



ISPORT PERFORMANCE ACCESSORIES  
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2017 + Honda CR-V 1.5" Leveling Kit Instruction Manual

PART #	DESCRIPTION
JSRLP025	2017 + Honda CR-V 1.5" Leveling Kit



**WARNING!**

\* READ ALL INSTRUCTIONS FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE WILL OCCUR TO THE VEHICLE!  
 \*ISPORT RECOMMENDS TAKING EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS. \*ISPORT RECOMMENDS ALL INSTALLATION TO BE PERFORMED BY A PROFESSIONAL SHOP/SERVICE TECHNICIAN. PRODUCT FAILURE CAUSED BY IMPROPER INSTALLATION WILL NOT BE COVERED UNDER ISPORT PERFORMANCE ACCESSORIES WARRANTY POLICY.

COMPONENTS INCLUDED	
(2) Front spacer #JSV020	(2) Rear Spacer #JSV022
(2) Sway bar spacer #JSV021	(2) Rear coil spacer #JSV023
HARDWARE INCLUDED	
(6) 3/8" Bolts	(6) 3/8" Washers
(4) M8 X 1.25 X 70mm Bolts	(4) M8 X 1.25 X 50mm Bolts
TOOLS REQUIRED	
Jack	9/16" Socket/Wrench
Jack stands	5mm Allen wrench
Torque wrench	10mm Socket/Wrench
Pliers	13mm Socket/Wrench
Flathead Screwdriver	14mm Socket/Wrench
Coil spring compressor	17mm Socket/Wrench
TECH NOTES	
Front strut spacer installation time may be reduced by pushing down on the lower control arm with the upper mount disconnected in order to slide the spacer between the bucket and strut. 14mm wrench is required to tighten the spacer to the strut while still in the bucket. This eliminates the need to remove the strut from the vehicle.	

**INSTALLATION**

\*USING A PROPERLY RATED JACK, RAISE THE VEHICLE & SUPPORT THE FRAME RAILS OR OEM LIFTING POINTS WITH JACK STANDS. ENSURE JACK STANDS ARE SECURE & SET PROPERLY BEFORE LOWERING THE JACK. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. REMOVE THE WHEELS.\*



FIGURE 1



FIGURE 2

1.) Remove the brake line bracket from the strut using a 10mm. Remove the plastic ABS clip from the strut using pliers or a flathead. [ FIGURE 1 & 2 ]



FIGURE 3

2.) Remove the clamping bolt from the steering knuckle casting using a 17mm. [ FIGURE 3 ]



FIGURE 4

3.) Disconnect the sway bar link from the strut using a 14mm wrench and a 5mm allen wrench. [FIGURE 4 ]

4.) Use a 14mm to remove the 3 nuts from the upper strut mount.

5.) While pushing the lower control arm downward, lift the strut up & out of the knuckle. **BE CAREFUL NOT TO OVEREXTEND THE CV JOINTS.**

6.) With the strut removed, install the spacer using the OEM nuts & torque to spec. Rotate upper mount 180 degrees so the new hole pattern will line up when installing.



FIGURE 5



FIGURE 6

7.) While pushing down on the lower control arm, slide the strut into the knuckle. **DO NOT OVEREXTEND THE CV JOINTS.** [ FIGURE 5 ]



**FIGURE 7**

8.) Using a 17mm Install the clamp bolt & torque to spec. [ FIGURE 6 ]



**FIGURE 8**

9.) Clip the ABS into the strut & connect the brake line using a 10mm. [ FIGURE 7 & 8 ]



**FIGURE 9**

10.) Connect the sway bar link to the strut using a 14mm & a 5mm allen wrench. **TORQUE TO SPEC.** [ FIGURE 9 ]



**FIGURE 10**

11.) Mount the spacer to the coil bucket using the supplied 3/8" hardware. **TORQUE TO SPEC.** [ FIGURE 10 ]

#### REAR SPACER INSTALLATION:



**FIGURE 11**

12.) Remove the sway bar link from the lower control arm using a 14 mm & a 5mm allen wrench. [ FIGURE 11 ]



**FIGURE 12**

13.) Remove the bolt from the lower shock mount using a 17mm. [ FIGURE 12 ]



**FIGURE 13**

14.) Use a floor jack to lift the lower control arm enough to slide the shock out of its mount. Remove the shock from the upper mount using a 13mm socket with a long extension. [ FIGURE 13 ]



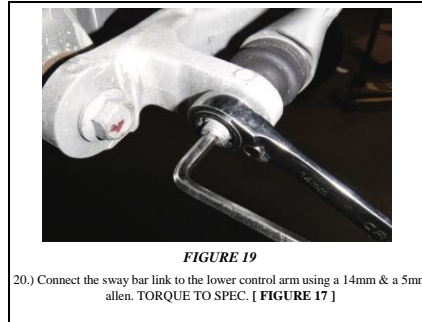
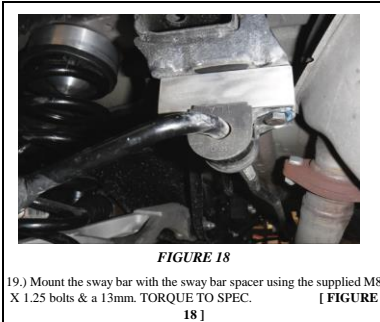
**FIGURE 14**

15.) Mount the shock using the shock spacer & supplied M8 X 1.25 X 70mm bolts. **TORQUE TO SPEC.** Use a 13mm. [ FIGURE 14 ]



**FIGURE 15**

16.) Push down on the knuckle enough to slide the coil out of its mounts. Place the coil spacer on top of the upper coil isolator & install. This will be easier if the coil is preloaded slightly with the use of a coil spring compressor. Always use caution when compressing springs. Make sure the locator on the lower coil isolator is properly installed in the lower control arm. [ **FIGURE 15** ]



21.) Reinstall the wheels/tires and lower the vehicle to the ground. TORQUE TO SPEC

22.) Have the vehicle professionally aligned.

**VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.  
RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.**

**JSPORT PERFORMANCE ACCESSORIES LIMITED LIFETIME WARRANTY**

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JSPORT Performance Accessories' obligation under this warranty is limited to the repair or replacement, at JSPORT's discretion, of the defective product. Any and all costs of removal, installation or re-installation, freight charges and incidental or consequential damages are expressly excluded from this warranty, items that are subject to wear are not considered defective when worn and are not covered. JSPORT Performance Accessories components must be installed as a complete kit as shown in our current application guide. Any substitutions or exemptions of required components will immediately void the warranty. Some finish damage may happen to parts during shipping and is not covered under warranty.

This warranty is expressly in lieu of all warranties expressed or implied. This warranty shall not apply to any product that has been improperly installed, modified or customized subject to accident, negligence, abuse or misuse.



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