose.

Step 11. Once everything is assembled and tight, Remove the TOP BOLT ONLY holding the strut to the wheel hub and replace with 16mm camber bolt. Tighten both bolts. Camber bolts will be adjusted and final torqued by your alignment technician. Torque bottom bolt to 115 ft-lb. Camber bolt will be torqued to 140 ft-lb.

Step 12. Repeat steps 3-11 for passenger side.



Step 13. Reinstall sway bar end links.

Step 14. Double check all bolts. Refer to factory service manual for torque specifications.

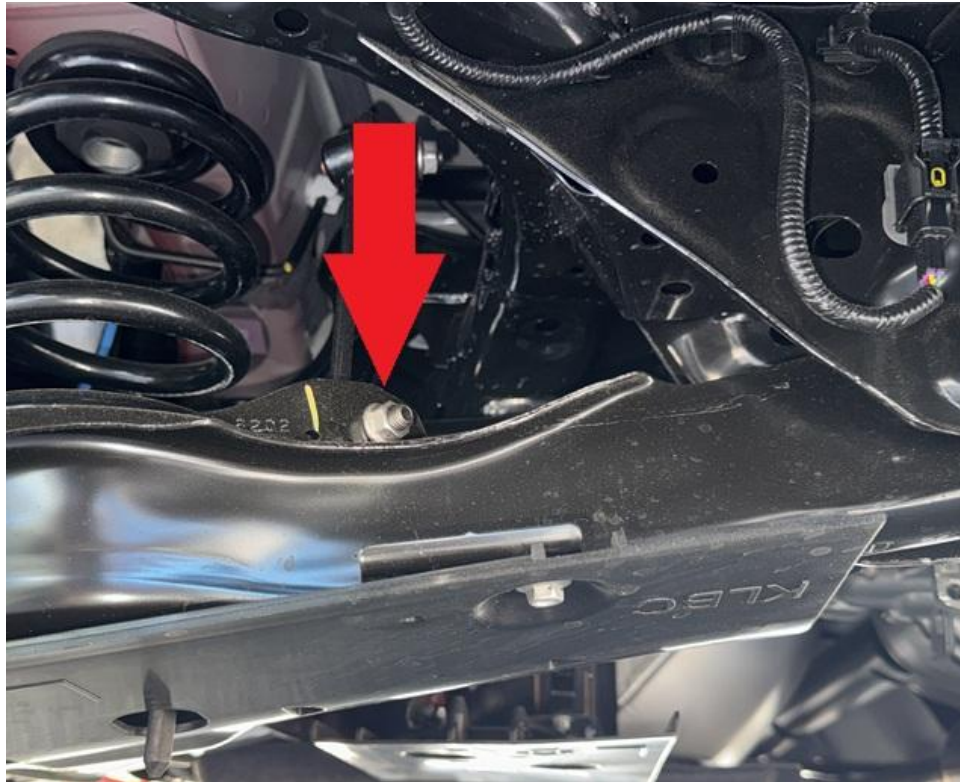
Step 15. Reinstall wheels.

REAR INSTALLATION:

Step 1. Jack up vehicle and support with jack stands.

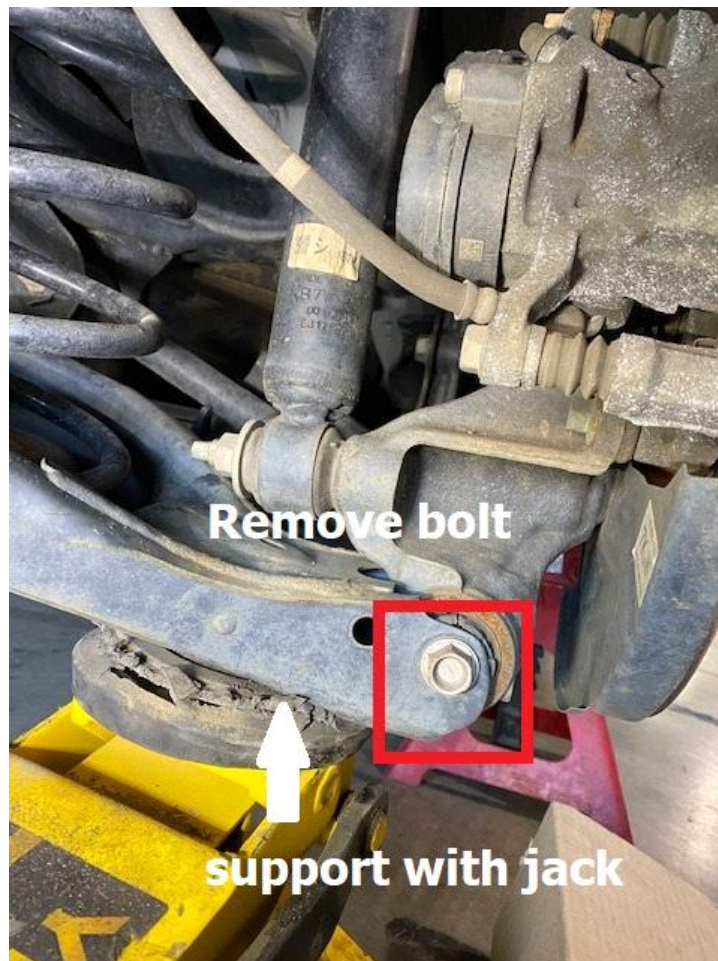
Step 2. Remove wheels.

