

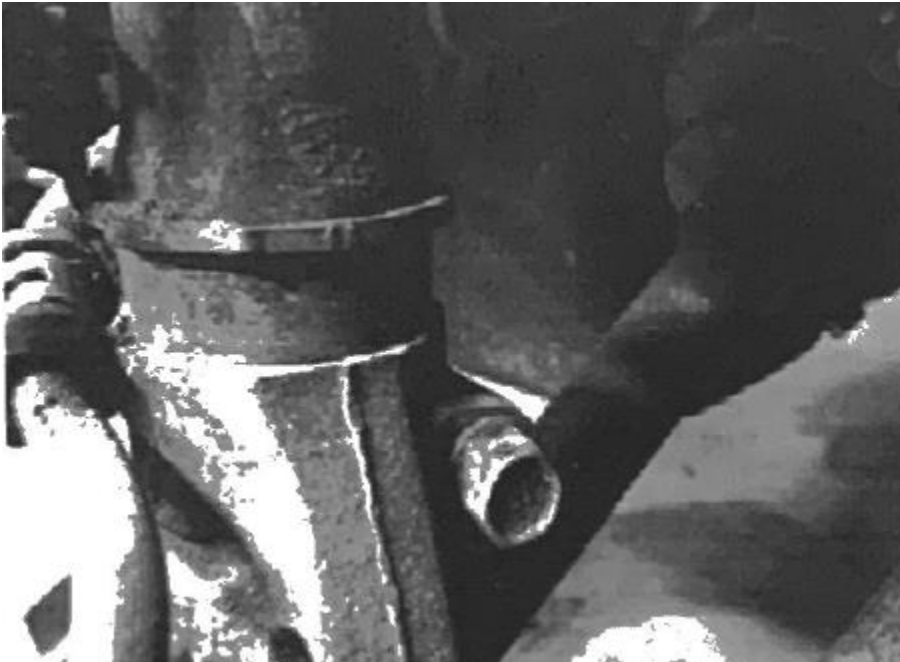
You may access video instructions here: <https://www.youtube.com/watch?v=Wm4avAmEmzI>

## **Front Installation**

**IMPORTANT** – 2.0/2.5" spacers will not fit CRV front suspension without a subframe kit!

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

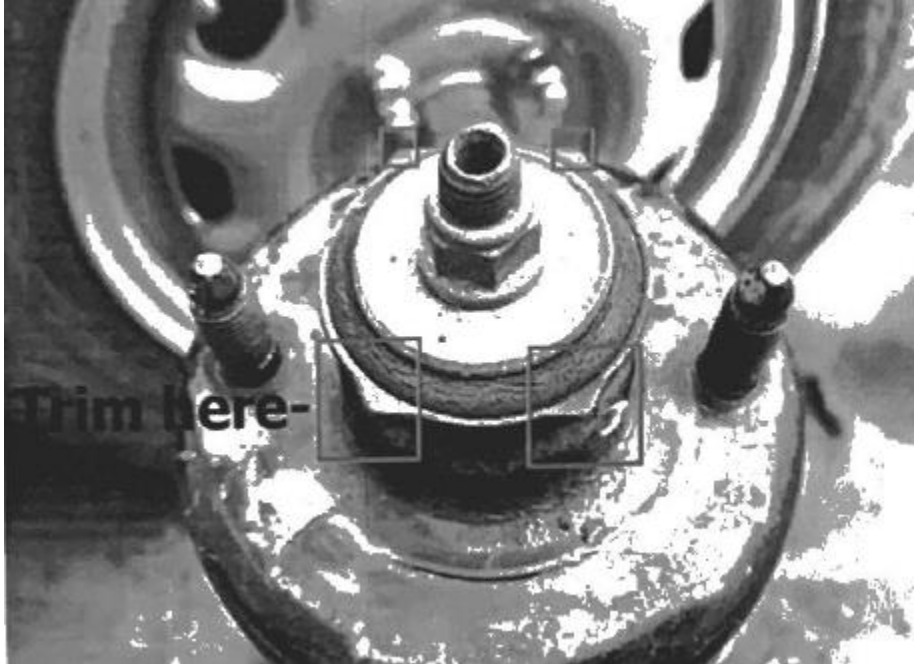
1. Jack up vehicle and support with jack stands.
2. Remove wheels.
3. Remove 17mm bolt connecting strut fork to lower control arm, remove 14mm bolt connecting strut fork to strut, remove strut fork. Save hardware for reinstallation.



