



MAVERICK

2022+ Ford Maverick 2WD/Hybrid 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 Off-road 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 Off-road 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 Off-road lift kits are designed and tested to work together. HRG Off-road 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:

245/60/18

245/65/17

245/70/16

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 lift spacers

- 2 1.0" rear lift spacers
- 6 M8x16 bolts (spacer mounting bolts)
- 2 0.75x0.5 M8 spacers (brake line spacers)
- 2 M6x25 bolts (brake line spacers)
- 2 M14 Front Camber adjustment bolts
- 2 replacement sway bar end links for lifted application

Tools required:

Floor Jack or lift, lug wrench, metric socket set to 21mm, metric wrench set to 21mm, T40 Torx bit, panel removal tool, bench grinder or flap wheel, torque wrench and heavy hammer.

Approximate installation time 2-3 hours

Front installation:

- Step 1. Lift vehicle and support with jack stands.
- Step 2. Remove wheels.
- Step 3. Remove brake/ABS lines from driver side strut.
- Step 4. Using 18mm wrench and Torx T40 bit, remove sway bar link.



Step 5. Remove nuts connecting strut to knuckle. Strike bolts carefully with hammer to slide bolts out. Do not use an impact to back bolts out of knuckle.

NOTE: Do not allow the hub to fall loose, as the axle may come out of the inner CV joint.

Step 6. Support knuckle with floor jack or screw jack.



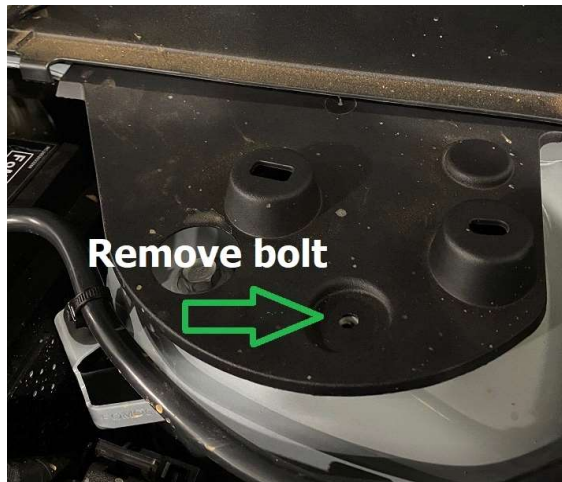
Step 7. Carefully unclip harness from plastic cowl cover.



Step 8. Using a panel removal tool, pry up plastic cowl cover to gain access to bolts holding plastic cover over struts.



Step 9. Using a 10mm socket, remove plastic panel covering strut bolts.



Step 10. Using a 13mm socket, remove bolts connecting strut to strut tower.

Step 11. Remove strut. Save hardware for reinstallation.

Step 12. Remove ABS wiring from inner fender

Step 13. Disconnect ABS wire from wheel sensor.

Step 14. Using a heavy hammer, create 1/16 inch of clearance where the wiring was located (this is for clearance for the thicker TTX sway bar links)



Step 15. Install lift spacers onto strut using supplied M8x16 bolts as shown.

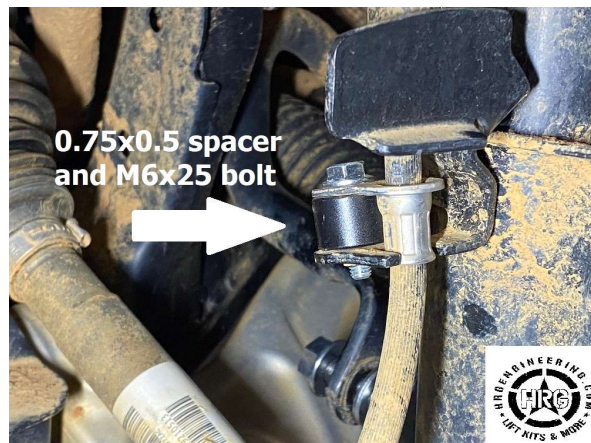


Step 16. Reinstall strut with spacer attached, using original hardware through the shock tower and into the spacer.



Step 17. Replace plastic shock tower cover.

Step 18. Place 0.5x0.75 spacer between brake line and brake line mounting bracket on the strut. Secure with supplied M6x25 bolt.



Step 19. Trim 3/16" from outer edge of bottom of strut to gain additional clearance from axle shaft as shown in photos

below. Touch up with anti-rust paint.



Step 20. Install lower bolt connecting strut to knuckle.

Step 21. Install offset camber adjustment bolt in place of upper strut bolt. (see separate instructions included with bolts.)