Step 3. Remove bolt holding rear sway bar link to lower control arm on driver side.



Step 4. Support trailing arm with floor jack.

Step 5. Remove bolt holding lower control arm to wheel hub.



Step 6. Release pressure on spring by lowering control arm with floor jack. It may be necessary to loosen the bolt on the inner end of the rear lower control arm to allow the arm to fully drop.



Step 7. Remove spring and rubber isolator.

Step 8. Place lift spacer between frame rail and isolator, reinstall spring.

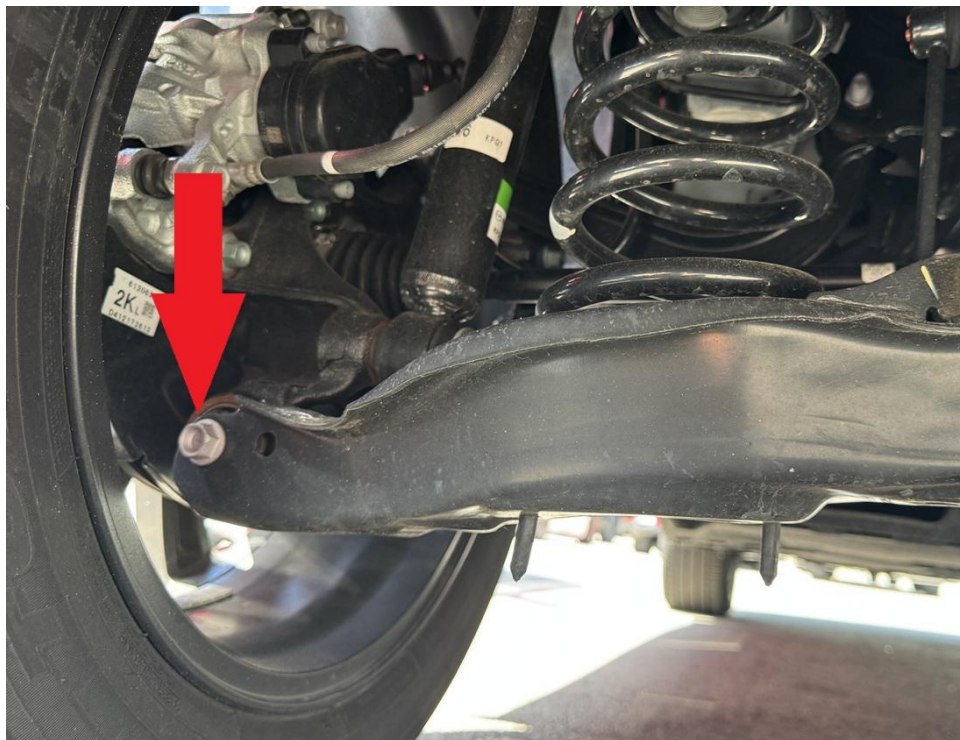
BE SURE TO ROTATE THE SPRING SO THAT IT FITS PROPERLY IN THE LOWER RUBBER ISOLATOR.