4. Be sure brake lines are not attached to strut or strut fork.
5. Remove 14mm nuts at the top of the strut connecting strut to strut tower. Remove strut. Save hardware for reinstallation.

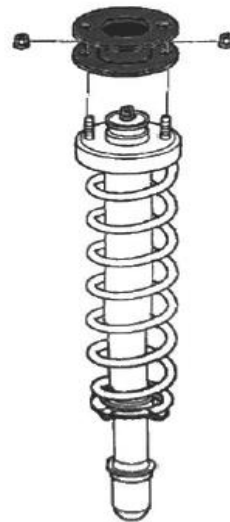


6. Check fitment of strut spacer over strut. It may be necessary to trim the top hat to fit inside the spacer.



7. **1.5" spacers only!** Using a bench grinder, remove approximately  $\frac{1}{4}$ " from the end of the top hat studs.

1.5" STRUT SPACER INSTALLATION  
DIAGRAM  
FOR THE 2013-2018

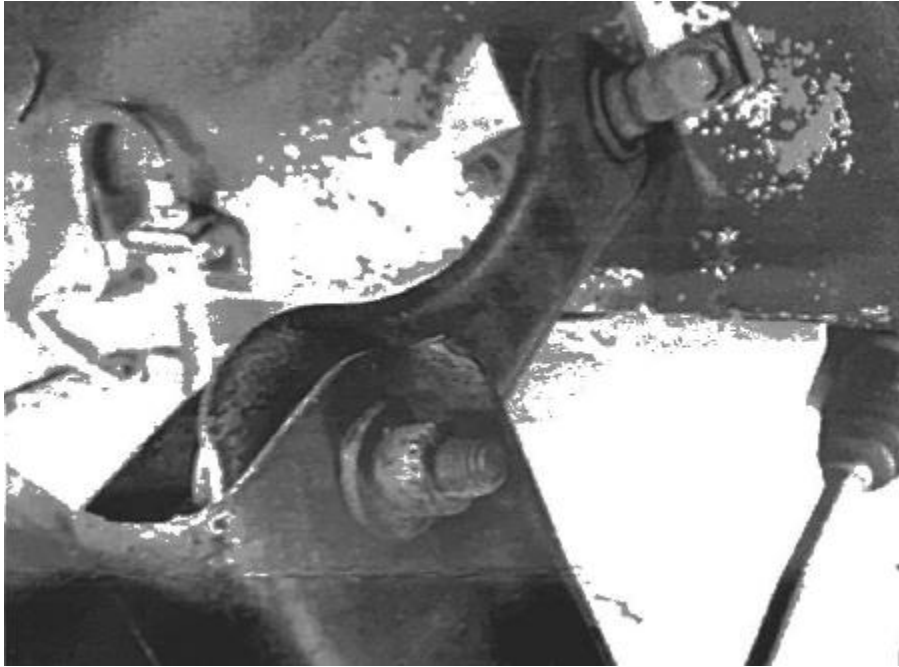


8. **1.5" spacers only!** Insert M10x25 bolts through the spacer as shown in diagram prior to mounting the spacer to the strut.
9. Remove cotter pin and castle nut on upper ball joint. Carefully strike knuckle to dislodge ball joint, allowing front suspension to drop down. Take care not to allow the axle to pop out of the inner socket.
10. Install lift spacers onto struts using original hardware as shown in diagram.
11. Reinstall strut to strut tower using supplied M10 nuts as shown in diagram.
12. Reinstall strut fork to strut and lower control arm in reverse order of disassembly.
13. Use floor jack to compress suspension to align upper ball joint. Reinstall castle nut and replace cotter pin.
14. Reinstall wheels.