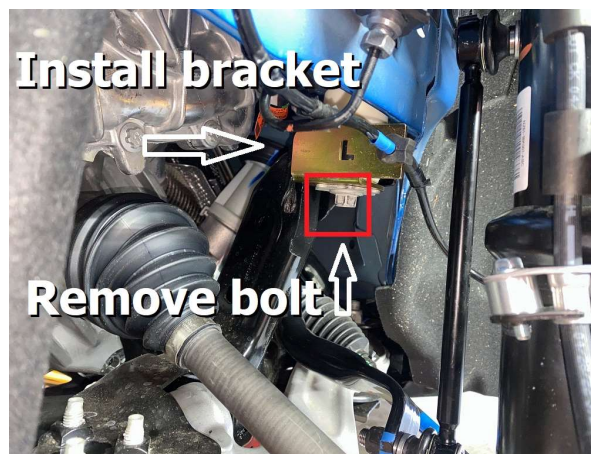
Step 22. Install supplied shorter sway bar end link.

Step 23. Disconnect ABS wire from wheel sensor.

Step 24. Unclip and route wire below brake line bracket and plug back into wheel sensor. (see photo)



Step 25. Remove bolt as shown in photo. Install ABS wire relocation bracket as shown, reinstall bolt. (see photo below)



Step 26. Repeat steps 3-25 for passenger side.

Step 27. Tighten all bolts.

Rear installation:

Step 1. Lift vehicle and support with jack stands.

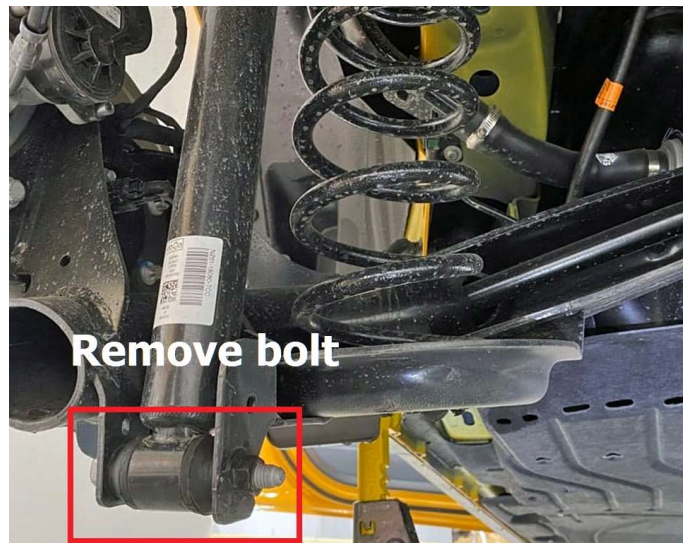
Step 2. Remove wheels.

Step 3. Support rear axle beam with floor jack or screw jack.

Step 4. Unclip brake line temporarily to allow sufficient slack in the brake line when axle drops.



Step 5. Using 15mm socket remove shock mounting bolt from driver side.



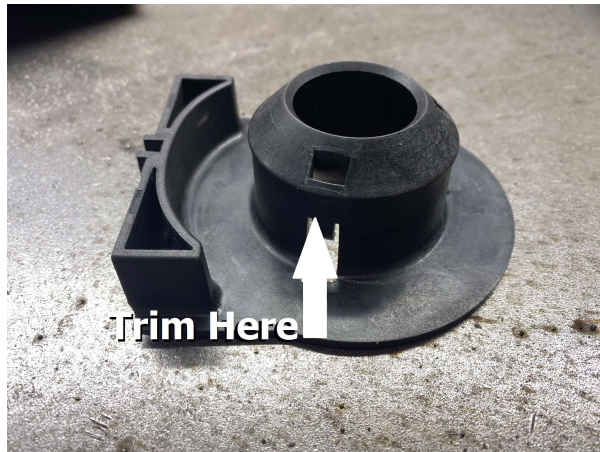
Step 6. Carefully release spring tension by lowering jack or screw jack.



Step 7. Remove spring and upper plastic isolator.



Step 8. Trim plastic isolator as shown to allow spacer to fit flush.



Step 9. Install spring and spacer.



Step 10. Using a jack, lift rear axle beam into position to line up bolt on rear shock absorber.

Step 11. Reinstall bolt holding shock to axle beam.

Step 12. Repeat steps 4-10 for passenger side.

Step 13. Reinstall wheels and lower vehicle.

Step 14. Get a professional 4 wheel alignment.

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 8-5 EST Mon-Sat or email us 24/7 at support@hrgoffroad.com.

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

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