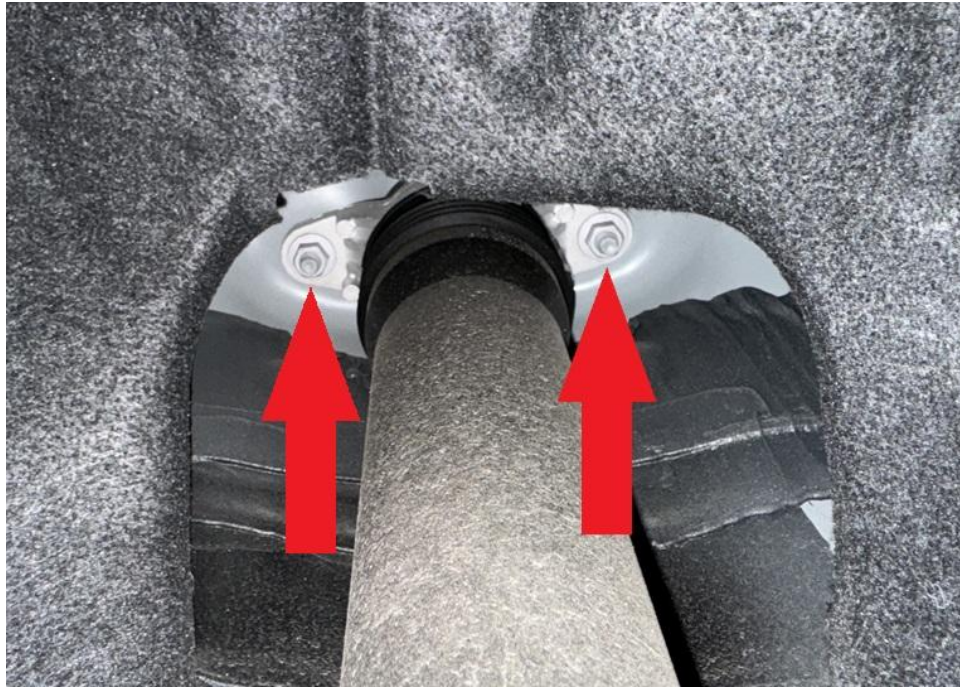
Step 9. Use floor jack to compress the spring and raise the lower control arm back into place.



Step 10. Reinstall bolt holding lower control arm to wheel hub.



Step 11. Remove nuts holding shock absorber to body.



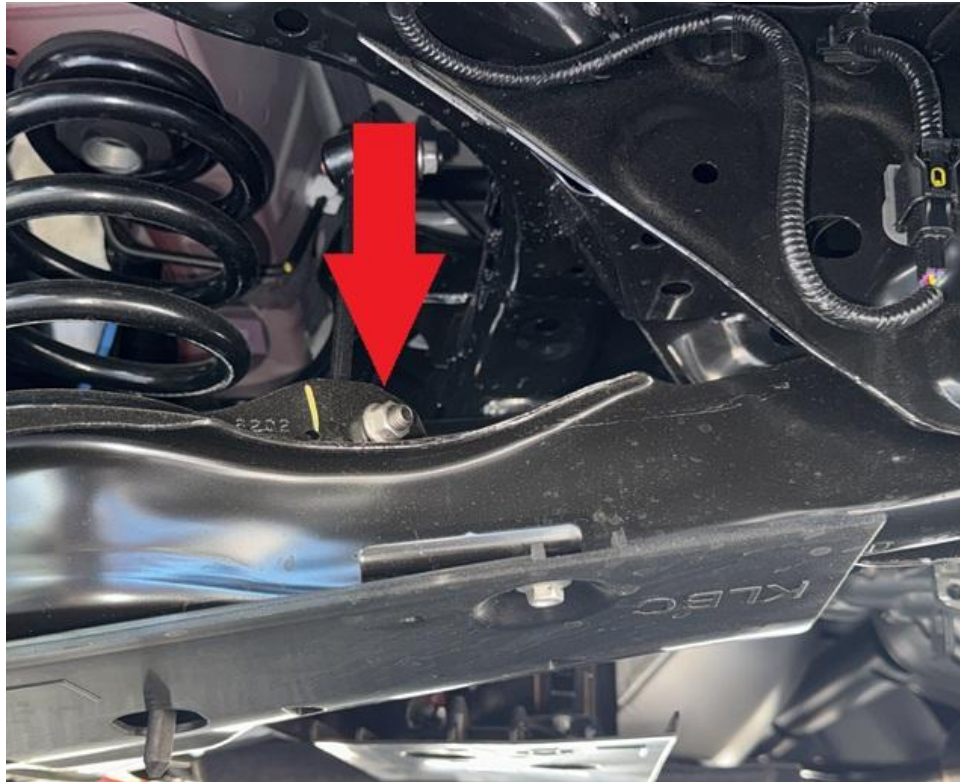
Step 12. Bolt shock spacer to body using original hardware.



Step 13. Attach shock spacer to shock absorber using hardware provided in the kit.

Step 14. Repeat installation process for passenger side.

Step 15. Reconnect sway bar end links.



Step 16. Double check all bolts.

Step 17. Reinstall wheels.

Step 18. Get a professional 4 wheel alignment. MAKE SURE YOUR ALIGNMENT TECH KNOWS THIS KIT UTILIZES ADJUSTABLE FRONT CAMBER BOLTS!



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

- CX51326F-1.5 5550 (2)
- CX51326R-1.0 5551 (2)
- CX-51225 RSE 9040 (2)
- CAMBOLT-16 (1 pack of 2)
- Sticker