## Rear Installation

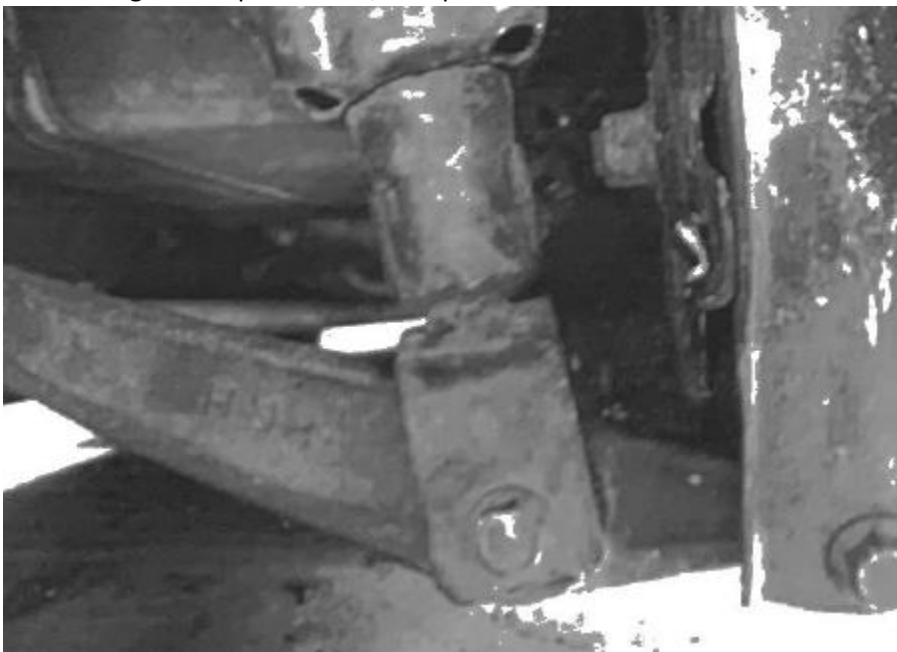
**NOTE:** Install 1" subframe kit prior to attempting to install 3.5" spacers in rear.

1. Jack up vehicle and support with jack stands.
2. Remove wheels.
3. Remove 14mm bolt connecting lateral link to rear trailing arm, allowing suspension to drop. DO NOT remove 14mm bolts connecting lateral link to body of vehicle as these bolts are difficult to reinstall and are prone to cross-threading. Save hardware for reinstallation. See photo.



4. Remove 14mm bolt connecting strut to lower control arm. Save hardware for reinstallation.

**NOTE:** these bolts are prone to seizing inside the lower control arm bushing. If the bolts seize, you will need to cut the bushings and replace them, or replace the rear lower control arms.



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5. Remove 2 14mm nuts at the top of the strut connecting the strut to the strut tower, remove strut. Save hardware for reinstallation.



6. \* Check fitment of strut spacer over strut. It may be necessary to trim the top hat to fit inside the spacer.
  - Please see photos from step 6 of front installation.

If installing 2.5" or 3.5" spacers, skip to step 8.

7. \* Using a bench grinder, remove approximately 1/4" from the end of the top hat studs.
  - Please see photos from step 7 of front installation.

8. Install lift spacers onto struts using original hardware.
  - a. 1.5" spacers only: reinstall strut to shock tower using supplied M10 nuts.



9. 2.5" and 3.5" spacers: Reinstall struts to shock tower using supplied M10x25mm bolts.
10. Using a floor jack, compress suspension to align rear upper control arm to trailing arm, reinstall strut and trailing arm hardware reverse order of assembly.

**NOTE:** Installing lift spacers will change the suspension geometry and will require 4-wheel alignment, and possibly front/rear camber correction kits.